

FOUR FREE BIKES - Contest Inside

# DIRT BIKE

NOVEMBER 1977

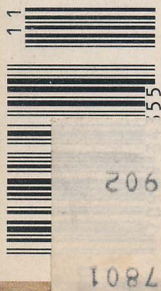
34355

\$1.00  
UK60p

**SUZUKI  
RM250C:  
IS IT STILL  
THE BEST?**

**YAMAHA  
DT250  
& 175:  
DUAL  
PURPOSE  
COMES  
OF AGE**

**RACE  
WRAPS -  
125 & 250  
MX &  
TWO-DAYS**



DWA98902MARRHB812X 121576 7801  
BARVIL MARSH  
812 SO. 27TH AVE.  
YAKIMA  
WA 98902

**GP and GEORGIA'S 500 MX**

# DIRT BIKE

NOVEMBER 1977 VOLUME SEVEN NUMBER ELEVEN

## TESTS

- 26 **RIDING THE BENGT ABERG GP FOUR-STROKE**  
*Good enough to beat Heikki Mikkola*
- 36 **DUAL TEST: YAMAHA'S DT175 AND DT250**  
*Another step toward trailbike motocross*
- 47 **SUZUKI RM250C**  
*Updating the Tony D. Replica*

## FEATURES

- 30 **HUSKY 125 ENDURO**  
*Trail conversion fact-finding*

## COMPETITION

- 16 **250 NATIONAL MX WRAP-UP**  
*Tony D. makes it three for three*
- 20 **BRITISH 250 GRAND PRIX**  
*Russian racers handle Hawkstone*
- 34 **U.S. RELIABILITY TRIALS WRAP-UP**  
*Jack Penton and seven new champions*
- 40 **GEORGIA 500 NATIONAL**  
*Fire Engine vs. Hurricane*
- 44 **125 NATIONAL MX WRAP-UP**  
*Broc Glover is 17 and champion*

## TECHNICAL

- 56 **THE 17-INCH REAR WHEEL**  
*Rounder and sounder?*

## DEPARTMENTS

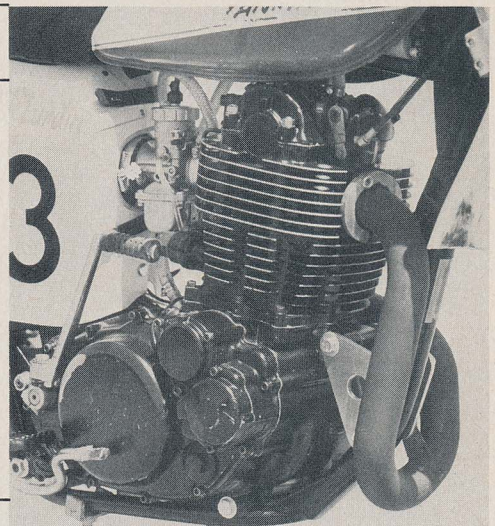
- 4 **WOODS**  
*Seeing the trees despite the forest*
- 6 **BITS AND PIECES**  
*Weed it and reap*
- 8 **RIDERS WRITE**  
*Everybody except Lazlo Toth.*
- 10 **ASK THE EXPERT**  
*How do you like Arizona?*
- 58 **NEW PRODUCTS**  
*Keep the coins jingling*
- 62 **LAST LAP**  
*Late season seizures*
- 74 **CRASH AND BURN**  
*"I only breathe when it hurts."*



Long weekends ... Pg. 34



Make that number 3 ... Pg. 44



Spot the prudpuserator? ... Pg. 26

DIRT BIKE (Oct. 1977) is published monthly (semi-monthly in Feb., Aug., Nov.) by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions \$9.00 for 12 issues (one year). Foreign subscriptions add \$2 per year and Canada \$1 per year for additional postage. Copyright © 1977 by Hi-Torque Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part 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 must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Hi-Torque Publications, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. DIRT BIKE, P.O. Box 317, Encino, California 91316.

ON THE COVER: Sherman Unlimited dusts off the new Tony D. personal transport vehicle. Blimpton takes the credit.

**NEXT ISSUE ON SALE NOVEMBER 17**

---

# HUSKY 125 ENDURO?

*Functional for the frantic, but a motocrosser  
does not necessarily a trailbike make . . .*

by Woods

Some months ago we tested the 1977 Husqvarna 125 CR motocrosser. If you'll remember, the staff was pleased as punch with the little Husky. Blessed with abundant torque for a one-two-five, it scooted even our most club-footed staffers around the track with surprising speed and forgiveness.

At that time the resident cross-country freaks were moved to speculate that the CR might well make a sweet go-fast enduro mount. We promised to look into it.

Months passed. The 125 went back to the factory for another stretch on the mag test circuit. We waited until a reasonable time had passed and asked for it back.

What we have done is not to be construed as a project bike, not under any circumstances. Project bikes, in general, end up swilling mucho dollars to the ultimate end of making a bike do what it wasn't designed to do as well, or almost, as a bike that was meant to do whatever is being done in the first place. Clear? Anyway, the intent here

was to see how well the torquiest 125 MXer around could, with a few dollars and a few hours' worth of bolt-ons, adapt to the world of trees, rocks and water.

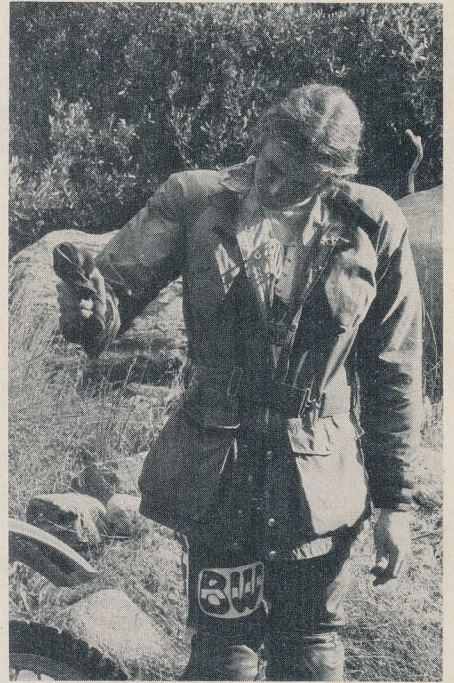
Because of this aim, we kept our modifications stone simple. A Skyway spark arrestor/silencer added trail-legality, and, in theory at least, dropped powerband down a notch or two. Old Preston's IT rear fender and headlight/number plate provided the lighting for those areas that required it. That's it. No more. A motocrosser quickie-prepped for the trail.

And, not too surprisingly, that's exactly what the bike performed like.

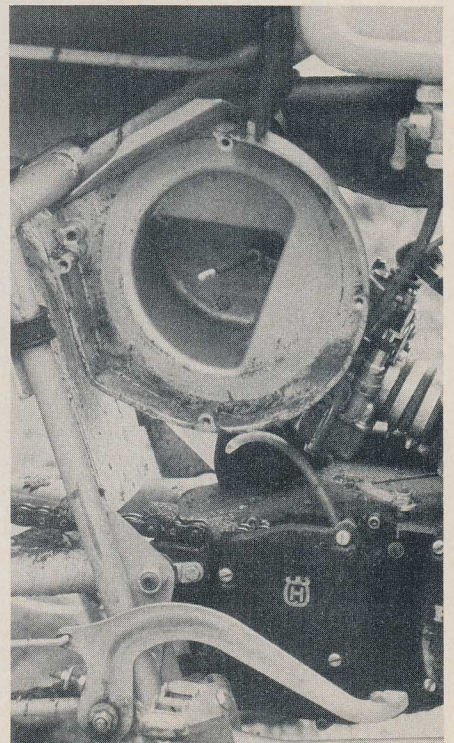
That power, that was so smooth and mellow on the track, became a bit hyperactive in the woods. Not unmanageable, in fact, similar to the more hectic 125 enduro bikes made by Penton/KTM and Can-Am, but nonetheless a powerband that demanded full attention.

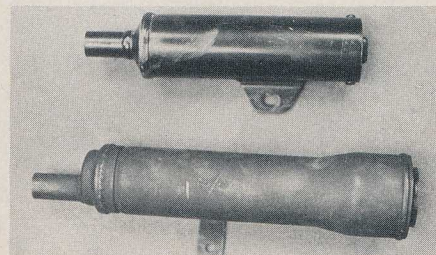
The gearing, which we didn't modify to the extent of changing sprockets,





Stock waterproofing proved inadequate for wet trailing.





The stock silencer and the Skyway. Quiet and trail-legality have the major benefits.

left something to be desired also. It worked well, *for MX gearing*, but the ratios were often "not quite right" for common trail situations.

And that glorious track-gobbling suspension? It performed beautifully on fast sections, where the bumps and ledges were, if large, infrequent. When forced to cope with high-speed rock washes and assorted tight gnarlinesses, it kicked, bucked and bounced the light machine, and the rider when he held on, more than was compatible with maintaining speed.

There were other limitations, too. Although the waterproofing was adequate for even our wettest (California wet, that is, in this the Year of the Drought) tracks, when forced to splash downstream for any length of time it hesitated, spluttered, and on one occasion needed to be pumped out.

Now ... IF we could re-gear it, and change the suspension, and do a thorough waterproofing job, and ...

But that's beside the point, and likely exactly what Husky themselves will do when they (if they) release a 125 WR Cross-Country.

Fact is, the Husky worked very well, within the limitations of its intended purpose. With our few modifications it could, given a rider capable of dealing with a demanding trailbike, get through the boonies in a respectable hurry. It comes nowhere near the aforementioned enduro/ET bikes, but if a motocrosser wanted a race bike that could adapt to an occasional fast trail ride, and that required little work or expense to switch from one purpose to the other, and if he was a 125 rider, the little Husky would probably be his best bet.