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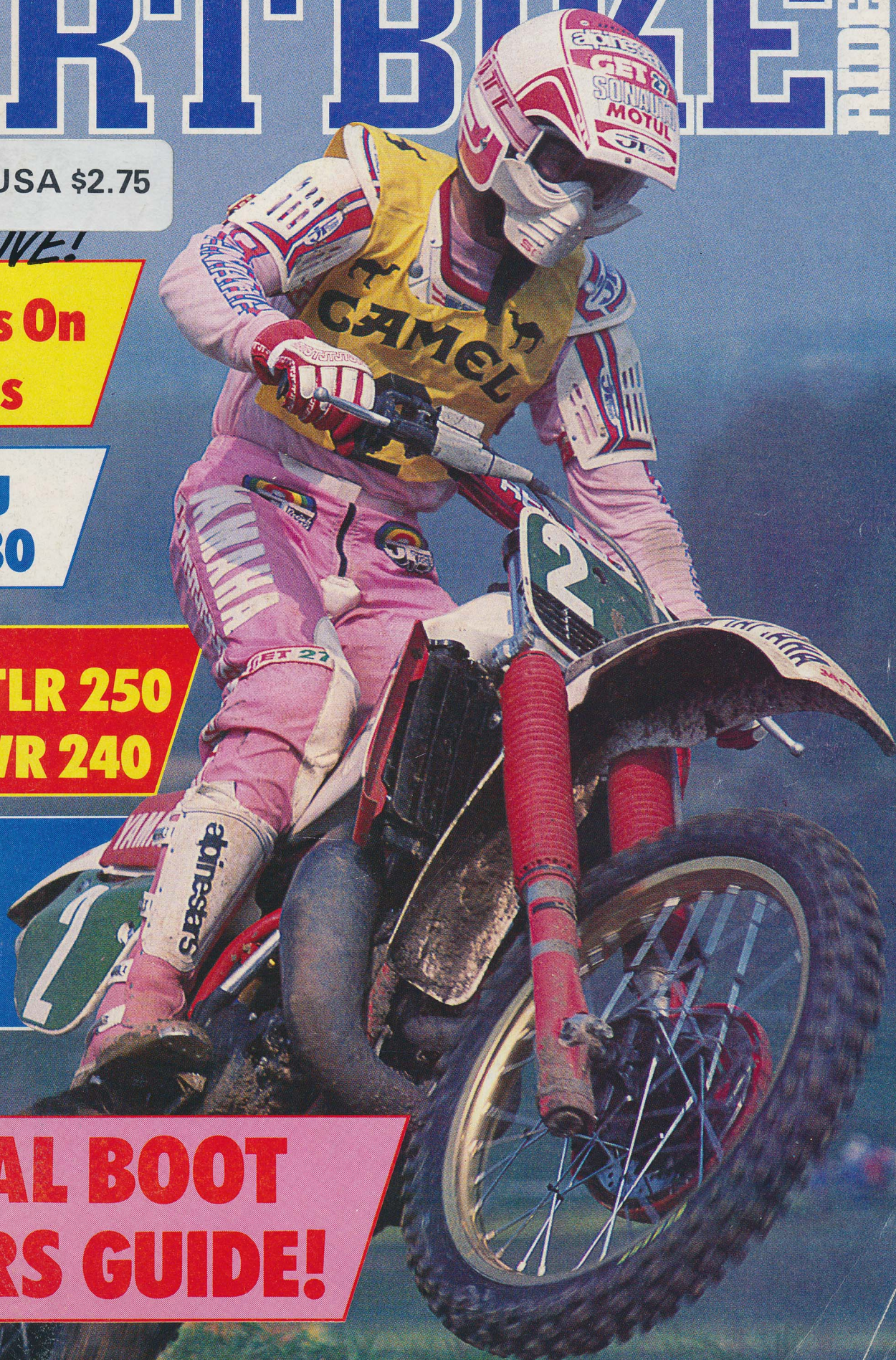
**Preparing
Your KX 80**

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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Editor	Peter Donaldson
Deputy Editor	John Pearson
Contributing Editors	Martin Lampkin, Jack Burnicle, Chris Maindonald, Ed Hertfelder.
Editorial Assistant	Jane Leech
Staff Photographers	Martyn Barnwell, Patrick Gosling
Contributors	James Moorhouse, Neil Webster, Colin Taylor, Keith Simmons.
Designer	Tony Baskeyfield
Ad Controller	Peter Crew
Ad Manager	George Bennett
Tele Sales	Kate Brown
Ad Production	Audrey Wright
Managing Editor	Mark Reville
Managing Director	Peter Strong

Editorial and advertising office: Dirt Bike Rider, EMAP, Bushfield House, Orton Centre, Peterborough PE2 0UW (Tel: 0733 237111; Classified advertising: 0733 236644), Telex No: 32157. Marketing, circulation, back orders office: Bretton Court, Bretton, Peterborough PE3 8DZ. (Tel: 0733 264666). Back orders, £1.50 per copy.

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Beware of red-clad trail riders; under all the garb could be the very cunning Gentleman Jim Sandiford.



Big Mart teaches the Yamaha XT600 a lesson. As in tr



A translation of the Yorkshire oaths is beyond us. Suffice to say, this is a rare picture of Martin Lampkin with both feet down!



"No-name" John Pearson opted for the riverbed; it's just playing up to the camera.



As in trials, the Lampkin approach is full-on.



...ed; it didn't work. However, he says he was

MOOR

fun

It doesn't take much to tempt Team DBR to North Yorkshire, Martin Lampkin's Miners Arms in particular. But when Big Mart suggested a trail ride across the moors, well, we just couldn't say no. PETER DONALDSON sets the scene, while JOHN PEARSON provides a run down on the bikes.

"I WANT to see the double glazing," said Malcolm Rathmell, looking up from the remains of his pub breakfast. Down the other end of the table the response was less enthusiastic. Dissention in the ranks. But the threat of rebellion was quickly dispelled. Plan B was invoked. And with Martin Lampkin issuing orders who were we to argue! Malcolm went back to his coffee.

Outside, the weak rays of spring cast their light over the collection of trail bikes; a Yamaha XT600, Suzuki DR600, Kawasaki KLR250 and the baby of the group, Honda's XL125. And just for good measure there was a Montesa-Honda 249.

Inside the Crown Hotel at Lofthouse in North Yorkshire the riders finished off the last of a seemingly never ending supply of toast and coffee which accompanied a huge and impressive cooked breakfast. When Martin Lampkin goes trail riding he does so in style.

Apart from Martin, himself a former world trials champion, there was Rathmell, another ex world No 1, ISDT multi gold medallist and Lancashire trade baron Jim Sandiford and two "no-names"; DBR staffers John Pearson and myself. Talk about going in at the deep end!

Way back in the planning stages the idea was simple; a ride from Martin's Miners Arms pub at Greenhow Hill to the double glazing pub at Tan Hill. By more than coincidence, the two highest pubs in England. The actual route plan was left in the hands of Martin, since his name carried more weight when it came to negotiating the crossing of any private land. That he also demanded the right to pick the various tea shops en route was a minor point!

Allocating the actual bikes at the start was very democratic; the vote was unanimous that Martin had the DR600. Only he and his well chosen Yorkshire oaths could ever tempt the lump to fire up. The rest of us just drifted to what seemed appropriate.

With the Crown at Lofthouse our first stop, the run there was fairly easy. Open trails through old lead workings down to the twisting road which runs alongside beautiful Gouthwaite Reservoir. Nothing

too difficult except one rock step, which defeated the little Honda.

And already the pattern was beginning to emerge; Martin, Malcolm and Jim out the front, diving in, and around each other. All smiles, but playing hard. From behind the duelling was fascinating. Martin, aggressive and uncompromising; Malcolm, with barely discernable body movement as immaculate on the trail as he was in trials; and Jim, fast and cunning as you'd expect from a successful enduro man. Old(er) aces don't die, they just find different toys.

With breakfast dragging on longer than envisaged, Martin, reaching for the toast, reasoned our chances of making Tan Hill and back before dark were slim. However, he just happened to know some equally good trails which would fill out the day until opening time!

Not surprisingly, the DR again spat its dummy in the dirt after breakfast. No amount of kicking, abuse and finally pushing would induce a response. Now when you've got three experienced four-stroke men on hand no-one can tell us we were using the wrong technique.

We tried everything. Well, not really "we". Martin and John Pearson. Since both are over six foot it was obvious they had the legs to balance the beast. Jim, meanwhile, added his piece of humour to the mud splattered number plate. He inserted an "R" among the last three letters; "KAP".

From Lofthouse we set out on legal trails across the moors, dipping down into Coverdale and on to Wensley, the scheduled lunch stop. Again the going was interesting. Plenty of washouts and rocks to pick through and some drying bogs. For the Big Three it was a feet-up, Scott Trial nostalgia trip.

The word is that Wensley Church is one of the finest in the Yorkshire Dales. It dates back to the 14th Century, although the trail party had little time to admire its structure. We had other problems. When the plague hit the village nearly 500 years ago most of the people fled. And so it was with us. But for a different reason. Martin's choice for lunch was closed.

Plan C: Divert to Kettlewell. Though mainly road work, the scenery was worth

MOOR

fun

it. Miles upon miles of stonework; walls, barns and crumbling 19th Century workers' cottages. The grey Yorkshire stone etched into the vibrant green of spring grass. Higher up lambs darted over moorland; though quite why is a mystery. With grouse shooters paying upwards of £1000 a day to blast away at birds why keep stupid sheep? Perhaps they're there so crazed Italians can differentiate between animal and man.

And so into Kettlewell, for tea and sandwiches at the Kings Head. Kettlewell itself dates back to the 12th Century, firstly as a market and later, like so much of this part of Yorkshire as a centre for lead mining. Evidence of this activity is everywhere.

However, the hamlet is better known these days as the home of the colourful Wilkinson Brothers, Bill and Mick. Trials aces themselves – Bill was a Scottish winner in '69 – it was only natural we should drop in on them at their business, The Garage. I won't even try to attempt translation of the conversation which followed, but I gather they were happy to see us.

It didn't take too long before the big Suzuki attracted their interest. Built like the proverbial Yorkshire outhouse, Bill had little trouble persuading the DR to

come alive. A twist of throttle, front wheel in the air and he was gone. The smile on his return suggested he enjoyed the ride.

On the bikes again, we headed towards Grassington, past Malcom's AA recommended hotel (just send the bribe in a plain brown envelope, Malc) and on to Pock's Stone Moor.

Yet another interesting section, well suited to all sizes of bikes. Good fast stuff with an unsuspecting peculiarity of Yorkshire. I mean, most bogs throughout the world form at the base of hills. Not so on Pock's Stones; it was on the hill, the highest point of the moor, no less!

Hindsight is a wonderful thing. If only ... Of course, John was very knowing after when he said: "When I saw Martin legging it I figured there was trouble ahead." Trouble there was.

He stopped, but I had the XL tapped out, bog or no bog. Avoiding the stationary KLR was easy, but when Mart dropped the clutch on the DR its dark, stinking roost turned day into night. Now I know how the SAS feel when they jump at night.

If the others wanted entertainment they got it. Laugh, they nearly paid for the first round ...

Back at the Miners Arms, sitting back in a reflective mood we recounted the ride. All in all we covered nearly 80 miles of road and trail. Not up to Paris-Dakar standards, but probably a whole lot more enjoyable. Great company and a varied selection of machinery.

"I still think we should have gone to Tan Hill," commented Malcolm. Next time, Malc, next time. ...



When you're built in the Bill Wilkinson mould, even Suzuki DR600s tremble. The former Scottish Six-Day winner enjoyed the big thumper. BELOW: What a team! From left, Jim Sandiford casts a wary eye on Peter Donaldson, while Malcolm Rathmell, John Pearson and Martin Lampkin try to play it cool.



MOOR

fun THE BIKES

HONDA XL125

Honda's four-stroke offering in the learner trail bike class, the XL125, has been around since the late '70s. It sprouted Pro-Link rear suspension and was facelifted for '82. Three years on it's been tarted up again and fitted with some new tricks up front.

Like its two-stroke range-mate, the MTX125, for '85 the XL gets tougher, larger diameter front forks and an hydraulic front disc brake with sintered metal pads for all-weather stopping power.

There are also revised graphics and it now wears the MTX's headlamp cowl complete with square headlamp.

While the XL is still behind the MTX in the style race, these changes have made it a reasonable looker and quite a decent buy for the four-stroke fan.

Main reason we took the XL on the Yorkshire trails in preference to a two-stroke charger was for its relatively wide power spread. We knew the going was likely to be tough and didn't want the added hassle of battling with a peaky two-stroke.

The MTX will leave it way behind on the tarmac, but on the trail it's a different story. While a two-stroke needs to be constantly revved hard for best results - with nothing below a certain rpm - the XL does offer something further down the rev scale.

And it's a lot more economical; you've got to work really hard for the average fuel

consumption to drop below 80mpg.

Handling is praiseworthy, too. While it can be argued that the Honda's relative lack of power means you're unlikely to get into too much trouble, the fact is it handles well around turns and in a straight line.

That new front disc may have been fitted mainly for the XL's road requirements, but it does a good job on the loose. It was well bedded in with lots of road miles by the time we took to the trails and proved to have good, responsive action without being over-powerful.

All in all we enjoyed the XL125. While it may not have been everyone's favourite, neither was in the short straw bike. In fact, most riders' comments were pretty much the same: "A lot better than I expected".



SPECIFICATIONS

Price (inc VAT) £979
 Engine 4 str, air-cooled, single cyl
 Capacity 124cc

Bore & stroke 56.5mm x 49.5mm
 Carburation Mikuni
 Ignition CDI
 Max power (claimed) 12bhp @ 9000rpm
 Max torque (claimed) 1.0kg/m @ 7500rpm
 Transmission six speed
 Clutch wet, multi-plate

CYCLE PARTS

Tyres:
 Front 2.75-21
 Rear 4.10-18
 Brakes:
 Front disc
 Rear drum
 Suspension:
 Front air-adj tele forks, 204mm travel
 Rear Pro-Link, single shock, five-pos adj pre-load, 204mm travel

DIMENSIONS

Weight (dry) 107kg
 Wheelbase 1355mm
 Ground clearance 270mm
 Seat height 840mm
 Fuel capacity 7 litres

SPARE PARTS

Air filter £2.99
 Piston kit £18.98
 Rings only £9.99
 Base gasket £0.72
 Head gasket £3.49
 Front sprocket £3.49
 Rear sprocket £12.99
 Front fender £37.55
 Rear fender £42.02
 Throttle cable £4.39
 Clutch cable £4.23
 Machine supplied by Honda (UK) Ltd., Power Road, Chiswick, London W4 5YT. Tel: 01 747 1400.

YAMAHA XT600

Were we out for a comparison test as such. But when four different bikes are ridden together it's inevitable that favourites will be chosen. And everyone's was the XT600 Yamaha. Unanimous.

Smooth power delivery, decent suspension, safe, predictable handling and responsive, not over-powerful brakes made it the business both on the trails and the twisting Yorkshire lanes between them.

Okay, so there's a lot of bike to haul out of bogs should things go wrong, but at least this one will restart easily.

Story of the XT Yam is that it's the slimmer, lighter (by 11kg), more dirt-friendly stablemate of the desert racer styled Ténéré we tested this time last year.

Fuel tank capacity is 18 litres less at 11 litres and the XT doesn't have the Ténéré's oil cooler or plastic hand deflectors. Otherwise it's much the same story with identical 595cc four-stroke single cylinder engine, frame and suspension. Price is £1925 compared with £2151 for the Ténéré.

It's maybe less of a roadster than the big-tanked bike (and the Suzuki DR600), not least by virtue of its shorter range. But it's reasonably economical, averaging around 50mpg and usually clocks up 105 or so miles before needing turning to reserve.

Top speed is just over 100mph; plenty fast enough. Unlike the oh-so-stable Ténéré, the XT does break out into a gentle weave at around 85mph.

The Ténéré was a good starter, by the XT is even better. Yamaha have apparently tweaked the electrics to give a fatter spark at low, low revs. And only on very rare occasions did it fail to catch first or second kick. Basic procedure was to give it full choke and no throttle when cold. Likewise, we kept the throttle shut when warm.

Height of the stylish red safety seat is not exactly low at 860mm, but it's 30mm less than

the Suzuki DR600. A significant difference if you're a shortie. The XT isn't overall that much physically smaller than the DR600, but it feels considerably so on the trail. And with its four valve single cylinder engine pumping out ultra smooth power right from nothing the Yam is more pleasant to ride off road. As a pure roadster, the DR probably comes out on top - if only it would start easily every time.

SPECIFICATIONS

Price (inc VAT) £1925
 Engine 4 str, air-cooled, single cyl
 Capacity 595cc
 Bore & stroke 95mm x 84mm
 Carburation Teikei Y27PV
 Ignition CDI
 Transmission five speed
 Clutch wet, multi-plate

CYCLE PARTS

Tyres:
 Front Bridgestone 3.00-21
 Rear Bridgestone 4.60-18
 Brakes:
 Front hydraulic 267mm disc
 Rear 150mm drum
 Suspension:
 Front air-adj tele forks, 255mm travel
 Rear Monocross, single shock, adj pre-load, 235mm travel

DIMENSIONS

Weight (full tanks) 149kg
 Wheelbase 1435mm
 Ground clearance 260mm
 Seat height 860mm
 Fuel capacity 11 litres

SPARE PARTS

Air filter £10.70
 Oil filter £4.02

Piston kit £49.01
 Rings only £12.37
 Base gasket £4.07
 Head gasket £10.12
 Front sprocket £9.62
 Rear sprocket £17.33
 Front fender £11.67
 Rear fender £19.98
 Throttle cable £11.51
 Clutch cable £5.32

Machine supplied by Mitsui Machinery Sales Ltd., Oakcroft Road, Chessington, Surrey, KT9 1SA. Tel: 01 397 5111.



MOOR

TUN THE BIKES

KAWASAKI KLR250

When we planned this trail ride over a glass of lemonade at the Miners Arms one Spring evening, the idea was to run three big 600cc singles. One each from Yamaha, Suzuki and Kawasaki.

That plan went down the road when the ace tester from another magazine wrecked Kawasaki's only electric start KLR600. Fortunately those nice people at Slough prepared a KLR250 for us at short notice. Thanks folks.

There's no electric foot on the 250, but it's easy enough to provoke into life. Much less to swing over than a 600. And at 118kg dry there's less to pick up if the going gets too much and both you and the bike decide to lie down.

As a roadster the KLR is an impressively useful tool. Its four-valve single cylinder engine likes to be revved, producing its maximum power of 28bhp near the red line at 9000rpm. Use it to the full and it'll reward with a top speed in the lower 90s and will cruise not far short of 80mph.

Handling is good and precise, with plenty of ground clearance for back lane scratching.

We liked the brakes; the front disc proving powerful enough for stopping on the road, yet not too sharp for off tarmac action. Sintered pads mean they keep on working when the going gets wet.

Trail performance is good, if not outstanding.

Main dislike is a slight front heaviness which needs a conscious effort to compensate off jumps and makes harder work of tough going when you'd really like to be attacking it with the front wheel light.

Our star riders said they would have preferred a touch more power, but the DBR staffers had no such complaints. Anyway, the Kawasaki was never left behind whoever was riding it and proved a good compromise between performance and lightness on harder sections.

A stylish number, the green K machine is well kitted out for off road use with a tough bash plate plus spring back footpegs and foot lever tips.

By far the best trail 250, the KLR certainly proved fun to ride both on and off the road. At £1549 it can hardly be described as cheap, but its well put together and offers a decent level of equipment for your money.

SPECIFICATIONS

Price (inc VAT).....	£1549
Engine.....	4 str, liquid-cooled, single cyl
Capacity.....	249cc
Bore & stroke.....	74mm x 58mm
Carburation.....	Keihin CVK34
Ignition.....	CDI with electronic advance
Max power (claimed).....	28bhp @ 9000rpm
Max torque (claimed).....	2.3kg/m @ 8000rpm
Transmission.....	six speed
Clutch.....	wet, multi-plate

CYCLE PARTS

Tyres:	
Front.....	Dunlop 3.00-21
Rear.....	Dunlop 4.60-17
Brakes:	
Front.....	hydraulic 250mm disc
Rear.....	120mm drum



Suspension:	
Front.....	air-adj tele forks, 230mm travel
Rear.....	Uni-Trak, 234mm travel

DIMENSIONS

Weight (dry).....	118kg
Wheelbase.....	1415mm
Ground clearance.....	270mm
Seat height.....	855mm
Fuel capacity.....	11 litres

SPARE PARTS

Air filter.....	£0.87
Oil filter.....	£2.62
Piston kit.....	£31.86
Rings only.....	£12.63
Base gasket.....	£0.88
Head gasket.....	£5.08
Front sprocket.....	£9.44
Rear sprocket.....	£10.77
Front fender.....	£21.21
Rear fender.....	£5.14
Throttle cable.....	£3.94
Clutch cable.....	£4.72

Machine supplied by Kawasaki Motor (UK) Ltd., 748/749 Deal Avenue, Trading Estate, Slough, Berks, SL1 4SH. Tel: 0753 38255

SUZUKI DR600

"Larger than king size" proclaimed a cigarette ad hoarding as I rode the Suzuki DR600 past on the way up to Yorkshire. That's true!

Its seat is a full 890mm from the ground, suspension is long travel, there's a big, beefy 589cc four-stroke engine and a 21 litre Paris-Dakar style fuel tank.

A year behind the other three Jap manufacturers in bringing out a 600cc single cylinder trail bike, Suzuki had to come up with something good in what is a fairly crammed market. It is good, but one years development better than the rest?

Performance from the four valve, twin spark plug single cylinder is marginally up on its main competitor, the Yamaha XT600Z Ténéré. It accelerates strongly up to the 6500rpm limit, and gives a best one-way top speed of slightly over 103mph. The Ténéré just manages over the 100mph mark.

Like the Ténéré, the DR is kitted out with that Paris-Dakar replica styling, including useful hand protectors and that massive fuel tank. The Suzuki's hold 21 litres, which gives a near 200 mile range if you're easy on the throttle – and under 150 miles if you're not.

We averaged 45mpg, achieving 39mpg on a high speed motorway haul and nearer 50mpg during more gentle use.

It's a good 80mph plus motorway cruiser. The only limitation being its upright and feet forward riding position which leads to a numb bum after 40 or 50 miles.

High speed stability is reasonable, although it's not so rock steady as the Ténéré we tested last year, which positively refused to weave, even in juggernaut slipstreams.

Brakes are very good for a roadster, with a powerful front disc that gets the front IRC trail tyre howling, ably backed up by a decent rear drum. Problem is, the disc may be too powerful if you're a masochist and intend to do much off

road.

I say masochist because, like its competitors, the DR is a bike that's fine on sensible trails. But if the going gets really tough or boggy it's obviously a handful.

Having said that, Martin Lampkin mastered it and was making use of its power and excellent suspension to top out some really big, tough climbs. Very impressive.

Go for it if you think you're in the Lampkin mould and are man enough. You should also have a predilection for swinging away on the kickstarter! Sometimes it'll fire up first time, but others...



We're not saying that the Suzuki DR600 is tall or Jim Sandiford short but...

SPECIFICATIONS

Price (inc VAT).....	£1999
Engine.....	4 str, air-cooled, single cyl
Capacity.....	589cc

Bore & stroke.....	94mm x 85mm
Carburation.....	Mikuni VM38SS
Ignition.....	CDI
Max power (claimed).....	43.3bhp @ 6500rpm
Max torque (claimed).....	5.04kg/m @ 5000rpm
Transmission.....	five speed
Clutch.....	wet, multi-plate

CYCLE PARTS

Tyres:	
Front.....	100/80-21
Rear.....	130/80-17
Brakes:	
Front.....	hydraulic 240mm disc
Rear.....	drum

Suspension:	
Front.....	air-adj tele forks, 240mm travel
Rear.....	Full-Floater, single five-pos unit, 222mm wheel travel

DIMENSIONS

Weight (dry).....	136kg
Wheelbase.....	1465mm
Ground clearance.....	275mm
Seat height.....	890mm
Fuel capacity.....	21 litres

SPARE PARTS

Air filter.....	£9.06
Oil filter.....	£1.72
Piston kit.....	£44.11
Rings only.....	£15.21
Base gasket.....	£1.54
Head gasket.....	£9.44
Front sprocket.....	£10.21
Rear sprocket.....	£21.02
Front fender.....	£24.66
Rear fender.....	£27.15 (two parts)
Throttle cable.....	£7.71
Clutch cable.....	£8.86

Machine supplied Heron Suzuki GB Ltd., 46-62 Gatwick Road, Crawley, Sussex, RH10 2XF. Tel: 0293 518000.