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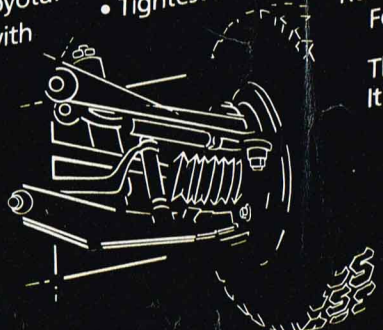
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The new Nissan 4 x 4.
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125 SHOOTOUT: BIG FOUR WAR

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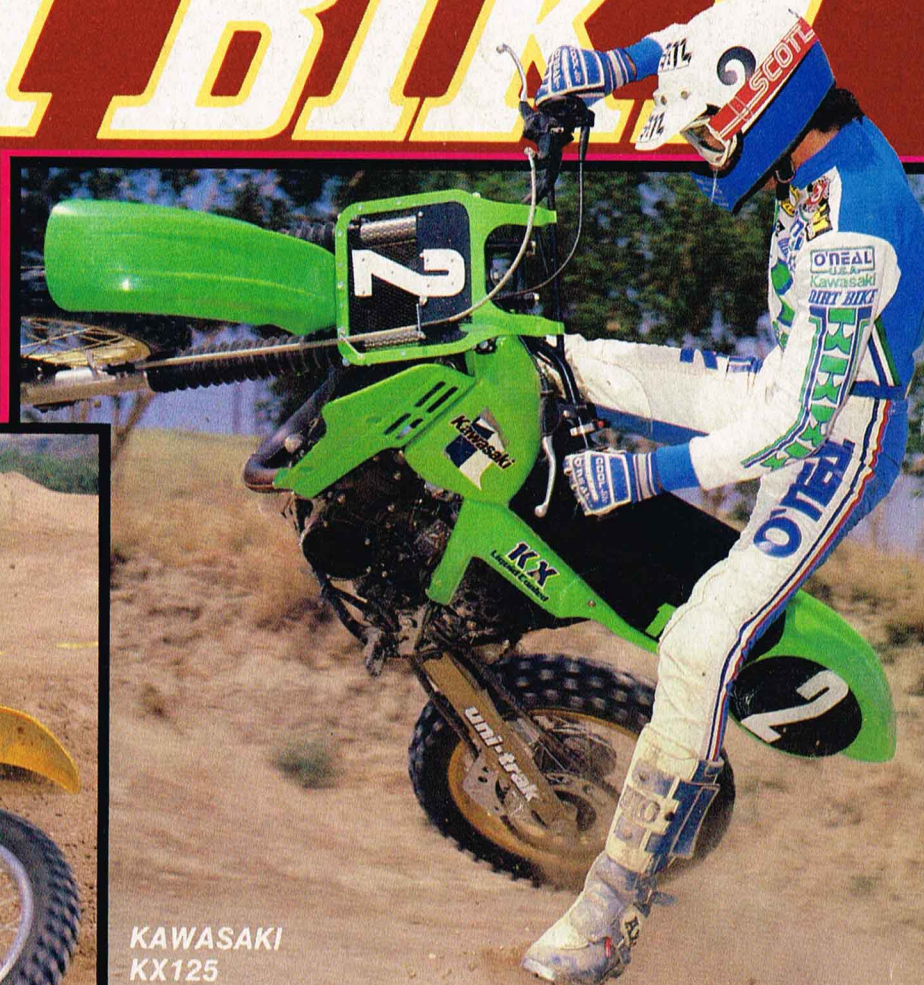
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D.C. SUPER-X: CAPITAL CLASH

SUZUKI
RM125



KAWASAKI
KX125



HONDA
CR125R



WOODS MODS: 200 ENDURO HOP-UPS!

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YAMAHA
YZ125

MUD-O-CROSS 500 GERMAN GP



O'NEAL HOT RIDING GEAR



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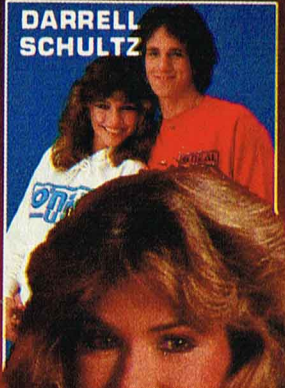
The hottest motocross mitt made! Nylon tops with unique padding design for freedom of movement and protection, padded goatskin palms, 3-color Spandex sides for perfect fit. Colors Blu/Whi, Red/Whi/Blu, Yel/Blu, Yel/Blk, Sil/Blu, Red/Yel/Blk, Grn/Blu. Kid sizes S(5), M(6), LG(7), **\$23.95** and Adult sizes S(8), M(9), LG(10), XLG(11), **\$25.95**



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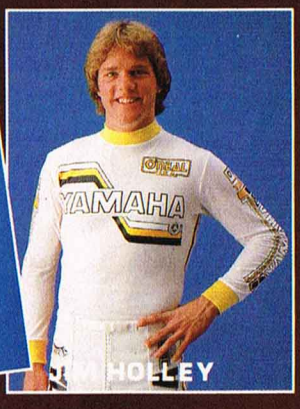


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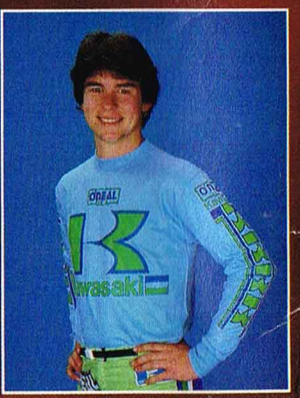
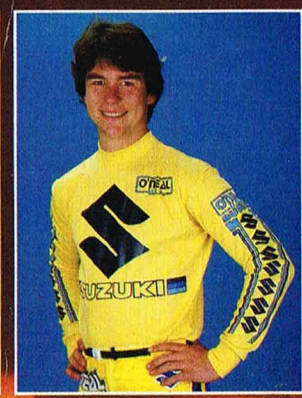
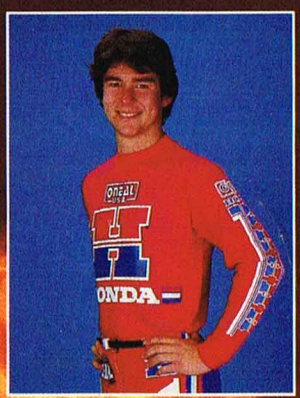
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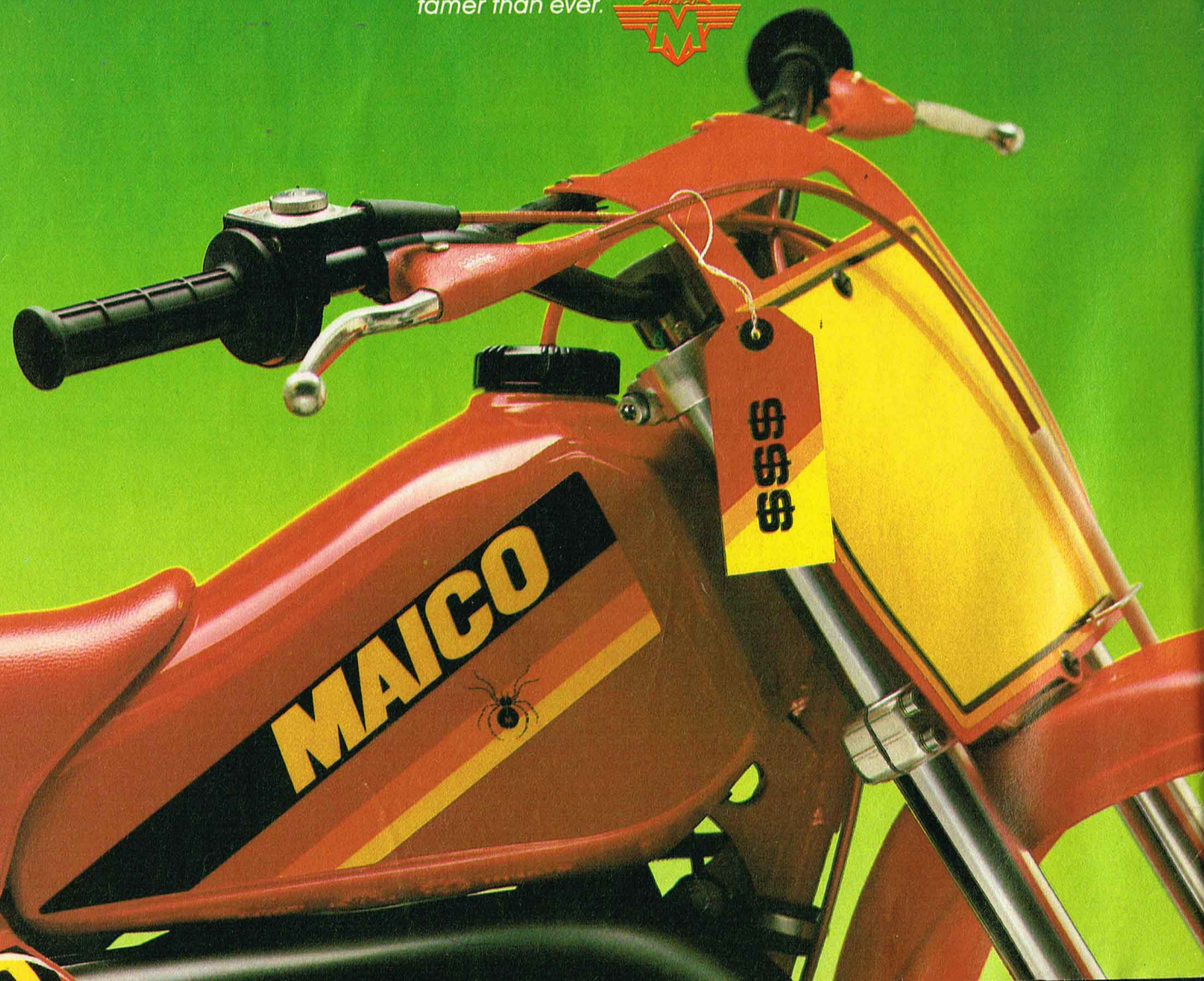
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Maico takes the sting out of buying a Spider by cutting hundreds of dollars off the price tags on this year's machines. The '83 MX's, Enduros, and Sandspiders may soon be an endangered species at these low prices, so see your dealer soon. Ask him about the factory authorized discounts on all of the '83 Maicos and he'll tell you how you can capture a Spider at a price that's tamer than ever.



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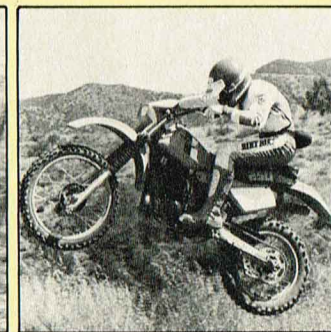
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ON THE COVER:—Our 125 testers go at it with a vengeance. Jon Miller roasts the Honda, Larry Baker checks the flight potential of the Yamaha, and Kenny Zahrt doubles up on the Kawasaki and Suzuki. Photo credits: RS on the YZ, TW on the CR, and PC on the KX and RM. Color separation by Valley Film.



125 SHOOTOUT



ENDURO BIKE HOP-UP

KDX250



WEST GERMAN 500 GP

WASHINGTON SUPER-X

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From the Saddle

You can call me Jones

By Rick Sieman

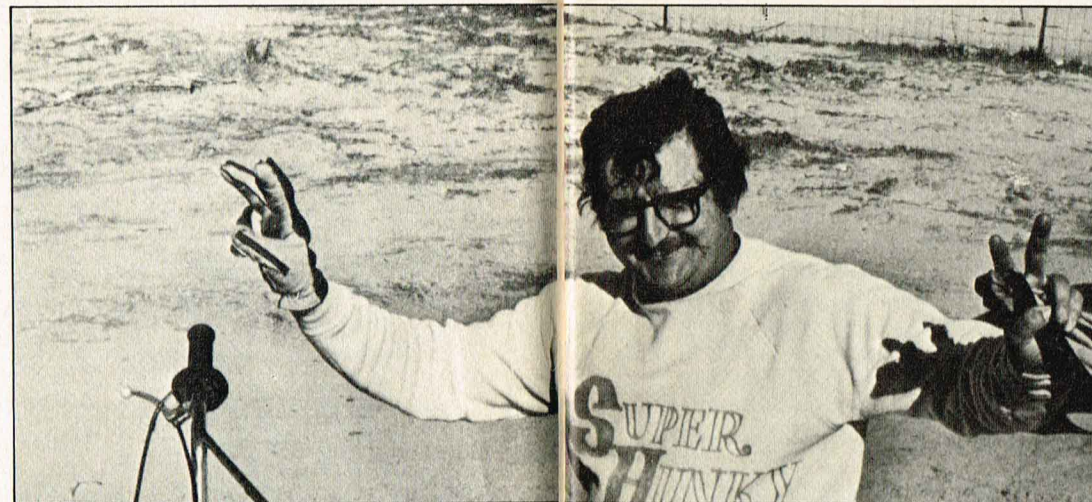
"I tell ya, Manny, the kid's perfect. Just what we need. He's fast, smooth and aggressive. And he hardly ever crashes."

"Saul, baby, he sounds good. Real good. But what's he going to cost us? We've got a decent budget, but we can't sell the farm just to get a winning rider. So talk numbers to me."

"Manny, I think we can contract this kid for 50 thou. Maybe toss in a few bonus clauses. If he wins a Supercross, we slip him an extra ten thousand, maybe a thou for winning a National moto. You know... the regular incentive goodies we offer all the riders."

"Saul, if we can sign this kid for that kind of money, you can look for a little extra in the Christmas stocking this year. Get my drift?"

"Drift? Manny, it's a rip tide, not a drift. You speak my language. Here, take



a look at this field report from the racing team managers. It's got everything in it from the kid's age to his favorite food. The last five pages have his racing history. It makes for good reading, hey?"

"Saul, this kid could be the next Magoo. What's his nickname?"

"Uh, I dunno. Isn't it in there somewhere?"

"Nope. I speed read the whole thing. It just has his name... Sam Jones. That's not much of a name to stick with the fans."

"No sweat, Manny. Words are my game. I just make up a good catchy name for... what's-his-face here... yeah, Jones, and we're in business. Let me run a few ideas up the flagpole and see if you salute them. Lessee... howza 'bout Wildman Jones?"

"Nope. Too corny. Anyway, according to this report, he's a real smooth and very technical rider. More. I want more, Saul. I'm going out for a pass. Throw me a long ball."

"Wait, wait! It's coming to me. I got it! Hurricane Jones. It came to me like a flash. So whaddaya think? Am I your boy, or what?"

"Saul, at the risk of putting out your mental pilot light, I must inform you of the sad fact that a certain Mr. Hannah already has that particular nickname. Try again. This time, Saul, zing it right to me. Home plate, Saul. Home plate... chest level."

"Manny, let's take a different approach here. We can do a twist and call him Too Short Jones. Sort of a takeoff on Too Tall Bell?"

"Saul, he's five-eleven. More or less average height. Dig deeper, Saul. Get deep into that treasure chest of yours and find me some jewels."

"Okay, okay. I've got both oars in the water now and I'm leaving a wake. We'll call him Abdul-Mohammed Zabbar Jones, the Muslim Flash. It could go over real big with the black bikers."

"Saul, the kid's got blond hair and

negative tan. Strike two."

"I'm just warming up. Let me rip off a string of pearls. If any of them hit you in the hot spot, yell out and stop me: Blitzkrieg Jones? Strawberry Shortcake Jones? Thundering Jones? Sherlock Jones? Smurf Jones? Pac Man Jones? Asteroids Jones? Pizza Man Jones? Chicken Delight Jones? Death and Destruction Jones? Doomsday Jones? Gentleman Jones? With a 'J'? Nope? Nothing yet?"

"Less than nothing, Saul. We're talking Drano."

"My mind just got into a higher gear, Manny. Hold your breath: Boom Boom Jones? Bang Bang Jones? Bang Boom Jones? Wham Bam Jones? Biff Boom Jones? Cruncher Jones?"

"Sounds like some kinda cereal."

"I got more: Rocky Jones? Rocky II Jones? Jaws Jones? Jones the Barbarian? E.T. Jones?"

"Saul, unless we get some sort of name, I don't see how we can even consider hiring this kid. How could we ever promote him? Dig deeper."

"Sorrowful Jones? Smilin' Jones? Chuckles Jones? Whimpering Jones? Tiger Jones? Elephant Jones? Armadillo Jones? Harp Seal Jones? Snake Jones? Snake Eyes Jones? Rattlesnake Jones? Nothing?"

"Saul, the gas gauge is on 'E' and you're close to sucking wind. You get paid big bucks for ideas and that Christmas bonus just might be a stick of Juicy Fruit gum."

"Manny, the kid's right outside. Why don't we bring him in and ask him for some ideas. Maybe he already has a nickname and we don't have to beat our brains out. Whaddaya say?"

"It's worth a try. We haven't had a winning rider on our team since Swapgag Reilly, the Stuebenville Butcher. Miss Merkle, please send in the young man waiting out front."

"Hello there, Jones. I want you to meet
(continued on page 73)

Picky Picky Picky

I think DeFenders are so good I did this ad for nothing.

And I don't do anything for nothing.
(I even bought lunch.)

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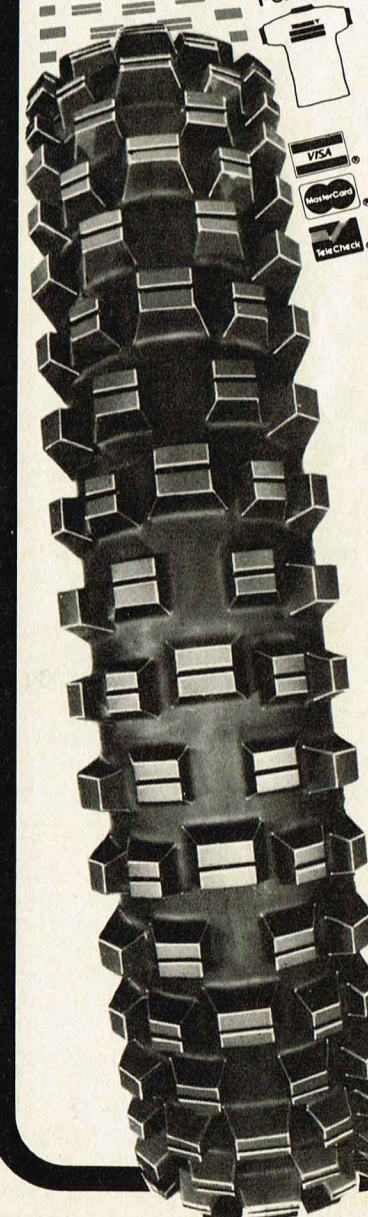
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Last Over



The fine art of lying

By Paul Clipper

If honesty were one of the main requirements for the skilled operation of a dirt bike, we would all be in big trouble. Name one time you've pulled up to the truck after a lousy performance in an enduro, on a race track, or even after a bad day of trailriding and told the absolute truth about your day in the saddle. Now, come on! Little white lies count just as much as the big ones!

Here's a typical situation. Say you're racing motocross. You're on a track that's half out in the open and half in the trees, kind of rough and sandy—an easy track to ride on, but when you're back in the woods, not too many people can see what you're up to. There's a track just like this in Seaford, Delaware.

You get a decent start, and you're working your way up to the front of the pack. The section of track that chutes you into the woods is pretty fast and bumpy but not difficult, and you can make some good time through it. The trouble is, on the second lap through, you see a cute blonde standing right before the first woods turn, and all through the third lap around you're thinking about doing a little styling just to let her know what kind of a gnarly dude you really are.

The guy you rode to the track with is about eight places behind you, and you know you've got him beat, which is just about all that matters. So the next time you pass the fox, you crank up the front end and, with a big grin, do this marvelous wheelie into the crowd, overshoot the turn,

go wide open into the woods and destroy the bike.

Naturally, your buddy passes you and goes on to win a trophy, while the grand showboater pushes his bike back to the pits. Now, what are you going to say when he asks what you were doing in the trees? "I was trying to impress this chick and I threw it away?"

Not on your life!

You'll probably hit him with something like, "There I was with the throttle pegged in fourth gear, and I threw it into the turn so fast that the shifter hit the berm and I endoed straight into the trees!" He may believe you, but if he knows you well enough he'll know you're lying, but he will also know better than to pursue it any further.

With all the riding we do here at *Dirt Bike*, honesty is practically impossible. You see, we're not exactly easy on each other. If any one of us sees a weak spot in an argument, you can be sure we're going to jump in and tear the suspect staffer into pieces.

A classic example would be a trailride with Tom and myself. Webb is a pretty quick rider; there are no two ways about it. On my best days, I'm lucky if I can keep him in sight, and if I don't feel like riding fast, all I see all day long are fresh tire tracks.

The bottom line is this: I'm really slow. I'm not exactly ashamed of it; after all, I'm out there enjoying myself. But if I ride up to where he's waiting and say, "I'm just a wimp," when he asks where I've been all day, he's going to beat me about the head

and body and then crumple me up like a piece of tin foil and drop me off the nearest cliff. I *have* to be a little more creative than that.

So I come up with something entirely believable. "Wow, man, this thing was handling so bad I had to stop and bleed all the air out of the forks. Now I think it's tucking under. When we get back to the truck, I'm going to raise the oil level an inch."

Sounds pretty impressive, huh? It usually works, too, at least the first time during the day. He'll take off and I'll start following again at my usual pace. After another half hour of following squashed lizards, I catch up and have to think up another excuse.

"Yeah, you know I was riding along back there through the whoops, and the bars were so low I couldn't even stand up. I had to stop and raise them up some, and even now they don't feel very good. I think I'm going to try a set of those new Answer bars the next time we go out. These are just too short."

He'll give me one of those narrow looks of his, grunt some kind of a condescending reply, and then zoom off for another 45 minutes or so. By now, I'm really starting to tire, and maybe I'll bail off once or twice during the chase. I can't use the crashing for an excuse, unless I come up with some kind of bulletproof mechanical reason for it. I get more flak for crashing than for anything else I do.

When I catch up, I've got it all worked out. "Man, this thing's running so rich that I fouled a plug coming down that first steep downhill. I didn't have a plug wrench in my fanny pack, so I had to change it with a broken set of pliers!"

Trouble is, he's finally getting wise to it. "Yeah?" he replies. "I had the same kind of grief. I whiskered a plug in that sand section and had to change it, and you still didn't catch up..."

"That's because the clutch cable broke right after that, and I had to stop and put on my spare." I've got a million of them.

"Is that so? Well, I had a flat three miles after the stream crossing, and I had to stop and use the can of flat fix I had in my tool kit. You should have caught up by then."

"Well, I would have, but that was right before my clutch started slipping, and I had to pull the case cover off and adjust it. If it wasn't for that, I'd have been right up with you." He's starting to get that look in his eye. I can tell I'm on borrowed time.

"Yeah, you know, that must have been right before I holed my piston and had to do a top-end job right out on the trail."

"You had to do that too?"

What can I say? Sometimes it works, sometimes it doesn't. I was lucky this time. It only took 18 stitches to close the wound. □

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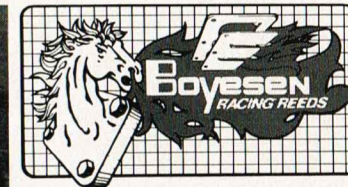
Just ask the factories, or any top-name racer. Boyesen's revolutionary dual-stage reed design delivers more usable power than stock. And it's taking the motocross world by storm.

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Boyesen Racing Reeds feature dual action. One soft reed on top of one firm, flow-through reed gives you a wide range of effective intake control, plus increased intake velocity*. Your original reeds can't possibly duplicate that performance... and that's the difference.

You can easily remove the reed block, between cylinder and carburetor, and replace the original one-stage reeds. It's a minor replacement that's guaranteed to make a major improvement in your bike's performance. And Boyesen Racing Reeds won't destroy an engine the way broken metal reeds do.

Get Boyesen Racing Reeds from your local distributor or dealer.



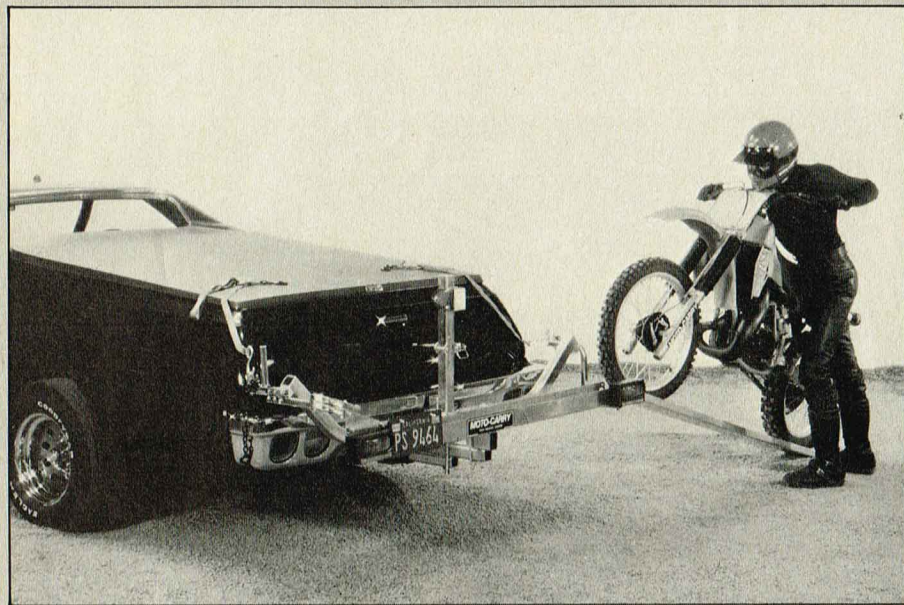
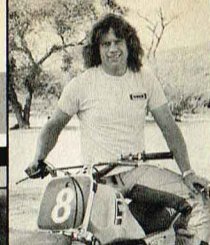
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BY
TOM
WEBB

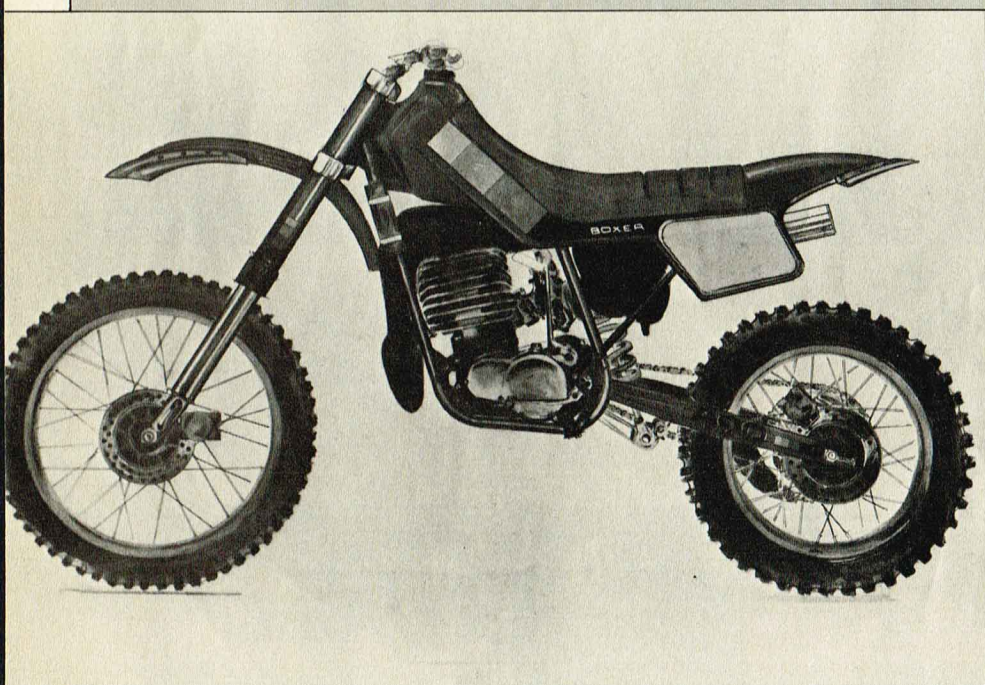


HITCH A RIDE

This isn't a bumper rack, it's a motorcycle carrier that attaches to a single frame, which secures to a car's trailer hitch receiver. Once the Moto-Carry is installed, loading a bike takes under three minutes and is held in place by a set of tie-downs and a safety chain. It fits on any vehicle large

enough to carry the weight of the bike and can be assembled in less than an hour. All the hardware is top-notch stuff and the unit is constructed of zinc-plated heavy-gauge steel. You can get the slip-fit carrier by simply placing a call to the Moto-Carry people: YSS Inc., 408-727-8211.

□ □ □



1984 MAICO?

We can't verify it, but we did see this sketch in the Maico engineering department. When asked about the all-new "Boxer," the engineers finally admitted

that there's a good possibility that some of the features shown here will find their way onto the 1984 machines. Which features, we don't know.

□ □ □



REDNECK NATIONAL ENDURO WIN TO MARTIN

Johnny Martin (C-A) won the Louisiana-based Redneck National Enduro by two seconds over Mike Melton. Both the enduro stars battled throughout the day for the overall win. Earlier Terry Cunningham pulled out when his Auto seized. This threw the race into a dog fight between "Snake" Melton and John Martin. Even with Melton finishing second, it looks like he's the man to beat this year. His lead in the enduro series is growing every race.

Third overall went to Kevin Hines, followed by Dave Bertram. Both of the Husky riders have been fighting for a top-five finish at the end of the year. They hit all the Nationals with very little in the way of support. Most of their traveling finances come out of their own pockets. Tough way to make it, especially in a Sportsman event.

□ □ □

HAULIN' HOOSIERS

February 1985 may seem a bit off in the distance right now, but that's when the Indiana Hoosier Dome will be completed and their first Supercross race will be held. Pace Management is promoting the event, which will coincide with a motorcycle consumer and trade show.

□ □ □

CHAIN LUBE UPDATE

Here's a chain lube we received just as the May 1983 issue was going to the printers. It's Alco II Chain Lube, a variation of the Alco Metalube we tested.

Alco II did much better in the tests than the original Alco. It registered a cool 119 degrees in the temperature test, had a very good deflection rating of 3.570, and displayed excellent stretch with a mere .008 inch. Corrosion was the same as Metalube: excellent.

These numbers place the Alco II lube among the very best, and it now comes in an aerosol can, unlike the messy squeeze bottle of Alco Metalube.

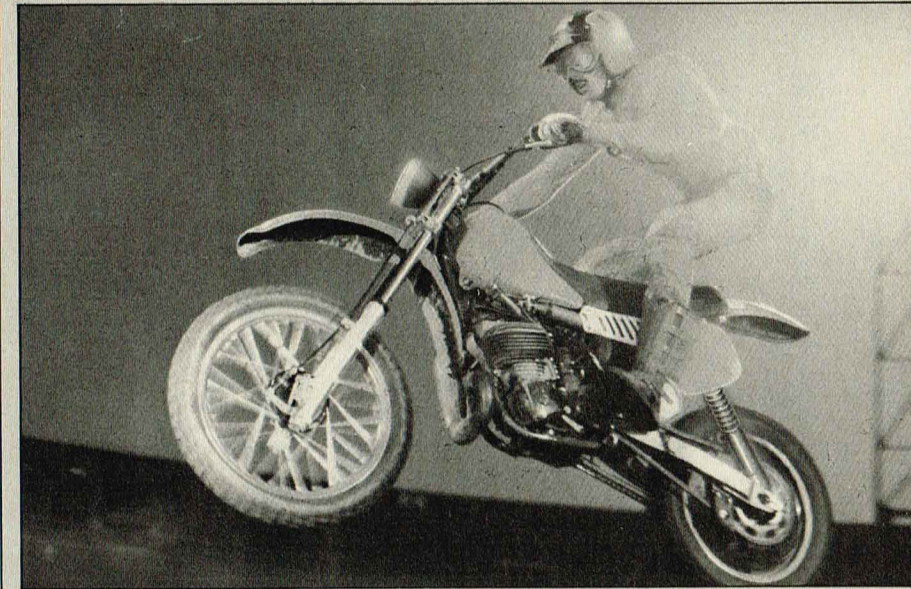
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ROESLER WINS FIRST QUALIFIER

Although Larry Roeseler has been the top American twice at the Six Days, and he's considered by many to be the best all-around rider in the U.S., he has never won an overall at a qualifier. Consider that no longer, as Roeseler won the one-day qualifier held in Spur, Texas. Larry handily trounced the competition on his Husky 430WR by riding smoothly in the trail sections and posting the fastest special test times throughout the day. Second overall went to Fritz Kadlec, mounted on a very stock KX250 motocrosser. Fritz barely made it to the event, as he had to scrounge for parts to get the bike ready. During the race he lost his countershaft sprocket on a trail section of the course. He backtracked the trail on foot, found the sprocket, and held it on with his foot until he got back in.

□ □ □



GRAFTED SUPERCROSSER

It's been quite a while since we've seen a three-shocked works Yamaha with lights added for those dark Supercross races. Actually, this photo was cut out of a foreign magazine and the ad concerns motorcycle batteries. Somehow

they got Mike Bell to stick on a swell-looking but fake moustache. Then oddly angled lights were added to his machine and a set of bizarre shocks were bolted on to complement his Monocrosser. They sure fooled us. Perfect.

□ □ □



NOT JUST A CATCHY TUNE

Nice shot of a license plate, eh? Actually, one R. Nagel sent us this photo with the following note: "What's better than a cold cup of gravy with hair in it?" Nice note, Nagel. Seems folks from Minnesota have nothing better to do than send weird letters and drive around with cool license plates.

□ □ □

500 AUTO TO GET THE T.C. TEST

Terry Cunningham (T.C.) will finish off the rest of the National enduro schedule on a three-speed 500 Husky Automatic. Terry won the Championship last year on a proto 430 Auto. The 500 is rumored to be in no need of extra horsepower—your basic grunt model. This Husky will probably be available to the public by this fall, in the 1984 model lineup.

□ □ □

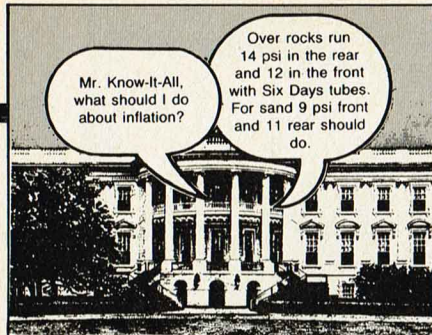
HURRICANE HEX: FACT OR FICTION?

We received a note from Superbowl promoter Mike Goodwin that offered a few interesting facts about Supercross racing since 1977. Actually, it has to do with Goodwin events and Bob Hannah. It seems Goodwin researched Hannah's Supercross record. A close look at the facts show this: Hannah has won 21 of 44 Supercross events that Goodwin's company has had *nothing* to do with. Of the Stadium Motosports events Bob has raced, he's only won four, and out of six races held since February '82, he hasn't won any! Goodwin went on to say that three of these wins were at the Atlanta event, which has been hampered by poor weather and a less-than-creative track. The only other win came six years ago.

Mr. Goodwin went on to say that although Hannah is surely one of the greatest motocrossers of all time, Stadium Motosports tracks are tougher, the crowds are bigger, and Hannah just can't handle the pressure. This year's Superbowl of Motocross will be held at the Pasadena Rosebowl on August 6. It is the last Supercross race of the year and Stadium Motosports has put up \$5000 incentive for the Hurricane to win. Sounds like a threat to Mr. Hannah; a challenge backed with bucks.

□ □ □

Mister Know-it-All



Mr. Know-It-All, what should I do about inflation?

Over rocks run 14 psi in the rear and 12 in the front with Six Days tubes. For sand 9 psi front and 11 rear should do.

By Rondo Talbot

REJECTION OF PERFECTION? NOT A PRETTY PICTURE

• As expected, a considerable volume of mail has come into the *Dirt Bike* offices as of late—much of it dealing with this very column.

Sad to report, a substantial volume of it has been... how shall we say... negative? As a firm believer in democracy and freedom of expression, I am nonetheless appalled at the tone of some of these odd missives.

To Messrs. Dave and Bob, I must reply: The same to you, and that item will most assuredly not fit in the suggested place. To a certain Al from Pittsburgh: I have not been there and do not intend to go there at any time in the foreseeable future, and what's more, I have no interest whatever in the length of any pier.

To Marty from Kansas: No, I do not, never did and do not wish to do so, but you might seek out the very same pier suggested by Al from Pittsburgh for your next stroll.

Dear Allen from Wisconsin: The human body is not shaped like that and a brief check through *Grays Anatomy* will verify this—if you can read, that is. And George, from the inane state of Texas: Your suggestion is repugnant and more than likely illegal in most sections of the country, with the possible exception of New Jersey. Might I suggest that you take your next trip there and experiment?

Now that I've dealt with these detractors, let's continue with the learning process, shall we?

Rondo Talbot •

You are making a dreadful and, unfortunately, common mistake. Ideally, you should never wash a bike with the chain on it. However, should you do so out of some inherent laziness, the chain should immediately be saturated with some sort of water dispersant, such as Bel-Ray 6 in 1, or WD-40.

When you wash a chain and then put it in a pan of oil, what you are doing is trapping the water inside the chain in a coating of oil and preventing it from evaporating out. This often means that the chain will rust from the inside out. It'll look great on the outside, yet the pins will be pitted and corroded. Your friend who simply lubes his chain every now and then is actually taking better care of his chain than you are.

As for pricing a new chain, I put that right up on my list of priorities with spaying a goldfish. To the best of my rather broad knowledge, a good-quality chain sells for something in the 50- to 60-dollar price range.

Do yourself a favor, Mitchell, and re-read the chain lube shootout in the May 1983 *Dirt Bike* and use one of the lubes that was rated high in the corrosion test. Just think... by purchasing a copy of this magazine, we relieve you from the obviously painful burdens of creative thinking and decision-making.

LIFE BEHIND BARS

Dear Mr. Talbot,

Just how wide should I run my handlebars? I have a 1981 YZ250 and just bought a new set of Answer bars. They feel way too wide, but my friend says that I should leave them that way for the most control. What do you think?

Ross Binder
Los Angeles, CA

While bars are indeed a matter of personal preference, not only in width, but in shape as well, only an inexperienced rider runs them on the wide side. Most of the top Pros run their bars in the range of 31½ inches, give or take half an inch.

If you need 36-inch bars to maintain control of your machine, then something is desperately wrong with the basic handling or setup of the bike. Avoid the use of overly tall bars and try to get a flatish shape that will keep you forward without cramping the arms. Some top enduro riders run their bars 28 inches, or even less, for the tight woods of the East and don't have any problem in the faster sections. Get out that old hacksaw, Binder, and start with 31½ inches. And tell your friend to mind his own business, as he is clearly a borderline twit.

PLACEMENT SERVICE

Dear Mr. K,

I keep reading about "weighting the outside peg" when cornering. What does this mean? I have an RM80. Should I do this when I turn my bike, or is this only for big bikes?

Tod Davies
Montrose, CA

Weighting the outside peg means that the rider should place most of his weight on the peg that's on the outside of the turn. In a left-hand corner, for example, you should have a substantial amount of pressure on the right peg.

This will help the bike go through the corner better than by just sitting on the saddle like a lump of putty. All the best riders weight the outside peg whenever possible. This technique applies to all sized machines, not just your silly little RM80.

SOUND ADVICE

Dear Mr. Know-It-All,

I have a 1972 Bultaco 250 Pursang. What can I do to this fine machine for under 50 bucks that would be a worthwhile investment?

Ted Dale
WA

Hmmm. Under 50 dollars, you say? Several things come immediately to mind, including incendiary displays and foundation cornerstones for new buildings, but perhaps the single best thing you could do with your "Bul" for the figure mentioned, would be to drill a 5/16-inch hole through the center of the gas tank. Then, insert a brass tube about two feet long well into this hole. Next, run a standard electrical cord and a lamp socket into the rod. A nice white shade should cap the entire thing off and you now have a functional lamp that should draw admiring glances from your friends with marginal taste.

Do not, Dale, under any circumstances, be tempted to actually ride this antiquated motorcycle. It has a history of being a chronic mass of air leaks wrapped in a water-pipe and fiberglass package. Save the 50 for a new bike.

• If you'd like to find out the answer to a gritty question, drop a line to Rondo Talbot, Mr. Know-It-All, c/o *Dirt Bike* Magazine, 10600 Sepulveda Blvd., Mission Hills, CA 91345.

No personal replies are possible, due to the volume of mail received. Typewritten inquiries will be given preference, all other things being equal. Also, try to avoid genuinely dumb questions. • Rondo Talbot



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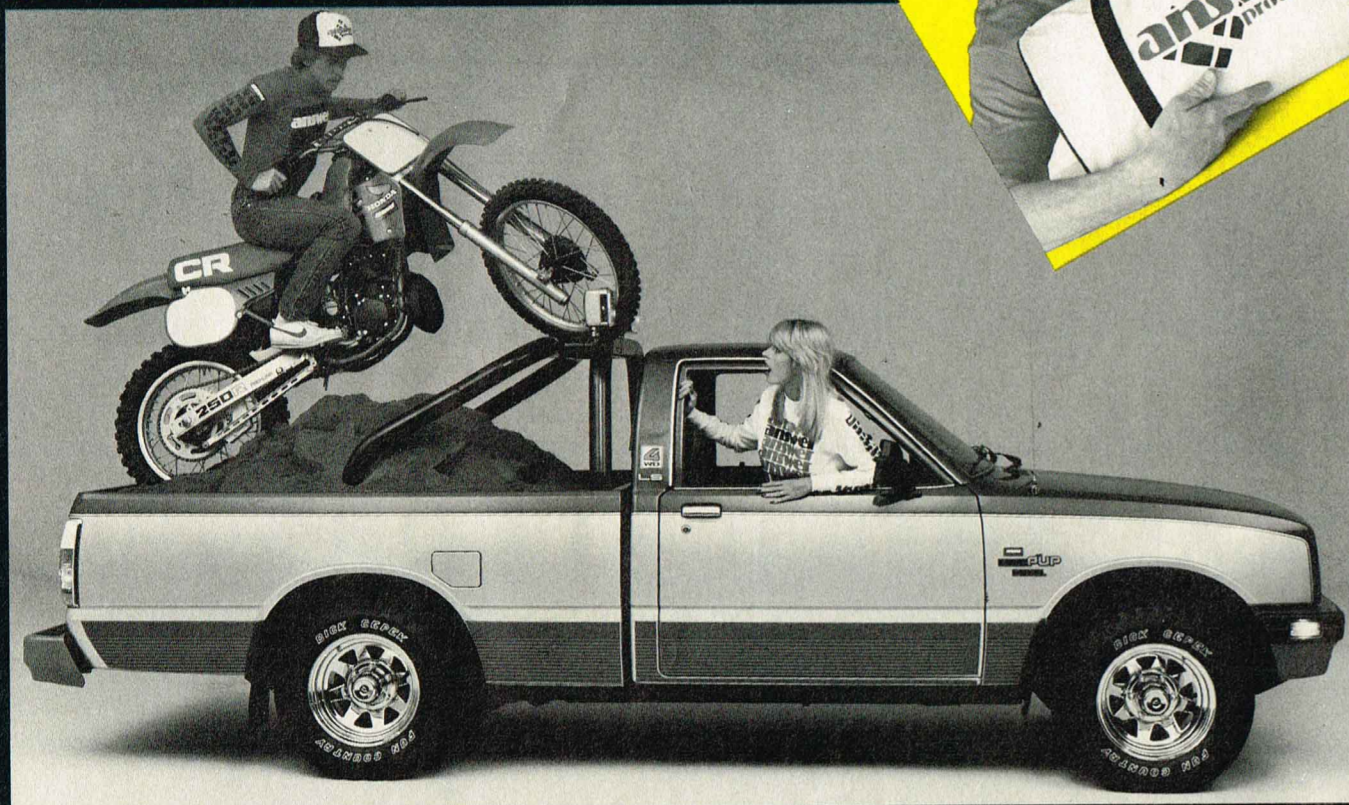
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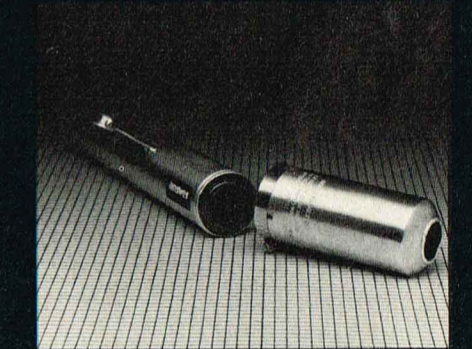
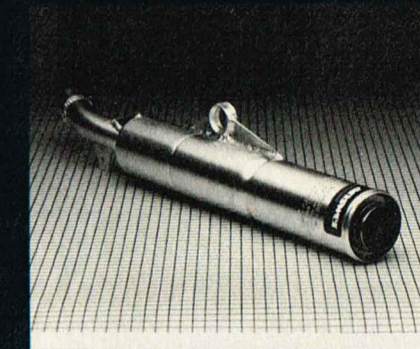
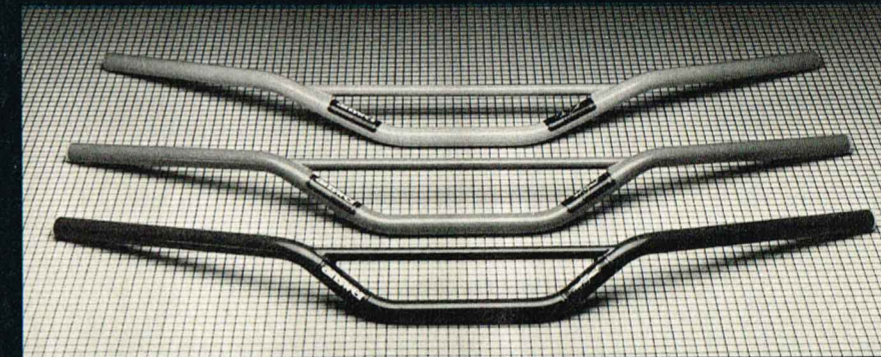
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Riders Write

DRIFLE HOTLINE

Dear *Dirt Bike*,
I have searched for several weeks throughout the entire state of Oregon for a Greeves, Rokon or Hodaka dealer, without success. Being one who does not give up without exhausting all possibilities, I next looked for Ned Driffle, to no avail. So, I'm sending you my qualifications, or lack of, for the Greeves support team.

1. I don't have a Beatles haircut, but I do have buck teeth.
 2. My knowledge about Aussies is nil, but my wife's cooking makes nasty-looking puddings and overcooked gruel look like a 15-course meal prepared by the world's finest chef.
 3. My highly competitive 1966 Honda 250 Scrambler is only surpassed by my exquisite riding ability, thus qualifying me for the rider/racer support program offered by Greeves.
 4. My expertise in trail navigation has been learned by many years of zigzagging through courses, tearing down all markers and flagging so that other riders cannot follow my trail.
- Thank you,
Dan Hatcher
Newberg, OR

ENDURO MISSILES

Dear *Dirt Bike*,
I'm sure you have heard of the MX missiles. Are they doing tests on them? Will they be raced competitively? Are there enduro missiles? What's the story?
Paul Rivard
Amherst, NY

The companies are working on them right now, even as we speak. They are rumored to be very competitive but suffer from an extremely short fuse and poor gas mileage.

PLAYING THE NUMBERS

Dear *Dirt Bike*,
In your April issue of *Dirt Bike* you tested the Honda CR80. It was a very good article, but what's the deal? On page six the number on the plate is seven. On page 6, the number is 99, and on page 67, the number is 3-T.

Does the factory send you a couple of bikes in case you wreck one (which is the most probable thing to happen)? Or do you guys just like changing numbers?

By the way, I have a Honda CR80; what number do you recommend?
Kevin Hornlein
Monroe, NJ

You know how it is, Kevin; it's so hard to find a number that's just perfect. For your CR80, we would suggest the number Y4.

DO YOU HAVE A SENSE OF HUMOR?

Dear *Dirt Bike*,
In the April issue of *DB* I was surprised to find cartoons in the margins. I didn't think you guys had a sense of humor. The next issues didn't have any of these cartoons. Please continue the cartoons.

Chris Timmerman
Phoenix, AZ

...I really enjoyed your April issue with all the cartoons along the columns. I mentioned to my husband that it was something new. Thanks, we loved them.

Barb Oleson
Oak Harbor, WA

...When I got your April issue I was laughing so hard I almost destroyed my Fruit of the Looms. Those little comics on the inside margins of the pages were great. I immediately looked through all my past issues to check on the possibility that I'd missed them before. None, so I guess they're new. I think you should keep them in your mag.

K. Stoffer
Saratoga, CA

...I am writing to you requesting that you do away with those little pictures of ignorant people fumbling, bumping and wrecking through the margins of your magazine. These foolish little humanoids have downgraded the entire look of the magazine. A magazine such as *Dirt Bike* is too good for little pests running around the pages. *Get rid of them!*

A. Reader
Austin, TX

CHAIN LUBE TEST FEEDBACK

Dear *Dirt Bike* Staff:
We at Kal-Gard would like to thank you for your article on chain lubes (May '83).

We try hard to be one of the top lubes, and it makes us feel good to find your tests proved our lube to be one of the best.

Also, because your test proved our Chain Kote only "good" on corrosion tests, we have already gone back to the drawing board and done extensive tests to find a better corrosive additive. We have found one that we now include in our Chain Kote. So, now it should be in the "excellent" range.

It is these types of tests that help the public know what's good and what's bad. Keep up the good work.

Ralph McCarthy
Racing Division
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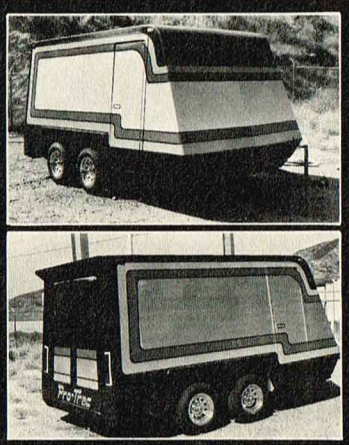
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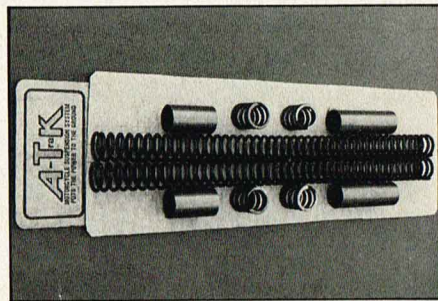
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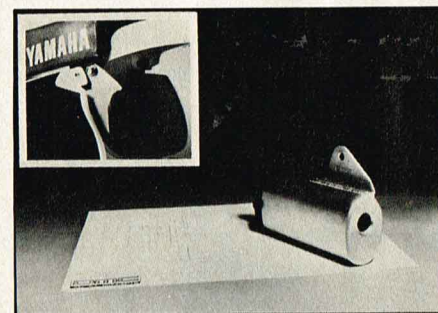
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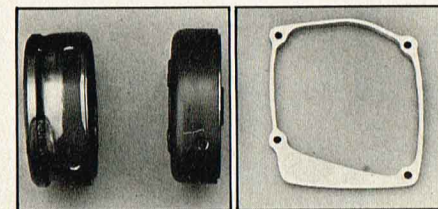
SPRING AHEAD

It seems the ATK people have come up with a fork kit for all 38mm, 40mm, 42mm and 43mm forks. That means Husky, Maico, Yamaha, Suzuki, Honda, KTM, Kawasaki and any other brand you can think of are covered. The kit contains two main springs and four booster springs that allow you to alter the spring rate and dial in the feel, no matter how fat or skinny you are. Track conditions that demand stiffer or lighter forks can be handled by changing the booster springs. The complete kit sells for \$39.95. For more juice on the ATK kits, contact ATK Leitner Corp., 2650-C Walnut Ave., Tustin, CA 92680; 714-731-5114.



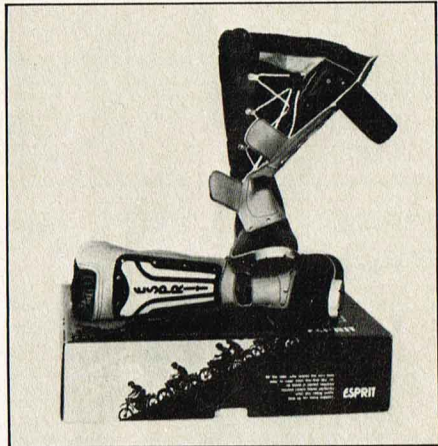
DMC OVAL MUFFLERS

Sure they look trick, but the oval mufflers are said to work better, too. The DMC muffler is rebuildable, made from light aluminum alloy, and is fully guaranteed against defects in material or workmanship. They are available for all popular MXers. Get some info by contacting DMC, 2020 E. Katella, Anaheim, CA 92806; 714-978-3119.



WHITE BROS. CR480 FLYWHEEL KIT

There are quite a few of you out there who own '82 and '83 Honda CR480s. White Bros. has come up with an addition to these machines that makes life a lot more fun—a heavier flywheel. This makes the bikes more tractable on hard-packed tracks, stall less easily, and is perfect for the guy who likes to trail ride his CR. Send your flywheel to the White Bros. and they will modify it and send back a spacing plate and the necessary hardware for the bigger flywheel. This surgery isn't cheap, but take our word for it, it's well worth the money. White Bros., 11750 Seaboard Circle, Stanton, CA 90680; 714-895-1991.



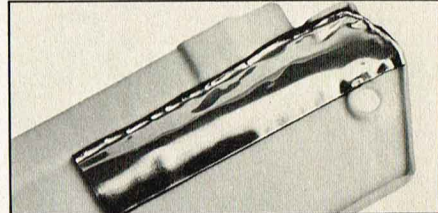
FOOT SPIRIT

Esprit has been around for some time. They were one of the first of the boot people to use laces inside and Velcro fasteners. Now they have a new professional model that gives the rider better leg support and more comfort. It still has the laces and three Velcro fasteners, but now there's a steel shank that helps support the instep, double padding on the shins and ankles and a fiberglass-reinforced toe and heel. Esprit has sizes from five through 13, flat or enduro sole, and they sell for \$149.95. Check with your dealer or contact Esprit directly at 455 McCormick Blvd., Columbus, OH 43213.



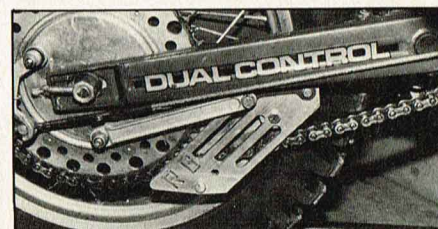
ALCO II

The Alco-Metalube Co. announces a new chain lube, Alco II. Unlike the original formula, Alco II has moly and is available in aerosol spray cans. Originally designed for industrial and military use, Alco is now being formulated for motorcycles. With the moly and other extreme-pressure additives, Alco is claimed to give good link and pin penetration, reduced wear and excellent corrosion resistance. For information, contact Alco-Metalube Co., 7841 Alabama, Unit 2, Canoga Park, CA 91304. Dealer inquiries are invited. Cost is \$3.50 for the seven-ounce spray can.



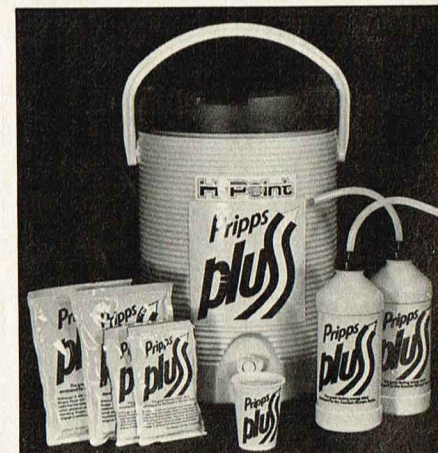
100% MOTO TILES

These little space-age tiles stick onto the side panels that run along and rest on the pipe. Eventually these panels burn and discolor, looking awful and making the bike appear much older than it really is. 100% has come up with an answer: the Moto Tile. It's a special aluminum insulated sheet that sticks right onto the side panel. You can cut it to size, and it's attached via a peel-back adhesive-type backing. The price is \$6.95 and they're available from 100% Products, 7131 Owensmouth Ave., Canoga Park, CA 91303; 213-340-7619.



MAICO TRICK CHAIN GUIDES

The stock Maico plastic chain guides can and do break. This is no fun. RG Cycle West now offers an anodized aluminum chain guide that is not only stronger than the stocker, but looks trick, too. The RG guide is available in red, silver or gold and sells for \$48.00. Contact Rocky at RG Cycle West, 16868 Stagg St., Van Nuys, CA 91406; 213-782-5857.



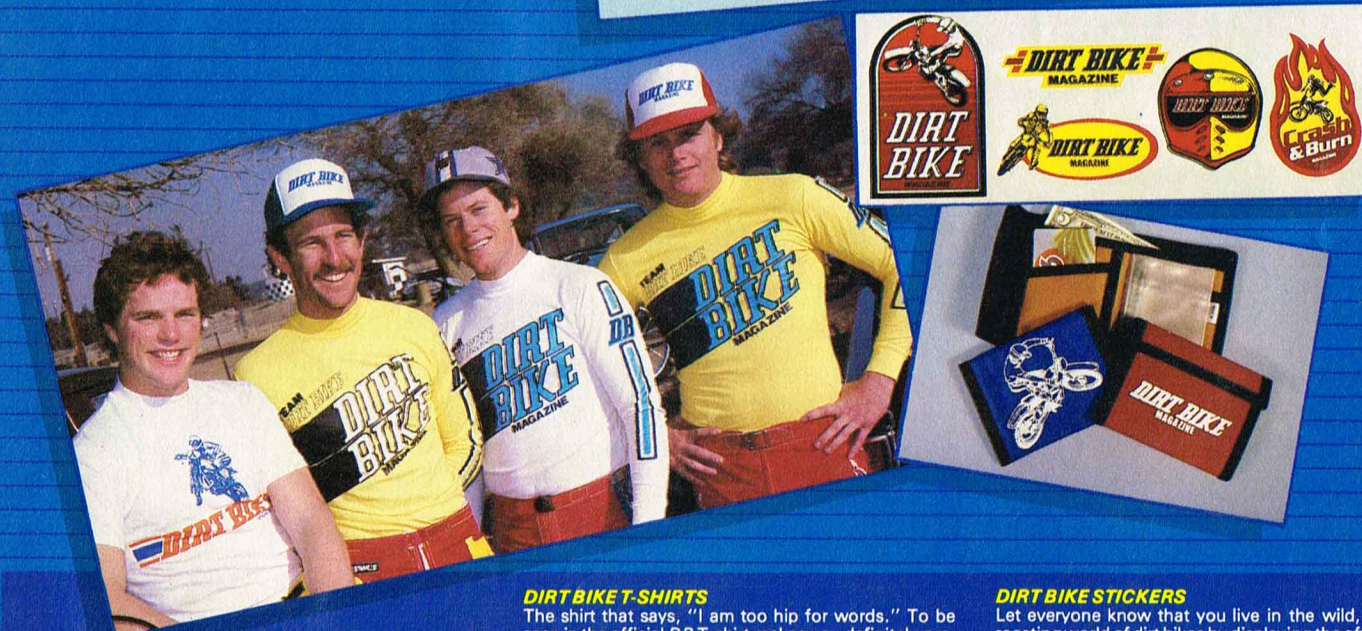
DRINK AND BE MERRY

Hi-Point is introducing a new energy drink labeled Pripps Pluss. Its objective is to offer the racer a fresh drink to help replenish energy, salts and, of course, fluids after a tough riding session. They say there's no disgusting aftertaste like some of the energy drinks on the market; Pripps has a tangy lemon flavor. It comes in quart or gallon packets. See your dealer for Pripps Pluss. If he doesn't stock it, squirt a line to Hi-Point Racing Products, (East) 3709 W. Erie Ave., Lorain, OH 44053; (West) 2650H Mercantile Dr., Rancho Cordova, CA 95670. ☐

DIRT BIKE

RADICAL TEST PILOT ORIGINALS

It's an undisputed fact. The American dirt bike rider is the most stylish, radical and highest-flying athlete in the world today. And the most radical of all are the official *Dirt Bike Magazine* test pilots. Their wild aerial antics cause even World class GP racers to be envious. Take one of our famous *DB* test pilots here. After getting a little out of control and flipping himself and his bike several times over the killer triple jumps, he still managed to get back on his bike and save it before landing. Now *that's* radical! If you think you could belong to the upper echelon of dirt bike riders, check out the official *Dirt Bike* jerseys, T-shirts, caps, wallets and stickers for yourself!



DIRT BIKE RACING JERSEYS

Just putting on an official *DB* racing jersey has been known to make mid-pack racers turn into stylish front-runners. 100% poly/cotton. Available in blue/yellow, blue/white, black/yellow and red/blue/white. Sizes S, M, L, XL. Price includes postage & handling. You should have known \$19.50.

DIRT BIKE T-SHIRTS

The shirt that says, "I am too hip for words." To be seen in the official *DB* T-shirt makes you definitely *pro-moto*. Available in yellow, blue, tan and white. Men's sizes S, M, L, XL. Small fits most girls. 100% cotton. Price includes postage & handling \$10.75

DIRT BIKE CAPS

When the competition gets hot, you can still look cool and unconcerned in your official *DB* cap. One size fits all. Available in red or blue. Price includes postage & handling \$8.50

DIRT BIKE STICKERS

Let everyone know that you live in the wild, radical, roosting world of dirt bikes by displaying the official *DB* stickers. Your bike could gain as much as five horsepower with a *DB* sticker on it. Five different stickers to a set. Price includes postage & handling. Order yours today \$4.00

DIRT BIKE WALLETS

Go to sign-up in style. The totally trick and sideways-slick official *DB* wallets are available in red, blue or tan. Price includes postage & handling \$9.50

| QTY. | ITEM | COLOR | SIZE | PRICE |
|---|------|-------|------|-------|
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| California residents add 6 1/2 % sales tax. | | | | TOTAL |

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HONDA vs. KAWASAKI vs.
SUZUKI vs. YAMAHA

125 SHOOT OUT!

Buzzbombs at large

By the Staff of *Dirt Bike*

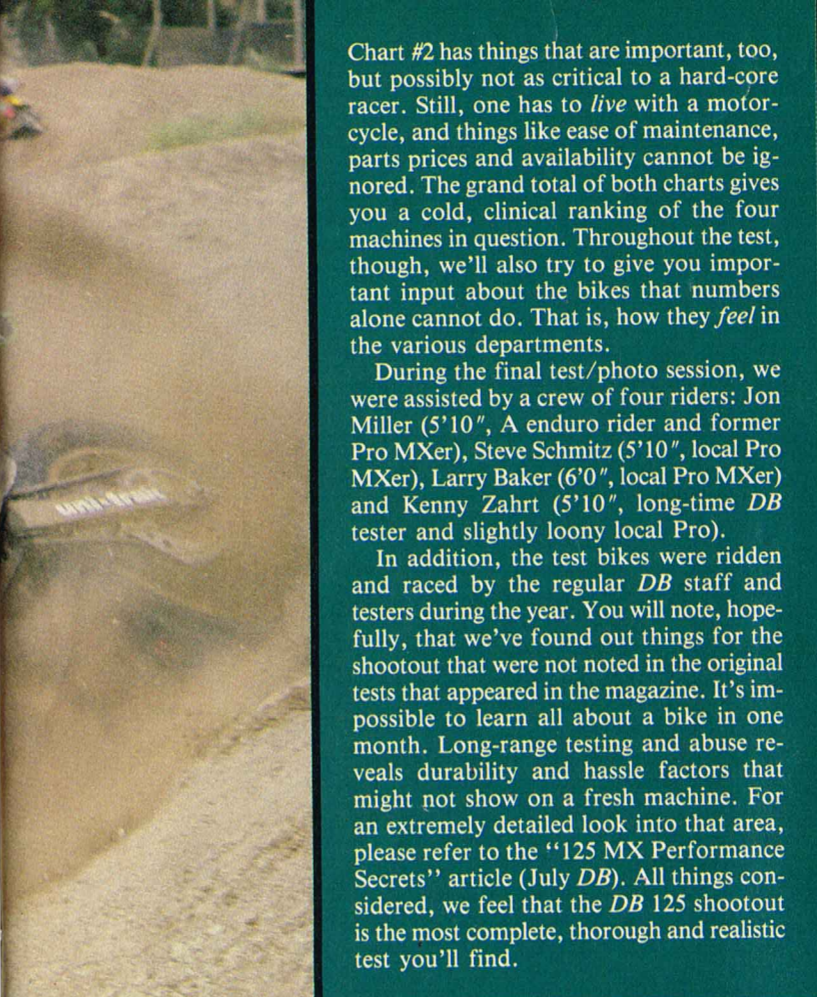


Chart #2 has things that are important, too, but possibly not as critical to a hard-core racer. Still, one has to *live* with a motorcycle, and things like ease of maintenance, parts prices and availability cannot be ignored. The grand total of both charts gives you a cold, clinical ranking of the four machines in question. Throughout the test, though, we'll also try to give you important input about the bikes that numbers alone cannot do. That is, how they *feel* in the various departments.

During the final test/photo session, we were assisted by a crew of four riders: Jon Miller (5'10", A enduro rider and former Pro MXer), Steve Schmitz (5'10", local Pro MXer), Larry Baker (6'0", local Pro MXer) and Kenny Zahrt (5'10", long-time DB tester and slightly loony local Pro).

In addition, the test bikes were ridden and raced by the regular DB staff and testers during the year. You will note, hopefully, that we've found out things for the shootout that were not noted in the original tests that appeared in the magazine. It's impossible to learn all about a bike in one month. Long-range testing and abuse reveals durability and hassle factors that might not show on a fresh machine. For an extremely detailed look into that area, please refer to the "125 MX Performance Secrets" article (July DB). All things considered, we feel that the DB 125 shootout is the most complete, thorough and realistic test you'll find.



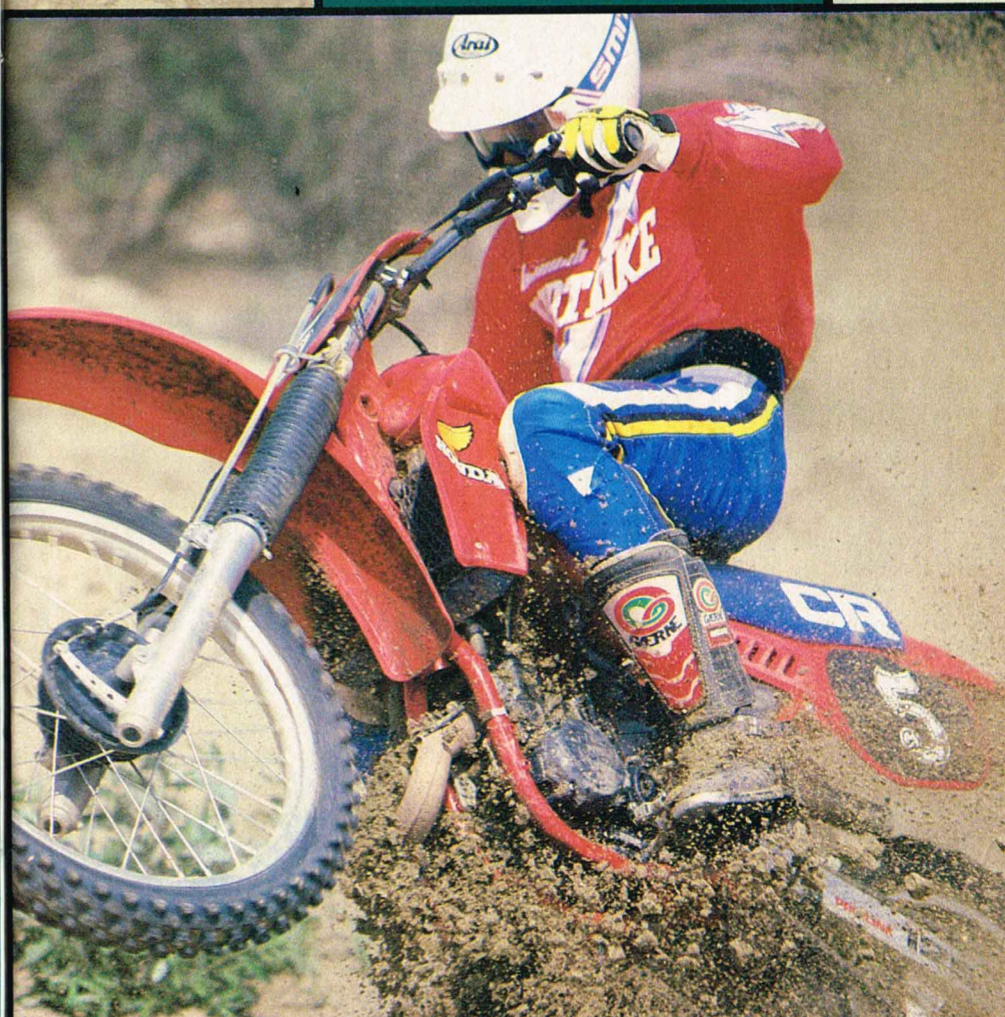
It's that time of year once again. Time for our annual 125 MX shootout. The entrants are as follows: Honda CR125, Kawasaki KX125, Suzuki RM125 and Yamaha YZ125. Absent are the Husky 125 (hopelessly slow and heavy), the Can-Am 125 (even slower and about the same weight as a Buick station wagon) and the KTM 125 (outrageously overpriced but an excellent bike that will be shortly replaced with a completely new model).

Those with a good memory will recall that the Suzuki won last year's shootout by a slim margin and by virtue of being a good all-around package. We also made the prediction that the RM could not hope to repeat this in 1983 unless some major re-vamping was done to the several-year-old basic design. Honda came in second, tied with Yamaha for that position. Trailing the pack was the KX, a good bike that was down on power and flawed in several irritating ways.

This year we have a whole new ball game. Honda completely redesigned its entire MX lineup, while Yamaha went with a totally new suspension approach. Kawasaki strengthened its weak points and found some horsepower, while Suzuki chose to merely update last year's package.

HOW WE FIGURE IT ALL OUT

You'll find two charts listed in this test. The first chart (#1) we consider the most important. It has the important performance features rated on a scale of one to ten.



HORSEPOWER

For pure horsepower, the KX got the nod. It would pull the other bikes every time, under most conditions. Right on its tail and surprisingly fast was the YZ. The power-valved engine hit hard, but didn't have quite the snap of the KX. The Honda had a good power delivery, and delivered it smoothly, but would invariably give a little bit away to the YZ and the KX. In last place, the RM had better power than the 1982 model but not enough of it.

USABLE POWER

This is very important to lesser-skilled riders, as a great number of Beginners and Novices purchase 125s. Here, the KX and the YZ share the lead, with plenty of good power that's easy to use. You don't have to keep these engines screaming at full tilt to maintain decent forward motion. The RM had a flat spot right off the low end that forced the rider to keep it buzzing to turn good lap times. We thought the CR had a good all-around spread of power and revved out nicely, but the KX and YZ both started pulling harder earlier.

FORKS

Our choice for the best forks was the Honda. We hesitate to call them excellent, as all of these bikes have less than superb forks. The Honda forks sagged a bit too much for our liking but had an overall better feel than the others. The RM's simply had too little travel and were too harsh. Sloppy tolerances on the KX made its forks

SHOOTOUT!



Far and away the best-cornering bike of the bunch, the CR outclasses all others in holding a tight line in the turns.

worse with time. Using a heavier oil helped, but a certain harshness was the price to pay. Those YZ forks weren't bad, but responded poorly when landing from jumps or hitting square-edged holes. All things considered, the Honda forks are the best of a mediocre lot, and the bikes can get away with their action only because of the lightness of the machines themselves. The same forks on a 250 would be wretched.

REAR SUSPENSION

Here, the famed RM Full Floater gets the top billing, with the Kawasaki being slightly less able to handle the bigger hits. The YZ has a harsh rear end that isn't in the same ballpark with the other bikes, while the rear end of the Honda must be rated as "okay," and that's all.

ACCELERATION, BASIC DRAG RACE TO THE FIRST TURN

Acceleration is more than a matter of which bike has the most ponies. Hooking up under less than perfect conditions counts heavily. Here, the KX was the star. Invariably, the green KX would arrive at the first turn in front of the other bikes, with the RM usually in last place, rider error aside. The YZ was always surprisingly close to the KX and usually a full length ahead of the third-ranked Honda.

TURNING

The extremely nimble Honda was the favorite here. It could go inside, outside or flattrack through most any turn. Happier bouncing off a berm, the KX was rated second. Being a bit taller than the others made it easier for the riders to move around on



Everything on the RM is short and low. Jon Miller felt that smaller riders would be at home on it.



The YZ felt light in the air, but when landing, the forks were harsh.

the KX, but the low-slung seat on the Honda lent a good solid feel when at the limit. Our last-placed RM had a tendency to push the front end, and the rather high-placed engine lent a top-heavy feel when leaned over. In third, the YZ steered well. It must be noted that we didn't run the stock tires on any of the bikes. All of the 125s had fresh Metzeler tires in place of the stock rubber. This was necessary to get a fair evaluation of the true turning abilities.

STABILITY AT HIGH SPEEDS OVER ROUGH GROUND

Basically, this means hang on and let it all hang out. In the upper gears through the rough, the KX shined. In last place, the harsh rear end of the YZ made it a handful. While the rear end of the Suzuki was above reproach through the rough, the RM was very short and moved around a great deal. The rider simply could not relax. In second, the Honda had no real vices.

SHIFTING

An odd shift lever shape made the Honda harder to run through the gears than all the other bikes. Your toe tended to hit the curve of the lever rather than the folding tip. Odd. Other than a bit of trouble finding neutral, the Suzuki was a perfect shifter, with or without the clutch. We felt that the YZ was a bit notchy, but it was nothing you couldn't live with. The KX was decidedly average.

BRAKES

That big disc on the front of the KX spells it all out: The Kawasaki will come down from speed better than anything else,



The KX turned remarkably well, even though it was the tallest of the 125s.

and combined with a solid-feeling rear end, is nearly above reproach. In last place, the RM has a mushy rear brake and a below-average front with a truly dumb exposed cable. If the rear end of the YZ didn't chatter so much under braking it would have rated higher, as the front end is very good. Almost as good as the KX, the conventional brake of the Honda did a great job.

EASE OF RIDING

While this is a very subjective category and dependent to a great extent on rider size and shape, the Honda nonetheless got the nod from the testers as the easiest bike to ride at winning speeds. The RM was down-rated because it was hard to keep on the pipe and was rather cramped for larger riders. The KX and the YZ were tied, with larger riders preferring the KX.

DURABILITY

All things considered, the RM seemed to last longer and stay fresh over a greater period of time than the other bikes. Our test KX lost its edge quickly and was subject to air leaks. The Honda became tired sooner than we liked, while the YZ stayed decent, other than bothersome premature wear on the power valve setup.

COMFORT AND LAYOUT

This covers basic things like bars, seat/peg/bar relationship, saddle height, slimness at the tank/saddle juncture, control feel and action, and, most important, the way the rider "feels" on the machine.

The Honda shined here, with a basic good all-around feel. Most riders opted for lower bars, but liked the natural position-



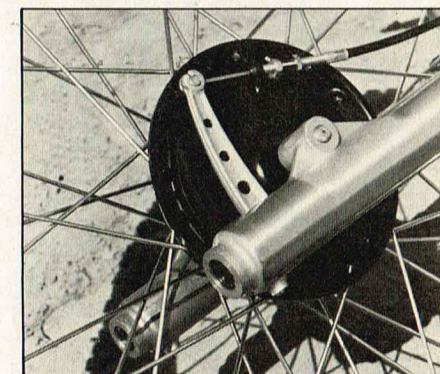
First-turn action would usually be a tossup between the YZ and the KX. In last, the RM is soft in the power department.



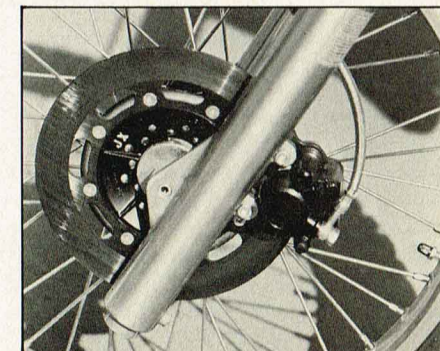
Too short forks that are harsh, plus a seriously stupid front brake cable gave bad marks to the RM.



The YZ forks performed well in every area except in their ability to take the crusher hits. Here, they were harsh.



The single-leading shoe CR stopper is decent; the forks have adjustable compression damping.



No questions here, the KX front brake is far superior in feel and in its ability to haul the bike down from speed.

SHOOTOUT!



Out of all the bikes, the RM had the worst manners in the corners. The front end had a slight tendency to push.

ing and ability to move around easily on the bike. In last place, the smallish and very short Suzuki would appeal only to smaller riders, those under and around the five-foot range. Also, the bars gave a "sit-up-and-beg" position.

Tied for second here, the KX and the YZ felt very much at home to most of the test riders, with the taller riders preferring the KX and the shorter ones liking the YZ.

EFFECTIVENESS, STONE STOCK

In this all-important category, the Honda came out on top. While not the fastest, it nonetheless worked well as a package and was thoroughly competitive as delivered. In fourth place, the RM suffered from a lack of pure horsepower more than anything else, and the fuzzy steering, combined with so-so forks, added to the poor showing.

The snappy power of the KX rated it a high second; the green hornet might have come out on top had it not been for a very clear power loss as the engine got hot. Too, being taller, it's not quite as nimble on the genuinely tight "S" turns as the Honda.

Surprisingly, the YZ rated right with the KX for second, in spite of an uninspired suspension. Good power and accurate steering are big extras, though.

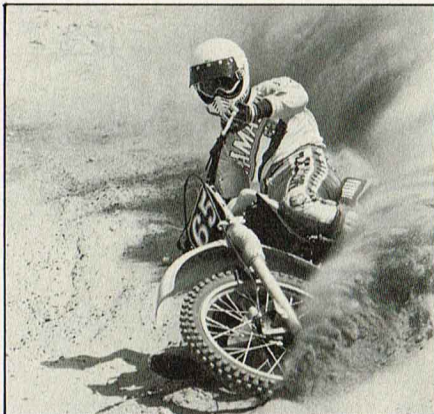
EASE OF MAINTENANCE

In spite of having two double air filters, we rated the RM at the top. By and large, the Suzuki is easy to work on and, more importantly, does not require a lot of work to keep it running well. The Floater rear end did not require anywhere near the cleaning and greasing of the other single-shock setups.

We rated the Kawasaki at the bottom mostly because of difficulty in getting to the shock for simple things like changing the preload and disassembly for normal maintenance. It's a nightmare! Even getting inside the carb is harder on the KX than the other bikes.



Taller riders will feel more at home on Kawa, as it's got that "big-bike" feel.



Turning the Yamaha proved to be no real task, as it carved through a turn reasonably well, in spite of the grungus front tire.

Working on the Honda wasn't too much of a chore, but, quite frankly, the Honda wore out an awful lot of parts far too soon and required more maintenance than the other bikes to stay fresh.

It was very easy to get to the shock for adjustments on the YZ, but the power valve was a nuisance. We rated the YZ third in this department.

ATTENTION TO DETAIL

No doubt about it, the Honda is a completely finished product. Little things like cable guides are small works of art. Even the plastic is better finished than on the other three bikes. An aluminum muffler, brake pedal and shift lever add to the care and detail.

The little things on the KX and RM leave a lot to be desired. The Suzuki has a plain, unfinished look about it, and items like the bogus front brake cable would look more at home on a fishing pole than on a motorcycle. A pathetically short throttle (how many more years, Suzuki?), flimsy cables and lawn-furniture appearance mar much of the bracketry.

Lack of attention to detail—externally—is not what hurts the KX. Poor seals and gaskets and pitiful nuts and bolts tie it with the RM for last place.

The YZ was put together quite well, with the exception of tank and saddle mounts, all of which tend to wander at their own discretion. A bit of sloppiness can be found in many of the chain guides, and a few of the nuts and bolts appear to be made from a low-grade Cheddar cheese.



On the average, the Honda had the best all-around track manners. Steve Schmitz aboard.

STARTING EASE

All of the bikes started consistently and easily, with no outstanding vices.

PARTS PRICES

Touchy subject, this. Yamaha is the leader here, with consistently conservative pricing across the board. Kawasaki trails the field, with some parts, such as brake lines, countershaft sprockets, etc., bordering on the outrageous.

Suzuki is fairly close to Yamaha on many parts prices, but things like homely plastic fenders and panels are way out of proportion. Honda isn't too bad and overall is about the same as Suzuki.

PARTS AVAILABILITY

No question about it, Kawasaki has a problem here. Try to get a braided front brake line, for example. Some dealers are good, but most of them, to our knowledge, are street oriented and have a marginal inventory. Rank the KX last in this department.

Yamaha is probably the easiest bike to find parts for, across the board, followed closely by Suzuki. Of course, early in any model year, they experience certain problem areas, but, by and large, are the best. Honda is better than Kawasaki in this respect, but not a great deal better. Horror stories about Honda's lack of basic items such as pistons, rings and gears are seen in the DB mail bag with regularity.

SUGGESTED RETAIL PRICE

This is the price you're supposed to pay, which, of course, no one does. Cut and dried here. The Honda sells for \$1738, both the KX and the RM go for \$1739, and the Yamaha is the most expensive at \$1769. One word of advice: The more popular bikes sell for closer to retail, while the less popular ones in any given model year can often be had for huge discounts, often making them worth considering in spite of any small imperfections in performance.

H Four Stroke.



Light. Powerful. Simple. And ready for serious racing, straight from your dealer's floor. From Husqvarna.

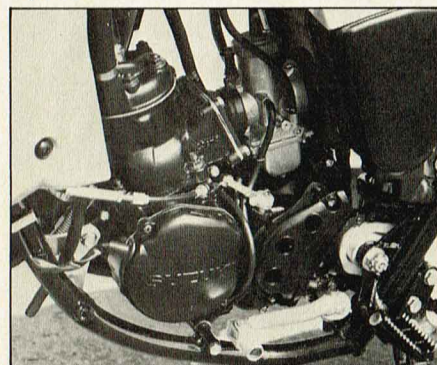
Husqvarna

Husqvarna Motorcycle Company, Inc.
4925 Mercury Street
San Diego, California 92111
619-565-1414

SHOOTOUT!



With a broad powerband, the Honda isn't the killer in the pony department but has enough punch for all but the fastest Experts.



Enginewise, the RM is improved over the '82 version. Still, it's slower than any of the other 125s.

SPECIAL FEATURES

Bonus points for the KX disc brake, excellent shock and space-age looks. Tie the Honda and the RM for adjustability, suspensionwise. The YZ holds down second for the power valve, accessible shock tuning and probably the best technical services department of all the Big Four.

ADDING IT ALL UP

A look at the numbers shows the Honda in first, the Kawasaki and the YZ tied for second, and the RM running in last place. Strangely, the Honda didn't win in either evaluation chart, but did win overall, which is a great deal like the bike itself. It does nothing unusually well, but it is enough of a balanced package to take the overall win.

Just in case you're curious about how our testers rated the bikes, numbers aside, here's how they went:

Zahrt: KX/CR tie, YZ third and RM last.

Schmitz: CR first, KX second, YZ third and RM last.

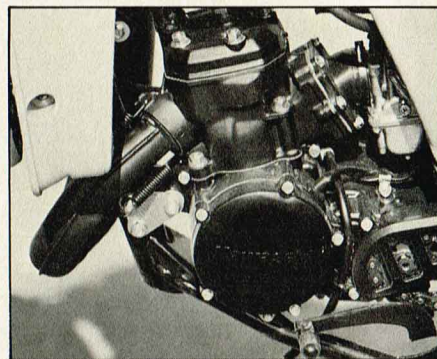
Baker: CR, YZ, KX and RM.

Miller: CR first, YZ second, KX third and RM last.

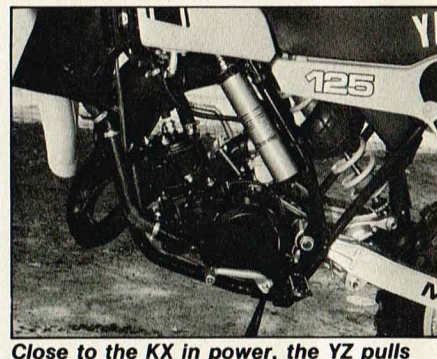
Well, if nothing else, the 1983 125 shootout spells out rather clearly what happens



The DB wrecking crew: Steve Schmitz (Hon), Jon Miller (RM), Kenny Zahrt (KX), Larry Baker (YZ).



Tops in the power department goes to the KX. Plain and simple, it has more steam everywhere.



Close to the KX in power, the YZ pulls evenly and strongly throughout the power curve. Shifting is somewhat notchy.

when you try to milk one year too many out of an existing design, as with the RM. Even though it was substantially better than the 1982 bike, the other factories put on a full charge.

And the biggest charge of all was put on by Honda. It paid off with a class win.

Predictions for 1984? Suzuki won't sit

still for having the thunder stolen from them and will come out with a totally new model. Kawasaki will refine its existing model and find even more startling horsepower. Yamaha will finally get a rear suspension that works and may have two power valves. And Honda won't make the same mistake Suzuki made. □

EVALUATION CHART #1
SCALE: 1.0 TO 10.0

| | HONDA | KAWASAKI | SUZUKI | YAMAHA |
|--------------------------|-------|----------|--------|--------|
| HORSEPOWER | 9.0 | 10.0 | 8.0 | 9.5 |
| USABLE POWER | 9.5 | 10.0 | 8.5 | 10.0 |
| FORKS | 10.0 | 8.5 | 8.5 | 9.0 |
| REAR SUSPENSION | 9.0 | 9.5 | 10.0 | 8.0 |
| ACCELERATION | 9.0 | 10.0 | 8.5 | 9.5 |
| TURNING | 10.0 | 9.5 | 8.5 | 9.0 |
| STABILITY AT HIGH SPEEDS | 9.5 | 10.0 | 9.0 | 8.5 |
| SHIFTING | 8.5 | 9.0 | 10.0 | 9.0 |
| BRAKES | 9.5 | 10.0 | 8.0 | 8.5 |
| EASE OF RIDING | 10.0 | 9.5 | 8.5 | 9.5 |
| DURABILITY | 8.0 | 8.0 | 10.0 | 9.0 |
| COMFORT AND LAYOUT | 10.0 | 9.5 | 8.5 | 9.5 |
| EFFECTIVENESS, STOCK | 10.0 | 9.5 | 8.5 | 9.0 |
| TOTALS | 122.0 | 123.0 | 114.5 | 118.0 |

EVALUATION CHART #2
SCALE: 1.0 TO 5.0

| | HONDA | KAWASAKI | SUZUKI | YAMAHA |
|------------------------|-------|----------|--------|--------|
| EASE OF MAINTENANCE | 4.5 | 3.5 | 5.0 | 4.0 |
| ATTENTION TO DETAIL | 5.0 | 3.5 | 3.5 | 4.5 |
| STARTING EASE | 5.0 | 5.0 | 5.0 | 5.0 |
| PARTS PRICES | 4.0 | 3.0 | 4.0 | 5.0 |
| PARTS AVAILABILITY | 3.5 | 2.5 | 4.5 | 5.0 |
| SUGGESTED RETAIL PRICE | 5.0 | 5.0 | 5.0 | 4.5 |
| SPECIAL FEATURES | 4.0 | 5.0 | 4.0 | 4.5 |
| TOTALS | 31.0 | 27.5 | 31.0 | 32.5 |

COMBINED CHARTS #1 AND #2

| | | | | |
|-------------|-------|-------|-------|-------|
| GRAND TOTAL | 153.0 | 150.5 | 145.5 | 150.5 |
|-------------|-------|-------|-------|-------|



KRAUSE RACING'S

Believe It or Not!

MX & ENDURO STUFF

| STOCK PRICES | KRAUSE PRICES |
|----------------------------------|---------------|
| Hannah Flak Jaks | 64.95 |
| JT Vented Face Guards | 8.95 |
| Answer MX Pants | 89.95 |
| Bell Moto-3 Helmets | 99.95 |
| Gold Belts | 18.95 |
| Gaerne MX Boots | 129.95 |
| Race Jersey (50/50) | 13.95 |
| Bootsavers—All Colors | 15.95 |
| Scott "89" Goggles | 17.95 |
| Scott Face Masks | 7.95 |
| JT V2000 Chest Protectors | 74.95 |
| DeCoster Pro Gloves | 19.95 |
| Smith "Turbo-Fan" Goggles | 52.95 |
| M. Robert Chest Protector | 34.95 |
| Safety Seat Kits | 24.95 |
| Gaerne Enduro Boots | 119.95 |
| Simpson "52" Helmet | 99.95 |
| 5-Snap Visors | 3.95 |
| Team Belt Bags | 18.95 |
| Oakley 0/20 Goggles | 18.95 |
| Motocross Sox | 6.95 |
| Oakley Face Mask | 7.95 |
| O'Neal Ultra-Lite Gloves | 24.95 |
| Honda Self-Cleaning Sprockets | 39.95 |
| Oakley "Factory Pilot II" System | 9.49 |
| "Roll-Off" System | 26.95 |
| Nylon Padded Jersey | 11.95 |
| Team Cross-Bar Pads | 4.95 |
| Hi-Point Boots | 119.95 |
| Nylon/Velcro Team Wallets | 5.95 |

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| STOCK PRICES | KRAUSE PRICES |
|-------------------------------|---------------|
| Terry Fork Kits | \$84.95 |
| Answer Silencers | 46.95 |
| Boyesen Racing Reeds | 26.95 |
| Boost Bottle Kits | 39.95 |
| NGK B8EV, B9EV | 5.95 |
| Oury Grips | 6.95 |
| Klotz Octane Boost | 4.00 |
| Tru-Flow Honda Filters | 16.95 |
| Metzeler Perfect-X Tire | 64.95 |
| Super-Flow Airboxes | 84.95 |
| Power-Flexor Machine | 16.95 |
| Kawasaki Sidewinder Sprockets | 56.80 |
| Answer Chromoly Bars | 26.95 |
| Yamaha YZ Kannon Pipe | 169.95 |
| Champion Race Plugs | 3.25 |
| Golden Spectro Pre-Mix | 2.95 |
| Numberplate Rear Fenders | 29.95 |
| Mikuni 38mm Carbs | 79.95 |
| Golden Spectro Gear Lube | 3.95 |
| Suzuki Sidewinder Sprockets | 43.00 |
| Jones Super Goggles | 35.00 |
| Lackey MX Training Book | 14.95 |
| Whirl Pull Throttles | 29.95 |
| Metzeler Multi-X Tire | 69.95 |
| Maico Air Filters | 16.95 |
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| Team Gear Bags | 29.95 |
| Barnett Clutch Plates | 44.95 |
| Fork Wiper Boots (Colors) | 14.95 |
| MX Design/Tuning Book | 14.95 |

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| STOCK PRICES | KRAUSE PRICES |
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| Sun Rims | \$59.95 |
| Cycle-Am Front Fenders | 24.95 |
| Terry Cables | 10.95 |
| Folding Shift Levers | 24.95 |
| Yamaha Air Filters | 15.95 |
| Oury Grips | 6.95 |
| HeavyDuty Spoke Kits | 39.95 |
| Replacement Tank Decals | 10.95 |
| Answer Bars—Alloy Steel | 21.95 |
| Oakley Grips | 6.95 |
| Cycle-Am Rear Fenders | 19.95 |
| Stadium Numberplates | 9.95 |
| Tsubaki Pro Chain | 49.95 |
| Heavy Duty Tubes | 10.95 |
| Tacki Grips | 6.95 |
| "Pro" Replacement Levers | 11.95 |
| Krause Trick T-Shirt | 8.95 |
| Suzuki 465/500 Airboxes | 84.95 |
| Honda Rear Fender | 46.95 |
| Tank Covers | 19.95 |
| Two-Stroke Tuners' Book | 12.95 |
| Repair Manuals | 14.95 |
| Nylon Mudguards | 24.95 |
| DeBruzer X-Bar Pads | 7.95 |
| Sun Line Alloy Levers | 14.95 |
| Wiseco Forged Pistons | 64.95 |
| Maico Factory Pistons | 70.95 |
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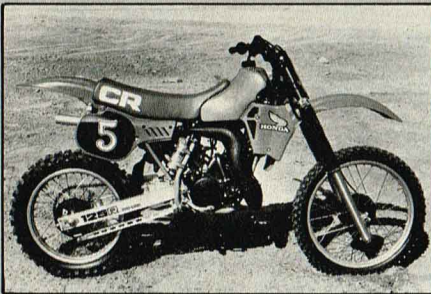
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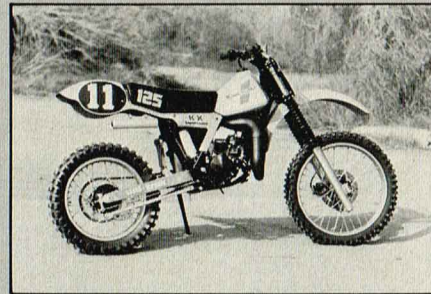
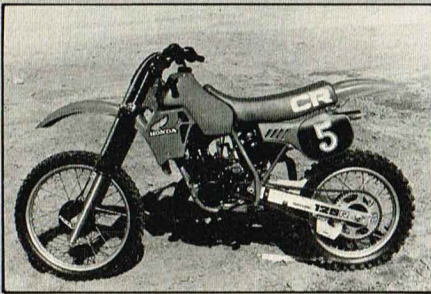
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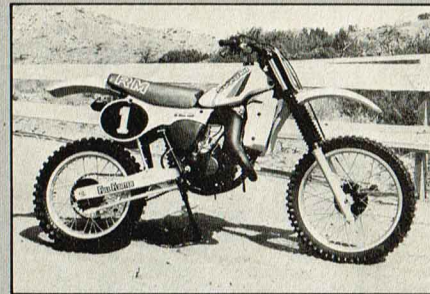
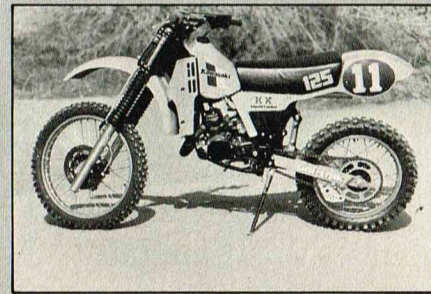
HONDA CR125R

| | |
|--|---|
| Engine type | Liquid-cooled, 2-stroke |
| Bore and stroke | 55.5mm x 50.7mm |
| Displacement | 122cc |
| Carburetion | 34mm Keihin |
| Factory recommended jetting: | |
| Main jet | 145 |
| Needle jet | N/A |
| Jet needle | 28Q |
| Pilot jet | 68 |
| Slide number | 3.5 |
| Recommended gasoline | Premium, 92+ octane |
| Fuel tank capacity | 6.5 L (1.7 gals.) |
| Fuel tank material | Plastic |
| Lubrication | Pre-mix |
| Recommended oil | Honda oil at 20:1 |
| Oil capacity, trans. | 0.6 L (0.63 qts.) |
| Air filtration | Foam type |
| Clutch type | Wet, multi-disc |
| Transmission | 6-speed |
| Gearbox ratios: | |
| 1 | 2.416:1 |
| 2 | 2.000:1 |
| 3 | 1.555:1 |
| 4 | 1.300:1 |
| 5 | 1.136:1 |
| 6 | 1.000:1 |
| Gearing, front/rear | 13/51 |
| Ignition | CDI |
| Primary kick system? | Yes |
| Recommended spark plug | NGK BR9EG/ Champion QN-84/ND W27 ESR-V |
| Silencer/spark arrester/quality | Yes/no/decent |
| Exhaust system | Up-pipe, right side |
| Frame, type | Semi-double cradle, removable rear section |
| Wheelbase | 1435mm (56.5 in.) |
| Ground clearance | 345mm (13.6 in.) |
| Seat height | 930mm (36.6 in.) |
| Steering head angle (rake) | 27° 10 min. |
| Trail | 105mm (4.1 in.) |
| Weight, dry, w/oil in forks and trans., water in radiators | 192.5 lbs. |
| Rim material | Aluminum alloy |
| Tire size and type: | |
| Front | 90/80-21 Bridgestone M33 |
| Rear | 130/80-18 Bridgestone M32 |
| Suspension, type and travel: | |
| Front | KYB, adj. comp. damping, 290mm (11.4 in.) |
| Rear | Pro-Link single shock, 310mm (12.2 in.) |
| Intended use | Motocross |
| Country of origin | Japan |
| Retail price, approx. | \$1738 |
| Distributor: | American Honda Motor Corp. 100 W. Alondra Blvd. Gardena, CA 90247 |
| Parts prices, high-wear items: | |
| Piston assembly, complete | \$40.26 |
| Rings only | 10.49 |
| Cylinder | 157.70 |
| Shift lever | 28.16 |
| Brake pedal | 40.42 |
| Front sprocket | 10.72 |



KAWASAKI KX125B2

| | |
|---------------------------------|---|
| Engine type | Liquid-cooled, 2-stroke, reed valve, single |
| Bore and stroke | 56.0mm x 50.6mm |
| Displacement | 124cc |
| Carburetion | 34mm Mikuni |
| Factory recommended jetting: | |
| Main jet | 152.5 |
| Needle jet | R-2 |
| Jet needle | 5DH92-3 |
| Pilot jet | 35 |
| Slide number | 3.0 |
| Recommended gasoline | Premium |
| Fuel tank capacity | 7.6 L (2.0 gals.) |
| Fuel tank material | Plastic |
| Lubrication | Pre-mix |
| Recommended oil | Quality 2-stroke oil |
| Oil capacity, trans. | 550cc (.58 qt.) |
| Air filtration | Oiled foam |
| Clutch type | Wet, multi-plate |
| Transmission | 6-speed |
| Gearbox ratios: | |
| 1 | 2.30:1 |
| 2 | 1.75:1 |
| 3 | 1.40:1 |
| 4 | 1.18:1 |
| 5 | 1.04:1 |
| 6 | 0.95:1 |
| Gearing, front/rear | 12/50 |
| Ignition | CDI |
| Primary kick system? | Yes |
| Recommended spark plug | NGK B10EV |
| Silencer/spark arrester/quality | Yes/no/good mounting system |
| Exhaust system | Up-pipe, right side |
| Frame, type | Single downtube |
| Wheelbase | 1440mm (56.6 in.) |
| Ground clearance | 360mm (14.4 in.) |
| Seat height | 944.8mm (37.2 in.) |
| Steering head angle (rake) | 28° |
| Trail | 121mm (4.7 in.) |
| Weight, wet, no gas | 195.1 lbs. |
| Rim material | Aluminum alloy |
| Tire size and type: | |
| Front | 3.00 x 21 Dunlop K490 |
| Rear | 4.00 x 18 Dunlop K490 |
| Suspension, type and travel: | |
| Front | Oil/spring forks, variable comp. damping, 300mm (11.8 in.) |
| Rear | Uni-Trak, 4-way reb. damping |
| Intended use | Motocross |
| Country of origin | Japan |
| Retail price, approx. | \$1739 |
| Distributor: | Kawasaki Motor Corp. 2009 E. Edinger Ave. Santa Ana, CA 92705 |
| Parts prices, high-wear items: | |
| Piston assembly, complete | \$41.42 |
| Rings only | 11.36 |
| Cylinders | 180.13 |
| Shift lever | 13.00 |
| Brake pedal | 23.68 |
| Front sprocket | 11.78 |



SUZUKI RM125

| | |
|---------------------------------|--|
| Engine type | Liquid-cooled, 2-stroke, reed valve, single |
| Bore and stroke | 54.0mm x 54.0mm |
| Displacement | 123cc |
| Carburetion | 32mm Mikuni |
| Factory recommended jetting: | |
| Main jet | 270 |
| Needle jet | Q-6 |
| Jet needle | 6FP35-3 |
| Pilot jet | 30 |
| Slide number | 2.0 |
| Recommended gasoline | Premium, 92+ octane |
| Fuel tank capacity | 6.5 L (1.7 gals.) |
| Fuel tank material | Plastic |
| Lubrication | Pre-mix at 20:1 |
| Recommended oil | Suzuki CCI |
| Oil capacity | N/A |
| Air filtration | Dual foam, 2 filters, oiled |
| Clutch type | Wet, multi-plate |
| Transmission | 6-speed |
| Gearbox ratios: | |
| 1 | 31:15 |
| 2 | 29:17 |
| 3 | 24:17 |
| 4 | 25:21 |
| 5 | 23:22 |
| 6 | 22:23 |
| Gearing front/rear | 12/51 |
| Ignition | Suzuki PEI |
| Primary kick system? | Yes |
| Recommended spark plug | NGK B9EGV |
| Silencer/spark arrester/quality | Silencer only, average quality |
| Exhaust system | High-pipe, right side |
| Frame, type | Single downtube, split cradle |
| Wheelbase | 1451mm (57.1 in.) |
| Ground clearance | 345mm (13.6 in.) |
| Seat height | 935mm (36.8 in.) |
| Steering head angle (rake) | 29.5° |
| Trail | 121mm (4.76 in.) |
| Weight, dry | 191 lbs. (87 kg) |
| Rim material | Aluminum alloy |
| Tire size and type: | |
| Front | 3.00 x 21 Bridgestone 4-ply |
| Rear | 4.10 x 18 Bridgestone 4-ply |
| Suspension, type and travel: | |
| Front | Telescopic, air/oil, 285mm (11.2 in.) adj. comp. damping |
| Rear | Full Floater, 317mm (12.5 in.) adj. comp./reb. damping |
| Intended use | Motocross racing |
| Country of origin | Japan |
| Retail price, approx. | \$1739 |
| Distributor: | U.S. Suzuki Motor Corp. 3251 E. Imperial Hwy. Brea, CA 92621 |
| Parts prices, high-wear items: | |
| Piston assembly, complete | \$40.16 |
| Rings only | 15.05 |
| Cylinder | 117.18 |
| Shift lever | 16.80 |
| Brake pedal | 21.48 |
| Front sprocket | 10.04 |



YAMAHA YZ125K

| | |
|---------------------------------|--|
| Engine type | Liquid-cooled, 2-stroke, reed valve |
| Bore and stroke | 56.0mm x 50.0mm |
| Displacement | 123cc |
| Carburetion | 34mm Mikuni |
| Factory recommended jetting: | |
| Main jet | 280 |
| Needle jet | Q-0 |
| Jet needle | 6F21-3 |
| Pilot jet | 60 |
| Slide number | 2.5 |
| Recommended gasoline | Premium |
| Fuel tank capacity | 7.0 L (1.8 gals.) |
| Fuel tank material | Plastic |
| Lubrication | Pre-mix |
| Recommended oil | Yamalube at 24:1 |
| Oil capacity, trans. | 0.85 L (.89 qt.) |
| Air filtration | Oiled foam |
| Clutch type | Wet, multi-plate |
| Transmission | 6-speed |
| Gearbox ratios: | |
| 1 | 2.461:1 |
| 2 | 1.857:1 |
| 3 | 1.500:1 |
| 4 | 1.250:1 |
| 5 | 1.105:1 |
| 6 | 1.000:1 |
| Gearing, front/rear | 12/48 |
| Ignition | CDI |
| Primary kick system? | Yes |
| Recommended spark plug | ND W29ES-GV |
| Silencer/spark arrester/quality | Yes/no/average |
| Exhaust system | Up-pipe, right side |
| Frame, type | Double cradle |
| Wheelbase | 1450mm (57.08 in.) |
| Ground clearance | 350mm (13.7 in.) |
| Seat height | 940mm (37.0 in.) |
| Steering head angle (rake) | 28° 10 min. |
| Trail | 121mm (4.76 in.) |
| Wet weight, no fuel | 193 lbs. |
| Rim material | Aluminum alloy |
| Tire size and type: | |
| Front | 3.00 x 21 Bridgestone M33 |
| Rear | 4.25 x 18 Bridgestone M32 |
| Suspension, type and travel: | |
| Front | 38mm Kayaba air/spring forks, 300mm (11.8 in.) |
| Rear | Yamaha Mono-X, adj. reb. and comp. damping, 310mm (12.2 in.) |
| Intended use | Motocross |
| Country of origin | Japan |
| Retail price, approx. | \$1769 |
| Distributor: | Yamaha Motor Corp. 6555 Katella Ave. Cypress, CA 90630 |
| Parts prices, high-wear items: | |
| Piston assembly, complete | \$42.30 |
| Rings only | 5.70 |
| Cylinder | 110.50 |
| Shift lever | 20.60 |
| Brake pedal | 14.50 |
| Front sprocket | 6.80 |



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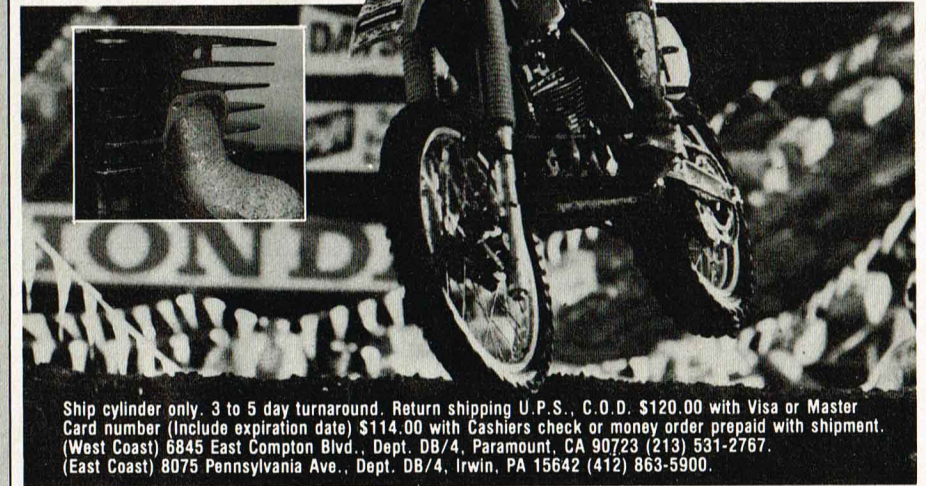
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LEGAL UPDATE

BARSTOW TO VEGAS CLASSIC ON AGAIN!

Huge victory for dirt bikers

By the Phantom Duck & Rick Sieman

Barstow-Vegas Dirt Bike Race Allowed Again

By KERRY PLATMAN, Times Staff Writer

The granddaddy of dirt bike racing, the Thanksgiving Barstow-to-Las Vegas run, is scheduled to roar through the Mojave Desert again after a nine-year ban.

Despite howls of protest from environmentalists, the federal land agency that halted the annual racing bonanza gave the go-ahead Thursday for a comeback. But only 1,200 bikers will be allowed to enter this time, instead of the usual 3,000.

The Sierra Club called the deci-

sion a tragedy.

"We're outraged," said Bob Hattoy, a Southern California spokesman for the conservation group. "It's going to cause irreversible damage to the sensitive desert environment out there."

The Bureau of Land Management banned the race in 1975, after reports from archeologists and environmentalists that the 3,000 riders were tearing up the desert.

But officials now believe that stricter controls and a scaled-down race will cause minimal harm, district bureau planner Bill Haigh said.

The clipping you see here is the result of nine years of hard work by the Phantom Duck and Friends. And you folks who helped back the Duck in his lengthy legal battle with the Federal government are most assuredly the Friends. At long last, the classic B to V run will be a reality.

The entries will be limited to 1200, instead of the over 3000 of the glory years, but it certainly is a gigantic step in the right direction.

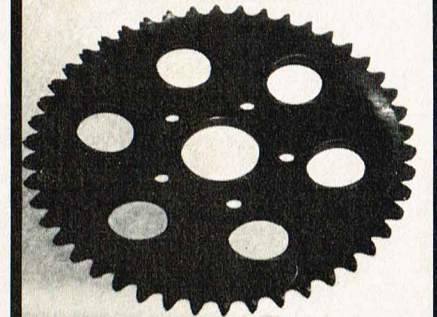
For more information on how entries

will be worked out, interested racers can contact District 37 (AMA) Rep. Jim Main for details. His hotline is 213-341-4041, or write to 21056 Chatsworth Street, Chatsworth, California 91311 for information.

And if you can't get an entry to ride, why, you just might want to come on out and spectate. After all, a strong showing here will be a message to the environmentalists that they'll never forget. See you this Thanksgiving weekend.

Louis McKey Rick Sieman

BLACK CARBON STEEL SUPER SPROCKETS

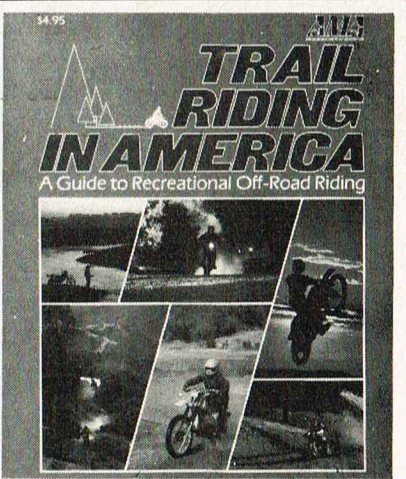


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BATTLE IN THE MUD

Malherbe masters Northeim

By Rick Sieman



Andre Malherbe pulled two clean holeshots on his way to a pair of moto wins at the German Grand Prix.

Andre Malherbe wants to be World 500cc Motocross Champion again. But not just for this year. He has a burning desire to eclipse Roger DeCoster's record of five Number One plates. Andre knows what it feels like to win; he's been the top rider in the world twice. He also knows what it feels like to see a championship flit away from him because of a momentary lapse of concentration. He is intimately familiar with the sound and feel of breaking bones—especially those that have taken him out of the hunt in his quest for titles.

Last year, Malherbe dropped his bike at the USGP at Carlsbad and snapped his leg like a dry stick and lay on the ground, writhing in pain as he watched Brad Lackey cruise by to pick up valuable points. And then he spent the rest of the year reading magazines about Brad Lackey, the new all-conquering World Champion, and how he went about snaring the plate that *should* have been his.

As the plaster turned dirty and the maddening itching of healing took place, he steeled himself mentally for next year. Always next year.

Andre Malherbe has the utterly amazing

ability to recover from frightening injuries with speed and—seemingly—no ill effects. He approached the first part of 1983 with the heaviest training of his life—and was rewarded with a nasty arm and shoulder injury early in the season for his efforts.

Rather than wait for proper healing, Andre took that most dreaded of paths: riding half-healed and in pain. As he suited up to do battle in Northeim, Germany, his entire left arm and shoulder was sporting a flexible supportive bandage. The rest of the body looked strong and fit, scars and battle wear aside. But the eyes and face looked different this year. Andre appeared to have aged considerably, with his features taking on a harder, hawklike appearance. The hands looked abused, with ridges of calluses on the palms and thumbs.

Hard eyes. Harder hands. A requirement in these days to even consider riding at International level. And to win, a certain internal hardness is also required.

* * *

Northeim, Germany. May 8. A steady drizzle that irritated spectators and riders on Saturday for practice and qualifying, turned into a steady, splattering downpour

by midday. Luckily, the 500cc class riders were able to practice in relatively good conditions before the serious rain started.

What had started out as an ideal track quickly deteriorated into a quagmire. The track, located only one mile outside of the beautiful north German town of Northeim (population around 20,000), is laid out on the side of a huge, grassy hill. Spectatorwise, it's close to perfect, with much of the roomy track visible from many choice viewing spots.

It's wide and technically demanding, despite the absence of any really long uphill or downhill. Long straights are capped off with tricky off-camber corners, and the few jumps on the circuit are safe enough to allow passing via the aerial approach.

On Saturday, the surface was hard, flat and appeared solid and unforgiving. However, after practice and qualifying, it was chewed up quite nicely and became a suspension tester. Short, smooth straights turned into choppy and rutted double-division sections. Turns developed gnarly grooves but still retained multiple lines. Whoever laid out the track certainly had a working knowledge of motocross.

But, whoever laid out the track had no

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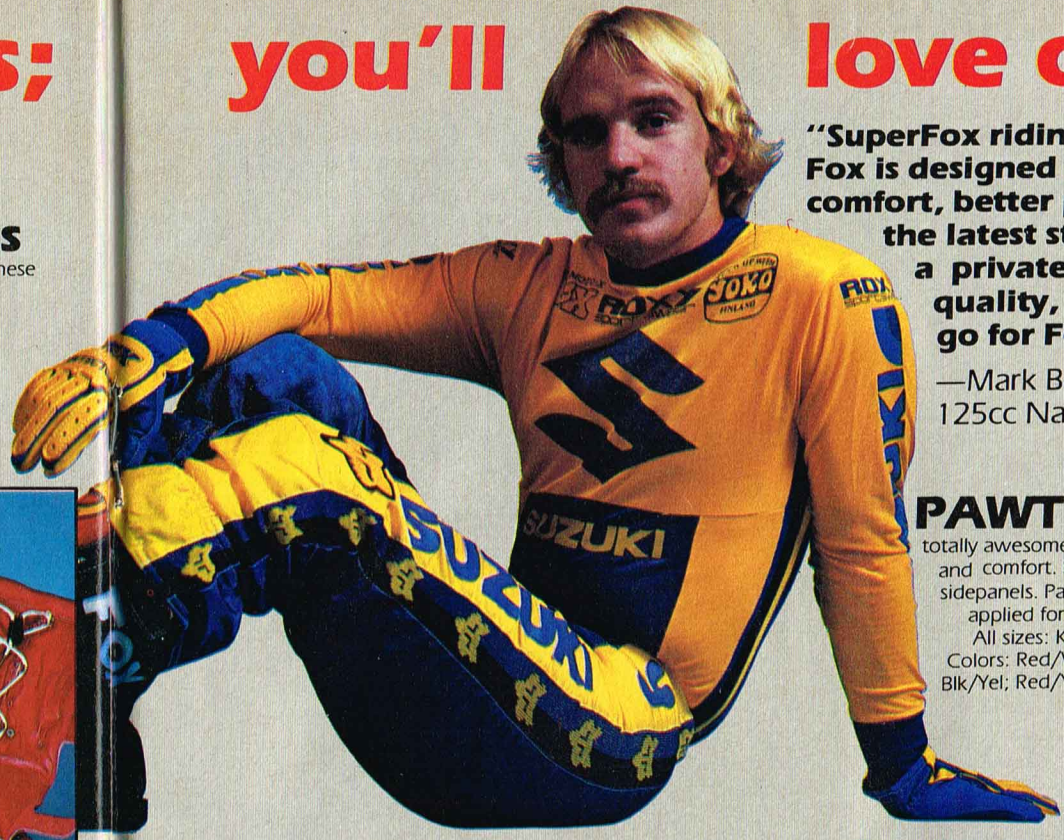
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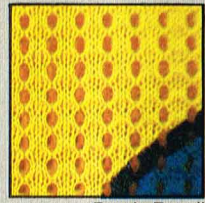
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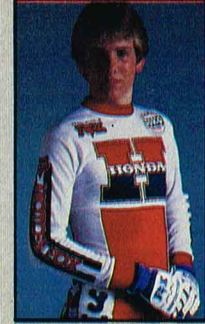
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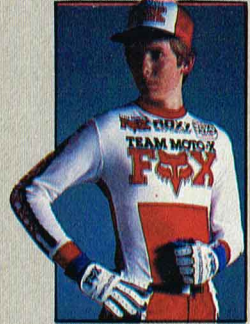
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The saturated track made for massive first-turn pileups on every start.



Looking more like the Blackwater 100 than a Grand Prix, the track deteriorated into a swamp in short order.

way of knowing what would happen to the superb grassy track when serious rains hit. Like many MX tracks on the Grand Prix tour, Norheim is only raced once a year. With moderate rains, the soil has the ability to allow reasonable runoff and to hold water. This was proved Saturday with the track holding up well under the intermittent drizzles.

* * *

When the skies opened up, they did so with a vengeance. The light misty drizzles and lead-gray clouds turned dull black and released their contents with sheets of rain. As luck would have it, the first National 250cc race was just two laps old when the downpour started. This quickly turned the race into a survival run.

The second 250 race was even worse, with the competitors starting in a pouring rain. By three laps, almost all of the riders were close to unrecognizable! Riders had difficulty getting up small hills and mired down in axle-deep mud on many previously simple turns. By the end of the moto, the 250 National race had turned into a survival contest, with only the grimly determined pressing on.

While the 250 riders were on the course slogging through the ever-worsening mud, the 500 class riders and team managers were standing around the track at various points, under the protection of umbrellas, trying to analyze the situation.

Rain hammered the track for a solid hour after the final 250 Semi. Spectators huddled in miserable clusters under the few available shelters. Many gave up and simply went home—if they were lucky enough to extract their transportation from the sodden parking areas.

Then, as suddenly as the rain had started, it stopped. Skies remained leaden and sullen looking, but the rain quit falling. Off in the distance, spots of blue sky could be seen. Far off in the distance. As the time for the start of the first 500 moto arrived, the hard-core race fans lined the fences and

waited for the racers to appear.

And waited. And waited some more. A mild breeze kicked up, and with it the hope that the track might dry out a bit. Not a chance. The rich earth of Norheim had reached the maximum saturation point and pools of water stood slick and menacing in many of the turns.

An hour went by. Then another. The spectators started to get restless. After several hours, the announcer started calling the riders to the starting line. None showed up. After several appeals, the starter then demanded that the riders show up. The absence of the sound of one single engine underscored the inactivity.

Riders' rep Jaak Van Velthoven was summonsed by the officials and a classic "discussion" ensued. For nearly an hour, angry words and threats were exchanged. The riders simply did not want to ride. The course was unfit, they claimed.

After another hour of bickering, the spectators started getting genuinely upset about the delays. A light drizzle started again, setting off yet another round of bickering. Then, when the rain stopped, large groups of race watchers started a loud whistling. Some even started clapping hands in unison and booing.

The announcer then stated that the International riders would get an "observation" lap, something almost unheard of in World GP racing.

Yet another delay, then the bikes started snarling to life and the riders trickled in to the starting grid. Startled spectators, expecting to see a practice lap, noticed that instead the 30-second sign was raised and all of the racers were lined up in the gate. People scrambled for good viewing positions, especially near the first turn, where the mud was covered with a good six to ten inches of water.

When the 30-second sign was replaced with the five-second card, everyone knew that a race was on, no matter what the condition of the track. Engines raised to a feverish pitch and 40 riders prayed for a

good start.

They were off! The pack roared over the red and white starting gate of Norheim and slithered down the grassy, slightly off-camber starting straight, fighting for control. As the pack approached the zigzag right/left first turns, one rider left it on a fraction longer than the rest of the field. It was Malherbe in the lead! He charged so deep into the first turn, he almost lost his big water-cooled Honda. A blast of the throttle straightened out the bike enough to save him and showered the riders behind him with a veritable wall of mud. Perhaps a dozen riders made it cleanly through the start turns, then, blinded by the mud and flying water, another dozen went down in a slithering heap.

It must have been frightening for Malherbe to run in first place, in spite of the obvious advantage of clear vision. The track was completely changed from when he had ridden it in practice. At the end of the first lap, the flying Swede, Hakan Carlqvist, came around in the lead aboard his factory Yamaha, with Malherbe in fifth place. Andre seemed content to sit there and let the other riders experiment with lines. Already, all of the riders were covered with mud, and the front numberplates were unreadable.

By lap three, all riders had their goggles off, and it was nearly impossible to tell one bike from another.

Quickly, the race settled in, with Carlqvist riding aggressively. "Carla" Carlqvist is spectacular in the mud, seemingly ignoring the deep ruts and bottomless slush. He ran in the higher gears and worked the edges of the track. Malherbe, on the other hand, rode in a lower gear through the dangerous sections and seemed content to ride safely. He also rode where no other riders were going and appeared to spend his laps experimenting and learning new lines and possible routes around the developing bottlenecks.

For half of the race, Carlqvist held the lead, riding wilder and wilder on the short,

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WORLD 500cc GRAND PRIX



Almost unrecognizable, Hakan Carlqvist pilots his works Yamaha to a second-place finish in moto one.

slippery uphill and trying to "rail" the deep mud grooves in the turns. Malherbe moved up, held a conservative second place and waited for Carlqvist to make a mistake. It came just past the halfway point, when Carlqvist, committed to one of the many deep grooves, became tangled with a floundering rider and went down. Malherbe slipped by on an unused portion of the track and took over the lead.

While Malherbe was out in front and putting distance on the balance of the pack, most of the field of top-class riders were having a truly miserable time. In rather short order, the course had turned into utter chaos. Riders were having to make two, three or even more attempts to get up a gentle 70-foot grade. Approaches to even the simplest hills turned into a nightmare of deep cementlike mud. Throttles stuck wide open and chains became drum tight, refusing to let rear wheels move.

It was pitiful to watch world-class riders try to catch slithering machines halfway up a slope, only to have them careen around

and drag them backwards down the hill, under the bikes. At one point, at least 15 riders were seen stuck in a bottleneck turn before an uphill. Yet when Malherbe came to that same crowded corner, he swung wide out in the slop where no one else was riding, hesitated a moment to evaluate the scene, then somehow slipped through the mass of bikes and bodies.

Behind him, Carlqvist, Pikkarainen, Noyce and Thorpe battled for positions, with none of them getting close enough to be a threat. Carlqvist rode well for the last half of the moto, but Andre seemed to gain speed and confidence as the moto wore on.

Eventually, the grueling, miserable moto wound down and Malherbe coasted across the finish line with a clear victory. There was a momentary bit of confusion when one of the scorers said that Andre had not won and instead finished third, but a quick check of several other lap sheets verified his strong win. Gary Semics, the lone U.S. entry, had ridden quite well in that first moto and finished a very respectable ninth



Even the powerful 500cc Husky works bikes bogged down in some of the chewed-up straights.

on what appeared to be a basically stock 480 Honda.

Between the motos, mechanics frantically tried to clean off the unbelievably muddy machines. Those lucky enough to have high-pressure washers took almost half an hour to get their bikes clean enough to work on them for the next race. Those unfortunate souls without spray equipment went through the disheartening ritual of sponging off the filthy equipment with water buckets.

It was decided that the 250 National event would not run the Final. It was hard enough for a 500cc bike to make it around the track. On a 250, in the hands of a less-than-world-class rider, it would have been a near-hopeless task. The 250 riders rather thankfully loaded up their horribly thrashed machines and changed into dry clothing. All over the pits, muddied piles of jerseys, pants and boots could be seen.

It was several hours before the Interna-

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500cc GRAND PRIX



Riders had to be helped off the track in order to circle around and take second and third attempts at even simple hills.

tional riders were called to the line again. They were a long time in responding to the frantic pleas of the track announcer. But, wonder of wonders, the skies cleared completely and brilliant sunshine flooded the sodden track and pits. Clear blue skies were directly over the track and it hurt the eyes to even look up. Eventually, the riders started slowly reporting to the starting area for yet another round of pure muddy hell.

Thirty seconds to go, then five, then the unmistakable roar of 40 500cc bikes going off the line, with, yes, Andre Malherbe once again in the lead. Another pileup bogged the first turns badly, and the top 15 riders quickly pulled away from the unfortunates. At the end of the first lap, Malherbe was in second place, with Honda rider Thorpe in the lead, riding like a madman and clearly over his head.

By the fifth lap, Thorpe ran out of luck and fell victim to a loop-out near the top of a particularly sloppy uphill. Malherbe slipped by and proceeded to stretch out a lead over the rest of the field. Using the same tactics he had used in the first moto, Andre rode where other riders never even looked and went fast when and where he could, clearly demonstrating to the crowd that he was the most intelligent racer there that day.

Behind the smooth Malherbe, Graham Noyce was putting in the ride of his life, coming from way back all the way up to second place. Even though he rode like a maniac, he never could get to within a minute of Malherbe. Jean-Jacques Bruno and Andre Vromans rode respectable races on their works Suzukis to follow Noyce to the finish line.

For most of the rest of the field, the second moto was a disastrous repeat of the first, in spite of the slight rerouting of the

(continued on page 73)

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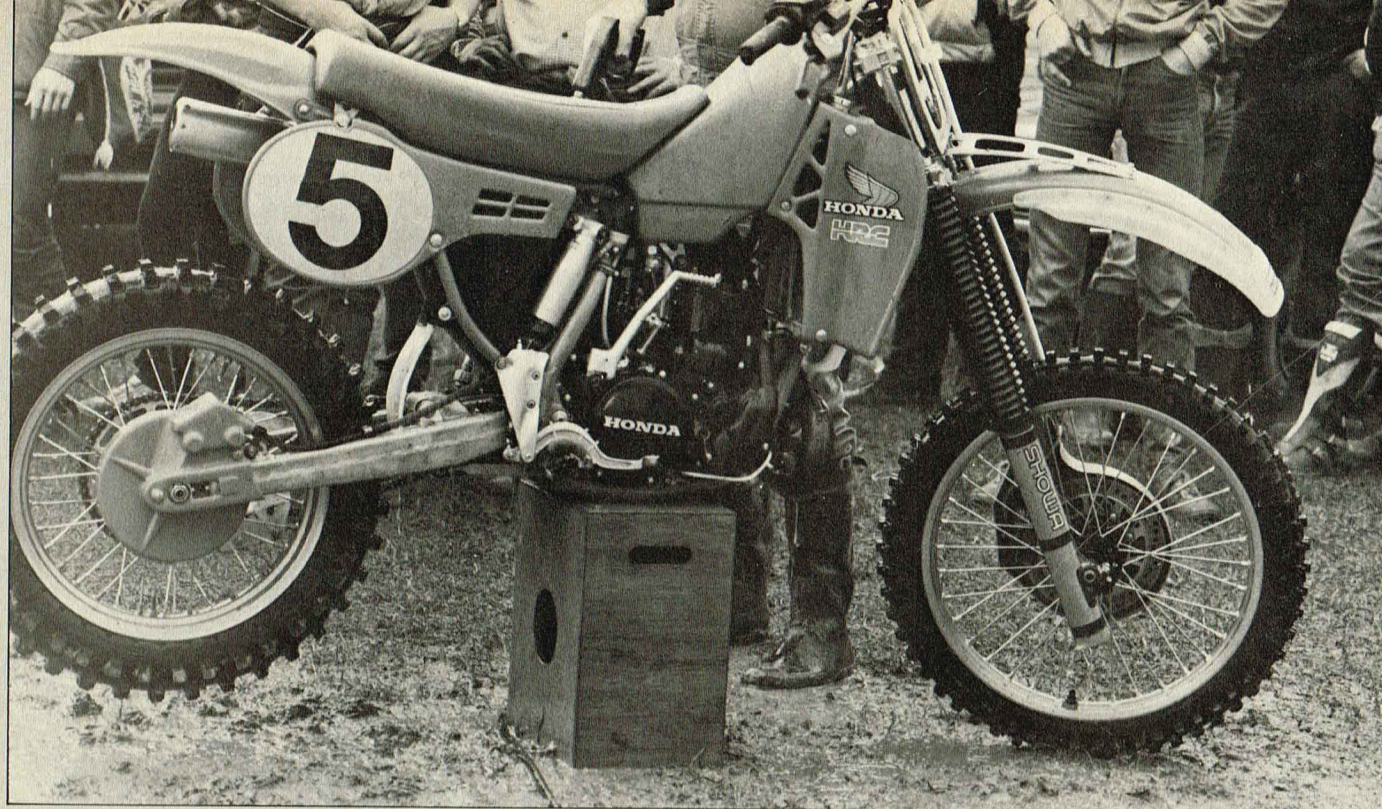
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BIKES OF THE GRAND PRIX STARS

Probably the biggest news this year is the emergence of the water-cooled 500cc Honda works bikes. Here's Andre Malherbe's machine being hosed off after a practice session. As you can see, travel is not outrageously long, as most of the factories have settled in with 12½ inches front and rear as just about optimum.

Technology rears its ugly head... and it's water-cooled

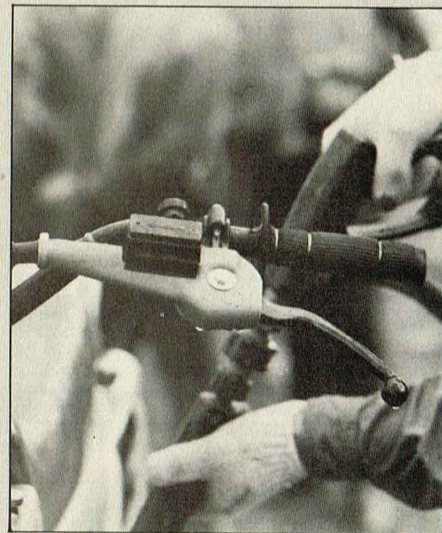
By the Editors of *Dirt Bike*

Want to see what the factory aces are running in Europe? Sure you do. All it'll take is about two grand for a round-trip ticket, another thousand for a rental car and fuel, and about six weeks of spare time. Not to mention a nearly unobtainable pit pass to get you close enough to examine the bikes.

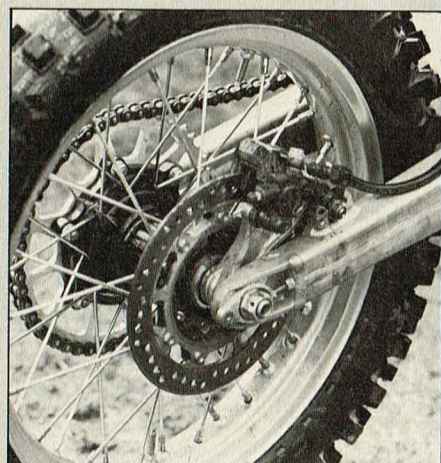
In our unrelenting search for facts (and the all-important good time!), the editors of *Dirt Bike* forced themselves to go to Europe to do this otherwise thankless task for you. We roamed the pits, camera in hand, and made our questions known with no more than six words in any language and much colorful grunting and finger-pointing. The results, you see here.

But, like anything new, the high-technology hardware here will be old hat in another 12 months. Then we'll have to go back and do it all over again.

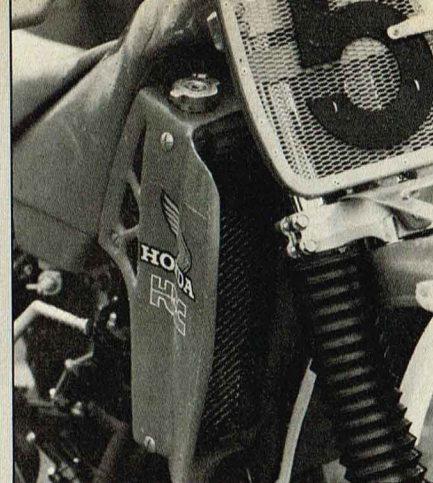
Sigh. Well, *someone* has to do the dirty work. □



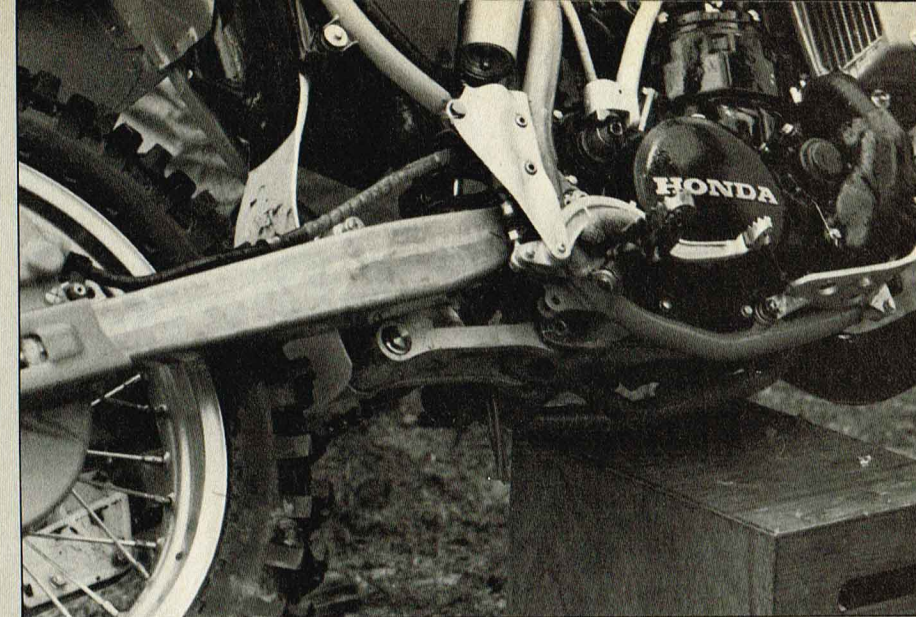
A hydraulic clutch is said to give the feel of a 125 clutch. We squeezed the lever and it felt more like an 80!



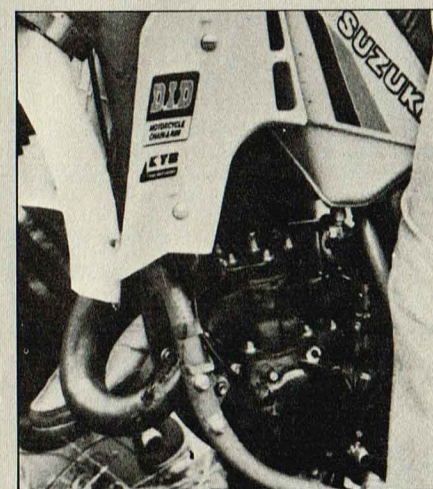
Team Honda is trying several different braking systems on their bikes. It seems that a disc rear has split popularity among the riders. Malherbe's bike is shown here, without the protective cover.



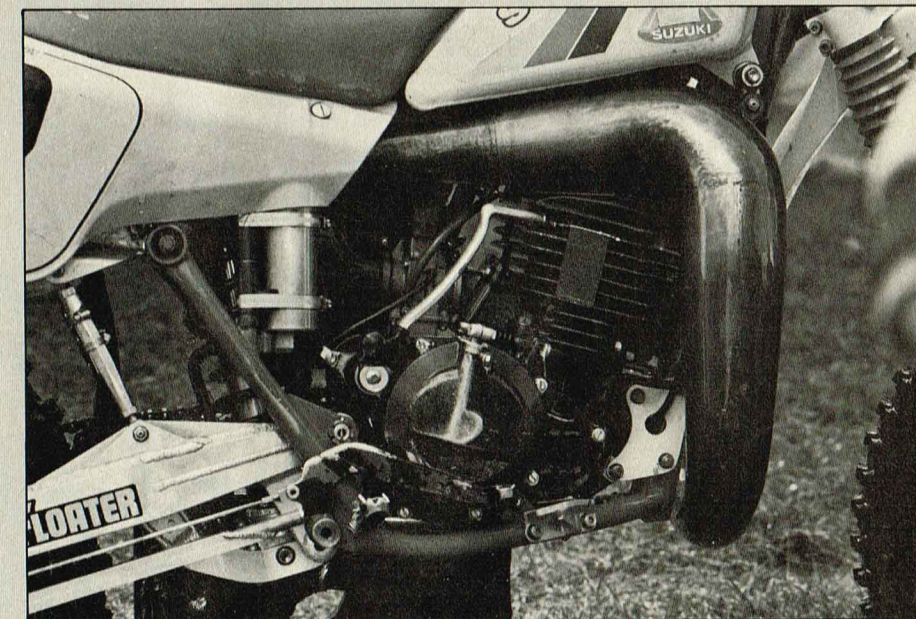
Very unusual is the fact that the 500 has two radiators and both of them have radiator caps, indicating a non-linking system. This would allow the bike to have a sort of fail-safe backup system should one radiator be damaged. Both radiators are fed by the same pump, and a temperature-controlled flutter valve determines how much flow goes to which radiator.



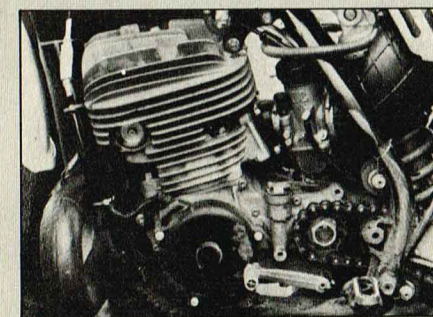
A worm's eye view of a works Honda. Note the very long primary rocker. Suspension is works Showa on this bike, but some of the teamsters are using Ohlins shocks.



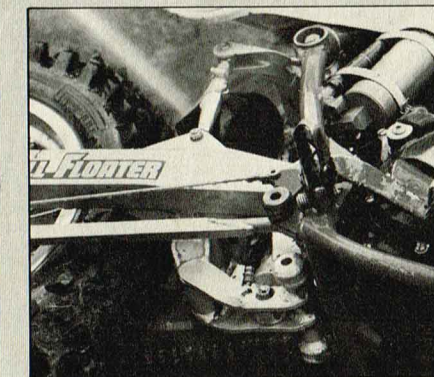
The works 125 Suzuki of Geboers' is very fast, and a great deal of the existing weight has been lowered dramatically in the frame. It has a case reed setup, unlike most of the conventional barrel reed cages. Suspension is factory Kayaba and the bike is right at the weight limit. Adjustable aluminum struts on the Floater suspension allow for steering changes from track to track.



Andre Vromans' 500 Suzuki has a 40mm square-slide Mikuni carb, a large reed cage, and a very long, slender torque pipe. There are both three-speed and four-speed versions being tested and raced. Suspension is factory KYB and the swingarm struts are adjustable.



The works Yamaha of Carlqvist's. The monster motor has a power valve, a massive Mikuni carb and sand-cast cases and barrel. Suspension is Ohlins.

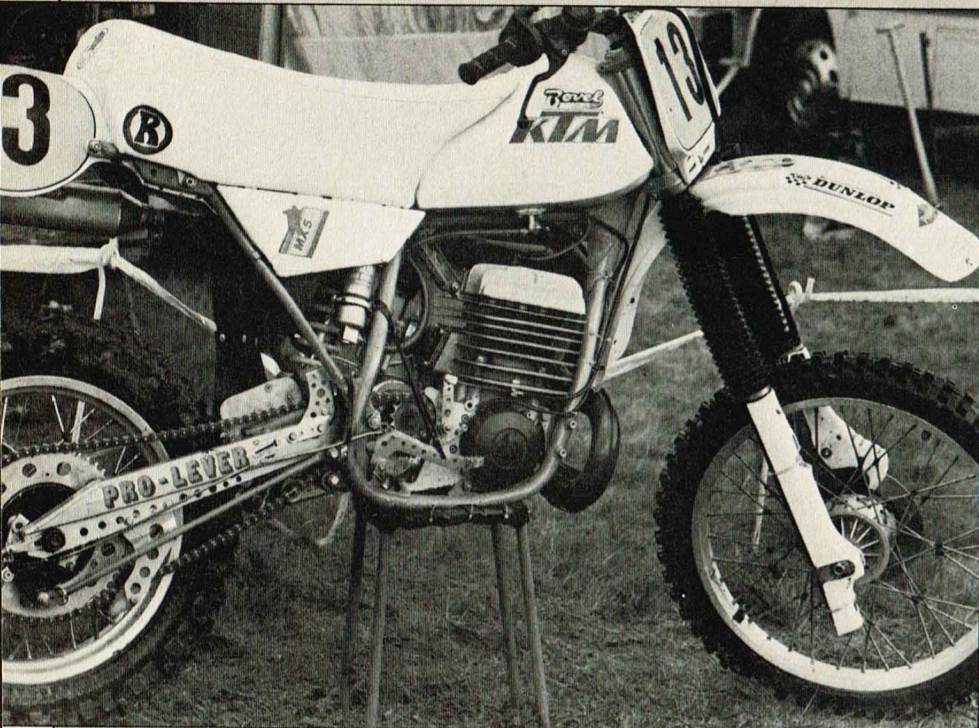


Here's a bottom view of the rocker linkage of a works Suzuki. Compare it to a stocker sometime.

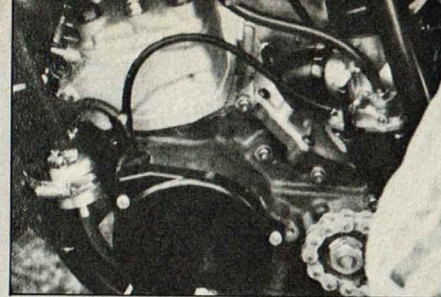


Suzuki teamsters in all classes have been experimenting with an ultra-light front disc brake. This particular assembly has been seen on the 125s and the works 250s.

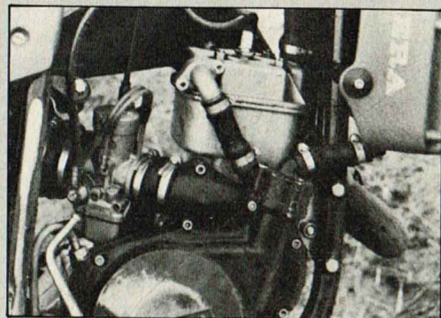
HIGH-TECH HOT IRON



Jaak Van Velthoven's KTM 495 has what must be the tallest saddle of any bike on the GP circuit. It's built up about 3½ inches taller than the stocker and is white, which certainly draws some looks. His bike started out life as a standard 495 but has an Ohlins shock and the very latest Zoke forks. Much attention has been paid to weight reduction, with the plastic on the entire bike being less than half the weight (and thickness) of stock parts. Holes are drilled everywhere and Jaak has the "good" barrel on his monster machine.



Jim Gibson, the sole American in the World 125 title chase, is riding this factory Yamaha with a rotary valve intake as well as a power valve exhaust.



The factory Gileras (Italy) are said to be extremely fast, but they have had reliability problems. They're water-cooled, use either Dell'orto or Mikuni carbs, and most use White Power shocks. Both the 125 and the 250 are water-cooled, but the 500—ridden by Russian Yuri Khudjakov—is air-cooled and about six kilos too heavy.

HIGH-TECH HOT IRON

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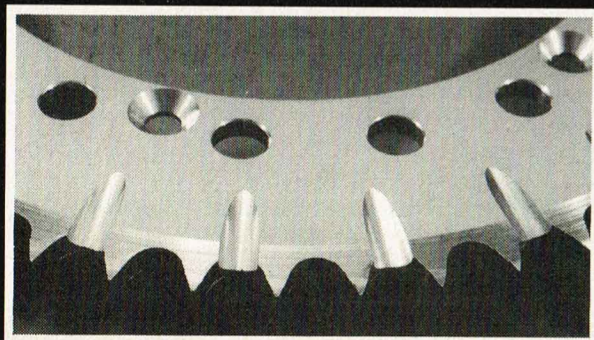
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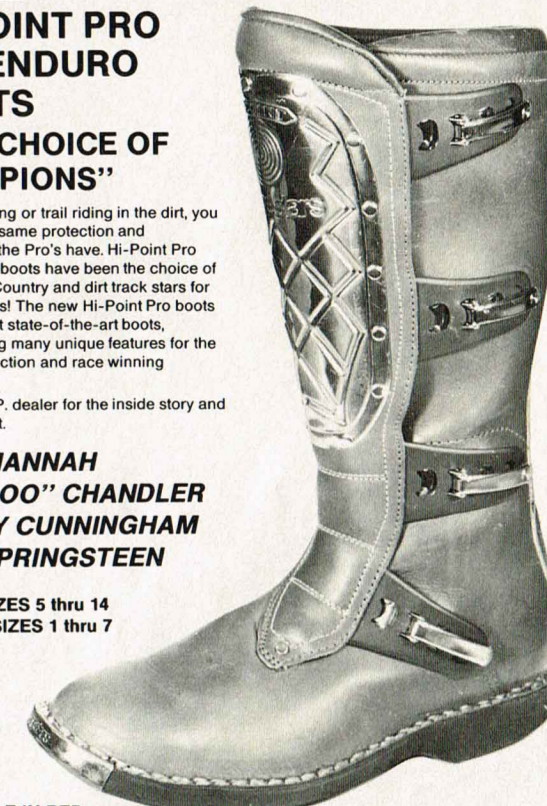
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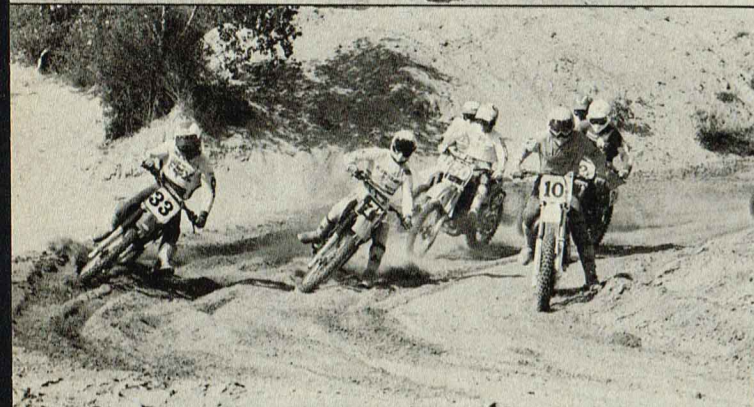
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SUZUKI DR100

FLOATERIZED FUN BIKE

A good weapon for
the beginner, a fun
toy for the cruiser

By the Staff of *Dirt Bike*

Usually, testing a bike like the Suzuki DR100 is a task. We know it shouldn't be, but when you have all of the latest berserk motocrossers and enduro bikes staring you down, slinging a leg over the tame little fun bikes just doesn't seem too appealing. As we said, this is usually the case. As it turns out, the DR100 is one of the most popular bikes here at the well-lit but carnage-infested offices of *Dirt Bike*.

Every once in a while a fun bike comes along that just tickles the entire staff's fancy. We used the DR as a pit bike, girlfriend bike, trail cruiser, and head-to-the-river-to-fish bike. It does it all. Because it is low, docile, a six-speeder, and actually has a decent amount of suspension, everyone liked the bike. As an entry-level machine, you could hardly pick an easier bike to ride. It lugs around at zero and fewer rpm, never fouls plugs and hardly needs a wrench thrown at it.

MOTORWISE

Yes, the DR is a six-speed machine. The gearing suits the needs of the bike and accommodates riders who aren't interested in testing Bob Hannah's skills on a track. First is very low, second through sixth have a nice spread and give the DR a top end that is plenty fast. Starting up the little stroker requires no more than hitting the choke and jabbing the kickstarter once or twice. A low gurgle greets the rider until it's warmed up; flip off the choke and a pleasant four-stroke hum takes over.

A quick trip down the trail shows that the DR has enough poop to scare a Beginner if he's not careful. Remember, it's a 100, and although the response doesn't rip you off the back of the seat, it does pull abruptly off the bottom. Actually, anyone with some riding experience will have no real grief with the Suzuki. Because the engine hits very low and pulls slowly, and with some strength, you're not bored by an overly soft motor.

FLOATERIZED

Sure, the DR is an entry-level cruiser, but that doesn't mean it's equipped with garbage suspension. The front boingers are leading axle units and the rear is a Full Floater. Considering the demands put on



The DR is a perfect girlfriend's bike, cruiser machine, or backyard mauler.

the bike, the chassis was designed dead-on. Small ruts, bumps and jars are handled fairly well. Only the biggest hits make your hair stand on end. We all overdo it sometimes.

The rest of the chassis and bolt-on paraphernalia fit the bill. Up front, there's a little enduro-type light that won't quite make it in Baja. Also, there's a small PE-type light on the rear fender. More show than go. A neat PE-type odometer is snuggled up top—perfect for riders interested in "family"-type enduros. With a long, low seat and a small tank, the DR is also comfortable. Its low seat height and short chassis are fine for smaller up-and-coming riders.

RACE READY?

Don't think that the DR is "the Bomber" Barnett's practice bike. It's not. The bike is small and short, with just the right amount of motor. From Beginners to Experts, it's a fun, versatile playbike. Entry-level riders will love the DR, but the hardest part of riding this bike will be getting it away from their parents. □



With a low seat height and a sweet chugging motor, the DR100 is a favorite among the DB staff. The suspension is advanced, even for a little bike. Floater rear, leading axle front boingers.

DR100 SUZUKI

| | | | |
|--------------------|-------------------|------------------------|------------------|
| Engine type | 4-stroke | Ground clearance | 226mm (8.9 in.) |
| Bore and stroke | 51.0mm x 48.8mm | Seat height | 750mm (29.5 in.) |
| Displacement | 99.6cc | Weight | 176 lbs. |
| Carburetion | 20mm Mikuni | Intended use | Off-road |
| Gas/oil ratio | Straight gas | Country of origin | Japan |
| Fuel tank capacity | 5.7 L (1.5 gals.) | Suggested retail price | \$880 |
| Transmission | 6-speed | | |
| Ignition | CDI | Distributor: | |
| Suspension: Front | 148mm (5.7 in.) | Suzuki Motor Corp. | |
| Rear | 150mm (5.9 in.) | 3251 E. Imperial Hwy. | |
| Wheelbase | 1211mm (47.7 in.) | Brea, CA 92621 | |

KAWASAKI KDX250B3

CLEAN, GREEN, FAST & FUN

The lightweight of the mediumweight class

By the Staff of *Dirt Bike*

These days, picking a bike out of the 250 enduro class is more a choice of riding style, rather than simply bike brand. As we've seen in our testing so far, all of the 250s are marked by widely different manners. Just to name three of them, there's the incredibly powerful KTM MXC, the mellow Husky WR, and the Yamaha IT, which is more or less a combination of the other two. In order to make a rational choice among these three bikes, you have to honestly evaluate your own way of riding.

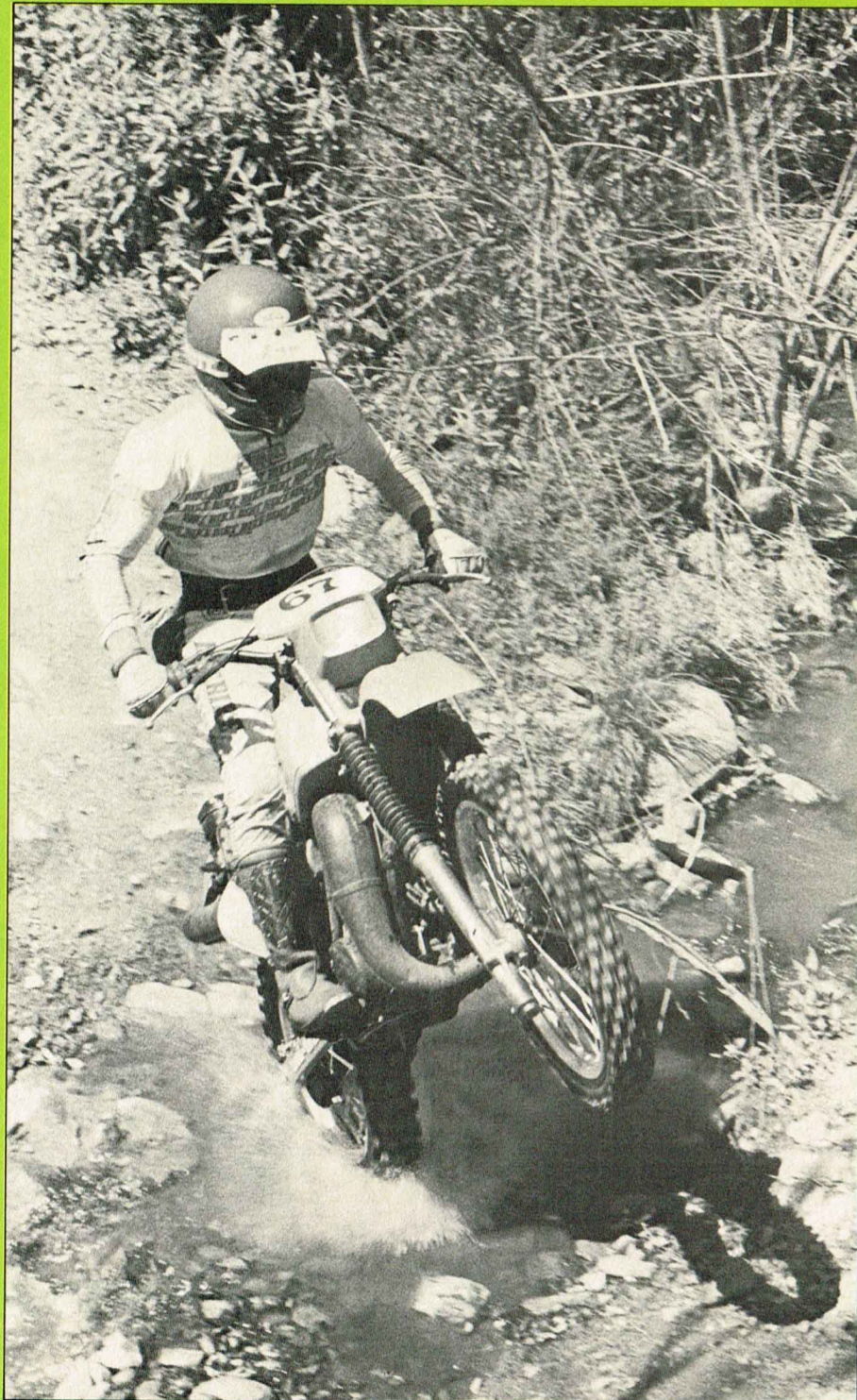
While we were mulling over this curious fact, we accepted delivery of our KDX-250B3 test bike. It looked good—nice and green; it felt competitive, just bouncing up and down on the seat. But the main question in our collective minds was, where will it fit in?

WHAT'LL IT DO?

To understand where the Kawasaki fits in, let's make some simple comparisons. The KTM is a mid-range and top-end revver and is very long legged. The Yamaha is tall and slightly peaky too, and you could say that they were both aimed at the same audience, although the IT isn't nearly as radical. The Husky WR uses shorter suspension and a milder powerband, even though it can't be considered "slow," and the KDX is right on the same level as the Swedish machine.

From the first minute of riding, we had no problem getting used to the KDX. The power delivery is very strong right off from bottom revs, and even though the engine doesn't mind being revved out, the best power can be found in the mid-range. Slipping the clutch is a waste of time on this bike. Just let it out and roll the gas on—it won't lurch or stall, it'll just chug forward with every pulse of the piston.

The power builds off the bottom like an electric motor until about 4000 rpm, and then a good, strong mid-range hook appears in the powerband. When the engine comes on the pipe at this point, the front wheel starts lifting—in nearly every gear. It's a fun powerband and useful too. If you need to lift the front end over an obstacle,



Wheelies are no problem with the KDX's torque powerband.



it requires little more than a quick twist on the throttle.

We had so much fun after the first ride out, we put in a call to our friends at Kawasaki, complimented them on the bike, and then asked what they had done to last year's engine to make it so agreeable. They said, "Well, uh, hem, haw... glad you like it, but aside from the jetting, the engine is exactly the same..."

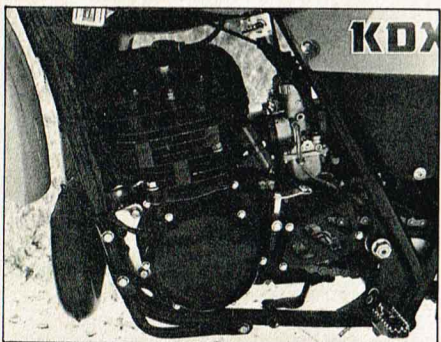
We were stunned. We liked the 1982 KDX, but didn't remember it as being so satisfying. They said that the new jetting had very little effect on the overall power, other than lowering the torque peak by 500 rpm. All we can say is that that one little change made the magical difference. In theory, if you have a 1982 KDX, you can match the new powerband by just copying the new jetting.

Part of these good manners can be attributed to the gearing, which also remains essentially the same. First gear is low enough to grunt you up the steepest hill at a few rpm above idle, and there is just enough spacing between the rest of the cogs to make it easy to remain in the fat part of the powerband.

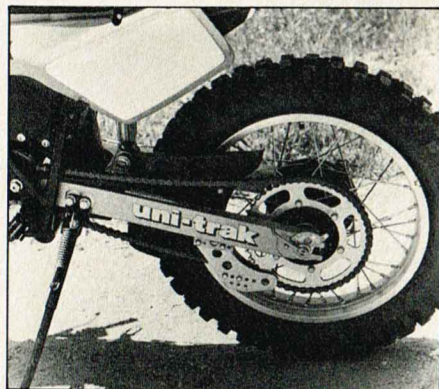
As a matter of fact, we found that the best way to regain control on a nearly botched uphill was to chop the throttle and



All in all, the KDX is a fun bike to ride. Any obstacle at all was an invitation to wheelie.



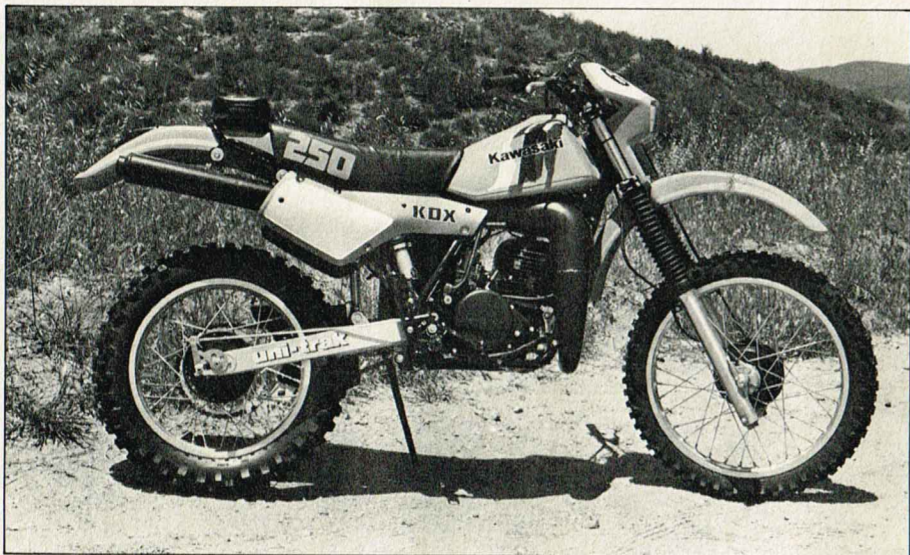
With the possible exception of carb jetting, the KDX250 engine is identical to last year's powerplant.



The quick-change rear wheel is a handy item. Stock Dunlops are fine tires.



The single rear Trak link saves weight and simplifies rear-end maintenance.



| KAWASAKI KDX250B3 | |
|---|---|
| Engine type | 2-stroke, reed valve |
| Bore and stroke | 70.0mm x 64.9mm |
| Displacement | 249cc |
| Horsepower (claimed) | N/A |
| Carburetion | Mikuni VM36SS |
| Factory recommended jetting: | |
| Main jet | 150 |
| Needle jet | R-6 |
| Jet needle | 6FJ43-2 |
| Pilot jet | 45 |
| Slide number | 3.0 |
| Recommended gasoline | Premium |
| Fuel tank capacity | 12.5 L (3.3 gals.) |
| Fuel tank material | Plastic |
| Lubrication | Pre-mix |
| Recommended oil | Kawasaki lube at 20:1 |
| Oil capacity, trans. | 0.9 L (1 qt.) |
| Air filtration | Oiled foam |
| Clutch type | Wet, multi-plate |
| Transmission | 6-speed |
| Gearbox ratios: | |
| 1 | 2.583:1 |
| 2 | 1.800:1 |
| 3 | 1.350:1 |
| 4 | 1.100:1 |
| 5 | 0.909:1 |
| 6 | 0.777:1 |
| Gearing, front/rear | 14/52 |
| Ignition | CDI |
| Primary kick system? | Yes |
| Recommended spark plug | NGK B8ES |
| Silencer/spark arrester | Yes/yes |
| Exhaust system | Up-pipe, right side |
| Frame, type | Single downtube |
| Wheelbase | 1475mm (58.07 in.) |
| Ground clearance | 340mm (13.38 in.) |
| Seat height | 939mm (37.0 in.) |
| Steering head angle (rake) | 29° |
| Trail | 127mm (5.0 in.) |
| Wet weight, no fuel | 231.5 lbs. |
| Rim material | Aluminum alloy |
| Tire size and type: | |
| Front | 3.00 x 21 Dunlop K490 |
| Rear | 5.10 x 18 Dunlop K490 |
| Suspension, type and travel: | |
| Front | Kayaba forks, 260mm (10.24 in.), 38mm tubes |
| Rear | Uni-Trak, 270mm (10.63 in.) adjust. rebound damp. |
| Intended use | |
| Off-road, enduro | |
| Country of origin | |
| Japan | |
| Retail price, approx. | |
| \$1999 | |
| Distributor: Kawasaki Motorcycle Corp. | |
| 2009 E. Edinger Ave. | |
| Santa Ana, CA 92705 | |
| Parts prices, high-wear items: | |
| Piston assembly, complete | \$49.40 |
| Piston rings only | 13.26 |
| Cylinder | 176.30 |
| Shift lever | 19.32 |
| Brake pedal | 21.16 |
| Front sprocket | 15.64 |
| Overall rating of bike, keeping intended use of machine in mind: | |
| Handling | Very good |
| Front suspension | Good |
| Rear suspension | Excellent |
| Power | Very good |
| Cost | Excellent |
| Attention to detail | Excellent |
| Effectiveness, stone stock | Very good |
| This rating system is included to aid in comparison of bikes in the same displacement and intended-use categories. Comparing the ratings of two dissimilar machines (four-stroke vs. MXer, 175 enduro vs. 80cc mini) is a meaningless exercise in futility. | |
| Rating Categories: | |
| Excellent | |
| Very good | |
| Good | |
| Fair | |
| Poor | |
| Hopeless | |

restart in first with the engine running just above idle. The KDX would slow to a crawl and then chug right up the rest of the hill as if it were running on cogs.

Earlier in the year, we named the Husky 430 as the ultimate lazy man's enduro bike. After riding the KDX, we may have to change our tune a bit. This 250 may not grunt you around with the same ease of an Open class bike, but very few riders will find the need to fight it up a hill.

BOUNCING AND TURNING

After all the good words about the powerband, we might as well start off the suspension section with a complaint: The forks are too soft. On our first ride, we ran the bike as delivered—stock oil, no air in the forks. The springing felt good, all things considered, but the front end bottomed harshly in holes or square-edged ruts. All the classic signs of too little oil in the forks.

We pulled them apart and checked the level—7½ inches from the top, with the forks collapsed. We set it at 6½ and it was much better, although the bottoming still wasn't real smooth. (All forks will bottom if you hit a bump hard enough. The trick is to make them bottom as softly as pos-

sible.) From our fiddling, we've found that you can go up to five inches with the oil without losing travel; we finally settled on adding six to eight pounds of air. Heavier riders (over 200 pounds) will probably find the optional heavyweight springs most satisfying.

The Uni-Trak rear end is now the single-strut system, derived from the motocrossers and now in use on all the Kawasaki dirt bikes. It works well. Square-edged holes and deep ruts are soaked up with no problem, and when the rear end bottoms, it does it softly. Our bike arrived with the preload set slightly to the firm side, and although the Uni did a decent job of soaking up stuffer bumps, it didn't deliver a ride as plush as the Husky ITC rear end. Dialing in the preload to suit the rider's weight will make it better.

To do so, though, you have to get to the preload adjustment, and it's not an easy job. When the Uni-Trak was originally designed, it was assumed that spring adjustments would be made with the shock removed from the bike. Said designers never took into consideration the laziness of us

average riders. We like to make changes on a single-shock bike with a minimum of hassle, and so we like to change preload without removing the shock. On the KDX, this means laying down the bike and using a drift pin on the locking rings. Expect to lose some knuckle skin. Kawasaki should move the adjusting rings to the top of the shock and make life easier for us.

The new shock now uses an external rebound damping adjustment, just like the MXers. Easy to get to and effective; ours is still set at position number two. There's no compression damping adjustment, but we never felt it needed changing anyhow.

Before everything was dialed in, the KDX was a sharp turner—too sharp. Soft forks will make a front end tuck under every time—an okay situation for tight woods, but you learn to hate it on open ground. After our fiddling, the handling



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KDX250B3

was nearly perfect. The front end sticks in the turns, on any type of surface, and the back end follows obediently. Having the front end stick never made a big difference to us, though; our favorite way of turning the KDX was to loft the front wheel and plant the tire in a different direction. Great fun!



The stock forks are far too soft for maximum comfort. We raised the oil level and added a few pounds of air.

BITS AND PIECES

Even with the new Uni-Trak linkage, you still have to grease the pivot points now and then. It would be easier if the bike used grease fittings in the proper places, but at least there's one less bolt and link to deal with.

You won't need to change tires on the KDX, as the stock Dunlops do a fine job of gripping the ground. At least, don't change them till they wear out.

After testing the new electronic clock/odometer on both the KDX200 and 250, we're happy to report that the odometer is amazingly accurate. We've ridden two different enduros with the unit and never had to adjust it once.

There's good news and bad news concerning the new headlight/numberplate. The good news is you can get to the triple clamps without pulling off the headlight. Bad news? It takes a Phillips screwdriver and a 10mm wrench to get the headlight off.

Keep that Phillips handy. In order to get the air filter out, you'll have to remove the side panel and the airbox cover. Inconvenient, but all that plastic sure does look nice.

The front and rear fenders work well at keeping mud off your clothes. If you happen to get stuck, you'll appreciate the grab handles on both sides of the rear frame loop.

The amazingly accurate yet slightly corroded *Dirt Bike* scales (certified to within .00750 minims per gills) revealed that the

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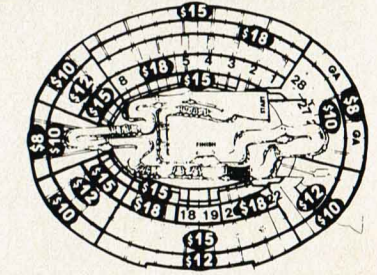
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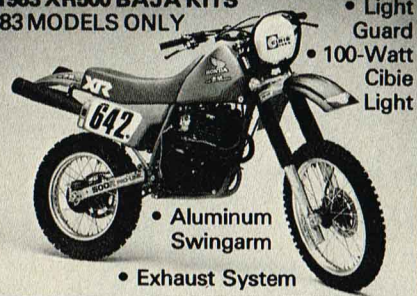
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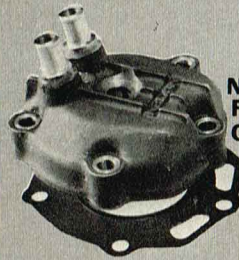


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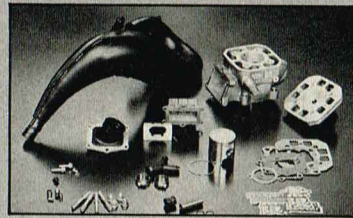
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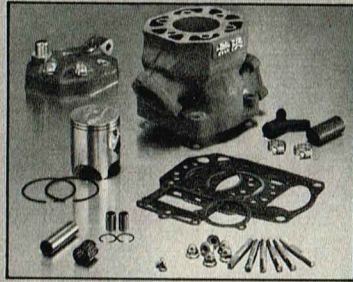


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KDX250B3

KDX weighs 231.5 pounds with a dry tank. Unofficially, this makes it the lightest 250 enduro bike we've tested. (For the official word, see the 1983 Summer Shootout Special.)

This year, we are proud to announce the inclusion of a folding shifter on the KDX250. We still managed to twist it into a pretzel during an altercation with a giant piece of quartz. Bash bars protect the cases rather than a skid plate. We dented them slightly, but the cases are as yet unscathed.

The KDX is a very easy bike to start. One or two kicks was enough in any situation. The jetting was perfect right from the beginning.

THE BOTTOM LINE

This is a good year for 250 enduro bikes. We haven't tested one yet that we didn't like. Of course, now you want us to compare the KDX with something, don't you? Okay. Compared with the IT250 Yamaha, stock for stock, the KDX is easier to ride, has a better rear suspension, and handles better. For anything more than that, you'll have to buy the Summer Shootout Special and look for the results of our 250 enduro shootout.

Until then, this is our final word on the KDX: It's an excellent bike. You'll have to fiddle with the forks to make it most comfortable, but it's worth the effort. This bike can make you happy. □

Judy, postpone the Merrill Lynch meeting and hold all my calls.

Yes sir, Mr. Walters.

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"REDSKINS" ROOSTS THE FIELD

Red-hot racing at Washington, D.C.'s Premier Supercross

By Paul Clipper

David Bailey stood ankle deep in the red mud of his father's spread in Axton, Virginia, sucking on a piece of hay straw, calmly looking at the rutted remains of his motocross practice track. His well-worn Honda leaned against his left leg, steaming silently. The only sounds were the cawing of a crow in the trees overhead, indignant at the raucous rasping of the motorcycle, and the gentle scrubbing noise of his mother at the washboard, doing the weekly laundry. He spat out the straw and squinted up at the sun trying to poke through the hazy sky. Practice had been good, and he'd made his final decision.

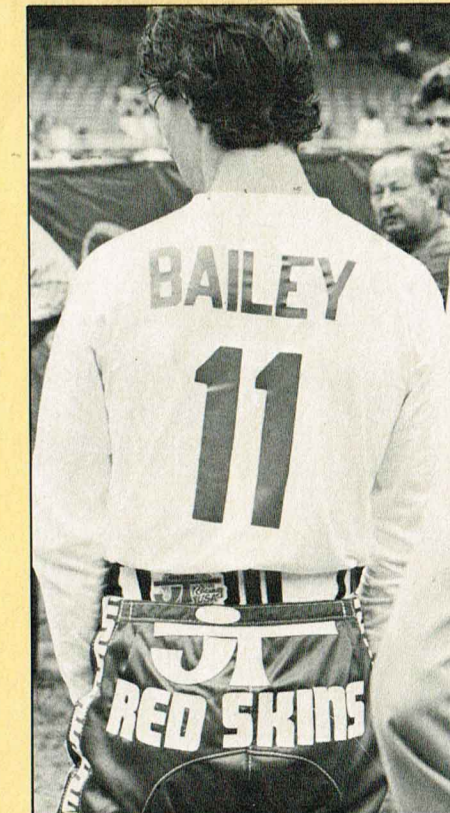
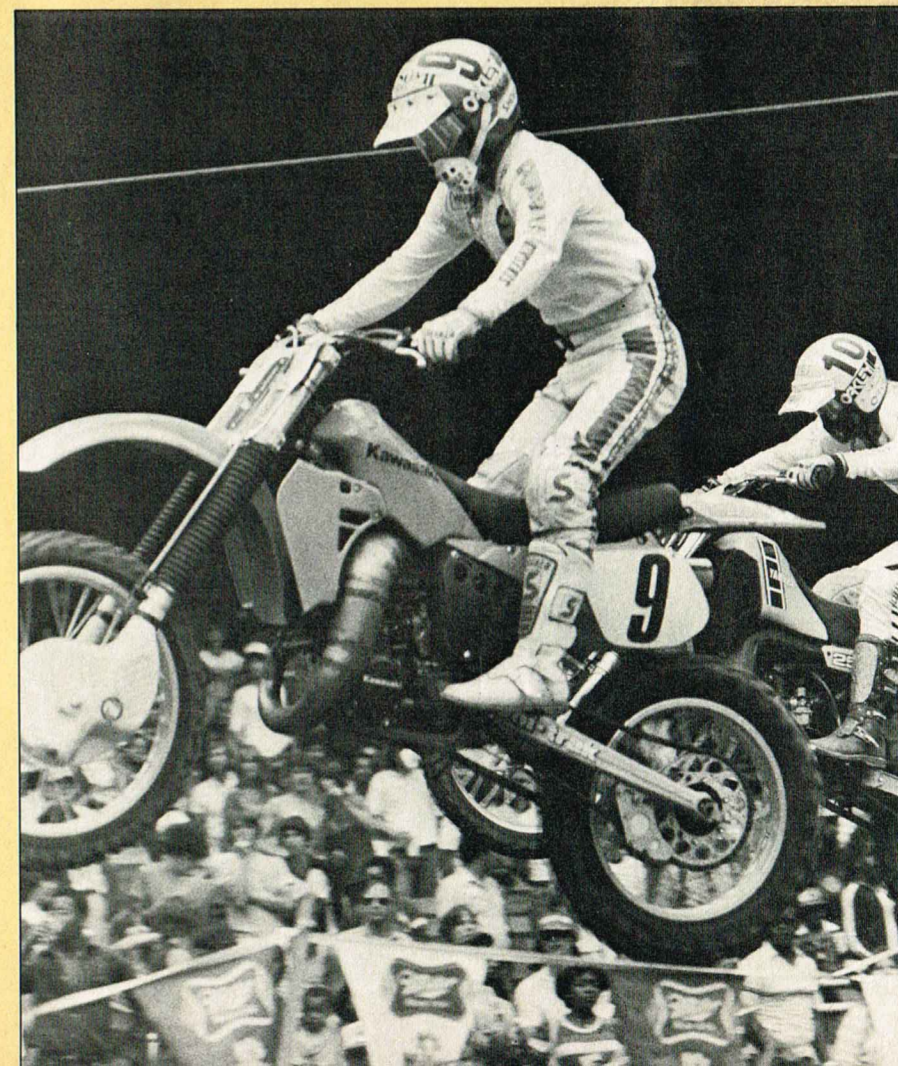
"Maw," he drawled, leaning his tired arms down on the seat of the bike, "ah do b'lieve ah'll g'wan upta the city this weekend and win mahself a motor-cross race!"

"That's nice dear," she said, smiling up

from the wash tub. "Why don't y'all go and do thet f'yer daddy and me!"

Well, that's not exactly how it happened. The Baileys are a lot more cosmopolitan than their location would have you believe, and there is indoor plumbing on the Bailey ranch. But wearing a new set of JT leathers with "Red Skins" sewn on the butt, David smoked through the ranks on Saturday afternoon to chalk up his second Supercross win of the season.

He may as well have been a surprise entry. Indeed, the big fight was set to be between Honda pilot Bob Hannah and Suzuki's Mark Barnett. Hannah, the early-season points leader, was sidelined at the Gainesville, Florida, National with a bad cold that resulted in a complete loss of equilibrium, and he had troubles at the Kansas City Supercross, finishing eighth for the night. This streak of bad luck cost



What better way to win the hearts of a Washington crowd?

After wrenching the holeshot away from O'Mara in the Main, Jeff Ward looked as if he was going to run away from it. It's never lonely at the top for long, though.

WRANGLER SUPER SERIES

him his lead in the series standings and gave it to Barnett, who is not the sort of person to sit back and cruise when he's in the front of the pack.

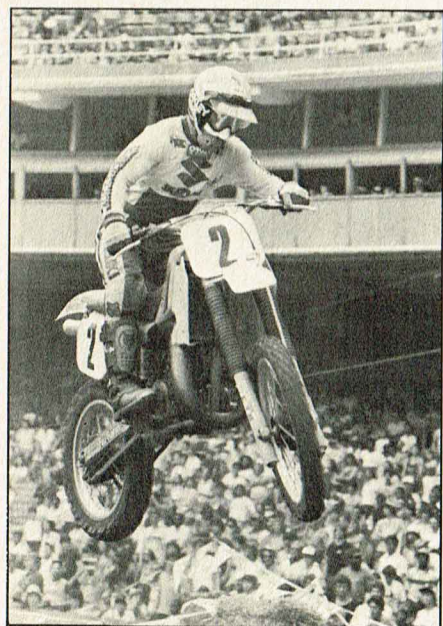
So D.C. set the stage for a veritable street fight between the two, and as far as they were concerned, everybody else could fight over the scraps.

PRELIMINARY BOUTS

Even if the sparsely populated stands were unsure of exactly where the battle lines were drawn (a free performance of the Thunderbirds at Andrews Air Force Base caused serious damage to the Supercross ticket sellers), they got their first hint in the first two qualifiers of the afternoon. Hannah effortlessly motored to a win in the



Bailey won, but not without suffering a few problems. "I had a pretty good time, but I think I broke my toe when I stuck it in a hole."



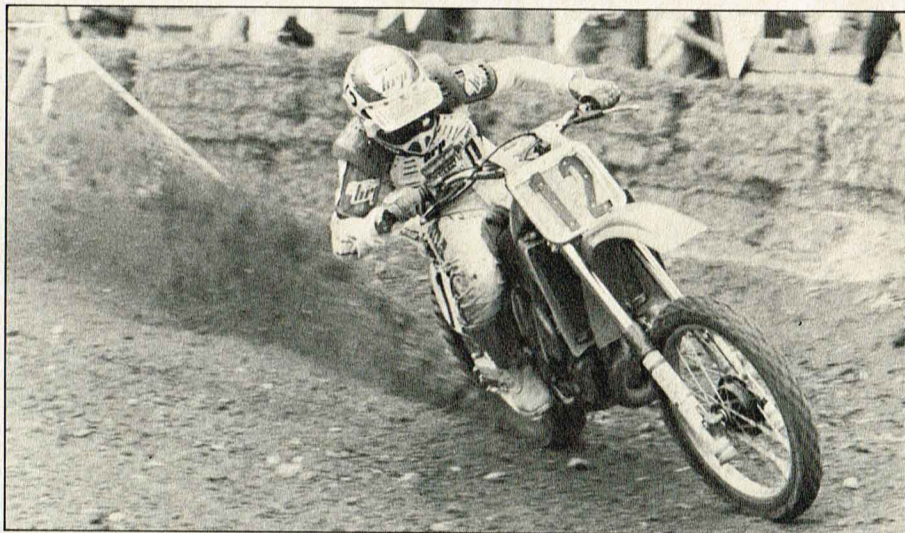
Mark Barnett kept his Super Series points lead by finishing third, but now only 20 points separate him and the Hurricane.

first race, and Barnett copied the performance in the second.

Had the AMA sent the two off in the same qualifier, there might have been blood on the track. A certain amount of feuding appeared for a bit in Hannah's race as he dueled with former Team Yamaha partner Broc Glover, although the two of them kept it clean and both survived unharmed.

The third race fell to Bailey after a fight with Yamaha's Mike Bell, and Ricky Johnson piloted his Yamaha to a smooth win in qualifier number four over Kawasaki's Jeff Ward.

A short field of only 11 riders in each qualifier resulted in a nearly empty Quarter-final lineup, with only four riders in the first race and five in the second. Honda privateer Pat O'Donnell took the honors in number one, and Honda support rider Kris Bigelow won Quarter-final number



Clearly the crowd favorite, no matter where the race is being held, Bob Hannah was going this fast all night. Trouble was, Bailey was going faster.



Always in control, David Bailey is one of the smoothest riders in the nation.

two.

The factory stars returned for the Semis, and the first race saw some good action with Hannah, Barnett and Glover duking it out. Hannah took the checkers in the end, followed by teammate Johnny O'Mara, Glover and Barnett. Semi number two fell to Bailey after a brief struggle with Mike Bell and Ricky Johnson, and Jeff Ward rounded out the top four. Honda's Phil Larson and Suzuki's Scott Burnworth took the last two transfer spots in the Last-Chance qualifier.

MOMENTARY DIVERSIONS

For all who attended the Washington race, there was a full complement of half-time diversions. Doug Domokos did the track all the way around on the rear wheel, twice. A group of mini riders ran an exhibition race; even a horse and buggy made a momentary appearance. The crowd seem-



Johnny O'Mara was looking good, going for a second- or third-place finish, but he had to settle for next to dead last after a spectacular crash.

ed to enjoy it all, but the many performances were a product of a too short race track, pure and simple. The riders were making laps in the neighborhood of 35 seconds, and although the racing was some of the best we've seen at Supercross races this year, 35 seconds is far too little time to spend on a circuit. When the rules are amended to require a minimum of one minute a lap, we'll have more action and a better contest for the riders. Sorry, Doug, but that's the way we feel.

FINAL EVENT

When the gate finally dropped for the Main event, it was Johnny O'Mara who reached the first turn before anybody else. He only had a short taste of the lead, however, as Jeff Ward took it away in the first half lap.

"What is this guy Ward doing?" we were all thinking, as he roosted around in perfect control. Didn't he know that this was supposed to be the showdown between a once-again healthy Bob Hannah and the near-superhuman Mark Barnett? Apparently not. While all the shuffling went on in the next half-dozen places, Ward continued his lead unchallenged.

Broc Glover wasn't having a whole lot of fun back there. He moved into second very briefly, intending to give Hannah some trouble for all the bad ink the Honda rider had given him lately, but instead he bailed off almost immediately, moving down to sixth.

Ward controlled the race up until the halfway point, when Hannah saw his opening and dove through. It was a pretty big opening, as O'Mara and Bailey jumped through the same hole. Hannah was looking good in front, while the other two Honda riders battled for position. Bailey, looking completely out of shape, smacked his foot trying to get around O'Mara, and then O'Mara went down in an ugly-looking crash off one of the many skyshot jumps.

By the time we all looked back at the leaders, it was Hannah and Bailey running side by side over the jumps. It looked more like an exhibition than a race, and ended with Hannah doing an "after you, Alphonse!" move and giving the lead to Bailey. Hannah inherited the job of holding off Barnett, who had moved into third and was followed by Ward and Mike Bell. They all held their positions for the last lap of the race. "No matter what has been said about Bob Hannah in the past, I just want the world to know what an incredible sportsman he is!" said Bailey during a post-race interview. "He pulled me aside before the Main and said, 'If you get behind me and I'm holding you back, just yell and I'll pull over for you.' I never got a chance to yell, but when he saw me alongside him, he gave me plenty of room!"

He's a good sport to Bailey, but we at *Dirt Bike* are willing to bet hard cash that he'd never say the same thing to Glover or Barnett! □

RESULTS: WASHINGTON, D.C. SUPERBOWL OF MOTOCROSS MAY 14, 1983

1. David Bailey Hon
2. Bob Hannah Hon
3. Mark Barnett Suz
4. Jeff Ward Kaw
5. Mike Bell Yam
6. Ricky Johnson Yam
7. Brian Myerscough Hon
8. Broc Glover Yam
9. Steve Martin Hon
10. Alan King Suz
11. Warren Reid Yam
12. Bily Liles Kaw
13. Scott Burnworth Suz
14. Ron Lechien Yam
15. Phil Larson Hon
16. Clint Hardick Suz
17. Johnny O'Mara Hon
18. Rodney Smith Yam

WRANGLER SUPER SERIES POINTS STANDINGS AFTER WASHINGTON

1. Mark Barnett 465
2. Bob Hannah 445
3. David Bailey 422
4. Jeff Ward 383
5. Johnny O'Mara 359
6. Broc Glover 354
7. Mike Bell 329
8. Ricky Johnson 268
9. Alan King 254
10. Warren Reid 251

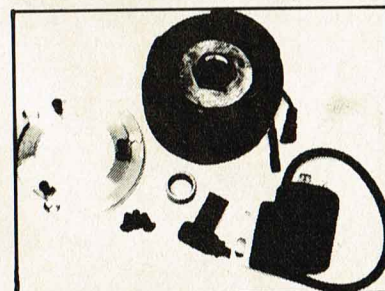
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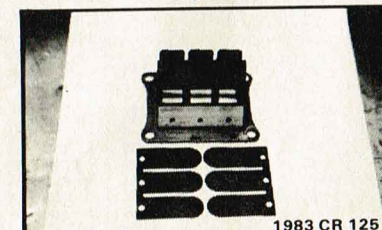
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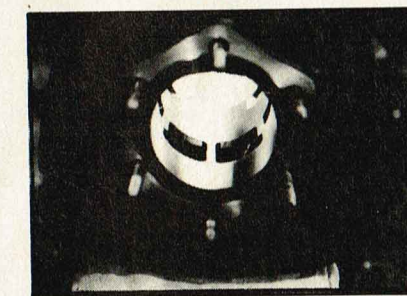
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pictured 1982-83 resleeved ATC-250R

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The 200cc class enduro riders are united by a common problem: the least amount of horsepower and suspension needed to get the job done. If you ride one of the 175s or 200s, you know what we mean. If you don't, well, you've seen guys stuck or pushing bikes on the sides of steep hills, dragging them out of swamps, or lying down on the tank on a fast fire road, trying to squeeze the last ounce of horsepower out of their screaming bikes. They put up with this kind of abuse because in return they have a lightweight bike that didn't cost a whole lot when they wheeled it out of the dealer's shop.

Light weight and low bucks, however, does not make for a completely fulfilling relationship. After the second or third enduro, that neat little 175 starts feeling kinda slow, especially if the off-weekends are spent chasing around after a group of buddies who all ride big bikes. When said honeymoon is over, the horsepower search begins.

AN OVERVIEW OF THE QUEST

We at *Dirt Bike* are just as susceptible to the 175 bug as everyone else, but because we also spend a considerable amount of time riding 250s and Open bikes, we have a tendency to be even more critical of the small enduro mounts. As a result, not one of the 200s that roll through our doors leaves without being modified in some way. At the least, we'll try out an aftermarket muffler. In extreme cases, we've wound up with a machine that hardly resembles the stock bike.

This story is going to dwell mainly on engine modifications, although this area isn't the only part that makes a bike fast. Don't overlook the little things—handlebars, for example. If you're using an uncomfortable set of bars, they will slow you down just as surely as a holed piston.

Not a "little thing," but most important on the comfort list is suspension. Taking the time to correctly dial in the suspension is worth a whole handful of horsepower, because you can't ride a bike fast if it's never on the ground. Suspension modification is a huge subject, and one worthy of another story altogether; for now, we'll only point out a bike's obvious suspension shortcomings, and what we would suggest to fix them.

GRINDING AND MEASURING

Right off the bat, we'll let it be known that every one of these bikes will be improved by a simple cleaning and matching job on the ports. "Clean and match" means polishing the walls of the ports, matching the port openings to the liner openings, knife-edging the walls of the transfer ports where they enter the cases, and matching the case halves to the cylinder base. You can have this done at most good bike shops, or you can send your cylinder to any of the places that advertise flow-porting service. Extrude honing does an excellent job of polishing port walls, and we recommend it highly.

Keep in mind that by cleaning the ports, we mean just that. Cleaning and matching

THE MAXIMUM ENDURO APPROACH

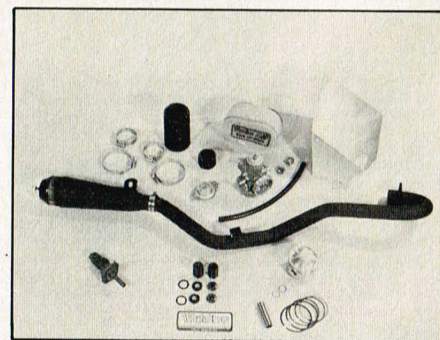
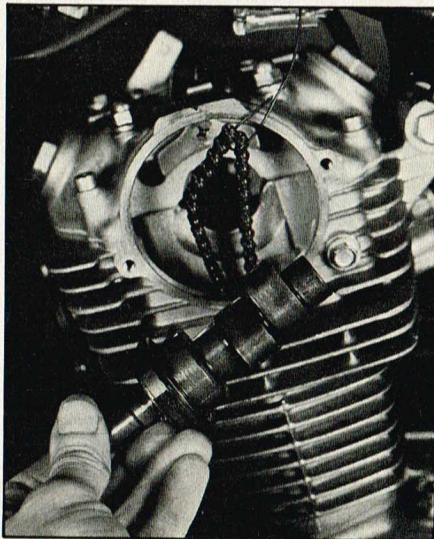
HOPPING UP THE 200s

Power & suspension tricks for the class that needs it most

By Paul Clipper



HONDA XR200R



(Top) More horsepower makes the XR completely competitive.

(Top right) White Bros. has everything you need to turn the XR into a screamer.

(Bot. left) Fitting a trick cam to the XR200 is one of the easiest modifications you can perform.

will not buy you a big gain in horsepower; it'll just allow your engine to run as well as it can in stock condition.

You can send your barrel off to a mad porter if you wish, but remember that by gaining in one area, you're usually losing in another. If you port for more top end, you may lose some bottom end; and if the guy with the tools makes one little mistake, your little 175 may be worse off than a stocker. Make sure you go to someone who knows what he's doing, or just do a cleaning job and live happily ever after.

As far as suspension goes, careful setting up is the key thing to do. Out of the box, all 200s come with too soft forks, and the easiest cure is to simply add more oil. The proper way to measure the oil in the forks is to remove the springs, collapse the tubes all the way, and measure the level from the top of the tube to the oil. You can do this with a measuring tape or an accessory "oil sucker." On any set of forks, we have found that 6½ inches from the top is a good starting point for dialing in. Try 6½ inches, take it out and ride it, and if you're not getting full travel, there's too much oil. If you're getting full travel but it's too soft, add a bit more oil. If it feels good, you're home free; if it's still too soft, go to heavier springs.

HONDA XR200R

Many, many things can be done to the

Honda four-stroke to improve power output, the only limit being the size of your checkbook. One company with a very good reputation for hot four-stroke work in this part of the world is White Bros. Cycle Specialties. Dan and Tom White have been building four-strokes for people since 1975, and have a good working knowledge of what it takes to make a Honda run well.

Two basic improvements the White Bros. recommend are by far not the cheapest, but they are the best things you can do to the XR if you're just looking for a little more power. Part number WB-626 is a complete pipe for the 200, with a SuperTrapp silencer/spark arrester and mounting kit. This kit is slightly louder than the stock pipe, but it allows the XR to scavenge better while retaining the spark-arresting capabilities of the stocker.

Along with it, the brothers suggest the WB-703, which is a 30mm Mikuni carb and a freer-flowing aluminum airbox, as well as all the mounting hardware and a filter. The carb is pre-jetted to work right out of the box. With the pipe and carb installed, you can expect an increase in bottom and mid-range power delivery, along with better top-end power, but no increase in engine rpm. The pipe kit will set you back \$97.95, and the complete carb kit goes for \$169.95.

If top-end power and rpm are what you're looking for, you should take the

next step up the aftermarket ladder—a cam, a valve spring kit, and a high-compression piston. For general use, White Bros. suggests the WB-277 cam and the WB-358W piston. The valve spring kit for the XR is a WB-278. The prices are \$67.00 (exchange) for the cam, \$63.80 for the piston kit, and \$23.95 for the springs.

With all of the items installed, the XR takes on a new personality. You lose a little bottom end, but mid-range is increased noticeably. On the top end, you can expect to pick up at least 1500 rpm and four or five horsepower. This is the approach you take if you've spent the last six months getting your doors blown off by your two-stroke riding buddies. There is actually one more step up you can take on the selection of a cam, but the White Bros. only suggest their top cam for track racing.

The sesame on top of the bun would be a head porting job. Send in the cylinder head, and the staff opens up the exhaust port, smoothes out the intake, and does a valve job. The work costs between \$120.00 and \$150.00, but it never fails to pull out a few more horses.

Now, the use of all this White Bros. stuff is assuming you want your XR to remain a 200cc bike. If you want maximum horsepower, there is no substitute for displacement, and an oversize bore job is the only answer. One company that is vastly experienced with Honda cylinders—and what you can and can't do with them—is Powroll Performance Products. They offer a variety of overbore pistons, stroked cranks, and cylinder sleeves that can increase the displacement of your XR to a maximum of 245cc's.

The 245cc option takes a lot of machine work on the case and the cylinder, and it isn't an enterprise to be entered into lightly. It isn't exactly cheap, but you do wind up with a light and nimble 250cc four-stroke that will drive your friends to distraction if you leave the "XR200R" decals on the side panels. On the negative side, remember that a highly stressed engine such as this will require more than the average amount of maintenance.

Powroll also offers a variety of head porting services and camshafts, as well as pipe and carb kits. They're good people to deal with, too—the wilder the project, the more they like it.

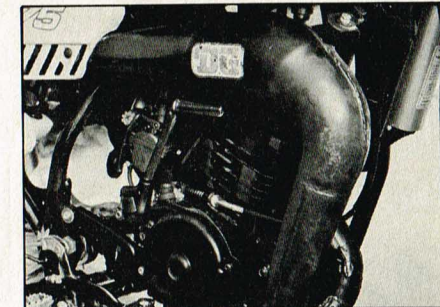
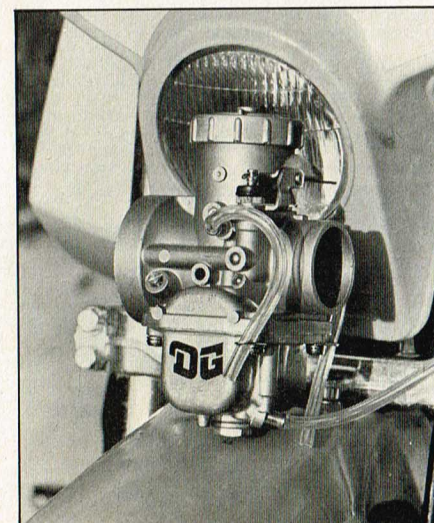
YAMAHA IT175K

The IT175 can be hopped up for a lot less cash than its four-stroke cousin. It seems there is a wealth of power locked up inside the IT, and all it takes is a little grunt work to squeeze it out. Yamaha USA furnished this information, and it has been made public to all Yamaha dealers; so, if you want the latest scoop on the IT, a cooperative dealer is the best place to find it.

The first mod Yamaha suggests is shortening the headpipe by 15mm. This means cutting a 15mm section out of the straight part of the exhaust pipe—before the first cone—and welding the pipe back together. The best way to do this is to tack weld the pipe while it's installed on the frame and



YAMAHA IT175K



(Top) For surprisingly few bucks, the IT can have a whole new personality.

(Bot. right) You can widen the IT's powerband by fitting a DG pipe or by performing Yamaha's suggested modifications.

(Bot. left) DG sells a 36mm carb that brings the IT175 to life.

200 HOP UP

end power without adversely affecting the engine (remove the gas tank and carb first!), and then remove it and weld it up completely. While you've got the torches out, add a gusset to the rear pipe mount to keep it from breaking.

Yamaha says this will increase the top-

mid-range and bottom. If you don't need waterproofing, leave the lid off the airbox and install a 320 main jet rather than the stock 310, and run the needle at the lowest (richest) clip position.

To raise the top-end power of the IT, Yamaha tells us to grind the top of the exhaust port to 26mm below the top edge of the cylinder. With the port shape thus changed, you will need a 330 main jet and a P-6 needle jet, with the needle sitting in

the third clip groove from the top. Yamaha recommends this change for Expert riders only, as the new exhaust port shape turns the IT into a screamer. Be forewarned.

If you weigh more than 125 pounds, to get the most out of the Yamaha rear shock you should switch to the optional heavier-rate spring. Set up the preload so the bike doesn't sag under its own weight yet will sack out one to two inches with you in the saddle. You'll have to add a touch more rebound damping, but this spring will save your back in the bigger whoops.

We haven't tried the Yamaha mods on an IT yet, but we have heard glowing reviews from people who have. Our bike was tied up in another evaluation, as we were trying out a pipe and 36mm Mikuni carb marketed by DG Performance. The pipe bolts right to the IT frame, and will set you back \$99.50. The carb kit is made to clamp into the stock airbox, and it sells for \$89.50.

We first installed the pipe and tried it without the carb, and we can report that there was a significant increase in top-end and mid-range punch. We did notice a slight loss of low-end torque. With the carb hooked up and running, we had even more top-end power, plus a little more torque to work with. The new parts definitely make the IT faster. If you don't want to be bothered with a lot of welding and grinding, the DG parts may be the best way to go on the IT.

KAWASAKI KDX200

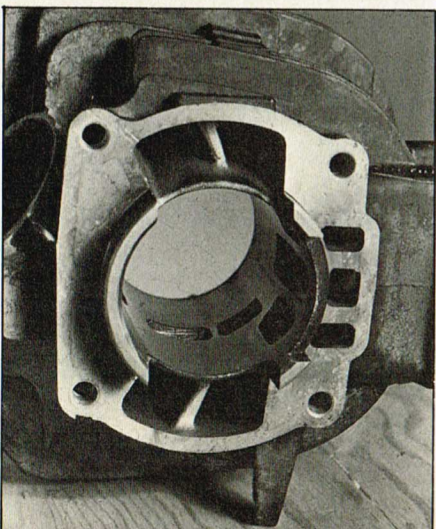
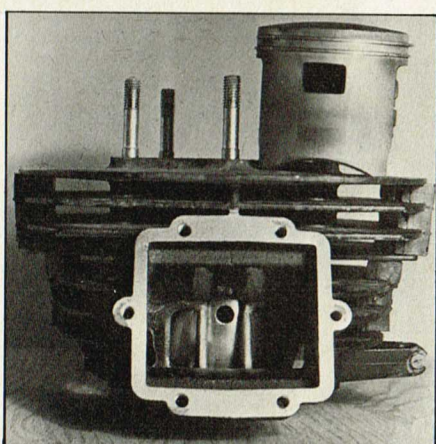
The KDX200 engine is so new, there isn't too much information available on how to make it faster. Considering that the KDX is the fastest 200 stock, the question is more *whether* you really want to make it faster, rather than *needing* to.

Regardless, we do have a few suggestions. Do the cleaning and matching job on the transfer ports where they go into the lower end. Stay away from the intake bridges, because they're small enough as they are—no need to weaken them. Since the Kawasaki doesn't use an iron liner, there's no need to match up the ports, and any grinding in this area will wreck the Electro-Fusion cylinder bore anyhow.

Speaking of ruining the bore, it is becoming common knowledge that the KDX200s are all having trouble with piston seizures. The official explanation is a closer-than-normal piston-to-cylinder clearance, and so far the official cure is a very light honing job on the cylinder barrel. The Electro-Fusion coating on these barrels is very fragile, so if you want to have your cylinder honed, trust the work only to a Kawasaki service shop.

One trick we've used to improve the punch of the older bikes is enlarging the hole in the intake side of the piston. There is a round hole in the stock piston—grind it square, keeping the same top and bottom, with the sides equal to the width of the intake port finger. Put the piston in the barrel, and scribe lines on either side of the hole, using the sides of the intake port as a guide. Naturally, you'll be looking

KAWASAKI KDX200



(Top) There's not much left to be done on the KDX, unless you happen to be a complete maniac.

(Above) Like all of the bikes, the Kawasaki forks will work much better with a higher oil level.

(Top right) For another slight increase on the KDX, you should square the hole in the piston to fit the intake port better.

(Bot. right) Razor-edging the bottom of the KDX's transfer ports will improve power very slightly.

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200 HOP UP

through the intake port, with the reed cage removed.

While you have the reed cage out, you might try one more trick. Rumor has it that the KX125 reeds will improve the mid-range response of the KDX. The power will come on much sooner and stronger with the motocrosser reeds. The reason is that the KX reeds are about .005 inch thinner and are made of carbon fiber resin rather than phenolic material. The only trouble is, Kawasaki doesn't sell the reeds alone—you'll have to buy the reeds installed on a reed cage. But it will bolt right into the KDX inlet tract.

A good accessory silencer will improve the way the bike breathes, and the Kawasaki race team people suggest Richter silencers. Answer Products makes a good unit as well.

Add oil to the forks. They're much too soft in stock form. If you need it, Kawasaki makes an accessory stiffer spring. See your dealer for more info.

Just in case you hate the new electronic odometer, the Team Green people tell us that a mechanical odometer drive from a KDX250 will fit right onto the front wheel; add a KDX250 cable and any Japanese odometer and you're back on the mechanical track. We haven't tried this, so check out the parts on your wheel before you lay down any heavy cash.

SUZUKI PE175

Not a whole lot of information is available on the Suzuki either. When we asked the Suzuki folks what the hotshoes were doing to their PEs, they told us that the bikes were perfect right out of the box.

Did we believe it? Did you?

With a suspension as good as the Floater, the PE deserves to have much attention lavished on it. Also, as we've already reported in our 200 shootout, the PE is relatively pokey in stock form, and we had to find something constructive to do to it. The first thing to do is to get rid of the stock pipe. The stocker is full of sound-deadening steel mesh, stuff that does a really good job of robbing horsepower. We found that a stock pipe from a 1982 RM250 would practically bolt right on, weighed half as much, and made the low- and mid-range power of the PE come alive. Don't expect to gain any rpm with this pipe. You'll have to reposition the movable pipe mount to make it fit, and part of one cylinder head fin has to be cut off. Expect to pay \$111.76 for a new RM250Z pipe.

The rich stock jetting is just about right for the RM pipe, but to help it along we removed the rubber plugs in the top of the airbox. We also installed an Answer Products aluminum spark arrester. All of the above will increase the low and mid power response, but to get more revs you will need to do some more work.

Going to a 36mm carb will increase the peak horsepower, with a corresponding loss

SUZUKI PE175



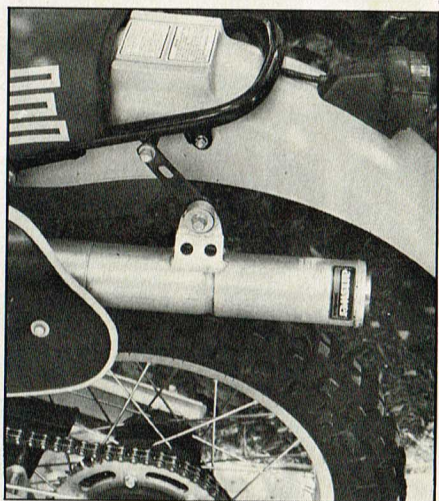
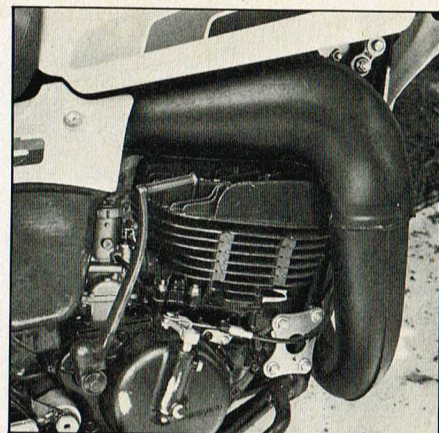
at the bottom. Raising the top of the exhaust port by 2mm will make the PE rev even harder and higher, and you'll lose a little more low end. To get back some of this lost grunt, we would suggest raising the compression ratio by machining .020 inch off the cylinder head mating surface. If you mill the head, pay close attention to the piston-to-head clearance; reshape the squish band if the clearance falls to zero.

Another trick has been used before on the old RM125 motocrossers. If you possess a reasonable amount of mechanical ingenuity, you may try changing the stock single-pedal case reed of the PE into a double-reed setup. You will have to grind away part of the case and cylinder, cut new holes in the side of an old RM case-reed cage, determine how far from the mating surface the new reed block will have to sit, and then design a suitable spacer. Finally, you'll have to find a reed set that will fit the new second side.

According to people who have done it to old RMs, it is a very expensive, time-consuming, and tricky project. It's also guaranteed to produce a significant gain in horsepower. Sadly, there were kits available for this modification on the RM125A, B, and C, but they have long since gone out of production.

If you want to dig out a few more safe cc's, you might try boring out the cylinder and fitting a piston from the now defunct DS185. The DS used a 2mm larger piston diameter, and mounted in the PE barrel it would raise the displacement to 183cc's. We've never heard of this being done before, but it sounds like a reasonable way to add horses.

To make the suspension work best, adjust the fork oil level. We never had to change the rear shock spring on our bike,



(Left) With the RM pipe, you won't have to work so hard on the PE.

(Top right) Using an RM pipe makes a huge difference in the PE's powerband.

(Bot. right) An Answer silencer helps the RM/PE pipe breathe better. You'll have to fabricate a bracket.

being satisfied with bumping up the preload.

STAYING OUT OF THE STABLES

While you're letting all those horses out of your bike, remember that the more horsepower you produce, the more maintenance the bike will need to stay out of the dry dock. When you take apart the engine, keep your eyes open for anything that looks a little worn and catch it before it breaks. Assemble all the parts carefully, and use plenty of Loctite. Do your best job, and you'll be preventing many potential problems. After all, what good is a rocket if you can't get it off the launching pad? □

• For more information regarding the services and parts mentioned in the preceding article, get in touch with the companies listed below:

WHITE BROS. CYCLE SPECIALTIES, 11750 Seaboard Circle, Stanton, CA 90680; 714-895-1991.
POWROLL PERFORMANCE PRODUCTS, P.O. Box 1206, Bend, OR 97701; 503-382-6395.
DG PERFORMANCE SPECIALTIES, INC., 1230 La Loma Circle, Anaheim, CA 92806; 714-630-5471.
RICHTER SILENCERS, 966 Lawrence Dr., Unit 110, Newbury Park, CA 91320; 805-498-6607.
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PRODUCT EVALUATION

GETTING WIRED

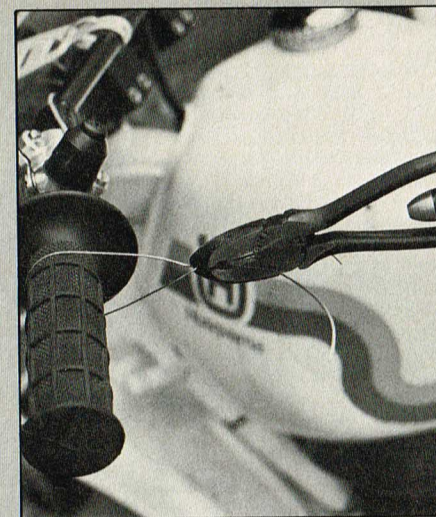
100% Products' Safety Wire Kit

By the Staff of *Dirt Bike*

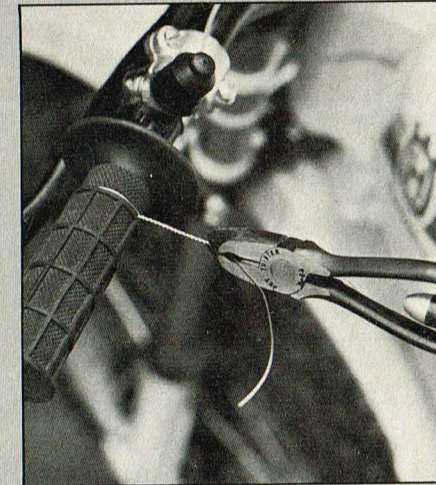
To anyone who's ever hung around the pits at a big race and scoped out the factory bikes, the constant buzzing doesn't seem to be about the trick swing-arms, shocks or forks, but rather how well the mechanics can spin safety wire on the important items—to hold on bolts, grips, clamps and the like.

While this might not be the case, it's still been a source of constant amazement with most of the populace. Ever try to take a chunk of bailing wire, snap on a set of water pumps and spin it in a perfect tight braid? It's usually *spin*, *turn* and *erk!* The wire snaps. It looks like a small dog was doing the work. Not a pretty picture.

Well, a company now sells a Safety Wire Kit. The kit has trick safety wire with a



Step one: Wrap a piece of wire around the intended area. Snap the pliers in place.

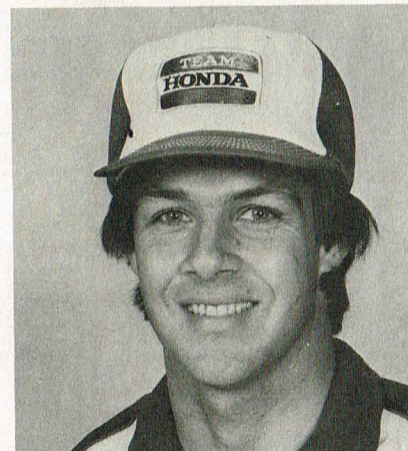


Step two: Pull the center appendage of the pliers, and the safety wire spins into a strong mesh that is functional and good looking.

higher tensile strength than the stuff your dad has had in the garage since '62. Then there are the safety wire pliers themselves. They appear to be normal pliers but have an extra appendage in the middle. All you have to do is measure the amount of wire needed, wrap it around the subject, and clamp the jaws of the pliers shut. They lock onto the two wire ends. Pull the middle

gadget and the pliers spin. They weave the safety wire into perfect flowing braids, just like on the factory bikes.

100% Products sells the Safety Wire Kit for \$59.95. We don't know of anyone else who carries them, so drop 100% Products a line at 7131 Owensmouth Avenue, #D-100, Canoga Park, California 91303; 213-340-7619. □



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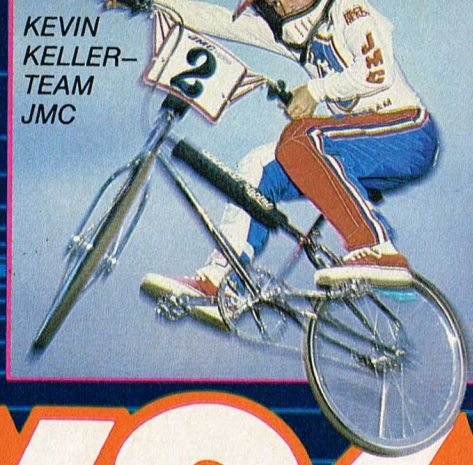
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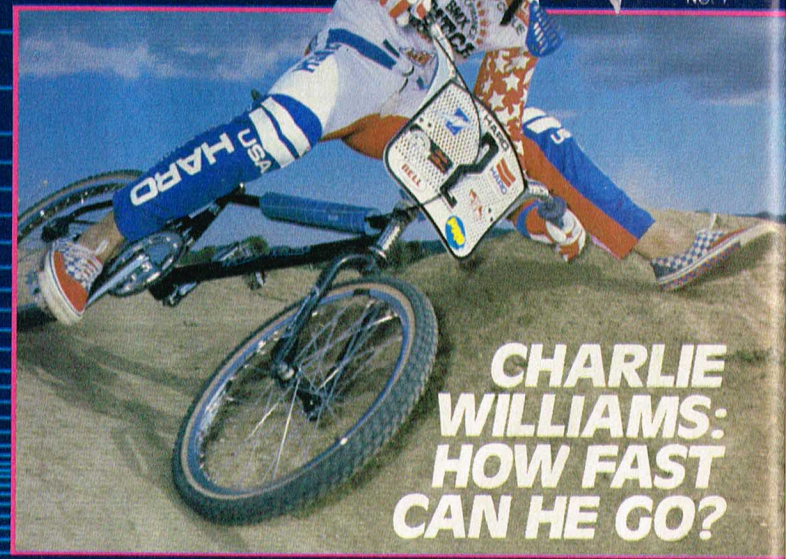
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AUGUST 1983

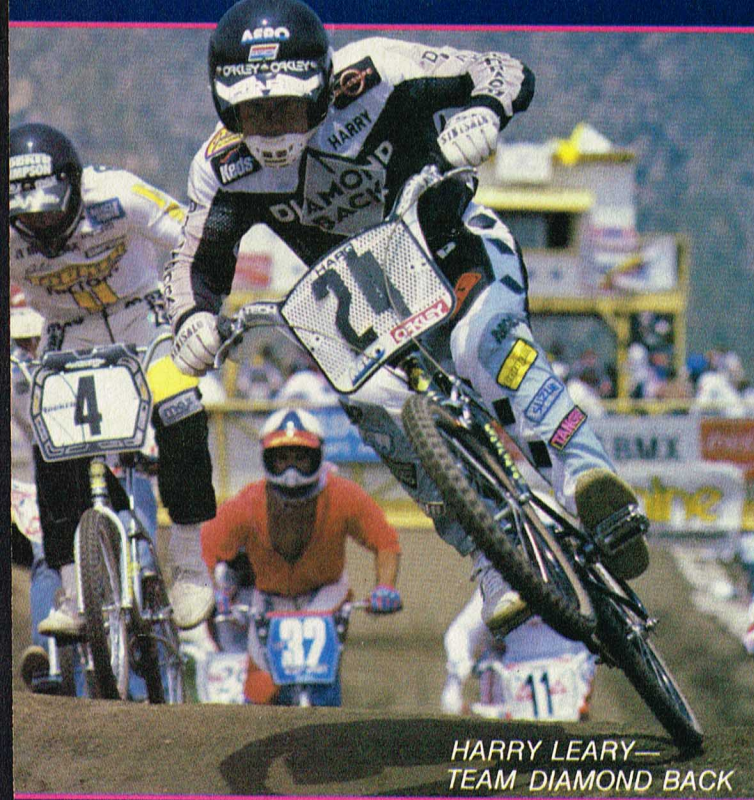
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VOLUME 6, NO. 7

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FROM THE SADDLE
(continued from page 7)

Mr. Flognart. He's in charge of P.R. and advertising.

"Pleased to meet you, sir."

"Just call me Manny. What do they call you?"

"Sam. Just plain Sam, mostly."

"You see, that's our problem, Jones. We have to have a nickname for you. All of the riders in the business have some sort of trick name. We need a gimmick name for you. Any ideas?"

"Well, what about just calling me Sam? That would be different, because then I'd be the only rider without a nickname."

"Saul, whaddaya think? Could it work?"

"You know, Manny, it's just wild and crazy enough to where it might do the trick. Handled right, the press could eat it up. Let's go with it."

"Saul, sounds like we've got our gimmick. Jones, sign here and welcome to the team. You just may be the first racer to ever make it to the top without some sort of nickname."

"Well, there was *one* other guy who didn't seem to need a funny name to win. In fact, he didn't get his nickname until the end of his career."

"Yeah? Who was this *big* star, anyway, kid?"

"They call him The Man. Roger DeCoster. And don't call me kid." □

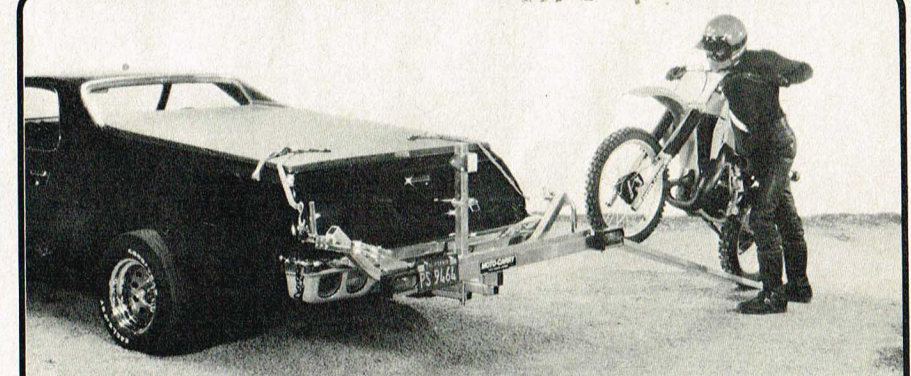
500cc GRAND PRIX
(continued from page 44)

course around some of the more gruesome areas. Riders crossed the finish line with reddened eyes, bodies caked with mud, their bikes looking more like river banks than works motorcycles, and headed for their sodden pits.

And then, as if it were planned, the sun went quietly away, the gray clouds gathered in and the rain started once again. There were only two happy people in the pits: One was Andre Malherbe, who had just taken the points lead in the title chase, and the other was an old gentleman who sold umbrellas from the back of his ancient Citroen. □

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| 2. Hakan Carlqvist (Sweden) | Yam |
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| 4. Graham Noyce (England) | Hon |
| 5. David Thorpe (England) | Hon |
| 6. Neil Hudson (England) | Yam |
| 7. Andre Vromans (Belgium) | Suz |
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| MOTO TWO | |
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| 2. Graham Noyce (England) | Hon |
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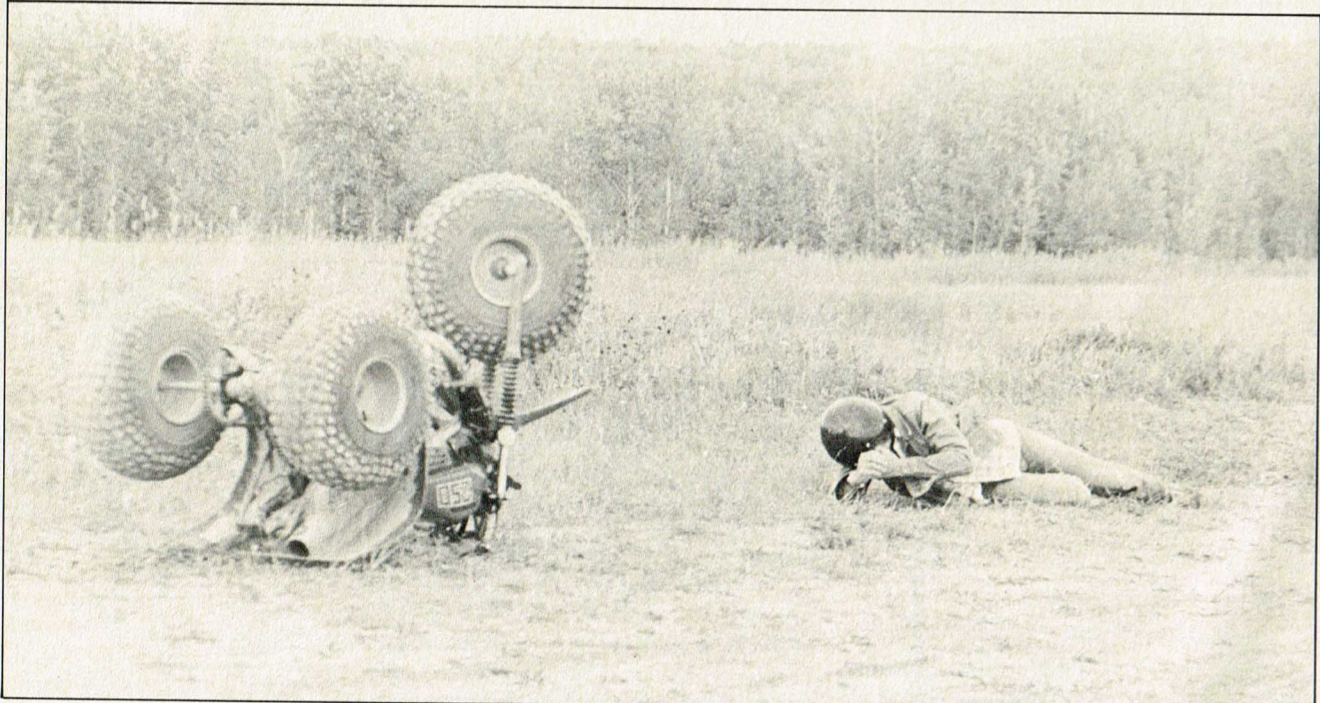
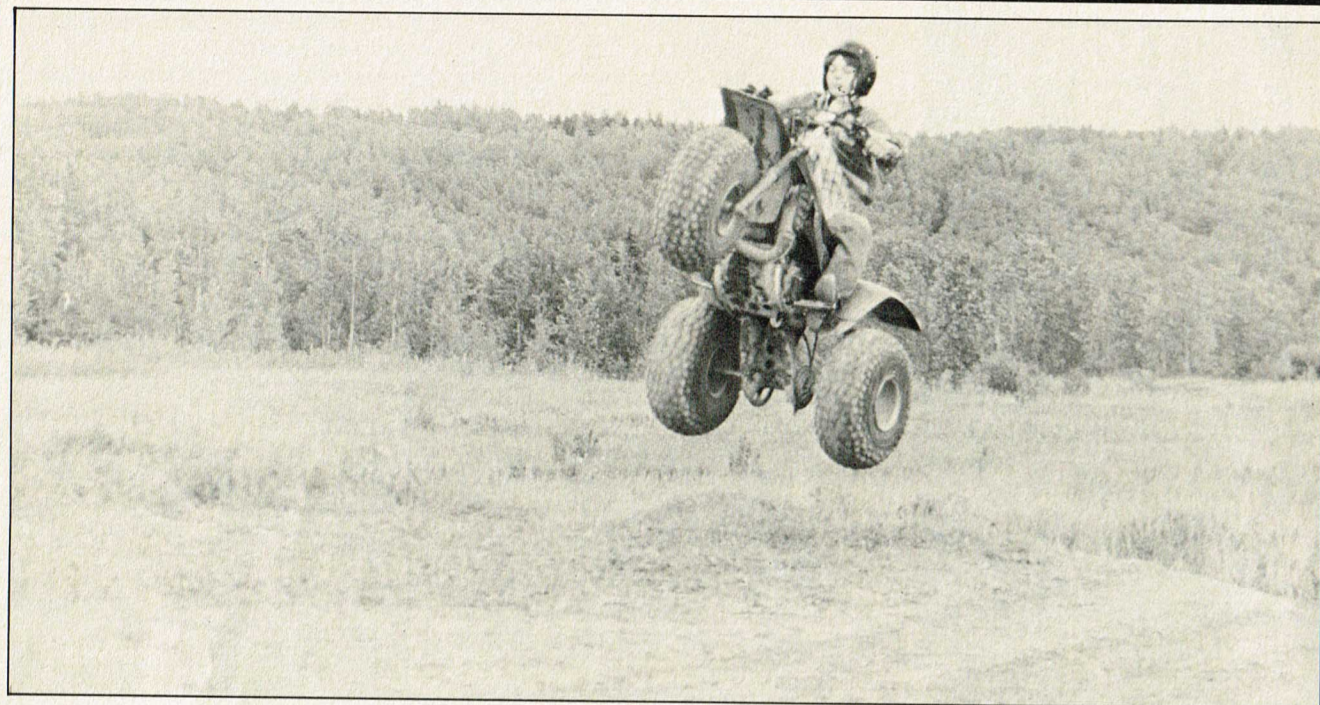


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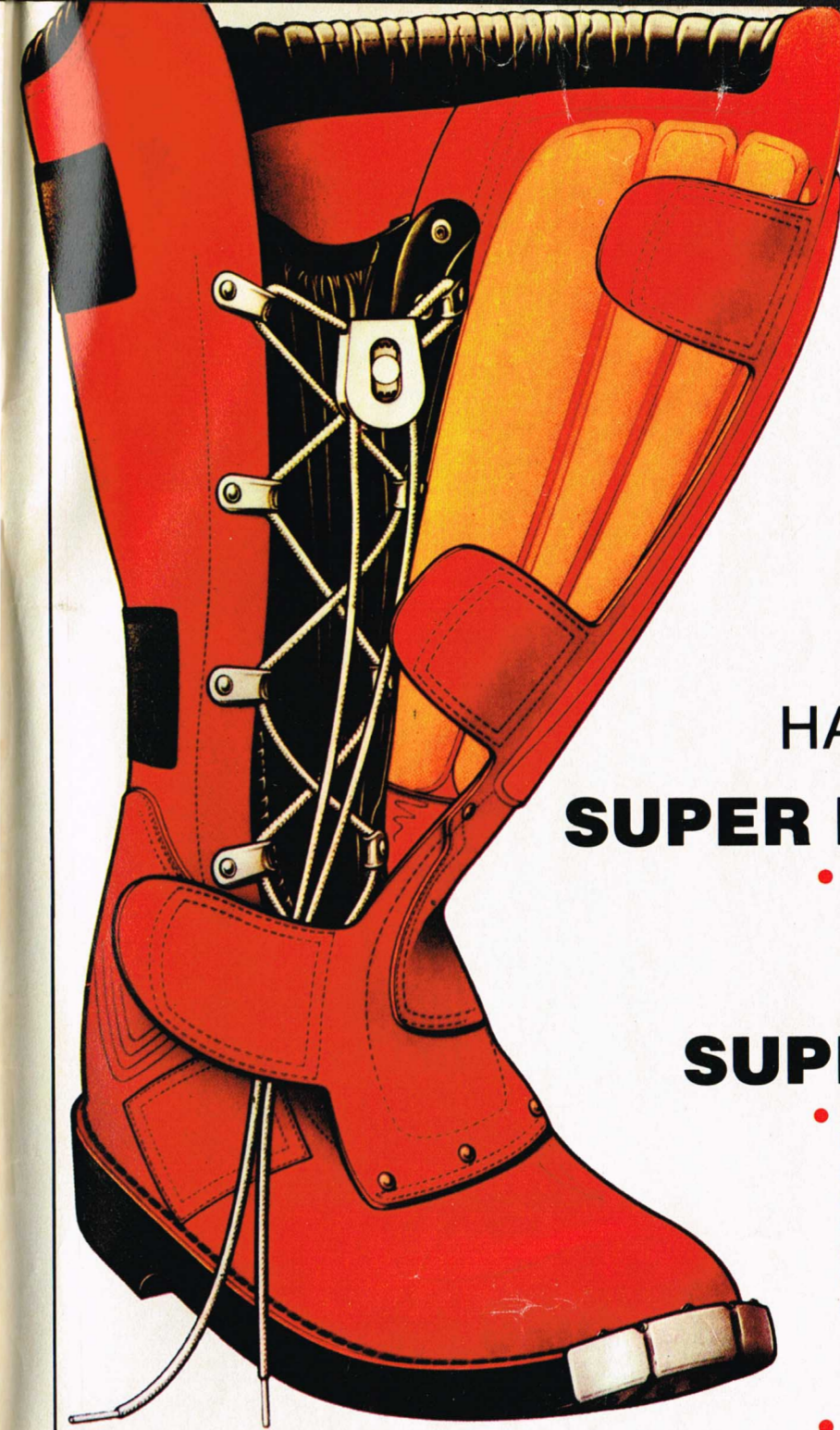
WHO'S TRYING TO KILL RADICAL RICK?

Crash & Burn



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