

# australasian DIRT BIKE

APRIL 1982

\$2.00 (\$2.65 NZ)\*

**YAMAHA  
YZ250J**  
PRACTICE MAKES PERFECT

**KTM495, HUSQVARNA WR250,  
HONDA XR250, YAMAHA IT465,  
KAWASAKI AE80**

**WE SALUTE QUAD JUMPERS**

**JOHN HALL: FATHER OF  
THE FOUR-DAY ENDURO**



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### PEOPLE ENJOYING LIFE IN THE WRITE LANE

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**COVER: There's a bright feature ahead for this bike. It's got everything which appeals to buyers, let's be honest, and one of those things is that it works as a package.**  
**Dargle track supplied by Alan Smith.**

Dave King photo

\*Recommended maximum retail price. You can get it cheaper by subscribing, but the way the postal workers carry on it's a bit suss.





# YAMAHA YZ250J

## Practice makes perfect

*In this dog-eat-dog world we're constantly told that we must persevere before everything comes together. Practice, refine, evaluate, test, improve, perfect. Yamaha has been doing this with their YZ lineup ever since they took on the monoshock, and they had been at it so long without complete success that in 1981 people were beginning to ask: does Yamaha have a design block? The new 1982 YZ250J proves, emphatically, no. All those old proverbs about persistence finally paid off.*

Let's dispense with all the formalities which usually make you turn to the CONCLUSION first: this YZ is the finest motocrosser from Yamaha we've ever had the pleasure to test. And we say that after taking into consideration how their previous models compared in their day and age. The J model YZ has finally brought years of design development together in one beautiful whole.

This bike does everything you want it to do. It's plush, it steers, it has a superb motor, it's reliable, it's fast, it's refined.

And it even corners!

At last! A YZ which is able to get itself around a corner in double quick time. And not just a flattrack corner or a sweeper; it'll flick around a tight elbow with style.

Yes sir. This new YZ changes a whole lot of ideas about motocross. It would be nice to leave you there, believing all the preceding words, and just run through all these nice photos we've got, but you want to know more about this new white hunter, right?

If you're a Yamaha freak you'll want to know every single detail about this new love in your life; if you're an "other brand" rider you'll

have to know what it is about the YZ which puts it squarely in number one place in ADB's estimation. OK. We're always willing to oblige our readers. Here we go.

### WHAT'S NEW

Everything. Oh, the throttle looks the same, as do the lever blades, and we kind of suspected the bars were pretty much the same until we discovered they were lower. But every other little thing on this YZ is new.

Not only new, better.

Most importantly to us at ADB, the new rear suspension is new and provides 320mm wheel travel. No longer does the YZ come with a whopping big monoshock unit high up in the frame connected by a triangulated swingarm to a rear wheel which has a linear rate of compression. No sirree! This new system is the genuine rising rate! We'll go into how it works later.

The swingarm is similar to the other three from Japan: that is, it's a long cantilever rather than a triangulated truss. The shock unit connects to a system of bells and cranks and other high technology items. Not only that, but Yamaha has done another industry first: they've used three grease nipples to simplify maintenance and virtually eliminate wearing out in three of the vital linkage points, and they've used roller bearings rather than bushes. Now everyone else is going to have to follow suit, or suffer the consequences: this business of having to dismantle the rear suspension to lubricate it wears thin after a short while.

The shock unit, too, is all new, with a different shorter body wrapped around revised and improved internals, the main feature of which is compression damping as well as rebound damping. It







## YAMAHA'S YZ250J

is mounted lower in the frame to lower the bike's centre of gravity, a problem Yamaha has been grappling with unsuccessfully ever since they adopted the monoshock. The G model rear hub has been used.

Up front, the forks have received minor updates to give a wheel travel of 300mm and to make what was already good even better. With their 43mm tubes they positively shame the thin units found on the RM250Z. Slotted into these forks is the front double leading shoe brake from the YZ465H, featuring new aluminium linkages. You can't beat this one, except maybe with Kawasaki's new disc setup.

A new front guard, resembling the famous old Preston Petty units, keeps mud fling to a minimum and has more curve down towards the tyre at the front. The tank is new to take the new seat, which we originally took as another silly moto-fashion. We're pleased to eat our words: these long 'safety seats' are definitely the way to go. The red colour isn't too bad, either. Rims are anodised gold to go with the red seat. New rectangular-shaped sidecovers have plenty of ribbing underneath to minimise flex and eliminate the likelihood of them catching the rear tyre.

And, the engine is 100% new. Inside the cases sits a five-speed gearbox. Gone is the old YEIS in favour of the new Yamahapatented YPVS — a power valve, operated on a cam, in the exhaust port. This is designed to give optimum engine performance at any rpm, a fact agreed to by the engineers as they decided the YEIS could be deleted (just as the rest of the motocross fraternity has finally accepted them).

Now, what else was there about this YZ? There was something we meant not to forget ... Ah, yes. It's water-cooled! Up on the forks is a compact little radiator shielded behind a much more acceptable front numberplate/airscoop combo, with hoses running out to the waterjacketed cylinder. The YZ takes several kicks to fire up from cold and requires the usual lengthy

warming up period of all water-cooled engines to avoid seizure, and then it runs like a dream. Full-on power for the duration.

But everything about the bike is new. And in the case of the YZ, new means better. We could go on and on about all the small detail changes but you'd get restless after a couple of pages.

### FRAME AND SUSPENSION

Rising rate suspension is a phrase which refers to the way in which suspension reacts to loads (bumps).

Early Kawasakis, for example, had falling rate. Yamahas had linear rate; Hondas had rising rate; Suzuki's Full Floater had rising rate. There was no common ground at first — everyone seemed to have his own pet theory and would foist it off on the public.

Well, we all know from experience what won out, don't we? Suzuki's Full Floater was *THE* best rear suspension of 1981, and since it was rising rate everyone more or less went that way. We feel that sometimes all those engineering degrees are a case of can't see the wood for the trees. In other words, ADB in all its enlightenment is pro rising rate (until someone proves otherwise; adaptable we are).

All this is a little lesson for you as to why the new monoshock design of the YZ is so much superior to the old. The link setup has been given a geometry which makes the YZ have a rising rate rear end. Good one Yamaha.

Not only that, they've gone one better than everyone else and given it three grease nipples and needle roller bearings. We were wondering when someone would finally wake up to the need for these.

Nestled lower in the frame and angled slightly lower is the new monoshock. At the time this test was done there was only sketchy information available from the Yamaha people, but it seems to be simply another case of Yamaha building in more refinements to an otherwise plush suspension unit. Apart from the excellent way the shock worked, though, the big news is the way they've successfully lowered it in the frame.

Previous YZs (and ITs for that





# YAMAHA'S YZ250J

matter) have always had one problem we could never convince Yamaha people of, especially those up in Brisbane and Caloundra: they were bitches to corner until you threw out all your previous learning and became — yes! — a Yamaha rider! Yamaha riders would yell at us: "But these new Yamahas steer! Can't you dummies see that?" Yes, we saw that. But they still didn't corner; that was what we were trying to point out.

Well, even with the stock tyres, this YZ250J corners. Admittedly, having a seat which extended all the way to Broken Hill helped the rider get up on the tank and make it corner even better, but this J model definitely didn't fight the rider when he tried to throw it down in a sudden-death berm shot. Maybe the RM will flick around a corner slightly quicker than the YZ, but only marginally compared to the old models.

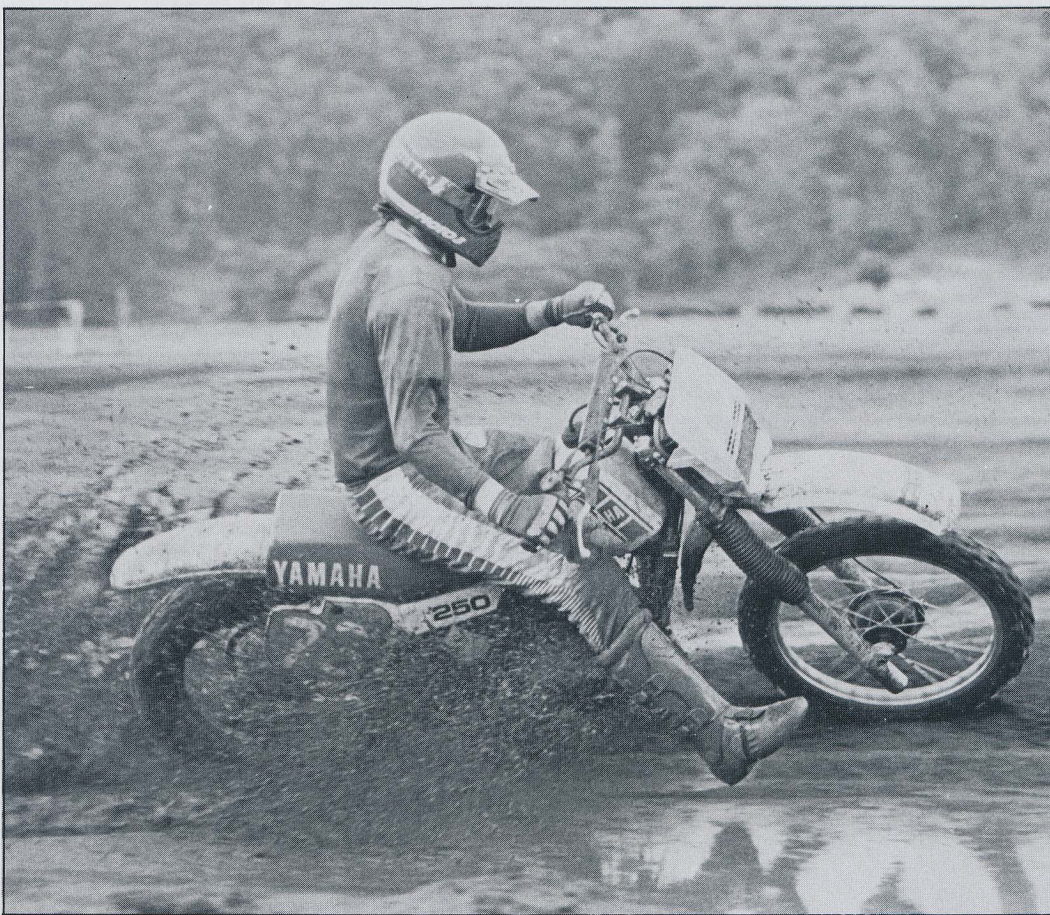
So, at last, what we have is a YZ that not only steers, but which scoots around corners like the Red Baron in a dogfight.

The shock absorber is a shorter version of Yamaha's old monoshock, and this one has a very important improvement: it features both rebound damping (as did the old models) and compression damping adjusters! At the bottom of the shock is the clicker for rebound while up top is the clicker for compression. Combine these two adjusters with the large spring preload range and rising rate and you have a rear end which can be tuned to perfection as long as you know some basics about suspension.

In the past, Yamaha owners who wanted a good rear end had to send their shock away to people like Gaythorne Yamaha in Brisbane or Macklins in NSW (Miranda, Sydney) to get it modified. The price? About \$80 or so. For this they received a dual rate spring and some damping refinements and whatnot, making the mono much better. With the J, though, we suspect these tuners are going to lose clientele, because it works as delivered. Obviously, the rising rate goes a long way toward solving the old spring problems.

Up front, Yamaha's beefy 43mm forks resist the legendary flex (which is still one of the Great Mysteries of the Universe to most riders) and they give a ride unequalled by most everything else on the start line of a 250cc moto. 300mm wheel travel and a plush ride.

The fork legs are different: instead of an alloy casting, these are machined from solid aluminium tubing and the axle holder is heat shrunk in place. By doing this, the walls could be made thinner while the strength was improved, and the unsprung weight was reduced. Into the bargain, aluminium was used to make the double leading shoe linkages, further reducing unsprung weight. It also helps offset the addi-

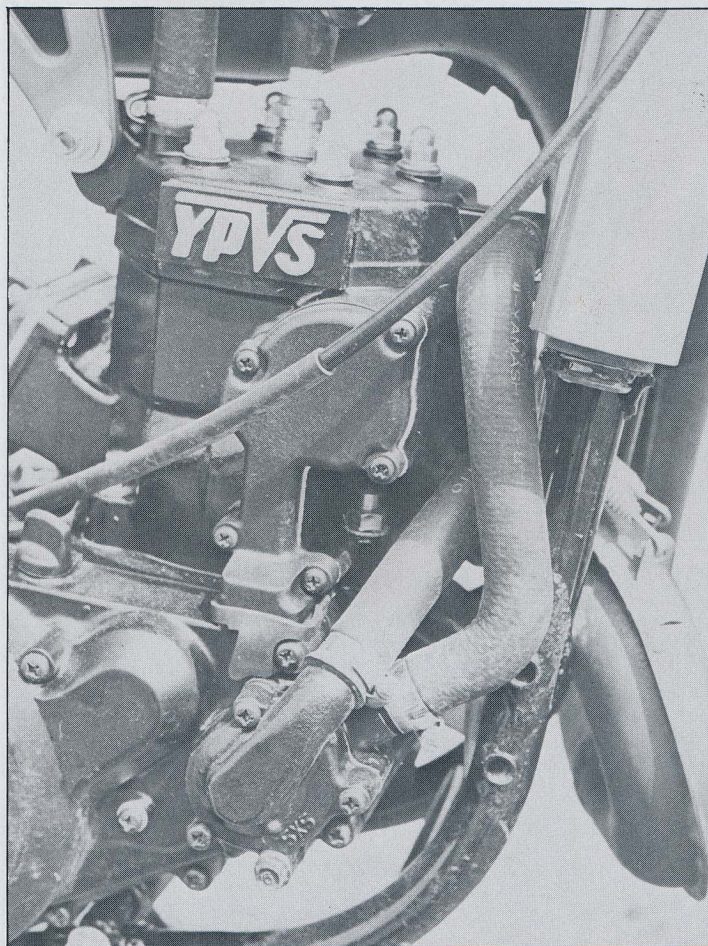


## RIGHT

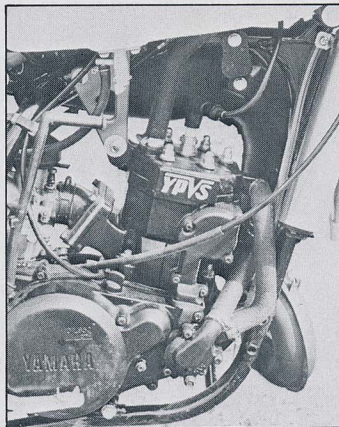
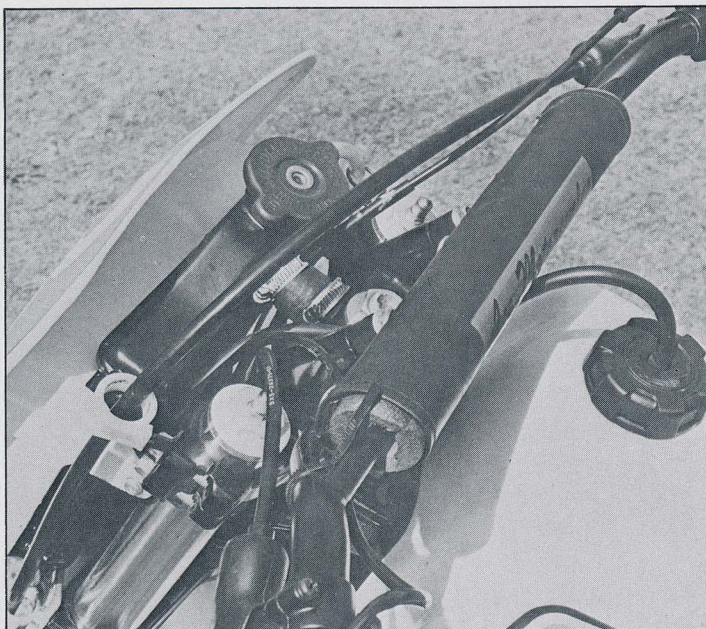
With the J model 250, Yamaha's engineers have done away with the YEIS canister only one year after they introduced it: in its place is the new YPVS, a valve in the exhaust port opened by a cam operating off the crank. This optimises the exhaust port opening to get the best power at all rpm, and has the effect of broadening and strengthening the entire power range. It's complicated and we figure it needs regular attention because it took a while for the factory to iron out the teething problems they had with it on their works bikes.

## BELOW

This seat/tank/sidecover combination raises the new YZ to the level of ex-factory works bike. It's a great sales pitch to a market starving for new ideas.







**ABOVE**  
Mounting their radiator so far from the engine means a complicated hose system, part of which you can see here. You can also see where the YPVS is operated by a pushrod system off a cam on the crank near the water pump.

tion of the radiator to the front end, although not completely.

## ENGINE

All new, that's the word. We personally don't feel water-cooled 250s are necessary for anyone but the best A Graders and factory riders, but sales are sales and a blase market is not a buying market. Water-cooling is on the YZ250 for better or for worse.

Obviously, technically it is better. The only risk you run is destroying the radiator or tearing off a hose in a crash; the only headache apart from this is keeping an eye on fluid level, buying coolant and keeping a wary eye on everything. But water-cooling does work to improve the long term power delivery: what you start a race with, you finish with. No power fade.

So, we welcome the water.

We don't necessarily feel that Yamaha's system is the best on the market, though. Way up where it is affects the steering and adds unnecessary complications to the hose routing: just consider the bearings involved to run a radiator hose down through the steering head to where it swivels at the bottom.

As we've said earlier, gone is the YEIS in favour of the new YPVS — Yamaha Power Valve System. Basically, you have a valve in the exhaust port which is raised and lowered by a pushrod operated by a cam on the crank. This responds to rpm, obviously. Therefore, the exhaust port height varies as the rpm vary. This gives best power at any throttle setting.

It's complicated, but it works. In practice, it means that owners have another mechanism to look after. The owner of our test bike, Lyndon Heffernan, expressed some concern that he was going to have to keep an eye on it because it was filled with working parts, and wherever there are working parts there are wear and tear and possible failure. We'd advise all owners to do the same.

But it's like the water-cooling: it works. We found the power spread of the YZ so much broader and stronger than the RM in the low and midrange. It would pull through a gear if you muffed it in a corner. Lyndon was going to extend the length of the clutch arm by 12mm down on the cases, so that the clutch lever could be fanned with one finger; he felt that would make the YZ complete to use in a race. We agree.

Starting took several kicks from cold, then only one stab when warm. And the silencing! Oh, so quiet! Where do all you noise freaks stand now that Yamaha has proven a race bike can produce the best power with the least noise? We found the YZ was quieter than our test IT465! Maybe you could throw away the IT's silencer in favour of the YZ's and save a few pounds. One thing's for sure: the YZ is going to be the quietest stocker on the start line in 1982.

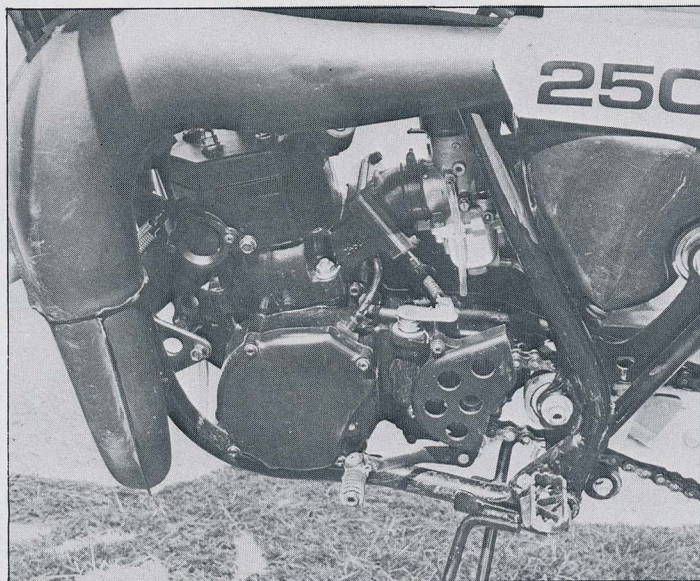
Gear ratios were well spaced and

## ABOVE

As per the YZ125H method, the radiator is mounted to the front of the forks. The extra weight it placed on the forks and on the steering was definitely noticeable, particularly when compared to the RM250Z. But we aren't complaining: the steering on the YZ worked just fine. We'd love to get one with a Metzeler on the front end.

## RIGHT

The water-cooled 246cc engine is a much neater looking unit than the RM250Z: there seem to be less tubing and do-daddery. They've retained the H's five-speed gearbox on the J, since the engine produces a wider, stonger spread of power. It means a stronger transmission.



## BELOW

The J series radiator cowlng is much improved over the H series YZ125. This one may even be accepted by the ACU since it is already rectangular and reasonably vertical.



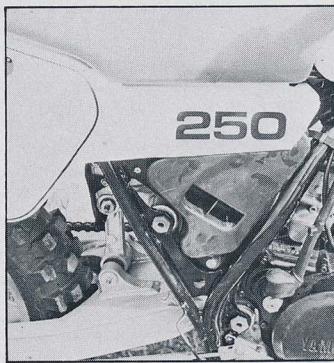
## BELOW

An alloy head steady is used to minimise vibration and the likelihood of engine mounts loosening and frames cracking. A 38mm Mikuni is used, feeding into a huge reed block.



## BELOW

Air enters the airbox from two openings: one on top of the filter housing under the seat, the other through this hole in the side of the airbox lid. For wet riding, you need to tape this hole shut or suffer the consequences: we drowned our test bike a couple of times. The cage inside is still a little awkward to service.



Continued on page 22



# YAMAHA'S YZ250J

Continued from page 19

we found no trouble with the ratios for any part of the track. With the strong midrange the engine could be left a gear higher in a corner than the RM250Z.

However, on starts we found it difficult to get off the line because the gearbox was reluctant to upshift to 2nd. The RM beat it in the first corner drags every time but one.

But the superb power of the YZ made it much easier to use on a track than the RM. You had to be a better rider to get the most out of the RM, with its power coming in at higher rpm and its need of clutch work in corners. The YZ suits average riders better with its softer delivery of power. When it rained and the track became slick, you could leave it in a high gear and avoid a lot of wheelspin; the same happens when you ride the bike on a hard packed surface with a layer of sand or soft dirt on top — the YZ, even with the bad tyres, still seems to get bite with the rear wheel.

## ODDS AND SODS

Let's face it: the YZ will win the battle of reliability, in our books. You get it out of the crate and race it. We ran absolute stock, and it worked fine. The jetting could have done with some fine tuning: Rob Assink of Gaythorne Yamaha changes pilot and mainjet, and went one notch leaner on the needle. It's ever so slightly rich as delivered.

But as you get it, it'll hang together nicely, in heavy contrast to the RM. With an RM, if you don't Loctite everything on it, then it falls to bits. The YZ was like our test IT: everything stayed snug and tight, and each time the bike was ridden it stayed feeling that way. When you start it, the water-jacketed cylinder and super quiet silencer reinforce the impression that the YZ is better detailed.

Little things, like the extra ribbing underneath the sidecovers to stop them flexing; the superior throttle; the seat/tank design; the solid looking cylinder with the cast-in letters of the YPVS; the lock washers under all the bolts; the grease nipples; the quality of the swingarm linkages; the double leading shoe front brake; the sharp looking swingarm; the dogleg hand levers; the high quality foot levers; split-bracket hand levers.

The whole bike oozes reliability and attention to detail.

## OUT ON THE TRACK

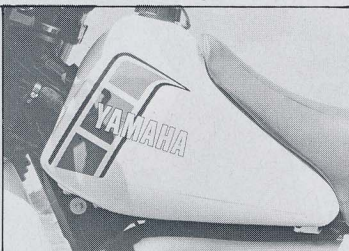
It was possible to cut faster laps on the YZ than on the RM. No doubt about it.

Not only was the YZ stable over everything, but it felt smoother when the brakes were on, particularly at the rear. You could dive so far into a corner it wasn't funny; those brakes work well. Once in the corner, the bike could be made do anything you wanted of it. Cut a fast inside line? No problem. Take a



## BELOW

A new decal graces the tank, and will probably last a few races before it bubbles off. If you're a Yamaha owner, cut out a photo of the KTM tank from this issue and mail it to Yamaha Japan. The way the "safety seat" idea works is great: why weren't these on motocrossers ten years ago? We loved the red cover. Some hate it. But we border on being gross and trendy, so make of it what you will.

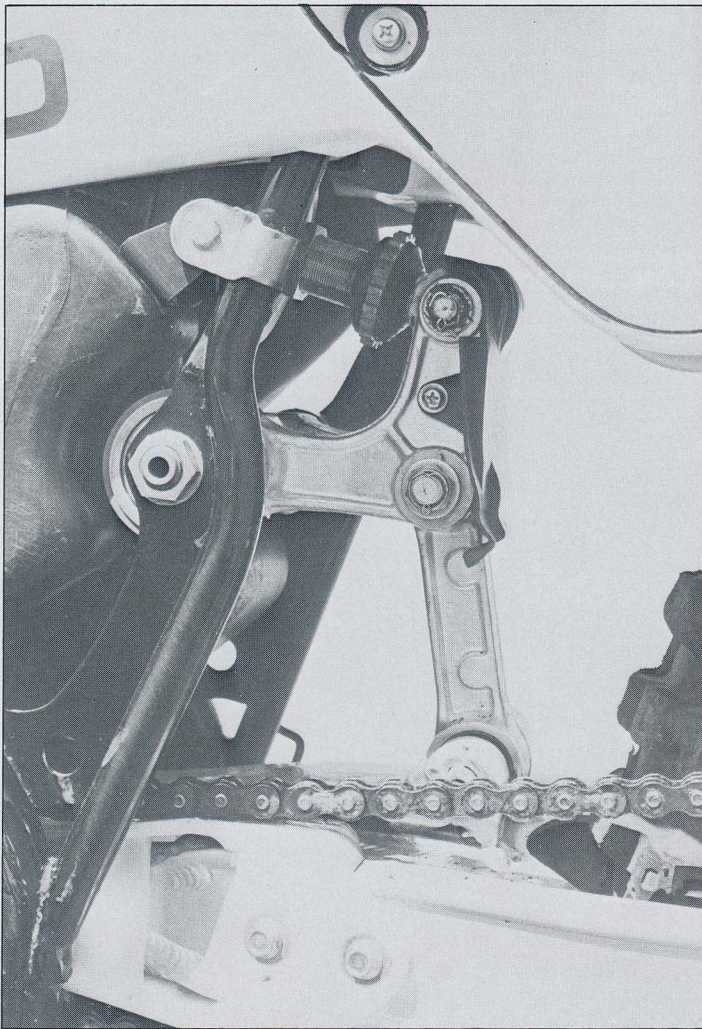


## RIGHT

The forks on the YZ are huge 43mm units which do a brilliant job of soaking up bumps: their action is as good as you'll get from any forks on the market, and better than most. The front guard is new, with a valence which spreads along the entire length of the front half, much like a Preston Petty Mudder. They've used the double leading shoe front brake off the YZ465H, and this 250 will stop on a penny. Maybe even a cent. The tyre is the only complaint we've got about the entire front end.

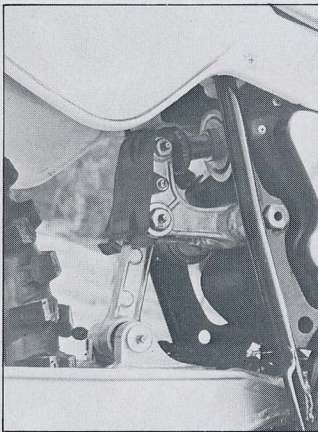






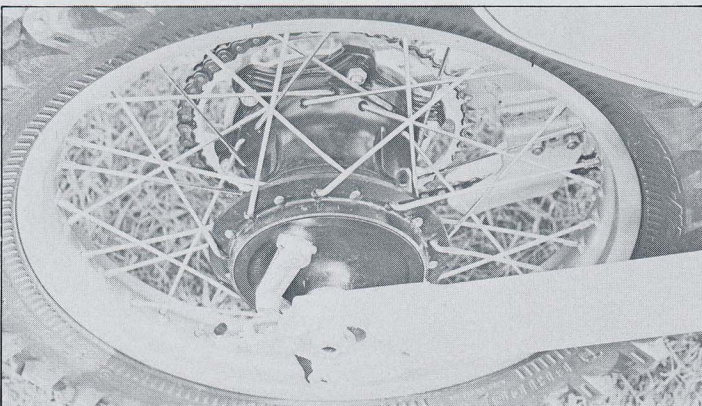
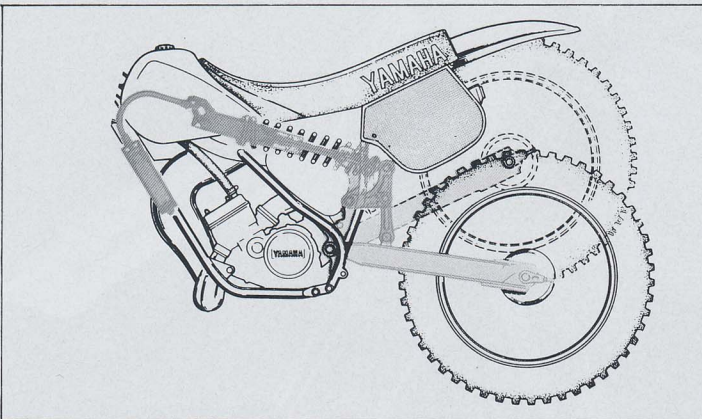
**ABOVE**  
The overall impression of the YZ is one of bulk: the package is so jam packed with typical Japanese gadgetry that it looks heavier than it really is.

**LEFT**  
These linkages are responsible for Yamaha's first rising rate YZ rear suspension. The rocker arms are pivoted on needle roller bearings which have grease nipples: this should make the YZ the easiest single shocker to maintain. We were impressed with the quality of craftsmanship of the castings. The only pivot point without a grease nipple is the one on the left in this photo.



**ABOVE**  
Voila! Grease nipples! Good stuff.

**LEFT**  
In this diagram you can see how the new rising rate system works on the YZ. Two linkages join the swingarm to the monoshock unit: an I shaped link and an L shaped link. As the wheel rises the arc described by the pivoting L shaped link becomes increasingly smaller, so that by the time the wheel reaches the limit of its travel load resistance is at a maximum.



sweeping, full-lock slide around the outside? Easy. Cut and shut? As simple as blinking. The YZ J was the first Yamaha we've ever ridden which was at home in the corners as it was in the straights.

The heavier-feeling front end seemed to add more bite to the front tyre in cornering, so even that was a plus. We suspect they've shifted the centre of gravity rearwards from where it was with the H

**LEFT**  
This is the G model rear brake. Rims are gold anodised, and we didn't have any hassles with excessive spoke loosening.

# YAMAHA YZ250J

**Test bike:** Courtesy of Lyndon Heffernan, with the assistance of Peter Laycock Fabrications, Picton, and Ace Motorcycles, 371 Macquarie St., Liverpool, NSW.  
**Retail price:** \$1,995

## SPECIFICATIONS

Engine.....Single cylinder, air-cooled, reed valve, YPVS piston port single (gaspl!)

Bore x stroke.....70 x 64mm

Capacity.....246cc

Compression ratio.....7:1

Maximum horsepower.....42.5 PS at 8,250 rpm

Maximum torque.....3.85 kg-m at 8,000 rpm

Carburettor.....38mm VM Mikuni

Lubrication.....Premix

Ignition.....CDI

Starting.....Primary kick

## TRANSMISSION

Clutch.....Wet, multi-plate

Primary drive.....Gear

Secondary drive.....DID 520 chain

Transmission shifting.....LHS, 1-N-2-3-4-5

Gear ratios:.....N/A

## FRAME AND SUSPENSION

Frame.....Split downtube semi double cradle chrome moly steel

### Suspension:

Front.....Telescopic, hydraulic air cap forks with 300mm wheel travel

Rear.....Monoshock system with rising rate, 320mm wheel travel

Wheels and tyres.....DID gold anodised rims, Bridgestone tyres, 3.00 x 21 front, 5.10 x 18 rear

Brakes.....double leading shoe front, single leading shoe rear

Numberplates.....Three, all rectangular

Killbutton.....Yes, LHS button type

Silencing.....Best on the market

Footpegs.....Folding, spring-loaded cleated steel

## DIMENSIONS

Wheelbase.....1,490mm

Ground clearance.....325mm

Dry weight.....103 kg

Fuel capacity.....9.1 litres

model, because there was no worry about unwanted wheelies. In fact, it was the opposite: you had to work at doing one.

Over whoops, the YZ tracked straight and safe. It would hit straight edged ledges and suck them up. And in one part of our test track, where there is a curving dropaway jump leading down into a sharp dip filled with big whoops, the YZ just eliminated the worry of the bumps: it landed smoothly from the dropaway, then it rode smoothly over the whoops in the dip. Not a hint of a jolt. We figured those forks are much superior to a Husqvarna, and that's saying something. They were definitely



## YAMAHA'S YZ250J

better than the harsh little 38mm tubes of the RM. Plush, that's a description of the YZ's forks, to use a well worn term.

Getting up on the tank was a pleasure you didn't quite appreciate until you went back to a bike with a conventional tank/seat juncture. Then it became painfully obvious which was best. This helped the YZ in corners even more.

We couldn't get the hang of starts, though. YZs have never been renowned for being the fastest off the line unless ridden by Stephen Gall, master of the art. When we tried this one in first, there was a problem sometimes up-shifting to second, and precious fractions of seconds were lost using the clutch and trying again for the next gear. Using 2nd off the line was still

not the way to go. A tyre which gets better grip would be nine steps in the right direction, though.

But once in 3rd, the bike got up and scorched down the straight, and you could hurl it further into the corner before you buttoned off and grabbed the anchors. Those stoppers work! Around the first turn and charge desperately for the second: braking into them gave you another advantage, as the rear end didn't seem to get all squirrely when you hit the braking bumps, and the tyre stayed on the ground getting brak-

ing bite. This animal is every inch a racer.

More than that, it complements the average rider. Not only can a pro handle it, as Stephen Gall, Broc Glover, Jeff Leisk and Darryl Wiloughby proved in the International Supercross series late in '81. A clubman or a serious C Grader can use this powerband as well. Good strong power, everywhere.

This is the kind of bike which makes motocross fun again.

### CONCLUSION

Basically, we told you our conclusion in the first paragraph of this test. We couldn't wait either! If you looked here first, you're going to have to go back to the start.

Ha! Fooled you.

Meanwhile, as you catch up with us, it's back to dream city for Team ADB. Let's see ... is there room in the ADB lounge room for both a KTM495 and a YZ250J? Or, maybe, just maybe, the 490YZ is going to be something else too.

Ah, technology ... sometimes we wish you'd stand still so we could catch our breath!

Look for an interesting comparison next month, as we attempt to gather together all the big-name 250s in one place for a mammoth shootout. We're even going to see about dragging in a black horse or two for interest. This testing business is getting frantic.





# SUZUKI RM250Z VS YAMAHA YZ250J

## Water-cooled head to head

**B**oth the RM250Z and the YZ250J are good racers. In fact, they're excellent. Value for money these days is hard to find, and with either of these two you couldn't really go wrong. But we've found time and again that while bikes tested individually may seem King of the Heap, when they are compared head-to-head sometimes the perspective changes and one comes out a winner. We feel that such is the case with these two.

### POWER

The RM's power is higher up in the rev range than the YZ's. We wouldn't call it peaky by any means. It just doesn't pull as strongly in midrange, even after we fiddled with the jetting and ended up with a combination we were happy with.

But even with box-stock jetting, the YZ pulled stronger in the middle and just as strong up top.

But the RM has it over the YZ if it's blasting out of a corner you want. Hit the corner, flick it around, pop the clutch as you grab a fistful of revs, and the RM just leaps out of the corner. BLAP! You're gone.

The YZ is more genteel, if you can imagine a balls out racer being called genteel. The wider spread of power makes it feel as if you're not blasting out of the corner as fast. But. The RM's power takes a while to learn to use, and is probably better suited for serious racers.

The YZ, being easier to get along with, is better for the play racer. Mind you, it'll still do the job for a professional: just look at how well Stephen Gall is going with his. And it's box stock too. Mike Bell's winning YZ250J at the Brisbane Supercross last year, its debut ride in Oz, was the same: stock.

Out of the crate, then, the YZ has more versatility. We could blow the YZ away with the RM on starts, but the YZ was easier to ride over a 40 minute period.

### WORKING YOUR WAY THROUGH 40 MINUTES OF OBSTACLES: HANDLING

Taken in isolation, the RM is great. It's super light and that makes it good for a long ride. You can get around tight corners faster on the RM than pretty much everything else. It steers, as long as you can use the power; it corners really well. The Floater rear end is still one of the finest systems going, and it soaks up bumps, big or small, to keep you fresh.

Enter the YZ. Wheeling it around the pits it feels heavy; it even looks heavy, partly from the big seat/tank combination and the bigger front guard and bulky radiator cowling. On the track it still feels heavier up front than the RM. But the rest of the bike doesn't.

The YZ feels European, more than anything. That means it's

practically glued to the track — none of this skipping about under power like the RM seems to want to do. It feels far more stable over big whoops that you take at speed, and for once the YZ can handle bumps with the throttle off. And that's every time you dive into a corner. The RM seems to wriggle around a little in this situation.

With the new weight distribution of the YZ, it now not only steers (and we feel that it steers better than the RM in a lot of areas) but it corners as well. That means for the first time you can approach a corner full on, hit the berm square and flop the bike down instantly for a change of direction. You could never do that without much training and Yamaha thinking before.

But it's still not quite as quick flicking it around such a tight corner as the RM.

Suspension is where the YZ beats the RM hands down, especially up front. The short, thin little forks on the RM not only jolt your arms on sharp lip bumps, they were found to flex by good A Graders (that's what they told us). A change of oil to Bel-Ray 10 or 15 cwt, measured to 6" from the top of the tubes with the springs removed and forks collapsed, does wonders, but all the same they're not in the same league as the rear Floater or either end of the YZ. The YZ even has more travel, as well 5mm bigger tubes.

No, the YZ soaks the bumps up like they're not there. Very nice. It was easy to cut faster lap times on the YZ. It's as simple as that.

### OVERALL IMPRESSIONS

We are told the RM we tested is a pre-production example and that it isn't as well finished off as the genuine models buyers can get. We hope that explains a few things.

But it doesn't explain everything. The Floater on our test RM is what you'll get, and honestly it wasn't as good as the YZ. And the forks we know are still going to be the terrible 38mm diameter units. The power we liked, but we're super dedicated and fast here at ADB.

As for the rest of the bike, it needs a lot of help to see it through a 45 minute moto or a season of play racing. First, you must Loctite EVERYTHING. Every single thing. If you don't, the RM will fall to bits underneath you. Ours did; engine mounts came loose repeatedly, the radiator brackets broke, bolts in the rear guard fell out all the time, nuts fell off, it vibrated. We weren't impressed.

On the other hand, the YZ was a model of reliability. Nothing was even tightened; nothing fell off. The silencer only adds to the impression of good, solid engineering in the YZ. Our RM had about two hours more engine time on it than the YZ.

That's not a lot.

The YZ wins. Simple as that.





