

DAVE THORPE: The World Champ's Column! <sup>WATTS</sup>

# DIRT BIKE RIDER

OCTOBER '86 £1.00 USA \$2.75

ISSN 0262-5628

**Supercross  
Hits Town!**



**HURRICANE ALERT**  
Hannah Eyes Europe!

**TRIALS TESTS:** Montesa 304, Yamaha 330

Secondhand motocrossers - making the right choice!





38

Kickstart trickery

**COVER:** It all happened at Belle Vue Stadium in Manchester; Supercross made its biggest impact in Britain to date

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**Editorial, Advertising and Marketing office:** Dirt Bike Rider, Bushfield House, Orton Centre, Peterborough PE2 0UW. Tel: 0733 237111, Fax: 0733 231137, Telex: 32157; **Classified Advertising:** 0733 23644. **Back Orders and Circulation:** Bushfield House, Tel: 0733 237111 ext 430. £1.50 per copy, inc P&P.

**Subscription:** UK & Eire £16.00 for 12 issues. Overseas surface mail £17, Airmail Europe £22.50 (other airmail rates available on request). 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 Nene River Press, Oundle Road, Peterborough. **Originated** by Gildergrove Ltd, Prescot, Merseyside. **Colour separations** Lumarcolour Magazines, Orton Southgate, Peterborough. © EMAP 1986.

## Tests

Kawasaki KX 80; pacesetter **16**

<b>KAWASAKI KX80:</b> Setting the standard .....	16
<b>SHIRT YAMAHA 330:</b> For experts only .....	40
<b>MONTESA 304:</b> Thoroughly modern Mont .....	48

Big, beefy Yam gets the Lampkin treatment **40**

Mervyn Austie poster page 63

## Features

<b>REGIONAL ROUND-UP:</b> Kent .....	14
<b>COUNTDOWN TO WESTON:</b> The big build-up .....	20
<b>BOB HANNAH:</b> The legend .....	24
<b>MANCHESTER SUPERCROSS:</b> Stadium action .....	32
<b>SECONDHAND BIKES:</b> Going for a good one .....	34
<b>KICKSTART:</b> Televised trickery .....	38
<b>BURNICLE'S BEAT:</b> Unadilla style .....	42
<b>YOUTH INTERNATIONAL:</b> Dutch Sand Flyers .....	47

## Stuff

<b>ROOSTER TALES:</b> Trials and motocross news .....	4
<b>THORPEY:</b> Just Champion .....	5
<b>SHORTSHIFTS:</b> Johnson, How, Young .....	9
<b>KICKBACKS:</b> October 1963 .....	10
<b>DUCT TAPES:</b> The gratuity .....	12
<b>USED &amp; ABUSED:</b> Team DBR tested .....	23
<b>NEW TRICKS:</b> What's new? .....	30
<b>LETTERS:</b> Readers write .....	61
<b>DIRT BITER:</b> Still going down .....	62





Kawasaki has dominated schoolboy motocross in Britain, nowhere more so than in the 100cc class. *Team DBR* gets hold of leading Inter 100 rider Jason Burrows and his Dirt Wheels-prepared KX80J1. It's a hot pairing.



# SETTING THE STANDARD



Forget all the fancy and expensive bolt-on goodies, Jason Burrows' winning machine is proof that a few well-considered mods can bring success.

The ultra trick rear disc brake. It's Dirt Wheels' own conversion.



IT'S difficult to spot the modest white Transit van and cream caravan amid a sea of motorhomes and huge race transporters, colour TVs and microwave ovens. Team Burrows leaves its show for the track

And 14-year-old Jason Burrows has been doing a lot of that this year, aided and abetted by a rapid, well-mannered Kawasaki 100.

The team's result sheet makes impressive reading: wins at the Trentham, Gleneath, South Wales, Corsham Elf and All British Nationals, a second in the Easter Nationals and at the youth international in Holland, plus a victory in the prestigious BSMA Final and runner-up spot in the ACU Finals. Then topping the year late in August with success in the Champion of Champions event.

The quietly-spoken schoolboy from Abercarn in Gwent takes it all in his stride. With guidance and help from father Roger, young Jason seems destined for greater glory. Despite overtures from the slick Team Green organisation, the Burrows' are

happy to go racing with the enthusiastic support of Brian Davies' Dirt Wheels of Coventry shop.

It's an association which goes back some seven years, although not all with Kawasaki machinery. And so successful has 1986 been for the Dirt Wheels rider that Davies is about to offer his race preparation secrets loose in the form of a JB Special.

Not surprisingly, Davies is at this stage reluctant to go into details about Burrows' machine. However, he promises that everything will be revealed in the JB range (£1250 for a new bike, or £350 to prep a used KX80).

Nevertheless, we managed to squeeze out some details. Burrows' bike features Dirt Wheels' own "Soft Link" rear suspension. It's a replacement bottom link which increases leverage, but more importantly enables the standard shock to be retained and used to full effect.

What! Someone uses a standard Kawasaki shock? Too true. Burrows has been racing on the original shock and spring all year.

Up front, the forks are run

with 10wt oil with Kawasaki's recommended 150ml in each leg.

Of course the most noticeable exterior modification is the rear disc. It's Dirt Wheels' own conversion and appears to offer a solution to the drum wear and wheel bearing seizures not uncommon on fast Kawasaki minis. On the other side, Burrows has found it to be a distinct advantage in some racing conditions.

The original drum hub has been machined down and a disc casting sweated on. With the spokes laced in, Davies fits a Kawasaki front disc and caliper, linked up to a Magura master cylinder. Swing arm remains untouched.

According to Davies, the original drum — as used on the KX60 and small wheel 80 — can't take the pace of Inter 100 racing. The extra heat build-up and resulting bearing and drum wear causes serious problems for fast riders.

The big advantage, says Burrows, is on slippery tracks and braking into downhill turns. He says the brake offers plenty of feel which makes



# SETTING THE STANDARD



unintentional lock-ups a rarity.

Into the engine and this is where the going gets tough! Brian isn't about to let his hard-earned secrets go without a struggle...

We've learned that the Kawasaki big-bore cylinder has undergone some porting. The question of just how much is met with a smile. The piston has got the weight reduction treatment, while replacement reeds help with indication. A Fire Power ignition provides extra spark for what is obviously a hot little powerplant, but not beyond the capabilities of the standard clutch.

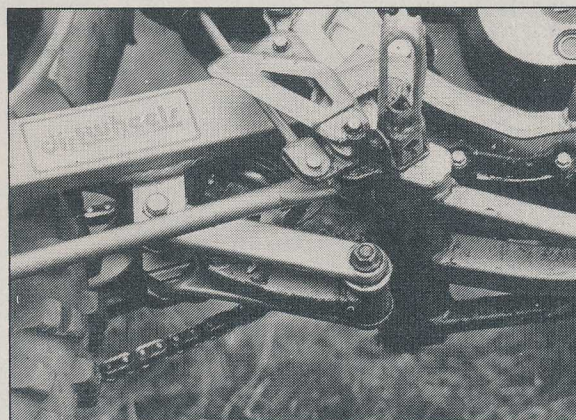
Interestingly, Burrows' uses different sized carburettors according to track conditions. For tracks with long straights a 32mm Mikuni is slipped in. However, on other occasions, the standard 29mm oval choke item is used.

So how does it all work. Very well if we go by the results! According to Jason, the big change in the engine's power characteristics comes at the bottom-end. His bike will drive hard out of tight turns, holding the power through the mid-range. Ideal for most of the youth tracks. If it's a top-end track the team calls in the bigger carb.

From all accounts, the standard big-bore conversion is a pretty sweet engine. The vicious, experts-only power of the smaller KX80 has been mellowed out. The Dirt Wheels tuning job puts it all into its proper perspective.

The move to a purpose-built big-wheeled 80 seems to have worked. The 19 inch front wheel and 16 inch rear are a good choice; the days of cumbersome 21 inch wheeled

Jason Burrows; off the track quiet, reserved... on the track, explosive and stylish.



The Dirt Wheels rear suspension mod of a longer bottom link to increase leverage ratio is cheaper than buying an aftermarket shock. Burrows has used a standard Kawasaki damper all year.

80s are over.

However, where Burrows' bike gains is in the suspension. While the standard KX doesn't do a lot wrong in turning and stability, the modded version makes everything easier, better.

The extra leverage of the Soft Link gives improved traction in rough conditions and smooths out the ride. Burrows finds it particularly effective on bumpy uphills climbs and downhill drops.

All in all the set-up is more forgiving, and comes into its own when Burrows goes for the late braking line. Ah, the rear disc begins to make even more sense...

Okay, so we've got all this power and brilliant suspension, not to mention a pretty trick rear brake, but what are we talking in terms of keeping the show on the go?

Not a lot, surprisingly.

According to the man who rarely delves into the depths of his spares, the 100 conversion is a remarkably economical machine. That is, he stresses, providing it's looked after properly.

Davies says the key to a long life KX is maintenance. Being a nikasil-type engine cylinder bore — that is, non boreable — a clean air filter is vital. To this end, a clean one is slipped in after each race. And once a filter begins to show the slightest signs of wear it's chucked out.

For a topline rider such as Burrows, the Kawasaki will demand a new piston and rings every six meetings; lesser riders will stretch the time period.

The rear suspension is kept full greased; once every three meetings, and always after sand track use.

Another area worth checking regularly is the rear sprocket. In standard forms the nuts tend to work loose. Davies overcome this problem by fitting allen head items.

Certainly Burrows and his bike have been attracting plenty of attention this year and their story highlights the fact that schoolboy motocross success isn't about massive sponsorship via the family's overdraft facility.

Burrows and his sponsors are single-mindedly determined; winning is their game. Neither has a huge budget to waste on the unnecessary. When anything is added or modified on Burrows' bike it's done for the sole reason of making it better. Flash to this happy band of racers may as well be the names of a clothes wash.



## TECHFAX

### KAWASAKI KX 80 J1 SPECIFICATIONS

Price (inc VAT) .....	£1111
Engine .. single cyl, liquid-cooled	
	2-str
Capacity .....	99cc
Bore & stroke .....	52.5 x 45.8mm
Carburation .....	29mm
Ignition .....	CDI
Max power (claimed) .....	N/A
Max torque (claimed) .....	N/A
Transmission .....	six speed
Clutch .....	wet, multi disc

### CYCLE PARTS

Tyres .....	Dunlop
Front .....	70/100-19
Rear .....	90/100-16
Brakes:	
Front .....	Disc
Rear .....	Drum
Suspension:	
Front .....	telescopic forks,
	230mm travel
Rear .....	Uni-Trak low link,
	245mm travel

### DIMENSIONS

Weight .....	63.5kg
Wheelbase .....	1280mm
Ground clearance .....	365.7mm
Seat height .....	870mm
Fuel capacity .....	4.1 litres

### SPARE PARTS (inc VAT)

Air filter .....	6.56
Piston kit .....	25.10
Rings only .....	9.53
Base gasket .....	0.46
Head gasket .....	4.15
Front sprocket .....	4.53
Rear sprocket .....	8.30
Front fender .....	12.66
Rear fender .....	9.53
Throttle cable .....	6.76
Clutch cable .....	4.69

Machine supplied by: Dirt Wheels, 2 Warwick Road, Wolston, Coventry. Tel: 0203 544818.