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DIRT BIKE RIDER

JULY '85 95p USA \$2.75

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**First News On
'86 Models**

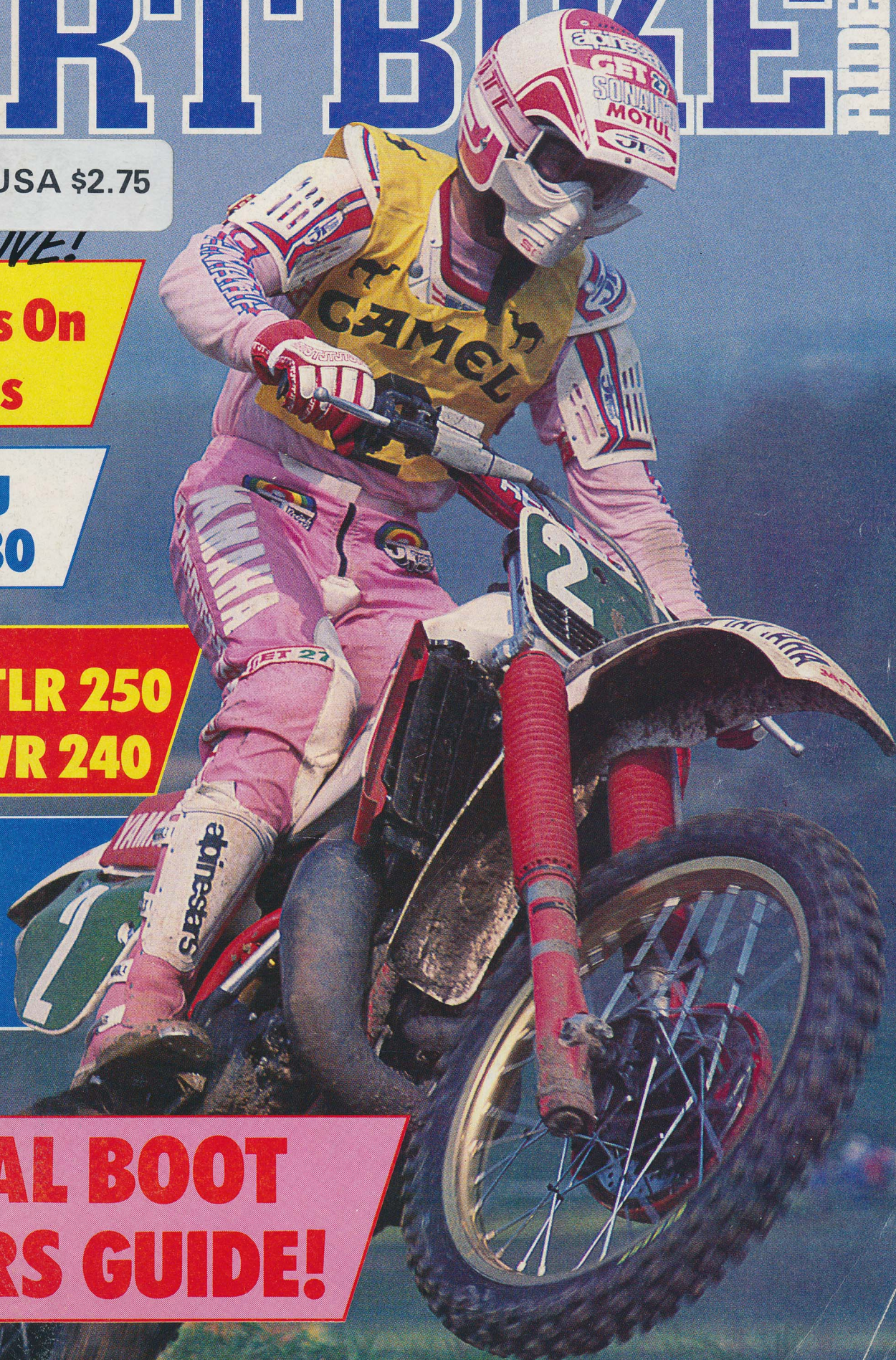
**Preparing
Your KX 80**

TESTS

**Honda's TLR 250
Husky's WR 240**

**Recycling
Bent
Pipes**

**SPECIAL BOOT
BUYERS GUIDE!**





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Is this man ready to step out on to the moors?



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Honda's TLR250; good price, good bike.



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You think he's worried? Wait until you see the choice!

Cover picture: French sensation Jack Vimond is the subject of next month's Jack Burnicle profile. Don't miss it!

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Subscription: UK & Eire £15.00 for 12 issues. Overseas surface mail £16, airmail Europe £22. Payment by cheque, postal order, international money order, sterling draft, credit card, payable to Dirt Bike Rider. Send to Dirt Bike Rider, Competition House, Farndon Road, Market Harborough, Leicestershire. US subs \$33 for 12 issues from Lee Cowie, Motorsport, RR1 Box 200D, Jonesburg, MO, 63351. USA. Printed by EMLP, Oundle Road, Peterborough. Originated by Arty Type, Whittlesey, Cambs. Colour separations Lumacolour Magazines Ltd, 35 Manasty Rd, Orton Southgate, Peterborough. ©EMAP 1984.

BRILLIANT WHITE

The time for talking was over. Direct action was the order. Get out and ride, they said. So PETER DONALDSON did. With Husqvarna's 240WRB enduro.

THE clock turned 10.24. One kick and the Husky cracked into life. So far, so good. Through the first gear chicane and on to the course proper. Up to second and into the deep sand of the first turn. Stall and fall. Don't panic, keep your head, there's another four hours to go!

It all seemed such a good idea a fortnight previously; celebrate spring with an enduro. Even better when the Sudbury club was hosting a round of the East Anglian Championship on the regular DBR test venue at Chippenham. Not that I really expected too much sand work!

Steve Daniels, from Pro Circuit Husky, came up with a brand new 240WR. Immaculate and set-up. Carburation was crisp and suspension nigh on perfect.

With the bike came a phone call from Steve. Talk about a concerned father! On the other hand the advice was welcome and if he's this co-operative with every owner there must be some fairly contented Husky riders about. He mentioned all the usual stuff like fork oil (15 weight, 500ml in each leg), spring preload (95mm of sag), fuel mix (Silkolene Comp 2 at 40:1) and pre-event checks (engine bolts and the 13mm nut under the silencer).

Initial impressions, as the saying goes, are often lasting. Certainly this is true of

the Husky. It's fairly tall, an easy starter, has good useable bottom-end power, average brakes, and oh so precise steering and handling. And the clutch, could this really be a Husky?

Another session, some days later in sand and hard pack, confirmed those early notes. Suddenly Chippenham on Sunday didn't appear such a daunting prospect. A Saturday afternoon prep period revealed nothing amiss. Just a tweak on the front and rear spokes and a couple of turns on the chain adjusters. Fine tuning the rear brake lever height is a little more complicated; the lever itself has to be removed to get to the adjusting bolt.

Fortunately Sunday dawned clear and dry – just as well 'cos Maindonald refused to give up any of his Scott tear-offs. Wait until he sees the size of his next hamburger voucher packet. . .

All the Real Men of the eastern enduro scene were on hand; Pete Bavin on his YZ490, rueing the fact that he couldn't match Geraint Jones' ton-up pace on Yorkshire fire trails. I just smiled. Geraint rides a Husky. Then there was Big Les Howes on his booming Yamaha thumper. At least I'd hear him coming – and going.

A quiet walk before the start revealed a variety of terrain. Sand, yes, plenty of



Husky scores big marks in the steering department. In both tight and open it inspires confidence.

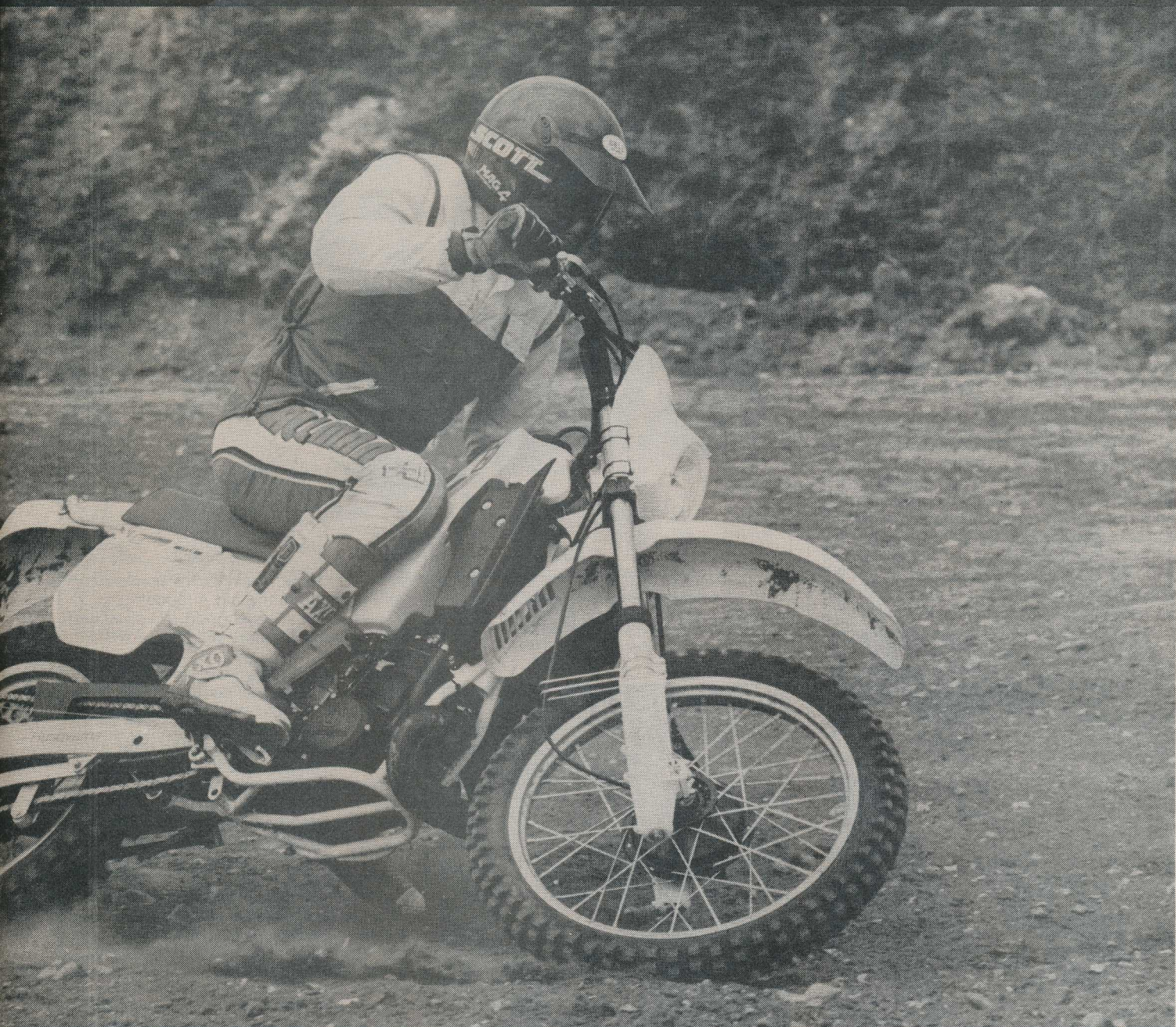
sand, tight bush work, some deeply rutted trails, rock hard reclaim land and a bog? And I thought Wales was the place for bogs.

The early numbers had already done a couple of laps by the time I'd started, stalled, fallen and got going again. It was all straightforward until the bog. Wide and of unknown depth, I opted for the second gear, head-on approach. It worked. I should have stuck with that battle plan, but next time around I saw Bavin neatly pick his way through the outer left edge. Of course it didn't work for me. The Husky stalled, axle deep in black glutinous porridge. And matters were made worse when I looked back and saw officials roping off this offensive corner of Suffolk countryside. Seems entertainment enough had been provided.

But bogs, sand pits and disgustingly fast trail class riders aside, it was a good



Editor Donaldson tries his Sunday best at Chippenham.



day. The Husky never missed a beat, which is more than could be said for its rider. While the mind was willing, the body wasn't. Now, where is the phone number for the gym? ..

For '85 Husky has finally relented to public pressure; the last bastion of twin shock suspension has gone mono. And with it has come a complete revamp of the Swedish blondes.

Not unexpectedly Husqvarna's approach to single shock rear suspension is simple. There's a large arching single tube backbone which runs down to a T junction and extends to meet the twin bottom frame tubes and box section swingarm. For extra strength and rigidity, the retaining bolt runs through the engine crankcases as well.

Suspension linkages themselves are fitted with sealed bearings; the main linkage runs off below the main backbone to the Ohlins piggyback shock, while the upright arms bolt into the swing-arm.

The choice of an Ohlins is hardly

surprising; Husky has been using them for years. However, a spacer limits the stroke to 300 compared with the CR Husky's 350mm. Everything about the siting of the shock is convenient. Access to the compression clicker knob on top of the reservoir and the rebound knob at the base of the shock doesn't require a safe-cracker's dexterity. Likewise spring preload adjustment can be done without removing any plastic.

Up front are the usual Husky own brand forks. There's a claimed 300mm of travel, with air assistance if necessary. Fork angle has been tightened up to 27 degrees. Interestingly, the legs feature mounting casters for a disc, but a twin leading shoe drum is fitted. Like the rear, it's 130mm diameter.

And inbetween the wheels is the engine. Naturally. It's liquid-cooled with a bore and stroke of 68.75mm x 64.50mm to give a capacity of 239.40cc. For long term owners there's provision to out to third oversize on the bore. A 38mm Mikuni - round slide - feeds the engine

through reed valves. According to Husky, porting has been altered to tone down what is basically a CR motocross unit. The gearbox is a six-speeder.

And so to the overall styling. What else can you say? We love it. Its angular lines look aggressive, and that in spite of its passive white colour scheme. The plasticwork flows; nothing sticks out anymore than it has to. And the pannier style 10 litre tank is good for more than two hours of riding. Overall, Husky has come up with a pretty attractive and practical package.

Of course, it's not perfect, but after spending a lot of time on it and around it we've got to admit it comes very close.

Right back at the start of this piece we said how well the Husky fires up. It does, though it helps to have a practice first. Like at scrutineering when the man wants to see the lights work. From absolute dead, two hours on a trailer cold expect to give it half a dozen boots. But after that, well if you can't do it in two pack up and go home.

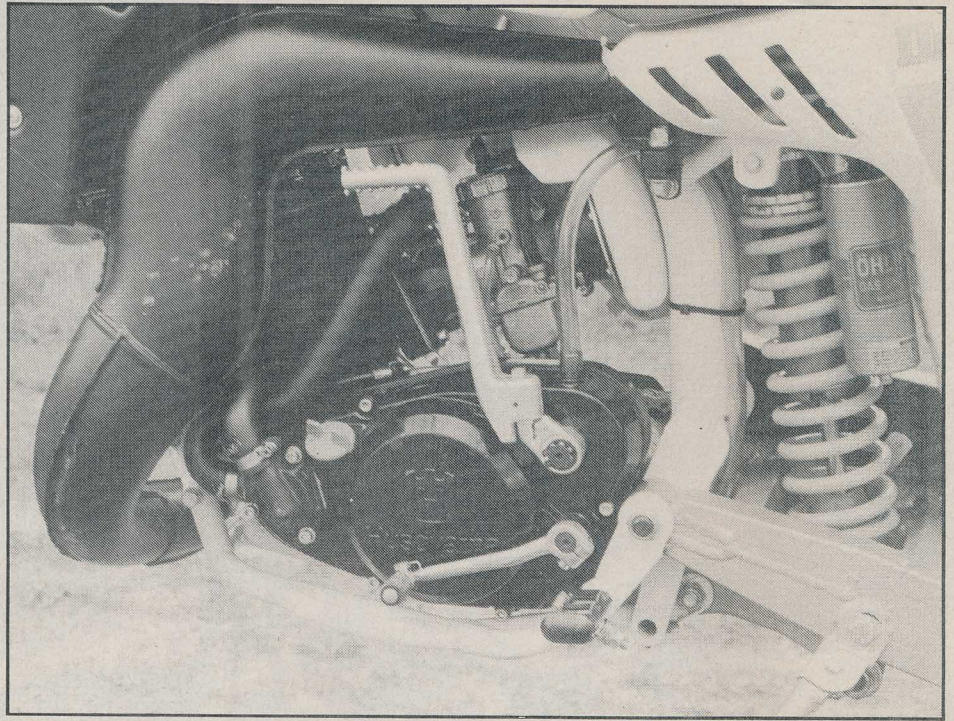
BRILLIANT WHITE

We liked the power from the engine. It comes in strongly from the bottom, but not enough to rip your arms off, or take you by surprise. Not that it's a slug. Call it useable. Up in the middle and top-end it's a similar story. Although we didn't get a chance to run against, say, a KTM, we let a Husky WRA rider have a blast. He was impressed. A regular top six finisher in the East Anglian Clubmans Championship, Tom Crees reckons it has the overall performance to boost him up a couple of notches.

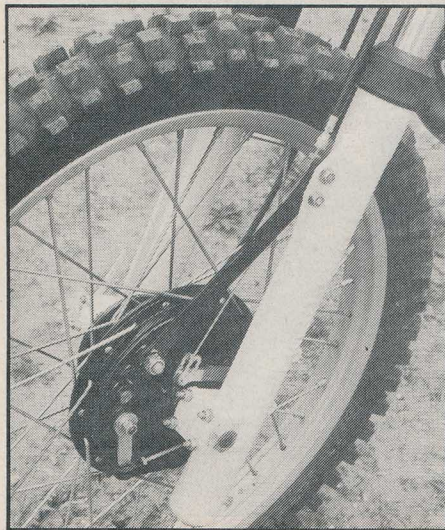
And because the power is so useable, dreaded bogs and sandpits don't appear too daunting. Second gear and clutching was the key at Chippenham when the going got really heavy.

And the clutch? After compulsory wrist exercises on last year's 125CR we've wondered about the Swedes. Thankfully a little commonsense design results in a WR clutch for all day use. It's reasonably light but super strong. We gave it a fair workout and never once did it show signs of protesting.

Being tall with motocross-type suspension – seat height is 960mm – means it probably isn't as turnable in



The liquid-cooled engine is an easy starter, while shock adjustments couldn't be more convenient. The sidestand, though, caused problems – we couldn't stop it flapping.



The good and the not so good; Trelleborg tyres work very well, but the front-end is let down by harsh slow speed fork action and a brake which lacks feel.



Up front it's all function. The seat fits nicely up the tank, while controls are excellent; only the combined lights/horn/kill switch needs relocating somewhere safer.



Chain tensioning is a simple task, but adjusting the brake lever height is slightly more time consuming. Note the safety-wire on the lever.

tight forestry as the old A model. Nevertheless, it's still good. We liked it. In fact a lasting memory will be the WR's steering.

From the first day we rode it we couldn't believe how positive it was. Pick a line and it'll hold it; change part way through and it'll still do it.

If the WR steers okay in the tight, it excels in the open, fast stuff. On some quite quick trails – complete with a couple of cunningly placed overhanging branches above left-right-lefts – the Husky was in its element. Totally confidence inspiring. Front-end washout, what's that?

Let's be honest, it didn't take us long to begin to like the bike. Half an hour, maybe. However, by the end of our fortnight with it we had some quibbles. Suspension and brakes, for a start.

Okay, okay, just one aspect of the suspension. The forks. In deep sand and high speed whoops we had little reason to gripe. However, short stutters, you know, the wheel-hop-induced ripple variety, are a pain. The front-end which soaks up the big bumps just doesn't react quickly enough to the little ones. Fork action is harsh. Although we didn't experiment with oil weights and oils, we somehow suspect the fault is inherent.

Little 'ums aside – or behind – the "bumpability" of the Husky is impressive. The rear Ohlins/single shock combination works well. Particularly impressive is its stability through lengthy sections of whoops. No kicking or sideswipes. Just straight and true. Same in sand, the positive steering and excellent rear-end make a torture session bearable. And in the air the WR is light and flickable, with landings no drama.

And so to stopping. Make no mistake, the brakes work. Two fingers on a drum can't be bad. However, the front in particular lacks feel. A situation which wasn't helped at Chippenham by the travelling bog which attached itself to brake hub's external workings. Some sort of cover or guard is a must.





BRILLIANT WHITE

Racing through the trails, the Husky flies straight and true. This Swede's predictable.

The seating position is good, the safety seat being a vast improvement over last years Husky. However, one rider commented on the exhaust pipe position; he could feel it burning his legs within minutes of setting off. Other riders didn't notice. Magura brake and clutch levers seem resilient to the odd knock.

In the cold light of post-event cleaning other points emerged. Two bolts hold the seat at the rear, although to make for easier removal we had to trim away some overlapping plastic. Whipping off the rear subframe for unhindered access to the shock workings is a breeze. And the rear fender offers plenty of protection to the shock itself.

The big aircleaner does its job. One screw and a couple of lugs hold the cover, while the foam element is quickly detached. The sealing is excellent.

Down lower things became more intriguing. Mud was packed solid behind the front sprocket cover. Held on by three allen bolts, the serious enduro rider will have to design a suitable replacement. In standard form it's all but impossible to poke the mud away by screwdriver.

And that same mud – or a close relation – does a pretty effective job of clogging not only the front brake workings, but also the rear. Around the lever, especially. Any reader tips gratefully accepted...

So what's the verdict on the WR? It's guilty, your honour. Guilty of providing a rider with an excellent base on which to score good results. Our niggles over the front-end and brakes are far outweighed by brilliant steering and back-end, and the performance of the engine. Would we have one? Just ask Steve Daniels what threats he used to get it back!



TECHFAX

Husqvarna 240WRB

SPECIFICATIONS

Price (inc VAT).....	£2056
Engine.....	Liquid-cooled, reed induction, 2-stroke
Capacity.....	239.4
Bore & stroke.....	68.75mm x 64.50mm
Carburation.....	38mm Mikuni
Ignition.....	CDI
Max power (claimed).....	N/A
Max torque (claimed).....	N/A
Transmission.....	Six speed
Clutch.....	Wet multi-plate

CYCLE PARTS

Tyres:	
Front.....	Trelleborg 300 x 21
Rear.....	Trelleborg 500 x 18
Brakes:	
Front.....	160mm drum
Rear.....	160mm drum



Angular lines shout aggression. Husky can feel pretty pleased with the overall package.

Suspension:	
Front.....	Air-assit, 300mm travel
Rear.....	Ohlins, single shock, 330mm travel

DIMENSIONS

Weight.....	105kg
Wheelbase.....	1500mm
Ground clearance.....	365mm
Seat height.....	960mm
Fuel capacity.....	10 litres

SPARE PARTS (inc VAT)

Air filter.....	£6.72
Piston kit.....	£66.98
Rings only.....	£14.50
Base gasket.....	£3.27
Head gasket.....	£3.85
Front sprocket.....	£6.84
Rear sprocket.....	£11.04
Front fender.....	£11.96
Rear fender.....	£29.67
Throttle cable.....	£6.78
Clutch cable.....	£7.30
Machine supplied by Pro Circuit Husky.	