

**MONSTER TEST ISSUE • YZ125 • CR80 • TT350 • M-STAR 250 vs. HUSKY 250 • XL600 • YZ490 vs. VENTURE 1200?!**

**FREE RACE ACTION POSTER INSIDE!!**

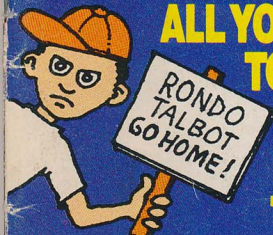
**DIRT BIKE**

WPS 34355

# DIRT BIKE

APRIL 1986

**THE COMPLETE '86 MINICYCLE BUYER'S GUIDE: ALL YOU NEED TO KNOW FROM NOVICE TO PRO!**



**\$2.00**  
UK £1.60

**BAILEY & JOHNSON LOCK HORNS IN MOST SAVAGE BATTLE EVER: ARE YOU SURE THEY'RE ON THE SAME TEAM?**

**ENDURO JACKET SHOOTOUT: WE TORTURE-TEST TO FIND THE BEST!**

**DIRT BIKE vs. STREET BIKE CONTROVERSY — PART 2: UNREAL POWER MANIAC PLAYS DIRTY!**

**← CRAZY MX PILOT COMPLETELY FLIPS OUT: WHY HE DID IT! PAGE 24**



ISSN 10384-1546

# DIRT BIKE

APRIL 1986 • VOLUME 16, NO. 4



DIRT vs. STREET



HONDA CR80



YAMAHA YZ125



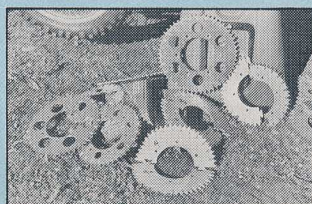
ANAHEIM SX



HONDA XL600



YAMAHA TT350



125 SPEED SECRETS

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**ON THE COVER:**—*Dirt Bike* test rider Steve Schmitz gets absolutely nuts aboard the rejuvenated Yamaha YZ125. Steve completed a 180-degree aerial maneuver for the *DB* cameras. Tom Webb took the photo, and Flash Kuhn snapped the awesome "whip" shot. DeWest artfully designed the cover, and Valley Film performed the color separations.

**WARNING:** Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.



**UNIDENTIFIED FLYING OBJECT**

# 1986 HONDA XL600R

**How to win the dual-purpose lottery**

By the Staff of DIRT BIKE

**A** cacophony of sound assaulted my ears as I opened the door to the 7-Eleven. The staccato sound of video machines blared from the left, where a group of pre-pubescent high school students pounded with unrestrained vengeance on the electronic money magnets. I approached a dark-skinned clerk who was standing behind the counter, casually blowing the wrappers off Slurpee straws and watching them settle like so many paper airplanes.

"Is this where I sign up for the race?" I queried.

"Paris to Dakar, Barstow to Vegas, or Bayonne to Atlantic City?" he countered.

"You mean they actually have a rally in New Jersey?"

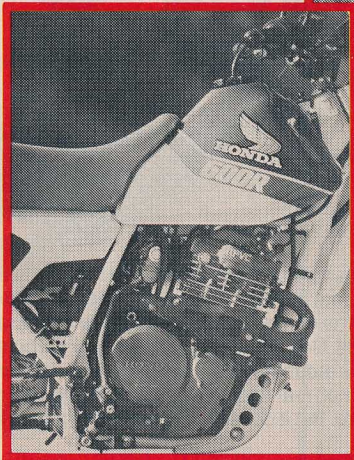
"No, but three people have already signed up for it anyway. Could I interest you in a few lottery tickets?"

"Forget it, no one ever wins anything in that lottery. I just want to sign up for the race. Paris to Dakar."

"Is that your bike out there in the parking lot—the one the garbage truck just ran over?" said the clerk.

"No," I replied. "I'm riding that XL600, the one parked over by the dairy case. Sorry about the tread marks on the floor."

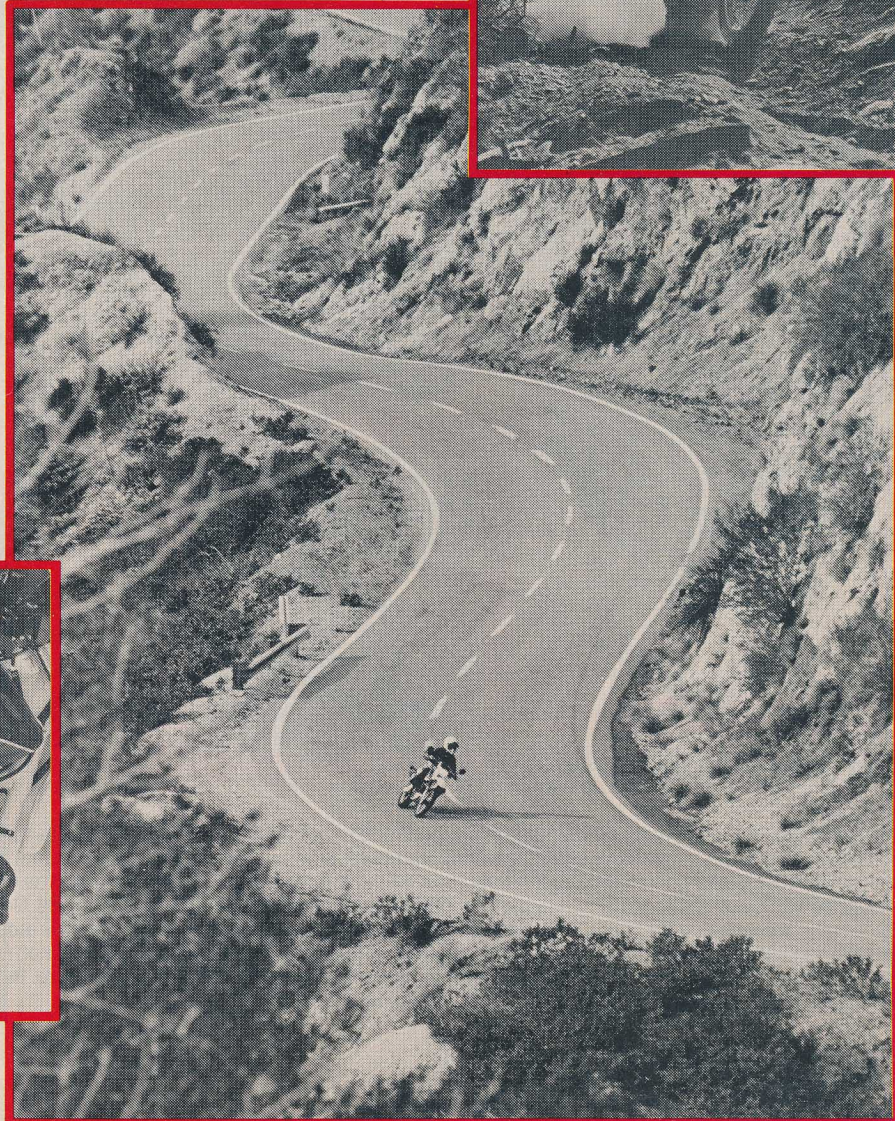
**We had a tough time starting the XL during the first few rides, but it turned into a two-kicker after that. It takes a healthy boot to get the big mill spinning, but we would rather kick than haul an extra 25 pounds of electric starting gear along the trails. ▶**



**Here's where you begin to appreciate the extra power of a big-bore d-p bike. Canyon twisties are handled effectively by the smooth-running 600cc quadra-stroke. ▶**

"That doesn't look like an XL600—it looks more like an American flag with wheels and lights. Anyway, you can't be serious about racing an XL across the African desert."

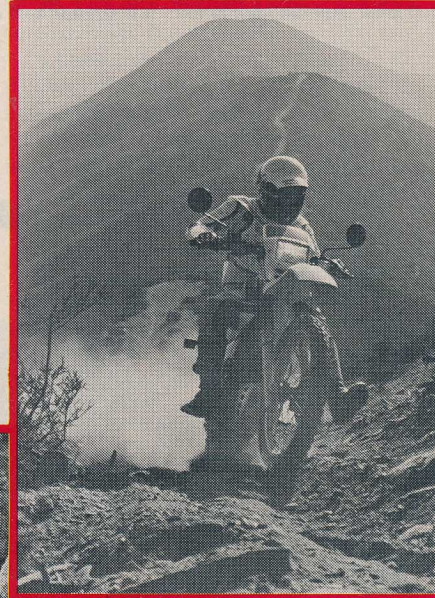
"Who said anything about going to Africa? Isn't this race held in Texas? Who are you, anyway?"



## THE THIN MAN

"Ah, typical American... you are all so provincial. Allow me to introduce myself. I am Sheik Abdul Swami Hammi of Tamarrasset, part-time monarch, convenience store operator and factory race team adviser. I am the most knowledgeable of all men in understanding the ways of the desert and making an acceptable margin on oil reclamation.

**Torque monger: The XL's 600cc's laugh at killer uphill. It's smooth enough to perform surgical trialslike maneuvers, and monster enough to rip trenches with a twist of the wrist. ▼**



# World beater gets better.

The Cagiva WMX125. World 125 Motocross Champion



**CAGIVA**

The Italian Motorcycle

Finland's Pekka Vehkonen rode the Cagiva WMX125 to World Championship in 1985. Now you can ride the same bike. We took the 1985 version and updated it, using input provided by Vehkonen during the gruelling Grand Prix season when he beat the best in the world. Hot new Marzocchi 42mm forks with external dampening control and redesigned valving are perfect for American tracks. The engine has more power and torque, and we have redesigned the Power Valve actuating mechanism. Aluminum Renthal handlebars are new for '86. Dell'Orto designed us a new carburetor. The Ohlin "Piggy Back" rear shock is their latest. Seat and tank have been redesigned, it's now easier to move around on. We've kept the Motoplat ignition, Brembo hydraulic front disc brake, only now it's a 240mm, Pirelli Hard-Cross tires, 11.8-inch front and 12.8-inch rear suspension travel, liquid cooling—and other good stuff. It has six speeds, plus a lot more detail improvements. You'd think it would weigh more. But it doesn't. It actually weighs less . . . only 196.2 pounds dry. Ride the World Champion's bike—the 1986 Cagiva WMX125.

## CAGIVA NORTH AMERICA

20030 South Normandie Avenue, Torrance, California 90502 Write or phone area 213/538-9337 for the location of the dealer nearest you.

# XL600R

Judging from the puzzled look on your face, I can tell that you know very little about racing and even less about the motorcycle you ride."

"Well, then, Mr. Ali Baba, what makes you think you know more?"

"Great karma," the sheik quipped, "and a seven-week accredited night course in Zen and the art of motorcycle maintenance. For instance, I can sum up all that is new on your 1986 model in two words."

"Go ahead," I snapped, "let's hear it."

"Paint and graphics," said the sheik.

"That's three words, Mr. Know-It-All."

"Ah... diplomatic, like most Americans.



◀ *As you'd expect, the suspension is on the soft side for serious trail work, but it's still surprisingly good. The key to making time along the fire roads is an aggressive riding style and a rider who's willing to work with the machine.*

If you would please see fit to stop joking, I will give you advice that may save you from becoming vulture chow."

"Go on, I'm listening."

## THE AFRICAN DREAM

"The first thing you must know is that this Honda is not designed for severe off-road ventures such as Paris to Dakar. It will, however, serve you well in less demanding circumstances, such as a trip to the mountain fire roads, or, in your instance, to the dairy case."

"Great," I replied, "tell me something I don't know."

"The logarithm of a number  $N$  to the base  $A$  is the exponent  $X$  of the power to which the base must be—"

"About the motorcycle!"

"The Honda XL600 is designed 70 percent to 30 percent in favor of street use."

"Well, that may be what the engineers intended, but I've managed to claw my way through more than a few tight situations on the trails. That bike will take you where you want to go."

"That is no doubt due to the XL's superior horsepower output."

"Now you're talking," I said. "That big red thumper will rip rocks out of the ground and chew up the asphalt, to boot! We're talking high performance here."

"Engine performance, yes. Chassis per-

formance, however, is not so good for traversing the sand dunes. Too much bulk, not enough travel, marginal dirt tires. It is, however, the best of the large four-stroke, how you say... dual-purpose-type machines for off-road use. Some of the competitors have electric starting systems and watercooling. This adds to their machines' already considerable bulk, making them hard to navigate through the dunes. And camel jumping is out of the question."

"Who said anything about jumping animals?"

"I was talking about cigarettes—100-millimeter Camels, of course." The XL's suspension is much too soft for something like this, for instance."

## THE MALTESE ANSWER

The sheik reached down on the newsstand and picked up a copy of *Dirt Bike* with a photo of Jim Holley and Steve Schmitz hanging ten while doing synchronized half-

gainers over the Goodyear Blimp.

"Aw... nobody really rides like that. Everyone knows those photos are all faked anyway... trick photography or something," I said.

"Or unadulterated fearlessness coupled with exceptional natural ability, of which you exhibit very little."

"How do you know that? You've never seen me ride."

"I watched you do that rather awkward maneuver around the corners on your way into the parking lot. A poor excuse for a 'Mamola.'"

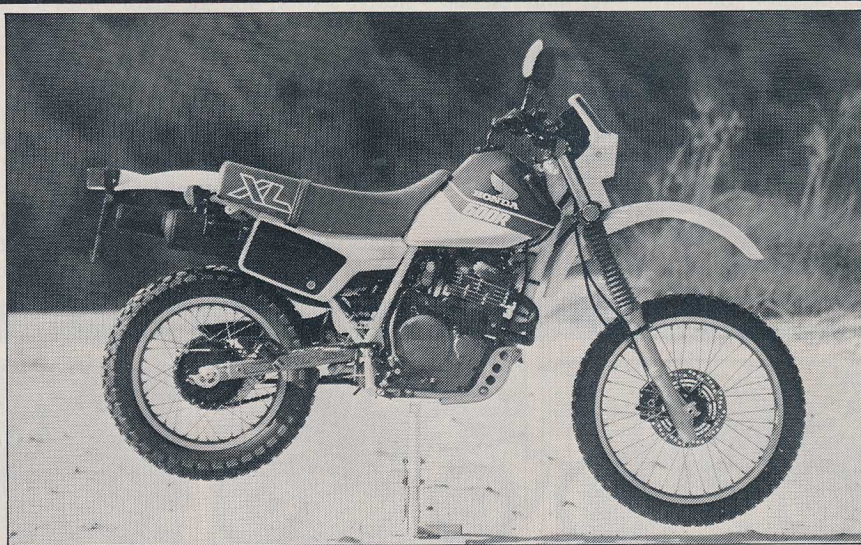
"I hit a crushed beer can and slipped a bit, so what's the big deal?"

"I knew there had to be a reason," said Abdul. "The Honda is a very capable cornering machine. It works especially well in the smooth dirt roadways of my native country and the fast canyon twisties of SoCal."

"I can tell by the lingo that you've been to the Rock Store a few times."

"I own it, but that is not important to you. What you need to learn is that with patience and practice your Honda will serve you especially well on the street. It is very capable. It also gets good gas mileage. Are you sure I can't interest you in some lottery tickets? You know what they say, 'You've got to play to win.'"

"No way, I think I'll pass on that one. I gotta get going anyway. It's been nice talkin' to you, Abmuley... by the way, if you know so much about bikes, what are you doing working in this 7-Eleven?" □



## 1986 HONDA XL600R

Engine type	Single-cylinder, air-cooled, SOHC, 4-stroke	Ground clearance	270mm (10.6 in.)
Bore and stroke	100mm x 75mm	Seat height	860mm (33.9 in.)
Displacement	589cc	Rake/trail	29°/118mm
Carburetion	Dual Keihin, PH64A	Wet weight, no fuel	304.5 lbs.
Fuel tank capacity	12 L (3.2 gals.)	Tire size and type:	
Lubrication	Dry sump	Front	3.00-21 semi-knobby Dunlop
Gearbox ratios:		Rear	5.10-17 semi-knobby Dunlop
1	2.385:1	Suspension, type and travel:	
2	1.647:1	Front	Showa telescopics, 229mm (9.0 in.)
3	1.250:1	Rear	Pro-Link, single Showa shock, adj. comp./reb., 203mm (8.0 in.)
4	1.000:1	Intended use	On/off-road
5	0.840:1	Country of origin	Japan
Gearing, front/rear	15/43	Retail price, approx.	\$2398
Ignition	CDI	Distributor/Manufacturer:	
Recommended spark plug	NGK DPR8EA or ND X24EPR-U9	American Honda Motor Co.	
Silencer/spark arrester	Yes/yes	100 W. Alondra Blvd.	
Wheelbase	1430mm (55.9 in.)	Gardena, CA 90247	