

FIRST FULL-BLOWN '91 TESTS: HONDA • YAMAHA • ATK!

ALL
COLOR
DIRT
BIKE

DIRT BIKE

WPS
34355

ATTN
RETAILER:
PLEASE
DISPLAY
UNTIL
OCT. 18

THE #1 DIRT BIKE MAGAZINE FOR OVER 20 YEARS!

OCTOBER 1990 • \$2.50

CANADA \$3.00
UK £1.60

'91 CR250R

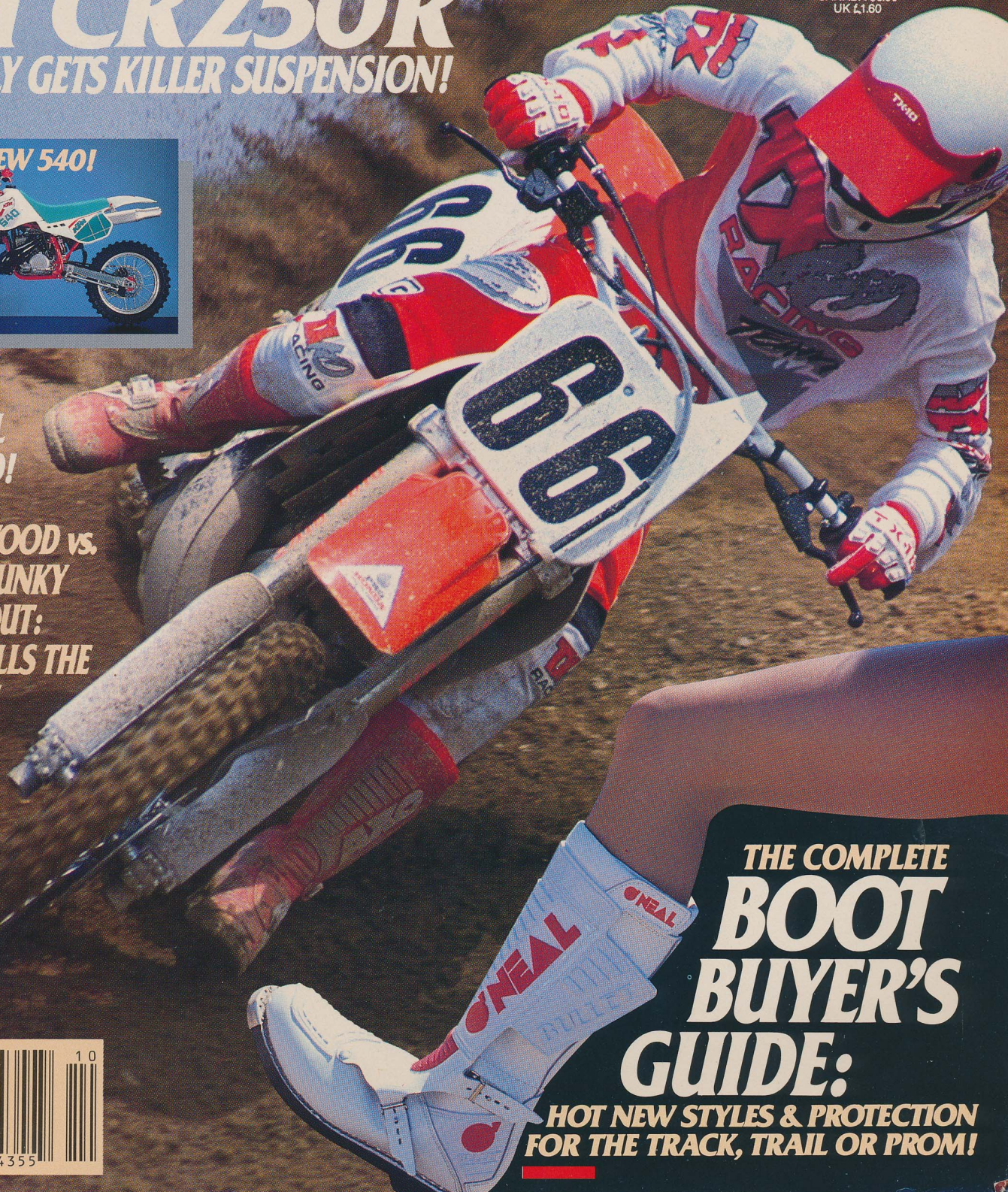
FINALLY GETS KILLER SUSPENSION!

KTM's NEW 540!



ATK's
RADICAL
NEW 350!

HOLLYWOOD vs.
SUPER HUNKY
SHOOTOUT:
WHO TELLS THE
BIGGEST
LIES?



THE COMPLETE
**BOOT
BUYER'S
GUIDE:**

HOT NEW STYLES & PROTECTION
FOR THE TRACK, TRAIL OR PROM!

ISSN 0364-1646



70989 34355

DIRT BIKE

OCTOBER 1990
VOLUME 20, NO. 10



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. *Dirt Bike* does all of its testing and photography legally on public land, or private land with permission from the owner(s), and we abide by the local laws concerning vehicle registration and muffler/spark arrester requirements. We are not responsible for quality of aftermarket accessories we use.

BIKES

- 16 **FIRST LOOK AT THE KTM's**
Major updates for the Mint MXers
- 26 **HONDA CR250R**
Works suspension for the 1990 price
- 38 **EYEING THE OFF-ROAD MACHINES**
XR, KTM, KDX and YZWR facts and rumors
- 44 **YAMAHA YZ125-B1**
Upgrading everything except the midrange
- 60 **ATK 350MX FOUR-STROKE**
Leaping ahead of Suzuki's DR350

COMPETITION

- 56 **UNADILLA 250 USGP**
Parker's return, Puzar's title, Stanton's show

HOW-TO

- 30 **CHANGE YOUR BIKE'S HANDLING**
From high-speed hard-pack to tight trails
- 72 **CHARGE THROUGH THE PACK**
Kiedrowski's championship-winning passing tips

FEATURES

- 17 **DES NATIONS TEAM CONTROVERSY**
Can we make it ten in a row?
- 40 **DIRT BIKE BOOT BUYERS GUIDE**
Are your boots the best in protection?
- 48 **DIRT BIKES ON THE SILVER SCREEN**
Hunky's viewing guide—celluloid winners and turkeys
- 69 **DONNY SCHMIT INTERVIEW**
From privateer to the new World Champ?

DEPARTMENTS

- 10 FROM THE SADDLE
- 16 BITS & PIECES
- 23 CHECKPOINT
- 24 RIDERS WRITE
- 74 RICK'S PITBOARD
- 76 MR. KNOW-IT-ALL
- 80 NEW PRODUCTS
- 82 CRASH & BURN

ON THE COVER: Shane Tritler explodes a L.A. County Raceway berm for the lens of Torquin' Tim, while Christie Martin puts her best leg forward for Pat Carrigan's Nikon. KTM provided the photo of the 'Mint Condition' 1991 540DXC. Cover design by Dennis West; color separations by Valley Film.

DIRT BIKE Magazine (ISSN 0364-1546), October '90, is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions \$15.98 for 12 issues (one year). Canada add \$5 per year, and all other foreign add \$6 per year for additional postage. Copyright ©1990 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph 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 San Fernando, California 91340, and at additional mailing offices. POSTMASTER: Send address changes to *DIRT BIKE* Magazine, P.O. Box 9502, Mission Hills, California 91395-9502. Printed in USA.

Unadilla. The United States 250 Grand Prix. With the prestige of the 250 class growing each season it's easy to see why this is arguably the single most important motocross race of the year. Unadilla is the one race that pits the world's best 250 riders against America's finest. None of the other Grands Prix receive the attention afforded Unadilla—reporters from 25 countries cover the event—and no Grand Prix takes place on a finer track. Unadilla is a real happening. It's history in the making.

For these reasons every rider wants to win at Unadilla. They all have their own personal reasons, as well. While Rick Johnson had expected to make his return to competition at Unadilla, anxious to continue his three-straight USGP win streak, and to prove to the world he is still a threat, his recovering wrist was hurting too much for the Bad Boy to chance it. Another Unadilla favorite who failed to show was the O'Show. The 1985 event winner, Johnny O'Mara chose to ride the 500 GP instead, giving himself more time to enjoy the prize money he'd earned at Mammoth Mountain only the week before.

Another noteworthy American not found on the entry list was Damon Bradshaw. Damon's wild go-for-it 125 riding style combined with Unadilla's infamous "Gravity Cavity" and "Screw-U Gulch" would be unreal to see on a 250 . . . but he was four days short of his 18th birthday—the minimum age to compete in a Grand Prix. Next year for sure, promises Damon.

So who did show up? Newly crowned supercross champion Jeff Stanton, of course. After winning the toughest supercross series in history, Jeff had little to fear from anyone on a 250—and he wanted to win. Having won the 125 support class last year and watching Rick Johnson trounce the Europeans for the third straight time, Jeff want-

ed his chance. The American Honda rider had tough company, too. The young lions from Suzuki, Larry Ward and Mike LaRocco, both had reputations to build upon, and Unadilla is the place to build a reputation.

THE EUROPEAN CONTENDERS

Of the riders competing for the World Championship, Alessandro Puzar, the super-fast Italian aboard a Chesterfield/Suzuki, topped the field. Puzar held a whopping 100-point lead in the series standings over his Dutch teammate John Van de Berk and could easily wrap up the world title at Unadilla. Puzar completely dominated the series from the beginning, winning moto after moto in much the same way as Jean-Michele Bayle had the year before. To Alessandro, winning Unadilla would be the icing on the cake of an already very successful season. Winning for John Van de Berk would help assure his second place for the season and prove he's still very much a threat for future titles; the 1988 World Champion doesn't give up easily.

Trampas Parker, the 1989 125 World Champion and also of Team Chesterfield but riding a factory KTM, had much to prove. Having been the first American 125 World Champ, Trampas (who is now an Italian citizen) had never raced a GP in his homeland and there were many of his fans who'd never seen him compete. More importantly, his first season riding 250s had not gone well. A stomach virus and broken collarbone suffered at the fifth race in Czechoslovakia had ended his title hopes early. With his recovery and overall win at the ninth race in Switzerland, Trampas re-established himself as a winner, and he came to New York to prove the point in front of his American fans for the first time.

Another rider determined to do well at Unadilla was Englishman Rob Herring. The

factory Suzuki rider had terrible luck at the two previous USGPs, suffering a hand injury while leading the first moto in 1988, and in 1989 he sustained a broken neck(!) at the track he considers to be one of his favorites.

SETTING THE PACE

Jeff Stanton set the fastest qualifying time on Saturday, followed by Van de Berk and Herring. Larry Ward, French Kawasaki rider Yannig Kervella and Mike LaRocco rounded out the top six. It was an indicator of what was to come as Ward took the lead in moto one, followed closely by Stanton, Kervella, LaRocco and Sweden's Peter Johansson riding a 1991 Yamaha. By lap two, Stanton took the lead from Ward but Larry refused to give up. He held right on Stanton's tail for several laps, looking for the opening that never came. Ten minutes into the moto, Stanton had a slight three-second lead on Ward with a charging Mike LaRocco having moved up to third.

Kervella was several yards behind fending

Jeff Stanton handily beat the best 250 riders in the world, just as he'd done at the '89 Motocross des Nations, at the Unadilla 250 USGP. Good starts and a torrid pace put Stanton out front in both motos, way ahead of the Europeans. A Euro hasn't won Unadilla since Kees van der Ven did it in 1982. ►



UNADILLA 250 USGP

STANTON STEAMROLLS EUROPE

*The USGP goes to the USA,
Italy wins the war*

By Alan R. Wise

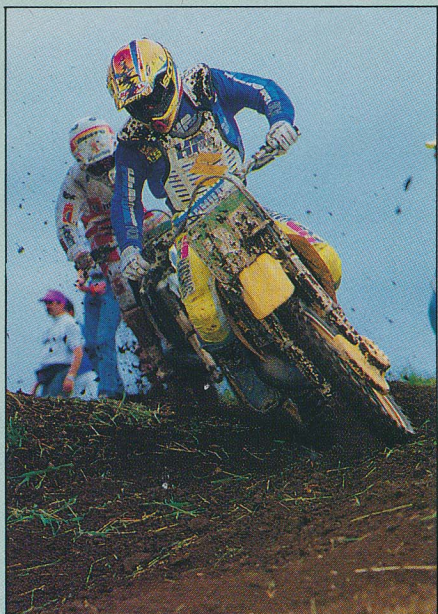




Originally destined to sit out the USGP, Trampas Parker decided to race Unadilla after scoring a win in Switzerland. This gave him confidence to return to his home country following a shoulder injury, but Parker dislocated the shoulder during the first Unadilla moto and retired for the day.



Britain's Rob Herring battled with Mike LaRocco during most of the second moto, and their battle carried them past Vehkonen and Puzar. LaRocco broke and Herring passed a tiring Berky for second in moto two. A crash in the first moto dropped the Brit out of the top three.



Puzar (hidden) made a few moves on Stanton until the Honda star motored away; then LaRocco moved up to make the Chesterfield Suzuki rider work for his championship. Puzar decided to ride conservatively and clinched the 250 World Championship with two rounds to go.

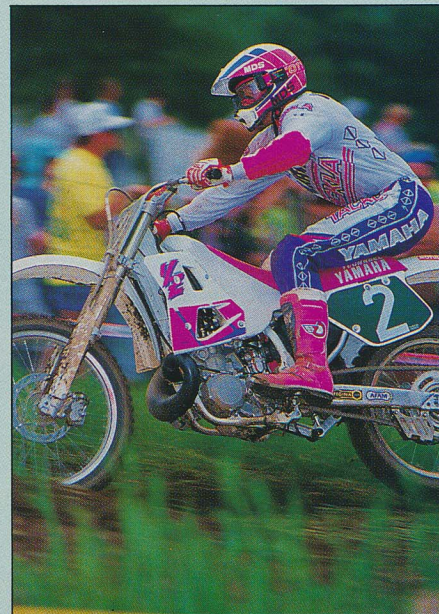
mendous battle for second began between the two Suzuki teammates. In classic Unadilla style, LaRocco began to relentlessly pursue Ward at every turn, every hill and every jump that made up the beautiful twisty race course. The two paid little attention to the threatening skies as they fought hard for six laps until LaRocco finally took the second spot for keeps from a tiring Ward.

By the halfway point, LaRocco held a comfortable second behind a well-in-the-lead Stanton and Ward appeared to be content with his third in front of Van de Berk, with Vehkonen, Herring and Puzar following close. Kervella had slipped to eighth and was holding off Johansson and Ronnie Tichenor. Trampas Parker's shoulder had begun to give him problems early in the moto and he continued to fade, finally retiring out for the day with one lap to go. The last lap showed no change but for Puzar having passed Herring for sixth. At the checkered flag, it was Stanton, LaRocco, Ward, Van de Berk, Vehkonen, Puzar, Herring, Kervella, Tichenor and Danish Kawasaki rider Soren Mortensen.

IF YOU DON'T LIKE THE WEATHER, WAIT FIVE MINUTES

The skies threatened a downpour as the gate dropped for moto two, but that didn't affect Jeff Stanton. He took the holeshot and never looked back. If he had, though, he would have seen a charging Puzar, Van de Berk and a battle between Vehkonen and Larry Ward that was too close to call. LaRocco, Kervella, Herring and Johansson rounded the top nine. Kervella quickly bobbed while negotiating a fast uphill and dropped to 11th. The rain began to fall several laps later, quickly making the track slippery in certain spots.

Most riders adjusted rapidly to the chang-



Pekka Vehkonen finished third at the 250 USGP and gained a couple of points on second-place points holder John Van de Berk. Vehkonen battled with Berky and Brit Rob Herring at Unadilla, while Italian Alessandro Puzar clinched the 250 World Championship with a 6-5.

off a charging Van de Berk, Johansson, Trampas Parker, Pekka Vehkonen, Herring and points leader Puzar. They were all locked in a tight group. Four laps later a tre-

ing conditions, with only Larry Ward suffering a crash just past the mechanic's signal area. The fall combined with fatigue from over-extending himself in the first moto

dropped him to eighth. At the same time Van de Berk charged passed Puzar to take second and LaRocco and Herring both gassed their Suzukis past Vehkonen's Yamaha to take over the fourth and fifth spots, respectively. The rain subsided after only a few laps and as the track continued to get rougher the LaRocco/Herring duo passed Puzar and then a fading Vehkonen.

LaRocco's determined charge was impressive as he set his sights on the leader. He managed to close the gap on Stanton considerably and it appeared as though a mid-moto battle was in the making. For five laps LaRocco reeled Stanton in closer and closer. The crowd went crazy, cheering on the Suzuki factory rider from LaPorte, Indiana. Then the unthinkable happened—LaRocco's RM250 lost all of its compression on the back part of the course. Dejectedly, the young rider stood holding his bike next to the course, watching in disbelief as Stanton circulated the course. It could have been his moto. Unadilla has a way with riders, however, and their luck. Just ask Bob Hannah.

With LaRocco out, Rob Herring moved into second, even after dropping his Suzuki in the same spot as Ward had on a tight section of the course. He was followed in third by Pekka Vehkonen, and a distant John Van de Berk in fourth. Puzar, having assured himself of the title in the first moto, was holding fifth. On the final lap of moto two, Puzar passed Van de Berk for fourth while Stanton, Herring and Vehkonen held

their first three positions comfortably.

Jeff Stanton had decisively won both motos and perhaps has begun a challenge to Rick Johnson's domination of the infamous course. Perhaps Bob Hannah's naming of Johnson as the King of Unadilla was a year too soon?

Rob Herring's second-moto runner-up spot created a major upset in the final results, for he tied in moto points with both Vehkonen and Van de Berk. He had earned the second overall spot, though, for having bested them in moto two. An excited Herring stated, "I felt tight in the first race and just loosened up for the second. I felt great!" Pekka came out third, with John in fourth. Larry Ward's impressive first GP ride earned him fifth, followed by new World Champion Alessandro Puzar and Mike LaRocco, whose official finishes were 2-26. □

RESULTS: UNADILLA USGP

1. Jeff Stanton (Hon)	USA	(1-1)
2. Rob Herring (Suz)	Britain	(7-2)
3. Pekka Vehkonen (Yam)	Finland	(5-3)
4. John Van de Berk (Suz)	Holland	(4-4)
5. Larry Ward (Suz)	USA	(3-7)
6. Alessandro Puzar (Suz)	Italy	(6-5)
7. Mike LaRocco (Suz)	USA	(2-26)
8. Yannig Kervella (Kaw)	France	(8-9)
9. Marnicq Bervoets (Kaw)	Belgium	(13-6)
10. Ray Sommo (Suz)	USA	(18-8)

WORLD 250 POINTS STANDINGS

1. Alessandro Puzar	305
2. John Van de Berk	210
3. Pekka Vehkonen	185
4. Michele Fanton	157
5. Rob Herring	120

125 SUPPORT

1. Jean-Michel Bayle (Hon)	(2-1)
2. Guy Cooper (Suz)	(1-2)
3. Rodney Smith (Suz)	(3-3)
4. Steve Lamson (Suz)	(4-4)
5. Doug Henry (Yam)	(5-8)
6. Tallon Vohland (Kaw)	(9-5)
7. B. Stratton (Yam)	(12-6)
8. Thomas Rice (Kaw)	(8-11)
9. Andy Stacy (Suz)	(7-12)
10. Pat Barton (Suz)	(11-9)

PAST 250 USGP CHAMPIONS

1978	Marty Tripes	Honda	USA
1979	Kent Howerton	Suzuki	USA
1980	Kent Howerton	Suzuki	USA
1981	Neil Hudson	Yamaha	GB
1982	Kees Van Der Ven	KTM	Holland
1983	David Bailey	Honda	USA
1984	Ron Lechien	Honda	USA
1985	John O'Mara	Honda	USA
1986	Bob Hannah	Suzuki	USA
1987	Rick Johnson	Honda	USA
1988	Rick Johnson	Honda	USA
1989	Rick Johnson	Honda	USA
1990	Jeff Stanton	Honda	USA

ITALIAN NEO-REALISM

REAL PLASTIC FOR REAL LIFE



YAMAHA YZ/PINK, WHITE

KAWASAKI KX/BLUE, GREEN, FLUORESCENT GREEN

HONDA CR/WHITE, ORANGE, FLUORESCENT RED

ACERBIS ITALIA

CHECK OUT ACERBIS' HOT NEW O.E.M. REPLACEMENT PLASTIC FOR MOST 89-91 JAPANESE MX MODELS

Acerbis U.S.A.
10911-H Wheatlands Ave
Santee, CA. 92071
(619) 562-1440
FAX (619) 562-6687

ACERBIS DESIGN