

Team Lojak: Winning's a family affair

DIRT RIDER

\$1.75
Canada
\$2.25



FEBRUARY 1984

**Yamaha YZ250L test:
Just like Ricky Johnson's**

**All-new IT200 leads
Yamaha's '84 dirt line**

**Kawasaki KDX200-A2
TEAM GREEN'S
RED ROOSTER!**



**How to detect
power-robbing air leaks**



DIRT RIDER

FEBRUARY 1984, PUBLISHED MONTHLY, ISSUE 15



10



26



51



ON THE COVER

The new KDX200 in believe-it-or-not red played "go fish" with Charlie while Petersen photographer Rich Cox stood knee-deep in the stream.

Tests

Yamaha YZ250L.....26

Team Yamaha riders will attack the nation's Supercross tracks on this machine... and they'll be well-armed.

Kawasaki KDX200A2.....54

Last year the KDX200A1 was America's hottest 200cc class enduro mount, but it had a few problems. This year they fixed the problems—including the color.

Competition

Superbikers.....18

A roadrace whiz shakes up the motocrossers.

CMC Trans-Cal Series.....20

Hicks and Team Tamm emerge as new powers; Lechien jumps Yamaha's ship.

AMA National Enduro Series.....20

Melton caps his championship-winning season with two acés.

SCORE Baja 1000.....22

It's Husky's Dan-Dan duo... again.

ISDE Debriefing.....23

Why Team USA didn't win, according to its supporters.

Competition Calendar.....24

Winter's almost over; let's go racing!

Bob Hannah's Racing Techniques.....24

You can't win playing "follow the leader."

Mike Melton Poster.....25

Pin up the AMA National Enduro Series Champion.

Features

Brad Lackey's Winning Secrets.....34

Victory goes not only to those who accelerate the fastest. The breaks and the brakes are also important.

1984 Yamaha IT Series.....65

Check out the latest 200cc enduro contender—the IT200L.

First Impression: XT600/2650L.....66

Yamaha's new "Open class" dual-purpose mount and its little brother undergo a quick workout.

Vermont Trail Ride.....69

Bob Hicks takes us on a tour in the maple syrup state.

California 3-Day 600.....72

Charlie Morey recounts a painful, but otherwise fun, weekend in the land of fruits and nuts.

Interview

The Lojaks.....42

Team Lojak, a.k.a. the Lojak family, has been garnering enduro, off-road racing and International Six Days Enduro laurels for years. Suzi Mingo introduces Pennsylvania's winningest dirt riding family in this month's interview.

Departments

Editorial	2	Product Evaluation	39,63
Letters	5	Ad Index	62
Lackey's Lines	7	Service Dept.	51
Woman's Place	10	Trail Tips	76
Haulers	12	Gear Bag	78
Training	15	Details	80
Test Wrap	17		

DIRT RIDER, (ISSN 0735-4355) Copyright 1984 by PETERSEN PUBLISHING COMPANY.

All rights Reserved. Published monthly by Petersen Publishing Company, 8490 Sunset Boulevard, Los Angeles, CA 90069. Second-class postage paid at Los Angeles, CA 90052 and at additional mailing offices. Subscription inquiries phone (213) 657-5100. Single Copy \$1.75. Subscription rates: U.S., Possessions, Military Overseas, one year \$11.94. Canada and other countries \$16.94.

CONTRIBUTIONS: Should be mailed to 8490 Sunset Blvd., Los Angeles, CA 90069. They must be accompanied by return postage and we assume no responsibility for loss or damage thereto. Any material accepted is subject to such revision as is necessary in our sole discretion to meet the requirements of this publication. Upon acceptance, payment will be made at our current rate, which covers the author's and or contributor's right, title and interest in and to the material mailed including but not limited to photos, drawings, charts, and designs, which shall be considered as text. The act of mailing a manuscript and or material shall constitute an express warranty by the contributor that the material is original and in no way an infringement upon the rights of others.

CHANGE OF ADDRESS: Six weeks' notice is required to change a subscriber's address. Please give both old and new address and label. Mail to P.O. Box 1149, Los Angeles, CA 90078.

POSTMASTER: Please send address changes to Dirt Rider, P.O. Box 1149, Los Angeles, CA 90078



KAWASAKI KDX 200-A2

Can a bigger gas tank and more piston clearance keep the green meanie (or red sled) at the top of its class?

Most people agree that 1983 was the year for the Kawasaki KDX200A1. An all-new model, the KDX literally took the enduro crowd by storm. And well it should have considering the massive improvement the bike was over its predecessors. A full 198cc motor put it at the top of the class, and better suspension helped give the Kawasaki much-raved-about handling characteristics.

But 1984 is here and the 200cc class continues to blossom. Yamaha has bumped the displacement of the IT175 up to 195cc and promises to be a threat, once again, to the Kawasaki. Honda hasn't been sleeping either, and their radical update of the XR200R is evidence. This year it appears that it is Kawasaki's turn to rest on its laurels. Whether or not the KDX200 needed major improvements to stay competitive with its rivals is a difficult question to answer, but it is certainly clear that the Kawasaki KDX200 will have a tougher time dominating the class this year.

Dirt Rider Editor Charlie Morey (left) likes to play in rocky streambeds a little more than the Kawasaki. The new KDX200 (below) is available in either red or green.



KAWASAKI KDX 200-A2

Make/modelKawasaki KDX200A2
 Serial number.....Frame:OEA003817
 Engine:DX200AE003826
 Price\$1,699
 Number of dealers (U.S.)1400 (approx.)
 Warranty90-day unconditional
 Customer service.....Kawasaki Motor Corp.
 P.O. Box 11447
 Santa Ana, CA 92711
 714/540-1600

ENGINE

Type.....Air-cooled, single-cylinder two-stroke
 Displacement198cc
 Bore x stroke66.0 x 58.0mm
 Compression ratio7.7:1
 Horsepower/rpm (measured).....20.8 @ 7,500 rpm
 Torque-rpm (measured).....14.9 @ 7,000 rpm
 CarburetionMikuni VM32SS
 ExhaustSteel, single into steel silencer/spark arrester
 IgnitionCDI
 LubricationPre-mix (30:1 recommended)
 Air filtrationOiled polyurethane foam

DRIVE TRAIN

Transmission.....Six-speed
 Primary drive2.86:1 (gear)
 Final drive3.69:1 (13/48)
 Gear ratios (internal).....1st 2.77:1
 2nd 2.00:1
 3rd 1.53:1
 4th 1.24:1
 5th 1.04:1
 6th 0.87:1

CHASSIS

Frame.....Steel, single downtube split into full cradle
 Rake/trail28°/4.76 in.
 Front suspension.....Kayaba telescopic fork, 9.5 in. travel (measured)
 Rear suspension.....Kawasaki Uni-Trak

with Kayaba shock, 9.0 in. travel (measured)
 Brakes.....Front—120-35mm drum
 Rear—110-30mm drum
 WheelsFront—1.60-21 D.I.D
 Rear—1.85-18 D.I.D
 Tires.....Front—3.00-21 Dunlop Sport K790 4PR
 Rear—4.00-18 Dunlop Sport K790 4PR

MEASUREMENTS

Weight (wet, no fuel)217 lbs.
 Weight (wet, tank full).....236 lbs.
 Weight distribution102.5/114.5 lbs. (47/53%) (Fr/rr, wet, no fuel)
 Weight distribution113/123 lbs. (48/52%) (Fr/rr, wet, tank full)
 Wheelbase.....56.3 in.
 Fuel capacity3.2 gals.
 Reserve capacity0.2 gals.
 Sound test.....100 dbA
 Ground clearance.....13.4 in.
 Seat height.....36.5 in.
 Swingarm length.....24.8 in.
 Swingarm pivot to center of countershaft2.5 in.

PARTS/COST

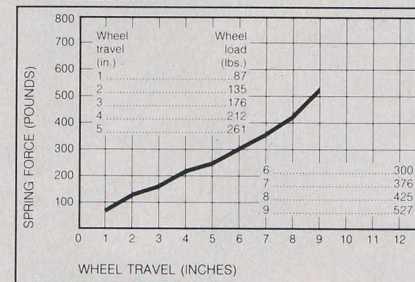
Maintenance manual\$6.95
 Carburetor jetsMain—\$3.03
 Pilot—\$3.31
 Needle—\$4.40
 Needle jet—\$9.36
 SprocketsFront—\$13.80
 Rear—\$46.00
 Handlebar leversRight—\$7.20
 Left—\$7.20
 Shift lever\$19.32
 Piston.....\$23.10
 Rings only.....\$13.26
 Cylinder.....\$153.30
 Head.....\$58.00
 Clutch platesFriction—\$5.78 (7)

Steel—\$4.09 (6)
 Air filter\$18.72
 Brake shoes\$5.20 ea.
 Chain\$42.00
 Seat\$92.00
 FendersFront—\$33.45
 Rear—\$25.30
 Fuel tank.....\$115.00

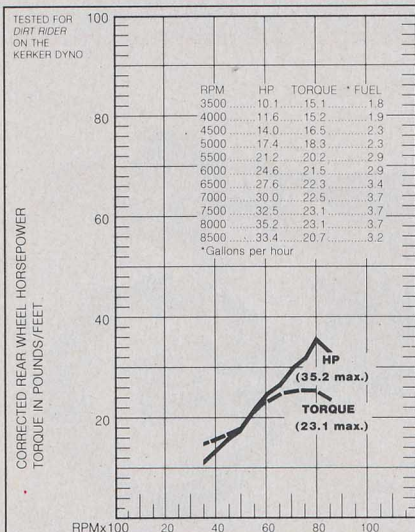
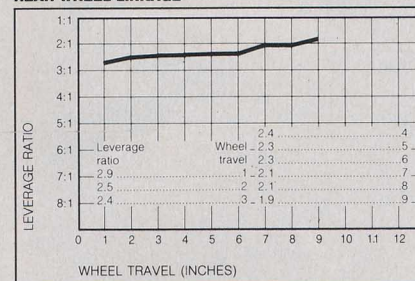
OPTIONS

Mechanical odometerDisplay—\$61.00
 Cable—\$5.39
 Drive unit—\$28.00
 Fork SpringsSofter—\$14.30 ea.
 Harder—\$14.30 ea.
 Shock SpringSofter—\$88.00
 Harder—\$88.00

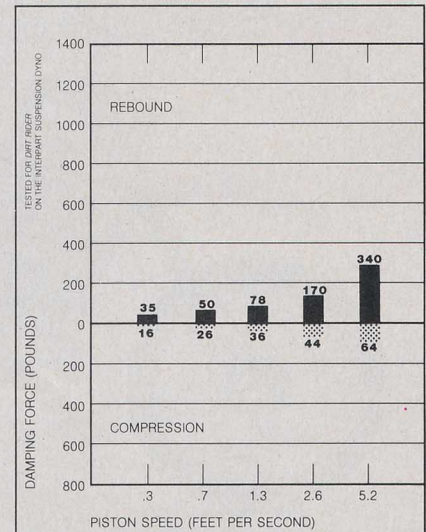
REAR WHEEL LOAD



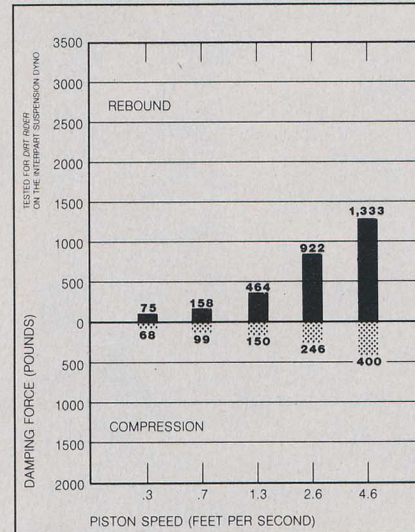
REAR WHEEL LINKAGE



FRONT SUSPENSION DAMPING

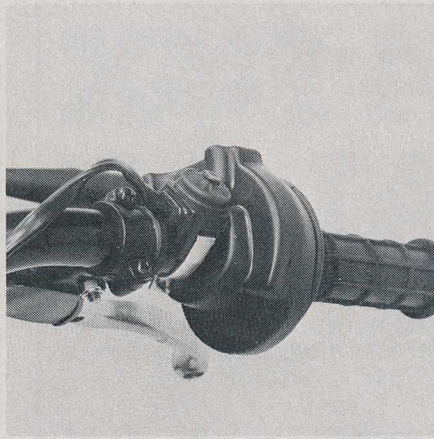


REAR SUSPENSION DAMPING

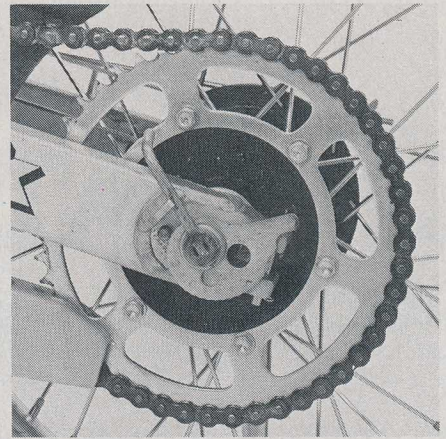




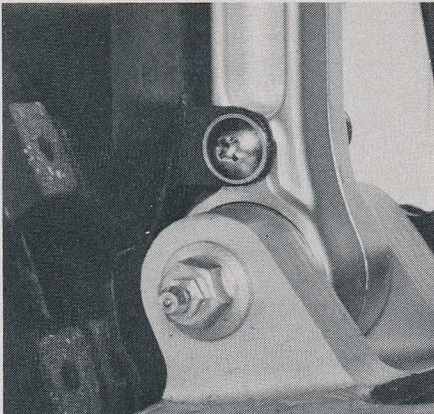
We tried to keep the stickers on long enough to take these photos.



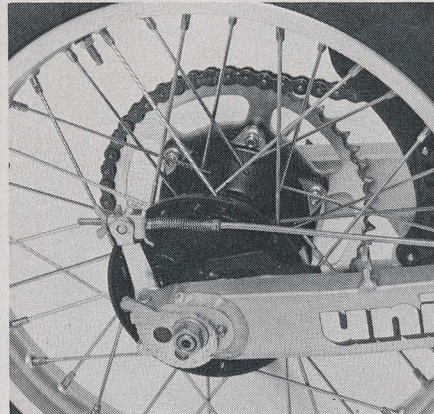
The kill and mode switches for the clock are different this year.



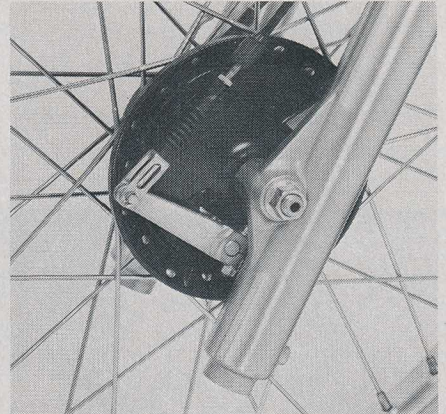
A new tab on the swingarm makes the quick-change rear wheel even slicker.



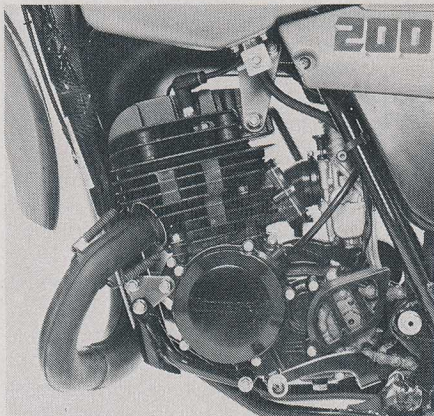
Grease fittings adorn both ends of the doggy bone strut. Maintenance is now a snap.



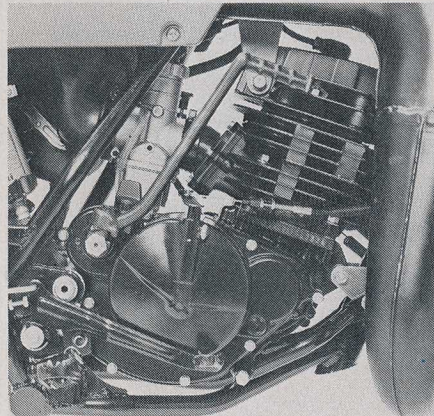
The box-section aluminum swingarm is lighter and the rear wheel disassembly is still quick.



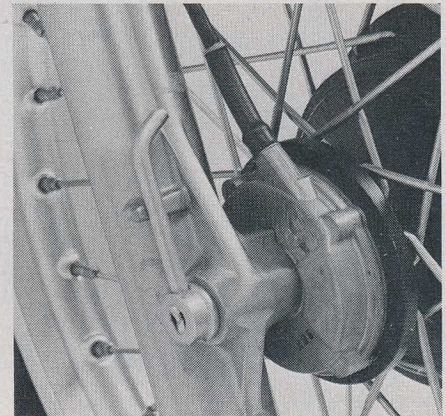
Front brake action continues to be at the head of the pack.



Now the folding-tip shift lever is aluminum and the gas tank droops down on the left side.



Piston clearance is a little bigger for 1984—a big relief for KDX owners.



A tab is cast into the fork leg to hold the axle head bar. Magnetic pickup is the same.

TECHNICALLY SPEAKING

The 200 has not gone through a total metamorphosis from 1983 to 1984, but it certainly *looks* different. Its red hue is not exactly a change, but an addition. Only the KDX200 and the KDX80 models are available in either traditional green or first-time-ever red. Kawasaki's research (and common knowledge) has indicated that there are a large number of people out there who would *never* buy a green motorcycle, regardless of its good qualities. As a marketing test, the two models mentioned will be available in both colors. We expect Kawasaki to offer other

models in red next year to stifle complaints that their bikes are ugly.

Aesthetics aside, the two biggest problems with last year's KDX200 have been solved rather easily for 1984. The gas tank has found itself drooping farther down on the left side and picked up an additional 0.4 gallons of capacity. That should be enough to eliminate the horrible "out of gas" stories that gushed forth from almost every KDX200 owner who raced or competed on the 1983 model. Seizures were the second biggest problem. Depending upon who you talk to, the 1983 models suffered from oversized

pistons, out-of-round pistons or poorly designed exhaust ports. Whichever version you want to believe (we go for Kawasaki's out-of-round explanation), the 1984 bike does not suffer from any of these ailments. The new piston was measured differently in production and ensures that the same problem won't crop up again. And this new piston, according to Kawasaki, will slip right into the '83 KDX200s and solve the seizing problem on that bike.

Suspension on the new KDX200 is virtually the identical suspension that adorned the 1983 model, with the excep-

FREE! '84 FOX CATALOG

The totally awesome '84 MOTO-X FOX CATALOG is available FREE of charge. Send just \$1 to cover postage & handling and you'll receive our 48 page color-drenched catalog filled with the best values in motocross. You get more for your money with Fox. Don't get ripped off, get Foxed Out!

Enclosed please find \$1.00 to cover postage and handling, please rush my copy of the awesome 1984 MOTO-X FOX CATALOG.

Name: _____ DR

Address: _____

City: _____ State: _____ Zip: _____

Send to: MOTO-X FOX, 520 McGLINCY LANE, CAMPBELL, CA 95008 USA

tion of a small tab that is cast into the right-hand-side fork slider for the purpose of holding the axle's quick-change rod in place. The swingarm has a similar tab that serves the same purpose. A nice addition to the rear suspension is a pair of grease fittings, one on each end of the "doggy bone" link—the link that connects the swingarm to the pivot arm. It's a nice start and we hope that Kawasaki sees fit to add a grease fitting to the pivot arm next year since the sleeve bearing is subject to a lot more stress than the ends of the doggy bone. Some of the riders we talked to about the 1983 model KDX200 said they can't get more than about 800 miles out of the sleeve at the pivot point. We would have to assume that another grease fitting would help extend the life of the Uni-Trak system.

Another complaint lodged by previous KDX200 owners dealt with the location of the front fork's drain plugs. The fact that they were located on the sides of the fork leg left them subject to a large amount of abuse. Thankfully, Kawasaki again listened to their riders and moved the drain plugs around to the back of the legs. And in another attempt at keeping things from folding up right before your eyes, the new KDX has a new aluminum folding shift lever. The rear brake lever is still a steel folding unit.

The frame hasn't changed from what was offered last year, but the rear hub has. The spokes are more of a straight-pull variety, although not totally straight. The swingarm is constructed of box-section aluminum and the nylon chain guide is beefier. The chain rollers are made out of a softer material that is said to wear just as well as last year's, while cutting down on chain noise.

In another effort to cut down on noise, the KDX200A2 has an all-new muffler that is shorter than last year's, but almost twice as fat. The exhaust tone has been softened somewhat. Our AMA-approved sound test equipment showed the 1984 model at 100 dbA; last year's bike barked out a 106 dbA reading.

While the new muffler may be quieter, it appears that it has cut into the performance somewhat due to its restrictiveness. The 1983 KDX200 put out a maximum of 22.4 horsepower at 7,500 rpm, while this year's 200 puts out a maximum of 20.8 horses. In fact, the newer KDX is a little down on power throughout the entire rev range. At 3,000 rpm, the new bike lags behind by a skimpy 0.6 horsepower. At 5,000 rpm, it's down by 1.2 horses and, finally, at peak horsepower output, the new bike falls short by 1.6 horsepower. Last year, 1.6 horsepower might not have caused you to blink an eye, but with the Yamaha IT200L putting out more ponies this year, the difference might become critical. We can only guess that aftermarket companies will make a good deal of money selling less restrictive mufflers for the '84 KDX200s.

At least the handlebar lever manufac-

FREE HAT & SHIRT



That's right. If you buy a CRF hand-formed Rocket Pipe and high performance Rocket Reed kit for the regular price, you can have a CRF logo hat and T-shirt — FREE! CRF backs the Rocket Pipe with the only Money-Back Performance Guarantee in the business, so you know it works! Rocket Reed kits flow more air at a higher rate to help retain vital low and midrange power — even with highly-ported engines. Don't delay — offer good only until Mar. 31, 1984. For the following current machines:

125's
 Hon CR 125 '80-84
 Kaw KX125 '80-84
 Yam YZ125 '78-84
 SUZ RM125 '78-84
 Reed kits \$75.00
 Pipes: \$139.00

250-OPEN
 Hon CR 250 '83-84
 Kaw KX250 '83-84
 Yam YZ17400-495 '80-84
 Suz RM250ZD
 Yam YZ250 all
 Reed Kits: \$75.00
 Pipes: all \$149.00 except Honda: \$159.00

CRF offers a complete line of high performance engine products including Mikuni and Leatron carbs, Uni filters, Answer silencers, exclusive Dynaflo, Porting and much more. Send \$3.00 for brand-new catalog of goodies. All orders C.O.D. cash only — no prepaids, please! Sorry, no foreign or Canadian orders.

CRF

CROTCH ROCKET FACTORY
 Box 2084, Goleta,
 CA 93118
 (805) 683-1426

<p>WORLD CHAMPION</p> <p>BRAD LACKEY</p> <p>MX</p> <p>2nd Edition ... buy this book Motocross Action</p> <p>224 PAGES 400 PHOTOS</p>	<p>WORLD CHAMPION</p> <p>BERNIE SCHREIBER</p> <p>TRIALS</p> <p>Just Printed!</p> <p>192 PAGES 400 PHOTOS</p>	<p>USA CHAMPION</p> <p>LANE LEAVITT</p> <p>TRIALS</p> <p>... priceless instruction manual Cycle Guide</p> <p>160 PAGES 400 PHOTOS</p>	<p>WHEELIE KING</p> <p>DOUG DOMOKOS</p> <p>WHEELYIN'</p> <p>... a blast ... a visual delight Cycle News</p> <p>300 PHOTOS 12 COLOR PAGES</p>
--	--	---	--

Name _____

Address _____

City/State/Zip _____

LACKEY \$11.95 POSTAGE: \$1.50 first book; 50c each additional. (Foreign: \$2.50/\$1.00 each additional. Write for air rates.)

SCHREIBER \$12.95

LEAVITT \$ 9.95

DOMOKOS \$ 7.95

CALIF. TAX: Lackey —78c; Schreiber—85c; Leavitt—65c; Domokos—52c.

Free descriptive flyer available.

CLEANSHEET ENTERPRISES
 P.O. Box 241R, Tarzana, CA 91356

turers won't be making a profit off the new KDX. Last year's bike had a blade-thin lever that felt fine on the starting line, but after 100-plus miles they started to rearrange the fatty tissue on the palms of your hands. The new lever is fatter and just as comfortable on the dirt as on the showroom floor, so as long as you don't fall down, you're set for a long time.

While you're checking out the new graphics and the stickless stickers on the Kaw, be sure to note the small one on the gas tank that says to mix your fuel/oil at a 30:1 ratio. This is a bold move for Kawasaki, changing from their longstanding recommendation of 20:1. They claim their testing has shown cleaner exhaust emissions without reducing engine life.

Kawasaki continues to follow the recent marketing trend of changing what the seat and side plates have imprinted on them each year. Instead of "200" on the seat and "KDX" on the side plate like last year, the new red rock roustabout sports "KDX" on the seat and "200" on the side plate. Bets are being placed as we speak on what Kawasaki will put on the seat next year.

We hate to do it, but, yes, sadly we must once again report that Kawasaki has forgotten to glue the tank stickers to the tank. By the time you get your KDX home from the shop and unload it from your truck, van or trailer, the stickers will be trying to jump ship. One idea might be to put clear plastic over the entire side of the tank area, including the stickers, before you ever ride the bike. Not only will this keep the tank looking new for resale purposes, but it just might (heavy emphasis here on "might") help keep the stickers in place.

You won't have any trouble, though, with the new clock mode and kill buttons. They stood up to many rocks, a loop out (obviously not by one of our editors...) and other assorted tumbles without the slightest hint of failing. The clock, unfortunately, is still the same as last year and is subject to our identical criticism. The operation of the clock is simple, but is based on the premise that everything is running smoothly before an event starts. When the starter says "go," Kawasaki reasoned, you push the start button and the clock starts at zero. Easy enough for most people, but if you've ever left your goggles at camp and had to rush back to get them, only to be late getting back to the starting line, you know that life isn't always that easy. For the rest of the event your timekeeping will be twice as hard since you have to constantly subtract the number of minutes that you were late from your present time. Resetting the mileage isn't exactly a piece of cake, either. Push the reset button once and it goes forward, push the button again and the numbers go backward. After you get it all figured out and are close to your reset figures, the clock becomes even harder to use as you go back and forth past the right figure.



ANCRA FITTING KIT
A precision, low-profile smooth-contoured securing loop that can be fitted to a truck, trailer, or van. Velvet-smooth operation and easy to install.

WHEEL-TIE-DOWNS
Secures wheel to any trailer rail. ANCRA wheel-tie-downs: a life insurance policy worth a lot of peace of mind.

ANCRA TIE-DOWNS
World renowned quality tie-downs with wear-engineered components. It's a good feeling to know you're secured with ANCRA.

MEMBER MIC

YOU'RE NOT READY UNTIL YOU'RE SECURED WITH ANCRA

ANCRA CORPORATION
2233 EAST GRAND AVENUE
EL SEGUNDO, CA 90245
(213) 322-7365 TWX (910) 348-7118

ANCRA
WORTH ASKING FOR AGAIN
ANCRA

mugen 無限 power

Honda Performance Specialists



1983 mugen AR 500



Mugens Hi-performance Camshaft

Mugen's special one piece billet cam developed for the XR's RFVC Head increases horsepower and the special grind of the cam gives a big punch to the mid-range pulling power and keeps right on pulling to red-line. Can be used with stock valve springs and guides.

Mugen's HiTechnology Parts & Machining Work.

Cylinder Head Machining & Porting for Increased Compression & Flow.....\$99.00

Valve springs & guide kit improves Hi-RPM pulling power.....\$130.00

Valve guide installation & valve seat grinding.....\$50.00

Mugen special camshaft.....\$85.00

Accelerator Pump Kit & Installation.....\$85.00

Baja Winning Megaphone Exhaust System.....\$65.00

Alloy Swingarm 3lbs lighter than stock!.....\$285.00

K & N Hi-Volume Air Filter.....\$25.95

100 Watt Cibie Super Oscar.....\$69.25

Baja Headlight Guard.....\$69.00

Information—Specify Bike.....\$1.00

Available direct—call or write
AMERICAN MUGEN INC.
6944 Santa Fe Avenue, East
Hesperia, CA 92345
(619) 244-5425

Parts Shipped FOB Hesperia—
CA Residence add 6% tax

Well, enough on the clock already; we weren't impressed last year and it's the same clock this year The tires on the KDX have been changed from Dunlop 490s to Dunlop K790s. Our only real compliment for them is that they seem to be lasting a long time.

ON THE GAS

In the June, 1983 issue of *Dirt Rider*, we stated that we loved the 1983 KDX200A1. Since the 1984 KDX200A2 wasn't changed much from its predecessor, one would assume that we like it just as well. That would be a smart assumption. Actually, we like the KDX200 a little more in some ways and have become a little jaded in others. Since Kawasaki fixed our two biggest complaints last year (the fuel capacity and the piston seizures), we can only say that the bike now deserves the heaps of praise it is likely to receive. The little annoying problem of the fork slider drain plugs has also vanished to leave room for worry about other things—like the fork springs. They just aren't stiff enough. Even smaller and slower riders complained that the front end was sacked out before it got a chance to hit any bumps.

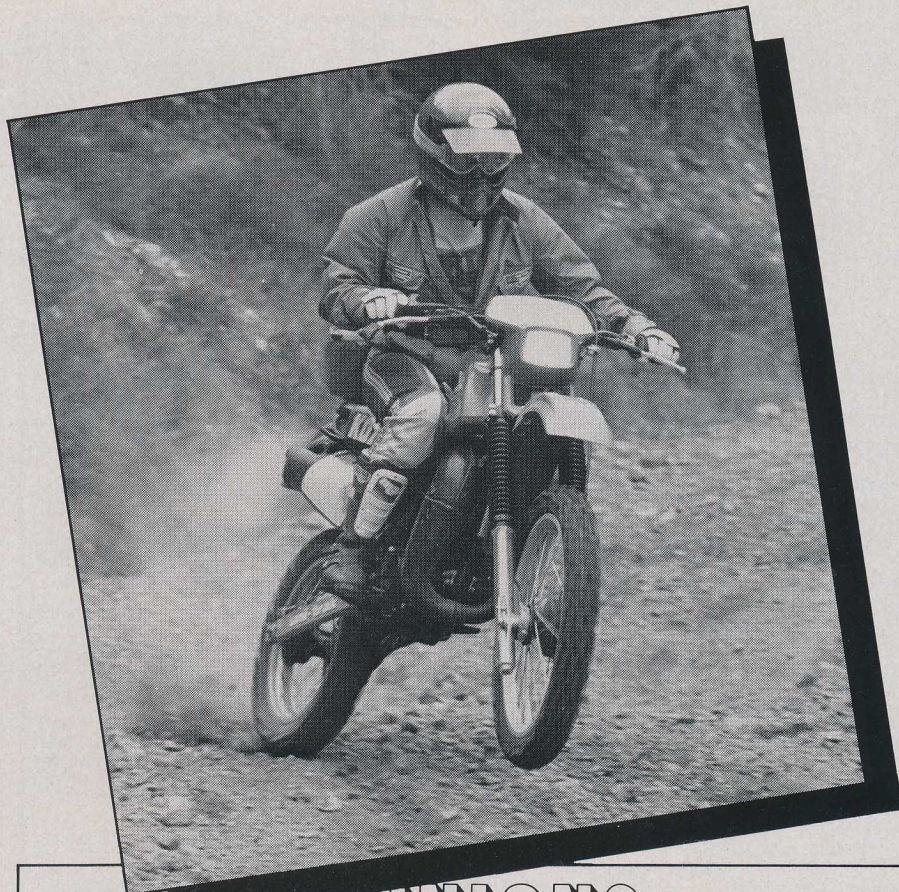
Kawasaki offers optional stiffer fork springs and we would recommend them to just about anybody who weighs over 100 pounds and is faster than a speeding koala. The rear suspension can be adjusted through preload setting to accommodate most riders and it performed as well as last year.

The highlight of the KDX200A2 is still the nimbleness with which it zips through special tests and down zig-zagging trails. Still, some testers complained that in the really slow, rock-to-rock sections, the KDX was too pipey and the clutch was too grabby to be comfortable. They said an XR200R would just torque over rocks, while the KDX had to spin wildly and crash over everything just to get through the section. But, as long as you aren't going through the world's worst terrain, the KDX200A2 is still a mean machine.

It's still light, it still has good suspension and it still has a strong powerband. The only thing the KDX needs this year is stiffer fork springs, a less restrictive exhaust and real glue on the tank stickers. And if you still can't live with the stock clock/odometer, replacing it will be a lot easier this year. Instead of scrounging around in the old parts bins trying to find a suitable odometer, all you have to do is buy an optional mechanical odometer unit from Kawasaki. They make a drive unit, cable and odometer display that will set you back less than \$100.

The KDX200A2 has been refined well enough to take care of some major problems that cropped up last year, but it remains to be seen if the bike is going to make a repeat performance as the king of the 200cc class. At least now the anti-green forces can join Team Green and still be Reds.

DR



OPINIONS

After six years on a Yamaha IT175 (three ITs actually), I climbed on the KDX200 with a little apprehension. However, during a 90-mile enduro, the bike and I got along fairly well. There was plenty of power, even in soft sand washes and up loose climbs. The bike ran straight through the whoops and was a joy to thread along tight trails through the bushes.

The KDX and I had a little disagreement over idling; if the throttle was off, the clutch needed to be in, but that possibly could have been solved with a carburetor adjustment. It also had a tendency to let the front end deflect when hitting rocks and it turned a little too sharply for my liking. Once, I crested a hill, chopped the throttle and hit the brakes without getting to the clutch in time. It didn't want to bump-start in the sand and I barely coasted into a check.

The bike did not start as readily as other 175s or 200s, usually insisting on a number of sharp kicks, but the lever can be awkward for the short of leg.

The bike is comfortable to sit on; the frame low enough to let a person of medium height plant their feet and the handlebar at a comfortable level, although I would shorten it a couple of inches.

—Dana Bell

Age/Ht./Wt.: 35/5'7"/130 lbs.

Motorcycle(s) currently owned/ridden:

Yamaha IT175

Riding ability: District 37 enduro number one Women.

First off, I don't see what was so objectionable about green; you definitely stood out in a crowd. But at least now Kawasaki gives you a choice of colors . . . I'd like mine in a nice beige please.

Performance-wise, what can I say? It's just a little bit down on horsepower over last year's bike, but that can probably be fixed with an aftermarket silencer. I wish I could have tried the heavier fork springs before the test was completed because I'm sure that they would have prevented the KDX from deflecting off of rocks as much and just generally transferring jolts to the rider. Otherwise, I'm pretty happy with the bike—no major gripes.

—Bob Carpenter

Age/Ht./Wt.: 23/5'9"/185 lbs.

Motorcycle(s) currently raced/ridden:

Honda CR250R, Suzuki RM250E

Riding ability: Pro motocrosser

I'm sorry I didn't get a chance to ride last year's KDX200 so I could have a basis of comparison, but the A2 impressed me. Actually, the engine was the impressive part; it lugged down low and pulled cleanly, yet felt fairly potent on top.

Handling-wise, the KDX was easy to flick around while maintaining some semblance of stability. Hooking it down rocky trails, though, got the puppy bobbing. The front end especially didn't want to soak up quick hits. I didn't have any such complaints about the rear end. At times, though, the rear brake seemed too touchy.

The hardest thing to get used to on this Kaw is the color . . . Kawasaki have always been green, haven't they?

—Mark Kariya

Age/Ht./Wt.: 27/5'10"/160 lbs.

Motorcycle(s) currently raced/ridden:

Honda CR250R, Jawa DT500,

Yamaha RD350H

Riding ability: Intermediate motocrosser