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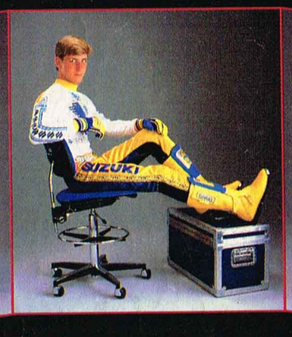
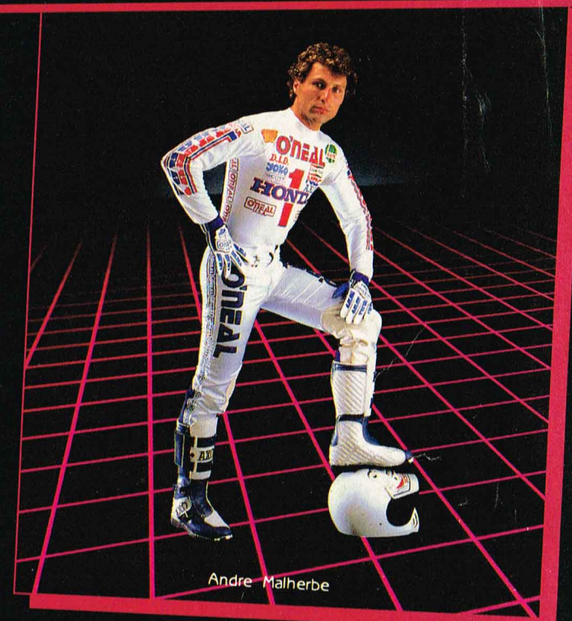


Eddie "Wonder Boy" Hicks



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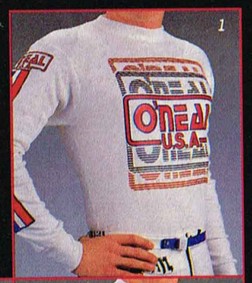

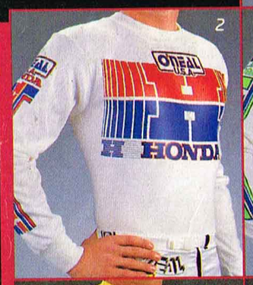

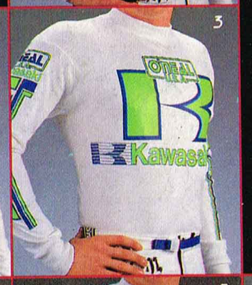

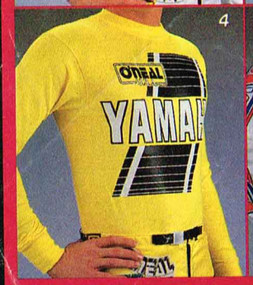

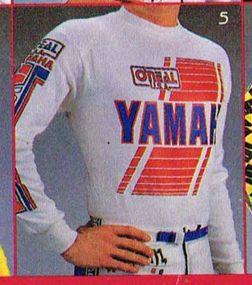

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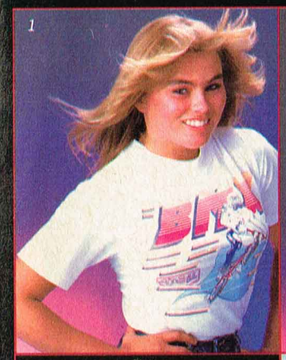

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60 pages of color photos

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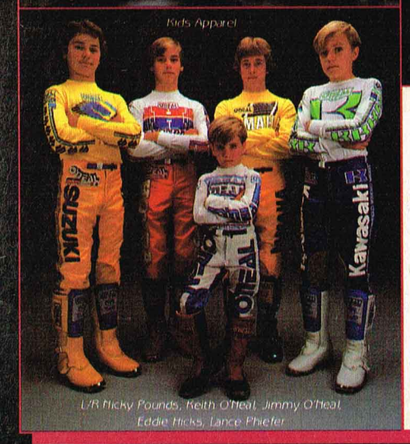

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Bob Hannah

Bob "Hurricane" Hannah hit us like a tornado.

Talking up a storm. Making demands. Turning us upside down.

We liked it.

After all, it resulted in our brand new Moto 4. A helmet that we put a lot of work into.

Naturally, that wasn't enough for Bob Hannah. He had to have a helmet he could take something *out* of.

Like the lining.

And considering all the dirt he kicks up, you can't blame the guy for wanting a helmet lining that's removable. After awhile, it tends to get a little stale.

But our new polypropylene foam lining can be washed or swapped so you can always keep it fresh and clean. And if it should ever wear out, you just buy a new lining, instead of a whole new helmet.

But the Moto 4 has more than just one revolutionary feature. Take our Force-Flow™ ventilation system. The rear vents actually create a vacuum that draws air in, moves it around your head, and sucks it out the back of the helmet. Taking a lot of heat along with it.

Then there's the adjustable visor. It's designed to block the sun—not your field of vision—no matter whether you're flying over whoop-de-doos or skidding around whoop-de-don'ts.

So what was Hannah doing while we were creating this work of art? A lot more than watching. As a member of our Racing Development Team, he (as well as other top racers like Mike Bell) worked with us all the way. Designing. Testing. Refining.

And what was Hannah's verdict on our new Moto 4? Well, being more a man of action than words, all he said was, "The best."

We were thrilled. After all, Bob "Hurricane" Hannah may blow away his competition. But he never wastes his breath.

Helmet available in open-face version as model MAG 4.

BELL

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DIRT BIKE

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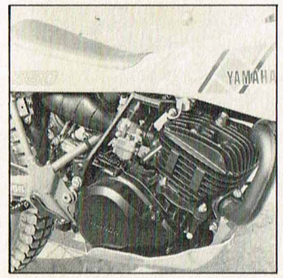
SWEDISH SUPERCROSS

10 WAYS TO GET WILD

BAILEY'S BERM BUSTERS

YAMAHA YZ125N



'85 YAMAHA TRIALS 350

HONDA CR500R

MX & TROPHEE DES NATIONS

DIRT BIKE Magazine, ISSN 0364-1546 (Dec. '84) is published by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions $14.98 for 12 issues (one year). Canada add $4 per year and all other foreign add $5 per year for additional postage.

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Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs and illustrations must be accompanied by a stamped self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at San Fernando, California 91340, and at additional mailing offices. POSTMASTER: Send address changes to *DIRT BIKE* Magazine, P.O. Box 9502, Mission Hills, California 91345-9502.

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Ahhhh, we've got a motor here!

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Destruction, photowise

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.

ON THE COVER:—Jim Holley takes to the skies once again on a brand-new YZ. Photo by Clipper, cloudy sky by the weather bureau. Dramatic inset of the U.S. team by the Hunk. Cover design by the New Orleans Flash. Color separation by Valley Film.

Tough guys finish first.

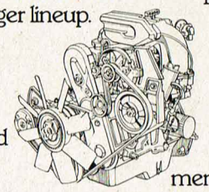
Ford's toughest competition Ranger has raced ahead of other small pickups to win big off-road! Ranger's got the power to make you a winner, too—starting with the most powerful V-6 in any small pick-up!

Today's tough Ford Ranger 4x4 is the little truck that wins the big ones—including this year's Parker 400, one of SCORE's toughest tests!

This racing Ranger's specially modified for off-road competition, naturally. But every Ranger going, race winner or street stock, offers you tough truck features like a 2.8L V-6 for power that others can't match!

New 2.3L with EFI.

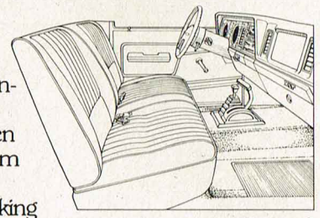
For '85 a new electronically fuel injected 2.3L four has been added to the powerful Ranger lineup.



Like all Ranger 4x4's, it comes with Ford's race-tested 5-speed transmission, standard!

Above all, it's tough!

For bashing around the boonies, nobody's topped tough Ford Ranger's exclusive Twin-Traction Beam front suspension...its proven four-wheel-drive system (choice of manual or optional automatic locking hubs). Streetwise, nobody beats the comfort of Ranger's wide cab (widest of any small pickup)...or Ranger's optional payload, 1625 lb...or Ford's tough double-wall box construction.



Quality is Job 1.

This isn't just a phrase. It's a commitment to total quality, which begins with the design and engineering of our trucks and continues through the life of the product. And the commitment continues for 1985. Ford is determined to build the finest trucks in the world.

Lifetime Service Guarantee

As part of Ford Motor Company's commitment to your total satisfaction, participating Ford Dealers stand behind their work, in writing, with a Lifetime Service Guarantee. No other car companies' dealers, foreign or domestic, offer this kind of security. Nobody. See your participating Ford Dealer for details.

"My Ford Ranger & Me"

FORD RANGER
AMERICA'S TRUCK BUILT FORD TOUGH

Manny Esquerra races to victory in SCORE's Parker 400.

Get it together—Buckle up!

"I won the Four-Stroke class at every ISDE Qualifier this year. No other four-stroke came close to matching the agility, performance, handling or reliability of my 510TE. It ran flawlessly everytime. These machines are a real breakthrough for four-stroke lovers who want a highly competitive motorcycle."

Larry Roeseler's reputation as an off-road champion is legendary. We asked him to evaluate this new four-stroke machine, and after one ride he said, "Evaluate? I'll evaluate this thing right into the winner's circle!" He was right as usual.

'85 Husqvarna four-strokes are available in three models, the 500TC for Motocross, the 510TX for Cross Country, and the 510TE for Enduros. Each offers an exceptional combination of speed, quickness and handling.

For 1985 this machine features a new ignition and carburetion system set up for increased reliability and easier starting. Larger valves with new guides and seals provide increased performance, and a premium K & N air filter improves air flow while keeping out the dust. Like all Husqvarnas, these four-strokes feature chrome-moly frames, outstanding suspension and hand crafted quality.

Hurry down to your Husqvarna dealer now. There is a limited supply of four-strokes available and if you're not riding one you'll probably be chasing one.

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THE FINAL STEP UP

"My '85 Four-Stroke is Ultra quick, Ultra light, and Ultra reliable." —Larry Roeseler

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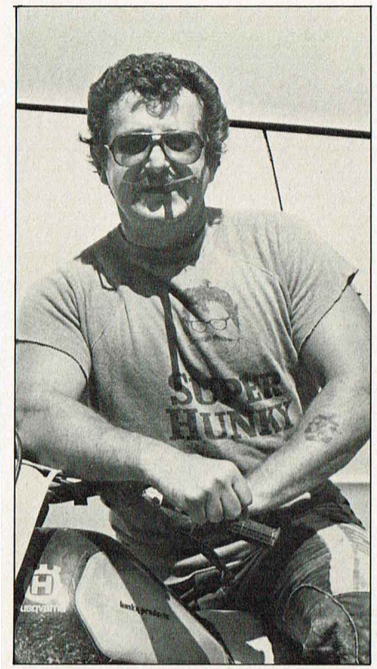
From the Saddle



Saturday Night Fervor

By Rick Sieman

There are any number of things you should not do the day (or night) before you race. Among them are the following, in no particular order:

1. Never play tennis using a live chicken instead of a tennis ball. Smart riders use a dead chicken, or, in many cases, stick to a tennis ball. This, of course, comes under rider preference.

2. Never get into a jalpeno-eating contest with anyone named Juan or Pepe or Ramone the night before a race. You will invariably lose and will learn to hate life halfway through the first moto. In fact, you just might have to spend an hour in the Port-a-can before practice, with a hammer lock on your ankles.

3. Do not go out with a new girlfriend the night before a race. You will not know what to expect and your schedule may be thrown radically off. Especially do not do this if you are married, or ride the Old Timers class, or both.

4. Never ever start to work on your bike after the local bike shop has closed on Saturday. This almost guarantees that you will need a part that you won't be able to get.

5. Do not agree to meet anyone at a new place. A seemingly simple thing like, "I'll meet you by that off-ramp near the MacDonald's off Highway 14" will invariably guarantee ending up at the wrong place.

6. Don't ever wait until the next morning to gas up. It's a sure bet that every gas station between your house and the track will be either closed or out of premium.

7. Don't ever change a tire the day before the race. You will invariably pinch several tubes, and even if you don't, your tire will be flat when you arrive at the track. Trust me on this one.

8. Never agree to pick up someone you've never gone to the races with before. Chances are he'll be late, have no tie-down straps, a toolbox the size of a phone booth, and a bike stand that looks like a coffee table and is covered with grease and dirt. It will poke a hole in your gear bag on the way out, too.

9. Do not ever wash your riding pants the day before the race. They will still be wet and will be curled up like a wrinkled piece of bacon. Also, you will forget your knee cups.

10. Do not ever try to go to sleep early the night before the race. You will lie awake with your eyes wide open until one hour before the alarm goes off if you attempt to get a good night's sleep.

11. Do not go to sleep too late, as you will regret not having gone to sleep earlier.

12. Never try to psych yourself up the night before the race by reading dirt bike magazines or watching video tapes of racing. This will get your mind twitching and waffling while you sleep, will probably cause you to leap out of bed as you dodge an imaginary rock and will possibly lead to great physical harm.

13. Don't ever leave one single tool that you own at home in your shop. The tool will be the only tool you'll need the next day between motos.

14. The same goes for riding gear and such. If you leave a tarp at home, it'll rain the next day. If you leave the hand guards on the shelf, you'll get blasted in the knuckles by a seven-pound rock. Take everything you can possibly carry; that way, you'll never need it.

15. Never call anyone the night before for directions. He will not be home, but will return your call at 3:00 in the morning in a drunken stupor. You, of course, will not be able to go back to sleep, and the directions will be completely untrustworthy anyway.

16. Absolutely do not organize all your riding gear or clean out your gear bag the day or night before. This just about guarantees that you'll leave half the gear on a bench, no matter how careful you are.

17. Do not super waterproof your airbox. If you do, there will be no water the next day and your bike will run too rich and you'll run out of gas halfway through the race.

(continued on page 79)

Last Over

Getting there

By Paul Clipper

"Say, can you tell me where the motorcycle race is happening?" you ask the puffy-eyed old man who's just starting to carry out the first basket of tomatoes at the roadside market.

"The what? The motorcycle race? That must be the thing all those guys with sickles in their trucks is goin' to! I don't know—my boy Sam says everybody seems to be headed for the old Anderson place. You know where that is, right?"

"Well, no, I don't live around here...."

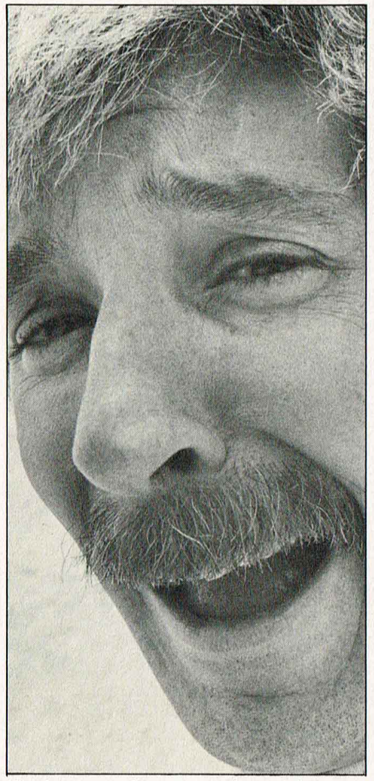
"You don't, huh? Well, it's just down the road here about five miles, and then you turn onto a dirt road that comes out on the left, just the other side of an old sycamore tree. You can't miss the tree, it lost a big branch off the back side in that bad storm last year. Well, just past that tree is the road, and you follow the road about eight miles till you get to a gravel road on the right. It's a good road, but it's a gravel road. The Anderson place is right off that road, you can't miss it on the right."

What he doesn't tell you is that you can easily miss it on the left, and what you don't find out until you've been driving around in the boondocks for two hours is that they weren't going down the dirt road to the Anderson place; they were actually turning right off the road into the volunteer fire department, a place that was about 200 yards up a driveway.

Enduros are always held at fire departments, and that should make it a lot easier, right? Wrong. The only people who have any idea at all where a fire department is are the people who work there. Everybody else is living their life confidently trusting in the belief that the fire department knows exactly where *its* place is. Who cares where the fire department is—you only go there when you want a chicken dinner on a summer Saturday night. Assuming you know how to get there.

The old guy at the farmer's market would be talking to deaf ears if he was giving directions to me. I can't follow directions to save my life, and I think that's all my father's fault. Before I even knew how to read, I could read a map; because every time my father's friends mentioned a particular fishing hole, out would come the maps and charts, and before the night was through, every one of us would know *the best way* there.

Now you have to understand, to my dad the best way isn't the fastest way. He has a scorn for freeways and divided highways that borders on militancy, and if he can't find a route that passes by the smallest towns, the prettiest little lakes, and the cheapest farm markets, well, then there's no reason to be going out there, is there? The only way to find this kind of terrain is to look at a map—no one other than the crustiest local knows these roads even exist—and you look at all the black lines rather than the red ones.



"Let's see...then you make a right, no, you go straight..."

My dad steered me to a riding area this way once. "I saw some guys riding on the way out to Tuckerton once," he said, "and it looked like a really neat spot. There was plenty of open woods, it was kinda hilly and sandy, and lakes everywhere if you wanted to cool off."

"Hey, that sounds like my kind of riding," I said, interested in giving the usual spots a break. "Where is this place?"

"Oh, well, it's...here, where's the map? Okay, look at this, you head down Berlin Road out towards Blue Anchor—you know the way there, right? Bear right outside of town, heading towards Sicklerville, and then head left on the road that goes past Ancora?"

"Yeah, but what's wrong with Route 73?"

"Oh, you don't want to go that way; there's too much traffic. Besides that, the Highway Department is digging some kind of ditch outside of Tansboro, and you'll probably get stopped out there. Just head out of Blue Anchor on 561, down to Batsto and along the Mullica River, then head up 563 to the top of the Wading River, and then off the spur towards New Gretna—you been there before."

"Yeah, I have, but it seems like a roundabout way to get there...."

"Naah! This is the best way! If you're going early in the morning, there won't be another car on the road, and you'll see plenty of deer out feeding around Hammonton Lake—they say there's bass in that lake, although I don't believe it. All I ever caught there was perch. Anyway, go past the Harrisville ruins and keep an eye out for a dirt road on the left, there'll be some kind of sign saying such-and-such of a blueberry farm is off in the woods—if you feel like stopping, pick a couple of quarts, and Mom will make some blueberry pies. You'll be following alongside the Wading River now, not the Mullica. Head up that road for a ways, and when you pass over an old wooden bridge, bear to your right. Follow that road out for about eight miles and the place I saw everybody riding was on the left. You'll know it when you see it."

He was certainly right about the lack of traffic. I had driven for about an hour outside of Berlin without seeing another car, and although the going was rather slow, it was surely a pretty drive. Corn fields, blueberry fields—I had to stop and pick some—and there always seemed to be a river on one side or the other—mute testimony to what you have to expect when you take directions from an old fisherman.

As far as knowing the place to stop, well, he was right about that, too. It was right outside of Warren Grove, a place I'd ridden at least a dozen times before, not counting all the enduros I'd ridden in that neighborhood. It had taken me three and a half hours to get there, and I'd clocked it on the highways before at just under 50 minutes. But the drive was nice, and I wasn't in any hurry as I unloaded to get in a short ride before heading back.

I figured I'd probably go back the same way, too. For all the twists and turns and scenery on the road down here, he should have been a trail rider. To my dad, where you're going and when you're going to arrive mean nothing: The most important part is the journey there—seeing the sights, checking out the crops, and maybe looking for fish. And when you're on a lake, that's pretty much just what it's all about, right? Besides, you don't get any blueberry pies for sticking to the highways. □

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Bits & Pieces

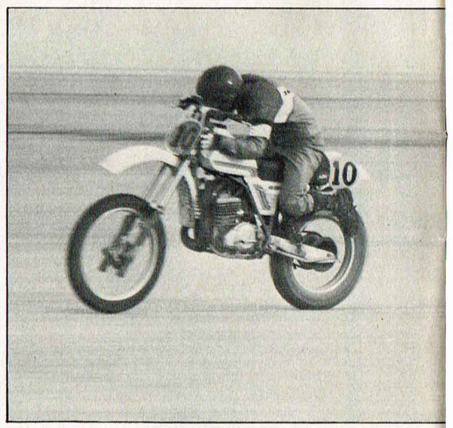
Will Mike Melton make it to the ISDE?

LAST-MINUTE ISDE NOTES

According to rumors flying out of Holland these days, the FIM's ruling banning knobby tires for the Six Days this year has been scrapped. Originally, all of the ISDE competitors would have been required to use the equivalent of trials tires on the rear of their machines. This ruling was made on the assumption that trials tires do less damage on the trails than knobbies. Everyone was dreading having to run "slicks" on the back in the Holland sand, so few tears were shed over this reversal.

Mike Melton's participation in the ISDE is very questionable at this point, owing to the injury he suffered in the September 2 Iowa National. He may have to sit out the Six Days. If so, the big question is, who is going to take his place? If we had to speculate on the matter, our guess would be Wally Wilson, moving up from the Vase team to take Mike's place on the Trophy, and then one of the individual riders moving up to the Vase—perhaps Husky riders Jeff Russell or Dave Bertram. This is all guesswork on our part, because official word hasn't been released yet, but the point will be moot by the time next month rolls around. Look for a full story on the ISDE in the January '85 issue of *DB*.

□ □ □



Numbers never lie.

HOW FAST WERE YOU GOING?

You say your buddy brags about how his bike will do over 100 mph in top gear? If you want to make a liar out of him, pull this trick. By looking at a complete spec sheet for his model of bike, you can numerically figure out the maximum possible top end of his bike. The formula looks like this:

(maximum rpm × rear wheel circumference × 60) ÷ (overall ratio × 5280)

You know where to get the maximum rpm of the bike. The rear wheel circumference is the distance from the axle centerline to the floor multiplied by 6.28, with the bike loaded normally. The overall ratio is the *fixed ratio* times the *top gear ratio*. We print the top gear ratio in our spec sheets; the fixed ratio is the primary ratio times the final ratio (primary equals the clutch sprocket teeth divided by the drive pinion teeth, and final equals rear sprocket teeth divided by the countershaft sprocket teeth). A typical 125 motocrosser might look like this:

(9800 × 87.92 × 60) ÷ (12.65 × 12 × 5280) = 64.49 mph

After this, take your buddy out and feed him some crow. If you liked this, next month we'll show you how to figure *furlongs per fortnight*.

□ □ □

B TO V CONTINGENCY

Barstow to Vegas is back again, in spite of the efforts of the Sierra Club. It'll run the Saturday of Thanksgiving weekend, as usual. If you'd like to make this the best B to V ever, and you're in the motorcycle industry, you can contact Dana Bell, who will tell you how to get involved with contingencies and support. The number is (213)438-4435. All profits will go toward legal fights to keep the land alive and for the yearly battle to keep the legendary B to V race going.

□ □ □

Dick Burleson during his younger years.

DICK BURLESON SHOWS TEAM SPIRIT

Husqvarna's Dick Burleson came out of retirement to ride the Rattlesnake National Enduro in Iowa on September 2, in an effort to ensure victory for team rider Terry Cunningham. "Terry's deathly afraid of snakes, you see," said the aging Burleson, "so I rode on the minute behind him with a large burlap bag. If I saw a snake, it was my job to throw the bag over his head so he wouldn't see it and panic." The ploy apparently worked; Cunningham went on to win the race, and in a post-run interview never mentioned seeing any snakes at all.

□ □ □

LANCE KING THIRD IN WORLD

California Speedway rider Lance King finished third in the World Individual Speedway Finals held in Gothenburg, Sweden. Riders from Denmark swept the first two positions, with Erik Gundersen taking the top honors and Hans Nielsen finishing second. King was actually having a very impressive night, winning the first two heats with ease. He lost the third heat to Nielsen, then came back and won the fourth, and then was edged out of the fifth race by Gundersen. Lance had clearly outstyled the pack up to this point, and the crowd was set to cheer him on to the win, but as luck would have it, he suffered a poor start behind Gundersen—and a poor start in a four-lap race is all you need to lose. Still, being third in the world at age 21 is no mean feat, and it's certain that Lance will be back at it next year. Americans Kelly Moran and Shawn Moran finished fourth and eighth, respectively.

□ □ □

You can't buy the Silver Vase of World Trophy, but at least it's now tax deductible.

TAX-EXEMPT MOTORCYCLING

The ISDE Support Fund, Inc. has been in business since 1982. These are the people who sell the patches, pins, T-shirts, and stickers. They also had a nifty program this year where you could receive a certificate signed by all of the riders for a cash contribution. Well, the big news now is that they have finally won their tax-exempt status, which means any money you send to them (less the value of any goods received) is deductible as a contribution to a charitable cause. Supporting the ISDE has always been satisfying, but now it is doubly so!

The monies collected by the ISDE Support Fund go toward defraying the expenses of the riders participating in the ISDE each year. Many of the riders aren't factory sponsored, and typically, a rider's expenses will run in the neighborhood of $6000 for the event, so the efforts of the fund are useful and greatly appreciated. You can contact the ISDE Support Fund, Inc. at Box 126, Fairmount, IL 61841; (217)733-2875.

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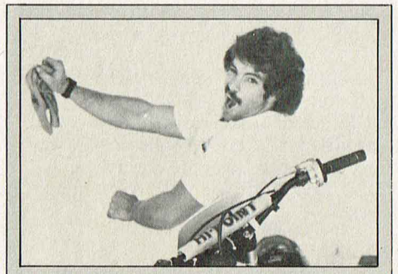

Chuck Miller describes the CR500's power.

FIRST VICTORY ON CR500?

More than anything else, we were impressed by the speed of the CR500, tested in this issue. How fast is it? you ask. Well, Honda off-road rider Chuck Miller took one of the first CR500s out to the Riverside SCORE Off-Road World Championship on September 16 and proceeded to walk away with the Open class win, besting favorite Husky rider Dan Ashcraft. The Riverside track is always wide open, favoring cars and four-wheelers in general, and to win there you need raw horsepower. Sounds like Chuck had that in spades.

□ □ □

Ron Commo, Scott Head, and Kip Webb climb the wall.

HEAD HEADS UP U.S. TRIALS RIDERS

Scott Head of Placerville, California, has recaptured the AMA/NATC Trials Championship for Montesa. Locked in a tie for the series lead, Head took the title convincingly by winning the final three Western rounds held on September 1, 2, and 3, 1984. Head won four of the eight NATC rounds, with Montesa-mounted Don Sweet taking two wins as well. Head's achievement gave Montesa its fourth U.S. National Championship, more than any other manufacturer. Montesa's six National wins also moved the manufacturer into first place for all-time U.S. wins. Shown in the photo are (left to right) Ron Commo (National #13), Scott Head (with champagne), and Kip Webb (National #5).

□ □ □

EUROPEAN NEWS

Scoop of the year! KTM is working on a 500 four-stroke that will weigh right around 220 pounds. It'll be their own engine and will fit in a normal KTM MX chassis. The engine will be a four-valver and water-cooled. Don't look for it right away; perhaps we'll get an early peek next fall. We've talked to riders who have put time in on the rough prototype, and they say they can go faster on it than on a normal 500cc two-stroke.

□ □ □

What did we see in Europe but yellow YZs! You got it...we get the white ones, and they get the yellow ones. Smart move by Yamaha.

□ □ □

Look for the Finnish Magoo, Pekka Vehkonen, to ride in the States. He'll try a stadium race or two and possibly race in the Superbikers. This kid is fast! □

Mister Know-it-All

By Rondo Talbot

REFLECTIONS ON THE COLOGNE SHOW AND HOW IT AFFECTS YOU

• Germany is a marvelous place and the city of Koln a delight, with interesting small restaurants and beer that is most assuredly not "light." As I strolled the cavernous rooms of the Cologne show, a glass of red wine (immature, but with the hint of promise) in hand, I reflected on what was before me.

I saw an Americanization of the riding gear that was astonishing and, in many cases, laughable. Taiwan was there with its fiercely aggressive and oddly named companies (Good Fortune Sprockets?) undercutting everyone but the Indians, who went largely ignored by all but the British buyers.

Italian copies of just about everything imaginable were on display, many of them superior to the American originals in detail and quality.

There were a small number of USA firms there doing business, apologizing for the overwhelming strength of the dollar, and many Euro distributors were placing orders for the JT, O'Neal and Answer items in spite of the cost.

But mostly I saw a very healthy surge of innovations, interesting new products, and a genuine joy in exploring the items we use in, on and around our dirt bikes. New Italian bikes (good ones, too) are being readied for sale here. Things are not only interesting, they are healthy. Dirt is not dead. Far from it. It's on the rising part of a curve and can only mean more fun for you, and, ultimately, more for your buying dollar. So, instead of going on about technical things this time, I merely bring you good cheer. Prosit!

Next month, back to the vitriolic side of technical things. So, then, take your stubby little fingers, carefully consider pertinent questions and type (not write!) any puzzlements you might have to, Rondo Talbot, The International Enquirer, Mr. Know-It-All, c/o DIRT BIKE Magazine, 10600 Sepulveda Blvd., Mission Hills, CA 91345. Special preference will be given to owners of European bikes next month. •

RED ALERT!

Dear Mr. Know-Nothing-At-All,

I'm writing to you about your reply to Scott Lane in the May issue. He was questioning you about his brakes when they get wet. Well, if you would have done some research instead of thinking up one of your infamous replies, you would have found a brake shoe that has slits cut in it so that when the shoe gets wet, it still works excellently. Next time, instead of using that pea-sized brain of yours to think up something sarcastic, why don't you go ask Super Hunky for help.

Fifi and Muff
Moscow, ID

Well, Mssrs. Fifi and Muff, has anyone ever told you about the reduced brake shoe life when the shoes are slit? How the lining CAN and WILL chunk off? I thought not. I expected nothing less for anyone from Moscow. Commies are not my favorite people.

As to your last comment, I go trail riding with Mr. Hunky every now and then, and we seem to end up in a brutal argument every time a mechanical discussion comes up. And just when I'm about to make a convincing point, that man will challenge me to a Greco-Roman wrestling match to determine the winner. As far as I'm concerned, the man is a lout, and I will accept only paychecks from him. Not advice.

NEAT WRITING IS IMPORTANT

Mr. Talbot:

I'll try to write neatly. I know you hate sloppy letters. My question is, why do racers only advertise on the rear fender? Does it distract their vision otherwise?

Steve Hodge
Clever, MO

You have just uncovered one of the little-known racing secrets. Bob Hannah, for example, never won a race until he quit putting stickers on his goggle lenses. Once Bob transferred the stickers to the rear fender, he became an instant winner.

IF IT'S NOT BROKEN, DON'T FIX IT

Dear Mr. Know-It-All,

I am 14 years old and have recently purchased a Yamaha XT250G. It has 2000 miles on it and is in immaculate condition because I take care of it. My question is as follows: The other day when I examined the plug, I noted that it was grayish-white, meaning that it was either too hot or jetted too lean. Since the bike starts and runs flawlessly, I was wondering if the color is a bad sign. I am not a petulant child or a callow youth, so give it to me straight. Oh yes, I should have known.

J. Brown
Spokane, WA

Good question. Your situation means that the bike will probably live okay under moderate use conditions—that is, street jaunts and low-key trailriding. Your grief will only happen if the bike is pushed hard. At that point, the slightly lean condition could cause you big-time melting and seizures. Play it safe...go up one or two on the main jet, ride it a bit and recheck your plug.

BANG...YOU'RE DETONATED!

Dear Mr. Know-It-All,

I have recently been looking through a lot of *DB* magazines, and I have noticed that you hardly ever have anything nice to say! Most of your answers have some kind of stupid, smart-aleck answer that nobody likes!

For example, in *DB* February 1984, you answered a question of what detonation is by saying, "Forget any technical explanation and consider it like some sort of noise in the dark that's not good for you!" Why is it that you can never give a straight answer? You probably don't know what detonation is yourself!

Chris Tracy,
Grandview, MO

P.S. I have a 1977 RM80, and I have recently suffered a loss of power and was wondering if you could give me some tips on how to regain it?

Bless you, oh bless you, Mr. Tracy, for pointing out to me the errors of my ways. I needed that! As for your lost power, you might try looking on the top shelf behind the Twinkies and the Ding Dongs.

WHAT'S THE PROBLEM HERE?

Dear Mr. Know-It-All,

I own a 1980 Suzuki RM125T and everybody at the track has '83s, '84s, etc. But they just can't seem to catch me. What's my problem? Am I too fast, or is this the bike of the future? What do you think?

Nicky Pasquale
Bronx, NY

At first, Nicky, I thought you were simply overwhelmingly fast, but after contacting friends in the New York area, I found out that everyone in your class is just slower than you are. Sorry to be the first to inform you of this, but the 12 other riders in your class all receive state aid from the Department of the Bewildered. □

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460-17	37.80
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410-18	29.66
460-18	37.91
510-18	43.43
275-21	20.92
300-21	24.73

MX-VE

Vulcan Enduro

510-17	$43.86
560-17	47.51
400-18	32.43
410-18	32.90
450-18	39.56
510-18	42.36
300-21	32.26
300-23	35.28

MX45Z

360-14	$19.81
110/90-14	24.26
250-16	19.45
250-17	20.61
275-17	21.40
510-17	44.71
410-18	37.93
510-18	44.96
300-21	34.76

MX45Z - Mark II

300-12	$15.75
410-14	23.27
560-17	43-87
410-18	34.79
510-18	41-45

EXHAUST SYSTEMS

Save 40%

HOOKER EXHAUSTS

Manufacturer's Giant Overstock Sale of complete exhaust systems with mufflers! Save an incredible **40%** off suggested list prices! This is **10% below** dealer prices. Extra bonus - free shipping included. Sale limited to quantities on hand.

		List Price	Sale Price
XR500R	81-82	$130.50	$78.30
XR/XL500	79-81	130.50	78.30
XR200/R	81-82	168.00	99.80
XR200R	81-82	120.00	72.00
XR/XL80/100	79-82	99.25	59.55
ATC110	79-83	82.25	49.35
ATC90	70-78	63.75	38.25
ATC70	78-83	85.25	51.15
MT250	74-76	121.00	72.60
KS/KE/KD125	74-79	96.50	57.90
DR/SP370/ SP400	78-80	118.00	69.80
TT/XT500	77-81	124.25	74.55
TT/XT250	80-82	100.25	59.80

Supertrapp and **Bassani** off-road, ATV and street exhausts - call for discount prices.

ANSWER SILENCERS/ SPARK ARRESTORS

Rebuildable. In lightweight aluminum. Individually tuned - insures low and mid-range torque increases. U.S. Forestry-approved spark arrestor. Fit stock exhausts only. All 84 silencers are oval. For **79-84 CRR/KX/KDX/RM/PE/YZ/IT.** Prices from **$42.46** to **$59.46.** Call or write for specific applications.

ACCESSORIES

SPROCKETS

Replace worn-out sprockets with our high quality front case-hardened steel and rear hardened aluminum sprockets. Available for most 1976-84 models Honda, Kawasaki, Suzuki, Yamaha, Husqvarna, KTM and Maico.

Chain Size

	420/428	520
Rear 30-39	$16.28 ea	$20.35 ea
40-48	20.86	23.28
49-53	23.57	26.90
54-60	24.82	29.93
Front 10-17	6.86	6.86

Call or write for specific sprocket sizes to fit your bike. Remember - for best performance also replace your **chain** when replacing sprockets.

DRIVE CHAINS

We offer the best selection and prices. Chain shipped pre-cut to desired length. One master-link included with chain. Include masterlink when counting number of links on chain to be replaced.

	Price per link
RK520-SO (O-ring!! - the best	39¢
Tsubaki 420 OR	12¢
Tsubaki 428 QR	14¢
Tsubaki 520 QR	25¢
Diamond 428 HD	23¢
Diamond 520 MS	26¢
D.I.D. 428H	15¢
D.I.D. 520G	33¢
D.I.D. 428V (O-ring)	39¢
D.I.D. 520V (O-ring)	44¢
EK/TK 428 STD	12¢
EK/TK 520 STD	14¢

BOYESEN REEDS

Dual stage reed valves for better low and mid-range performance, quicker throttle response, better fuel efficiency. Easy to install. Specify make, model, year.

Prices from **$10.40** to **$29.80.**

HEAVY-DUTY CLUTCH PLATES & SPRINGS

Replace worn-out stock plates and springs with these hi-performance, bonded friction plates and springs from Barnett. **Very important: specify make, model and year of manufacture and quantity of friction plates and springs needed** (see bike's instruction manual, if in doubt). Available for most dirt bikes - call or write for specific applications.

Bonded friction plates **$4.88** each

Clutch springs **$1.63** each

HANDLEBARS

Answer Series III bars in all bends and colors. In chromoly: **$21.48** each. In carbon steel: **$16.74** each. Also **O'Neal, Inter-Am** and **K&N** bars.

Crossbar pads (by Answer): Specify team name. **$4.90** each.

Dehandlers (Sunline): Plastic. **$8.12/pr.** Aluminum **$12.92/pr.** PRO levers **$13.47/pr.**

Split perches (Sunline): Clutch or brake **$6.88** each. XR/XL **$7.88** each.

Gunnar Gasser: The original Whirlpull throttle. **$17.80** each.

DG PERFORMANCE PIPES

Increase horsepower! Lighter/ stronger than stock. Specify model.

CR/KX/RM/YZ125 '83 84 **$91.67**
CR/KX/RM/YZ250 83&84 $101.26

Many other 81 - 84 models available. Call for info.

ANSWER HOLE-SHOT PIPES

New from Answer - explosive bolt-on power for your new 1984 CR, YZ, RM, and ATC. Specify model.

CR/RM/YZ 125	$99.10
CR/RM/YZ 250	106.50
CR/RM500/YZ490	110.00
ATC 250R 83-84	106.50
ATC 200X 83-84	65.00
KXT 250 84	110.00

AIR FILTERS

Hi-performance stock replacements. Reduces engine wear. Improves intake airflow yet provides outstanding filtration under dirty, dusty off-road riding. Washable. Applications for most dirt bikes. **K&N** (cotton fabric/wire mesh-type, must be oiled). From **$7.10** to **$22.50**

UNI (two-stage foam type, use oiled or dry). From **$6.90** to **$18.80.**

K&N filter oil, 12 oz. aerosol - **$3.79** each. Bel-Ray or PJ1 foam filter oil, 16 oz. - **$2.69** each.

WISECO PISTONS

Replacement hi-performance superlight forged pistons and rings in six oversizes up to .80". Available for most bikes - Call for info and prices.

MULHOLLAND SHOCKS

New P-series low pressure freon gas shock with 3-stage adjustable damping and nine-stage valving. In eye-to-eye lengths 12½", 13", 13½", 15", 16", or 17". Choice of dual rate springs: 65/130, 75/150, 90/175 or 100/200 lbs. **$108**/pair incl. springs.

S & W and **Work Performance** shocks also available -call for info.

HI-FLITE SEAT COVERS/ SAFETY SEATS

Tired of looking at your old, torn seat cover? In stronger than stock naugahyde with one-piece molded foam replacement (safety seat) padding and cover that goes further up the tank. Easy to install on your stock pan. For all '81-'84 CR, '82-'84 KX, '81-'84 RM, '80-'84 YZ **$37.88.** **'81-'84 ATC, '83-'84 Tecate $47.88.**

OEM REPLACEMENT FENDERS

Exact replicas of stock fenders in unbreakable team color-matched plastic. Offers substantial savings over stock OEM fender prices. Available for **CR/KX/RM/YZ/ Husky/Maico 78-84. Front fenders** from **$10.50** to **$21.00. Rear fenders** from **$9.45** to **$15.50.** ATC/Tecate/YT fenders also available.

SIDE PANEL/NUMBER PLATES

Exact replica sidepanels with number plates in unbreakable, team color-matched plastic at substantial savings. For all **80-84 CR, 81-83 XR200, all 83-84 KX, all 79-84 RM, all 80-84 YZ, all 81-84 IT 250/465/490.** All priced at **$24.50**/pair.

CONTROL CABLES

Replace kinked and frayed cables or just upgrade stock cables with these Teflon-lined anti-friction cables. Throttle, clutch and front brake cables available for most dirt bikes. All Terry cables

$10.88 ea

GRIPS

Specify: black, yellow, red, blue, or green

	Pair
Oury	$4.83
Answer (also white)	4.83
Oakley Point 5	4.20
Oakley B1-B (2-color)	10.89
Baja foam (no green)	4.83
Magura (black only)	3.50
Tacki	5.91
Decrosser II	5.91
Grab-On (black only)	5.93

ANSWER SEAT COVERS

Tired of looking at your old torn seat cover? In best naugahyde with double-stitched seams. Easy to install. For **79-84 CR/XR/KX/RM/PE/YZ/IT.** All priced at **$19.72** each.

ANSWER TANK COVERS

Stop replacing tank decals! Super protection, skin-tight fit and good looks. Team name printed on both sides. For **80-84 CR/XR/KX/KDX/KXT/RM/PE/YZ/IT.** All priced at **$20.65** each.

RIDER WEAR

FULL-FACE HELMETS

All have built-in, vented chin guards. Visors included.

Lazer MX: New from Belgium! A best buy. Weighs ½ less than Bell Moto 3. Includes European style visor. Has built-in pivot pins to convert helmet for use with face shield (included) for riders preferring a shield rather than goggles for off/on-road riding. D.O.T. White, red, blue, yellow, green or black. **XS, S, M, L, XL.** Reg. $89.95 **$73.88**

Bell Moto 3: Snell 80, white, red, blue, yellow, or black. **6¾** thru **7¾.** Reg. $149.95 **$99.50**

Simpson 52: Snell 80, white, red, or yellow. **6⅞** thru **7¾.** Reg. $139.95 **$99.50**

Bell Trailstar: D.O.T. white, red, or blue. **XS** (for children), **S, M, L, XL.** **$84.50**

Maxon ATV: D.O.T. white, red, or yellow. **S, M, L, XL.** Reg. $69.95 **$44.40**

Arai MX-V: Snell 80. **S, M, L, XL.** In Lackey Design works colors: **$155.00**In single color white, red, blue, yellow or black: **129.00**

Answer-A-Tech: Snell 80 pending. Kevlar/fiberglass with A-Tech peak. In factory colors: **$95.00.** In single color white, red, blue or yellow: **$89.00**

Shoei EX-5: Snell 80, red, yellow, black. S, M, X, XL. Reg. $119.95 **$89.00**

NAVA VIP: D.O.T. red or yellow. S, M, L, XL. Reg. $99.95 **$74.43**

Marushin MG-Moto: Snell 80, in team colors blk/yel/whi, whi/blu/red, blu/yel/whi, Kawgrn/blu/whi. Also in solid colors. S, M, L, XL. Reg. $139.95 **$118.90**

OPEN FACE HELMETS

Use with goggles/face mask combination. Visors included.

Marushin MZ-GX II: Has removable chin guard - converts to street model. Snell 80, white, red, yellow or blue. XS, S, M, L, XL. Reg $99.95 **$84.91**

Marushin MZ-80: Economical Snell 80 helmet. Black, white, red, yellow, silver. S, M, L, XL. Reg. $79.95 **$67.88**

GOGGLES/FACEMASKS

Scott #89 **$16.88,** Scott facemask **$5.95,** Scott Roll-off-system **$26.50.** Oakley 0/20 **$18.50,** 0/21 facemask long **$6.80,** short **$4.80.** Smith SMX **$18.50.** Jones **$16.88.** All repl. lenses available.

KIDNEY BELTS

Goldbelt std **$18.49,** vented **$17.16.** Answer std **$16.25,** vented **$16.76.** Hallman std **$13.88,** vented **$15.25.**

PANTS

Features include Spandex elastic side panels for improved fit, leather inside knee area. Knee/shin guards included. Specify team name on legs or plain leg (solid red, blue or yellow) in sizes **adult** 28", 30", 32", 34", 36", or **kids** 24", 26".

O'Neal Ultra-Lite team	$79.95
O'Neal Ultra-Lite, plain leg	74.95
O'Neal Ultra-Lite, kids, team only	69.95
Hallman Super Pro-GP team (also 38")	97.16
Hallman Pro GP plain leg (no yel, also 38", 40", 42")	89.55
Hallman Stadium, team	74.95
Answer Racing, team (also 38")	89.55
Answer Front Vented, team	98.88
Answer Econo pants (red/blue, green/blue, yel/blue, yel/blk)	55.00
Answer Mud pants	32.00

Hi-Point, Sinisalo, Malcolm Smith, Chuck Sun, Yoko pants also available. Call for info.

JERSEYS

Long-sleeved, **50/50%** cotton/polyester blend. LaCoste knit type weave. With bold team graphics. **Sizes: adult** S, M, L, XL. **Kids** S, M, L.

O'Neal Ultra-Lite, adult	$14.39
O'Neal Ultra-Lite, kids	12.50
Hallman World Class, adult/kids	16.86
Fox, vented mesh, adult only	17.70
Answer World, regular adult only	15.59
Answer World, vented, adult only	17.70

Hi-Point, Sinisalo, Malcolm Smith jerseys also available. Call for info.

GLOVES

Genuine leather, contour shape. Spandex between fingers, reinforced palm, padding on back. **Adult sizes:** S, M, L, XL. **Kids** S, M, L. In red/white/blue, yel/black, yel/blue, blue/white, or green/blue.

O'Neal Ultra-Lite, adult	$23.35/pr
O'Neal Ultra-Lite, kids	21.56/pr
O'Neal Pro-Lite, adult & kids (no green/blue)	$15.89/pr
Hallman Pro-GP, adult (red/wht, blue/wht, blk/wht/yel only)	18.47/pr
Fox "Dirt Paws" (no Spandex, no green/blue)	14.90/pr
Fox "Pawlectors" (no green/blue)	18.52/pr

Oakley, Sinisalo, gloves also available. Call for info.

BOOTS

All boots available in **full** sizes 5 thru 13. Sizes run large - order **one** size **smaller** than dress shoe size. All have new style wedge (directional) sole.

O'Neal Ultra-Lite II: in wht/blue, red/blue, blue/red, yel/blue, blk/yel. **$139.00 /pr.**

AXO Malherbe: in blk/yel, blue/yel, blue/red, or blue/wht. **$148.44 /pr.**

Hallman/Sidi: in blk/yel, red/blue, or blue/wht (size 5 not available) **$119.00/pr.**

Hi-Point Pro: New '84 model, in blk, red/wht, blue/wht. **$143.43/pr.**

Hi-Point "Alpine Stars": new - economy priced leather boot. Black only. **$109.80/pr.**

Gaerne: smooth MX sole. In red, yel, blue, blk or wht. **148.44 /pr.**

SuperFox: in blk/yel, blue/yel, red. Enduro sole in blk/red (size 5 not available). **$128.70/pr.**

Sidi and **Nava/M Robert** plastic boots also available. Call for info.

SHOULDER PADS

Fox Pro-1 **$35.63.** Answer **$42.25.** O'Neal ROK Jacket I **26.90** ROK II **35.30** Hallman Pro-Armor Body Protector **$79.50.**

ATV

OEM REPLACEMENT FENDERS

Exact replicas of stock fenders in unbreakable, team color-matched plastic. Offers substantial savings over stock OEM fender prices.

Front Fenders: Standard **($27.30 each)** or vented **$33.55 each)** for all Honda ATC's. Standard only for KXT 250 Tecate, YT125, **(Odyssey $23.62 each).**

Rear Fenders: Standard **($73.50 each)** for all Honda ATC's. Odyssey **($35.17 each).** Low profile rear for ATC 250R, 200X, KXT250 Tecate **($75.00 each).** Specify year, make, model and style wanted.

GUNNAR GASSER THROTTLE KIT

The original straight-line whirlpull throttle for easier operation, less cable damage. Includes throttle, Octopus grips, universal Teflon-lined cable. Fits all ATC, KLT, 24 thru 38 mm Mikunis. **Price: $29.64/kit**

Plastic throttle kit. Includes throttle, grips. Teflon-lined cable. **$17.91 /kit.**

LARGE CAPACITY GAS TANKS

Includes gas cap. Uses stock petcock and hardware. Tank decals not included. 4½ / 3½ gal. **Price: $75.00 each**

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Riders Write

HURRICANE WARNINGS

Dear Hurricane Hannah,

I just read your comments on motocross tracks, etc., in the October 1984 issue of *Dirt Bike*. And I wonder... would you like some cheese with your whine?

Tony Sandstrome
Langley, B.C., Canada

THERE'S ENOUGH ROOM FOR EVERYONE

Dear *DB*,

I just finished reading the "Riders Write" section in the October '84 issue, and there is steam coming off my head! Why do dirt bikers (two-wheelers) have to argue with ATVers (3- or 4-wheelers) about who has the right to ride someplace? Let's face it, we are out there to do the same thing—have fun!

I am 23 years old and have been on motorcycles for 17 years, and every time I go out for a ride, I meet a new challenge. I purchased a Honda 200X last year, and they are far from boring. Three-wheelers are just as challenging as my Husky 400WR, and isn't that the reason why we are all out there? So remember, the next time you pass an ATV on the trail, he is probably having as much fun as you are! We are all in this together, so why not share the land?

Steve DiEnno
Tower City Dirt Rider's Club
Hersey, PA

ROOST ACROSS THE WATER

Dear *Dirt Bike*,

I am an avid reader of your magazine, and until recently I didn't know what a friend it really is.

You see, my job often takes me overseas, but normally only for a couple of months at a time. And living where I do, the riding is limited to about seven months out of the year. I was assigned this job (wouldn't you know it) at the beginning of the riding season and will not return until the season's end.

Well, I was walking through this book store in Manila, and lo and behold, *Dirt Bike* Magazine! I was so impressed, I bought a copy of every issue they had, and read every word (at least once) from cover to cover. I especially liked the article about buying leftover bargains. Exactly my style!

Joe Lopez
Fairfield, CT

Joe, you will be happy to know that you were single-handedly responsible for doubling our magazine sales in the Philippines last month.

MISSING MOTO PHOTO

Dear *DB*,

I've been subscribing to *Dirt Bike* and enjoying it for years now, but when I opened the August issue and went to see S. Hunky's column, I was so startled I almost jumped out of my MS leathers! What happened to the classic shot of R.S. on the CZ? Your mag is sure to suffer in the future without that important photo serving as the backbone of each issue. Even so, I did enjoy the new Husky thumper with an old-style gas tank in the September issue. Keep up the good work.

Nelson Hallgren
Olympia, WA

Nelson, the sad fact is that the original photo is missing, and they've been reusing the printer's screen shot for so long now that it is getting worn out. The Hunk truly misses the original photo, but then, he's still waiting for Bill Haley and the Comets to cut another hit single. □

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If I get hurt on the field, I can't make the play. So I protect myself. And that goes double for off-road riding.

Out on the trail, things happen even faster than they do on a football field. So you've gotta protect yourself.

Always wear a helmet, a good pair of boots, gloves and eye protection. Make sure your machine is in good operating condition. Never drink when you ride. Think safety.

Because not protecting yourself when you ride, is like lining-up against me without a helmet.

And I don't think you'd want to do that.

For more information, a free riding instruction booklet and the location of the Honda dealer nearest you, call 800-ATC-3WHL.

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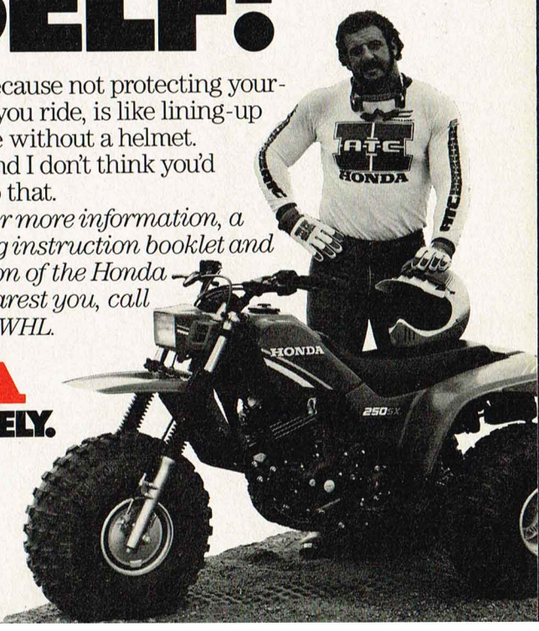
WINNERS RIDE SAFELY.



ALWAYS WEAR A HELMET AND EYE PROTECTION.
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'85 KTM 500 MX

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The result of this grueling brand of research and development is an ingenious line of trucks that can really stand up to the competition. In the desert. Or in the showroom.

For sheer value, you can't beat the Mighty Max. With a huge 1,612-pound payload, a double wall cargo box and a bedfull of new standard features. All at a price that you'll find mighty hard to match.

You can go for a sporty SP. Or the SPX, in 2WD and 4WD, with still more luxury and performance goodies. Like bucket seats, plush carpeting and full instrumentation.

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Call 1-800-447-4700 for your nearest Mitsubishi Motors Dealer. For *Motor Trend's 1985 Mitsubishi Buyer's Guide*, send a check or money order for $3.95, payable to MMSA, to: Buyer's Guide, Box 26470-DB, Santa Ana, CA 92799-6470.

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By the way, on the road to building you a better truck, we also happened to win the World Class Seven Off-Road Truck Racing Championship.

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WHAT'S RED & WHITE & RIDDEN BY GLOVER?

THE NEW 1985 YAMAHAS!

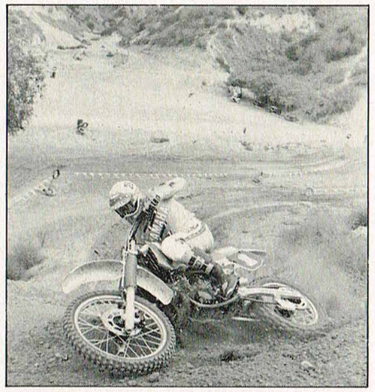
Also starring the BASS, the BW200, & a brand-new TY350

By the DIRT BIKE Staff

The rumors are finally true! After all these years of waiting for Yamaha to bring its red-and-white European color scheme to the United States, we have finally been satisfied! The new YZs look totally new for a change, and we want to cast our vote for the YZ line as the hottest-looking machines of the year—and the year hasn't even started. Aside from the color, they are much revised and very competitive. We had a chance to ride them at the introduction, so let's introduce the rest of the Yamaha line and then we will tell you how they worked.

JUST WHAT IS A BALLOON WHEEL?

The oddest-looking duck in the Yamaha pen is the BW200, short for "Balloon Wheel." It is technically a two-wheeled ATV, sporting three-wheeler-type tires and an engine out of the XT200. Twin shocks hold up the back end, forks in the front, both delivering about six inches of travel. Technically, the most interesting part of the BW is the jackshaft arrangement on the chain drive—it was the only way they could make the tire clear! The BW is definitely entry-level stuff and not the kind of thing you would want to go fast on, but it is encouraging, at least, to see a company introducing an entry-level *two-wheeler*, and not another three-wheeler.



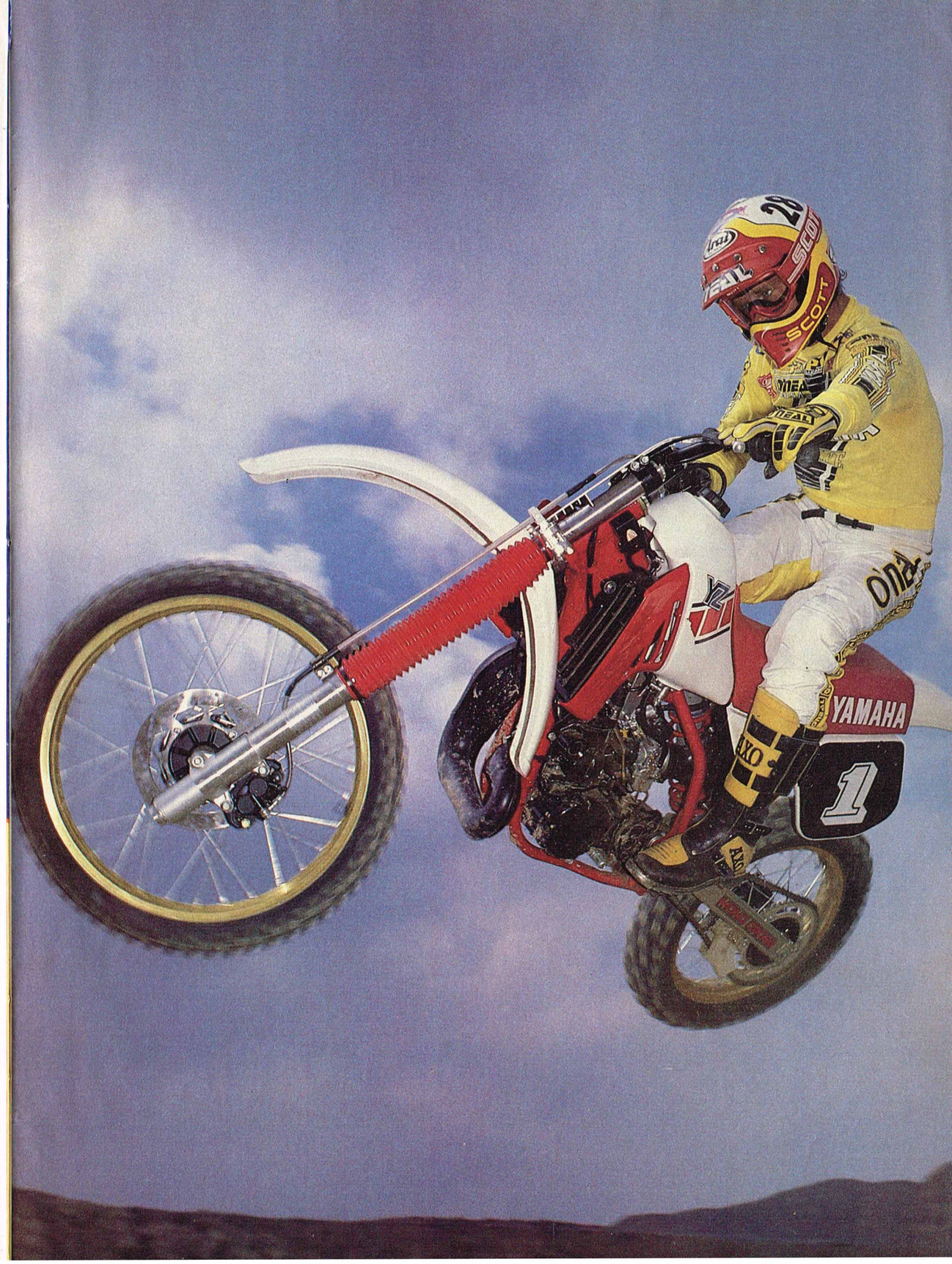
With the new BASS system it is a thrill to dive into corners with abandon.

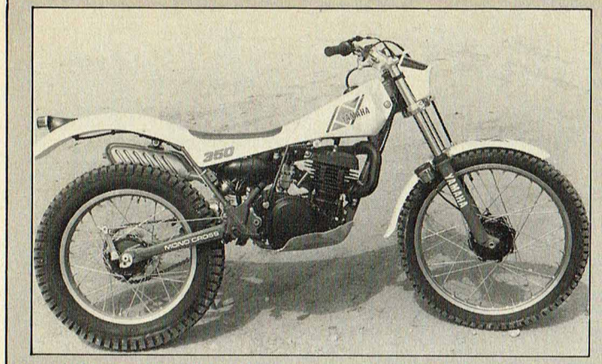
Another new machine is the XT350. They took an XT250 and bored it out, then beefed up the rest of the engine and made a street-legal four-stroke. Anybody who doesn't believe this is a head-on competitor for the XL350 can take the rest of the day off to go see a brain doctor. Adjustable suspension, disc brake and dual carbs grace this

"We will not have a slow 125 in 1985!" So said Yamaha's Ken Clark, and it appears that he was right. The 125 is much stronger on the upper mid-range and top end but felt like it could use more revs.

The YZ250 has been given a new powerband this year. Gone is the mid-range explosion—replaced by smooth power delivery and a higher top end.

The YZ490 received a few changes in the engine department this year, but it still benefits from the many suspension refinements. The big YZ is a torquey machine and very easy to ride.





Lookit that! After all these years, a new Yamaha trials bike! Only a few of them are slated for delivery to the U.S. and should be the hot ticket at the Nationals this year.

Other than a change to fiber reed petals, there is no news on the IT200 for '85.

This is a Balloon Wheel, the first two-wheeled ATV in quite a while. It's like riding a mushroom.

Punch out an XT250 and what do you get? A sore hand? No, you get an XT350.

YAMAHAS!

streetie. The XT600 and TT600 were minimally changed. The TT's receiving a firmer suspension is the most notable change.

NO NEWS ON THE IT

Also on the "little changed" list is the IT200. As you know by now, this is it for the IT lineup—there are no other Yamaha two-stroke enduro bikes aside from this one. So, since they threw all their eggs in this basket, they must have really zooted it out, right? Wrong. They put fiber reeds in it and pushed it out the door. Luckily for Yamaha, Kawasaki paid little attention to the KDX200 as well, so both companies should stay even this year.

The most notable bike in the show has to be the TY350RN. TY stands for trials bike. Yamaha hasn't marketed a trials bike in the States since 1977; they feel the market is ready for a new machine, considering the limited availability of the European trials machines, and now is the time to let it loose. If you're into trials riding, this looks like a really trick machine. Everything is tucked in for maximum rock clearance; it uses the best tires available—Michelin soft-compound; it uses a Monocross suspension; and the dry weight is claimed to be 190 pounds.

The low end of the YZ lineup the day we saw them was the YZ80. Apparently Yamaha engineers were tired of hearing about KX80s dominating the mini racing scene, so

The ultimate lazy man's bike—the YZ490. You could leave the torquer in third gear all day if you had a mind to.

they completely reworked the engine for more horsepower. The YZ80 uses a new piston, cylinder head, reed valve, and radically different porting. We didn't ride it, as six-foot-tall, 170-pound people look kind of silly burning around a track on an 80, but the Yamaha race team people sounded pretty confident about meeting Team Green for a showdown.

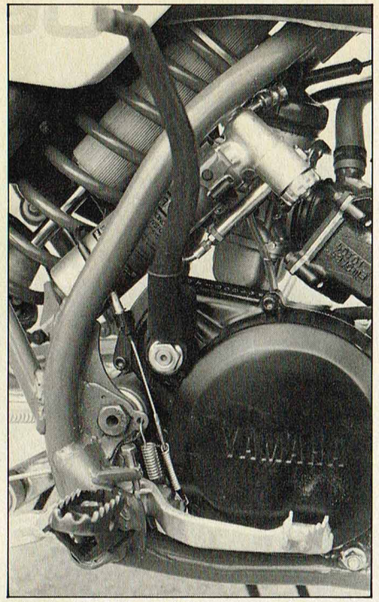
WHERE'S THE BASS?

BASS is the latest entry in the acronym war. It stands for Brake Actuated Suspension System, and it consists of a valve on the shock reservoir connected to the brake pedal by a short cable. When you mash down on the brake, the valve opens and reduces the compression damping by nine to 11 percent. To put that into perspective, a one-percent change is equal to one click on the adjuster.

Such a change has a radical effect on the suspension system. We tested it out on a rutted, downhill section of the track. Using only the front brake to slow for the turn, the back end was hopping up in the typical way. The next turn around, we eased off on the front brake and put a healthy foot on the rear, and lo and behold! the back end was glued to the ground! Naturally, this system will require accurate adjustment and a certain amount of maintenance, but we're all for it so far.

HEY, WHAT ABOUT THE RACE BIKES, MAN?

Okay, okay. The YZ125 has received a considerable amount of engine work in an effort to make up for the doggish tendencies of last year's machine. There are too many changes to list here, so let it suffice to say that they went all out. During our ride we noticed that the power delivery was much healthier. Most of last year's bottom-end



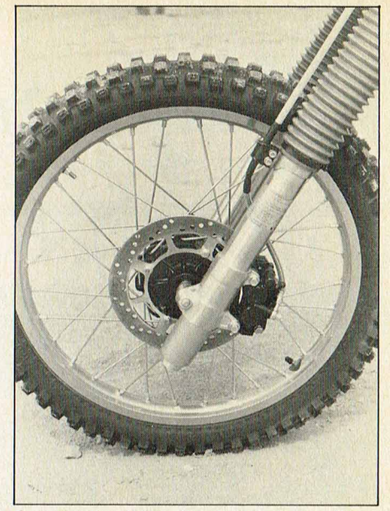
The heart of the BASS system. The cable opens a valve in the shock that decreases the compression damping. It's so simple, why hasn't anybody else thought of this?

grunt is gone, and the new powerband is quite a bit peakier. Still, we felt that the bike could afford to rev a little higher, as the power dropped off right before the point we thought it should have. However, these bikes were pre-production, and we may find things a little different on the production bikes.

Riding the YZ250 was a lot easier for us lard-butt editors, and it gave us a good opportunity to test out the BASS system. As we described above, it works excellently in stutter bumps. Between the BASS and the disc brake it was possible to dive much farther into a turn than we could have on last year's YZ. The Yamaha people made no bones about telling us that the adjustment to the system is *critical*, and that in order to get the best out of it, each rider is going to have to keep a hairy eye on the system.

In the power department the YZ250 is a little faster and a little different. Rather than delivering that huge mid-range explosion we came to know last year, the powerband has been smoothed out and extended higher in the rpm range. In other words, it revs higher and pulls smoother, making it actually easier to ride. All three of the bikes feature larger Z-spokes and solid-bead rims to beef up the weak-wheel problem of '84.

Traction is what the YZ490 is all about. Yamaha's big bike has torque oozing out in every direction. It is so easy to ride, you could become the laziest rider in the world. The 490 doesn't leap or explode when you give it throttle, it just gets down and gets traction and goes much faster than you realize. Not much is changed on the big bike, so we wouldn't say that it's any faster than the '84. The BASS and suspension refinements make a big difference in the 490's manners, and is probably the main reason we found it easier to ride.



A new twin-piston disc brake does a fine job of slowing down the YZs. The brake system is not touchy and has a good feel.

WHEN ARE WE GOING TO TEST THEM?

We are currently negotiating with Yamaha for an early shot at one of the YZs. We don't know which one may turn up at our door, but from what we've seen so far, we won't be disappointed no matter which one it is. Depending on how soon we catch it, you can look for a test in the next issue. What kind of bait do you use for BASS, anyhow? □

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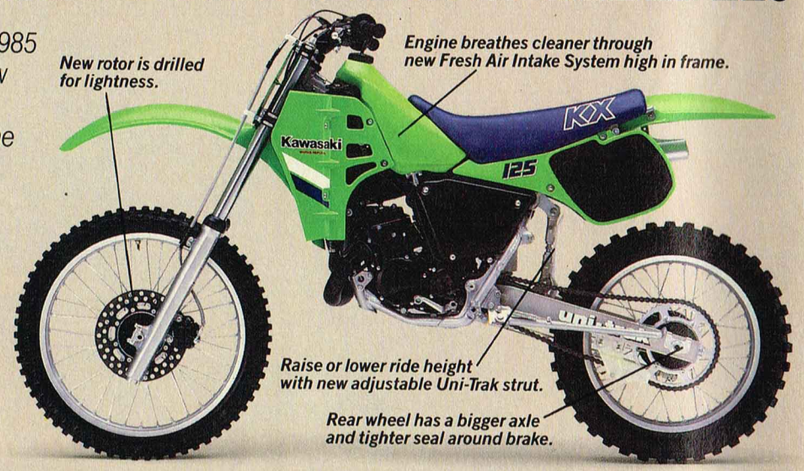

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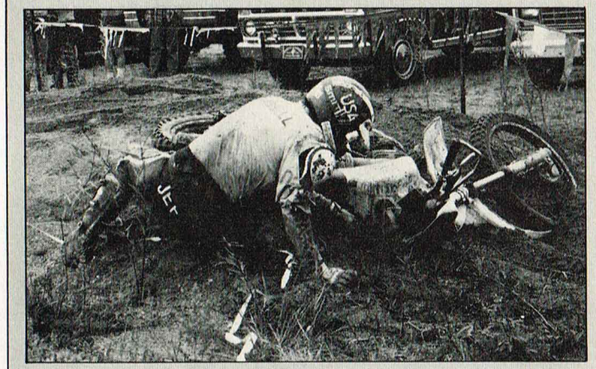
BELIEVE IT OR NOT!

BLACK COAL NATIONAL ENDURO

Cunningham takes home the National Enduro title

Photos by Brian & Ann Palormo

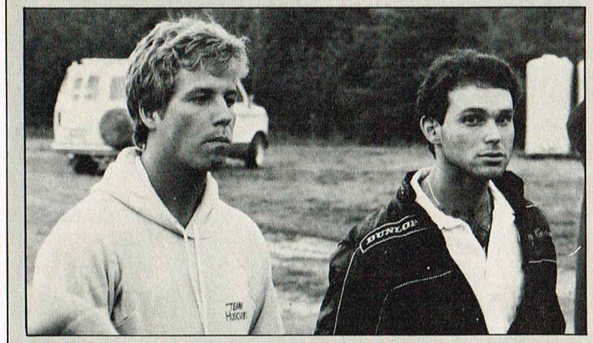
Terry Cunningham clips a banner on his way to the finishing line of the Black Coal. If you had asked him back in January if he planned to win the championship, he would have laughed in your face.



Even though Husky rider Jeff Russell was caught in an ungraceful position here, he still went on to win the 250A class.

Jeff Fredette, the lone Kawasaki rider, logs a little air time on his way to a fourth overall finish.

California rider Dave Bertram has been coming on strong on his Husky Automatic. He finished third in the Black Coal, and may possibly finish third for the season.



Fritz Kadlec and Terry Cunningham wait out the last few nervous moments before the results were posted. Kadlec finished second overall.

"I did what I wanted to do, that's all!" So said Terry Cunningham after the Black Coal National Enduro on September 9, the next-to-last round in the series, and the one in which T.C. made it numerically impossible for anyone to challenge him at the final round in Bear, Delaware. Cunningham's 13-point score edged out Husky teamsters Fritz Kadlec (16), Dave Bertram (17), and Jeff Russell (22) for the overall. The third man in the points standings was Kevin Hines, who has been out of sorts lately and finished fifth in the Black Coal.

But what of Mike Melton, last year's National Champ and T.C.'s closest competition? It seems that during the Iowa National the weekend before, Melton took a chance on a slick creek bank rather than wait for a fallen rider on a bridge. In the struggle to get out of the ditch, he looped over backwards and tweaked his elbow on the way down, receiving a slight fracture and torn ligaments. Having to sit out the Black Coal cost him crucial points and any hope of catching Cunningham.

"It would have been better if Mike was able to ride; that way, if I beat him, it wouldn't look as if he handed it to me," said Cunningham. "But I don't feel like he handed it to me. I worked hard to get this, and Mike worked hard to get it too—but that's luck for you." Aside from luck and obvious skill, T.C. had one more plus on his side. "My dad told me I could do it. Without his confidence I don't think this championship would be possible."

Not only was it possible, but now it's history as well, a remarkable feat worthy of the epithet "Believe it or not!" Cunningham admits to being on the gas since the last California National, but would the outcome have been the same if Melton hadn't been injured? It would've been close, but even if T.C. had finished second, it still would have been a remarkable achievement, an inspiration to anyone who's ever gotten hurt and almost lost hope. Terry *is* a champion, not just *the* champion. Hats off to him! □

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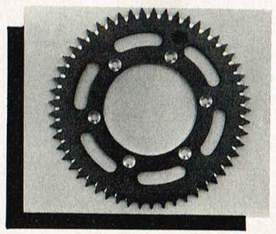

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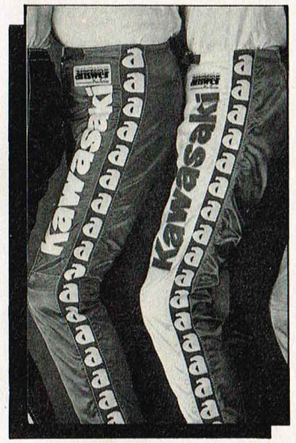

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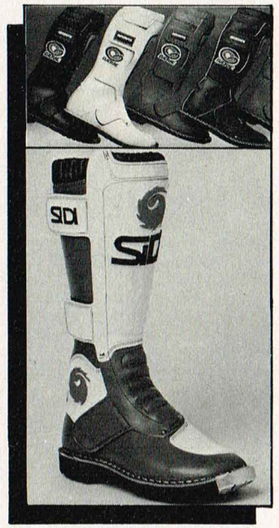

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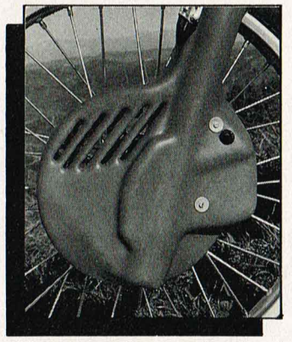

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THERE'S MORE TO RACING THAN MOTOCROSS

10 WAYS TO GET WILD IN THE DIRT!

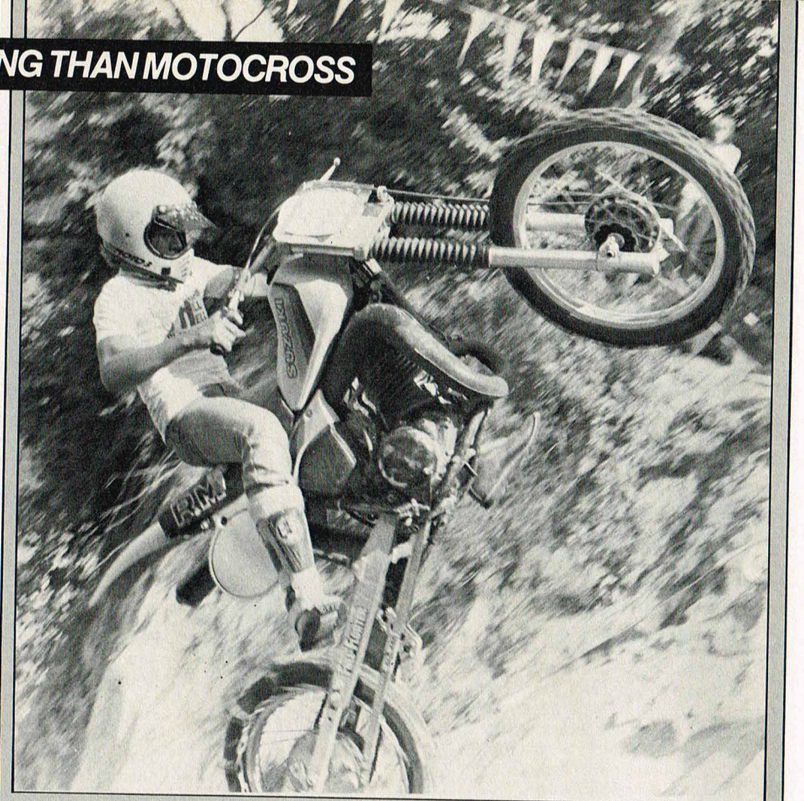
The official racer's guide to getting loose

By the Staff of DIRT BIKE, who ought to know

There are more ways to get wild in the dirt than most riders might imagine. If you're in a motocross rut, you might want to try the fastest-growing type of racing in the East: hare scrambles. However, in the West a Hare and Hound just might be a good change of pace.

Confused? Don't be.

Dirt Bike is giving you a guide—right here!—to explain the various ways of getting loose in the dirt. This should make you popular at parties and a veritable source of knowledge at your local track. So, in no particular order, here's the menu:



HILL-CLIMBING

The object here is to get the farthest up a nasty hill, or to have the quickest time up. There are classes for stock bikes as well as unlimited classes for nitro-burners with paddle tires and chains. Top hill-climbing bikes have ultra-long swingarms and monster motors and can't be used for anything else.

MOTOCROSS

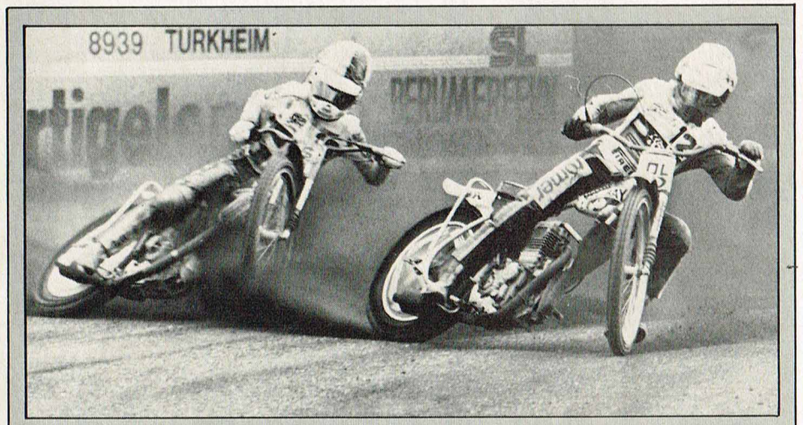
Usually run on a track of less than a mile in length, motocross normally consists of two motos anywhere from 15 minutes to 45 minutes in length. The track should ideally have plenty of turns, jumps, uphills, downhills and at least one fast straight. The overall winner is determined by his combined score in the two motos.

SUPERCROSS

The same as motocross, but run on an indoor (stadium) track, or a specially constructed outdoor track. Unlike the natural layout of regular motocross, Supercross tracks feature more hairy jumps, some with doubles and triples, and the tracks are invariably tighter. The two-moto system is sometimes used, but more often than not, a system of heats, qualifiers and Main events is the structure.

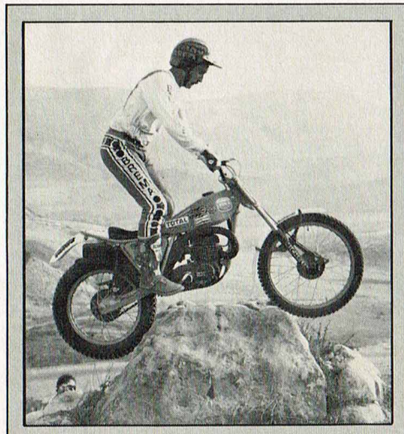
TT, MILE, HALF-MILE AND SHORTTRACK

These smooth-track events require specialized bikes with dirttrack tires. TTs have rights, lefts and often contain a jump or two. Shorttrack racing is done on an oval smooth track of 1/5 or ¼ mile. A half-mile is just that: an oval one-half mile long, while mile racing is done on a full one-mile oval track. Here, the big Harleys still dominate.



SPEEDWAY

A very short oval is the base of Speedway, and the bikes are limited to single-cylinder, methanol-burning four-strokes. They have no brakes and slow down by pitching it sideways. Speedway is very popular in Europe and California. The races are only four laps in duration and the action is often close and breathtaking.



TRIALS

Popular in Europe and very small scale here, trials consists of riding through marked-off sections without stopping, stalling or footing. The sections are normally very rugged, and the skill level required is ultra high. You're penalized one point for each time your foot touches the ground (up to a maximum of three points), three points for flailing or "footing" through a section and five points for a fall, or failed section. The guy with the least points against him wins. Trials bikes are highly specialized machines, with tremendous low-end power, high ground clearance and very supple suspension. They must also be able to turn sharply and snake through, around and over near-impossible obstacles.

HARE SCRAMBLES

Most hare scrambles are 100 miles in length, although you can find shorter or longer races. A typical H.S. will be four 25-mile loops, or in the West, three 35-milers. You ride over the same loop each time and the first one in at the end is the winner. In the East, hare scrambles are run in tight woods, much like the rugged terrain of enduros. Perhaps the most famous hare scrambles around is the legendary Blackwater 100, which is normally won by top Six Days or enduro riders.

In the West, hare scrambles are usually run in the wide-open desert, and speeds are much higher. Husky teamsters dominate in the West as well as the East, but the Western bikes are set up totally for speed, and the Eastern bikes are set up more like enduro machines.

Hare scrambles are most often referred to as "Grands Prix" on the West Coast, although you should try not to confuse that name with World Grand Prix motocross.

DESERT RACING

Another type of racing, Hare and Hound races differ from hare scrambles in that riders do not repeat the same loop and are always riding over new terrain. A typical H&H will be two 50-mile loops, or even a 175-mile point-to-point race, like the famed Barstow to Vegas race, or the nasty 220-mile Check Chase. Gear 'em up and hang on for dear life for the Hare and Hounds.

Popular on the West Coast, European scrambles races are normally one hour in duration and run on a shorter course, often an eight-to-ten-mile loop that's repeated for the time limit. Quite often, two clubs get together and put on a dual European scrambles, which gives the rider a chance to ride two different courses on the same day. Doing two of these one-hour sprints is a real body-pounder, because pacing yourself is out of the question.

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ENDURO

The AMA rule book states that "an enduro should not be a speed event, but rather a timed run." Tell that to anyone who's run a tough enduro, and he'll tell you the rule book is nuts. By the book, an enduro is supposed to be run over genuinely rugged terrain, and the rider must keep to a certain schedule. To aid this, he uses an odometer, a roll chart and a clock.

Most enduros are 100 miles in length—or longer—and physical conditioning plays an important part. Some enduros require lights, a license plate and a street-legal muffler. Along the route, an enduro rider will find secret and known checkpoints. If he's late to one of these checks, he loses a point for each minute tardy. If he's early, he loses two points for the first minute, and five points for each minute after that. This is to discourage riders from going bananas and trying to ride ahead of schedule. All things considered, a good enduro ride will have to ride fast, but not too fast, and think like a computer the whole time.

TRAILRIDING

Undoubtedly the most popular type of riding, most trail rides turn into casual one-on-one racing between friends. You can do it anywhere it's legal and with most any kind of bike. It's where most racers learn the fundamentals and what most racers do for fun when they're not racing. □

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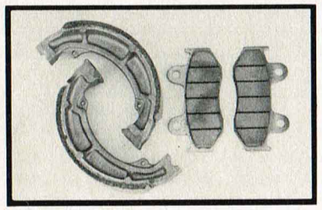

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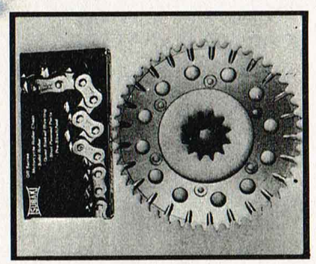

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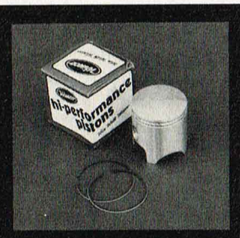

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BERMS: THE MAJOR MISTAKES

Why you do them wrong & how to do them right

By Gary Bailey

I can predict what every kid who enters my school is going to say. He's going to complain that he can't get good starts; he wants to work on jumps; he wants to be able to take whoops better. I ask him about turns —"Yeah, off-cambers are hard, and so are slick corners." What about berms? "No problem, I can take berms as well as the next guy." And he's wrong. Or he could be right, depending on how badly the next guy goes around a corner.

Look at it this way: There are only so many jumps on a track, and there's only one starting line, but just about every turn has a berm in it, and if you don't know how to properly attack a berm, you're going to be flailing around the track like a chicken with its head cut off, while better riders pass you in packs.

HOW IT SHOULD BE DONE

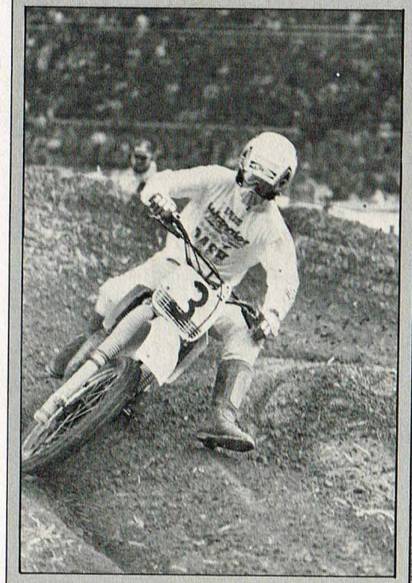
Forget about the way you do berms now. For most riders it's a matter of aiming for the thing, rolling around it, and then gassing to the next one. If you want to shave a pile of seconds off your lap times, forget about that and let's do it the fast way.

You are on a long straight and there's a berm coming up. You are standing up and doing your braking. Long before you start setting up for the turn, look it over and make sure there's nobody crashed in it or anything else in the way. You won't have time to do this when you're in the turn, because you want to focus all your concentration on that berm.

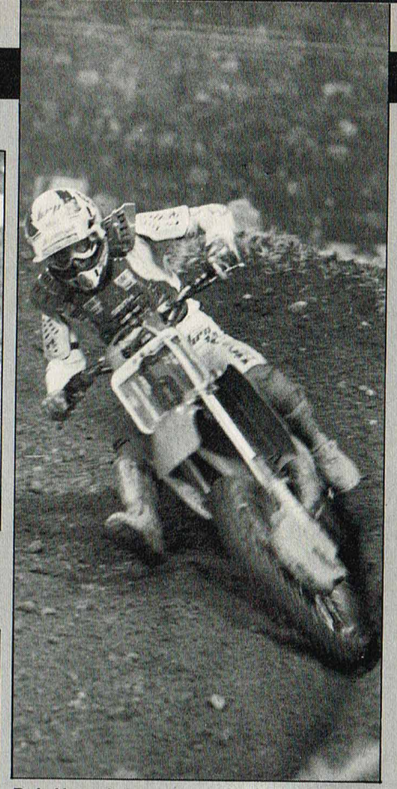
When you're all set up and just about done with your braking, you should aim all your concentration on your entrance to the berm. This will be one of two places, depending on the shape of the corner. If it's the type of turn in which you can rail it all the way around, you should be concentrating on the very beginning of the berm, as if it were a slot you were aiming for. If the turn demands a bounce off the berm and "square-it-off" technique, you'll be focused on a point a little farther ahead of the beginning.

Don't just look at the corner. People make the mistake of looking at a 20-foot-wide corner and seeing a 20-foot-wide path they can take. It doesn't work like that. Looking at the whole corner leaves you too many places to go. In a berm you have to be in one specific spot to get the most benefit. If you're going to rail the berm you want to slip into it smoothly, hardly feeling the suspension compress. If you want to bounce off, you have to smack into it farther down to compress the suspension and allow it to bounce you out of the turn.

This is what your arm should look like just as you screw on the throttle. The inside arm isn't as critical, but keep it out of the way.



Broc Glover shows us how to turn our toes away from the bike. With your foot pointed this way, your knee won't hit the bars if you accidentally touch the ground.



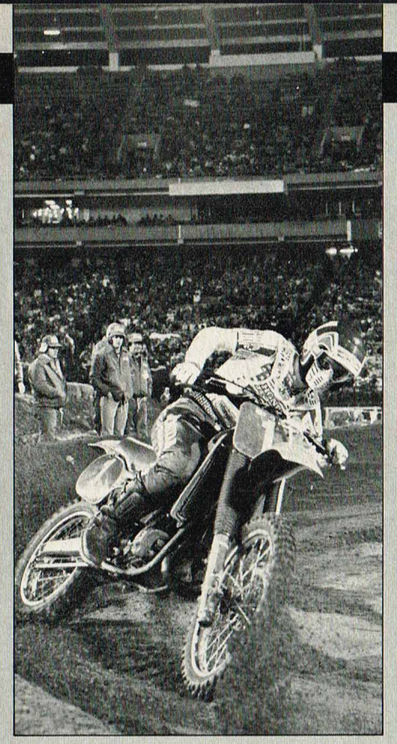
Bob Hannah is perhaps the best berm crusher in the business. Notice how he leans his body and the bike, not just one or the other.

Don't get on the gas until you feel in complete control of the berm. If you come into a turn just right, there's plenty of time to get out of it.

STAY OUT OF THE GROOVE

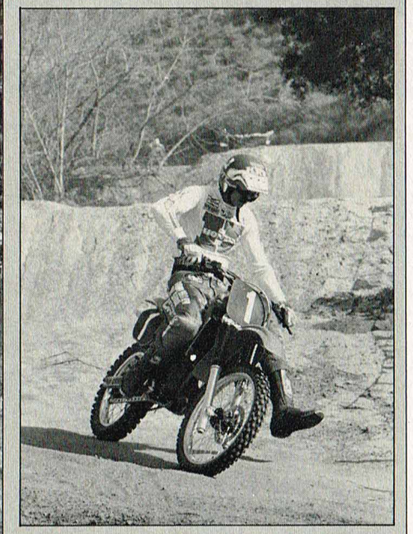
The most important thing at this point is to stay up on the wall of the berm. Most berms form a little groove on the inside, and that groove will develop a little lip right on the inside of the turn. You do not want to touch this lip with either your front or rear tire! If you hit the lip, it will cause your front end or rear end to wash out, and that will be the end of that turn.

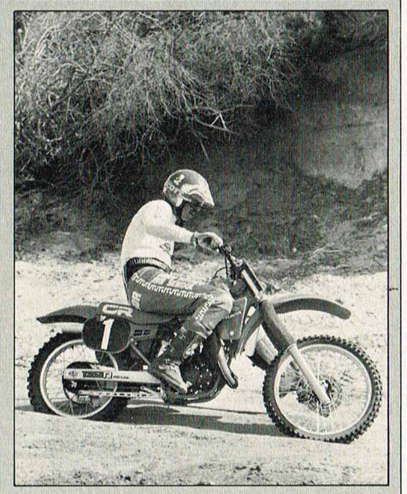
Okay, so far we've approached the turn, concentrated on the entrance to the turn until the front wheel is just about on the spot you're looking at, and have driven the bike onto the wall of the berm. Next you have to lean the bike over. Most people don't lean the bike over far enough. You have to remember that suspension compresses in a turn, and it eventually rebounds—in the direction the forks are pointed. In other words, if you're too straight up and down, the suspension will bounce you up and over the berm. If you're leaned properly, it will bounce you out of the turn and onto the straightaway. A lot of people go into a turn and lean their body over but don't lean the motorcycle. This is wrong: lean everything.



Bailey gets on the gas in the most stylish way. He's taken a huge double handful of throttle to keep his elbow out of the way and is leaned well over the bars for front-end control.

When the berm is grooved badly, the worst thing you can do is let your wheels fall into the groove. Stay on the wall.





After he finishes braking, Gary sets up for the turn. He sits down, moves forward, and, if necessary, he regrips his throttle to move his elbow up. Just as everything slips into place, he hits the throttle hard, slipping the clutch all the way.

You can't always tell if you're laying it over far enough, so it's a good idea to rig up something to remind you. What I've done before is gone out and bought those plastic golf club tubes. Stick them in the ground at a steep angle. When you go around the turn, try to clip the tube with your elbow; get yourself down to the same angle as the tube.

Your inside leg should be up, off the ground, and pretty tight in against the bike, as if you were trying to hit the fork tube with your heel. It's best to turn your toes out, away from the bike, because if something hits your foot when it's turned in like that, your knee will bend and your leg will come up to the outside rather than smacking itself on the handlebars. If your foot touches the ground, the bike will stand up, so keep it off the track.

WHAT TO DO WITH YOUR ARMS

Your outside arm should always be up at least level with the handlebars in a turn—meaning to say, keep the elbow on the same plane as the grip, or slightly above the grip. Doing so will ensure that your weight is forward; it will allow the front end to stick better; and you'll have better control over the forks. Try it with your elbow down, knocking against your rib cage—if anything goes wrong, you can't move.

The inside arm is not as critical. It should be out away from the body and up, but not so far up as to be uncomfortable. The main thing is to keep this arm out of the way.

A left-hand turn is a little more difficult, mainly because most people have a poor grip on the throttle. You don't want to just wrap your hand around the throttle and go; you want to flex your wrist out and hold on to that end of the grip a lot like you would hold and turn a door knob. It's a lot easier to get your arm up when turning the throttle this way.

You still have to get your arm up when you're gassing it out of the turn, so most times you'll have to regrip the throttle—take a second handful—just so your elbow doesn't hit your knee when you crank on the gas. Regripping also allows you to relax more, as you learn it's not necessary to hold on so tightly. The best place to do this regripping is in that part of the corner where you're still coasting, right before you have to get on the gas.

NAILING IT

A lot of guys hit the gas as soon as they enter a turn. Don't do that. Watch the Pro riders at a race and you'll see that they hardly ever get on the gas in the beginning of a turn. If you blow the entrance to a berm, you've lost it, and no amount of throttle will get it back. You have to learn to come into the corner at a fast speed, but one at which you're comfortable, and wait until you're in position and comfortable before giving it the gas. If you get on the gas too early, you're just asking for trouble.

Two more things. Most guys go through a turn and then try to power out in too low a gear. When you're practicing, get comfortable with one turn, doing it in what you consider the right gear, and then spend some time trying to make it one gear higher. You may eventually force yourself into coming into that turn much harder than ever before, but ultimately you will be picking up a lot of speed and time by doing the turn faster. Secondly, you'll never make it through a gear higher if you don't keep a finger on the clutch and slip it through the turn. Use the clutch as a traction regulator; that way you can do practically anything you want with the throttle and regulate the amount of drive to the rear wheel.

PRACTICE MAKES PERFECT

Concentrate on the beginning of the berm; keep your elbows up; keep your inside foot up and forward; don't be in a rush to give it the gas; stay up on the wall of the berm; and use the clutch. Above all, practice your turns in a higher gear if you want to get through them faster. You build your straightaway speed in the turns; if you come out of a corner at 15 miles an hour, you're going to get down the straight a lot faster than the guy who comes out of the turn at ten miles an hour. And that's what it takes to win the race. □

THE GREATEST SHOW ON EARTH!

EXOTICA

Cologne—a bike lover's dream

By Rick Sieman

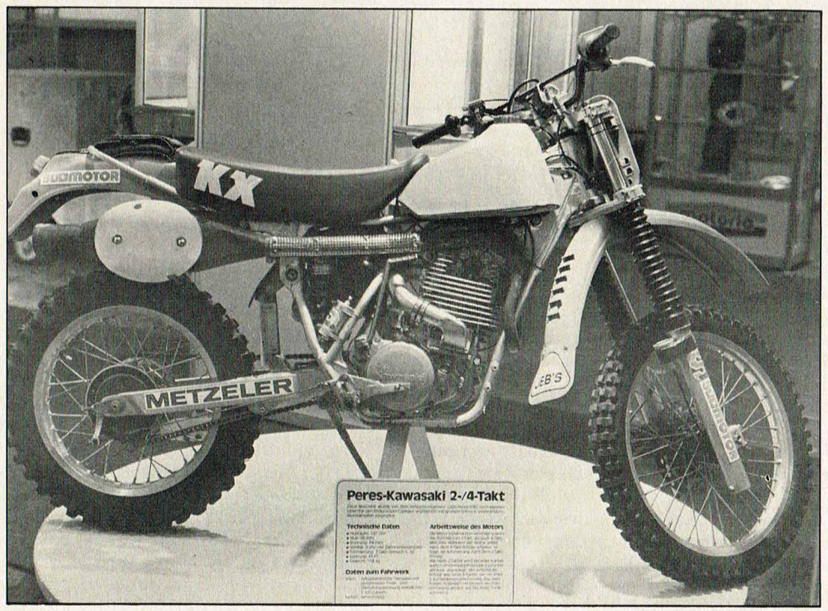
Every two years the most massive and important motorcycle and bicycle show on Earth takes place in Cologne, Germany. Here, all of the world's manufacturers reveal what they'll offer for the coming year. Crowds in excess of 200,000 people per day are not uncommon.

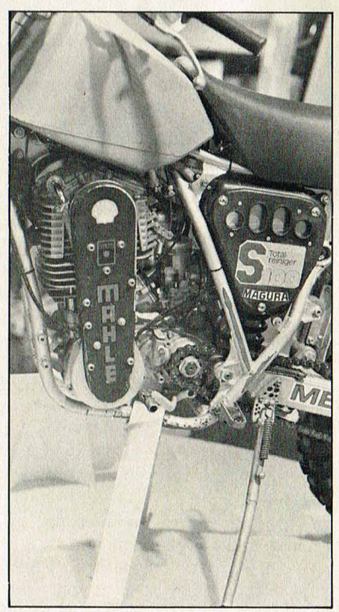
Without doubt it is the best-run, most organized and most expensive show anywhere. One small booth, for example, will cost a displayer $4000 for the four days. It's rumored that Honda spent a half-million dollars for its display area and setup, including a lavish luncheon for the industry.

Still, Cologne is a must for anyone seriously involved in the industry. The world's press is there en masse...in fact, the first two days of the show are limited to the press and industry, and then the public is admitted.

Dirt Bike was there, putting stickers in critical areas, such as on works bikes on display, and on beer kegs. Very important work, you know. Many exotic machines not normally seen in the States were there for viewing, as well as all the major manufacturers' new offerings. For your enjoyment, then, we'd like to show you some of the bikes you may not normally get to see.

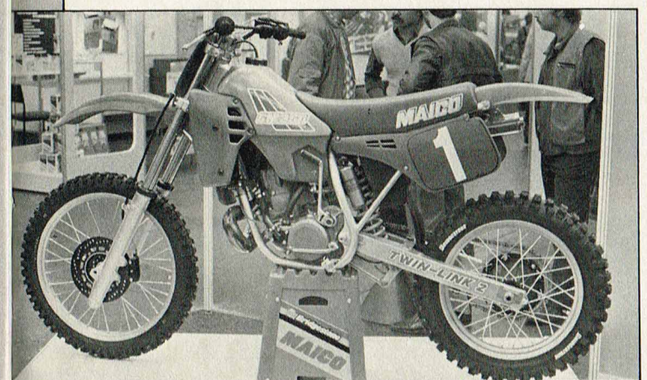
Don't you wish you could get one? A four-stroke V-Twin Honda dirt bike drew throngs. Of special interest is the rectangular-tube aluminum frame. Travel is right around nine inches at both ends, and the bike is not much heavier than an XR500.



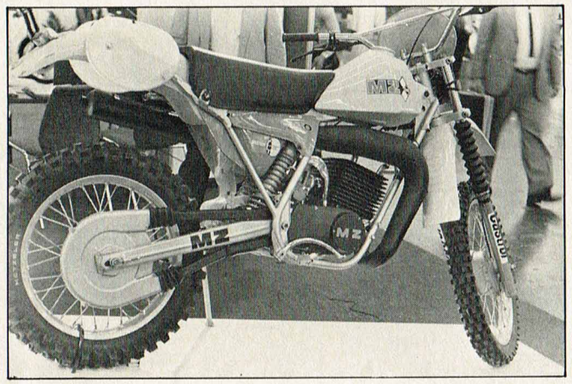


The wildest-looking four-stroke around, this KX-based special is by Laslo Peres, the builder of the Maico "2-4" stroke. The bike is said to be a missile but runs on the hot side.

It seems that Maico is alive, well and making a strong comeback. This water-cooled 500 dropped a few jaws. It has an aluminum swingarm, piggyback Ohlins shock, new suspension linkage, a disc brake up front and is said to be right at the FIM weight limit.

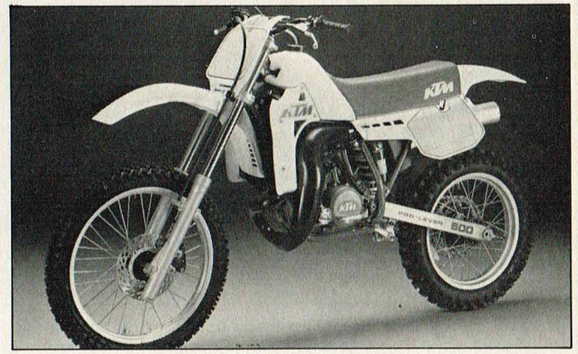


The Maico reps said the 250 also went on a diet this year and will be under 220 pounds, dry. It, too, shares a disc brake, aluminum swingarm and fresh plastic with the 500. Both new models will carry the "GM" designation. Of particular interest is the new thin-wall fork leg design and the low-slung gas tank. It's said that the new transmission gears are made by Porsche for Maico.



Surely one of the most bulletproof motorcycles in the world, the MZ from East Germany is a proven enduro and Six Days winner. This cobby-looking machine is ultra simple in design, a bit heavy, and reliable as a hammer. Its low price makes it attractive, despite some logistical problems in dealing with the DDR. The massive fins have a unique shape, and the head contours directly to the barrel. Kickstarting is accomplished by booting the left-side lever forward.

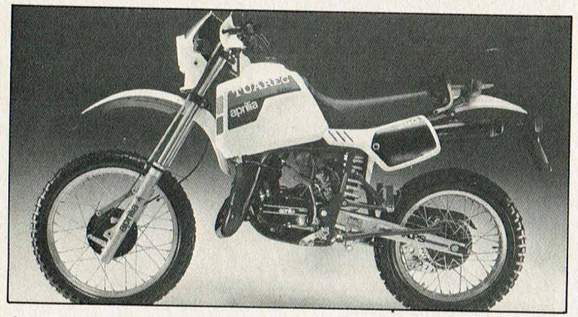
While you've undoubtedly seen some of the new KTMs already, like the new 300MXC in last month's DB, here's one that no one in the world expected: the KTM 80LC! You got it—the first serious mini racer ever from Europe. It has a disc front brake, White Power shock, is water-cooled, sports an aluminum swingarm and is a scaled-down replica of a full-sized Katoom. When we asked the engineers how fast it was, they merely looked at the ceiling and whistled. Advance orders from European KTM distributors surprised the factory; the KTM 80 will be the hot seller this year if appearances mean anything at all.



Another crowd pleaser was the KTM 500MX. It has an all-new engine that's 14 pounds lighter than the old air-cooled unit. European models will come with Marzocchi forks, while the American models will have White Power upside-down forks. Weight is light, said to be around 222 pounds, with no gas. The engine is milder than the 495 of old, with better torque down low. For those who want to go all-out crazy, a high-compression head will be offered that will make the bike almost unridable except by Experts. Both a four-speeder and a five-speeder will be offered.

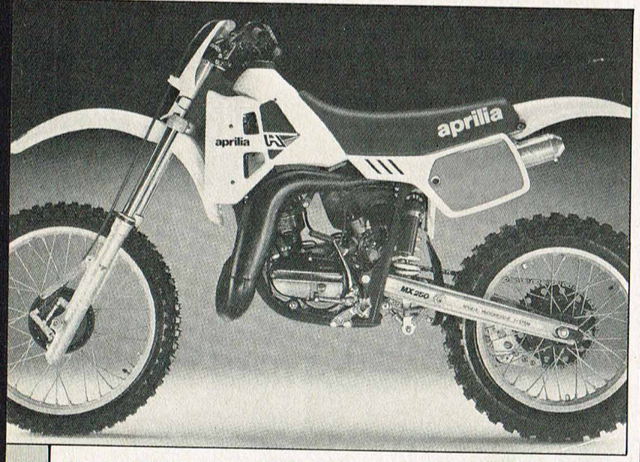
KTM will offer two midsized enduro bikes, a 250 and the 300. They'll be identical in all respects except bore and power.

GREATEST SHOW ON EARTH!

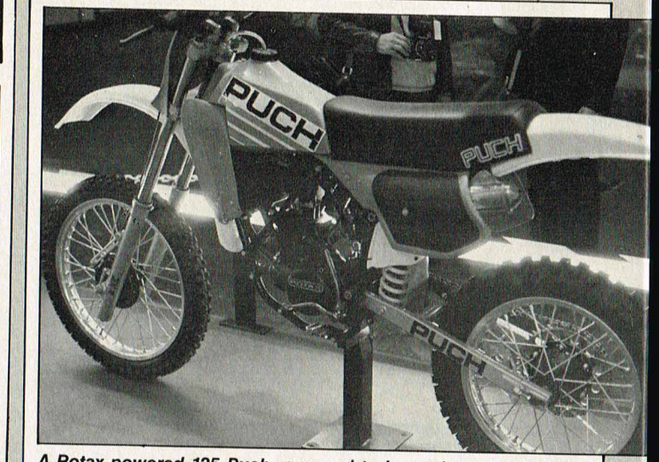


Aprilia is making a strong challenge in Europe and has a fresh new lineup of bikes. European fans gathered around the Tuareg 125 and 250 in great numbers. The machines are pure long-distance runners with massive 30-liter gas tanks and have received serious testing in the African rallies.

A clean-looking bike, the Italian-made Aprilia MX125 has all the good stuff on it. The engine is a Rotax-designed unit with Aprilia porting specs. Rear suspension is White Power with an aluminum swingarm, and the dry weight is well under 200 pounds. Power is claimed to be an astonishing 34 bhp at 11,000 rpm, the frame is chromoly, forks are new Marzocchi PAs, and double-leading shoes do the stopping on both ends.

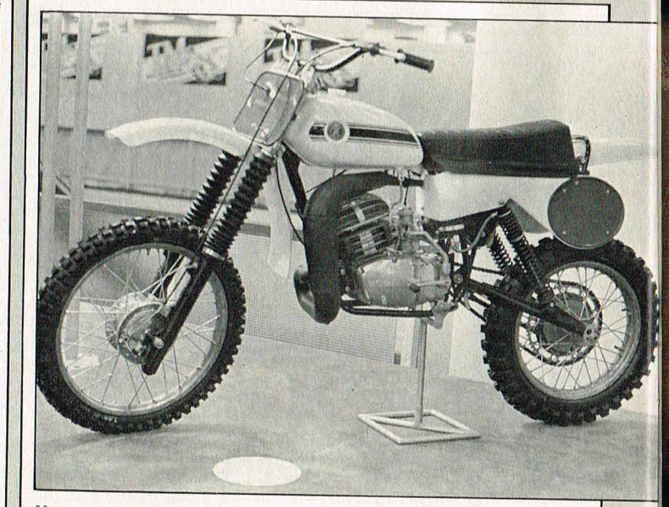


At a claimed 216 pounds dry, the new Aprilia MX250 looks like a potential winner. Claimed horsepower is 47-plus at 7500 rpm. White Power handles the rear suspension, and the engine is an all-new Rotax. Look for Aprilia to make an appearance in this country soon. DIRT BIKE will have the first tests on these new units, possibly in the next few months.



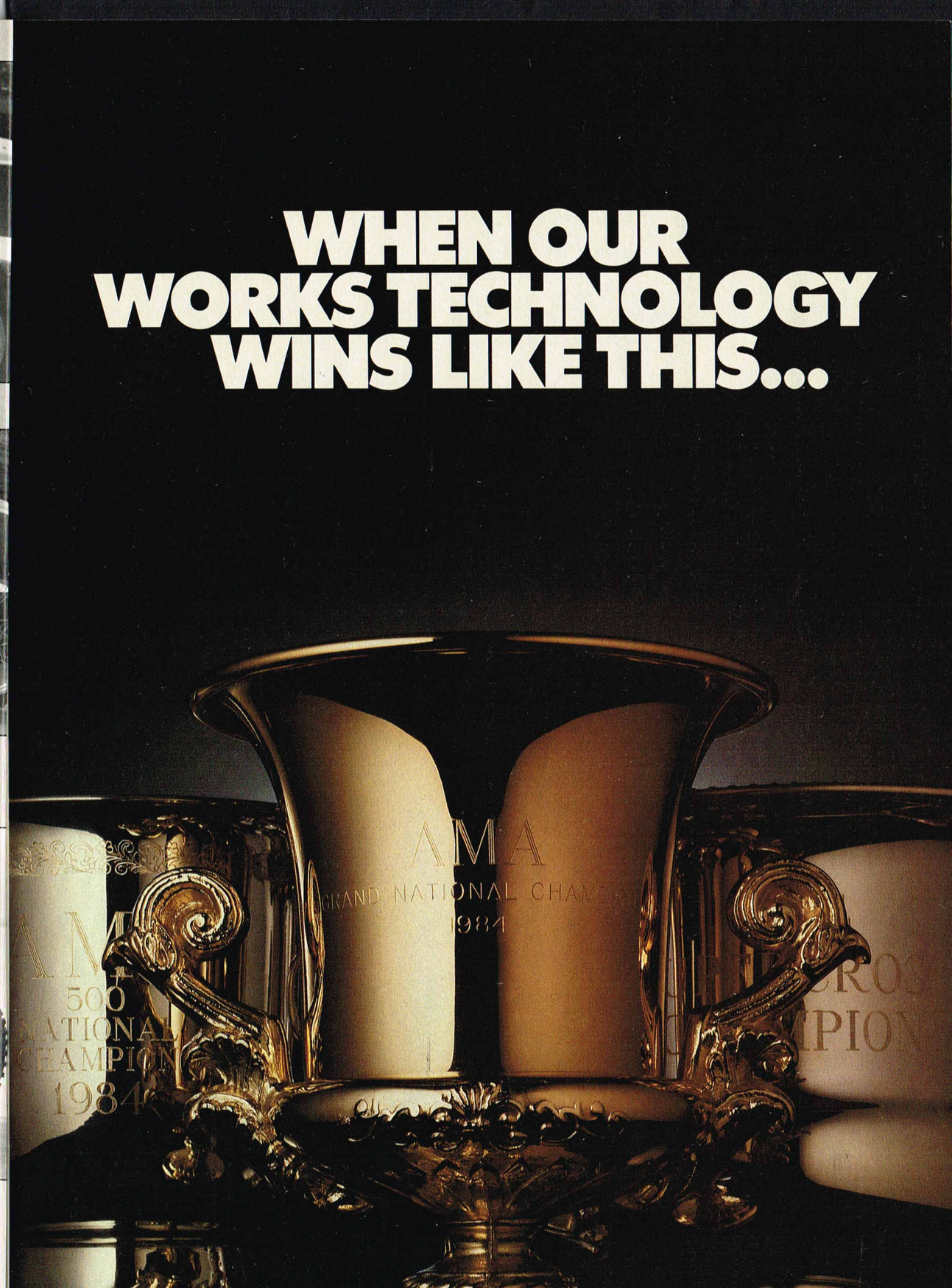
A Rotax-powered 125 Puch, rumored to be under 185 pounds, was shown, but the reps were fuzzy on availability.

For enduro riders the Puch 250 also has the latest Rotax engine, their own frame, Marzocchi forks, and White Power suspension.



No specs were available on the "new" CZ125 and 250. The powerplants appear to be the same hardware of seven years ago. Only diehard CZ fans will consider the archaic machines and mostly as a curiosity, at that. □

WHEN OUR WORKS TECHNOLOGY WINS LIKE THIS...



YOU KNOW OUR TECHNOLOGY WORKS.

The 1983 Grand National Championship.

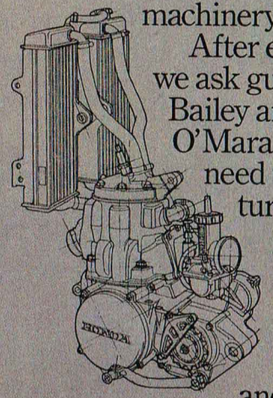
The 1984 Grand National Championship.

The 1984 500 National Championship.

That's a lot of winning. Thanks to a lot of hard work and a lot of advanced technology.

At Honda, we know the only way to keep winning is to keep thinking. To keep coming up with new ways to go faster.

That's why, every year, we re-think every nut, bolt and millimeter of our motocross machinery.



Advanced liquid-cooled CR500R engine.

After every race, we ask guys like David Bailey and Johnny O'Mara what they need to go faster, turn tighter and jump farther.

Then, after every season, after thousands and thousands of laps, we figure out what works and what doesn't.

That's how all the race-winning technology you see on this page found its way into our 1985 CRs—the most advanced motocrossers available.

Take a look at our new Pro-Link™ suspension. This year we've made the shock longer and increased the oil capacity for better heat dissipation. The linkage ratios have been changed to match works specifications. And the shock is mounted on spherical bearings, just like the works bikes.

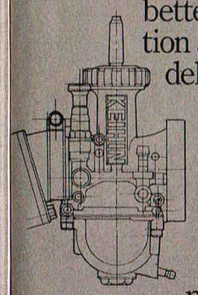
Front suspension has been given the works, too. All three of the big CRs have huge, 43mm front forks, with even more travel this year.

The new CR125R, CR250R and CR500R all feature tapered, extruded aluminum swing arms for maximum strength and minimum weight. And all of our CR swing arms pivot on low-friction needle bearings.

This year all the big CRs have brakes to match their performance. Drilled front discs with twin-piston calipers and sintered brake pads provide all the non-fade stopping power you'll ever need.

The frame geometry of each bike has been revised to match work specs, including square-section front down tubes for added rigidity and strength. Plus, you get Honda's ingenious removable rear frame section for easy maintenance.

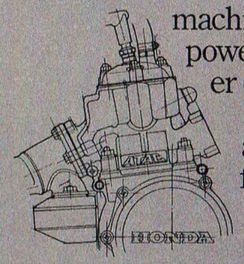
The big CRs will be breathing easier this year and going faster thanks to flat-slide carburetors. The design creates higher air velocity for better atomization and air/fuel delivery.



New flat-slide carburetor.

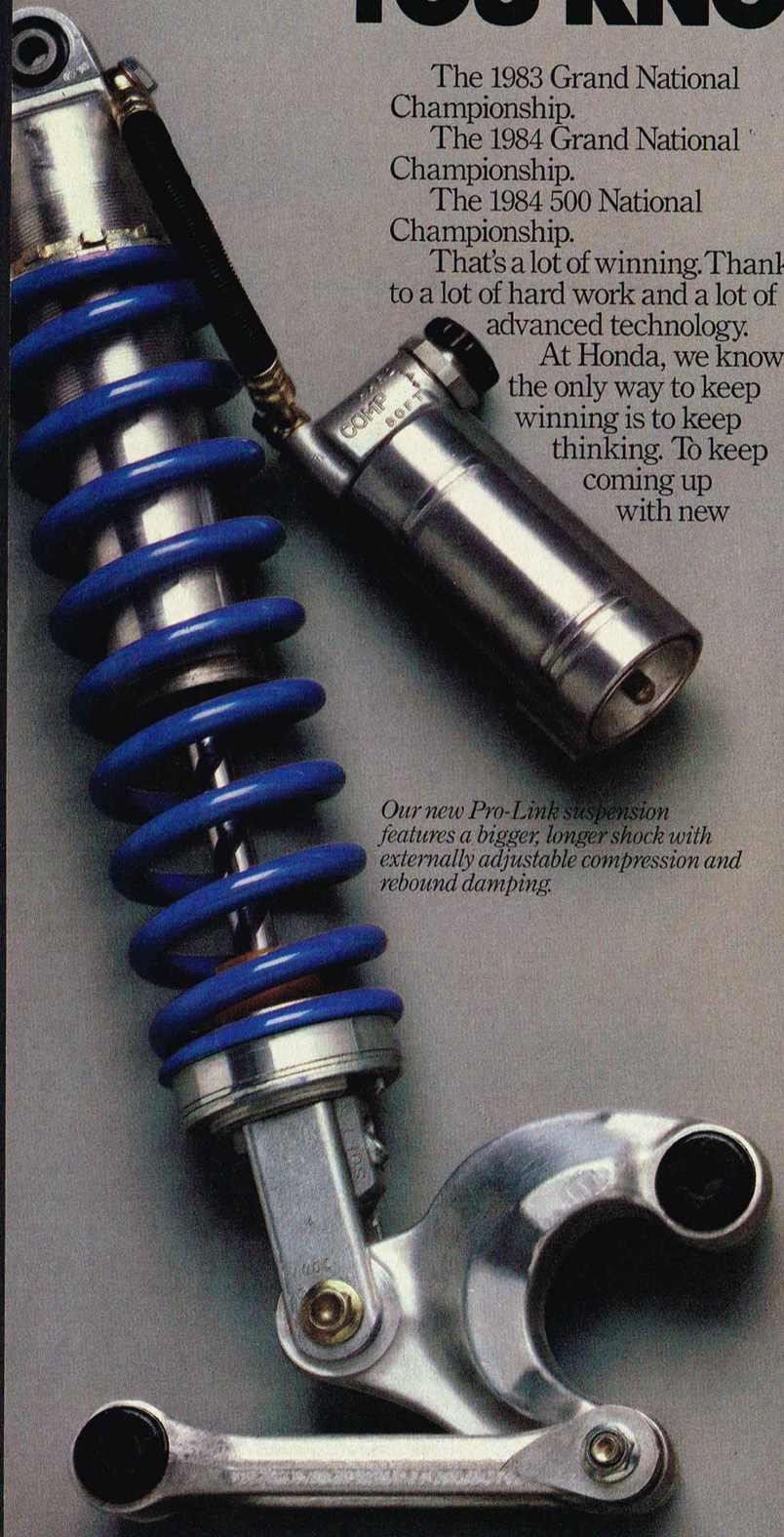
The list of improvements goes on and on. Like an even better Automatic Torque Amplification Chamber (ATAC™) design on the CR250R. Bigger, easier-breathing airboxes. Bridged exhaust ports on the 500 and 250. Improved liquid-cooling systems.

And, of course, we've added more than a few high-tech, high-speed tricks to each CR powerplant. Like the creation of our first water-cooled open class machine. The most powerful motocrosser ever built.

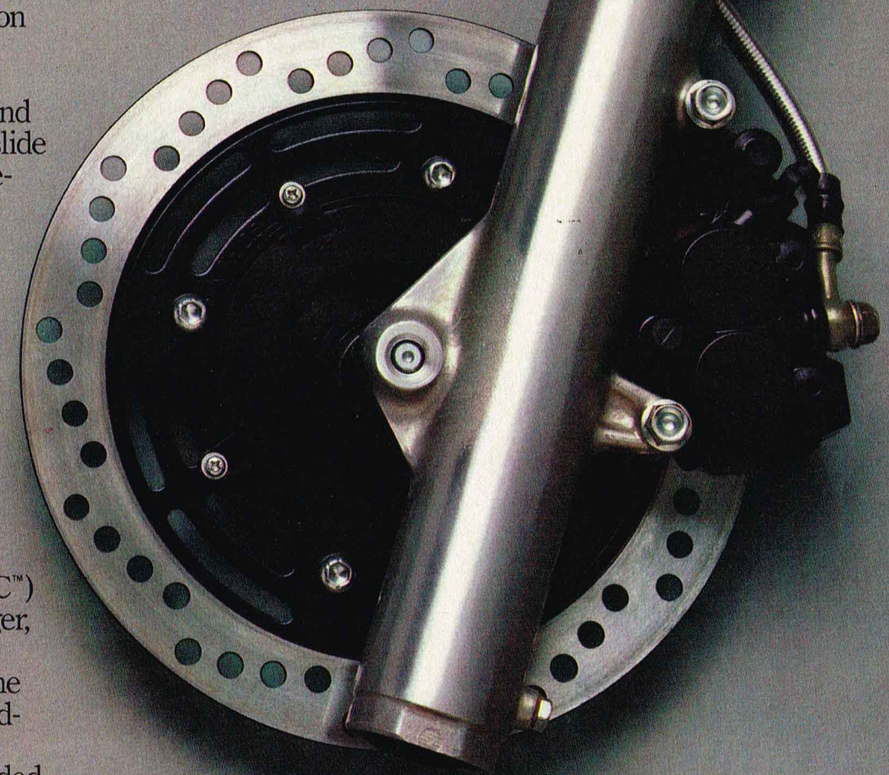


Refined ATAC for improved mid-range power on the CR250R.

But we'll save all those details for the next couple of pages where you'll see all the thinking that went into the 1985 CRs. Fast thinking.



Our new Pro-Link suspension features a bigger, longer shock with externally adjustable compression and rebound damping.



At the end of massive 43mm front forks you'll find Honda's twin-piston caliper disc brakes.

ALWAYS WEAR A HELMET AND EYE PROTECTION. Designed for operator use only. CRs are designed for motocross use only and are sold "AS IS" without warranty. Specifications and availability subject to change without notice. *SAE net taken at crankshaft. © 1984 American Honda Motor Co., Inc. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 979-DB5, Box 9000, Van Nuys, CA 91409.

INSTANT WINNER. JUST ADD WATER.

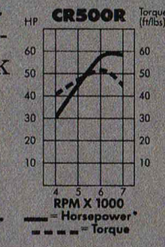
David Bailey proved Honda makes the best open-class bike by winning the 1984 500 National Championship without even breathing hard.

Well, we want to make it easier for everybody who rides an open-class Honda to roost the competition. Presenting the 1985 liquid-cooled CR500R—the most powerful production MX machine ever built.

The liquid-cooled 491cc engine produces awesome power over an ultra-wide, ultra-usable powerband.

This year, refined cylinder porting and a flat-slide carburetor provide even more power.

It covers ground on works-type suspension: Pro-Link, with 12.6 inches of travel and 43mm front forks with 12.2 inches of travel. Stops on a works-type front disc brake. Comes together around a works-specs frame. Features Honda's special, lowered fuel tank for better mass centralization. And it all weighs in under the AMA/FIM limit.



The 1985 CR500R. If you're not riding one this year, you'll find the open class isn't quite as open as you think.

THROW THE WORKS AT 'EM.

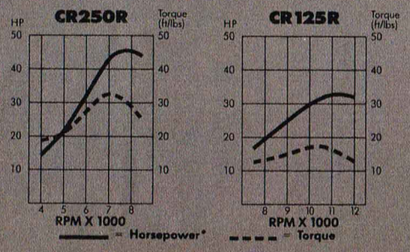
For 1985, the CR125R and CR250R will be even hotter than ever. With the most powerful engines we've ever unleashed against the 125 and 250 classes.

The CR125R and CR250R have redesigned cylinder porting and flat-slide carburetors for increased horsepower. ATAC has been refined to improve mid-range power. And they both have new expansion chambers for increased top-end horsepower.

We've surrounded the CR125R and CR250R engines with all the works-type features you'll need to make short work of the competition, like frames redesigned to works-specs. Improved Pro-Link. Twin-piston caliper front disc brakes. Massive 43mm front forks, with adjustable compression damping.

And both machines have more front and rear travel than ever before. Both have Honda's lowered fuel tank for better mass centralization. And they both weigh in at the AMA/FIM limits.

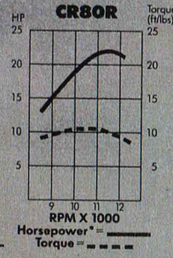
The 1985 CR125R and CR250R. Either one you pick, you'll be throwing the works at 'em.



LIGHTWEIGHT WITH A BIG PUNCH.

If you're serious about the 80 class, we've got a serious machine for you: the 1985 CR80R.

The CR80R's big punch comes from a redesigned, lightweight, liquid-cooled engine that develops enough power to scare some 125s.



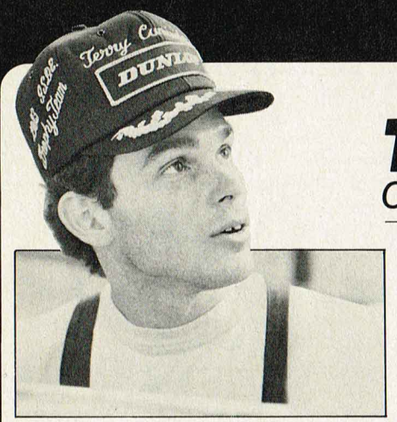
The CR80R also features a redesigned expansion chamber and refined ATAC system for increased power over a wider range. Revised Pro-Link provides 10.6 inches of travel. Modified frame geometry for excellent handling. Floating-type rear brake similar to the big CRs. And big, air-adjustable front forks, with 10.2 inches of travel.

So, if you're serious about motocross, give yourself a head start. Get on a 1985 CR80R.

HONDA
FOLLOW THE LEADER

TERRY CUNNINGHAM

Coming back from the end of the line



Terry Cunningham has had a rough year. Favored as a possible top American finisher in last year's ISDE, he never got a chance to earn the title. A wet hillside in a Welsh sheep pasture was the site of a freak accident that caused him to sit out the entire event while a hospital staff pieced together the remains of a badly broken right leg. How bad was it? Allow him to describe what the plate in his upper leg looks like.

"The plate extends from two inches above my kneecap all the way up to the hip socket. There are 12 screws holding it to the bone on the outside, and a big piece of bone got blown out of the inside of my leg, so there are two screws coming in from my crotch holding that together. Then there's a two-and-one-half-inch lag bolt type of thing bolted into my hip, and that's what holds me together."

Not a cheerful prospect. Even now, a year after the accident, he doesn't talk about it easily. No one who saw him hobble crutch-bound into the London hotel would have given a wooden nickel for his chances of riding again, let alone walking. But that was almost a year ago now, and the person we're speaking of is now the National Enduro Champion of 1984. The transformation has been almost magical.

"Basically, I thought I was done, just like everybody else did. That night in London, Joe Lojak and I sat around watching TV and talking, and I was pretty bummed about the whole thing because I knew things were never going to be the same.

"But after I got back to the States, I saw the doctor, and I really started thinking about it. I'm not the kind of guy who sits around. I'm always doing something—anything. I stayed home for two weeks and then I started coming to work again. Just being able to work helped give me incentive to do things, so I went to a couple of races and watched Kevin Hines and Jeff Russell. I wanted to be out there really badly.

"Jeff and I would go out on Friday nights and shoot pool, maybe go to a local bar; he would dance with his girlfriends, and every now and then I'd get up and crutch around to a song with one of his girls. I did that for a while, and then I thought, if I can do that, I can start working out. So six weeks after the accident, I started lifting weights, working on a leg machine—you know, the whole nine yards. At first I could only lift the bar on a leg extension machine; then I got to the point where I could lift five pounds, and I kept increasing the weight."

NO PLANS FOR WHEELCHAIR RACING

The crutches were gone by Thanksgiving, and he knew that walking wouldn't be a problem. But what about riding?

"Near the end of November I got to the point where I thought I could ride a bike. The crutches were history by then, but I still couldn't bend my left leg enough to use the brake, so I would use my heel on the pedal. I could stand up, but only on one leg. I would go out and ride around in the field behind my house, just to do it. Then I went deer hunting in the beginning of December and shot an eight-point buck, which was something I'd never done before. I started getting excited about doing things again. Especially riding enduros.

"I was planning on riding a South Carolina run on January 29, bad leg and all, but Husky really didn't want me to ride. So they shipped me to California to work for two weeks. I wound up riding a little family enduro in San Diego instead, and got second overall. I don't know whether Husky liked it or not, but I did it. Then I heard there was going to be a Golden State run up near Mojave, and I went up there with the same 175XC and wound up getting a fourth overall.

"So I was pumped! I thought, *I can do it—I can ride!* When I rode the first race, I was afraid. Just scared of the motorcycle. The second enduro was more of a race—I wasn't as scared anymore. I checked with Dick Burleson and my doctor, and got permission to ride the first National on the 19th. I rode it on a 250 and got tired at the end, but I finished fourth overall."

BACK ON THE NATIONAL TRACK

In barely three months he was riding Nationals with 18 inches of stainless steel holding him together. At the time, it felt good, he says, but it obviously wasn't enough.

"At first I was just happy to be riding them, finishing fourth or fifth, but one night my attitude changed. I was sitting around my in-laws' house, and I picked up a magazine with an interview of Mike (Melton) in it. I got to reading through it, and it was almost as if they were writing me off. They said, 'Mike's got it in the bag.' That's when everything changed.

"The very next weekend I was supposed to ride a 250 in the Fools Gold National in California. I had to drive out there, so I asked Dave Bertram (Husky support rider) if I could use his East Coast Automatic instead. So I took his Auto, and he was the only person to beat me—on another Automatic. I vowed right then that I would put together another Automatic when I got back to Ohio. There would be six races left in the series, and I kinda said to myself, *Those races are mine.*

"That's how my attitude changed. After riding the Auto again I said to myself, *I'm capable of beating anybody on this bike, and that's what I'm gonna do.* When I went to the Buckeye 100 in southern Ohio, I wanted to demoralize everybody. I wanted to show them what I was capable of, and I think I did a fair job of it. (He won by ten points.) The next race was in Pennsylvania, and I won that one by four points—I wanted to do better, but that was the best I could manage."

T.C. went to the Jack Pine in Michigan next, hoping to make it three National wins in a row, and his third Jack Pine win in three years, but his luck didn't hold out. Melton decided to make things tough and jump ahead of him for the win, a feat he tried to repeat at the Iowa Rattlesnake National the next weekend, but he wound up ending his season and injuring his elbow on a slippery bank. T.C. took the win, and with Melton's constant pressure turned off, he wrapped up his championship at the Black Coal on September 9. After his accident in Wales, Terry had a lot of work ahead of him. In his own words:

"I had to prove that my 1982 championship wasn't just a fluke. I had to prove to people that it'll take a lot more than a piece of steel in his leg to stop Terry Cunningham's will to win." □

Jim Bowman

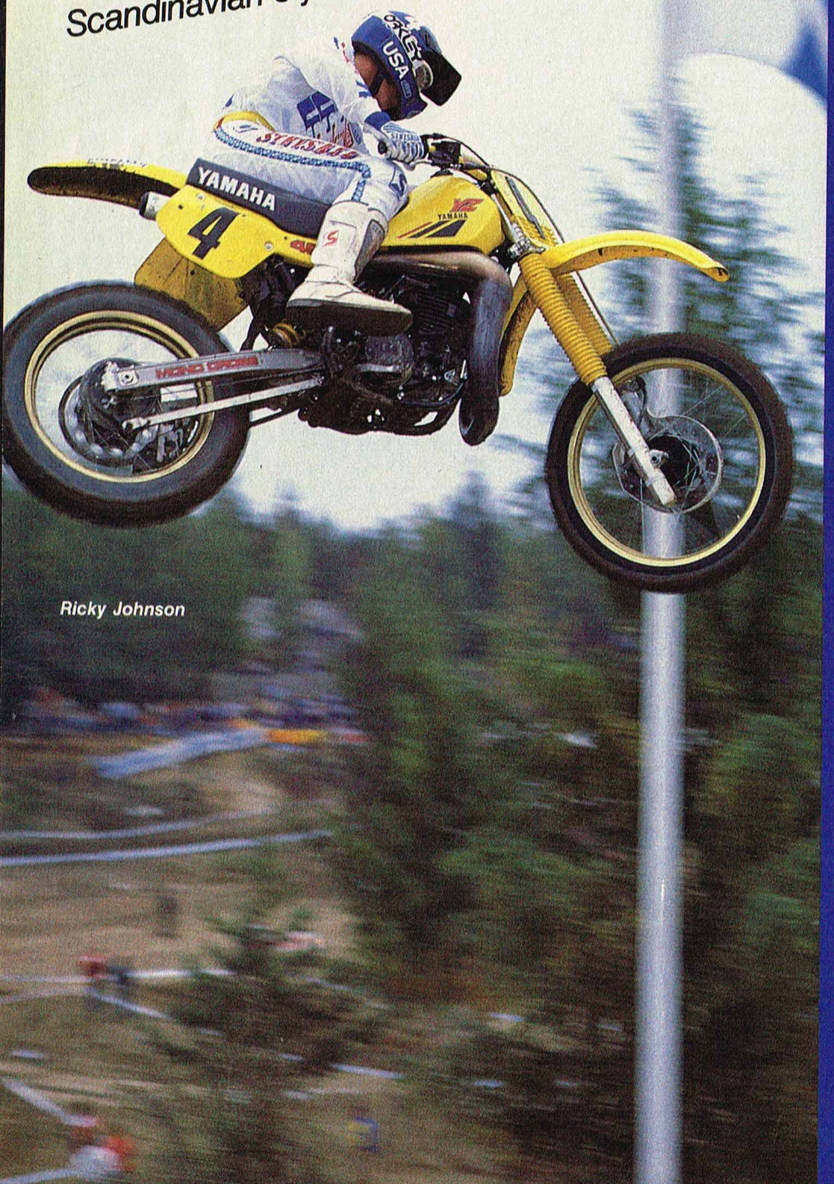
Physically, Terry was a little out of shape at the first National of the year, but mentally he was brimming with confidence.

1984

FEAR IN FINLAND; REVENGE IN SWEDEN

TROPHEE & MX DES NATIONS

The Olympics of motocross, Scandinavian style



Ricky Johnson

By Rick Sieman

The American wrecking crew had arrived, the steamroller was in town, and the sacrificial lambs were lined up for the slaughter. Four of the USA's top guns were present, ready to win yet another Motocross des Nations. How many in a row had we won so far? Four? Five? The mind tends to wander.

But, the very best Europe had to offer in Ruskeasanta, Finland, was to supply fodder for the cannon, amusement for the spectators and a light challenge for the Americans. At least that's what all the trackside pundits said.

It was a formidable team, with multi-champion David Bailey spearheading the squad. Supercross specialist Johnny O'Mara was Honda-mounted, as was Bailey, and he had proven rather dramatically at Carlsbad that he could manhandle a 500cc bike with the best in the world.

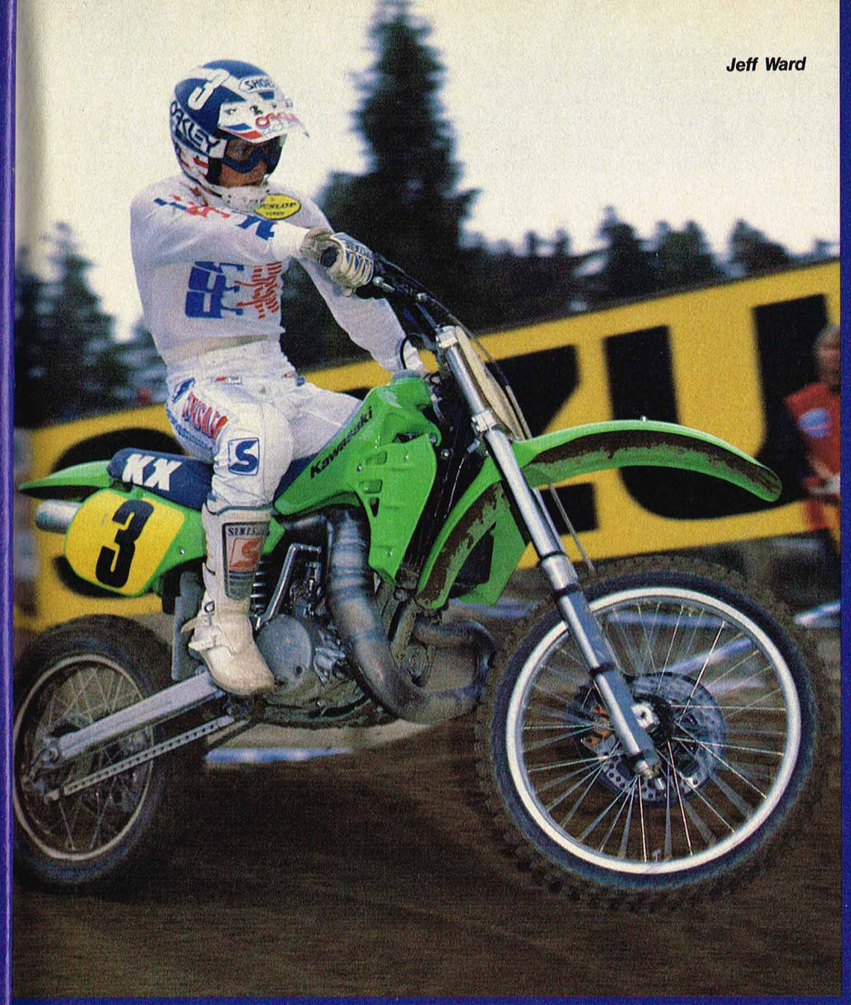
Jeff Ward, the scrappy ex-mini bike champ, was astride a Kawasaki works machine, reputed to be the fastest bike on the circuit, and new-wave American 250 Champion Ricky Johnson was mounted on a YZ490 that was nothing more than a heavily massaged stocker, but thoroughly competitive, nonetheless.

PRACTICE... IMPENDING DOOM ACCORDING TO THE CLOCK

With stopwatches clicking insanely away at nearly every corner of the long, sandy circuit, it soon became apparent who was fast and who was just there for the ride—according to the clock, that is. Most of the top Euro riders were in the two-minute, 25-second lap range, with only Malherbe and Carlqvist flirting with 2:24s—and high 2:24s, at that.

Johnny O'Mara

Photos by Rick & Arlene Sieman



Jeff Ward

All of the Americans were around 2:23 and low 2:24s, with the exception of Bailey, who was lapping comfortably at 2:22, and then clicked off one outrageous (and unofficial) lap of 2:21! The writ of execution was complete. All that remained was for the warden to throw the switch, which in this case would be the handle of the starting gate.

As the Saturday spectators wandered out of the track (a sandy pit surrounded by birch trees near the Helsinki Airport), snatches of gossip were heard:

A British support member... "Those bleeders can go one-two-three-four tomorrow, and we'll never hear the end of it."

An American support member... "This is the strongest team we've ever had. It could be a runaway."

Two members of the press... "The Belgians will have to scramble for second place against the British team," and "Yes, but what about Malherbe and Jobe?"

One seasoned GP observer... "Don't write Malherbe off. He's a three-time World 500 Champion, and he's been riding conservatively this year to get the points. With all the pressure removed, you'll see the real Andre Malherbe. I think he's been playing cat and mouse in practice."

LIONS ONE—CHRISTIANS ZERO

Sunday dawned cold and gray, with light drizzle keeping the deep sand moist and the traction perfect. Just about every rider on the grid fit Pirelli Sand Cross tires, at least to the rear. There was last-minute scrambling in the pits for tear-offs and a near-panic search for Roll-Offs. The combination of moist sand and a light mist made visibility a problem, and only Roll-Offs offered a solution. Some riders showed up on the starting line with two pairs of goggles, one over the face, and the other on top of the helmet, wrapped in a sheet of paper towel. Bailey managed to scrounge up one set of Roll-Offs from the Scott man. Why no one had thought to bring them was a mystery.

Because there were too many riders for the gate, one rider from each country had to start in the second row. Bailey opted for the second-row start because of his obviously fast lap times. He would have to work through the pack.

When the gate fell (after a false start), the pack roared off down a long straight into a wide left-hander. Bike contact left a number of riders on the ground and strung out the pack before 200 yards of racing had been completed.

After one lap, it was Johnny O'Mara in the lead, with Ward in third, Ricky Johnson at mid-pack and Bailey mired in a group of riders at around 15th or so. The Lion of World MX, Andre Malherbe, was nestled comfortably in fifth slot.

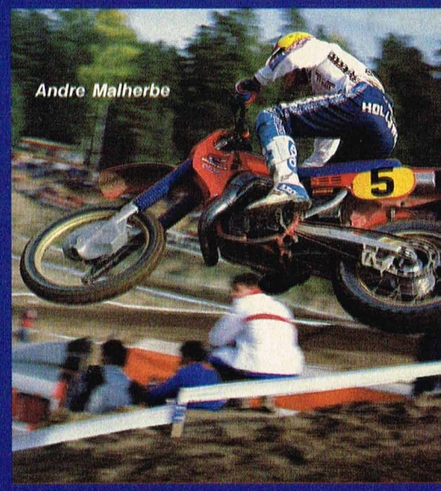
As the race started to settle into its pace, strange things started to happen. At lap four the charge of Ricky Johnson was brought to a screeching halt by a thoroughly seized engine. This put the U.S. team in a tough spot, as the best three rides in each moto are counted toward the overall score. If one more man fell out....

Then, for some reason Johnny O'Mara started to fade under the pressure, and Ward slipped into the lead. Ward's staying power, however, was suspect, as he had taken a nasty spill in Saturday's practice and had suffered what was said to be a mild concussion. Meanwhile, Malherbe kept the pressure on, backed up by teamster Jobe. Bailey continued to methodically hack through the slower riders and steadily move up. At this point, though, he could not afford to take any chances. He had to ride hard, but safely ...very difficult to do on a fast and bumpy track.

At the 20-minute mark Ward was still circulating strongly, but Malherbe and Jobe had both passed O'Mara. Then, wonder of wonders, the Lion got right on Ward's tail and gave the crowd the best racing of the weekend in a storybook, man-to-man battle. Wardy was having problems and started to vomit, no doubt still shaken from yesterday's spill. He puked his guts out once, shook it off and continued to lead.

A few laps later the dry heaves shook his body, and Malherbe slipped cleanly by. At this a roar went up from the knowledgeable crowd. Ward kept his Kawasaki in striking distance, but his face was ash white and he started to make mistakes, missing berms and fishtailing out of the turns.

As Ward reached down inside himself and grimly held on to second, the race wound down with O'Mara slipping back a bit and Bailey continuing his brilliant ride. At mid-race, Bailey jammed his wrist badly and was forced to continue riding in pain.



Andre Malherbe

DES NATIONS

At the checkered flag it was Andre Malherbe, a clear winner, with a hammered Jeff Ward in second, Jobe in third, O'Mara in fourth and Bailey in fifth. The Americans were in excellent position, in spite of all the disaster, with 11 points. The Belgians were a strong second but could have been much higher had grief not struck teamsters Laquaye and Vromans. The Belgians had 25 points. . .not out of it by any means.

HALF-TIME HASSLES

Trophee and MX rules state that all work on the bikes must be done in the boxed-off area by the starting line. It was a wretched time for Ricky Johnson's mechanic Cliff Lett, who had to change engines in what was now a steady rain and chilling cold.

What went wrong? No one knew for sure, but the Yamaha was the only U.S. bike to run local pump gas. Perhaps the oil separated from the gas, but no one really knew. The plug showed the correct color, meaning that the jetting was correct and there were no air leaks, but the entire engine was seized tighter than the proverbial drum.

Another engine was installed and the main jet was bumped up a few sizes for safety. Racing gas was borrowed from the Honda camp, and Ricky J. had to start the second moto with his slow backup engine, running ratty rich. Team captain DeCoster talked it over with the riders. Ricky would start in the second row this time and hope his bike would survive. R.J. looked at Bailey and said, "Hey, Dave, I'll just work through traffic the best I can. You go out and win the moto. Okay?"

Ward tried to rest and regain strength between motos. O'Mara looked and felt whipped. "Man, my system is still ten hours behind. I feel like I'm in the Twilight Zone." Bailey seemed the calmest of all, but he was not smiling. His wrist was in pain. Johnson was the spark plug of the group, cheerful and loose, and he did his best to keep morale high. In the last two years, he's matured a great deal and has become one of the most likable riders on the American circuit.

IF IT WEREN'T FOR LUCK, I'D HAVE NO LUCK AT ALL

The sluggish gate fell for the second moto, and the big bikes blasted toward the first turn. When the chaos and confusion cleared, David Bailey was on the ground, pinned under another bike with his right arm re-tweaked. He got up in next-to-last spot. Lightning struck twice more on the first lap as Ward fell once, then again, putting him near last. Johnson was also near the back of the pack, somewhere around 15th or 17th, while O'Mara was up front.

R.J. got on the gas and started to work the pinging and blubbering Yamaha around the track, getting pulled on the long straights by stock bikes, only making up time on the turns and the jumps. Johnny O started to fall back again with his body in Finland and his functions in another area code.

Ward was having his own personal grief. When he fell the second time, his gas cap line was ripped free, and he got doused with gas as he resumed riding. He stopped, replaced the line and ripped off both pairs of goggles by mistake. More gas sloshed into his eyes, but he continued to ride with blinking, tear-filled eyes.

A huge roar from the predominately Finnish crowd announced that teenaged Finnish sensation Pekka Vehkonen had passed O'Mara for the lead. Pekka gassed the production 500cc Cagiva like a European Magoo and immediately pulled out a five-second lead over Johnny O. He started hitting the big plateau jump like a man possessed, landing halfway down the slope. The Cagiva support people cringed in horror as Pekka refused to shut off over meter-deep whoops and aimed the rocketing Cagiva around the track like a bazooka.

Carlqvist shoved his Yamaha past O'Mara and zeroed in on the young Finn. He nosed the big white Yamaha on the right, then left, and almost through the middle as he tried to get by. Pekka held on for perhaps four thrilling laps, but then as the battling duo approached the big plateau jump, he got sideways. Some say they collided on the approach, but either way, Vehkonen left the launch pad sideways with the throttle full on. He cleared the plateau by a country mile, almost pointing backwards. When his Cagiva hit, he never really stood a chance of saving it, but lordy, did he try! The bike swapped left, right, then did a lurid highside and spit poor Pekka almost into Sweden. Lights out and a new leader: Hakan Carlqvist.

Things were looking grim for the U.S. team, with Bailey and Ward virtually out of it, Johnson struggling back in the pack and only O'Mara near the front.

Malherbe seemed content to let Carlqvist keep the lead and settled into second behind the 1983 World Champion from Sweden. Ward fell farther and farther back, getting lapped by the leaders at the two-thirds mark, and Bailey was making very slow progress through the pack, having to regrip his throttle every time in order to turn it.

The hero of the day had to be Ricky Johnson. He pounded his blubbering Yamaha with everything he had and fought his way past riders. Using every inch of the wet sand, R.J. passed riders through sheer determination.

As the cold, wet race wore down to the flag, Bailey had worked up to 15th overall, but was nearly lapped in the process. With only a few laps to go, Johnson's charge carried him past a fatigued O'Mara into seventh place.

After nearly an hour of racing, it was over. Johnson had earned an incredible seventh, O'Mara eighth and Bailey had enough staying power to hold on to 15th. Ward finished a distant 24th, but he did finish, a testimony to his toughness.

We squeaked by with the overall win,

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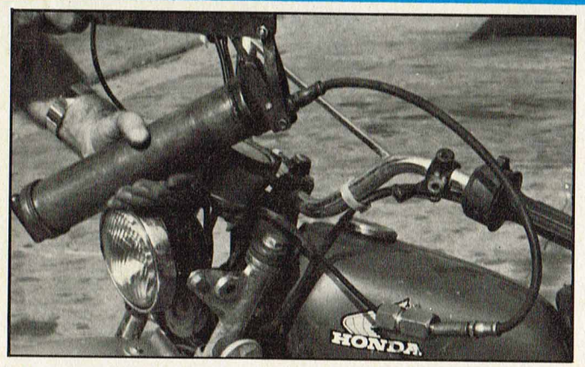

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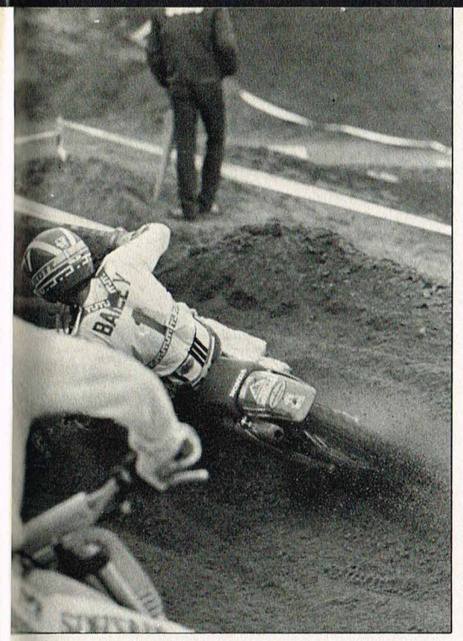


Bailey was faster than anyone in practice. Only a damaged wrist and forearm kept him from having a field day in Finland.

Johnny O'Mara fought off time-lag adjustments to ride solidly for both motos. The cold and drizzle also sapped his energy.

A long and sandy start in Finland demanded plenty of horsepower. The track is spectacular and the racing was run superbly.

Andre "Hollywood" Malherbe uses the edge of the track to snake through traffic. Andre was the overall winner in Finland, with a one-two punch.

The Euro riders were impressed by the style of the U.S. teamsters. Here, Bruno, of France, watches as Bailey cleans his goggles over a nasty double jump.

Jeff Ward skyshots the feared plateau jump in Finland with ease. Jeff's second place in the first moto was the best USA finish of the day.

mostly because the Belgians had even more bad luck than we did. Our guys were thrashed, cold, shaking and hammered. For the first time in many years, the second-moto victory stand did not have an American in the top three. Still, we had the overall, mostly because our boys did not give up.

Later that night, Johnson had a pulse rate of 150 and accepted the team trophy trembling like a wet kitten. Much to the credit of the U.S. teamsters, they hoisted Andre Malherbe in the air when he mounted the victory stand. Andre's one-two ride had made him clearly the single best 500 class rider in the world that day.

Next week it would be the 250s and Sweden.

RESULTS: MOTOCROSS DES NATIONS

MOTO 1

1. Andre Malherbe (Hon)	Belgium
2. Jeff Ward (Kaw)	USA
3. Georges Jobe (Kaw)	Belgium
4. Johnny O'Mara (Hon)	USA
5. David Bailey (Hon)	USA
6. Hakan Carlqvist (Yam)	Sweden
7. Pekka Vehkonen (Cag)	Finland
8. Dave Thorpe (Hon)	Great Britain
9. Michele Rinaldi (Suz)	Italy
10. Jo Martens (Hus)	Luxembourg
11. Jaak Van Velthoven (KTM)	Luxembourg
12. Kurt Nicoll (KTM)	Great Britain
13. Matti Tarkkonen (Yam)	Finland
14. Kurt Ljungqvist (Suz)	Finland
15. Jeremy Whatley (Suz)	Great Britain

MOTO 2

1. Hakan Carlqvist (Yam)	Sweden
2. Andre Malherbe (Hon)	Belgium
3. Georges Jobe (Kaw)	Belgium
4. Jacky Martens (KTM)	Luxembourg
5. Dave Thorpe (Hon)	Great Britain
6. Jeremy Whatley (Suz)	Great Britain
7. Ricky Johnson (Yam)	USA
8. Johnny O'Mara (Hon)	USA
9. Leif Persson (Hus)	Sweden
10. Michele Rinaldi (Suz)	Italy
11. Conny Carlsson (Yam)	Sweden
12. Arno Drechsel (KTM)	Germany
13. Kurt Ljungqvist (Suz)	Finland
14. Werner Siegle (KTM)	Germany
15. David Bailey (Hon)	USA

TEAM RESULTS

1. USA	41
2. Belgium	48
3. Sweden	61
4. Great Britain	62
5. Finland	84
6. Luxembourg	86
7. Germany	114
8. Italy	(DNF) 93

THE HAIRBALL JUMP

• There was this plateau jump at the track, you see. It was long . . . very long . . . and no one had ever jumped it all the way. Oh sure, local riders had given it a halfhearted attempt now and then, but the longest anyone had gone was about two-thirds of the way.

It was a simple, basic approach . . . a steep incline, perhaps 30 yards up. The top was flatter than a butch haircut. The matching downslope was steep and rutted. The distance across the top was exactly 71 feet.

After a few laps of practice, Ricky Johnson figured it out and went for it. He launched his big yellow Yamaha up high, coolly checked his angles, then dropped the front end neatly down to match the landing slope. He landed about 25 feet down the hill, making his first-attempt jump close to 100 feet. Think about it . . . one-third of a football field!

The knot of spectators silently went nuts. At first their jaws simply hung . . . . Then a murmur ran through the gathering. Then, expletives and what must surely have been the Finnish equivalent of hot damn! Did you see *that?*

Before another half-dozen laps had gone by, every American was jumping the plateau. Then, Ricky Johnson started having some fun. He would pitch his big YZ490 sideways, lift his leg off the peg and wave to the spectators with one hand; it was outrageous . . . and they loved it.

A number of the braver Europeans tried it, most of them landing short and hitting with a terrifying rebound over the edge, until Vehkonen the Finn pinned it wildly and cleared the edge. He landed hard but made it and flashed a peace sign to the cheering crowd. He was now one of the big boys and remained the only one from the Continent to join the elite crowd of American Fliers. •

SWEDEN

One week later. The USA team was seething mad. Even though they had won in Finland, many of the European reporters were asking questions like: "Why did you do so poorly in the 500 race?" and "We expected you to dominate the racing in Finland. Why did Malherbe and Carlqvist beat your best riders so easily?" and "Are the long motos too difficult for you when you're used to shorter 30-minute races?"

Johnson bristled, but answered all of the questions politely. He handled himself in a thoroughly professional manner. O'Mara gritted his teeth and gave terse answers, holding his anger in check. Ward patiently put up with the press and made no excuses. Bailey rubbed his damaged right arm, wondering if he would be able to ride the Varberg track. He could barely open a door with the torn forearm muscle and jammed wrist.

Privately, later on, the team said, "We are going to flat smoke 'em here. The time lag problem should be over, and we'll be ready!"

STAFF CHANGES

David Bailey tried to ride the ultra-fast Varberg track. It was hopeless. Team manager DeCoster talked to Broc Glover, who was here in Sweden for the Supercross race in Gotenburg, and he agreed to substitute for the ailing Bailey. His 250 engine and forks were shipped over from the States and installed in the stock chassis he used in the stadium race. It was felt that because Broc had already adjusted to the nine-hour time difference, he could do a better job than the designated alternate, Ron Lechien, who was back in the U.S.

The Varberg track was outrageously fast, rock-filled and utterly dangerous. Long tree-lined uphills and downhills were taken in top gear. A trip off the track meant timber.

Jeff Ward ignored the hazards and set lap times that bordered on the unbelievable. Ricky Johnson was also blistering the stopwatches. In fact, no European was within two seconds of the slowest Americans. The team looked awesome.

A true team spirit prevailed. We watched Honda mechanics pitching in and prepping Yamahas. Tires, tools and spares were shared as needed.

MOTO ONE—DOMINATION

How fast is too fast? Just ask the riders on the starting line in Varberg, Sweden. From the gate to the first turn, it was estimated that the distance was over 200 meters. Next year international rules will prohibit any start over 130 meters in length. This year it's just a suggestion. It's also a suggestion that the starts should not be on a downhill grade. Varberg started flat, then slanted down gently all the way to a narrow first turn. Perhaps four bikes abreast could fit through.

Ricky Johnson came in from practice, grumbling, "Man, I'm wound completely out 50 yards before the first turn. Anybody bring some Baja 1000 gearing?"

The start was a mad rush to the first turn, with no one backing off. Miraculously, only

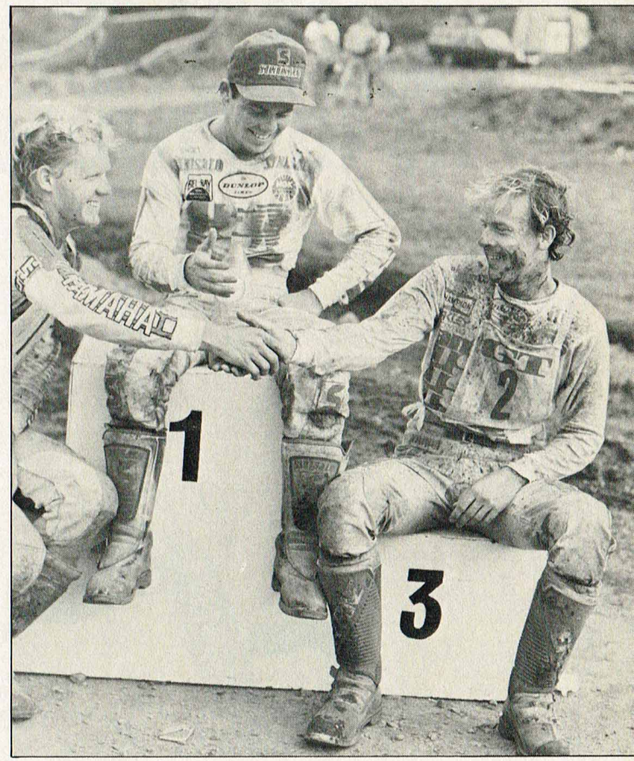
Start of the second moto in Sweden. Glover bolted out of the gate well, but got sandwiched in the first turn. Still, he arced through traffic with ease and was second before turn two.

Jeff Ward prepares to lap Arno Drechsel of Germany. Jeff was awesome and won both motos cleanly in Sweden.

Johnny O'Mara had a dice with Malherbe in the first moto, and distracted the 500cc World Champ by whistling and yelling for him to move over.

DES NATIONS

Johnson fell in the first moto and was detuned for the day, but he still put in two top ten rides.



Sweet victory! Ward, Glover and O'Mara, one-two-three, with Ricky Johnson getting a seventh despite an early crash.

DES NATIONS

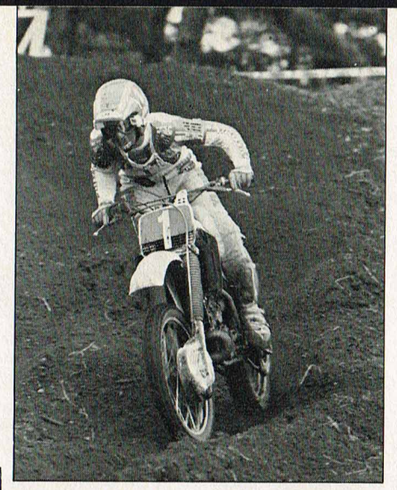
a few riders went down. Glover entered the first turn in mid-pack, but masterfully slashed through the crowd as though they weren't even there and quickly gained the lead. Ward was 18th on the start but ripped by riders to move up to third place in two short laps.

O'Mara and Johnson were mired at mid-pack, but moving strongly; then Johnson hit Thorpe's works Honda when the Englishman got into a tank-slapper, and he went down.

Glover rode brilliantly, holding the lead and working the course like a surgeon. Eventually, however, he gave it up to Jeff Ward, who simply would not be denied that day. Ward slipped into the lead and methodically motored away, riding with the same fierceness that Magoo had displayed in Gaildorf in 1982.

Back in the pack, O'Mara had moved up and got on Andre Malherbe's tail and was playing the old American trick of yelling and whistling at him in the slower turns. This utterly destroyed Malherbe's concentration, and Johnny O slipped cleanly by a few laps later. Andre is simply not used to this sort of behavior.

Johnson looked a bit ragged after his crash but regained his form and started moving up. Ward kept the green KX humming, and Glover settled in for a comfortable second, with O'Mara dispatching riders efficiently to move up to third.



Glover rode hard and led almost half of the second moto before Ward demanded to be let by.

At the checkered flag it was an American procession, with Ward, Glover and O'Mara one-two-three, and Johnson a strong seventh in spite of his crash. Amazingly, Ward lapped Carlqvist, who was a moto winner the previous week in Finland.

BETWEEN THE MOTOS

With such a commanding lead, the American team could have sent out the mechanics to start the second moto. Only lightning bolts from the blue could stop a USA overall win. Smiles appeared and a good, loose attitude prevailed. Still, they had to be careful. A protest from any other team over a technicality could spoil things. The British were famous for that sort of thing. Bailey wistfully looked at his teammates, wishing he could be out there. Glover was glowing; he had desperately wanted to ride the events, and fate had given him the chance to show that he was a worthy team member.

MOTO TWO—PUT IT ON CRUISE CONTROL AND RELAX...

...Everyone except Jeff Ward, perhaps. Wardy took the lead from Glover after nine laps and blitzed away from the pack like he was in a different race. The rest of the race went predictably, with Glover motoring in second, content to let Jeff have his day of glory. O'Mara and Johnson methodically worked up from poor starts to eighth and ninth overall, respectively. The USA had made its point...they were, indeed, the best riders in the world, putting the nagging doubt of Finland firmly behind them.

Sweden surprised everyone with a second-place finish, with Italy third, both of them displacing the strong Belgian team, which suffered more than its share of grief, doom and destruction. Worthy of special mention is the excellent finish of Jobe with a third overall in the final moto, and Carlqvist with an impressive fourth, redeeming himself from the first-moto doldrums.

Victory was ours. One more sweep in the record books. Yet, at the same time, notice was served. There is a new generation of young and aggressive European riders coming up. And they're studying our techniques and training methods. Many hours will be spent over this winter, analyzing video tapes of the USA team riders.

Next year will not be so easy, say savvy observers. The pendulum swings. The victors cannot rest on their laurels. But, with all the smoke cleared and the rhetoric discarded, we have those laurels, do we not? □

RESULTS: TROPHEE DES NATIONS

MOTO 1

1. Jeff Ward (Kaw)	USA
2. Broc Glover (Yam)	USA
3. Johnny O'Mara (Hon)	USA
4. Michele Rinaldi (Suz)	Italy
5. Andre Malherbe (Hon)	Belgium
6. Dave Thorpe (Hon)	Great Britain
7. Ricky Johnson (Yam)	USA
8. Andre Vromans (Hon)	Belgium
9. Marc Velkeneers (Gil)	Italy
10. Jacky Martens (KTM)	Luxembourg
11. Gert Jan Van Doorn (Suz)	Netherlands
12. Jo Martens (Hus)	Luxembourg
13. Conny Carlsson (Yam)	Sweden
14. Kurt Nicoll (KTM)	Great Britain
15. Anders Eriksson (Yam)	Sweden

MOTO 2

1. Jeff Ward (Kaw)	USA
2. Broc Glover (Yam)	USA
3. Georges Jobe (Kaw)	Belgium
4. Hakan Carlqvist (Yam)	Sweden
5. Dave Thorpe (Hon)	Great Britain
6. Michele Rinaldi (Suz)	Italy
7. Jorgen Nilsson (Hon)	Sweden
8. Johnny O'Mara (Hon)	USA
9. Ricky Johnson (Yam)	USA
10. Conny Carlsson (Yam)	Sweden
11. Alberto Barozzi (Yam)	Italy
12. Anders Eriksson (Yam)	Sweden
13. Arno Drechsel (KTM)	Germany
14. Simo Taimo (Hus)	Finland
15. Jean-Claude Laquaye (Hon)	Belgium

TEAM RESULTS

1. USA	16
2. Sweden	61
3. Italy	73
4. Belgium	97
5. Finland	109
6. Germany	113
7. Netherlands	128
8. Great Britain	(DNF) 67
8. Luxembourg	(DNF) 111

HOW IT ALL WORKS

• Scoring is simple. There are four riders from each country competing in two motos. The best six scores out of the eight finishes are added up. The country with the least points when the smoke clears is the winner.

This makes it important to have all of your riders finish each moto, if possible. If, for example, only three of your riders finish the first moto, you don't have much of a buffer left. You must have six good finishes to have any chance at all of a top-three placing.

At Finland, Johnson DNF'd the first moto. This meant that at least three riders *had* to finish in the second moto, or they would have a poor overall.

Consistency is critical and the U.S. excels, with every team member capable of being in the top ten in any race. Belgium, on the other hand, has two very strong riders with Malherbe and Jobe, one questionable rider with Vromans and one lost cause with Laquaye. If Geboers had been healthy, it might have been a different story in Finland.

And, as they say, if a frog had wings, he wouldn't drag his butt on the ground when he travels. It's academic after the checkered flag falls. •

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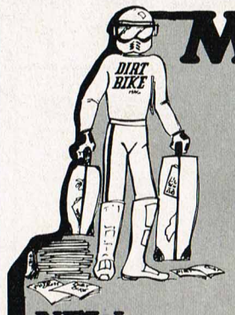

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RM 400/465/500 all yrs	7.95
PE 175/250/400 all yrs	7.95

REAR BRAKE

cable or rod.

RM 80 all yrs	$5.20
RM 100/125 all yrs	7.30
RM 250/370/400 a, b, c	8.35
RM 250/465/500 n, t, x, z, d, e	7.30
PE 175/250/400 all yrs	7.60

NUMBER PLATES SIDE PANELS

ORIGINAL EQUIPMENT. Designed to fit each year and model. Bolts right on.

FRONT NUMBER PLATE

RM's all years	$ 9.99

SIDE PANELS

RM 80 all yrs	$13.60 ea.
RM 100/125 all yrs	18.85 ea.
RM 250/370 a, b, c	16.75 ea.
RM 250/400/465/500 n, t, x, z, d, e	18.85 ea.
PE 175 all yrs	18.85 ea.
PE 250/400 all yrs	16.75 ea.

Please indicate right or left panel.

SUZUKI CLUTCH PLATES

FIBER DRIVE PLATES

RM 80/100/125 all yrs	$ 4.75 ea.
RM 250/370/400/465/500 all yrs	6.50 ea.
PE 175 all yrs	4.75 ea.
PE 250/400 all yrs	6.50 ea.

STEEL DRIVEN PLATES

Replace your stock aluminum driven plates with SUZUKI STEEL OPTIONAL ones. They grab harder and last much longer. The hot set up for the aggressive rider.

RM 100/125 all yrs	5.25 ea.

MECHANICAL WATER PUMP SEAL

ALL WATER COOLED RM's $7.95

HANDLE BARS

MAC "SUZUKI WORKS" Same as FACTORY riders use. 4130 chromoly. Available in gold, yellow, red, blue.

RM 80 to RM 500 all yrs	$24.95
PE 175/250/400 all yrs	25.95

FREE WITH ALL ORDERS. The original MAC Lightning Bolt Stickers

TECHNICAL RACING SERVICES

SUZUKI'S TECHNOLOGY HAS PRODUCED MORE CHAMPIONS IN MOTO X THAN ANY OTHER FACTORY TEAM...MIDWEST ACTION CYCLE DEPENDS ON THEIR RACING "KNOW-HOW"... YOU MIGHT SAY WE GO "BY THE BOOK"...

SUZUKI'S BOOK!!

FACTORY PORTING: Same specs used by National & International racers. Each porting job is designed for the type of power you need. Whatever it takes to put YOU in the winners circle.

ALL RM's 1981-82, -83 MODELS	$120.00
ALL RM'S, PE'S, TS 1975- to 1980 MODELS	75.00

ALSO AVAILABLE IN STOCK...NEW FACTORY CYLINDERS PORTED AND READY TO SHIP TO YOU...CALL FOR PRICES.

POWER BORING: The most critical service performed by us is cylinder boring...we call our technique "POWER BORING" which is exactly what you get...MORE POWER...included is:

- special factory clearances,
- all ports chamfered as SUZUKI recommends,
- Exhaust bridge relieved to prevent seizure,
- special micro-honing for excellent ring seating.

ALL RM'S AND PE'S	$30.00 + PARTS

CRANK REBUILDING: RACING factory specs are followed. We use special factory tolerances and only "GENUINE SUZUKI PARTS". There's more power here...when done our way...

ALL RM'S AND PE'S	$35.00 + PARTS

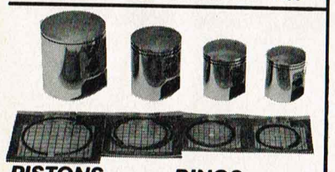
PACK UP YOUR CYLINDER OR CRANK AND SHIP TODAY FOR PORTING INCLUDE YOUR PISTON...ANY QUESTIONS? CALL US.

CLYMER SERVICE MANUALS

Over 180 pages of photos, drawings, charts, info on how to repair, service and maintain your dirt bike.

RM SERIES 1975 to 1981 twin shock	$12.95
SP/DR 370-400 singles 1978 to 1980	12.95
PE 175-400 singles 1977 to 1980	12.95

PISTONS RINGS



GENUINE SUZUKI PISTONS

RM 80 all yrs	$15.25
RM 100 all yrs	18.40
RM 125 all yrs	21.95
RM 250/370/400 all yrs	27.25
RM 465/500 all yrs	31.50
PE 175 all yrs	23.90
PE 250/400 all yrs	28.30

STD. AND OVERSIZE. PLEASE INDICATE.

GENUINE SUZUKI RINGS.

RM 80 all yrs	$12.50
RM 100/125 all yrs	13.60
RM 250 a, b, c	15.25
RM 250 n, t, x, z, d, e	8.35
RM 370 a, b	19.90
RM 400/465/500 all yrs	9.40
PE 175 all yrs	14.65
PE 250/400 all yrs	18.40

STD. AND OVERSIZE. PLEASE INDICATE

WRIST PIN–WRIST PIN BEARING

WRIST PIN (Piston Pin)

RM 80 all yrs	$2.95
RM 100 all yrs	2.35
RM 125 all yrs	4.30
RM 250/370/400/465/500 all yrs	3.89
PE 175/250/400 all yrs	3.89

WRIST PIN BEARING

RM 80 b, c, n, t, x	$3.25
RM 80 z, d, e	4.65
RM 100 all yrs	3.95
RM 125 m, a, b, c, n, t	3.95
RM 125 x, z, d, e	4.95
RM 250/370/400/465/500 all yrs	6.35
PE 175/250 all yrs	4.25
PE 400 t, x	6.50

FORK SEALS

GENUINE SUZUKI, designed to fit each year and model exactly, IMPROVED DESIGN.

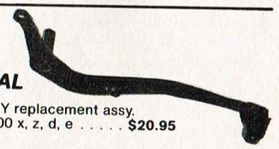
RM 80 all yrs	$ 5.50 pr.
RM 100 all yrs	6.40 pr.
RM 125/250/370/400 all yrs	6.60 pr.
RM 465/500 all yrs	6.80 pr.
PE 175/250/400 all yrs	7.95 pr.

SWING ARM BEARING AND SPACER KIT

Consists of two GENUINE SUZUKI swing arm bearings and two spacers.

RM 80 all yrs	$15.95
RM 100/125 n, t, x	14.25
RM 125/250/465 x, z, d, e	23.60
RM 250/370/400 n, t	26.25
PE 175 c, n, t, z	15.70
PE 175 z, d, e	24.70
PE 250/400 all yrs	34.60

FOLDING BRAKE PEDAL



ORIGINAL FACTORY replacement assy.

RM 125/250/465/500 x, z, d, e	$20.95

KILL BUTTON SWITCH ASSY.

SUZUKI FACTORY replacement part.

RM 80/100 all yrs	$11.50
RM 125/250/370/400 all yrs	12.05
RM 465/500 all yrs	13.10
PE 175/250/400 all yrs	13.10

SUPER FLOW

REPLACE YOUR STOCK AIR FILTER AND REEDS** Increased AIR FLOW means MORE POWER and better performance.

DON'T START YOUR ENGINE WITHOUT THEM.

BOYESEN DUAL STAGE RACING REEDS.

BOLT ON HORSEPOWER.

RM 80 all yrs	$10.95
RM 100/125 a, b, c, n, t, x	12.95
RM 125 z, d, e	25.95
RM 370/400 a, b, c, n, t	12.95
RM 250/465/500 x, z, d, e	30.95
PE 175/250/400 n, t, x, z, d, e	12.95
DS-TS 100 thru 400	13.95

MAC'S PHASE III RACING FILTERS

NEW, UNIQUE dual stage foam air filter. Proven effective in NATIONAL and INTERNATIONAL motocross racing. MORE FLOW for MORE POWER. The secret of the system is the inner stage of foam, the X-3...flows air at an unusual high rate of speed, yet stops dirt down to sub-micron size.

RM 80 all yrs (SPECIAL CAGE)	$12.95
RM 100/125/250/370/400 m, a, b, c, n, t	11.95
RM 125/250/465/500 x, z, d, e	9.95
PE 175/250/400 all yrs	12.95
BEL-RAY FOAM AIR FILTER OIL	2.50

SEAT COVERS–COMPLETE SEATS

MAC SEAT COVERS, the best quality, fits your RM and PE exactly.

RM/PE's all yrs	$17.95

MAC Complete Seats

RM 80/125/250/465/500 x, z, d, e	$39.95

Avail. in blue or black.

MAC TANK COVERS, protects your bike's good looks with a skin tight fit.

RM 80/125/250/465/500 x, z, d, e	$19.95

CRANK REBUILD KIT

Consists of GENUINE FACTORY rod, lower rod bearing, crank pin and two thrust washers.

RM 80 b, c, n, t, x	$33.50
RM 80 z, d, e (NEW IMPROVED BEARING)	37.75
RM 100/125 m, a, b, c, n, t, x	35.65
RM 125 z, d, e (NEW IMPROVED BEARING)	49.95
RM 250/370/400 all yrs	53.50
RM 465/500 x, z, d, e	61.40
PE 175 all yrs	47.25
PE 250/400 all yrs	61.40

CRANK MAIN BEARING AND SEAL KIT.

GENUINE SUZUKI PARTS. Consists of two main bearings, two crank seals and "O" ring when indicated.

RM 80 all yrs	$23.25
RM 100/125 all yrs	26.80
RM 250/370/400 all yrs	30.40
RM 465/500 x, z, d, e	29.35
PE 175 all yrs	28.30
PE 250/400 all yrs	29.35

GASKET SETS GENUINE SUZUKI

Complete set of factory gaskets to rebuild your cycle.

RM 80 all yrs	$ 8.95
RM 100/125 m, a, b, c, n, t	8.80
RM 125 x, z, d, e	11.80
RM 250/370/400 a, b, c, n, t	12.10
RM 250 x, z, d, e	13.25
RM 465/500 x, z, d, e	15.50
PE 175 all yrs	12.65
PE 250/400 all yrs	15.70

CYLINDERS

GENUINE SUZUKI

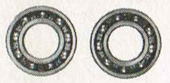
RM 80 t, x	$ 66.95
RM 80 z	93.50
RM 80 d, e	99.50
RM 100 all yrs	104.25
RM 125 all yrs	114.95
RM 250 t, x	148.95
RM 250 z, d, e	110.50
RM 465/500 all yrs	154.25
PE 175/250 all yrs	143.95
PE 400 t, x	179.95

KICK START LEVERS

GENUINE FACTORY

RM 80 all yrs	$19.95
RM 100/125 all yrs	27.95
RM 250 a, b, c, n, t, x	29.95
RM 250 z, d, e	34.50
RM 370/400/465/500 all yrs	30.95
PE 175/250/400 all yrs	31.95

WHEEL BEARING KIT



The best FACTORY bearings you can buy.

FRONT

RM 80/100 all yrs	$ 9.40 pr.
RM 125 all yrs	11.50 pr.
RM 250/370/400/465 all yrs	12.55 pr.
RM 500 d, e	19.95 pr.
PE 175/250/400 all yrs	11.50 pr.

REAR

RM 80 all yrs	$11.50 pr.
RM 100 all yrs	12.55 pr.
RM 125/250/370/400/465 all yrs	13.25 pr.
RM 500 d, e	29.35 pr.
PE 175/250/400 all yrs	14.65 pr.

SWING ARM PIVOT SHAFT AND NUT KIT.

Consists of FACTORY pivot shaft snd Castle nut.

RM 80 all yrs	$ 4.75
RM 100/125 m, a, b, c, n, t	5.75
Rm 125/250/465/500 x, z, d, e	11.50
RM 250/370/400 a, b, c, n, t	11.50
PE 175 c, n, t, x	5.75
PE 175 z, d, e	11.50
PE 250/400 all yrs	11.50

SPROCKETS...CHAIN

D.I.D. CHAIN Pre-stressed, special heat treated for hardness. The winners choice.

RM 80 all years	$22.95
RM 100/125 m, a, b, c, n	26.95
DS 100/125...TS 100/125 TM 125 all yrs	26.95

DIAMOND CHAIN. As hard as its name. The chain used by racers demanding the best.

RM 125/250 t, x, z, d, e	$35.95
PE 175/250/400 all years	35.95
RM 370/400/465/500 all years	36.95
TM 250/ TS 250 all years	34.95

SPROCKETS COUNTER SHAFT. Made from top grade steel, case hardened, over 60 Rockwell.

RM 80 all years	$ 8.95
RM 100/125/250 all years	9.95
RM 370/400/465/500 all years	10.95
PE 175/250/400 all years	10.95

SPROCKETS REAR Hardened alloy, light weight, wears twice as long as any others.

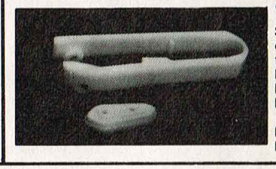
RM 80 all years	$29.95
RM 100/125/250 all years	32.95
RM 370/400/475/500 all years	34.50
PE 175/250/400 all years	33.95

STATOR PLATE ASSY.

SUZUKI FACTORY replacement assy.

RM 80 all yrs.	$73.45
RM 100/125 m, a, b, c, n, t,	83.50
RM 125 x, z, d, e	88.15
RM 250/370/400 all yrs	83.95
RM 465/500 x, z, d, e	83.95
PE 175/250/400 all yrs	77.65

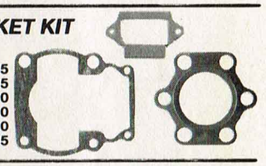
CHAIN BUFFER SET



Set consists of swing arm buffer and lower chain guide roller. The design may vary from picture, depending on yr. & model.

RM 80 all yrs	$10.77
RM 100 n, t, x	13.90
RM 125/250/465/500 t, x, z, d, e	12.35
PE 175 all yrs	12.55
PE 250/400 t, x	10.80

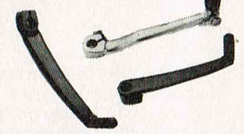
GASKET KIT



HEAD, BASE AND REED GASKET

RM 80 all yrs	$4.75
RM 100/125 all yrs	6.85
RM 250/370/400 all yrs	6.60
RM 465/500 all yrs	7.90
PE 175 all yrs	7.10
PE 250/400 all yrs	8.35

SHIFT LEVERS



GENUINE SUZUKI replacement levers.

RM 80 all yrs	$10.65
RM 100/125 m, a, b, c	9.40
RM 100/125 n, t, x, z, d, e (NEW FOLDING)	16.75
RM 250/500 d, e, (NEW FOLDING)	16.75
RM 250/370/400/465 b, c, n, t, x, z, d, e	12.55
PE 175/250/400 b, c, n, t, x	10.50
PE 175 z, d, e	11.45

FENDERS

ORIGINAL, STOCK, made to fit perfectly for each year and model. NO drilling holes, bolts right on.

FRONT

RM 80 b, c, n, t	$29.30
RM 80 x, z, d, e	25.75
RM 100/125 b, c, n, t, x	30.95
RM 250/370/400 a, b, c, n, t	30.95
RM 125/250/465/500 z, d, e	33.10
PE 175/250/400 all yrs	30.95

REAR

RM 80 all yrs	$20.95
RM 100/125 a, b, c, n, t	37.75
RM 250/370/400 a, b, c, n, t	37.75
RM 125/250/465/500 x, z, d, e	29.30
PE 175/250/400 all yrs	38.80

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EASY SURGERY FOR THE BOSS

Making an enduro winner even better

Rather than get into a major, we simply bolted on a few goodies to make our Husky just a little bit better.

By the Staff of DB

There's no doubt that the Husky 400WR is the finest big enduro bike on the market. Right off the showroom floor, a rider can take it out to an enduro and do quite well with it. Over the years, a winning tradition has been inbred into their enduro machines, due mainly to the efforts of Dick Burleson and now Mike Melton and Terry Cunningham. These guys know what it takes to win and their records are proof of that.

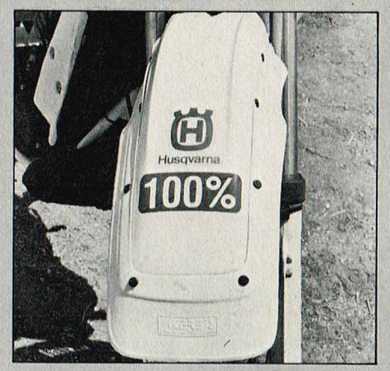
In April, we did a story on Mike Melton's winning secrets. The story was based on Melton's 500WR. Nearly everything mentioned then holds true with the 400. The chassis and suspension are nearly identical, the big changes being mainly in the water-ized engine. Melton's machine had a considerable amount of setup, mainly routine stuff all of Team Husky do to their bikes. Our little project deals with over-the-counter items you can bolt on to the 400 and from which you can expect some sort of improvement.

BOLT-ON BUSINESS

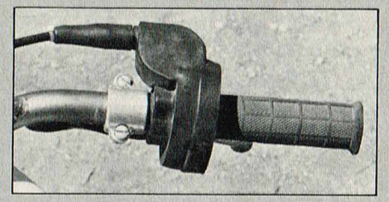
Our first concern was dealing with comfort. The stock low bars got canned in favor of the Husky Products LR bend. They're a little taller than stock and much more comfortable. We razored off the stock grips and slipped on a set of Gold Belt DeGrips. They're similar to Honda units and quite comfortable.

For woods racing, brush guards are mandatory. We bolted on some Performance Products Busters that get the job done just fine. Most of the racers use these Busters at all the events and they swear by them.

Husky Products sells fender extender kits for the front and rear of the front fender. They're good looking and they work. We most heartily suggest them for any mud work.



For mud usage we suggest the Husky Products fender extender kit. It snaps on in seconds with the plastic rivets.



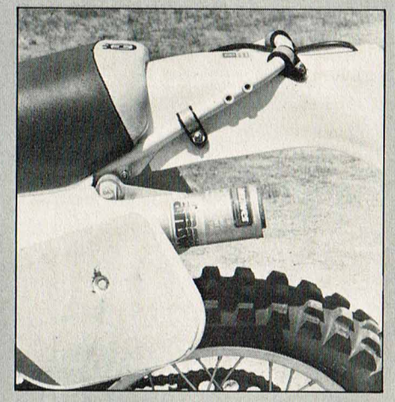
Gold Belt DeGrips replace the stock rippers. They're soft and are shaped much like Honda grips. The cover on the throttle is a Gunnar Gasser item.

We feel that the forks work well, with the exception of possible seal leakage. Some riders have experienced problems with the sealing rings on the damper rods. If they distort, all damping action goes down the garbage disposal. Up Tite Husky will modify the stock units by installing a second sealing ring. This is extreme action, but once it's done, they won't blow out again.

On the average, the front end is sprung correctly. Eventually, the springs sack out. Once that happened, we went with silicone carbon springs that sell for less than Husky units. Up Tite Husky has three different weights available: 18-, 20- and 22-pound springs. High speeds are the only times the 22-pounders are valid. For our use, enduro and tight riding, the 20-pounders fit the bill. Lighter riders and woods-use-only riding will let you get away with the 18-pound springs.

More than one rider has chewed the dirt when the front brake cable snags on the clock. The easiest remedy is to slip on a 100% Cable Erector on the cable. This eliminates most of the flex and the possibility of going over the bars during cable/clock snagging.

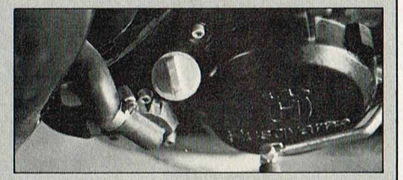
The only changes we made in the motor department came in the way of reeds and replacing the stock silencer. Boyesen dual-stage reeds helped the off-the-bottom response and livened up the mid-range somewhat. If you need a spark arrester, the Answer Products model is lighter than the stock equipment and doesn't require constant cleaning. For our desert enduros, a standard oval Answer silencer was installed.

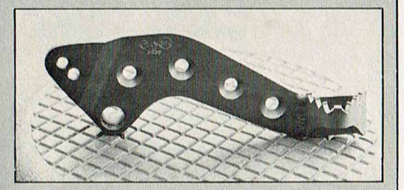


The stock spark arrester is garbage. An Answer Products aluminum model slips right on and works great.

For any woods use, we suggest the Performance Products handguards. Most of the top riders won't ride without them, as Mike Melton clearly shows.

Like last year, we put on a Yamaha carb cover and an extended clutch arm from Husky Products.





Up Tite Husky sells an aluminum brake pedal and oil filler cap. The pedal has two holes for mounting the brake arm. The bottom hole actually increases the leverage, helping the braking performance a little.

Although the standard brake pedal is strong, the brakes themselves are weak. Once again, Up Tite Husky has a remedy. Their brake pedal actually increases the leverage ratio, thereby enhancing the stopping power. In fact it's a 21-percent leverage increase over the stocker.

We removed the chain tensioner and ran only the rear guide. This makes for faster and easier tire changes. With the rear-only guide, the roller takes all of the abuse, so we opted for an A&B Super Roller. They last months, where the stocker will disintegrate in minutes.

57, 58, 59...GO!

Last in our line of bolt-ons are two items any serious enduro rider needs: a clock and a score card holder. Of course, these are transferable from bike to bike, but are, nonetheless, critical. A Countdown Combo clock and a Countdown score card holder install in seconds. Through the years we've learned that Countdown hardware lasts. The Combo features a clock and roll chart, and the tank-mounted holder has a slip-fit pouch for the score card. This is important so you can get your card marked quickly and get back on the trail.

Most of the products we worked with bolt on easily and get the job done. We've raced our bike all year long and love it even more than the day it was dropped on our doorstep. All we did was make it a little bit better. □

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Santa Ana, CA 92705
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San Diego, CA 92111
(619)565-1414

ANSWER PRODUCTS
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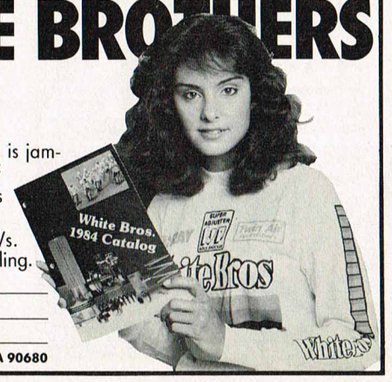

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NO WIMPS

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IF YOU VALUE YOUR OWN LIFE AS MUCH AS I VALUE MY BIKE
DON'T MESS WITH IT!

CAUTION HAULIN' ASS

PJ1

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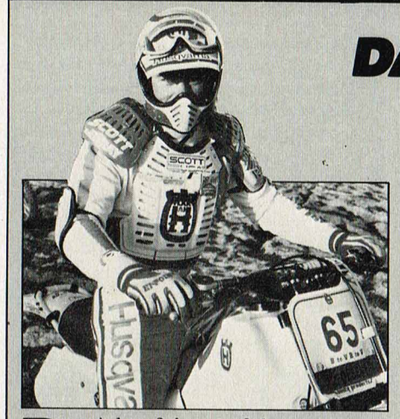

"If you think about the high speeds, you'll psych yourself out"—Ashcraft, Riverside Off-Road Championship.

Dan Ashcraft is one of the new-generation desert racers. For the last few years he's been cleaning house in District 37 desert races, and with partner Dan Smith, has been the dominant force in the Baja scene. We caught up with Dan at his house where he's recuperating from an injury.

DB: How do you prepare for the Baja races?

Ashcraft: When you're down in Baja pre-running, you look at everything and imagine how it would be at race speeds. You have to prepare for the speeds, but you try not to think about it. You don't want to psych yourself out. You try to learn the terrain the best you can, so you know what's coming.

I physically prepare by doing aerobics every day—when I'm not hurt, right now I'm healing. I don't lift any weights at all. When you're going fast across the desert, it's really choppy, and for some reason weight training seemed to make my arms pump. Aerobics and running has worked just fine, plus as much riding as I can get in.

DB: Why is it that you and Dan Smith appear to be unbeatable in the Baja and SCORE races?

Ashcraft: I think we have a lot of good luck, to tell you the truth. Larry Roeseler still hauls; you can never count him out. Chuck Miller and the rest of those guys are all in there too. We're having some good luck right now, and I think another main reason is that we both work out, we're training, we go to the local desert races every weekend. It's either Dan or myself that wins, every time. If he wins, he beats me by a few bike lengths. We're always pushing each other. We go into the off-road races really confident. We know that we're a team; instead of having to beat each other, we have to beat the other guys.

DB: What about the bikes?

Ashcraft: That's another big confidence builder. Niles Ussery builds them, and they're perfect. If we've had a problem, it was usually a fluke flat or something, nothing mechanical.

DB: How about your weekend racers?

Ashcraft: We work on those ourselves. When we get a new bike, it gets the major treatment. I just finished prepping one that took me about 45 hours to get ready. I was up late every night a week prior to a local race, getting it ready. We put a lot of hours into our own bikes. They go down to the bare frame before they ever get started. Then, they're put together slowly; everything gets checked before it's reassembled.

DB: What about the future? Are you going to get into ISDE competition?

Ashcraft: Definitely, I want to! I've been thinking about that a lot lately. Last year we both wanted to ride the qualifiers and go to the Six Days, but they (Husky) said no. The guys had already been picked. We were to stick to winning in the desert. We understood that, but it gets old just desert racing.

DB: Do you think that a California desert racer can beat the Eastern boys?

Ashcraft: I don't know if I can beat 'em, but I know I can run right with them. I've run some of the qualifiers before and was right in the hunt. No big deal. I got golds at a couple and was second in my class at one. One problem was reading the trails, it's pretty tricky. I got lost at one; they use different colored arrows from day to day, and I got mixed up and rode on the wrong day's trail. That was a couple of years ago, and now I'm a much better rider.

DB: What kind of riding do you do when you practice?

Ashcraft: I have to work full time, so I usually get one day a week off to ride. I head out to Saddleback and practice on the track (motocross) for a while and then race around some little tracks back in the hills. I ride with Jeff Ward and Goat Breker on their little practice tracks—real nice stuff like off-camber cement, tricky tracks with no dirt. You gotta be good just to get around the tracks those guys race; I just try to make it around. It seems that riding the technical stuff keeps me pretty much tuned up for my type of racing. □

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GOOD TIMES IN GOTHENBURG

SUPERCROSS, SWEDISH STYLE

By Rick Sieman

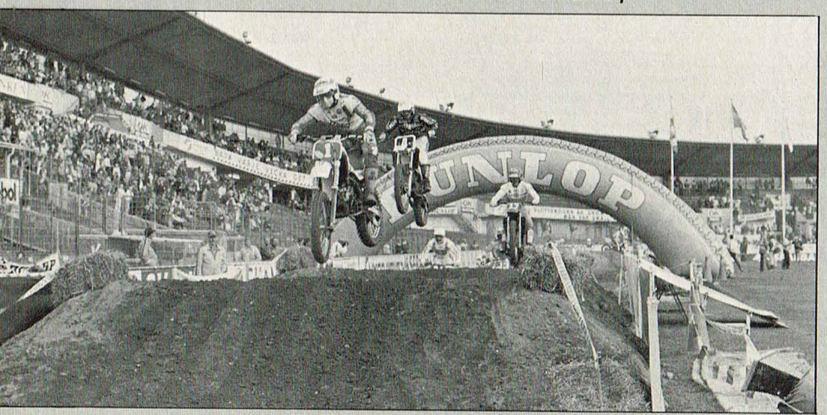
Glover wins, but who's this in second?

Supercross fever is sweeping Europe, with races in France, Holland and England starting to draw decent crowds and international interest. For Sweden, Supercross racing was a first...an experiment, if you will, to see if they could attract any reasonable number of spectators.

Rider interest was high, with many of the top Euros signed up. Three Americans were brought in to do battle: Broc Glover, Mark Barnett and Alan King. All were on basically stock bikes with only shock changes and minor tuning. This was refreshing and promised to make the racing interesting.

Alan King made up the third rider of the American trio and handily won his heat but ran into trouble in the Main on the tight track.

An unusual feature at the Gothenburg Stadium was this little loop. It was covered with carpeting and seemed to hold up just fine, but did prove a bit odd for traction. Here, Barnett (2) leads his heat on the start lap.



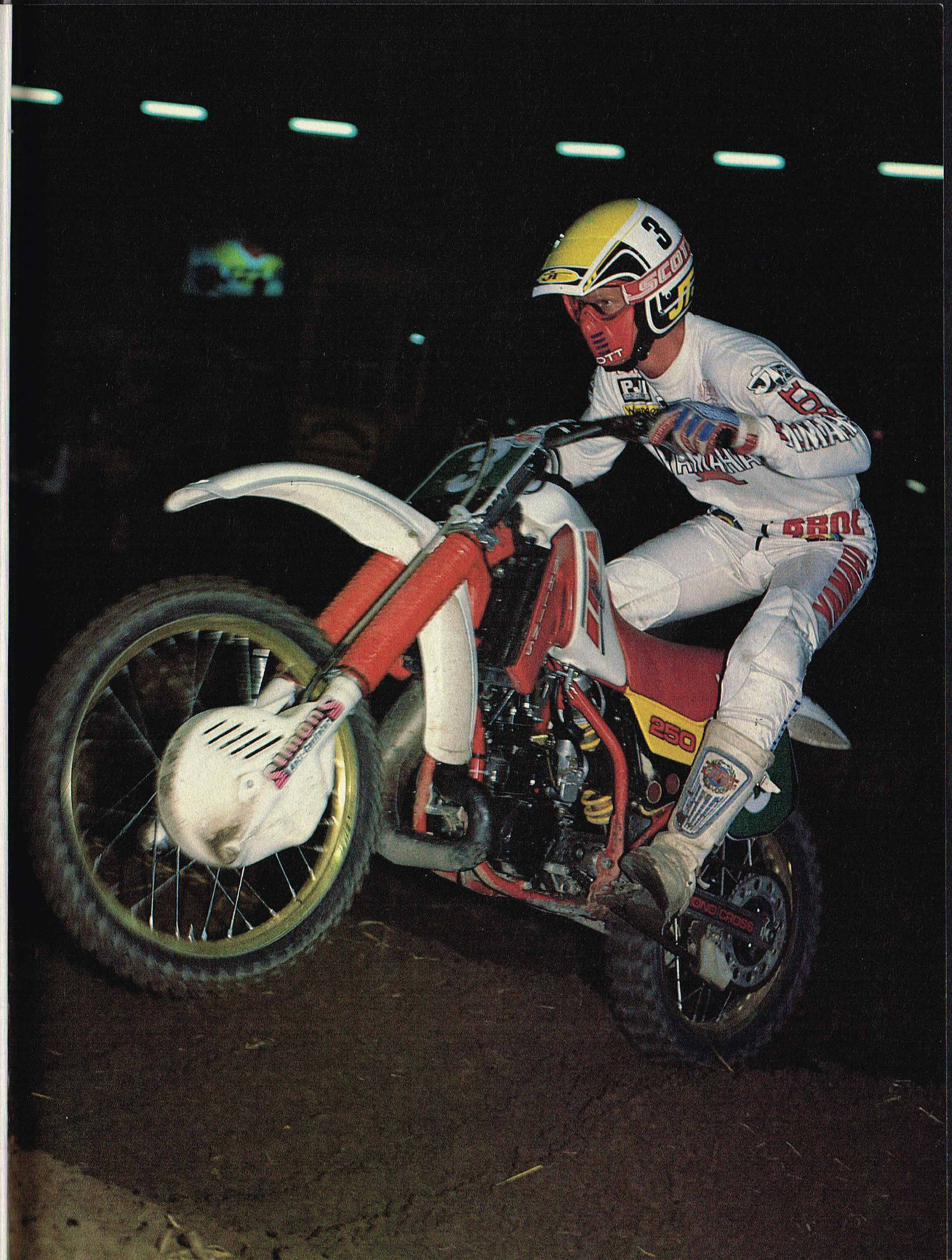
World 500cc Champ Hakan Carlqvist tries his hand at Supercross. Carla easily won his heat but couldn't get it together after that.

GOOD TIMES IN GOTHENBURG

The Alvbygdens Motorklubb put on the race in Ullevi Stadium, a magnificent facility in Gothenburg, located on the west coast of Sweden. The track had to be built around the soccer field, which was a slight problem logistically, and an even bigger problem the moment the racing was over. The track had to be *gone* before the next morning, as a big soccer game was to take place the next day. This meant a narrow track, but the club did a super job, prepping it with a professionalism that is often lacking in American Supercross.

The course itself was far too simple, with speeds on the high side and only one very short section of stadium rockers. Jumps were plentiful, but bumps almost nonexistent. After each heat the huge throng of track workers would swarm all over the track with shovels and scrapers, to make it immaculate for the next race.

Glover. Methodical, cool and calculating, he once again showed his mastery of stadium racing. ►



SWEDISH STYLE

The organization, scheduling and handling of the race was first-rate, with everything running on schedule. A crowd of over 12,000 showed up, exceeding the hopes of the organizers by a comfortable margin. After all, this was an experiment, and the weather forecast predicted rain. Luckily, it did not rain.

HEATS—HOT AND HEAVY

All of the favorites dispatched the field in each heat, with Hakan Carlqvist looking especially good astride one of the few works bikes on the track. He coolly and efficiently got the holeshot and motored away.

Glover, Barnett and King looked awesome, with Barnett overrevving the guts out of his stock RM250 and turning in the fastest lap time of all the heats.

In Semi-final two, a young Dutch rider surprised everyone by beating Barnett and King. Passing was very difficult on the narrow track, but Suzuki-mounted Gert-Jan Van Doorn hung tough, causing Barnett to stall twice and King to drop it as he held on for the win.

Other riders who looked good were Jacky Martens of Luxembourg on a murderously fast 1985 KTM, Leif Niklasson on a Yamaha, and Australian Steven Gall, also Yamaha-mounted.

THE MAIN EVENT

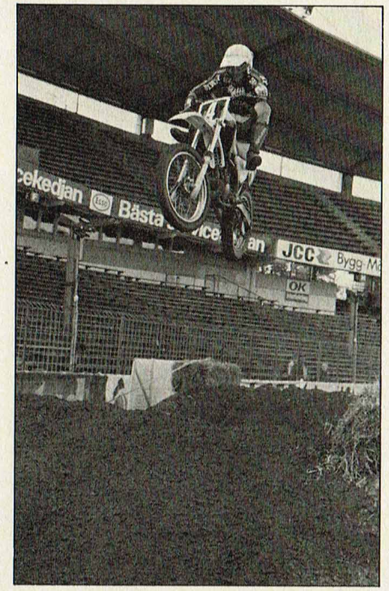
After a wild fireworks display that had sparks showering down on the crowd, the gate dropped for the Main event. As is a habit with Broc Glover, he removed much of the drama from the race by dispatching young Jan Van Doorn after a few laps and running away from everyone.

Still, the plucky Van Doorn gave it everything he had and snared himself a second overall by doing a repeat performance of blocking Barnett and King.

WHAT HAVE WE LEARNED FROM ALL THIS?

Simply that Supercross is here to stay and that a new generation of riders is coming on strong in Europe. Some of them have learned how to land properly on the doubles, with the front end down, and they will improve a great deal very rapidly.

All they lack right now is the late-braking, early-acceleration and passing techniques of the U.S. stars. But a handful of the riders are not that far off the pace. The Malherbes and Carlqvists of the racing scene will not be part of this new wave of riders. They are too locked into their ways, but the Martens and Van Doorns will not be held back. □



The European riders are trying hard to imitate the radical style of the Americans. Here, Dutch rider Jan Postema lifts both feet off the pegs during practice. He later crashed his brains out over the same doubles when trying a one-hander.

RESULTS: SWEDISH SUPERCROSS

1. Broc Glover (Yam)	USA
2. Gert-Jan Van Doorn (Suz)	Holland
3. Mark Barnett (Suz)	USA
4. Alan King (Hon)	USA
5. Jacky Martens (KTM)	Luxembourg
6. Jörgen Nilsson (Hon)	Sweden
7. Leif Niklasson (Yam)	Sweden
8. John Van De Berk (Yam)	Holland
9. Peter Hansson (Hus)	Sweden
10. Steven Gall (Yam)	Australia
11. Jörgen Gustavson (Suz)	Sweden
12. Mika Koukki (KTM)	Finland
13. Jan Postema (Hon)	Holland
14. Jean-Jacques Bruno (Suz)	France
15. Conny Carlsson (Yam)	Sweden
16. Jon Hensen (Hon)	Holland

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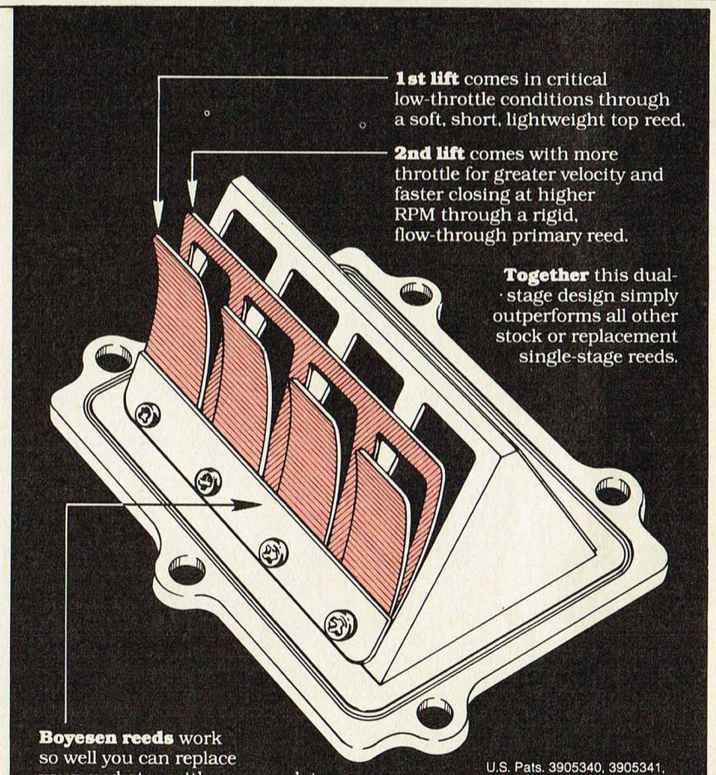

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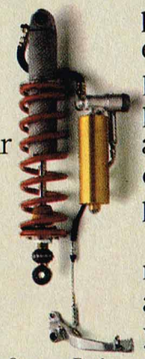

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Which probably won't make them go a whole lot faster or handle any better. But at long last, the YZ that wins a motocross race in New Guinea will look exactly like the one that wins in New Jersey.

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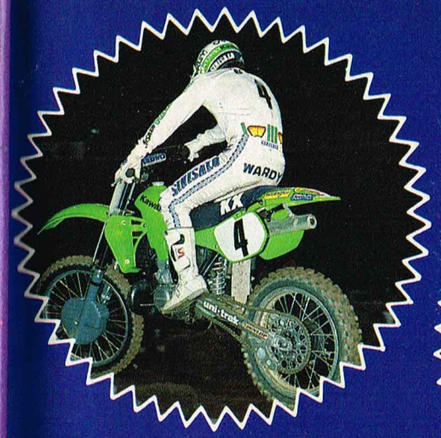

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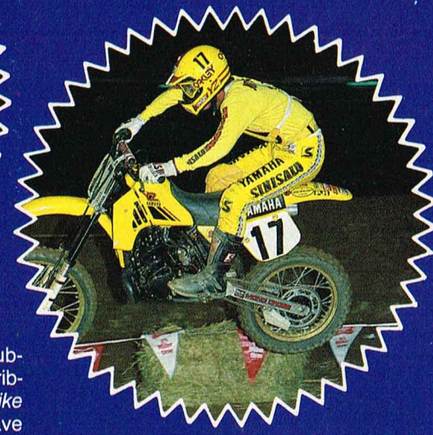

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"I RIDE A BIKE THAT'S NEVER LOST A WORLD CHAMPIONSHIP."

I didn't win every 125cc World Championship ever run, Team Suzuki did. But they did it on the same kind of bike I ride, a 125cc Suzuki. They ride works bikes. My bike rolled off the production line with the works.

This new RM is more trick than ever. It's faster, sharper, it even handles better than before. I could tell from the first hole shot. In the corners my RM reacted as if it had been there before. And the Full Floater responded like it was part of me.

Man, we were so tight. When I came around that track I wasn't just riding a bike, we were working together, like a single moving part.

And I knew then why Team Suzuki won all those races.

THE 1985 SUZUKI RM125/250.

See your dealer for details on Suzuki's $200,000 Contingency Program.

Engine: This year the high performance, liquid-cooled, two-strokes in both RMs have been retooled to deliver even more torque and power at all rev ranges. And you can expect even quicker throttle response, thanks to the larger bores on our race-proven, flat-slide carburetors.

New Air-Assisted Front Forks: Totally new forks with 17 compression damping adjustments generate precise damping force for small bumps, and a specially designed valve on the compression side provides big shock-absorption capacity for large or high speed bumps.

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WORKS LIKE A SINGLE MOVING PART.

1985 HONDA CR500R MOTOCROSSER

GROUND RIPPER!

If it's motor you're after. . .

Careful use of the clutch was necessary to keep the rear wheel from wildly spinning on dry ground. . . even in the upper gears.

Honda would like to forget its big bike from 1984 if they could. Oh sure, it was fast enough to shred knobbies like they were made of egg cartons, but it most certainly had more than its share of problems.

Once the air-cooled 500cc engine warmed up (in just a few laps), it would start to ping, detonate and death rattle in a manner that sent riders scurrying to their toolboxes for the biggest jets they could screw into the confused Keihin carb.

Then they would have a bike that blubbered, stumbled, and got the gas mileage of a 1967 Buick station wagon with the air conditioning on. . . and it still detonated and pinged when ridden hard in deep sand.

Compound this by a fade-o-matic shock and a set of forks that utterly defied fixing, and you had a bike that made Honda fans wish they'd kept their old 480s. Oh yes, did we mention the headshake when decelerating over bumps? Enough to send you off to a seminary to spend a few months lighting candles, eyes raised skyward, hands clasped.

1985—THE YEAR IT'S ALL SUPPOSED TO GET FIXED

Right? Before we wade into this piranha-infested editorial pool of The Big Picture, let's tell you what is *really* improved. The good news is, of course, that the engine hassles are now a thing of the past.

Along with the water-cooled change, the carburetion has been sorted out. The new CR500 now runs cleaner and crisper than any bike we've tested to date, regardless of displacement.

It pulls from rock-bottom revs without a hint of stuttering, has a broad and smooth mid-range, and revs out reasonably well—although not much more than the old 480 or 500. The beauty of the engine, though, is that it's almost impossible to make it fall on its face. In most cases you can be a gear higher coming out of a corner on the Honda than with most other big racers, and it'll pull cleanly. A truly amazing powerplant!

In terms of sheer acceleration, the CR500 will not decimate the older 500—or even a 480—in a race to the first turn. However, when turning laps on the track, the superior spread of power immediately translates into faster lap times.

Other notable improvements include better shifting, improved braking, less tendency to stall when braking heavily, and a substantially improved rear suspension.

ROOM FOR IMPROVEMENT

Showa seems determined to keep its record intact. As of this writing, they still have not made a good set of forks. The legs on the new 500 are harsh, far too stiff, and rebound too quickly—much like a basketball on cement. At least they don't bottom out like the forks on the '84 model.

Going to a heavier or lighter fork oil is out of the question. With a heavier oil to slow down the rebound, the compression stroke would be overkill assisted. With lighter oil the compression stroke might be better, but the already too fast rebound would be worsened.

We plan to get inside these forks and see if we can come up with some sort of reasonable fix-it, and will, hopefully, pass it on to you next month.

There's still some headshake with the new 500, but not as disconcerting as with the 1984 model. Perhaps the overly stiff front end was an attempt to lessen this trait?

Possibly the single most irritating thing about the new Honda, forks aside, is the width of the gas tank and the lump of the so-called "safety saddle." This year the tank is moved back to make room for the radiators, and the saddle rises like an unplaned lump. Trimming it down to a tapered front end edge would help considerably. Oddly enough, some of our test riders reported that

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For a limited time, we are offering a one-hour ½-inch video tape of the Miller High Life Dallas Supercross, which was held April 14, 1984, at the Cotton Bowl in Dallas! See the famous Broc Glover-David Bailey battle when they literally crashed into the stands!

Also available for a limited time is the action-packed Miller High Life Superbowl of Motocross XII held at the Rose Bowl in Pasadena! There's plenty of slow-motion and instant replay so you don't miss a move in the Supercross battle!

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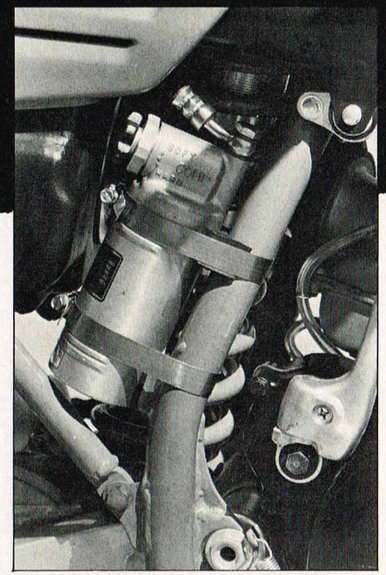
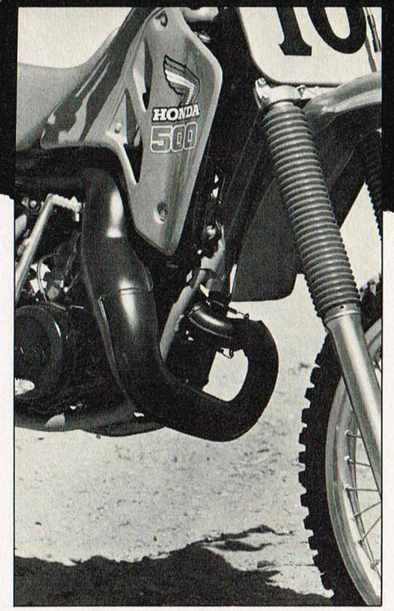
DB12-4

1985 HONDA CR500R

Gentleman Jim Holley launches the powerful CR500 with the merest blip of the throttle.



As with previous CRs, the compression and rebound damping are adjustable. And, as in the past, the shock will need some help.



Low-hanging headpipe is going to get more than its share of dings.

the saddle/tank setup was bothersome for only a short while, and after ten laps or so, they forgot about it. Shorter riders, or those with thicker legs, will be irritated more. Taller riders may not even notice it.

HANDLING HABITS

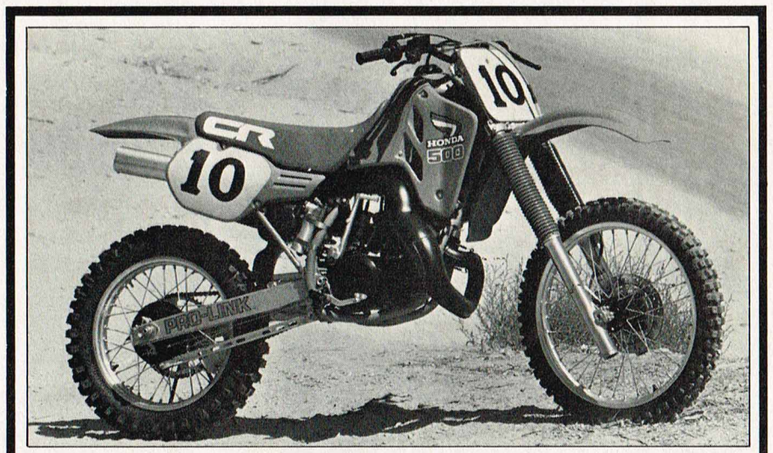
With the correct preload at the rear end, the CR500 steers well. With too little preload the front end flops and the rear end slithers around under power. This is a critical adjustment; one turn in either direction will dramatically affect handling. Too much preload, and the headshake gets spooky. We found four inches of sag to be just about right. This let the big bike turn well, track reasonably straight, and go where it was pointed. Handling on the 1985 model is more forgiving, and the so-called "average rider" will get along with it better than an '84 bike.

At the rear, the Showa shock does take a bump better than the former effort, but, like previous Showas, it does not like square-edged bumps and will start to fade noticeably at the 15- or 20-minute mark. At this point the rebound is way too light, and the bike becomes very demanding and tiring to ride. White Power and Ohlins will continue to sell their superior accessory shocks for the '85 bike.

BITS AND PIECES

Excellent Bridgestone M22 and M23 tires come stock on the 500. These are hard-track tires, and don't work as well in the sand as Dunlops or Metzelers, but are the answer for baked-dry surfaces.

A longer aluminum kickstarter is supposed to make the 500 start easier than last year's reluctant light-off process. If you get up on a crate and get a clean kick, it will start within a few kicks. . . strong ones. For shorter riders, trying to start the bike on level ground is next to hopeless. You must



HONDA CR500R

Engine type	Water-cooled, 2-stroke, single
Bore and stroke	89mm × 79mm
Displacement	491cc
Carburetion	38mm flat-slide Keihin
Factory recommended jetting:	
Main jet	162
Needle jet	Fixed—not replaceable
Jet needle	No number avail., (stock) 2nd clip from bottom
Pilot jet	65
Slide number	#6
Fuel tank capacity	8.5 L (2.3 gals.)
Lubrication	Oil in gas, pre-mix, at 20:1
Gearbox ratios:	
1	1.75:1
2	1.388:1
3	1.150:1
4	0.954:1
5	0.791:1
Gearing, front/rear	14/51
Ignition	CDI
Recommended spark plug	QN86R-NGK BR8EG, ND W24ESR-V
Silencer/spark arrester	Aluminum silencer only
Wheelbase	1500mm (59.1 in.)
Ground clearance	340mm (13.4 in.)
Seat height	960mm (37.8 in.)
Rake/trail	27.30°/112mm
Wet weight, no fuel	232.5 lbs.
Tire size and type:	
Front	3.00 × 21 Bridgestone M23
Rear	5.10 × 18 Bridgestone M22
Suspension, type and travel:	
Front	43mm Showa, air/oil, adj. comp., 305mm (12.0 in.)
Rear	Pro-Link, single Showa shock, adj. comp./reb., 320mm (12.6 in.)
Intended use	Motocross
Country of origin	Japan
Retail price, approx.	$2598
Distributor:	American Honda Motor Co. 100 W. Alondra Gardena, CA 90247
Overall rating of bike, keeping intended use in mind:	
Handling	Good
Front suspension	Poor
Rear suspension	Good
Power	Excellent
Cost	Good
Attention to detail	Excellent
Effectiveness, stone stock	Very good

This rating system is included to aid in comparison of bikes in the same displacement and intended-use categories. Comparing the ratings of two dissimilar machines is a meaningless exercise in futility.

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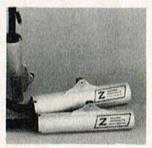

Stronger design that's easier to rebuild and lighter in weight than O.E.M. unit. Core design enhances throttle response. Simple bolt-on. All '84 and '85 models. **$54.95**

Upside Down Fork Protectors

Quality gold zinc plated steel brackets mated with heavy duty plastic guards provide increased protection for the sliders of the new upside down forks. A real must. Plastic colors: White, Grey or KTM Red. **$36.95**

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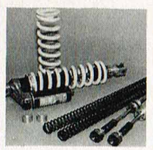
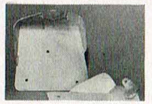


The stock fork/shock valving is not correct for everybody. Z Racing specializes in KTM suspensions and we can tune yours for MX, Trail, Enduro, Desert and G.P. with our selection of springs and special valving. Call for details. From **$30.00**

Z Racing Skidplates



Heavy duty 5052 T-6 aluminum skidplate specially constructed for engine and shock protection. **$41.95**

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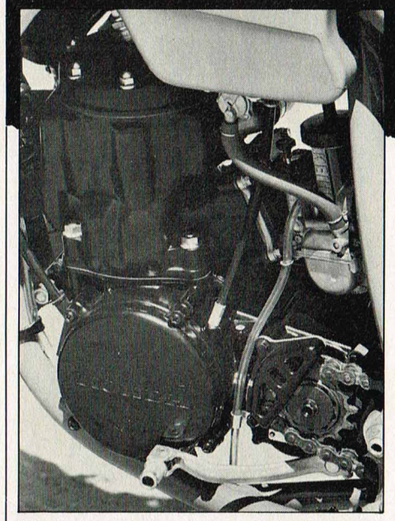
Z RACING PRODUCTS

1985 HONDA CR500R



Close-up of the new water-jacketed jug on the 500. A new square-slide screw-on top Keihin does the carburetion . . . and does it perfectly.

get up in the air to get a good kick.

A trip to the cold steel of the *DB* scales showed that the Open class Honda has gained weight for the third year in a row. And, for the third year in a row, the ad brochures tell us that it's lighter. The actual weight, with no gas in the tank, is 232½ pounds.

Detailing on the 500 is remarkable, with well-thought-out controls, guides and cables. Even the side panels will take full-sized numbers.

Those longish footpegs seem a bit of overkill. Chain wear and stretch proved to be frighteningly high. Think about a Sidewinder for your next set.

Getting the filter out is a tight process, and cleaning the double foam is harder than it should be, because the foam itself is sewn together at the base.

Some heat shielding would be appreciated on the right side, as the pipe does touch the knee, and there's an awful lot of heat coming from the pipe area just in front of the right-side numberplate.

Niceties like an aluminum brake pedal, lever and oval muffler are appreciated. And the bike is handsome, drawing admiring glances whenever it's parked.

DOES IT LIVE UP TO THE ADVANCED BILLING?

In spite of the niggling flaws we've outlined here, the Honda CR500R is going to make a lot of friends. And people will spend money to dial the bike in, simply because the engine is the most brilliant thing to come down the pike in many a year.

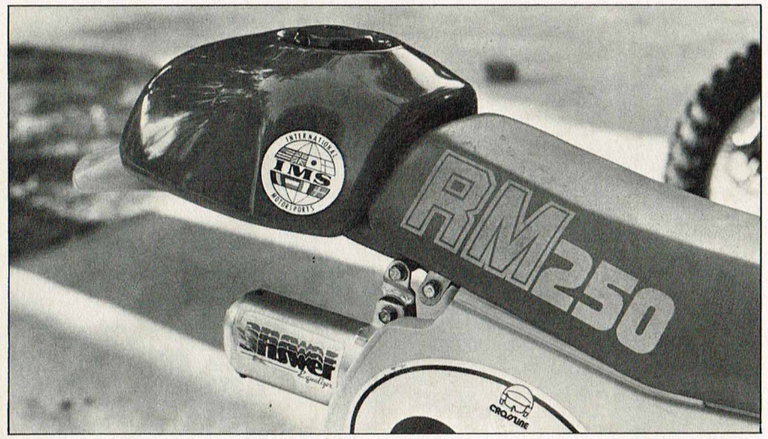
Combining the stunning power with a nicely spaced five-speed gearbox gives the CR500 a versatility not shared with many other 500 class MXers. Of course, the year is young, and we still have to test the rest of the battleship fleet. □

PRODUCT EVALUATION

PACK RAT FENDER-MOUNTED GAS TANK

Want an extra 20 miles range?

By the DB Staff



We tried the Pack Rat on a number of different bikes. It fit all of the rear fenders without problem, including fenders with frame loops over them.

When's the last time you saw something *really* different for a dirt bike? We mean new and useful. Well, here 'tis, sport . . . the Pack Rat. It's a rear-fender-mounted gas tank that will add one gallon of fuel to your existing supply.

When you consider that the average 250 MXer has a 2.2- to 2.5-gallon gas tank, you can see that 50 miles under racing conditions is out of the question. Hey, even trailriding 50 miles is a "maybe" deal.

This makes the Pack Rat ideal for the GPs, hare scrambles or cross-country races you might want to enter. In fact, it makes the Pack Rat a necessity for many of the new-generation water-cooled bikes that simply do not have a larger tank available, period. There is just no place to carry the extra fuel.

The clean and simple Pack Rat does not get in the way when you ride, and it weighs 1½ pounds when empty. Add the 6.5 pounds for a gallon of fuel, and you've got an eight-pound load that any rear fender can carry.

Four mounting bolts (supplied) actually strengthen the rear fender, as the mounts are wide apart. The petcock can be placed on either side, and a supplied "T" fitting lets you join the gas line into your existing normal gas line.

You should use up the Pack Rat first, says IMS, then switch back to your regular tank. At $69.95, the Pack Rat is not only a deal,

it's a good idea and a *must* for long-distance racers or trail riders. For more information contact International Motorsports, 1189 W. LaCadena Dr., Riverside, CA 91605. □

FROM THE SADDLE
(continued from page 9)

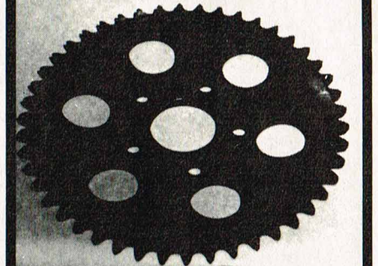
18. Do not forget to super waterproof your bike or you'll drown out in the worst mud hole you've ever seen.

19. Don't ever tell anyone how well you're going to do at the races the next day. This is just about an absolute guarantee of dismal failure, lethal embarrassment, and injuries. All probably combined with mechanical breakdowns to complete the less-than-rosy picture.

20. Don't ever lend anyone your loading ramp the day before a race. No matter how much the person promises to have it back to you in time, something will happen and you'll end up loading your bike at 5:30 in the morning with an old two-by-four which will either break or let the bike slip off and snap off a lever or two. Once, in a near frenzy, I was forced to remove the back door of the house and use it as a loading ramp for the day. I got a lot of odd looks at the track that day.

There you have it, an admittedly incomplete, but nonetheless terrifying, guide to pre-race conduct. Oh, no doubt you can think of a few things to add to this list, but please, don't write and tell us about it. You see, unlike most things, this list is endless and grows in direct proportion to how far away, or how important, the race is. I hope this does not discourage you, but quite frankly, this thing is bigger than all of us and is about as clear cut as the Loch Ness Monster. Good luck. □

BLACK CARBON STEEL SUPER SPROCKETS



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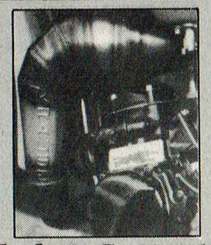

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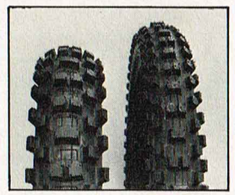

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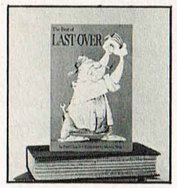

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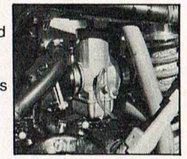

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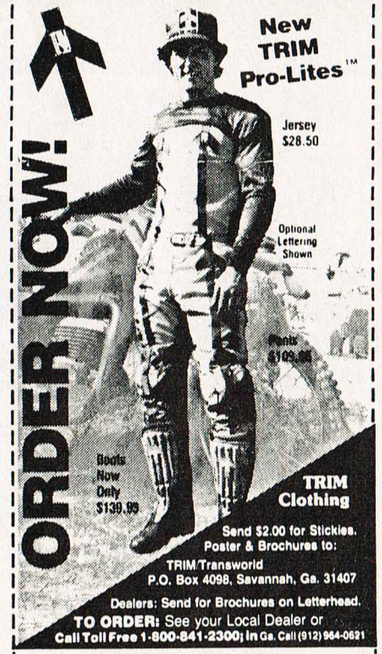

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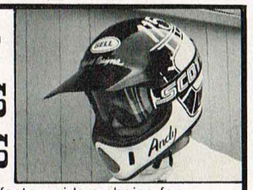

Troy Lee, the factory riders choice for **custom helmet painting**! Don't neglect your head while you are buying all new riding gear. Stylish, factory replica helmet painting starts at $60.00, add $5.00 each for name and or number.

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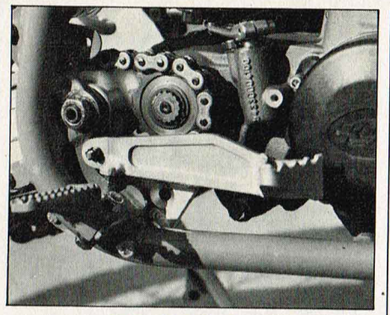
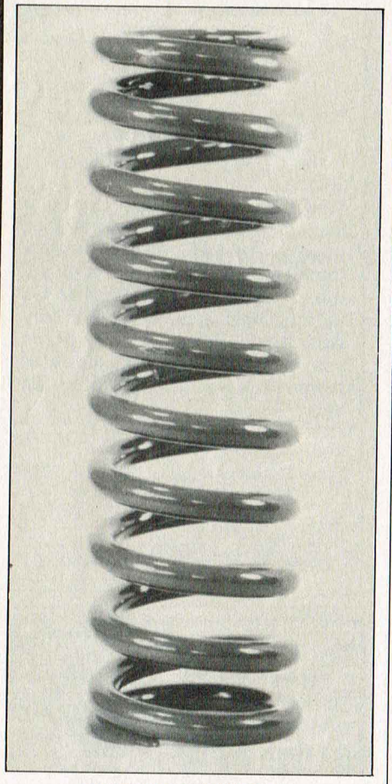
New Products



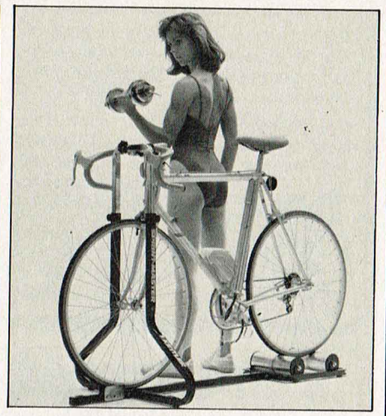
GIVE IT A BRAKE

Tired of the brake pedal on your KTM 250? Is it worn out, sticky, or just plain dull? If so, you can get no tricker than ordering a 5052 aluminum brake pedal from Z Racing. This trick, works-type brake pedal actuates on needle bearings rather than a solid bushing, and it allows ¾ inch more throw than a stocker. Z Racing Products, 1265 E. Lincoln, Anaheim, CA 92805; (714)772-8170.



NO-BOUNCE BOINGERS

For the best single-shock rear suspensions, you need the best spring. Cheap springs will sack out fast or break altogether, and you don't want that. Here's a spring that isn't cheap but is guaranteed for life against sacking for manufacturing defects. Progressively wound for a smooth ride and little bottoming, the spring shown is for the 1983-84 XR350/500 Honda, and it retails for $59.95. Progressive Suspension Inc., P.O. Box 8591, Long Beach, CA 90808.

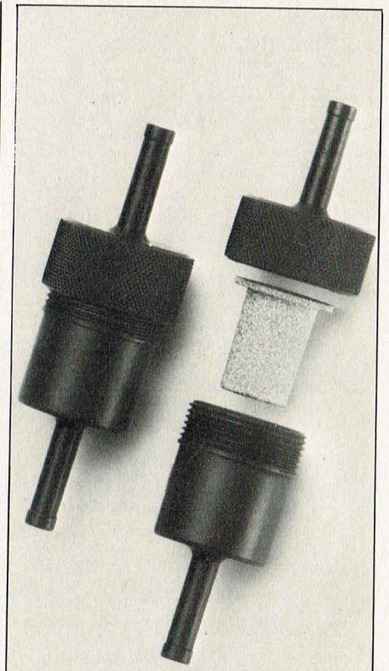


STATIONARY TRAINING

When we say stationary training, we don't mean getting exercise by pushing writing paper around. No, no. For stationary training, you hook up a bicycle to a machine that holds it in place, and then you peddle your little heart out. Pictured here is the Kettler Sprint Master, easily adjustable to fit any bike, but they wouldn't mind a bit if you used it on a Kettler bicycle, specifically the 27-inch all-aluminum 12-speed Alpha. The trainer retails for only $71. For further information on it or Kettler's line of bicycles, contact Aluminum Cycle Distributors, Inc., 904 Silver Spur Rd., Suite 201, Rolling Hills Estates, CA 90274; (805)255-7417.

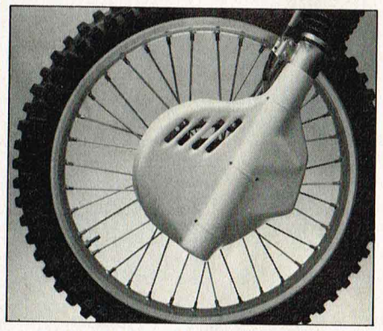
JUST A TRIM AROUND THE BOOTS, PLEASE

This Trim boot bag works in two ways: It keeps the boots clean and dry on the way out to the track, and it keeps the inside of your truck protected against muddy boots on the way back. Besides that, it's trick. Any traveling professional wouldn't be caught dead without a special bag to carry his or her boots. Also features a special pocket on the front for socks or nylons. Trim Racing Products, P.O. Box 4098, Savannah, GA 31407



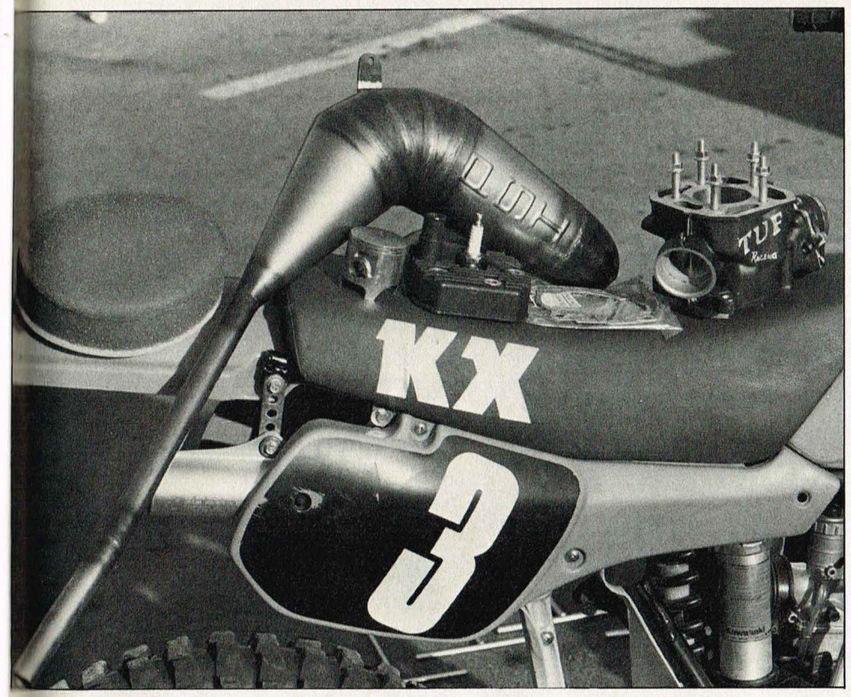
LIFETIME PROTECTION

Now here is a hot-looking fuel filter. It is made from aluminum, available in three different anodized colors or a chrome finish, and is completely cleanable through a simple disassembly procedure that anyone familiar with peanut butter jars can figure out. Hook it into your gas line and you're set for a number of dirt-free seasons. Russell Performance Products, 20420 S. Susana Road, Carson, CA 90745; (213)639-7151.



FORK AND BRAKE PROTECTORS

DG factory-style fork protectors protect the delicate aluminum surface of your forks, as well as protecting the brake rotor from the destructive action of mud and rocks. They also give the bike a certain "works" look, a look we have all come to know and love. Available for '83, '84 and '85 Japanese motocrossers from DG Performance Products, 1230 La Loma Circle, Anaheim, CA 92806; (800)854-9134.



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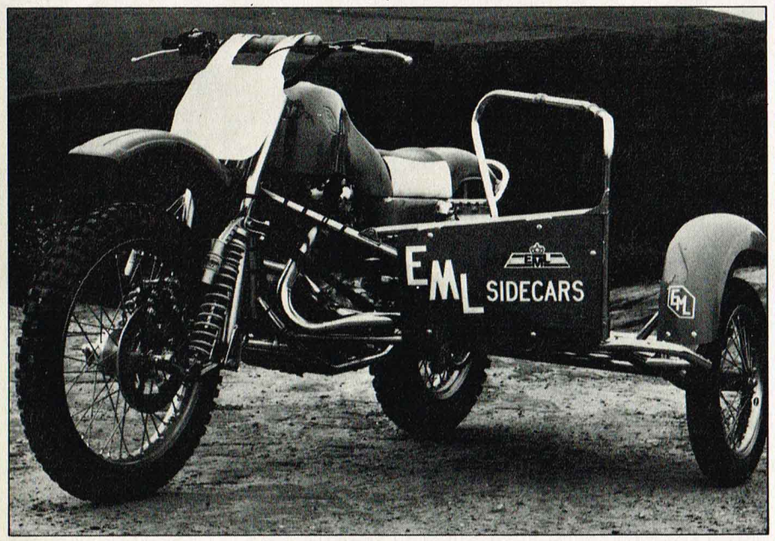
The people at Tuf Racing just can't sleep at night thinking about hopping up Kawasakis. They just aren't happy unless they're welding a pipe together, porting a cylinder, milling a head, or even changing a spark plug. They don't do this to make the bikes slower. They claim to have the wildest, wide-openest KXs in the Midwest—and they'll hop up yours, too. All you need to do is call (800)CALL-TUF (no kidding!) and they'll fill you in. Or contact them at Tuf Racing Products, 2733 Sycamore Road, De Kalb, IL 60115.



TAKE ALONG A FRIEND

Wouldn't it be great to take along a good friend on your next motocross race? Out to the track, onto the track. . . . You can do just that with the EML sidecar chassis, individually engineered for a variety of bikes—big bikes. The frames are made from nickel-plated chromoly, and the brothers at Schnoor Sales have recently developed a 1000cc twin-cylinder two-stroke engine for sidecar racing. Put it in a YZ chassis, and the holeshot is yours! For info contact Bob or John Schnoor, 12801 San Fernando Rd., Sylmar, CA 91342; (818)362-8298.

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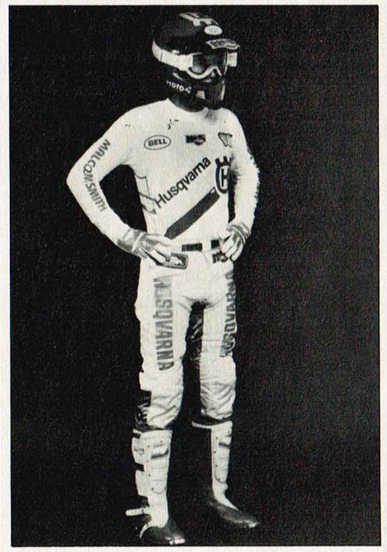

EVEN BOOTS, BY GOLLY

Malcolm Smith now offers Trim-Fit boots and Pro-Series jerseys to match the Husky pants they made famous. The boots feature speed lacing and Velcro straps, as well as lower hook buckles for security. They are totally leather with a Skywalk sole. Now that sounds like a lot of fun! The jerseys are very jerseylike and are guaranteed to make you feel pro-moto. Available at your local dealer or through Malcolm Smith Motorcycles, 7563 Indiana Ave., Riverside, CA 92504; (714)687-1300. □

Crash & Burn

Marvin immediately regretted eating that chocolate anchovy pizza and the fizz-whiz strawberry sundae before the first moto. His aunt told him that a steaming bowl of sauerkraut ripple tuna delight would settle his stomach. It certainly did...all over turn six.

Photo by Paul Buckley

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