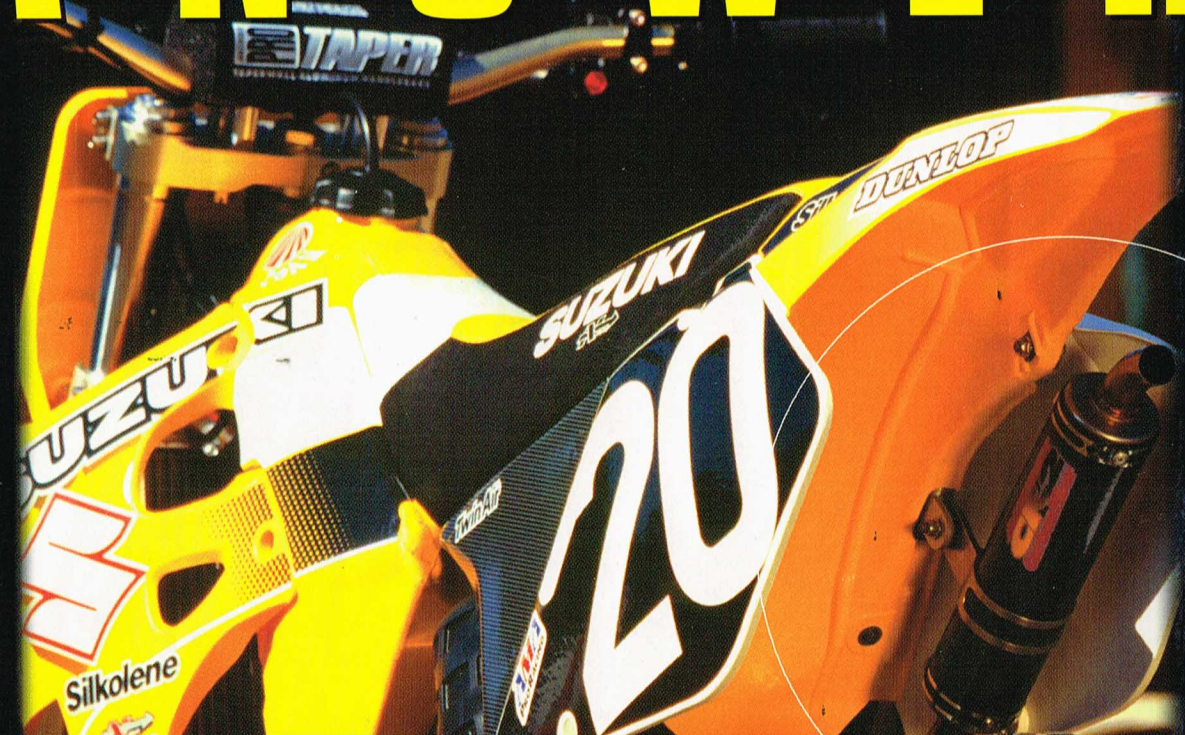


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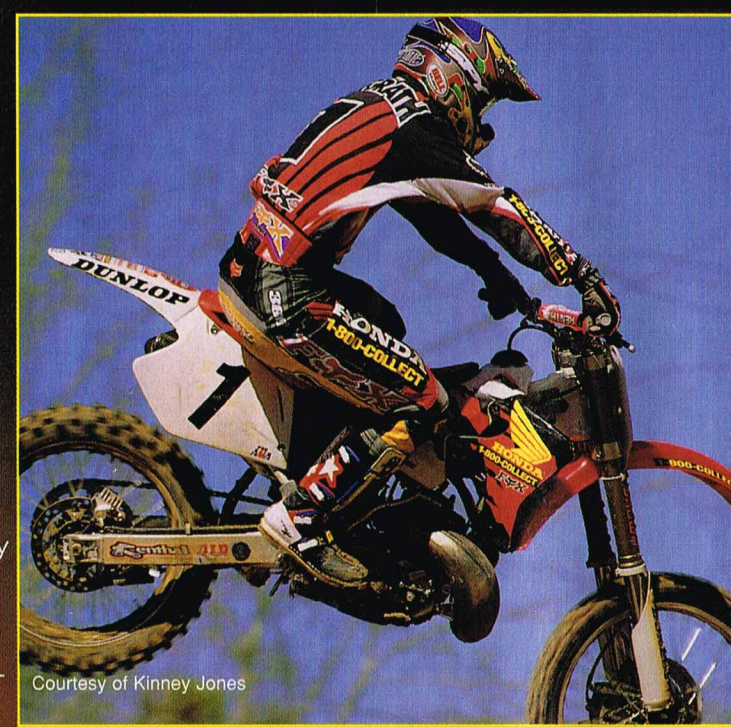


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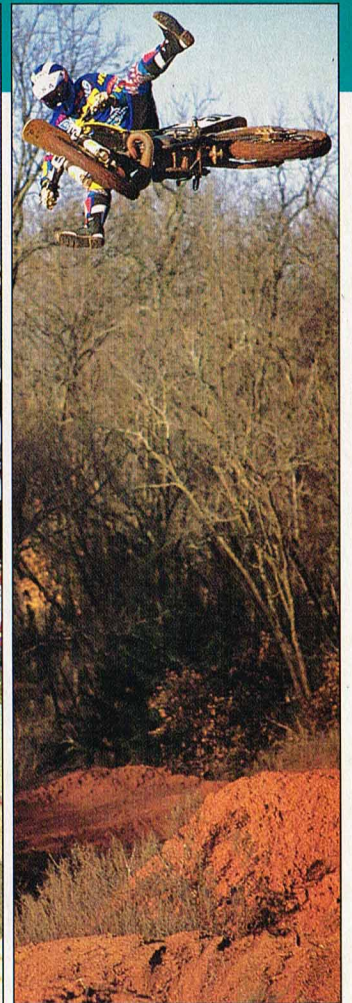
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ON THE COVER: Ryan Hughes leaps over Daytona, following all of Roger's Golden Rules and a few of his own. Meanwhile, five thumpers stay solidly (very solidly) on the ground, one Yamaha flies fecklessly over Glamis and one KDX powers (sort of) through a Valencia berm. Photos by Ron (Daytona), "Float Like a" Beave (Windham), JoPapa (thumpers) and Lump (KDX).

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DIRT BIKE Magazine (ISSN 0364-1546; Canada GST #R125009266), June '96 is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 25233 Anza Dr., Valencia, CA 91355. Subscriptions \$18.98 for 12 issues (one year). Canada and foreign add \$9 additional postage for one year, \$18 for two years. Copyright ©1996 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by electronic retrieval or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs and illustrations must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Santa Clarita, CA 91380 and at additional mailing offices. POSTMASTER: Send address changes to *Dirt Bike* Magazine, P.O. Box 958, Valencia, CA 91380-9058. Printed in USA.

FROM THE SADDLE

Evidence from the East By Ron Lawson

I'm a Western rider. You don't know how much effort that confession took. For years, I've been denying it. I was born in Oklahoma (as far as I can tell, that's neutral territory), did a lot of growing up in Alabama (definitely Eastern) and then moved out to California (way Western). I tried to tell myself that since I can't surf and I stink at desert racing, I was still an Eastern guy at heart. However, at the Alligator Enduro last week, my bubble burst. I might as well have been riding on East Jupiter. Since then, I've been examining the evidence.

Exhibit number one: When I first got to the Alligator, I sat down to program my enduro computer. I allowed an hour for the job. Sometimes that's not enough, especially if there's something tricky like a 100-mph section followed by a free time and a succession of speed changes every 0.2 miles. I looked at my info sheet, then took it back to sign-up: "Excuse me, but I've got some kind of printing error on my chart. It just says 24 mph. The print is missing after that."

The guy looked at my chart. "That's right," he said. "Well, I'm sure it's right for the first section, but what are the other speeds? I go 24 mph for how long?" I asked.

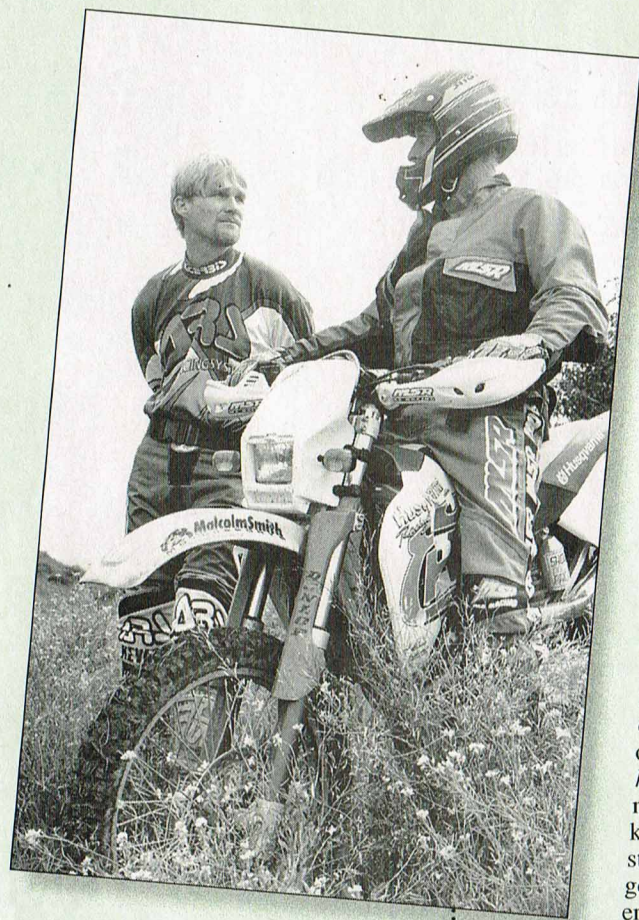
He looked me in the eye. "Quite possibly for the rest of your life."

I went back to the truck and programmed my computer: 24 mph until end. I spent the next 59 minutes double-checking it.

Exhibit number two: When the trail markers make a sharp turn off the first power line road and went straight into a thick blob of green, tangled, leafy matter, I thought it was course sabotage. "Huh?" I thought. "Who are they trying to kid? The course can't go that way." Clear Westerner thinking. It could and it did—for what seemed like the rest of my life.

Exhibit number three: For the first 20 minutes, I had both elbows up in the David Bailey "attack" position. The trail behind me was marked with human flesh. For the next 20 minutes, my elbows readjusted to the Randy Hawkins "retreat" position. Shortly after that, it was the Scott Summers "I'll hit it anyway" position. Before long it became the Ron Lawson fetal position.

Exhibit number four: Explain to me, please, how you can steer when you can't see your front wheel. You look down and all you see is a tangle of vines and shrubs that should be in a garden or a swamp. Well, okay, so the Alligator Enduro is in a swamp, but how do you point a front



wheel that you can't see down a trail that you can't see? Eastern guys know how. Western guys don't. I might have known once, but now I don't.

Exhibit number five: "Are you going to ride with the kickstand on the bike?" Randy Hawkins asked me before the start. I figured he was concerned for my safety—people assume that kickstands are somehow dangerous. I've never believed it.

"Sure. I don't think a kickstand has ever caused a crash. They just get blamed for crashes."

Randy started to say something, then just shrugged. At mile 3.6 I discovered that I was the only RMX rider in the enduro with a kickstand, and I also discovered why. There were parallel ruts that were each 11 inches wide. The rear end of an RMX is exactly 11 inches wide *without* a kickstand. With the kickstand, the rear end is wide enough to ensure that I would be the only one to get stuck.

Exhibit number six: I don't understand why they need so much land to run an enduro in the Southeast. They could have made a circle trail in the woods that was 30 feet around. I could have ridden around it for five hours and I wouldn't know the difference. They might just set up a check or a gas stop every hour or so; I would think I

had traveled 100 miles. The turns all look exactly alike and the trees all feel exactly alike.

Exhibit number seven: Something was backwards. After the first gas stop, I realized that I was using the fast, whoop sections to rest. Then I would use up all my strength on the perfectly smooth trails where I was in first gear, sitting down and barely attaining forward motion. That's just not right.

Exhibit number eight: At mile 24, I put the RMX on reserve. I stopped and looked all over the bike to figure out where the leak was. I *knew* an RMX will go 50 miles on a tank, and I knew it was full at the start. Where did the gas go? Silly me, I figured later. Only the front wheel had gone 24 miles. The rear wheel had gone maybe

200. I was actually getting the best gas mileage of my life.

Exhibit number nine: At the end of the race, my rear tire looked brand-new. I started thinking, "Man, those Eastern guys have it made. They can probably get a whole season out of one tire."

Then I heard someone in the next pit cursing. "Look at the chain. One race and it's completely shot. The wheel bearings are probably gone, too. Those guys out West have it easy. They get a whole season out of a good O-ring chain." I tried to remember the last time I changed wheel bearings. I hadn't.

There are a variety of other exhibits, like my observations on the difference between Western rocks and Eastern rocks (out West, they move around; in the East, they move you around), and the difference between Eastern and Western plant life (Western plants are armed for self-defense; Eastern plants just have strength in numbers), but, overall, the evidence is overwhelming. I've been here too long. I permanently see things from a Western perspective. I give in. Love ya, babe. Have your people call my people.

I wonder if they're gonna make me surf now? ☐

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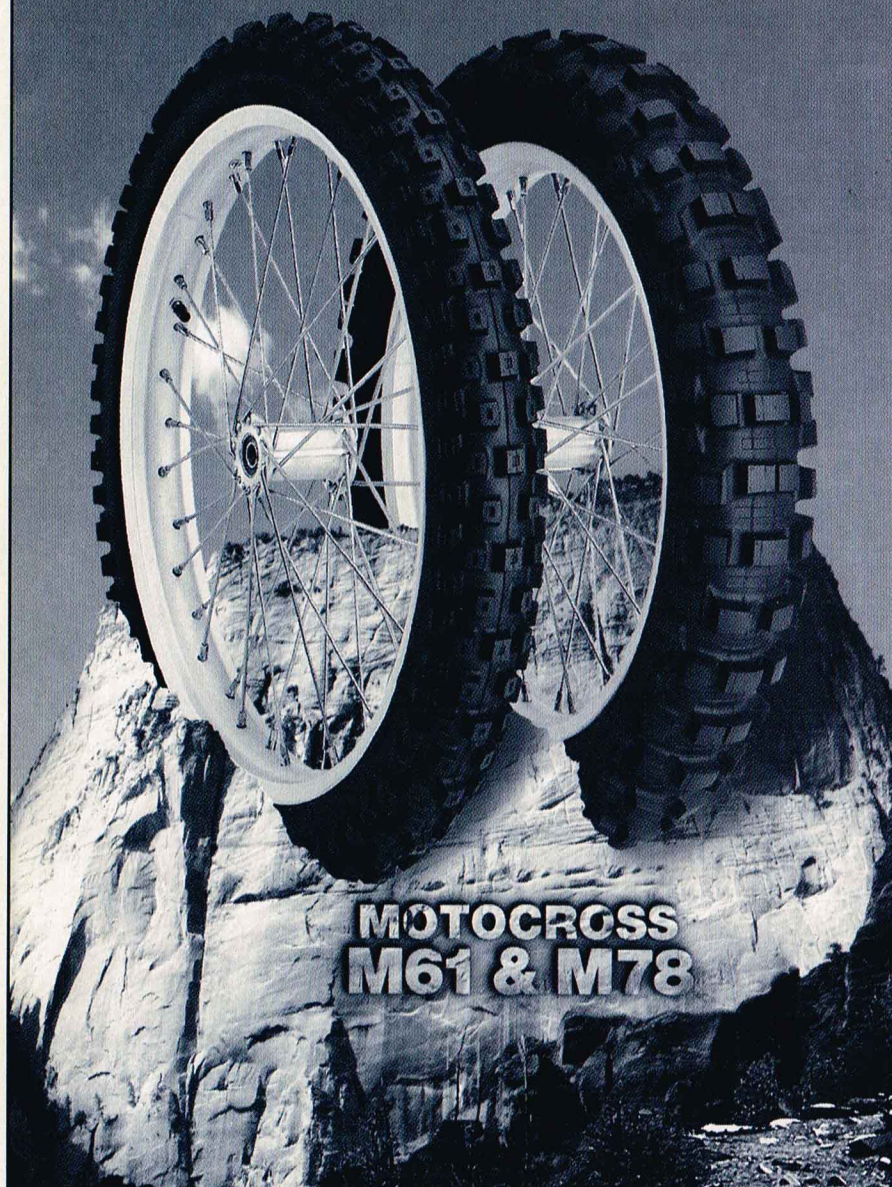
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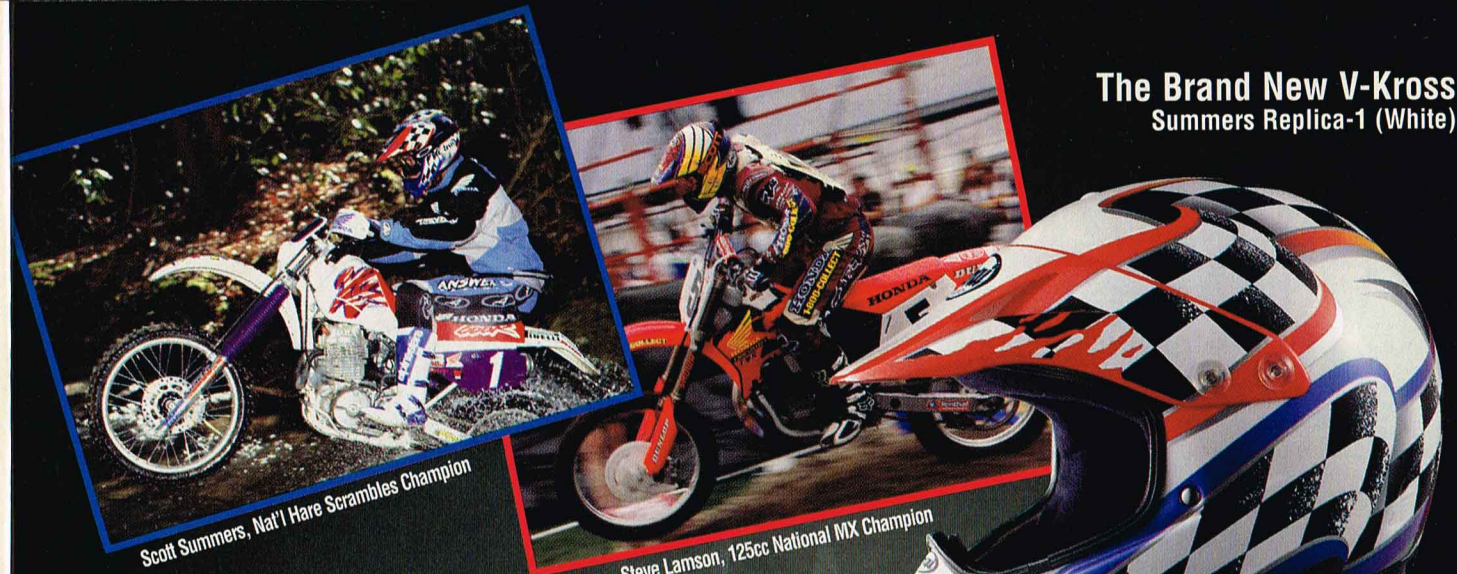
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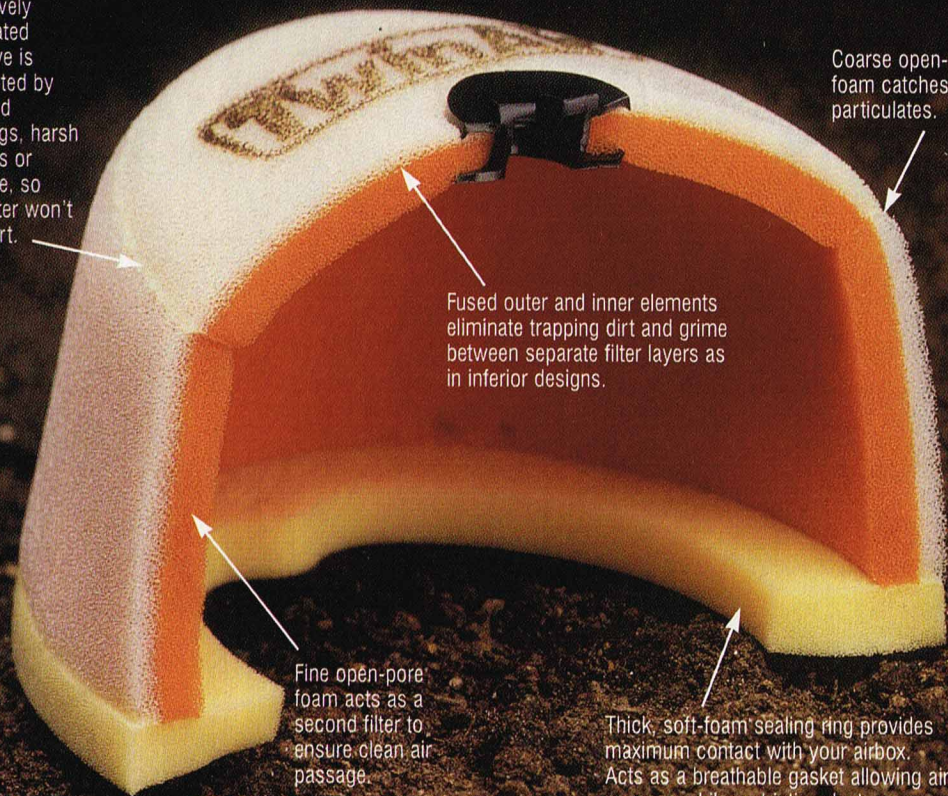
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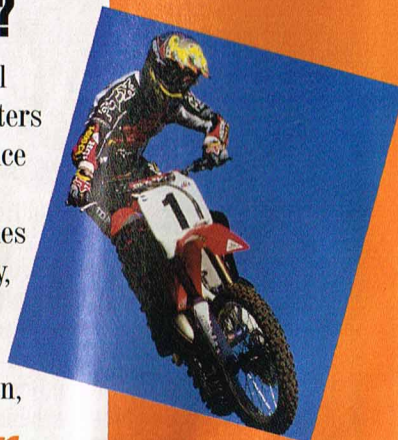
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DeCOSTER

The remedy without a problem By Roger DeCoster

If it ain't broke, don't fix it. You hear that all the time, right? However, professional motocross is almost always being fixed in some way or another, and the AMA has just proposed another remedy. The intent is to combine the Eastern 125 Regional Supercross Championship with the Western Championship. In other words, the 125 class in supercross will be treated just like the 250 class, as one season-long series.

The last time supercross was fixed, the 125 support class was divided into an Eastern and Western Championship. There were some fairly good arguments for this:

1. Two championships would divide up the talent and gave up-and-coming riders a chance to get exposure in front of a full stadium.
2. It would reduce the cost of competing in a series. There would be only eight races instead of 16 or 18. The distance traveled would be much less, too.
3. Younger riders wouldn't have to take as much time away from school.
4. The reduced cost would enable more teams to compete, making the field bigger and the racing closer.
5. Local riders would have more of a shot at riding for a team.
6. Two series would at least double the number of winners. That would increase the number of riders who get a taste of a podium finish. That's important to young up-and-comers. It gives them the motivation to work toward the ultimate goal of winning the Big One: the 250 title.

The primary reason for the rule change is that it would be better for marketing. It's easier to explain a single 125 series to the mainstream press. The 125 class could be billed as a National Championship, which is a much easier sell. Policing the series would certainly be easier. Officials wouldn't have to worry about riders changing their address just to get into a less competitive series. It has always been difficult to keep the two regional series equal. A number of East/West races, where riders from both sides of the country compete against each other, has increased as a result of these problems, but that defeats the whole intention of splitting the 125 class in the first place.

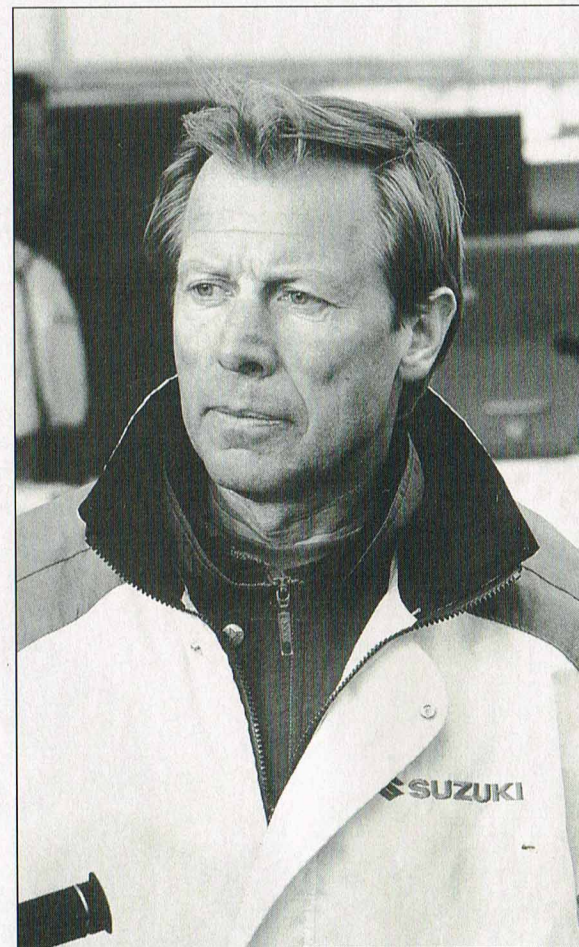
Before we change things, we need to ask: was the original idea working? Well, the evidence seems to say so. This year we have seen the most private teams ever. Rider entries are up at almost every event. A few weeks ago Jeff Willoh on the Honda of Troy team won the 125 class at the San Diego Supercross. This would have never happened if it had been an East/West race, but it could be the best thing to happen to him; it might have been just what Willoh needed to prove to himself that he can step up to the next level. It didn't do any harm to Honda of Troy, either.

What will happen if we go to a single series? The four manufacturers will most likely hire two riders each. These guys will finish in the top six or seven spots in virtually every supercross. The private teams will be racing for eighth. The same teams that are now in contention to win will be struggling for a top-ten finish, quite possibly getting lapped in the process. On top of that, some of the 250 riders might be encouraged to drop down, pushing the private teams even farther back.

And what of the true privateer? He already has purchased his own bike (about

we have seen the most private teams ever. Rider entries are up at almost every event. A few weeks ago Jeff Willoh on the Honda of Troy team won the 125 class at the San Diego Supercross. This would have never happened if it had been an East/West race, but it could be the best thing to happen to him; it might have been just what Willoh needed to prove to himself that he can step up to the next level. It didn't do any harm to Honda of Troy, either.

And what of the true privateer? He already has purchased his own bike (about



\$5000), made it competitive (at least another \$1000), has a van, tools, and might even be paying a mechanic. Now we ask him to travel across the country five times a season, traveling to 17 supercrosses.

I can't help but wonder if we really need another National Championship. I've heard many arguments over the years that we have too many champions in our sport—that was why we had a Grand National Motocross Champion back in the '80s. People said that spectators were getting confused, that they didn't know who was supposed to be the top rider. Remember, we just eliminated one National Championship. We decided to do away with the 500 class because it was redundant. The 250 class was too similar—on the factory level, the same riders were doing just about the same thing and finishing in the same order. On the privateer level, we divided the best talent between two races instead of having the best on the track all at once.

The biggest benefactor of a single national 125 class will end up being the sport of arenacross. The small teams and privateers will be squeezed out of the supercross game, so they will just find some-

where else to race.

I don't think we should head down this road. In fact, it makes more sense to move in the other direction. Keep the two regional series, and even eliminate most of the combined East/West races. Perhaps there could be a shootout between the East and the West in the last supercross of the season. That would add spectator appeal to the final race. As it stands now, that final race usually is anticlimactic—the champions have generally been decided by then, and tired riders participate to fulfill their various contracts and little else. Yes, it will continue to be difficult to police the two series (keep Western riders West and Eastern riders East), but right now it doesn't appear that anyone is even trying. John Dowd and Kevin Windham both have switched from one series to the other, more or less at will. It can be policed better; we just have to make rules and stick to them. It might take a little effort, but the regional supercross championship system is worth keeping. It was one of the few fixes that really worked. And it can still work. □

BITS & PIECES

DAYTONA SPEED WEEK WEIRD HAPPENINGS IN MOTO MECCA

• Florida is the hottest spot on Earth for motorcyclists during the first week of March, and this year was no exception. The weather wasn't so hot (the Daytona 200 was postponed by rain), but the action sure was, and so were a few collars. Upsets and controversy were no strangers, either. Here's the skinny on a fat week of racing.

• Bike Week actually starts in **Gainesville**, some 130 miles from Daytona Beach, with the Motocross National opener. **Mickael Pichon** came out smoking and won the 125 first moto, but it was defending champ **Steve Lamson** who took the overall with a 2-1 after Pichon crashed in the second moto.

• All of the top 250 guys were psyched to finally beat **Jeremy McGrath** at Gainesville, but it was not to be. McGrath handily won both Florida motos over **Jeff Emig** and **Ryan Hughes**.

• Suzuki support rider **Scott Sheak** out-classed all of Team Suzuki at Gainesville, finishing second to Lamson with a 3-3. **James Dobb** was seventh, with **Tim Ferry** ninth overall. **Greg Albertyn** finished a disappointing 4-10 in the 250s for fifth, **Mike LaRocco** was eighth with a 5-11, and **Guy Cooper** returned to Gainesville with a 12-12.

• From Gainesville, interest shifts south to **Ocala** and the Grand National Cross-Country opener. An influx of enduro riders to the GNCC series threatened to reshuffle the GNCC deck, but **Scott Summers** was a man on a mission. Summers blames his loss of the GNCC title last year on Ocala, so he was obsessed with winning there this year. The XR wizard dethroned defending Ocala champ **Ty Davis** with an astounding ride, while Davis was later accused of course-cutting by **Scott Plessinger**. The GNCC champ claimed Davis jumped onto the course right in front of him.

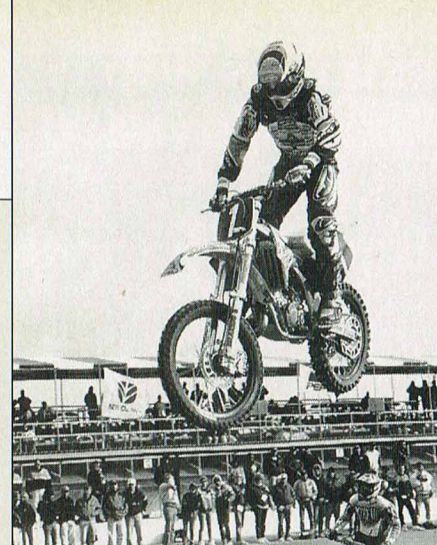
• The Kawasaki/Suzuki enduro rivalry carried over from the Nationals to **The Alligator Enduro**. **Steve Hatch** claimed his second Alligator win (his first was in '93), but Kawasaki suspected Hatch and **Guy Cooper** of short-coursing a special test section. They put a minute on Ty

Teammates Jeff Emig (2) and Ryan Hughes made the podium at Gainesville, but struggled at Daytona. Hughes caught Emig for fifth in the main but cross-rutted, ended and DNF'd. ▶



The Two Damons put on the stadium race of the year at Daytona as they fought for second place. Bradshaw beat Huffman, but it was the younger Damon who left with the points advantage (Huffman is second, Bradshaw sixth).

◀ Ty Davis was presented with AMA's Athlete of the Year award at the Alligator. He also gets the Bike Week Iron Man Award for great rides at Ocala (second), the Alligator (fifth) and Daytona's 125 SX (12th).



Mickael Pichon was forced to ghost his bike over an Atlanta SX triple to avoid a downed rider (thanks to some lame yellow-flagging) and suffered a mild concussion prior to Speed Week. Pichon came back swinging, winning a moto at Gainesville and his heat and main at Daytona.

through the section, and the Kawasaki people figured that's impossible without cutting. Local rider **Scott Miller** lost to Hatch on tie-breakers, and **Kevin "CRE" Hines** was third.

• Bike Week hosted a first for the ISDE, as the '96 USA Trophy Team was announced . . . before any Qualifiers were held! **Randy Hawkins**, **Chris Smith**, **Ty Davis**, **Rodney Smith**, **Steve Hatch** and **Scott Summers** will represent the USA in Finland. Randy and Chris will ride 125s, Summers will campaign the Heavy-weight Four-stroke class and the rest will ride 250s. The team will train at Kevin Hines' stomping grounds on Cape Cod, as terrain there resembles Finland.

• Daytona kicks off the dirttrack season as well, and **Steve Morehead** upset the top dogs in the Shorttrack 600 National. **KTM** made the podium, with **Georgie Price IV** taking second over **Ricky Graham**. **Ricky G's** yearly comeback to the Grand Nationals was postponed by a crash the following night. He broke his arm in his heat race, while **Will Davis** went on to win the first GNC dirttrack event of the season.

• Team Kawasaki wanted desperately to keep the Daytona Supercross win out of **Jeremy McGrath's** grasp. Daytona was the only venue left where McGrath hadn't won, and Kawasaki teamsters **Jeff Emig**, **Damon Huffman** and **Ryan Hughes** were amped to keep Kawasaki's Daytona streak alive. With three-time winner **Mike Kiedrowski** as consultant, the green team was the favorite, until **Steve Lamson** beat McGrath in a heat. It was the first time McGrath had been beaten all year, so the pack was jazzed, but McGrath added Daytona to his win list in the main. By winning Daytona, McGrath set a new consecutive stadium win record of seven, and he has since extended it to ten! ●



RIDERS OF THE MONTH J. HOLLEY, M. AUGUSTA & B. MEDDERS

Bryan Medders (on the PW50), Mike Augusta (31), Jim Holley (97) and friends.

• It all started when **Bryan Medders** entered a Westlake Village, California, Vons grocery store carrying a motorcycle helmet. Medders, who is 11, was born with PFFD (Proximal Femoral Focal Displasia) and without hip or leg bones. Assistant Manager **Mike Augusta** asked him why he had a helmet, and the fifth-grader said that it was his dream to one day own a dirt bike. In fact, he had set up a bank account for that very purpose. Augusta and cashier **Lisa Gunn** organized car washes, bake sales and other fund-raisers and contacted Yamaha's **Bob Starr** and

Matt Prichard and AXO's **Nick Hale**. Yamaha and AXO caught the spirit and gave Augusta discounts on a '96 PW50 and AXO gear. **Jim Holley**, Augusta's cousin, joined the Vons "Heart Squad" and provided young Bryan with riding lessons at Castaic Lake Motocross. Bryan realized his dream, made a lot of new friends in the process and added new meaning to "Where there's a will, there's a way." Medders, who is also an avid swimmer, skater and equestrian, adds dirt biking to his regimen of physical therapy. He's living his dream, thanks to his determination . . . and new friends. Here's to everyone involved! ●

TOO GOOD TO BE TRUE

Our illustrious **Bureau of Land Management** informs us that it's denying the permit for a '96 Barstow-to-Vegas. Citing "continuing concerns about anticipated impacts to desert tortoise habitat," prior problems with the desert classic and "problems with committing limited staff to one event on the BLM's busiest recreation weekend," the BLM seemingly has ended the **Desert Vipers'** bid to bring back the famous race. Blaming the '90 listing of the desert tortoise as endangered, and the subsequent '94 ESA Recovery Plan, the BLM claims its hands are tied. We see it more as another eco-bent Interior Department bureaucracy subduing forms of recreation it doesn't like. Remember the proposed OHV bans in

Kentucky, Massachusetts and Michigan forests? Motorized recreation would be banned in these forests except for special one-day events (like B2V). Then another bureaucracy curtly denies the one-day permit. Sweet, huh?

WHOOOPS

A computer glitch gobbled the phone number of **Brown Brothers Racing**, purveyors of the trick aluminum-framed XR400 tested in our April issue. The brothers Brown are at 20931 S.E. 269th St., Kent, WA 98042; (206) 631-8233. We also had a bad number for **Costa Rican Moto Adventures** in the January issue. The U.S. contact is at (508) 295-8864. And we never said that **Pamela Anderson-Lee's** home phone number is (818) 555-1212. □

RACE DATES

5/18-19	ISDE Qualifier	New Waverly, TX	(713) 444-1542
5/25-26	ISDE Qualifier	McArthur, OH	(614) 766-8359
5/26	125/250 MX Nat'l	Mt. Morris, PA	(304) 284-0084
6/1-2	ISDE Qualifier	Idaho City, ID	(208) 939-0762
6/1-2	Dual-Sport Nat'l	Logan, OH	(614) 863-0427
6/2	Boyers GNCC	Boyers, PA	(304) 284-0084
6/8	AMA 4-stroke Nat'l	Ogden, UT	(614) 891-2425
6/8-9	ISDE Qualifier	Tillamook, OR	(503) 393-4032
6/8-9	Dual-Sport Nat'l	Elizabeth, WV	(304) 284-0084
6/16	125/250 MX Nat'l	Budds Creek, MD	(301) 475-2000
6/16	Starvation Pt. GNCC	Elizabeth, WV	(304) 284-0084

PERFORMANCE OR PROFORMANCE?

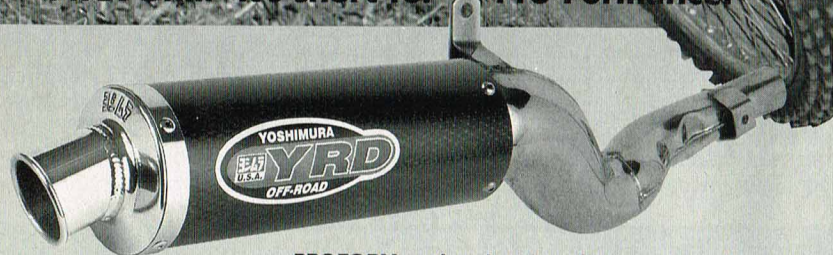
Rider:
Scott Summers



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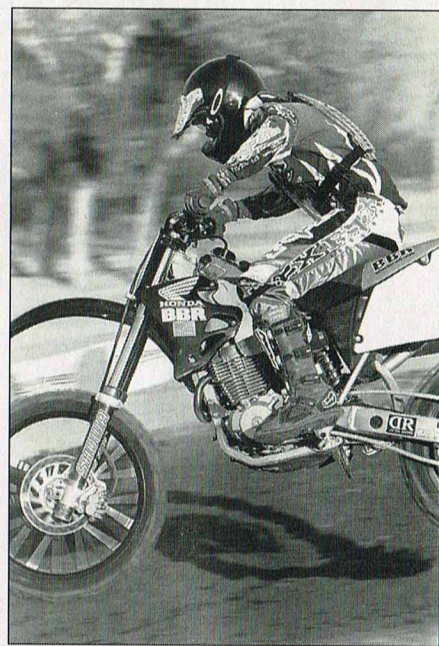
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RIDERS WRITE



TO BBR OR NOT TO BBR

Dear *Dirt Bike*,

I really enjoyed the article on the BBR XR's. These machines are true works of art. If I had the money, I wouldn't hesitate to plop it down to have one of those bikes.

Adam Enders
DeRuyter, NY

XR MARKS THE SPOT

Dear *Dirt Bike*,

I'm looking for some advice. I haven't ridden a dirt bike for nearly 20 years (had to earn a living, etc.), but I now have the time to get back into it (and your magazine). Friends have advised me to go in two very different directions. One suggests a used CR250, and the other an XR250. I'll be riding in local OHV areas and my wife will be going also, on an XR100.

Brent Carpenter
Valencia, CA

If ever there was a perfect candidate for XR250 ownership, it's you. The XR will be a much more pleasant mount on which to polish up rusty riding skills. Your wife will probably graduate into the 250 thumper eventually, so you will get plenty of use from it. That's when you treat yourself to a CR.

PLAY IT SAFE

Dear *Dirt Bike*,

I love your magazines. I like to read them and get tips on how to ride better. Every time I get done with a race, I like to sit back and read them.

Chris Deneef
Battle Mountain, NV

Thanks, Chris, but if you really loved our magazines, you wouldn't wait until the end of a race to read them.

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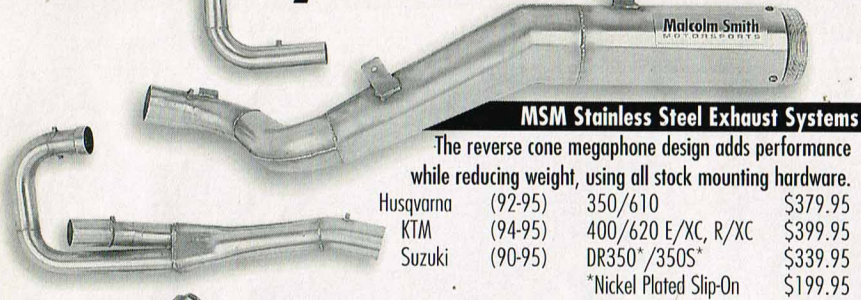
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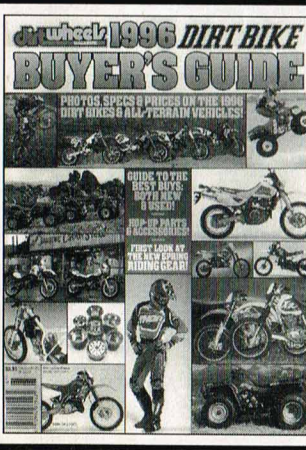


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MAGAZINE

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Canadian and international orders please send international money orders payable to Hi-Torque Publications and mail to *Dirt Bike/Dirt Wheels Buyer's Guide*, P.O. Box 957, Valencia, CA 91380-9057.

RIDERS WRITE

WXC MARKS ANOTHER SPOT
Dear *Dirt Bike*,
Loved your test of the Husky 610. I agreed with everything you said. Just one question: how'd you get the seat height down to 34 inches? I can't get mine below 37 inches. I know! You let the air out of the tires and took the preload out of the shock.

John Richey
Centerville, UT

The bike, as pictured, has a seat height of substantially less than 37". It measures about 2-3/4" on the magazine page.

A FEW SHOTS AT SHOOTOUTS
Dear *Dirt Bike*,

I have been shopping for unbiased and knowledgeable opinions and am periodically annoyed at most four-stroke shootouts.

I have just purchased a 600 Husaberg. My decision was made on the merits of the bike and the people who ride and service them. It is an excellent off-road mount. Mine is dual-sported. It is light, has an enormous amount of power and has been very reliable. The price is more than reasonable on a comparative basis. There is simply no other motorcycle in its class. When I read that it is a "race machine only" or "not suitable for trailriding," I sense that it is not being compared fairly.

Competition two-strokes are compared with similar machines. Four-strokes get lumped into the "for casual riding" category. Where does a high-performance four-stroke fit in? Not all serious riding takes place in organized competitive events, you know.

I am constantly scouring magazines to keep up with new products and I expect your comparisons to be carried out fairly.
Arch Autenreith
Pittsburgh, PA

Arch, we compare the whole lot of four-stroke 600s so that people who might think they are all equivalent can find out what each does and doesn't do well. As you have found, even the most serious big four-strokes lend themselves to many types of riding. Sorry, but we will continue to lump the four-strokes together where they will be lumped by the Lump himself and the rest of the staff. In the end, you will know what four-stroke suits your needs best. It might be the new electric-start Husaberg we compared with other big thumpers in this issue.

440 TIMES IMPROVING
Dear *Dirt Bike*,

I felt I should update you on the status of my 440 KTM and our respective opinions of its worthiness. I had the engine rebuilt and made several other modifications and I love it!

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higher than any huge piston has a right to, and it does it without vibrating my teeth out. Now that the engine is working like it should, the handling seems to have improved a great deal. Ditching the stock front tire didn't hurt, either. Now it turns respectably and is as stable as a bullet train.

It is ironic that KTM's poor assembly of the airbox led to a rebuild and my revelation. It's too bad it cost me hundreds of dollars in repairs and modifications, but at least it was money well spent.

Erik Warren
San Francisco, CA

TWO FOR ONE

Dear *Dirt Bike*,
In the December issue of *Dirt Bike*, there was an article about ten adventure-type rides. It said that the article was by the staff of "Adventure Bike." Is this a separate publication from *Dirt Bike*? If so, can you provide subscription information?

Warren Edwards
Simpsonville, SC

In our ongoing effort to cover every facet of the dirt biking world, we combined ADVENTURE BIKE, CHEAP BIKE, BIG-BORE BIKE, CHICK BIKE, HIGH-TECH BIKE and numerous other magazines into DIRT BIKE. □

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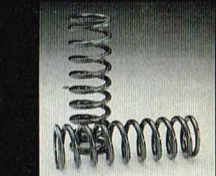
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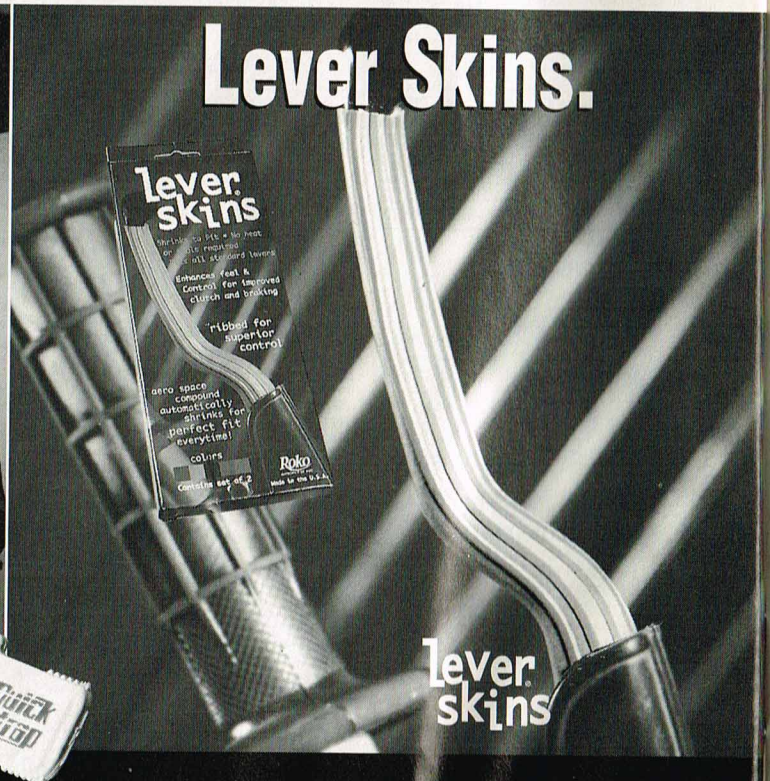
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MR. KNOW-IT-ALL

By Rondo Talbot

PRO YZ TIPS

Dear Mr. Know-It-All,
I would like some information on how to change a '92 YZ125 from stock to a pro racer.

Ben Boyer
Tamaqua, PA

Merely acquire suitable riding skill, Mr. Boyer, and enter the pro class at your next race. Being competitive with your YZ in the pro classes will require considerable investment. The engine needs the attention of a skilled high-performance shop for this sort of duty. I could give you the necessary porting specs, but only a skilled technician using professional-quality porting and machining tools could perform the engine work. You really should have known.

PISTON PUZZLER

Dear Mr. Know-It-All,

I recently bought a new piston for my Yamaha YZ250 and, just for kicks, measured it. I discovered that it is somewhat smaller in diameter at the top than at the bottom! Knowing that companies turn out pistons in the thousands, I believe that I have uncovered an important quality control defect. My dealer says the piston is completely normal, but I feel he is simply trying to dodge refunding my money or, worse yet, part of some huge cover-up scheme.

Karl Wallace
Denton, TX

Calm down, Karl. Every piston manufactured in recent years is slightly bell-shaped so that it expands evenly and seals properly at operating temperature. I shouldn't have to do this, but I must warn against measuring the piston at operating temperature. Aluminum at 450° to 475° can leave nasty blisters on the hands.

ATOP MT. HUSKY

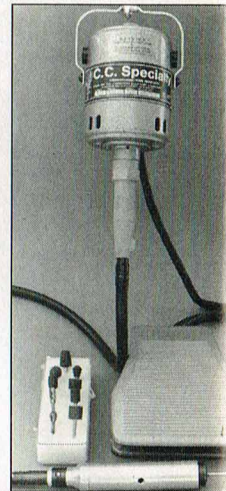
Dear Mr. Know-It-All,

After an extensive search for information, having looked everywhere short of a Peruvian mountaintop, I appeal to your divine wisdom.

Where can I find manuals or overhaul info for an '81 Husqvarna 430CR? I'm not asking for much, oh divine one, simply oil capacities, carb adjustments, stock jetting specs, etc.

My quest is to tune and maintain this magnificent Swedish beast in the manner it deserves! I am also thinking of adding a flywheel weight to it. Any suggestions? If I should add a weight, how heavy should it be?

Dan Zelna
Painesville, OH



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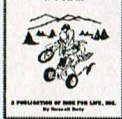
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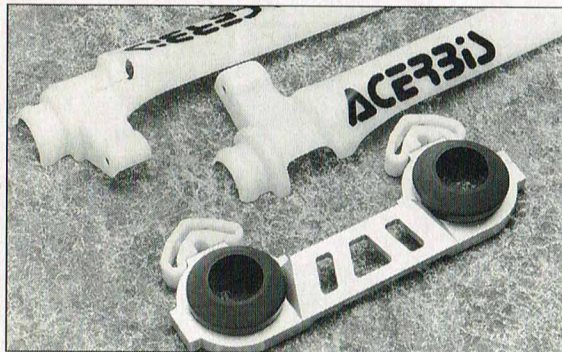
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MR. KNOW-IT-ALL

How extensive could your search have been, Mr. Zelna, if you failed to contact Husqvarna's North American headquarters? You may contact Husky by phone during business hours, Eastern Standard Time, five days a week at (201) 839-2600. How you missed the numbers of Husqvarna authorities like Malcolm Smith Motorsports (909) 687-1300, Eric's (818) 449-ERIC and others in the pages of DIRT BIKE as well is equally curious. Call them for the basic information. As for the flywheel weight, who do you suppose flywheel experts like Steahly consult when they get a request for a weight for an uncommon machine? I feel quite sure their recommendation is correct.

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Dear Mr. Know-It-All,

I would like to know where you can get the letters to put your name on the back of your pants and how they are put on. Are they iron-ons or do you sew them on? Anything you could find out would be great.

Jack Buck
Brunswick, ME

I know the answers to your questions, Buck, but I doubt you will find the news to be as great as you expected. The lettering you see adorning the backs of many well-known riders' pants is custom-made and sewn in place by their apparel sponsors. This service is available only to a select group of riders because it is too labor-intensive and costly to offer to the public at an acceptable price. With a bit of cash and ingenuity, you should be able to obtain lettering from a fabric or craft store in your area. If you can't do the stitching yourself, there should be a sewing shop in your area that can do it. Some dry cleaners do sewing work as well. Iron-on material may be used, but will not prove durable in the rough use that riding pants endure. □



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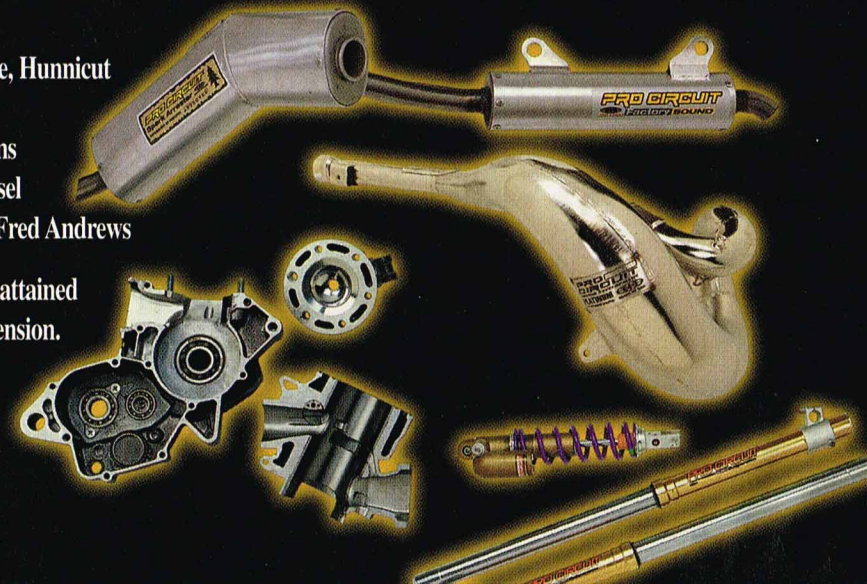
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genuine DuPont Cordura saddle material, stretch Kevlar knees, leg panels of stretch Spandura and a bunch of other high-quality trademarked materials with names we have to capitalize. **CONTACT:** O'Neal at (818) 998-1049.

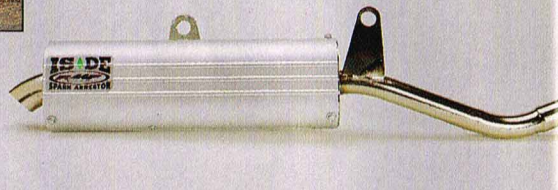
◀ KIT PATIO HAULER FIFTH WHEEL

PRICE: \$30,751. **DESCRIPTION/FEATURES:** Kit's Patio Hauler is a combination cargo carrier/living quarters. The Patio Hauler offers many luxuries not found in the homes of *Dirt Bike* staffers, like heated fresh water, electrical outlets, air conditioning, even a special metal wall/vapor barrier to keep gas or oil fumes from the cargo/patio area out of the living area! **CONTACT:** Kit, (208) 454-9283



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PRICE: \$139.95. **DESCRIPTION/FEATURES:** O'Neal's '96 Hardware Pant combines 840-denier Diamond Twill fabric, 90mm stretch woven side Spandex,

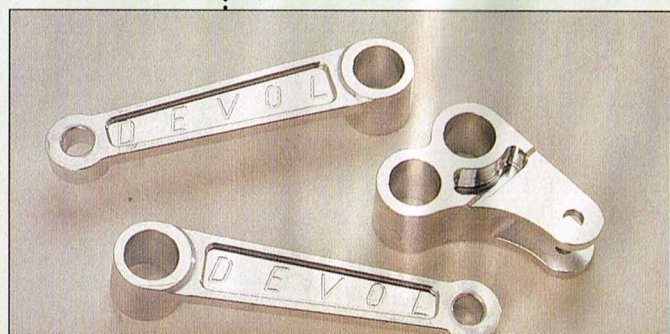
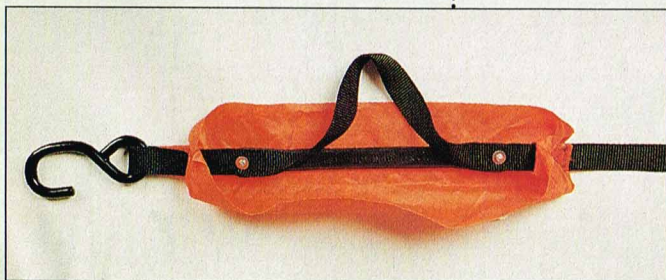


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DeVOL LINKS FROM WHITE BROS.

PRICE: \$179.95. **DESCRIPTION/FEATURES:** The DeVol link is claimed to alter the standard linkage curves of recent CRs and YZs to better suit average racers. The parts are manufactured from billet aircraft-grade aluminum and use the stock bearings and hardware. **CONTACT:** White Bros., (714) 692-3404. □ ▼



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**OFF-ROAD TEST:
1996 KDX200**

If you want to be popular, you can: a) Hand out large sums of cash, no questions asked. b) Avoid confrontation. Most folks don't like having their feathers ruffled. c) Be irresistibly attractive. d) Be

MR. CONGENIALITY

*Get to know it
& you'll like it*

By the staff of DIRT BIKE

genuinely likable. e) Be so stinking good that you earn the admiration of others.

Getting a KDX200 means that you will be required to hand over a medium-sized wad of cash, but other than that, the bike pretty much has its popularity contest-winning program wired. The latest KDX is more capable of winning races than ever, which may irritate those you race against, but is as nonconfrontational as any high-performance dirt bike can be. Anyone who can reach the controls and has mastered the basics of operating a dirt bike can ride one without being intimidated. If the rider has any skill, even great skill, the KDX can offer endless entertainment. One of the miracles of the KDX is that it can entertain you without offending anyone because it is one of the world's quietest raceable bikes. All this makes the KDX extremely likable, and its clean, conservative styling and modest

maintenance requirements add to its desirability.

It all adds up to a bike that is extremely good, perhaps the best sub-250 off-road machine. However, as good as it is, the KDX200 could stand some improvement. Kawasaki tended to some of those things on the '96 model, the second year for the perimeter-framed KDX200, but not all of them. Testing the '96 revealed how incredibly close Kawasaki has come to making the 200 irresistibly likable.

ENDURO ENGINE-EERING

The KDX's engine is basically a KX125 bottom end with a 200cc top end, but you won't be thinking "super 125" or "mild-mannered 250" when you twist the

throttle. Kawasaki Heavy Industries' manufacturing capability allowed all the engineering tricks needed to make the engine take on its own unique character. As long as you are not too power-hungry, it's

more fun than a 125 or 250 on technical trails. No 125 has such strong, smooth, even power delivery. The 200 doesn't have a 125 motocrosser's top-end thrust, though. In stock trim, the 200 is a match for the KLX250 or XR250, but don't plan on hanging with any strong-running two-stroke enduros in open terrain. Two-fifties with smashed pipes, clogged filters or 4000 hours on their top ends are fair game.

Kawasaki heavily updated the well-proven, cylinder-reed 200 for '95, so it didn't get any updates this year. Fortunately, the larger clutch, cooling system improvements and vibration-reducing measures it got last year didn't smudge the 200's impressive reliability record. We would like to see Kawasaki massage the notchy transmission so that it shifts at least as well as the KXs. The clutch can handle pretty hard use when the bike is stock, but it can be overworked by a pumped 200. We have used stiffer springs to help the clutch handle the power the 200 is capable of producing. Kawasaki should, too.

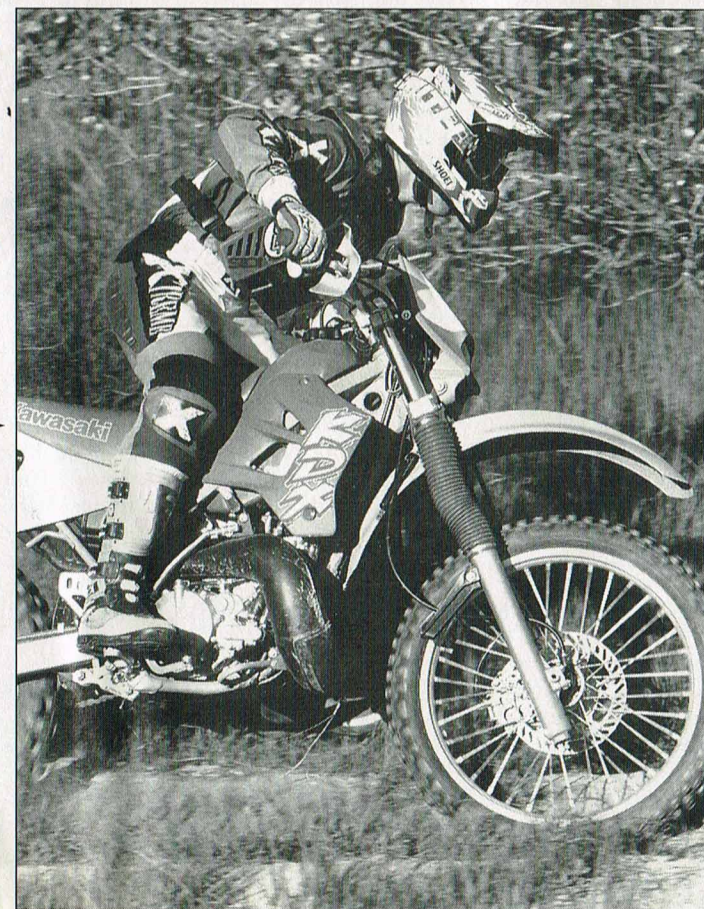
There are other signs that Kawasaki's engineering department is in denial about the widespread hot-rodding of KDXs. The ignition module is attached to the air-box lid, which most performance-seekers want to remove. Once you pull the lid and find a new home for the module, you will find the stock carburetor jetting is seriously lean. Kawasaki jets its KLX four-strokes to run with the easily removable restrictors out; why not prepare the more racing-oriented KDX the same way? Aftermarket KDX experts handle the problem with accessory needles (see "KDX Performance Buyer's Guide").

SUSPENSION: RAINWATER SOFT, RAINWATER FRESH

Last year the KDX got all-new suspension to go with its KX-like frame. The parts are good, but the stock settings are too soft for anyone large enough to ride the bike. Even slow riders benefit from stiffer springs. Fast guys won't want to race without them. Firmer springs don't only help the KDX's ride quality, they keep the pegs out of the foot-mauling zone, especially on rutted trails. Trust us, the money you spend on springs will save you money on boots and you will like the bike much more.

Apparently, Kawasaki used the firmness of a baby's bottom as a reference point when selecting stock KDX fork springs. Fortunately, Kawasaki and countless suspension shops sell firmer springs. The optional softer spring probably collapses under its own weight. ▶

◀ It's impossible to find terrain that is too technical for a KDX200, but that doesn't mean you can't look.



KDX200



There are places where mushy suspension offers some benefits. On trails where you frequently spot your bike's rear wheel while looking for a usable line and in trials-like slow going, the KDX's wheels stay reassuringly glued to the ground. Proceed slowly and you will rarely find yourself without the braking, turning or drive you need. Just like

Kawasaki's other serious bikes, the KDX comes with high-quality Dunlop rubber which upholds the chassis' impressive turning ability and stability.

A mild engine in a capable frame is a sure formula for fun. Toss in reasonable weight, good brakes, a slim profile and near zero-effort controls and you have a bike that you will want to take into situa-

tions that are pure horror on bigger, heavier, more abrupt beasts. So you don't have to flip through back issues of *Dirt Bike* (that your friends probably took home), we will tell you that the KDX200 is just five pounds lighter than a new XR250. These bikes are different enough in feel that the five-pound issue means about as much as comparing the Hope

1996 KAWASAKI KDX200

Engine type.....	Liquid-cooled, power-valve, reed-valve 2-stroke
Displacement.....	198cc
Bore and stroke.....	66.0mm x 58mm
Carburetion.....	35mm Keihin PWK
Fuel tank capacity.....	2.9 gal.
Gearing.....	13/47
Lighting coil.....	Yes
Spark arrester.....	Yes
EPA-legal.....	Yes
Running weight w/no fuel.....	238 lb.
Wheelbase.....	56.5" (1425mm)
Rake/trail.....	26.5°/4.3"
Ground clearance.....	13.4" (340mm)
Seat height.....	36.2" (924mm)

Tire size and type:	
Front.....	80/100 x 21 Dunlop K490
Rear.....	100/100 x 18 Dunlop K695

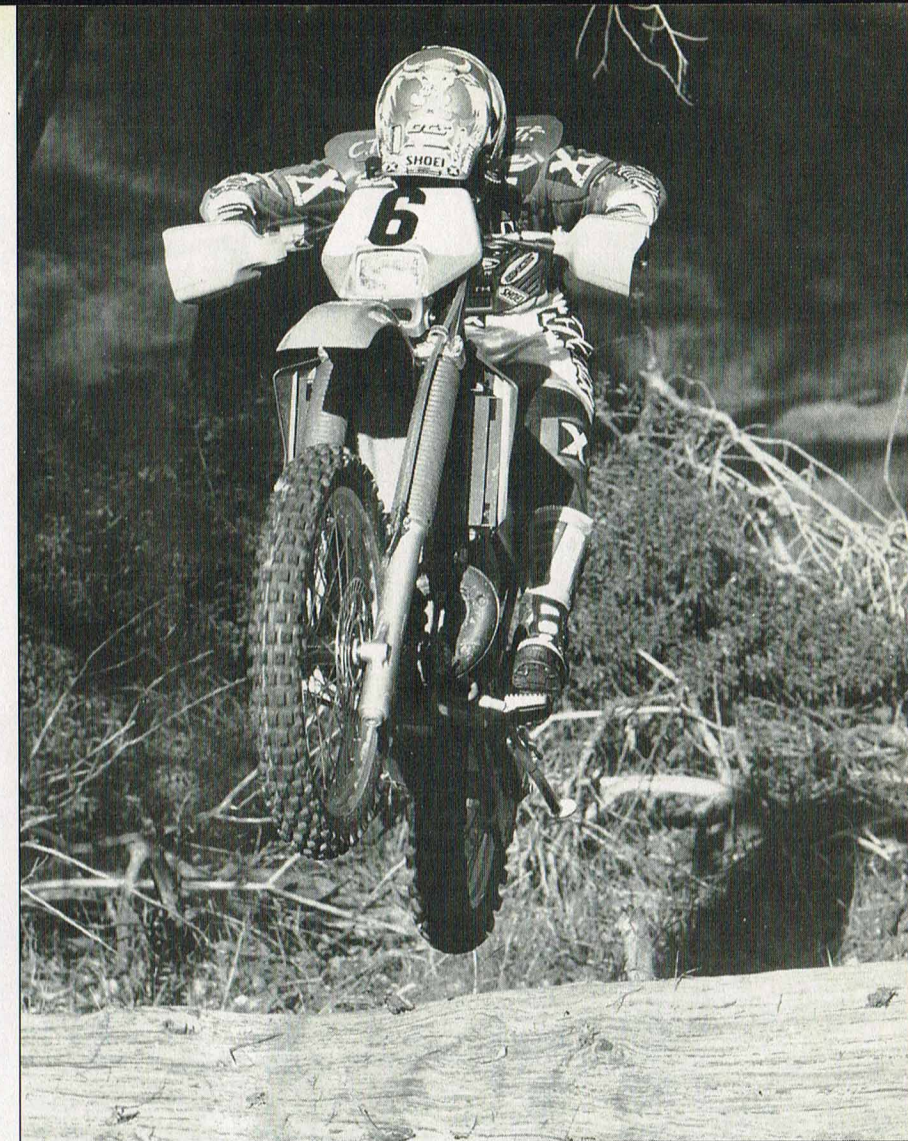
Suspension:	
Front.....	Kayaba cartridge, adj. comp. 11.4" (290mm) travel
Rear.....	Kayaba aluminum piggyback, adj. preload/comp./reb., 11.8" (300mm) travel

Country of origin.....Japan
Suggested retail price.....\$4249

Distributor/manufacturer:
Kawasaki Motor Corp.
9950 Jeronimo Rd.
Irvine, CA 92718
(714) 770-0400

PARTS REPLACEMENT COST

Piston.....	\$79.60
Ring(s).....	28.70
Clutch plate (drive, each).....	8.54
Clutch plate (driven).....	10.50
Front sprocket.....	28.20
Rear sprocket.....	43.20
Front brake pads.....	57.40
Rear brake pads.....	57.40
Air filter.....	44.50



It's hard to beat a stock KDX for low-speed woods work. Modify the bike and it handles high speeds and aggressive riding just as well.

KDX200 PERFORMANCE BUYER'S GUIDE

• Few dirt bikes are as fun and easy to ride as the KDX200 and offer so much performance potential. Aftermarket performance purveyors have found ways to unleash every ounce of the bike's hidden performance and have unearthed its weak points and improved them. Somehow, the KDX's likable character stays intact, even if you call on it for national enduro-level aggression. Here's where to find the parts to make the KDX do what you want and save it from enduro terrain, and itself, in some cases.

A-LOOP

KDX Power-Up Kit. Kit includes Moose Heavyweight Flywheel, Moose Steel Clutch Plates, Clutch Springs, FMF or Boyesen Reeds, FMF Gold Series Pipe, FMF Silencer/Sparky Combo. **Price:** \$595. All items available individually.

KDX Suspension Special. Firmer front springs and valving mods ready the 200 for race speeds. **Price:** \$225. All items available individually.

Armor Plating Kit. Kit includes a chainguide, skid plate, pipe guard and disc guard. **Price:** \$169. All items available individually.

KDX tall seat kit. Firmer foam eliminates the bucket-seat syndrome. Flatter seating areas provide enhanced mobility. **Price:** \$99.95-\$139.95.

KDX wide front fender. Keeps the glop from reaching the top of your KDX. **Price:** \$19.95.

KDX carburetor needles. Corrects jetting for airbox-lid-off running. **Price:** \$13.95.

Braking Large Front Rotor Kit. CR-like front brakes for the KDX. Includes big rotor, caliper carrier and new pads. **Price:** \$198.

Braking Solid Rear Disc Rotor. A no-holes-bored approach to lasting rotor and pad life, even in muddy conditions. **Price:** \$139.95.

Brake pad pins. Replaces the stock Allen head brake pad mounting pins.

New pins have 8mm heads for quick removal. **Price:** \$19.95.

Contact: A-Loop, (info) (303) 791-3104, (orders) (800) 66-A-LOOP.

FREDETTE RACING PRODUCTS

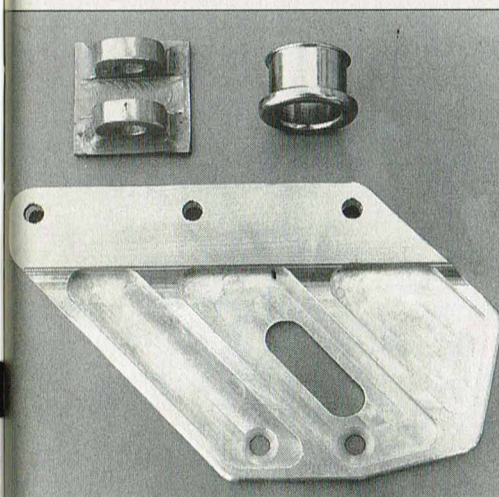
KDX Tips Video. Jeff Fredette's ISDE medals weigh more than a stock KDX200 and he won most of them on '89 to '94 KDX200s. In the 2.5-hour video, he tells how to dial these bike for racing ('95-'96 KDX200 video coming soon). **Price:** \$49.95.

KDX Rider Wrench. Fits the giant KDX axle nut, steering stem nut and others. **Price:** \$19.95.

Electronic Odo & Computer Pick-ups. A rugged sensor for equipping the KDX with enduro electronics. **Price:** \$39.95.

Chainguide. Driving school for the KDX's chain, especially handy in rocks, which can easily persuade the stock guide. **Price:** \$38.95.

Contact: FRP, (708) 946-0999.



Terrycable has KDX peg mounts that don't bend or wear, wheel spacers that stay in place and chainguides that offer better guidance.

IMS

Shift lever. Stronger than stock, folding tip. **Price:** \$29.99.

Wide pegs. Stronger, sharper and wider than stock. **Price:** \$64.95

Contact: IMS (800) 237-9906, (714) 781-5849.

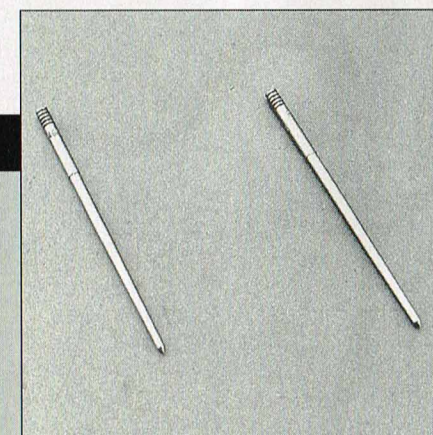
STEAHLY

Superfly Flywheel Weight. Steahly's removable flywheel weight gives you the option of running the weight you prefer for changing conditions. **Price:** \$95.

Contact: Steahly, (503) 695-2417.

TERRYCABLE

Peg mounts. Terrycable's 4160 chromoly peg mounts won't bend in rock hits or grow sloppy with wear like the stock



If you plan to race your KDX, you will need to remove the airbox lid for more power. A-Loop's carburetor needles compensate for the air that removing the airbox lid lets in. A-Loop, FMF, Pro Circuit and countless other pipe makers have high-performance exhaust parts when you are ready for more power.

mounts. They accept the stock KDX pegs and hardware and weld neatly to the KDX frame once the stock mounts are removed. **Price:** \$40 per set.

Wheel spacers. These flanged spacers stay in place during wheel removal. **Price:** \$15.95.



Jeff "Mr. KDX" Fredette gives you all the information you need to turn your 200 into a mean, green, enduro-winning machine in his KDX video.

Chainguide: This billet aluminum guard makes the KDX chainguide far more rigid. **Price:** \$38.95.

Contact: Terrycable at (619) 244-9351. •

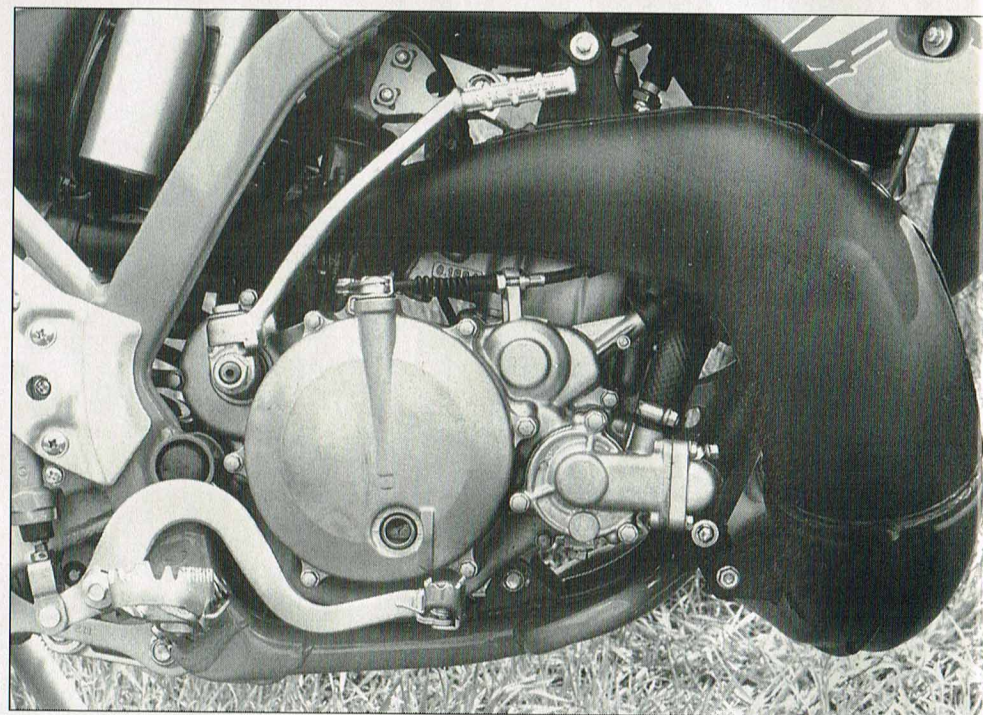
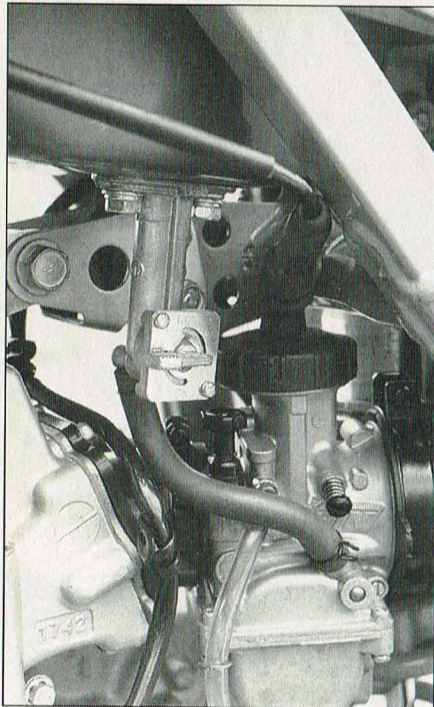


KDX200

get wasn't unlimited, though. The 200 is one of the world's last off-road bikes without an O-ring chain. The steel shifter, brake pedal and kickstarter detract from the bike's modern enduro race bike image, but you will have a hard time convincing anyone they slowed you down. The conventional fork, while good for the bike's modern enduro race bike image, has more underhang than really modern enduro race bikes with conventional forks. It's only a problem when the ruts get super deep.

There are still a few Phillips screws on

◀ **Kawasaki has finalized work on its revolutionary acoustical black hole. The device looks like a double-walled expansion chamber with a normal dirt bike muffler. Almost no sound escaped the hole.**



Kawasaki Heavy Industries, makers of bullet trains and hydrofoils, is forever trying to upstage other giants in the industrial world. This time it's done it with the world's tallest petcock. The towering aluminum structure holds almost as much fuel as an entire KX125 tank. The thing seems to be begging to be snapped off, but we have never seen it happen. A deeper-welled tank with a normal petcock would be even more impressive.

diamond to a chunk of road salt of similar weight. The truth of the matter is that the 200 is not super-light but, when riding it, you will think, "Hey, this thing's pretty light" more often than, "This ain't no motocross bike."

SMALL STUFF

For the most part Kawasaki spent its KDX budget well. If they didn't put a good frame, swingarm and suspension

parts on the bike, correcting the thing would be more of a project than a 200 enduro bike, no matter how likable, would be worth. The engine is good stock and has loads of potential. We had Pro Circuit build one that was a rocket and it was just as rideable as a stocker. It just wore out rear tires faster.

Everywhere you look on the bike there is some sort of nice feature. The coolant recovery bottle, the little tool bag (with tool, one each), lights, handguards, engine guards, spark arrester, odometer, that sort of stuff. You actually feel like you are getting something for your \$4249. Remember, that's \$500 bucks less than a KX125. For some reason, the purple/green scheme looks better on the KDX than it does on the KXs. Not even our personal psychics could say why.

There are signs that the KDX200 bud-

What looks like an old KX125 engine twists out some of the most likable trail-riding power in all of dirt biking, but not much of it. There's more in there if you want it.

the bike, which must be coming from old Kawasaki Bushwhacker parts bins in Japan.

AT THE END OF THE TRAIL

If you get a '96 KDX200, one of two things will happen. You will enjoy the bike so much you'll start a KDX200 fan club, or owners association, or maybe a KDX200 for President campaign. Then again, you may be such an aggressive, talented rider that after a couple seasons and ISDE gold medals, you will feel anything less than a new 250 enduro or enduro-ized 250 motocrosser will slow your ascent to total domination of the off-road racing world. Either way, you will have nothing but good feelings about the 200. □



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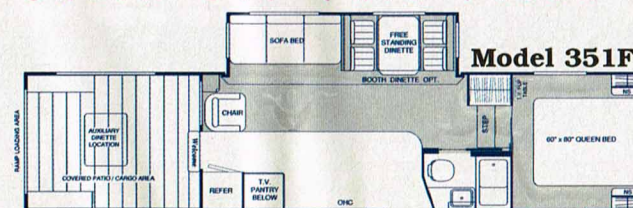


The patio easily converts into a screened-in porch when the cargo is removed.

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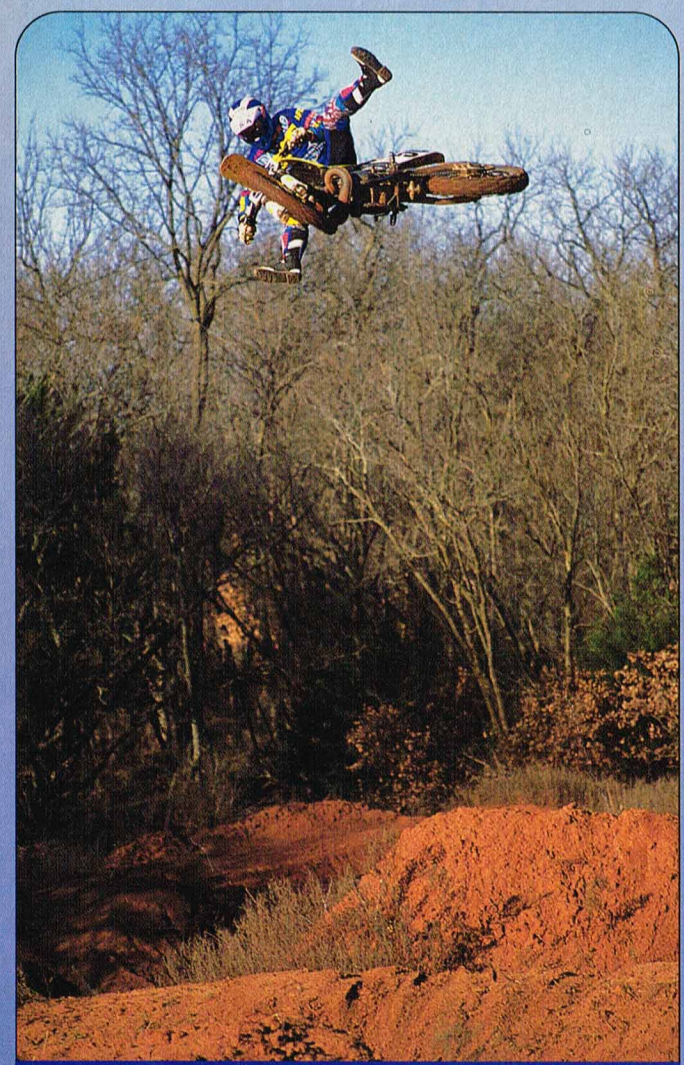
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AERIAL SPOTTER'S GUIDE

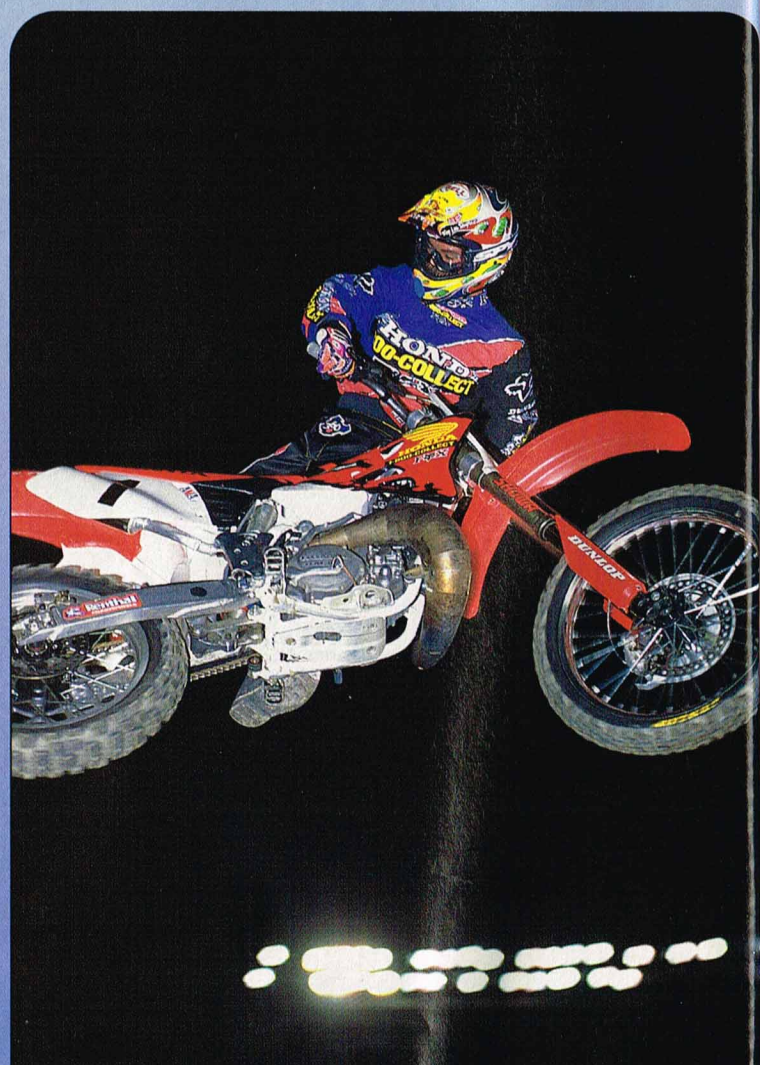
Is that a can-can, nac-nac or a get-off?

By the banned-in-Boston staff of DIRT BIKE

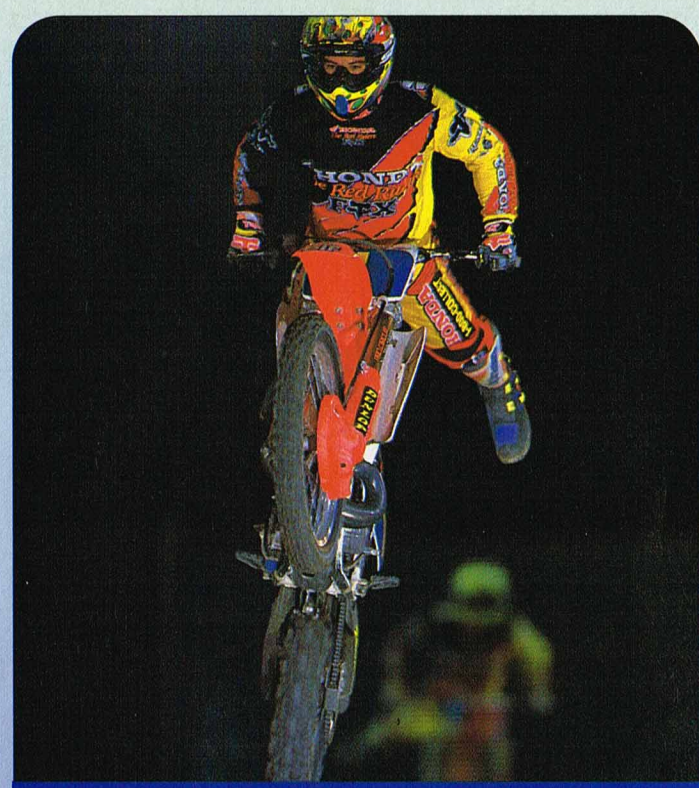
DeCoster started it all when he realized he could set up for corners while still in the air. The cross-up was born, and variations followed as riders thought of new ways to express the thrill of victory. One-handers were once considered psycho. Now, to be cool, riders have to do no-handers or no-footers, or even no-brainers. It's getting pretty crazy up there; so crazy that you need a spotter's guide to tell what's what. So, for your viewing pleasure only (we wouldn't try this at home!), we present the *avant-garde* artists of air, in all their glory.



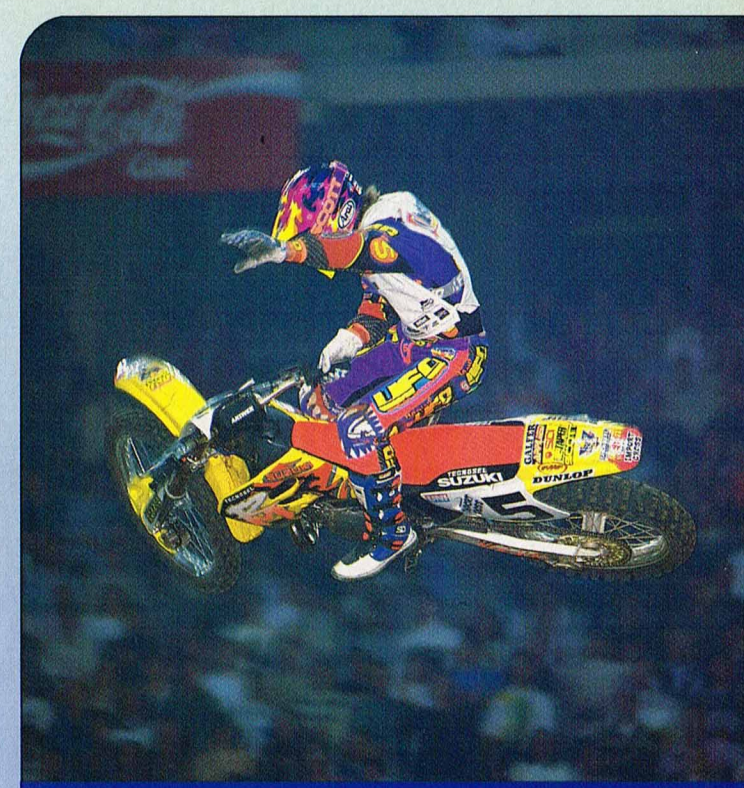
Mo' Loco: Coop displays his **No-Footed, Fully-Whipped Pancake** on his personal supercross track. He may not have invented most of these jumps, but Cooper earned his popularity by always giving the fans something besides a good race.



Aerial autograph: When we first saw it, we thought McGrath was throwing away a sure win. Nope. Just a **nac-nac**, McGrath's signature move since '94.



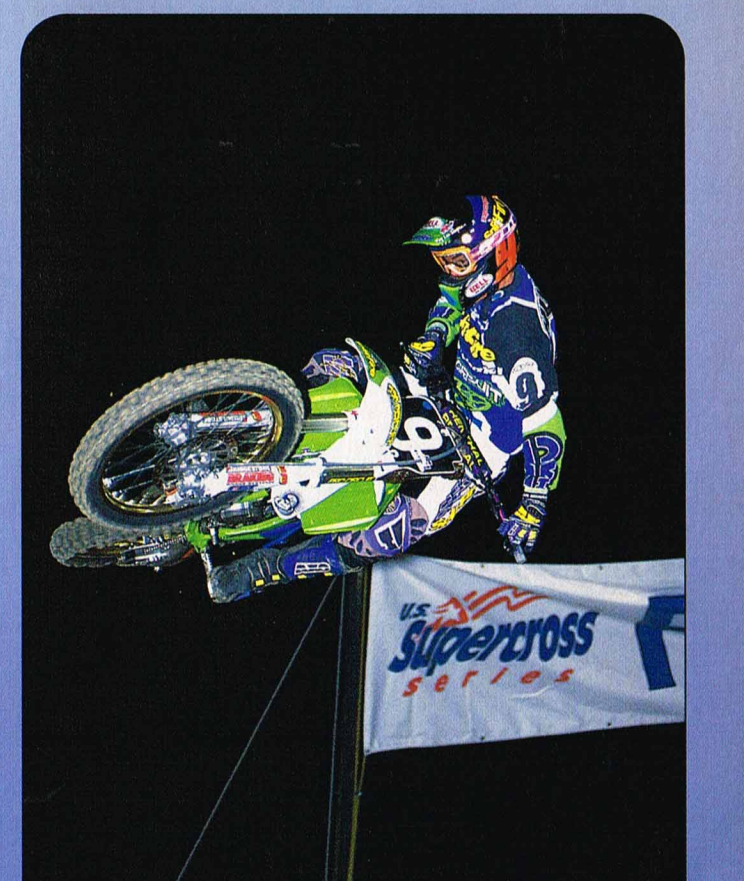
SuperMac: What could McGrath possibly do to top the **nac-nac**? How about kicking both feet back so you look like **Superman**? Now Jeremy can let the pack see the bottom of both boots instead of the back of his pants. Photo by MOTO JOURNAL



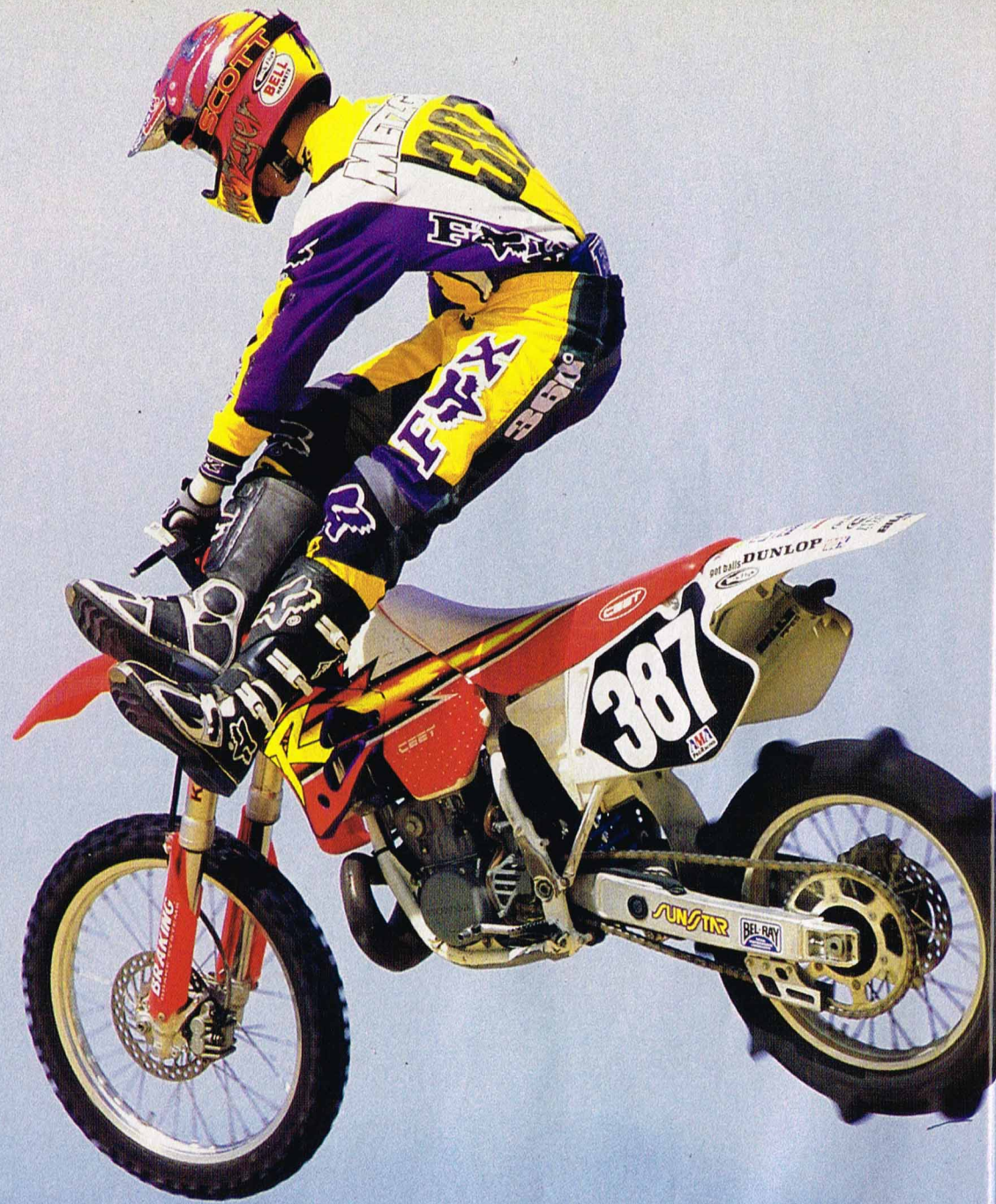
One-Handed Whipped Pancake: Guy Cooper gets rad at Paris' Bercy stadium, which hosted a jump contest in '95. These crowd-pleasing halftime shows are banned by the AMA.



Newton never rode motocross: Danny Chandler defied the laws of gravity so well that he could turn a corner into a jump. This **Magoo kick-turn** is probably the most famous Maico photo of all time.



They don't get any flatter: Ryan Hughes rips off a perfect pancake in celebration of a 125 win. **Pancakes** are variations of **cross-ups**, only you have to get the bike horizontal.



AERIALS



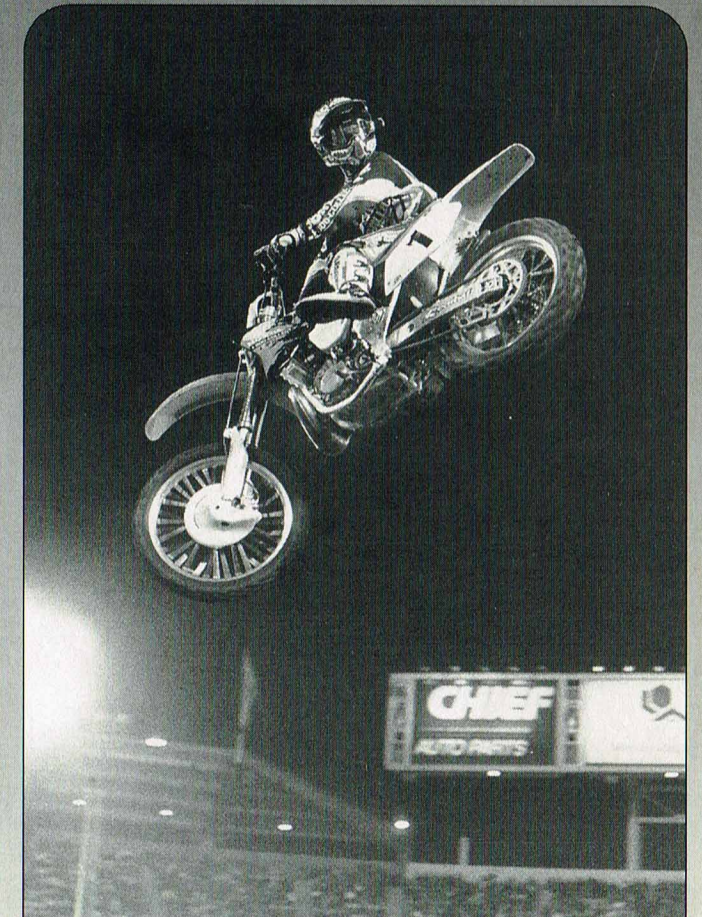
Whew, my boots stink!: Larry Ward rips off an aggro no-footer. Metzger and Kevin Windham take this a step further by clicking their heels in front of their arms. Gordon Ward was doing Heel-Clickers in Australia in '89.



Short stack: Pancakes have been the finish-line rage since the '80s were a pup. McGrath celebrates another Anaheim win with a stylish one-footed pancake.



More BMX bravado: You probably think can-cans are new, that Brian Swink unveiled it in answer to McGrath's Nac-nac. Nope. BMX pros Woody Itson and Eddie Fiola have been doing dirt bike can-cans for more than a decade.

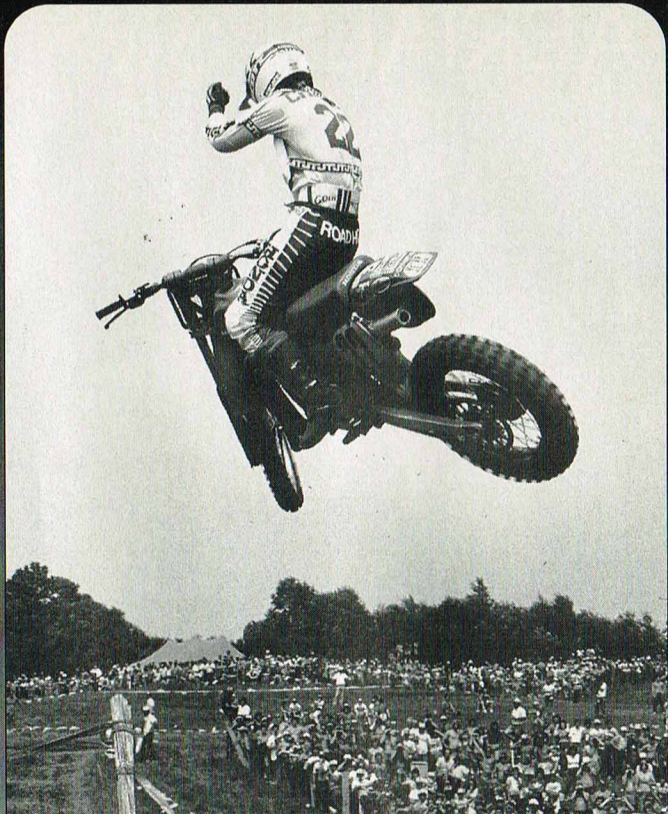


Mac Daddy: When your strategy is to get the holeshot and hide from the pack in two laps, you have to come up with something to excite the fans. Jeremy McGrath has done both better than anyone in stadium history. This is Jeremy's "Is There Anybody Back There?" Whipped Lookback.

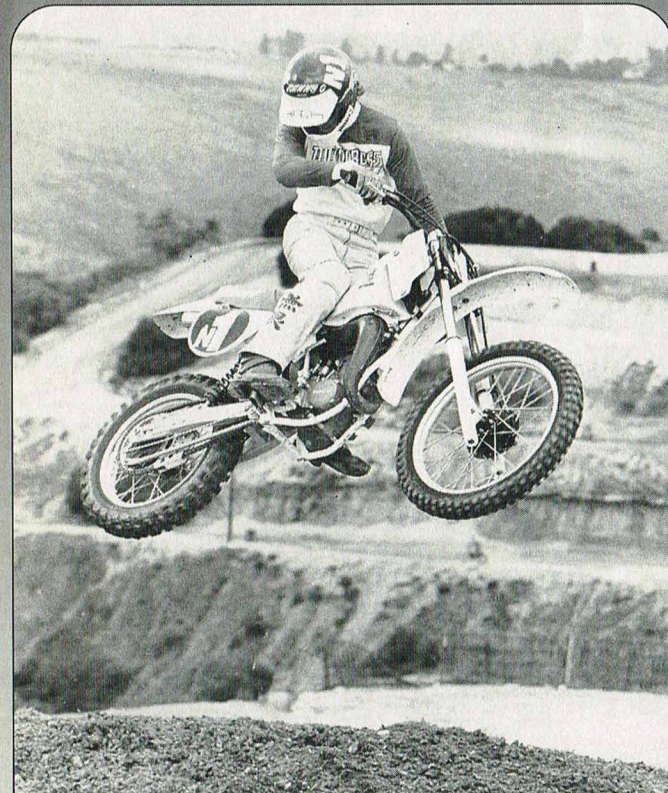
◀ What envelope?: Nobody pushes the outside of the aerial envelope like Mike Metzger, the man who quit racing motocross to become a video superstar. This is Metzger's No-footed Can-can.



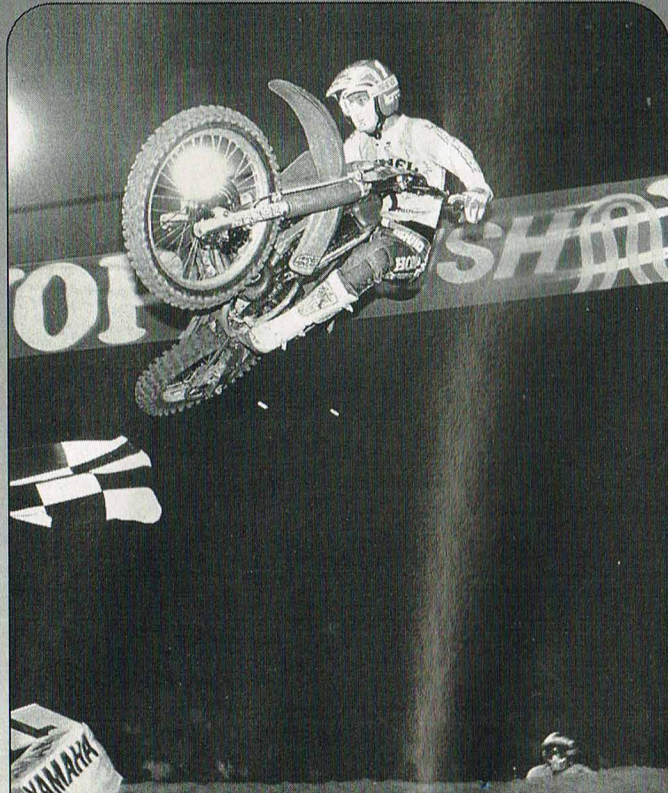
Too hip to hold on: **No-handers** were the rage when Rick Johnson was on top. R.J. also invented the "Swami," where he grasped his elbows like he was a yoga master or angry mother-in-law.



Bike power: Danny "Magoo" Chandler was the crazed leaper of his time, and is credited with inventing the **one-handed victory salute**. Ironically, this move ended his career when he tangled with a finish-line banner in Europe.



Did Mom switch detergents?: Johnny O'Mara was doing **look-downs** and **look-backs** back when bikes still had two shocks. The look-down evolved from the fashion-conscious disco days, and may have been invented by trend-setting Evel Knievel.



Hold the syrup: David Bailey whipped up his share of victory **pancakes** in his career. Bailey was also pretty good at cooking with both hands off of the bars, too. □

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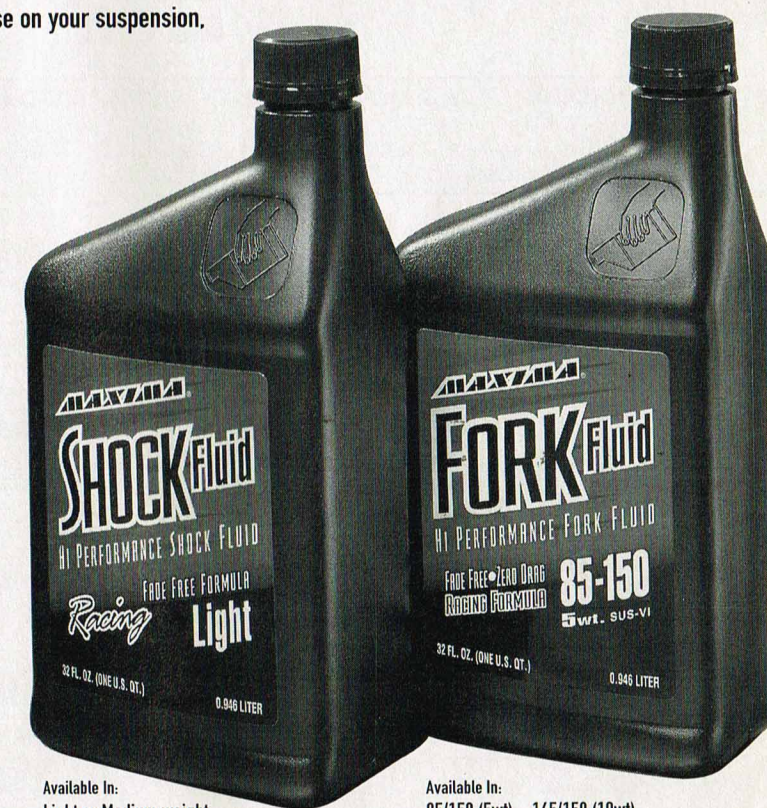


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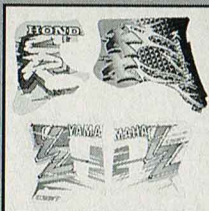
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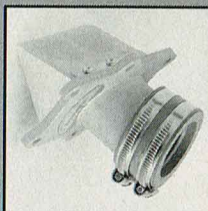
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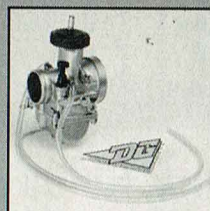
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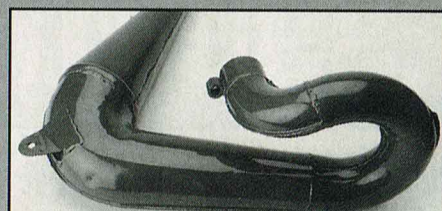
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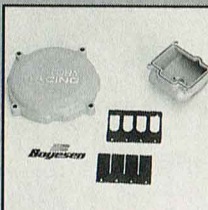
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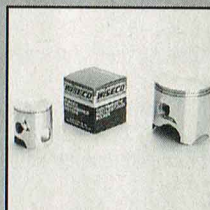
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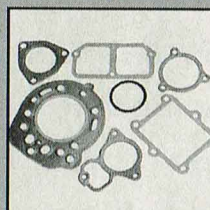
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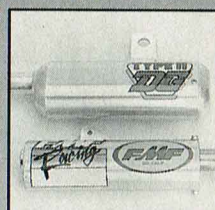
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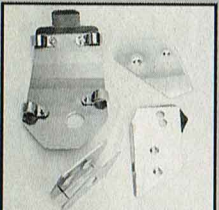
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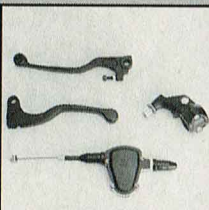
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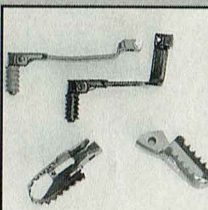
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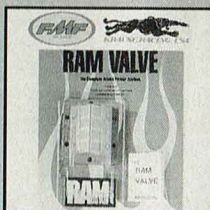
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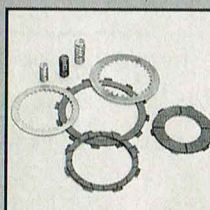
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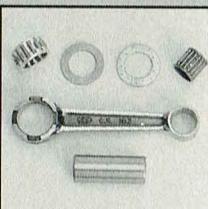
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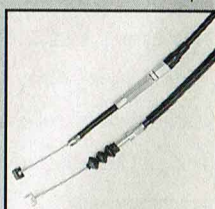
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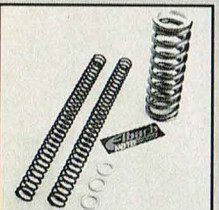
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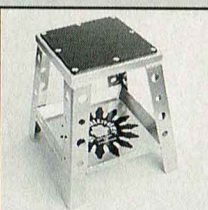
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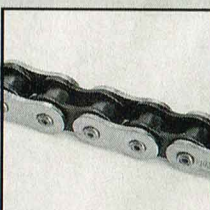
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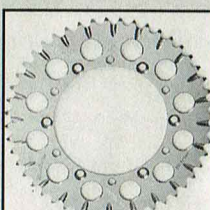
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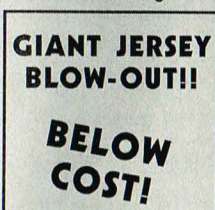
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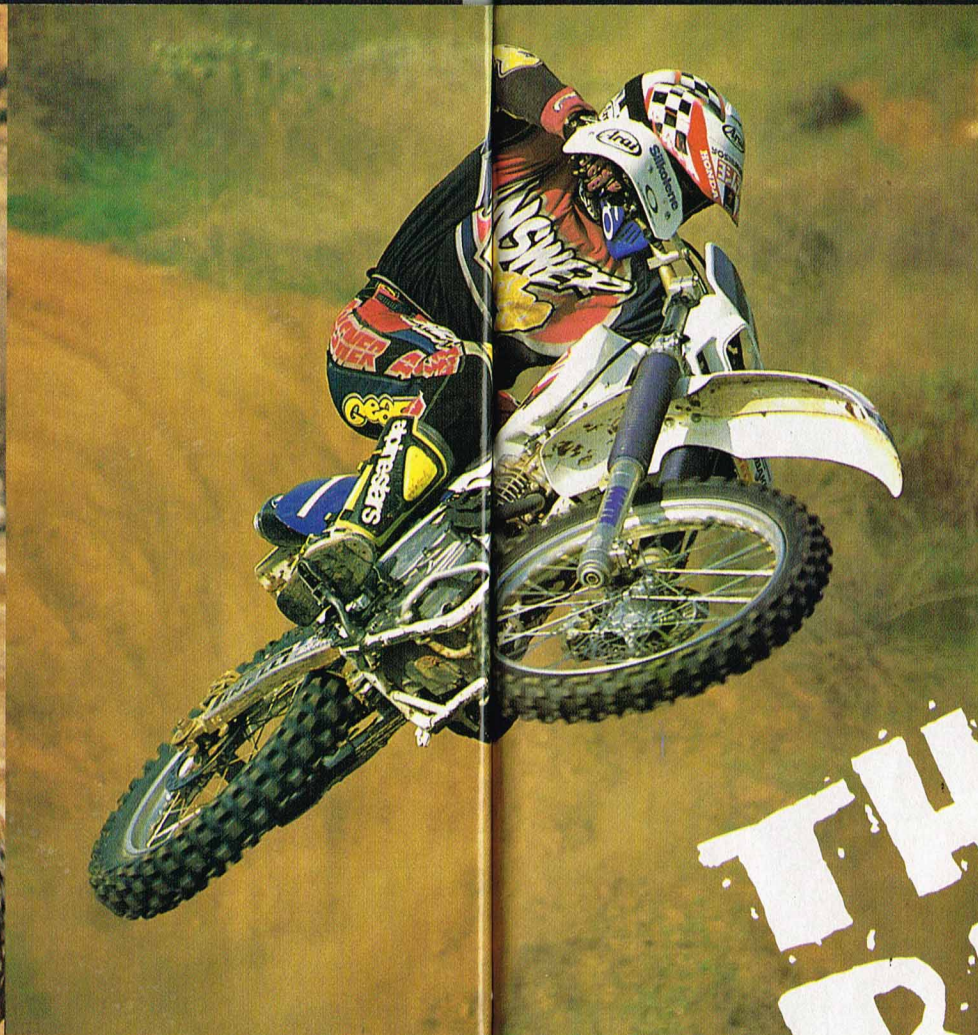
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THE BIG BANG

OPEN-CLASS 4-STROKE SHOOTOUT
Husaberg vs. Honda 600 vs. Husky 610
vs. Kawasaki 650 vs. KTM 620

By the hard-kicking staff of DIRT BIKE

Some brainiacs believe everything that is occurring in the universe is the result of a "big bang" that ignited millions of years ago. Essentially, the universe is winding down from its own birth. Moto-heads would describe the Big Bang as a gigantic power pulse, and everything that followed is the exhaust stroke. Scientific discussions have raged on the subject for decades.

Many dirt bike enthusiasts have their own Big Bang Theory—mainly, getting a big thumper to deliver a Big Bang is a big pain. It isn't true any longer, or as true, depending on which big thumper they are

riding. They don't like thumpers because two-strokes start easier.

Well, there may be a new Big Bang brought on by Big Brother, and soon. California is facing a '97 emissions law that might ban you from starting a two-stroke on public lands. Other states have historically copied California, so big thumpers may be our only future for riding on our public lands. With that said, this shootout can give you a big holeshot on harnessing the Big Bang for your off-road pleasure. It will map out where the Open-class thumpers have come from, where they are heading and at what pace. When the dust settles, hopefully, it will not have settled on you.



BIG BANG

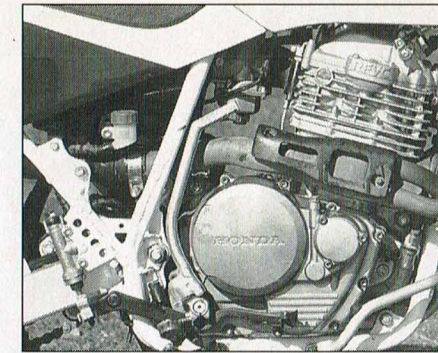
**INTO THE GENE POOL
FROM PRIMORDIAL
OOZE TO 1996**

● **Husaberg 501E:** Cagiva fired the Swedish four-stroke design team when the Italians bought Husqvarna (actually, Cagiva offered them gardening jobs), so the Swedes retaliated by developing an even trickier line of thumpers, which proceeded to win championships in world enduro, ISDE and GP motocross. Kickstart Husabergs are as light as 500cc two-strokes, have unreal mass centralization and are very fast. They are available in 350cc, 400cc, 501cc and 600cc displacements. We decided to try the 501, since it's the reigning 500 motocross champ, but we wanted the enduro version to better fit this comparison. Ron Lawson will race our 501E in the Vegas to Reno race, so we opted for the electric-start version. Dubbed the "Elduro," the E-model features a bona fide oil pump (both the kickstart version and Husqvarna's 610 use a Ken Maely-designed reed oiler) and counterbalancer—two musts for long-distance, high-speed racing. The "E" also has softer suspension settings than the "C"rosser.

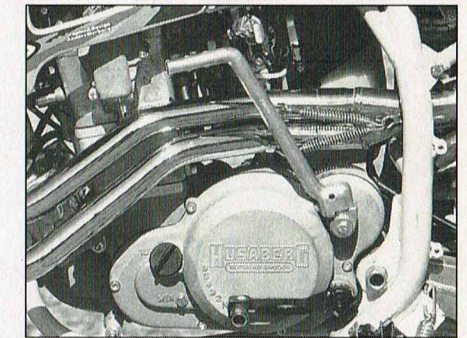
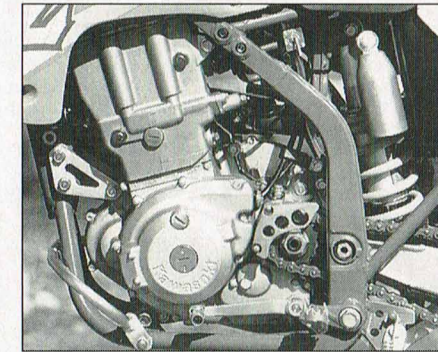
Although KTM bought Husaberg last year, the Austrians haven't made any major changes in the machine that carried Joel Smets to the motocross championship and Erik Johannson to the 350cc enduro title. Husabergs remain the lightest thumpers available and have the most centralized mass. While KTM and Husqvarna went to newfangled Marzocchi conventional forks, Husaberg retains the WP 4057, but the IBS fork now has the compression clicker on one fork cap and the rebound on the other. The 'Berg also gets a new linkage and Ohlins shock for '96, along with Excel rims, gusseting around the steering head, and an automatic, cam-driven decompression system (needed because of the electric starter). The kickstart-only 501 weighs 242 pounds, but the electric-start we rode weighed in at 273 pounds (wet, without gas).

Husqvarna 610WXC: Cagiva's Italian engineers refined the Swedish-designed WXC610 and improved the componentry to compete with Husaberg. Like the Husaberg, Husqvarna's 610 motor is essentially a speedway bike top-end grafted onto a two-stroke low-end. The short-stroke 577cc engine has carried Jacky Martens and Kari Tianen to umpteen world motocross and enduro wins. However, where the Husaberg is new-weird (two air filters

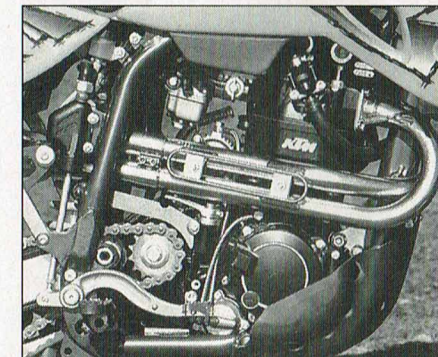
◀ *Although the European-made big thumpers are generally lighter and more rigid than their Japanese counterparts, they all have right-side drives that date back to the drum brake days. This holdover limits brake and ignition choices.*



◀ *Left stock (or close to it), the Honda XR600R engine lasts forever. Throttle response off of idle is the XR's strongest point, while choked-off top-end power is its weakest. It's also cheapest to fix, should it break.*

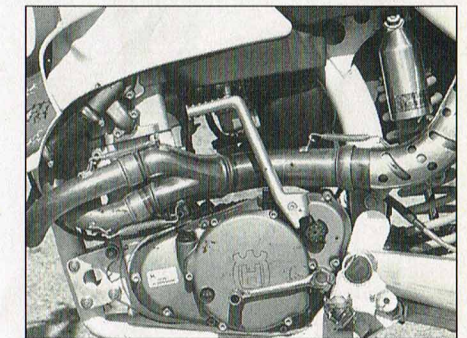


Its six-speed gearbox lets the Husaberg cruise at trials or Baja speeds, and the 501 has the most top-end grunt. The electric-start version has an integral oil pump and counterbalancer, but vibes are still annoying.



◀ *Kawasaki's KLX650 has roadrace written all over it—from the dual-overhead cam and four-valve head to the constant-velocity carb. The mighty 650 is choked off by its muffler, but it produces knob-peeling torque. We removed the exhaust baffle and airbox snorkel (for closed-course competition) and went to a 158 main (it comes with a 135).*

KTM's 620 actually displaces 609cc and has the largest piston of the group. Its short-stroke motor is coupled to a gearbox with lower first- and fifth-gear ratios for '96. The new damped clutch eliminates the old cush-drive rear hub. We like the new Mikuni petcock, too.



Advances in tooling and quality control have made the Husqvarna WXC610 more dependable than its Swedish cousin. Starting is predictable, and the 577cc Husky doesn't flame out or stall. The clutch and jetting are perfect, and so is the power.

under the gas tank), the Husky is old-weird. The curved-backbone frame is right out of the '60s, and it makes any sort of normal airbox impossible. The WXC's airbox is the same basic design as early-'60s Husqvarnas—only it's swept back to smooth the lines and provide a gripping surface. It isn't nearly as waterproof as the '60s canister filters, though.

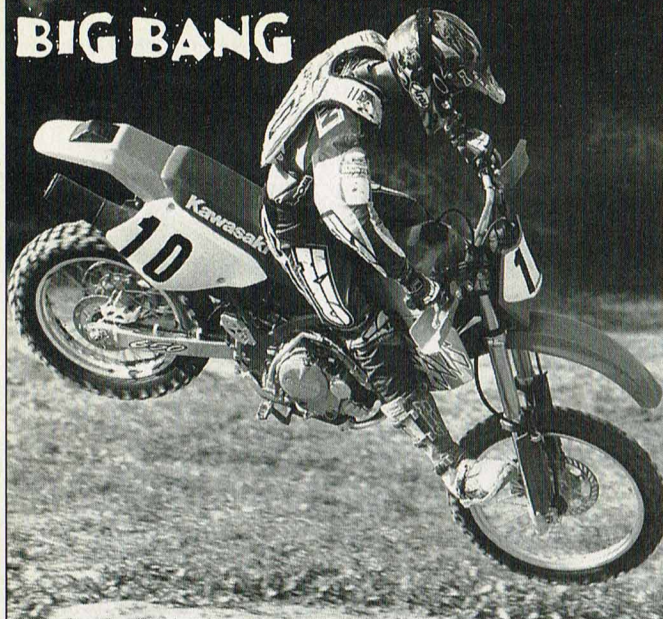
The WXC makes up for these bubbles in the gene pool with state-of-the-art suspension, exhaust and chassis components. Like the KTM, the 610 got Marzocchi's new 45mm conventional fork for '96. An already-fast engine got less flywheel and a new ignition curve for more throttle response. Although the suspension is set up on the soft side for hardcore racers, the WXC is clearly designed and marketed for competition. Its un-counterbalanced engine and smallish 2.4-gallon tank tend to shorten range, though.

Honda XR600R: Honda's new XR400R and redesigned XR250R have

the XR600R showing its age, evolution-wise. It has a decade-old engine and weighs 282 pounds without gas. It has an '87 CR fork and a bizarre linkage that calls for an 11-kg/mm shock spring (most bikes use half that). It couldn't win a drag-race with any of the machines in this shootout, but the XR600R is as versatile as it is popular. It's the National Hare Scrambles champion (proving its worth against the two-strokes) and has won Baja. Its counterbalanced engine is ultra-reliable, making the XR a great long-distance explorer. Many XRs are converted into dual-sports for this reason.

Its easy-starting, quick-revving, inoffensive engine is the heart of a complete package. The Honda XR600 does everything well and has the plushest suspension you could imagine, all for less money

BIG BANG



Husaberg FE501E wheelies: Centralized mass, slim ergos, excellent turning and handling, fast motor, six-speed tranny, electric starting, awesome suspension and race performance. Endoes: Hard-to-find neutral, high costs and questionable reliability.

◀ **Kawasaki KLX650 wheelies:** Newfound gas range, decent price, one-kick starting, nice power, unequaled comfort, lowest vibration, excellent stability, good fork action and Damon rides one. Endoes: Bulky ergos, weight limits performance, slow turning.



Honda XR600R wheelies: Low price, plushness, comfort, throttle response, brakes, turning, reliability and ease-of-maintenance. Endoes: Weight, flex and choked-off exhaust.



Husqvarna WXC610 wheelies: Excellent shock, plush fork, awesome power over a broad range, great carburetion, trick exhaust, slim ergos, inspiring turning and stability, high-quality components and reliability. Endoes: Funky airbox, floppy side-stand, could use stiffer fork settings.



KTM 620LC4 EXC wheelies: Great power over a wide range, slim ergonomics, excellent suspension package, strong clutch, high-quality construction and components, easy filter access. Endoes: Erratic starting, kickstarter hangs on foot-peg, headshake, flame-outs, stinkbug rear fender, tall feel in corners.

(\$500-\$3000) than the other bikes in its class. That kind of money buys a lot of hop-up goodies, but not a 30-pound weight reduction.

Kawasaki KLX650: When Kawasaki first released the KLX650 in '93, our expectations of an XR-beating Kawie were dashed by overheating and too little fuel capacity. The big 650 had the motor to run circles around the XR600R, but it boiled over in technical terrain. Kawasaki addressed this with a coolant overflow reservoir and thermostat-controlled electric fan. This cured the overheating, but the fuel capacity problem wasn't so easily fixed. The perimeter frame and tall dual-overhead cam engine don't leave a lot of room for a large tank, hence the KLX only held 2.1 gallons. For '96 the KLX got a 3.1-gallon cell, almost doubling its range, but the KLX got even wider in the midsection. We asked for it, so it's pretty hard to complain about the bulkier ergos.

These two changes vindicate the mighty KLX. It used to be an aberration—a dirt bike that would overheat if the dirt was too soft (or steep) and a great ex-

plorer that couldn't venture more than 15-20 miles from camp (without a gas stop for the return trip). Now it's even a better Baja bike than the Honda, and you can moto it without fear of melting the engine.

KTM 620SC LC4: KTM continues to develop the engine that came out in '87. Dubbed the LC4 for its liquid-cooling, the KTM has suffered some sort of teething problems its whole life. Early LC4s brought on the nickname "Kick Ten Minutes," but steady improvements in gear ratios, ignitions, carbs and such have softened that to "Kick That Mutha." Yes, the '96 starts much easier than past efforts, but it's no KLX or WXC. The occasional fits of flameouts and hard starting still rain on the LC4's parade.

New forks in the family tree are topped by the Marzocchi 45 Magnums, and overall settings are a bit stiffer than the Husky's. The Ohlins shock was revalved to better match the fork, and the LC4 got a more rigid frame and front brake caliper, new chainguide, a Supersprox hardened-aluminum rear sprocket and CMV aluminum handlebar for '96. The LC4 also got new radiators, shrouds and a smaller fuel cell to slim the midsection. This 25% reduction in fuel range moves the LC4's target more towards competition. Two LC4 Super Competition models are available in America—the EXC and SX, which has a lighter exhaust, no lights and stiffer suspension. We chose the Enduro/X-Country, which costs \$6478 and weighs 276 pounds. ●

PERFORMANCE PICKS ONCE SHOT OUT, WHERE DO THEY FALL?

● **Honda XR600R:** Honda's XR600R offers major performance at a relatively minor price. The six-honey has incredible throttle response and a short wheelbase, so it shreds corners. No other big thumper can soak up trail nasties like the Honda, and it has excellent brakes. These traits make the XR fastest through tight woods, yet the 600 is incredibly stable at speed. It rages in rocks and goes where you point it, but the XR has some weak points.

The old-style fork has a lot of underhang and flex. Motoheads will also stress the frame to the point of flexing (Johnny Campbell beefs up the linkage and top shock mounts). The XR is wide and catches the fork and frame in deep ruts. Its short wheelbase and plush, weight-transferring suspension is great for turning, but they combine with the "bursty" motor to make the 600 wheelie-prone on technical uphill. Its weight also hinders downhill speed. The XR feels big and boxy compared to the 'Berg, Husky and Katoom, but it offers a more comfortable, reliable and user-friendly ride than these more expensive racers.

Husaberg 501E: Husaberg must be Swedish for "Performance." Even though the electric-start Elduro weighs the same as a WXC610 (with the optional lighting kit), it feels 20-30 pounds lighter on the track and trail. On a motocross track, the FE501E feels hero. It carves turns tightest and is completely flickable. The 501 is the only superthumper to truly feel at home in whoops and in the air. Pretty good for an enduro bike, huh? Nothing is as agile and sure-footed on singletrack, either. The inverted WP fork laughs at rocks, roots, ruts, whoops and off-cambers. It and the Ohlins shock make an unbeatable suspension package. The engine is even more impressive; it has smooth delivery and incredible top-end power. The 'Berg feels sort of dead off of the very bottom, especially compared to the KLX and XR, but this "bog" is a good thing on greasy, technical sections. Between it and the stump-puller first gear, the 501 is a veritable mountain goat. A tall sixth gear gives the Husaberg an impressive top speed, too.

However, all this trickiness comes at the price of comfort. The Husaberg's gearbox has a hide-and-seek neutral, which detracts from its enduro identity. The suspension that feels great at a brisk pace hammers the casual rider. Its slim ergonomics make fuel range questionable (Eric Jensen builds an accessory tank for Husabergs, but it won't fit the electric-start model). Even the counter-balanced Elduro will buzz your hands to sleep on long rides. Clearly, there are more comfortable thumpers around, but there aren't any that deliver more performance or

SUGGESTED RETAIL PRICE

	\$4500	\$5000	\$5500	\$6000	\$6500	\$7000	\$7500	\$8000	\$8500
Honda XR600R	\$4999								
Kawasaki KLX650	\$5499								
KTM 620LC4	\$6478								
Husqvarna 610WXC	\$6499								
Husaberg FE501E	\$8315								

RUNNING WEIGHT*

	260	265	270	275	280	285	290	295	300	305	310
Husqvarna 610WXC	273 lb.										
Husaberg FE501E	273 lb.										
KTM 620LC4	276 lb.										
Honda XR600R	282 lb.										
Kawasaki KLX650	301 lb.										

* With oil, fluids and coolant but no gas

WHEELBASE*

	50	51	52	53	54	55	56	57	58	59	60
Honda XR600R (28"/4.6")	57.0"										
Kawasaki KLX650 (27"/4.6")	58.6"										
Husaberg FE501E (27"/4.4")	58.7"										
Husqvarna 610 WXC (27"/4.4")	58.9"										
KTM 620LC4 (28"/4.1")	59.5"										

*Including rake and trail, so you have an idea of how they should turn. Hint: apply weight and fuel tank capacities to find true turning abilities.

FUEL TANK CAPACITY*

	0	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Kawasaki KLX650	3.1 gal.										
Honda XR600R	2.6 gal.										
Husqvarna 610WXC	2.5 gal.										
KTM 620LC4	2.3 gal.										
Husaberg FE501E	2.1 gal.										

* All have 40mm carbs, except the 501's 38.

RELATIVE STARTING EASE*

	0	10	20	30	40	50	60	70	80	90	100
Husaberg FE501E	100										
Kawasaki KLX650	85										
Honda XR600R	75										
Husqvarna 610 WXC	75										
KTM 620LC4	60										

*Our subjective ratings factoring hot-starting, cold-starting, kickstarter location, decompression system effectiveness, how hard you have to kick, consistency, etc.

RELATIVE POWER OUTPUT

	Idle	Low-end	Midrange	Top-end	Overrev
Honda XR600R					
Husaberg FE501E					
Husqvarna 610 WXC					
Kawasaki KLX650					
KTM 620LC4					

BIG BANG

two-stroke-like handling—and the kick-start version weighs the same as a 500cc two-stroke.

Husqvarna WXC610: Not surprisingly, the Husky 610 feels like a Husaberg. It isn't quite as thin or flickable, but it feels hero. The WXC610 has the widest spread of power. It has more low-end than the FE501 and KTM 620, but revs to Jupiter. The gear ratios, clutch and carburetion are excellent, but the 610's shifting is comparatively notchy. Its dual-muffler arrangement allows lots of top-end flow, but all that high-placed weight slows the WXC's turning abilities somewhat. The 610 offers a great combination of turning and straight-line stability, due mostly to frame geometry and an awesome shock. A steep steering head angle, long swing-arm and soft fork give the Husky confidence-inspiring handling at any speed. It's magic on singletrack—almost as good as the 'Berg. However, the soft suspension holds the 610 back on a motocross or GP track. The fork bottoms hard, even on the stiffest clicker setting.

Aside from the Honda, the Husqvarna offers the most performance per dollar. It corners as if it is on rails and it climbs like the space shuttle. It doesn't flame out in tight sections or headshake in fast stuff, and everything works to make you faster. If it only vibrated less, it would be the Honda 600 of Europe.

Kawasaki KLX650: Although the Kawasaki is choked off by the same muffler the XR600R uses, that extra 60cc gives the KLX a big performance edge. The Kawasaki is faster, smoother and easier to start than the XR600, and has more throttle response. The KLX650 is even more comfortable than the Honda, but big green weighs 301 pounds. That means that, no matter how stiff the perimeter frame is or how balanced the suspension package is, the Kawasaki rider will work hardest in any given section or situation. The KLX is 31 pounds heavier than the WXC610, and it carries that weight higher in the chassis. Not surprisingly, the KLX is the hardest to bend around corners. Nothing is more stable, though, so the Kawasaki is better suited for long-range cruising or rallies than tight, closed-course racing.

KTM 620LC4: Engine-wise, the KTM 620 is surprisingly close to the Husky 610 this year. The LC4 has decent low-end response, a smooth but potent midrange and strong top-end lungs. It has a great gearbox with a stump-puller first gear (which is unusable on a motocross track) and a clutch that laughs at abuse. For fire roads, moto and open terrain, the 620 is fast and fun. The trouble starts when the trail tightens and you start completely closing the throttle and then wicking it open again. The LC4 still has the tendency to flame out, and it gets finicky about restarting.



Both the Husqvarna and KTM come with the new 45mm Marzocchi Magnum fork. While the Katoom has stiffer overall settings, Husky's geometry provides a more predictable handling package than KTM. The WXC always feels more planted.



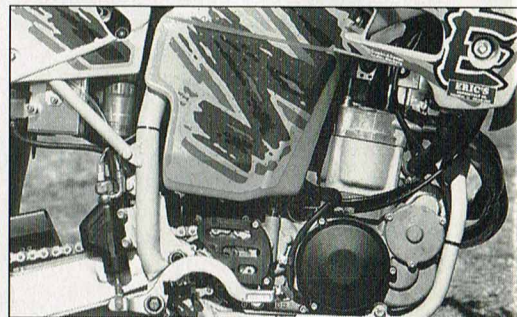
Only the Honda comes stock with a tool receptacle. Excellent brakes, a quick-change rear wheel and a great tire highlight the rear of the XR. Its congested pipe is the lowlight.

We even had it backfire so hard the carb blew off—twice in one ride! Luckily, we had KTM's cool tool kit in a fanny pack, or the ride would have been over.

Everything else about the KTM is top-notch and rivals the Husqvarna. We prefer the 620's Marzocchi fork to the softer WXC's, and the Ohlins shock is almost as smooth as the 610's Showa. KTM's steel-braided lines give the LC4 better braking power than the Husky. The new ergonomics mimic the WXC's feel, except the LC4's seat and rear fender give the bike a stinkbug feel. As improved as the 620 is, though, it can't rival the 610's handling. The LC4 is harder to turn and is the least stable bike in this shootout. The bike has a



Kawasaki's new gas tank holds 3.1 gallons, but makes it harder to slide forward for corners. It's wider than the Mississippi River. The KLX has a headlight switch, while the Euro bikes have dual-sport-ready control pods.



An ultra-low fuel cell centralizes mass, and a Mikuni fuel pump lifts gas to a small reservoir on the left side of the tank. Despite weighing in around the WXC and EXC, the electric-start 501 feels a good 20 lb. lighter.



KTM joins the XR600R in having totally toolless air filter access. The LC4 filter is larger than the Honda's, and the airbox is more moto, too.

tall steering head and a skatey feeling up front—and it shakes its head more than Flipper. KTM is getting closer all the time, but closeness still only counts in horseshoes and hand grenades.

Most compliant fork: XR600R, WXC610, KLX650, 620LC4, FE501E.

Best overall fork: FE501E, KLX650, 620LC4, WXC610, XR600R.

Best shock: FE501E, WXC610, 620LC4, XR600R, KLX650.

Most power: FE501E, WXC610, 620LC4, KLX650, XR600R.

Best throttle response: KLX650, XR600R, WXC610, 620LC4, FE501E.

Starting ease: FE501E, KLX650, WXC610, XR600R, 620LC4.

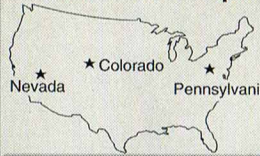
Turning prowess: FE501E, XR600R, WXC610, 620LC4, KLX650.

Overall handling: WXC610, FE501E, XR600R, 620LC4, KLX650.

Overall performance: FE501E, WXC610, XR600R, 620LC4, KLX650.

Performance vs. price: XR600R, WXC610, FE501E, KLX650, 620LC4. ●

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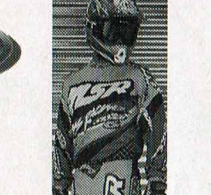
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Includes: System 6 Pants, Jersey and Gel Cel Gloves.
Pay NOTHING for shipping.

1996 Helmets at 1995 Prices

FX-2 Ballistic



FX-2
Solid Colors.....\$140.95
Ballistic.....199.95

VFX2

Solid Colors.....259.95
Emig.....412.95
Earhtone.....399.95

VFX

Troy Lee.....332.95
Flash.....412.95

VJI

Solids.....149.95
We specialize in Shoei. We have all models currently available.

MX K-460.....\$68.95

Helmets
MX-4 Off-road.....\$99.95
Pro Off-road.....119.95

Helmets
RAM Air II.....\$68.95
RAM Air II Trac.....72.95
O/F MX.....from 49.95

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RAM Air II.....\$68.95
RAM Air II Trac.....72.95
O/F MX.....from 49.95

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RAM Air II.....\$68.95
RAM Air II Trac.....72.95
O/F MX.....from 49.95

Moto-6



Moto-6
Multi Color.....CALL
Fast Boys.....CALL
Kiedrowski.....CALL

Other Helmets

Moto-4 Classic.....CALL
TrailStar.....CALL
Bell will not allow us to sell their helmets if we advertise our low prices. Please call for our low, discount prices today.

Moto-6
Multi Color.....CALL
Fast Boys.....CALL
Kiedrowski.....CALL

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Multi Color.....CALL
Fast Boys.....CALL
Kiedrowski.....CALL

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Fast Boys.....CALL
Kiedrowski.....CALL

Moto-6
Multi Color.....CALL
Fast Boys.....CALL
Kiedrowski.....CALL

MX/a Paradise



MX/a
Solid Colors.....CALL
Splash.....CALL
Stanton Spirits.....CALL
Paradise Factory.....CALL

MX/e

Solid Colors.....CALL
Spirit Factory.....CALL
Spirit Euro.....CALL

Dual Sport

Solid & Multi Color.....CALL
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Order a pair of pants, a jersey and a pair of gloves and receive FREE shipping.*

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Moose Jersey.....35.95
XCR Gloves.....29.95

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XCR Jersey.....26.95
Moose Jersey.....35.95
XCR Gloves.....29.95

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XCR Jersey.....26.95
Moose Jersey.....35.95
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SINISALO

Create your own package in '96
Order a pair of pants, a jersey and a pair of gloves and receive FREE shipping.*

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SCD-5 Pants.....\$151.95
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Full Print Jersey.....CALL
SR1 Jersey.....CALL
Sport Jersey.....CALL
Air Gloves.....34.95
Tech-2 Gloves.....22.95
Super Sport Gloves.....CALL
Flexguard Protector.....102.95
Elbow Guards.....26.95
Gear Bag.....47.95

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Full Print Jersey.....CALL
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Elbow Guards.....26.95
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Flexguard Protector.....102.95
Elbow Guards.....26.95
Gear Bag.....47.95

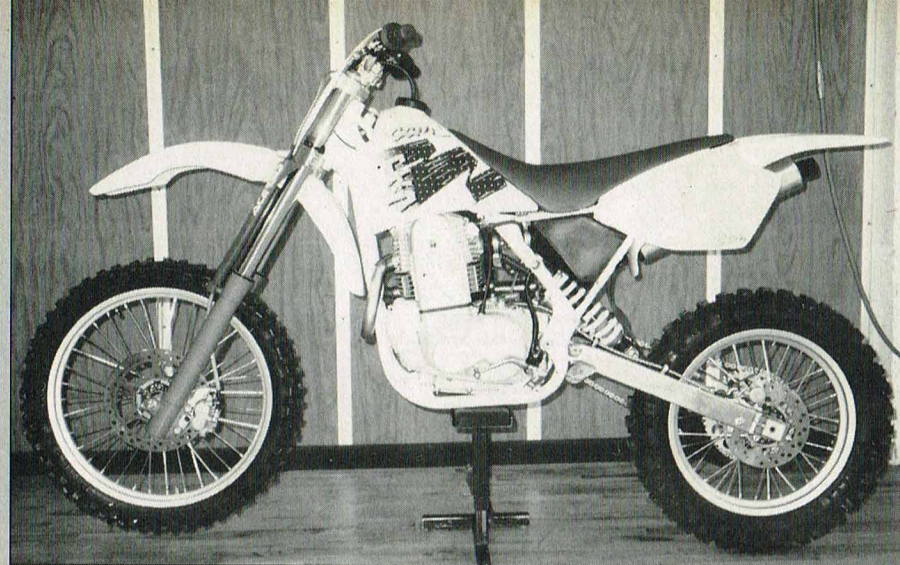
1996 Apparel & Equipment
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Full Print Jersey.....CALL
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Air Gloves.....34.95
Tech-2 Gloves.....22.95
Super Sport Gloves.....CALL
Flexguard Protector.....102.95
Elbow Guards.....

THE ROTAX FACTOR NEW IDEAS WITH AN OLD ENGINE

Two manufacturers have stuck to the tried-and-true Rotax motor that powered early KTM thumpers, among others, but they couldn't (or wouldn't) make units available for this comparison. ATK performed a major makeover on its 605, giving its megathumper a new frame that places more weight on the front wheel. We raked the 605 pretty hard last year for its geometry- and suspension-induced skittishness, and we felt bad about it. We have to tell the truth, and the truth for '95 was that the 605's performance didn't justify its high price. ATK addressed the problem with a new frame and suspension settings for '96 but refused to release a 605 for us to test, unless we promised to only say nice things about it. *Dirt Bike* doesn't do that.

CCM is back in the USA for '96, and its C25 (tested in our September '95 issue) is the British version of the ATK. The C25 uses the same 598cc engine that powers the 605, and it also has a linkage-less shock arrangement, but similarities end there. The CCM is lighter, slimmer and clearly aimed squarely at motocross, where the ATK is delivered as an off-road or minimalist dual-sport mount. Many changes have been made to the production C25 (we tested a prototype), so we really wanted to include it in this shootout, but production bikes just arrived from England, and we couldn't secure a test unit in time. That is a shame because we feel the C25 could give the Husaberg and Husqvarna a real run for the win. ●



CCM added a new subframe that accepts '96 YZ plastic, wider footpegs, a 2.3-gallon fuel tank, Pirelli MT18 tires and a hotter cam to the C25 we tested in the Sept. '95 issue. The C25 604 has a claimed dry weight of 258 lb., putting it in a league with the WXC, but with a lower center of gravity. It costs \$7128 (plus shipping).

ATK did a major overhaul of the 605, including a new frame that puts more weight on the front wheel, suspension settings (with new WP fork and shock angle), brakes, gas tank (4.0-gallon), plastic and seat. The Cross-Country costs \$6495, and electric-starting is \$500 more. An electric-start dual-sport version costs \$7395. ▶



CONCLUSIONS SWEEPING UP AFTER THE BIG BANG

This collection of large four-strokes is the best we have ever seen. There's not one lemon, poser or unworthy machine in the bunch, but they all have a distinct identity or specialty. These traits surfaced as we thrashed the machines on motocross, GP and singletracks and hammered them in (or over) whoops, rocks, deep sand, deeper water, hills, cliff jumps, trees, cacti, ruts and ridgebacks. Here's how the Open-class thumpers finished (and they all finished).

BEST HARDCORE RACER

You would have to be hardcore to plop down \$8315 for a dirt bike, and the Husaberg FE501E is hard to its very core. The 'Berg feels like a Euro works bike—fast, light, trick as all get-out, but with an unrefined, cobby edge. The Husaberg handles superbly, has great suspension and is way fast, but it rattles, vibrates and generally annoys the heck out of you on a long ride.

Although we didn't break our FE during testing, we have broken Husabergs in the recent past and have heard horror stories of blown top-ends (valve-train failure) and transmissions. KTM found the parts system in complete disarray when it bought Husaberg, too.

Think of the Husaberg as the dirt bike version of a Ferrari—it's fast, trick and expensive enough to be every gearhead's dream machine, but only the elite can afford it, because the purchase price is usually just the beginning. Ferrari owners always have alternative transportation on hand because their pride and joy spends a lot of time in the shop.

BEST CRUISER/MOST IMPROVED

At the other end of the spectrum, we have the Kawasaki KLX650. Refinements have finally delivered a KLX that can live up to the hype, but the thing weighs 301 pounds. It's more like a Cadillac than a Ferrari, and Caddies tend to roll the tires off of the rims if you drive them hard. The KLX has a great motor and all the comforts of home, but it wallows and bucks if you try to race it. With lower vibration levels than the XR600R and its new fuel range, the KLX650 takes over as Best Long-Range Rover or the Cadillac of singletrack. For it to be anything else, Kawasaki will have to address weight next.

CAREER DAY MAP

	Fire Roads	Casual Trails	Serious Play	Off-road Racing	Hardcore Motocross
Honda XR600R	██████████	██████████	██████████	██████████	██████████
Husaberg FE501E	██████████	██████████	██████████	██████████	██████████
Husqvarna 610WXC	██████████	██████████	██████████	██████████	██████████
Kawasaki KLX650	██████████	██████████	██████████	██████████	██████████
KTM 620EXC	██████████	██████████	██████████	██████████	██████████

MR. X

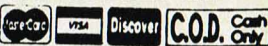
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RIDERS BEWARE
AKO HELMETS AND BOOTS
NOW IN STOCK. GUESS THE
OTHER ANIMAL WE CARRY!



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SHOIE VFX 2 WHITE/BLK 269.95
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110/100-18 52.95
120/100-18 56.95
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110/90-19 55.95
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110/100-18 53.95
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CHAIN \$79.95
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BIG BANG



	1996 HONDA XR600R	1996 HUSABERG FE501E	1996 HUSQVARNA 610WXC	1996 KAWASAKI KLX650	1996 KTM 620LC4 EXC
Engine type	Air-cooled, 4-valve, SOHC 4-stroke	Electric-start, liquid-cooled, 4-valve, SOHC 4-stroke	Liquid-cooled, 4-valve, SOHC 4-stroke	Liquid-cooled, 4-valve, DOHC 4-stroke	Liquid-cooled, 4-valve, SOHC 4-stroke
Displacement	591cc	501cc	577cc	651cc	609cc
Bore and stroke	97.0mm x 80.0mm	95.0mm x 70.7mm	98.0mm x 76.5mm	100.0mm x 83.0mm	101.0mm x 76.0mm
Carburetion	40mm Keihin	40mm Dellorto	40mm Dellorto	40mm Keihin	40mm Dellorto
Fuel tank capacity	2.6 gal.	2.1 gal.	2.4 gal.	3.1 gal.	2.3 gal.
Gearing	14/48	15/48	14/48	15/50	15/50
Lighting coil	Yes	Yes	Yes	Yes	Yes
Spark arrester	Yes	Yes	Yes	Yes	Yes
EPA-legal	Yes	Yes	Yes	Yes	Yes
Running weight w/no fuel	282 lb.	273 lb.	273 lb.	301 lb.	276 lb.
Wheelbase	57.0" (1448mm)	58.7" (1490mm)	58.9" (1495mm)	58.7" (1490mm)	59.4" (1509mm)
Rake/trail	28°/4.6"	28°/4.3"	27°/4.4"	28.5°/4.8"	28°/4.2"
Ground clearance	13.2" (335mm)	15.3" (390mm)	14.5" (368mm)	13.0" (330mm)	14.2" (361mm)
Seat height	37.0 in (940mm)	37.4" (950mm)	34.8 in (885mm)	37.4 in (950mm)	37.0" (940mm)
Tire size and type:					
Front	80/100-21 IRC VE-32	90/90-21 Dunlop K990	90/90-21 Metzeler Uni-X	80/100-21 Dunlop D752F	90/90-21 Michelin MP11
Rear	110/100-18 IRC VE-33	110/100-18 Dunlop K990	130/90-18 Metzeler Uni-X	110/100-18 Dunlop D752	140/80-18 Michelin AP10
Suspension:					
Front	Showa cartridge fork, 11.6" (295mm) travel	WP 4057 IBS inverted cartridge fork, adj. comp., 11.6" (295mm) travel	Marzocchi 45mm conventional cartridge fork, adj. comp./reb./prel., 12.0" (305mm) travel	KYB 43mm inverted cartridge fork, adj. comp./reb., 11.8" (300mm) travel	Marzocchi 45mm conventional cartridge fork, adj. comp./reb., 11.8 in (300mm) travel
Rear	Pro-Link, Showa aluminum piggyback shock, adj. comp./reb./prel., 11.0" (279mm) travel	Ohlins aluminum piggyback shock, adj. comp./reb./prel., 12.8" (324mm) travel	Soft-Damp, Showa aluminum piggyback shock, adj. comp./reb./prel., 12.6" (320mm) travel	Uni-Trak, KYB aluminum piggyback shock, adj. comp./reb./prel., 11.2" (285mm) travel	Ohlins aluminum piggyback, adj. comp./reb./prel., 13.0" (330mm) travel
Country of origin	Japan	Sweden	Italy	Japan	Austria
Suggested retail price	\$4999	\$8315	\$6499	\$5499	\$6478
Distr./mfr.	American Honda Motor Corp. 1919 Torrance Blvd. Torrance, CA 90501-2746 (310) 783-2000	Husaberg Motorcycles USA 1906 Broadway Lorain, OH 44052 (216) 244-4939	Cagiva North America 5 Washington Ave. Fairfield, NJ 07004 (201) 839-2600	Kawasaki Motor Corp. 9950 Jeronimo Rd. Irvine, CA 92718 (714) 770-0400	KTM Sportmotorcycle USA 1906 Broadway Lorain, OH 44052 (216) 246-1062
REPLACEMENT PARTS COST					
Piston	\$78.73	\$257.06*	\$216.22*	\$89.10	\$307.80*
Ring(s)	49.98	81.34	56.63	43.20	81.82
Air filter	24.98	28.94	18.61	44.50	34.92
Clutch plate (drive)	10.00(6)	7.92(8)	N/A	11.98(7)	21.13(8)
Clutch plate (driven)	8.87(7)	5.78(7)	N/A	8.54(6)	10.35(7)
Front sprocket	18.23	27.91	23.45	33.10	29.69
Rear sprocket	71.95	52.33	52.95	43.20	85.59
Front brake pads	28.85	41.48	39.66	57.40	41.24
Rear brake pads	27.15	34.89	39.66	53.50	51.36

* Forged piston with rings, wrist pin and circlips

BEST BANG FOR THE BUCK
 For less than \$5000, the Honda XR600R delivers performance that's hard to beat at any price. The XR is completely at home in any situation and at any speed short of Warp Nine. Sure, the motor is choked off by its pipe, and motoheads can make the fork and frame flex, but the Honda 600 offers excellent performance and the reliability of a claw hammer. It has carried Scott Summers to six National off-road championships and is equally effective as an explorer and all-around play bike. Even if you do manage to break it (and we never have), the XR has the least-expensive parts prices of its class. The only people who break XRs are the ones who modify the motor to run with

WXC610s (MX) or KX500s (Baja 1000). Had we left our SRC fork brace and Yoshimura pipe on our XR600R, it could have rivaled the Husky and Husaberg more in the full moto mode, at a price equal to the Kawasaki's MSRP. It is also a heck of a lot easier to add performance to an XR than it is to add comfort to a Husaberg or a counterbalancer to a Husqvarna.

& THE WINNER IS . . .
 Every class has a standard, a high-water mark that others strive to achieve. In the big four-stroke class, that standard remains the Husqvarna WXC610, at least for another year. Nothing else offers so much power over such a wide spread, or suspension excellence over such a wide

Japanese-made stokers have everything where it should be (right-side kicker and left-side chain), but are built more for comfort than for trail speed or lightness. They also cost much less than Euro-thumpers and offer excellent performance-per-dollar.

variety of terrain, or confidence-inspiring handling over any trail type. It's a cross between a Husaberg and the XR600R, making it a race bike that's comfortable at slow speeds or a play bike that can win at motocross or in the woods. The WXC is also as reliable as it is fast. The other machines have the Husqvarna in their sights, but they are still not quite in range to score a hit. For '96 Husqvarna still has the biggest bang, and one that will be heard over the widest area. □



MALCOLM SMITH MOTORSPORTS SUPER HUSKY

*Perfect for that black
stuff that separates
riding areas*

By the staff of DIRT BIKE



You bought a new dirt bike and you love it. Life would be continuous joy except for those painfully long periods of *not* riding that come between riding days. If only there was a way to put more riding opportunities into your schedule. Know what? There is. With Malcolm Smith Motorsports' dual-sport kit, you can more than double the amount of time you get to ride your Honda XR, Kawasaki KLX, Suzuki DR or RMX, KTM, Husqvarna, Husaberg or Yamaha WR. Malcolm Smith Motorsports can make any of those bikes more capable on the dirt and street with its suspension modifications, high-output stators, Malcolm Smith Motorsports' stainless steel exhausts (for four-strokes), Malcolm Smith Motorsports' tall seat foams and covers, Malcolm Smith Motorsports' disc guards and other accessories. Imagine the looks on your buddies' faces when you poke out of the woods and pull into the parking lot at work. The mind-numbing boredom of the daily commute can be the perfect time to hone your wheelieing and sliding skills—on the *dirt* section of your commute, that is. You will find yourself asking to make runs to the store instead of thinking of errands as torture.

Malcolm Smith Motorsports' Super Husky is a rolling showcase of the shop's high-performance wares. Malcolm Smith Motorsports offers an impressive list of engine and suspension services and accessories as well as a kit that lets you take your high-performance dirt bike on the street.

Do you dream in color?



We do. And if you've ever swung a leg over a motorcycle,

you know the dream we're talking about.

It's a perfect hillside on a perfect day and

you're with four of your best buddies.

It represents the ultimate experience.

Better than any win, more prized than any

trophy. It's what got us all involved in the

sport to begin with. It's also the same

dream that has inspired FMF Racing for the

past 23 years.

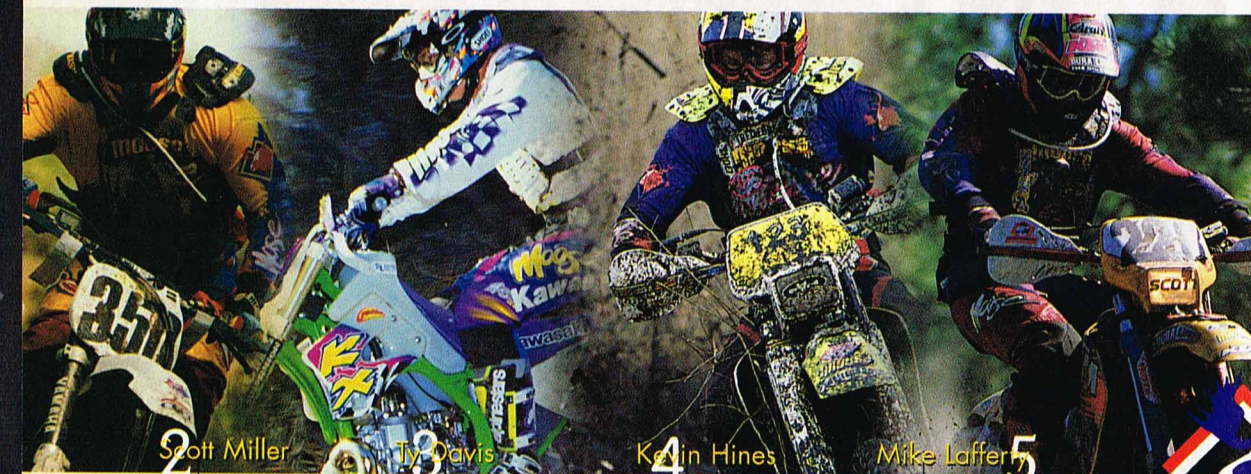


High Performance Fun



1 Steve Hatch
1994 National Enduro Champion

The most feared animal in Florida ain't no 'gator.

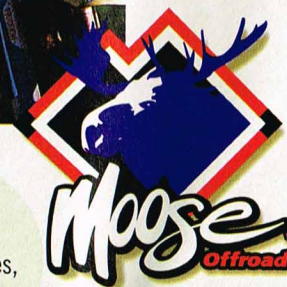


2 Scott Miller
1995 SETRA 250A Champion

3 Ty Davis
1995 National Enduro Champion

4 Kevin Heins
1987 National Enduro Champion

5 Mike Lafferty
1995 ECEA Enduro Champion



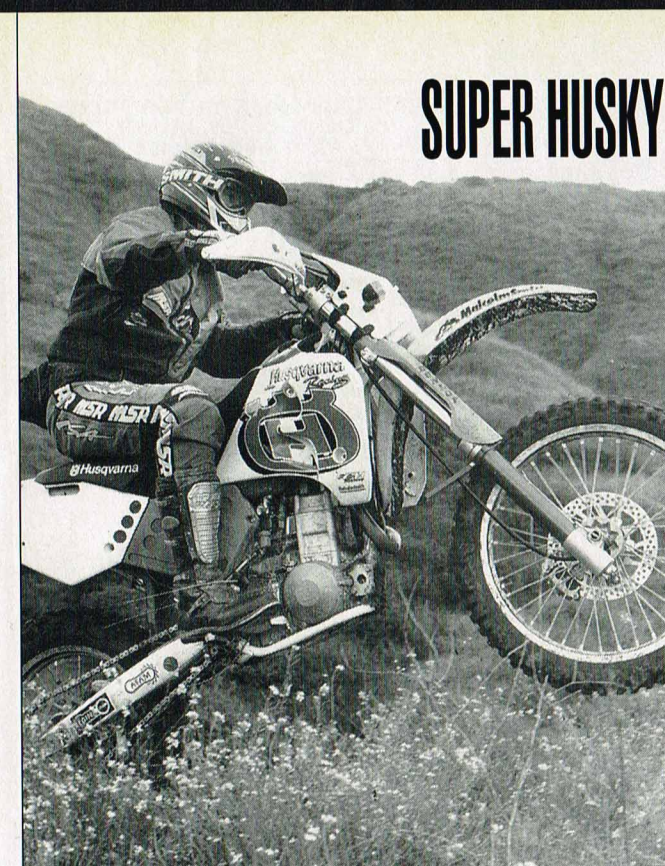
HAVE YOUR DEALER CONTACT
PARTS UNLIMITED

In March 1996 Team Moose went into the Florida swamplands for the Alligator Enduro expecting to face tremendous challenges. As it turns out, the only challenges they faced were themselves, finishing 1-2-3-4 and 5,

totally dominating the entire field.

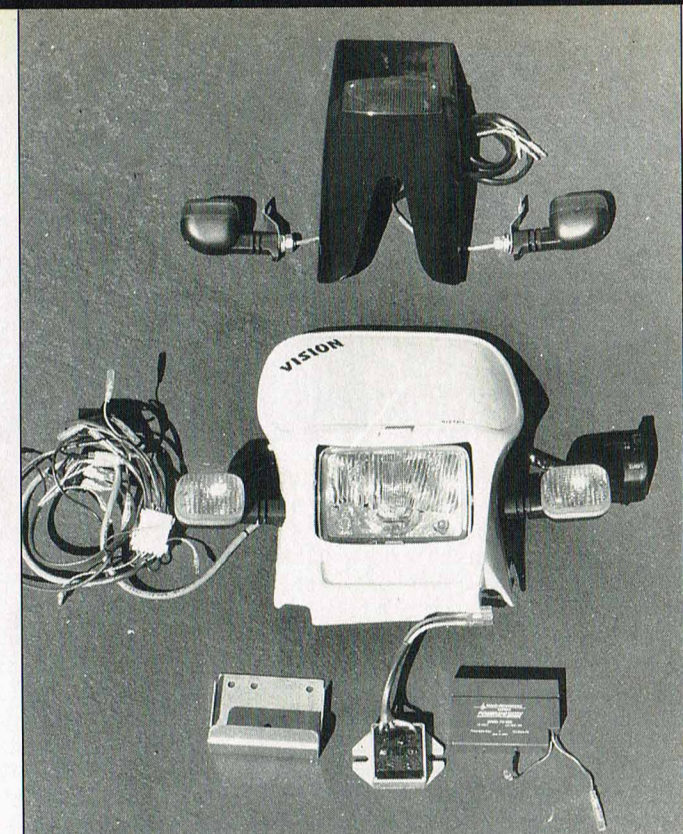
At Moose Offroad we welcome challenges, we're always pushing the limits of our racers and the products we design. That's what makes Moose the baddest animal around.

Steve Hatch, Scott Miller, Ty Davis Photo © Elaina Reynolds / Mike Lafferty, Kevin Heins photo © Mark Kariya - Dirt Rider

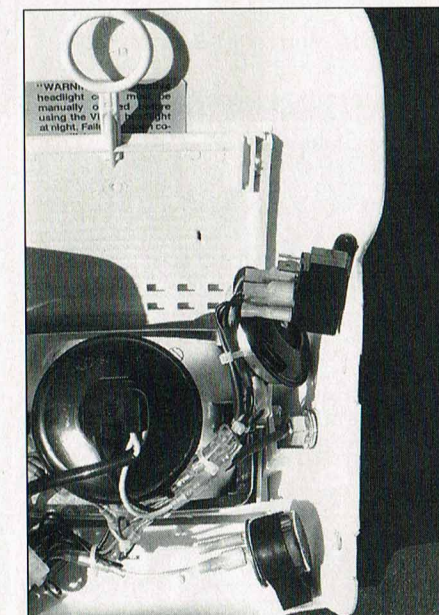


SUPER HUSKY

There are two sure-fire ways to increase the effectiveness of any dirt bike. Put Malcolm Smith Motorsports engine and suspension modifications on it or put Malcolm Smith on it. We did both.



No dual-sport kit we have seen is as complete and sane as Malcolm Smith Motorsports' kit. MSM looked at other lighting kits and went to great lengths to improve on them. The instructions are good, the installation is straightforward and the quality is first-rate.



Front turn signals, horn, flasher unit, high-beam indicator and main switch are collected in the headlight assembly and wired to a single plug to make the dual-sport equipment easy to put on and remove. The Acerbis Vision Headlight has a closeable door in front of the halogen light to protect the lens unit.



much specific to individual models to make the installation easy and clean. Once complete, the fully street-legal Husky looked like it rolled off the assembly line equipped to humiliate Corvette drivers.

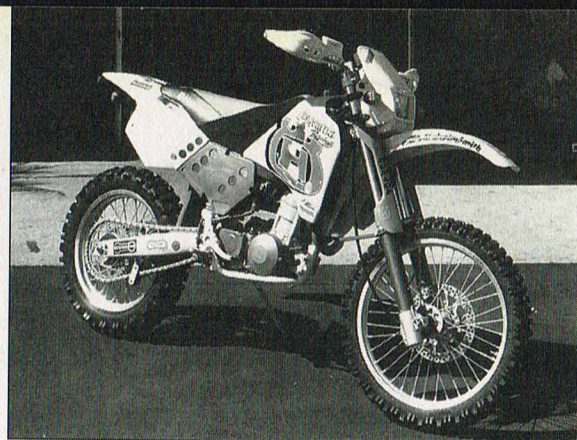
For \$429.95, you get a headlight assembly, taillight assembly, turn signals, flasher unit, regulator/rectifier, battery, horn, all the needed wiring to connect the stuff (pre-cut and grouped for no-brain installation on the bike of your choice) and brackets, switches and hardware designed to keep your street-legal equipment working and intact, even if you only pop out onto the road to get to another national enduro-level

Malcolm Smith Motorsports' stainless steel exhaust attaches to the stock Husky headpipes. It saves weight and adds power. The Malcolm Smith Motorsports Super Husky was far more effective and pleasant because of the many large and small mods to the bike. Things like a steel front brake hose and a different clutch cable make a bigger difference than you would expect.

trail. The kit is so cleverly designed it doesn't require modification of your bike's electrical system; it plugs into the existing wiring harness. The photo-filled instructions are as easy to follow as any we have seen. The instructions and the smart design

SUPER HUSKY

Malcolm Smith Motorsports, the source of the modifications to the Super Husky including the dual-sport lighting kit, is often confused with MSR. To contact Malcolm Smith Motorsports, call (909) 687-1300.



of the kit should make you feel truly guilty for handing the job over to a shop. For an average rider with enough mechanical ability to remove a gas cap and pour gas into the tank, the kit takes about four hours to install correctly. Too many beverage breaks can extend this time greatly, but you can (and probably will) make up for it with sloppy work. Actually, it's rather hard to do a bad job with the kit, because so much is done for you it almost can't be fouled up. The only things we would like to see in the kit are a mirror of some kind and a keyed ignition switch. Fortunately, the Husky comes with a steering lock, but most other bikes would be easy pickings for thieves. As for the mirror, not all states require one, but you need at least one to survive on the street. Some states require two mirrors. The kit's finishing touch is all the paperwork necessary to register and license

your bike in California. If you live elsewhere, you will have to get the proper paperwork from your state's department of motor vehicles. Most states have a less strict and confusing process for licensing dirt bikes, so this shouldn't present much of a problem. Except for the missing mirror, the Malcolm Smith Motorsports' dual-sport kit provides everything you will need to meet the equipment requirements anywhere in the United States.

OUT ON HUSKY HIGHWAY

We don't have to tell you how much fun riding a hot-rod, off-road bike like the Husky is. In modified form, with its suspension harshness removed, sharper power and lighter, more positive braking and control feel, it's almost irresistibly good. Try to imagine what it's like to ride the thing through town or to where you normally haul your bike to go riding. You

feel like you control the world. Everything forward of that tennis-ball-colored front fender decal is your riding area! It's cool! All that and you are completely, honestly legal. It's weird, but it's nearly as much fun as riding for the first time. If you want to double the fun you can get from your dirt bike, contact Malcolm Smith Motorsports at (909) 687-1300. ☐

MALCOLM SMITH MOTORSPORTS' (MSM) SUPER HUSKY PARTS/PRICE LIST

MSM Dual-Lighting Kit	\$429.95
MSM high-output stator rewind	135.00
MSM stainless steel exhaust system	379.95
Fork mods including parts & oil	125.00
Shock mods including parts & oil	150.00
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Braking front & rear brake pads— \$29.95 ea.	59.90
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Dunlop K695 DOT rear tire— 110/100-18	94.95
Tecnosel graphics kit	59.95
MSM tall seat foam	39.99
MSM seat cover	59.99
MSM rear disc guard shark fin	19.95
Motion Pro Terminator clutch cable	26.52
MSR Dominator grips	6.95
MSR brush guards	59.95
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Total	\$2260.72

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Kit includes: Chain cut to fit your model—case hardened steel front & rear sprockets.

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PRO O'RING KITS

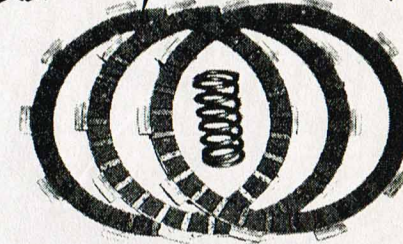
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RK 520 HEAVY KIT \$69.95
(420 - 428) - \$49.95
RK 420 HEAVY KIT \$59.95

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350-500-cc	\$149.95	\$119.95
SUZUKI		
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350-500-cc	\$129.95	\$119.95
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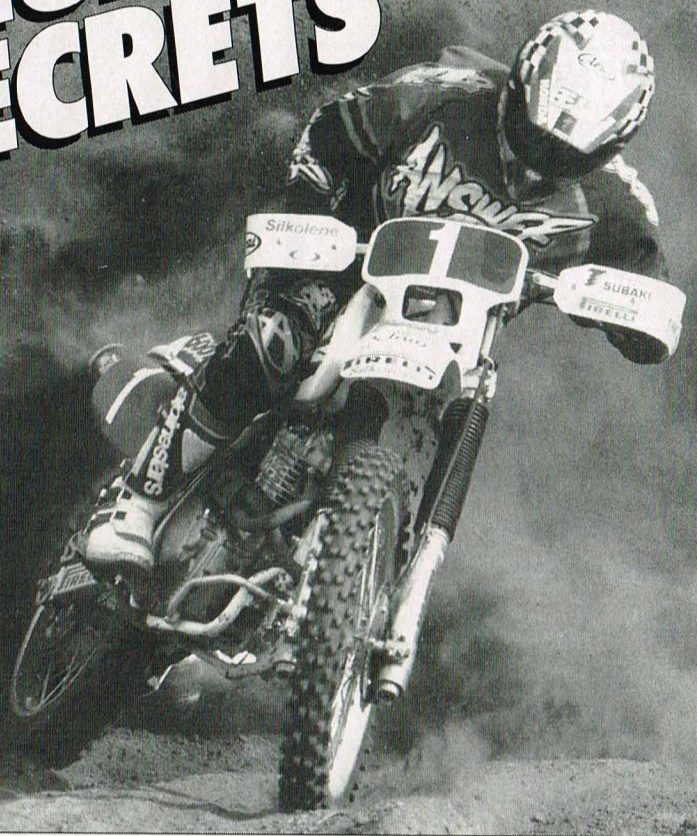
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GO FAST THUMPER SECRETS



Winning 4-stroke riding tips

By Scott Summers

People sometimes ask me how fast I could go if I rode a two-stroke instead of a four-stroke. They think I would be even faster on a lighter, more powerful machine, but I disagree. We have tested XRs against CRs many times, and the results are always the same—I can go fast longer on a four-stroke because it's so easy to ride. For my application, a four-stroke has many advantages over a two-stroke, but there are some places or conditions where four-strokes are at a disadvantage. The key to reaching your machine's full potential is to maximize its advantages and minimize the disadvantages. This is so important that it's my first rule of four-strokes.

ELIMINATE THE PSYCH FACTOR

Don't be discouraged or intimidated by what anybody says about the limitations or capabilities of a four-stroke. Conventional wisdom would have you believe that the lighter, more powerful two-stroke is the optimum choice for any type of off-road competition. I disagree. There are

many factors or features that make four-strokes superior to two-strokes, and I believe there are many features that make my XRs better than the other four-strokes. First-time thumper riders, especially XR riders, find that you *stay more relaxed*. This comfortable feeling which helps you conserve energy is partly due to less engine vibration and lower engine speeds. Because thumpers have more torque than two-strokes, they can be ridden in a taller gear. You spend less time and energy shifting gears, and the engine is less likely to stall or bog. My XR600 makes power that's very user-friendly, and the weight is distributed to help the motorcycle accelerate efficiently. When you wick the throttle, there's little tendency to wheelie or light up the rear tire. Thumpers simply surge forward without the need to manipulate the clutch.

Obviously, there's more at play here than brute acceleration, and you will do better if you commit that fact to memory. I line up thinking about how the other

guys are going to wear themselves out trying to keep up with my thumper, not about how much my bike weighs. I think about less vibration, more torque, less shifting, more traction, less clutch pulling, better weight distribution and the advantage of engine braking. I know my bike is capable of doing things that other motorcycles cannot. So, don't ever sling a leg over your thumper thinking that you are at some sort of disadvantage, that your bike is somehow inferior. It isn't.

USE THE THIRD BRAKE

Probably the most important four-stroke advantage comes in the form of engine braking. Utilizing the compression of the engine for braking is very similar to anti-lock brakes on today's automobiles. You can use the engine to slow the revolutions of the rear wheel without fear of locking it, which is a big advantage on any slippery surface. The best part is that you don't have to reach for a control lever—you simply roll off the throttle. Think of it as a third brake, as your most important brake. It will never fade, wear out or bend, either.

Because of the added stopping power, engine braking allows you to go deeper (further) past a normal two-stroke braking point before chopping the throttle. Those people who let off of the gas gradually and coast into turns soon realize that engine braking slows the bike so suddenly that they have to speed up again before the turn. Engine braking is that powerful. Riding my XR has taught me to gas it hard all the way up to the point where you must chop the throttle and brake hard. If you watch the fast guys closely, you see that there is no coasting; they are in one of two modes—hard acceleration and hard deceleration. They gas it hard, then brake hard, over and over and over.

OUR FRIEND MOMENTUM

Four-strokes, especially smaller ones like the XR250, just don't have the same explosive acceleration of a like-sized two-stroke. So, on a course with ample traction, it takes longer to get up to speed on a thumper. I learned that if you can't gain speed as quickly coming out of corners, then carry more speed going through the corner. Because four-strokes are heavier, they stick better in the corners, so you can carry more speed on flat turns. Use whoops, berms or ruts to hold the bike, and concentrate on carrying as much speed as possible. Two-stroke 125 riders know about maintaining momentum—the more you carry, the less you have to build. Think momentum, and practice conserving it.

Some four-strokes have a tendency to flame out when you chop the throttle for tight turns and then wick it back open again. If you train yourself to maintain momentum through tight sections, you will find that stalling will never be a

HOW TO RIDE LIKE A PRO

problem. The two-stroke cut-and-thrust cornering style just doesn't work well for thumpers, so train yourself to maintain momentum with a steady throttle hand and wide, graceful arcs through turns. This also saves a lot of energy, especially in slick conditions.

SCRUB WHEN YOU HAVE TO

Just as you want to pick lines that maintain momentum when the traction is good, you can pick special lines to scrub speed when traction is bad. Because it takes a heavier bike longer to slow down, you will use less energy if you find something (preferably soft) to slam into to slow rapidly. Instead of braking early and skidding into a turn, I prefer to find a soft sand berm or whoop to use as a scrub/pivot point. The faces of whoops work well, plus they give you the opportunity to cut inside the main line and miss all of the other whoops, ruts or what have you. On slick downhills, whoops in the main line may be the only places to find traction, so use them.

DON'T GET STUCK IN A RUT

In really deep ruts, you might have to wheelie your thumper to keep the footpegs, frame cradle or fork underhang from getting stuck. I also use a zig-zag technique to ride up the sides of deep ruts and turn curved ruts into berms. I sometimes ride with the front wheel out of the rut and the rear in to minimize snagging. Ruts made by two-strokes are generally a little more narrow than your thumper, and, if you simply ride along the bottom, you are likely to get stuck. My XR is among the first to be affected by deep ruts, so I use momentum to stay out of trouble. Momentum is nothing more than weight times speed. Since a thumper is heavier, it has more inertia per mph than a two-stroke. So, the heavier your bike and the faster you go, the less likely you are to stick it. I'm definitely from the pin-it-and-hang-on school.



◀ Ride a thumper like it's the world's heaviest 125. In this turn, I went wide of the braking bumps, braked lid into a whoop, then twisted it as the rear wheel was getting max traction.

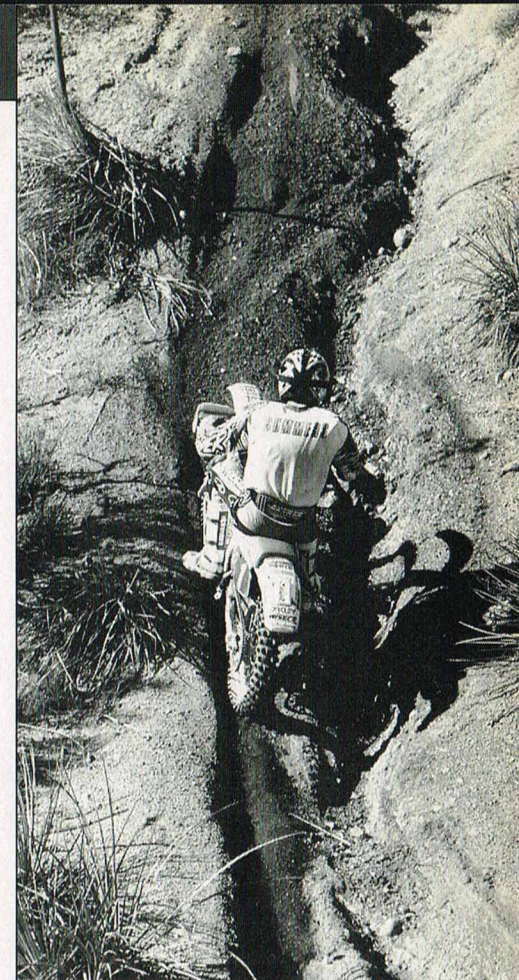
USE WEIGHT TO YOUR ADVANTAGE

Weight can be good. Soft mud ruts tend to influence the direction of the front wheel, and not necessarily in a direction that you anticipated. A bigger motorcycle is more apt to ignore that influence and make its own rut. Weight forces the tires to get more traction, keeps the wheels from deflecting (especially in rocks) and makes the suspension absorb bumps without affecting the attitude of the chassis. In general, four-strokes (particularly XRs) have more weight bias on the front wheel, so they are less apt to wheelie under hard acceleration. You don't have to pull yourself forward (which takes energy, unless you ride pro-actively) to keep a thumper from doing a wheelie under extreme throttle. This allows you to spend more time with your body rearward, which is where you will find optimum traction. Personally, I like my handlebars positioned pretty low with lots of sweep so that I can slide back on the bike and hunt for traction.

Because thumpers weigh more than two-strokes, you can attack rocky sections harder without fear of getting spit off, and you don't have to search as hard to find traction. Thumpers make their own traction. Successful thumper racers concentrate on maximizing the advantage that extra traction brings.

KEEP IT SOFT

I consider my XR600's plush suspension a big advantage. The XR wasn't designed for a supercross track, so don't modify your suspension to soak up a three-story drop onto flat ground. If you stiffen your suspension to handle big jumps, chances are that it will no longer soak up small bumps at all. XRs are known as the Cadillacs of dirt bikes because they absorb the small bumps better than anything. Having to slow down now and then for a big jump or bump is all



What's at the base of a big hill determines your speed in climbing it, so search out the smoothest, fastest approach and pin it as your momentum forces the wheels into the base. Use your torso to weight the front or rear wheel as needed, instead of the throttle.

right because there are a lot more small bumps on any given course than big ones. Keep your bike set up to soak up the majority of the bumps, then compensate on the few bumps that give you trouble. This will save you a lot of energy in the long run.

When jumping your thumper, concentrate on staying lower, being smooth (rather than fighting it in the air) and landing on the downslope to minimize the disadvantage of your soft suspension. Engine braking is a nice feature here because you can simply roll off the throttle on the face to lower the front end, rather than clutching it and stabbing the rear brake. If your fork bottoms too hard or too often for comfort, resist the urge to crank in the compression clickers. This only takes away from initial plushness. Instead, experiment with raising your fork oil level to control bottoming, and run your clickers "loose" for plusher initial response.

ELIMINATE THE NEGATIVES

No matter what you ride, the idea is to maximize its strong points and minimize its weak ones. I have heard a lot of people talk about how hard it must be to go fast in the tight stuff on a 600. I just let them talk because that's a misconception I



RIDE LIKE A PRO

fresh for better heat insulation and dissipation.

People have also complained that the XR seat is too soft. I say everyone else's seat is too hard. The XR seat holds you on the bike, where it's a constant fight to stay on a machine with harder foam. That takes energy. Also, stiffening a soft fork raises the front end, which hurts weight transfer for corners. Ironically, "curing" a problem can create other problems. If your thumper does something that you can't live with, concentrate on solving the dilemma without creating new ones. For example, removing the stock XR backfire screen in search of more top-end power adversely affects throttle response. You are better off looking for more flow elsewhere.

MIND OVER MATTER

Sometimes, when people first see me in person, they say something like, "You look much bigger on television." They think I'm some giant or something, as if I must be superhuman to ride an XR like I do. The truth is that you don't have to be big and strong to ride a four-stroke fast. My XRs are very forgiving. Thumpers don't require a lot of force to ride. A stock XR600 puts out about 42 horsepower, and a stock human body makes about one. The bottom line is that the smartest way to ride is to learn how to make the motorcycle do all of the work.

Because thumpers are heavier than two-strokes, you can't attack downhill as hard, but you can brake later, thanks to compression braking. Concentrate on capitalizing on your bike's strengths and minimizing its weaknesses.

don't really want to end. Actually, the XR600 loves tight woods. Thanks to the short wheelbase, good throttle response and excellent brakes, my XR rips in the tight stuff. Honda's disc brakes are the best—I can race hard and brakeslide every turn for three hours without making them fail. If your thumper has overheating problems, experiment with high-temperature brake fluids and keep the pads



Most hare scrambles, cross-country and GP courses include a motocross section for spectators. Resist the urge to stiffen your suspension because you will mouse it up for the other 90% of the course. Concentrate on timing the downslopes to compensate for the soft settings.

Regardless of which bike you ride, it has much more power than you do. If you try to muscle a bike around, especially a four-stroke, you are eventually going to lose. Practice being smooth. Use finesse instead of brute force. Learn to work with the bike to maximize all of its potential, then go out there and kick some two-stroke behind. □

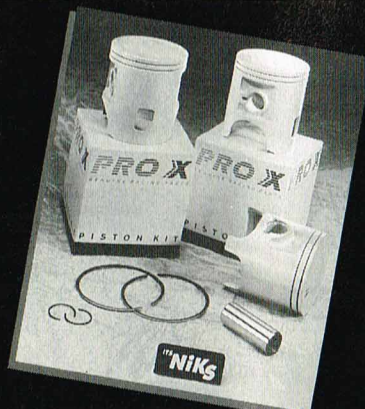
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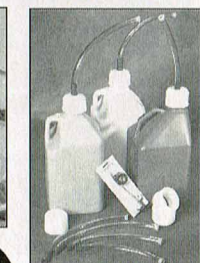


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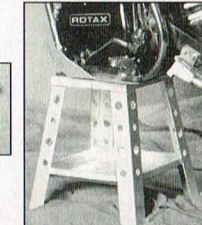


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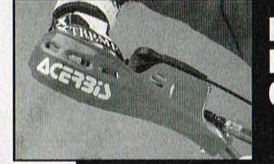


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120/100X18	60.78	120/80X18	REAR		
100/90X19	56.63	120/80X18	FRONT		
110/90X19	60.76	120/80X18	REAR		
120/90X19	65.31	120/80X18	FRONT		
K690	Front	120/80X18	REAR		
70/100X17	23.59	112.40	FRONT		
70/100X19	24.87	110/80X18	FRONT		
80/100X21	51.17	120/80X18	REAR		
90/100X14	27.58	120/80X18	FRONT		
100/100X18	52.65	120/80X18	REAR		
110/100X18	53.78	120/80X18	FRONT		
120/100X18	60.78	120/80X18	REAR		
100/90X19	56.63	120/80X18	FRONT		
110/90X19	60.76	120/80X18	REAR		
120/90X19	65.31	120/80X18	FRONT		
K690	Front	120/80X18	REAR		
70/100X17	23.59	112.40	FRONT		
70/100X19	24.87	110/80X18	FRONT		
80/100X21	51.17	120/80X18	REAR		
90/100X14	27.58	120/80X18	FRONT		
100/100X18	52.65	120/80X18	REAR		
110/100X18	53.78	120/80X18	FRONT		
120/100X18	60.78	120/80X18	REAR		
100/90X19	56.63	120/80X18	FRONT		
110/90X19	60.76	120/80X18	REAR		
120/90X19	65.31	120/80X18	FRONT		
K690	Front	120/80X18	REAR		
70/100X17	23.59	112.40	FRONT		
70/100X19	24.87	110/80X18	FRONT		
80/100X21	51.17	120/80X18	REAR		
90/100X14	27.58	120/80X18	FRONT		
100/100X18	52.65	120/80X18	REAR		
110/100X18	53.78	120/80X18	FRONT		
120/100X18	60.78	120/80X18	REAR		
100/90X19	56.63	120/80X18	FRONT		
110/90X19	60.76	120/80X18	REAR		
120/90X19	65.31	120/80X18	FRONT		
K690	Front	120/80X18	REAR		
70/100X17	23.59	112.40	FRONT		
70/100X19	24.87	110/80X18	FRONT		
80/100X21	51.17	120/80X18	REAR		
90/100X14	27.58	120/80X18	FRONT		
100/100X18	52.65	120/80X18	REAR		
110/100X18	53.78	120/80X18	FRONT		
120/100X18	60.78	120/80X18	REAR		
100/90X19	56.63	120/80X18	FRONT		
110/90X19	60.76	120/80X18	REAR		
120/90X19	65.31	120/80X18	FRONT		
K690	Front	120/80X18	REAR		
70/100X17	23.59	112.40	FRONT		
70/100X19	24.87	110/80X18	FRONT		
80/100X21	51.17	120/80X18	REAR		
90/100X14	27.58	120/80X18	FRONT		
100/100X18	52.65				

ET TU, HAWKINS?

RM OR RMX?

We ride both Randy Hawkins' factory racers

By the staff of DIRT BIKE



Is Hawkins faster on his modified RM than he is on an RMX? Probably. Would anyone else be faster on the RM? Probably not. The RM is designed for closed-course racing.

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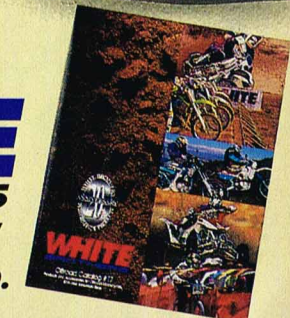
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RM OR RMX?

It never takes long. Guys walk up to Randy Hawkins 'in the pits. Maybe they are after an autograph or they just want to talk to the five-time champ. Start the stopwatch from the first moment they look at Randy's National Enduro bike and stop it when they elbow a buddy and say "Hey! That's an RM!" So far, the longest record is 12.3 seconds (and we think the guy's seeing-eye dog tipped him off).

By now, everyone has noticed that Randy is riding an RM motocrosser, *not* an RMX enduro bike. Same goes for Guy Cooper, Rodney Smith and Steve Hatch; all are riding RMs. They will ride RMXs in selected events, but each rider is going after his respective title with a converted motocross bike.

What gives? Why sell an enduro bike if the enduro team won't ride it? Look at the facts and you can figure things out for yourself.

1. The RMX is in its eighth year with very few changes.
2. The RM is brand-new.
3. It's safe to assume that eventually the RMX will be replaced by a new model. Maybe not next year or the year after, but eventually.
4. Back in '88, Randy and crew rode RMs while they were developing the

	RANDY HAWKINS' SUZUKI RMX	RANDY HAWKINS' SUZUKI RM
Mechanic	Dale Stegall	Dale Stegall
Head	Pro Circuit	Stock
Cylinder	Pro Circuit	Stock
Pipe	Pro Circuit	Pro Circuit
Silencer	Pro Circuit	Pro Circuit
Spark arrester	Sparky	Sparky
Clutch	EBC	EBC steel plates, stock friction
Flywheel	Stock	+6oz.
Main jet	172	175
Needle	1469	1469
Pilot jet	50	52
Steering damper	WER	WER
Handlebar	Pro Taper	Pro Taper
Handguards	Enduro Eng	Enduro Eng.
Seat	Tecnosel	Tecnosel
Brakes	EBC	EBC
Odo	ICO	ICO
Chain	RK O-Ring	RK O-Ring
Gearing	13/50	13/50
Sprockets	Sprocket	Sprocket
	Specialties	Specialties
Suspension	Factory	Factory
	Connection	Connection
Wheels	Excel	Excel 18 in.
Filter	Unifilter	Unifilter
Reeds	Boyesen	Boyesen
Fuel tank	Stock	Pirie Composites
Plastic	Acerbis	Acerbis
Graphics	Factory	Factory
	Effex	Effex
Tires:		
Hard Terrain	Pirelli MT18, MT32	
Soft Terrain	Pirelli MT44, MT42	

Randy Hawkins will ride an RM and RMX in '96. The RM is for National Enduros and the RMX is for selected local events. He even has an RM125 for Qualifiers, but that's another story...

motocross bike and beat the Suzuki team, which was using RMX enduro bikes at that time.

Put all that stuff in the computer and it comes out: "Ride RMs for 1996." Is the RM better, though, even as an enduro bike? After all, the RMX has racked up some pretty impressive credentials, while the RM is untried. We got a chance to ride both of Randy's bikes recently and came to some pretty interesting conclusions.

We rode the RMX in the infamous Alligator Enduro in Daytona, Florida, while Randy rode his RM. The next day we swapped bikes and rode on a closed course. Right up front, we will tell you that the RMX is a more refined package. After all these years, Randy knows exactly what it takes to make the bike competitive. The RM is actually much closer to stock, simply because they haven't had time to figure out what to do.

The RMX is a full Pro Circuit job. The cylinder, head and power valve have been reworked to coax out more power. The bike also uses a P.C. pipe and silencer. We expected the bike to be a full-on rocket ship. In the past, we have ridden Randy's bikes and thought they felt more like motocross bikes than the RMs of the

original RMX. The following year, the RM and the RMX were very similar.

5. Gone are the super-tight, difficult enduros of the Dick Bursleson era. Today, National enduros have faster speed averages than ever.

6. Last year Ty Davis rode a Kawasaki



RM OR RMX?

between sections. However, the RMX was better than we expected, or even *believed* was possible. Neither end bottomed in the whoops, and there was no price to be paid in the tight stuff. The fork and shock were still responsive.

We did have more of a problem finding a good gear ratio in the tight woods. The Alligator actually is much tighter than the average National Enduro. In many sections, you can't even see the trail you are riding on. The front wheel just disappears in the a sea of foliage. Still, first gear was just too low for that kind of stuff. Second is too high. For Randy, it's not an issue. That's his kind of terrain, and he has no problem getting up the speed to pull second or third. As for us mortals, we have to stick it in second, work the clutch and throw ourselves to the mercy of the wide powerband. Randy's bike makes enough power down low so that you can get away with that, but be prepared to abuse the clutch.

So in a nutshell, Hawkins' RMX is a smooth, easy-to-ride machine with respectable power and awesome suspension. The RM, on the other hand, feels like a full-on motocrosser (so, who's sur-



period. He liked a hard-hitting powerband and a lot of overrev. This time we were surprised. In the last few years, Randy has developed a taste for mellower motors. His '96 RMX is ported to be smooth and progressive, with good throttle response off the bottom and reasonable overrev. In fact, if you took a stock RMX powerband (at least, a stocker with a Pro Circuit pipe and silencer) and duplicated it with three or four more horsepower everywhere, you would have the Hawkins bike. The stocker, of course, is virtually unrideable with the standard-issue pipe and silencer. When you replace them and rejet, you have a responsive, smooth and user-friendly bike. It's just a little slow. The top-end mods cure that problem without much sacrifice.

The rest of the bike is a showcase of good preparation and setup. The Showa suspension components were revalved by Factory Connection. They were awesome. Randy used to use an Ohlins fork,

▲ **Randy's RMX has a smooth powerband and is set up for the tightest, gnarliest rides.**

▶ **Randy's RM is virtually stock, and a bit of a handful for most riders. Of course, Randy Hawkins isn't most riders.**

but no more. The '96 Showa conventional fork has much more potential than the old stuff. After a little valving work, it works better than any off-road fork we have tried. Usually, there's no suspension compromise that works at the Alligator Enduro. Half of the event is underwater, in slow-speed bogs and swamps, and the other half is big sand whoops—and you don't have time to swap forks and shocks

prised?). In fact, Randy's RM motor is basically stock. The cylinder and head are left alone, six ounces of flywheel weight are added to the stock ignition and a Pro Circuit pipe and silencer are used. "The stock bike has great low-end, and for a motocrosser, it's pretty smooth," explains Randy. "We've talked about engine work, but I don't want to risk trading off any top-end revs. I like an engine to rev-



Will Hawkins withstand the Ty Davis invasion? Most National Enduros favor Davis' riding style these days.

out really high so I can stretch each gear. Sometimes you can't get to the shifter and you still need more speed, so you have to scream it. I need that top-end power—in fact, I'd like to get a little more out of the bike later in the year. The bottom-end power is great, although at first I had a hard time stalling the bike. Once we added a little flywheel weight, that problem went away."

Getting off Randy's RMX and onto his RM is like going from one dimension to another. The RMX is fast, but the RM is *fast*. You can ride a motocross bike all day on a motocross track and never realize how much power you are dealing with. On a trail that's six inches wide, it's a different story. The RM goes ballistic when you twist it hard, so you had better have your strategy planned out well in advance. In Florida, the RM was kind of fun. The trails consist of wet sand, where the RM can dig in and use its power. However, what about other areas, where there are piles of rocks and wet logs to be crossed?

"You'd be surprised," says Randy. "The RM has great low-end. You learn to use it and not let it get away from you." We have to take his word on that. There are only a few people in the country with that kind of throttle control, and Randy is at the top of the list.

In handling, too, it's surprising how much more responsive the RM is than the RMX. Both bikes use WER steering

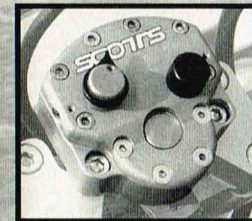
dampers to slow things down a little. The RMX might be regarded as a fast-handling enduro bike, but it feels like an old CZ compared to the RM. When you combine that with the power, the RM isn't a casual trail bike. It's a bike made for a five-time national enduro champion. Like the RMX, though, the suspension is excellent. The RM uses the expensive twin-chamber fork, but it feels remarkably like the RMX's more conventional design. This is more a tribute to the ability of the Factory Connection guys. They seem capable of getting similar results no matter where they start.

Back to the original question, though: is the RM an advantage or a disadvantage for Hawkins? Given the trend of National Enduros becoming more and more wide-open, we have to believe that going to the RM will be a good move for Randy. "There weren't any Nationals last year where you had to use handguards," he claims. In Randy's world, if you aren't hitting a tree every seven seconds, the trail might as well be a freeway. We are sure that in really tight enduros, Randy would be better off on the RMX. We are also sure that the average Joe—even the average A-rider Joe—would be better off on the RMX in all enduros. Randy is far from average, though. He's already won five championships, and in today's world of fast enduros, the RM might give him the edge he needs to go after title number six. □

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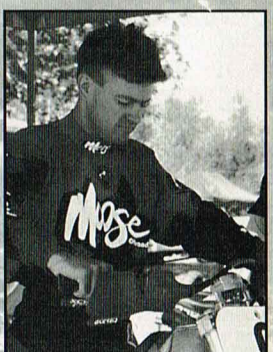
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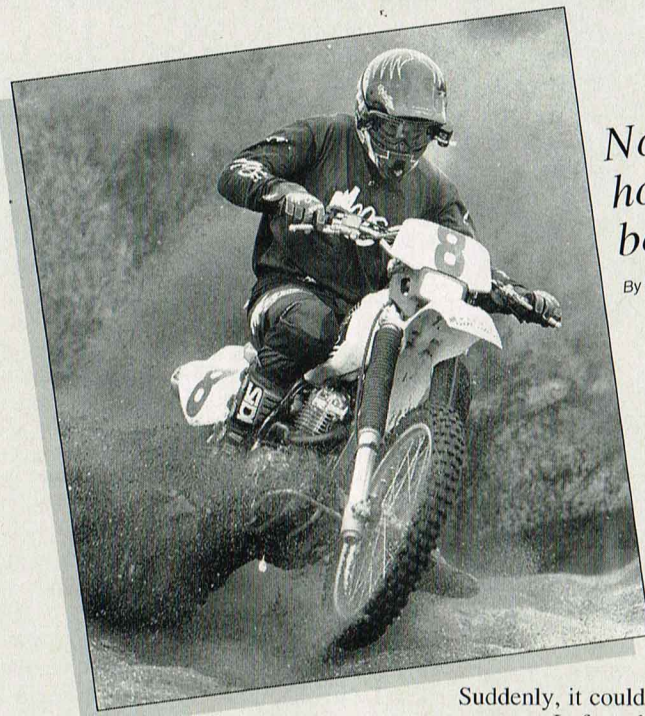
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PRODUCT EVALUATION

WHITE BROS. XR400 KIT



No trade-off horsepower boost

By the staff of DIRT BIKE

White Bros. offers four different displacement pistons for the XR400. We tried the stock displacement, and the horsepower difference still was impressive.

We haven't made much of a secret about it: We are psycho-crazy, gaga, nutso, goofy in love with the new Honda XR400. In stock form, it's an awesome trail bike. However, being the greedy bums we are, we wanted to make it an awesome race bike, too.

Getting more power out of the XR engine presents an interesting problem. Honda didn't leave much room for a bigger piston. The liner is thin. Mike Wymer at White Bros. was given the assignment of making the XR produce more power without more displacement. The result is the White Bros. kit, which we installed on our test bike.

The kit is nothing more than a higher-compression piston and a reground cam. The XR is a super-easy bike to work on; to get to the top end, the engine can remain in the frame. Virtually anyone with experience in four-stroke engines can install the kit in a few hours. There are no sleeves to install and no machining to be done. We didn't stop there. We also installed a Megalloy megaphone and oversized head pipes, all from White Bros. Then we stuck the bike on the dyno. A stock XR400 produces about 29 horsepower. With the kit and pipe, our test bike was up to 39!

In the real world, the power boost was obvious. The XR went from a happy little trail bike to a snarling beast of a bike.

Suddenly, it could hang with 250cc motocrossers. In fact, the bike made more power than a stock XR600. A 600 still has more guts down low, but in sheer acceleration, the 400 will pull away easily. The only problem is that the hopped-up 400 wants to rev. It makes its peak horsepower right about 9000 rpm. Unfortunately, Honda doesn't want the 400 to spin that fast. The ignition cuts out at 9200. So when you ride the White Bros. bike, you have to be careful not to overrev the engine. You have to shift early and never try to stretch a gear too far. When the bike overrevs, it misses horribly and you lose all your momentum.

Another problem you have to be aware of is the clutch. Honda engineers must have been hung over from a wild party when they designed the XR clutch. It wears out fast with a stock motor. There's no way that it's adequate for a 39-horsepower motor. Heavier clutch springs are a necessity.

So far, we have about 40 hours on the kit and the bike still feels fresh. Aside from the clutch, the XR seems perfectly capable of handling the extra horsepower. The piston is \$127.44 and the cam is \$153, which on a dollar-per-horsepower basis is the ultimate bargain. Add \$164.95 for the megaphone and \$199.95 for the head pipes. Don't forget \$12 for the heavy-duty clutch springs. White Bros. also offers XR pistons in 402, 406 and 416 displacements. We will try them and let you know how they compare. □



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XR250R	1984-95	13.77-14.57
XR350R	1983-85	11.85-14.57
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XR600R	1985-95	11.95-22.69

AIR FILTERS		
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XR250R	1984-95	14.94-20.75
XR350R	1983-85	20.75
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360X14		26.24
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100/100X17	VE33	42.95
110/100X17	VE33	46.95
110/100X18	VE33	46.95
110/100X18	VE37	57.95
80/100X21	VE32	42.95



RACE BIKE REPLICA DECAL KIT	79.95
REAR FENDER DECAL KIT	9.95
LETTERMAN'S JACKET (BLACK)	239.00
HONDA OF TROY T-SHIRTS	FROM 14.95



RALLY GUARDS	49.95
DISC COVERS	32.95

NEW HOURS:

MON-TUE.....9-11

WED-THU.....9-7

FRI.....9-6

SAT.....9-3

EASTERN STD

WE ACCEPT ALL MAJOR CREDIT CARDS & C.O.D.'S
PRICES SUBJECT TO CHANGE WITHOUT PRIOR NOTICE
SORRY, NO CATALOGS

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DAYTON, OH 45439
PH(513) 294-1577 FAX(513) 294-1853

ASK YOUR OPERATOR ABOUT
OFF-ROAD RACING APPAREL AT
UNBELIEVABLY LOW PRICES!

WISCO/YAMAHA/DUNLOP/ANSWER/BRAKING/ACERBIS

1996 Grand National Cross Country Tour

OVER \$300,000 in CONTINGENCY and SERIES AWARDS

RACES 12 NOON
Best 8 Scores Count towards '96 Series Championship

- May 11/12 (Y) Sat-Bikes/Sun-Quads BRWSNVLE CTY PARK Brwnsville, PA Rt. 40, Exit business district S
- June 1/2 (Y) Sat-Quads/Sun-Bikes BOYERS Boyers, PA I-79 N to I-80 E to Rt. 308 S
- June 15/16 (Y) Sat-Quads/Sun-Bikes STARVATION POINT Elizabeth, WV I-77 to Min. Wells Exit; Rt. 14 to Elizbth
- Aug. 24/25 (Y) Sat-Quads/Sun-Bikes BURR OAKS Millfield, OH Rt. 13 E of Athens to Millfield
- Sept. 14/15 (Y) Sat-Bikes/Sun-Quads HARDROCK Fairmont, WV I-79 to East Fairmont Exit 139
- Sept. 28/29 (Y) Sat-Bikes/Sun-Quads HIGH POINT Mt. Morris, PA I-79 to PA Exit 1, go east (3 mi.)
- Oct. 12/13 (Y) Sat-Quads/Sun-Bikes LISBON Lisbon, OH
- Oct. 26/27 Sat-Bikes/Sun-Quads IRONMAN Crawfordsville, IN 5 mi. S of Crawfordsville off Rt. 47

(Y)- Youth/Women GNCC(Best 6 scores count)
Youth/Women Races - 10 am

INFORMATION: (304) 284-0084

STICKERS

50¢ each

CAUTION: RIDER MAY ROOST AT ANY TIME

CAUTION: DON'T RIDE FAST JUST RY LOW

CAUTION: THIS VEHICLE MAY WRECK OR EXPLODE AT ANY TIME

NO CRYBABIES ALLOWED

I HATE THAT HAPPENS THAT HAPPENS

MY BODY IS THERE BUT MY MIND IS ON THE RACKERS

PRO CIRCUIT

CAUTION: RIDER MAY FALL AT ANY TIME

HE WHO'S FASTER TRAVELS ALONE

THE PERSON YOUR MOTHER WARNED YOU ABOUT!

SEES THERE ONE THAT WHAT'S NEXT?

100%

BORN TO ROOST

Back Off

IF YOU WANT TO FOLLOW ME

BEET

SPLIT FIRE

SHUT UP & RIDE

MY OTHER BIKE IS A BUST

YOU'D LOSE!

POWER BAR

BEEN THERE DONE THAT WHAT'S NEXT?

LIFE IS SHORT RIDE HARD!

CAUTION: DANGEROUS RIDER

I MAY BE SLOW BUT I'M AHEAD OF YOU!

ALMOST ILLEGAL

BEHAY

WHEN IN DOUBT KNOCK-EM OUT

WARNING: This Bike is Capable of Evading High Speed Pursuit

BEER WE!

KAWASAKI

SPEED KILLS... RIDE A YAMAHA

Team Air

ACERBIS RACING

THE BEST THINGS IN LIFE ARE DANGEROUS

WILCO

CHILCO

FX

BIFFO

RK

ONEAL

1800-COLLECT

YAMAHA RACING TEAM

SUZUKI RACING TEAM

ACERBIS

BORN WILCO

BOYERS

GAME SUPER CROSS

NO YES IT'S FAST YOU CAN RIDE IT!

1/2 can't win... play!

CIRCLE THE STICKERS THAT YOU WANT..
SEND .50¢ FOR EACH ONE AND 50¢ SHIPPING AND HANDLING TO:
STICK-EM UP DEPT. DB P.O. BOX 3111 LIVERMORE, CA. 94551

DIRT BIKE READER SURVEY

Would you like a new MSR System 6 helmet? You would?

Well here's your chance to win one. Just fill out the *Dirt Bike* reader's survey and tell us about you. Mail in your completed survey and we'll do the rest. If your name is picked we'll ship you a brand new MSR System 6 helmet, which features: removable/washable CoolMax liner, high-gloss clear coated graphics, low air resistance visor design, high air intake nose vent, adjustable air cooling system and goggle strap positioning pads. Courtesy of MS Racing, this helmet retails for \$199.95. Send in your survey today. Be sure to fill in your name, address and phone number so we can inform the lucky winner. Just complete the questionnaire and place it in a stamped envelope and mail to *DB* Reader Survey, P.O. Box 958, Valencia, CA 91380-0958. The entry deadline is June 14, 1996.

OFFICIAL SURVEY SWEEPSTAKES RULES
No purchase necessary. All entries become the property of Hi-Torque Publications, Inc. None can be returned or acknowledged. Winners will be determined in a random drawing from all entries postmarked no later than June 14, 1996. Entries must be postmarked first-class, one entry per envelope. Photo-copied facsimiles of the complete survey are also acceptable. Sweepstakes limited to continental U.S. residents only. Decision will be final. The odds of winning will be determined by the total number of entries received. The sweepstakes is subject to local, state and federal laws and is void where prohibited. No substitute prize will be given, nor will cash equivalent be paid. In accepting the prize, the winners grant Hi-Torque Publications, Inc., the right to publicize and promote his/her photograph and the winning of the award. Employees of Hi-Torque Publications and their families are not eligible for the drawing.
DRAWING WILL BE HELD July 26, 1996.

DIRT BIKE READER SURVEY

READER PROFILE

- SEX:** Male Female
- AGE:** 12 & Under 13-17 18-20 21-24 25-29 30-34 35-39 40-44 45-49 50+
- EDUCATION:** High-School graduate College graduate
- PRIMARY WAGE EARNER:** Yes No
- MARITAL STATUS:** Married Single
- OCCUPATION:** Professional Technical Sales Administrative Student
- WHAT IS YOUR TOTAL HOUSEHOLD INCOME?**
 Under \$15K \$15K-20K \$21K-25K \$26K-30K \$31K-35K \$36K-40K \$41K-45K \$46K-50K \$51-60K \$61K-75K \$76K-90K \$91K-110K \$111-120K \$121K and over

READER INVOLVEMENT

- WHICH MOTORCYCLE PUBLICATIONS DO YOU BUY REGULARLY** (more than 7 times a year)? *American Motorcyclist* *Cycle News* *Cycle USA* *Cycle World* *Dirt Bike* *Dirt Rider* *MC Events* *Motocross Action* *Motorcyclist* *MotorSports* *Racer X* *Tex MX News* *Trail Rider*
- HOW MANY PEOPLE BESIDES YOURSELF LOOK THROUGH YOUR COPY OF DB?**
 1 2 3 4 5 6+
- WHO ELSE READS YOUR COPY OF DB?**
 Father Brother Son Mother Sister Wife Husband Other relative Friend
- HOW MANY TIMES DO YOU REFER TO YOUR BACK ISSUES PER MONTH?**
 0-5 times 6-10 times 11-15 times 16-20 times Over 20 times
- WHAT NON-MOTORCYCLE PUBLICATIONS DO YOU BUY REGULARLY?** *Car & Driver* *4-Wheel & Off-Road* *4-Wheeler* *Men's Fitness* *Mountain Bike Action* *National Geographic* *Outside* *Rolling Stone* *Ski* *Skiing* *Snowboarder* *Snow Country* *Sports Illustrated* *Triathlete*
- HOW DO YOU KEEP TRACK OF PROFESSIONAL RACING RESULTS?** *Dirt Bike* *Cycle News* *Motocross Action* Phone hotlines *Motoworld/TV show* Dealer/shop Friends Internet

RACER PROFILE

- DO YOU COMPETE IN SANCTIONED MOTORCYCLE RACES?** Yes No
- IF YES, WHAT CLASS?** 80cc 125cc 250cc Open Over 25 Over 30 Over 40 Vintage
- DOES ANYONE ELSE IN YOUR HOUSEHOLD RACE?** Yes No **If yes who** Brother Father Son Other
- WHAT IS YOUR SKILL LEVEL OR RANK?**
 Beginner Novice Intermediate Expert/Pro
- DO YOU COMPETE IN REGIONAL QUALIFIERS OR NATIONAL AMATEUR EVENTS LIKE AMA LORETTA LYNN'S QUALIFIERS OR PONCA CITY?** Yes No
- HAVE YOU EVER RECEIVED FACTORY CONTINGENCY AWARDS?** Yes No

- WHAT TYPE OF RACING DO YOU COMPETE IN?** Arenacross Motocross Enduro Hare Scrambles Trials Desert Ice & Snow Amateur supercross
- HOW OFTEN DO YOU COMPETE PER YEAR?**
 1-5 times 6-10 times 11-20 times 21-30 times 31-40 times 41+

VEHICLE OWNERSHIP

- WHAT VEHICLES DO YOU OWN OR ARE IN YOUR HOUSEHOLD?** Dual-Purpose Motorcycle ATV Street Motorcycle Mountain Bike Ten-Speed Bike Personal Watercraft Car Mini-van Pickup Truck Van RV Motorhome Snowmobile Boat Go-kart Motorcycle Trailer Jr./Pee-Wee Motorcycle BMX Bicycle Sport Utility Vehicle (SUV) Other _____
- DO YOU OWN A MOTORCYCLE?** Yes No
Size(s) Owned: 50cc 60cc 80cc 100cc 125cc 180cc 200cc 250cc 300cc 350cc 500cc 600cc +
Year(s) Owned: '96 '95 '94 '93 '92 '91 '90 '89-'85 '84-'80 '79-'75 '74 or earlier
Brand(s) Owned: Kawasaki KX Kawasaki KDX Other Kawasaki Honda CR Honda XR Honda XRL Other Honda Yamaha YZ Yamaha XT/DT/RT/WR Other Yamaha Suzuki RM Suzuki DR Suzuki DRS Suzuki RMX Other Suzuki KTM ATK Husky Harley Husaberg Other _____
- WHAT TYPE ENGINE?** 2-stroke 4-stroke
- DO YOU OWN A VINTAGE MOTORCYCLE(S)?** Yes No
If yes, what brand(s) _____
- WHERE DID YOU BUY YOUR NEWEST MOTORCYCLE?** Brand-new from dealership Used from dealership Used from private party

PLAN TO BUY

- DO YOU PLAN TO BUY A MOTORCYCLE IN THE NEXT 12 MONTHS?** Yes, brand-new at dealership Yes, used Undecided No
- IF YES, WHAT DO YOU PLAN TO BUY?**
Brands(s): Kawasaki KX Kawasaki KDX Other Kawasaki Honda CR Honda XR Honda XRL Other Honda Yamaha YZ Yamaha XT/DT/RT/WR Other Yamaha Suzuki RM Suzuki DR Suzuki DRS Suzuki RMX Other Suzuki KTM ATK Husky Husaberg Undecided Other _____
- SIZE PLAN TO BUY?** Pee-Wee 60cc 80cc 100cc 125cc 180cc 200cc 250cc 300cc 350cc 500cc 600cc +
 '94 '93 '92 '91 '90-88 '87-76 '75 or earlier (vintage)
- WHAT TYPE ENGINE?** 2-Stroke 4-Stroke
- HOW DO YOU USUALLY TRANSPORT YOUR MOTORCYCLE TO YOUR RIDING AREA?**
 Pickup Truck Car/Trailer In Van Friend
- WHAT BRAND OF PICKUP TRUCK DO YOU OR YOUR FAMILY OWN?** Ford Chevrolet Toyota Nissan Jeep Dodge GMC Mazda Isuzu None Other _____
- WHAT TYPE?** Full-size Mid-size Compact
- WHAT YEAR IS IT?** '95 '94 '93 '92 '91 '90 '89 '88 '87 '86 '85 '84 or earlier
- DO YOU PLAN TO BUY A BRAND-NEW AUTOMOBILE IN THE NEXT 12 MONTHS?**
 Yes No If yes, Pickup S.U.V. Car Mini-van Full size van Box van
- DO YOU OR YOUR FAMILY PLAN TO BUY A PEE-WEE OR JR CYCLE IN THE NEXT 12 MONTHS?** Yes No

- PLEASE RANK HOW THESE FACTORS INFLUENCE YOU WHEN BUYING YOUR MOTORCYCLE.**
Most important >>>>Least important

Magazine test results	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Factory contingency program	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local dealer support	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Previous brand experience	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Price	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Friends recommendation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Showroom availability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Factory race team results	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parents recommendation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dealership recommendation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- HOW LONG WILL YOU KEEP YOUR MOTORCYCLE BEFORE BUYING A NEW ONE?**
 6 months 12 months 18 months 2 yrs. More than 2 yrs.

GENERAL LIFESTYLE

- WHAT SPORTS/ACTIVITIES DO YOU REGULARLY PARTICIPATE IN?** Motorcycling ATV Riding Bicycling Bowling Personal Watercraft Boating Snow Skiing Surfing Off-Road Trucking Personal computing Jogging Karting Music Weight Training School Sports Snowmobiling Snowboarding Fishing Hunting Skateboarding BMX/Freestyling Tennis Hockey In-line Skating Video gaming Other _____
- WHAT TYPES OF CROSS-TRAINING DO YOU DO?** Running/Jogging Weights Road Bicycling Mountain bike riding Aerobics Motocross practicing Inline skating Other sports None
- DO YOU OWN A COMPUTER?** Yes No
If yes, what type? IBM (or clone) Mac
Do you subscribe to an online service (like America Online)? Yes No
- WHICH OF THE FOLLOWING NUTRITIONAL SUPPLEMENTS DO YOU USE?** Fluid Replacement drinks (Gatorade, Endura, etc.) Carbohydrate drinks (Exceed, Gatorade, etc.) Vitamins/Minerals Energy bars (PowerBar, Meals On The Go, etc.) None of the above

AFTERMARKET

- WHAT IS YOUR MAIN SOURCE OF INFORMATION FOR PURCHASING AFTERMARKET /PERFORMANCE ACCESSORIES?** Ads in *DB* Editorial in *DB* Catalogs Other Magazines Friends At the Races Dealership Displays Other _____
- WHAT BRAND OF EXHAUST PIPE IS ON YOUR 2-STROKE BIKE?** Stock Bill's Pipes DG Dyno Port FMF Krause Noleen Pro Circuit PSI R&D Other _____
- WHAT BRAND OF EXHAUST PIPE IS ON YOUR 4-STROKE BIKE?** Stock Answer Dyno-port FMF Jardine MSR Powroll Pro Circuit SuperTrapp Thumper Racing White Bros. Yoshimura XRs Only Other _____
- WHAT BRAND OF SILENCER IS ON YOUR BIKE?** Stock Acerbis Answer Cobra DG DMC FMF Pro Circuit Super-Trapp Other _____
- WHAT BRAND OF HANDLEBARS ARE ON YOUR BIKE?** Stock Acerbis AFAM Answer Atomic DG O'Neal Rental Pro Sport Other _____
- WHAT BRAND OF SPROCKET IS ON YOUR BIKE?** Stock Answer AFAM Apico FMF/Cobalt P.B.I. Rental SideWinder Sprocket Specialists Sunstar Talon Other _____
- WHAT BRAND OF AFTERMARKET CHAIN DO YOU USE?** AFAM D.I.D. EK Krause/SideWinder ProSport Regina RK Tsubaki Other _____

STEADILY

DIRT BIKE

MAXIMUM CONTROL!

STEADILY FLYWHEELS \$95.00

WEIGHTS \$38-58.00

MORE TRACTION

LESS STALLING

EASY STARTS

KICK STAND \$38-58.00

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Crash & Burn

160 PHOTOS TOO VIOLENT EVEN FOR HOLLYWOOD!

LIFESTYLES OF THE RICH & FLAMING!

THE WORST CRASH YET NEVER FORGOTTEN - IT WAS SO UGLY THE FLAGMAN PAINTED!

THE RACING STOOGES RETURN: JUST SAY MOE THROTTLE!

OCTOBER '95 CRASH & BURN ORDER FORM

Yes! I want the Oct. '95 issue. I've enclosed \$3.50 plus postage and handling (U.S. \$1.25 each copy, Canadian \$2.00 each copy, all other foreign \$3.00 each copy.) Canadian and foreign send international money orders payable in U.S. FUNDS ONLY! DO NOT SEND CASH! Thanks.

Name _____

Address _____

City _____

State _____ Zip _____

Please make check or international money order payable to *Crash & Burn* and mail to *Crash & Burn*, P.O. Box 957, Valencia, CA 91380-9057.

DIRT BIKE READER SURVEY

8. WHAT BRAND OF GRIPS DO YOU USE?

Stock Answer FMF O'Neal Oury
 Renthal Scott Sunline/DeGrip
Other _____

9. WHAT BRAND OF AIR FILTER DO YOU USE?

Stock Answer FMF K&N Twin-Air
 Uni-Filter White Power Other _____

10. WHAT BRAND OF REPLACEMENT FRONT TIRES DO YOU USE MOST OFTEN?

Bridgestone Cheng Shin Dunlop IRC Kenda
 Kings Maxxis Metzeler Pirelli
 Trelleborg Yokohama Other _____

11. WHAT BRAND OF REPLACEMENT REAR TIRES DO YOU USE MOST OFTEN?

Bridgestone Cheng Shin Dunlop IRC
 Kenda Kings Maxxis Metzeler
 Pirelli Shinko Trelleborg Yokohama
Other _____

12. WHERE DO YOU BUY THE MAJORITY OF YOUR AFTERMARKET ACCESSORIES?

Mail order/direct to home Motorcycle dealership
 Aftermarket accessory shop Race track vendor
 Used from friends

13. WHERE DO YOU BUY THE MAJORITY OF YOUR O.E.M. REPLACEMENT PARTS?

Local motorcycle dealer in person Local motorcycle dealer by mail
 Mail order from parts warehouse

14. WHAT BRAND OF REPLACEMENT BRAKE PADS DO YOU USE?

Stock O.E.M. Answer Braking
 Dunlop EBC Ferodo Galfer
 Moose SBS Velvet Touch Vesrah
Other _____

15. WHICH BOLT-ON ACCESSORIES DO YOU PLAN TO BUY IN THE NEXT 12 MONTHS?

Fenders Sidepanels Numberplate Fork Guards
 Disc Guards Gas tank Radiator shrouds
 Seat cover Seat foam Handlebars
 Silencer Exhaust pipe Carburetor
 Grips Air filter Reeds Numbers
 Sprocket Clutch plates Cables Number plate backings
 Rad valve Ignition cover
 Graphics kit

16. WHAT'S THE MAIN REASON FOR BUYING PARTS, ACCESSORIES, OR APPAREL BY MAIL ORDER?

Price Convenience Lack of dealer inventory Service

17. HOW OFTEN DO YOU VISIT A MOTORCYCLE DEALERSHIP OR ACCESSORY SHOP?

Once a month Twice a month Once a week
 Twice a week Less than once a month
 Never

18. WHAT BRAND OF 2-STROKE OIL DO YOU USE?

Bel-Ray Blendzall CCI Castrol
 Duralube Hondaline HP-2 Kal-Gard
 Kawasaki Maxima Motul PJ1 Silkolene
 Spectro Torco Yamalube
Other _____

19. WHAT BRAND OF GEAR-BOX OIL DO YOU USE?

Bel-Ray Castrol Hondaline
 Kal-Gard Maxima Motul Pennzoil
 PJ1 Silkolene Spectro Yamalube
Other _____

20. WHAT BRAND OF CHAIN LUBE DO YOU USE?

Bel-Ray Champion's Choice
 Hondaline Kal-Gard Maxima Motul
 PJ1 Silkolene Spectro
Other _____

21. WHAT BRAND OF NUMBERS DO YOU USE?

100% Dirt Digits Factory Effex
 MXA/WOR N-Style Pros Choice Stiffie
 Throttle Jockey Technosel Zero-Nine
Other _____

22. WHAT BRAND OF SEAT COVER IS ON YOUR BIKE?

Stock CEET FMF Hi-Flite
 MXA/WOR N-Style Pro Circuit Pro's Choice
 Stiffie Technosel Works Connection
Other _____

23. WHAT BRAND OF GRAPHICS ARE ON YOUR BIKE?

Stock 100% CEET Factory Concepts
 Factory Effex FMF Honda of Troy
 KTM MXA/WOR NCY N-Style
 Noleens Primal Pro Circuit Pro's Choice
 Stiffie Throttle Jockey Technosel
 Werx Yamaha Other _____

24. PLEASE CHECK THE FOLLOWING MODIFICATIONS, REPAIRS, OR REPLACEMENT PARTS YOU HAVE ADDED TO YOUR MOTORCYCLE.

Engine porting Carburetor Exhaust pipe
 Handlebars Reed petals Reed induction system
 Cables Grips Foot pegs Side panels
 Graphics/sticker kits Silencer Air filter
 Disc guard Front valving suspension
 Rear valving suspension Front tire Rear tire
 Front sprocket Rear sprocket
 Clutch plates Brake pads Seat cover
 Seat foam Ignition cover Replacement chain
 Rims Tubes Spokes Triple clamps
 Fork springs Shock springs
 Shock linkage Levers Spark plug
 Clutch springs Crankshaft Piston
 Transmission Ignition Front number plate
 Radiator shrouds Fenders Crossbar pad
 Fork guards Radiator Brush guards
 Enduro head/tail lights Skid plate Disc brakes
 Frame Subframe Swingarm
 Enduro rollcharts Carburetor internals

RIDING APPAREL

1. WHERE DO YOU FIND OUT ABOUT THE LATEST RIDING GEAR/APPAREL?
 Ads in DB Editorial in DB Catalogs Other Magazines
 Friends At the Races Dealership Displays
Other _____

2. WHAT RIDING APPAREL DO YOU PLAN TO BUY IN THE NEXT 12 MONTHS?

Helmet Boots Jersey Belt Shoulder pads
 Pants Gloves Goggles Socks
 Knee brace Ankle brace

3. WHAT BRAND OF HELMET DO YOU WEAR?

AGV Answer Arai AXO Bell
 Bieffe HJC Lazer MSR Shoei
 None Other _____

4. WHAT BRAND OF SHOULDER PADS DO YOU WEAR?

Acerbis Answer AXO Fox
 Thor HRP JT O'Neal Pro Sport
 HP-Pro Sinisalo SXP UFO Xtreme
 None Other _____

5. WHERE DO YOU BUY THE MAJORITY OF YOUR RIDING APPAREL?

Mail order/direct to home Motorcycle dealership
 Aftermarket accessory shop Race track vendor
 Used from friends

6. WHAT BRAND OF JERSEY DO YOU WEAR?

Answer AXO FMF Fox JT Moose
 MS Racing O'Neal Pro Circuit Pro Sport
 Sinisalo Thor Wind Wulfsport
 Xtreme None Local dealer Other _____

7. WHAT BRAND OF SUNGLASSES DO YOU WEAR?

Arnett GatorZ Oakley Scott
 Smith Spy

8. WHAT BRAND OF RIDING BELT DO YOU WEAR?

Answer AXO Fox Goldbelt
 HRP JT O'Neal Sinisalo Thor
 Xtreme None Other _____

9. WHAT BRAND OF RIDING PANTS DO YOU WEAR?

Answer AXO Fox Feroce
 Gear Hawks Hondaline JT LBZ
 Ocelot O'Neal Pro Sport Moose
 MS Racing Sinisalo Thor USA Racing
 Wulfsport Wind Xtreme None
Other _____

10. WHAT BRAND OF BOOTS DO YOU WEAR?

Alpinestars Answer AXO Fox
 Gaerne Hi-Point JT Hawks Mr. Motorcycle
 MS Racing O'Neal Pro Sport
 Shot Sidi Sinisalo Thor USA Sport
 Wind Wulfsport None
Other _____

11. WHAT BRAND OF GOGGLES DO YOU WEAR?

GatorZ JT Oakley Pro-Vue
 Scott Spy Smith TN/Vents
Other _____

12. WHAT BRAND OF GLOVES DO YOU WEAR?

Answer AXO Fox Hawks JT
 Moose MS Racing Ocelot O'Neal
 Pro Sport Sinisalo Wulfsport Thor
 Wind Xtreme None
Other _____

13. HOW MUCH DO YOU SPEND ON RIDING GEAR & APPAREL DURING THE YEAR?

\$50-\$100 \$101-\$200 \$201-\$300 \$301-\$400
 \$401-\$500 \$501-\$600 \$601-\$700
 \$701+

14. HOW MUCH DO YOU SPEND ON PARTS & ACCESSORIES A MONTH?

\$0-\$50 \$51-\$100
 \$101-\$150 \$151-\$200 \$200+

15. RANK THE FOLLOWING FACTORS AS IMPORTANT WHEN BUYING YOUR RACE APPAREL?

	Most important	>>>>	Least important
Style	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Advertising	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Price	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fit/Comfort	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gloves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dealer recommendation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Friends recommendation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Magazine recommendation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Factory rider endorsement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Matching your bike colors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wanting to look different	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EDITORIAL PREFERENCE

1. WHAT WOULD YOU LIKE TO SEE IN DB?

	MORE	SAME	LESS
Supercross coverage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National MX coverage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Amateur MX coverage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
European GP coverage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4-stroke articles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minicycle articles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vintage bike articles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pro personalities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MX track directories	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Product reviews	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Training articles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
How to ride & race	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike hop-ups	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nostalgia articles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Buyer's guides	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. WHAT'S YOUR NUMBER ONE REASON FOR BUYING DB?

Bike tests Race coverage
 New product information Advertisements

Name _____

Address _____

City _____

State/ZIP _____

Phone _____

Mail to: DB Readership Survey PO. Box 958, Valencia, CA 91355-0958.

MILITARY TALK

1 Mile Range!

(Unobstructed line-of-sight.)

"Testing proved the 900 is capable of working at its 1-mile range and more... the COMMUNICATOR 900 is remarkably effective and convenient..."

April, 1995
DIRT BIKE magazine

HOT OFF THE PRESS!
"They even surpassed my expectations...the range is outstanding...the COMMUNICATOR 900 is well worth the price."
Greg Schuelke, Editor
Sno-Touring magazine winter 95/96

"...We liked the COLLETT the best... best VOX (voice-operated transmission) operation that we have found, best range, truly superior helmet speakers, longer battery pack life, and a far-best-in-the-industry 3 year warranty."
David Wells, Jan./94
ON THE TRAIL magazine



Price **\$259.95**
In Canada \$349.95 each, plus delivery.
Includes: Communicator 900, High Capacity rechargeable POWER PAC and charger, and Helmet Speakers.

Exclusive Club Channels!

1. **International Channel** - A common frequency that lets you talk to everyone.
2. **Club Channel** - Your ATV club can have uncluttered communication on its own channel!



Clips to any helmet - in seconds!
Clear, telephone quality, voice-activated communication.

MILITARY TOUGH
Expensive, military grade, temperature stable components, guarantee reliable communication from -40°F. to +140°F.



This 49MHz radio has a typical range of 1/4 to 1/2 mile.

Your U.S. dollar buys more in Canada.
\$159.95 plus delivery
In Canada \$199.95

(Prices include Communicator, Battery Pac, and helmet speakers)

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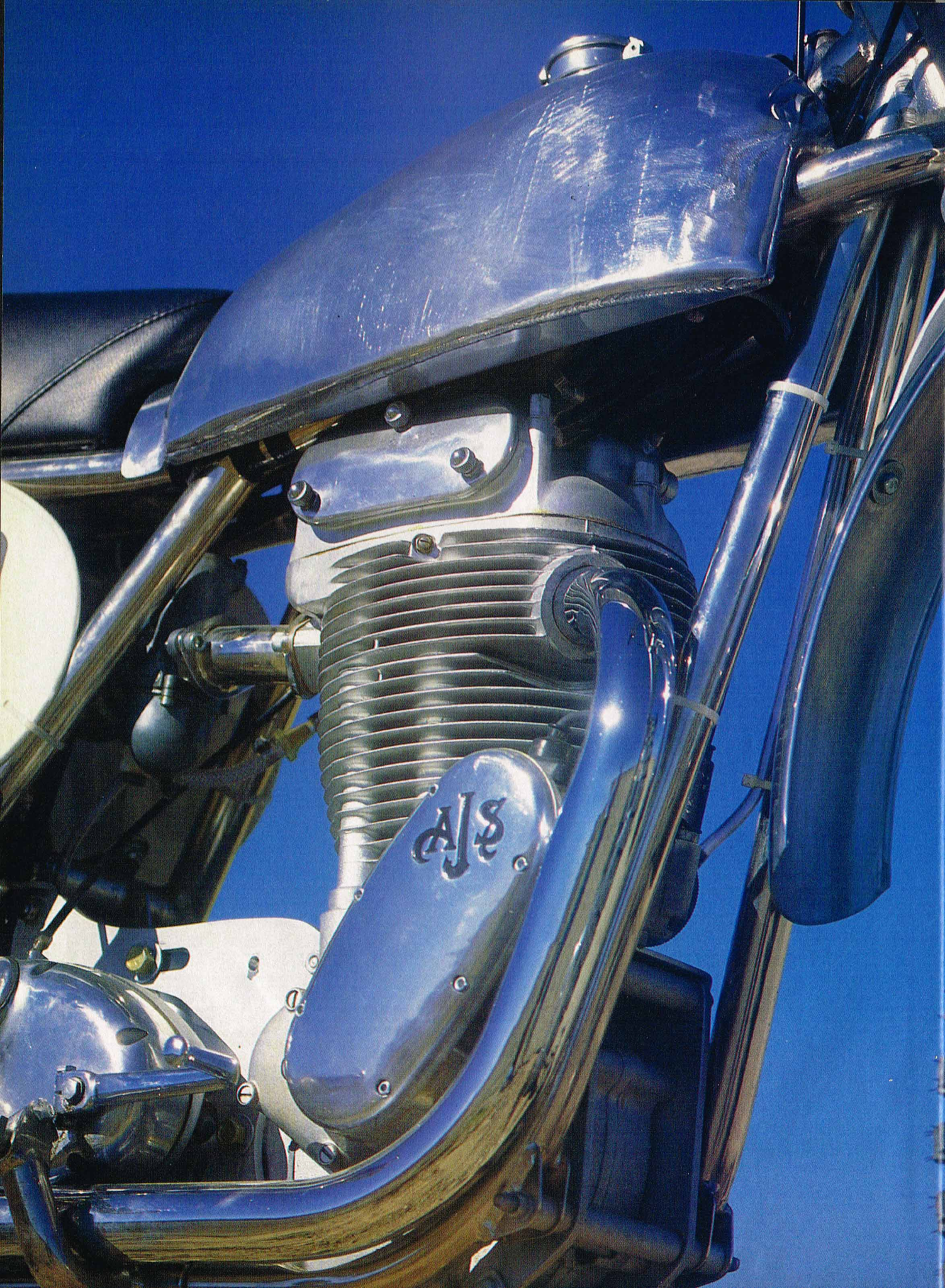
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1993



HONDA'S
JEREMY MCGRATH
AMA SUPERCROSS CHAMPION

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WHEN BIKES WERE BEAUTIFUL

Beautiful, raceable bikes from the dawn of dirt biking

Evolution is as cruel and uncaring in motocross as it is in nature. Gradually, the more fit and better-performing squeeze lesser beasts out of existence. In the earliest days of motocross, known to some as the motozoic period, countless species flourished. Many were doomed from the start. Others, protected by brand-loyal riders, continued on against unthinkable odds and brutal competition. Then they disappeared.

Competition and the pursuit of performance and victory is cruel, but riders are human. Many can't help but grow fond of bikes for sentimental reasons. No group is more sentimental than vintage bike racers. On a regular basis, they twist the very laws of nature and good sense and take gorgeous bikes from bygone eras and toss them onto motocross tracks to re-create battles that had been decided decades before.

You might think that these vintage racers are playing God, distorting the laws of motocross evolution. In reality, they are just playing. Think of vintage racers as a sort of protectionist society for nearly extinct dirt bikes and each vintage race like a refuge for rare species.

The most interesting feature of this peculiar protectionist society is the lengths it has gone to in ensuring the competitiveness of all pre-'74 dirt bikes, no matter how old, ineffective, fragile or slow. It makes for good, close racing and gates full of breathtakingly beautiful old dirt bikes. So you will know what race to see to get a good look at machines from your favorite period, we prepared this spotter's guide to the unknown vintage bikes, machines that are too old for the well-known sportsman class populated by early '70s motocross bikes.

◀ *Motorcycle museums make seeing a machine like this '56 AJS possible, which is good. AHRMA's premier 500 class lets you see a pack of similar early 500 singles racing, which is a lot better.*



Collectors have yet to scoop up all the '54 BSA BB34 Gold Stars, mostly because vintage racing madmen are out racing the remaining few—and loving it.



Ever wish you could just go out and buy a bike with the engine and frame you like best? In '68 you could. This Cheney BSA is a good example.



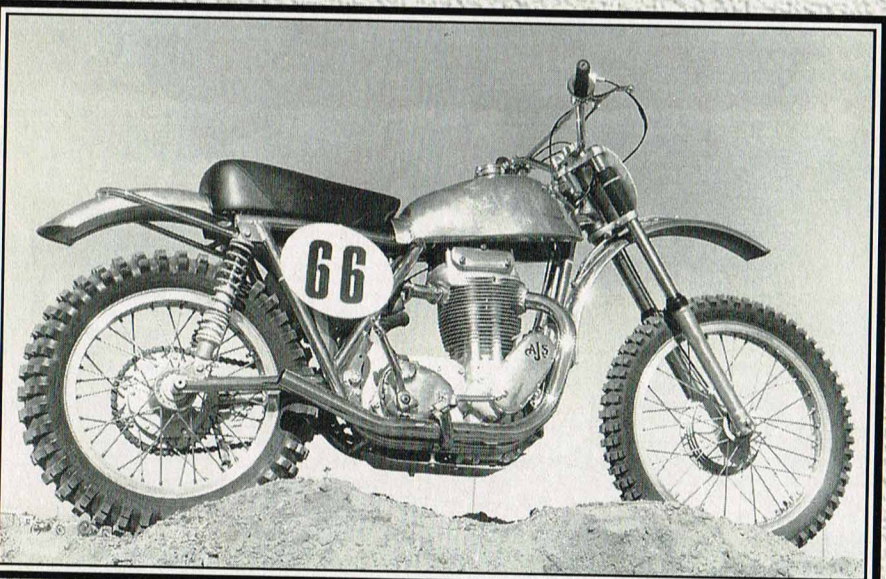
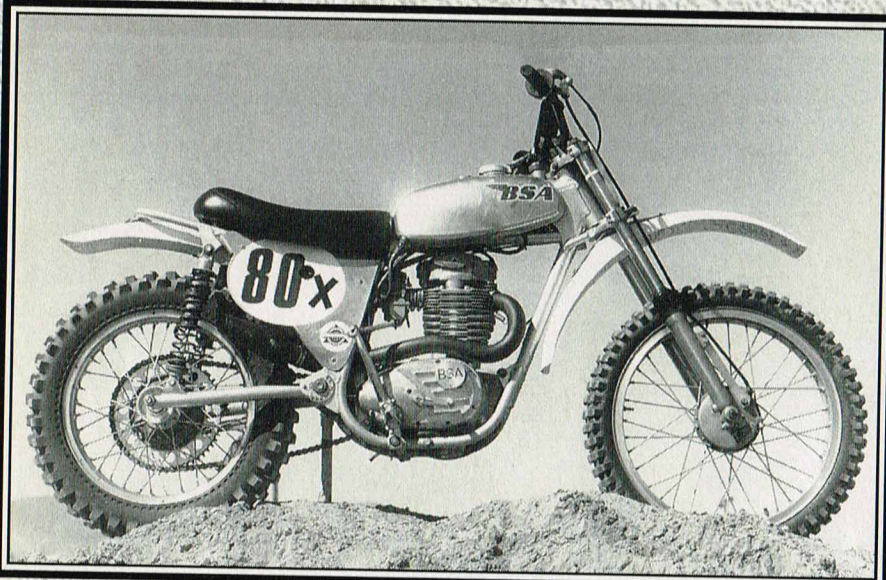
BEAUTIFUL BIKES

You don't need a \$10,000 British bike to race in something other than the highly competitive sportsman vintage class. Lee Fabry's American Eagle-framed Honda SL125 is completely legal in the classic 125 class, even though it has been enlarged to 145cc. This is the class where you can race Husky, Hodaka, Maico, Montesa, CZ, Monark 125s and others without being bothered by those annoyingly fast CR125s and YZ125s. ▶

◀ BSA Victor 441s like Paul Elmore's turned on a whole generation of dirt bikers to the throaty sound and roost-throwing torque of 500 singles. AHRMA vintage racing rules let BSAs like this one battle it out with other British singles and twins, as well as an interesting range of late-'60-ish twins and singles in the classic 500 class. You can even race Honda 305s in the Classic 500 class!

Even though the premier 500 class is a parade of chrome and polished alloy, the extremely rare ESO 500 single stands out. The Czech machine shares quite a few parts with early CZs and their lean, simple layout. ▶

◀ The sportsman 500 class, home of machines as new as '74, is one of the most well-known vintage racing classes. The class is full of fast YZs, Bultacos, CZs and Huskys. If you have guts and a BSA B50, like Keith Petrangelo, you can race with them.

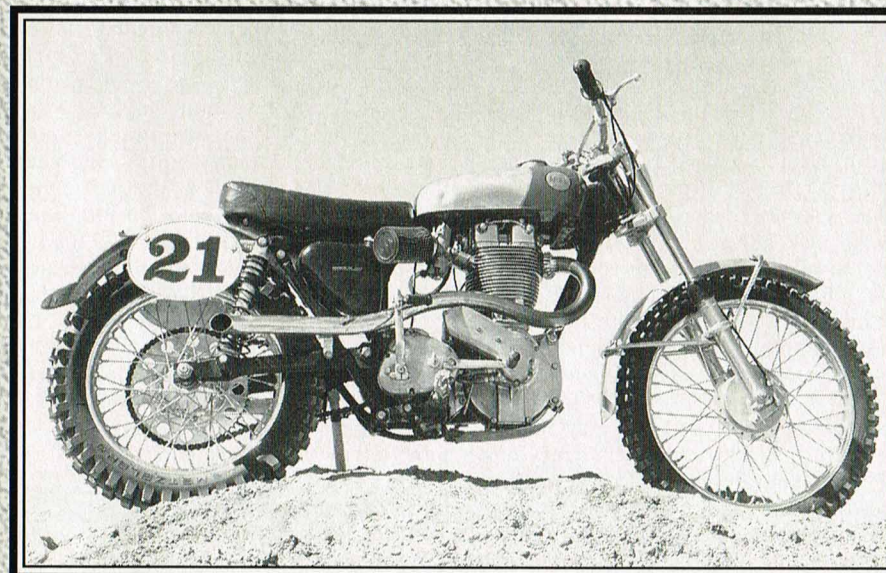
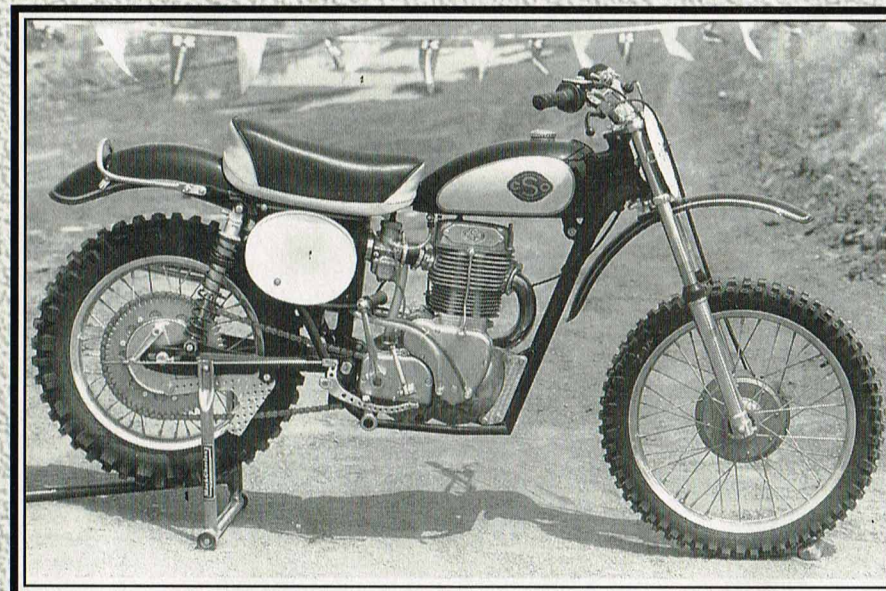
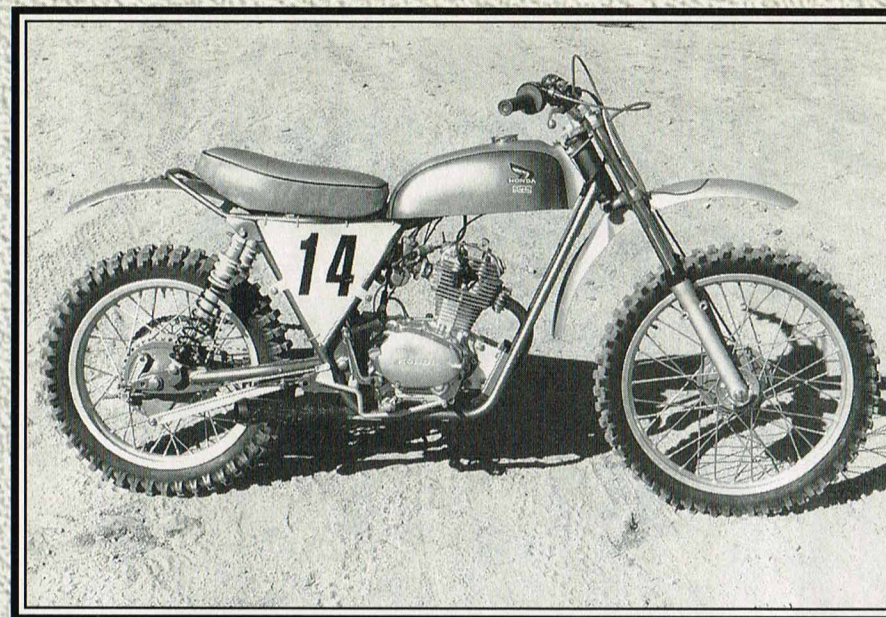


AHRMA's premier 500 class is reserved for pre-'65 and similar machines from 360 to 500cc with non-unit engines (separate engine and transmission cases). Dave Janiec's '56 AJS Model 18 fits the bill, but don't plan on spotting many. It's rare to see one, even in a class for rare old machines like it. This baby was state of the art in its day with enclosed pushrods. The Gerald Rogers-built engine has trick extras like an aluminum primary case cover rather than the stock steel part.



Sure, those early engines are cool-looking, but why do they look the way they do? It's mostly because of the separateness of the parts. The transmission on this '57 Matchless bolts to the back of the engine. The banana-shaped case houses the chain drive for the magneto.

Photo by Matt Hilgenberg



Sixty-five-year-old Pat Hicks raced this '57 Ariel Model HT 500 in the '50s, sold it, found it years later, bought it back and is racing it again! The massive crankwheels are an Ariel trademark, a carryover from the almost identical Ariel trials models of the machine. □

SCOTT'S STUFF

MT44 FRONT/MT16 REAR SCOTT SUMMERS' TIRES

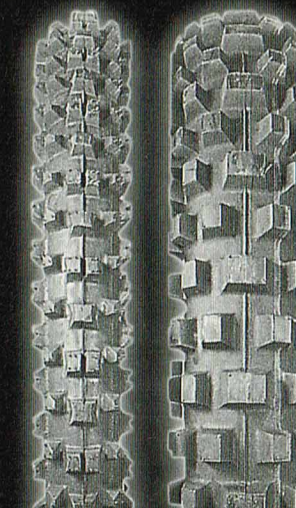
Who can argue with a multi-time National Champion? Pirelli's MT44 front is designed for soft terrain. But if Scott Summers says it's the best all-around front, one that tracks the gnarliest woods and rocks and crud, are we going to tell him he's wrong?

And the MT16 rear? We designed it to be a great all-around weekend rider's tire. But Mr. Summers says it's the best racing rear for him because it's so durable. As strong at the end of a race as it is at the beginning.

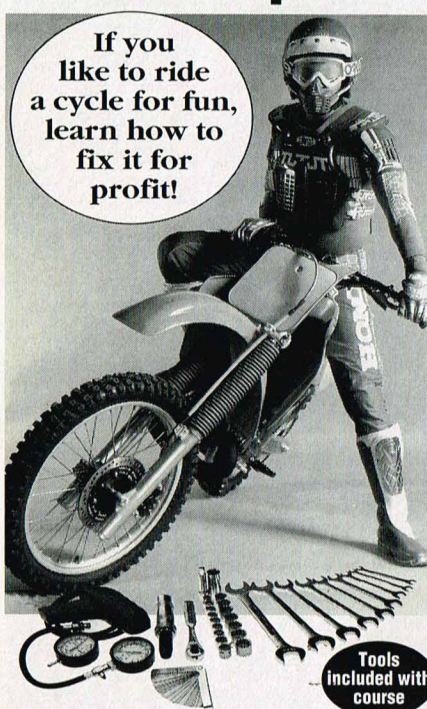
And when you think of those three-hour "motos" he races on that monster-size XR600, that's no small praise for Pirelli's durability. So maybe you ought to see your Pirelli dealer. Because you can't argue with a champion.

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PRODUCT EVALUATION



TECHNO-WELD

Back in the race for less than 16 bucks!

By the staff of DIRT BIKE

The Techno-Weld brush, rod and abrador, and our sloppy but sturdy aluminum weld. Practice would have produced a neater result.

and its slightly distorted shape made it snap as the outer cover tried to press it flat as its screws were tightened. Only a truly strong repair or a new part (unthinkable!) could solve the problem.

As we said, Techno-Weld worked, but you really do have to follow the instructions for the product. The parts have to be completely clean and free of oil (and epoxy). Techno-Weld even recommends sweating the oils out of oil-soaked castings in an oven before degreasing with solvent. Final pre-weld cleaning is done with the small stainless steel brush in the Techno-Weld kit. Use it. A hurried, unbrushed practice weld we did didn't take.

With the unexciting prep work out of the way, the real welding began. You must heat the objects to be joined enough to cause the Techno-Weld rod to melt when it touches them—quite an accomplishment with the small part we were working on. A swingarm crack would probably call for some serious time with the torch. Once you heat the parts, you melt some of the rod onto the joint area and then abrade the joint area with the little stainless steel rod in the kit. It seems like a lot of work until you consider that you didn't pay a welder or buy a TIG welding outfit. Finally, you arrange the parts to be joined and heat both parts evenly until the rod material you applied earlier flows together. Then you add a bit more rod to fully fill the joint.

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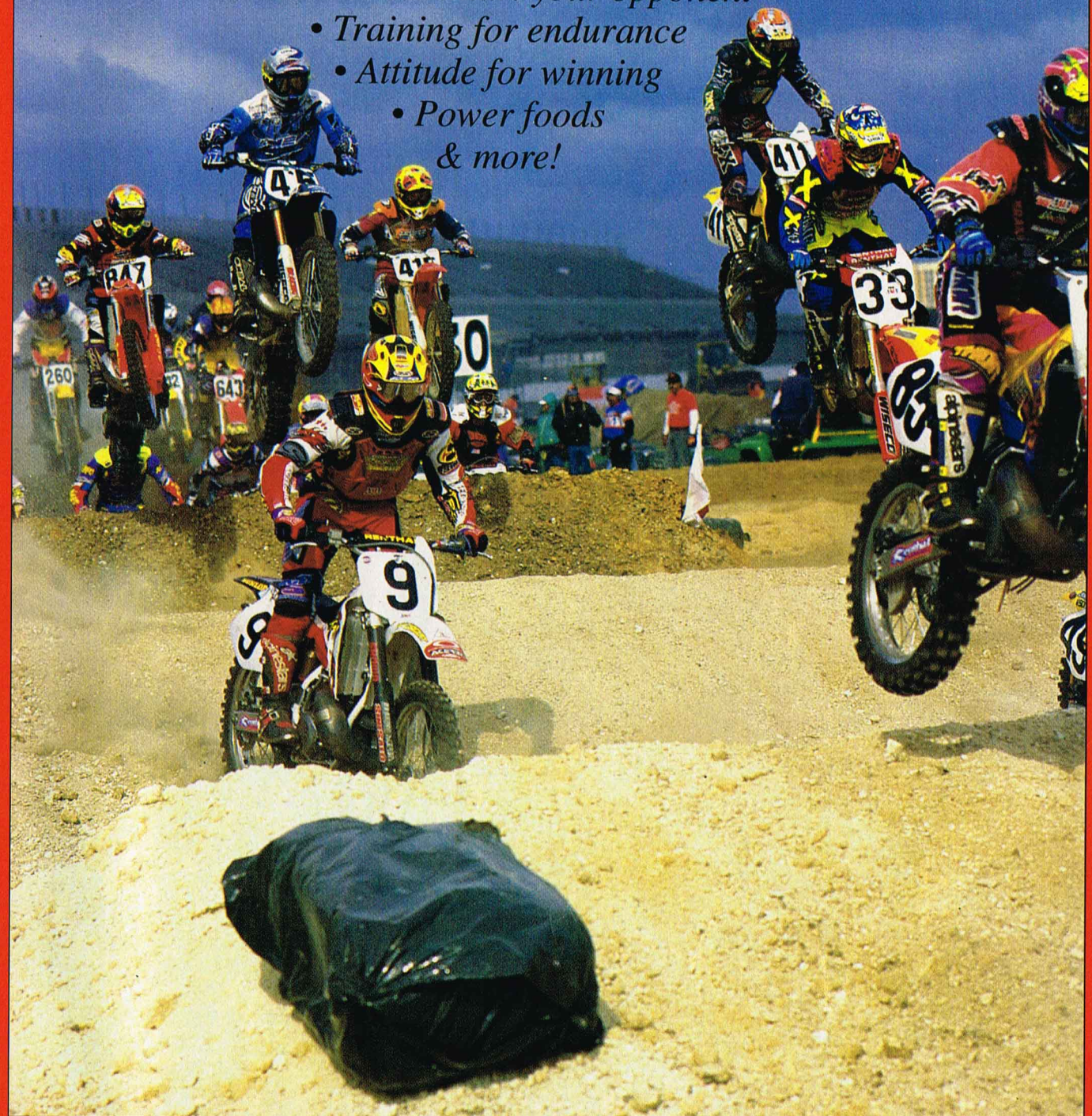
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1 KNOW WHAT YOU WANT

Set realistic goals to reach your dreams

No one ever became a motocross champion by accident. In fact, no one ever won a race by accident. It takes planning, strategy and goals to get there. The emphasis is on goals.

"That's easy," someone is thinking right now. "My goal is to be the best motocrosser in the world." That's a big first step. You might want to break that down a little.

LONG-TERM vs. SHORT-TERM

Okay, for now let's say the goal is to be a successful motocrosser. Once we get there, you can work on being the best rider in the world, and I won't argue. The next order of business is to set goals to help you reach your dream—or at least come as close to it as you possibly can. In order for a goal to be effective, you have to put it on a schedule. You have to commit to each level in a certain time period. Write it down on the calendar.

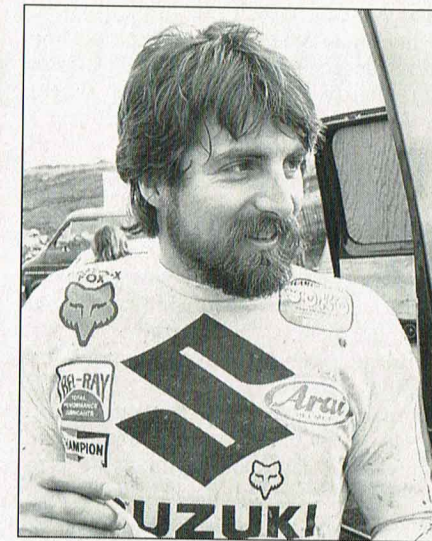
What I would suggest is to break down your immediate goals into categories. For example, set a goal in training. If you are a runner, then decide that you are going to break a six-minute mile by fall. Set a goal for diet—commit to keeping fat to less than, say, 20% of your intake. Set simultaneous goals for your performances on the track—decide that you are going to get starts that are consistently in the top five within six months. Think about your starts and what it will take. Even set your sights on other riders. I remember when David Bailey and Johnny O'Mara were extremely competitive with each other, on and off the track. If one ran up ten flights of stairs, the other would run up 11 flights. They pushed each other to greater heights than either could achieve alone. See who is within your reach and go after them. Here are suggestions for goals. If you think a bit, you will come up with ten more of your own:

Running time; running distance; weight training; diet; riding laps; starts; passing; jumps; corners; results.

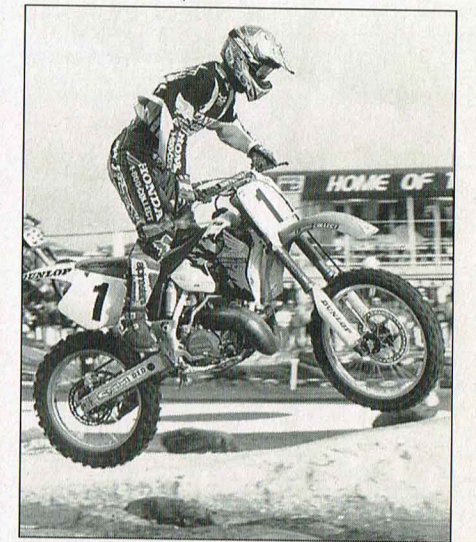
ADJUST YOUR GOALS ALONG THE WAY

Upon reaching your goal's deadline, there are only three possible results: you achieved the goal early, on schedule or

◀ *Jeremy McGrath has half the riders beat before the gate drops. The other half he can handle on the track.*



Brad Lackey had a goal, and he never lost sight of it. For ten years he did whatever it took to progress toward the 500 World Championship. He won in '82, then retired.



Who says Jeremy McGrath can't win Daytona? He set his goal to become a tougher rider and finally won the Daytona Supercross this year.

not at all. If the goal was easy, then pat yourself on the back and make a new goal. If you see that you are closing in on that six-minute mile in half the time you expected, then adjust the goal: say you will run a five-minute, 45-second mile by the same date.

If you aren't getting the starts, analyze the problem. Is it in your reaction? Are you going straight? Are you losing positions in the first turn? If you blank out and can't remember the details after the gate drops, then have someone videotape you, or at least watch and report back. If you failed at the original goal, then break down the start (or whatever) into different sub-components and set more specific goals.

SET GOALS BASED ON YOUR WEAKNESSES

I remember when I first started riding sand tracks in northern Belgium back in '65. Before that, I had ridden mostly in the southern part of the country, where the tracks are hard. I got into the sand and basically buried myself alive. There were riders from Holland and Sweden who were incredible in the sand, and I just couldn't keep up.

Instead of deciding I hated sand and that I would avoid it whenever possible, I set a goal for myself. I wanted to be as good as anyone in sand. I worked at it whenever I practiced. By the following year I started doing well in sand races. When I started doing well, I started enjoying myself. Success feeds on itself that way. Before long, I was as fast as anyone in the sand.

Today, the best riders do the same thing. The year before last, Jeremy McGrath was considered strictly a supercross specialist. There were even rumors that he would be given a supercross-only contract. Jeremy obviously wanted more than that. He

worked on his training and outdoor skills until finally he became an outdoor champion as well. Recently, Jeremy won the Daytona Supercross for the first time—another example of goals set and achieved.

MAKE SACRIFICES

It's inescapable that you will have to make sacrifices along the way to achieving any worthwhile goal. You have to set priorities in your life—if you want to be a good motocrosser, then motocross has to be high on the list. You will have to give up some things you really enjoy. Does it sound hard? Sure it is, or everyone would do it. That's okay. It just means there will be fewer people on top when you get there. □

2 WATCH & LEARN

If it works for him, it can work for you

If you want to win, act like a winner. It sounds obvious, but even riders at the top levels can improve their technique by watching other riders and imitating certain aspects of their riding style. What do you think the 125 riders are doing when the 250 riders are on the track at a supercross? Watching. If you are taking a rest break after practice, you can just as easily watch the track, especially in areas you are having difficulty. Here are some things to watch:

Starts. Always watch the start of a race



when you can. Which side of the gate did the holeshot come from? Do the riders on the inside get bottled up? Watch a rider who you know is a good starter. Where are his eyes focused when the gate drops? Is he watching the gate or the starter? Has he prepared his start area? Is one foot on the footpeg or are both on the ground when he starts? What gear is he in? Local guys usually have their start line dialed in, and if they are smart, they won't tell you any of their secrets. If you are smart, you can figure them out for yourself.

Jumps. This is one area where it's vital to watch before you do it yourself. If you see someone who is clearing a double easily, watch everything about him. Figure out what gear he's in. Is he slipping the clutch to pull a taller gear? What line is he taking on the face of the jump? Are his feet on the pegs while he's in the air, or has he unloaded them on take-off?

Whoops. Jean-Michel Bayle was one of the best ever in stadium whoops. Other riders watched him; some learned, some didn't. Watching what line a rider takes is certainly important, but it's also vital to watch how he's attacking the section as a whole. Sometimes riders lift their front wheel before they hit the first whoop to stay low. Other times they use that first whoop as a jump to clear as many of the whoops that follow as possible. Is it the type of section where you clear the whoops two or three at a time, or where it's best to hit the top of every one to continue your drive? Body positioning, throttle and clutch control all come into play.

Turns. Pick a turn you are having trouble with, and watch the best guys go through it. Watch the rider's controls all the way through a turn. At what point did he get on the gas? Did he roll it on or dump it all on at once? Did he use the clutch? If it's a right-hand turn, at what point did he take his foot off the rear brake? Did he ever lock the rear brake? Sometimes it's even helpful to watch riders who aren't so good—it might help you identify problems with yourself.

Strategy. Some riders have a battle plan, some just ride. If someone beats you, and you feel like you are the faster rider, then learn from him. How did he do it? Did he have a good line that he only used on the last lap? Was he saving his strength?

Maybe he blocked you for the entire race. If he did, then it's your fault. You were predictable. If someone else managed to pass him, why couldn't you? Whatever he did, it enabled him to win this time. Figure it out and don't let it happen again. □

◀ Many times you can learn more about a section by watching it than by riding it. Ty Davis attacks a difficult whoop section at Daytona. His front wheel doesn't even touch the first whoop, which transfers upward motion into forward motion.

3 PRACTICE ON YOUR BIKE

Make practice fun

There are a zillion different ways to train. There's running, bicycling, weight training, racquetball, basketball and a whole wealth of other balls. All of that is fine, but never forget that the best training for motocross *is* motocross. The problem is that you need to ride more frequently than you race.

That's a tough assignment, huh? Ride motorcycles. Ride them every chance you get. Ride them after school or work, ride them before school or work. Ride, ride, ride. That's what the top guys do. Okay, I know it's not always possible to ride every day, but don't be a weekend-only rider. Then you have to spend time learning to ride all over again. One day during the week will make you a much better rider. Two days will make you better yet.

FIND A PARTNER

Riding with someone else is more fun and less dangerous. Also, having a friend opens up all kinds of possibilities. You have someone to watch you and critique your style. Better yet, if you have a video camera, you can take turns taping each other. Seeing yourself on tape is quite a wake-up call: "Do I really do that?" Often you can identify a bad habit that you were completely unaware of. All of the top teams use videotape. Do you wonder what Mike LaRocco is doing before the second moto? He's inside the Suzuki truck watching the first moto. All of the big factory semis have a video-watching room.

BE CREATIVE

When you practice, see how many different lines you can use. If there are five jumps in a row, and you already know how to double the first set, then try something else—maybe there's some advantage in rolling the first one and jumping the next two. You won't know unless you try. If you usually take the inside on one certain turn, then go everywhere *except* the inside for one session.

HAVE A PLAN

Remember that stuff about goals? Keep that in mind when you practice. Before you start the bike, decide what you want to accomplish in this particular practice session. It doesn't matter if it's starts, turns or just endurance. Schedule your time. Decide, for example, that you are going to spend 20 minutes riding around warming up, 15 minutes practicing starts, and then top it off with a 30-minute moto. Stick to your plan.



People used to say that Joel Robert didn't train. That wasn't true; he trained on his bike. He rode all the time, sometimes racing three times a week.

AVOID BURNOUT

The worst adversary any rider faces usually isn't another rider. It's burnout. It's a catch-22: you want to race because it's fun; in order to race well you have to practice constantly; when you ride that much it stops being fun. The trick to keeping it fun is to avoid falling into a rut. Don't go to the same practice track every time. If you have an opportunity to ride someplace new, go for it. Go trailriding when you can. The more you ride in mud, rain and unusual circumstances, the better all-around rider you will become.

Whatever you do, don't just go around the track doing pointless lap after pointless lap when you are tired. If you aren't in good shape and you do a 30-minute moto, you just end up practicing bad habits. Chances are you will fall and hurt yourself if you push beyond your limits. Nothing messes up a good training program like an injury. □

4 TRAINING YOUR BODY

Building lungs you can live with

Jeff Stanton, Jeff Ward, John DeSoto, Mark Barnett, Johnny O'Mara. Sure, they all were fast, but they also were riders who knew the value of training. Basically that's true of almost any rider who made an impact on the sport. On the other hand, the history of motocross is full of riders who had the speed and the skill,

but didn't have the endurance. They are the riders who won races, but never won championships.

Motocross requires strength, endurance, flexibility and, most important of all, quick thinking. When you get tired, all of these areas suffer. Even your brain can be starved for oxygen, just like your muscles. When that happens, you become a danger to yourself and everyone on the track. When you are in shape, you start off healthier and you stay healthier, because you are less likely to fall and hurt yourself.

However, you don't have to devote your entire life to training to get in shape. All it takes is a routine, a schedule that you keep automatically. Some people think that a training routine is hard to start. The truth is that once you build it into your life, training is hard to stop. Bob Hannah still runs every day. Many retired racers do.

THE MAIN EVENT

In order to become a good motocrosser, you don't have to become a world-class runner, cyclist, soccer player and weight-lifter all rolled into one. You simply have to find one training means that you like and make it the mainstay of your program.

It would be great if you could make motocross your only form of training, but that's not practical for most people. By the time you load up, drive somewhere and get dressed, you could have run ten miles. You also would rack up a tremendous bill in tires and equipment. Even if you have an unlimited budget and a track in your back yard, you still have to do something else for training or you will get sick of motorcycles.

So find one form of training you can live with. You can and should break it up with other workouts, but concentrate on something like running, cycling or swimming. I always preferred running for several reasons. For one thing, you don't need anything but shoes. When you are on the road, staying in hotels, you can still be true to your running program, whereas you might have long breaks if you don't have a bike or a pool handy. Running also strengthens more muscles than any other single activity—and it's easy to measure your progress. If you get your workout playing racquetball, for example, it's hard to know if you worked harder than last time. When you run, you can keep track of time and distance and always know how well you are doing.

PROGRAM TIME

Whatever your chosen activity, you have to approach it in an organized fashion. Once again, you need goals. I'll use running as an example. A good program can include two 30-minute workouts and two 40-minute workouts in a week. Start off running every other day. It's okay if you can't run for the entire 30 minutes right off the bat. Alternate running with walking. Once you are running the entire



John DeSoto was tough. In the early '70s, Americans generally weren't in shape like the Europeans of the day. DeSoto was an exception.



Mike Bell had knee problems, so for conditioning he rode mountain bikes years before it was fashionable.

time, try to go a little faster and cover more distance in the same amount of time. I promise you, as long as you keep your goals in mind, it will never get boring.

Every so often you can try a longer run, maybe over an hour. You don't have to do that on a regular basis, however, unless you are training for a marathon. The average moto is 20 to 30 minutes long, so running longer than that won't be very effective. Instead, you can up your personal ante by going faster.

A light workout the day after a race is a good idea to relieve soreness and recuperate. Remember, running is a very efficient form of exercise. Other forms, such as cycling, require more time to get the same level of workout. How do you know if your workout is long enough? Either you are moving toward your goals or you aren't. You'll figure it out.

STRETCH

Running, cycling and swimming all have one thing in common. They use a limited range of muscular movement. That means that the muscles involved get tighter and tighter, and pretty soon you find that you can't comfortably move through your full range of motion. When that happens, you lose flexibility and injuries are more likely.

The solution is to stretch before and after your workout. Look at stretching as a program in itself. Spend some time doing it—a good ten minutes at least. Every movement involves at least two muscle groups—one extending and another contracting. Pay attention to both groups. Slowly stretch the muscle to the limit of its range, and hold it there for about ten seconds, then slowly return. Don't bounce or jerk; that's how injuries occur. Repeat the process several times. Take note of your range of motion and try to gauge your improvement.

WEIGHT TRAINING

Weights are a good way to augment your program. They shouldn't be your entire program by any means, though. Lifting weight increases strength, but it's very difficult to build endurance that way. Still, you can target your weakness effectively with a weight program. If your legs get tired in a race, work on your legs. Just like your stretching program, you have to work on the opposing two sets of muscles—if you have just done an exercise that involves extending your arms, then switch to one that involves curling.

Don't worry about lifting your maximum. Start with a smaller load and adjust it until you can barely do three sets of 15 repetitions. If you can't do at least eight in the last set, lower the load.

Whether you run, stretch, lift weights or do all three, the most important thing is to stick with it and just worry about one day at a time. Like anything else in life, the hardest part is deciding you are going to do it. After that, it gets easier. □

5 KNOW YOURSELF

Pay attention to yourself—if you don't, who will?

You are generally the last person to know something about yourself. Riders can let the most obvious things go by unnoticed—sometimes it's because of ego, sometimes it's because they just aren't paying attention.

PAY ATTENTION TO YOUR BODY

Pain exists for a reason. If you have a physical problem week after week, take my advice: *do something about it!* Don't be afraid of doctors. If you are getting tired, try adjusting your training. If you are getting weak, try adjusting your diet. If you are getting arm pump, try a different training routine involving your arms. If you see anything happening time and time again, sit down and think about the problem and try a solution. Even if the solution is wrong, at least you can rule it out and go on to something else.

PAY ATTENTION TO YOUR MIND

To perform at your highest level, it's important that you are happy. More promising careers are cut short because of bad attitude than because of bad riding. If you do everything else right, if you train perfectly, practice constantly and eat right and then show up on race day unhappy because you had a fight with your girlfriend, you aren't going to do well. The trouble is, you might not know *why* you did poorly.

At some point you might also discover that the fire is gone. You might not have

the drive to win that you once had. Then it's time to figure out why. Has it stopped being fun? Then do what it takes to make it fun again, even if it means a big change in your routine or even your goals.

LOOK AT YOUR RESULTS OBJECTIVELY

Sometimes you can't see your performances objectively unless you look at yourself as someone else would. Look at the races where you have done well. What do they have in common? Look at the races where you have done poorly. What do *they* have in common? You might suddenly discover that you do well under pressure or that you do poorly when your friends come out to watch you. When you recognize a pattern or a problem, you are 90% closer to fixing it.

CHOOSE THE PEOPLE YOU SPEND TIME WITH

Winners hang around winners, and losers hang around losers. If you suddenly notice that you are the only one in your group who has goals and ambitions, then frankly, they are dragging you down. A lack of ambition is contagious. Pretty soon you will think you are achieving something just because you are achieving more than they are.

Look at some of the best racers and you will find that their friends were other great racers. Rick Johnson and Jeff Stanton were roommates for a while, Johnny O'Mara and David Bailey inspired one another. When I was racing, one of my closest friends was Eddy Merckx, the bicycle racer. His accomplishments helped push me higher. It doesn't matter what they do for a living; good friends can be a source of support and encouragement.

Whatever you do, stay away from drugs and alcohol. If you think you can handle that stuff and do well in motocross, you are just fooling yourself.

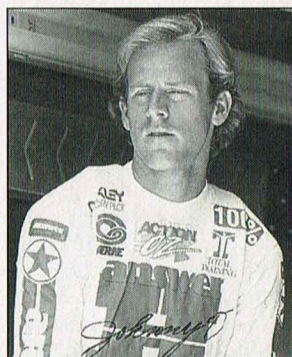
DON'T MAKE EXCUSES

Everyone wants to make excuses to some degree. It's only natural. There is, however, real danger in making excuses so often that you rely on them. The worst that can happen is you might start believing your own excuses. That prevents a rider from exploring the real reason behind a poor performance. You see it all the time: a rider will get a good start and struggle to keep riders behind him. When they all go by, he pulls off the track complaining about shock fade. Sure, the bike might have been kicking around, but that was only because he was riding over his head. The sad part is that everyone will know it except the rider himself. If you resist the urge to make excuses, then you can defeat real demons, not make-believe ones. □

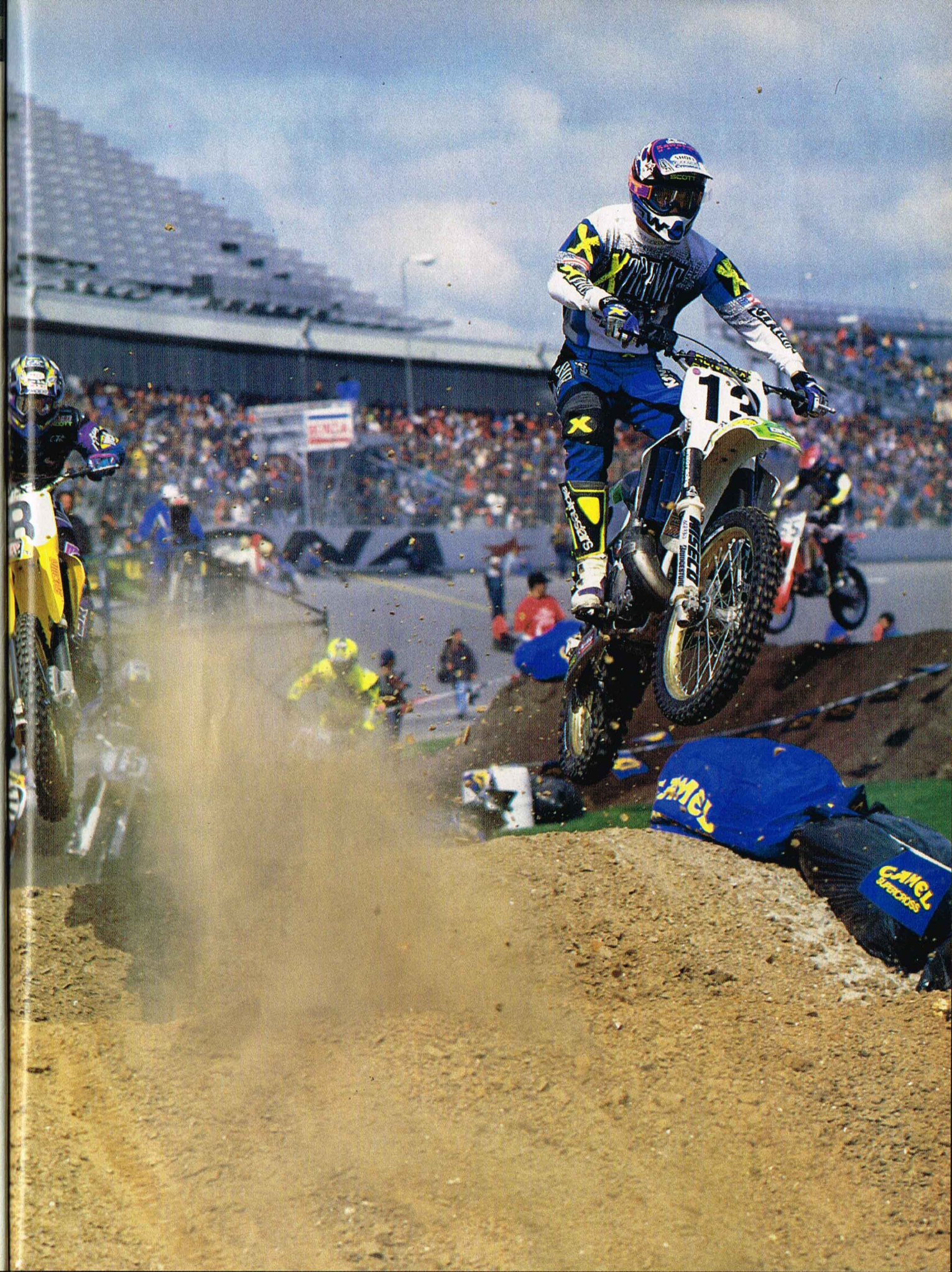
Phil Lawrence is top rider for the Great Western Bank team. You need to think in terms of what you can do for your sponsor, not vice-versa. ►



David Bailey was as psychologically fit as he was physically fit. He knew his strengths and weaknesses and was never psyched out by the competition.



Johnny O'Mara was always competing with David Bailey. They pushed each other harder and harder. The two of them would even race through airports between connecting flights.





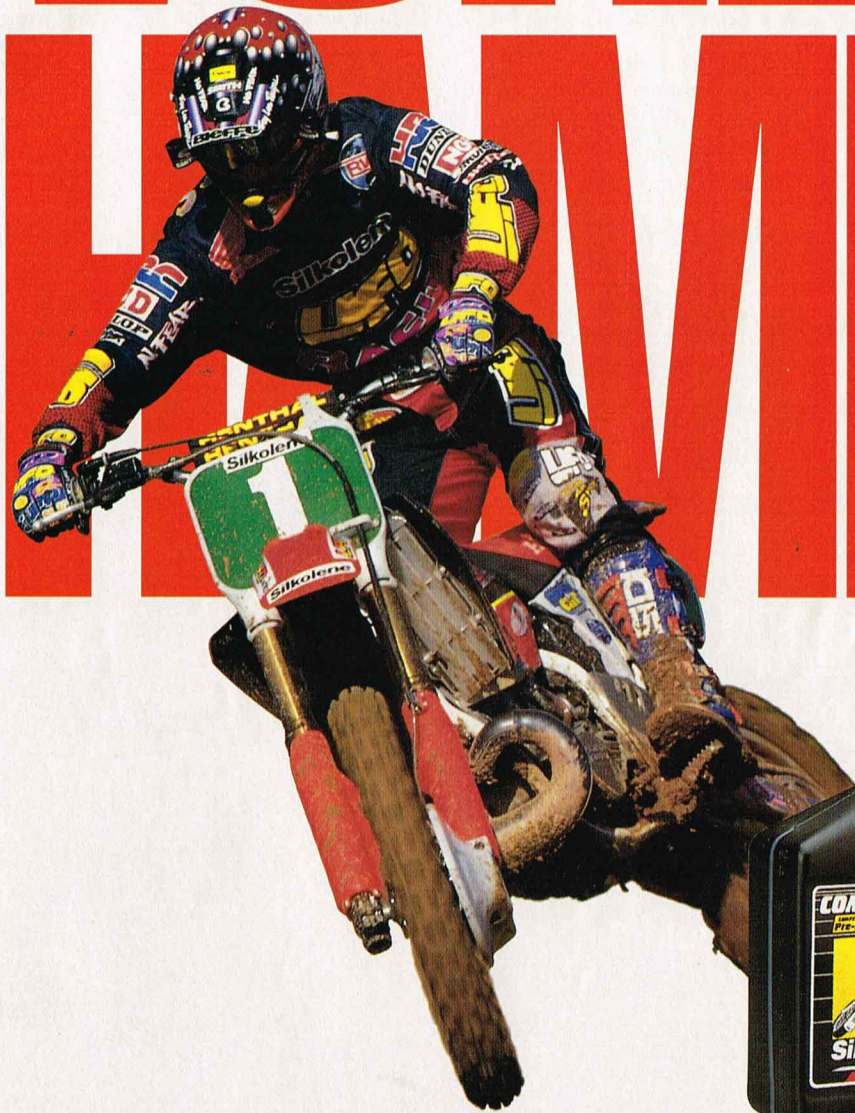
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6 EAT, DRINK & BE READY

Your bike runs on premium. So do you.

Computer guys have a saying: GIGO. It stands for garbage in, garbage out. Human beings aren't that different from machines. They need fuel. If you give them poor fuel, they run poorly. The biggest difference is that a computer will start producing quality output from the first moment it gets good input. Humans are much more fickle. They have to have good fuel for a long time before the output improves. One good meal the night before a race will help a little, but don't expect miracles.

Your body needs three different types of fuel to run right: carbohydrates, fats and protein. Those foods have to contain the proper amounts of vitamins and minerals. Just as important, you need water to make everything work.

Carbohydrates are big suppliers of energy. Simple carbos, like refined sugar, are converted into immediate, quick bursts of energy. If you have ever seen a four-year-old with a bag of gummy bears, you know what I mean. Complex carbos, like fruit and pasta, take a little longer to break down. Usually, that's what you want for racing, so that you don't run out of strength halfway through a moto.

Fats come principally in dairy products and animal oils. They are more complex and are broken down more slowly yet—too slowly to be a good source of energy for athletic competition. Your body does need a supply of fats to operate—they are essential for muscle operation and act as carriers of vitamins in the blood—but most popular foods are heavy in fats. It would be an unusual case indeed to find an American with a fat deficiency.

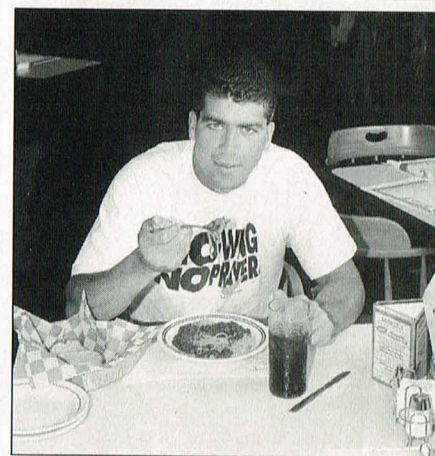
Most of the tissues and organs in your body are made of proteins, which come in meats, nuts, and dairy products. They are almost never used for energy, except in times of complete exhaustion. Proteins are more essential in growth periods (early teens) than later in life, unless you are trying to build more muscle mass. How do you know what type of foods you are eating? Look on the label; it usually tells you.

All diets need these three components. What about vitamins? If you are eating good foods, you shouldn't need supplements. Some vitamins in amounts way



When American riders go to Europe, they generally complain that it's difficult to maintain their usual diet. You don't have any such excuse at home.

◀ Eating right is a major part of the formula for winning. Scott Summers always eats well and in substantial quantity.



THINGS NOT TO DROP

The world is full of good-tasting foods that make great diets for racers. At the beginning of the week it's okay to eat foods that are high in protein. Your muscles have been torn up on race day and you need to give yourself new building material. As a rule, 80 grams a day is enough. You can get that from a meal consisting of tuna, whole-wheat bread, low-fat milk, potatoes, beans or nuts. Small portions of beef are fine.

Later in the week you should cut down on the proteins and go up on the complex carbohydrates. You know which breakfast cereals are good; eat those. Cut out the Captain Crunch and the kid stuff. Whole-grain pasta, brown rice, potatoes and whole-wheat bread are good right up until race day. Then it's okay to mix in some simple carbohydrates; just don't get carried away.

Later, you might want to get more serious about your racing diet. Then you have to completely cut out beef and pork. While you are at it, forget about salad dressing and mayonnaise. Olive oil and lemon juice are all you need to give your salad some taste. Honey makes a great natural sweetener. The latest studies indicate that the ideal diet for athletes consists of 15% protein, 20% fat and 65% carbohydrates. You can do that easily with fresh and dry fruits, lots of vegetables, raw, unsalted nuts (no peanuts), beans, peas, sprouts, brown rice, fish, chicken and turkey. Most of all, drink water—gallons of it. Stay away from carbonated beverages; they actually dehydrate you.

This might sound a little excessive, but once you start a good diet, you will lose your craving for fatty, unhealthy foods. Like anything else, the hardest part is just getting started. □

beyond the recommended dosages may have negative side effects, and in some cases may lead to serious illness or death. However, a supplement of natural vitamins can be a good insurance policy.

THINGS TO DROP

You have to eat something, right? So you might as well eat something that will make you a better athlete. It's been said that there are no bad foods, just bad diets. There's some truth in that; it means the greater variety of foods you eat, the better off you are. Whoever said that, though, probably didn't realize that some people treat alcohol and tobacco as a part of their diet; both are truly bad foods. Then there are foods that you realistically don't need. Hamburgers, hot dogs and processed meats might give you a little protein, but they are so high in fat and cholesterol that the price is too high. The same goes for fried foods—very high in fat. If you prepare them at home, it's not so bad, but if you eat food that comes out of a deep fryer, where the oil is used over and over, you are getting a double dose of fat and cholesterol. Chips, french fries and onion rings all fall into this category.

Snacks that have refined sugar are okay once in a while, but don't make them an everyday habit. They have simple carbohydrates and little else. After the sugar buzz goes away, you will still need to eat some real food.

7 PREPARE YOUR STEED

Choose & prepare the right equipment

I will be the first to admit it. It's good to be a factory rider. When you don't have to worry about the bike being ready, you automatically have a big advantage.

These days, though, motocross bikes are amazing. Not only are they competitive right off the showroom floor, but they are phenomenally reliable. To make them break, you just about have to work at it. That's a stark contrast to the old days when a bike had to be expertly prepared just to survive a single moto.

Still, I'm always amazed at the ways people find to create a DNF. Total neglect actually isn't such a bad deal compared to some of the things people do trying to get more performance from a perfectly good motocrosser. Most riders would be better off to dial in their suspension and jetting then leave the bike stone-stock. Beyond that, stick to a maintenance routine just like you stick to a training routine.

Here is an idea of how you could divide up your week.

Sunday. When you get home from the races, wash the bike and look it over. If you let the bike sit too long, the chain and other parts will rust. Assess the damage.

Look for missing nuts and bolts and any cracks in the frame. Oil the chain and clean the filter. Make a list of the things you need. The same goes for your truck or van. Clean things up and see if you need any supplies.

Tuesday. Pick up supplies for next week's race. Whether you need a new tire, oil or tear-offs, get it early in the week in case something has to be ordered.

Wednesday. If you went practicing midweek, that's fine; just clean up the bike and oil the chain again.

Friday. If your bike needs a new tire, put it on just before the race so you have a fresh edge. The same goes for the clutch plates. A top end is different—you should have done that earlier in the week so you had time for break-in.

Here's a list of things you should check before the race:

1. Throttle operation: smooth, with good return.
2. Air filter: don't clean it if it isn't dirty. Make sure it's oiled.
3. Coolant: just check to see if it's full.
4. Chain: tight, oiled and reasonably fresh. Make sure the masterlink keeper is in good shape.
5. Sprockets: reasonably fresh.
6. Brake pads: no more than halfway worn.
7. Cables: no drag or excess play.
8. Tires: Properly inflated and reasonably fresh.
9. Nuts and bolts: check the ones that get loose frequently.
10. Steering head bearings: check for slop or drag.
11. Suspension linkage: check for play.
12. Spokes: on new bikes, they come loose every ride.

13. Gearbox oil: change.

It might sound like a lot, but all of that stuff can be accomplished in about an hour. There are other jobs that need to be performed every two or three races, like changing the brake fluid, greasing the various bearings and changing the spark plug. Top-end rebuilds and power valve cleanings are necessary, but the time between jobs depends on what model you have. Check your manual.

Once the bike is ready, you need to go through a checklist to make sure you have all the right stuff with you when you go racing. Here are my suggestions:

- Tools.
- Jets.
- Spark plugs.
- Air filter.
- Cables.
- Levers.
- Chain.
- Oils.
- Chain lube.
- Rags.
- Clutch plates.
- Brake pads.
- Reeds.
- Safety wire.
- Hand grips (and cement).
- Duct tape.
- Inner tubes.
- Numbers.
- Water.
- First aid kit.
- Spare gear (socks, goggles, gloves, jersey).
- Tear-offs.

This list could go on and on, but eventually you graduate from being prepared to being paranoid. If you are prepared, chances are you won't need it anyway. □

8 DIAL IT IN

Make your suspension do some of the work

Today's motorcycles are good. They have come a long way from the days when the buyer had to finish manufacturing them. Even so, the bike you buy isn't perfect. It can't be, because the people who made it don't know you. They don't know if you weigh 120 pounds or 250 pounds. They don't know if you ride supercross or outdoors. They don't know if you race or play-ride.

Getting your suspension dialed in for your riding style is the first priority after getting a new bike, and proper setup is an ongoing process—just because your bike worked well for you last week on one track, don't assume it's going to be perfect forever. Never stop testing and thinking about what your bike is doing. These are some brief tips on how to make your suspension as good as it can be.

SPRING RATES

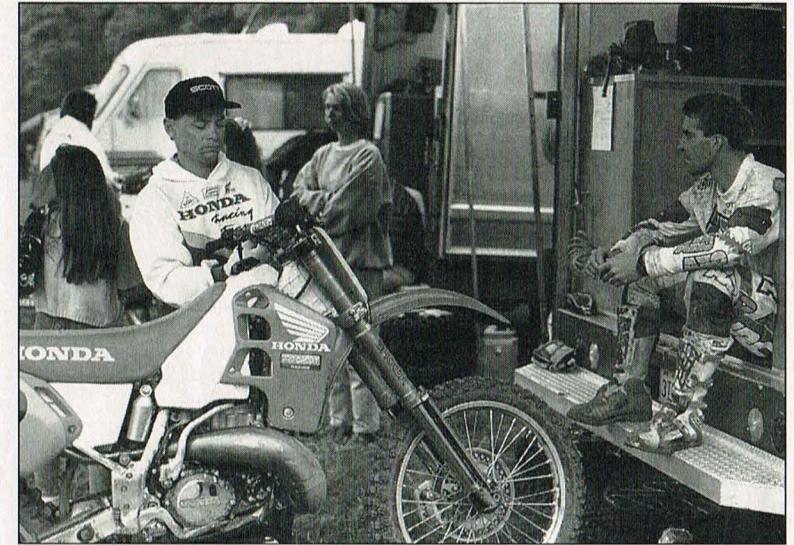
There is a tendency for manufacturers to underspring their forks. This hasn't been as bad in recent years as it was earlier, but it still happens. Unless you are an absolute featherweight, it's unlikely that you will need to use lighter fork springs than stock. For most types of racing, it's much more likely that you will have to find heavier springs—especially if you weigh over 145 pounds (for a 125) or 165 pounds (for a 250 or 500). Riders who race in supercross, mud or sand can also benefit from stiffer springs.

In the rear, it isn't as likely that you will have to increase spring rates. Some riders actually do go to softer rear shock springs. More than likely, though, you can get away with what came stock—rear suspension isn't quite as finicky as front suspension, plus you have more adjustability.

To get a starting point, go to your favorite track and set the rear suspension up with 100mm of sag—that's the difference between the seat height (taken at the rear) with the suspension fully extended and compressed with your weight. Start off with the clickers in the standard positions, then go testing. Pay attention.

PROBLEMS & SOLUTIONS

If the fork bottoms: (1) Increase the compression damping. Go two clicks at a time. (2) If that makes the suspension feel harsh and doesn't cure the problem, increase the oil level in 5mm increments.



◀ Jeff Stanton was great at training, but not great at bike setup. He benefited from having a good test rider like Jean-Michel Bayle on the same team.

Don't go higher than it allows in your manual. (3) If the fork still bottoms, try the next-heavier spring, reduce the oil level and start over.

If you have headshake: (1) Be sure the fork isn't abnormally soft and doesn't bottom. If it is, go through the steps outlined above. (2) Reduce the rebound damping. (3) Check to be sure there is a slight amount of drag in the steering head bearings (very slight).

If the front knives or oversteers: (1) If the fork isn't bottoming, reduce the oil level and go up on spring rate. This will raise the front end during braking. (2) Try more rebound damping in the rear shock. (3) Decrease the rear shock preload. (4) If all else fails, try sliding the fork tube down in the clamps. Don't go more than 5mm.

If the bike doesn't want to turn: (1) Try increasing the rear shock preload. Don't go under 90mm of sag. (2) If the rear end isn't too stiff, increase the compression damping two clicks at a time. (3) If you have no trouble with headshake, increase the fork's rebound damping two clicks at a time. (4) If you have no trouble with fork bottoming, decrease the fork's compression damping two clicks at a time. (5) If you can, try reducing the fork preload by a maximum of 5mm. (6) Try a softer spring as a last resort.

If the rear end doesn't hook up: (1) Recheck the rear suspension sag. Not enough preload can cause this. (2) Reduce the rear shock's rebound damping. This allows the rear wheel to get on the ground faster and should increase traction. (3) Check the rear axle position. If it has been adjusted all the way rearward, then shorten or replace the chain.

If the rear end kicks while braking: (1) A common mistake is to increase rear shock rebound damping. Usually faster (reduced) rebound damping is the cure. (2) Have a friend watch your rear wheel



It's difficult to dial in your suspension without some help. Factory guys have mechanics to watch and offer opinion. Find a partner to do the same for you.

to see if it is extending when it leaves the ground so you can determine if the rebound is too fast or too slow.

If you can't take the whoops: (1) Try increasing rear compression damping. (2) Increase rebound damping, but not so much that the rear suspension "pucks" in repeated bumps.

If the rear end bottoms: (1) Increase compression damping. (2) Increase spring preload (again, don't go under 90mm or 95mm of sag). (3) Decrease rebound damping. (4) Try a stiffer spring.

Any time you reach the outer limit of adjusting, whether it's compression damping or preload, be suspicious. You might be misdiagnosing the problem or there might be a mechanical problem. There are a variety of things that could go wrong, from leaky fork seals to broken springs. Make sure your bike isn't trying to tell you that something is wrong. □



◀ You need a weekly schedule for bike maintenance. You won't always be able to stick to it—Ty Davis rode three National-level events in four days at Daytona. If you ride once a week, though, there's no excuse for an improperly prepared bike.

Pay attention to your bike in practice. If you need jetting changes, do it then. Don't experiment during the race. ▶



9 RACE WITH YOUR HEAD

Have a Plan A & a Plan B through Z

Of all types of racing, motocross is fairly pure. The gate drops, and the guy who goes the fastest wins. Other forms of racing, like enduro timekeeping, are more strategy than speed. Some types of bicycle racing are a virtual chess match, and NASCAR is a war won with smart pit stops and tire selection.

Even in motocross, though, you can't just twist the throttle and hope for the best. Here are some tips for a smart race.

• **Eat a good breakfast.** Okay, it doesn't take a genius to figure this one out. If you are going to be at the track all day, you want to start off with a belly of good food, consisting of complex carbohydrates, like whole wheat cereal and fruit.

• **Walk the track.** Even if you have been around that track a zillion times, you can still learn something—in fact, especially if you have been around that track a zillion times. Sometimes you automatically exclude a perfectly good line just because it didn't work three weeks ago. Look at it like it's an all-new track.

• **Don't be first out.** In general you should let the other riders soak up the mud before you go out. This certainly isn't an absolute rule, though. If you need practice in mud, then by all means, go out early and slide around to your heart's content. If it's an unfamiliar track, get in as much riding time as you can before the race starts.

Fortunes are made and lost in the first turn. #69 saw the hole and went for it, although—generally—the outside is a hairy place to be in the first turn. ▶



Just having a strategy isn't always good enough. Take Mike LaRocco (8), for example. His plan seems to be start last and pass like crazy until you see a checkered flag. He usually runs out of laps before he runs out of people to pass.

• **Don't try to win practice.** Try to spend your practice time attempting different lines, watching other riders and paying attention to your bike.

• **Go to the riders meeting.** Some riders think they are too cool for the riders meeting. I remember one year at the Luxembourg GP, a rider threw away a perfectly good start by riding a section that they had cut out. It was a change announced at the riders meeting, but he wasn't there.

• **Watch earlier starts.** Don't be surprised by an unusual starting procedure. At many local tracks, the two-minute sign has nothing to do with two minutes; they just hold up the sign by force of habit. Remember which positions the good starts and the bad starts come from.

• **If you get a good start, don't worry about the riders behind you.** If you think someone is going to hit your rear wheel, let him. Chances are he will go down and you won't budge.

• **Don't take chances with a lead.** When pulling away, keep doing what you are doing. If you are pulling away, how do you know it? You need a smart person giving you signals; then you know how hard you need to ride.

• **Keep concentrating!** Motos where you lead from the start can seem to go on



Sometimes you can harass a rider until he gets tired of holding you off. Ryan Hughes has no chance of passing Mike Brown on the outside, but Brown at least knows he's under attack.

forever. You can't let your concentration slip. Also, don't try to deliberately slow down if you have a big lead—that can trigger a pointless crash. Just concentrate.

• **Don't look back.** If someone is catching you, you will know it soon enough. If you look back, he will know you're scared, and the process of turning your head can and will cost you a fraction of a second.

• **Don't deliberately block.** There's nothing wrong with hogging the best line on the track. There's nothing wrong with sticking to the inside line and not letting a front wheel underneath. There is something wrong with crossing the track to deliberately block someone else—it doesn't work. That means the rider behind you is choosing your lines for you. He will pass you sooner than ever.

• **Don't worry about being passed.** If someone dives for the inside line, and there are still a few laps to go, let him have it. Then watch and learn from him. If he shows you all his tricks, then pass him back late in the race and don't give him time to retaliate.

• **Ride clean.** Whenever you put another rider into a "let me by or we both crash" situation, you are playing with fire. Eventually you run into the rider who chooses the "we both crash" option. Likewise, don't cross the track while airborne. It's only a race.

• **After a bad start, try to use first-turn confusion to your advantage.** Remember, when riders tangle, they drift to the outside of the turn. Aim for the inside and you can pass several riders at a time.

• **If someone is going out of his way to block you, outsmart him.** Try the outside line two or three turns in a row. Then fake to the outside and cut to the inside. If he goes for the bait, he will move out and leave the track wide open.

There are a million ways to pass. Unfortunately, there also are a million ways to be passed. You can't always be on the winning end of it, but one thing is certain: the rider who thinks while he rides is going to win more than the rider who does not. □

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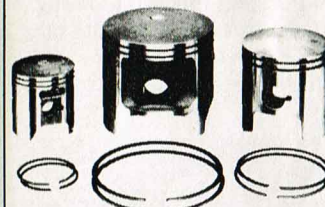
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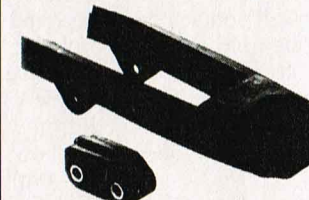
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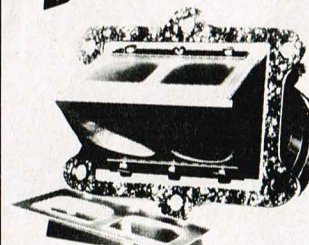
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CR125 (1989-1996)	257.71
CR250 (1984)	194.75
CR250 (1985)	346.74
CR250 (1986)	394.80
CR250 (1987-1991)	245.60
CR250 (1992-1996)	304.99
CR480/500 (1983-1996)	217.70

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CR80 (1992-1996)	39.99
CR125/250/500 (1983-1991)	35.60
CR125/250/500 (1992-1996)	39.50
REAR	
CR80 (1982-1991)	\$25.90
CR80 (1992-1996)	24.25
CR125/250/500 (1981-1984)	45.95
CR125/250/500 (1985-1991)	28.35
CR125/250/500 (1992-1996)	38.75

HONDA Clutch Plates

FIBER DRIVE	
CR80 (1983-1996)	\$6.50/ea.
CR125 (1983-1996)	7.15/ea.
CR250/500 (1983-1996)	9.25/ea.

Wrist Pin - Wrist Pin Bearing

WRIST PIN	
CR80 (1980-1996)	\$5.60
CR125 (1981-1996)	7.65
CR250 (1981-1996)	9.10
CR500 (1984-1996)	10.99

WRIST PIN BEARING	
CR80 (1980-1996)	\$8.24
CR125 (1981-1987)	8.10
CR125 (1988-1996)	5.80
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CR80 (1986-1995)	23.70
CR80 (1996)	31.90
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CR125/250/500 (1984-1994)	29.95
CR125/250/500 (1995-1996)	35.80
REAR	
CR80 (1980-1992)	\$15.95
CR80 (1993-1996)	29.95
CR125/250/500 (1979-1986)	18.80
CR125/250/500 (1987-1996)	29.95

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CR80/125/250/500 (1985-1996).....\$59.99



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CR80 (all yrs.)	\$25.95
CR125/250/500 (all yrs.)	39.95



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CR80 (1980-1996)	\$49.95
CR125 (1980-1996)	71.50
CR250 (1980-1985)	73.75
CR250 (1986-1996)	90.25
CR500 (1984-1996)	110.75

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CR80 (1980-1996)	\$17.60
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CR125 (1984-1986)	16.25
CR125 (1987-1996)	16.99
CR250/500 (1983-1993)	19.99
CR250/500 (1994-1996)	26.95

Crank Main Bearing And Seal Kit



Genuine HONDA Factory Parts. Consists of two main bearings and two crank seals.

CR80 (1980-1996)	\$39.30
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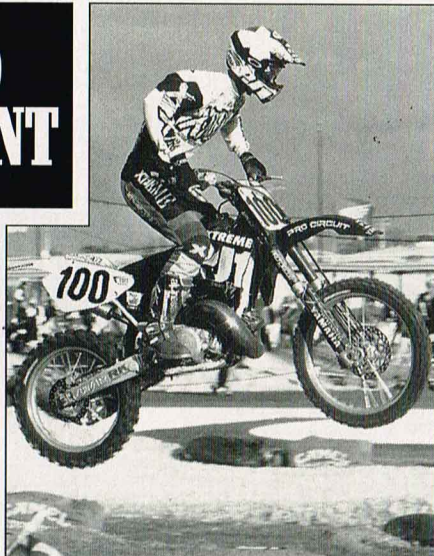
Take care of the people who take care of you

Every kid in the world wants to know how to land that big sponsorship. They spend a lot of time thinking about what a sponsor can do for them. It helps if you turn it around. Think about what you can do for a sponsor.

At the local level there are sponsorships to be had. Don't count on finding one shop that will buy you bikes and pay all your bills—that might come later. For now, try to think about piecing together small sponsorships to defer the cost of racing. If you can get different companies to supply you with gear, air filters, goggles, brakes and maybe even gasoline, you will be ahead of the game.

• **Be organized and reliable.** If you want to be treated like a pro, act like a pro. Send a letter and resume to a potential sponsor just as if you were looking for a job. Keep the letter short; no one has time to read page after page of clippings and boasts. Make a follow-up call a few days later.

• **Convince a sponsor that you can help them.** People in business are smart.



Remember, you need to think of what you can do for your sponsor, not vice versa. There's no doubt that Jimmy Button is backed by PJ-1.

They know that if you can sell yourself as a rider, you might also be able to sell products. If you land a sponsor, earn your keep. Ask yourself how many brake pads (or whatever) you have sold for the sponsor. If you haven't influenced anyone, then try harder.

• **Use what works.** All too often, riders start bolting on products just because they were free. Free products are no bargain if they don't work. If there is a problem with a product, help the company make it better. Test it objectively and offer feedback. Don't just complain; be useful.

• **Use what you take.** It is dishonest to

accept sponsorship for products you don't use. This happens all the time. You see the sticker on the fender, but the part on the bike is something else entirely. Don't do it, even if someone is offering contingency money. It will catch up to you.

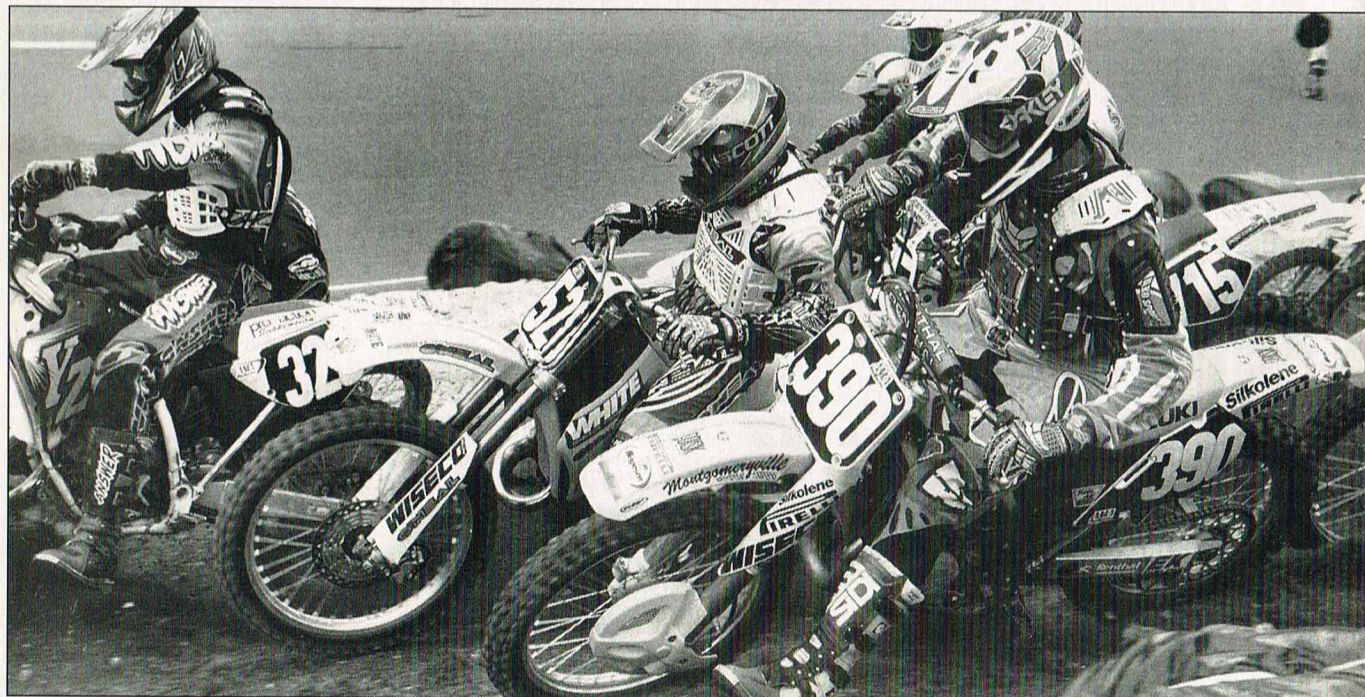
• **Wear those stickers.** Let people know who helps you. Have the stickers displayed so they can be seen. Replace the stickers as soon as they start looking bad.

• **Be open.** Don't hide in your truck at the race. For one thing, you need to be out talking to fans and selling products. For another, you meet most potential sponsors at the racetrack. Make connections, remember names and smile. A good, friendly attitude goes a long way.

• **Be aware of the press.** At most local racetracks, there is a *Cycle News* reporter. Get to know him. Be sure he knows who your sponsors are. Make his job easier and you will get more attention in the press.

• **Communicate with your sponsors.** If a company sends you a set of handlebars and then never hears from you, it probably won't send a second set. After every race, send out a brief report to the people who help you. Tell them how you did, how many people were at the race and how their product worked. If you do this faithfully, they will remember you next time around.

• **Don't burn bridges.** It's a small industry. Keep your word, even if it costs you money in the short run. All too often, riders switch sponsors in the middle of a season without so much as a phone call. Eventually, they run out of sponsors to burn. □



Display those stickers proudly. Help the people who help you—that means display their stickers and promote their products.

1996 AMA OUTDOOR

NATIONAL MOTOCROSS CHAMPIONSHIP SERIES



UPCOMING EVENTS

ROUND 4 May 26
20th High Point Nationals
Mt. Morris, Pennsylvania
High Point Raceway
304-284-0084

ROUND 5 June 16
Budds Creek Nationals
Budds Creek, Maryland
Budds Creek Raceway
301-475-2000

ROUND 6 June 23
Southwick Nationals
Southwick, Massachusetts
Motocross 338
413-786-3221

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Damon Bradshaw made his dramatic return to motocross racing at the 1995 High Point Nationals. photo by Janson



ADDITIONAL EVENTS

March 3	Gainesville, FL	Gatorback Cycle Park	813-578-1766
May 5	Sacramento, CA	Hangtown Classic	1-800-HANGTOWN
May 12	San Bernardino, CA	Glen Helen Raceway	909-880-3090
July 7	Buchanan, MI	Red Bud Track 'N Trail	616-695-6405
July 21	New Berlin, NY	Unadilla Valley Sports	607-965-8784
July 28	Troy, OH	Kenworthy's MX Park	513-335-4763
Aug. 4	Millville, MN	Spring Creek MX Park	507-753-2779
Aug. 18	Washougal, WA	Washougal MX Park	503-673-1671
Aug. 25	Binghamton, NY	Broome-Tioga Sports	607-648-4997
Sept. 1	Delmont, PA	Steel City USA	304-284-0084

DID YOU KNOW?

Back in the day the state of Texas was a motocross powerhouse. In the late 1970's and early '80s riders like Kent Howerton, Steve Wise, Steve Stackable and Gaylon Mosier made the Lone Star State a huge threat to California as the fastest state in the union. Did you know that in the 1980 250cc Outdoor Nationals every race was won by a rider from the state of Texas? Howerton, the champion, won six; Wise won one.

NATIONAL MX TRIVIA

1. In the history of the AMA 125cc Outdoor National Series, only three riders from somewhere other than California have won the title. Who are they?
2. Name the only rider from the state of Georgia and the only rider from the state of Tennessee to win Outdoor MX Nationals.

ANSWERS: 1. Connecticut's Doug Henry (93, '94), Oklahoma's Guy Cooper (90) and Illinois' Mark Barnett (80, '81, '82). 2. Billy Liles (83) and Mike Brown (95).

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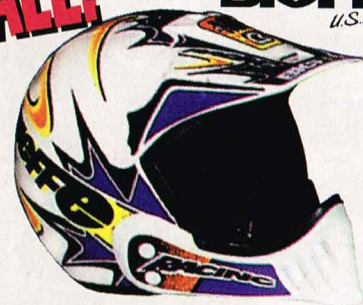
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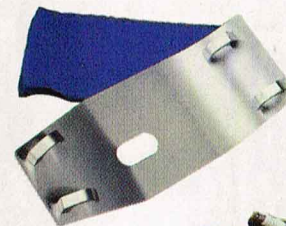
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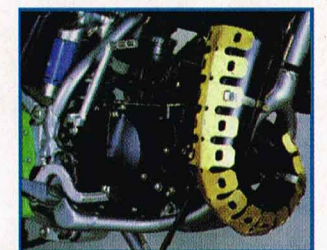
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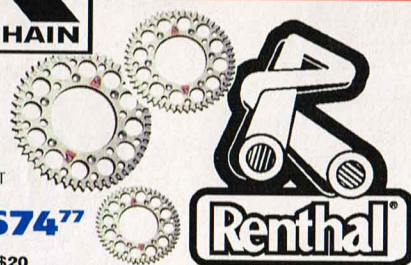
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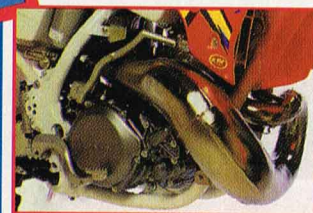


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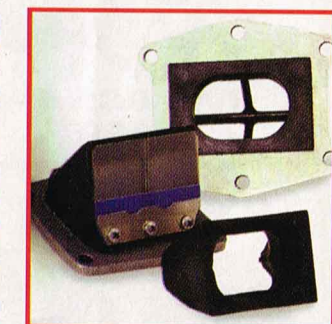
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Answer Tool Pack
TOOLS NOT INCLUDED.
\$31⁹⁹



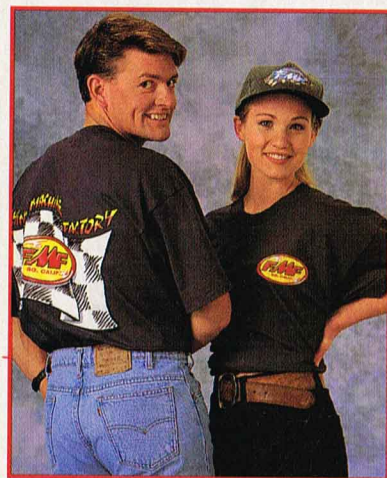
DESCRIPTION	SIZE	PRICE
TRAK PAK PRO	24" X 20" X 22"	79.77
TRAK PAK 11000	19" X 17" X 34"	49.77
TRAK PAK 6300 (SHOWN)	14" X 16" X 28"	39.77
TRAK PAK 4400	13" X 13" X 24"	29.77

CHAPARRAL ONLINE! WORLD WIDE WEB ADDRESS: <http://www.chaparral-cycle.com>

CHAPARRAL

800-841-2960

Flying Flag T-Shirt
327-T-7*
*ADD SIZE CODE. M=1, L=2, XL=3.



Finish Line Oval White T-Shirt
327-064*
*ADD SIZE CODE. M=1, L=2, XL=3.



Turn One T-Shirts
M-XL= \$14.99
XXL= \$16.99

Traditional Oval White T-Shirt
327-062*
*ADD SIZE CODE. M=1, L=2, XL=3.



'96 RM Suzuki
350-273*
*ADD SIZE CODE. M=0, L=1, XL=2, XXL=3.



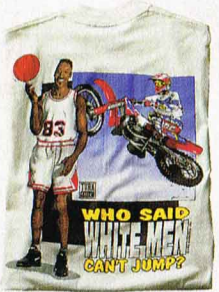
'96 Honda CR
350-272*
*ADD SIZE CODE. M=0, L=1, XL=2, XXL=3.



'96 YZ Yamaha
350-272*
*ADD SIZE CODE. M=5, L=6, XL=7, XXL=8.



'96 KX Kawasaki
350-273*
*ADD SIZE CODE. M=5, L=6, XL=7, XXL=8.



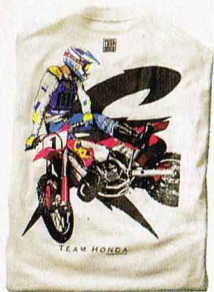
White Men Can't Jump
350-225*
*ADD SIZE CODE. M=0, L=1, XL=2, XXL=3.



Team Suzuki MX
350-223*
*ADD SIZE CODE. M=0, L=1, XL=2, XXL=3.



Parental Guidance
350-230*
*ADD SIZE CODE. M=0, L=1, XL=2, XXL=3.



Team Honda MX
350-221*
*ADD SIZE CODE. M=0, L=1, XL=2, XXL=3.



1-800-Jeremy
350-229*
*ADD SIZE CODE. M=0, L=1, XL=2, XXL=3.

CHAPARRAL ONLINE! WORLD WIDE WEB ADDRESS: <http://www.chaparral-cycle.com>

DIRT TIRES!

PIRELLI HENG SHIN BRIDGESTONE DUNLOP IRC MICHELIN



PIRELLI MT44 LAGUNACROSS
FRONT PRICE
90/90X21 61.97
REAR PRICE
120/90X18 70.97
120/80X19 70.97
130/80X19 74.97



PIRELLI MT32A/MT32 SANDCROSS
FRONT PRICE
90/90X21 61.97
REAR PRICE
110/90X18 60.97
110/100X18 64.97
120/90X18 67.97
120/100X18 68.97
120/80X19 70.97
130/80X19 74.97



PIRELLI MT21
FRONT PRICE
90/90-21 52.97
REAR PRICE
120/90X17 59.97
130/90X17 65.97
110/80X18 58.97
120/90X18 61.97
130/90X18 68.97
120/80X19 64.97



PIRELLI MT320
FRONT PRICE
80/100-21 60.97
REAR PRICE
100/100-18 66.97
110/100-18 70.97
100/90-19 71.97
110/90-19 75.97



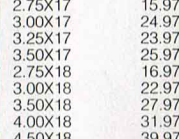
PIRELLI MT18
FRONT PRICE
70/100-19 33.97
80/100-21 56.97
REAR PRICE
90/100-16 38.97
100/100-18 64.97
110/100-18 67.97
120/100-18 70.97
100/90-19 68.97
110/90-19 71.97



PIRELLI MT16 GARACROSS
FRONT PRICE
3.00X21 55.97
REAR PRICE
4.00X18 59.97
4.50X18 63.97



CHENG SHIN C183A
SIZE PRICE
2.50X10 8.97
2.75/300-12 11.97
2.50X14 11.97
2.75X14 12.97
3.00X14 16.97
3.50X14 21.97
3.00X16 19.97
3.50X16 23.97
2.75X17 15.97
3.00X17 24.97
3.25X17 23.97
3.50X17 25.97
2.75X18 16.97
3.00X18 22.97
3.50X18 27.97
4.00X18 31.97
4.50X18 39.97
2.75X19 16.97
3.00X19 22.97
3.50X19 27.97
3.00X21 23.97



CHENG SHIN C183D
SIZE PRICE
3.85X14 25.97
4.10X18 32.97
3.00X21 25.97
3.00X23 28.97



CHENG SHIN PADDLE
SIZE PAD. PRICE
530X18 8 46.97
560X18 10 46.97
110/90-19 8 47.97



CHENG SHIN C755
FRONT PRICE
3.00X21 21.97
3.25/3.50X21 24.97
REAR PRICE
2.50X10 7.97
4.10X14 22.97
3.00X16 17.97
3.50X16 21.97
4.60X17 27.97
5.30X17 39.97
3.50X18 24.97
4.10X18 26.97
4.60X18 33.97
5.30X18 39.97



CHENG SHIN C760
SIZE PRICE
5.60X17 42.97
5.60X18 42.97
3.25X21 24.97



CHENG SHIN C761
SIZE PRICE
110/80X14 25.97
130/80X17 29.97
120/80X18 25.97
130/80X18 28.97
140/80X18 43.97



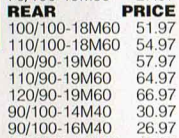
BRIDGESTONE HARD/INTERMEDIATE TERRAIN M61-M78
FRONT PRICE
70/100-17 M61A 27.97
70/100-19 M61A 27.97
80/100-21 M61A 46.97
REAR PRICE
100/100-18 M78 51.97
110/100-18 M78 54.97
100/90-19 M78 57.97
100/90-19 M78 63.97



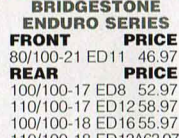
BRIDGESTONE ED SERIES (DOT APPROVED)
FRONT PRICE
3.00-21 ED03&01 37.97
REAR PRICE
460-17 ED02 47.97
410-18 ED02 50.97
460-18 ED02 52.97
4.10-18 ED04 50.97
4.60-18 ED04 52.97
100/90-19 ED02 53.97
100/90-18 ED06 52.97
120/90-18 ED02 52.97
120/90-18 ED06 52.97
460-18 ED06 52.97



BRIDGESTONE SOFT TERRAIN M39-M40-M49-M60
FRONT PRICE
80/100-21M49 46.97
70/100-17M39 27.97
80/100-21M39 46.97
70/100-19M39 27.97
REAR PRICE
100/100-18M60 51.97
110/100-18M60 54.97
100/90-19M60 57.97
110/90-19M60 64.97
120/90-19M60 66.97
90/100-14M40 30.97
90/100-16M40 26.97
100/100-18M40 49.97
110/100-18M40 52.97
100/90-19M40 55.97
110/90-19M40 61.97
120/90-19 M40 64.97



BRIDGESTONE ENDURO SERIES
FRONT PRICE
80/100-21 ED11 46.97
REAR PRICE
100/100-17 ED8 52.97
110/100-17 ED12 58.97
100/100-18 ED16 55.97
110/100-18 ED12A 63.97
120/90-18 ED12 52.97



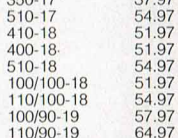
BRIDGESTONE MUD & SAND TIRES M25-M26
FRONT PRICE
80/100-21 M25 46.97
REAR PRICE
100/90-19 M26 55.97
110/90-19 M26 61.97



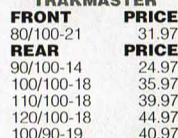
BRIDGESTONE INTERMEDIATE/SOFT TERRAIN M57-M58
FRONT PRICE
2.50X10 M25F 24.97
80/100-21M57A 46.97
REAR PRICE
90/100-14 M58 28.97
90/100-16 M58 26.97
100/100-18 M58 51.97
100/100-18 M58 54.97
100/90-19 M58 57.97
120/90-19 M58 66.97



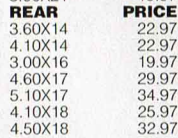
BRIDGESTONE HARD TERRAIN M23-M22
FRONT PRICE
275-17 27.97
70/100-17 27.97
250-19 27.97
300-21 46.97
80/100-21 46.97
410-14 28.97
90/100-14 28.97
300-16 26.97
350-17 37.97
510-17 54.97
410-18 51.97
400-18 51.97
510-18 54.97
100/100-18 51.97
110/100-18 54.97
100/90-19 57.97
110/90-19 64.97



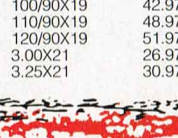
KENDA K-760 TRAKMASTER
FRONT PRICE
80/100-21 31.97
REAR PRICE
90/100-14 24.97
100/100-18 35.97
110/100-18 39.97
120/100-18 44.97
100/90-19 40.97
110/90-19 41.97



KENDA K257D
FRONT PRICE
3.00X21 19.97
REAR PRICE
3.60X14 22.97
4.10X14 22.97
3.00X16 19.97
4.60X17 29.97
5.10X17 34.97
4.10X18 25.97
4.50X18 32.97
5.10X18 36.97
5.30X18 43.97
100/90X19 39.97
110/90X19 46.97



DUNLOP K695S
FRONT PRICE
80/100X12 18.97
90/100X14 27.97
100/100X18 50.97
110/100X18 55.97
100/90X19 55.97
110/90X19 59.97
120/90X19 64.97



DUNLOP K139
FRONT PRICE
3.00X21 59.97
REAR PRICE
80/100X21 50.97



DUNLOP D752ST
FRONT PRICE
70/100X17 24.97
70/100X19 26.97
80/100X21 50.97
2.50X10 19.97
REAR PRICE
90/100X14 27.97
90/100X16 29.97
100/100X18 51.97
100/100X18 52.97
120/100X18 59.97
100/90X19 55.97
110/90X19 59.97
120/90X19 64.97



DUNLOP K990ST
FRONT PRICE
70/100X17 23.97
80/100X21 50.97
REAR PRICE
100/100X18 37.97
110/100X18 39.97
120/100X18 42.97
100/90X19 50.97
110/90X19 57.97



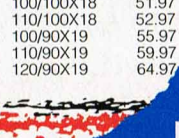
DUNLOP K4902
FRONT PRICE
3.00X12 18.97
2.50X14 15.97
70/100X17 23.97
80/100X21 50.97
REAR PRICE
100/100X18 54.97
110/100X18 58.97
100/90X19 58.97
110/90X19 50.97



DUNLOP 737IT
FRONT PRICE
100/100X18 54.97
110/100X18 58.97
100/90X19 58.97
110/90X19 50.97



DUNLOP K695S DESERT A/T
FRONT PRICE
80/100X18 18.97
90/100X18 27.97
100/100X18 50.97
110/100X18 55.97
100/90X19 55.97
110/90X19 59.97
120/90X19 64.97



DUNLOP D707HT
FRONT PRICE
80/100X21 50.97
REAR PRICE
100/100X18 51.97
110/100X18 52.97
100/90X19 55.97
110/90X19 59.97
120/90X19 64.97



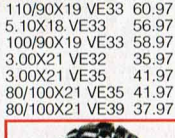
IRC BATTLE RALLY SERIES BR-92
FRONT PRICE
300-21 41.97
REAR PRICE
460-18 60.97
REAR PRICE
110/80X14 40.97
120/80X18 52.97
130/80X18 60.97



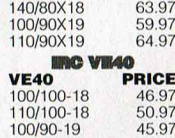
IRC HARD TERRAIN
FRONT PRICE
90/90X21 54.97
REAR PRICE
300X12 45F R 23.97
300X14 MT6 R 22.97
360X14 45Z R 26.97
90/100X14 M56 R41.97
70/100X17 M6B F30.97
80/80X17 M2E F 28.97
100/100X18 M8C 64.97
110/100X18 M8C 64.97
80/100X21 M8E F38.97
90/90X21 M2E F 38.97
100/80X21 M2E F39.97



IRC ENDURO VE32-VE33-VE35 VE37-VE39
FRONT PRICE
4.60X17 VE33 47.97
5.10X17 VE33 55.97
100/100X17 VE3350.97
110/100X17 VE3353.97
110/100X18 VE3351.97
110/100X18 VE3759.97
110/90X19 VE33 60.97
5.10X18 VE33 56.97
100/90X19 VE33 58.97
3.00X21 VE32 35.97
3.00X21 VE35 41.97
80/100X21 VE35 41.97
80/100X21 VE39 37.97



IRC SOFT MUDDY TERRAIN M5B
FRONT PRICE
110/80X14 39.97
110/80X18 54.97
120/80X18 51.97
130/80X18 58.97
140/80X18 63.97
100/90X19 59.97
110/90X19 64.97



IRC V40
FRONT PRICE
100/100-18 46.97
110/100-18 50.97
100/90-19 45.97
110/90-19 55.97
BJ COMP PRICE
100/100-18 58.97



MICHELIN MS11/10 MUD & SAND
FRONT PRICE
90/90X21 54.97
REAR PRICE
120/90X18 61.97
140/80X18 63.97
120/80X19 63.97
130/70X19 64.97



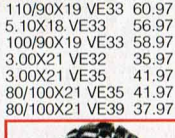
MICHELIN MP11/10 INTERMEDIATE
FRONT PRICE
90/90X21 54.97
REAR PRICE
120/90X18 61.97
130/80X18 63.97
120/80X19 63.97
130/70X19 64.97



MICHELIN AP11/10 HARD TERRAIN
FRONT PRICE
90/90X21 58.97
REAR PRICE
120/90X18 63.97
130/80X18 67.97
140/80X18 68.97
120/80X19 64.97
130/70X19 69.97



MICHELIN ENDURO-COMP III
FRONT PRICE
90/90X21 56.97
REAR PRICE
120/90X18 64.97
140/80X18 72.97
120/80X19 64.97



MICHELIN DESERT
FRONT PRICE
90/90X21 62.97
REAR PRICE
140/90X17 93.97
140/90X18 95.97



MICHELIN TIRE
FRONT PRICE
100/100-18 46.97
110/100-18 50.97
100/90-19 45.97
110/90-19 55.97
BJ COMP PRICE
100/100-18 58.97



MICHELIN TIRE
FRONT PRICE
80/100X21 50.97
REAR PRICE
100/100X18 51.97
110/100X18 52.97
100/90X19 55.97
110/90X19 59.97
120/90X19 64.97



MICHELIN TIRE
FRONT PRICE
90/90X21 54.97
REAR PRICE
120/90X18 61.97
140/80X18 63.97
120/80X19 63.97
130/70X19 64.97



MICHELIN TIRE
FRONT PRICE
90/90X21 54.97
REAR PRICE
120/90X18 61.97
130/80X18 63.97
120/80X19 63.97
130/70X19 64.97



MICHELIN TIRE
FRONT PRICE
90/90X21 58.97
REAR PRICE
120/90X18 63.97
130/80X18 67.97
140/80X18 68.97
120/80X19 64.97
130/70X19 69.97



MICHELIN TIRE
FRONT PRICE
90/90X21 56.97
REAR PRICE
120/90X18 64.97
140/80X18 72.97
120/80X19 64.97



MICHELIN TIRE
FRONT PRICE
100/100-18 46.97
110/100-18 50.97
100/90-19 45.97
110/90-19 55.97
BJ COMP PRICE
100/100-18 58.97

CRASH & BURN



Crash & Burn Aerial Spotter's Guide: Ron Lechien perfects the Dogger Digger, or the Last-True-Factory-Bike-Flop, for a wildly enthusiastic crowd.

Photo by Tim "Will Work for a Supercross Pass" Tolleson



For those of you who feel that pavement is only a means to an end, Suzuki DualSport™ motorcycles are the bikes for you. No other company offers a wider line of on- off-road motorcycles. — Starting with the all-new DR650SE, the new leader in open-class performance. With its light weight and stump-pulling torque, if you're not on one, you're just another bump. Then there's the barely street-legal DR350SE, which returns as America's favorite middleweight on- off-road bike. All-new for '96, the DR200SE offers plenty of usable, tractable power in a low seat-height design. Finally, the DR125SE is the perfect bike for someone wanting easy handling, light weight and loads of convenience. And every Suzuki DualSport motorcycle features electric start. — So take them on the pavement. They work great. But then take them off. Because they play great, too.



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AND NEVER LEAVE THE PAVEMENT.
TOO BAD.**



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