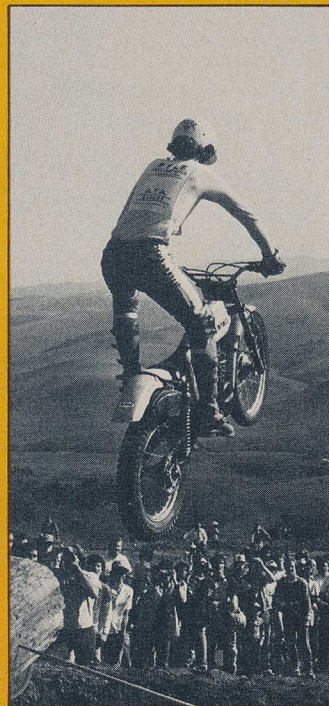




YZ VS. RM



CAN-AM QUALIFIER



TRIAL DE ESPAÑA



KAWASAKI KDX

TESTS

- 26 HONDA CR250R**
All new, all better
- 42 KAWASAKI KDX175 A3**
More horsepower for the lightweight champ
- 48 RM60/YZ60 SHOOTOUT**
Micro minis meet head on
- 58 CAN-AM 175 QUALIFIER**
Still kicking after all these years

TECHNICAL

- 32 VIBRATION: CAUSES AND CURES**
Keep the buzzing down to a minimum
- 34 SETTING UP A DESERT BIKE**
Tips for the great rocky void
- 50 RM250 HOP-UP TRICKS**
Zoot up your Z and get crazy
- 62 LOST POWER**
Where to find what you're missing

FEATURES

- 40 ANNUAL BARSTOW TO VEGAS TRAILRIDE**
Snow and freezing rain . . . this is the desert?
- 54 TRIAL DE ESPAÑA**
Dirt Bike rides slow for a change

DEPARTMENTS

- 7 FROM THE SADDLE**
A touch of class
- 8 LAST OVER**
Antiques
- 10 BITS AND PIECES**
Newsbeat
- 12 MISTER KNOW-IT-ALL**
Techbeat
- 18 RIDER'S WRITE**
Viewsbeat
- 22 NEW PRODUCTS**
Moneybeat
- 72 CRASH AND BURN**
Just plain beat

ON THE COVER: — Johnny O'Mara tries a number of poses on the all-new CR250; and yes, he did go on to win the race. Photos by Paul Clipper and Tom Webb.

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YZ60-RM60 SHOOTOUT

MICRO-BIKE COMPARISON

Two shades of yellow

By the Staff of Dirt Bike

The 60cc bikes. Small small-bore racers. It's a bike without a class. There's the 80s, 125s, etc., but no real small racing division. What the 60cc bikes do is prepare the younger riders for the future. Get 'em ready for the big boys. The two heavyweights in the class are the RM60 Suzuki and the YZ60 Yamaha. We had planned on a shootout between them, but the end result was a lopsided slam by the YZ60.

MOTOR

First off, the Suzuki is basically unchanged from '81. Last year we said that the RM60 was extremely fast, nearly as fast as their 80. Also, we mentioned that there was little low-end—the bike liked to be screamed. It has a six-speed tranny and the power comes

on fairly violently... a little tough on first-timers.

Where the Suzuki has little down low, the YZ has none. The Yamaha is an out-and-out racer, get it on the pipe and floor it. It, too, is a six-speeder but has a larger carb than the RM and revs to an amazing 11,000 rpms. Twist the throttle and the YZ rears up and nearly jerks your spine out of place. Astounding considering it's only a 60. Beginners beware, this engine is serious.

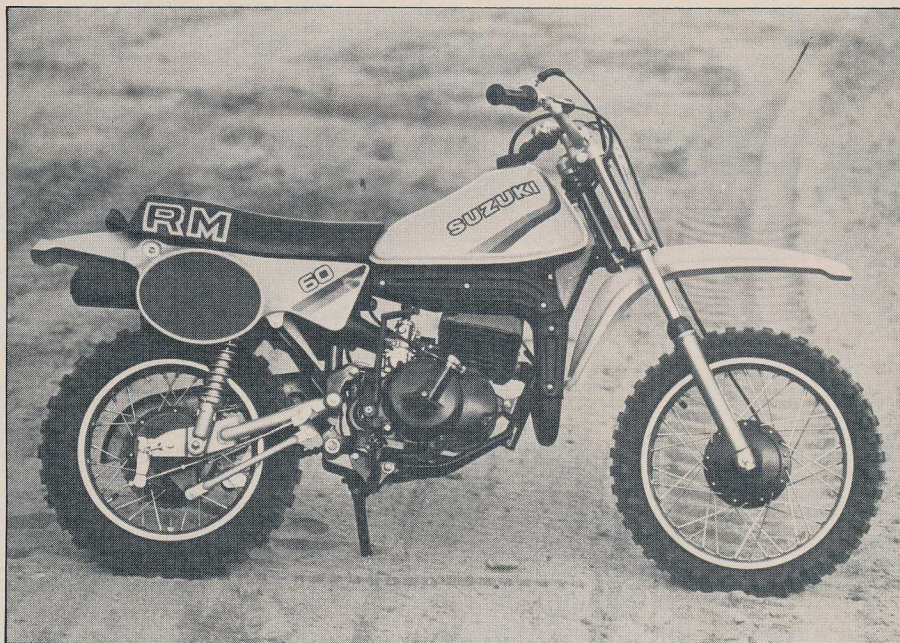
Since both bikes aren't too forgiving to the first-timers, the nod goes to the Yamaha because of its ferocity. For the little-go-fasters, the YZ is tops. If you're slower and just learning, the RM is a little easier to ride.

SUSPENSION

Because the Suzuki is unchanged in the suspension department from '81, it's grim. For the power output of the bike, the suspension isn't in the ball-

park. With only 3.9 inches of travel up front, and only 4.3 in the rear, the RM will demand the most from the rider in an attempt to go fast. If Suzuki would have matched the power and the suspension on the bike, chances are it would have been good. As it is, most riders who opt for the RM will have to spend time and bucks updating the suspension.

YZ owners, on the other hand, will just have to spend time learning to control the beast. Front and rear travel is nearly seven inches. The forks are leading-axle units that appear close to the YZ80's in length. With superior action, travel and quality, the YZ is tops in the fork department. Handling the rear chores is the Yamaha Monoshock. It, too, has nearly seven inches of travel and is adjustable. The swingarm is strong and, coupled with the Monoshock, the rear end is a delight.



SUZUKI RM60

ENGINE TYPE Two-stroke, reed-valve
 BORE AND STROKE 42.0mm x 42.0mm
 DISPLACEMENT 58cc
 HORSEPOWER (CLAIMED) N/A

CARBURETION Mikuni VM20SS
 IGNITION CDI
 TRANSMISSION Six-speed

FUEL TANK CAPACITY 1.4 gallons (5.2 liters)
 WHEELBASE 40.4 inches (1025mm)
 GROUND CLEARANCE 6.7 inches (170mm)
 WEIGHT (CLAIMED) 126 pounds (57 kg)

SUSPENSION:

FRONT 3.9 inches
 REAR 3.9 inches

TIRES:

FRONT 2.50 x 14 knobby
 REAR 3.00 x 12 knobby

INTENDED USE

..... Off-road

APPROX. RETAIL PRICE

..... \$699

COUNTRY OF ORIGIN

..... Japan

DISTRIBUTOR:

U.S. Suzuki Motor Corp.

3251 E. Imperial Highway

Brea, California 92621

Here, the YZ takes a commanding lead over the RM. Besides the fact that the chassis and suspension outclass the Suzuki, the YZ is also 12 pounds lighter than the RM. No contest. On bumpy, rutted tracks, the Yamaha will do circles around the Suzuki.

BITS AND PIECES

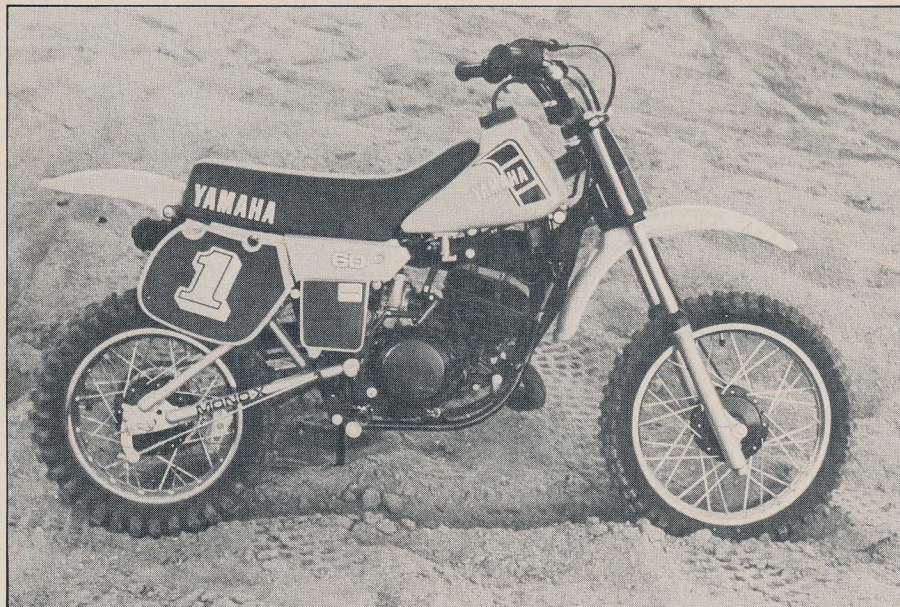
Not much can be said for the Suzuki here, since there've been no changes from last year. The Yamaha, though, has a few noteworthy characteristics.

- YEIS, the Yamaha Boost bottle, or induction system.
- Factory-styled seat that allows riders to easily transfer weight to the front of the bike.
- Deluxe throttle, with comfortable levers and bars.

THE FINAL TALLY

Hands down, the YZ emerges the victor. With updated suspension, light weight, power out the wazoo, there's not a lot bad we can say about the bike. The only question is... who's going to ride it? Most of the time, if the rider can handle the YZ60, they're ready for the 80 class. We're still looking for an easy-to-ride, good-handling 60 for the learners.

Maybe next year. □



YAMAHA YZ60

ENGINE TYPE Two-stroke, reed-valve
 BORE AND STROKE 42.0mm x 42.0mm
 DISPLACEMENT 58cc
 HORSEPOWER (CLAIMED) N/A

CARBURETION Mikuni VM24SS
 IGNITION CDI
 TRANSMISSION Six-speed

FUEL TANK CAPACITY 0.9 gallons (3.3 liters)
 WHEELBASE 41.9 inches (1065mm)
 GROUND CLEARANCE 8.5 inches (215mm)
 WEIGHT (CLAIMED) 114 pounds (52 kg)

SUSPENSION:

FRONT 6.5 inches (165mm)
 REAR 7.0 inches (178mm)

TIRES:

FRONT 2.50-14 knobby
 REAR 3.00-12 knobby

INTENDED USE

..... Off-road, racing

APPROX RETAIL PRICE

..... \$749

COUNTRY OF ORIGIN

..... Japan

DISTRIBUTOR:

Yamaha Motor Corp.

6555 Katella Avenue

Cypress, California 90630