

AUSTRALIAN

TRAIL & TRACK

February 1980, \$1

Tests -

SWM's NEWEST 250

Detailed changes make it even better

CR80 MINI

Honda's great little red rocket

KAWA KLX250

Something better than an XL?

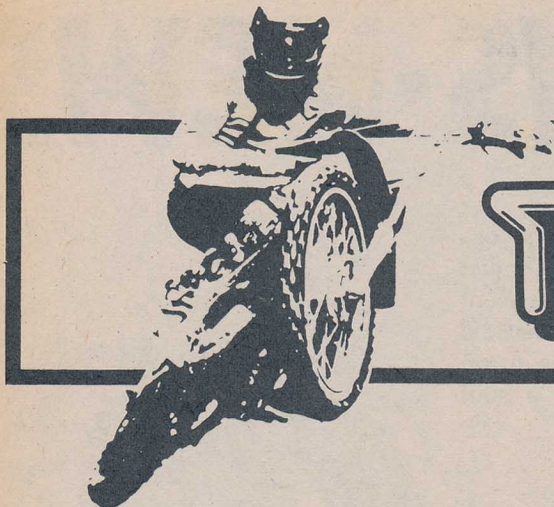
KE175D2

Just how good a street-trailbike?

RM250T

Part 2 - the Yella Terra to beat this year





TRAIL & TRACK

FEBRUARY 1980 - No. 77

Cover shot — S.W.M.250 at Mt. Slide
— photo by the usual Mamiya.

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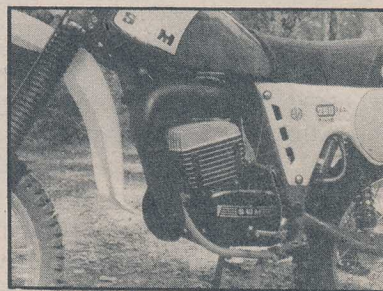
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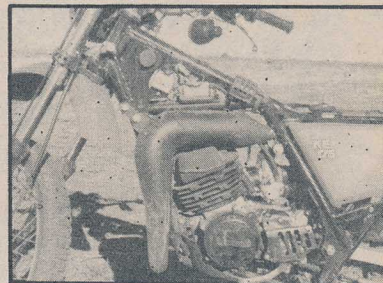
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S.W.M. 250



Kawasaki KE175.



Yamaha IT250G.



Kawasaki KLX250

Mini Test: Honda CR 80 ra

After years of promises and speculation, the CR80RA is finally with us, and our thanks to Honda Australia for the test machine.

The brilliant red colour is very eye-grabbing, we liked it right off. As the side panels don't stick out, this gives the bike a slim look. Stickers are typical Honda, very good. Tank shape is similar to the larger Honda models, and is comfortable when riding.

Shape of the mudguards is good. The rear guard could be longer to stop mud flinging up the rider's back. The seat is firm, without being hard. At the rear of the seat is a strap, to assist with lifting the bike, and it was obviously made for small Japanese fingers to use. I could only just get my fingers between the guard and the strap.

Seat height is 28.7" or 730mm, lower than it's main opposition.

Many of the smaller kids have had trouble with the new range of bikes being too high, so this Honda should suit them better.

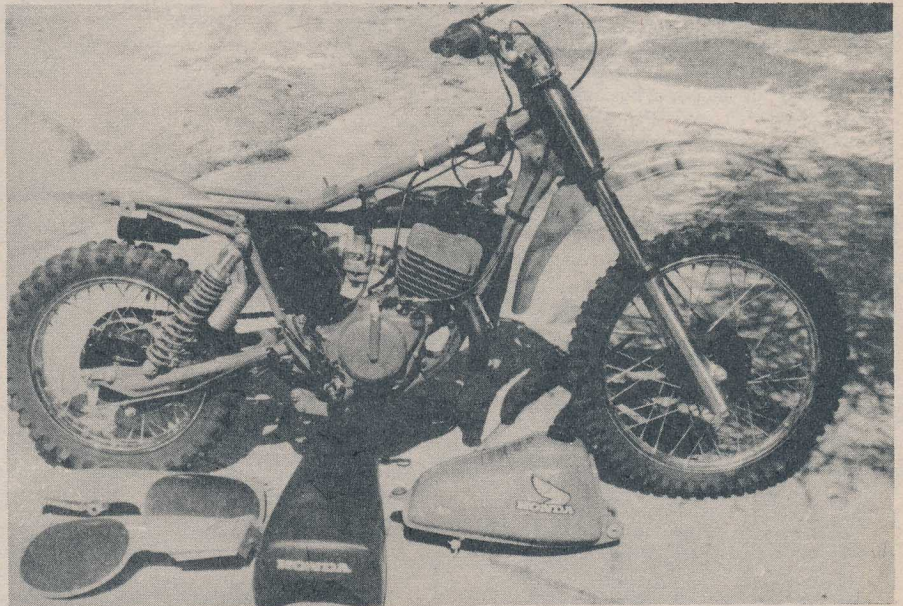
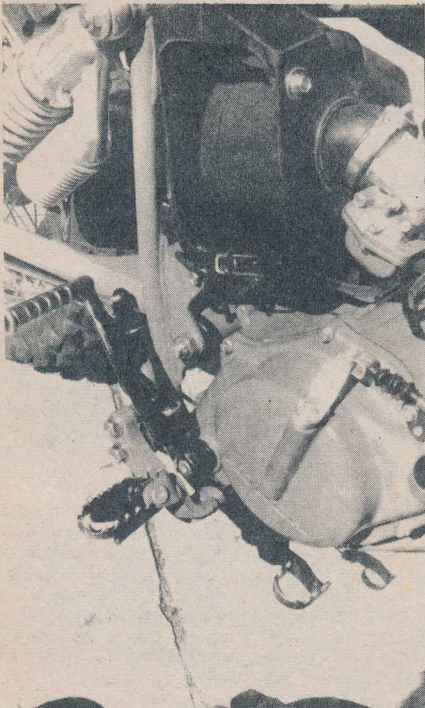
Starting was very easy - one kick, hot or cold. The kickstarter seems to sit well back from the footpeg, but it's very effective.

If it is wound out through the gears, the straight line acceleration is very good. I feel if slightly lower gearing was fitted it would really accelerate even better. You have to keep the revs up to get the best from this motor.

It has a chrome bore, reed valve, bore and stroke of 49.5mm by 41.4mm. The compression ratio is low, at 7.2:1.

Fuel is fed by a 26mm Keihin, and the top power is developed at 11000rpm.

Very effective small motor, needs gearing change.



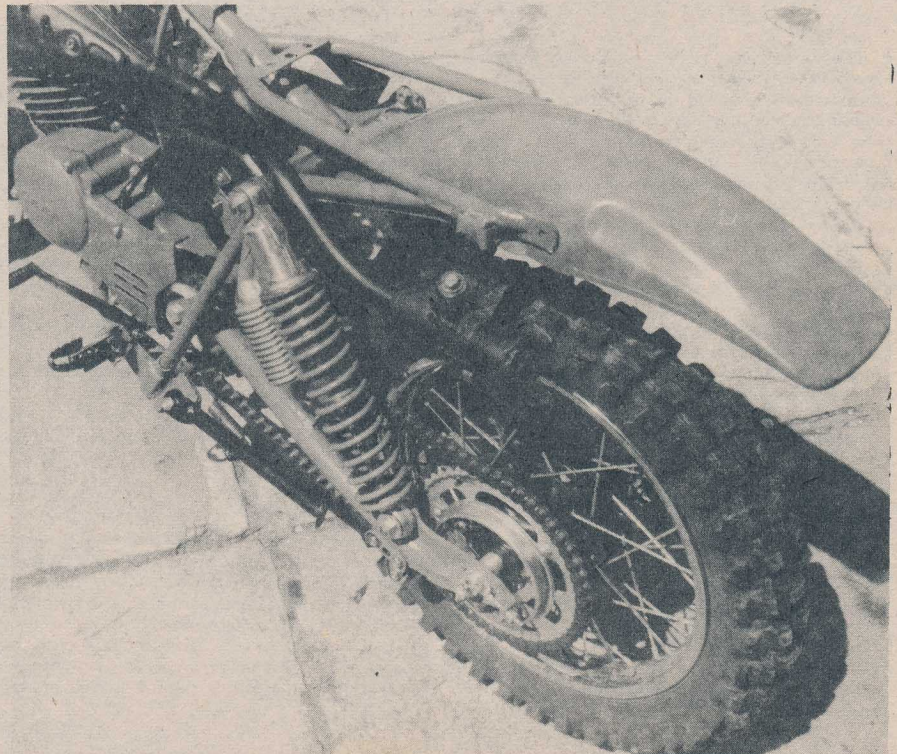
Easy to pull apart for service and work, low seat height for smaller riders.

We felt the six-speed transmission was a little too stiff in action, but it should free up in use. Mono's are very easy, as L.S. found out.... It is very easy to lift the front wheel coming out of a corner. The rear sprocket has a pressed metal dish fixed to it, so in the event of a dropped chain

the sprocket bolts and nuts don't get mangled. Front forks are fitted with air caps. In standard form the suspension is 170mm. By using different air pressures and oil weights and amounts the forks can be set up to suit any rider.

Rear suspension is by Honda's new Remote

Rear guard could be longer to stop mud flinging up.



Reservoir gas shocks with adjustable spring tension. They deliver 160mm of travel. Suspension both ends I found good and even with hard riding I didn't get any fade from the rear units.

In a word, it handled like a dream. The front brake was very effective, and adding in the rear one gives a very effective stopping force.

I have a query with the rear brake lever - it's fitted in between a cast steel bar, about 4" long which holds the footpeg end and the frame. In the event of a stack it is possible for the footpeg bar to bend in - it could jam up the rear brake lever which would put you out of business.

Handlebars are comfortable, and although the grips are hard they are acceptable. Levers feel good and the clutch operation is light.

The kill switch is located on the correct side. Throttle operation could be a bit quicker but is

OK, throttle response was quick with no hesitation.

Standard tyres fitted were adequate, would be alright till they needed replacing then use something better. To sum up, I was a little surprised with the performance of the Honda CR80RA.

It is a very easy bike to ride, and it should find wide acceptance with the smaller riders as well as the more experienced. Price for this neat machine is \$749. P.W.

SPECIFICATIONS -

Engine	two-stroke, 79.7cc
Bore x stroke	49.5x41.4mm
Compression ratio	7.2:1
Carburetion	26mm Keihin
Ignition	CDI
Starting	primary kick
Max. bhp	16.5 at 11000rpm
Transmission	6-speed
Seat height	730mm
Wheelbase	1190mm
Fuel capacity	4.7 litres
Tyre, front	2.75x17 Claw
Tyre, rear	3.60x14 Claw
Suspension front	170mm
Suspension rear	160mm
Weight, dry	62.46kg
Ground clearance	190mm

MINI DNF'S

Dear Sir,

I stripped the thread out of the timing adjusting screw on my XR75, how can I fix this? Every time I throttle up quickly my bike floods, what should I do to stop the problem? I am thinking of hotting up my bike so how will the following mods go - big bore kit, stroker kit, polished ports, bigger carb, polished valves, high-lift cam, high pipe and CDI ignition?

A.C. (S.A.)

If it's the thread on the points backingplate, get it tapped out next size up, and enlarge the slot in the points to fit; or take it to a good engineering workshop and get them to helicoil it back to standard thread. All XR75's have the same complaint - if the throttle is opened from idle quickly they will die. The secret is to build a few revs and then take a handful. When you hot a bike up you will lose some reliability. All the parts you mentioned are OK. For further enquiries, contact T&T Mail Order. With money, you can do anything.

Dear Sir,

I own an eight year old boy, this is probably common but he likes his bike riding very much. He has an RM50 Suzuki, but will go into the 100cc class in May. He appears bored with riding with friends, so I am wondering if you know of tracks for children to better their riding skills, or tracks for competition in N.S.W.? Victoria or Qld. would be alright, we are central N.S.W. and travelling can be arranged, can you help us?

R.F. (N.S.W.)

Hmmm - see, we really can be helpful. Over the last twelve months we have had a few letters similar, and published addresses for contact with clubs, etc.. The last one for minibikes in N.S.W. was the very helpful Mrs. L. Bennet, Assistant Secretary and P.R.O. of the Australian National Mini Bike Association, at 7 Garema Pl., Orange 2800. Among others, this was in July 1979 issue of T&T. She will help with your wee problem. Also, staff have just returned from a trip to the Hungry Creek MX School, again featured in T&T last year. Get the point? This school caters for mini riders right up to top level. Contact J. Cameron, Murray's Run, Laguna. Phone STD 98 8229.

Dear Sir,

My YZ80D revs madly in 5th gear, so I have to let off the throttle. The local dealer says it needs new gearing, but I'm not so sure. Can you help? Would E tank stickers fit on a D tank? Do back shockers work better upside down, my friends are using them that way? Are back-issues 70 to 74 available, I missed them?

C.B. (Qld)

Sounds like your gearing is too low, try fitting a front sprocket up one tooth more than you are now using. Can't see why E stickers won't fit your D tank... Standard shockers on the D model should be upside down as they are gas shockers. Back issues you mentioned are available.

Dear Sir,

Do you think my brother's DT100B would beat my TM75 in a motocross race?

R.M. (N.S.W.)

The DT100B should win the race. A lot depends on the riders. A good rider on the TM75 would beat a poor rider on the DT100B.

Dear Sir,

I intend buying a stock YZ80F for trail and Enduro riding, what price would I likely have to pay for a second-hand one in good condition? With regular riding and good maintenance, how long should the piston and rings last, the bike won't be thrashed? Do you know the price of rings and piston to suit this bike? What oil should I use for gearbox and airfilter? What is your advice for silencing a YZ80F? Would the airfilter of the YZ80E substitute for the F? Could the YZ80F wheel be interchanged for a 17" one?

R.G. (Vic)

You should get a good buy round \$500-550, get a good mechanic to check it over for you before buying it. Find out the condition of the rings by pulling the motor down for inspection. Try fitting a new set of rings after 3-4 weeks. Fit a piston kit after 3 sets of rings. Rings cost around \$8. A piston kit costs about \$20. I use BelRay gearbox oil, and Valvoline two-stroke for the filter. The same filter fits both models. A 17" rim can be fitted.

Dear Sir,

I recently bought a KX80B2 and have nothing but praise for it's handling. Power might be a bit low, but nothing a modified piston wouldn't fix. I think the test of this bike in the December issue is a bit wrong. This bike doesn't have a fully-floating brake rear as the test says. Also, the test maintains the rear needs work done to it. The only thing needed is to change the spring to a harder setting. Has P.W. something against the KX?

J.S. (N.S.W.)

I have nothing against the KX80B2, and rate it a very good bike. Agreed, the floating rear brake was my mistake - apologies, folks. But - the rear end: we found on some of our rougher tracks the handling can be greatly improved by fitting a longer swing-arm, and a set of rear shocks in which the damping does not fade when hot. Increasing the tension of the spring around standard shocks achieves nothing.

Dear Sir,

In the December issue in the test you said the KX80 with a few modifications could be competitive. What are the mods you were thinking of?

A.S. (Vic)

Mods are mainly to the handling department, refer to the previous letter. Fit a longer swing-arm, DG have one. Fit longer rear shocks to match, try S&W or Mulholland, to suit your weight. Fit air fork caps to the front forks. Motor-wise, fit a DG Gold Head and pipe, and tune the carby to suit.

Dear Sir,

If I want to fit the YZ100F carby and reed valve to my YZ80E, can it be done, and does T&T Mail Order stock the bits?

G.N. (N.S.W.)

Doubt it'll fit, but as the YZ80E and F run the same reed valve, try the one from the G model, it's bigger. Contact T&T Mail Order, check the list first.

Dear Sir,

My XR80 has the sputters. When the throttle is hit hard the bike dies in revs and stops eventually. When the throttle is fully opened it starts sputtering and uneven running. We have tried bigger jets, and boring out smaller jets to solve the problem. Can you help out, we have tried what we know.

C. Mcl. (Qld)

As we said before, with any XR75 if the throttle is opened too fast the motor dies. Get a few revs up smoothly, then open it big. The miss at high revs could be many things. Fit racing valve springs. Check to be sure there are no air leaks. Fit a correctly-set new plug. Be sure the air cleaner is clean and oiled. Refit standard main jet, if a power pipe is fitted use a no. 100. Check standard needle setting. If a power pipe is fitted use no. 100 jet and no. 1 groove.



Peter Whittington,
Honda CR80.