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JUNE 1986

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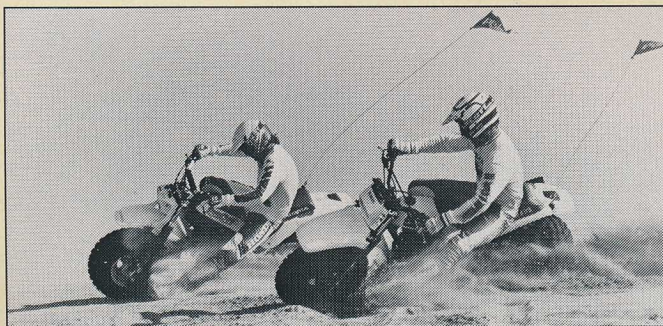
DAYTONA



HONDA XR250



WHEELIES



FAT CAT vs. BW200



KDX HOP-UP



SUZUKI RM125

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ON THE COVER:—are a bunch of tiny colored dots that started out as a piece of film in a camera. We took the piece of film, Honda's 1986 XR250, and test rider Steve Schmitz to a place with lots of green grass and trees. Mike and Tom found the place along with the KX500 and BW200/Fat Cat action, and Fran snapped the photo. What a life. Anyway, the piece of film went through the washer at Webb's and came out looking remarkably good, so the Boss put it on the cover. DeWest graciously DeSigned the whole thing, and there you have it—yet another issue of *Dirt Bike!*

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.

1986 DAYTONA SUPERCROSS



World Supercross Champ Jim Holley throttled his YZ to one of the best rides of his career.



Naoyuki Shibata

THE TURNING POINT

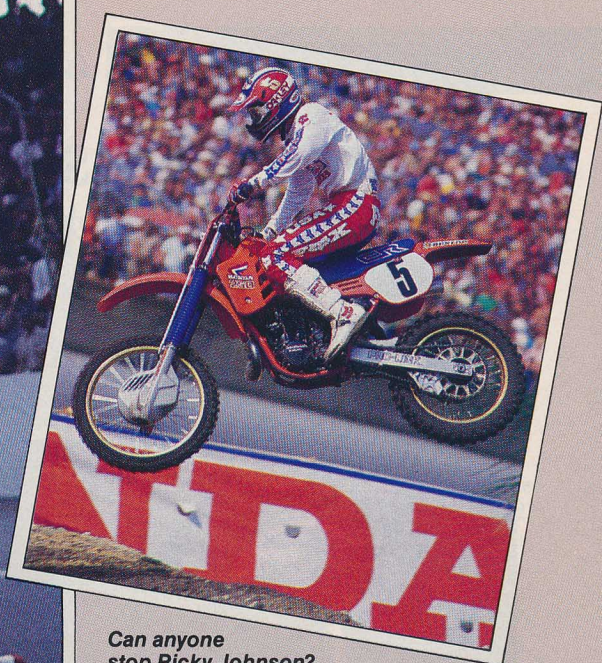
For Team Honda's David Bailey, determination—and déjà vu—made all the difference

Story & photos by Fran Kuhn

Daytona International Speedway is a factory. A racing factory. Every March, wedged between the year's major stock car races, endurance runs and motorcycle road-races, you'll find yourself one heck of a Supercross—a rough, ragged, wheel-breaking, body-busting affair that brings the normal stadium-bound hang-gliding antics into a pseudo-outdoor arena for the viewing pleasure of 50,000 Speed Week fanatics. Nothing about Daytona's event is typical. The crowd differs from the usual hard-core dirt draw found at the stick-and-ball stadiums. Many are dedicated street cruisers and touring enthusiasts who view the motos through the eyes of curiosity seekers. They're the roadrace crowd, the Harley crowd, the West Coast canyon crazies come east for a week of surf, sun, beer and nightlife at Main and



David Bailey (6) led the 40-rider Main Event charge through Daytona's sandy first turn.



Can anyone stop Ricky Johnson? R.J. flew his works/production Honda to his fifth win in seven Supercross events.

Atlantic. They're spring-breakers, Good Samclubbers and international journalists—all of them in town to see the young American masters of Supercross square off in the motorcycling world's biggest, most spectacular and richest off-road sideshow. You simply won't find a mix like this anywhere else. It's definitely different, decidedly Daytona-esque.

The track is different, too. It's twice as long as any other track on the tour, and most of its length is comprised of spoke-snapping whoops built over a bedrock of telephone poles and irrigation pipe. Where there aren't whoops, there are jumps. Not the second-gear, clutch-and-sail variety, but flat-out fourth-gear, 30-foot-in-the-air cardiac arresters that drop bikes and riders—often separately—onto flat, concrete-hard runways or

axle deep into wheel-sucking sand pits. One lap around the circuit was, in the case of the fastest riders, equal to something like two minutes and change, and after a few practice passes over the concrete roller coaster, no one was especially interested in doing any unnecessary laps. Quick-and-dirty qualifying became the order of the day.

TIME PASSAGES

For as much as Daytona is different, there was something about this year's race that David Bailey found startlingly—and alarmingly—similar to the event staged here in March of '83. Call it a case of major-league *deja vu*, if you will. For Bailey, memories of the bygone incident still send a volley of chills up and down his spine.

Nineteen eighty-three was the first (and last) year of the AMA's much-maligned,

highly experimental Grand National Championship, a hybrid title chase comprised of both outdoor National and Supercross series points, with scores from each event tallied to decide, at least, in theory, the best overall motocross rider in America. Even though the GNC concept was unceremoniously dropped the following year, it was, for one short season, the most prestigious and financially rewarding title a pro motocrosser could lay claim to. And while the 1983 series final judgment was passed at the last round in Minnesota, the once and future Grand National Champion David Bailey served a warrant for the coveted title during a relatively obscure heat race qualifier earlier in the year at Daytona.

"I got knocked down in the first corner with four or five other guys," recalls David. I was just lying there under those bikes, and all I remember thinking is, 'It's not that tough of a qualifier. . . I've got to take advantage of this situation because I need every point I can get.' "

Unknowingly, Bailey was making what was arguably the most important decision of his professional career. He jumped back on his Honda and forced his way through the pack, qualifying for the Final and, in the process, picking up a single championship point.

Five months later, after 27 grueling rounds of the Grand National chase, that solitary Speed Week point provided the margin Bailey needed to snatch the revered title from Team Suzuki's Mark Barnett at the Millville finale.

In racing, such are the rewards of determination.

THAT WAS THEN, THIS IS NOW

Fast forward to 1986: The best motocrossers in the world converge on the sandy Daytona turf for the traditional Speed Week scuffle. Red-hot Ricky Johnson was kicked back in the pits, confident of his ability to lengthen his season-long winning streak.

DAYTONA 1986

"I've been down here two weeks now, and I'm starting to like that sand a lot more. I'm really getting comfortable riding in it, and I'm just gonna go out and have fun today," said R.J. while gazing off at the track, watching as teammate Bailey practiced, clicking smoothly and methodically across the tops of the sun-bleached whoops.

"Of course, Jeff Ward and David are both riding really good," added Johnson. "They'll be right up there with me if I get out in front. Especially David, he's always tough here, and he's... wait!"

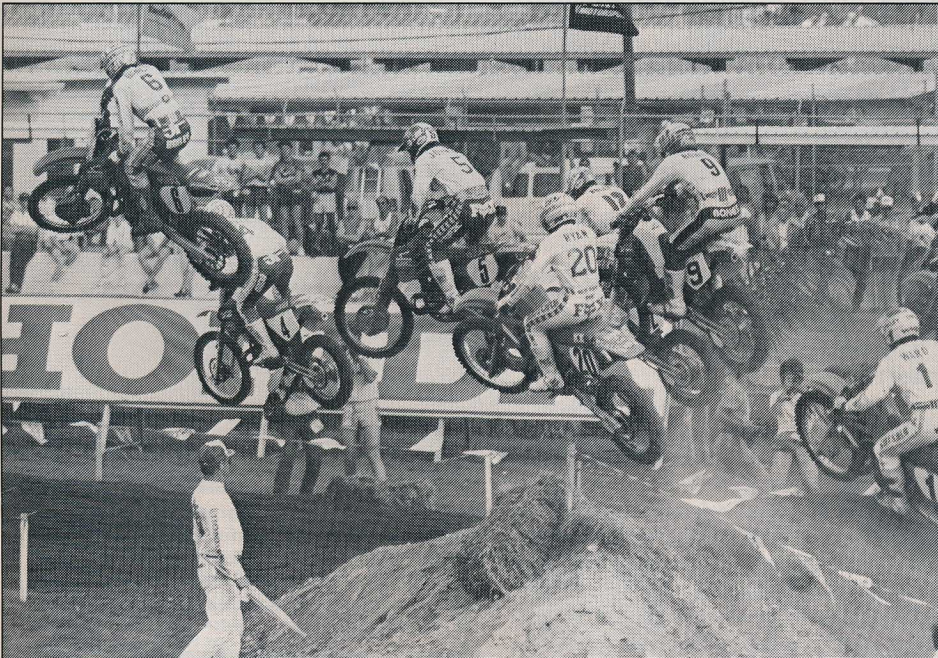
At that moment Johnson jumped from the back of the Honda team truck and winced, peering off in the sunlight toward a mountain of dirt far beyond the pit row fence.

"David just jumped that thing!" shouted Ricky, to no one in particular. Johnson's arms dropped to his sides while he stared, then he quickly snapped his right hand up and pointed to the huge bulldozed double at the west end of the track. Bailey had just become the first rider to clear the treacherous obstacle.

When practice closed just before noon, Bailey and teammate Micky Dymond were the only riders who had taken a chance on clearing the West End double, and Bailey was the only one who had done it with lap-after-lap consistency. David held this form through qualifying, just as Johnson had predicted: He chased Ricky's Honda all the way to the pits, taking second behind R.J. in the day's toughest qualifier, running past Jeff Ward in the process and forcing Ward's Number One KX into the third of the heat's seven transfer slots. Even though Johnson had claimed the first-round win, it was Bailey, with his fluid come-from-behind chargability, who seemed to have the legs on everyone else. Ward, on the other hand, may well have been hedging his Main Event bet, conserving himself in the qualifier for an all-out final-moto show-



Yamaha's Broc Glover (4), Honda's David Bailey (6) and privateer KX pilot Ricky Ryan (20) led the 40-rider charge to the first turn at the start of the Main...



... Within seconds Johnson, Holley, Bowen and Ward joined them in a frenzied Super-cross shuffle.



Trouble on the horizon: As Glover roosts, Bailey and Jim Holley fight for the same sandy rut. Bailey's bars clipped the hay bales and sent him tumbling to the ground. David finally forced his way out of the rut, up and over the bales and into 17th place.



DAYTONA 1986



Jeff Ward (1) sets Jim Holley up for a plateau pass. Wardy got by Jim in the next turn, then passed Glover for second a lap later. Jeff got within striking distance of leader Ricky Johnson's Honda, but collided with David Bailey on lap eight and finished the Main in 17th. Jeff's luck hasn't been the best this year.

down. The three joined heat race winners Micky Dymond, Jim Holley and Broc Glover in reserving a spot for the afternoon's 40-rider Main.

DEJA VU COME TRUE

Lightning occasionally strikes the same place twice.

"I couldn't believe it was happening again," said David Bailey. "I had a great start... I almost had the holeshot, then the next thing I knew..."

The next thing Bailey knew, he was on the ground. David had blasted off the Main Event starting line into second place, just behind Yamaha's Broc Glover. With 12 laps ahead and 38 riders already behind, second didn't seem like such a bad place to be.

"All I had to do was to keep calm and let traffic sort out," Bailey recalled. "Things were fine until I hit that hay bale."

As Glover's YZ circled the outer perimeter of turn four, Bailey bridled his Honda to the top of a whoop along the inside of the track. Cutting tightly along the apex would have brought David right alongside Broc as both riders exited the turn, but Bailey never got that far.

"I was riding a little tight along the edge, and the front tire slid down into a rut on the inside of the corner; the front end washed a little, then the right side of the bar caught the bale."

Shades of 1983.

David's Honda yawed to the right and its rider went tumbling with it. Bailey was partially pinned under the machine, and while he was able to quickly push the bike to an upright position, the legion of riders behind piled in and around the turn, forcing the bike right back into its horizontal mode. After several tries, David was finally able to remount and clear the tangle of machines by bouncing and wheelying along another set of hay bales at the side of the track. Unfortu-



Team Kawasaki's Eddie Warren (23) and privateer Joey Waddington decided to test Warren's KX forks for full travel by doubling up in the first turn. Both riders ended up doing the world-famous Daytona tuck-and-roll into the bales.



Broc flew his Yamaha to the front of the pack for the first four laps of the Main. "I felt like I was as fast as those guys everywhere except in the whoops—I messed up by not changing lines," said Glover. He ended up in third behind Johnson and Bailey.



Rodney Barr (1) won his 125cc qualifier, then, along with Pennsylvania rider Jeff Glass, twisted himself into this compromising first-turn Main event position. No, he didn't win.

Are we having fun yet? Ricky Johnson won the race, picked up his check, then got kicked out of the winner's circle for spilling champagne on the concrete. ▶



DAYTONA 1986



Georgia's Keith Turpin made the trip to Daytona for spring break, then won the 125cc Main after a first-turn pileup took out most of his toughest competitors. It didn't matter, though, he probably would've won anyway—Keith is going pretty fast these days.

nately, he was in 17th place, and Glover, Jim Holley, Johnson and Jeff Ward were already ahead by a country mile.

WHEN THE GOING GETS TOUGH...

Determination by itself won't win races. Improperly administered, it's more likely to put a rider through the bales than ahead at the checkers. But, combined with a proper dose of talent, determination is the catalyst in a winning reaction. David Bailey is unquestionably talented, and on this afternoon in Daytona, he was also exceptionally determined.

"All I could think was, 'I'm going to get up and win this thing,'" said Bailey. "It was just like back in '83, except this time I knew things would be tougher. When I jumped on the bike, I passed about three or four guys right away, right down that whooped straight after the turn. I was just bouncing along, feet

off the pegs, kissing every single hay bale along the edge, thinking, 'Yeah! This is great!' I almost went down again right away, but I managed to save it, and thought, 'Things are working!'"

Things were working, all right, and not just for David. Broc Glover was enjoying his first substantial lead of the season, followed by Jim Holley, who was busily proving that his heat race win was no mere accident. Ricky J. pushed his way into third, just ahead of Micky Dymond, leaving Ward, Keith Bowen, Ricky Ryan and Alan King to settle their fifth-place dispute gangland style. Meanwhile, Bailey was using a visual Doppler effect to gauge his distance from the leaders.

"I could see them every time I came around the track, and I knew if they gained a lot with each lap, it would be history. After a couple of laps, I saw that we were staying the same, even though I was fighting through traffic."

Glover was at the point, still running the pace for the leaders.

"I knew Broc was up there, but not holding the speed that Ricky and I were going," said David. "I knew that the sooner I could get up there, the better my chances of catching those guys."

David didn't waste any time and used the next two laps to break clear of the backmarkers and minimize his disadvantage. Moments later he was in fifth place, bouncing along in Jim Holley's roost. As the two approached the West End double, David made the logical move: Holley went for the right-hand inside line at the base of the obstacle while David swept his Honda along the smoother, faster outside arc. Jim's Yamaha popped up the face, then dropped into the center depression while David launched his Honda across the chasm, setting up for a perfect inside pass in the next corner. The tactic worked, and Holley backed off as Bailey rolled through the inside of the next berm and into fourth. A few more laps and Bailey's frenetic pace caught Broc for third: Next target: Jeff Ward.

"My mechanic was signaling me that I was catching him by something like three or four

seconds a lap," recalls Bailey. "By the time I caught up to Jeff, I'd picked up six seconds on Rick, too." Shortly thereafter, Ward and Bailey tangled in a left-hand turn, with Ward coming up short in the dispute.

"I came across the finish-line jump about 50 feet behind him," said David. "I made time on him going through the next two turns, which led right up to the double near

(continued on page 78)

RESULTS: DAYTONA SUPERCROSS

250cc MAIN EVENT		125cc MAIN EVENT	
1. Rick Johnson	Hon	1. Keith Turpin	Hon
2. David Bailey	Hon	2. Ronnie Tichenor	Kaw
3. Broc Glover	Yam	3. Tim Brill	Kaw
4. Jim Holley	Yam	4. Brian McElroy	Yam
5. Alan King	Kaw	5. Mark Melton	Hon
6. Ross Pederson	Yam	6. Barry Carsten	Yam
7. George Holland	Suz	7. Joe Zamperini	Yam
8. Johnny O'Mara	Hon	8. Mike Roth	Yam
9. Mark Murphy	Yam	9. Jason Upshaw	Hon
10. Billy Liles	Kaw	10. Steve Hendricks	Yam
11. JoJo Keller	Yam	11. Mike Barna	Hon
12. A.J. Whiting	Suz	12. Billy Whitley	Yam
13. Guy Cooper	Hon	13. Robert Hayes	Hon
14. Mike Healey	Suz	14. Mark Crozier	Hon
15. Scott Burnworth	Yam	15. Bob Petrick	Hon
16. Jeff Ward	Kaw	16. Terry Tinney	Kaw
17. Larry Brooks	Hon	17. John Greaves	Suz
18. Danny Storbeck	Yam	18. Gerald Wood	Yam
19. Rick Ryan	Kaw	19. Rod Phillips	Yam
20. Mike Beier	Yam	20. Loren MacRae	Kaw

1986 NIPPONDENSO 250cc SUPERCROSS SERIES POINTS STANDINGS

(after 7 of 13 events)

1. Rick Johnson	164	11. Micky Dymond	59
2. David Bailey	141	12. Ross Pederson	54
3. Jeff Ward	119	13. Erik Kehoe	45
4. Johnny O'Mara	118	14. Danny Storbeck	44
5. Broc Glover	105	15. Billy Liles	(tie)43
6. Keith Bowen	96	15. Alan King	(tie)43
7. Jim Holley	86	17. A.J. Whiting	34
8. George Holland	(tie)68	18. Scott Burnworth	30
8. Ron Lechien	(tie)68	19. JoJo Keller	24
10. Rick Ryan	61	20. Larry Brooks	(tie)22
		20. Guy Cooper	(tie)22

1986 CASTROL 125cc SUPERCROSS SERIES POINTS STANDINGS

(after 7 of 13 events)

EASTERN REGION		WESTERN REGION	
1. Keith Turpin	51	1. Donny Schmidt	108
2. Ronnie Tichenor	42	2. Willie Surratt	91
3. Mark Melton	40	3. Tyson Vohland	88
4. Billy Whitley	35	4. Bader Manneh	79
5. Jason Upshaw	33	5. Robert Naughton	70
6. Mark Crozier	30	6. Craig Canoy	67
6. Tim Brill	30	7. Carroll Richardson	67
8. Barry Carsten	26	8. Eddie Hicks	52
9. Terry Tinney	22	9. Ray Sommo	54
9. Brian McElroy	22	10. Bryan Bruner	48

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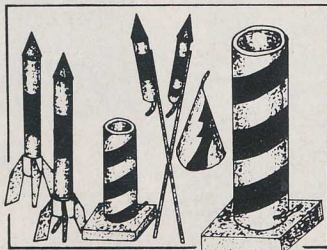
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DAYTONA 1986

(continued from page 54)

the end of the course. I'd been doing that double all day—just me and Micky Dymond—and Jeff saw me do it every lap in our heat race. He had to know that the only way to do it was to go wide at the base and over to the left, which puts you on the inside for the next turn. He had to know I was going to jump it, and that I'd be on the inside (of the next turn) if I did," said Bailey.

Regardless of what he did or didn't know, Ward squared the approach turn and rode up the right side of the double's base, while Bailey once again charged around and up the opposite side.

"He left my approach line wide open," said David, "so I just jumped it."

As with Holley, Bailey's vault allowed him to pull directly alongside of Jeff's Kawasaki. As the two headed into the next turn, Jeff squared the corner from the right, and Bailey plowed his Honda into the left rear quarter of the KX. Wardy flipped to the track; David slipped into second, and the arguing began.

"David was carrying too much speed into that turn, and centerpunched me," said Wardy. "I don't think it was intentional, but I know it wrecked my bike. He hit me so hard it bent my swingarm, the chain guide, and knocked the chain right off the sprocket."

Bailey, for his part, wasn't so sure he agreed with Jeff's assertions: "He tried to square the corner, and in my opinion, he rode right into me. I was the reason he fell," admitted Bailey, "but I didn't T-bone him or anything like that. I thought we were both going down! I didn't think I hit him that hard. We looked at my bike later and there wasn't a mark on it."

DELIVERANCE

Three laps later, Ricky Johnson soared into the record books with his fifth win in seven events. Just five seconds later came Bailey, launching 30 feet over the finish-line sand pit, his determination delivering the runner-up spot and a respectable slice of Speed Week cash. Jeff Ward pushed and plowed his way from the West End fiasco, managing only a 16th place showing and, in the process, focusing his year's points total on a tenuous third-place slot, just a single mark ahead of Honda's Johnny O'Mara.

So, in the end, after all of his unrestrained feet-off-the-pegs hay bale slashing, was second place really good enough for David Bailey?

"When you're capable of winning a race, you know it all day long. I've felt that way just about all year," remarked Bailey, "and when you feel that kind of confidence, you know you're going to do well. I try to remember that when something happens like it did today, when you suddenly find yourself in 17th place. At times like that you've got to think, 'What have I got to lose?' and get back in the race and go for it." Bailey paused briefly, then smiled a Cheshire cat smile.

"I think I could've won today. . . but when the end of the season rolls around, somehow I think this second place is going to look a lot better than a 17th!" □

BITS & PIECES

(continued from page 11)

DAYTONA TRIVIA

Team Kawasaki's Ron Lechien sat out the Daytona Supercross, reportedly due to a shoulder injury sustained while practicing. Jeff Hicks gave up his Hannah-replica Suzuki ride to privateer it aboard production Honda machinery.

Team Honda's Micky Dymond made it to the Main Event by easily winning his heat race, and then tossed it away while running fourth in the Main, breaking several bones in the left foot in the process.



Team Yamaha's Eddie Lawson.

Kawasaki privateer Rick Ryan has managed to open a few eyes lately with his blazing starts and top privateer status at several key events. He's currently receiving support from roadracer Randy Mamola. Team Yamaha's dirttracker-turned-roadracer Eddie Lawson posted an easy win in the annual 200-mile Superbike event, only to be disqualified for failure to display an event sponsor's logo on his winning FZ750 machine. Apparently Lawson will remain the event's official winner as far as the record books are concerned; he will, however, be ineligible to receive the first-place prize money. The cash will now go to second-place Suzuki rider Kevin Schwantz.

□ □ □

LAS VEGAS 300 TEAM RACE ANNOUNCED

Casey Folks, the mastermind behind the Whiskey Pete's Off-Road World Championship Race, has announced the first-ever Las Vegas 300 Team Race to be held on May 3 and 4. In addition to the regular pro classes there will be a Sportsman division that will allow the less experienced desert and off-road rider a chance to compete on a world class course. In an effort to keep the cost of running the event as low as possible, the course has been designed in a cloverleaf fashion with the pits at the center, eliminating the need for multiple support crew vehicles. For more information contact: Best in the Desert, c/o Sportsman Cycle, 3475 Boulder Highway, Las Vegas, NV 89121; (702)457-0343.

□ □ □

MINI BUYER'S GUIDE UPDATE

Look for part three of our Mini Buyer's Guide in next month's *Dirt Bike*—we'll give you the latest info on protective off-road and racing apparel for the smaller set, along with prices and a how-to-get-it directory. Stay tuned. □