

COME ALIVE, COME AND DRIVE

NISSAN
MAJOR MOTION



NEW STRONGBOX FOR YOUR BIKES

1985 NISSAN LONG BED 4x4.

Leave it to Nissan to haul your dirt bikes in a cargo box built like a vault.

- Nearly 7½ feet of tough new "strongbox," re-engineered with smooth, seamless construction to fight corrosion.
- Strongbox has durable, double walls of steel; dents to inner walls won't mar outside.
- New tailgate lowers 90°, 180° or comes off for easy loading.
- 1,460-pound payload, standard. Enough for 3 bikes—almost ¾ ton! More than Toyota, Chevy S-10 or Ford Ranger standard models.
- Extra large strongbox and roomy

cab ride on the rugged backbone of a semi: full box girders welded into ladder-type frame.

- Oversize fuel tank for extra range: 19.8 gallons.
- More combined horsepower and torque than any other standard compact truck. Extra power you don't pay extra for. Only Nissan gives you the twin-spark, crossflow, hemihead NAPS-Z engine, standard.
- Wide-clearance independent front suspension steps over rough stuff instead of bouncing like straight axles. (Ask for a demo drive; it's an eye-opener!)
- On-command 4WD.

- A truckload of extras at no extra cost—value Nissan's been building into more trucks for more years than any other compact.

The Nissan Long Bed, 4x4 or 4x2: a new strongbox to safeguard your valuables, and the muscle to move it. And that's what Major Motion is all about.

The best extended-service plan available: up to 5 years/100,000 miles. Ask about Nissan's Security Plus at participating Datsun dealers.



AT YOUR DATSUN DEALER



HONDA'S OUTRAGEOUS CR500: WE RIDE IT FIRST!
XR PIPE SHOOTOUT: THE FASTEST PIPE FOR YOUR BIKE IS...

DIRT BIKE

DIRT BIKE

WPS 34355

\$2.00

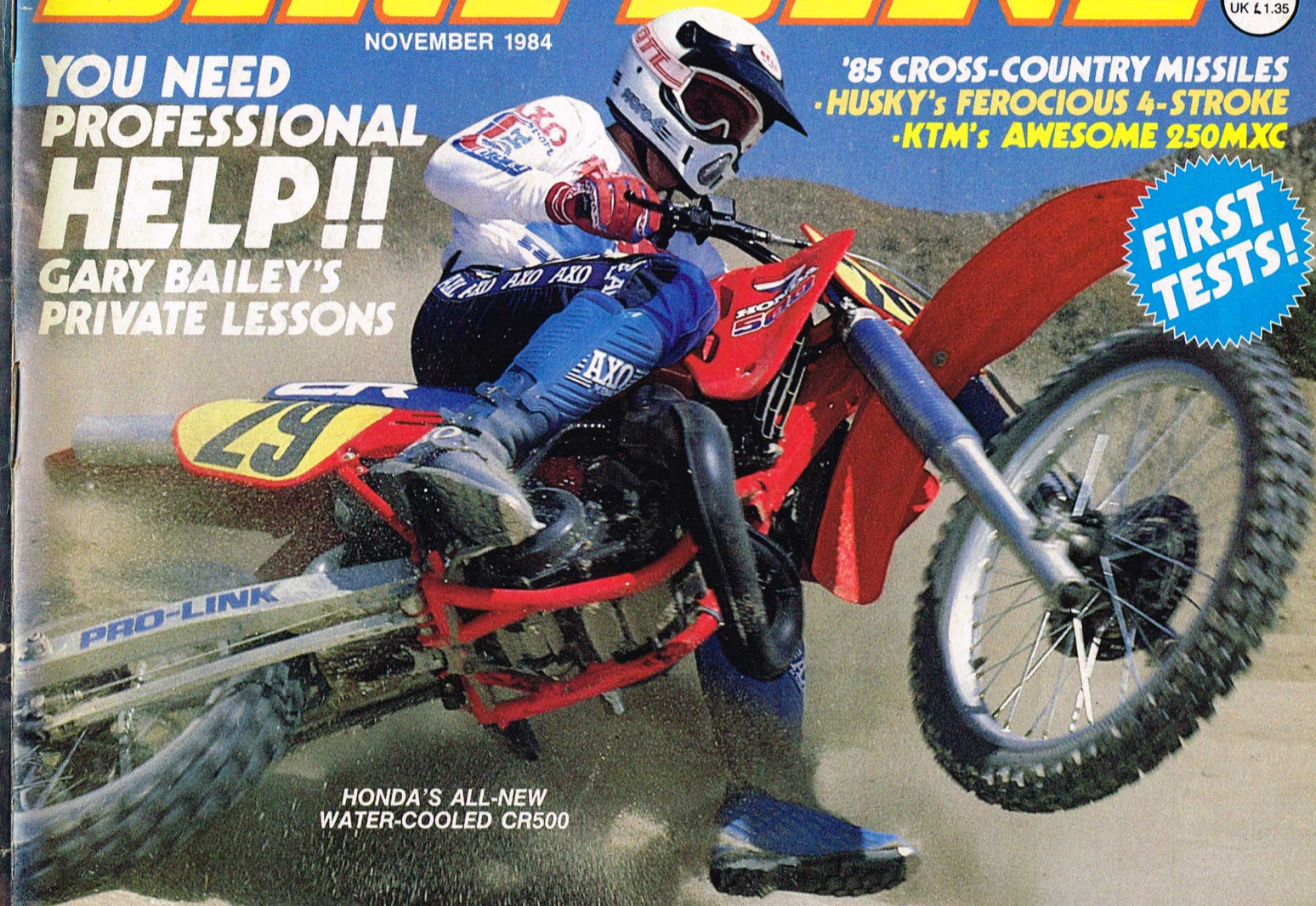
UK £1.35

NOVEMBER 1984

YOU NEED PROFESSIONAL HELP!!
GARY BAILEY'S PRIVATE LESSONS

'85 CROSS-COUNTRY MISSILES
• HUSKY'S FEROCIOUS 4-STROKE
• KTM'S AWESOME 250MXC

FIRST TESTS!



HONDA'S ALL-NEW WATER-COOLED CR500

NATIONAL MX CHAMPIONSHIP CONTROVERSY: THE RACING IS OVER BUT THE FIGHTING GOES ON!



ISSN0364-1546



O'NEAL
U.S.A.

SUPRAMEN

Flyin' out of the back rooms of O'Neal U.S.A. R & D department comes the Supramen. The O'Neal Team of factory stars realize the importance of looking good with unmatched protection. Next time you want to be in front of the pack in style and function look up to O'Neal Supra Series apparel. The choice of "Supramen".

SUPRA SERIES JERSEYS \$23.95
All new graphics. Front and backs are linked together with logo bearing O'Neal Stretch Spandex.

Sizes: S, M, L, XL
Specify size and part number when ordering.

007-026-007 O'Neal
007-028-301 Suzuki
007-028-201 Kawasaki
007-029-401 Yamaha
007-027-101 Honda
007-027-403 Yamaha Euro

"BULLET" BILLY LILES

CHECK OUT '84 O'NEAL CATALOG



64 color pages of casual and racing apparel \$4.00

SUPRA SERIES PANTS \$109.95
Pants feature heavy duty nylon antrion material with O'Neal stretch spandex sewn in at the sides.

015-044 O'Neal
015-336 Suzuki
015-245 Kawasaki
015-433 Yamaha
015-026 O'Neal
015-139 Honda
015-145 Yamaha Euro
015-426 Wnt/Wnt

GARY "HOT SHOE" BOWMAN

KENT "RHINESTONE" HOWERTON

JIM "HOLLYWOOD" HOLLEY

ERIK "EARTHQUAKE" KEHOE

ULTRA-LITE JERSEYS
Adult S, M, L, XL \$16.95
Kids S, M, L \$13.95

EDDIE "WONDER BOY" HICKS

CUSTOM NAMES/ NUMBERS
\$1.25 per letter
\$2.50 per number

SUPERCROSS LOGOS
\$1.00 per logo (limit 4)

FACTORY STICKER KIT
7 pack \$1.95 501-007
15 pack \$2.95 501-015



O'Neal Wnt/Blu 001-001-004

Honda Wnt 001-001-101

Suzuki Yel 001-002-301

Yamaha Euro 001-001-403

Kawasaki Wnt 001-001-201

Yamaha Yel 001-002-402



ULTRA-LITE TEAM PANTS
Adult - 28-36 \$89.95
Kids - 22-26 \$79.95

SILVER STREAKER II
\$26.95
Sizes: (1-6) 123-009
Sizes: (7-12) 122-009

COOL-LITE GLOVES \$21.95
Adult (8, 9, 10, 11)
Kids (5, 6, 7)
Red/Wh 038-035
Yel/Blu 038-037
Yel/Blk 038-037
Blu/Wnt 038-028

ULTRA LITE PLAIN PANTS \$79.95
Blu 013-945
Yel 013-933

ULTRA-LITE "TWO" BOOT \$145.95
Sizes (5-13)
Blk 030-010
Red 030-003
Blu 030-004

ROK JACKETS I \$29.00
Red/Wh 053-027 Yel/Blu 053-035
Blu/Wnt 053-028 Yel/Blk 053-037

ROK JACKET II \$38.00
Red/Wh 054-027
Blu/Wh 054-028
Yel/Blu 054-035
Yel/Blk 054-037

PRO-LITE GLOVES \$17.50
Adults (8, 9, 10, 11)
Kids (5, 6, 7)
Red/Wh 040-027
Blu/Yel 040-035
Yel/Blk 040-037
Blu/Wnt 040-028

ULTRA-LITE GLOVES \$25.95 \$23.95
Adult Sizes: (8, 9, 10, 11)
Kids Sizes: (5, 6, 7)
Red/Wh 036-039
Sil/Blu 036-047
Yel/Blk 036-037
Blu/Wnt 036-028

AXO "MALHERBE" BOOT \$179.95
Sizes: (5-13)
Wnt, Blu, Yel, Blk

PRO-LITE GLOVES \$17.50
Adults (8, 9, 10, 11)
Kids (5, 6, 7)
Red/Wh 040-027
Blu/Yel 040-035
Yel/Blk 040-037
Blu/Wnt 040-028

ANDRE MALHERBE
500 cc World Champion 2 Times

BARS w/PADS \$15.95
PADS \$4.25
SPECIFY COLOR



CALIFORNIA RESIDENTS SEE YOUR LOCAL DEALER

- Pre-paid order over \$100 will be shipped freight free.
- All C.O.D. orders must be over \$20.00 shipped freight collect.
- All prepaid orders under \$10.00 must include \$1.50 shipping.
- Minimum on MasterCard/VISA MC VISA Discover American Express
- Foreign orders. Prepay in U.S. currency. Add 10% shipping.
- Personal checks allow 45 days before shipping.

Specify size and part number when ordering.

Name _____ Address _____
City _____ State _____ Zip _____
Phone (____) _____
Exp. Date _____
PART NUMBER QUANTITY SIZE COLOR AMOUNT

O'NEAL USA 9555 Owensmouth Ave., Chatsworth, CA 91311-9964
TELEX: 910-4941934 U.G. L.M.A. (818) 998-1049

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.

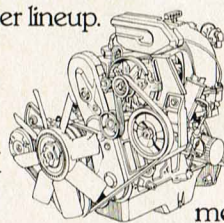
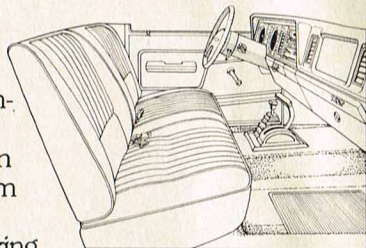
Quality is Job 1.

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!

DIRT BIKE

NOVEMBER 1984 • VOLUME 14, NO. 11

TESTS

- 20 KTM 250MXC
Euro enduro on the cutting edge
- 44 HUSQVARNA 510TX
The '85 four-stroke: a cross-country cruiser

COMPETITION

- 32 AMA NATIONAL MOTOCROSS WRAP-UP
Surprises, shockers, stunners, sweeps and no-shows
- 62 WORLD CHAMPIONSHIP MX: THE CRUCIAL ROUND
Andre Malherbe goes for his third World title

FEATURES

- 28 HONDA XR500 PIPE SPEED TEST
Who makes the fastest XR500 pipe?
- 34 PRO FILE: KENNY CLARK
Yamaha race team manager talks motocross
- 38 PROFESSOR BAILEY'S BOARDING SCHOOL
Four-day training camp
- 42 NEW KAWASAKIS FOR 1985
Watercooling the Team Green lineup
- 49 PRO FILE: GEOFF BALLARD
An Aussie on the American ISDE team?
- 50 PRODUCT EVALUATION: MARCY HOME GYM
When you can't join a health club
- 51 PRODUCT EVALUATION: MAXIMA FILTER OIL
The stickiest stuff this side of silicone seal
- 54 NEW HONDAS FOR 1985
The eliminator lineup

DEPARTMENTS

- 8 FROM THE SADDLE
The wedding reception
- 10 LAST OVER
Daybreaks
- 12 BITS AND PIECES
News snips from around the globe
- 14 MISTER KNOW-IT-ALL
Purveyor of wisdom
- 19 RIDERS WRITE
The OP-ED column
- 68 NEW PRODUCTS
New gear showcase
- 73 CRASH & BURN
Make like an ostrich

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.

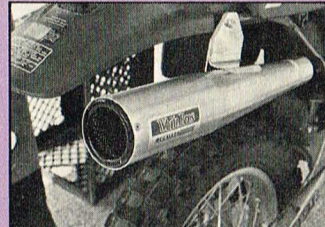
DIRT BIKE Magazine, ISSN 0364-1546 (Nov. '84) is published by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions \$14.98 for 12 issues (one year). Canada add \$4 per year and all other foreign add \$5 per year for additional postage. Copyright © 1984 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. 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.



1985 KTM 250MXC



1985 HUSKY 4-STROKE



XR PIPE SHOOTOUT



1985 KAWASAKIS



1985 HONDAS



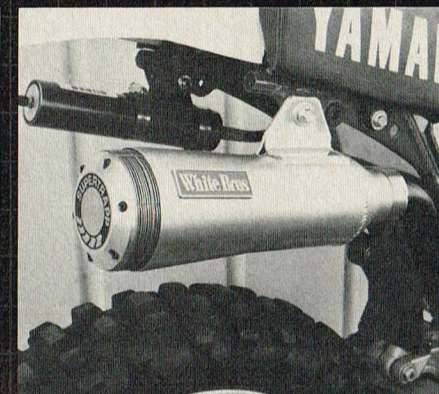
THE NEW CHAMPS

ON THE COVER:—Steve Schmitz gets twisted on the brand-new Honda CR500, while David and Broc and the rest of the 500 class get down to business at the Colorado National. Honda shot by Paul Clipper, race shot by Tom Webb, color separation by Valley Film.

IF OUR EXHAUST SYSTEMS CAN'T IMPROVE YOUR BIKE, IT MUST HAVE PEDALS.

ALLOY SILENCER

New and HOT from White Bros., is a race-proven, alloy silenced megaphone system for TT and XR series machines. This system is designed for offroad riding and racing where maximum power yet semi-moderate exhaust note is desired. It weighs a fraction of the weight of steel silencers, yet is rugged and rebuildable. Complete pipes from \$117.50. Silencer Kits \$94.50.

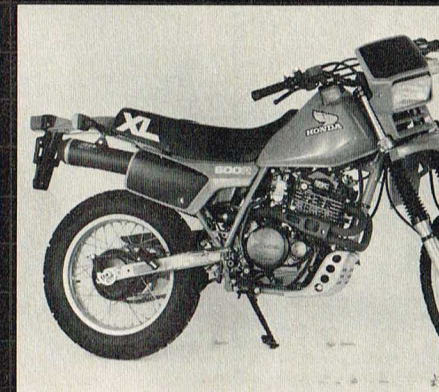
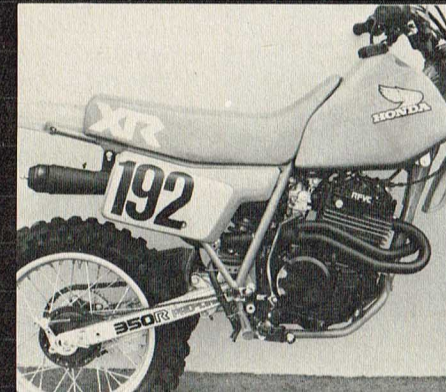


ALLOY SPARK ARRESTER

Newly developed by White Bros. and Super Trapp for 1984, this 4" system combines aluminum and high-tech good looks in a spark arrester system that's disc tunable and U.S. Forestry approved. Best of all, White Bros. offers it in either a complete system or silencer kit. Along with the most secure bracketing in the industry. Complete pipes from \$117.50. Silencer kits \$94.95.

STANDARD SPARK ARRESTER

Tough on you competition yet easy on your wallet, White Bros. offer the 3" Trapp in either complete exhaust systems or silencer kits. Its rugged design and infinite tunability make it ideal for most popular 4-stroke machines. For extra quiet, resonators and quiet cores are available. Complete systems from \$74.95 to \$129.50. Silencer kits \$74.95.



4" SUPER QUIET

Designed by Super Trapp with your neighbors in mind, these simple bolt on systems improve performance yet maintain a quiet exhaust note. And its 4" steel baffling system means it never needs re-packing. Super Quiet Trapp systems are U.S. Forestry approved and street legal in most states. Available for \$84.95.

STREET SYSTEMS

White Bros. takes winning performance to the street with Super Trapp 4 into 1 street systems, and the all-new and highly adjustable 4" aluminum Trapp Silencer. These systems add performance and cornering clearance, as well as save weight. (Up to 26 lbs. under stock.) Available for most popular street machines. From \$219.95.



ANSWER 2-STROKE SILENCER

Improve performance and loose weight with Answer Products 1984 lineup of super sano oval aluminum silencers. They're completely rebuildable and available for most late model bikes. From \$46.95 to \$56.95. Answer's new clamp on spark arrester is compact, lightweight and U.S. Forestry approved. Available for \$27.95.

Order Today

Or, for your copy of our all new 1984 catalog packed with hundreds of ways to build a better bike send \$2. But hurry, your competition's only a couple pages behind you.

Description (Include model of bike if appropriate)	Price Per Item	Qty.	Total
Name _____ Calif. Res. Add 6% Tax			
Address _____			TOTAL
City _____ State _____	Zip _____	Exp. Date _____	
<input type="checkbox"/> Cash <input type="checkbox"/> COD <input type="checkbox"/> Visa <input type="checkbox"/> M/C Card # _____			
Signature _____			

Or Call
(714) 895-1991

White Bros

RICK SIEMAN
EDITOR

PAUL CLIPPER
MANAGING EDITOR

TOM WEBB
ASSOCIATE EDITOR

RONDO TALBOT
CONTRIBUTING EDITOR

DENNIS WEST
ART DIRECTOR

KENNY ZAHRT
JIM HOLLEY
JON MILLER
PHIL BECKMAN
STEVE SCHMITZ
MIKE WEBB
LARRY BAKER
TEST RIDERS

MYRA PERLSTEIN
JOE HAILE
ASSOCIATE ART DIRECTORS

BETH BOWMAN
HARRY SHERMAN
ASSISTANT ART DIRECTORS

SUSAN BUCK
PRODUCTION EDITOR

EDITH MARTINELLI
ASSISTANT PRODUCTION EDITOR

ANAMARIA STRAND
TYPOGRAPHER

MELISSA LOVEN
PHOTO LAB TECHNICIAN

ADVERTISING OFFICES

SCOTT WALLENBERG
NATIONAL ADVERTISING DIRECTOR

MARK THOMAS
ACCOUNT EXECUTIVE

ROBERT REX
ACCOUNT EXECUTIVE

PEGGY BARR
ADVERTISING COORDINATOR

ZAHAVA SEGAL
ACCOUNT ADMINISTRATION

DAISY/HI-TORQUE
PUBLISHING CO., INC.

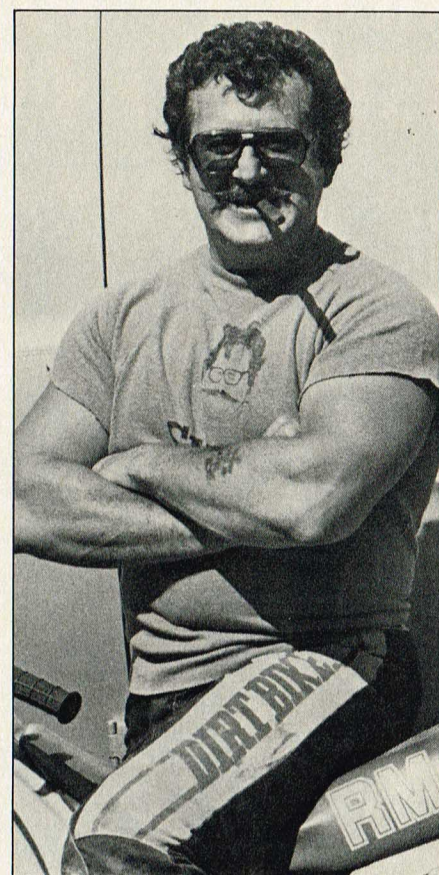
ROLAND HINZ
PRESIDENT AND PUBLISHER

LILA HINZ
ASSOCIATE PUBLISHER

WILLIAM R. GOLDEN
CONSULTANT AND FOUNDER

JEFF SHOOP
CIRCULATION DIRECTOR

10600 SEPULVEDA BOULEVARD
MISSION HILLS, CALIFORNIA 91345
(818)365-6831



The wedding reception

By Rick Sieman

"You promised. You absolutely swore to me last month that we'd go to that wedding, and I already bought a gift and told Alice and Fred that we were coming. If you don't go with me, I'm going to see a lawyer this afternoon. I'll get the house, the kids and the dog, and you can have your stupid motorcycle."

Marvin knew he was up against the wall. He had to go to the wedding and the reception, or it was doomsday for his marriage. It wasn't that he didn't want to go, but he was so beat up, battered and bruised that he could barely walk. You see, he had taken a truly monumental crash two days earlier.

He had scabs on both elbows and there were large blue marks on his rib cage that were showing hints of yellow and purple at the edges. His back looked like he'd napped on a 40-horsepower grinder for an hour or so, and his right knee was the size of a bowling ball and had less feeling than the ends of his ears. The big toe on his right foot looked a great deal like a mango. The bridge of his nose looked like he'd taken fourth place in the National Machete Fight-offs. In short, he was a mess.

Marvin scratched his head to think real hard and realized that all the fingers on his

right hand also hurt, and only one knuckle looked like the knuckles on the other hand. He dressed slowly and carefully, using his left hand as much as he could. Shaving was out of the question, as he could not raise his left arm that high.

As he fumbled with the buttons on his best white shirt, his wife came up, nodded sympathetically and said, "Look, we won't stay long. And after all, a wedding reception is sort of fun and real low key. You can eat like a pig, have a few drinks and get to bed real early when we get back. It'll do you good."

Marvin thought it over. Yeah, maybe two or three hundred strong drinks would help at this stage. And, like she said, he could relax at the reception. Just walk around, talk to people and eat all of the food. He brightened visibly, and his lovely wife smiled the smile of satisfaction that accompanies a minor victory.

They were greeted at the door by Uncle Howard, who slapped Marvin enthusiastically on the back. Marvin turned pale, gritted his teeth and vowed to avoid his uncle for the rest of his natural days.

They wandered into the busy room and said all the hellos and how-are-yous, then got in line to congratulate the bride and groom. The groom grabbed Marvin's hand and wrung it strongly, causing Marvin to blanch and drop to his knees, moaning.

Those in the wedding party wondered if Marvin had a drinking problem. Marvin excused himself politely and headed for the food. He got a plate and proceeded to pile the food high, wide and deep. He then found a folding chair, sat down gently and balanced the overloaded plate on one knee. It was then that he realized he could not use his right hand well enough to work a fork.

After 15 minutes of eating with his left hand, more food was on his legs and the floor than in his stomach. People walked by and nodded their heads sympathetically. Car accident? War wounds? Polio victim?

Marvin gave up on the food and headed for the bar. Two drinks later, he was feeling a bit better. Perhaps it was his fuzzy judgment that let him talk Aunt Belinda into dancing with him.

As she bounced her 265 pounds around the dance floor, Marvin came to know what real pain was. She whooped with glee and kept perfect time with Frankie Splizo and the Polka Wimps as they ripped through the "Beer Barrel Polka" four times in a row. When the music finally stopped, Aunt Belinda gave him a big hug that nearly made him pass out.

Marvin's wife came up and told him that there was blood on the back of his good

(continued on page 71)

HONDA NO. HOLLYWOOD

BILL ROBERTSON & SONS, INC.



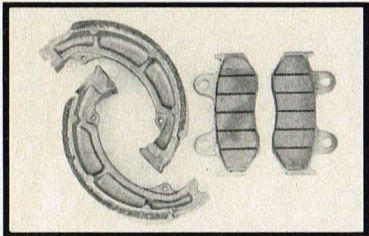
New Low Price!
Hondaline's Moto Vent helmet not only features flow-thru ventilation, but has the added benefit of externally adjustable "vent doors" in the visor that allow you to regulate the air flow or shut it off. Now with a new low price! Was \$215.95, Now \$169.95.

THROTTLE CABLES	
CR60/80	\$4.50—\$6.06
CR125	6.06—6.92
CR250R	6.68—8.06
CR450/480/500R	5.63—6.81

CLUTCH CABLES	
CR60/80	\$4.86—\$6.06
CR125R	6.92
CR250	6.41—7.75
CR450/480/500R	6.46—7.63

FRONT BRAKE CABLES & HOSE	
CR60/80R	\$5.89—6.70
CR125R/250R	5.62—6.83
CR450/480R	5.62—6.83
CR125R/250R/500Rbrakehose	34.59—37.19

GENUINE HONDA SHOP MANUAL	
CRS	\$16.60—\$20.75



BRAKE SHOES	
CR60/80R	(Each) \$3.47—4.95
(Specify F or R)	
CR125/250/450/480	(Each) 5.30—7.95
(Specify F or R)	
CR125/250/500 pads, front	(Each) 14.39

We carry a full line of XR and ATC Parts.

GRIPS	
All CRs, right or left	(Each) \$3.06
Throttle pipes	4.08—8.66

LEVERS	
CR brake levers	\$5.25—\$11.00
CR clutch levers	5.25—11.00

PERCHES	
CR clutch	\$8.28—\$12.85
CR brake	8.26—12.85

SHIFT LEVERS	
CR60/80R	\$14.38—\$18.60
CR125R	19.51—21.73
CR250R	20.20—36.29
CR450/480/500R	20.20—36.29

FORK SEAL KITS	
CR60/80R	\$8.50—\$9.90
(Each seal & wiper)	
CR125	8.50—10.70
(Each seal & wiper)	
CR250/450/480/500R	8.00—10.00
(Each seal & wiper)	

CLUTCH PLATES	
CR50/80R	(Each) \$4.15
CR125R	(Each) 4.41—4.95
CR250/450/480/500R	(Each) 3.35—4.96

NUMBERPLATE PANELS	
CR60/80R	(Each) \$26.03—\$28.89
CR125R	(Each) 25.99—35.70
CR250/450/480/500R	(Each) 27.81—30.87

RADIATOR COVERS	
CR80R	\$23.40
CR125/250R	(Each) 21.65—22.79

FENDERS, FRONT	
CR60/80R	\$23.41—\$32.51
CR125R	19.36—45.50
CR250/450/480/500R	19.33—36.29

FENDERS, REAR	
CR60/80R	\$11.88—\$32.51
CR125R	17.16—32.51
CR250/450/480/500R	17.16—32.69

ANSWER BARS	
Carbon	\$15.95
Chromoly	25.95
Hannah Ltd, white with XBar Pad	29.95

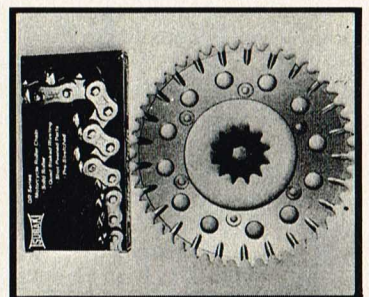
GAERNE BOOTS	
Red, blue, white, black	\$149.95
Moto 4s	\$149.95

GENUINE HONDA PARTS	
• TO ORDER: CALL (818) 766-6134 •	

SPROCKETS	
Front sprocket, Sidewinder	\$19.95
Rear sprocket, Sidewinder, 125—Open	39.95—54.95
Rear circle, 125—Open	27.95—39.95
Front circle	6.95—9.95
Tsubaki chain, CR60-80	12.00—25.00
CR125-250-Open	26.95—42.95

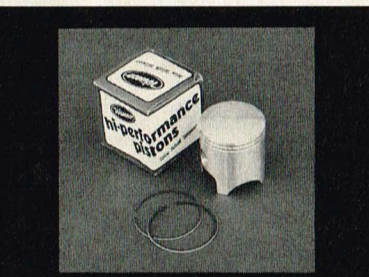
PISTONS	
CR60/80R	\$11.07—\$17.14
CR125R	24.69—28.17
CR250R	21.56—32.72
CR450/480/500R	31.59—42.30

RINGS	
CR60/80	\$5.64—\$12.49
CR125R	11.37—12.36
CR250R	12.08—15.12
CR450/480/500R	13.60—18.13
Specify year and model, plus bore size: Std-1st-2nd.	



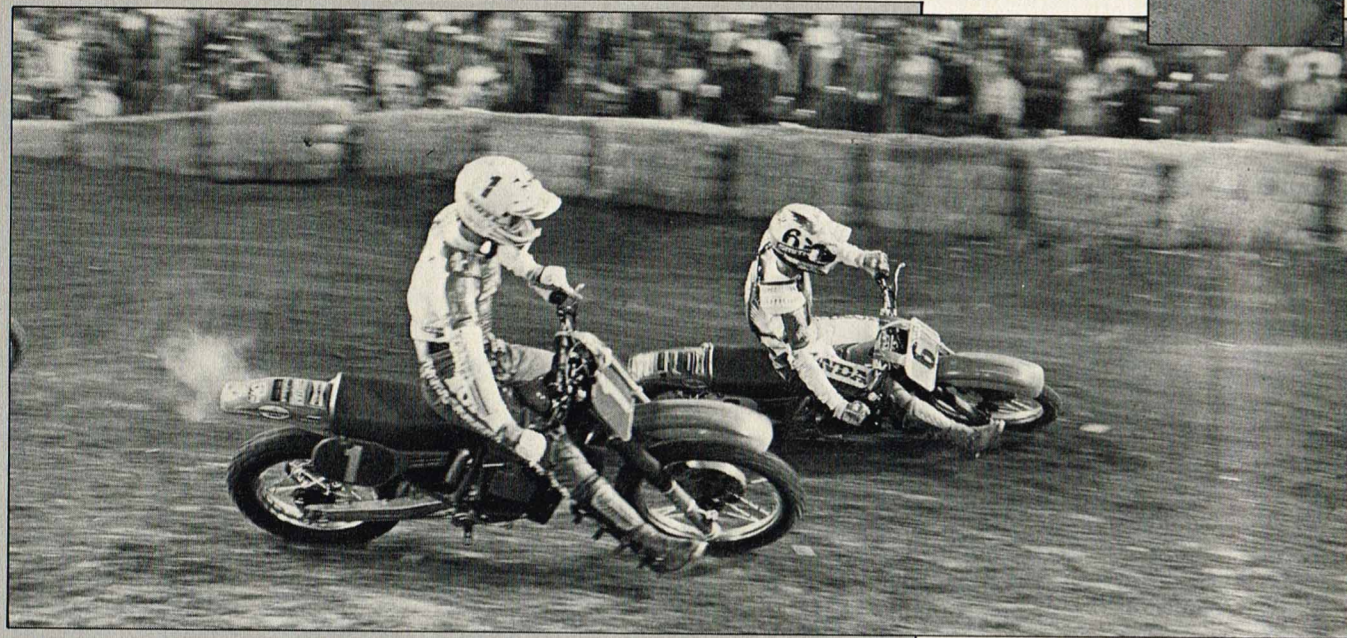
PISTONS	
CR60/80R	\$11.07—\$17.14
CR125R	24.69—28.17
CR250R	21.56—32.72
CR450/480/500R	31.59—42.30

RINGS	
CR60/80	\$5.64—\$12.49
CR125R	11.37—12.36
CR250R	12.08—15.12
CR450/480/500R	13.60—18.13
Specify year and model, plus bore size: Std-1st-2nd.	



Wiseco Pistons
We stock pistons for most makes of bikes. Quality Wiseco pistons allow more bore sizes than stock—most to .080" over! Kits include rings, piston, clips and instructions.
CR60R/80R \$33.20—\$36.90
CR125R 45.17—47.90
CR250R 53.15—55.60
CR450/480/500R ... 58.48—60.45
Specify year, model, bore size.

We ship UPS - COD, or charge it with VISA, AMERICAN EXPRESS, MASTERCARD



Thirty thousand dollars will be up for grabs at the Miller Masters race at the L.A. Coliseum.

MILLER MASTERS MAXIMUM MONSTER BUCKS

Supercross racing returns to the L.A. Coliseum on November 3. The Coliseum is the grandfather of indoor racing, and it will be the final event of the '84 season. Not only will this be the final event, but at the end of the night a special ten-lap race will be run. It's called the Miller Masters, and \$30,000 in prize money goes to the winner!

In order to qualify for the Miller Masters, a rider must win a Supercross Main event while wearing Miller identification. So far David Bailey, Johnny O'Mara, Ricky Johnson and Jeff Ward have qualified by winning a Main event. Also invited will be the 125, 250 and 500 National Champs, who, ironically, have all

won and qualified; the World Champions in all classes; the Canadian, Japanese and Australian Supercross Champs; plus Rider of the Year and Rookie of the Year. A wild-card rider will be drawn from the Supercross Consolation race winners filling the field.

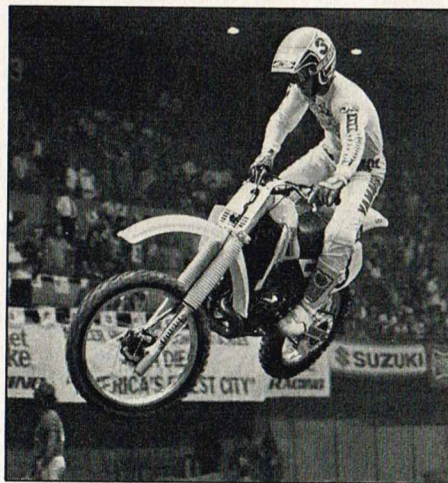
Thirty thousand dollars is a chunk of change, and oddly enough, unless Hannah wins one of the remaining races, he won't qualify, even though he has already won a Supercross event this year. It seems that Bob wouldn't put on the Miller logo unless they paid him, so now he's not eligible to compete in the Miller Masters. We'll see what happens, so stay tuned.

□ □ □

GLOVER HOT AT ARENACROSS

The Insport promoters decided to capitalize on the racing-prone San Diego people. Since the San Diego Supercross was canceled, Insport created what they call Arenacross. It's similar to Supercross but features a much shorter, tighter track. Held in an arena rather than a stadium, lap times run about 25 to 30 seconds. Unlike Supercross, both 125cc and 250cc machines are ridden.

The only two National stars to make the trek were Broc Glover and Mark Barnett. Ironically, they finished 1-2 during the night's activities. Glover quite handily won the 125s, and tight action in the 250 class pleased spectators once Barnett and Glover rammed, shadowed and tugged their way around the mini course. □ □ □



Broc Glover smoked both classes at the San Diego Arenacross.



Mike Melton closed the gap on Terry Cunningham's points lead at the Jack Pine National.

MELTDOWN AT THE JACK PINE

Mike Melton pulled out of the doldrums by winning the Jack Pine National Enduro, edging out Terry Cunningham by a single point. The 200-mile National had Melton dropping nine points to Cunningham's ten in another Husky sweep. Cunningham still holds the edge in the points race for the National Championship over Melton, 207 to 204. Only three events are left, and it looks like it will go down to the wire again. □ □ □

SUPERBIKERS

October 28 marks the return of the Superbikers. Labeled "biking's ultimate test," the race will feature the likes of Eddie Lawson, Andre Malherbe, Ricky Johnson and Broc Glover fighting head to head for a super-big paycheck. For tickets and/or info call (714)661-4198.

□ □ □

TECATE RUMBLINGS

The once famed Tecate enduro that was dropped a few years ago has been reinstated as a single-day event. The date will be in January, and the run will be a measly 165 miles. From what we've heard, it will be a 24-mph average and none of it easy. The club is still working on new trails, and the crew simply laughs when you ask them how tough the event will be. It sounds like a typical killer Tecate enduro.

□ □ □

AMA TAKES OVER SUPERCROSS

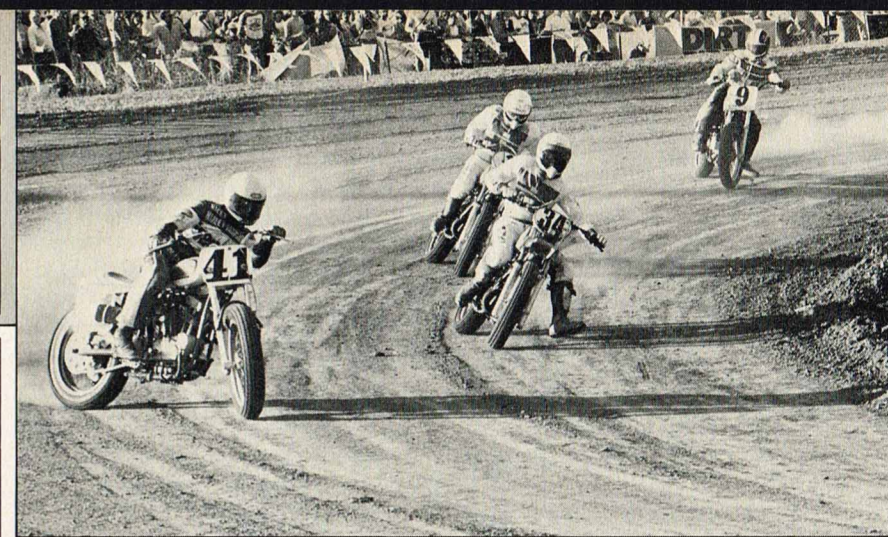
All 1985 Supercross races will be sanctioned by the AMA, not Insport. Insport will take on some other function within the scope of indoor racing, but schedules, dates, etc., come from the AMA.

□ □ □

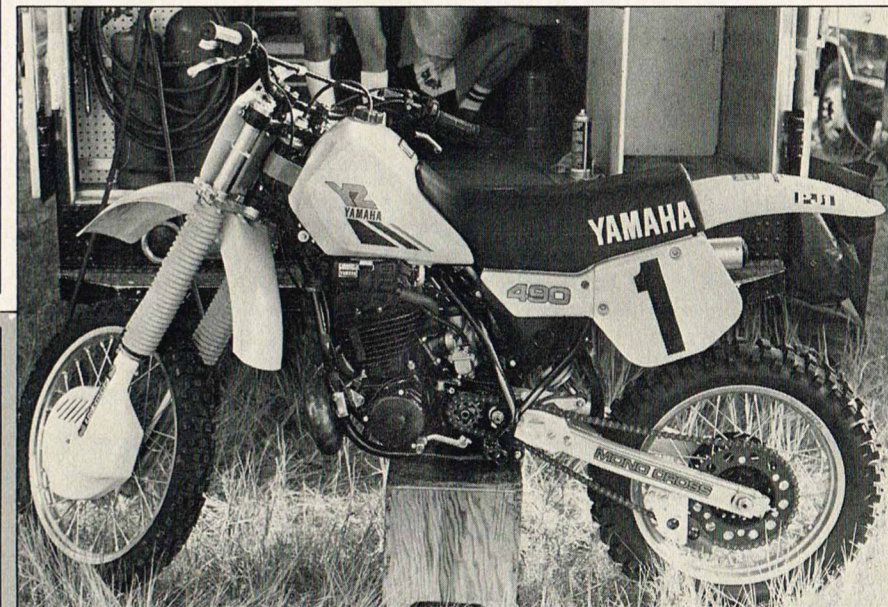
HOLDING PATTERN

While we were talking with Broc Glover about the National season, we found out that he will probably ride the Open class again next year and that the production Yamahas will be very close to what they were this year. No watercooling means that Yamaha and Suzuki will be the only air-cooled 500 bikes from Japan. Both the 1985 Honda and Kawasaki are water-cooled and rumored to be far superior machines to the ones in their lineups this year.

□ □ □



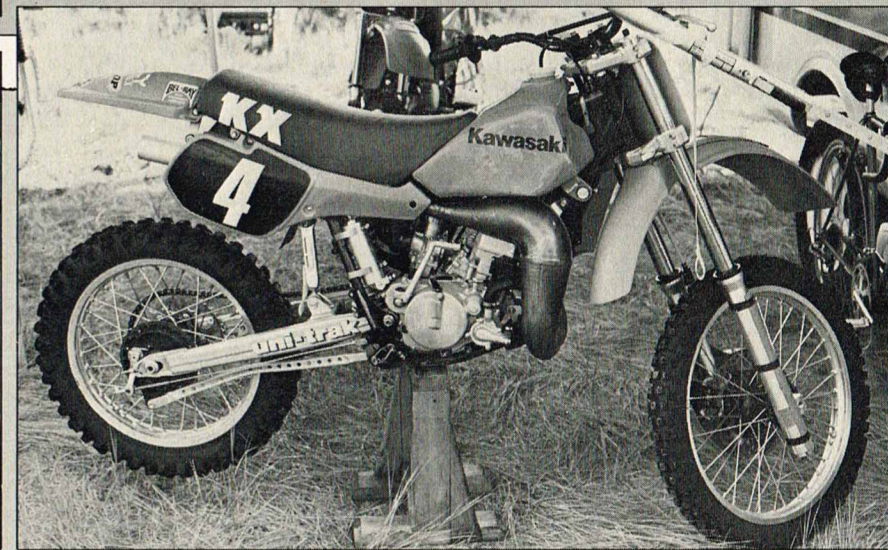
Carlsbad will once again host the annual Superbikers event.



This is Broc Glover's works production racer. This is also what the '85 YZ490 will look like.



Goat Breker's Team Green 500.



Jeff Ward's works KX125.

TRANSFUSION TIME

It seems that the 1984 works Kawasakis have been the test beds for the '85 production machines. Ward used a pro-

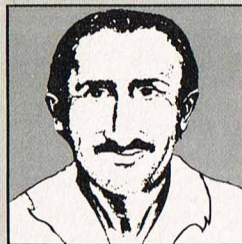
duction '85 motor (with a little dental work) in his #1 outing this year. Breker's 500 engine appears close to the new

water-cooled showroom model, and all of them had adjustable rear struts and preload adjusters on the forks. Interesting.

□ □ □

(continued on page 71)

Mister Know-it-All



PRIORITIES AND THEIR AVOIDANCE

• Even though I'm a tolerant man, I still remain aghast at the follies of the younger generation around me with regard to how they treat their dirt machines. I could care less than one tenth of a whit if they land in jail, disturb the neighbors or wreck their eardrums with outlandish music. But it does perturb me to see them twitter away their money on stickers, decals and plastic gee-gaws when their bikes need—nay!, CRY for new chains and sprockets. Or they prance around with a badly worn knobby at both ends, but proudly sport the latest "white plastic parts."

To me, the maintenance of a dirt-bike is of paramount importance, and all the cosmetic things come second... or lower, in the pecking order.

Use your heads, youth of the nation, and your pimply little pockets of brain tissue. The only people you might impress are those who really don't matter. Remember, I'm out there looking. And snickering, I might add.

Have a reasonable inquiry? Can you type, or write semi-legibly? Do you know someone who can? Then address your pithiest problems to Rondo Talbot, the Pithy Prober, c/o DIRT BIKE Magazine, 10600 Sepulveda Blvd., Mission Hills, CA 91345.

Crank mail will be discarded and probably made fun of. Do not expect personal replies; I am far too busy. Thank you. •

IT BLUBBERING

Dear Mr. Know-It-All,

After reading the terrific write-up on the Yamaha IT200L in the May issue, I went out and purchased one. Unfortunately, the IT200L did not perform for me as well as it did for you.

Upon test driving it, I discovered that it breaks up at quarter throttle and wide-open throttle in first and second gear, and the spark plug comes out black. I have followed all Owner's Manual and Services recommendations to correct these problems. I have pre-mixed my gas to 24-to-1, turned the pilot air screw out three-and-a-half turns, and the recom-

mended spark plug still comes out black.

The bike came from the dealer with an N-86 Champion spark plug, 330 main jet in the carburetor, 6F21-4 jet needle, Q0 needle jet, 2.0 throttle valve, 70 pilot jet, and with a 23.5 float height level.

Why does the Owner's Manual call for a different jetting? Why did the IT200L run so well for you? Was there a last-minute jet change I should know about? Please help and advise.

Arthur Bounos
Flushing, NY

Amazing! You might have been impressed with our write-up, but you certainly did not read the spec sheet. In there, you might note the revised jetting, which includes a 55 pilot jet and P-6 needle jet. We also recommend an Answer Products muffler/spark arrester and possibly one or two sizes smaller on the main jet.

EXCELLENT QUESTION FROM A DISTINGUISHED GENT

Dear Mr. Know-It-All,

What should I do for MX boots if my foot size is 14E and I have a calf circumference of 21 inches? I'm a body builder/dirt biker and finding boots to fit is almost impossible. I can't even buckle a size 10 Hi-Point around my arms.

Brad Ziegler
Alexandria, VA

Mr. Ziegler, I, too, have a similar problem. Due to my enormous intelligence, I cannot find a helmet to fit. Ha ha, but seriously, Brad... I can call you by your first name, I hope?... you can take the boot to a good shoe repairman and ask him to extend the width of the closing flaps by adding the appropriate-sized leather insert.

1965 WAS A GREAT YEAR, ISN'T IT?

Dear Mr. Know-It-All,

I have a Yamaha YG-1 80cc motorcycle, made in 1965. I've had it for almost four years, and up until this summer, I have had no major problems. I have been told that I need a new front brake plate and a few engine parts. I have looked all over for these parts. I've even gone to junk yards. No one seems to have them. If you know so much, is there a Yamaha specialty dealer or specialty shop where I can get the parts? If not, what do you suggest I do?

David D. Winterhalter
Framingham, MA

Considering the fact that your old motorcycle is worth 75 bucks tops, how can you justify spending more than that on it? Good Lord, man, you've had your fun. Now sell the thing for parts and move up to something newer and more modern, like a nice new 1969 model.

XL600 JETTING BLUES

Dear Mr. Know-It-All,

Perhaps your omniscient capability can be tapped for my meager needs. To make it short, oh Great One, I wasted dollars at several dealers in attempts to cure a severe starting and stalling problem I have with my '83 XL600.

Finally, Honda issued a starting kit for those having such problems, which was installed free, under warranty. But this has only provided minor relief of the symptoms. The problem appears to be a combination of the new RFUC head design and the Keihin carbs. She floods prophetically after the second kick, and the bowl must be drained (the petcock is off).

The dealer's service managers claim there's nothing more that can be done (as the mechanic drains the bowl and tries to start her again). Also, the second carb is apparently too lean. She cuts out briefly when given full throttle and backing off at 50-to-60 mph, and she's a slouch past 60, topping out around 85 (my old XL500 pulled 90). The dealers claim they can't reject the Keihins. Substantiate my faith in your supreme intelligence, and execute your providence in my behalf. My red thumper needs a miracle cure, and Honda's losing believers every time I tie up traffic walking her out of busy intersections.

Bob Brown
Ooltewah, TN

The XL comes jetted ultra lean to pass federal regs, because it is listed as a street bike. The grim jetting helps it pass certain emission standards. Your bike is jetted too lean, even with the revised jetting. The left carb, by the way, opens first, and at one-third to one-half throttle the second carb opens. You can send off to White Brothers for larger main jets for both carbs, which will make a bigger improvement than the Honda dealer's cure. It might also be illegal, according to Big Brother.

SQUIDDY DO-RIGHT

Dear Mr. Know-It-All,

I know this real squid. He says he rides enduros on his 1983 YZ250. We asked him if he rides enduros with a one-gallon tank, and he said, "No, I use a five-gallon tank."

Can you fit a five-gallon tank on a 1983 YZ250? He also said he put a flashlight on his front fender during the enduro. Is this guy a real squid, or what?

J.P.
Laguna Beach, CA

If you believed any of that, J.P. of Laguna Beach, you are the squid in this pathetic scenario. □

"WINNERS RIDE SAFELY."

Dear Sundaehl



Riding all-terrain vehicles is more than a job to me. It's a great way to have fun. But only if you do it right.

I wouldn't race without the right gear, and I won't ride without it, either. An approved helmet, eye protection, boots and gloves are important. And so is respect for your machine.

ATVs aren't toys. That's why it's important to read the Owner's Manual. And to always give your machine a thorough check-out before getting started.

As a racer I know that riding over your head is the quickest way there is to get into trouble. Stay within your limits as a rider, and you'll have a better time. And stay away from alcohol. A rider who

can't control himself, can't control his machine.

Age, size and experience are also important to riding safety. So when I go riding with family or friends, I make sure that everyone gets a machine that's suitable to their size and experience. I also see that children never ride unattended. That way, everyone has a good time.

And everyone comes out a winner!

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

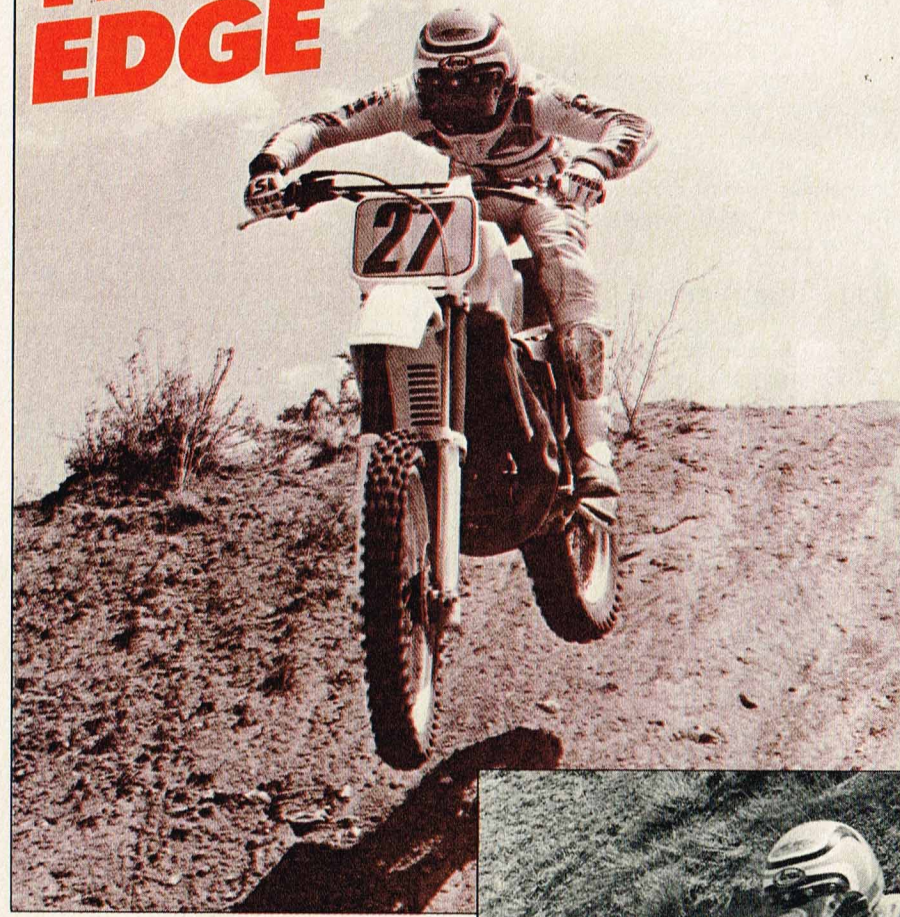
HONDA
FOLLOW THE LEADER



TAKING IT TO THE LIMIT.
GRAB THE HOLESHOT
AND NEVER LOOK BACK.

1985 KTM 250MXC

THE CUTTING EDGE



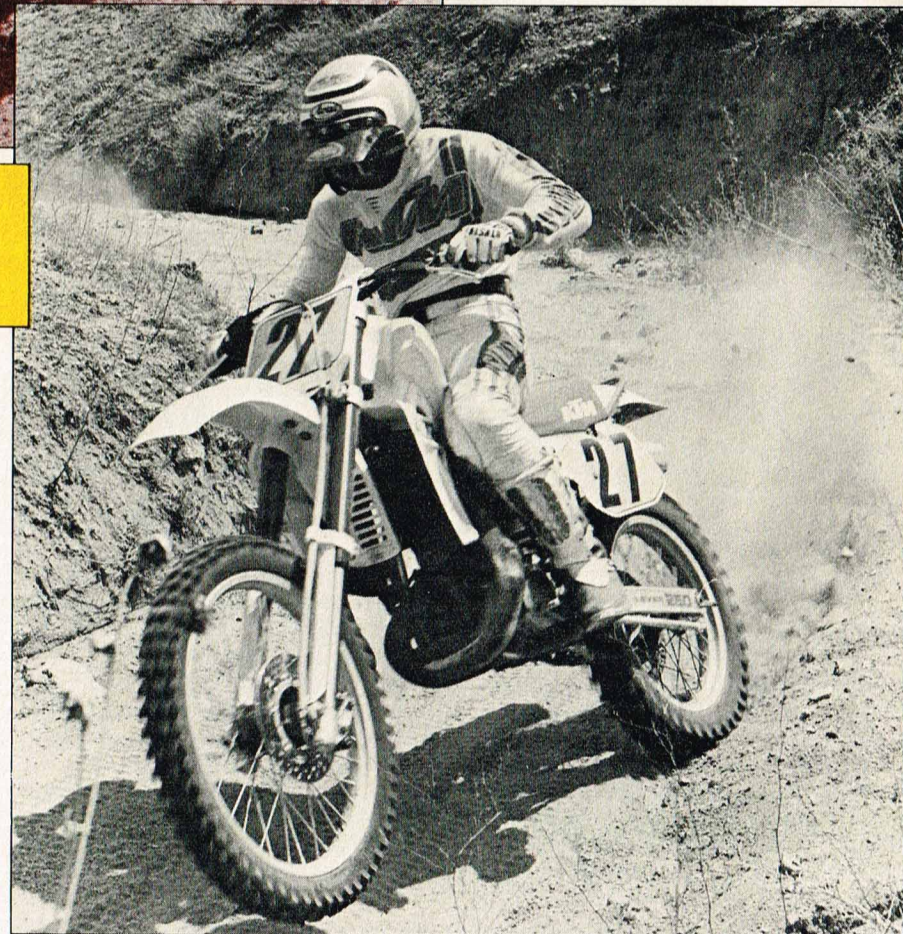
KTM has just moved the term "no compromise" into the nether regions

By the Staff of DIRT BIKE

There's no denying the fact that we were impressed with last year's KTM 250MXC. The bike was lighter than anything else in the class, had an awesome power delivery, and what it lacked in suspension refinement (read: Marzocchi forks) was overshadowed by the light weight and accurate handling. We liked the bike so much that we refused to give it back, and it was ridden every weekend—with zero mechanical troubles. If asked what we thought KTM could do to improve the '84 MXC, we would have been hard-pressed for an answer, other than ironing out the Marzocchis.

Well, '85 has rolled around, and KTM has not sat on its hands for the past year. We noted with a certain amount of joy that the bike would now be delivered with White Power 4054 upside-down forks, a suspension system that made its debut on the bigger bikes last year and has proven to be a vast improvement over the Zokes.

At that, we would have been happy, but



Getting the MXC around a corner takes little more than a nod of the head, thanks to the new rigid front end. Steering is so precise, it may be disorienting to some riders.

Even though the new tank looks bulbous, this KTM is one of the slimmest bikes made today—sliding forward is a snap. We mashed the pipe during a close shave with a deep rut.

a new engine design has resulted in more torque and horsepower, and the fastest 250 of '84 is now about ten percent up across the powerband. Also, the rake has been changed for tighter turning, and the whole package was slimmed down with the help of a new gas tank. Sadly, the bike has gained four pounds in the process, going from 219 to 223, but it is still the lightest 250 enduro bike going.

MOTOR MADNESS

In an attempt to extract more horsepower lower in the rev range, KTM lengthened the stroke of the 250 engine and decreased the bore diameter. They succeeded. The new bike has just enough extra grunt to lug through the test sections that the '84 had trouble with. During our first impression, we thought that first gear was slightly tall, but after lugging the bike through some of the tightest trails we would find, we have amended our opinion. First gear should be fine for anything but vertical walls.

Overshadowing the low-end power, though, is the unbelievable mid-range. When the MXC comes on the pipe, things happen rapidly. In good traction conditions the KTM will stand up and rocket forward so suddenly that the rider really has to be on his toes to keep from winding up on his

1985 KTM 250MXC



There is no trick to doing wheelies on the MXC; the trick is to try to keep the wheel on the ground!

back. In marginal traction the rear tire will spin wildly—we wore out the original Metzeler in two rides.

This mid-range explosion will take some getting used to. The best way to ride the MXC is to take it easy on the throttle. Roll the power on and shift early—keep the engine working and the rear end will behave. Treat the mid-range like a nitrous injection system—not the sort of thing you want to use all the time, but when you need it to make a pass, it'll be right there. Top-end power is also very strong, but like the lower end, it pales in comparison to the mid-range.

For the technoid freaks among you, the KTM achieves its power through a Nikasil bore, a sprayed-on cylinder coating developed by the Mahle Piston people that is comparable to the Kawasaki Electro-Fusion bore. "Nikasil" stands for nickel silicone carbide, and although this cylinder can't be honed or bored, KTM testing indicated that the material should last through at least four pistons. Mahle is currently setting up a cylinder re-coating plant in New England, so we should soon be able to get such cylinders rejuvenated inexpensively.

The gearbox hasn't been changed for '85, but the gap between fourth and fifth gear is not as noticeable, thanks to the additional power on tap. Shifting is pretty much standard KTM, which means the lever throw is relatively long, and gear engagement is slightly on the notchy side. Not as notchy as, say, a Yamaha IT, but not as smooth as a KDX200.



The White Power 4054 forks are a giant step up from Marzocchis, but they do demand a careful setup. The brake line you see here is not stock; the production line should be cleaner and much more rigid.

SUSPENSION STROKING

The Pro-Lever/White Power suspension system on our test bike was no less than excellent. KTM changed the leverage ratio of the system, and also lowered the weight. One of our testers remarked that the Pro-Lever reacted much like the Suzuki Full-Floater system, a suspension we've had much respect for over the years. Our MXC needed no dialing in and seemed to suit a wide range of rider weights—a sign of a well-developed system.

Chatter bumps do not exist with the Pro-Lever. Even with the rear end fishtailing wildly from too much rear brake, trying to compensate for way too much speed, the back end would simply float over the bumps, remaining in tight control. On bigger crushers it takes each hit and then moves on to the next one, with no shocks being transmitted through the frame. One of our 200-pounders managed to bottom the rear end once, indicating that the spring is just a little on the stiff side. Lighter-weight riders may find even better results with a lighter spring and/or slightly lower preload.

Our front end came to us a little confused, but it gave us an opportunity to become very familiar with the White Power forks. Because of a change in the internal valving, no one in the country was up-to-date on how they have to be set up, and as a result, our forks were topping out badly during the initial ride. This is always a symptom of too little oil, and when we checked it out, that was the problem.

By looks alone you can tell that these forks were not put together like normal forks, and that is the perfect truth. In a way, they are easier to work on than normal forks, but measuring the oil level is a job that will take most people a few tries to perfect (see *DB* August '84, page 36). Limited space keeps us from going into detail here, but you should read every bit of information KTM gives you before you start tearing them apart.

The important thing is that they work. After we got them dialed in, they soaked up anything thrown in their path. Even huge, square-edged crushers were cushioned with not much more than a dull *thud*. These are seriously good forks, much better than the Marzocchis of the earlier bikes. We would strongly urge any new KTM owner to get to know them inside and out and take the time to dial them in perfectly. Even though they feel good as delivered, with a little fiddling you can make them *perfect*.

HANDLING AND TURNING

The White Power 4054 forks give new meaning to the term "rigid." There is either no flex at all in these forks, or so little that a rider will never be able to detect it. This can be felt in any situation where the front wheel is on the ground. On a high-speed run it feels like you can take your hands off the bars. The front end doesn't shake or squirm in the least. Any time you go into a turn, they offer instant reaction—turn the bars even the slightest amount and you're moving in that direction.

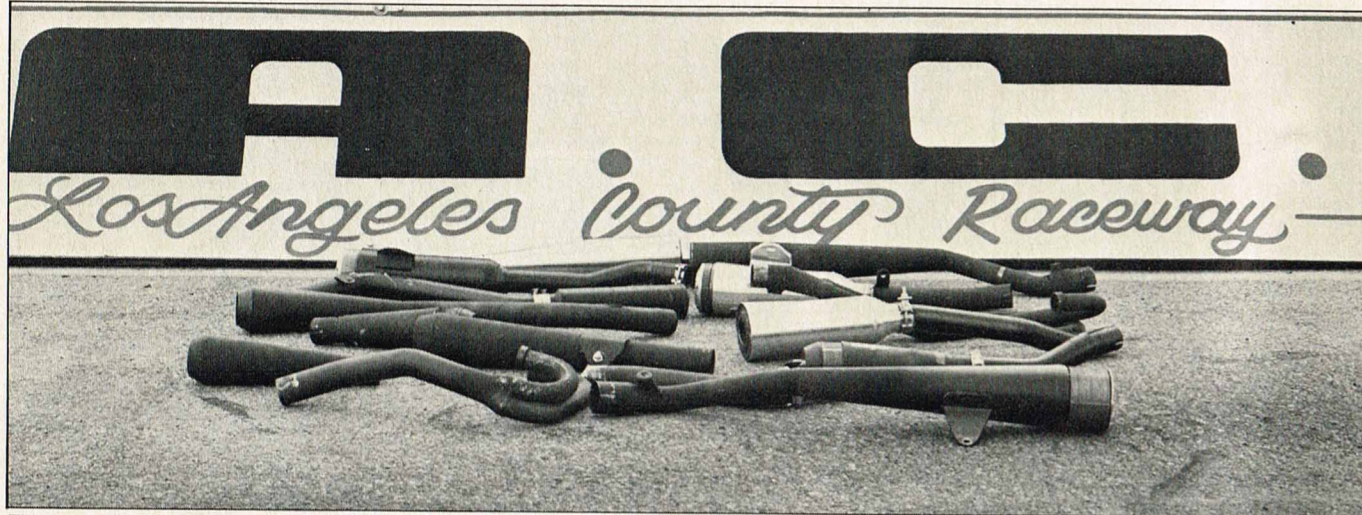
It sounds great, but it takes some getting used to. Most first-time riders on this bike will badly underturn a number of corners, thinking that the bike is going to react like every other bike. It won't. You don't have to muscle this KTM—just twitch the bars, lean into the turn, and roll the throttle on. KTM pulled in the rake a half degree to make the front wheel stick better, and stick it does. The MXC turns as well as any bike we've ever ridden, enduros and motocrossers included.

BOLT-ON HORSEPOWER COMPARISON TEST

WHO MAKES THE FASTEST HONDA PIPES?

Want the strongest four-stroke around? The drag strip gives us the answers

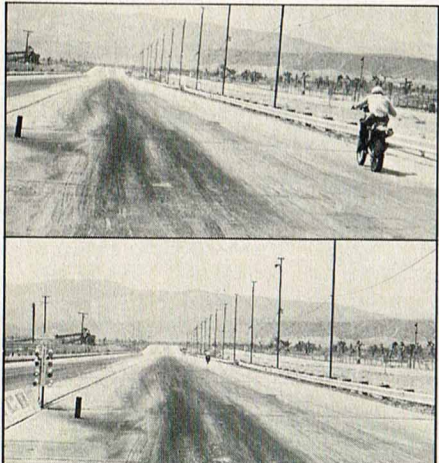
By the Staff of DIRT BIKE, with special thanks to Bernie Longjohn of L.A. County Raceway for advice & counsel



The bolt-on pipes varied greatly in performance. We tried many combinations of headpipes and tail sections in our quest for better performance.



At the end of a day at the drag strip, our Honda XR500 logged well over 50 miles of quarter-mile runs. Ron Gibson, a District 37 four-stroke racer, was at the controls.



The timing lights don't lie. All runs were made with a rolling start at ten miles per hour in second gear, and the clutch was used on each shift.

One of the most popular bolt-on goodies on the marketplace is performance pipes for the XR500 Honda four-strokes. Many claims are made. What we want to do here is test those claims.

Our method of testing is very straightforward and simple. We took the bike out to Los Angeles County Raceway and ran it through the quarter-mile traps and measured both the E.T. (elapsed time) and the speed at the end of the quarter.

All runs were done with a rolling start in second gear, with the bike crossing the line at ten miles per hour. This eliminated the standing start factor and gave us very consistent times.



Hot and sweaty work. While the pipes and mufflers were being changed, the bike was allowed to cool down between runs. After the testing, we did backup runs with the stock setup.

DEPARTMENT OF WEIGHTS AND MEASURES

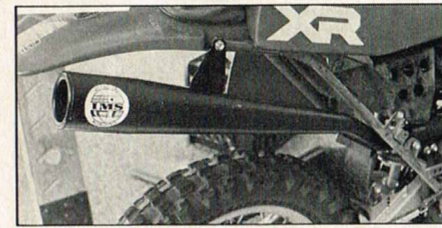
	WEIGHT	PRICE
STOCK Honda XR500 muffler/spark arrester tail section	6 3/4 lbs.	\$203.52
POWROLL Muffler/spark arrester, 18 discs	4.0 lbs.	\$60.00
MUGEN megaphone with silencer	4.7 lbs.	\$69.00
INTERNATIONAL MOTORSPORTS S/S megaphone/muffler	4.4 lbs.	\$69.95
INTERNATIONAL MOTORSPORTS Frontier muffler, with spark arrester, 28 discs	5.0 lbs.	Call for price
SUPERTRAPP, muffler/spark arrester, 8 discs, one-piece, includes S-bend pipe	6 1/4 lbs.	\$84.95
SUPERTRAPP, muffler/spark arrester, 16 discs, same as above	7.0 lbs.	\$99.15
SUPERTRAPP, aluminum muffler/spark arrester, 6 discs, with pipe section	4 3/4 lbs.	\$94.95
WHITE BROTHERS 12-inch open steel megaphone, no muffling	1 1/2 lbs.	\$22.95
Pipe	2 lbs.	
WHITE BROTHERS Megalloy aluminum megaphone with silencer	2 1/2 lbs.	\$94.95
WHITE BROTHERS aluminum spark arrester, same as SuperTrapp with pipe section	4 3/4 lbs.	\$94.95
WHITE BROTHERS Steel SuperTrapp muffler/spark arrester	3 3/4 lbs.	\$44.95
WHITE BROTHERS 20-inch steel open megaphone	3.0 lbs.	\$32.95
WHITE BROTHERS Special headpipes with Megalloy silencer	3 3/4 lbs.	\$149.95
Silencer	2 1/2 lbs.	
WHITE BROTHERS Special headpipes with aluminum muffler/spark arrester; headpipes	3 3/4 lbs.	\$149.95
Muffler	4.0 lbs.	
PRO-TEC special headpipes with open steel megaphone; pipes	3.0 lbs.	\$81.90
Megaphone only	3.2 lbs.	
PRO-TEC special headpipes with J&R muffler/spark arrester, tail section	4.0 lbs.	\$78.90



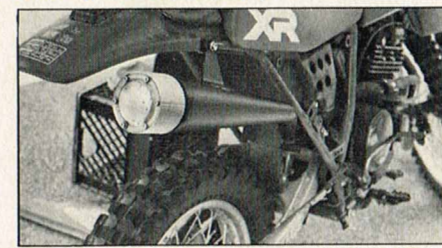
Pro-Tec headpipe with J&R muffler/spark arrester.



SuperTrapp steel three-inch spark arrester. It came as the base muffling device in a number of the products offered. This unit was from Powroll.



The best elapsed time for a straight muffler was recorded by the International Motorsports steel S/S pipe.



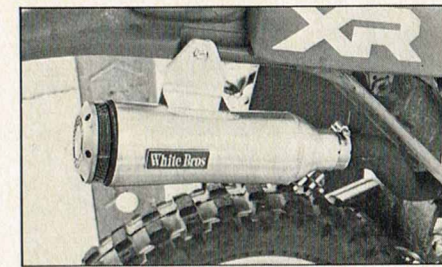
An IMS spark arrester/muffler called the Frontier attached to the stock headpipe.



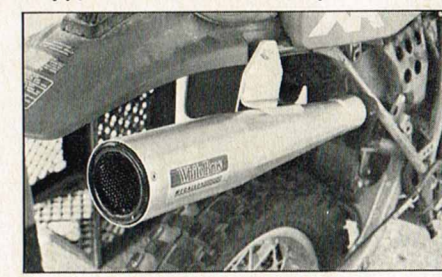
White Brothers' 12-inch megaphone.



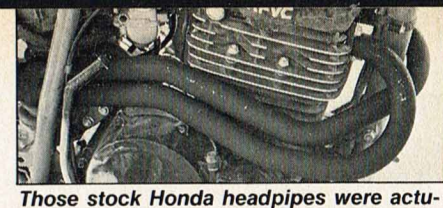
White Brothers' 20-inch megaphone.



White Brothers' aluminum spark arrester/muffler. This was the identical unit to the Trapp, with a different name plate.



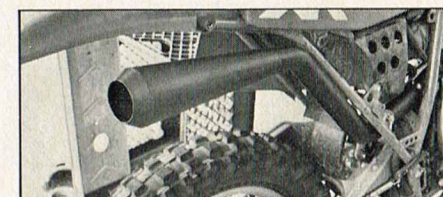
A good performer, the White Brothers Megalloy muffler.



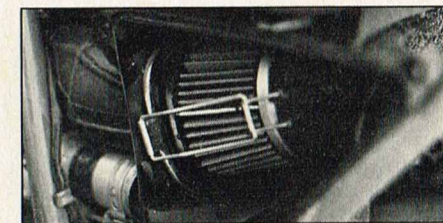
Those stock Honda headpipes were actually well designed. The White Brothers headpipes shown here were worth only one-tenth of a second over the stockers.



Baja proven, the Mugen steel muffler worked well.



The open megaphone from Pro-Tec, combined with their headpipes, was loud and ultra fast.



Our Honda XR500 received a K&N filter and careful jetting before the performance pipes were tried. With stock jetting and filter our initial pipe testing showed dismal results. You MUST rejet the bike for any reasonable sort of gain.

MUFFLERS WITH SPARK ARRESTERS

PIPE	*14 SEC. +	1	2	3	4	5	6	7	8	9	0	1	80 MPH	1	2	3	4	5	6	7	8	9	0	
Powroll—18 discs												14.760												88.66
IMS—Frontier pipe, 28 discs												14.744												88.32
SuperTrapp—3-inch, 8 discs												14.846												87.54
SuperTrapp—3-inch, 16 discs												14.952												88.66
SuperTrapp—4-inch, aluminum, 6 discs												14.821												89.46
White Brothers—4-inch, aluminum, 6 discs												14.821												89.46
White Brothers—Steel SuperTrapp, old style												14.897												87.87
White Brothers—Special headpipes, 4-inch, aluminum SuperTrapp, 6 discs												14.704												89.10
Pro-Tec—Special headpipes with J&R muffler												15.081												86.04
												E.T.												TOP SPEED

OPEN PIPES—UNMUFFLED, NO SPARK ARRESTERS FOR CLOSED-TRACK USE ONLY

PIPE	*14 SEC. +	1	2	3	4	5	6	7	8	9	0	1	80 MPH	1	2	3	4	5	6	7	8	9	0	1	
White Brothers—12 inch, open steel megaphone												14.743													91.74
White Brothers—20-inch open steel megaphone												14.593													90.18
Pro-Tec—Special headpipes with open steel megaphone												14.465													90.36
												E.T.													TOP SPEED

MUFFLED SYSTEMS—NO SPARK ARRESTERS

PIPE	*14 SEC. +	1	2	3	4	5	6	7	8	9	0	1	80 MPH	1	2	3	4	5	6	7	8	9	0	1	
Stock Honda XR500 pipe, includes built-in spark arrester, stock filter and jetting												14.92													83.0
Stock XR500 pipe, with K&N filter and stock jetting												15.04													84.5
Stock XR500 pipe, with cut airbox, K&N filter and modified jetting												14.755													87.63
Mugen Megaphone with screen silencer												14.444													89.82
IMS S/S pipe, megaphone with screen silencer												14.407													90.54
White Brothers Megalloy aluminum megaphone with screen silencer												14.572													89.02
White Brothers special headpipe with Megalloy silencer												14.474													90.18
												E.T.													TOP SPEED

*E.T. SECONDS IN 10ths



HOW TO GAIN 2.3 HORSES IN 10 MINUTES.

Gain 2.3 horsepower the minute you bolt on a DG replacement exhaust system. Increased exhaust flow gives you a more efficient escape of exhaust gases, resulting in added horsepower.

Constructed of heat treated aluminum for lighter weight, you'll experience an incredible six pounds weight savings!

Exhaust systems are available for the following.

HONDA	
84 XR 200 RFVC	74.95
84 XR 250 RFVC	74.95
83/84 XR 350 RFVC	74.95
83/84 XR 500 RFVC	74.95
83/84 XL 600 RFVC	74.95
81/83 XR 200R	74.95
YAMAHA	
All TT/XT-250	74.95
1977 thru 1981 TT/XT 500	74.95
1982 thru 1984 XT-550	74.95
83/84 TT/XT 600	74.95

IT Performance pipes
Now available for Yamaha Two-stroke Enduro's. Heavier gauge metal than stock to prevent cracking. No loss to low end.

Available for:

84 IT-200L	99.95
84 IT-490L	124.95
83 IT-250K	114.95
83 IT-490K	124.95
82/83 IT-175 J/K	99.95
80/81 IT-175 G/H	99.95

Clamp on spark arrestor available for all above 24.95

TO ORDER, see local dealer, or mail to DG. Specify make & year of bike, products & price. (CA res. add 6% sales tax). COD, cash, cashier's check, money ord., MC/VISA acceptable. Inc. card #, exp. date, & sample of authorized signature. Freight collect only.

1-714-630-5471 (Inside CA)
DG PERFORMANCE SPECIALTIES, Inc.
1230 La Loma, Anaheim, CA 92806
TELEX 910-181613



ORDER TOLL FREE TODAY!
1-800-854-9134 (Outside CA only)

DG PERFORMANCE
It's our middle name

HONDA PIPES

WHAT WE DID TO OUR STOCK XR500

The bike was run stone stock a number of times. A representative time was 14.92 seconds at 83 miles per hour. We then tried a few pipes and found the engine bogging badly and the plug running lean. Using the stock jetting and filter was out of the question. The bike simply would not have survived the day.

We then cut the airbox to let some air flow through and installed a K&N filter. White Brothers (in their informative literature that comes with each pipe) warns you not to expect much from any pipe if the engine cannot breathe. With only the K&N filter in place, the bike ran much worse. It leaned out the XR so badly that it coughed and gasped at lower revs and gave a dangerously light plug reading.

JETTING—A MUST!

The stock XR500 runs a 135 main jet in the left carb and a 108 in the right carb. LACR is located at 2600 feet altitude, so we ended up using a 152/122 combo. White Brothers suggests a 142/112 combo with their pipes at sea level. You'll have to adjust accordingly. But you will have to adjust if you change the pipe.

With the K&N filter and stock jetting our results were 15.04 at 84.5 mph. With the proper jetting we ran an improved 14.755 at 87.63 mph. That in itself was a substantial gain.

TESTING THE PIPES

After the bike was dialed in, our test rider, Ron Gibson, a District 37 four-stroke racer, ran the XR500 through the traps with each pipe combination.

Some of the pipes bolt on the existing stock headpipes, while others offer you a complete new system. Of course, the additions are less expensive. What worked? What didn't? Well, for your convenience we've grouped the pipes into three categories: muffled, unmuffled and muffler/spark arrestor. Your need will determine which group you should choose from. It's pretty obvious you won't be running an open megaphone in the woods, and you certainly will not need a spark arrestor for motocross.

The results are widely varied and in some instances, amazing. How much is a tenth of a second worth to you? Or are you more interested in sheer top speed potential? In either case, we have winners and losers. Read on and learn. □

1984 AMA OUTDOOR NATIONAL MX SERIES WRAP-UP

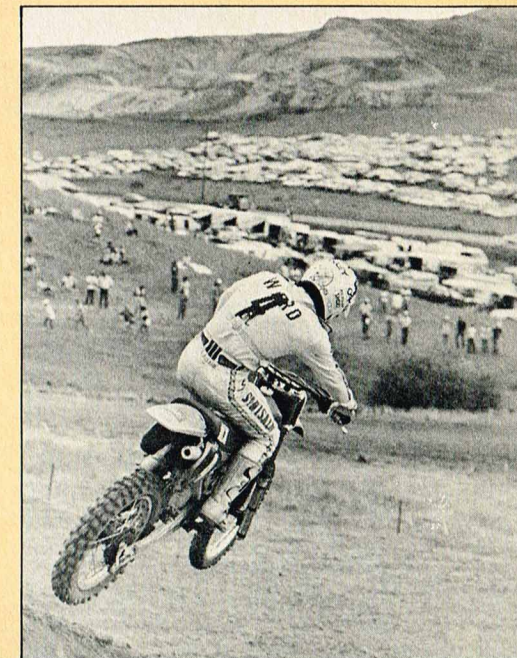
PRESSURE COOKER

Suprises, shockers, stunners, sweeps & no-shows

By Tom Webb



In Colorado, O'Mara took the lead in the second-moto start. At the tail end of the moto, Ward caught and passed the bewildered Honda rider.



Number Four Ward will be Number One Ward in 1985. After a few early wins, he said second place just wasn't good enough.

brought new meaning to the words "Just what is fast?"

Nineteen eighty-four provided us with some patented, textbook battles: Ward versus O'Mara, Johnson versus Lechien, and Bailey up against Glover. We talked to all of them, looking, prodding and poking their minds to find out the real skinny. Starting with the 125 class, here's the lowdown.

125 CLASS:

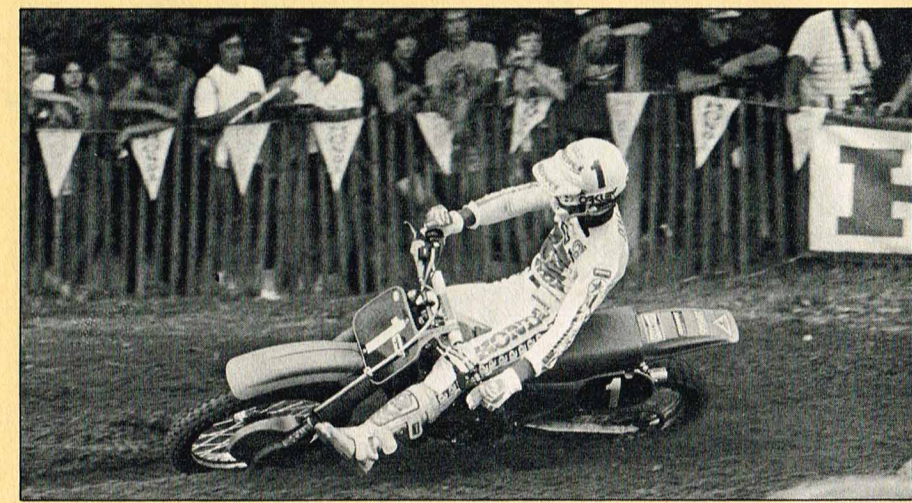
WARD AND O'MARA HAVE IT OUT!

After the 1983 season, Johnny O'Mara decided to concentrate on stadium racing. He'd won the 125 National title, and it did little to enhance his value. Jeff Ward, on the other hand, wanted *some* kind of title. Kawasaki had gone too long without a number one plate, and there was no doubt that the pressure was put on Ward.

O'Mara went into the National season split. He had the number one plate to carry in the 125 class, but knew deep down that the stadium races were where the gold was. "I was concentrating on the stadium stuff.

In the meantime, he (Ward) was at the Golden State series riding his 125. They'd been testing and racing, testing and racing long before we ever got our bike. Their bike had been perfect since January; we didn't even get mine until two weeks before the Nationals. Basically, he had a two-and-a-half-month jump on us.

"When our bike came over, we were hoping that it would be deluxe and only need little stuff to get it going. Instead, it turned out to be a major. For the entire year, we tested something different at every race. I'd say that Ward's success had a lot to do with the bike, as it worked really well all year. The last couple of Nationals we got semi-dialed, but were still behind in horsepower. Sometimes we got the power, but the bike got impossible to ride. It would make me



Johnny claimed much of the year was spent testing and improving his bike, whereas Ward had the Kawasaki dialed early on.

Runaway wins in Colorado brought Ron Lechien close to Ricky Johnson in the points race.

Jeff Ward: "After I'd won some big races early in the year, second place just wasn't good enough."

Ricky Johnson: "Last year I thought I was King Baloney. I was bad. I felt that if someone was in my way, I'd just knock him over. This year I've learned that sometimes you have to go around."

Broc Glover: "Bailey said to me after the first moto at Mt. Morris, 'Can you believe how fast we're going?' I thought about it; he was right. It was faster than I'd ever gone before."

Jeff Ward, Ricky Johnson and David Bailey are the newest National Outdoor Motocross Champions. For Ward and Johnson, it was a long, bitter battle to the top. Nerves reached a savage high in their quest for the number one plate. Bailey



MOVING?

Please attach, in this space, the label from a recent issue to ensure proper address corrections.

Mail to:

DIRT BIKE MAGAZINE
Subscription Dept.
P.O. Box 9502
Mission Hills, CA 91345-9502

Name _____

Address _____

City/State/Zip _____

NEW ADDRESS:

WHERE TO GET MORE INFORMATION

Powroll Performance Products
P.O. Box 1206, Bend, OR 97709

Mugen, c/o Sudco
1824 E. 22nd St., Los Angeles, CA 90058

International Motorsports
1189 W. LaCadena Dr., Riverside, CA 92501

SuperTrapp, Div. of Moller Corp.
1222 Research Park Dr., Davis, CA 95616

White Brothers
11750 Seaboard Circle, Stanton, CA 90680

Pro-Tec
282 Gemini, Brea, CA 92021

KEN CLARK

Yamaha's motocross team manager talks about racing production bikes in the works class

Ken Clark has been the racing manager at Team Yamaha since the earth's crust cooled. This year he achieved mixed success, Yamaha being in the odd position of being the only factory racing stock-based machinery. We talked with him about what's up for next year.

DB: What's going to happen with Team Yamaha in 1985? Will we see a continuation of the use of production-based bikes in Supercross and National MX?

Clark: Absolutely! We will be using stock bikes again, with whatever modifications we need to do the job. Our ultimate goal is to get more and more people involved with motocross, and you can't do it if the top riders compete on machinery that's available to only a handful. How can anyone expect a newcomer to challenge equipment that's available only to the David Baileys of the world? We figure if we put our time, effort and know-how into what's available, we can offer the racer top-level equipment that's affordable. It's worked for us... Ricky John-

son is the 250 National Champ, on a stock-based bike. We've won more than our share of stadium races against the exotica that the privateer will never see.

DB: How do you develop the new technology for your production-based racers?

Clark: We have people in the U.S. who are trying new things all the time. If a mechanic has an idea to produce more power, we put it on the dyno, then field-test it to see how it holds up. If it proves out, 30 days later the *Yamaha Wrench Reports* are on their way to every Yamaha dealer in the country. We share our technology.

DB: Some people say your stock-based bikes are more trick than some of the factory specials. Care to respond?

Clark: Hey, we just let some journalists ride Ricky Johnson's bike—the same bike he won with at Washougal. We let 'em ride it, then take it apart. It was a stock machine with our proven modifications, and it was well set up. That's it. A sportsman rider could turn his own YZ into something John-



son could win on.

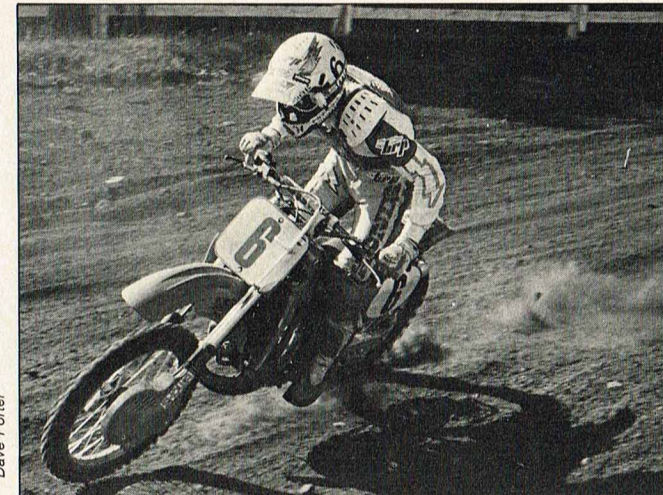
DB: With all the successes of 1984—a great 250 and a super 490—what happened with the YZ125? It was sort of the sluggo of the field.

Clark: We will not have a slow 125 in 1985. I repeat, Yamaha has no intention of bringing out a slow 125. I don't know how it happened; maybe it was because we never really fielded a rider in the 125 class, and we gave all of our attention to the 250 and 500 classes. Next year we just might have two riders in each class, a real all-out effort. We already have Broc and Ricky, but we might even shuffle their classes around. Who knows? We'll keep the competition guessing right up until the season starts. □

1984 AMA OUTDOOR NATIONAL MX



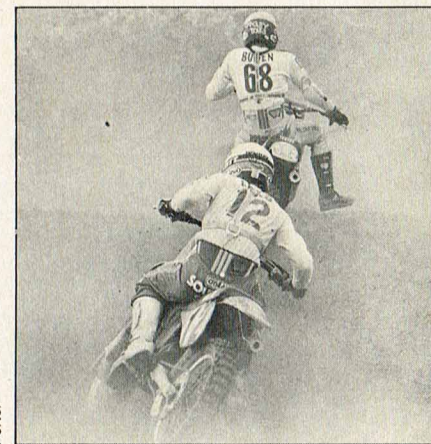
Mark Barnett never got in touch with his Suzuki. In the last few races of the year, he rode a production-framed machine to decent finishes.



Hannah got hurt early, then hurt again, but still proved that he's one of the fastest racers around.



At the final event of the year, Washougal, Lechien was three points behind Johnson.



Keith Bowen and Billy Liles duked it out in Denver for most of the second moto. Liles ended up third for the year, Bowen sixth.

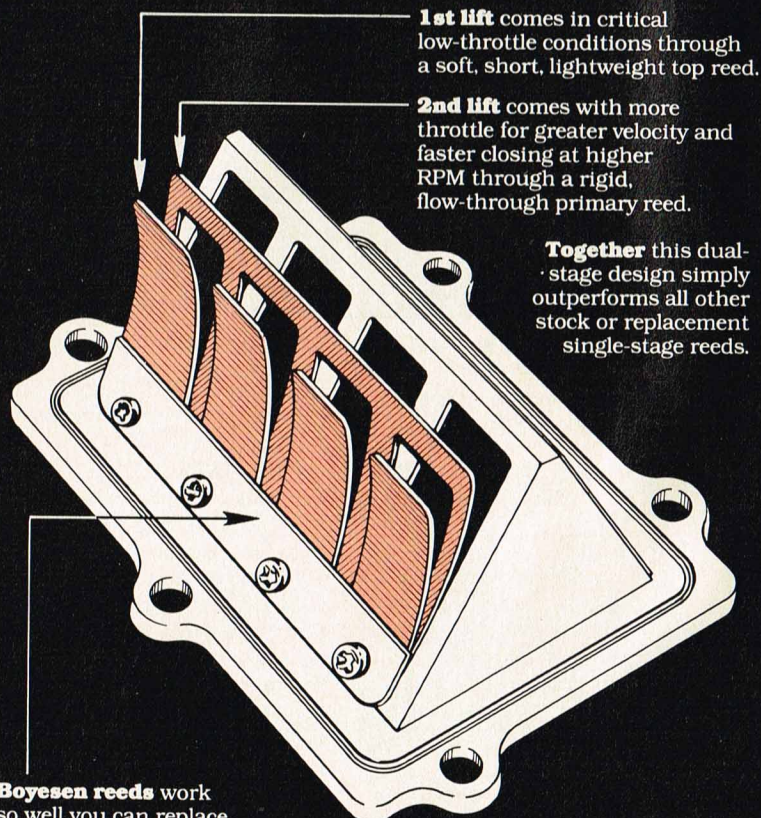


The new 250 Champ, Ricky Johnson, used his head this year and rode smartly. His new found wisdom gave him the final ingredient needed to become a champion.

Dual-lift

A whole new riding experience

Reed up with dual-stage Boyesen Racing Reeds. The same high-performance replacement reeds used by the winningest riders in motocross competition at the highest level. And the preferred choice of thousands of riders using advanced reed technology to get more enjoyment on every turn, every hill, every flat they encounter. Because better reeding is better riding, you'll buy Boyesen by name.



Boyesen reeds work so well you can replace your reed-stop with a screw plate.

U.S. Pats. 3905340, 3905341, 4051820 and foreign patents

To order call
1-800-441-1177
(except PA)



We put power into play

Boyesen Engineering

215-756-6818
R.D. #1, Box 826, Lenhartsville, PA 19534

ride harder and more radical, and I'd use a lot more energy.

"I hate using that as an excuse, but on loamy tracks where the powerband equalled out, I'd always beat him."

That so-called power controversy came up often during the year. Honda claimed the Kawasakis had an advantage in the boost department. Ward says, "I don't think it was the bike, or that mine was faster. They complained all year long that our bike was superior to theirs, but on a 125 it's almost impossible to be that much better. We had a good powerband from the bottom to the top. Really good. They say the Kawasaki guys have had their works motors since the Golden State series and have been dialing them ever since. Bull! At the Golden State we were racing last year's 125, which really helped. I got a lot of riding time on it. Then we got some new motors, which are basically production 1985 engines. That's it! We tried little things; mainly I rode the bike constantly during the week and especially the day before the race.

"Johnny beat me off the gate as many times as I beat him. His bike had bottom end, but I don't know about handling. I

could tell that the motor was good, and I followed him enough to see that the bike looked like it handled just fine."

The two riders respect each other off the track, but on the track things get a little sticky. O'Mara's words: "Jeff is real tough, but a little cocky, and I don't like that much. I try to keep it to myself when I do well; he likes to shout about it. I've seen that more than I care to remember.

Ward, on the other hand, says, "I used to think real highly of him. Before, I could run in tight with him and not worry. I've lost that confidence. He's made some foolish moves, and I don't trust him any longer."

ROLLERBALL AT WASHOUGAL

Going into the final rounds, Ward held a slight lead over the O'Show. Colorado was the second-to-last race, and O'Mara needed a pair of wins if he wanted to stay in the hunt. Instead, Jeff bolted to a double moto win, further increasing his points lead. The track was hilly, coupled with a high altitude, and it made the works 125s run like blenders. Ward's "blender" appeared stronger that day, especially after a come-from-behind second-moto win. Washougal would be

deliverance day for both riders.

Johnny had a substantial 18-point deficit to make up heading into the final event. Deep down, he knew his chances of back-to-back number one plates were about as strong as pole vaulting with dental floss.

Both riders were middle of the pack after the first-moto start. All Jeff needed was a top ten finish to guarantee a championship. He wasn't going to take any wild chances. "My plan was to win the championship; I'd already won seven races out of nine. I'd proven that I could beat him every moto, whenever I had to. I just didn't want to get knocked down or break. It's as simple as that."

Things aren't that simple, especially when the pressure is on. At the tail end of the moto, O'Mara moved up on Ward. He shadowed the Kawasaki rider, hoping for some kind of break. "Near the end of the moto I caught Jeff. As I was passing him, I hit his front wheel and knocked him down. Hey, man, that's racing. It wasn't intentional. In racing, whatever happens, happens. Afterwards, he was all ready to come over and fight me. He's done it to me before, at Saddleback."

Ward, on the other hand, wasn't real thrilled. His story differs quite a bit. "I got out in front and was running away, building a ten-second lead. My arms started pumping a little, and I was making too many mistakes, so I slowed down toward the end of the moto. I knew I'd made it through the crucial point of the moto; I was out front. O'Mara was charging hard, trying to catch me in a last-ditch effort. With four laps to go, we entered a double jump right at the mechanics' area. I jumped them in practice, but during the race I didn't want to miss. So I didn't double them. O'Mara was doubling them and got in right behind me, heading into a 180 left turn. There was a real good berm on the inside and a flat berm way outside going up a hill. I missed the line and went over the berm. Then, I put my arm down to wave him by on the inside. I was way outside; he wasn't looking and started to turn back and get in the good approach. He must have overshot the berm, too, because as I was turning, with my left arm off the bars, he flipped his back end into me and took me out. I wasn't near the berm! I know he wanted to take me out in the back of the track, but he couldn't get close enough. It was deliberate."

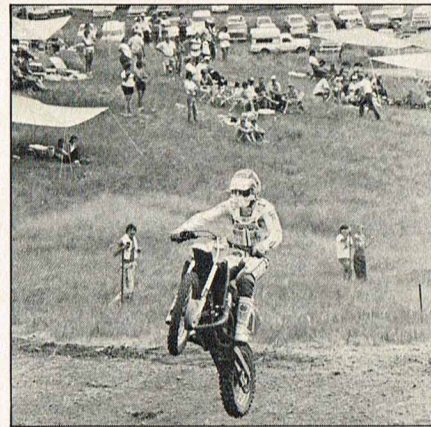
In the end, Jeff said it best. "After I'd won some big races early in the year, second place just wasn't good enough." They split moto wins at Washougal, and Jeff Ward finally snagged his first major championship. He was overjoyed, saying, "I've been racing the 125 Nationals for seven years. That's a long time. The first five years was just learning. Back then, the class was jammed with talent like Glover and Barnett. Now there aren't as many riders going for the title, but the competition at the top is awesome."

RICKY JOHNSON AND TEAM STOCKER BATTLE RONNIE LECHEN AND THE RED KILLERS

Of all the classes, the 250 division is clearly the most feared. Although reigning number one, David Bailey, parted for the 500s, the class is still packed with talent. Team Honda's Bob Hannah and Ron Lechien are animals. Ricky Johnson and youngster Keith Bowen represented Yamaha. Mark Barnett transferred to the class and would have Scott Burnworth along for the ride from Suzuki. Kawasaki's money was on young Billy Liles and old-timer Kent Howerton.

The season started on a sour note for Hannah. He was injured in a painful practice crash in the California desert and was doubtful as a threat in the early races. Mark Barnett, on the other hand, was healthy, but his works Suzuki was sick.

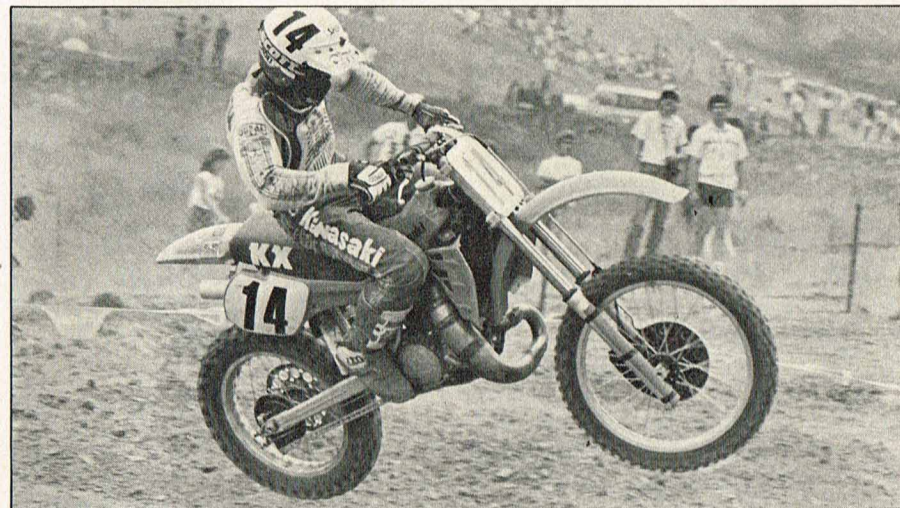
Ironically, the talent-packed 250 class proved to be the most inconsistent of all the divisions. In May, at the Atlanta round, several things became apparent. Ronnie Lechien was finally happy with the works Honda. Ricky Johnson, a much different



David Bailey brought new meaning to the stagnant 500 class. Total control! His dominance early in the year stifled favorite Broc Glover.



Toward the end of the year, Glover dialed up the wick a bit. In Colorado he and Bailey split moto wins and had a serious dice of death in both motos.



This was probably Kent Howerton's last year. The Rhinestone Cowboy tallied seventh overall for the season.

rider from 1983, was gradually working his way up the points standings. Bob Hannah was erased from the picture when Keith Bowen landed on top of the Hurricane and damaged his wrist. The race was on—Lechien versus Johnson, stock versus big-bucks trickery.

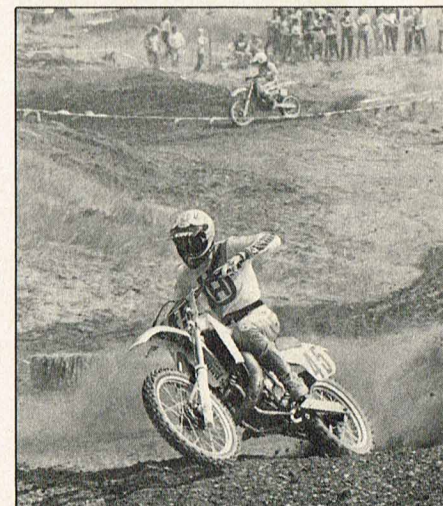
Two weeks later, at the Mt. Morris National, Ricky Johnson finally put it all together. He'd won a moto at every National so far, but never finished with an overall victory.

Now was the time and the "100% Flash" tallied a 1-1 day.

Millville, Minnesota, a sandy, whoop-infested torture track, was the third from the last event in the outdoor schedule. Johnson held a 19-point lead going in; going out it was cut to nine points. Lechien went 1-1, followed by Bob Hannah's 2-2 score. Controversy plagued the win, however, as Hannah, leading both motos, suddenly slowed, letting Lechien by twice.

Johnson calmly stated, "I know he (Hannah) pulled over and let Ronnie by. It's not like Hannah to make a big charge the whole race, pull out a lead, and then suddenly accidentally bobble, both motos. That's just not

Bob. He had to do the same thing the year before. Had the situation been reversed, I hope he would have done the same for me. That's team racing and one of the reasons

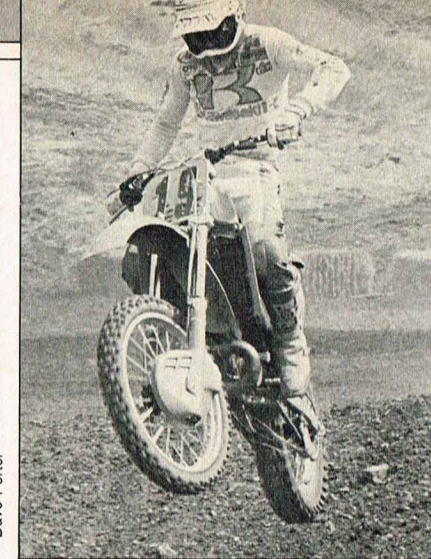


Late in the year, Husky gave Micky Dymond a genuine single-shock works bike. His finishes improved, although he was only seventh at the end of the year in points.

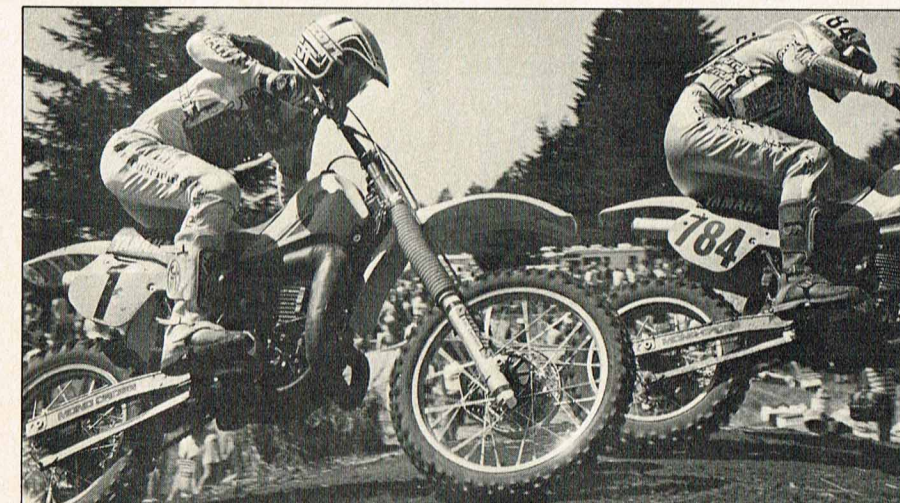


Magoo rode a few races but spent much of the year on the mend. When on the track he was thrilling to watch, to say the least.

Dave Porter



Kawasaki's Goat Breker raced with himself all year long and ended up third. He never was a threat to Bailey or Glover.



Broc spent much of the year learning to ride his production-based YZ490 fast enough to keep Bailey in sight. It was too little too late.

Dave Porter

People say that he slowed and let me win. But take Johnson, for example—he wasn't even in the hunt there. He couldn't see us, so how could he know what was happening? He was too far behind to even catch a glimpse of us."

The high speed and high altitude of Colorado was next. Yamaha was frazzled. Their bikes simply couldn't deal with the long uphills and the lack of air.

Johnson said, "We had a real power problem in Denver. I rode my butt off and nothing seemed to work. The altitude, combined with the hills, made for a track that required no talent or finesse. It was just hit the gas and go. The Hondas had the horsepower, so they worked better. Those giant power uphillers let Lechien just sit down and gas it. I don't know if a 490 would have been enough to keep him in sight."

Lechien's double moto win in Denver closed the points gap to a measly three points. The final round in Washougal was do-or-die time for both riders. A double win for Lechien, and the championship was his. Johnson was positive heading into the race. Horsepower would not be the key; rider ability and stamina would.

Johnson started slowly, "I got off to a crappy start and was real nervous once I found out Ronnie was in front. I was back in ninth, and I just started riding at my own pace and quit worrying about him."

"I started attacking the track, and I think he started worrying about me and fell. In fact, he fell twice, and the second time he got up right in front of me. I motored around him and held that position. Hannah was out in front, but I didn't care. Ronnie was my only concern."

Lechien didn't care for the track, saying, "That track gets rougher than a son of a gun. I just don't like it; Denver's track was better for me. I holed out the first moto and tried to put some time on the pack. Johnson was stuck in traffic, so I was gassing it up, trying to motor away. Then I slid down and he got around. I couldn't gain on him, so that ended my chances."

Both of these riders are young and will see plenty of head-to-head action in the future. Johnson won the title in a close battle. He says the big difference this year was, "I used my head. Last year I thought I was King Baloney. I was bad. I felt that if someone was in my way, I'd just knock him over. This year I've learned that sometimes you have to go around."

NEW ATTITUDES

David Bailey nearly overprepared for the 500 Nationals. "I was nervous. I knew Broc was tough and experienced on 500s, so I really got physically and mentally set up before the start of the season." Glover, on the other hand, had a mental block to conquer. He'd be riding a production YZ490. Bailey would be on a fire-breathing, water-cooled, monster works 500 Honda. Broc had never ridden production bikes in a National series before, and being typically a slow starter only compounded his problems.

Saddleback set the tone for the rest of the season. David's missile machine slammed him to wins in both motos. Broc stumbled to get seconds. He looked ragged. David knew the bike was good. "Our bike was excellent right from the beginning. We did very little development work; most of our time was spent dialing it in. It had tons of power, more than I could ever use."

John R, Broc's mechanic, was going nuts. He managed to coax some more power out of the stocker with porting and a new pipe. If he tried for the real mongo ponies, it simply got too hot and fried. He had to make it reliable, his main disadvantage being that the engine was air-cooled. The standard suspension was another story altogether. Broc states, "We changed, fiddled, modified, and changed again. The forks were different at every race, and the Ohlins valving was constantly altered. Halfway through the season, I was going nuts. I go fast on a bike that I like. My 500 and I weren't getting along."

David felt that Broc's dilemma was mental. "I know for a fact that their bike was good. The Ohlins people traveled with them to every race, just like the Showa people did

(continued on page 70)

125 NATIONAL CLASS FINAL POSITIONS		
1. Jeff Ward	Mission Viejo, CA	479
2. Johnny O'Mara	Simi Valley, CA	461
3. Mike Beier	Orange, CA	322
4. A. J. Whiting	Sherman Oaks, CA	299
5. Erik Kehoe	Granada Hills, CA	261
6. Jim Anderson	Longview, WA	234
7. Rick Ryan	San Jose, CA	207
8. Guy Cooper	Stillwater, OK	183
9. Gary Bowman	Bakersfield, CA	160
10. Doug Dubach	Costa Mesa, CA	150
250 NATIONAL CLASS FINAL POSITIONS		
1. Ricky Johnson	El Cajon, CA	419
2. Ron Lechien	El Cajon, CA	411
3. Billy Liles	Fairburn, GA	366
4. Alan King	Troy, MI	306
5. Mark Barnett	Bridgeview, IL	292
6. Keith Bowen	Pontiac, MI	287
7. Kent Howerton	San Antonio, TX	281
8. Jim Holley	Northridge, CA	204
9. Jeff Hicks	Atwater, OH	197
10. Bob Hannah	Carson City, NV	191
500 NATIONAL CLASS FINAL POSITIONS		
1. David Bailey	Axton, VA	488
2. Broc Glover	El Cajon, CA	443
3. Goat Breker	Riverside, CA	383
4. Mark Murphy	Ft. Myers, FL	253
5. Peter Snorteland	Newbury Park, CA	241
6. Mickey Kessler	Farmingdale, NJ	224
7. Micky Dymond	Yorba Linda, CA	221
8. Andy Stacy	DePew, NY	187
9. David McClain	Houston, TX	175
10. Scott Manning	San Bernardino, CA	159

GARY BAILEY TEACHES TECHNIQUE



A classroom atmosphere prevails on the first day of the Bailey school as Gary explains the proper riding position and then moves to the workshop to go over bike preparation. By the time the afternoon riding session starts, everybody is raring to go.



The one part everybody enjoys is when David gets up and demonstrates.

◀The classroom moves outside. Bailey stresses the importance of woods riding to good motocross racing: "You have to be accurate on a MX track if you're going to be competitive. Nothing will teach you accuracy like a big tree."



◀Demonstration time on the motocross track. The Lake Sugar Tree track can be either solid dust or solid mud, depending on the weather. In August it's usually solid dust.



Bailey points out the jump and tells you what will happen, but it can still be a surprise. The age range in the Bailey school is about 9 to 60. This young gentleman is around 45.



The maneuver that made him famous. Go through the turn with your arm down, and you'll get a slap on the elbow as a reminder; leave a finger off the clutch and he'll hit your hand.

PROFESSOR BAILEY'S BOARDING SCHOOL

Four days of intensive training on the right way to ride

By Paul Clipper

Groggily, I regarded my toothbrush. I knew the first taste of paste would signal the start of another day, and I really wasn't sure that another day was what I wanted. Far too early in the morning came the knock on the door, and looking outside I could see 25 people in shorts and T-shirts doing stretching exercises on the wet grass. *He was really serious about warming up in the morning*, I thought, with a certain amount of wonder. Rolling around on the lawn at 7:00 in the morning is not my idea of a good time, but knowing that I'd look like a wimp if I sat back for a cup of coffee, I trudged outside and joined them.

This is the Bailey school. For the price of admission you get the privilege of working up a giant sweat while the sun is just break-

ing the horizon, and if it doesn't rain, you can keep that sweat going all day long. The four-day school is held on the Baileys' property in Axton, Virginia, which is about 18 miles south of nowhere, and right next to nothing. There's not a whole lot of night life, but it is a great atmosphere for learning the ins and outs of motocross riding. **LEARNING A RACER'S DISCIPLINE**

Wait a minute, did I say racer? Strike that. You don't have to be a racer in order to benefit from the school. As a matter of fact, although you'll see a motocross track during the stay, the chances of you riding more than a tenth of it at one time are very slim, and wholly dependent on Gary's mood and how far along he's brought the class by the final day.

Gary doesn't teach *racing*. He teaches his students how to ride—how to control a motorcycle under any condition, and how to keep it from controlling them. Before you scoff openly, consider these statistics: Of the 25 people in the school I attended, not one of them knew how to sit properly on their bikes, even though every one of them had a couple of races or at least a year of riding under their belts. They *felt* like they were in control going around a track, at least until they fell off.

This is what Bailey strives to correct. Confident control of a motorcycle takes the proper techniques, and the discipline to forget everything you've picked up along the way and force yourself to use those proper techniques.

SO WHAT IS THERE TO LEARN?

When Gary says proper technique, he means this: Sit lightly on the bike, way forward on the saddle—right up against the tank. Keep your elbows up as you hold on to the bars (the same as if you were doing a push-up off the grips); your head stays over the triple clamps; and you keep at least one finger on the clutch lever and strive to learn how to slip the clutch through any obstacle. If you ride in this attitude your first day of the Bailey school, he will applaud loudly. But he'll still find something wrong with your style.

The thing that all prospective students should learn is that Bailey did not think up these techniques on his own. This is not merely *his* riding style—and not one of

David Bailey's secrets, either. Gary hit on the perfect method for learning the proper techniques years ago, and that is to video tape the Pro racers at outdoor Nationals and Supercross races, and then examine their style to see what they are doing right or wrong. By examining early films of Hannah and other hot riders, Bailey came up with the elbows-up "attack position," tried it out, and glory be, it worked.

Naturally, every new obstacle or type of track demands a different technique, and Gary films them all. His students have a chance to watch tapes of the Pros, and even tapes of themselves that Gary takes while out on the track, and by comparing and examining riding styles, the truth is soon out: If you ride like the Pros, you should be able

to win like the Pros. And the proper riding style is all that Gary teaches.

A DAY IN THE

LAKE SUGAR TREE CLASSROOM

As previously illustrated, you're expected to be out of bed and doing warm-up exercises by 7:00 a.m. If not, you get to run a mile instead. Maybe two miles. After exercises the class is split into two teams, and a rousing game of Killer Ball ensues. Killer Ball is like soccer, but it's played with a football. Expect to get scraped up and bruised.

After breakfast, everybody suits up and gets on the bikes. Gary usually starts the day with a little trailride through the woods, which was my favorite part of the day, but it was soon obvious that many of these kids had never been off a race track in their life.

KIK-FM PRESENTS THE 19th ANNUAL



MOTORCYCLE AND ATV EXPO

"The largest public motorcycle show in the U.S."

This year's show-goers will get an up-close look at all the 1985 touring, street and dirt motorcycles, as well as ATVs, accessories and apparel. Do your Christmas shopping and enjoy the special demonstrations, shows and celebrity appearances all in one place — the Motorcycle & ATV Expo in Anaheim.

November 16-18
Anaheim Convention Center



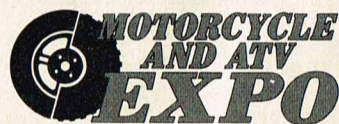
\$1.00 OFF COUPON

Compliments of **DIRT BIKE**

Bring this coupon to the Anaheim Motorcycle & ATV Expo, November 16-18, and you'll receive \$1.00 off regular admission price.

Only one coupon per person

- Friday, 5 PM-10 PM
- Saturday, NOON-10 PM
- Sunday, NOON-6 PM
- BMX Action's Trick Riding Team
- Appearances by Playboy Playmates, Motorcycle Racers & Celebrities
- Exotic & Record-Breaking Bike Displays
- Expos also set for Detroit, Jan. 3-6; Houston, Feb. 8-10; and Hartford, March 1-3



Produced by Hester Communications, Inc.



For information, call 714/549-4834 or 714/250-8060.

Associate Sponsor



PROFESSOR BAILEY'S



If David is in town, he always makes it a point to help out for a while in the school. David owns the Lake Sugar Tree track and also has his own Supercross track.

Wrong move, said Gary—woods riding helps your timing and increases your accuracy, and it is an essential practice for anyone who wants to be serious about motocross racing.

After the woods, Bailey gets down to details. On the first day, expect to spend time learning how to do balance wheelies and front-brake stands. We did this for a few hours and then went on to the proper starting techniques. On any other day, expect to do many different types of berms, all the different ways to tackle a jump, dropoff, or rut, and how to use the clutch to get the front wheel over obstacles. Our class spent the last day refining jumping and practicing advanced riding techniques on David Bailey's Supercross track. As long as David is in town, you can expect him to make an appearance each day and lead the class through a section. Watching him demonstrate is almost worth the price alone.

SPEAKING OF MONEY...

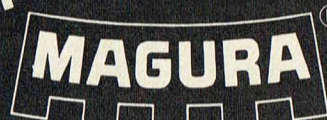
The only bad part of the Bailey school is that it isn't free. The price for a four-day school is \$300, and if you want to bunk there and eat with the class, it's an additional \$100. The Baileys have room for campers, and for a slight charge you can pitch your tent or plug in your motor home. His traveling two-day schools cost \$75.

Obviously, you should be serious about your riding to spend this kind of money, but you needn't be serious about racing to consider it. Once you learn the Bailey techniques and put them to use, you will be a better rider—capable of going fast on a motocross track or in an enduro, spending less time crashing and more time enjoying yourself, and ultimately you will find you have more confidence on a bike than you ever thought possible. If all this and the thought of rolling around on the lawn every morning appeals to you, then you won't be disappointed. Just keep your arms up and a finger on the clutch and you'll be fine.

For more information write to Gary Bailey's Motocross School, P.O. Box 130, Axton, VA 24054; or call (703)650-3030. □

Power and Control. The essentials the pros rely on for that extra edge. The light weight Magura Easy Twist 312 DUO throttle integrates two opening ratios adjustable for medium-quick or quick rotation with a 15% easier twist action reducing fatigue. Magura forged alloy Pow-R-Levers[®] actually increase the power of your hand while providing better control within easy reach. Experience the ultimate in precision control — insist on Magura throttles and levers for *all* your MotoCross and Enduro bikes.

POWER CONTROL!
Magura puts you in precise control.



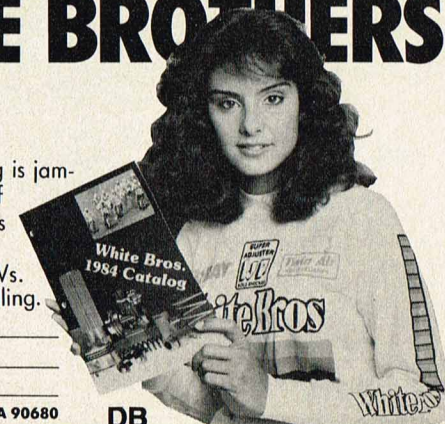
MAGURA U.S.A. Corp.
P.O. Box 68, 2 Union Drive
Olney, Illinois 62450
(618) 395-2200

Magura parts are designed, manufactured and quality controlled in West Germany.

FREE WHITE BROTHERS CATALOG!

White Brothers' hot new 80-page catalog is jam-packed with the world's largest selection of hi-performance engine and suspension parts including White Power Shocks for off-road and motocross 2-strokes, 4-strokes and ATVs. Just enclose \$2 to cover postage and handling.

Name _____
Address _____
City _____ State _____ Zip _____
Mail to: White Bros., 11750 Seaboard Circle, Stanton, CA 90680



DB

NEW IRON FOR 1985

TEAM GREEN REVEALS ALL



Liquid-cooling the lineup

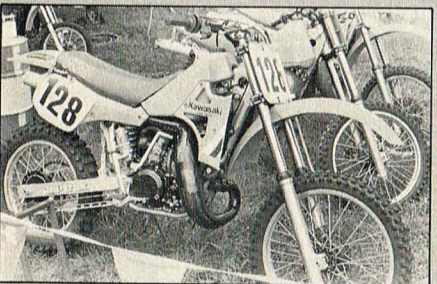
Photos by Steve Casper

Every year Kawasaki unveils its new models at the Amateur Nationals in Ponca City and Hurricane Mills. Selected Team Green riders are picked to race the new machines. This is more than just the first time the new models fall under the public eye—race wins in these two notable races can give the '85 machines a head start on the competition in the dealers' showrooms, and even though a good finish can add to the popularity of any machine, just being there is a big plus to the manufacturers.

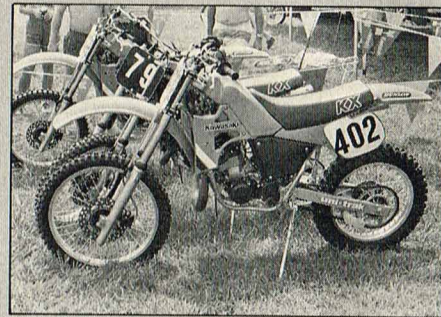
Being there, also, is what our roving correspondent Steve Casper concentrated on. He threaded his way through the pits, sneaking shots of the new Kaws, while we slaved away in the office digging up some numbers on the new scoots. Many new features have been applied to the '85 race bikes, and if they prove as trick as the new graphics, Kawasaki definitely has a stable of winners this year. □



The rear suspension has received most of the attention lavished on the KX80. The swingarm and brake stay arm are now made of aluminum for better strength and lighter weight, and a new shock features four-way adjustable compression damping as well as the four-way rebound damping adjustment. A porting change, thinner reeds, and a new pipe contribute to an increase in top-end power.



There have been so many changes made to the KX125, it almost classifies as a new bike. Premiering this year is the KIPS—Kawasaki Integrated Power Valve System. The KIPS adjusts the height of the exhaust port as well as controls a dump chamber for the exhaust. The system is said to have resulted in a major increase in mid and top-end power. The suspension features an adjustable Trak link at the rear and externally adjustable fork preload as well as compression damping.



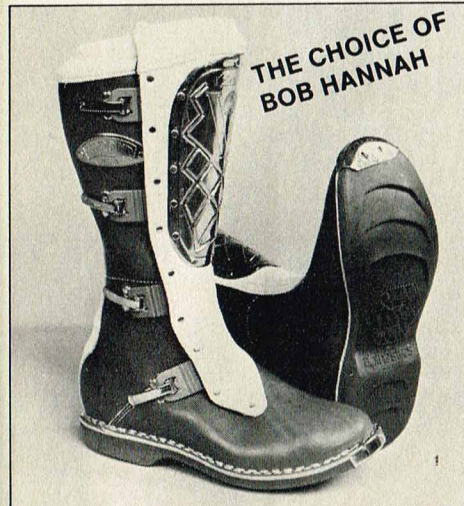
The 250 shares a number of the 125's features, including the KIPS, the adjustable suspension, and straight-pull spokes. It has also benefited from a redesigned cooling system and radiators that have been slimmed and lowered for weight savings. Another acronym feature shared by the two bikes is the FAIS—Fresh Air Intake System, a fancy name for an airbox that breathes down the backbone tube. A new pipe, porting, and timing specs contribute to a reputed increase in mid and top-end power.

The KX500 shares the new air intake system but does not use the KIPS. A boost bottle is fitted to the intake system, which features a 40mm "R" bottom Mikuni carb. The cylinder is completely new, and Kawasaki claims the detonation problems of the past are ancient history now. We heard that huge horsepower gains are evident, and all the adjustable suspension features are used.



Hi-Point Racing USA

"THE CHOICE OF CHAMPIONS"



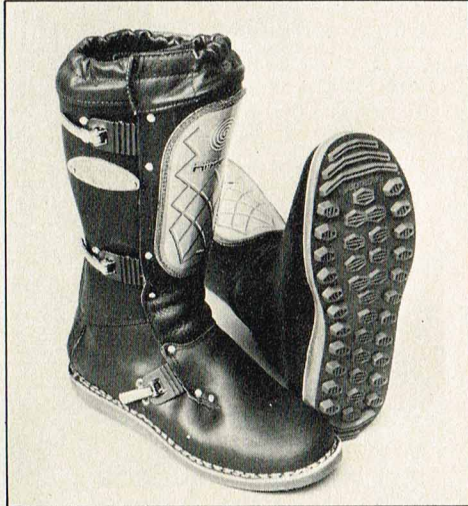
ALPINE STARS PRO MX/ENDURO

Alpine Stars Pro boots have the features and protection you demand in a professional boot. Built-in plastic super protection. New cam action buckle system. State-of-the-Art sole, mud and splash guard, new color combinations. The leader in MX boots for over 15 years.



HI-POINT MINI MX

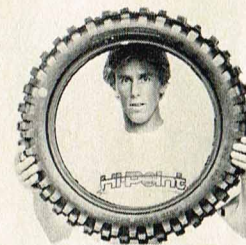
The new Hi-Point Mini MX boots have the features you're looking for in a quality mini boot. New State-of-the-Art sole. New cam action buckle system for precision cinching. Stainless steel shin plate. In Red/White, Blue/White and Black in Youth sizes 1 thru 7.



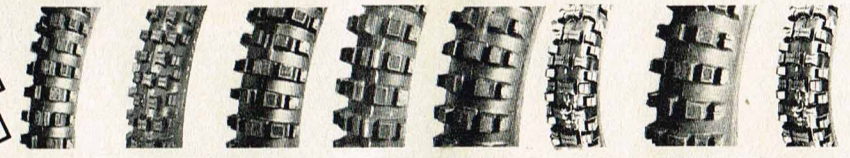
HI-POINT ATV/TRAIL

The brand new ATV/Trail boot was designed to meet the special needs of the ATV rider. Cleated soles, a little shorter, more flexibility. Features like mud & splash guard, cam action buckle system, vinyl shin plate and much, much more in this unique new boot.

THE ALL NEW RED DOT "SOMETHING TO GET EXCITED ABOUT!!!"



RED DOT



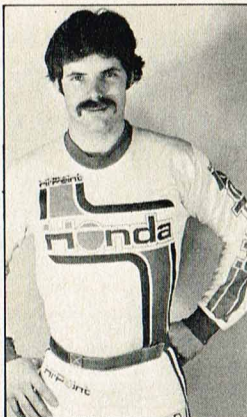
The entire Red Dot line has been updated. All "Red Dot" tires are now 3 ply rated. Special new rubber compound for versatility in all terrain. New finish and new factory process for easier mounting. Red Dot has also added 3 new tires to the line including a new mini tire. Look for the Red Dot on the side of the tire. Winning performance from a premium tire.

HI-POINT HAS YOUR RACE GEAR



HI-POINT MX PANTS

Tough nylon/cordura combination in all team styles and colors. All the trick features you're looking for. See all the styles at your H. P. dealer.



HI-POINT JERSEYS

You won't find better. Over 36 styles in both standard and vented. Solid colors, whites and team graphics. These are real race jerseys.



HI-POINT MINI GEAR

A complete line of Mini MX pants, race jerseys and much more. Built to the pro's standards.

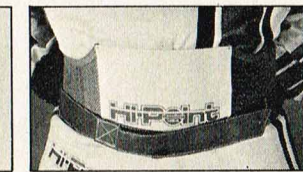
NEW "R" SERIES

- *Maximum traction pattern
 - *Special rubber compound
 - *3 ply rated casing
 - *Rim saver bead design
 - *All terrain application
- This new aggressive "R" series tire has already proven itself with its large staggered center knobs for maximum straight ahead traction. A light side pattern provides for excellent cornering stability. The "R" series are available in 4:50x18R, 3:00x21R and 4:10x14R.



HI-POINT GP GLOVES

All new designs with the features you're looking for in a quality glove. In all popular color combinations. Both adult and kids sizes.



"BREATHER BELT"

The new "Breather Belt" gives you the comfort and protection you've been looking for in a race belt. All sizes and colors available.

SEE YOUR HI-POINT DEALER FOR THESE EXCLUSIVE PRODUCTS



HI-POINT RACING PRODUCTS

3709 W. Erie Ave., Lorain, OH 44053
2650H Mercantile Dr., Rancho Cordova, CA 95670
Box 849 RR1, Wheatley, ONT N0P 2P0

CHECK OUT THESE

- *Hi-Point tubes
- *Hi-Point Racing oils
- *Motoplat ignitions
- *Terry cables

- *Waist bags
- *Hi-Point racing bars
- *Folding levers
- *Hand protectors

CROSS-COUNTRY CRUISER

Six speeds, four strokes & two shocks



Steve Schmitz tickles the clutch and torques the big 510 out of a sandy turn.

We still have our 1984 Husky four-stroke. It's a 500cc four-speed model with about 2700 miles on it. It's been raced in a half-dozen MXs, seven four-stroke events, five GPs, one Barstow to Vegas, and trail ridden to death. In that period of time, we replaced the clutch once (slipping) and broke the chain-side axle adjuster. At 1700 miles we put in fresh rings and valve guides.

The bike is not stock. It runs a White Brothers 2 into 1 pipe and a Mikuni flat-slide carb, set up by the same folks. An aluminum swingarm supports Pro Circuit revalved shocks with the heavy yellow springs. Air comes in through a K&N filter.

Why are we telling you all this? Mostly because we just received our 1985 Husky four-stroke test bike, and we are making the classic mistake of comparing our faithful old tricked-out scoot to a squeaky fresh, tight new stocker.

FLAWS IN THE '84

Most of the problems with the 1984 Husky four-strokes were centered around hard starting at the odd time, like when the bike was hot and dropped—admittedly not the best of conditions. Here, the Dell'orto pumper carb proved troublesome. Sometimes the bike would light right off; other times it took 20 kicks and lots of swearing. Some ignition failures were reported, but ours never died.

At midyear, Husky recalled the bikes and replaced the pumper carbs with normal ones and installed K&N filters as stock. An updated ignition (one with a hotter spark at low speeds) was also given to the owners, free of charge. Many owners never took advantage of the exchange, being satisfied with their bikes, while others jumped at the chance to help their reluctant-starting machines.

It mostly seemed to boil down to rider savvy: If the Husky owner was an experienced four-stroke rider, he had no real problems starting the bike. If he was a new four-stroke owner, it was hassle.

One thing stood out, though. All of the riders liked the idea of 25 to 30 pounds less weight to haul around than any other big four-stroke on the market. At right around 250 pounds dry, the Husky was a feather compared with the XRs and TTs, which tipped the scales at 275-plus dry, and over 300 loaded with gas. Another plus was the fact that the Husky came stock with excellent suspension parts that could easily be dialed to suit most any rider or requirement. No need to pop \$400 for the rear and another deuce for a fork kit and springs.

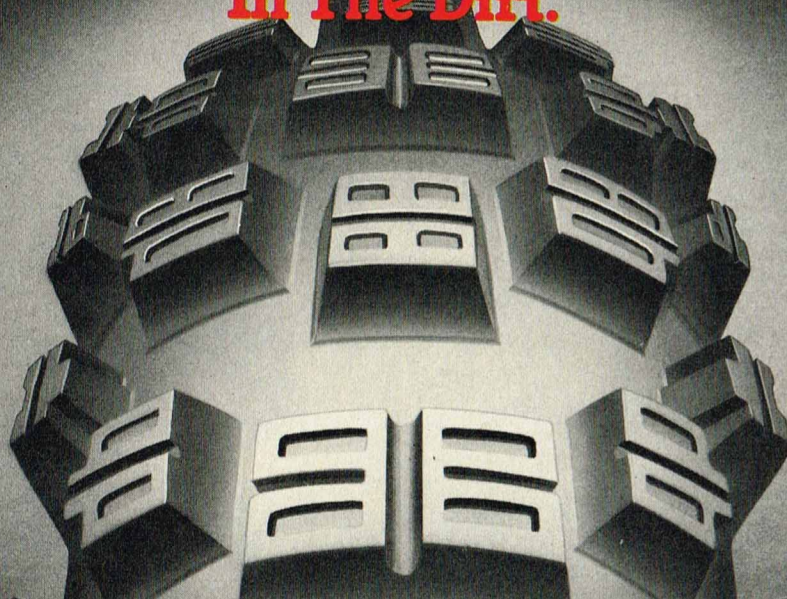
CHARTING THE CHANGES FROM '84 TO '85

Visual changes are limited to a new-gener-



PIRELLI MOTOCROSS:

What Grownups Wear
When They Play
In The Dirt.



Pirelli. It's not the Italian word for "eat my dust." But it ought to be.

Pirelli's Sandcross and new Hardcross tires have combined to win World Motocross Championships four years running! Which may explain why Pirelli dirt tires are Europe's best selling. Bigger than Metzeler, Dunlop. Or anybody.

Now, with our totally new American distribution system, American riders can get all the Pirelli tires they want.

See your nearest dealer for a fact sheet on the full line of Pirelli dirt tires.

It's a quick course in Italian speed reading.

PIRELLI

For further information, contact:
Pirelli Tires
% Ampersand International

P.O. Box 421
Tenafly, NJ 07670
Dept. DB

1985 HUSQVARNA 510TX



Light weight is the single biggest plus with the Husky. It feels more like a real bike than the typical four-stroke tank.

ation plastic tank shaped like the MXers', and a new blue saddle to replace the yellow butt-rest of old. The not-so-visible changes are much more important. A huge 40mm non-pumper Dell'orto carb replaces the 36mm slobber pot of 1984. The new ignition produces a much fatter spark at cranking speeds and is really bizarre in design. The stator is attached to the mag cover, and the rotor spins inside of it. The last time we saw this was on the Italian-made Harley MXers of the mid-'70s.

Fork bushings have been beefed up to reduce flex and increase bushing life. A K&N fabric filter is now standard. Details in the automatic compression release and kick-starter will only be evident to a previous owner.

A backup axle adjuster on the drive side corrects a minor flaw, and the tail section of the front fender is shorter. Tank decals seem to be of better quality than the el slippos of last year.

LEFTOVER STUPIDITY

While the product is clearly improved, it's plain that they simply ran out of time to get rid of all the glitches. The rear brake pedal will still bottom out on the peg when the brakes are abused. We used an Uptite Husky pedal for better feel and improved action. It fits just about all of the various Huskys, by the way.

While the four-speed bike has straight mufflers (two), the six-speed bikes come with strangling silencer/spark arresters. Just about any accessory bolt-on muffler is a notable improvement. Answer Products has some tidy aluminum units that work well.

Brakes on the big Hooska are average at best and fade-o-matics when wet. If you have to ride through a river before attempting a steep downhill, you're better off throwing the bike down the hill and then

crawling down after it.

As with last year's machines, the rear suspension is delivered with too soft white springs. The beefier yellow springs (with lighter preload) are the way to go for aggressive riders.

Stock rubber at both ends is Trelleborg Ten Master. It works okay under good traction conditions but is next to useless on hard-pack or in sand. Try a Metz up front and a Dunlop at the rear for big handling gains.

RIDING THE HOOSKA

Starting usually took three kicks, but every now and then the Husky would simply refuse to start until we'd worn out the entire testing crew's legs. Wimpy kicks would not get the job done. Considering that we cured last year's starting hassle with a Mikuni carb, we have to cast suspicious glances at the Dell'orto mixer. This is a shame—the stock 40mm carb delivers great horsepower once the bike is running, but we can't recommend it for starting.

With the new big carb there's less punch at the very bottom and more snap through the mid-range. We experienced some surging at very low revs when trailriding the bike

which our Mikuni-equipped Husky does not display.

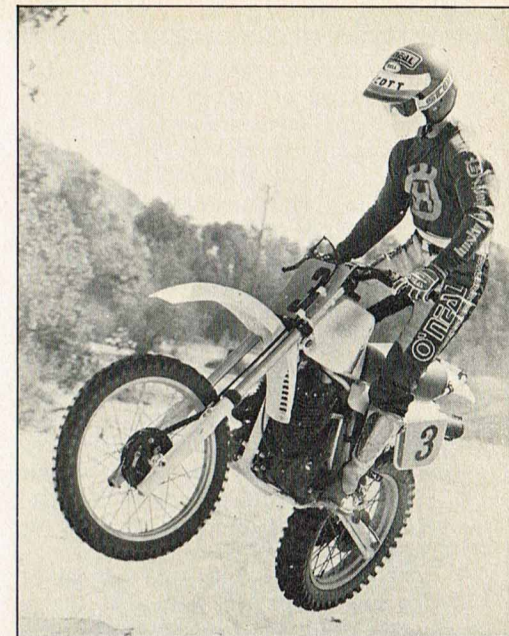
As you run through the smooth-shifting gears, the snappy mid-range lofts the front end of the TX easily. Having six gears means that quite often you're not sure what gear you're in, nor do you really care. All you know is that the Husky never seems to run out of steam, and the top speed is frightening. Gear it up a tooth or two on the countershaft, and the thing could loaf along at Baja speeds.

HUSKY HANDLING

Typical. Predictable. Accurate when under power. Where have you heard all this before? The bike steers and tracks like every Husky ever built. For trailriding or enduro work, the TX will turn almost twitchy fast with the rear axle set far forward. With the axle near the rear of the adjuster slot, high-speed stability is dramatically improved.

Fire roads were a blast on the TX; just pick the right gear, lean it over, and roll it on. The new saddle shape and slimmer tank let you climb up front easier, and nothing spooky happens as you make like a crazed flatracker.

No other 500cc four-stroke made handles



Just-right forks and too soft shocks left the stock bike a bit unbalanced.



With six speeds at your disposal, the Husky had a gear for every situation.

HEY, WHAT ABOUT THE WATER-COOLED SINGLE-SHOCKER?

• You saw it first in the pages of *Dirt Bike*, a one-off prototype four-stroke with liquid-cooling and one shock. According to Husky reps, the bike we saw was the first of many new-generation rolling test beds. You'll be seeing a lot of wild new Huskys in the field for actual condition testing, they say.

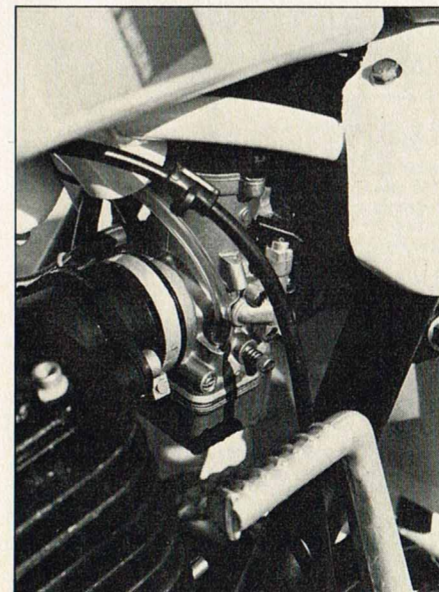
It's all part of a new aggressive policy. Instead of waiting for public demand for a new concept, Husky will now initiate tech trickery, hot, fast and early.

The bike you saw will be a reality. When? When it's ready, says Husky. When all the flaws have been worked out... and it may

even be wilder looking than the proto we featured.

We already know that 1985 Husky MXers will be liquid-cooled, disc-braked and single-shocked... and *DB* will receive the first of the CRs for testing as they hit these shores.

Husky also noted that they would make available to us—for impressions only—some of the experimental proto models, just to get a reaction from the riding public. We heartily applaud this departure from their formerly tight and controlled attitude, and we look forward to seeing the new Husqvarna in action. •



A 40mm non-pumper Dell'orto carb replaces the 36mm pumper of last year. It still performed erratically at best and is a poor substitute for a properly jetted Mikuni.



The double exhaust pops more than a few eyes at the track. We replaced the restrictive muffler/spark arresters with Answer units from a 500XC and noticed a big improvement in performance.



A slimmer and better-contoured blue saddle replaces the yellow unit of 1984. No, you cannot interchange the two.

1985 HUSQVARNA 510TX

the whoops and bumps like the Husky. The lighter weight and super chassis are the bonus edge, combined with non-fading shocks and good forks.

TECH BRIEFING

For those who care about such things, much weight is saved in the Husky engine by a unique oiling system that lifts up the oil from the bottom of the engine via the cam chain and carries it up to the top end.

Twin headpipes leave the front of the engine and exit cleanly beside the rear fender. The bike is a bit wide near the leg juncture, but the rider soon adapts to it.

The engine itself acts as an oil-cooler, says the factory, but the oil is clearly stressed, and Husky says that ordinary oil just won't cut it. Consider: The oil has to lubricate the gears, clutch and the entire engine.

Our bike ran very hot during break-in, but it settled down considerably once it loosened up. It would be in your best interests to change oil regularly. Larry Roeseler says every two rides would be a good idea. Oil draining and filling is a simple operation on the Hooska.

BITS AND PIECES

A huge airbox makes the bike waterproof, and filter changing could not be easier once the saddle is removed (two bolts).

Regular bolts replace the slotted screws on the shock mounting; shock removal is ultra simple, and the Ohlins ITC shocks can be set up for just about any riding/racing condition by a savvy shop.

Superb Regina Gold chain is stock. Horrible Mach grips are, too. Excellent Husky cables have lube fittings in the housing. Magura controls may be a bit far from the grips for some hands, but they bend—not break—in a fall and can be tweaked back closer to the grips in a moment, if desired.

Wheels and spokes gave us no grief after initial settling in. A shorter front fender will not melt on the headpipes this year.

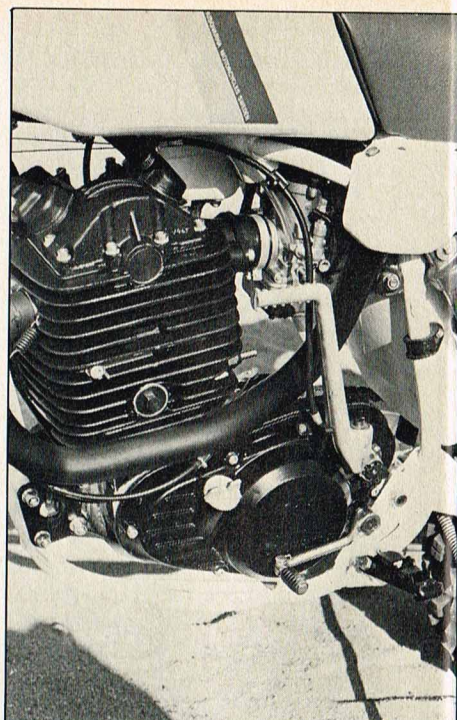
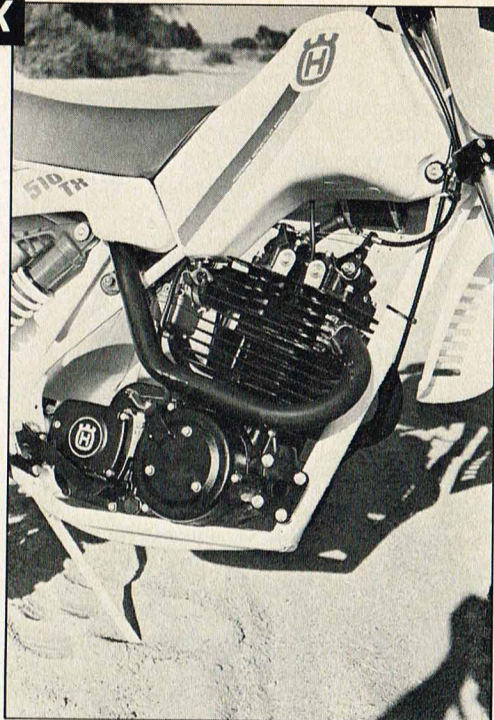
A SECOND LOOK AT THE SECOND EFFORT

Clearly, the 1985 Husky four-stroke is a refined version of the 1984 model. Most of the bugs are gone. It's a better bike, no question about it.

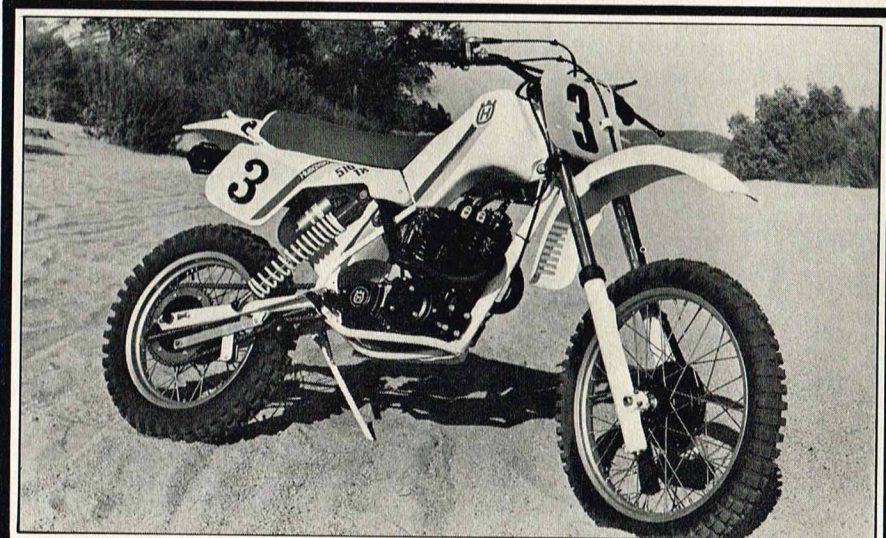
A Husky four-stroke is not for everyone. In fact, it takes a certain kind of rider to live with *any* four-stroke. The patience and knowledge level required to learn the habits of the big beasts is necessarily higher than with two-strokes. However, the rewards are nice.

As it stands, the Husky four-stroke is still worlds lighter than any other big thumper on the market. Forks and shocks are superior. For a few hundred bucks, White Brothers and Pro Circuit can make you the owner of a glitch-free Husky.

To take 25 pounds off any other four-stroke would cost you several thousand dollars. And that's why we say that the Husky is the spearhead of four-stroke technology and the best thumper you can buy... even with its niggling flaws. □



The heart of the matter—and the big reason why the Husky is a light machine—is the engine, a hybrid with a two-stroke bottom end and a more or less standard four-stroke top end.



HUSQVARNA 510TX

Engine type	4-stroke, air-cooled, 4-valve, single
Bore and stroke	91.5mm x 76.4mm
Displacement	503cc
Carburetion	40mm Dell'orto
Factory recommended jetting:	
Main jet	155
Needle jet	AB 265
Jet needle	K32
Pilot jet	55; starter jet: 70
Slide number	60-1
Fuel tank capacity	12 L (3.3 gals.)
Lubrication	RAL system, wet sump
Gearbox ratios:	
1	2.6:1—34/13
2	1.8:1—29/16
3	1.3:1—26/19
4	1.04:1—24/23
5	0.88:1—22/25
6	0.74:1—20/27
Gearing, front/rear	14/48
Ignition	SEM external mounted rotor
Recommended spark plug	NGK D8EA
Silencer/spark arrester	Both, steel, quiet
Wheelbase	1498mm (58.9 in.)
Ground clearance	385mm (15.2 in.)
Seat height	997mm (39.2 in.)
Rake/trail	28.5°/131mm (5.1 in.)

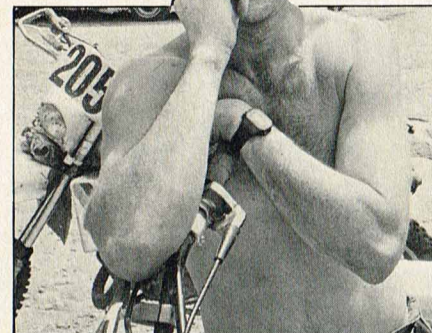
Wet weight, no fuel	259.5 lbs.
Tire size and type:	
Front	Trelleborg 3.00 x 21
Rear	Trelleborg 5.10 x 18
Suspension, type and travel:	
Front	40mm Husky telescopes, 300mm (11.8 in.)
Rear	Twin Ohlins ITC, internally adj. comp/reb., 345mm (13.6 in.)
Intended use	Off-road/cross-country racing
Country of origin	Sweden
Retail price, approx.	N/A—approx. \$3000 plus
Distributor/Manufacturer:	
	Husqvarna Motorcycle Co.
	4925 Mercury St.
	San Diego, CA 92111
Overall rating of bike, keeping intended use in mind:	
Handling	Excellent
Front suspension	Excellent
Rear suspension	Very good
Power	Very good
Cost	Good
Attention to detail	Fair
Effectiveness, stone stock	Excellent

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

PRO FILE

GEOFF BALLARD

An Australian on the American ISDE team?



"Timekeeping is really foreign to me," says Ballard. Still, he's riding the Nationals with fair success and claiming that winning a National enduro would "... be the ultimate for me!"



Ballard was THE Australian Six-Days star for the past four years running. He was top Aussie in Wales last year and a constant threat on the special tests.



"I'm normally a 500 rider, but when I rode the big Can-Am, it was way too fast for me!" He seems to be adapting well, winning the 250 class in Oregon and the overall in Michigan.

A new name appeared on the list of American ISDE riders this year, and that name promises to cause a stir in our international competition before the year is out. Australian Geoff Ballard, born in Sydney, 25 years old, is a five-time veteran of the Aussie ISDE effort, and now a member of the American Vase team in Holland. Since the beginning of the year, he's been racing enduros in the States for Can-Am, and although a National Enduro win has eluded his grasp, an overall win at the Michigan Three-Day Qualifier is a definite challenge to Husky's domination. How did he manage to wind up here, and on the American team?

"I've been to Europe for a couple of seasons, and I could have gone back there, but I didn't know how long I'd be able to afford to travel around to all the racing over there. After riding against the American team in the Six Days and reading so much about the American enduro series, I did

want to see America and race over here, just to try it out.

"In Australia nobody understands the American way of running enduros—all the timekeeping, and you can't be early at the checks and such. They think it's crazy. But this friend of mine from New Zealand kept saying, 'Boy, I'd really love to go to the States and ride that series!' He thought it was fantastic, and I couldn't understand it. I thought, *What would you want to do that for?* But the more I thought about it, the better it seemed. So I finally decided that if someone was going to go to America from this side of the world, I was going to do it first!"

Deciding to do it and then actually riding in the States turned out to be two different things. We asked him how he was adapting. "I remember when I knew I was coming over here, I read an article in *Dirt Bike* about how to keep time, and I must have read it a dozen times. But I still didn't know

what to expect. Somebody said, 'Yeah, but John Martin's one of the best. You won't have any trouble!' I don't know about that. When you want to know where to find something in a strange place, you don't ask one of the locals, because he just presumes that you know where everything is. Learning timekeeping from John was like that—at first he skipped over a lot of things that turned out to be real important.

"The timekeeping is really foreign. I get frustrated when I make a mistake and don't have enough experience to figure out what I'm doing wrong. But keeping such exact time seems to make the event more challenging. Winning an American enduro would just about be the ultimate for me."

What about the level of competition over here? How does America compare to the rest of the world?

"As far as all-around riding goes, America has been a great experience, especially the woods riding. In a European-style qualifier, if there's a tight woods section, you're allowed plenty of time to go through it, but over here, when it's super tight it means you have to go fast! I think American riders go through any sort of tight stuff faster and better than anyone else in the world. I don't think any of the Europeans can touch the Americans in tight riding."

If it sounds like Geoff is enjoying himself, you're right. But what about the rest of the American team; what do they think of riding with a foreigner?

"I think most of the riders will accept me as a member of the Vase team. They knew I was intending to qualify when the series started, and I've gotten nothing but positive response since then. Maybe some of the guys who just missed out on qualifying might not be too happy about being bumped out by an import, but I think I'm going to be an asset to the team."

"Some of the Aussies might not be too happy about me riding for the United States. Hey, I'm a patriotic guy. I'd like to ride for Australia this year, but the ACU (the race-governing organization in Australia) won't let me. They won't issue me a license because I've been racing in another country. I just wanted to ride over here for the experience and then ride the Six Days with the Aussies, but when I found out that the ACU wouldn't let me, I decided I wanted to be on the best team I could."

And in our opinion, that's exactly where he wound up. Look for Geoff to prove himself in the ISDE this year—and don't be surprised if the top American turns out to be an Aussie! □

stickers

MOTO-X FOX

50¢ Each

CRASHING SUCKS

OAKLEY

for competition use only

DG

Four Strokes Truck Two Strokes SUCK!

NO FAT CHICKS

NO WIMPS

WARNING: IF YOU VALUE YOUR OWN LIFE AS MUCH AS I VALUE MY BIRE, DON'T MESS WITH IT!

CAUTION HAULIN' ASS

PJ1 [FASTER] YOU FOOL!

55 BEL-RAY

TURN THE GAS ON DUMMY

when in doubt GAS IT!

EXPERT

TEAM HONDA

Have You Hugged Your Three Wheeler Today?

M-X FOX

3 wheelin's a good feelin'

NGK SPARK PLUGS

BEL-RAY TOTAL PERFORMANCE LUBRICANTS

OURY FOX

TEAM SUZUKI

THIS BIKE PROTECTED BY X SMITH WESSON

TEAM YAMAHA SHOWA

OKLEY FACTORY PILOT

WUSHROOK

ONEAL USA

DO IT? ON A MOTORCYCLE

DUNLOP

SIMPSON

List & Price each Item.....
Send List and Total Amount to:

stick'em UP

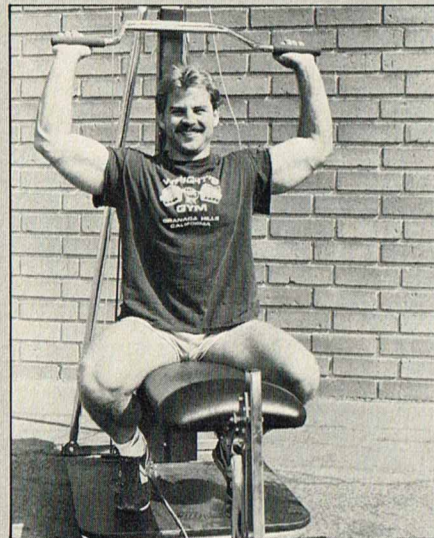
1642 Holmes St.
Livermore, CA 94550
Dept. A

PRODUCT EVALUATION

MARCY HOME GYM BODY BAR 2000

When you can't join a health club...

By the burly DB Staff



Scott Willcox cranks out a few seated presses on the 2000.

If you're going to ride or race a dirt bike, then you had better think long and hard about working out with weights. An astounding 71 percent of folks in our reader's survey noted that they lifted weights.

Now, 18-inch arms certainly aren't going to make you go any faster on the track... and that's not the real reason most of our readers pump iron.

They pump iron so they can ride harder, faster and longer with reduced chances of injury in case of a spill. A stronger shoulder will take a greater hit without separating. A knee joint with tough muscles and tendons will resist twisting and popping.

Ideally, you should work out at a decent gym under supervision and combine some sort of running or bike riding with the weight training.

Unfortunately, "ideal" does not always work out (pun intended) as planned. Odd hours of employment, school, or location often prevent you from utilizing a real gym.

Working out at home is one viable option. This brings us to the Marcy Body Bar 2000, a medium-duty all-around weight trainer that retails for a reasonable 350 slammers and can be found for even less on sale.

The 2000 lets you do most basic exercises without the fear of getting stuck. No training partner means no one to spot you. Get stuck under a bench press just once and you'll see why you have to have some protection.



A large variety of upper body exercises are possible on the Marcy gym.



Bad knees? Leg curls are the key to not only leg joint strength, but recovery from an injury, as well.

The basic 2000 comes with a 100-pound weight stack (no need to buy barbell plates), and you can change the weight load by moving the locating pin. There's an optional 80-pound stack available for stronger people.

With the 2000 you can perform a decent variety of exercises on the bench, leg curls and leg extensions (very important for keeping the knees alive) and a wide variety of cable pulls for both legs and arms.

One shortcoming seems to be no provision for any squatting movements, and curling motions are next to impossible. We liked the bench and pressing provisions, and the 2000 is strong and well made for a medium-duty machine.

When we asked them about more weight for the gronks at DB (the Hunk bench presses way over 300, and Webb is flirting with 275), they informed us that heavy-duty machines were also available for the moose group.

However, for the average rider/racer, the 2000 should meet his needs and hold up for a long time. For the cost of a typical one-year gym membership, you can now have your very own home gym. Not a half bad idea.

They are available at many sporting goods stores throughout the country, or you can contact Marcy for more information and the dealer nearest you. Call: Marcy Gymnasium Equipment Co. at (800)62-MARCY, Ext. 33. □

PRODUCT EVALUATION

MAXIMA FILTER OIL

No facts, just reality

By the Staff of DB



We always have a place on our workbench shelf for Maxima Filter Oil. It seems to require less oil, is easy to apply, plus keeps the crud out of the engine.

It's very rare that you'll see an evaluation on an oil product in the pages of *Dirt Bike*. We're breaking tradition simply because of a product that's been used week in and week out, with perfect results, in an area critical to engine life—and we hadn't given it much thought. It's Maxima Filter Oil, and we've been using it on just about every *Dirt Bike* test machine and on our personal bikes. Why? It goes on easily, doesn't take a lot of oil to do a filter, and cleans well after a long dusty day in the dirt.

Our experience with most of the filter oils on the market has shown us that today's big-surfaced air filters will take nearly a half-bottle of the oil to do just one filter. Some of the oils come out like honey and require your massaging of the thick substance into every pore of the filter. Cleaning is a grim task.

Maxima comes out very thin, taking substantially less oil than some of the others to do the same size filter. Let the oiled filter sit for 15 minutes, and it tucks up like fly-paper, preventing any offending dirt and water from passing through. We've had no ruined engines from passing dirt, and it seems to be very water-resistant.

We're not trying to say that other filter oils don't work. What we are saying is that the *Dirt Bike* staff likes and uses Maxima. It'll save you money in the long run and is a valuable addition to your workshop oil shelf. □

Dave Mungenast's DIRT BIKE HEADQUARTERS

Husqvarna
Sales • Parts • Service
Order Toll Free
1-800-325-9961
Mo. call 1-314-351-1886
Prices and specifications subject to change
Ask for our 1984 Parts Catalog

Tires		Clothing	
DUNLOP K139 Front 300 x 21 \$55.95 K138 Rear 4.10 x 18 \$55.95 4.50 x 18 \$60.95 5.10 x 18 \$65.95 K690A Rear 4.00 x 18 \$47.95 5.10 x 18 \$57.95		 K139 K490 K490 Rear 4.10 x 14 \$27.95 4.10 x 18 \$39.95 4.60 x 18 \$41.95 5.10 x 18 \$43.95	
Metzler MotoCross 500 x 17 \$71.95 100/90 x 18 \$56.95 4.50 x 18 \$63.95 150/80 x 18 \$67.95 300 x 21 \$48.95 3.25 x 21 \$52.95		PerfectCross 4.60 x 18 \$60.95 5.10 x 18 \$65.95 3.00 x 21 \$48.95 MultiCross 4.10 x 18 \$55.95 4.50 x 18 \$61.95 RED DOT 5.00 x 18 \$60.95 100/90 x 18 \$56.95 4.10 x 18 \$57.95 300 x 21 \$51.95 4.50 x 18 \$56.95 4 ply only	
Cheng Shin 4.10 x 14 \$24.95 4.10 x 18 \$33.95 4.60 x 18 \$40.95		Boyesen Reeds Designate year, make & model Call for Prices!	
Bel-Ray Products MC-1 + \$2.95 Fork Oil \$2.25 Chain Lube \$4.75 Gear Oil \$3.95 Call For Special Case Prices!		Helmets BELL NEW Bell Moto 4 \$144.95 Bell Moto 3 \$104.95 SIMPSON Simpson Model 52 \$ 99.95	
Bel-Ray Products MC-1 + \$2.95 Fork Oil \$2.25 Chain Lube \$4.75 Gear Oil \$3.95 Call For Special Case Prices!		Goggles SCOTT #83 \$14.95 #87 (glasses) \$18.95 #89 \$16.95 #90 \$21.95 OAKLEY O/20 \$18.95 JONES GOGGLES \$34.95	

Free Shipping on orders of \$25 or more (does not include oil-48 Continental U.S. only)
 COD orders accepted. Personal checks please allow 3-4 weeks to clear.
 Our products are all first quality. We do not sell seconds or blem.

FREE! '85 FOX CATALOG

The awesome '85 MOTO-X FOX CATALOG is available FREE!
Send just \$1 to cover postage & handling and you'll receive our 64 page color-drenched catalog filled with the best values in motocross. Enclosed please find \$1.00 to cover postage and handling, please rush my copy of the '85 FOX CATALOG.

Name: _____ DB
Address: _____
City: _____ State: _____ Zip: _____

Send to: MOTO-X FOX, 520 McGLINCY LANE, CAMPBELL, CA 95008 USA

S

U

Z

U

K

I

Wanted: Extra Trophy Cases.
 Must be large enough to hold every 125cc world cham-
 pionship trophy ever awarded. Call 555-7040.
 Ask for Team Suzuki.



Suzuki wins 125cc World MX Championship for the 10th year in a row. The trophy room at Team Suzuki just got a little more crowded. Because Michele Rinaldi just won the Luxembourg GP, making this the 10th consecutive 125cc World MX Championship to be won by Suzuki. In fact, Suzuki



has won every 125cc World Championship ever awarded in the history of the sport. Which represents not only an unprecedented number of wins, but an unprecedented number of trophies. Now we just need to find the space to put them . . .

ELIMINATOR LINEUP

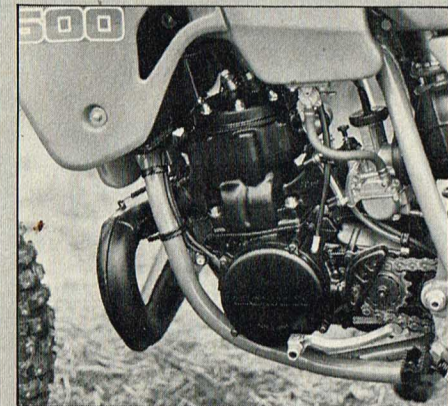
How close are they to the works machines?

By the Staff of DB



We started testing on the CR500 right before we went to press, and although it is too soon to report the news, we'll leave you with one fact: It is fast! ▶

Honda is claiming a full 60 horsepower with the biggest CR. This waterized boiler incites terror and appears to be a real threat for an Open class killer.



Up front, the Showa forks have been revised and will hopefully perform up to par. They're still compression adjustable and now have factory blue fork boots.

The 500 is the only CR NOT to get any exhaust valve add-ons. It's still a five-speed, and we're informed it WILL NOT have any detonation or starting problems as last year's bikes.

Big news with the 250 is hardly visible. More travel, a new shock and a rethought rear lever ratio should make the suspension package more competitive. ▼



Good news for California riders—Honda has gone back to the Bridgestone M22 and M23 tires. These are the best hard meats in the business.



Every year we've come to expect our senses to be assaulted with the new Honda MXers. This year only one of the red racers staggers you at a glance: the new water-cooled 500. Both the 125 and 250 appear to be updated and refined versions of what worked last year.

But the 500... ah yes, the big monster... now *that* gets the blood boiling!

A COOL 60 HORSEPOWER

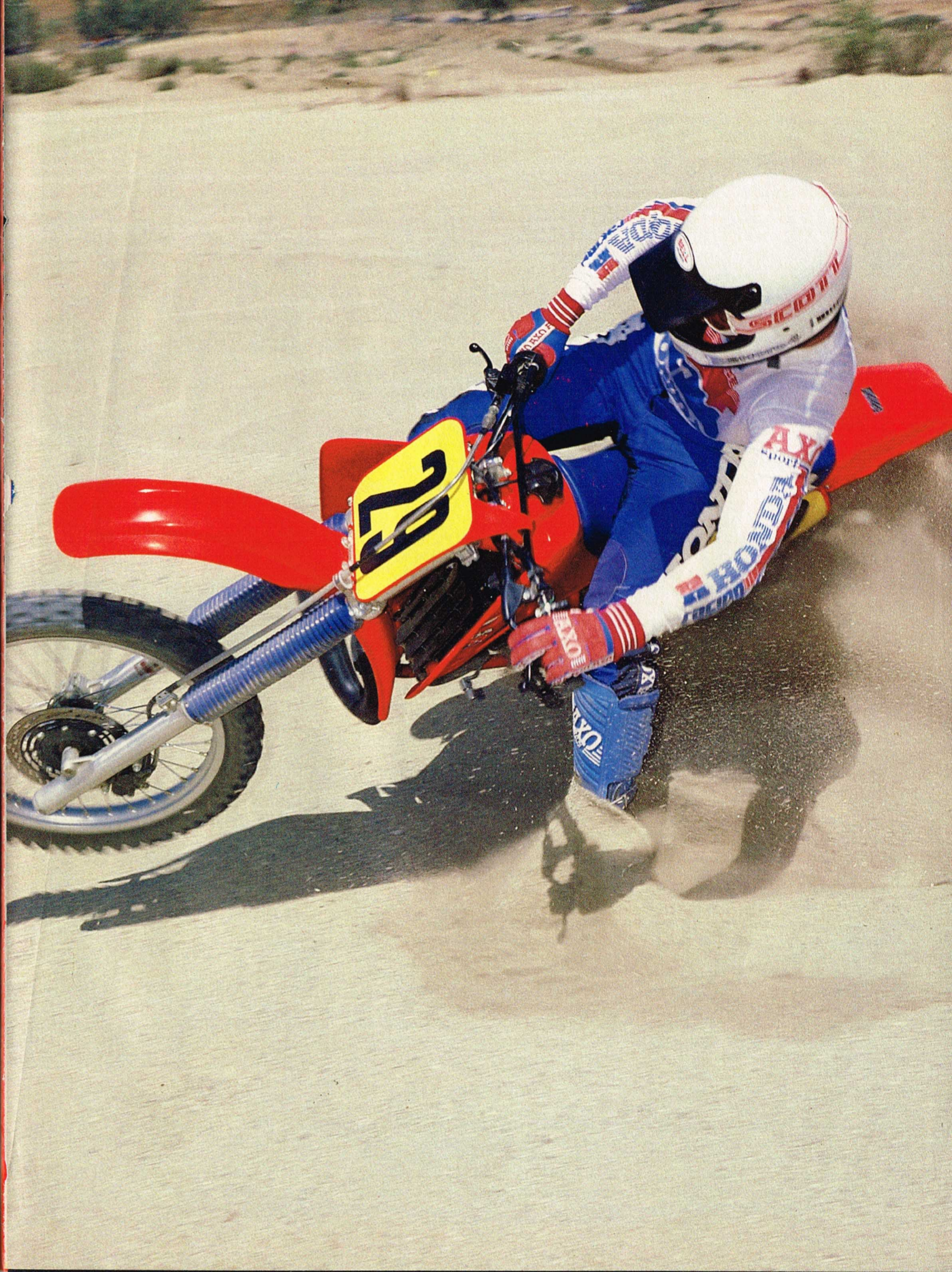
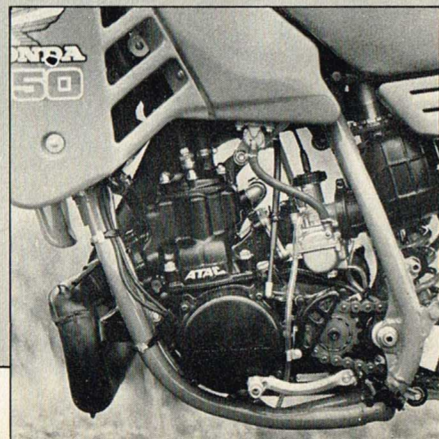
Last year's 500 was a thorn in Honda's quest for a steamroller lineup of motocrossers. Rather than spend time, money and effort making the '84 into a winner, they canned the beast. They took what they learned from the National and GP motocross circuit and funneled it into their new production water-cooled 500.

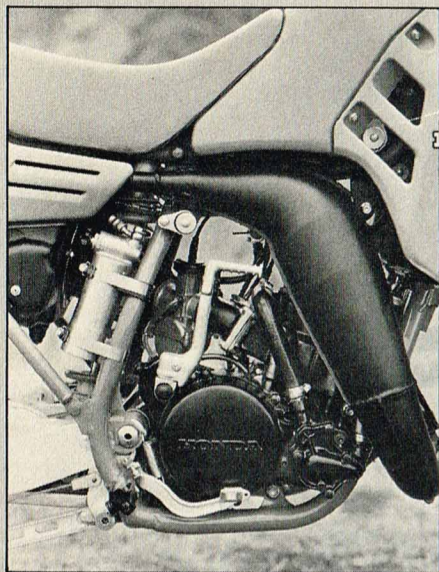
A BRIEF RIDE ON THE BEAST

We received our 1985 test CR500 too late to do a test on it. Riding was limited to a photo session and a few tentative laps around a baked-dry MX track.

We can tell you this: The new CR500 is a rocket-mobile. It pulls ultra-clean from

Thankfully, Honda moved the ATAC system on the 250 down to the pipe, as on the 125. Working on last year's cylinder proved to be a nightmare. Note how low the pipe hangs—it looks like a crusher model.





The new flat-slide Keihin carb is one of many changes on the 125 engine. They've coaxed a few more ponies out of the 125 with pipe, porting, and other minor items.

low revs and has a mid-range that is borderline monster.

Our photo riders—who put in most of the riding time—said there was no detonation or pinging. Apparently, the watercooling and the redesigned top end has eliminated the banging and pinging of 1984.

Look for a full-blown test of the 500 next month. We plan to take the bike out and get it hot and nasty...and then let you know the whole scoop.

TECHNICAL IMPROVEMENTS AND NEEDED CHANGES

The entire motorcycle is brand new—the chassis, engine and suspension systems. Obviously, liquid-cooling is the biggest news with the engine. Honda assures us that the pinging and detonation problems are things of the past and that the '85 500 is smooth and very, very fast. In fact, they claim 60 horsepower, a new milestone for a production motocrosser. The 500 will feature no exhaust valves, add-ons or gimmicks.

With the chassis and suspension, Honda takes a step closer to their works machines. They have relocated the steering head and swingarm pivot points to give the bike better motocross manners. Just what that means is not yet known. As far as suspension, undeniably a weak link in the production Honda motocrossers, both ends have been refitted, updated and rethought.

Showa once again provides the damping units, and the front 43mm assembly has adjustable compression damping with 12 inches of travel. New damping has been fitted into the forks, and Team Red says it is a lot closer to being workable than in previous years. In the backyard, a new lever ratio, a new shock and more travel greet the 500. The shock still has both compression and rebound adjusters, plus a larger piston diameter, increased oil capacity, and more



shaft travel. All of the Pro-Link pivots ride on needle roller bearings.

NEW ATAC FOR '85

Both the 125 and 250 appear to have been refined, not redone. Front discs are the norm. Blue fork boots and new seat/tank and plastic have been fitted to the CRs. The 125 engine is outfitted with the ATAC system, using exhaust resonance to boost low and mid-range power. A lighter crank and outer rotor ignition, combined with electronic advance and a smaller coil, should make for better throttle response and a weight savings.

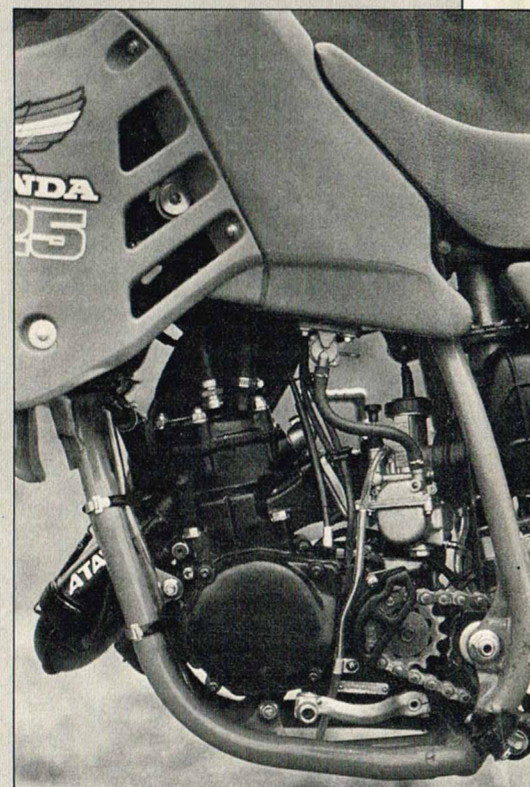
Internally, the 125 has a newly designed top end which they say puts out 32 horsepower at 11,500 rpm. Magnesium crankcases and a redesigned cylinder and head shave off a few pounds, putting the weight right at the FIM limit. Add a new pipe, stronger clutch and revised ATAC unit, and Honda says that power is up over the '84 model.

For the middleweight crowd, the 250 is more than refined; it has been dramatically polished and zooted for '85. An all-new ATAC system has been moved off the cylinder and down to the pipe like the 125. This makes for much easier maintenance than the headache-prone '84 model. A new ignition, new porting and enlarged cooling passages should make for more hp and a longer engine life. All the CRs feature a brand-new flat-slide Keihin carburetor that resembles nothing we've ever seen before. Honda says they work!

ALL TOGETHER NOW!

It sure looks like Honda is full main jet for 1985. Their staggering monsterized 500, combined with well-thought-out changes and refinements to the 125 and 250, should make for an interesting year. In 1983 they stomped the competition with their arsenal. Nineteen eighty-four proved to be a letdown,

New styling along with more power is the theme for the CR125. Check out the tank and seat and the workslike radiators. Honda says handling is up, power is up, and life in the 125 fast lane should be up.



The 125 still carries the ATAC chamber mounted on the front of the pipe.

with less-than-ideal suspension, and engine trouble with some 125s and all the 500s. They claim the engineers have been working overtime on the new CR line and that we won't be disappointed. If that's the case, watch out! □

TSUBAKI 520 PRO SERIES CHAIN

...lives in the dirt!

Tsubaki engineering has come up with a new 520 chain that is designed specifically for DIRT BIKES. When the going gets tough... sand, mud, grit, water won't stop it! ... the new Pro Series type chain just gets going

TSUBAKI FEATURES

- EXTRA HIGH TENSILE STRENGTH
- SPECIAL PRE LUBE INCREASES LIFE
- NEW SHOULDERED AND PROJECTED BUSHING DESIGN TO VIRTUALLY ELIMINATE KINKING!
- SOLID ROLLERS
- SHOTPEENED LINK PLATES AND SIDE PLATES
- QUAD STAKED RIVETING ON THE PIN



To guarantee you the best dirt bike chain you can buy... for the last 5 years Tsubaki has worked with the leading racers on R & D and actual competition use... and in the end the Pro Series 520QR with extended bushings was a winner. The most respected names in racing put it to the test.

TSUBAKI — THE CHAIN MORE RACERS USE and WIN ON BY CHOICE!
ASK YOUR DEALER FOR TSUBAKI, THE PRO'S CHOICE.



TSUBAKI
UST, INC.
12275 E. Slauson Ave.
Whittier, CA 90606



Limited edition TSUBAKI CHAMPIONSHIP CAP will make you look like a PRO. Quality U.S. made with genuine direct embroidered gold braid and #1 logo. Comes in racing red and one size fits all.

**THESE
THREE WISEMEN
SUBSCRIBED
& THEY'VE BEEN
SEEING STARS
EVER SINCE!**



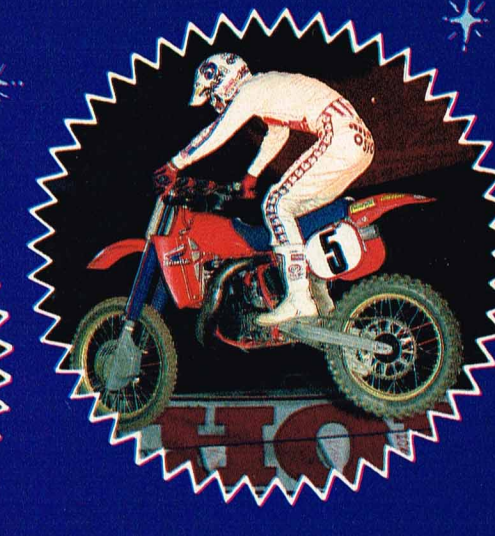
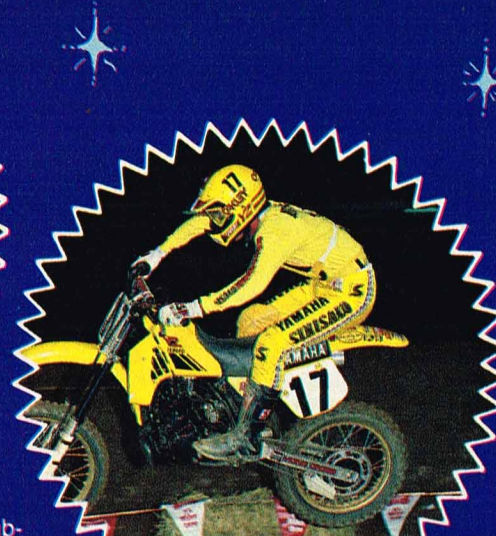
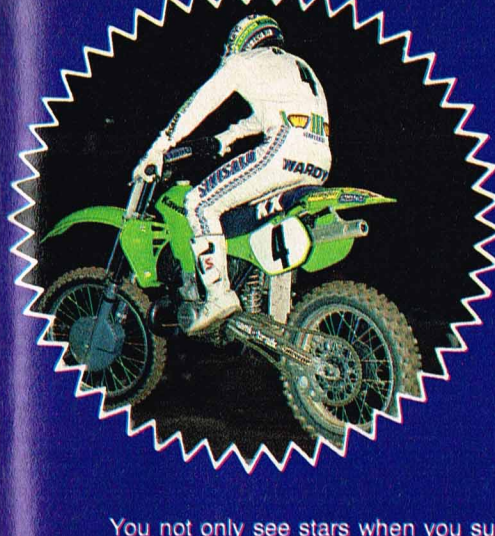
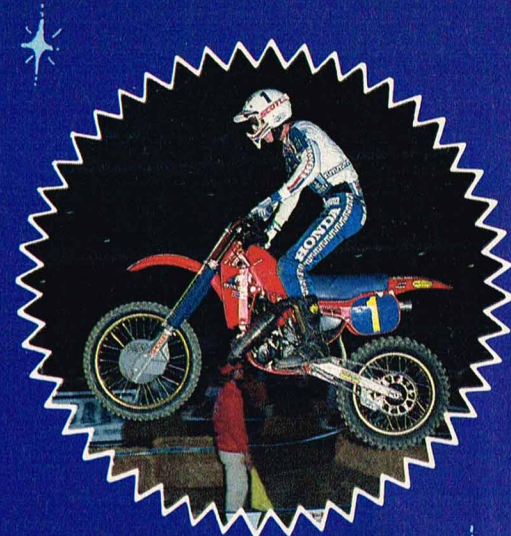
CLIPPER

SUPER HUNKY

WOLFMAN WEBB

And so can you when you subscribe to

DIRT BIKE



You not only see stars when you subscribe to *Dirt Bike*, some *Dirt Bike* subscribers even become stars! And all *Dirt Bike* subscribers are wise, because you save big bucks off the regular single-copy newsstand price, and you get the most up-to-date info on new bikes, products and apparel, plus race reports, bolt-ons and state-of-the-art commentary that make a big difference when it comes to keeping filled in, hopped up and tricked out for all the action in the wide-open off-road world!

THIS COULD BE THE WISEST CHRISTMAS PRESENT OF THE SEASON

A subscription to *Dirt Bike* costs only \$10.98, lasts a whole year, and makes you look like the classiest gift-giver of the season! And you save so much on a gift subscription, you can afford to get yourself one, and join that wise, star-studded group of *Dirt Bike* subscribers!

The regular subscription price for 12 issues of *Dirt Bike* is \$14.98, but just for Christmas, you can get the same 12 issues delivered to your door for just **\$10.98!**

HOW TO ORDER A GIFT SUBSCRIPTION

1. Just fill out the upper portion of the Subscription Coupon on the attached envelope.
2. Carefully complete the Personalized Gift Card in your own handwriting. You can either mail it to your buddy yourself just before Christmas, or send it to us with your subscription order, and we'll send it to the recipient in a special gift envelope.
3. Put the Subscription Coupon (and the Personalized Gift Card, if you wish) in the attached postage-paid envelope, along with your check or money order.
4. Drop it in the mail, and relax! You are about to become the world's classiest gift-giver—and you saved four bucks off the regular subscription price!

HOW TO SUBSCRIBE FOR YOURSELF

1. Fill out the Subscription Coupon on the lower portion of the attached envelope.
2. Put it in the attached postage-paid envelope with your check or money order.
3. Drop it in the mail, and get ready for a new sense of stardom as you join the ranks of the wise subscribers to *Dirt Bike!*

**ONLY
~~\$14.98~~**

\$10.98!

**FOR 12 ISSUES OF
DIRT BIKE
DELIVERED TO
YOUR DOOR!**

◀ USE THIS HANDY POSTAGE-PAID ENVELOPE AND YOU EVEN SAVE THE 20-CENT STAMP!

DIRT BIKE PERSONALIZED CHRISTMAS GIFT CARD

Dear _____:

Merry Christmas! This is to let you know that this year I am giving you a subscription to *Dirt Bike* Magazine, the number one off-road motorcycle magazine with the most highly respected dirt bike tests, new product evaluations and hot up-to-date race coverage. Every month you'll be filled in, hopped up and tricked out for all the action in the wide-open off-road world!

Nothing has been spared to bring you the entire dirt bike world—all from ME!

Merry Christmas! From: _____

Name _____

Address _____

City _____

State/ZIP _____

INDIVIDUAL RECEIVING SUBSCRIPTION

YOU SAVE SO MUCH ON A GIFT SUBSCRIPTION, YOU CAN ORDER ONE FOR YOURSELF, TOO!

Tough to beat.

Team Mitsubishi doesn't go out racing through no-man's land just for the glory of it. We race to build you a better truck. Because keeping it together in the dirt helps it stay together on the road.

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.

1985 Mitsubishi Trucks

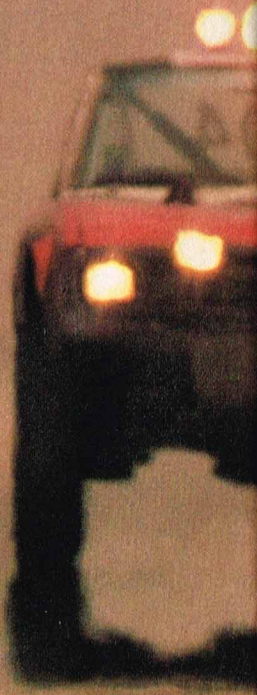
Call 1-800-447-4700 for your nearest Mitsubishi Motors Dealer. For *Motor Trend's 1985 Mitsubishi Buyer's Guide*, send a check or money order for \$3.95, payable to MMSA, to: Buyer's Guide, Box 26470-DB, Santa Ana, CA 92799-6470.
© 1984 Mitsubishi Motor Sales of America, Inc.



4WD SPX Turbo Diesel



2WD SP Gas



Team Mitsubishi

ANDRE MALHERBE GOES FOR THIRD WORLD 500 MX TITLE

BELGIUM: THE CRUCIAL ROUND

Where the home-court advantage is no advantage at all
Story & photos by Jack Burnicle

The Belgian 500 Grand Prix, penultimate round of the 1984 World Championship, was Georges Jobe's last stand.

Moved from its traditional sinister venue atop Namur's medieval citadel, the event had landed on Jobe's doorstep. But, Marche en Famenne, 30 minutes from his home in Retinne, was not Georges' idea of a race track. "It is too easy when it is dry," snorted the 23-year-old Belgian.

Nineteen points behind title leader Andre Malherbe, Jobe knew the chips were down. Hakan Carlqvist had reappeared in the British GP at Hawkstone Park, but a big question mark hung over the Swede's fitness.

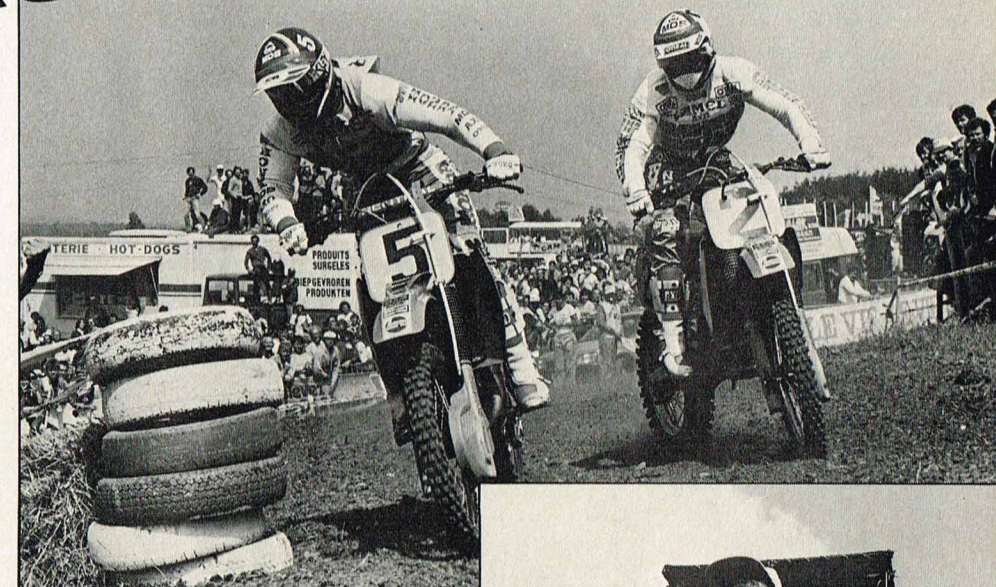
While Malherbe easily had been the most consistent European, Briton Dave Thorpe's challenge had floundered on a disastrous North American trip. The 21-year-old Berkshire bomber took a week's holiday when he returned home, recovered his poise and purpose, and proceeded to whitewash the opposition at his home GP before a wild crowd of 20,000.

He was in the mood to repeat that performance. "The track's good except for that rocky uphill. It could cause many punctures." Thorpe was referring to a solid bank of sharp, splintered slate, a menacing sheer climb out of a tight left-hand turn.

Sidelined with a broken right knee after bailing over Hawkstone's double jump, reigning 125 Champ Eric Geboers could see his fourth place in the title table fall to veteran compatriot Andre Vromans. Sixth-place man and first-place privateer, wild Finn Jukka Sintonen (Honda), had always had the edge over Jobe's steadfast Irish teammate Laurence Spence—the only man besides Malherbe to have scored in every race.

Farther back, teenaged sensations Leif Persson (on the factory Husky monoshock) and Kurt Nicoll (KTM) fought for that vital last non-qualifying spot for next year.

Current World Champ (for one more race, at least) Carlqvist hammers his big Yamaha out of a turn. Injuries kept him from a real title defense.



(Top) Thorpe swooped past a surprised Andre Malherbe (2) at the 20-minute mark of the first moto.

(Right) On the victory stand, Jobe acknowledges the crowd, Thorpe ponders what might have been for the year, and Malherbe smiles, knowing he's got it all but wrapped up at this point.



THE USA EFFORT

Adding spice to the affair was visiting American trio Phil Larson, Eric Eaton and Eric McKenna, riding French "Motocross Marketing"-backed Hondas. The boys had had a rough ride into Europe. Eaton had broken a toe in a French International; McKenna had joined the infamous (and uncomfortable!) downhill club at Hawkstone Park, hurting so badly he couldn't race the following day; and Larson, after becoming one of the first people ever to clear the double jump at Hawkstone, twisted an ankle during the first race round the rough, tough British circuit.

McKenna failed to make the cut at Marche en Famenne, but while Larson and a recovered Eaton showed good form, their troubles were not over yet. This was Belgium, after all! During Saturday training, the crowds, unruly as ever, swarmed every-

where through the pits, especially around Jobe's camp. Briefly emerging from his huge awning, Georges shook his head. "Too many people," he muttered darkly.

Rival Malherbe had seemed unusually nervous during practice, collecting yards of course marking from unscheduled excursions. Teammate Thorpe was surprised. "Did you see me run over Andre? At the top of the steep drop, I went to square it inside him, and he fell. I couldn't avoid going over him, and he was trapped under my bike.

"Second session Andre fell again at the bottom of the hill, and I only just missed him. Later on, he seemed to sit back suddenly on his bike, lose his balance and swerve through the ropes, just like a novice!"

During timed training, Malherbe wound further reams of Camel tape round his rear

BELGIUM



Jobe powers past the rabid Belgian fans, wishing for more laid-back racing circumstances.



After the skies opened up and turned the track into a quagmire, Thorpe came alive, holding off Jobe and Malherbe for the moto win.



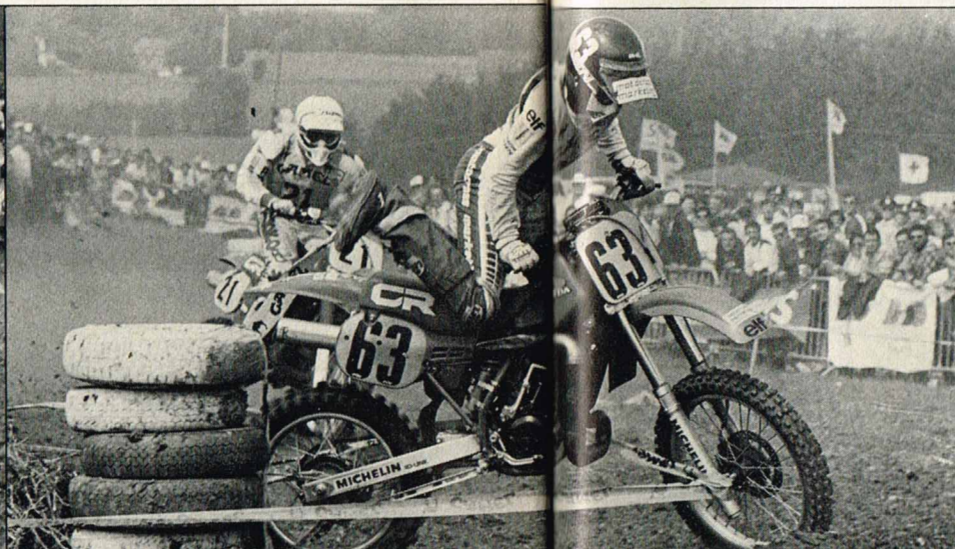
A nervous Andre Malherbe spent much of the Belgian round out of control, but still moved forward a few more points toward his eventual win.



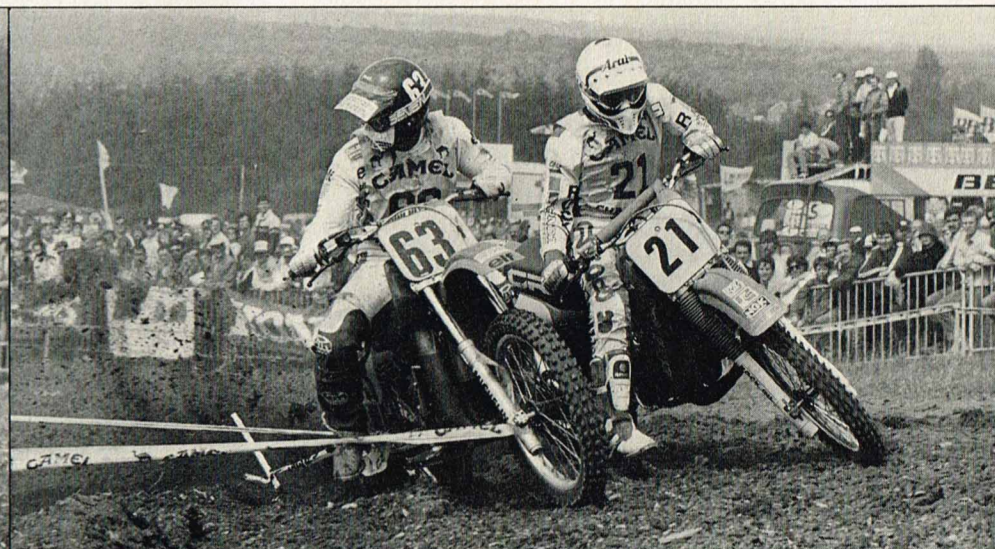
Eric Eaton, another American, ran well in the first moto, only to be greeted by Belgian "hospitality" before the start of the second race.



American Phil Larson had an awkward spot after being nipped by Jukka Sintonen (7)...



...and couldn't figure out why his Honda wasn't handling right.



hub as he forced through 19 unavailing laps. "That was a complete moto he ran," gasped disbelieving Team Green manager Alec Wright.

HOME-COURT BLUES

Whoever claims that home territory is always an advantage, has never endured partisan Belgian spectators in a frenzy. "Super Jobe! Super Jobe!" howled the commentator. But it took Georges half the first race to pass Nicoll, Michael Heutz and Perry Leask, by which time Malherbe, Thorpe and Vromans were long gone.

"Not so good," said a despondent Jobe. "Someone stole my gloves just before the race. I went to start the bike and go to the line, and they were gone. My mechanic Jean-Marie had to run back for a new pair. It made me nervous, and I missed the start and had to come back through the dust. The track is only one line, so I lost much time passing second-class riders, and it was

too late."

Nineteen-year-old Nicoll had led bravely for four laps before Malherbe and Thorpe thrust by. Three laps later Thorpe shaped up Malherbe in masterly fashion, feigning a move to the left before cutting inside the confused Belgian. Andre clung on, but Dave had pulled out a convincing 12 seconds at the flag.

Larson, despite a late clash with the Flying Finn, rode determinedly through from 16th to 11th, just losing out on the final lap to galloping giant Jaak Van Velthoven (KTM). Eaton, gating a bright tenth, hung in for 13th-place points at the flag, inches ahead of another tall Belgian, Stephan Desmare (Yamaha).

RACE TWO HASSLES

But the Americans never made race two! "They wouldn't let us out onto the line," explained an exasperated Larson later. "Said we were five minutes late getting into the

parc ferme." Bikes had to be in the "closed park" 20 minutes before the race. "In England they constantly reminded us how much longer we had." Just another example of Belgian hospitality. We all love it. Alec Wright missed the first half of the first race in police custody. I missed the last two laps of the second after being sprayed in the face by a Belgian cop armed with a CC gas canister. As I said, we all love Belgian hospitality.

"I got a better start and was riding well. I came back on David fast and tried to pass him. Andre was behind me, I made a mistake, and he passed. I passed him back, then I got a front wheel puncture. I still tried to pass David, but it was too one-line and so slippery everywhere. There was no way with a flat tire!"

Andre had crept two vital points further ahead. Georges shook his head. "I fought very hard today. But for me, I like better

to be alone, in the USA or Canada, where no one is around. So many people here, so many questions being asked and always the same questions. Sometimes there are so many people hanging over the tapes that I cannot see my line.

"When I came on Wednesday with Malherbe, we said they have to put down water. They said yes. We came back Thursday. No water. They don't care. Organization is very bad in Belgium. They think they can get away with everything because they have such good riders. And they are quick to make problems for everyone." (This latter remark was a reference to the luckless Yanks.)

Halfway through the second moto, with Thorpe narrowly leading Jobe and Malherbe, an absolute deluge burst over the Ardennes, soaking the track in seconds. Thorpe had just cracked his left foot hard against a trackside post and, slowing suddenly, welcomed the downpour. Malherbe

briefly took the lead, but he, too, was in trouble. "I bent my gearshift lever after passing Georges," explained the championship leader. "It was so dangerous in the wet, stuck in second gear. He and Thorpe were faster on the straights, and I caught them through the turns, but eventually I had to let him go."

THE REST OF THE BATTLE

Behind an unusually solid Sintonen, the seesawing three-way battle for fifth place was won by Spence, over Van Velthoven and Nicoll. With Persson ripping off a fingernail and failing to finish either race, Kurt Nicoll was suddenly just five points adrift.

The sad Swede, Carlqvist, had retired from ninth place after four laps of race one, unable to hold on with his injured right hand. His year as reigning champion has been disastrous, but his legendary popularity amongst the masses remains undiminished. They hope the big man will be back.

Meanwhile, his likely successor planned a gentle prelude to Italy's final round. "I am going home to Monaco. I need to rest and enjoy some sunshine on the beach for a week. Then I will start practicing for the last GP."

Barring the sort of appalling tragedy which struck Italian Corrado Maddii at the last 125 GP of 1984, the smiling Belgian should be a worthy winner of his third world crown.

PRESS-TIME FLASH! Andre Malherbe wrapped up the World 500 title in Italy, making him one of the elite group of three-time World MX Champions. Looking back, Andre noted that the pivotal round in his pursuit of the title was in Belgium. "Without a good finish in Belgium, Italy would have been a nightmare. I really won the title in Belgium." □

DIRT BIKE SHOWCASE

JAWA & CZ PARTS AND ACCESSORIES!—Shipped UPS daily. JB CYCLERY, 17468 RD #25, Madera, CA 93638; (209)674-4788.

STOP WAITING ON PARTS! Find FREEDOM KAWA-SAKI-HUSQVARNA-MAICO-KTM at 12505 South 71 Hwy., Grandview, MO 64030. CALL COLLECT: (816) 761-6621. Free freight on \$50 orders. Save 10% with ad. Overnight service available. OHLINS SERVICE CENTER.

KTM! KTM! KTM—MOTORCYCLES—PARTS—SERVICE. Special prices on all mail-order items. BRITON KTM, 267 N. Main, Brighton, CO 80601; (303)659-5419.

NEW JT HELMETS. \$159.95. Jersey sale from \$13.95; new AXO Superbelt, \$28.95. CRIS/CROSS RACING, (305)453-3952.

INVENTIONS, IDEAS, NEW PRODUCTS WANTED! Industry presentation/national exposition. (800)528-6050. Arizona (800)352-0458. Ext. 831. IMI-MOTR, 701 Smithfield, Pittsburgh, PA 15222 DB.

FOR SALE: SUZUKI DEALERSHIP. North Central Texas, population 1000-plus. Abilene, Texas 19605; (915)695-6113.

One of the **LARGEST INVENTORIES** of MX goodies in the United States. We have it all! JT, DG, Fox, Esprit, Bell, Metzeler, Scott, Simpson, O'Neal and more. Don't be fooled by the fly-by-night mail-order rip-off shops operating out of their basements or tool sheds. We will meet or beat any advertised price and you will have the goodies in two days. P.S.—We don't have a catalog, so use this magazine as your free catalog. TORQUE CENTER U.S.A., Milwaukee, WI; (414)786-4420.

BENT BIKE—MOTORCYCLE SALVAGE INC. Factory dist., dealer buy-outs. Chrome muffler system, \$124.95; black muffler system, \$99.95; leather jackets U.S. made, \$99.95; full-faced helmets name brand, \$59.95; parts from 4000 wrecks and largest stock new parts. TOLL-FREE (800)328-8810. WA res. (800)247-4711. 18327 Hwy. 99, Lynwood, WA 98037. VISA, MasterCard.

CHRISTMAS SPECIALS! Bell Moto 4, \$129.00; Simpson Model 52 helmets, \$99.00; JT V2000 in all colors, \$79.95; HRP Flak Jak2, \$79.95; AXO Malherbe boots, \$149.95; Moto-X Fox Quick-Draw boots, \$119.95; JT Half-Breed gloves in all colors, \$23.95; JT free-form pants, \$99.00; Team Tamm pants, \$99.00. We have a large inventory of JT and Team Tamm apparel. Sidewinder sprockets, Metzeler tires, Bel-Ray lubricants, and more! VISA and MasterCard accepted. Next-day service to NY, NJ, PA, and CT. CALL NOW! VINNIE'S COMPETITION CYCLE SPORTS, INC., 20 Route 10, East Hanover, NJ 07936; (201)428-1735. WE WILL NOT BE UNDER-SOLD—GUARANTEED!! HAPPY HOLIDAYS!

NEW!—Trencher knobby recapped tires. Economical—durable—longer-wearing than new tires. Price: \$23.95 plus shipping. Write MAYNARD DISTRIBUTING, 3858 Gibsonia Rd., Gibsonia, PA 15044. Call (412)443-1940. Orders C.O.D. or money orders.

DG PERFORMANCE INVENTORY CLOSE-OUT SALE!—Super savings on close-out merchandise! Misc. swingarms, \$19.95; misc. MX pipes, \$30.00; XR7S pipes, \$19.95; misc. radial heads, \$19.95. Call for specific applications. Toll-Free (800)854-9134, or (714)630-5471 in California. DG PERFORMANCE SPECIALTIES, 1230 La Loma Cr., Anaheim, CA 92806.

TERM PAPER catalog—306 pages—15,278 papers available. Rush \$2.00. Custom writing also available. RESEARCH, 11322 Idaho, #206FE, Los Angeles, CA 90025; (213)477-8226.

CAN-AM PARTS—TOLL-FREE (800)821-7929. Complete new and used parts inventory. UPS shipments daily. McBRANN CYCLE SHED, 7206 N. Oak, Kansas City, MO 64118.

CAGIVA—MAICO—MONTESA—M-STAR. Daily UPS, motocross accessories, Ohlins, boring, crank rebuilding. All makes. THE GREAT ESCAPE, 4454 Bull Valley, McHenry, IL 60050; (815)385-8110.

SPECIAL THIS MONTH—1984 125 KTM or Husky, \$1849. Barry Higgins H&H Maico-Husqvarna-KTM-M-Star #1 off-road team. Huge parts and accessories center. We specialize in MX, ISDE and enduro prep. UPS—overnight service. Mention this ad and save 10% on parts. VISA and MIC. OHLINS SERVICE CENTER. Reserve your 1985 KTM NOW!—taking deposits. 310 Bankhead Hwy., Mableton, GA 30059; (404)941-9184.

PARTS AND BIKES—M-Star, Cagiva, KTM, Penton, Maico, Husqvarna, Hercules, Sachs, DKW, Hodaka, Rokon, SWM, Fantic, Montesa, Italjet. Expert shock rebuilding. LETKO COMPETITION CYCLES, 86th & Parallel Parkway, Kansas City, KS 66112; (913)334-2410. UPS DAILY. VISA and MIC.

HUSQVARNA parts shipped UPS daily. 40 new 1982, 1983, 1984 Husqvarnas in stock. Out-of-town customers welcome. Call (408)295-4342 for fast service. BRITALIA MOTORS, 385 Tully Road, San Jose, CA 95111.

Make Extra Money Fixing Just One Motorcycle

Be A Motorcycle MECHANIC!

Train at Home in Spare Time

Motorcycles use far less gas than cars. And the more bikes on the road—both new and used—the greater the need for maintenance. Grab your piece of the action! No need to quit school or job. Easy-to-understand home-study course shows you everything step by step... you learn by doing. Special cycle tools, test instruments, lessons, manuals included. **Rush Coupon for FREE FACTS!**

NORTH AMERICAN SCHOOL OF MOTORCYCLE REPAIR
4400 Campus Drive, Dept. EFOA4 Newport Beach, CA 92660
Rush free brochure on how I can train as a Motorcycle Mechanic at home in spare time. No obligation. No salesman will call.

Name _____ Age _____
Address _____
City _____ State _____ Zip _____

BLACK CARBON STEEL SUPER SPROCKETS



NEW from Circle for Harley, Honda, Yamaha, Kawasaki, Suzuki, Triumph, and most other makes.

Prices start at \$23.95. Send \$2 for 1983 catalog.

CIRCLE INDUSTRIES
17901 Arenth Ave. • Industry • California • 91748 • (213)965-1622

KTM SUZUKI Husqvarna

Large parts inventory—computer controlled. We'll tell you fast—we'll ship it fast! We have every Husky product made! UPS daily.

Suzuki of Bossier
Bossier City, LA

(318)742-6272

CUSTOM CYLINDER RESLEEVEING

STANDARD AND CHROME BIG-BORE—CYLINDER PORTING

WE SLEEVE AND BORE ALL MAKES

\$90.00—\$120.00

SMALL ENGINE MACHINE WORKS
720 NE 242, Gresham, OR 97030; (503)667-5224. Since 1971. Dealer Inquiries Welcome.

CYLINDER SLEEVEING

All makes, better than new Durable alloy Boreable Fast service

\$99.00 to \$125.00



Also: Big-bore & Debore Kits

KUSTOM KRAFT PERFORMANCE
886 Bluffcity Blvd., Elgin, IL 60120 (312)697-4343

Send 50 cents for brochure and sticker. Dealer inquiries invited.

KANNON PIPES



"Holeshots Guaranteed!"

KRAUSE RACING
111 Fairbanks • Addison, IL 60101 • (312)543-6696

FREE

If your action is motocross, call toll-free

800-MX-ACTION

A toll-free order number you will never forget.

Lowest prices—largest selection

Highest quality—fastest service

KRAUSE RACING
111 Fairbanks • Addison, IL 60101 • (312)543-6696

4-stroke Performance

—for Honda, Kawasaki, Yamaha— since 1964

Exhaust systems, bore kits, cams, carburetors. Send \$3.00 with make, model & year for information to: POWROLL P.O. Box 1206DK4 Bend, OR 97709

DECALS! BELL HELMETS NOK CHAMPION

3 for \$1.00 plus FREE catalog with over 200 official racing decals! BONUS! or send \$3.00 and get 10 decals.

TO: AMERICAN DP, P.O. BOX 12 DEPT. DB124, ALGONQUIN, IL 60102

BRIDGESTONE

NEW SOFT TERRAIN M39 & M40

Bridgestone introduces its new M39 and M40 soft-terrain tires. Previously only available to factory riders. Also available the legendary Hard Track M22 and 23. All Bridgestone models and sizes in stock.



RD performance
P.O. Box 33696 Granada Hills, CA 91344 (818)366-6914

WHOOPEDEDOO

14KT Solid Gold Motorcycle Pendant Also Available In Sterling Silver

Gold —\$199.95
Silver —\$49.95

* Free Motorcycle T-Shirt With Each Order **Half Actual Size**

14 Day Money Back Guarantee If Not Satisfied

#1 Gold Silver
Quantity _____
* T-Shirt S _____ M _____ L _____

Name _____
Address _____
City _____ State _____ Zip _____
Master Card # _____ VISA # _____
Michael Craig Fashions, P.O. Box 436, Rockaway, NJ 07866
Check or Money Order Add \$2.50 For Postage and Handling
Allow 2-3 Weeks for Delivery Dealer Inquiries Welcome

When you think

KTM PERFORMANCE

Z Racing Hand Built Pipes Professionally designed and tested power pipes for KTMs. Higher head pipe clearance with easy bolt-on. Available for all '84-'85 models. Optional painted or non-painted factory look. **\$139.95**



Z Radiator Guards Protect your radiators with sturdy 5052 T-6 aluminum guards which are punched for maximum air flow while still retaining unmatched strength. Easy bolt-on for '84-'85 models. **\$24.95**



Z Racing Silencers 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**



Z Suspension Tuning 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**



FULL INVENTORY KTM OEM PARTS

(714) 772-8170 We Ship UPS C.O.D., MasterCard or Visa. 1265 East Lincoln, Anaheim, CA 92805 **RACING PRODUCTS**

ORDER 12 FULL-COLOR POSTERS FOR ONLY \$2.50

AND GET 365 DAYS OF THE ALL-NEW DIRT BIKE 1985 CALENDAR FREE!

Of course, the posters are part of the calendar, and vice versa. The point is, every month you get a new poster on your wall, along with interesting facts and obscure info about motorcycles with every new day, a bonus Crash & Burn photo feature, and, of course, all 365 days of 1985—all for just \$2.50! **This is your year! Don't miss it! Order your Dirt Bike 1985 Calendar today!**

Please rush me _____ copies of the all-new **DIRT BIKE 1985 CALENDAR!**

Name _____
Address _____
City _____
State/ZIP _____

Please enclose \$2.50 plus 75 cents postage and handling for each copy ordered. Canada add \$1.50 and all other foreign add \$2.50 postage and handling for each copy ordered. All items will be shipped surface mail. Please use international money order in U.S. funds only. Thank you!

Please make check or money order payable to:
1985 DIRT BIKE CALENDAR
Post Office Box 9502
Mission Hills, California 91345-9502
DB11-4

New Products

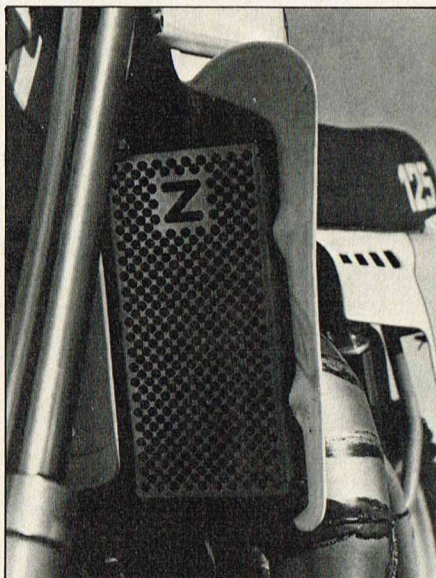


TOTAL TRAINING FOR MX

A few months back we did a preview on Jeff Spencer's book, *Total Training for Motocross*... and were impressed. The well-written manual drew rave reviews from the *DB* editors, especially the sections on injury prevention and speeding up healing.

Now Jeff's book is printed and ready to go. It's a slick-looking product loaded with photos and drawings, and is even refined a bit more than the prototype book we read. At \$14.95 plus \$1.50 for postage and handling (California residents add 90 cents tax), it's a must-have for any rider about the casual level.

This is a good book and just might be the perfect Christmas present for that rider in your life. Grab it! Available from Total Training, P.O. Box 3721, Glendale, CA 91201.



Z STRONGER, Z BETTER

Z Racing Products offers an aluminum radiator screen that's tougher than the stock plastic units found on the production bikes. It's made of 5052 aluminum, provides maximum airflow and looks trick, to boot. They're available for all 1984 KTMs, the Husky 400WR and the 1984 Honda CR250. Contact Z Racing Products, 1265 E. Lincoln, Anaheim, CA 92805; (714)772-8170.



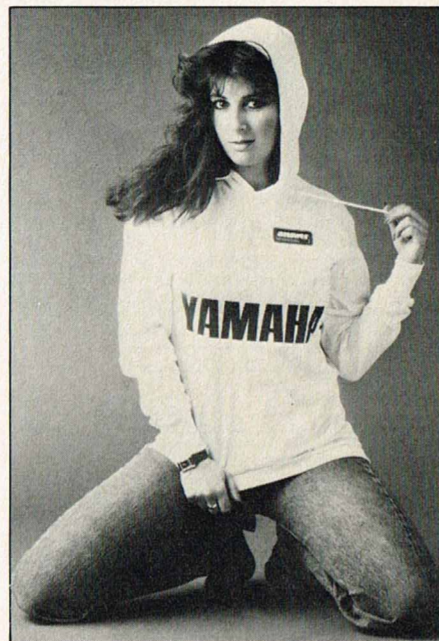
GOT THEM LOOSE-RESERVOIR BLUES?

If you own any Honda CR, then you know that the stock reservoir mounting system looks bogus. Hose clamps and little rubber bumpers don't cut it, and when they loosen, the reservoir bangs and bounces at will. Cycle Products West has the solution—it's their 6061 aluminum shock reservoir holder. It retails for \$39.95 and is available for all remote reservoir Honda CRs. Cycle Products West, 11900 W. Pico Blvd., West Los Angeles, CA 90064; (213)477-0997.



NEED PROTECTION

O'Neal offers a complete line in the protection racket: their Ultra-Lite boots with the Skywalk sole; the Ultra-Lite pants, tailored to form-fit; and the Ultra-Lite jerseys, a 50/50 poly-cotton blend armed with new colors and graphics. For the shoulders and chest they offer the ROK II jacket, and facial protection comes in the Marushin aerodynamically designed helmet. O'Neal covers all the bases. If you're interested, hit them up for a new catalog. They sell for \$4. Send the money to O'Neal Catalog, 9555 Owensmouth Ave., Chatsworth, CA 91311; (818) 998-1049.



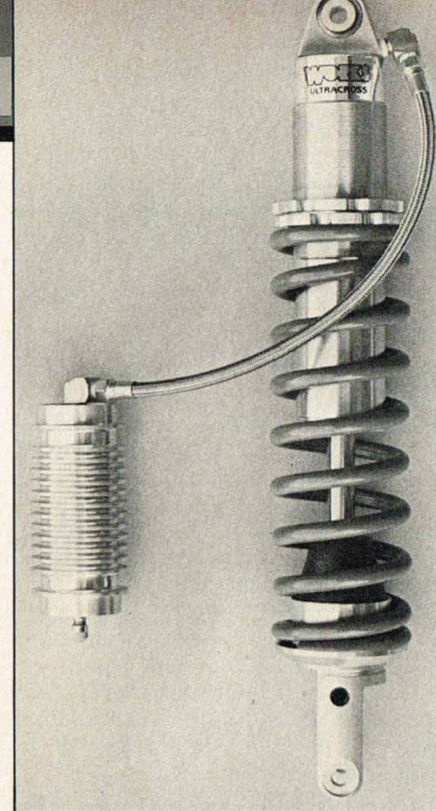
THE GREAT HOOD-INI

This is one of Answer Products' best magic tricks to date, a young girl pulling a drawstring through her neck. Some fun, but really, this is Answer Products' long-sleeved, hooded T-shirt. It is 100-percent cotton, and the shirts are available in all factory team graphics and sell for \$19.95. The sizes are small, medium, large and mongo Hunky size. Answer Products, 27967 Beale Court, Valencia, CA 91355; (805)257-4411.



ROCKIN' THE BOAT

Those progressive kinda guys at Rocky have come up with all-new Progressive suspension springs for riders who need an alternative to the standard unit. These springs are meant to replace the too soft models found on many of today's bikes. They have them for the XR200, XR250, XR500, XL600 and Yamaha's IT/YZ250 and 490. Talk to your Rocky dealer; maybe they'll spring some news on you.



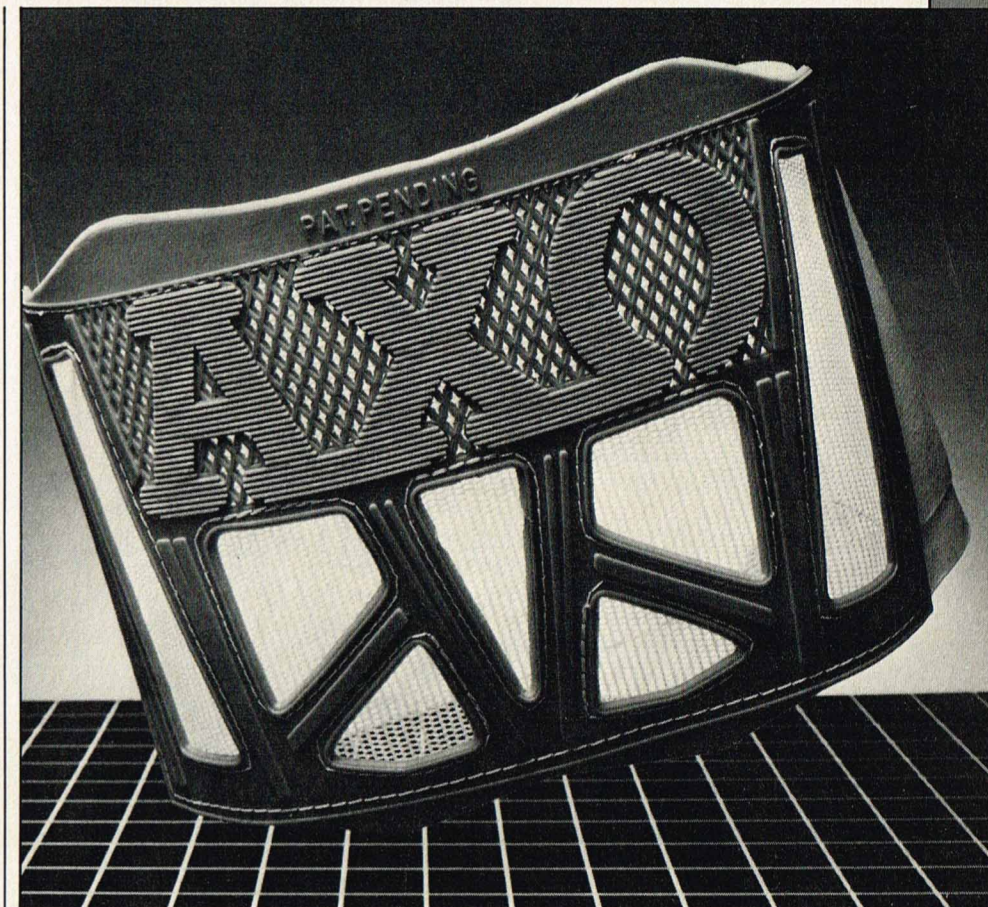
ULTRACROSS, TOTALLY BOSS AND GUARANTEED

Works Performance's latest single shock, the Ultracross, is a hand-crafted custom-built shock which they say is by far the best on the market. All materials are aircraft quality; the shock body is machined from 7075-T6 aluminum billet; and the damping is self adjusting and load sensitive. Works Performance thinks so highly of its shock that they give you a one-year warranty against defects in materials and workmanship (including the seals), and a lifetime warranty on the shock shaft. They're available for single-shock Hondas, Suzukis, Yamahas, Kawasakis, KTMs and Maicos. Works Performance, 8730 Shirley Ave., Northridge, CA 91324; (818)701-1010.



KING KONG CONTACT CLEANER

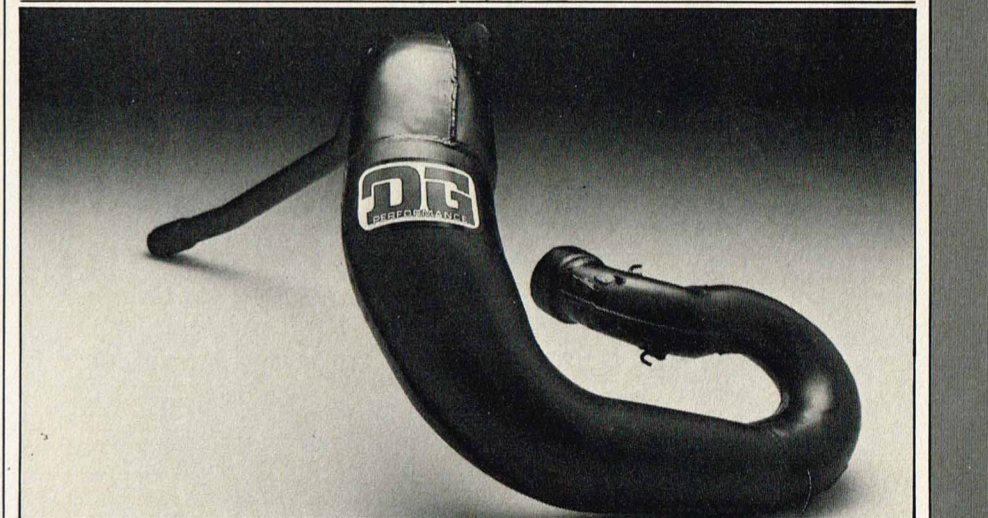
Klotz fast-acting Contact Cleaner is now available in the gimendo size for those heavy-duty plug and parts cleaning types of people. This econo-sized package comes with an attached pump sprayer for easy parts dousing. The smaller 20-ounce size is still available, and it contains the same fast evaporative, environmentally safe solution as the mongo size. For more on Klotz products, contact Klotz Special Formula Products, P.O. Box 11343, Fort Wayne, IN 46857.



AXO SUPERBELT

AXO, a long-time leader in the boot world, now introduces its new Superbelt. They say it is the most advanced system of back support and protection for today's motocross and enduro riders. The soft, flexible injection-molded rear section contours to the shape of the back, giving, according to the AXO people, unequalled support. The Superbelt not only offers support

but gives the rider back protection as well. It is machine washable and comes in white/blue, white/black or white/white color combinations. And it sells for \$29.95. If you would like to have more information on the belt or on the AXO line-up, please contact AXO Sport America, 25702 Rye Canyon Rd., Suite E, Valencia, CA 91355; (805)257-0474.



DG PIPE DREAMS

DG considers this one of its best efforts for 1984. It's a pipe for the YZ250L Yamaha, and they say you can increase your mid-range and top-end performance without sacrificing any bot-

tom end. The YZ pipe has good ground clearance and sells for \$109.95. DG Performance Specialties, 1230 La Loma Circle, Anaheim, CA 92806; (800)854-9134. □

HONDA • YAMAHA • SUZUKI
OEM Parts & Accessories For Motorcycles, Scooters & ATVs

FACTORY PARTS OUTLET

1-800-321-0593

IN OHIO, CUSTOMER SERVICE
AND ALL OTHER INQUIRIES: (216) 352-3729



EST/MON. thru THURS. 10-9 p.m.
FRI. & SAT. 10-6 p.m.
UPS DAILY



We carry a full line of accessories from over 120 Manufacturers at Discount Prices!

- ANCRA Tie Downs \$12.50 pr.
- Oil & Lubes (case lots) 20% Off
- Kryptonite Locks \$34.50
- Clymer Shop Manuals \$ 8.95
- Luggage Racks and Case Savers 20% Off
- Batteries (example: 12N12A-4A1) \$19.95
- Inner Tubes (example: 350/400x18) ... \$ 4.95

We Also Have: MICROFICHE, FACTORY SERVICE MANUALS and PARTS PRICE BOOKS.

MasterCard VISA P.O. BOX 19234 • CLEVELAND, OHIO 44119

AMA NATIONAL (continued from page 37)

with us. Their suspension sure wasn't stock, and except for the fact that my bike's water-cooled, as far as power goes, they were close. I could tell from his starts that it wasn't slow. I think it had more off the bottom than ours, but ours revved out further. I could never use the top end on the Honda; it was too fast. I mostly short-shifted it."

WHAT HAPPENED TO EVERYONE ELSE?

Why did Bailey dominate with such apparent ease? Whatever became of Kawasaki's Goat Breker? Glover's theory is, "David brought a new attitude into the 500 class. His riding style, fluid and regimented, changed how I rode an Open bike. Right off the bat, he was aggressive, attacking the course. At first I was bummed; he seemed almost too good. Eventually, his technique rubbed off on me. I started getting faster and more aggressive. Both of us ran away in almost every single moto and simply out-classed the rest of the guys. I know David Bailey is the reason. He forced me to get with it."

David feels his practice technique helped. "At first I thought riding a 500 would make me more aggressive, but it was the opposite. I got lazy on the 500 and started cruising through the corners. I switched to riding a 125 and 250 during the week, and that helped keep me on the throttle when I rode the 500. That's where Glover is tough, all those years of riding 125s shaped his style. He gets on the gas early in the corners."

In Colorado, Broc was like a man possessed. A fast track was to his liking, and except for less horsepower, he'd be letting it hang all the way out. His pride was on the line; Bailey had won 15 out of 16 motos, meaning Broc had one moto win to his credit. Broc's a winner, and being dominated so easily was making him a little bit more than irritated.

Bailey took the holeshots; Glover was rubbing the knobs off the Honda's rear tire. For the entire moto the two superstars were never farther than three bike lengths apart. Through the dust and slower riders, David won. Broc wildly berserked it back to the pits. There were tears in his eyes. Even his best shot wasn't enough.

David's win clinched the 500 title for him. With one round left, there was no way Broc could win. The second moto was a matter of pride for both riders. Broc desperately needed an overall win. All throughout the season he'd steadily gotten faster. "I typically start off slow. As the season progresses, I get in the flow of things and usually start winning. This year I was way too late with the charge."

Broc and David fought fist and gut in moto two. Glover won and finally took an overall win. "David didn't have to win, I know that. The championship is his and he deserves it. He's a great rider, a great competitor and a great champion." That just about says it all. □

BITS & PIECES (continued from page 13)



WORLD CHAMPIONSHIP HARE AND HOUND

On January 12, 1985, Whiskey Pete's Casino will be hosting the Best in the Desert race. A \$20,000 purse, the largest for any desert-only event, will seek out the fastest and craziest riders for a share of the mongo payback. Whiskey Pete's put up the purse money and will be the center of the race. The course will be a cloverleaf, centered near the resort. This year the enter fee is \$100. For information write to Best in the Desert, c/o Sportsman Cycle, 3475 Boulder Highway, Las Vegas, NV 89121; or call (702)457-0343. □

FROM THE SADDLE (continued from page 8)

white shirt and that maybe this wasn't such a good idea after all.

Marvin agreed, they said their goodbyes and parted from the Elks Lodge.

Upon arriving home, Marvin positioned his pained body on the softest part of the couch and sagged into a semi-stupor, not even bothering to change the TV from the Pro Bowlers Tour to something worthwhile.

Two hours later, his riding buddy, Chuck, stopped by. "How ya feelin'? You don't look real great, Marv."

Marvin admitted that he had felt better, but that he was on the mend. Chuck scratched his heavily bearded chin and said, "I guess it's out of the question for you to go trailriding with me and Mel. You see, Mel just bought a new IT490, and I know you and I have been thinking about buying one of those things. He said he'd let us ride his a bit. We still got four, maybe five hours of daylight left."

As they pulled out of the driveway, bikes swaying in the back of the old Ford pickup, Marvin wondered if this made any sense whatsoever.

His patient wife shook her head and wondered what kind of looney-tunes those dirt bikers were. And, at the Elks Lodge, Aunt Belinda tossed her considerable bulk around the dance floor, wondering how poor Marvin was feeling. □

LOWEST PRICE OF THE YEAR SUBSCRIPTION SPECIAL! TURN TO PAGE 59 TO GET DIRT BIKE DELIVERED TO YOUR HOME FOR LESS THAN HALF PRICE!

NEW 1984 O'NEAL U.S.A. CATALOG

Hats - O'Neal or Team available

T-Shirts O'Neal or Team available.

in Team styles and colors

7 Pack Stickers
15 Pack Stickers

60 pages of the latest racing apparel.

Name _____

Address _____

City _____ State _____ Zip _____

(Check Box)	(Please Print)	Price Ea.	Qty	Style
<input type="checkbox"/>	Catalog	4.00 ea.		
<input type="checkbox"/>	Catalog w/T-Shirt	9.95 ea.		
<input type="checkbox"/>	Catalog w/Hat	7.45 ea.		
<input type="checkbox"/>	Catalog w/7 Pk Stickers	3.95 ea.		
<input type="checkbox"/>	Catalog w/15 Pk Stickers	4.95 ea.		
<input type="checkbox"/>	Shipping add	1.50 ea.		
<input type="checkbox"/>	CA residents add 6% tax			
TOTAL				

Please send cashiers check or money order to:
O'NEAL U.S.A. 9555 Owensmouth Avenue,
Chatsworth, California 91311 (818) 998-1049

DON'T BE FOOLED

ten facts about self-cleaning dirt sprockets

- #1) Only SideWinders are made of superior T6 aircraft alloy material.
- #2) Only SideWinders are 100% machined rather than stamped or punched out.
- #3) Only SideWinders provide alternating relief channels for maximum strength, rigidity and total reliability.
- #4) Only SideWinders have been field tested for 4 years and proven by top national pros like King, Holley, Hicks, Team Tamm and thousands of racers and riders all over the world.
- #5) Only SideWinders are available also as case-hardened front sprockets to provide a *balanced, matched set* (front & rear) for maximum chain life.
- #6) Only SideWinders are the "original" self-cleaning sprocket and have a U.S. patent pending on the unique alternating relief channel design.
- #7) Only SideWinders have been chosen to replace stock sprockets by test crews at Dirt Bike, Motocross Action, Dirt Wheels, Cycle Guide, ATC/Off-Road Racing and many other top magazines.
- #8) Only SideWinders now offer the new "EXP" and "VCX" series of chains to provide the ultimate drive system.
- #9) Only SideWinders are available for virtually every model and year bike or ATC in a full range of tooth sizes in both front and rear sprockets.
- #10) Only SideWinders are the "official" sprocket of the AMA Amateur National Championships. SideWinders are anodized with a hi-sheen, *gold* finish that says quality.



INSIST ON THE ORIGINAL

SideWinder® SPROCKETS AND CHAINS

SEE YOUR LOCAL DEALER OR ORDER DIRECT TOLL FREE

1-800-MX ACTION

111 Fairbanks • Addison, IL 60101

(In Illinois Call 1-312-543-6696)

Crash & Burn



THERE ARE LOTS OF WAYS TO SEE A RACE. But Supercross By Video Tape Beats Them All!

Now you can experience the thrill of Supercross in the comfort of your home! You won't even have to move out of your chair to get this close to the action: accelerating down the straightaways, slamming around berms and leaping over jumps! You'll be nose to nose with the Pros, catching all the action, the spills and thrills of the hottest stadium sport on the planet—SUPERCROSS BY VIDEO TAPE!

For a limited time, we are offering a one-hour 1/2-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!

HOW DOES IT HAPPEN?

There are three (3) ways to order your Home Video below. Pick one, and order your Supercross Video Tape today!

(PLEASE NOTE: OTHER VIDEO TAPES AVAILABLE INCLUDE THE SPORTS OF AUTO

RACING, DESERT RACING AND SKIING—SEE THE LIST BELOW FOR SPECIAL PRICES ON COMBINATIONS!)

1. Call (800)522-1500, Extension 9, and order C.O.D. or charge to your VISA or MasterCard.

2. Send in the coupon below with your check or money order for the price of the tape or tapes you are ordering, plus \$4.00 shipping and handling per tape. (California residents, please add 6 1/2% sales tax.) NO CASH, PLEASE.

3. Charge by mail. Fill out the coupon below and include the appropriate charge account information for your VISA or MasterCard.

PLEASE SEND ME THE FOLLOWING TAPES:

QUANTITY	TITLE	PRICE
_____	Dallas Supercross	\$39.95
_____	The Best of Supercross	\$39.95
_____	Christmas Special: Dallas Supercross and The Best of Supercross: 2 tapes for:	\$69.95!
Feature-Length Movies:		
_____	TAKE IT TO THE LIMIT	\$59.95
_____	ON ANY SUNDAY II	\$59.95
_____	Both movies—2 tapes for:	\$99.95!
_____	NEW! Frontier 500 Desert Race	\$39.95
_____	San Diego World Cup '83 & Anaheim Kickoff '84 (two-event Supercross combination tape)	\$39.95
_____	'83 Miller High Life Superbowl of Motocross XII Rose Bowl (60 minutes)	\$39.95
_____	'82 San Diego Miller High Life Supercross Finals (60 minutes)	\$29.95
_____	1984 Summer Olympics Highlights	\$29.95
_____	How to Auto Race	\$49.95
_____	Skiercise (58 minutes)	\$39.95
_____	Pro Ski-Speed Skiing 1983 (com- bination tape)	\$29.95
_____	Alpine Ski School	\$49.95

CHECK ONE: VHS BETA

My check or money order is enclosed and includes \$4.00 shipping and handling charge per tape. California residents add 6 1/2% sales tax.

Please charge to my VISA MasterCard

Card Number _____

Expiration Date _____

Signature _____

OR REMEMBER: YOU CAN CALL TOLL-FREE (800) 522-1500, Extension 9, day or night, and order your video tape to be sent to you C.O.D. or postpaid by charging it to your VISA or MasterCard.

ADD TO ALL TAPES \$4.00 HANDLING CHARGE. California 6 1/2% sales tax. ATTENTION: FOREIGN RESIDENTS: \$25 ADDITIONAL CHARGE PER TAPE FOR NON-CONTINENTAL U.S./CANADIAN ORDERS.

Please allow 4 to 6 weeks for delivery.

NAME _____

ADDRESS _____

CITY _____

STATE/ZIP CODE _____

Mail to:
SUPERCROSS VIDEO TAPE
Post Office Box 9501
Mission Hills, California 91345-9501

DB11-4



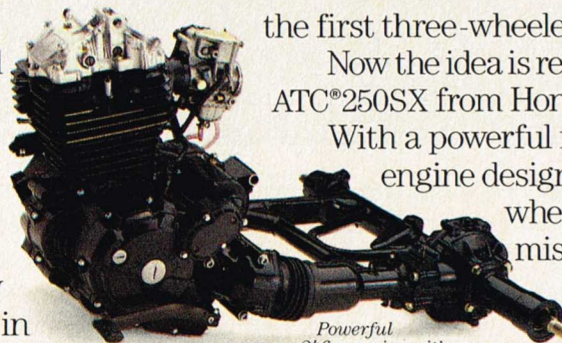
Pockets of New England bog mist have been known to play havoc with early-morning travelers in Maine. However, when the dreaded fog dropped smack onto the third turn at Barfingham Raceway, the resultant chaos was disrupting. Luckily, a nearby flagger threw a steaming cup of clam broth at the swirling mist, and it dissipated, but not before it cost young Marvin Splinzo a first-place trophy.

Photo by Paul Buckley

THE RE-CREATION OF RECREATION.



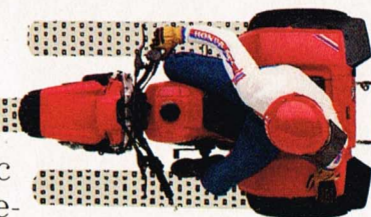
It began as an idea.
Build the best recreational three-wheeler ever made.
A challenging machine.
But easy to ride.
An advanced machine.
But easy to maintain.
A machine that would draw from everything we've learned in the fifteen years since we invented



Powerful new 246cc engine with electric starter and shaft drive.

the first three-wheeler.
Now the idea is reality. The completely new ATC®250SX from Honda.
With a powerful new 246cc four-stroke engine designed specifically for three-wheeling. A five-speed transmission with automatic clutch.
A rugged shaft drive that is virtually maintenance-free. And a reverse gear

that's perfect for backing-out of tight spots.



Handy reverse gear.

With an electric starter. Maintenance-free CD electronic ignition. Hydraulic front and rear suspension. And a six-month, unlimited mileage warranty.*
It's a machine that can go almost any-

where. Do almost anything. Introduce almost anyone to the fun of off-road recreation.
It's the totally new ATC250SX from Honda. The best way yet to have a good time off-road. In all creation.
For more information, a free riding instruction booklet and the location of the Honda dealer nearest you, call 800-ATC-3WHL.

HONDA ATC®
FOLLOW THE LEADER

*See your local Honda dealer for full details. © 1984 American Honda Motor Co., Inc. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 905-DB5, Box 9000, Van Nuys, CA 91409.

ALWAYS WEAR A HELMET AND EYE PROTECTION. Designed for off-road, operator use only. Specifications and availability subject to change without notice. ATC is a registered Honda trademark.