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pg. 55**



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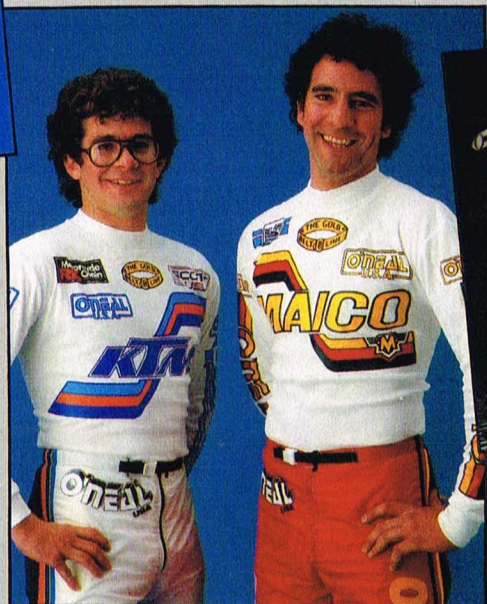


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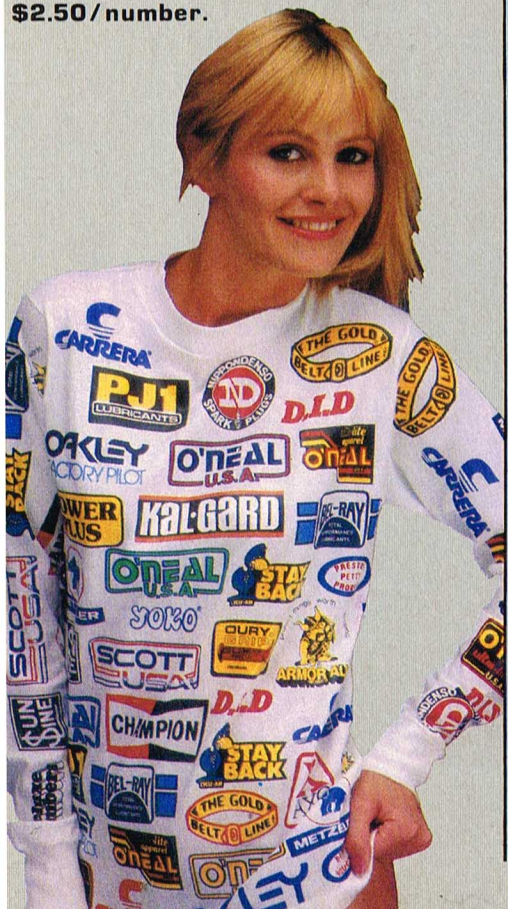


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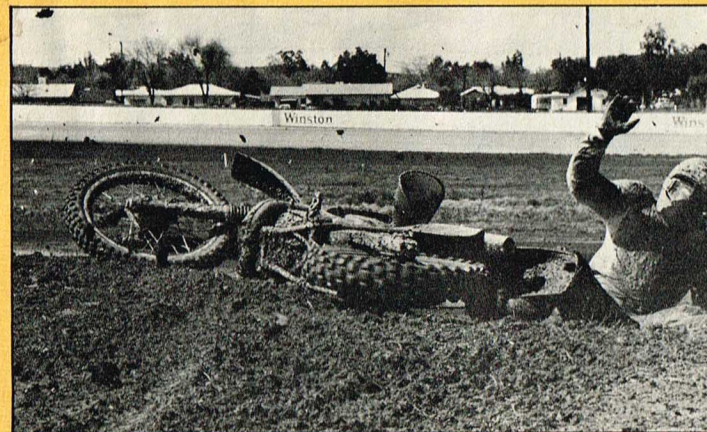
DIRT BIKE



KAWASAKI KX500



HONDA XR350R



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takes to the skies once
more. Startled birds im-
mediately left the area.
INSET:— Tom Webb
skids the KX500 through a
loamy Dunes turn. Both
photos were taken by the
well-built but obviously
malnourished Paul Clip-
per. Color separation by
Valley Film.

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Close-ratio six-speed transmission.

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From the Saddle



Good news, bad news

By Rick Sieman

The good news is when you find out that you're in the first race of the day. The bad news is when you walk back to your bike after the rider's meeting and see a flat rear tire.

Good news is when you take a look at your gas can from the week before and see that it's full of gas. The bad news is that you can't remember if you put oil in the gas or not.

Good news is when you get a free T-shirt for winning your class at a local race. The bad news is when you try it on and it's too small to even fit your dog. It also has a "Dave's Rokon Sales and Service" logo on the front and says "Harleys suck" on the back.

Good news: You've finally saved enough money to get a brand-new bike this year. Bad news: The dealer who said he'd give you \$900 for your old bike changed his mind and instead made a top offer of \$275 and a can of chain lube.

More good news: When you get your new bike, you find out that all of your old countershaft and rear sprockets will fit. The bad news is when you find out that all the new bikes are running giant countershaft sprockets and small rears, while your bike runs small countershafts and large rears.

Good news is when you find out that you can buy a mail-order replacement saddle cover for only \$5.95. Bad news is that when you get it, you find out it's purple with yellow lightning bolts down both sides and has artificial tuck-and-roll patterns on the top.

Excellent news is when you get some dope to buy your old bike for exactly what you asked for it. Horrible news is when he ends up beating you at every race for the rest of the season and never breaks anything, while your new bike has a string of terminal DNFs.

Good news is when the new girl you start dating turns out to be a natural on a dirt bike. Bad news is when she starts beating you at the local track.

Great news is when you get a spiffy new

set of tools for Christmas. Grim news is when you spend most of the time in the garage using those new tools on a lemon bike.

Good news is seeing the fastest guy in your class stopped by the side of the track, changing a fouled plug halfway through the race. Bad news is when he catches and passes you anyway.

Good news is when you train like a loony and get in the best shape of your life and ride like the wind. The bad news is when some old fat rider beats you anyway and comes up to congratulate you on a good race with a beer in one hand and a cigarette in the other.

Good news: You get to bed real early the night before the big race so you can be ready for anything. Bad news: You can't fall asleep until 40 minutes before the alarm goes off and wake up like a part-time zombie.

Good news is when you ride an enduro and the best enduro rider in the district is on your minute, so you don't even bother to bring a clock. The bad news is when he has two flats in the first seven miles and then does a giant flip on the first downhill, and just sits down alongside his bike, moans, and asks you if this is the bus to Cincinnati.

Good news is when you finally break through the terrible dust in a desert race and really start cooking it. Bad news is when—about 35 minutes later—you realize you aren't on the course anymore. And when you stop, you can't hear any bikes or see any dust clouds on the horizon.

Good news is when you get a holed shot and lead the pack into the first turn by three bike lengths. Bad news is when you miss a gear and that same pack runs over you.

Superb news is when you finally work up the nerve to try that double jump on the track that's been giving you fits for the last two weeks. Bad news is when you find out it's now a triple jump.

Good news is learning how to do a long, graceful wheelie in front of your friends. Bad news is trying to dodge a 200-pound German shepherd chasing a cow directly in your path, and running over your grandmother while saving a near loop-out on the wheelie.

(continued on page 70)

Last Over

The news of Challenger's long launch delay in the beginning of the year was surprisingly well accepted by the general public. To remain a totally honest reporter, it's necessary for me to point out that Challenger's delay wasn't caused by leaking fuel tanks, as NASA would have you believe.

There never was a delay, to speak of. Challenger has already been launched, completed a mission, and returned to terra firma. We didn't want to spill the beans too early and get everybody's hopes up for a radical story, but we were actually on that first flight.

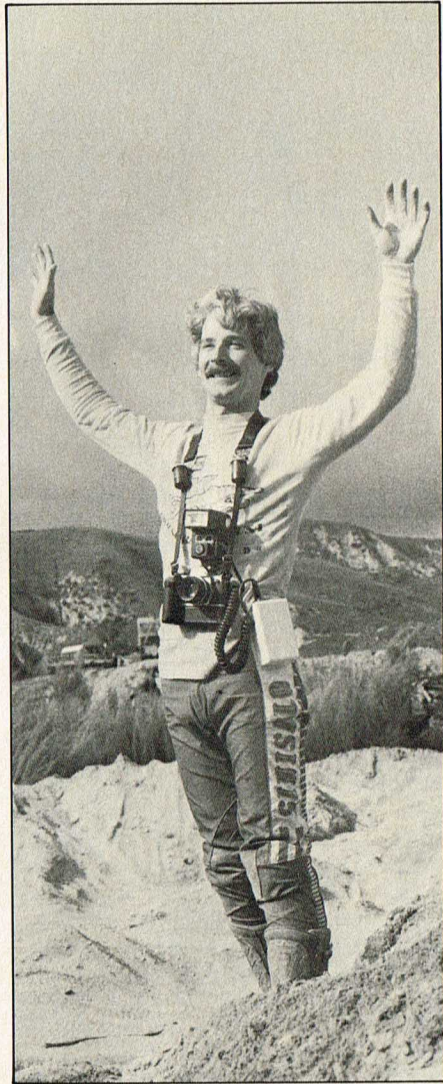
Here's the scoop. The shuttle was leased for the first *Dirt Bike* exploration of the lunar surface. We figured that riding land here on Earth has been disappearing at a rather steady rate, and rather than sit back and watch it all go, it was our job to explore the alternatives. What would be the difficulties involved? How would one go about setting up one's bike? What kind of gear would we need to wear? How much would we have to chip in for gas? All these questions and many more were waiting to be answered.

Honestly, though, chipping in for gas was never really an issue. Money is never an obstacle here at Hi-Torque. As long as a good story is the ultimate end, our publisher will sign us a blank check, if necessary. Armed with the corporate checkbook, we approached the powers that be at NASA and presented our proposal. At first, they nearly laughed us out of the offices. Undaunted, we sucked in our collective guts, stood up straight and tall, and told them to name their price.

They did, we bought, and hence, this report.

The flight wasn't much to talk about. Presently, space vehicles are not what you'd call the most comfortable form of race bike transportation. They're cramped, and cluttered up with all kinds of weird gadgets, none of which we cared to understand. It also took a much longer time to get there than we originally planned. Thinking back on it, I guess we didn't really know what to expect—space shuttles are supposed to be pretty quick, aren't they? Granted, 238,857 miles—give or take a few thousand—is a long way to go for a couple days of trailriding, but we were still surprised when it took us two whole days to get there. That's moving along at a pretty good clip of nearly 5000 miles an hour, but hey, we're a busy bunch of guys. Hanging around for a few days without even a proper telephone was a real strain. Our suggestion to NASA is that they hop that sucker up a little bit and cut some heavy time out of their schedule.

The food wasn't so hot, either. Astronauts don't seem to chow down very often,



Shoot the moon

By Paul Clipper

and they apparently didn't expect us to either. If we hadn't brought along a personal stash of munchies, I'm sure we'd have started eating the Naugahyde right off the seats. Luckily, my wife whipped us up a batch of cranberry bread to gnaw on during the trip, and it was just the ticket for deep space. The lack of gravity seems to dull the taste buds a little, and cranberries are just the thing to cut through a fogged palate.

Which brings up a sensitive matter. We've had it brought to our attention recently by a group of angry readers that we have been less than responsive in printing recipes in *Dirt Bike*. I plan to mend that problem right now. I offer you this to make up for our past neglect:

MOM CARR'S OUT-OF-THIS-WORLD CRANBERRY BREAD

2 cups flour	2 tbsp. salad oil
½ tsp. salt	1 cup sliced
1½ tsp. baking powder	cranberries
½ tsp. baking soda	1 cup walnuts
1 cup sugar	1 orange, grated and juiced
	1 egg

Add oil and orange juice to enough hot water to make ¾ cup; add this to all remaining ingredients in a large bowl and mix well. Spoon batter into a greased and floured loaf pan and bake for 50 minutes to one hour in a 350-degree oven. In the words of Garrison Keillor, it's expeditious and delicious!

Setting up the bikes proved to be a real problem. The lack of atmosphere on the moon would be the biggest hassle. Bikes need air to breathe, and without it they simply won't run. We tried working out an oxygen injection system and pressure feed for the fuel, but the completed bikes were a pile—we could see there was no way they'd work, at least not reliably.

We finally wound up with three Yamaha YZ125s with the front of the engines cut off and electric motors mounted in the frames and grafted to the stock transmissions. The batteries were carried in the part of the frame usually reserved for the tank and airbox, and they actually turned out much more sanitary than we had expected. The two-horsepower motors and the gel-cell array on each bike boosted the weight up to 240 pounds. Naturally, out at Texas Canyon, the bikes were extremely slow and heavy, but we figured that the one-sixth gravity of the moon would make up for every defect we found here on Earth. Figure it out—up there, ready to ride, they would weigh 40 pounds each. That's plenty light.

With the bike specs figured out, we next had to turn our thoughts to picking a place to ride. Considering the high ground temperatures on the sunny side and the freezing conditions in the dark, we decided to strike out for the Marginal Sea, right in the neighborhood of Goddard Crater. Being on the edge of the light and dark sides, we hoped for moderate temperatures as well as interesting riding.

We landed, got dressed and unloaded while our pilots settled down for the first lunar poker game. Two revelations hit us right away: The bikes were super light and responsive, just as we had planned; but the temperature was hardly what you'd call balmy. It was about 180 degrees, and if we hadn't talked NASA out of the pressure suits, we'd have had a pretty sweaty time of it.

The riding was pretty good, all things considered. We had to bleed most of the
(continued on page 68)

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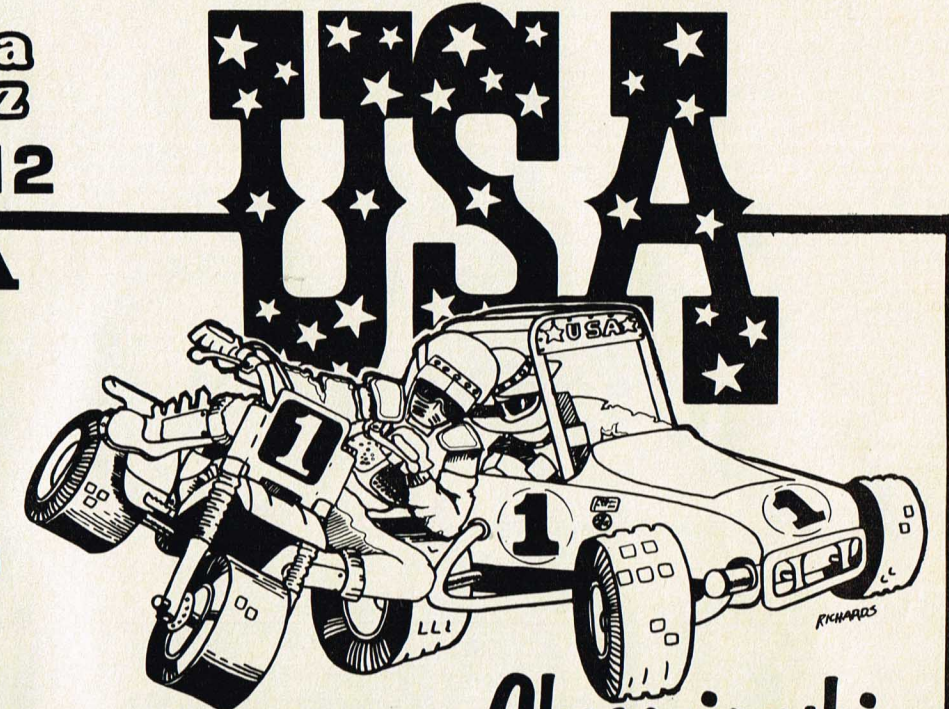
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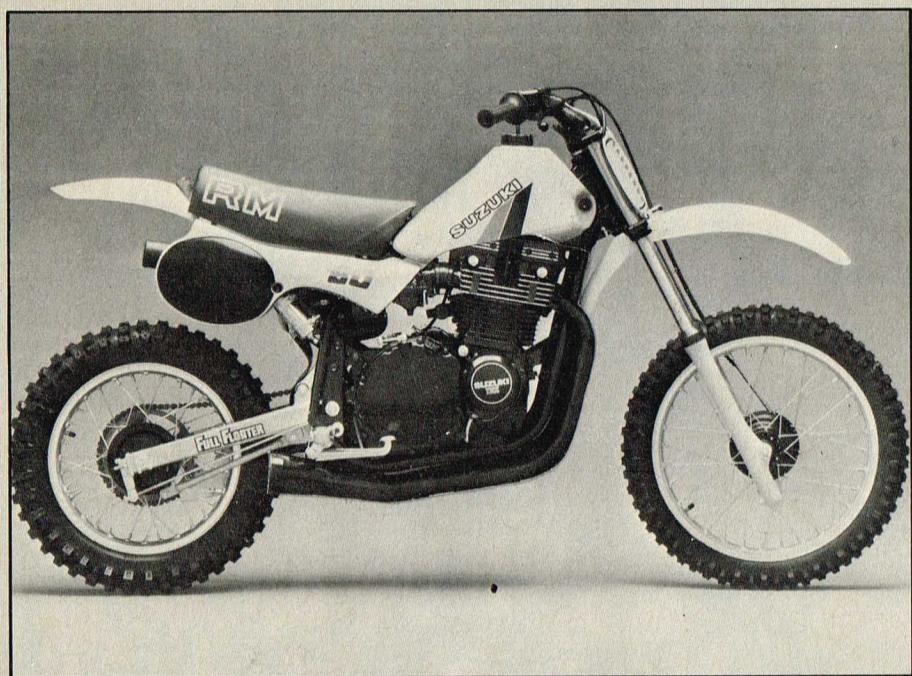
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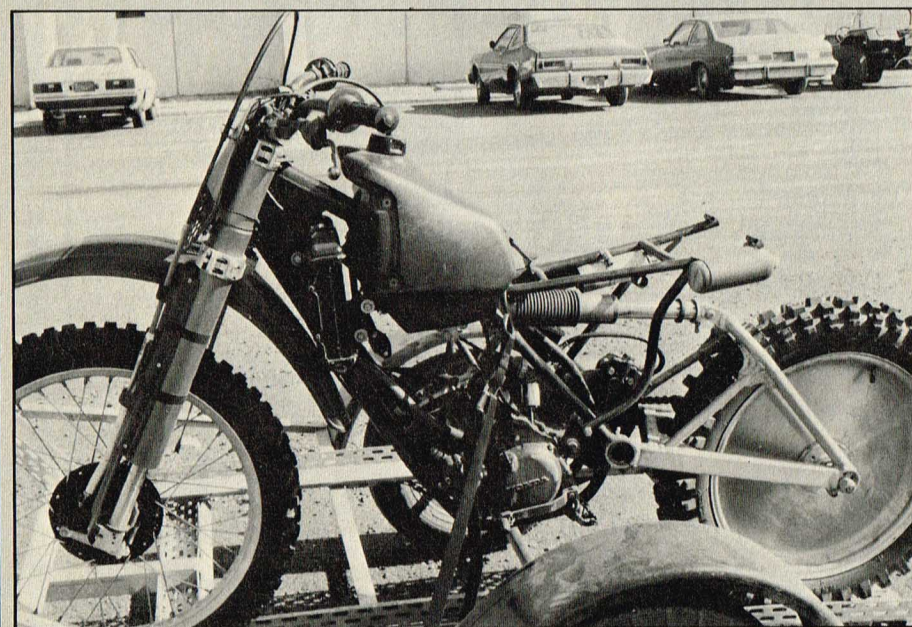
NO EXCUSES

Our DB spy ring in Japan recently sent us this photo of Suzuki's prototype RM1100 mini. Its development was sparked by numerous complaints from parents claiming, "My son would have won if only his bike were faster."

Earlier testing of the prototype

revealed a slight wobble at speeds above 140 mph which explains why test riders have never taken it above third gear. The problem should be cured on the production models, which are rumored to be 1200cc and turbo-charged.

□ □ □

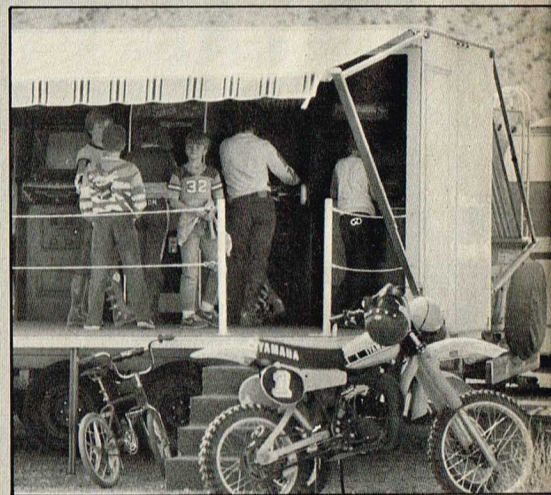
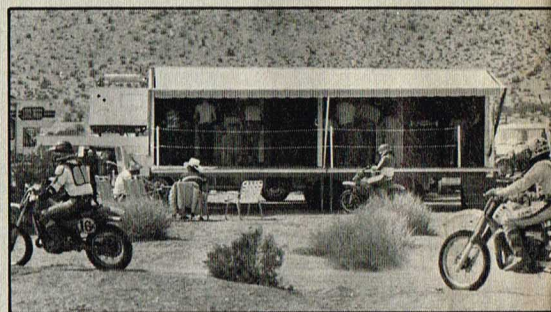


CHOP, FIDDLE AND PIECE

Lodged on the back of a trailer are this bizarre breed of Honda. The forks appeared to be homemade copies of the Simons variety. The entire rear end was scrapped in favor of an old-style YZ

monoshock concept. A jack shaft and a disc brake were mounted at the swing-arm pivot point. The rear wheel looked like a solid aluminum number. But the point is, what's the point?

□ □ □



PAC MAN 100

We all know how big video games have gotten. They infest nearly every empty space, in every known place, in the least likely surroundings. While the entire staff was out at a local enduro, up rolled a full-size video arcade on wheels. Now this might not seem too weird, except that the enduro was held out in Lucerne Valley, the armpit of the California desert. This guy had to travel about 20 miles on less than tolerable roads (all dirt) just to get to the pits. We laughed and thought, *What a joke!* Ironically, the arcade was packed before, during and after the run. We all know that motorcycle racing doesn't make any sense; the same goes for video games—perfect match.

□ □ □

500 GRAND PRIX AT CARLSBAD COMING UP

June 26 is the date for the 500cc USGP held at Carlsbad, California. Trackside repairs are being made even as we speak, and tons of brush have been cleared to give spectators up to 50-percent better visibility all around the track. So far, 15 of the top riders in the world have been signed to ride, plus all of the top U.S. stars. Don't stay home; come out to Carlsbad and watch the Datsun U.S. Grand Prix.

□ □ □



RACE NOTES

Mark Barnett won the Atlanta Supercross in what was a battle of survival. Rain drenched the track for the Final and the course turned into a huge, rutted soup bowl. Bob Hannah finished second.

Hannah trounced the first night of the Houston Supercross doubleheader with apparent ease. The Hurricane gated perfectly and never looked back. On the following day, Mark Barnett took the win, after Hannah removed a large portion of the field's chance with a crash on the second straightaway. He ended up finishing ninth. The points standings after Houston go like so:

1. Hannah 206
2. Bailey 187
3. Barnett 177
4. O'Mara 163
5. Glover 147

In a non-points-paying Open International race, Jim Gibson took the overall win on a 125. Gibson trounced such European stars as Graham Noyce (works Open Honda), Patrick Fura (Husky), and Gaston Rahier (Suzuki). This is a good sign for the Yamaha teamster. Maybe we can add another American World Champ to the list....

After months of indecision, World Champion Brad Lackey has decided to retire. Although no reasons were given for the withdrawal, we think "Bad Brad" couldn't come up with a bike to his liking, at least one that would be competitive. Now he's devoting full time to his Fox Sportswear Company.

□ □ □

ADD TWO SUPERCROSSES, DROP THE MAYO

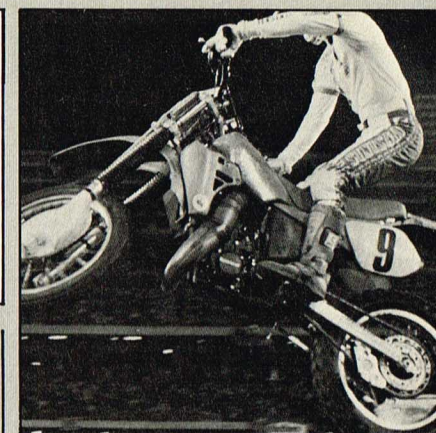
Two additional Supercross races have been added to the year's schedule. Sacramento and Washington D.C. are the new hosts, and the dates of the respective events are September 24 for Sacramento, and May 15 for the D.C. race. The Washington race was added when the Chicago round was dropped.

□ □ □

CONTEST WINNER!

Michael Ricks, from Anchorage, Alaska, won the *Dirt Bike Free Wheelin' Free Wheels Sweepstakes*, held for the Seattle Supercross event. The prize was a new Honda 250. A note to all other non-winners—there are more contests to come, so keep sending in your entries.

□ □ □



WARD PULLS CONAN ACT AT DAYTONA

During one of the qualifying races at the Daytona Supercross, Kawasaki teamster Jeff Ward gronked his way into the Main event riding with both wrists badly sprained. This happened when he landed hard off a double jump earlier in the day. Having no idea that he was hurt this badly, he raced his next heat and qualified for the Main. In the Final, he got a tenth, and ... as they say ... *That's Incredible!*

□ □ □

KDX BEARING TIPS

A sound bit of advice was received from Phillip Scott of Yucca Valley, California. It seems the steering head on his KDX250 became stiff and stayed that way, even after adjusting. Phil took the head apart and found that the frame tubes leading into the steering head were open and let dust in with the air. After cleaning, regreasing and sealing the tubes, the problem went away forever. All KDX owners should inspect their bikes and act accordingly.

□ □ □

AMA READER FEEDBACK

When we asked the DB readers for their opinion of the AMA/factory lawsuit, our mail was surprisingly heavy. Almost without exception, the DB readers thought that the AMA ought to back off their political role in racing.

The readers also liked the idea of an East/West series to replace the insipid Trans-USA fiasco. Everyone wanted to see the 125 class retain championship status.

Some of our readers came down on the AMA with, how shall we say... no words minced? The AMA racing czar, Wayne Moulton, came to the DB offices, and we let him read some of the many letters. Notes were taken, and Moulton felt that he had some valuable feedback to report to the AMA back in Ohio.



GREEVES SUPPORT PROGRAM

Based on the tremendous reaction of the Greeves/Honda shootout (April 1983 *Dirt Bike*), interest in the Greeves has soared. Greeves spokesman Willington Thames Turmugeon III announced that Greeves will offer a rider/racer support program soon.

To qualify, you must either have a thick Liverpool accent and eat nasty-looking puddings, or have an early '60s Beatle haircut and an overbite. To get a Level Two support ride, you must make vile comments about Aussies and overcook all your food until it looks like gruel.

Top-level riders will receive a new bike and eight million pounds (nearly 11 dollars!), but will be expected to never lose a race or they'll have to pay it all back.

Interested racers can contact Greeves by stopping in at any qualified Greeves, Rokon or Hodaka dealer and ask for Ned Driffle.

□ □ □

Train your Brain

**ALL-NEW ENDURO PROGRAM:
AS USED BY
TERRY
CUNNINGHAM!**

You can lift all the weights, ride all the practice laps, build a fire snorting motocross bike — and still overlook the most important aspect of racing - your mind.

The Relax and Win (RAW) Method consists of two cassette tapes, revealing a special mental conditioning exercise program, a result of 20 years research. There are no tests to take, no "points" to remember — all you do is relax and listen to the tapes once or twice a day for 15 minutes. The increased concentration, winning motivation and relaxed attitude makes you a **better, safer** rider — automatically.

With the RAW Method, racing is more fun, less straining and you'll have the confidence to win. It's as exhilarating as a good gym workout, yet relaxing as sitting in a hot tub.

The RAW Method is the sophisticated approach to motocross racing. Riders like Enduro Champ **Terry Cunningham** already seeing positive results (RAW is currently the hottest "inside secret" on the pro circuit).

Join the many professional and amateur motocross racers who are using the RAW Method. Train your brain, so you can Relax and Win!

No-Risk Guarantee: If not completely satisfied, return within 30 days for full refund!

Mail to: **RAW METHOD** Relax and Win Inc.
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Complete RAW Method only \$31.50 postage paid. Orders sent out same day, first-class mail.

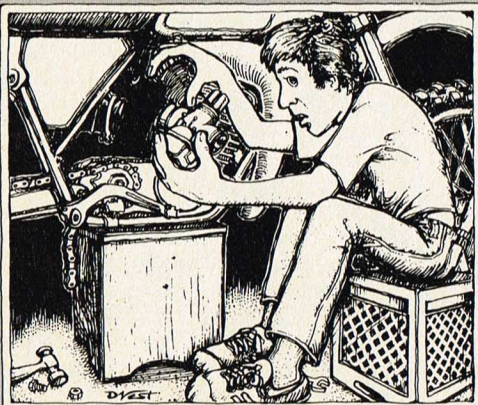
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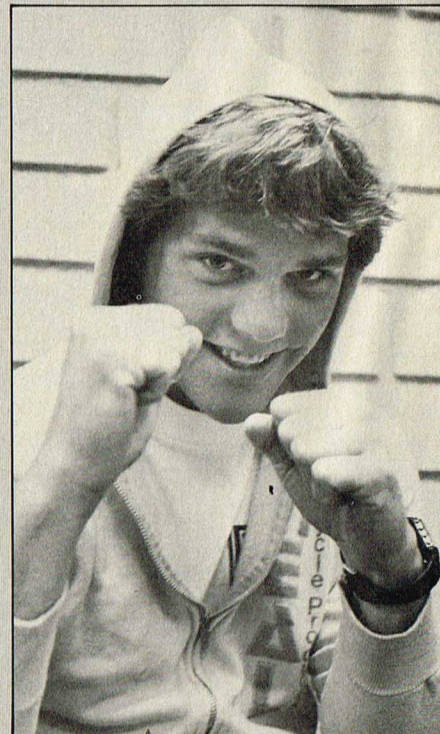
**IS IT ABOUT TIME FOR
YOU TO GET A NEW
BIKE?**

**A FREE BARNETT
SUZUKI COULD BE
YOURS IF YOU
SUBSCRIBE TO DIRT
BIKE TODAY! Turn to
page 55.**

Bits & Pieces

Meanwhile, if you haven't heard, the suit has been settled and there *will* be a 125, 250 and 500 champion, as well as an overall champion chosen from the outdoor Nationals and the Supercross series.

□ □ □



AND IN THIS CORNER...

Our number one test rider, "Gentleman Jim" Holley, picked up a new nickname recently. At an Indian Dunes Pro motocross, Jim got involved in an altercation with a relative of one of the riders he had accidentally taken out in a turn.

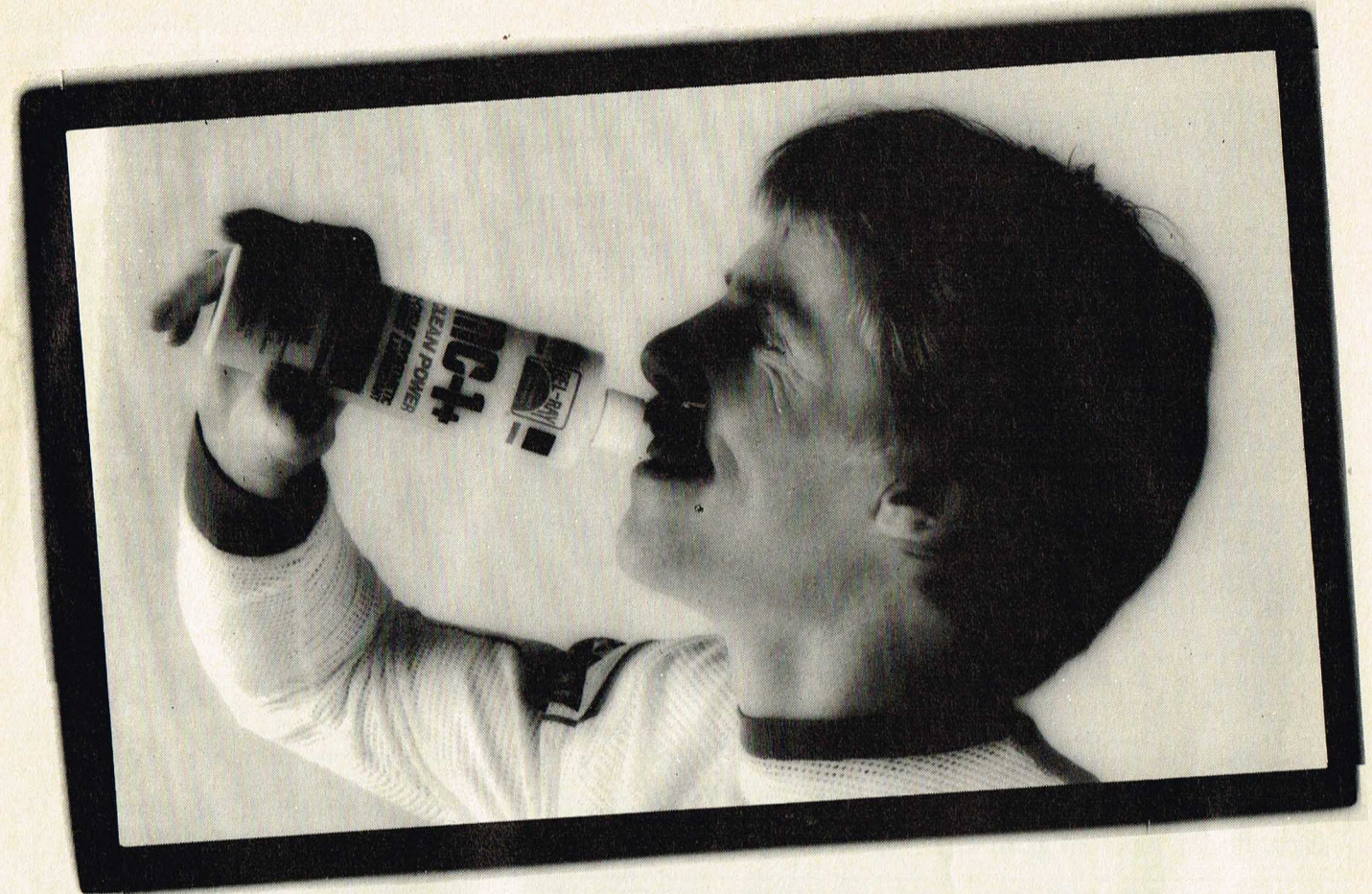
The bigger guy forced Gentleman Jim to respond with his dukes, and was promptly decked for a ten-count. His new name? Mohammed Holley, of course.

□ □ □

GOODBYE, ROM

On March 19, 1983, one of the truly good guys passed on. Rom Lovil, Public Relations Director at Kawasaki, died on the operating table at an Orange County hospital. Rom was in that hospital as the result of an accident on his street bike. Complications set in, and Rom's heart failed while they were trying to patch him up.

Rom spent years with Suzuki, then went to Kawasaki. We all remember him as the man with a smile, a good story and straightforward honesty. He loved bikes and spent many a day carving lines through winding canyons. Our thoughts go with him; he'll be sorely missed. Godspeed, Rommy. □



BOB HANNAH TALKS ABOUT FERRARIS, WINNING AND BEL-RAY OIL.

An interview with Bob Hannah. By Larry Huffman.

LARRY HUFFMAN: *Is that your Ferrari 308 you just pulled up in?*

BOB HANNAH: I picked it up today from Eddie Cole at Answer Products, it's really hot.

LH: *Life must be tough. How old are you now?*

BH: 26

LH: *Do you feel you've accomplished a lot in those 26 years?*

BH: Let's just say I've had my share of the glory but I want more.

LH: *Can you be more specific?*

BH: I want to win the championship again this year and with the strength of Team Honda and Brian Luniss, there's no stopping me.

LH: *Brian is your mechanic, right? How does he race-prep your RC250?*

BH: Brian could better answer that. But I know it's with a lot of tender loving care and Bel-Ray products. Especially MC-1+.

LH: *Are you just saying that because they're paying for this ad?*

BH: Yes and no. Yes, because I'd like Bel-Ray to sell a lot of product, and no, because I've been using Bel-Ray for years,

long before they started sponsoring me and I believe in it.

LH: *You mentioned MC-1+. What about it?*

BH: It's the best. There isn't one top rider who isn't running MC-1+ — Lackey, LaPorte, Chandler, Hansen, Bailey, O'Mara, the list goes on forever, and it isn't because Bel-Ray sponsors them. All the winning factories have determined it the best. They keep winning, so they keep using it. Simple as that.

LH: *I noticed a II below the Hurricane on your leathers at Daytona. What's Hurricane II mean?*

BH: It's simple. The Hurricane is back.

LH: *Last question. Are you going to win this year?*

BH: Is MC-1+ blue?



The Lubrication Leader

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Box 526, Farmingdale, New Jersey 07727.
Western Headquarters, 10015 Muirlands Blvd. "G", Irvine,
California 92714. (714) 859-0933

Bel-Ray's new MC-1+ is available direct by mail. Minimum order 4-12.3 oz. bottles @ \$3.25 each. Send Check or Money Order (no COD's please) for \$13.00 plus \$3.00 shipping and handling to Bel-Ray Company.

When you're talking dodging trees... You're talking Cunningham!!



TERRY CUNNINGHAM

Equipment needs for the enduro rider are pretty much the same as for Moto Crossers. And boots are no exception. Years ago, I rode with special enduro boots that had heavy tread on the sole. I thought I needed the tread for pushing out of mud holes. About the first time I won my first National Championship, I woke up to two facts.

1. The tread was never used for pushing. It didn't offer enough traction. When my bike was stuck, I planted my feet and pushed off the sides of my boots.
2. I then woke up to the fact that when cornering with Enduro soles, my foot often snagged a root or rock, kicking my leg back into the bike. That hurt and it often put me down. That's when I switched to Moto Cross soles.

The one area I always felt I lost when I changed soles was that of walking in slippery pit conditions, or even just standing around, moto cross soles were not ideal. I mentioned this and shortly after I received a pair of the new Pro boots that solved all the problems.

Without a doubt, the Hi-Point soles are the ultimate... No matter what type of riding you do.

Latch 'em up at
your Hi-Point
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dealer

Available in Red,
Blue or Black

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RACING POSTER
4 full color posters of
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When you're talking
Boots... You're talking

Hi-Point
RACING
USA

Mister Know-it-All



By
Rondo
Talbot

ATTENTION, ADVICE SEEKERS!

Since I've taken over this column, the mail has been overwhelming. Overwhelming is a word that is simply not in my vocabulary. If you seek advice of a mechanical nature, you too can write in. However, a word of warning is in order: I will not tolerate dumb letters. Ignorance is tolerable, but stupidity must be avoided at all costs.

I suggest that inquiries be of an earnest nature. I will not answer letters about which bike you should buy. If you do not have a pronounced preference in motorcycles to begin with, you would probably accept a bowl of tuna-flavored ice cream without complaint.

Questions about the somewhat mysterious workings of engines and suspensions will receive the most attention. Unsolved trouble-shooting problems can be handled easily by me, and, in fact, bring a certain measure of coarse satisfaction to my somewhat jaded mind.

So, if you want to learn, drop a line to old Rondo. If you merely want to be amused, just hang around a video arcade and drool on a Pac Man machine.

Intelligent inquiries may be directed to: Mr. Know-It-All, Rondo Talbot, c/o DIRT BIKE Magazine, 10600 Sepulveda Blvd., Mission Hills, CA 91345.

Typewritten letters will be given preferential treatment.

IN SEARCH OF TRUE SLOTH

Dear Mr. Know-It-All,

Why doesn't anyone make an electric starter for dirt bikes? Kicking my bike over is one of my least favorite things in the world. I'm also thinking about getting a Husky Automatic, but my dealer says they quit making them. Is this true?

T. Webster
Chicago, IL

Why not carry all this to its logical conclusion, Webster? Hire someone to ride your bike for you and just sit back and try to learn the intricacies of your zipper.

Husky will bring out a full 500cc Automatic in 1984. For 1983, they stopped production of the Autos to improve reliability in certain crucial

areas. Perhaps a letter to the Husky engineers will get them to add an electric starter, or maybe even a small tank-mounted video arcade to amuse you while you wait for the electric starter.

SPRING FORTH, FALL BACK
Dear Mr. Know-It-All,

My Honda 250 (1982 model) is sagging in the rear end. My dealer said to crank in some more preload. I already have almost two inches of preload. The thing isn't working real well right now. Will more preload help? I don't want to spend big bucks on another shock.

Harold Spencer
Pittsburgh, PA

Your dealer should not be allowed near anything sharper than a Twinkie if he freely offers advice like that. Adding preload to any spring merely increases the rate of the first inch of travel. In other words, if you put one-half inch of preload on a 100-pound spring, the first inch of travel will give you 50 pounds of resistance. The second inch (and all remaining inches) will still give you 100 pounds of increased force for each inch of movement. You cannot change the spring rate of any spring with preload any more than you can teach a shoat to win at Pac Man.

A heavier spring is a must and derision at your dealer is most assuredly in order. Do not ask your dealer for the correct part number, as it will merely confuse him.

ROCKY ROADS

Dear Mr. Know-It-All,

I ride enduros here in California and seem to get flat tires every time I ride. My buddies tell me to run a higher tire pressure, but every time I do that, the bike handles badly. If it means anything, I ride an XR200.

Paul Daniels
Los Angeles, CA

Dear Daniels,

It means less than nothing that you choose to ride an XR200. Your problem would be the same even if you competed in a 1967 Buick. I have had more than modest success with the following under horribly rocky conditions. Consider: Use a 3.25 x 21 four-ply Metzeler up front. The slightly greater tire diameter will not affect your speedo readings. If it did, it wouldn't matter, because you probably can't keep time anyway.

At the rear, try an IRC six-ply-rated tire. In both tires, run either Hi-Point Six Days tubes or Metzeler tubes. Run 16 psi in the rear and 14 in the front. Your flat days will be reduced dramatically, if not completely eliminated. A silent bow in my direction and quiet reflection will be sufficient thanks. □



Husqvarna: An Expensive Tradition Becomes An Affordable Offer.

Quality and value never come cheap. But sometimes they're easily attained. Take Husqvarna for example. The motorcycle world has known of their quality, craftsmanship, and championship winning performance for over 80 years. And also of their expense.

What the world has often missed is the outstanding value received with every Husqvarna. On a value per dollar basis, Husqvarna is unbeatable.

And now, with a very limited offer on select, new motorcycles, Husqvarna is increasing this value even further. By asking for less, yet giving you more. For example:

Purchase a new 1982 Husqvarna 430XC, the King of the Off-Road Open class at an unbelievable price and receive free a Husky Products 4 gallon plastic tank complete with 1983 graphics.

Purchase a new 1982 Husqvarna 250CR and receive all the standard equipment; long travel suspension; Ohlins gas shocks; aluminum tank and silencer. To this Husqvarna adds a Husky Products 4 gallon plastic tank with 1983 graphics and a Husky Products Skid Plate. You end up with two tanks and a motorcycle capable of winning motocross, desert or hare scrambles.

Purchase any new 1982 Husqvarna 250XC and get a Husky Products 4 gallon plastic tank with 1983 graphics. It's the ultimate off road machine.

These and other select Husqvarna machines are part of a special offering now under way at your Husqvarna Dealer. All machines are brand new. All come complete with the Husqvarna written warranty.

Now you can experience the prestige associated with owning a Husqvarna for scarcely more than the cost of a used machine. But hurry, because the expensive tradition will never again be this affordable.

Husqvarna 4925 Mercury Street, San Diego, California 92111. (619) 565-1414



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COMPETITION POWER UNIT SUPPLIER

1983 XR500 BAJA KITS '83 MODELS ONLY



- Light Guard
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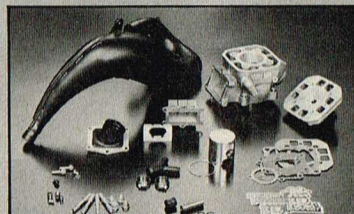
- Aluminum Swingarm
- Exhaust System

WORKS EXHAUST INCREASED TOP- CHAMBER END POWER

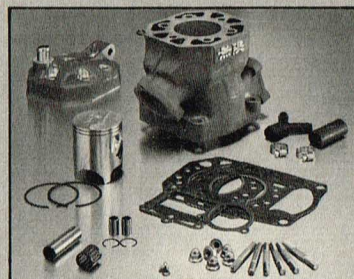


NEW! FOR '83 CR125R CYLINDER HEAD

- Increased cooling
- Special combustion chamber



1983 CR125 KITS BIG POWER BOOST



1983 CR250R KIT GREATER LOW- AND MID-RANGE

- ME 250 W III '83
- ME 250 W II '82
- ME 250 W I '81

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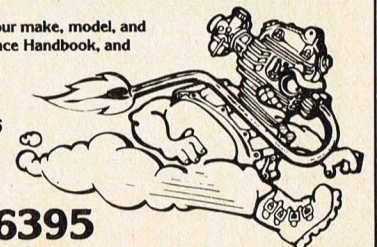
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Riders Write

HOW HEAVY IS IT?

Dear *Dirt Bike*:

My friends and I live in a small community in western Montana, in the midst of some very rugged mountain country. Our question is: Why do you consider a machine of only... say, 250 pounds too heavy? We ride 500cc four-strokes. My own is an XR500, which I use for everything—high-speed fire roads, bottomless mud holes, hopping trailer-sized boulders and cross-country mountain climbing of over 10,000 feet. I have yet to feel that my XR is too heavy for this type of riding, although lifting it out of a mud hole, after sinking it to the gas cap, can sometimes be a strain.

We have found this type of machine to be the only kind that can reliably make the climbs and still have the speed to make riding interesting. Uncounted times we have passed two-strokes dead, overheated, and being pushed up the trails. Is this why you want them light? So they can be pushed easier?

Mike Richardson
Deer Lodge, MT

"Lifting it can sometimes be a strain." Light bikes are easier to lift out of mud holes. Heavy bikes can do the

job, no problem, but wouldn't it be nice if your XR weighed, say, 30 pounds less? If we keep griping about it, someday it just may come true.

BLATANT CHAUVINISM

Dear *Dirt Bike*:

Today I was sitting in Spanish class (I'm a freshman in high school) and overheard two girls talking about motorcycles. I turned around and asked one of them if she had a dirt bike. She said, "Of course I do!" Then I asked her what kind (thinking she was going to say an 80 of some kind), and she said a KTM 250MX. I dropped open my jaw in disbelief and turned back around. You see, I have a Suzuki RM125T and she surprised me with her answer! Then she told me that she was going to sell her KTM because she couldn't pull in her clutch! She also said that she was just going to get a YZ125J. I couldn't believe the things she was saying. Well, I guess the sport isn't just for the male sex anymore! A KTM 250... jeez!

Steve Duxbury
Whittier, CA

P.S. Why doesn't Webb get a haircut! Steve, you chauvinistic twit! Girls have

been riding motorcycles quite some time—have you had your head in the sand lately? Wait till the girls sitting behind you read this letter. You'll be lucky if you don't get roosted into the ground. And Webb doesn't get his hair cut because normal scissors can't cut the stuff.

EAST vs. WEST

Dear *Dirt Bike*:

I am an avid reader of *Dirt Bike* and have heard unverified information from friends that the magazine is produced in two publications each month: one for the Eastern region of the country and one for the West. If there is in fact an Eastern edition I would appreciate information as to how I might subscribe to receive it. I am an active enduro rider and thought maybe the East would have more articles about tight woods riding. I would appreciate your response.

Don Cody
Mt. Pleasant, TX

If there is an Eastern edition of *Dirt Bike*, somebody's in an awful lot of trouble. Seriously now, we thought about putting out an Eastern edition, but we couldn't find anyone who would translate

the magazine into Arabic.

No, really, there is only one *Dirt Bike* in the whole USA, and even though we're rooted down in barren Southern California, we try to get in as many tight trees as we can.

A TAXING QUESTION

Dear *Dirt Bike*:

Our son has been racing for five years; we have spent a lot of time and money for him to do this. My question is, why can't we take these expenses off our income tax? We know a lot of people who do, but our tax office says they don't know how they are doing it unless they take it off on their business as an expense. We know a lot of these people do not have businesses.

Our son has been in the 80cc Expert class for two years and is not sponsored by anyone but us. This year he will be riding in the 125 B class. Please, if you can give us any information, we would appreciate it.

Name withheld
by request

Funny thing, we get lots of letters on this subject at the same time each year. Your questions are something you should definitely take up with a tax

lawyer rather than us. Still, according to the IRS, you would be able to deduct the expenses involved with racing only if you were doing it professionally—meaning to say, if you were trying to make a living at it. At an amateur level, racing is considered a hobby, and hobbies are not tax deductible.

DON'T COAST

Dear *Dirt Bike*:

My Husky manual says not to run the bike for an extended amount of time on idle, as the transmission doesn't get proper lubrication. On our 70- to 80-mile trips in the mountains, we sometimes shut the engines off and coast two to five miles to save gas. Will this hurt the bike?

D.L. Hayden
Sumner, WA

According to Husky, it's not a good idea. At idle, with the transmission in neutral, one set of gears is rotating on the input and output shaft, rather than turning the shafts. Without the shafts turning, as well as the rest of the gears, the oil is not splashed around over the gears, which is the essence of transmission lubrication. Coasting has the same

effect, only in reverse. It'd be best to carry extra gas and leave the engine running.

XC, OR NOT XC

Dear *Dirt Bike*:

I have ridden a '78 DT175E for several years. I feel I have outgrown it. I was considering purchasing an XC125 Husky, and I would like your opinion on it, for fun, trailriding, and the occasional spin around a track for kicks. I figure I can upgrade it to a 175 later, or do you think a Japanese 175 would be better?

W.E. Vautrain
Oklahoma

For the type of riding you described in your letter, we would suggest a Japanese 175 rather than the XC125. The XC has a great suspension and an excellent frame, but the power output leaves much to be desired. It works best under a rider who doesn't mind screaming its guts out all day long—not very good for casual riding. A PE, IT, XR, or KDX175 would make you extremely happy after getting off a DT175. Check out our 200cc class shootout in the May '83 issue of *DB*. □

NOW YOU SEE THEM.



'82 650 Nighthawk™
SAVE \$450

'82 XL500R
SAVE \$300

'82 Silver Wing™ Interstate™
SAVE \$650

NOW YOU DON'T.

Honda introduces the Redline Super Sale.

Now, while they last, you can buy the Honda you've always wanted. At a price you may never see again.

We've lowered the suggested retail price on some of our best motorcycles. As much as \$650*. And your dealer may go even lower.

Which means you can get a great deal on a brand new Honda.

It also means you'd better hurry. With deals like these, it's only a matter of time before everything disappears.

HONDA REDLINE SUPER SALE

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1983 American Honda Motor Co., Inc. *Actual savings will vary by dealer. Rear view mirrors are standard equipment.

New Products



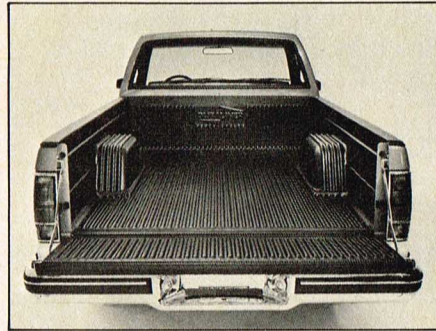
EXPANDO JERSEYS

Fox Grand Prix jerseys are designed by Roxy of France, and match the Moto-X Fox race pants. The jerseys are made of a stretch satin and cotton fabric. Also, they have an expandable trim on the sides for added comfort. Fox says that the GP jerseys offer more protection than regular jerseys and last longer, to boot. Check with your dealer or Moto-X Fox, 520 McGlinchy Lane, Campbell, CA 95008.



HAND-OUTS

O'Neal's new Ultra-Lite gloves are designed by Yoko of Finland and feature the latest in comfort for the motocrosser. A bright nylon top and goatskin palms are combined with three-color elastic spandex that gives added movement, making them more comfortable. Also, the spandex allows air to circulate, keeping your hands cool. There are a jillion color combos and all sizes can be had. O'Neal Distributing, 9555 Owensmouth Ave., Chatsworth, CA 91311.



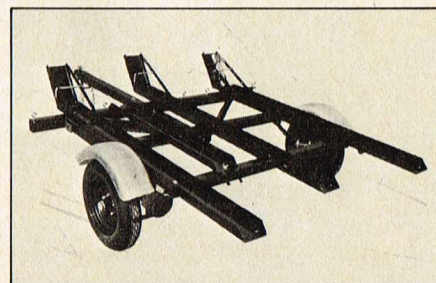
DURALINER TRUCK COATS

Durakon makes a truck liner that will keep all that messy garbage, chain lubes, pre-mix, etc., from gumming up your nice new truck. Also, it protects the bed from the scratches those slippery toolboxes leave when they slide around on the bed. They're made to take hard impacts, are impervious to acids, gasoline, cleaners and the like, plus they look cool. Send a line to Durakon, P.O. Box 694, Grand Blanc, MI 48439.



HOLD ME TIGHT

Get a handle on your new Husky XC or WR with the Husky Handles from Mountain High Motorcycle. Finished in a chilling Arctic White, the Husky Handles bolt right on between the seat mounts and the existing luggage rack mounts on the back of the bike. Makes the job of lifting the rear end out of a mud hole a whole bunch easier. They retail for \$12.95, and are available to fit '78 through '82 WR, OR, XC, and AE models. More info can be obtained from Mountain High Motorcycle, P.O. Box 2589, Sun Valley, ID 83353; 208-788-4850.



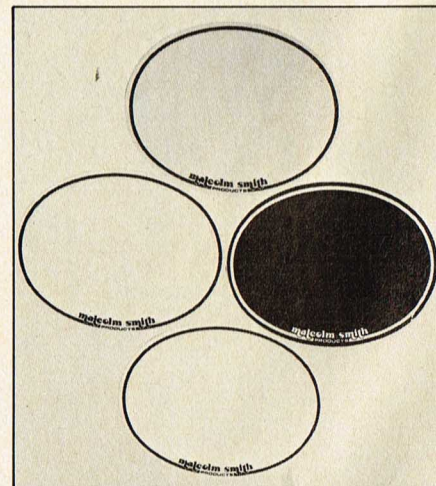
SHORE 'NUFF TRAILERS

For all of you who don't have the luxury of a van or truck, a trailer is a must. Shoreline Products is manufacturing an all-new wide motorcycle trailer. The new M6W can be had in three models, ranging from carrying capacities of 850 to 1450 pounds, and with two, three or four rails. For more info on Shoreline trailers, trail a line to Shoreline Products, P.O. Box 848, Arlington, TX 76010.



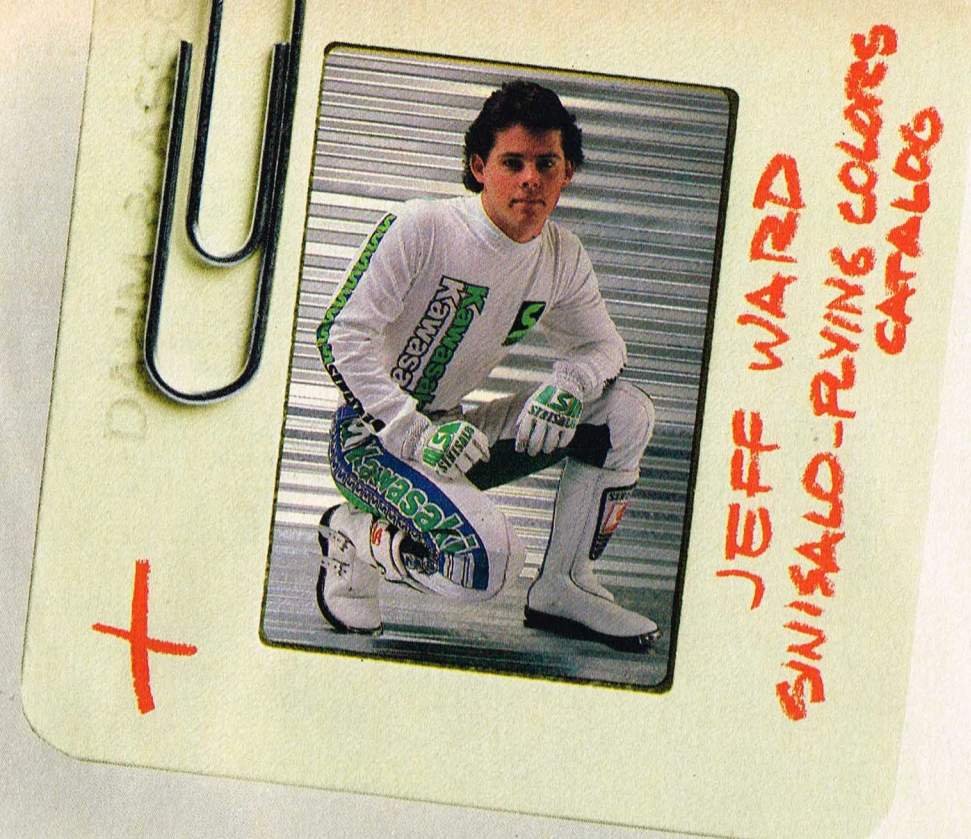
JT UN-COLA PANTS

JT's new pants feature their "World Champion" style, and were wrapped around Danny LaPorte during his title-seeking first year. They are made of a new "satiny" fabric, have high-tech knee and shin guard protectors and an on-going JT stripe down the sides of the pants. Every team combination is available, and the newest color is the blue/white Honda pants. David Bailey and Johnny O are wearing them. JT Racing U.S.A., 303 W. 35th St., Suite C, National City, CA 92050.



PLACE MATS? NO, NOT THAT!

Malcolm Smith's numberplate ovals are made of tough vinyl so they won't smear, rip or tear right after you put them on. The adhesive on the back is super sticky, letting you put them on curved surfaces without those ugly wrinkles and bubbles. Colors are white, black, yellow and clear. For \$5.95 you get three, and remember, they work well under a hot dish of noodles. Malcolm Smith, 7563 Indiana Ave., Riverside, CA 92504; 714-687-1300. □



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AIR PANTS	like JET but w/cool, vented front-panel	\$139.95
	Sizes 28-36/in popular team colors	
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	Sizes 6-13/in red, yel, blu, wht, or blk	
TEAM JERSEY	100% cotton w/bold screened-graphics	\$ 21.95
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Light weight and snappy throttle response let the XR carve through sandy turns. Just stay forward and gas it.

the tape smoke, burn, then finally disintegrate, they stared, yet did not see. All of them were in deep thought about the proposed task. This would be one of the toughest yet; 100-percent conviction by all involved would surely be a must. Still, that might not be enough. A game plan was needed; first and foremost, the size of the machine would be critical. . . .

THE DEVIL'S ALTERNATIVE

For years, Honda has sold an XR250. It's always been a fun bike, too slow and too heavy, but a certain percentage of the

motorcycling public showed an interest in it. Honda's new master plan called for a bike with similar power characteristics, but more everywhere. Now the question was whether a bike equipped with a larger engine than the 250, yet smaller than the 500, was salable. As far as racers were concerned, the main objective was the four-stroke class. No sizes here. Just a division set aside for thumper addicts.

For the public interested in a trail bike, a little larger motor would have no effect on its salability. The decision agreeably

panned out in favor of a 350. For the Eastern woods freaks, a 350 would mean more punch than the old 250XR. Its main competition would come from 250 two-strokes. Also, it wouldn't try to convert the big-bore four-stroke enthusiasts. They want 500cc's or better.

Next, the type of powerband. For riders interested in competition, a snappy revver engine is preferred. Still, the trailer needs gobs of low-end that lets him cruise and lug the motor. A wide-ratio transmission with six speeds would accommodate the ma-



HONDA XR350R

jectory. The engine would have to suit the masses: enough down low and still be able to hit some heavy upper Rs. This would not be easy.

MID-RANGE BIG-BORE

Without going into a stale synopsis concerning the various yeas and nays of the new 350 motor, we'll give you some pertinent facts about design and performance. First, stamped right on the head are the letters "RFVC." This translates to Radial Four Valve Combustion. The valves are aligned radially, letting them cover the greatest area possible. Add a flat dome piston and you have a mid-bore, high compression engine.

There are two carburetors. The primary carb handles all the jetting requirements. The secondary carb works from half throttle on up. It contains only a main jet, no pilot or needle jet. With two carburetors, the hitch normally found in four-strokes vanishes. This makes for better response down low, and gives the engine a chance to rev out with the secondary carb, or the high-velocity unit.

One of the drawbacks with most two-carb setups is fuel spit-back. This is raw gas that is shot back from one carb to the other, instead of into the combustion chamber. It gives the engine a stumbling effect, or a slight hitch, in the throttle response. Honda mounted a reed valve between the two intake ports. This is only open when the primary carb is working. From mid-range to full throttle, when the secondary carb is open, the reed valve closes. This lets both carbs supply the motor with a fuel/air mixture through the intake ports, and eliminates any spit-back into the primary carb.

FOCUS ON WEIGHT

Okay, the engine is all new. What about the chassis? Nearly all four-strokes suffer from a bad case of excess fat. The weight is carried high, making them handle like Pontiacs, rather than light, nimble fun machines. Fact: The '82 XR250 tipped the scales at 265 pounds—bone dry. No gas, no oil (forks or trans). Honda set a goal for the 350: take off 20 pounds. This would put it at 245 pounds, a livable figure.

With no gas in the tank, but everything else ready to go, we set the XR on the trampled but totally accurate DB scales (precise to .000124 octaves per quadriceps). Amazingly, it hit 249 pounds. Honda just about nailed its goal of taking off the 20 pounds of suet—and *not* at the expense of flimsy suspension components. All of the running gear is first-class: long-travel forks, Pro-Link rear—basic late-generation motocross stuff.

Big 41mm Showa forks have 11 inches of travel. Stock, they come with eight-weight oil, 6½ inches from the top of the tubes. The back half is equipped with a Pro-Link single shock that has 10.6 inches of travel. There is a four-way adjustable

rebound clicker and 12 settings for compression.

In an effort to keep the weight down, the shock body and all the linkage is made of aluminum. The triple clamps are aluminum and most of the big bolts have dished-out heads to help shave off more ounces.

Both hubs are small, but house excellent brakes. The front is a single-leading shoe model with plenty of muscle. This too saves on weight over a dual-leading shoe setup. The swingarm is steel painted aluminum. Slots in the back of the swingarm make for a quick-change rear wheel.

WORKIN' OUT

We had a chance to ride and race the XR on a variety of terrain. There's no doubt where the bike is most at home: the woods. Anything tight and twisty, slow and gnarly, and the 350 is the dream four-stroke. With a sharp 26-degree rake and a short wheelbase (55.3 inches) quickness is its forte.

For all but the most casual trailriding, the forks are far too soft. We pumped ten-weight oil into them, five inches from the top of the tubes. This firmed them up just right for all concerned. On the shock, we felt that, for the majority, the compression setting was fine. It's set at six clicks out. Rebound felt the best at either two or three clicks.

With the suspension balanced out, we could now get into some serious riding. First off, there's a drill for starting the XR. There are two compression releases; one's automatic, the other manual. We never used the manual lever. A sharp snap at the lever always got it chugging in just a few kicks. You can't rest your foot on it and then slop the lever down. This results in zip-po. Simply jab at the pedal in one quick stroke. It'll fire up.

It takes a while to warm up, then proceed. With the forks firmed up, water bars and ripple bumps are handled in fine fashion. Even at high speeds, like desert use, the bike slams true and straight—amazing, considering the short wheelbase. Tight work requires nothing strange from the rider. Stay up on the tank, pivot and gas. It minds quite well, even considering the mild power delivery. Momentum is the key to riding the XR fast.

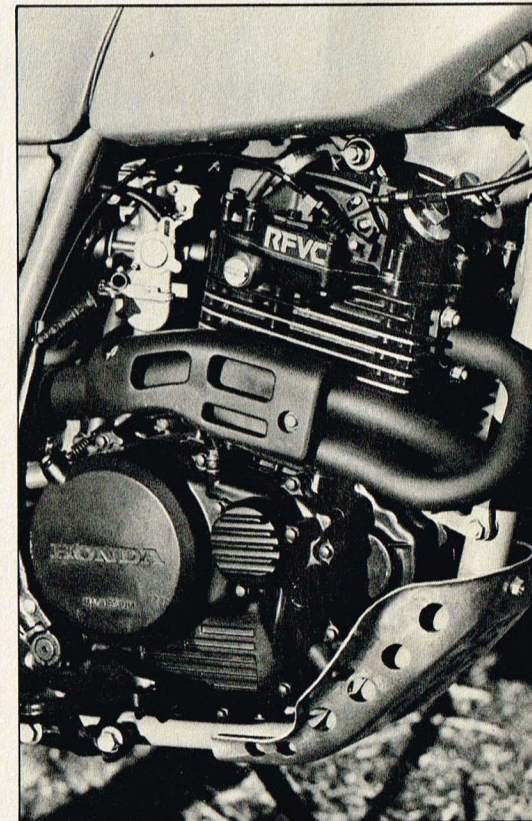
Trails and woods sections should be attacked. The 350 will rev far past the point of sanity. Racers should use this tactic. Don't short-shift and lug the motor. It'll go, but not real fast. You have to ride it like a two-stroke. Stay on the upper part of the power curve, then shift it at the melting point. Cruisers shouldn't fear the revving aspect of the bike. It can be ridden slowly. Way down low there's enough grunt to take even the sloppiest of riders up and over some gruesome territory.

Two things are a must: One is the jetting. Some of the first bikes were coming with a 45 pilot jet in the primary carb. This must be changed to a 48 (after the first batch received, this was done at the factory). A slight hitch in the mid-range could

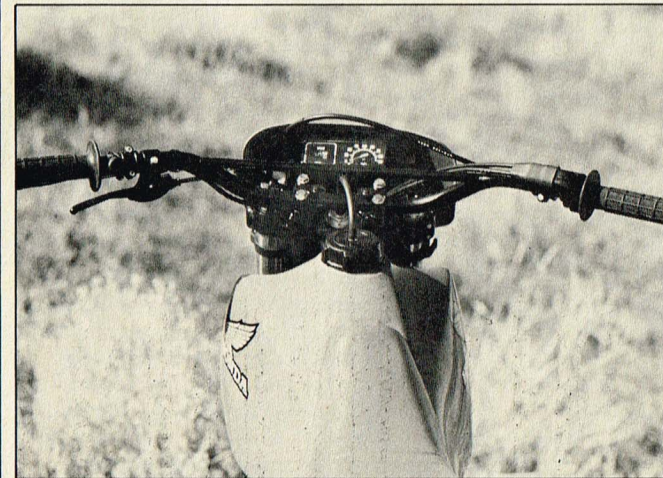
A sharp 26-degree rake makes for quick handling, a nice trait for four-stroke-minded woods riders.



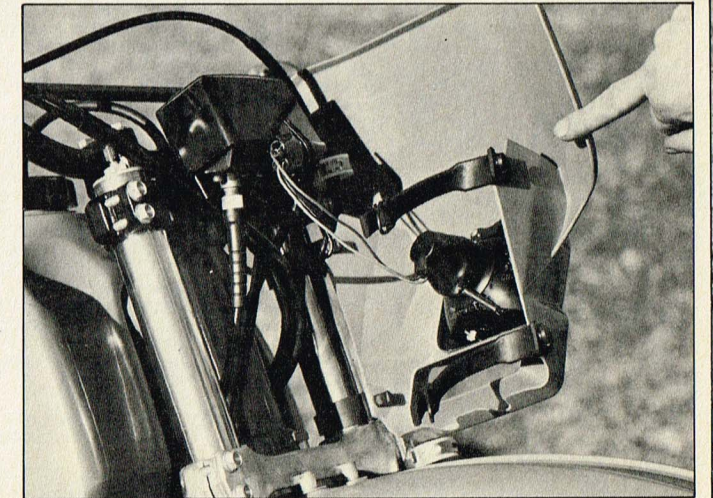
There's an optional quartz light for night riders. The front fender was designed in a wind tunnel, which is why it's flared around the forks. Supposedly, it forces air down to the motor.



RFVC: Radial Four Valve Combustion. The engine puts out some good power and is designed with Eastern riders in mind. There is a manual and automatic compression release.



The tank is large, but not cumbersome. There's a natural flow from the seat onto the tank. Bars are too wide for tight woods; hack an inch off each side.



By unpoping two straps, the headlight/number plate swings out, letting you get to the wiring and the speedo.

HONDA XR350R

be felt with the smaller pilot jet. On a four-stroke, this lag is deadly. Once the 48 was installed, the lag was gone.

Secondly, on hard, rough acceleration, the clutch slips. Stiffer springs are a must. You can get them from American Honda. The code number is HC 150110. With the stiffer springs, the clutch pull also gets tougher. And, the problem isn't completely eliminated. Some slippage can be felt on uphill whoops when the bike becomes airborne and then lands under a full-throttle situation. It's an annoying trait, but one you'll have to live with.

SAMPLE AND HOLD

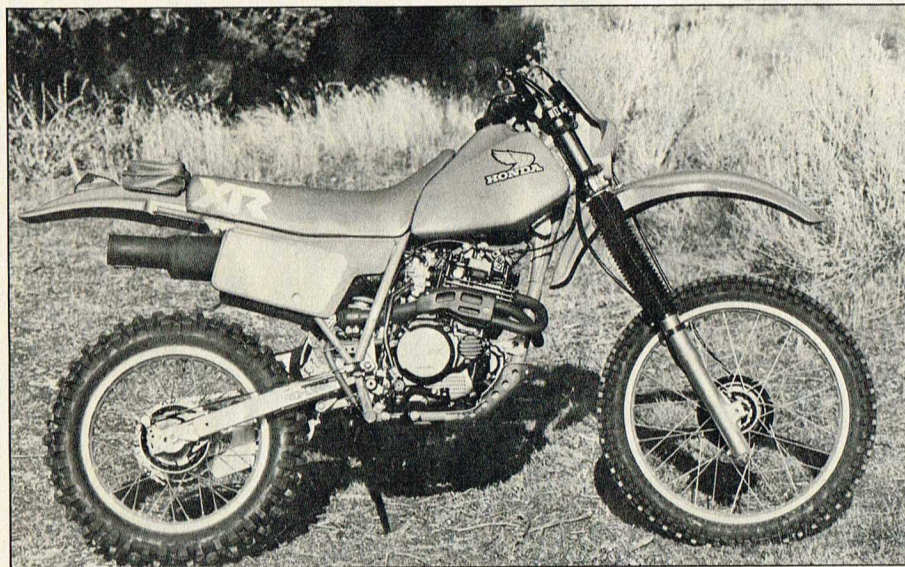
Like all the latest Honda off-riders, the rims are the new Jaws style with rim locks. On the rim itself, the valve-stem hole is bigger than normal and comes with a little rubber cover to keep the crud out.

Tires are four-ply Bridgestones. The front works okay on hard-packed surfaces;



Wheelies are a snap. A little clutch, a lot of gas and that's it. The front end is lighter than previous XRs.

get near sand, and it's dismal. Shell out for a Metzeler or a Dunlop K139. We can't complain too much about the rear meat; it hooked up all right. One problem that might arise is the size. It's a 17-inch tire, and availability is sometimes a pain.



HONDA XR350R

ENGINE TYPE	Air-cooled, OHC, 4-stroke
BORE AND STROKE	84.0mm x 61.3mm
DISPLACEMENT	339cc
CARBURETION	.2—26mm Keihin carbs
FACTORY RECOMMENDED JETTING:	
MAIN JET	Primary/120; secondary/108
NEEDLE JET	N/A; N/A
JET NEEDLE	Primary/E3052C; secondary/E2053E
PILOT JET	Primary/45; secondary/N/A
SLIDE NUMBER	Primary/3.5; secondary/1.5
RECOMMENDED GASOLINE	All gasolines, 91-plus octane
FUEL TANK CAPACITY	12 L (3.2 gals.)
FUEL TANK MATERIAL	Plastic
LUBRICATION	Wet sump motor
RECOMMENDED OIL	Honda 4-stroke
OIL CAPACITY	2 L (2.1 qts.)
AIR FILTRATION	Foam type
CLUTCH TYPE	Wet, multi-disc
TRANSMISSION	6-speed
GEARBOX RATIOS:	
1	2.923:1
2	2.000:1
3	1.550:1
4	1.273:1
5	1.080:1
6	0.926:1
GEARING, FRONT/REAR	14/42
IGNITION	CDI
PRIMARY KICK SYSTEM?	Yes
RECOMMENDED SPARK PLUG	NGK—DPR8EA-9; ND—X25EPR-U9

SILENCER/SPARK ARRESTER/QUALITY	Yes/yes/very good
EXHAUST SYSTEM	Up-pipe, right side
FRAME, TYPE	Semi-double cradle
WHEELBASE	1405mm (55.3 in.)
GROUND CLEARANCE	310mm (12.2 in.)
SEAT HEIGHT	920mm (36.2 in.)
STEERING HEAD ANGLE (RAKE)	26°
TRAIL	100mm (3.9 in.)
WEIGHT, DRY, W/OIL IN FORKS & TRANS	249 lbs.
RIM MATERIAL	Aluminum alloy
TIRE SIZE AND TYPE:	
FRONT	90/80-21 6-ply Bridgestone
REAR	130/80-17 6-ply Bridgestone
SUSPENSION, TYPE AND TRAVEL:	
FRONT	Leading axle, 280mm (11.0 in.)
REAR	Pro-Link, 270mm (10.6 in.)
INTENDED USE	Enduro
COUNTRY OF ORIGIN	Japan
RETAIL PRICE, APPROX.	\$1998
DISTRIBUTOR:	
American Honda Motor Corp. 100 W. Alondra Blvd. Gardena, CA 90247	
PARTS PRICES, HIGH-WEAR ITEMS:	
PISTON ASSEMBLY, COMPLETE	\$34.34
RINGS ONLY	13.34
CYLINDER	92.69
SHIFT LEVER	12.15
BRAKE PEDAL	16.01
FRONT SPROCKET	10.96

The engine is a wet sump model. There's a replaceable oil filter that should be serviced every other oil change. The cam rides on ball bearings, and the cam chain tensioner has a long slipper with a hard coating and should wear well. Also, it automatically adjusts itself.

Stock chain is of the O-ring variety. More weight savings here, as it's 7.3 percent lighter than last year's chain.

The tool bag on the rear fender is a nice touch, but it bothered some of the testers when they got their weight back and over the fender. We took it off.

Check every nut, bolt, spoke and clamp for the first few rides. They all loosen radically. By the way, you can run any type of gas as long as it has an octane rating of at least 91.

Water poses no problem for the XR; it's a submarine. In one stream crossing, the water was flowing just under the tank, but over the pipe, and it never coughed.

Rubber disconnects let the front headlight/numberplate pivot out of the way, giving access to the headlight and speedo garbage. An optional quartz light is available for night riders.

The front fender is a wild-looking unit with flares. It supposedly directs air down to the engine. We felt it was too short and let crap build up on the engine in a mud situation. A Gold Belt DeFender solved this problem.

Like every Honda four-stroke we've tested, the bike refuses to be shifted under a load. This translates like so: You're revving the engine, looking for maximum power. At just the right moment you attempt to speed-shift into a higher gear. Forget it. You have to back off, use the clutch, and then shift. Sorry.

The front end is light compared with most strokers. Wheelies require no more than a fan on the clutch lever and a blip of the throttle.

A smart airbox, tucked up high, is easy to service and very waterproof. The filter can be removed in seconds and does a decent job of passing air to the carbs.

Once again, the kickstarter requires finesse. Proper placement of your foot is critical or you'll whack it on the footpeg. This makes for lumps on Mr. Shinbone.

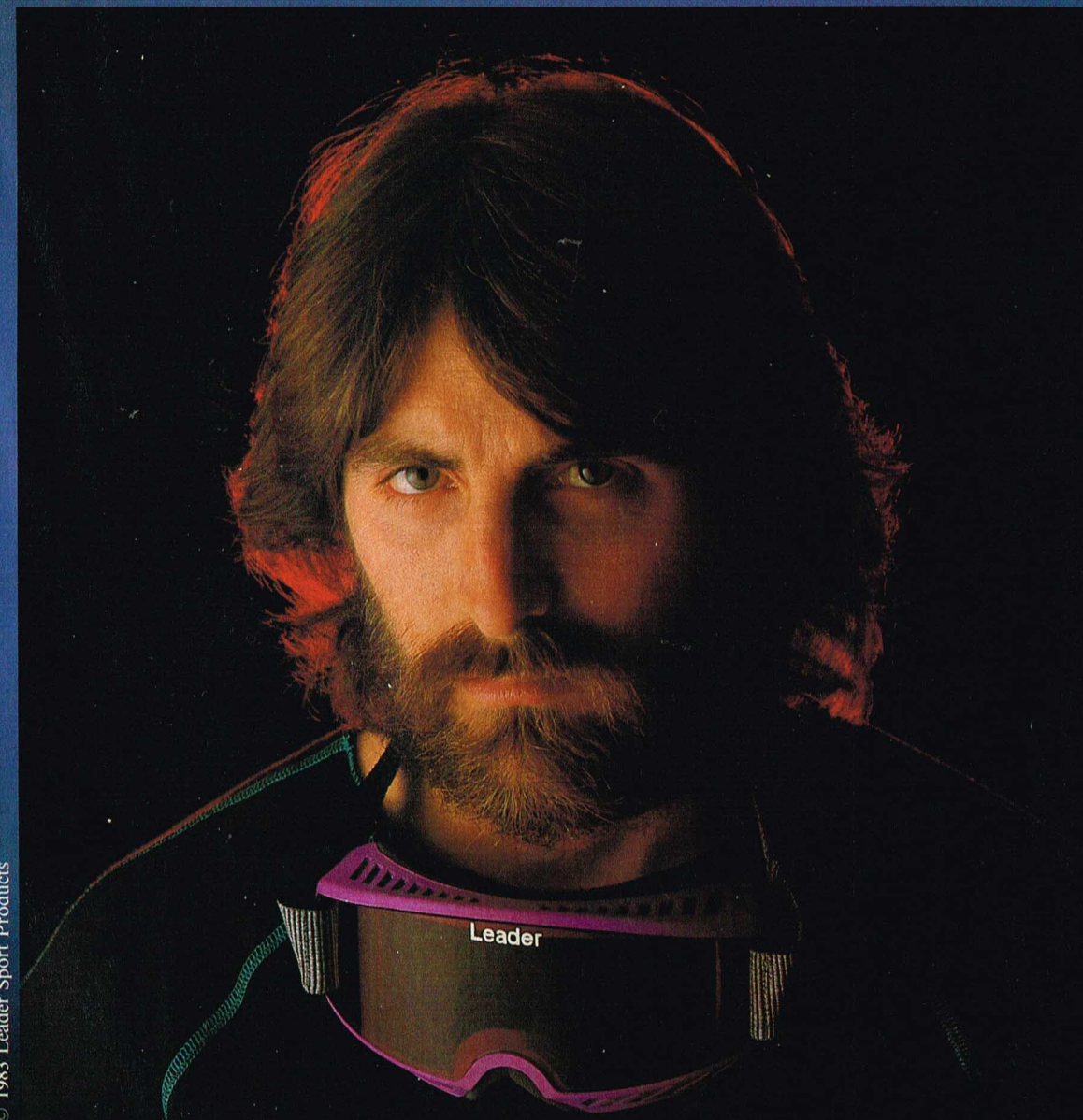
You can expect to get at least 70 miles from a tankful of gas.

The speedo contains both an odometer and a needle-reading gauge. Enduro riders will tape off the video side of the unit and use just the odometer.

THREAT OR MENACE?

Bottom line—we liked the XR350 a lot. For a four-stroke, it's light and has razor-sharp manners, good for the woods-minded. In fact, enduro-oriented racers interested in the four-stroke class could hardly design a better motorcycle. It may lack the punch of a two-stroke, be a little heavier and somewhat tougher to maneuver when the going gets tight, but there's not a valved machine around that does it as well as the XR350R. □

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RETURN OF THE GREEN MONSTER

Twelve months later
By the Staff of DIRT BIKE

Last year, Kawasaki regrouped and decided to do a complete rework on its Open class bike. It was no big secret that the 1981 KX420 was less than a raving success. So, rather than try to update a lost cause, Kawasaki eliminated the big bike from its 1982 lineup, and hit the midnight-oil route.

What you see here is the result of a year's work. Virtually nothing is held over; the KX500 started life as a clean sheet of paper. And, on paper, it's got everything going for it. The KX500 is one of the lightest of all the 500cc motocross bikes, weighing in at only three pounds more than the feather-weight Honda. Remove the side stand, and that gap narrows by one and a half pounds. The Honda does not come with a side stand, by the way.

The list of goodies is impressive: 43mm Kayaba forks with a tidy disc brake up front, aluminum alloy arm at the rear with a newer Uni-Trak suspension, a five-speed gearbox (hooray!) and a massive 499cc engine to move the whole works down the road.

GET A MILK CRATE

The KX is big and tall. Shorter riders will invariably catch a leg on the slightly raised rear section as they get aboard. The right-side-mounted kickstarter is high and awkwardly placed. A milk crate is a definite advantage for getting on the KX and getting it fired up. When cold, it takes a good half-dozen boots to get the fire lit. When hot, it takes about three kicks and one of them has to be forceful, with a full stroke.

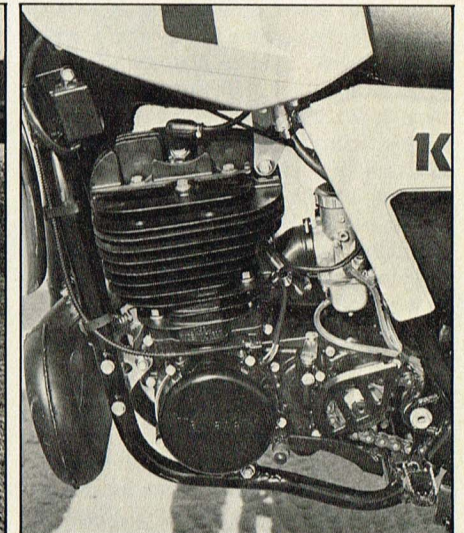
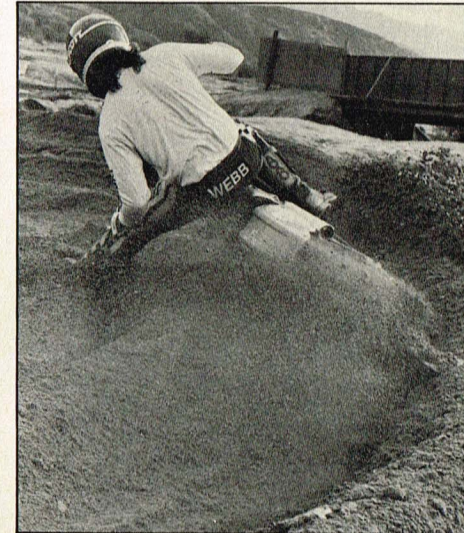
When the beast lights off, a good deal of mechanical whirring is emitted from the heavily finned engine. As the engine warms up, the noise is reduced considerably, but it still sounds as if it's full of walnut shells instead of bearings. Considerable vibration is transmitted through the bars and grips as the bike is warmed up.

COLD POWER

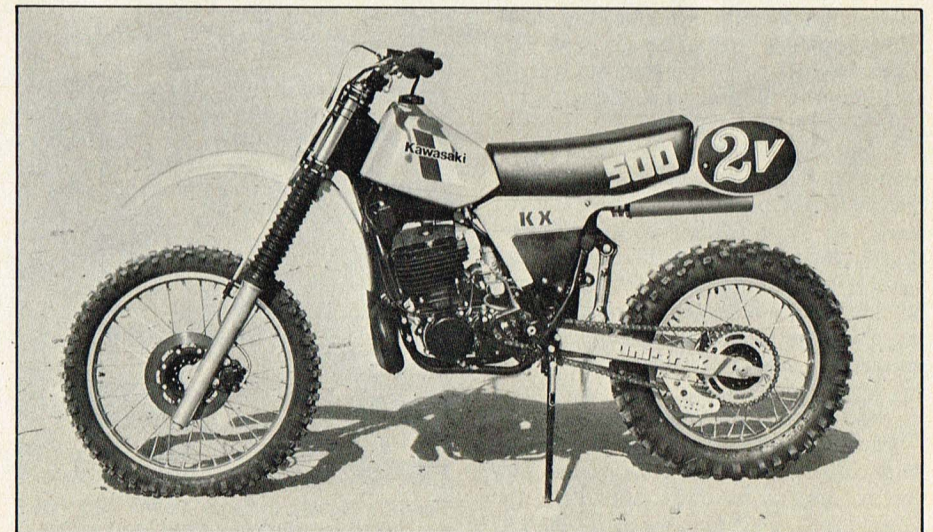
It takes a few passes through the gears before the KX runs clean. Then the rider can twist the right grip and check out the acceleration. At first, the Kawasaki pulls like a freight train, lifting the front wheel at mid-range as each higher gear is engaged.

After a few laps are put on the bike and the rider starts to crank it on a bit, some strange things happen. The KX starts to detonate badly under heavy power at mid- to upper rpm... and it starts to lose power as the engine gets hotter. At the 15-minute mark, the detonation is so heavy and the pinging so pronounced, an air leak is suspected.

Routine inspection and plug checks eliminate this. The plug is coal black and everything is tight. After checking the manual, we opened up the carb and inspected the jetting. Poor gasoline was eliminated as a possible source of grief because we were running 92-octane leaded '76 with more than enough octane booster added.



After a year off from the MX wars, the KX500 returns to do battle. Shift side of the engine shows tidy construction. Powerplant is roomy and easy to work on.



Newest Kawasaki Open bike bristles with all the latest trickery. It's also a light package, weighing in at just a few pounds more than the Honda 480.

The manual yielded a service bulletin that shed some light on the subject. Here it is, verbatim:

KAWASAKI KX500A1

Dear KX500 Owner:

To help ensure optimum performance for your KX500 under varying riding conditions, Kawasaki is providing these optional carburetor parts and instructions for changing the ignition timing.

The alternate settings specified below help reduce engine detonation under certain conditions. Generally, detonation occurs when you are using gasoline with a pump octane rating (R + M/2) of 92 or lower, and you are racing in muddy conditions or on terrain which provides good traction.

STANDARD SETTINGS

CARBURETOR

Main jet 152.5
Pilot jet 70
Needle jet S-2
Jet needle 6CG5-3
Slide 3.0
Air screw 1½ turns
Ignition timing 13°
(1.5mm) BTDC @ 6000 rpm

ALTERNATE SETTINGS

CARBURETOR

Main jet 162.5
Pilot jet 45
Needle jet S-4
Jet needle STD
Slide STD
Air screw STD
Ignition timing 11°
(1.1mm) BTDC @ 6000 rpm

Even though the manual advises that both carburetion and ignition changes must be made at the same time, we decided to try one thing at a time to see what the differences were. The carburetion change alone turned the KX500 into a blubbering mess. It robbed all of the low-end power, sputtered through the mid-range and refused to rev out on top.

Changing the timing helped a bit and even made the KX slightly easier to start, but there was still heavy detonation and pinging. Eventually, the bike seized. We pronounced the bike "unridable" and went back to the plush, well-lit DB offices to place frantic calls to various Kawasaki sources. We were informed that the problem was with the shape of the head, and that it was being worked on.

We did some experimenting of our own and found that by adding one more head gasket, the detonation all but disappeared. It mellowed out the big KX some, but let it live under prolonged abuse.

As it stands now, the KX500 runs as well as it's going to without major head work. With the double head gasket setup, we were able to go back to stock jetting but still run the timing at the alternate setting.

HOW'S SHE RUN?

Right off the bottom end, the KX hits a bit soft, much like an old Suzuki RM465. The mid-range punch is impressive and you have to hang on when it does hit. The reduced compression (via the double head gasket) lets the KX rev out further than in stock trim. On level ground, the KX will run about one length behind a CR480 Honda through the gears. However, from corner to corner, the superior low-end punch of the Honda lets it leap out earlier.

The KX500 seems to rev quicker than all of the other 500cc bikes we've ridden. This can be helpful on short straights if the ground isn't too rough, but if it's choppy and rutted, the rider must take care to roll the throttle on. Too much too soon, and

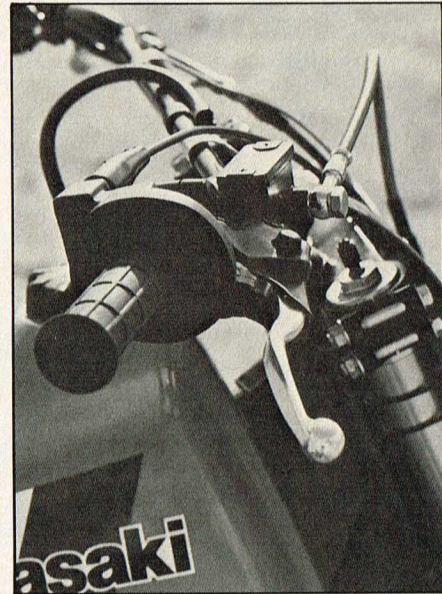
the violent burst at mid-range will have the machine doing a tango down the track.

We found that our best lap times were achieved by brutalizing the clutch and staying out of the lower part of the powerband. In other words, we rode the bike as if it were a muscular 250.

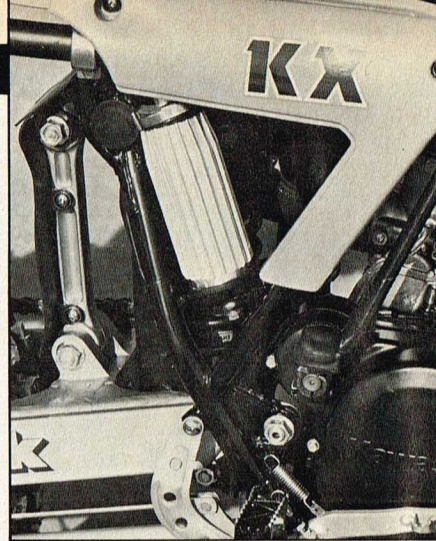
For trailriding or cross-country riding, there's enough power to chew up hills. And, as delivered, the top speed of the KX is more than most riders will ever use, unless they encounter a good, long fire road.

SUSPENSION

The 43mm Kayaba forks on our test KX were excellent. We never even bothered to mess around with air pressures or oil levels. They were just fine as delivered. If you feel the urge to tamper, there are heavier and lighter fork springs available. For the



Sanitary master cylinder on the bars has proven to be relatively trouble-free. The banjo fitting should be angled up from level to increase the braided line life.

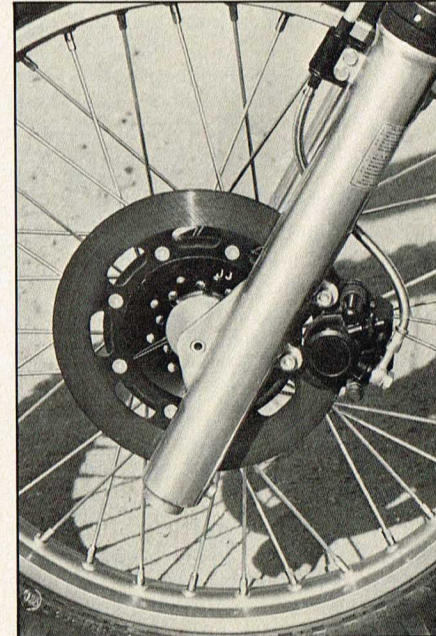


Reservoir for the Kayaba shock is right-side mounted and easy to reach for adjustments, but could use a stronger mounting setup. Single Uni-Trak link is aluminum and offers a true rising rate. Weight is reduced on all of the suspension components.

record, the standard oil level is 6.4 to 6.5 inches from the top with the forks compressed, springs removed. Ten-weight oil is fine. Some fast local Experts said that they raised the oil level to six inches, but stayed with the stock springs.

The Uni-Trak rear end takes some time to settle in properly. It's difficult to make sensible adjustments until the seals on the shock seat and the spring sag settle. The Uni-Trak rear end is very sensitive to minor changes in preload and rebound adjustment.

It's easy to get to the damper adjustment knob, which is located on the top of the shock. However, to adjust the preload is another matter entirely. To do it properly, you have to remove the entire shock from the frame—about a 20-minute chore. Savvy Kawasaki owners use a slightly modified



Super stopper! You can't want more brake than this.



Dirt Bike's own Wolfman Webb flashes for the camera. A moment later, he was on his head.

Suzuki Floater preload tool, or make a long drift with a notched end and hammer the ring with the shock in place. All things considered, though, there is no sanitary way to get the preload adjustment done. What Kawasaki needs to do is move the preload rings to the top of the shock body and move the rebound damper adjustment knob to the bottom. Perhaps next year?

Once we got our KX dialed in to handle the big bumps properly, two things became clear: 1. The KX rear end was no longer supple over the smallish bumps and transmitted a harsh feel, especially when braking over stutter bumps; and 2. The bike steered best with the preload set up fractionally higher than at the maximum comfort level. Much of this is due, no doubt, to the more than generous 29-degree rake of the front end. Without substantial preload at the rear, the KX does not like to turn.

SPEAKING OF TURNING...

The KX worked only one way in loose corners—lots of power. You literally had to give it a blast to snap the front end around. Hesitation gave inaccurate steering. On hard-packed turns, the rider got the best results by getting up on the tank and squaring it off, then getting on the gas hard with clutch-controlled slippage.

As for sliding, forget it. The KX just did not like to deal with sweepers in any sort of reasonable fashion. It was much happier making a series of sharp pivots out of any lengthy turn. It's fair to say that the Kawasaki KX500 is much happier in a vertical attitude than leaned over. This is pretty much normal for tallish bikes. And with a 39-inch saddle height, the KX500 is most assuredly not a mini.

BETWEEN THE CORNERS

On bumpy straights, the KX tracks amazingly true as long as the power is on.



Front numberplate is wire screen and will not accept regular numbers. It's supposed to let some cooling air down to the top of the engine. Cable routing for the brake line is excellent.

When the throttle is chopped, there is no headshake, as with so many of the other long-travel modern bikes. However, if a bad bump is hit with the power off, the chassis will let you know it by doing an unsettling little rear-end shudder-and-hop.

The layout that's peculiar to all KXs will make it easy for the rider to get back on the bike. That same "too close to the bars, pegs forward" layout will make it difficult for many riders to get forward, too. It all depends on how your particular anatomy gets along with the bike. Getting the right forward-and-aft movement will greatly reduce the rear-end uneasiness when braking from those high-speed straights. Some long-time KX riders told us that they let the momentum push their bodies forward when braking at the end of a straight to set up for a turn. You either learn to ride a KX loose, or have trouble adapting to it. It's a bike with a very strong personality.

KAWASAKI KX500A1

BITS AND PIECES

The KX500 does not have a safety saddle and absolutely does not need one. The transition from the seat to the tank is a smooth, natural one. Style does not always blend with function.

Brakes at both ends are powerful, with the front disc being just about above reproach. We did experience a lot of stalling with an overly sensitive rear brake. However, this is more than likely traceable directly to Kawasaki's use of a light engine flywheel, and is no fault of the braking system itself.

Both clutch and brake action at the bars are first-rate. Excellent guides keep the

brake line in order. Some leakage can be found on the braided steel brake line, up near the banjo fitting, after extended use. In order to reduce the possibility of a too sharp bend, the banjo fitting should be angled up above horizontal to lessen the angle under full fork compression.

The fancy wire-mesh numberplate will not accept normal stickum numbers. You will either have to bolt on plastic numbers—as we did—or change to a conventional plate.

A small thing: The grips drew rave reviews. They're very much like the excellent Honda grips, but smaller and even more comfortable.



To turn the KX500, a healthy dose of throttle was necessary, especially in loose, sandy corners.

Plan on having your tank stickers curl up like bacon on a grill and leave ugly swatches of gray adhesive that's next to impossible to remove.

Dunlop K490 tires are stock. Decent rubber.

A handsome gold-anodized aluminum swingarm is surrounded with lots of well-thought-out, lightweight pieces. A single strut replaces the double uprights of last year's rear suspension.

A well-mounted aluminum silencer has a unique feature: You repack it from the opposite end. This prevents the packing from blowing out, like a conventional capped end. Neat.

Top-quality plastic fenders and side trim add a lot to the looks of the handsome green and gold machine.

WAS IT WORTH A YEAR?

Ultimately, in spite of all of the top-quality suspension and chassis goodies, the KX500 is flawed by a confused engine. With the standard jetting and ignition, it'll run as fast and as strong as any Open class production bike around. But it won't survive. Stock, the engine is a fuse looking for a place to light.

With the alternative jetting and ignition, the KX runs so fuzzily that it's no fun to ride. With the two head gaskets and the stock settings it runs and lives, but the power delivery is not what it could and should be.

It's possible that someone might just come up with a proper head design that will cure the flaw in an otherwise impressive package, but until they do, the KX will remain a collection of tremendous parts all held back by a thoroughly unhappy powerplant. □



KAWASAKI KX500A1

ENGINE TYPE	Air-cooled, 2-stroke, single
BORE AND STROKE	86.0mm x 86.0mm (3.39 x 3.39 in.)
DISPLACEMENT	499cc
CARBURETION	Mikuni VM38SS
FACTORY RECOMMENDED JETTING:	
MAIN JET	152.5
NEEDLE JET	S-2
JET NEEDLE	6CG5-3
PILOT JET	70
SLIDE NUMBER	3.0
RECOMMENDED GASOLINE	Premium, 92-plus octane
FUEL TANK CAPACITY	9.0 L (2.4 gals.)
FUEL TANK MATERIAL	Plastic
LUBRICATION	Pre-mix at 20:1
RECOMMENDED OIL	Kawasaki 2-stroke oil
OIL CAPACITY, GEARBOX	0.8 L (0.9 qt.)
AIR FILTRATION	Oiled foam
CLUTCH TYPE	Wet, multi-plate
TRANSMISSION	5-speed
GEARBOX RATIOS:	
1	2.000 (32/16)
2	1.454 (32/22)
3	1.181 (26/22)
4	0.954 (21/22)
5	0.791 (19/24)
GEARING, FRONT/REAR	14/43
IGNITION	CDI pointless
PRIMARY KICK SYSTEM?	Yes
RECOMMENDED SPARK PLUG	NGK B9EGU —NGK BR9EG
SILENCER/SPARK ARRESTER/ QUALITY	Silencer only, fairly loud
EXHAUST SYSTEM	High-pipe, right side

FRAME, TYPE	Single downtube, split cradle
WHEELBASE	1480mm (58.27 in.)
GROUND CLEARANCE	340mm (13.39 in.)
SEAT HEIGHT	990mm (39.0 in.)
STEERING HEAD ANGLE (RAKE)	29°
TRAIL	122mm (4.8 in.)
WEIGHT, WITH NO GAS	230.9 lbs. (with side stand)
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	43mm Kayaba telescopic, air/oil, adj. comp. damping, 300mm (11.81 in.) travel
REAR	Uni-Trak, single Kayaba gas/oil shock, aluminum arm, adj. rebound damping, 305mm (12.01 in.) travel
INTENDED USE	Motocross
COUNTRY OF ORIGIN	Japan
RETAIL PRICE APPROX.	\$2399
DISTRIBUTOR:	
	Kawasaki Motor Corp., U.S.A. 2009 E. Edinger Ave. Santa Ana, CA 92705 714-835-7000
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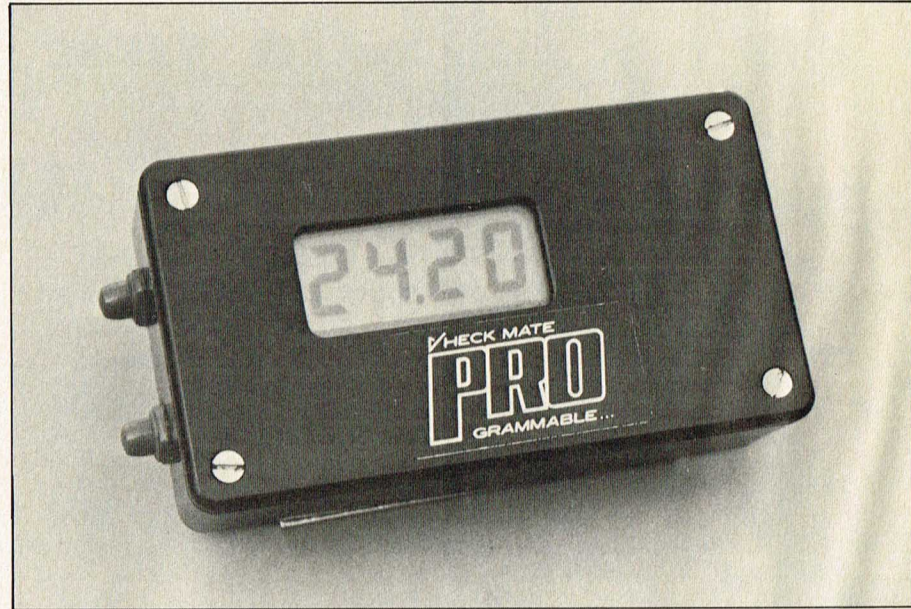
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"Let's see... hmmm... I'm only eight miles late."



The Performance Products' Programmable computer enables the enduro rider to concentrate more on riding and less on deciphering.

PERFORMANCE PRODUCTS' PROGRAMMABLE ENDURO COMPUTER

Simplified timekeeping

By the Staff of DIRT BIKE

For years, enduro riders have dreamed of a machine that would tell them exactly where they should be, all of the time. No roll chart or buttons to reset, just a figure to match to their odometers. Something to tell them whether they were on time or not. It would have to be a small, programmable computer. Something that would decipher all the speed averages, decode them and spit out the correct mileage.

Performance Products now offers a programmable computer for the enduro rider. You input all of the supplied route sheet information via two buttons. At the start of the enduro, hit the start button and take off. After that, just match the figure on the computer to your odometer. When they read the same, you're on time. If your odometer is behind the Programmable, it means you're late. Same thing goes if your odo number is higher than the computer—it's time to slow down.

For the top A and AA riders, the Programmable is an advantage in the tough, hard special tests. A quick glance at your instruments will tell you whether you're late. It reduces the time needed to look at roll charts and such.

Less experienced timekeepers will love the Programmable because it eliminates the unknown. There are just two items to

watch: the odo and the computer. No figuring or rolling, Just match one figure to another. You're either on time or late.

Programming the computer takes some getting used to. Practice is the key here. Once the route sheet is absorbed, there's a function that will let you see exactly what has been put into the computer. Speed averages from ten to 60 can be accepted. Too, there's a pause mode, which lets you insert breaks and time resets. It's somewhat complicated, but not insurmountable.

Drawbacks are few with the Programmable. For one, it draws a lot of juice. The battery should be replaced before every race. Another negative side effect is that the better riders can't see what's coming up during the run. This means rolling up the chart and checking out the up-and-coming speed averages or resets. Most of the AAs and As will want to run a clock and roll chart along with the computer.

Considering the work and complicated engineering that went into the Programmable, the price is not outrageous. It sells for \$185. We feel that both experienced and beginner timekeepers will benefit from the Programmable. It just makes stayin' on time that much easier.

Performance Products, Inc., P.O. Box 1294, LaCombe, Louisiana 70445; 504-882-3107. □

COPING WITH THE COMPUTER

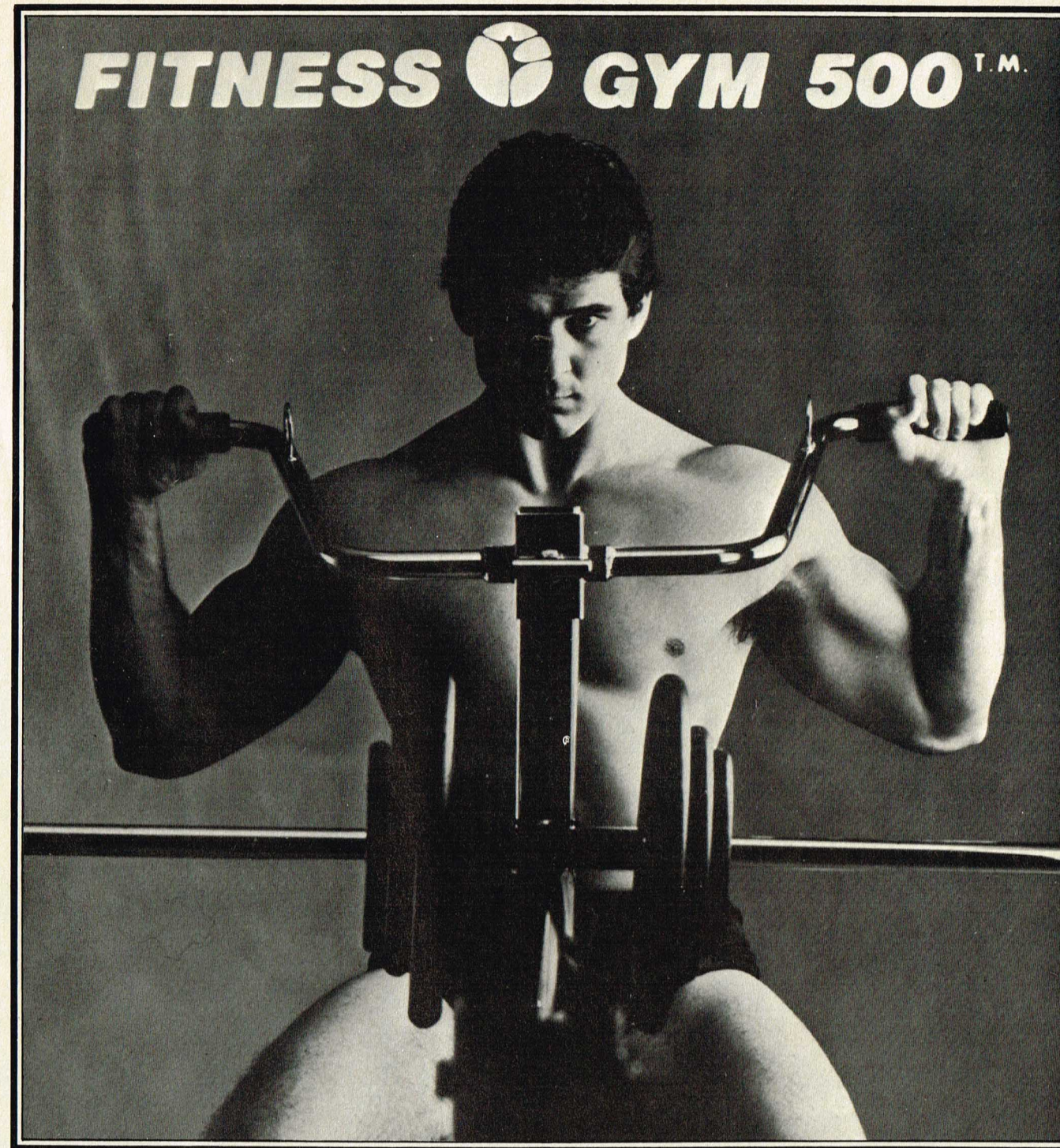
By Rick Sieman

• I used the Programmable in a 100-mile enduro. Trying to set up the thing was maddening at first, as the instructions leave gaps and assume that you understand certain things. I have difficulty understanding anything much more technical than a zipper.

However, Clipper explained the puzzling parts to me and all became very clear. For a marginal enduro timekeeper like myself, the Programmable was a revelation. Instead of having to look at the odometer, the clock and the roll chart in a full state of panic, I merely had to compare the digital readout on the Programmable with the odometer to see exactly how late I was. It was a revelation and I actually zeroed a few checks!

A few notes: The thing eats up energy like crazy. If you leave the battery in it, it'll die in a few days. There is no off/on external switch. There should be. All of the programming is controlled by two simple buttons. A basic stop-start button would make me more comfortable. I never really trusted the Pro until the third loop. To play it safe, I also used the old standby Countdown combo as a backup and found myself referring to it.

With time, most riders can learn to use and trust the Pro, but at first, it's intimidating. •



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9th ANNUAL
ENDURO du TOUQUET

THE WILDEST RACE IN THE WORLD!

300,000 spectators &
1,150 races hit the beach

Story & photos
by Jack Burnicle

Nine years ago a young Frenchman called Thierry Sabine saw a picture in an American magazine showing 300 riders on the start line of a Californian desert race.

A keen enduro rider himself, Sabine had spent many hours playing around on the sand dunes and wide beaches of his native Le Touquet, an exclusive Northern seaside town.

The photograph sparked off an idea in Sabine's mind. Why not run a similar off-road free-for-all right there at Le Touquet? In 1974, the first unlikely effort took place. Two hundred and fifty riders turned out

for an inaugural Sunday morning thrash. They were watched by 5000 spectators.

February of this year witnessed the ninth annual staging of this gladiatorial contest. Competing were 1150 riders. They were watched by 300,000 spectators! The extensive Thierry Sabine Organization also runs the controversial Paris-Dakar Rally. Things have come a long way in nine years....

PACKED HOUSE

The whole seaside town was swamped with visitors and motorcycles for the weekend. Scrutiny of the local sports hall on Saturday revealed an odd assortment of bikes (and riders) in various stages of

preparation (and decomposition!). They were consigned to a parc ferme in the forecourt of the Palais de L'Europe to gather frost overnight, while gangs of noisy leather-clad kids roamed the streets. With nowhere to actually bed down, there seemed little point in going to sleep.

Those in the Westminster Hotel, the race headquarters, were more fortunate, even if they were on the floor in sleeping bags.

Raceday dawned bright and crisp. At 10:30, the main body of eager participants was unleashed into the parc ferme to start their machines. The resultant clouds of carbon monoxide were enough to near poison



Hakan Carlqvist storms by riders on his factory Yamaha.



Bottlenecks formed in the deep sand during the early laps. After a goodly portion of the bikes seized, traffic thinned out considerably.





Finding the hot line through the bottlenecks was tricky. Van der Ven, the KTM star, simply bulldozed his way over, around and through whatever was in the way.

du TOUQUET

those in the middle. A protracted hour later, the huge column was escorted slowly through the streets of the packed town towards the beach, screaming the last half mile in a frenzied surge for starting places.

MASS STARTS AND MASS CONFUSION

Ten minutes before the appointed hour of midday, the massed ranks broke. The starting cannon barked belatedly 20 seconds later as the shrieking horde swarmed off into infinity, leaving behind the dead bike and furiously kicking pilot.

The 1982 race was won by KTM's 250 World motocross challenger and Dutch National Champion, Kees Van der Ven, on a tragic day which saw his teammate, Gerard Rond, severely injured and a woman spectator killed in a horrific high-speed collision on the beach.

This year, the course had been shortened from around 15 miles to 12, and a full-bore four-mile stretch of beach was interrupted by a series of awkward, narrow, manmade hummocks (which were missed out on the first lap). Many riders felt that some sections of the dunes were too cramped. Long lines and delays spoiled some of the steeper climbs.

Kees Van der Ven was back again seeking his second success, and KTM's massive effort included other motocross Grand Prix regulars. Belgium's Jack Van Velthoven,



Many riders floundered in the deep sand all the way to the end.

Stephan Desmare and triple French Champion Patrick Boniface were joined by the burly blond East Coast American, John Finkeldey.

The principal factory opposition was spearheaded by Yamaha and Honda. The former's fabled "Super Swede," Hakan Carlqvist, a seasoned contestant at Le Touquet, faced Honda's surprise package, Andre Malherbe—one motocross World Champion versus another! The supporting cast included Belgian Paris-Dakar headcase Jean-Paul Mingels and grizzled French veteran Serges Bacou on Yamahas, and

sand-loving Dutchmen Bennie Wilken and Martin Schalkwyck aboard Hondas.

But nothing could thwart KTM's huge invasion. Although "Carla" led the first lap, Van der Ven hit the front second time round with Malherbe in tow as the Swede got swamped in heavy congestion.

Outstanding local youngster Gilles Lalay, riding a 250 KTM, took over as Van der Ven snarled up in traffic on his third lap. By this time Wilken, Schalkwyck and Boniface had all succumbed to engine seizures, a common complaint as the bikes howled, whiplashing along the vast beach.



Former World Champ Andre Malherbe was cooking on his works Honda until mechanicals stopped him.



Race organizer Thierry Sabine (on the left), winner Kees Van der Ven (center), and American John Finkeldey (on the right). KTM dominated the action completely.

SWAPPED LEADS

For an hour and a half the spirited young Frenchman hung on, but Van der Ven, with Carlqvist in savage pursuit, eventually recaptured the lead. Twenty-one-year-old American Finkeldey had meanwhile forced his muscular way through to fourth place, past Malherbe, after being 15 minutes adrift of the leader on his second lap! The Belgian's thinly disguised 1982 Honda factory motocrosser then broke its gearbox on the penultimate lap and the race lay between Van der Ven and Carlqvist.

Heavy traffic once more snagged the big Swede's late charge, however, and in a dramatic finale, his Yamaha seized 500 metres from the finish. "It stopped right opposite the Novotel, where I was staying," grinned Carla later, "so I just walked straight in and took a shower!" Van der Ven had won the day, completing ten laps in three hours.

This surprise conclusion hoisted his teammates Lalay, Finkeldey and Gilles Francru up the leaderboard, despite the latter having been assaulted by British heavyweight Jack Mathews when he tried to jump one of the queues, claiming factory immunity to the delay!

Mathews himself had visited the hospital during the race after passenger Robin Walters had caught a finger in the rear sprocket. They duly returned to the fray an hour later to rejoin a sidecar class. This was won by fellow Britons George Greenland

and Nick Moores, who heaved and shoved their 1000 Wasp outfit round four punishing laps.

Carlqvist was classified fifth on nine laps, in front of steady 36-year-old teammate Bacou, with Malherbe credited 43rd, two laps down.

On the victory rostrum, Van der Ven looked as if he'd spent the afternoon watching telly. "The race is good, but the track is too narrow. Marshals would try and stop me and I had to attack them to get past! The straight lines are no problem, but the other bits are difficult. Five or six times I crashed where there was ice in the bottom of the corners.

"The only real race I had was four laps back with Carla. I passed him over the jumps, but you need a lot of luck to win a race like this!"

You need a lot of skill and courage, too. The pale, modest 24-year-old Dutchman will take a lot of stopping as he goes for the hat-trick, Carla or no Carla! □

RESULTATS ENDURO du TOUQUET

1. Van der Ven (Holland).....KTM
2. Lalay (France).....KTM
3. Finkeldey (USA).....KTM
4. Francru (France).....KTM
5. Carlqvist (Sweden).....Yam
6. Bacou (France).....Yam
7. Branle (France).....Yam
8. Van Velthoven (Belgium).....KTM
9. Hamard (France).....Hus
10. Hoestland (France).....KTM
11. Groux (France).....KTM
12. Mingels (Belgium).....Yam

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YAMAHA
YZ125K

HIGH TECHNOLOGY

Slimmed down, smoothed up & sleek

By the Staff of DIRT BIKE

The 125 motocrossers make up the most hotly contested class, not just on the track, but also on the drawing boards. In no other class will you find the same degree of technology used to extract the maximum from such small engines and spindly frames. Radical changes are the rule in this class, and we're used to seeing completely different bikes competing for the top spot each year.

"New Technology" should be the YZ125's middle name. This year marks the third year in a row that we have seen a new rear suspension system make its debut, along with a host of other changes, mostly in the interest of saving weight.

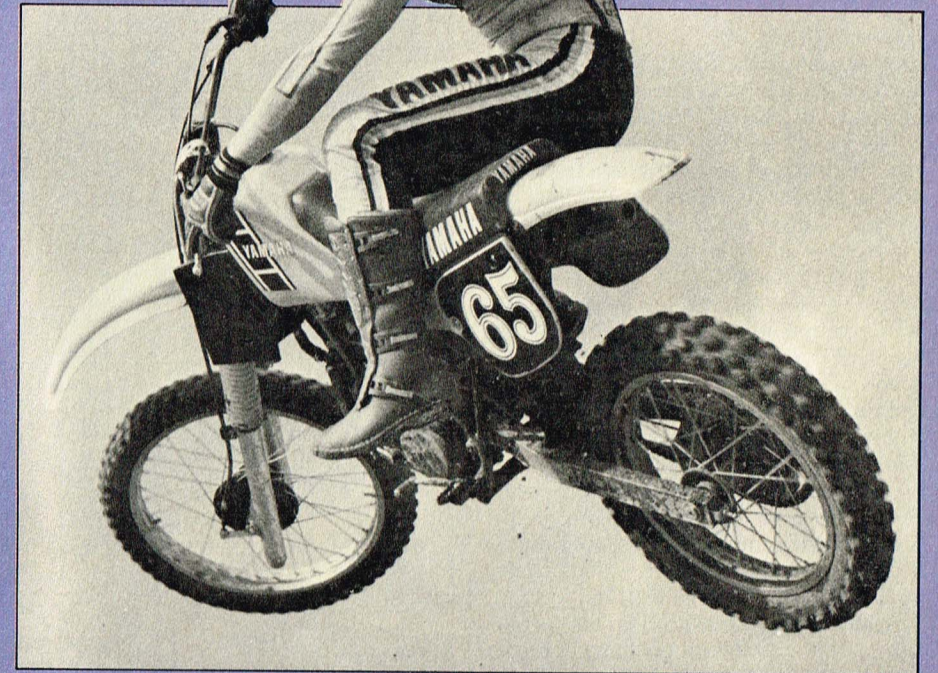
Why? Because Yamaha wants to be on top again, pure and simple. The YZ125 was the 125 shootout winner in 1980; it fell to second in 1981, behind the RM125; and last year it once again finished in the second-place slot, tied with the CR, both taking a back seat to the RM.

We'll tell you right now, Yamaha does not like to be second. The YZ125K is a confirmation of that sentiment. The big changes include a huge weight reduction, more engine mods and a brand-new chassis. How does it all add up? Read on and learn.

WHAT'S NEW?

First, and perhaps most important, the radiator has been moved from the steering head to down on the frame backbone, where it belongs. Surely we don't have to explain why this is one of the best things that could ever have happened to the YZ.

The rear suspension is completely new. The monoshock has a 26mm shorter stroke, a 4mm smaller rod diameter, and a 58mm shorter overall length—changes made to increase oil capacity and reduce overall weight. The 25-position rebound and 15-position compression damping adjustments are standard.



With a gallon of gas in the tank, the YZ tips the scales at just under 200 pounds, making radical skyshots a breeze.

"YPVS" is no longer engraved in the head of the new, smaller cylinder, although the Power Valve system is still in use. The pivot system, we are told, has been beefed up to resist the bending problem of last year's bike. The timing of the system has been changed, and the linkage cover is now plastic rather than aluminum. Numerous other minor details in the engine have been changed for lighter weight and greater reliability.

A new airbox has been installed, in order to fit around the rear suspension, and the filter is now common to the entire YZ line-up.

The frame and forks also reflect many changes. The forks now use a spring-loaded blow-off valve in the compression circuit, and high-tensile, thin-wall tubing has been used for a stronger, lighter frame. The steering head angle was increased from 27.5 degrees to 28 degrees ten minutes, in an effort to reduce headshake and allow the front end to work with the revised weight distribution.

And, speaking of weight, we're looking at a serious weight loss of over ten pounds. The indescribably accurate *DB* scales (precise to plus or minus .00173 swigs per blintzes on the ascending scale) reveal that the YZ weighs in at 193 pounds wet, with no fuel in the tank. For you trivia fans, that is exactly one half pound more than the Honda CR125, the lightest 125 motocrosser we've tested yet this year.

HORSEPOWER

The changes in the Power Valve system can be immediately felt in the powerband. The K model comes on stronger earlier than last year's J model. There still is not a whole lot of low-end power, but it is widely agreed that low-end power is more of a hindrance than a help to a 125 rider. Rather, the mid-range comes into play sooner, and the serious power starts to build at least a thousand rpm sooner than last year's engine.

The mid-range does not come on in a huge rush. On first impression, the YZ actually seemed to feel slow, but the first drag



Team O'Neal rider Jim Holley demonstrates the mid-range roosting out of a sandy turn.



Airborne antics are no problem on the lightweight YZ.

race told the tale. The YPVS holds the rush back just enough to keep the rear wheel hooking up, and once the top end comes into play, it's "see ya, Freddie" time. This engine literally screams. If the start of your local track uses all six gears plus a few deep breaths into the first turn, you will be hard pressed to miss the holeshoot on the YZ. It will snake a CR125 in the mid-range, while staying with the KX125.

If the tracks you ride are long and fast with a minimum of tight turns, you may like the YZ just as it comes delivered. But, if you need to use the lower gears to cut and thrust your way around a tight track, you will be much happier once you lower the gearing somewhat. We would suggest the use of a 50-tooth sprocket on the rear end, rather than the stock 48. This modification makes the YZ much more rideable in the tight stuff, while putting the top end on a dead heat with the KX125.

Aside from the final gearing, the overall gearing is fine for just about any situation. First gear is just low enough to make clutch slippage unnecessary, and the upper five gears follow without any annoying gaps or tall spots in the range. If you are coming from any other bike, the clutch may feel a little "lightswitchy," meaning there isn't a whole lot of progression in the lever throw, but the clutch itself is strong and very resistant to abuse.

KEEP YOUR VALVE HAPPY

By now, we all should know what the YPVS does for a living. A centrifugal advance mechanism pushes a series of levers that raise and lower the pivoting "top" of the exhaust port. In order for such a complicated piece of machinery to function reliably, it is going to need at least a little care and feeding. Keep the linkage cover plate on and the linkage clean and lubed with a light spray oil. Don't be afraid to change the transmission oil often. This little bit of care alone should help to keep the linkage mechanism in proper working order.

The actual valve itself is another story. It's hard to believe that something living in the exhaust port can survive under all the abuse it's going to receive. But it does. You

should help it along by keeping it as clean as possible. The best way to do this is to *not* use a castor-based oil in the gas. Castor oils are very gummy and sticky—although they do a really good job of lubing things—and the gumminess can slow down the action of the Power Valve, adversely affecting the power.

Plan to pull out the Power Valve after every few races, clean it up, and put it back in, per the instructions in the owner's manual. Doing so will ward off many problems. If you must use castor-based oils, plan on cleaning the valve after every race weekend.

SUSPENSION

The new Monocross suspension system is a real improvement over last year's design. It uses two separate links, one forged aluminum, one forged iron, to achieve its rising rate. All four pivot points have grease fittings installed for easy maintenance. The entire assembly weighs

two pounds less than the old design, and the center of gravity has been lowered dramatically.

So much for the tech description; how does it work? Well... it works fine, more or less. It is much better than last year's system, although in stock trim it is difficult to adjust for all types of track conditions. Fiddling with the preload, compression damping and rebound damping, you can set up the YZ to soak up the small ripple bumps or absorb the giant crushers. But, it is hard to dial it in for both at the same time.

Our problems with this may be traced to the fact that all our testers are in the above-160-pound weight class, and for us, the stock spring is just a tad too soft—meaning that we have to increase the spring preload to preserve the handling, which throws off the spring rate for the rest of the stroke. To heavyweight riders, we would suggest setting up the bike with the



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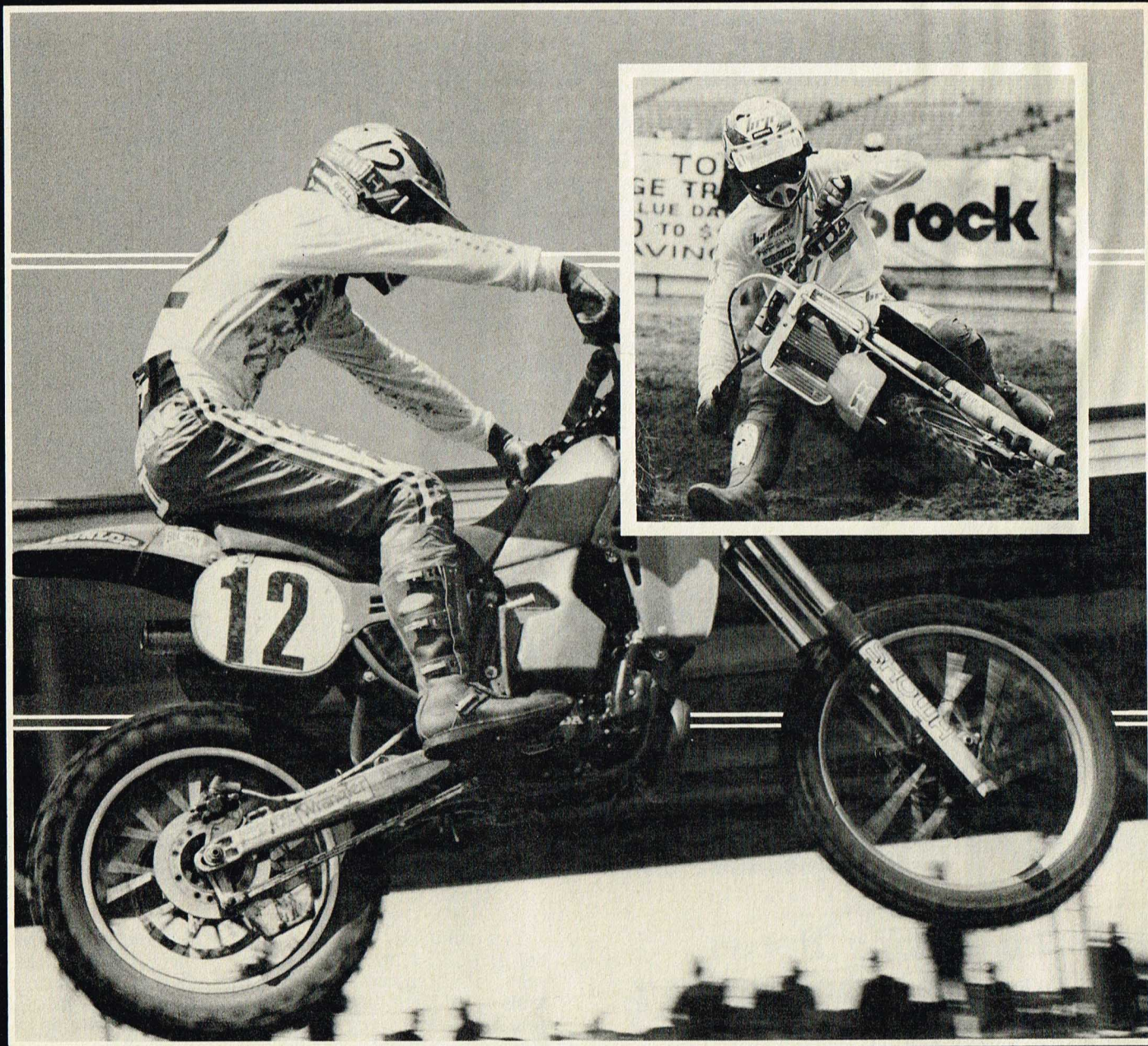


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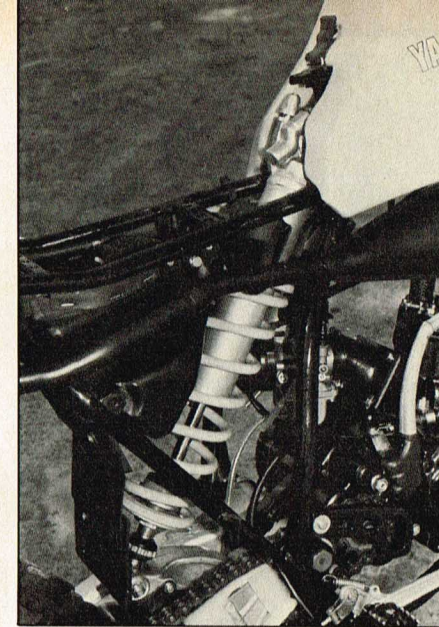
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YAMAHA YZ125K

stiffer accessory spring available from Yamaha. This would give you a lower initial preload setting for the small stuff and the full rate of the spring for the giant whoops.

Once dialed in, the rear-end action is very good. The YZ does not have a *plush* rear end, like the CR125. It is comfortable, but not cushy. The overall feeling is taut, very businesslike. We were happiest with the compression damping set at five clicks out, and the rebound damping at 12—two clicks higher than stock.

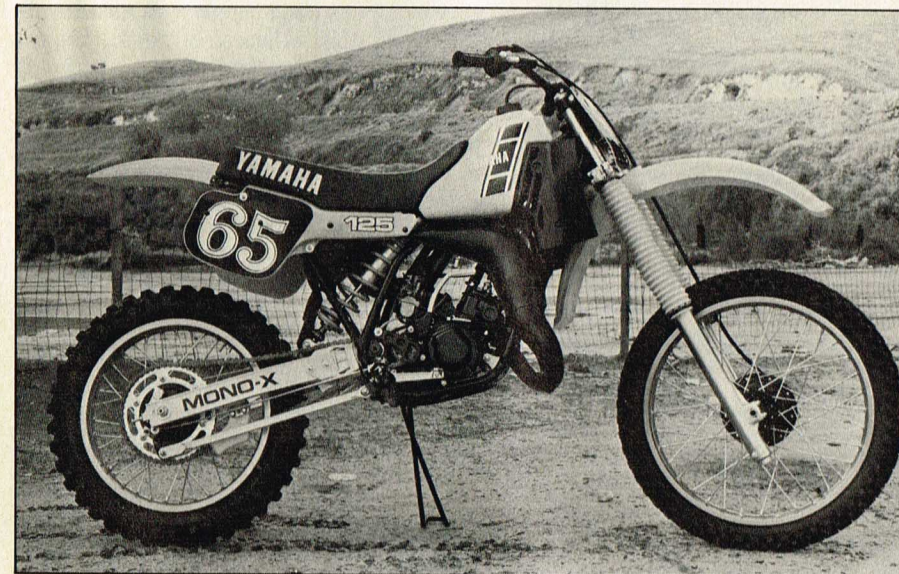
The forks provide a contrast to the rear end, in that they are the picture of simplicity. There are no damping adjustments available, as with the rest of the bikes in this class, and frankly, we never missed them. Yamaha forks are the standard by which all other forks have been judged in the past, and these latest forks are no exception to the reputation. They soak up any



The new monoshock sits lower than it ever has before, keeping the C.G. down. Compression knob is at top, rebound at bottom.



The YZ125K engine is still chockablock with plumbing and doodads, but every spare ounce of metal has been shaved away. Result? A weight of 193 pounds with an empty tank.



YAMAHA YZ125K

ENGINE TYPE... Reed valve, liquid-cooled, 2-stroke
BORE AND STROKE... 56mm x 50mm
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 (0.89 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-GU
SILENCER/SPARK ARRESTER... Yes/no

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. rebound and comp. damping, 310mm (12.2 in.)

INTENDED USE... Motocross
COUNTRY OF ORIGIN... Japan
RETAIL PRICE, APPROX... \$1769

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type of terrain with no ill feedback whatsoever, and during the test they received no complaints, only praise.

HANDLING

Lowering the shock and radiators and going on a diet were the best things that could have happened to the YZ. The K model is much more predictable in the turns, and far easier to handle over rough ground. The YZ loves to be thrown into turns with wild abandon, although it prefers a berm, if there's one available. On a flat, bermless corner, it has a slight tendency to wander around, demanding more attention from the rider, but this trait can easily be blamed on the stock tires. The Bridgestone M33/M32 combination works okay, but overall they leave a little to be desired. A good set of tires—Dunlops, or, of course, Metzlers—will allow the Yamaha to handle as well as any bike made.

Stopping is just as important as starting, and the YZ's brakes are up to the job. No complaints about the rear, and if there weren't better units available, we would also be raving about the front. The better units we're talking about are, of course, the latest crop of disc brakes turning up in this class. If you had a race between a YZ and KX to see which could dive into a turn harder, we would bet the KX would win. The YZ brake is good, but a disc brake is better.

For anyone who would like to use the double-leading shoe setup found on the 250 and 490, we offer this little gem of wisdom: All of the YZ front hubs are the same, which means that the double-leading shoe backing plate will fit right in the 125 hub.

BITS AND PIECES

One feature of the YZ that we must rave about are the excellent manuals that come with the bike. The *Owner's Manual* and the *Race Preparation and Tuning* manual contain just about everything you could ever want to know about working on the YZ,

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YAMAHA YZ125K

along with many hot tips on setting up the bike. For the serious racer, these books are worth their weight in gold, much like the magazine you now hold in your hands.

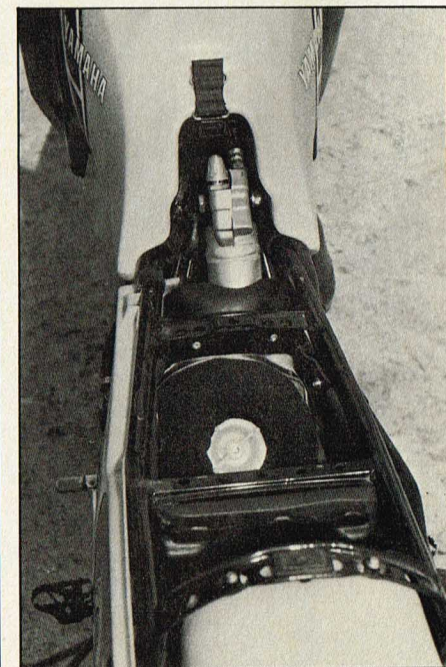
The handlebars, however, are not so hot. All of our testers complained that they were too high, promoting the "sit up and beg" seating position. Go with a set of bars with a lower rise and the bike will be much more comfortable. Leave the stock grips on the old bars, and you will find nirvana.

Unlike most of the other single-shock bikes, it is extremely easy to get to the preload adjustment on the YZ. You needn't remove side panels or pound on rings with a hammer and drive pin. Just put the wrenches on it and adjust. Four stars.

Talk about weight savings. By redesigning the rear hub and using a new-style rim, Yamaha managed to save 3.7 pounds on the rear wheel alone. That's all unsprung weight, boy! The problem is, the new rims use a tubular rim edge that cuts the poundage, yet makes them very fragile. If you don't bend a rim the first time you hit a rock, consider yourself very lucky. Light weight does have its disadvantages.

Getting at the air filter is a snap this year. Pull off the seat and it's right there. Handy. Just like the front hubs, all the seats are the same throughout the YZ line.

Hot tip department: If you want to get out in front and stay there on a YZ, replace the 34mm carb with a 36mm Mikuni, change the rear sprocket to a 50-tooth, cut 5mm out of the headpipe and then weld the pipe back together. Instant rocketship, no lie. This is straight out of the Yamaha *Wrench Report*. Your dealer should have all the info if you want to hop up your "K."



Access to the airbox is gained by removing the seat. Plenty of room around the filter makes it easy to get in and out.



If the YZ ever tried to get out of shape, Jim found it a simple job to just muscle it back in line.

FINISH LINE

Which brings up one last point in the Yamaha's favor: They have a lot of support. Yamaha USA puts out the *Wrench Report* as often as needed to tell you the latest hot setup for your bike, and for some reason, all types of hop-up materials are available from aftermarket suppliers. When you buy a Yamaha, you seem to buy your way into a huge, supportive family, which is a pretty good deal by anybody's standards. You never know when you might want to add a little boost to your bike, and with the YZ, you'll have no problem finding the parts.

But, you may never have such a desire. In stock trim, the YZ125 is a darn good machine—the rear shock may have a quirk or two, but the bike is capable of winning, and that's what this whole game's about. We won't be naming the top dog in the 125 class until we get to the annual 125 shootout in the August issue, but we'll tell you this much—the YZ will be right up with the heavy fighting. There's no doubt about it. □



Yamaha forks are still the standard of the industry. YZ front brake is good, but disc brakes are better.

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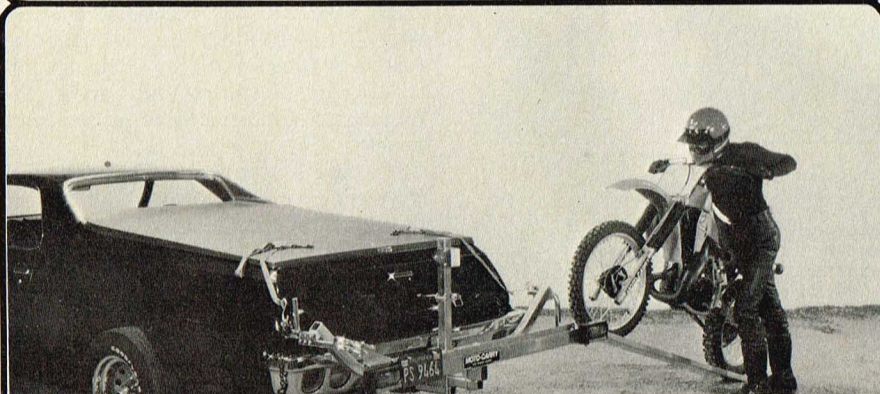
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PRODUCT EVALUATION

KAL-GARD DRI KOTE ASSEMBLY LUBE

A dry lubricant that solves a gritty problem

By the Staff of DIRT BIKE

No matter how well protected the friction points may be, all moving parts of a dirt bike are sensitive to grit. You've had problems before, no doubt. You didn't check the brake pedal pivot for a whole month one time, and after too much sand got in there, it stopped moving. Brake cams, axles, swingarm bolts—they'll all do the same thing: seize up if neglected. You *have* to lube them, otherwise they don't work at all. Problem is, once you smear grease all over and through them you can bet your butt they'll be full of dirt after the first time you ride the bike. Too bad you can't put them together dry, right? At least then all the grit would stay out of the pieces.

Well, there's good news. You *can* put them together dry, and still have excellent lubrication. Any part lubricated with Kal-Gard Dri Kote Assembly Lube will perform at least as well as a typical wet-lubricated part, with the added benefit of not leaving a sticky surface to attract dirt.

Assembly Lube is applied just like paint. You clean the parts you want to treat in solvent, shine them up with a piece of emery cloth, and then lay them out on a piece of newspaper and spray until you have an even gray coating on all bearing surfaces. The lube dries in a matter of seconds, and then all you have to do is reassemble and go riding. The main ingredient of Assembly Lube is molybdenum disulfide, a very slippery lubricating compound that is attracted to metal and heat. This attraction explains why the coating will withstand 350,000 inch pounds of pressure without breaking up and going away. This is one serious lubricant!

Direct uses include axles, bolts, brake pivots, lever assemblies, throttle controls, and as a pre-lube on piston skirts, cams and valve stems. Once applied, it is nearly impossible to remove completely, so mask areas you don't intend to lube, and resist the urge to play around with it. If you were to spray your buddy's brake drum—just as a joke—he would never be able to clean it out. Fair warning.



Assembly Lube is available anywhere Kal-Gard products are sold. A 12-ounce can goes for \$4.55 and should last for a long time—you only need to use a little.

One more thing. One old-time desert racer we know uses the dry Assembly Lube on the chain of his PE175. He cleaned a new chain in solvent, soaked it with the lube and runs it completely dry, claiming he can get years of life out of one chain. We didn't believe it, but we've seen it with our own eyes. If you can stand the noise of a dry chain, you may want to give it a try.

For all the other lube-needing parts of a bike, noise shouldn't be a problem. Get a can and give it a try. It's good stuff. □

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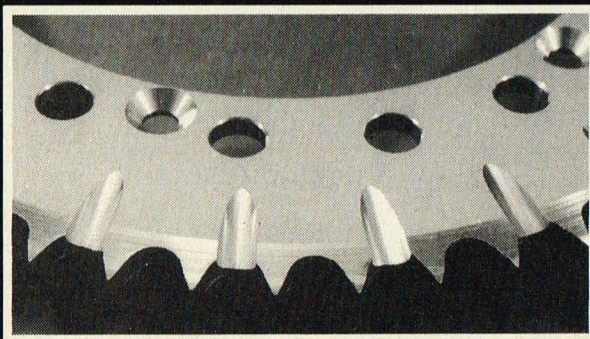
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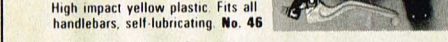
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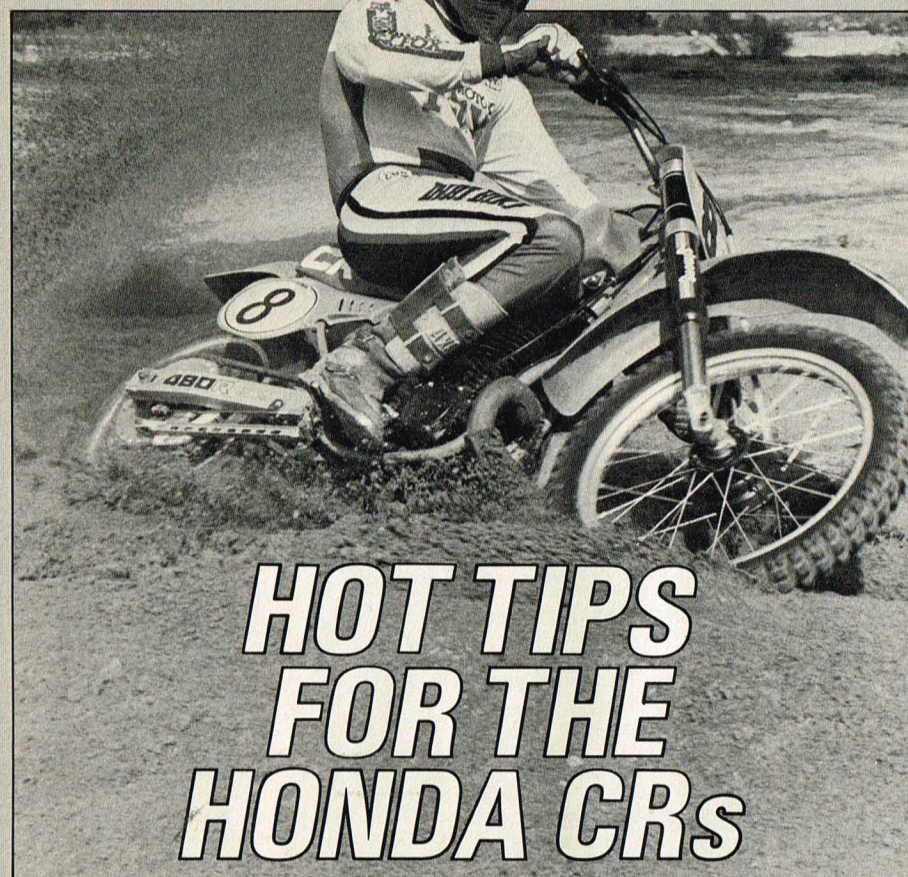
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HOT TIPS FOR THE HONDA CRs

Suspension & maintenance guide for the Red Brigade

By Tom Webb

As a group, the CR125, 250 and 480 offer the racer a balanced, nearly complete package. No other manufacturer this year has such a competent lineup. Some have good 125s, others strong 250s. Honda shines in all classes. Why? All of the CRs are sophisticated, light, nimble, fast, can turn, and don't require a major to be competitive. In fact, all of them *can* and *are* raced in stock form, and *can* and *will* win with just normal pre-race wrenching.

But, like all bikes, they have bugs and glitches. Accessory firms are working overtime firing out trick "must-have" bolt-ons for the Hondas. We've lived, raced and worked on them for the last half year. In this time we've discovered some tricks that make the CRs *much* better, some just a little better, and others that let them live.

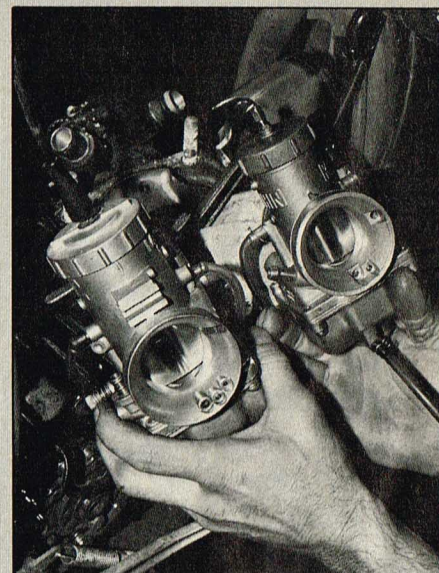
Possibly the biggest deficiency in the CR package is the suspension. It's not that it's bad, it just could be better. In the MX world, all three of the bikes are equipped with what are known as 15-minute shocks. After 15 minutes they fade as fast as disco music. Not a pretty picture. The forks spill into the same vat. Not bad, but they could be more refined.

Secondly, none of the motors can be considered beaters. This means animal abuse, or the ride, ride, ride-without-so-much-as-waving-a-ratchet-by-them syndrome. This won't work. Poof! They explode. Periodic maintenance is a must. Also, there are some performance gains to be had. We didn't opt for major porting work. All of them are fast stock, but a little extra never hurts.

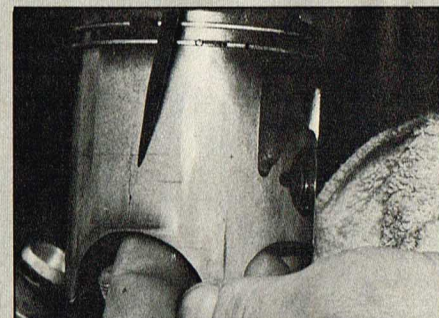
SUSPENSION

As we said before, a rider's initial reaction to the CR is pure joy. Finding fault is a tough job. Once some time is spent trying to maximize the suspension feel, you quickly find the limits of the stock boingers. All of the CRs need fiddling, dialing and oil levels measured before they work decently. But, even after this is done, there's a void, a feeling that lingers after you've just ridden through a tough, gnarly set of whoops or stutter bumps. The bikes need something...

Steve Simons has been making forks and fork kits for years. As of late, he's been working closely with Honda on developing its suspension. In the process, certain things have become clear. The rear leverage ratio just doesn't cut the mustard, it simply



We experimented with a big-bore 40mm Mikuni on the 250. It requires some machining on the carb, but the power gain is incredible.



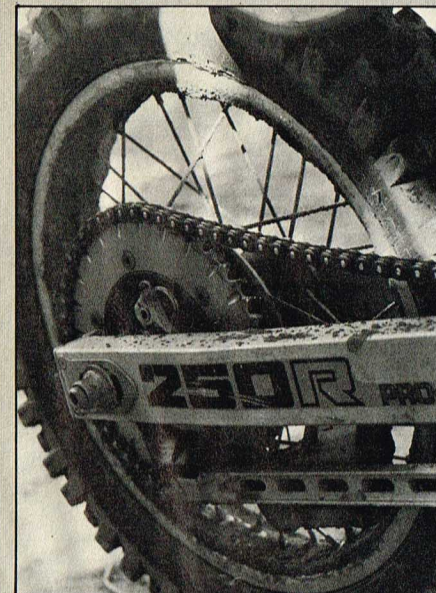
Check the piston on the 250 every six motos for possible cracks. As you can see here, they do break.

spreads it thin. A change that allows the rear to become more progressive (stiffer) in the last part of the stroke is a step in the right direction.

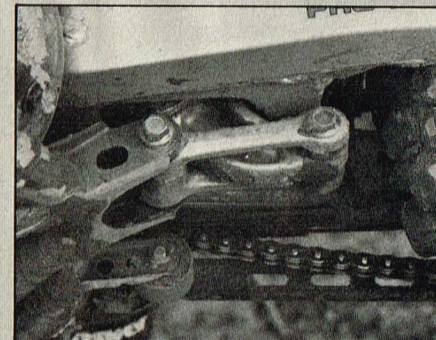
Simons sells a bolt-on link that is now being used by every Pro support rider for Team Honda, and will become stock on the '84 production bikes. It firms up the final few inches of rear travel, making for a ride that is at least 20 percent better than stock. This is with no other changes, just the link. The links are available for all the '83 CRs. They sell for \$99.00.

Next in line is the shock itself. The stock units fail, heat up and are ordinary at best. Some of the 250 lines blow off. White Brothers sells a braided replacement line. Still, the better riders and the bucks-up will demand a new shock. We tested both a White Power and an Ohlins shock, with and without the new link. Both offered a much improved ride over the stock Showa unit.

Naturally, we tested both units with the stock link first. Neither shock faded inasmuch as we could tell. Usually our arms turned into extended noodles before heat took its toll on the shock. Then both were run with the Simons link. Again, there was



All of the stock CR sprockets wear out quickly. We opted for a Sidewinder unit that's a little heavier, but lasts far longer.

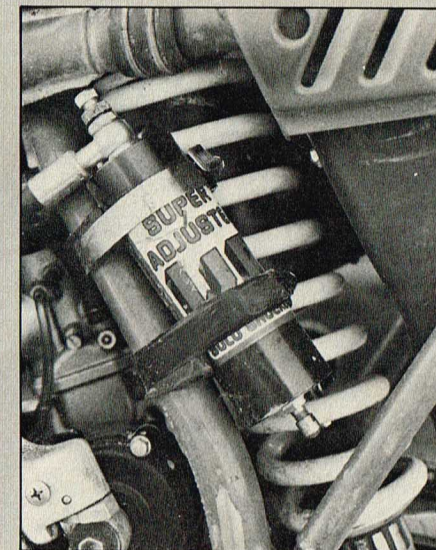


Here you can see the difference between the stock lower link and the Simons link. The Simons link really improved the rear-end action by slightly altering the leverage ratio.

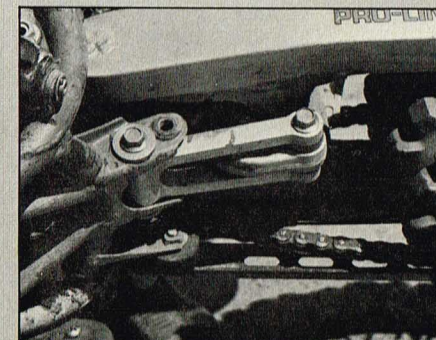
a major improvement felt. The bottom line is this: Overall, the Ohlins felt more supple in both its ability to take the hard hits and the small stutter bumps. The White Power is close, but not quite as supple. Both shocks are expensive; the Ohlins sells for \$368.00 and the White Power goes for \$430.00. The companies that handle them will set them up for your weight and riding ability. White Brothers offers a two-month setup warranty, meaning they'll change it as often as need be until you're satisfied with the White Power shock. Simons handles the Ohlins shock.

With the forks, money is the only thing that will guarantee a better ride. The stockers all suffer from harshness on the big hits, while the mid-range thumps are absorbed fair to middling. No matter how much we fiddled with oil levels and weights, their action never got better than average. Again, Simons offers a fork kit for all three CRs. With it installed, the forks work on the same level as YZ units. Plush and supple, they have the power to take the punishing hits as well. The kit consists of new rods and springs. It sells for \$69.95 and doesn't require much to install.

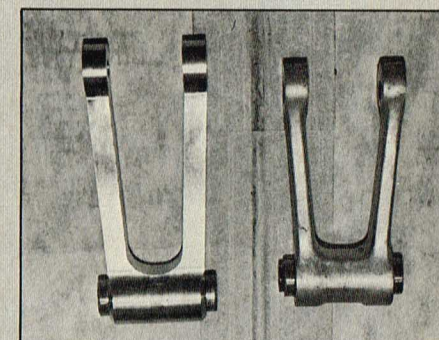
A final approach only applies to the very



The White Power shock improved the action of the Pro-Link considerably. It doesn't fade like the stocker and offers both adjustable compression and rebound damping.



If you've got the bucks, the Simons UDX Upside-down forks are the best going. We couldn't find a fault in their action; they are the best forks money can buy.



serious racer or the elite packing-major-dinero-in-Mr.-Wallet group. They are the Simons Upside-down UDX forks. We've talked about them before, but dollar for dollar, these are the best forks money can buy. An expert who can't get his paws on hand-me-down factory Showa units should certainly consider the UDX forks.

In 1982 Brad Lackey wasn't forced to use them, he chose them. They offer a ride that no other production fork can match. They are virtually flex-free with their giant triple clamps, 60mm upper tubes and 50mm lower tubes. Inside, they are super complicated, but offer a six-way damping system that is completely adjustable. And, although they appear heavy, they are actually a full four pounds lighter than stock 43mm Showas. For \$679.00, they should be the best. If you've got the money and demand the absolute in performance, they're a deal.

MOTOR MUSTS!

All three motors must be torn down at regular intervals if you want them to live. It's even more important on the 125 and 250. In the Competition Maintenance Schedule on all the bikes, they say to replace the piston and rings after three races

or 200 miles. Our 480 proved that this setup isn't mandatory, as we got nearly 800 miles out of a top end. Still, that's pushing it. Plan on every six races on the 480 piston to play it safe.

With both the 125 and 250, it is critical to tear the top end down after six hard motos or so. Most of the 250s are breaking pistons. It usually starts with a small crack up the intake side of the skirt. If it goes undetected, your top end turns into a time bomb just waiting to go off. The 125s, as far as we know, aren't breaking pistons, but we haven't had as much time on them as on the 250. Take the time to tear them down and check for possible fault lines. It's worth it.

TRIVIA CLAUSE: WHAT TO LOOK FORWARD TO

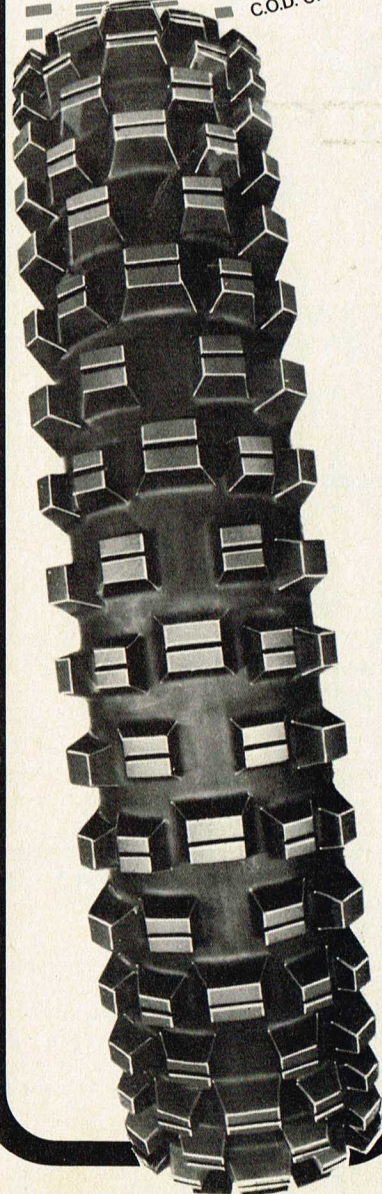
Honda went with super-light running gear in an effort to keep the weight down. The stock sprockets are super feathery. They're also made of an aluminum just a tad stronger than butter. Ours wore out very quickly. Sidewinder sprockets are a little heavier, but last three times as long. That's what we chose.

After you've washed your bike, pop off the fork boots at the bottom and clean the

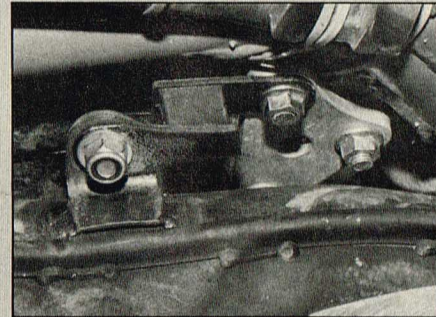
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We liked the Ohlins shock the best. It was a tad more supple than the White Power shock. A heat shield is a must on the 480 pipe. We made this one out of thin aluminum.



The 480 pipe vibrates badly. We welded a tab in the middle of the pipe and bolted on a rubber pipe mount to the motor head stay.

sewage off the seals. All of the stockers are experiencing very short seal life. This helps a lot.

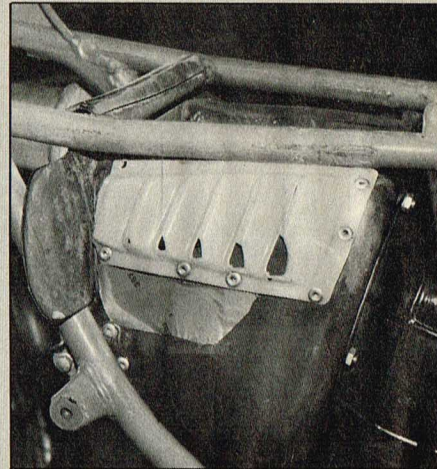
As the linkage on the CRs aren't fitted with zerk fittings, the only way to grease the links is to take them apart. Do so after every three rides. If you don't they wear out and become gouged. This affects how well your rear suspension works and also saves you some big bucks. Replacing the links and associated hardware is expensive.

On the 480, the pipe is fastened in just two places; at the belly of the pipe, and where it slips into the silencer. It rattles mercilessly, drives you nuts and is just stupid. We put another rubber mount on the center of the pipe. A simple tab welded to the pipe that connects to the top motor mount cured the buzzing.

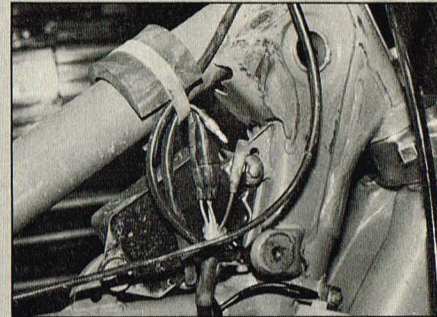
Another hot spot on the 480 is on the pipe itself. It burns the rider's leg right where the numberplate ends. All savvy riders either weld on a heat shield or fabricate one out of aluminum.

MORE JUICE

Because none of the bikes are slow, we didn't take a lot of time to try to suck more horsepower out of them. In fact, we feel that power is a strong point with the CRs. By putting a larger carburetor on the 125 and 250, very little low-end performance



Letting a little more air into the 480 helps performance. After we cut in the slot, a Pro Circuit air vent was installed. This directs the air but keeps out excess muck.



Many dealers are telling 480 owners to unplug the blue wire on the CDI box. This eliminates the rev limiter. Unplugged, the 480 revs to infinity.

was lost and a goodly amount was gained everywhere else. Most of the local 125 hot-shoes are opting for a 36mm Keihin right off the 250. Very little in the way of jetting changes is needed and the mid-range snap and peak-rev punch are enhanced.

With the 250, we experimented with a large-bore 40mm Mikuni. Some machining is needed on the carb to make it fit the manifolds. After that, a serious gain can be expected. Also, the throttle was tossed in favor of a Gunnar Gasser. This too was mandatory. Even with these hassles, overall performance was staggering. In fact, the stock gearing proved far too low, and a drop from the stock 54-tooth rear sprocket to a 50 was needed. We couldn't find an Expert who complained about a lack of zap once the 40mm Mikuni was installed. We know of only one company working on a 40mm Mikuni kit, and that's RJR. Give them a call and see if the effort has panned out.

Riders complaining about a lack of power in the 480 were written off as bird cage candidates. Even so, there are a couple of mods that help with the big-bore.

First, many of the Honda dealers are suggesting that you unplug the blue wire on the upper CDI box. This effectively does

(continued on page 68)



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GRAY SKIES, MUD PIES & 100 MILES OF BAD ROAD

2000 riders at the Riverside Classic

By Rick Sieman

For nearly a solid week, the rains fell on most of the West Coast. Dull, leaden skies greeted everyone, every day. Most everybody just sort of sighed and put up with the miserable weather.

The Viewfinders Motorcycle Club, on the other hand, was in an advanced state of panic. Their annual Grand Prix was due to happen in a matter of days and poor Riverside Raceway was literally under water. A few days before the event, the rains stopped. But the skies stayed threatening and gray.

Frantic work by the club, well into the nights, shaped and rerouted the quagmire

into a reasonable track. Still, mud and water was everywhere and the ground was soft. Club members had visions of a Western version of Blackwater and started impounding bikes Friday night for the first day of racing on Saturday.

The riders, glad to see a break in the weather, showed up in the usual large numbers and, as they say, a good time was had by all. Except those who spent most of their time stuck in the various mud holes.

A special Patrizier Beer Pro race drew out most of the big names who were not on the Supercross circuit. When the smoke

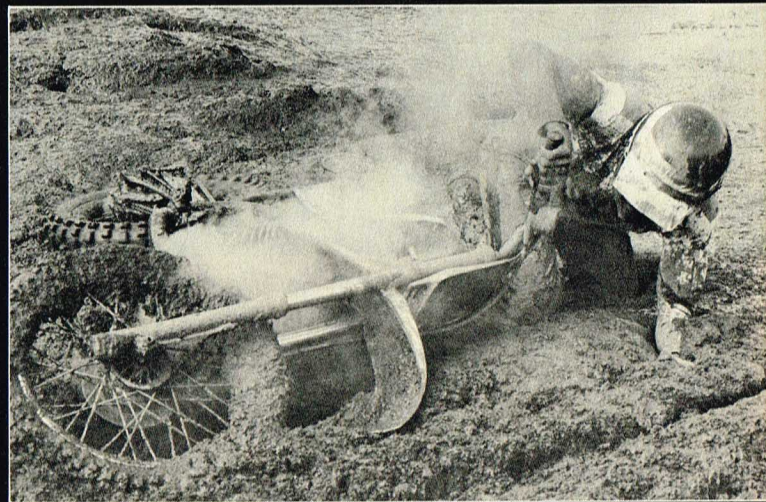
cleared and what little dust there was settled, Bruce Ogilvie got the overall on a Honda four-stroke.

Dirt Bike's own Jim Holley had the lead, but lost his saddle and had to ride the last 40 miles of the 100-mile event on the frame rails or standing.

But the real stars, as usual, were the Sportsmen riders, who had a chance to ride the best-run Grand Prix on the West Coast, if not the country. Two magnificent days of racing went off without rain; then, as everyone loaded up to go home from the last race on Sunday, the skies opened up once again. Good timing, Viewfinders. □



The GP was started on the roadrace track at Riverside Raceway. It utilized about two miles of pavement and eight miles of slime.



What a way to negotiate the first lap! Only nine more to go... with muddy gloves.



Looking more like an Eastern hare scrambles than a Western GP, the 100-miler proved to be a challenge to finish.



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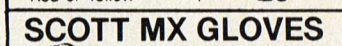
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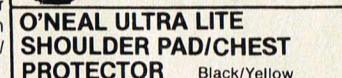
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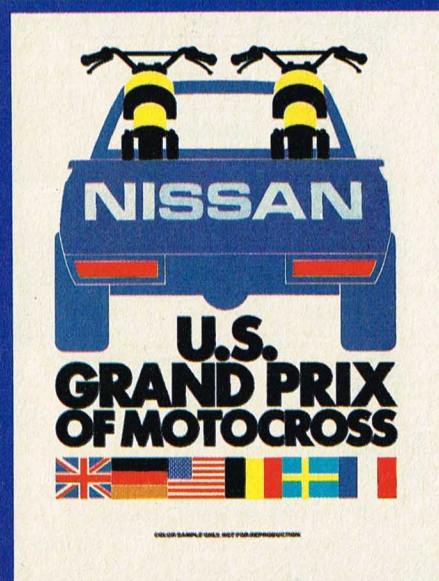
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SUZUKI RM250D MOTOCROSSER

PARADISE LOST...

... and found

By the Editors of DIRT BIKE



Looking very much like the old bike, the 1983 model is, in reality, radically changed. Jon Miller (left), front end lifted and sliding on the rear wheel. . . under control! Mike Webb (right) rips off a sandy SoCal berm.

What we have here is the stuff great mysteries are made of. Here's the plot. In 1982, the RM250 Suzuki was the fastest motocrosser you could buy. Yet, strangely, by 1983 it was the slowest 250 racer money could be wasted on.

The clues were there, of course. Advertisements stating that the new bike was "mellower and easier to ride" raised more than one eyebrow. Then there was the attempted cover-up. The suspects stated, "Well, it'll turn better lap times, even though it feels slower." Sure, and where were you on the night of the day in question?

At first, we thought the engineers did it. When the sales department started acting shifty, we put them under the lights. Well, yes, the 1982 bike was good, but the magazines said the power was too much for

the average rider, they admitted. When pressed further, they broke completely and the mystery was solved.

They tried to turn the ferocious RM250 into Everyman's Bike, something on which the Average Slug would feel comfortable. And in the process, they killed the very thing that made it a winner: pure, explosive, raw power.

Case solved. Another one for the files. Or is it?

We still have the question of *where* the power went. And can we get it back? Deep, very philosophical questions, and ones which the *DB* staff went searching for.

And guess what? We not only found the missing horsepower, we'll tell you how to put it back. For small bucks, too. Plus, surprise of surprises, your 1983 El Sluggo will even end up *faster* than your rocketship '82.

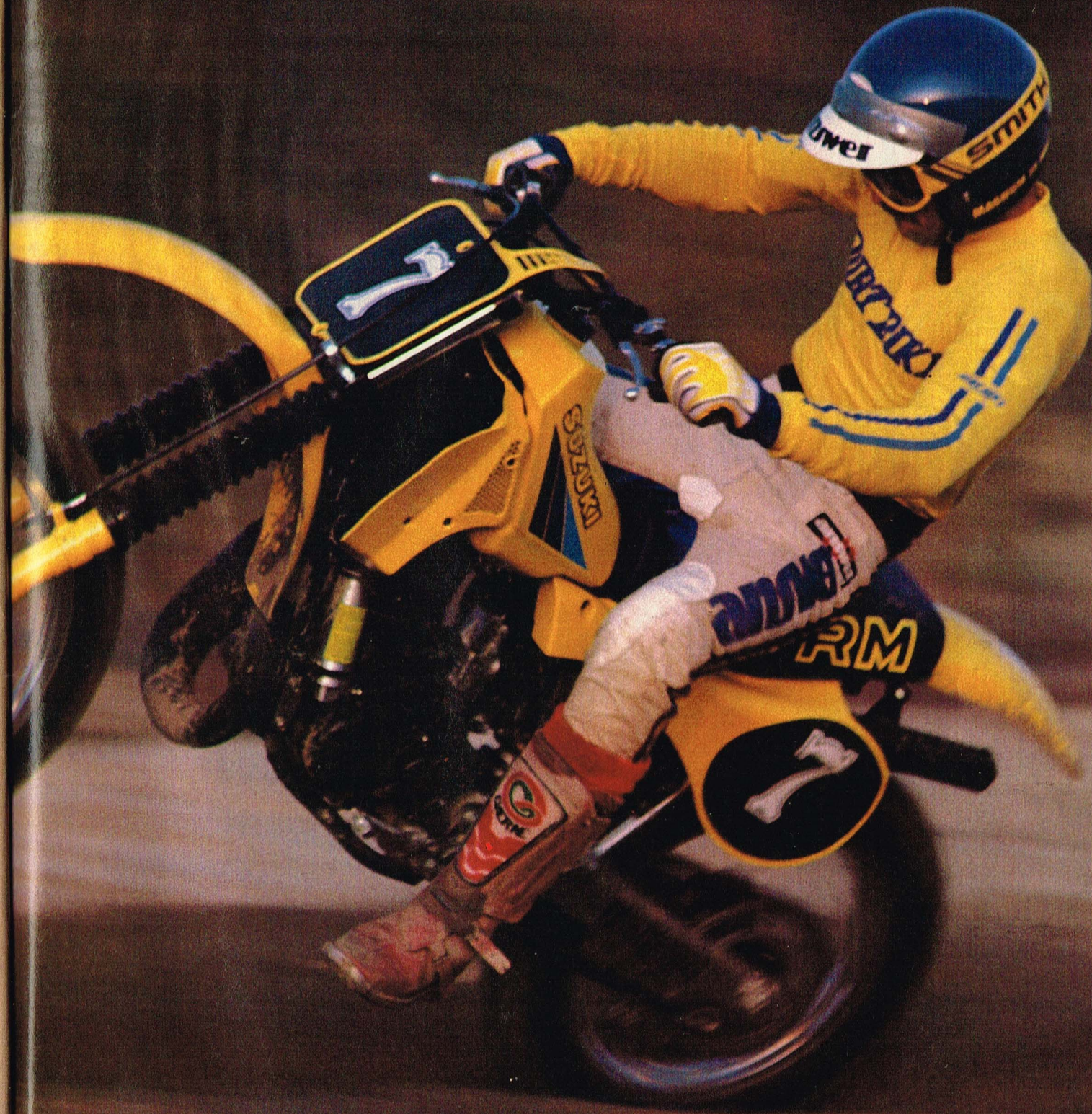
First off, ignoring all the other 1983 changes, let's concentrate on where those ponies went by analyzing the differences between the 1982 and the 1983 engines. Ready?

RAIDERS OF THE LOST SPARK

Whip the mag cover off an '82 RM and another off an '83 model. You'll note that both have the same innards. However, the 1983 RM has the ignition timing set at 14 degrees Before Top Dead Center (at 8500 rpm), while the faster 1982 bike has its ignition set at 16 degrees BTDC (same rpm).

Delving deeper, we find that the head on the '83 machine is a weird squish band, two-level thing. The head on the '82 is a normal domed shape.

Thinking there had to be more, we took the top end off an '82 bike and one from an '83. After spending about a half hour





THE NEW, PLUSH, WELL-LIT & HI-TECH OFFICES OF DIRT BIKE HAVEN'T CHANGED US ONE BIT...

Some people were worried that when we moved our offices from beautiful downtown Encino to the lush, semi-tropical paradise of Mission Hills, we would become too laid-back and rest on our laurels. There was even concern that our new IBMX computer would make us desk jockeys. Berm dirt!!

The official, tastefully attired *DIRT BIKE* staff is still out riding, thrashing, racing and crashing dirt bikes more than ever. Seven days a week or more! In fact, the only times we're not roosting, wrenching or probing are when we stop long enough to input our knowledge into the Mighty *DIRT BIKE* Computer (accurate to plus or minus .000157 clingons per romulon).

That's why nobody knows dirt bikes better than us. Nobody! Zip-squat-zilch! And that's why *DIRT BIKE* is number one and rising, in a field of pale imitators. People have trusted *DIRT BIKE* for over 12 years

and we aren't about to give them reason to stop. You deserve the best. We have yet to meet finer folks than the average dirt biker on the trail or the determined youngster at the starting gate.

As we stand here, with our right hands raised and left hands on a stack of *DIRT BIKE*s, we solemnly swear to continue bringing to you, each month, the **best** dirt bike magazine! —R. Sieman

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DB6-3



Air time. The RM250D was a stable flier.

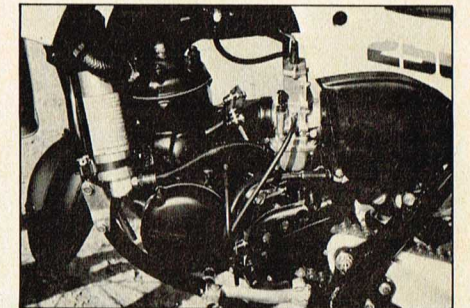
SUZUKI RM250D

Well, sir. After bolting on the old head, we put everything back together and gave her a ride. And guess what? It was a rocket-ship! A tire-smoking, wheel-standing, terrifying blaster. And we loved it.

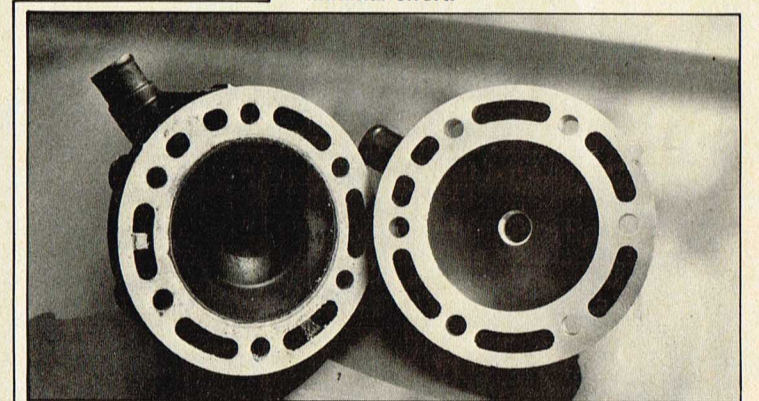
FURTHER EXPERIMENTS

We were so pleased with the restored power that we tried our old RM250 performance tricks on the bike. A set of Boyesen reeds was installed, without the metal reed stops. With this setup, reed life is drastically shortened, but the performance gain down low is worth it, we think.

The side covers on the airbox were drilled to let the sucker breathe. We took off the coarse outer foam layer and threw it away, using the fine foam only. This means frequent and careful cleaning of the fine foam, but the bike seems to respond well to this treatment. The stock rear sprocket is a 50-tooth item that wears quickly. We



Tidy engine can still be made fast with minimal effort.



Here's the culprit... the 1983 head (left). It turned the tiger into a tweety bird. The 1982 model (right) is a bolt-on and saves the day.

measuring the various shapes and sizes of the ports, someone pointed out that the two barrels had the same part number. It was true! All that talk about revised porting was baloney. The 1982 and 1983 barrels are identical!

Well, we thought, it must be the pipe. All the other magazines say the pipe is different, too. Oh, the pipe is a little bit different. The tail section of the stinger is shorter, but the muffler makes up for the differences. ALL THE DIMENSIONS ARE IDENTICAL TO THE 1982 PIPE. We put that in caps to get your attention.

Puzzled, we checked the piston, rings, base transfer, inlet tract, reeds, carburetion and anything else that might have some effect on the power. Nothing. The *only dif-*

ferences between the dog motor and the hot motor appeared to be the *head* and the *timing*.

ONE STEP AT A TIME

First off, we just changed the timing. It made a noticeable difference in the performance of the bike, but it still didn't bring it up to the level of 1982 power.

A 1982 head was tracked down and we went through the time-honored ritual of getting antifreeze all over the garage floor once again. The '82 head slipped right in place, as the mounting is the same. Only thing is, the mounting bolts now stick up about an inch above the head and look sort of funny. The '82 head is much thinner than the '83, or the '83 is thicker than the '82. Depends on how you look at things.

took it off and installed a 48-tooth Side-winder.

The results were nothing short of staggering! At the very first race, the RM250D pulled two clean holeshots. The bike is even faster than the old 1982 version and a whole lot smoother; those slightly heavier flywheels and the revised gearing all add up to more punch, smoother punch and a longer pull in each gear.

STOCK VERSUS THE *DIRT BIKE* WAY

No contest. We won't even bother to test the bike in stock trim. It's too slow to race in anything but the Beginner or Novice class. However, with a lousy \$45.52 spent for a fresh 1982 head, you're in business, Jack.

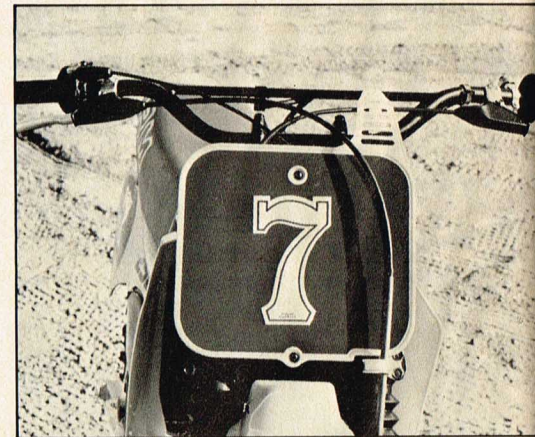
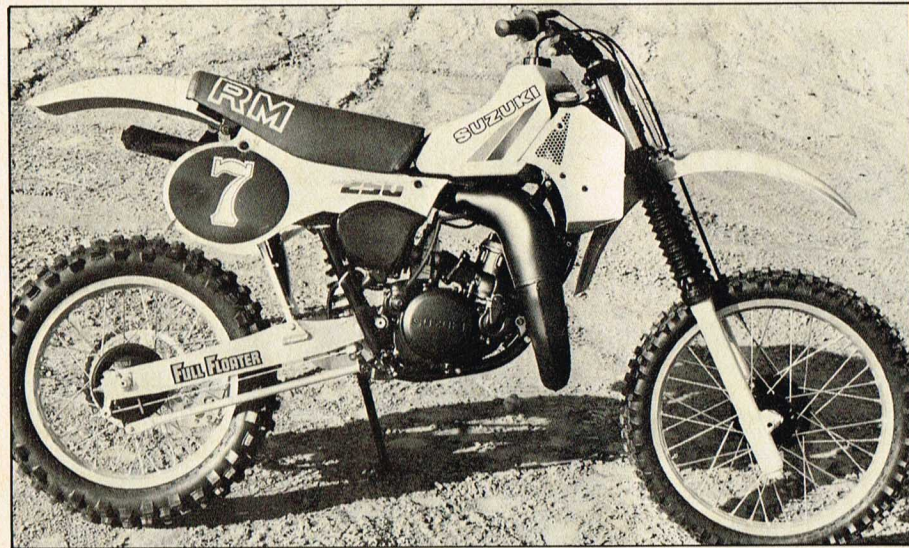
SUZUKI RM250D

SAY, WHAT ARE THE OTHER CHANGES, ANYWAY?

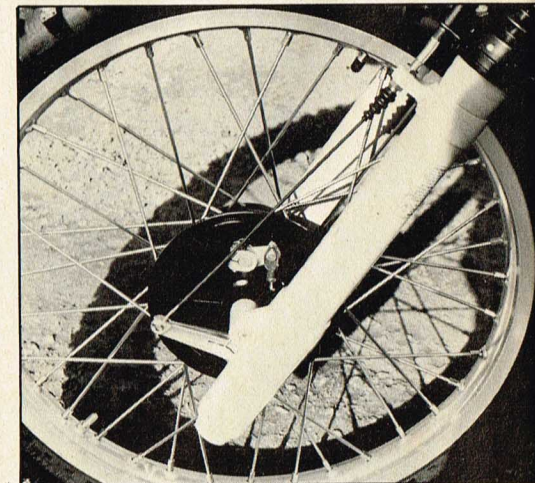
- Glad you asked. Motor aside, there were a host of changes that made the RM a better bike for this year. In no particular order, here are the ones worth mentioning:
- 43mm forks replace the smallish 38mm units. This was the single weakest point in the old bike. These new forks have adjustable compression damping, but we ran it on the softest setting with no problems.
 - A double-leading shoe brake now rides up front. This has some serious stopping power, unlike the old single-leading shoe deal of last year. The cable mounting system is stupid, though, with a bare and unprotected inner cable running nearly the length of the slider.
 - The rear shock now has a bladder in the reservoir instead of the heat-

- producing piston separator. Also, there are adjustable compression and rebound (external) clickers. The compression adjustment is on the bottom of the reservoir and the rebound clicker is on the top of the shock. We ran the softest setting on the compression and either number two or three (depending on the track condition) on the rebound.
- The swingarm is longer for better stability at higher speeds. There are also aluminum struts on the arm, replacing the old steel units.
- Ratios have been changed in the gearbox. Also, the rear sprocket is now a 50-tooth item instead of a 49. The countershaft sprocket remains the same, at 14 teeth.
- You'll find that the wheelbase is longer and a longer chain is needed. Two links, to be exact.
- The rake and trail are slightly changed. Probably because of the suspension changes, as the frame is the same.

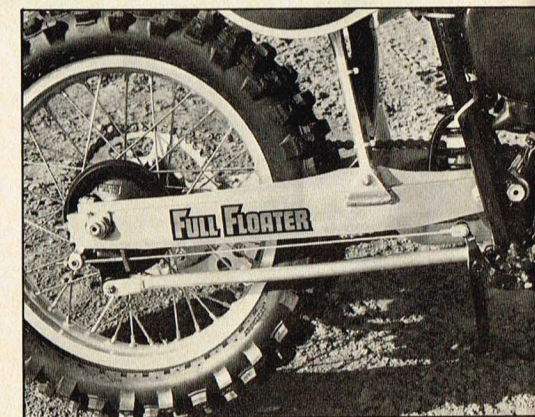
- Travel is up a bit at the rear, to 12.9 inches, from 12.68 inches.
- The flywheels are slightly heavier. They're the same basic item, with smaller balance holes drilled in.
- The saddle cover is now a dull shade of blue rather than black. Whoopie.
- An aluminum shift lever shaves off a few ounces. It's a folder.
- Those annoying radiator scoops that used to bend out and catch your knees have been reshaped to tuck in neatly.
- The brake pedal has a folding tip, but is made of steel.



New plastic shrouds for the radiator don't snag the legs like the old floppers.



Double-leading shoe brakes work well. Exposed cable is poorly designed and gets our annual Bogus Award.



Aluminum uprights save weight over the steel units. Swingarm is longer. Travel is up from last year at the rear end.

SHOULD YOU MAKE THESE CHANGES?

If you don't, you'll have to live with dog power. And we're talking poodle, not Saint Bernard. We had several riders put in some time on the bike and to a man, they liked the DB modified bike worlds better. Right about now, there should be a flurry of activity at Suzuki parts counters, ordering 1982 heads.

With the head and timing change alone, the RM250D is snapped right out of the back of the pack and can go head to head (pun intended) against the Honda. □



Here's the DB version of what the RM250D ought to be. Simons UDX forks up front and last year's power.

MAXIMUM TRICKERY FOR THE RM250D

• We had a set of Simons UDX forks left over from our 1982 RM250 Suzuki and these were slipped in place of the stock 43mm forks. The weight savings was 4½ pounds.

The switch is not as easy as it sounds. You cannot use the '83 backing plate, as the cable stopper is mounted on the fork leg instead of on the backing plate. We didn't have a 1982 backing plate handy, so one was scavenged from a PE175 and appropriate spacers were fabricated to allow the wheel to fit. The PE brake cable was used, but a 100% cable stiffener was needed to keep the cable from snagging the tire. The backing plate is set quite far in.

An Answer aluminum silencer replaced the steel stocker. We dropped all the way down to a 270 main jet and ran our oil at 32:1, using good gas. Later, we experimented with a 40mm flat-side carb from a 465 Suzuki and got even more mid-range and upper rpm out of the engine with a loss of low-end power. It was worth it, but required a drop back to a 50-tooth rear sprocket for tighter tracks. Metzeler tires were mounted front and rear, with a new 3E up front and a standard 4.50 x 18 4E in the rear. When all the work was done, our bike weighed 213.5 pounds with no gas in the tank and ran and handled in truly superb fashion. If you can't afford the trick forks, we still heartily recommend all the other changes—unless, that is, you ride in our class. In that case, please stick with the stocker. Thank you. You're welcome. •

SUZUKI RM250D

ENGINE TYPE	Water-cooled, 2-stroke, single
BORE AND STROKE	70mm x 64mm
DISPLACEMENT	246cc
CARBURETION	Mikuni VM38SS, flat slide
FACTORY RECOMMENDED JETTING:	
MAIN JET	300
NEEDLE JET	Q-6
JET NEEDLE	4FJ40-2
PILOT JET	60
SLIDE NUMBER	4.0
RECOMMENDED GASOLINE	Premium, 92-plus octane
FUEL TANK CAPACITY	7.8 L (2.1 gals.)
FUEL TANK MATERIAL	Plastic
LUBRICATION	Oil in gas, pre-mix
RECOMMENDED OIL	Suzuki CCI
OIL CAPACITY, GEARBOX	800cc (1.69 pt.)
AIR FILTRATION	Dual filters, oiled foam
CLUTCH TYPE	Wet, multi-plate
TRANSMISSION	5-speed, constant mesh
GEARBOX RATIOS:	
1	2.076 (27/13)
2	1.722 (31/18)
3	1.381 (29/21)
4	1.174 (27/23)
5	1.000 (25/25)
GEARING, FRONT/REAR	14/50
IGNITION	Suzuki PEI pointless
PRIMARY KICK SYSTEM?	Yes
RECOMMENDED SPARK PLUG	NGK B8EGV
SILENCER/SPARK ARRESTER/QUALITY	Silencer only, average noise
EXHAUST SYSTEM	High-pipe, right side

FRAME, TYPE	Single downtube, split cradle
WHEELBASE	1475mm (58.1 in.)
GROUND CLEARANCE	370mm (14.6 in.)
SEAT HEIGHT	960mm (37.8 in.)
STEERING HEAD ANGLE (RAKE)	29.5°
TRAIL	123mm (4.84 in.)
WEIGHT, WITH NO GAS	220.5 lbs.
RIM MATERIAL	Aluminum alloy
TIRE SIZE AND TYPE:	
FRONT	3.00 x 21 Bridgestone
REAR	5.10 x 18 Bridgestone
SUSPENSION, TYPE AND TRAVEL:	
FRONT	43mm Kayaba forks (telescopic), air/oil, adj. comp. damping, 285mm (11.22 in.) travel
REAR	Full Floater, single KYB shock, adj. comp. and rebound damping, 328mm (12.9 in.) travel
INTENDED USE	Motocross
COUNTRY OF ORIGIN	Japan
RETAIL PRICE, APPROX.	\$2219
DISTRIBUTOR:	
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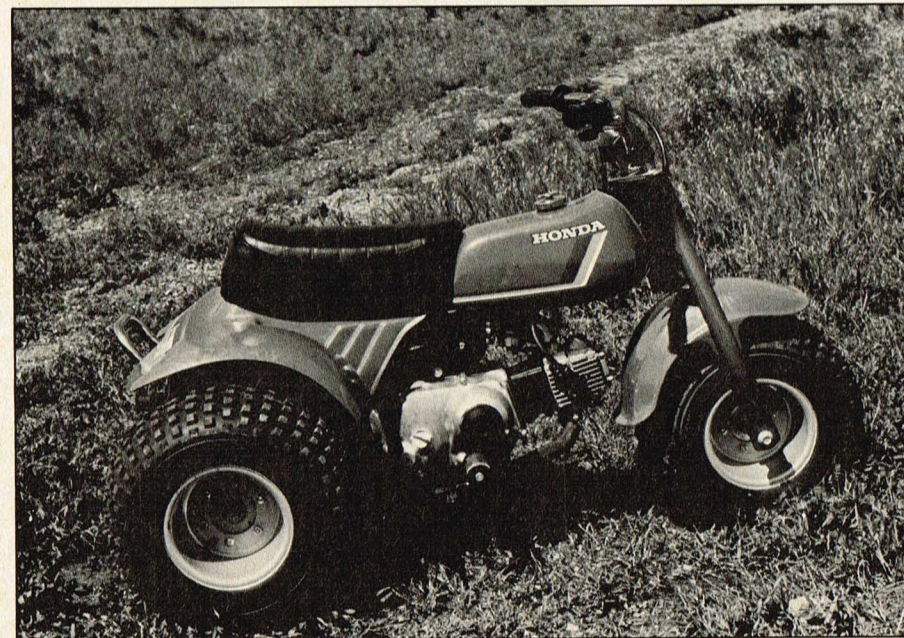
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ENGINE TYPE 4-stroke
 BORE AND STROKE 47.0mm x 41.4mm
 DISPLACEMENT 72cc
 CARBURETOR 13mm Keihin
 IGNITION Flywheel magneto
 STARTER Recoil
 TRANSMISSION 4-speed
 CLUTCH Automatic/centrifugal
 FUEL TANK CAPACITY 1.1 gal.
 WHEELBASE 895mm (35.2 in.)

GROUND CLEARANCE 87mm (3.3 in.)
 SEAT HEIGHT 570mm (22.4 in.)
 CLAIMED WEIGHT 169.8 lbs.
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SMALL WONDERS

Starting out on three wheels

By the short-legged Staff of DIRT BIKE

Dirt biking couples with kids know that their children are going to learn how to ride someday. It is an indisputable fact of life—if even one person in a family rides now and then, they're all going to want to do it someday. The problem is when, or better yet, how old. Even a Yamaha YZinger demands a certain amount of leg length in order to control, not to mention some amount of coordination in order to stay upright. You can put training wheels on a YZinger, but it's not exactly the hot setup.

The best idea is to let the kids learn about things like throttle control and braking on something with three wheels. At least with a three-wheeler there's no danger of falling over when stopped to consider the next obstacle. And it just so happens that there are now two kid-sized three-wheelers available that are guaranteed to fire up anybody less than ten years old, and will do so without scaring the parents half to death.

SUZUKI ALT50

The Suzuki ALT50 is an absolutely pint-sized three-wheeler. This thing is so small, you're liable to trip over it in a darkened garage and think that you just stepped on a roller skate. The seat height is just 18½ inches, and if you subtract the distance between the footpegs and the ground—about five inches—you can see that a 13-inch inseam is all it takes to straddle one. If you've got a four-year-old with an urge to gas it, this is the machine that'll do the job.

The ALT uses a 50cc engine to move it around, and in stock form, it comes supplied with a restrictor plate in the exhaust system that cuts the power down to just shy of nil. This is just the ticket for the complete beginner, because with the restrictor in place, the ALT will barely pull its own weight. Once the rider gains a little more experience, the plate can be removed. At that point, the hole in the plate can be drilled larger and then reinstalled to make the trike slightly faster, or simply left out so all the power can be tapped. Without the plate, the 90-pound three-wheeler will wheelie around just like the big ones.

Two more safety features are worthy of note. There is a safety starter mechanism on board that will only allow the engine to be started with the parking brake locked on. This way there's no chance that Tiny

Tim will fire it up with the throttle wide open and use his sister for a berm. And, if he's still a little terror, there is a handy leash attached to the back of the ALT that connects to a plug-type kill switch. Leash in hand, you can walk along behind, and if things start getting too radical, you can pull the plug on the little beast.

Operation of controls is simplified by lack of same—there are only two, throttle and brake. The clutch is centrifugal, and therefore automatic, and the single rear brake stops both rear wheels with little fuss. The fuel tank holds just under a half gallon of gas, and with oil in the injector tank and the transmission full, the ALT weighs in at just under 100 pounds.

Everything on the ALT has been designed with safety for small fry in mind. Even the front axle parts are rubber covered to prevent gouging of tiny legs. The whole unit has been put together for the youngest of rank amateurs, and we think Suzuki hit the nail right on the head. This is the perfect learning machine for kids.

HONDA ATC70

Once they get a little more experience, you can move them up to an ATC70. The ATC sits four inches higher than the ALT, weighs about 70 pounds more, and has considerably more horsepower out of the box. Obviously, the ATC is still built for kids, but for bigger kids than the ALT.

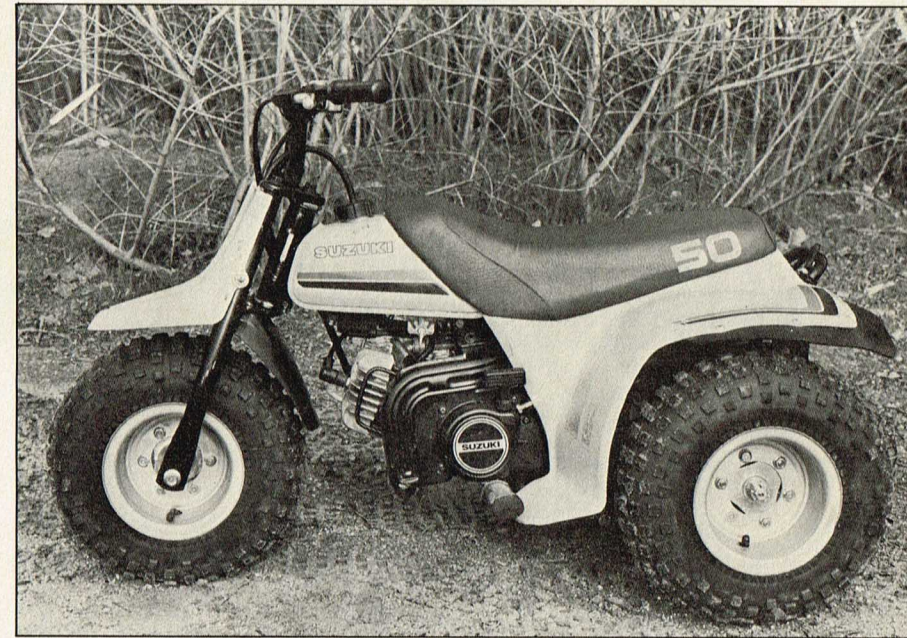
This is not to say that the ATC isn't a good learning tool. It all depends on the size of the child in question. Anyone over 40 inches tall is liable to feel a little cramped on the ALT, which makes the Honda the best alternative. If an inexperienced rider is going to learn on the Honda, the throttle assembly can be adjusted to limit the maximum throttle opening and keep the speed down to a reasonable level.

Bigger kids will also appreciate the fact that there is a four-speed transmission on the Honda. There is no clutch to worry about, being automatic, and the shift pattern is one up and three down—backwards to us, true, but the kids won't mind. If more power is necessary in the future, hop-up kits abound for the tiny Honda.

The four-stroke powerplant puts out plenty of oomph for such a little machine, and the ATC has no problem chugging up small hills. With a 1.1-gallon tank, there is enough fuel on hand for hours of bouncing merrily around the yard.



Our microscopic test rider makes a failed attempt to pitch 'er sideways. The ALT will do a wheelie if the washer is removed from the exhaust. Even our least experienced testers said it was more fun in the "high-performance" mode.



SUZUKI ALT50

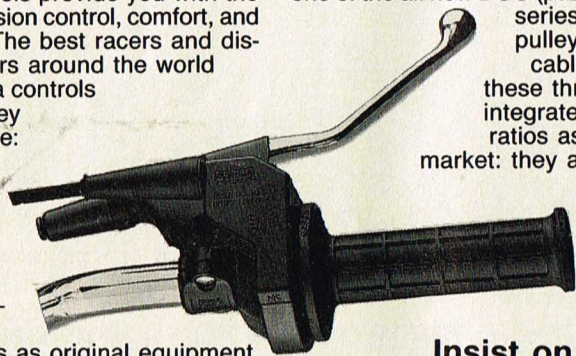
ENGINE TYPE 2-stroke
 BORE AND STROKE 41.0mm x 37.8mm
 DISPLACEMENT 49cc
 CARBURETOR 12mm Mikuni
 IGNITION CDI
 STARTER Recoil
 TRANSMISSION Single speed
 CLUTCH Automatic/centrifugal
 FUEL TANK CAPACITY 0.4 gal.
 WHEELBASE 725mm (28.5 in.)

GROUND CLEARANCE 80mm (3.1 in.)
 SEAT HEIGHT 470mm (18.5 in.)
 CLAIMED WEIGHT 90 lbs.
 TIRES 145/70-6 Swallow
 BRAKES Rear drum only
 APPROXIMATE RETAIL PRICE \$499
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 U.S. Suzuki Motor Corp.
 3251 E. Imperial Hwy.
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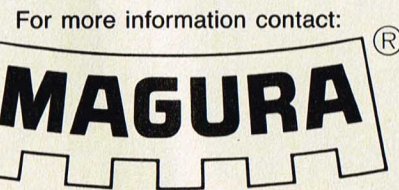


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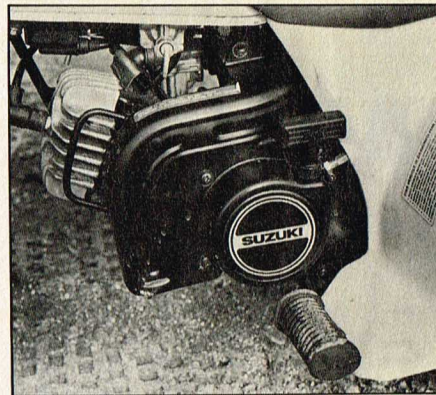
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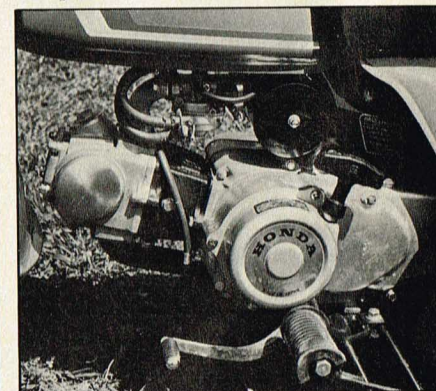
SUZUKI ALT50/ HONDA ATC70



The ALT50 engine uses a washer in the exhaust pipe to limit power output. With the washer in it makes less power than a cheap lawn mower.

TRYING THEM OUT

The ALT is more or less a putt-around vehicle. The tires are small, and as a result the ride is a little on the rough side, although at the speeds the small Suzuki is capable of there will be no complaints from the lightweight riders. Even though it looks like it should be able to turn around itself, a few of our mini testers complained the ALT should be able to turn a little tighter. Go-fasters that they are, all were happier with the restrictor completely removed.



The ATC70 makes more power and uses more gears than the ALT, and is more suited to a larger child.

The Honda delivers a more comfortable ride, due in part to the larger tires, and the ATC's turning radius was tighter, much to the delight of the testers. Naturally, the Honda will pull a faster top speed than the ALT (which has only a single-speed transmission), so a little discretion should be used in planning *who* gets to ride *what*.

Both machines are small enough to fit in the trunk of your car, cheap enough to keep you out of hock, and much more fun than a day at the petting zoo. Whether your kids are just learning or fast becoming the next Bob Hannah, the ALT50 and ATC70 are both great machines on which to learn the joys of off-road. Now you have no more excuses for leaving them home. □



CABLES

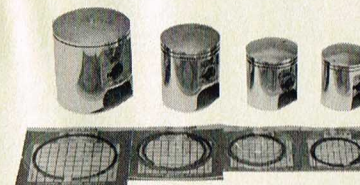
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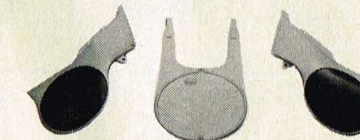
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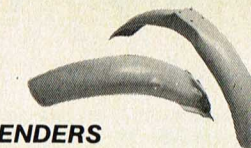
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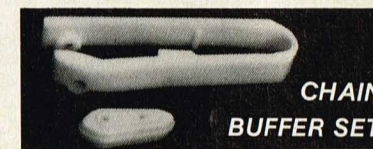
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HONDA HOT TIPS (continued from page 50)

away with the rev limiter on the bike. Unplugged, the 480 will rev into never-never land. American Honda doesn't suggest this. We tried it and it works. One drawback is the possibility of burning out the ignition by overrevving it. It's chancy, but cures the flat top end on the 480.

One other small thing we did was to open up the right side of the airbox. A little more airflow never hurts a big-bore. Over the new hole we pop-riveted a Pro Circuit flow vent. This lets air move freely, yet keeps out most of the giant debris.

IT'S A PAIN, BUT SOMEONE HAS TO DO IT

Most of our mods are either a pain or cost money. You've already shelled out for the bike, why not maintain it? In the long run it has to save you money. The suspension alterations work. They complete the package, making the CRs tough bikes to beat. If you want to win and demand the best, consider what we've said. □

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- RJR**—22612 Burbank Blvd., Woodland Hills, CA 91367; 213-710-1106. 40mm Mikuni Carburetors.

LAST OVER (continued from page 8)

air out of the tires, forks, and shocks until we got them to work to our satisfaction, but after that small bit of tuning we were hitting the trail. Well, there wasn't really a trail, but you get the expression. The ground was loose and rocky, just as we'd expected, and there was more than enough dust, but the lack of atmosphere allowed it to fall back to the ground before it coated our face shields.

But oh, golly gosh, you have no idea what it feels like to ride a 40-pound bike with no gravity or air resistance. The little electric motors felt like 490 Maicos and a 200-foot skyshot was just as simple as blasting up the side of a crater. Wheelies were absolutely nothing at all, so much so that we had to practically sit on the "tank" to keep the front end down in the turns. Roosted rocks were a real hazard, though, and we soon learned to stay back a good distance rather than get hit in the chest with one at about a zillion miles an hour.

What can I say? It was great! Lack of space in this column keeps me from going into greater detail, and if our pictures hadn't been ruined by the lab, we'd be running a full story on the expedition. Oh, well; we'll be going back sometime soon. If any of you readers get the chance to go up there in the near future, go for it! And if you need any info on setting up a bike, give us a call. We'll have the boys in the white suits on you in no time. □



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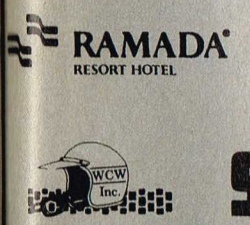
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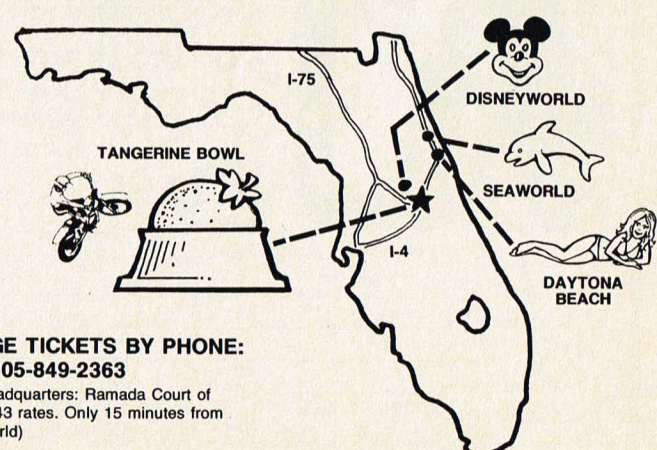
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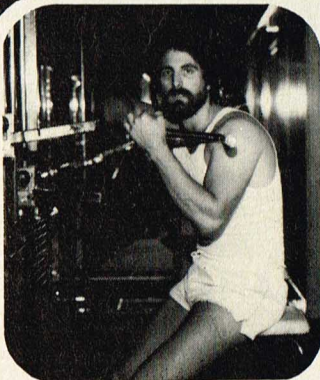
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FROM THE SADDLE
 (continued from page 7)

Good news is getting your copy of *Dirt Bike* in the mailbox two days earlier than usual. Bad news is that you are the star of "Crash and Burn" this month.

Good news is getting a pair of tie-downs returned to you that you had forgotten about. Bad news is that they're soaked in oil and the hardware is rusted solid.

Good news is finding out that you can squeeze four bikes in the back of your van. Bad news is finding out that your throttle cable was ripped off when you unloaded the bikes.

Good news is getting a brand-new helmet and giving your old one to your kid brother. Bad news is when the new helmet hurts your ears so badly that your nose hairs bleed and you find out that your brother let the dog chew up that old comfortable helmet.

Good news, no doubt, is when you get out the night before the enduro and pitch camp in a fabulous spot next to a babbling brook under a shady tree on the only level ground around for miles. Bad news, for sure, is when you find out the enduro isn't until next weekend.

Good news is getting to preride most of the course in a desert race two weeks before the event. Bad news is when someone tells the sponsoring club about it and you get suspended from the district for a year.

Good news is when you get voted in as a full member of a dirt bike club. Bad news is when they give you a nickname like "Hog Nose," or "Fenderhead," or "Bultaco Bill."

Great news is when your club gets the sanction to put on a National-caliber event. Bad news is when only six guys show up to do all the work and everybody else has an excuse.

Good news is when you win the big trophy for high-point rider of the year for your district. Sad news is when you get home and see they've misspelled your name. And they've got the wrong year and class down as well. And it's not just a metal plaque that can be re-engraved, but instead it's all carved into teakwood and covered with six coats of Atomic epoxy.

Good news is when you give the trophy girl a giant, long kiss and the gathered crowd whoops and yells with glee. Bad news is that her brother is there and he resents the display. He also plays four positions for the San Diego Chargers... all at once.

Good news: You find a shortcut home from the track that will save you at least 15 miles. Bad news: The road is so rough it cracks your windshield, your speakers all fall out, the headliner vibrates loose and you get two flats.

Good news: You sneak a day off from work in midweek to go trailriding with your buddies, after telling your boss that you're sick as a dog. Bad news: As you head out of town for the hills, you see your boss

(continued on page 72)

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I've worn Hi-Point's for a whole lot of years and intend to wear 'em for a whole lot more. Why?

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I really appreciate all the features of the Hi-Point's. For example, the padding for the ankle bone that contains a fiber disc. Or the protective padding on the inside legs of the boot. They really work when your foot and leg is banged against the frame. Hi-Point's offer extra padding in addition to trick pieces of shock absorbent fiber built into the boot in key stress areas. The toe, the heel, the arch and even the shift lever area.

I could go on and on about the trick buckles and sole and colors, etc. I'll take Hi-Point's protection and advantages any day of the week.

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FROM THE SADDLE
(continued from page 70)

driving alongside you on the freeway and he sees you. You try to duck under the dash and succeed only in getting a bloody nose as you whack your face on the extended ashtray. The next day, you are fired and your bike is stolen by a band of wandering gypsies. When you report it to the cops, they arrest you for 114 outstanding parking tickets. While you're in jail, your girlfriend runs off with your lawyer. At your trial, the judge, a Sierra Clubber, throws spitballs at you while the list of charges is read. When you finally get out of jail, you find that your apartment has been turned into a parking lot. The only thing left standing is your mailbox, which is now occupied by a rabid bat and a 27-ounce insect with three blue wings.

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Good news: You get a phone call from the guys at *Dirt Bike* and they tell you that you're a winner in their monthly contest and have won a brand-new bike and a full riding outfit. Bad news: the staff at *Dirt Bike* offers to break iq your bike for you. Good news: You are smart enough to say, "Thanks, but no thanks," and rescue your new scooter before they have a chance to turn it into water-cooled debris. You don't need any more bad news, which is good news. □

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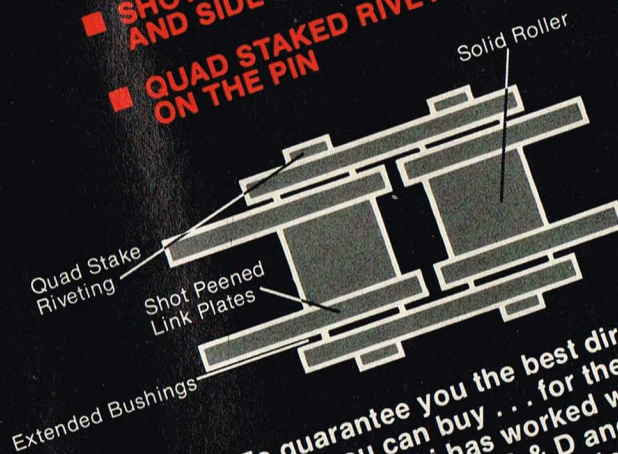
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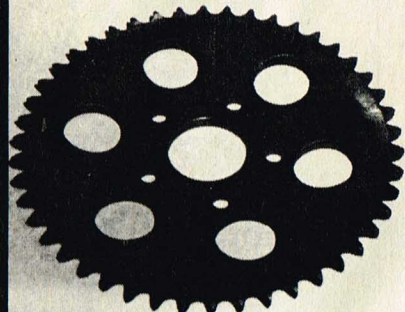
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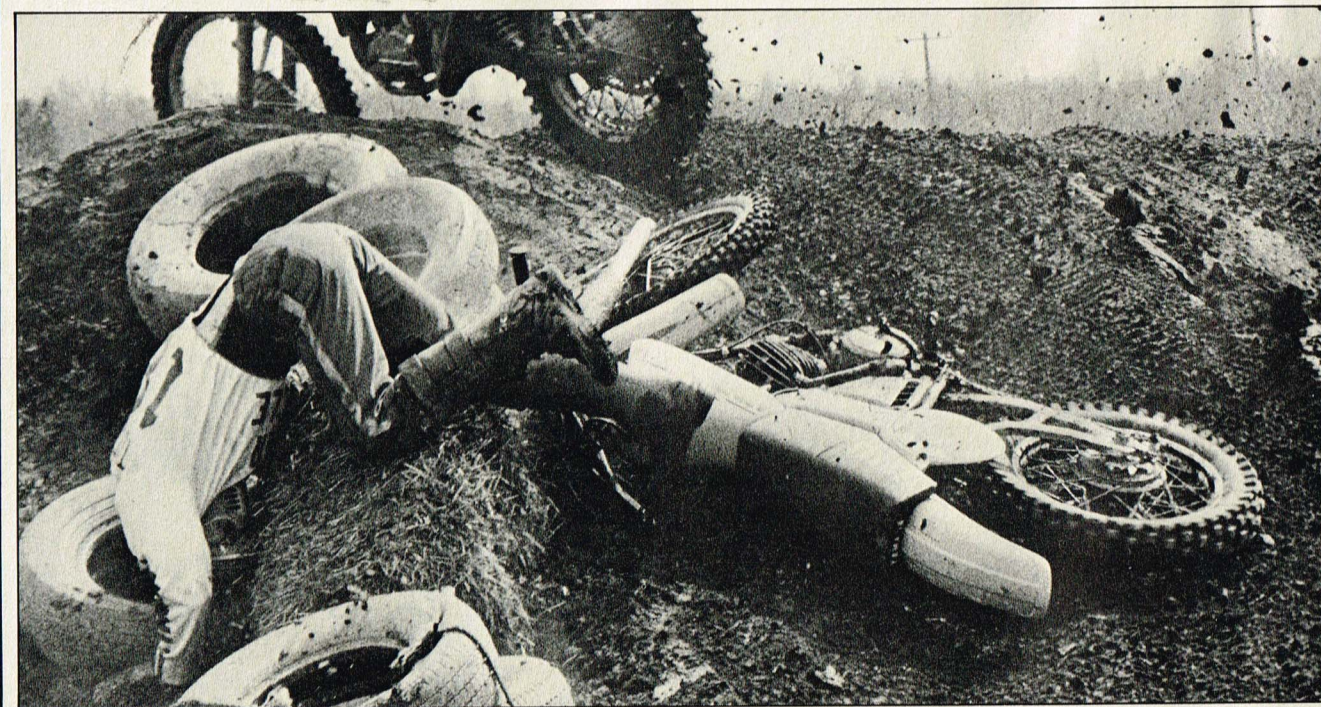


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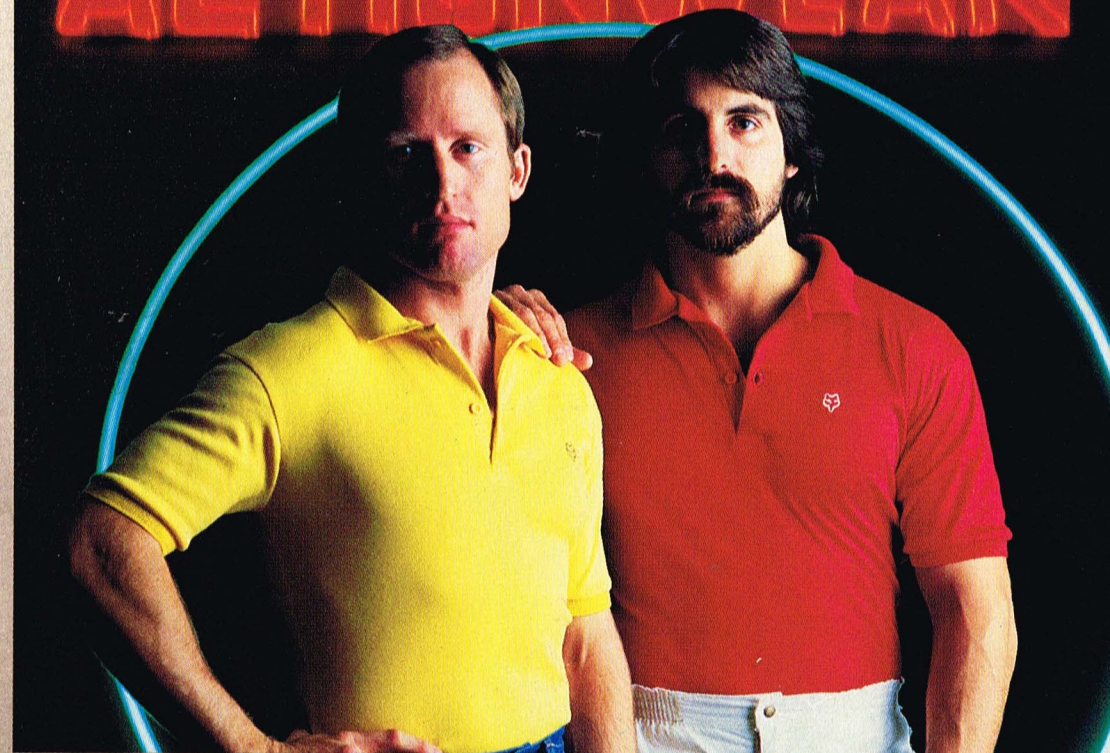


The Eternal Noodle Helmet Company of Taiwan was recently forced to cease production of its all-rubber helmet when it was discovered that nearby auto tires had a strong magnetic pull. Here are the grisly results, seen at Raceway Park Motocross Track in Englishtown, New Jersey.

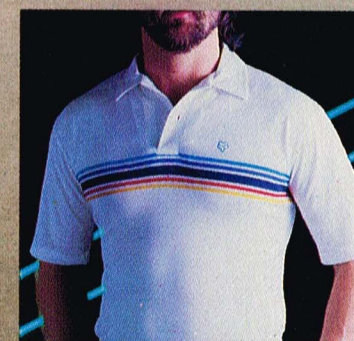
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