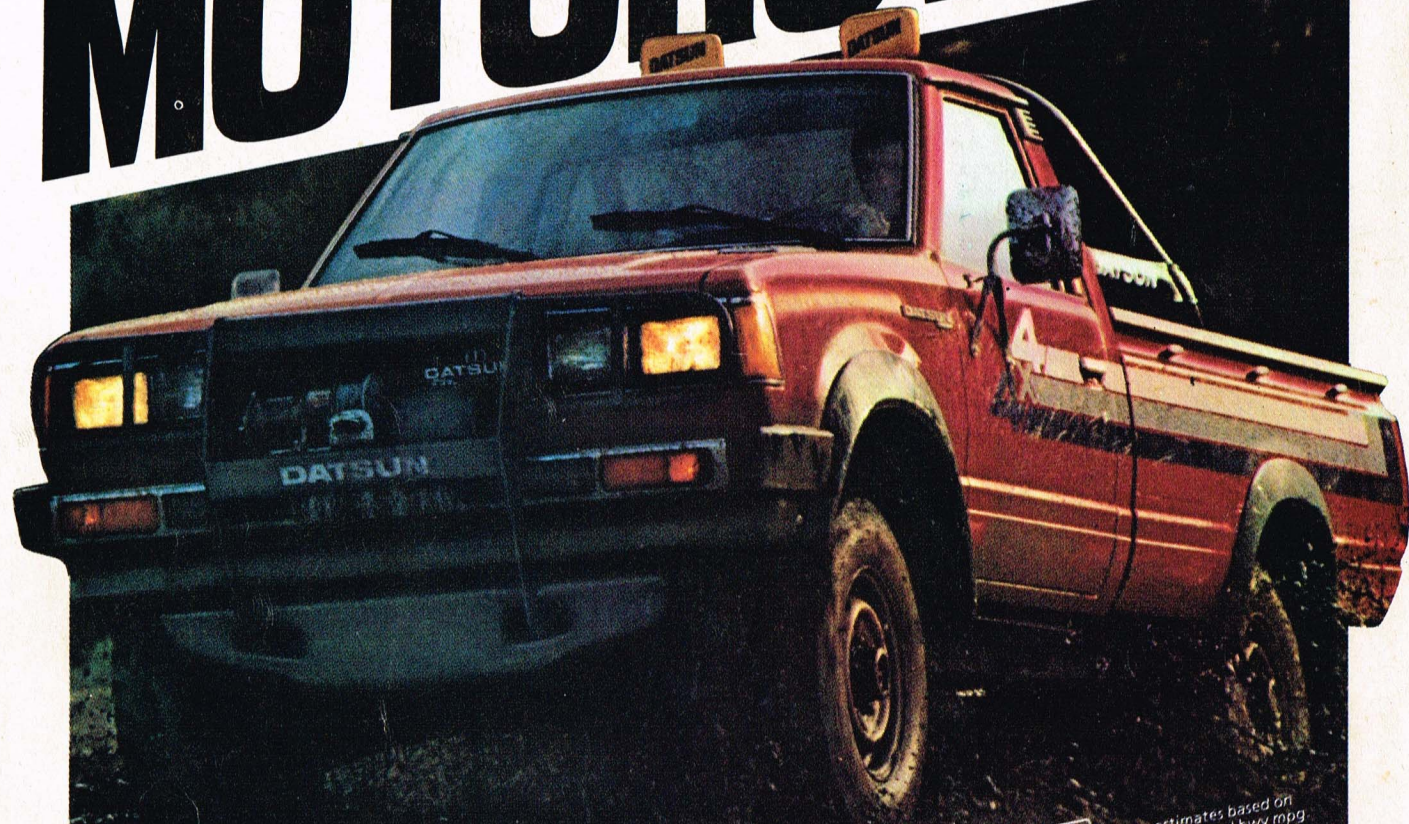


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**THREE
WHEELER
BLAST-OFF:
HONDA VS.
YAMAHA**

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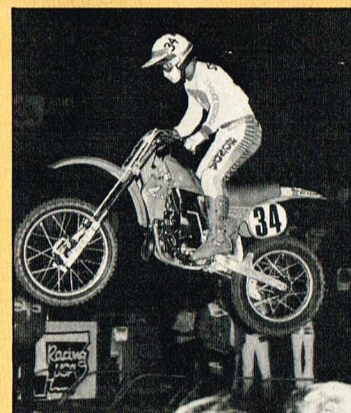
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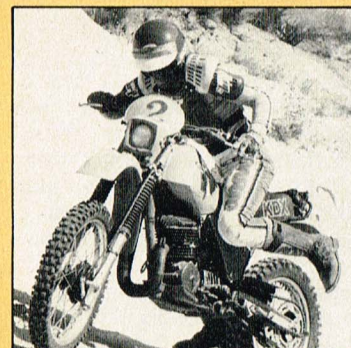
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XR/XL 80/100

TESTS

- 20 YAMAHA IT465 vs. KAWASAKI KDX450
Big-bore enduro shootout
- 52 HONDA ATC185S vs. YAMAHA YT175 TRI-MOTO
Three-wheeler shootout
- 56 HUSKY XC125/175
Flatlander 125, high-buck 175
- 62 HONDA FOUR-STROKE FOURSOME
XL/XR80, XL/XR100 mini family fun

COMPETITION

- 28 THE LAST SUPERBOWL
Bell bongs, Hansen holds on

FEATURES

- 18 CROTCH ROCKET FACTORY RM80 RACER
Subtle improvements for the best mini
- 38 EAST vs. WEST RACING
Who has the best riders?

TECHNICAL

- 34 SADDLE FIX-EM
A real cover-up
- 44 HOW TO MAKE YOUR 125 RUN BETTER
Secrets of the screamers
- 51 FIXING HONDA FORKS
Simons CR fork kit
- 64 PACER TLC PRODUCT EVALUATION
A threat to Loctite

DEPARTMENTS

- 4 FROM THE SADDLE
If 'ifs, ands or buts' were candy and nuts, we'd all have a merry Christmas
- 7 LAST OVER
A corn-fed story
- 8 BITS AND PIECES
Some of it might be true
- 10 MR. KNOW-IT-ALL
Technological gains cannot be found here
- 14 RIDERS WRITE
Hyperbole from the populace
- 16 NEW PRODUCTS
Toys you must have
- 72 CRASH AND BURN
Poof!!!

ON THE COVER: The controversy rages on: Where do the best riders come from? From the steamy sweatbox of the East, or the dusty Western desert? California photo by Dennis West, West Virginia shot by Arlene Sieman. Color separation by Valley Film.

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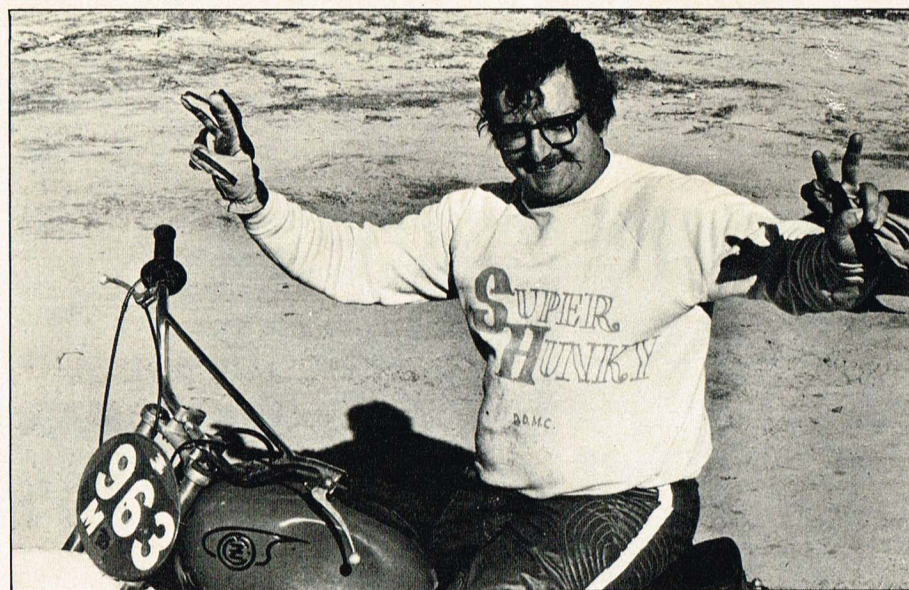
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*If 'ifs, ands or buts' were candy and nuts,
we'd all have a merry Christmas*

By Rick Sieman

Tell you what, if I hadn't did that little-bitty crash on that last downhill, I woulda beat you by a good two minutes. I mean, the ol' Husky was flyin' today!" Harry waved his one good arm and made a throttle motion with the one that looked like an uncooked chuck steak.

"Let me tell you something, turtle-chaser. It's a good thing you did crash, because at least you have an excuse. Quite frankly, I had the race in the bag the whole way. The only reason you passed me at all in that canyon is because I stalled my bike. If I hadn't stalled, you'da never seen me except from a very, very great distance." Frank sucked down the last dregs of a can of plain-wrap beer and gave an evil grin.

"Hey, pig parts, I saw smoke coming out of your pipe when I wheeled by. Stalled? Hmmmmp. You were scared to death of all those rocks. If this whole course was covered with rocks, I'd lap you, maybe twice." Harry raised his arm and looked at the tenderized portion like most people study an overdue bill.

Frank popped another tab and quickly sucked the escaping foam, then eyed Harry like a riverboat gambler. "Two things have to be considered here, dog-breath. First off, you never did an intentional wheely in your whole useless life. That stupid Husky don't have enough power, and you got the reflexes of a dead hamster. Second off, my KTM is so finely tuned that it puts out more power with the engine stalled than yours does full throttle. And that's a fact."

Harry pinched a small piece of torn

skin between two fingernails, gave it a pull, turned pale white and closed his eyes. "Consider this, fishlips. After taking a horrible fall that would have killed a full-grown gorilla, I got up and almost caught you. If I'da had one more mile, I would have passed you down that last fire road."

Frank crushed the can easily in his big, hairy hand and belched loudly. "If, if, if. That's all you ever say, flybrain. How many times have I beat you this year? Ten? Twelve? Eighty? I start to lose count when I get into the double figures."

Harry blotted an area near the elbow with a greasy Kentucky Fried Chicken napkin. "Look. The times you beat me, you squeaked by, hairball. The times I beat you, it was by a country mile. Admit it!"

"But—"

"But nothing. 'Fess up. Did I not come in 20 minutes before you in that last Grand Prix? Or was it 30 minutes? Time sure flies when you're having fun."

Frank extracted another can from his bottomless cooler, aimed it at Harry and popped the top after giving it a few shakes. Foam spritzed out and a few drops spattered on Harry's arm. "Whoops. Sorry about that, scabnose. What we're dealing with, in a case like that, is Lady Luck rearing her head. Some scientist once said that if you put a thousand monkeys in a room with a thousand typewriters, eventually you'd have one of them write a passage from Shakespeare. I view that last Grand Prix as one of those quirks of fate. Like a blind man winning a

(continued on page 68)

What Do These Two Riders Have in Common?

On the left — Brad Lackey

He's tough and aggressive. He's America's best and he plans to be the next 500cc World Motocross Champion. The season has started off well for Brad, and he plans to take the championship home with him from Europe.

On the right — Andre Malherbe

He's well known as a real gentleman, on and off the track. But Andre is the World 500cc Motocross Champion. This is his second year in a row to defend that crown. He doesn't plan on letting anyone keep him from making it three in a row.

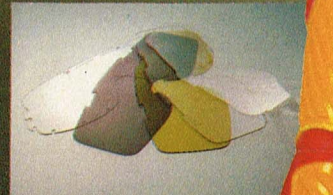
What do they have in common? Skill. Determination. Experience. And good equipment — both wear Carrera goggles.



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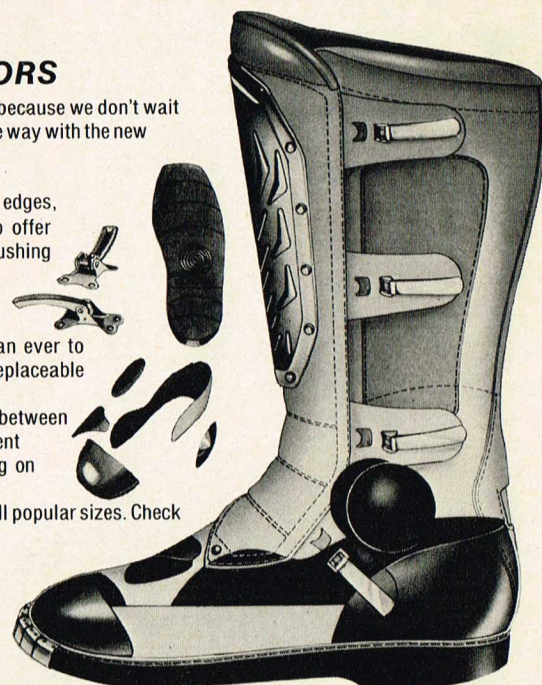
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Last Over

Conrad Dewbury would never have a chance in California, but in east Tennessee he was, and is, a force to be reckoned with. I have to admit that the sight and sound of an old TM400 blasting around the Smoky Mountain Moto-X course inspired little more than a smirk out of me, but as I came to know the man and his machine, I gained a considerable amount of respect for this unbeatable team.

Conrad hits the track every Sunday, just as he's been doing for nearly ten years, accompanied by two of the prettiest women west of Pigeon Forge. Leona Gazaway has been his companion and pit crew for as long as either can remember, and Leona always brings along her best friend, Modine Gunch. Modine had a bad experience with a traveling encyclopedia salesman five years ago, and in her period of grief and anguish she turned to motocross for entertainment, and has been a companion to Leona and Conrad ever since.

I met Conrad at a local race recently, during a period of travel in the far eastern part of this country. Naturally, I went to the track brimming with confidence—being a "star" from California pumped me up much more than my past experiences at closed-track racing. As a matter of fact, you could say I was confident beyond my wildest abilities.

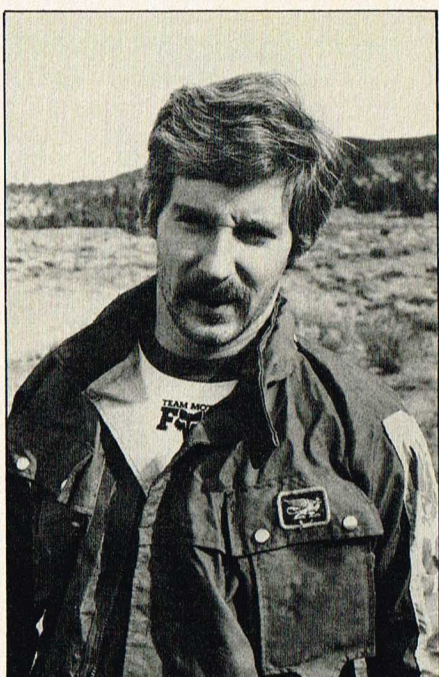
Conrad set me straight, though. During my first moto, I had pulled a patented holeshoot and was roosting away from the pack, when he smoked by me on the back straight as if I were standing still. This wasn't all that surprising, as most of my good starts are followed by a rapid movement toward the back of the pack; the weird part was the smell that seemed to follow him. Sort of like Castrol R, but with more of a "bite." After I struggled through the rest of the moto, I made it a point to look him up and ask about the peculiar odor.

He wasn't a hard man to find. Dressed in coveralls and the top half of a red union suit, wrenching on his vintage TM-400, he was conspicuous, to say the least. I introduced myself, exchanged greetings with Leona and Modine, and asked about his odoriferous bike.

"That's Castrol R yer smellin' there, friend; I wouldn't use anything else."
 "Yeah?" I said. "Well, maybe I'm crazy or something, but it just smelled too weird to be Castrol. Maybe it's the local gasoline . . ."

Conrad grinned. "There's the rub right there—that ain't gas it's mixed with, that's squeeze!"

"Squeeze?"
 "Shine!"
 "Shine?"
 "Moonshine, boy! Where you hidin'



A corn-fed story

By Paul Clipper

that brain a' yours? It's corn squeezin's! Mountain nectar! White Lightnin'!" By this time he was obviously starting to get impatient with me.

"Uhh, I see . . ." came my guarded reply (Conrad is a big dude)—"And why do you use moonshine as fuel? You know, I'm a stranger around here; I don't know about these things."

His attitude softened slightly. "Well, shoot, how was I to know you was a tourist? You talk a little funny, but I thought you was just an immigrant. Let's see, I got the idea a' usin' corn likker right around 1974, when the Arabs started gettin' uppity and gas prices rose so high. You know, if you're friends with the right people, you can get squeeze around here cheaper than gas—I don't care if Arco dropped their credit cards or not. It's cheap and it's easy. Matter a' fact, I got my own little distillery up in the hills, if you know what I mean . . ."

By this time, I was starting to get interested. "What'd you have to do to make that old TM run on squeeze, anyhow? Didn't you have to change the jetting or something?"

"I guess I did!" he said, chucking a spark plug into the woods. "I just went through that carb with a drill till I got things running right, and to this day I can't tell you what size any of the jets are. I just kept goin' till she stopped seizin' and put out the most power. Since then, no problems."

"Runs pretty strong, then? You don't even know what kind of octane this fuel has?"

"Octane? Shoot, man, I read all about that stuff in *Dirt Bike*, and I still don't know what it means. I mixed some octane booster in it once and melted the gas tank right off the bike. I figure it's got plenty, 'cause this stuff is a good 200 proof."

"Potent, huh?"
 "I hope to shout. I'll give you a taste of it if you want. . . ."

"That's okay," I declined. "I can't get much into the taste of Castrol."

"No, not that stuff! You think I'd give you *mix*? Right here! I got a jug of clean stuff for after the race. Leona really gets into it!"

"A real smooth drink, eh?"

"Smooth as silk—cornsilk, that is!"
 Conrad laughed at his own joke, and I passed up the sample. Walking back to my pit, I couldn't imagine what it would take to get by him on this track. For all its legendary rottenness, that old TM worked underneath him like a charm, and with the potent fuel there was nobody here who would find a way around old Conrad on the straights. Ride the race, I guessed, and I'd see what would happen.

The next moto started, with me getting another good start—what I like to call a double-miracle day. But it wasn't more than a lap later when Conrad and his top-fueler came screaming by. I tried to stay with him through a couple of turns, but every time he got a chance to open the throttle he'd pull away a few more feet. For once in my life I held my position, and was actually beginning to believe that I might come in second, when right before the checkered flag I passed Conrad sitting by the side of the track, looking down at an obviously seized bike.

After the trophies were handed out, I wandered over to Conrad's pits to find out what had happened.

"Hey, what'd you do out there, boy? You had me beat by a mile!"

"Well, what can I say, PC, I locked her up on that last little straight."

"But I thought you had the jetting all worked out!"

"The jetting's fine, but them little holes aren't big enough to pass foreign objects."

"Foreign objects? What'd you do, have something in your float bowl?"

"Yeah . . ."

"What was it?"

"Stupid mistake. Piece a' corn got stuck in the main. I guess I forgot to filter the last batch a' fuel . . ."

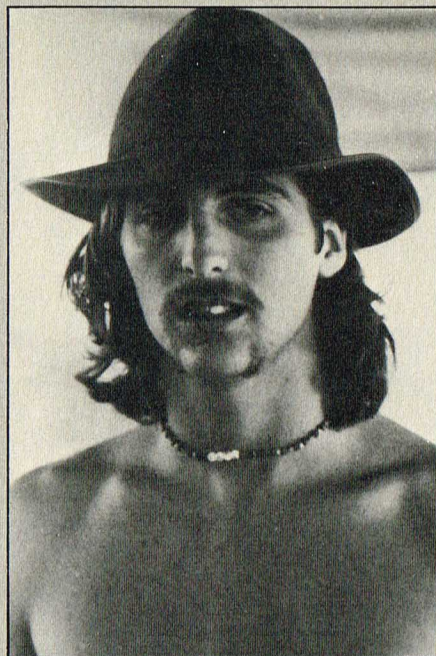
So one little kernel gave me my first win in a long time, and old Conrad had to go home empty-handed. I have to remember to send him some fine-weave cheesecloth when Christmas comes around. If you're ever in the Smokies, look him up—he's good people. And give my best to Modine. □

BY
TOM
WEBB



BRAD LACKEY: WORLD CHAMPION!

Or maybe *Champion du Monde* is a better way to put it! Lord knows, after ten years of battling his way around Europe, it may sound more familiar. The Championship came down to the last race, in Luxembourg, after Andre Vromans had nibbled Lackey's post-Carlsbad points lead down to a slim 206-202. Lackey had always done well in Luxembourg, but had to fight his way through this race with Vromans attacking at every corner. Hakan Carlqvist won both motos going away. Lackey came in second in the first moto, with Vromans breathing down his neck in third. The second moto saw Vromans get the better start, but a collision with a haybale knocked him back to an ineffective finish, while Bad Brad took third behind Franco Picco. The party started immediately following the race, and as of this writing, it has moved to Northern California and is still going strong. Look for a full story on the World Championship(s) next month.



"Bad" Brad Lackey

□ □ □

MOTOCROSS AND TROPHÉE DES TEAM ANNOUNCED

For the second year, Team Honda will field the entire Moto and Trophée des Nations team. The riders are Donnie Hansen, Johnny O'Mara, Danny Chandler and Darrell Shultz, with Jim Gibson as the alternate. Roger DeCoster will handle the managerial chores overseas.

□ □ □

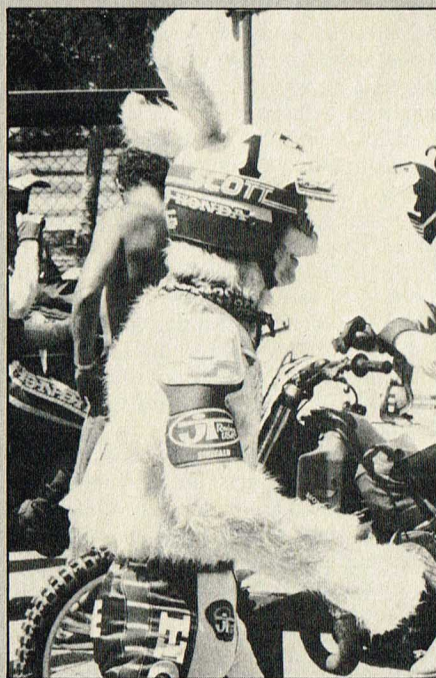


Dave Bertram

MARK HYDE LOOK-ALIKE

In the August *DB* we had a story on the Gold Coast Enduros held in Northern California. There was a shot of who we said was Mark Hyde wheeling through some slime. Wrongo. That was actually Northern Cal hotshoe Dave Bertram. Dave, who rides a 420 Auto, is currently in the top ten in National enduro standings.

□ □ □

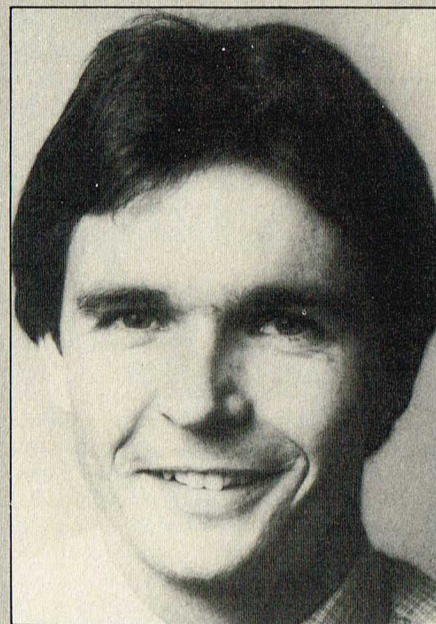


Bugs Bermie

WHAT IS IT?

Seen cruising through the pits and leading cheers on the floor of the L.A. Coliseum during the Supercross was this odd creature. A giant rodent—and dressed to the hilt—it's Bugs Bermie, from JT Racing. His purpose is yet to be established, although when we confronted the vermin, he said football has the Super Chicken, and now motocross has Bugs Bermie.

□ □ □



Mark Blackwell

WHY IS THIS MAN SMILING?

You'd be smiling too if you were just promoted to Marketing Vice President for Husqvarna USA. This is Mark Blackwell, who overcame a seedy past as a world-famous motocross racer and former manager of the Suzuki motocross race team to be elevated to his new position. Richard Morgan joins Mark at the top of the Husky heap as Vice President of Finance and Administration; this situation is unique in that it is the first time that Husqvarna USA will be run by an all-American team. The announcement was made by Svenerik Eklund, Husky's former Vice President Manager, who will be moving to another position in Husqvarna's parent company, Electrolux, manufacturer of some of the world's finest vacuum cleaners and sewing machines. No promotion was announced for Jim McIlvain, however, who has spent the last year and a half diligently rebuilding brake shoes for Bob Popiel.

□ □ □

UNADILLA USGP—VAN der VEN VINS

Competing in front of one of the largest crowds in Unadilla history, Dutchman Kees Van der Ven stormed his KTM to an overall victory at the home of the Hill People. Moto scores of 3-1 gave Van der Ven the OA.

The hometown favorite by far and away was Danny LaPorte. Danny extended his lead over Georges Jobe to 14 points with a 4-2 day. With only two rounds remaining, it looks like there's a good chance that America may have its first 250 World Champion with the rookie GP contender.

□ □ □



Yamaha 1300 playbike

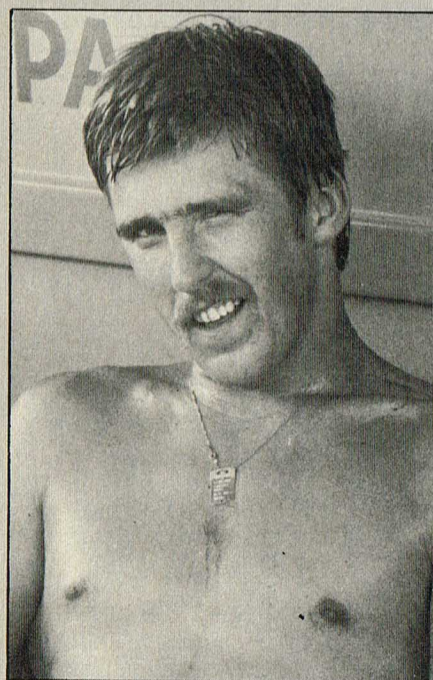
ALL-NEW YZONKER!

Following on the heels of the successful YZinger model, Yamaha is said to be introducing a new—and larger—version, called the YZonker. It's made for adults who are still kids at heart.

Powered by a slightly modified 920 Virago engine, the YZonker displaces 1273cc's and is claimed to be a violent machine. Test rider Binky Farbozo was said to have a complexion the color of "147 pounds of condemned pork" after riding the Zonker.

It will be aimed directly at the lucrative touring/ice racer market. No release date has been named, but several lawyers have already filed suits based on potential injuries.

□ □ □



Hakan Carlqvist

□ □ □

CAN-AM IS STILL ALIVE AND WELL

After serious rumors that Can-Am was folding, the news is the Canadian firm is alive and introducing six new models for 1983. The plans are for four motocross models, a trials bike and a roadracer. From what we've heard, the MXers will be single-shockers with a host of other changes.

□ □ □



Supercross four-stroke

IT CAN'T HAPPEN HERE?

Sure it can. Who ever said that the Supercross races were the playground of factory two-strokes only? Danny Turner didn't think so, and he came out to the Last Superbowl to prove his point. His bike was a highly modified Yamaha TT250 engine stuffed into a trick accessory frame, with Simons upside-down forks on the front end. The radical four-stroke seems to work really well on the Superbowl track, although the first round of Heat races proved it too slow to be competitive. Hopefully he'll dig up some more horsepower and keep trying—it's good to see thumpers out on the stadium floors.

□ □ □



Larry Roeseler

ROESELER TAKES RIVERSIDE WORLD CHAMPIONSHIPS

Larry Roeseler smoked the competition in Class 22 (Open) at the Bridgestone/SCORE Off-Road World Championships, held at Riverside International Raceway on August 7 and 8. Larry was followed by Bruce Ogilvie on a Honda and Tom Kelly on a Husky in the controversial SCORE race. The controversy arose when SCORE rules were changed, making it necessary for riders to compete in at least two other SCORE events in order to qualify for the Riverside event. This change came about after Broc Glover entered last year and stomped all over the SCORE regulars, taking home a substantial cash prize. Chuck Miller took the Class 21 (250) win, and Donnie Morrison took home the Class 20 (125) laurels. Both were Yamaha mounted.

□ □ □



Doug Domokos

THREE-WHEELIE KING MAKES DEBUT

Spectators who were watching closely at the Superbowl of Motocross got a chance to see Doug Domokos pulling his tricks on a brace of new Hondas. What could he do on a three wheeler that anyone else couldn't do? Well, for one thing, separate disc brakes in the rear allowed him to do 360-degree pivots on the rear wheels with the front end up in the air. Red and blue smoke bombs and a large model-rocket engine blasting out of the back of his bike were also part of the program, although technical difficulties kept the fireworks from lighting up. Two weeks later the rocket did light up while he was working on the stunt, and caused severe burns to his right foot. He is presently recovering from his injury. And you thought wheelieing was all fun and games. □



Torlief Hansen

ISDE BRINGS OUT MX STARS

World 500cc motocross competitor Hakan Carlqvist will ride the Czecho Six Days event this year for the Swedish Team. He will be joined by a former great MX star, Torlief Hansen, who will ride in the 250 Class. The effort is supported by the Swedish Yamaha importer, and the riders will compete on IT Yamahas.

Mister Know-it-All

KDX KABLES

Dear Mr. Know-It-All:

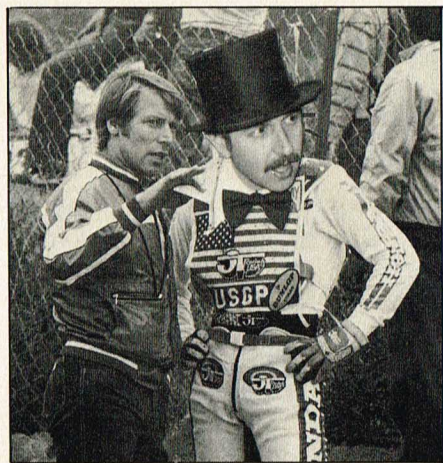
I am the proud owner of a 1981 KDX175. I like it extremely much, but there are some things that need to be remedied by vast knowledge. The throttle is completely destroyed (after reading your article on jumping) and it took the cable along with it.

I would like to know if there is a Terry cable that connects a Gunnar Gasser throttle to my 34 Mikuni? This problem seems unsolvable by local Kawasaki shops. I would appreciate it if you could assist me on these things, Mr. Know-It-All.

Ned Ward
New Vernon, New Jersey

P.S. Where can I get pictures of Clipper and Super Hunk in a moto-x race?

A problem unsolvable by most shops is simply quite trivial by Mr. Know-It-All's standards, Ward. The Terry cable part number for your specific Gunnar Gasser throttle application is #2307. Simply have your dealer order it direct from Terry cable in Hesperia, California. Regarding the pictures of Clipper and Super Hunk in a moto-x race, I would recommend visiting the Smithsonian Institute or the Field Museum of Natural History.



BOOST TIPS

Dear Mr. Know-It-All:

I was wondering if you could help me out on a serious problem with the "boost bottle." Not being sure it would really help my bike, I intend to make my own. I have the measurements of another boost bottle (Roost Factory) for my size bike. Here is the problem.

My friend told me that if it wasn't exactly the same size inside of the bottle, it would cause my bike to seize. Is this true, or is he just talking? I'm not cheap,

but I am planning to get a bigger bike later in the year and I can't see wasting \$30-\$40 and then getting rid of it. This is very important, please answer as soon as possible.

Ralph Luchs
Tell City, Indiana

I suspect your friend is a bit of an alarmist, as the fabrication of the so-called boost bottle is a rather inexact science. Your experiment should work fine, but don't try and kid with me, Luchs, I suspect you are just cheap!

MINI METZ

Dear Mr. Know-It-All:

I have a 1980 Yamaha YZ80. I'm looking for a 3.50 by 14 Metzeler tire. I have stopped in almost every motorcycle shop in Gardena and have also looked in all the *Dirt Bike* and *Motocross Action* magazines. The major shops just don't carry that size. Will you please include the price?

Paul Dolly
Gardena, California

Your Metzeler fetish, Dolly, is leading you on a fruitless search. Unless you move up a class to a 100cc or larger machine, you will be unable to fit Metzeler tires to your motorcycle. Their

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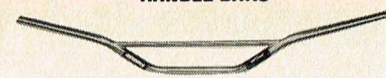
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CLUTCH PLATES

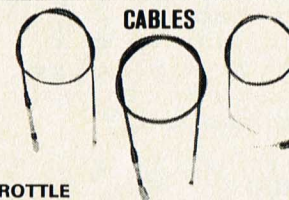


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CABLES

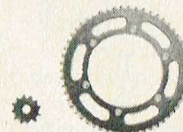


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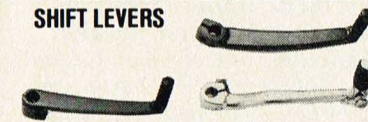
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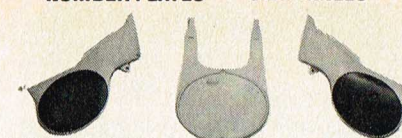
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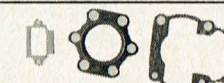
Consists of two main bearings, two crank seals and "O" ring when indicated.
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Head, base and reed gasket.
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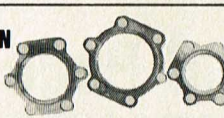
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Mister Know-it-All

off-road knobbies are available in 17-, 18-, and 21-inch sizes and they have not, as of this writing, molded any 14-inch knobbies for the smaller-displacement machines. Try to hold your impulses back until you graduate to a larger class.

FLAME-OUT!

Dear Mr. Know-It-All:
A couple of years ago I purchased a Honda XL125S. The person who owned it before me put a deep scratch in the fender. His friend said he could melt out the scratch, so he put a blow torch to it and now it looks a mess. It's the first thing people notice when they see my bike. I'm getting tired of looking at it myself.

I went down to Honda and they want \$45 for a new stock fender. The clerk said that a Preston Petty fender would fit perfectly. I purchased the fender for \$11. I tried to put it on and it was too long. I can't afford \$45 for a stock fender. What should I do? I know you get lots of letters from lots of people, but please answer this one as soon as possible.

Peter Rapps
Bridgewater, New Jersey

I am really surprised at you, Rapps. The answer is so obvious. Do you still have that blow torch handy?!

RUBBER ROOM

Dear Mr. Know-It-All:
I have tricked out the shocks and forks on my 1976 RM370A. The suspension works fine, but the chain keeps wearing through the rubber blocks on top of the swingarm. I've replaced it lots of times and even added chain tensioners and roller kits, but still it keeps doing it. Is there an easy cure besides an accessory swingarm?

Jeffrey Hermance
West Glen Falls, New York

The source of your dilemma is obvious. You've used a longer-than-stock-length shock absorber, which has consequently put your swingarm at a more severe, downward angle. The consequence is that the chain is almost in continued contact with the top of the swingarm and it eats rubber blocks for breakfast.

To relieve the problem would require fabricating shock mounts on a lower portion of the swingarm to reduce its downward angle. You must, however, select the position of that mount carefully so that, at full compression, the tire isn't striking the bottom of the fender. This will require some experimentation, but it is the only alternative to replacing the shocks or going to an entirely new swingarm. Accessory swingarms for a 1976 motocrosser may be rather difficult to obtain at this point. I wouldn't exactly call this an easy cure, but it's about the only one. □

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What do the factories know that you don't. . .

Tsubaki Chains Offer:

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Extended bushings allow clearance between inner and outer plates which cause sand, mud and grit to release from the chain. This special design insures that kinking is virtually impossible.

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Every link of every Tsubaki chain is pre-loaded with Tsubaki's own special pre-lube to insure that all critical bearing surfaces are properly protected.

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Four sided riveting of the pin heads guarantee maximum resistance to push-out force—giving every link performance durability.

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Special alloy steel enable every link of Tsubaki chain to carry maximum tensile strength. Over 65 years of quality in every link.

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Extra wide side plates for greater strength against shock loads. A semi-press fit cover plate insures a firm lock for a subsequently higher load capacity and an uninterrupted drive.

Whether you're a National Champion or a consumer that demands the absolute best for your purchasing dollar, Tsubaki chain is miles ahead of its competition. Pick one up from your local dealer and find out why. "Tsubaki is the chain more racers use and win on by choice."

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- TEAM HONDA DIRT TRACK RIDERS
- KAWASAKI TEAM GREEN



TSUBAKI MOTORCYCLE CHAIN
UST, INC., Whittier, CA 90607, USA
ALSPEED PRODUCTS, Ltd.,
Mississauga, Ontario, Canada

Riders Write

ALTERED STATES

Dear *Dirt Bike*:

I'm sure lots of people are excited to see you guys apply your world-renowned wizardry to the Can-Am Sonic 500. This is the concise and progressive information people look for in *DB*.

The article states that Team *DB* planned to race the Sonic this year and would report on just how the bike fares. This is almost exactly what Mr. Sieman said at the conclusion of the Project XR500, and the only other mention of that bike was that some idiot jetted it wrong and it blew up. What happened to that bike? Did it work out, or is it seeing duty pulling a fertilizer spreader on a lemon grove in Fillmore, or what?

Greg Griffin
Santa Barbara, California

Really, Greg, aren't we getting a little testy. Calling Super Hunky an idiot, come on! Actually, the bike has been converted into a helicopter and the Hunk himself uses the machine to commute to the races. You really should have known.

DRIPPINGS FROM THE NORTH

Giddy!

It's, like us again and we got an offer you can't refuse.

Because of the big cost of retread nobbies, Hosehead and me found a great way of gettin' trakshun and long tyre life for our super trick Hodaka. The one with the STP sticker on it. We nail beer caps with the picky edge out on each nob. It works really good! But you gotta use Canadian beer caps cause American screw-on caps don't work so good.

So, like, to order, count the nobbs on your tyres and send us 75 cents for each nob, cause we gotta buy the beer to get the caps, and we will send you enuf caps and a rubber hammer and nails to put them on!

Note: Specify type of caps: Kaw green (Labatts 50), Suz and Yam yellow (Molson Golden) or Hon red, white and blue (Molson Canadian). Send to: Chris and Jerry Mackenzie, Trakshun Enterprises, Great White North.

STAFF INFECTION

To Whom it may concern:

As I was reading the July issue, I saw a picture in which Mike Webb was riding an IT175. I would like to know where, if possible, I can get a *Dirt Bike* jersey like the one he was wearing.

Thanks.

Chris Wilt
Oxford, Michigan

Sorry to say, Chris, those jerseys are made especially for the staff riders. At this time there are no plans to sell them, although you can buy one very close in

appearance through Plus Products. The address is: Dept J, P.O. Box 1450, Encino, California 91316.

SAD TALE

Dear *Dirt Bike*:

I have a depressing story for you. My brother has been riding BMX bikes and trail motorcycles for about two years. On his 12th birthday, my dad told him he could have either a really good BMX bike or a 1982 Honda CR80R with radical accessories for his present. Do you know what the little jerk chose? The BMX bike. The twerp has since been condemned to spend the rest of his life in a hospital for the mentally deranged. How's that for a spinach brain with the I.Q. of a thumbtack?

Dave Garcia
Denver, Colorado

HONDA EXTRAS

Dear *Dirt Bike*:

BOY, ARE YOU YANKEES LUCKY!!!! You've got everything over there. A lot of the things we dream about or, if we're lucky, order and wait ages for, you can buy straight over the counter.

In your Honda CR250 test you made no mention of a spares kit, which is something we CR125, 250, and 480 owners in Australia are smiling about. The kit contains: 1 standard piston, 1 oversize piston, 1 set of standard rings, 1 set of oversize rings, 1 gudgeon pin, 6 circlips, 1 small end bearing, 4 main jets (various sizes), 2 pilot jets, 5 cylinder base gaskets, 2 waterpump gaskets, 1 throttle housing cover, 2 rear sprockets (2 teeth bigger and smaller than standard), 1 chain guide slider, 1 chain slider, 1 chain roller, 1 air cleaner element, 2 rear shock springs (harder and softer). HA! Eat your heart out, boys!

Greg Bennet
N.S.W., Australia

SUPER HUNK HANNAH?

Dear *Dirt Bike*:

Why didn't Super Hunk Bob Hannah race in the Superbowl of Motocross on July 17? Was it because of the injury he got at Pontiac? Also, do you have an address where I can write to him, or know of anyone who does?

Melissa Zimmerman
Yucca Valley, California

According to all reports, Bob Hannah's Pontiac ankle injury is completely healed, but he chose not to ride the Supercross—a 250 race—because he has been concentrating on the 125 Nationals.

If you want to send a letter to Bob, write care of Yamaha Motor Corporation, U.S.A., Attention: Bob Hannah,

6555 Katella Avenue, Cypress, California 90630. The editor of *DIRT BIKE* also suggests that you don't take the name "Super Hunk" in vain—there is only one. You really should have known.

GET MORE AIR

Dear *Dirt Bike*:

In your July '82 issue, in the article "How to Ride Supercross," you write, "With the sport of the '80s being motocross . . ." Why is it the sport of the '80s isn't televised? The sport is growing fast, but with the help of TV it would grow a little faster. Personally, I would rather see people busting their butts in 40-minute motos than busting their butts trying to do a double axle on ice skates.

Robert Barnett
Phoenix, Arizona

Wouldn't we all. How about also a little less boxing; less bowling; women's gymnastics, "Battle of the Network Stars," and less hype about "Survival of the Fittest." In a country where THREE'S COMPANY spends any amount of time at the top of the charts, what do you expect? Write to the networks and let them know how you feel. It may take a little time, but the '80s aren't over yet.

HE'S HIDING IN THE SWAMP, REALLY!

Dear *Dirt Bike*:

Since I now live on the East Coast, I thought I would cruise on over to Davis, West Virginia, to catch the famed Blackwater 100.

The race itself was well worth the drive. It was an experience I'll never forget. However, one of my reasons for driving five and a half hours through twisting, winding roads over the Appalachians was to see Super Hunk ride the race and see some expertise. After the start, I waited three and a half hours before I had to head home. The leaders were on the fifth lap, but alas, no Hunky. I never saw him complete his first lap!!! What happened to this famed rider from the West Coast??? Did they ever find him, or has he disappeared forever in one of the bogs?

Bruce Bachman
Alexandria, Virginia

Well, Bruce, the answer is quite simple. For the second year in a row, the Hunk awkwardly floundered in this race. He did complete one lap, though; somewhere on lap two his chain parted company from the bike. He claims before this happened he was leading the class. By the way, his class is the over 40, over 200 pounds, under five-foot five-inch, handlebar moustache, three-toes-per-foot Novice division. □

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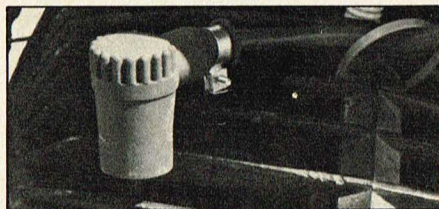
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New Products



GET COVERED

The latest craze in the motocross world is combination brake and fork protectors. Just check out the factory Suzukis, Kawas and the Hondas—they're all using them. Roost Factory is now offering these covers in red, yellow or white. They say they help protect the forks while keeping mud and debris out of the front brakes. Check 'em out; they sell for \$18.95. Roost Factory, 1430 W. 259th St., Harbor City, CA 90710; 213-530-8401.



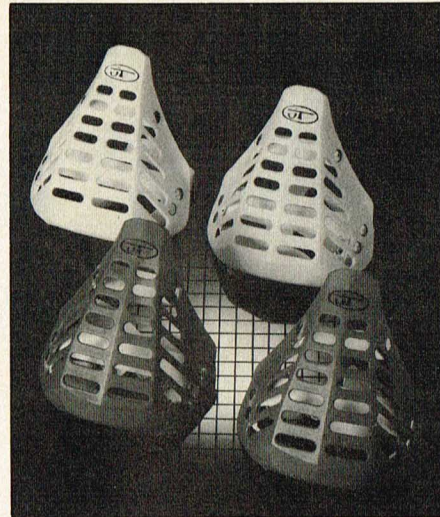
CAPPED BY FIREMASTER

Sparked by a major breakthrough in design, International Motosports claims to have the deluxe plug cap of all time. An all-new internal clip hooks on to the plug and virtually eliminates the possibility of losing spark under the worst of conditions. The Firemaster is dustproof, waterproof, and is made of dielectric rubber compound that resists heat, ozone, color change or becoming hard and cracked. Colors aren't hard to come by; they're available in red, yellow, black, green and blue. International Motosports, 1189 W. LaCadena, Riverside, CA 92501; 714-781-5849.



BIG XR TANKS

Owners of '81 and '82 XR Hondas who are interested in long-distance riding and need to get more mileage out of the stocker... hold on. Clarke Manufacturing has a 3.7-gallon model that bolts right on, using all the stock mounting hardware. The tank is contoured to allow the rider flexibility in movement, making for easy weight shifts. A large, three-inch gas cap is provided and makes for quick fills. The price is \$56.95 and the tank comes in an assortment of colors. Clarke Manufacturing, 29032 S. Salo Rd., Mulino, OR 97042; 503-829-2156.



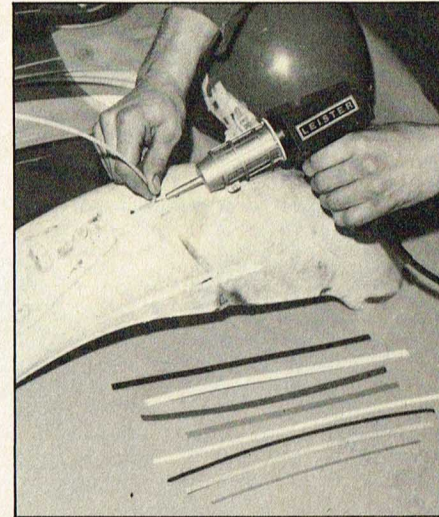
JT VENTED LIPS

Anyone keeping tabs on the latest equipment crazes on factory riders surely has noticed these newest, wild mouthguards. The "Mouthtrap" features extended nose and cheek coverage for roost protection, and has a rolled facerest for comfort. Large vents allow for maximum air intake and the Mouthtrap has a screen that filters out dirt and sand. Colors are yellow, red, blue and white, and more info can be had from JT Racing, P.O. Box 10, Bonita, CA 92002; 714-479-9696.



DON'T STALL, PROTECT ALL!

Protect All claims to be a jack-of-all trades. It makes almost anything look good—from vinyl, rubber, plastic, paint, to chrome. It resists detergent and is easy to use. Wipe it on, follow up with a clean cloth and that's it. Protect All is available from Champions Choice, 1910 E. Via Burton, Anaheim, CA 92806.



WHAT FIXES PLASTIC AND SOUNDS LIKE GHIBLI?

Ever wanted to be able to repair that plastic fender, or weld up that plastic tank? From the Leister line of hot air tools comes the Ghibli. It is a lightweight hot air tool that can weld, bend, form, patch, repair, fabricate, heat, dry, shrink and solder. Available in 110 or 220 volt, the Ghibli works on ABS, PVC, and a host of other plastics. For more on this welding wonder, contact the Brian White Company, 313 Henry Station Rd., Ukiah, CA 95482; 707-462-9795.



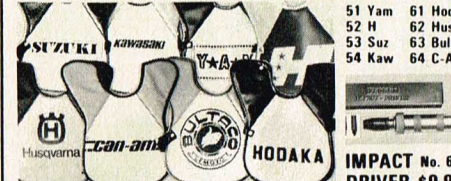
FILL IT QUICK

Malcolm Smith is now offering high-performance mods for Jerry Jugs—The Quick Fill Kit. This accessory pours one gallon in less than four seconds. It's made from clear vinyl hose with a leakproof injection-molded cap and spout that allow gas to flow freely. Check with your dealer on the high-speed Jerry Jug kits. They sell for \$10.95. Contact Malcolm Smith, 7563 Indiana Ave., Riverside, CA 92504. □

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TRICKING OUT THE WINNER

IT ONLY TAKES A LITTLE

Turning the RM80 into a National killer

By the Dirt Bike Staff

Larry Brooks roosts out on the CRF/RM. Larry says a well-tuned RM is all a mini rider needs to give him big trouble.

By now, it's obvious at the local tracks that the RM80 is the mini to beat. In stock form, it has mind-blowing power, good suspension, and the kind of handling that a winning miniracer demands. Showing up at the local track with an RM in the back of your truck is *the* way to psych out the competition, no doubt about it.

But what about Pro class racing? What is the way to psych out the big boys, the factory teams? Although the RM is good, word has it that the bike needs a little bit of work before it can go against the factory bikes.

To find out about these glitches, we enlisted the help of Crotch Rocket Factory, better known as CRF, and even better known as the shop that built the bike that carried Larry Brooks to the number one plate at the Ponca City Mini Nationals last year. *That* bike was a Yamaha YZ80, but since then CRF has become known as the mini experts in this area, and has figured out the formula for the RM80.

BREATHING PROBLEMS

By far, the most griped about problem is the airbox—it is too restrictive, and too much of a pain to work on. CRF solves this problem with its own airbox, which saves a small amount of weight and really



A Terrykit in the forks and Works shock at the rear allows the rider to get loose and weird without worrying.

lets the RM open its lungs. For the small of pocket, CRF also offers a breathing kit containing snap-in louvers and a new air filter; a system that works well, but is not quite as handy as the trick box.

Getting all this new-found charge into the cylinder is the next problem, and Tim from CRF solves the problem by offering a reed-valve kit that is almost twice as big as the stocker. Naturally, after all these modifications it's necessary to rejet the carb before proceeding any further. Oddly enough, Tim says the stock pipe

worked out best on the dyno, and would not suggest running with any other design.

To take the engine to the limit, a porting job was next. The problem most tuners run into is overporting, as the transfer ports in the RM cylinder are almost too big right from the factory. CRF leaves the transfers alone, and instead opens up the intake a little and cleans and matches the rest of the holes. After that, a few thou is milled off the head. Even after the grinding, the stock



Necessary changes on the RM are slight. The most important changes include making sure the engine can breathe and dialing in the suspension perfectly.

pipe and carb are still the way to go. Let's face it, the bike is a minirocket to begin with!

SUSPENSION TUNING

The very fast RM riders all agree on one thing: The stock shock has too much compression damping. To correct it, the shock should be rebuilt with an accessory damping kit, or a complete accessory shock should be fitted. CRF swears by Works

Performance shocks, and so a Works Mini shock was installed. The Works shock is set up with just a skosh less compression damping, and offers the added benefit of an extra inch of travel.

To compensate for that extra inch, and to make the forks work their best, we installed a Terrykit in the stock front end. This added just under an inch to the front end and smoothed out the damping all the

way around. Now the RM has just under nine and one half inches at both ends.

HOW DOES IT WORK?

"Radical!" was the only word we could get out of Larry Brooks. "Not quite as good as my factory ride, but close enough to give me plenty of trouble in a race!" To prove his point, we watched Larry swoop by a couple of 125s as if they were standing still. Admittedly, Larry is a phenomenal rider, but you can't go that fast on a slow bike, now, can you?

BUILD YOUR OWN

The inside word from CRF is this: Work on the suspension, and dial in both ends to keep the wheels on the ground. Get rid of the airbox and get something better. After this, it's possible to get crazy on the engine, but not too crazy—it doesn't need much!

The parts prices for our RM80 Factory Killer are as follows:

- Airbox and filter \$74.50
- Stock box breathing kit \$24.00
- Two-petal Rocket Reed, complete (Case machining necessary) . . . \$59.00
- Cylinder porting \$100.00
- Head milling \$25.00
- Stock-type pipe \$99.00
- Works Performance Mini shock \$190.00
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For more info, contact CRF at P.O. Box 2084, Goleta, California 93118; 805-683-1426. □

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KTM's Pro-Lever suspension may be simple and good looking, but don't let that fool you. It has guts. Start with the lever link system and swingarm. There are very few moving parts, which makes the suspension simple and durable, plus the extruded, heat-treated aluminum swingarm and chromoly 25 lever arm add strength while reducing unsprung weight. The Fox Factory Twin-Clicker shock makes the most of the Pro-Lever. With its external adjustments for rebound, compression, and preload, there is an infinite number of suspension settings. Altogether, the Pro-Lever gives the 125, 250 and 495 rider just what he needs . . . a suspension with just as much guts as he has.



PRO-LEVER

YAMAHA IT465 VS. KAWASAKI KDX450

Green and blue under the gun

By the Staff of DB

There's a difference between a competitive enduro machine and a serious trail bike. Husky, KTM and Maico are enduro racers. The Yamaha IT and the KDX450 are the latter. Why? Several reasons. Both bikes weigh at least 20 pounds more than the European mounts. Both have less suspension in sophistication and travel, and are ponderous in tight woods, requiring muscle to negotiate the obstacles rather than a mere flick of body weight.

Considering this, one would wonder why anyone would buy a KDX or an IT.

Simple. A serious trail bike is what most enthusiasts need. They get a decent chassis, good suspension, a strong motor that can take serious abuse, and all at a far lower price than the Europeans could ever hope for. Not all of us are racers, and not all of us are rich; not all of us need a Husky.

The IT465 and KDX450 are serious trail bikes. This isn't to say that they can't be ridden in enduros; they can. Remember, the majority of people who ride enduros are B and C riders—either up-

and-coming, or just out for the fun of it, and the bikes they ride are both fun bikes and race bikes.

What we are now doing is trying to see which bike is better: a shootout for the big-bore hardware offered by Yamaha and Kawasaki. The bikes were tested in a variety of terrain. Tight, gnarly, enduro territory. High-speed desert. Fun, rolly hills. Motocross. Just about every type of terrain we could find. We evaluated the bikes in a manner similar to our other shootouts: categorized breakdowns that



In stock form the KDX worked well. The preload and damping settings seemed just about right for our test riders.

Tight canyon work is a joy on the Yamaha—low-end response is the key. The bike can be chugged, letting the wheel hook up and carry the rider through the obstacles.

HEAVY-WEIGHT FACE-OFF

show why one bike works better than another.

POWER

In a full-tilt drag race through the gears, the Yamaha got the nod, but just barely. Both bikes were fairly even, with the IT jumping ahead on the starts and staying a length ahead.

Before any runs were attempted, both bikes were jetted for the area; all that was needed was minor fiddling with the needle. The two machines have 38mm Mikunis and five-speed gearboxes with similar ratios, although the overall gearing on the IT is a little taller than the KDX. There are some plugs on the KDX airbox; we pulled them out in an effort to let it breathe better, and it helped.

An all-out drag race proves very little; the real test is in the tight, tractionless hills. These areas, where first and second gears are used, along with the torque of the motor to pull the rider through the winding obstacles, show which bike has the most grunt. Here, the hands-down winner was the Yamaha. The IT conquered sections that the KDX was nearly incapable of making. The KDX has to be ridden more aggressively, because it won't pull as low as the IT. This makes for spinning tires and a revving engine that will not let the Kawa tire hook up, finally making the rider push up the section, or turn around and try again.

FORKS

Travel on the machines is fairly close: 10.2 on the KDX, 10.6 on the Yamaha.



In a full-tilt drag race, the IT jumped ahead on the starts.

On the KDX, light springs and air, with a high-oil level, are used. The IT has the standard springs, no-air approach. We like the idea of not having to use air in the forks. On the trail, dialing in air pressure is a major hassle—you need to carry a pump, an air gauge, etc.

The KDX's standard oil level is 5.1



Jon Miller attacks a slippery section on the KDX. A lack of low end forces the rider to be more aggressive, making it tougher to conquer the section.

inches from the top of the tubes. Suggested air pressure is between 12 and 18 pounds. We ended up with 16 as the best. Any more pressure made the forks insensitive to small bumps; less had them bottoming badly.

All that was needed on the IT was an increase of the oil level. Standard is 7.5

inches from the top; we went to 6.5 inches, ten weight motor oil, no air.

Once the dialing in was completed and the bikes ridden, there was no comparison. The Yamaha was the winner. By virtue of a more sensitive ride on small-ripple bumps while still being able to handle the big stuff, and the fact that no air is needed, the IT took the fork department.

REAR SUSPENSION

Both bikes are single-shockers, have



Although the Kawa forks require air, the action is good. The front brake is weak considering the size of the bike.



Typically fine forks on the Yamaha only required an increase of the oil level to get them working to our satisfaction. The front brake is one of the strongest around—use caution at first. Notice the tank stickers; they did this before we ever rode the bike.



Pete Smith eases the big Yamaha around a tight trail during the testing. The suspension on the IT is balanced, making it a nice handler.

HEAVY-WEIGHT FACE-OFF

adjustable rebound damping, and access to lighter or heavier springs. Travel on the KDX is a wimpy 9.4 inches; the IT is 10.6 inches.

Damping changes on the Kawa are a hassle. The shock must be removed from the bike and the spring taken off, then one of four damping positions can be chosen.

On the other hand, the IT's changes are a breeze. There are 24 positions, all changeable by a clicker on the back of the shock. The stock setting is 12 clicks out.

In stock form the KDX worked well. The preload and damping settings seemed just about right for our test riders. Its major drawback was a callous feel on small bumps and rocks. Backing off on the preload didn't help; it just let it bottom too easily. On medium to big bumps, the KDX worked well.

The Yamaha, in stock trim, needed help. It's set up way too soft, letting the bike wallow in the turns and bottom harshly when it shouldn't. We added a half inch of preload and four clicks of rebound damping. With these changes, things happened. The bike turned and didn't clash on jarring bumps, yet it was still sensitive enough to respond on rocky or rippled slow sections.

Although the KDX wasn't bad, the Yamaha wins because the damping was easier to change, it had more travel, and responded far better than the Kawa on

At slower speeds the KDX turns fine. When pushed hard in the tight stuff, its shortcomings appear. It requires concentration.



24 DIRT BIKE/OCTOBER 1982

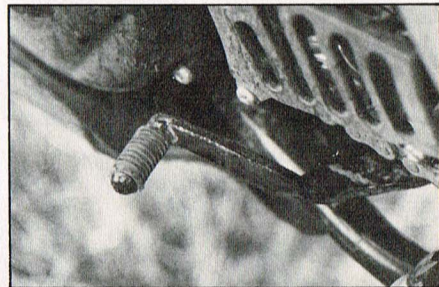
slow-speed obstacles where the rider wanted the rear wheel to stay on the ground.

BRAKES

There's no doubt here, the IT was worlds ahead of the KDX in stopping power. The front stopper on the KDX was grim. It might work all right on a 175, but it isn't close on a heavy open bike.

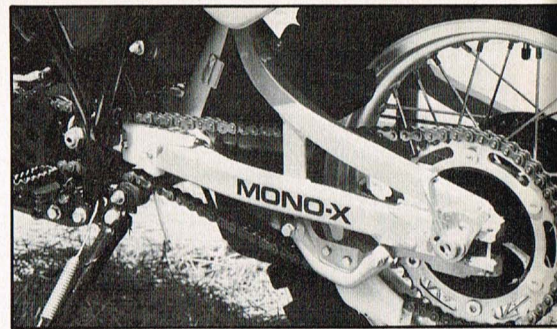
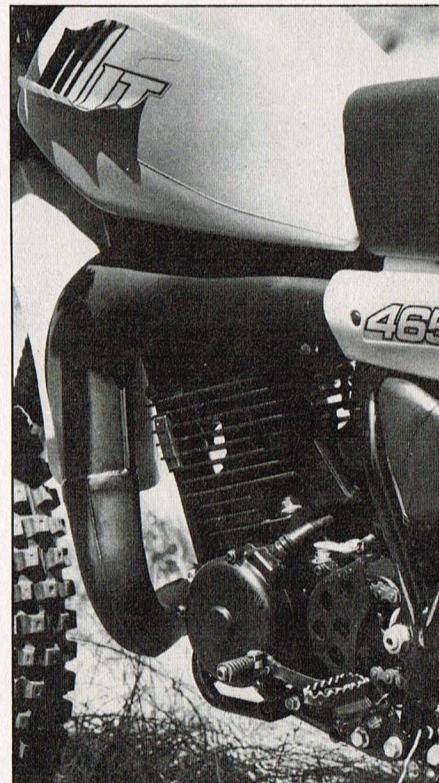
Quite opposite the feeble-feeling KDX unit, the IT is super strong, an absolute killer. Two fingers were all that was needed to haul down the big Yamaha from serious speed. The dual-leading shoe set-up required some time to get used to. Hop on the KDX and you realize how good the Yamaha unit is; "night and day" is an understatement.

As far as the rear brakes go, things were a little closer. Both units worked well,



Non-folding levers come as stock equipment on the KDX. This isn't a good idea. Our shifter was bent into and under the case on more than one occasion.

Folding levers are stock on the IT. A big complaint was the size of the tank, which makes it tough to slide forward in turns.



A quick-change rear wheel on the Yamaha is deluxe. With adjustable rebound damping and a variety of springs available, the rear end can be dialed in quite well.

with the Yamaha working somewhat better because of its progressive feel. The KDX locked up too easily, stalling the engine far too often. After some time, it felt natural, but didn't rate with the IT.

COMFORT

Here we're talking about bars, levers, seat, pegs—the overall feel of the bikes. None of the riders could complain about these aspects of the bikes. All of the working paraphernalia on both is excellent. The only snivel that did come up was the width of the IT tank. Its bulbous feel made it hard to transfer to the front of the saddle in turns. The Kawa's tank is much slimmer and is no hassle for the rider. The KDX won the comfort section.

TURNING

Several things are important here. First, the IT didn't work well until the suspension was dialed in. Stock, the bike wal-

Slipping the clutch is necessary on the KDX. On faster sections the mid-range on the Kawa is fine; it's strong enough to conquer most anything.



The girderlike swingarm on the KDX is super strong. Touchy rear brakes tend to lock up easily; they take some getting used to.

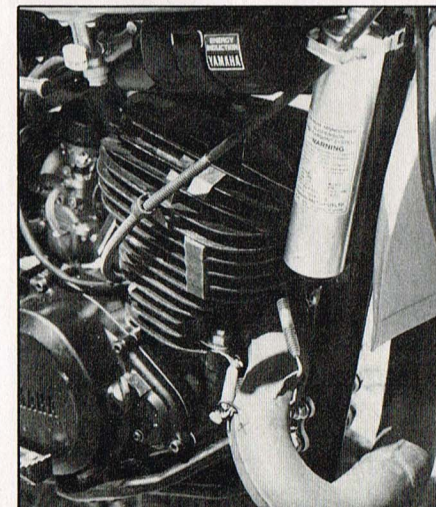
lowed in the turns and just plain felt awful. The KDX, on the other hand, worked well stock.

Once the Yamaha's rear was stiffened, it turned decently. The front sticks in most situations and doesn't really require much from the rider, except to be ridden. Its major drawback was the size of the tank. It restricted the rider, making it hard to move forward in the turns.

The KDX turned hard and strong up to a point. Just as your confidence rises, the front end goes away. It quits sticking and lets the rear swing around, throwing the rider into swaps. A front tire change might help cure the problem. Even so, the Kawa didn't work that bad.

Still, the IT won this department. It was more forgiving and just a little easier to ride.

Bash bars protect the underside of the IT. Down-low grunt is the strong point of the motor; the YEIS is a factor in attaining this power.



KDX and IT, B to V and back

By Rick Sieman

• There are a few ways to test bikes; some of them make more sense than others. I, for one, have mastered the noble art of testing right down to a science. Webb took the IT465 and the KDX450 up into the mountains and thrashed himself senseless with these two heavyweights, trying to come up with rational input.

Being older and craftier, I took the two bikes (along with my friend, Dave Henry) on the legendary Barstow to Vegas trail-ride route. This gave us a dual opportunity: one, to enjoy a leisurely trailride and two, to party our brains out in Vegas.

I was particularly interested in Henry's thoughts on the bikes, as he's a woods



Our two test bikes received a lengthy trailride under grueling conditions: Barstow to Vegas in late July. Temperatures reached 130 degrees on Soda Dry Lake.

rider (Super Senior Hare Scrambles Champion) from Florida. After quite a few miles, his thoughts were as follows: "Neither bike is as sophisticated as a Husky, but both have strong enough motors. Of the two, I prefer the Kawasaki, because it turns better. The IT definitely has more motor, but the kind of power the KDX puts out is enough to do the job with less energy expended. The IT seems to track better at higher speeds, but the steering feels heavier at slower speeds."

We experienced problems heading from Barstow to Vegas, as the IT got a flat rear about 50 miles out. By the time we got into the first pit stop, the IRC sidewall was destroyed. We loaded up the bikes and headed into Vegas. After a few days of . . . uhh, rest and recreation, we stopped by Motorcycle Tire Center in Vegas and picked up fresh rubber, fixed the rear and attacked the B to V trail again, this time in the reverse direction.

When we started our ride in the morning, the temperature was slightly over 100 degrees. As we hit the dry lake beds near Death Valley, the heat came as close to unbearable as imaginable. At the completion of our ride at Razor Road in the afternoon, the temperature in the shade of the garage was 112 degrees.



Florida rider Dave Henry on the KDX450, well and truly out of his element in the Nevada desert.

It was amazing that the bikes held up under those conditions. When crossing Soda Dry Lake, both bikes rattled and de-tonated badly and we feared for the internals. The crusty surface of the lake bed sapped power from the big engines, much like riding through shallow mud. It was obvious the KDX ran much hotter than the IT465; a glance at the smaller fins showed why.

Even though neither bike can be considered a "serious" enduro mount, both were ideal for what we were doing: kicked-back, high-level, long-distance trailriding. Both bikes were good for slightly over 60 miles per tank at the higher speeds run in the desert.

Some thoughts on the machines: It was way easier to start the KDX than the IT. Brakes on the KDX felt crummy, especially when getting directly off the superbly braked IT. The Kawasaki shifted much easier than the IT, but the odd shift lever caused us much concern. It wraps under the chain and looks like it'll be destroyed if the chain derails.

Both of us thought the KDX was happier in the rocks than the IT, and that the green bike was comfortable sliding on the bone-dry fire roads. The IT was a very tall bike; both of us could put our feet flat on the ground when straddling the KDX. One side note: The kickstand on the KDX was the butt of some low-grade jokes. It's really gruesome and snagged more than one boot.

Our impressions were identical. We'd ride B to V any day on these two bikes. However, we'd never race them. The key word here is "ride." •

The IT465, near Mountain Pass; elevation 6000 feet.



FACE-OFF

BITS AND PIECES

Both bikes are extremely heavy. The KDX is 260 pounds dry, the IT 264 pounds. Full of fuel and oil, they easily top the 280-pound mark.

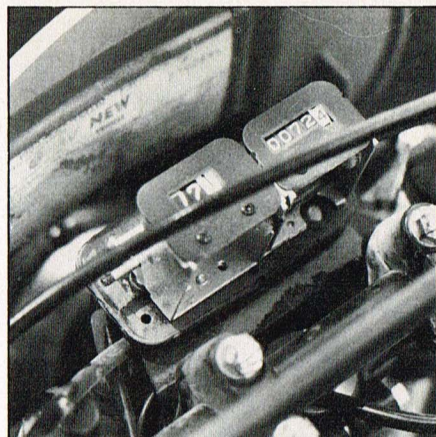
Before we ever threw a leg over the Yamaha, both tank stickers folded and flew off. The KDX's stayed on, although they bubbled up and looked quite disgusting.

On the first ride, the Kawa speedo reset knob broke off. About ten minutes later the whole top of the speedo came apart and disintegrated. Our second ride proved fatal for the IT speedo. Its reset knob also broke.

All of the rollers, guides and such on both bikes are excellent. They kept the chain in line with minimal hassle. The snail adjusters on both the IT and the KDX are deluxe. A quick-change rear wheel on the IT is state of the art.

The growth they call a silencer on the end of the Kawa pipe is foul. It's nearly twice as long as the IT unit and not any better at reducing the decibels.

Failure to put folding levers on the KDX is more than an oversight, it's



First the reset knob fell off the Kawa speedo, then the whole top followed suit. This isn't good. The Yamaha knob also popped off.

dumb. They come stock on the IT.

An overengineered sidestand on the KDX, which looks like a complete afterthought, is repulsive.

Access to the KDX filter is a cinch. With the removable baffles on the airbox and its easy-to-service filter, the complete setup is top-notch.

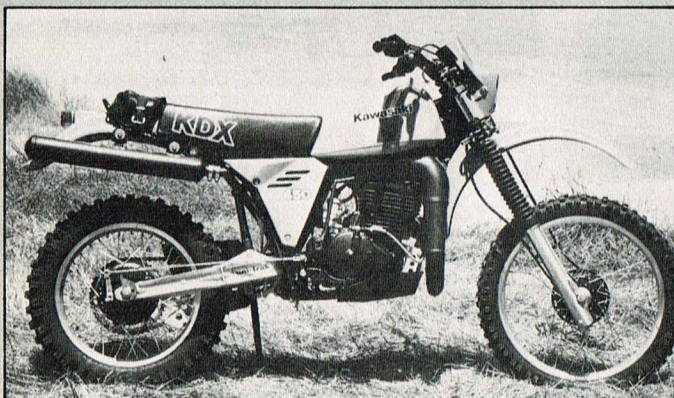
AND IN THE END...

As you can probably tell, the clear-cut winner was the Yamaha. Both bikes



Where traction is a problem, the IT excels. Handy brushguards on the bars give some protection to the rider.

worked well. The IT just did things better. Yamaha paid closer attention to the small stuff that makes life easy for the rider. The motor is stronger in the areas that are critical for the off-roader. In the end, the IT465 is a more complete package than the KDX. □



KDX450



IT465J

KDX450

IT465J

ENGINE TYPE	2-stroke, reed valve	2-stroke, reed valve
BORE AND STROKE	.83mm x 82mm	.85mm x 82mm
DISPLACEMENT	443.7cc	465cc
CARBURETION	Mikuni VM38SS	Mikuni VM38SS
FACTORY RECOMMENDED JETTING:		
MAIN JET	155	390
NEEDLE JET	R-2	Q-2
JET NEEDLE	6G3-4	6F39-4
PILOT JET	35	40
SLIDE NUMBER	3.0	2.0
RECOMMENDED GASOLINE	Premium	Premium
FUEL TANK CAPACITY	12 L (3.2 gal.)	13 L (3.4 gal.)
FUEL TANK MATERIAL	Plastic	Plastic
LUBRICATION	Pre-mix	Pre-mix
RECOMMENDED OIL	Kawasaki 2-stroke oil	Yamalube R
OIL CAPACITY, TRANS	1.0 L (1.1 qt.)	.800cc (.84 qt.)
AIR FILTRATION	Foam type	Foam type
CLUTCH TYPE	Wet plate, multi-disc	Wet plate, multi-disc
TRANSMISSION	5-speed	5-speed
GEARBOX RATIOS:		
1	2.666:1	2.666:1
2	1.866:1	1.750:1
3	1.400:1	1.315:1
4	1.047:1	1.000:1
5	0.791:1	0.785:1
GEARING, FRONT/REAR	15/50	14/44
IGNITION	CDI	CDI
RECOMMENDED SPARK PLUG	NGK B8ES	Champion N-3
SILENCER/SPARK ARRESTER/QUALITY	Yes/yes/good	Yes/yes/good

EXHAUST SYSTEM	Up-pipe, right side	Up-pipe, left side
FRAME, TYPE	Tubular, single downtube	Tubular, double cradle
WHEELBASE	1520mm (59.8 in.)	1450mm (57.1 in.)
GROUND CLEARANCE	315mm (12.4 in.)	295mm (11.6 in.)
SEAT HEIGHT	945mm (37.2 in.)	925mm (36.4 in.)
STEERING HEAD ANGLE (RAKE)	28°	28 1/2°
TRAIL	120mm (4.7 in.)	122mm (4.8 in.)
WEIGHT, DRY	118 kg (260 lbs.)	120 kg (264 lbs.)
RIM MATERIAL	Aluminum alloy	Aluminum alloy
TIRE SIZE AND TYPE:		
FRONT	3.00 x 21 Dunlop	3.00 x 21 IRC
REAR	5.10 x 18 Dunlop	5.60 x 17 IRC
SUSPENSION, TYPE AND TRAVEL:		
FRONT	Leading axle, 260mm (10.2 in.)	Leading axle, 270mm (10.6 in.)
REAR	Uni-Trak, 240mm (9.4 in.)	Monoshock 270mm (10.6 in.)
INTENDED USE	Enduro, off-road	Enduro, off-road
COUNTRY OF ORIGIN	Japan	Japan
RETAIL PRICE, APPROX.	\$2169	\$1929
DISTRIBUTOR:		
Kawasaki Motors Corp.	Yamaha Motor Corp.	
2009 East Edinger Avenue	6555 Katella Avenue	
Santa Ana, California 92705	Cypress, California 90630	

PARTS PRICES, HIGH WEAR ITEMS:	
PISTON ASSEMBLY, COMPLETE	\$54.02
RINGS ONLY	13.74
CYLINDER	204.10
SHIFT LEVER	10.72
BRAKE PEDAL	23.10
FRONT SPROCKET	18.30
	\$59.96
	16.00
	260.00
	10.30
	15.50
	9.52

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The spectacular Superbowl is no more. Here's what it looks like if you're about to leap from the famed peristyle jump. Awesome!

THE LAST SUPERBOWL

The King is dead: Long live the new King

by Rick Sieman

The hype for the Last Superbowl of Motocross was stupendous, but deservedly so. In one way, it signaled the end of an era, but the start of a new one. Perhaps no other event has stimulated dirt bike coverage like the original Superbowl in 1972 and the nine years of Coliseum racing after that.

Coliseum racing has been part of the reason factory racers can now make over a half million dollars a year. When it started, even the best and fastest American motocrossers were gimping by on salaries less than that of a third base coach in the minor leagues. They've deserved more and now they're getting it.

Stadium racing, heralded by the yearly Superbowl, has brought national television exposure and its attendant big bucks. It now appears that next year will be the start of a massive expansion of Supercross racing.

Twenty-three cities are tentatively scheduled and the television people are salivating. After all, how many times can you rehash *Laverne and Shirley*? Supercross

just might be the biggest thing on the tube within the next few years. So, we have the start of something important and the end of what started it all: The *Very Last Superbowl* of Motocross.

However, fear not. Rumors are that next year the Superbowl will be held in the Rose Bowl, or something comparable. Still, we're going to miss the old Coliseum with its unique trip up through the stands and the hair-raising ski jumps. It won't be quite the same.

SATURDAY NIGHT FEVER

Now that you know all of the above, you can see why this particular Superbowl took on such a superstar status. With *All The World* looking on, the riders were nearly shaking with nervous energy. A win here could mean instant stardom for a rider. A good showing might earn a factory ride.

To add fuel to the already primed fires, a genuine title was on the line. Mark Barnett and Donnie Hansen—the only two in contention for the Supercross Champion-

Mike Bell and Broc Glover finished in first and second place, respectively, in this Last Superbowl of Motocross.

Mark Barnett bolted out to a picture-perfect lead and appeared set to make one of his patented runaways. However...



Photos by Sieman, Clipper, & Webb





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Seattle, WA	Seattle Kingdome	2/13-14
Atlanta, GA	Atlanta /Fulton County Stadium	2/27
Daytona Beach, FL	Daytona Intl Speedway	3/6
Houston, TX	Houston Astrodome	3/19-20
Pontiac, MI	Pontiac Silverdome	4/24-25
Kansas City, MO	Arrowhead Stadium	5/8
Los Angeles, CA	Los Angeles Coliseum	7/17
San Diego, CA	San Diego Chargers Stadium	11/13

*Dates subject to change.

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SUPERCROSS

ship—were set to do battle. A clean win over Barnett would give Hansen the crown. A win by Barnett and a mediocre showing by Hansen would tighten the noose for the last showdown at San Diego later in the year.

Hansen wanted the crown and the reputed \$100,000 bonus from Honda, but could not afford to let it all hang out and throw the Championship away. Barnett had absolutely nothing to lose.

And, as usual, there were the spoilers lurking slightly out of the main spotlight: Mike Bell, Johnny O'Mara, Broc Glover, a veritable army of Team Honda riders, the flashy Kawasaki teamsters, a solid crew of Suzukis and the *always possible*, hungry privateers. Give one of *them* a holed in the Main, and he'd go stark-raving nuts before backing off.

The stage was well and truly set for drama of the highest order. At exactly 8:04 p.m., the gate fell for the first Heat and the story unfolded:

HEATS: HOT AND HEAVY

In Supercross racing, only the top four riders from each of the four Heats go directly to the Main event. That accounts for 16 racers. In the Main event, only 21 will be allowed to go for the money. If you don't make it via a direct transfer from the Heat, you have to pull off a battle royal in a Semi, or a minor miracle in the Consolation. The pair of Semis takes only two riders each to the Main, and the brutal Consolation takes but one.

If Donnie Hansen was going to lay back and take it easy, he gave no indication of it in the first Heat. With Kawasaki's Jeff Ward bolting to a startling quick lead, Hansen kept his cool and started hounding the World's Fastest Flying Freckle, as Ward is sometimes called.

Around the halfway point, Ward did a clumsy endo and Hansen slipped into his by-now-accustomed first-place slot. While Ward was on the ground trying to figure out *whahappen* and *whaffo*, Bell slithered by, long legs and bony knees out in the breeze. Ward recovered to take third, followed by another Team Green rider, Billy Liles. Hansen was satisfied with the start of the evening and Ward was shaken, trying to get his confidence back together for the Main. Bell merely looked calm and thoroughly unruffled.

Heat Two showed the impressive power of the new Kawasakis, as Goat Breker muscled to a holed shot. A pair of big-bucks racers didn't really like Breker showing the way, and the pressure was applied. Glover hounded Goat, forcing a bobble and edging by. A few laps later, Barnett applied some Bombing tactics but made a fumble out of a tight turn and dropped a few places. However, Barnett never seems to give up, and quickly got back on Breker's tail, driving him to near distraction and eventually pulling off a dramatic pass on the very last lap. Denny



This gives you an idea of the altitude the riders get when going up the Peristyle jump. Here's O'Mara during practice, squeezing the factory Honda between the pillars.

Bentley hung in for fourth. Half of the field had already ridden, and eight locked into the Main event.

Heat Three brought out more high-powered names: Magoo Chandler, Johnny O., the prototype California Kid, and a raft of deadly serious second-level riders like Scott Burnworth, Steve Martin, Ron Turner and Jim Tarantino. The Heat quickly settled into a two-man, no-holds-barred battle between O'Mara and Chandler. Even though Danny Chandler had a clean lead, he couldn't shake O'Mara.

Johnny O. tried everything in the books (both paperback and hardback) to get around the stocky Magoo, but Chandler wasn't having anything to do with the intimidation. O'Mara started yelling, "Get out of the way! Let me by! Move it, move it!" in an effort to shake Magoo. Chandler responded by tucking it in tighter and coming out earlier and harder. He used every rideable inch of the track and went in each corner deep and to the limit.



In one of the finest races ever seen under the lights, Magoo Chandler went bar-to-bar with O'Mara for the entire heat.

O'Mara tried so hard to pass Magoo that he went farther off the big jump than anyone else and earned \$500 from Miller beer. A heady 71 feet 3 inches of flight time, to be exact.

SUPERCROSS

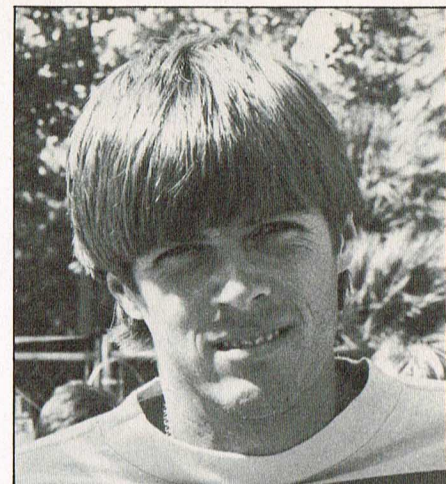
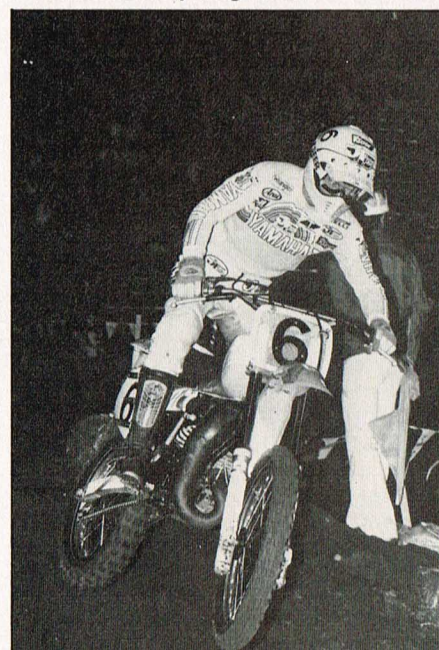
Finally, the strength of Magoo proved to be the determining factor, as O'Mara burned himself out completely, with each and every frantic charge repelled. Chandler, used to the vicious, big 500cc bikes, was able to manhandle the 250 without using all of his body fuel. The race was a genuine adrenalin burner and must have used up a carload of wide eyes, from both riders and spectators. Steve Martin and Tarantino got the two remaining spots, but their fine rides went almost unnoticed with the Magoo/O'Mara duel riveting most of the attention.

Heat Four had good, solid racing for the four transfer spots, but after the previous battle, most of the spectators were still exhaling and slowing down their heartbeats. After a sorting-out process, David Bailey (son of "the Professor," Gary Bailey) came out with a smooth second place, with Jim Gibson taking an almost identical Honda to the win. Warren Reid and JoJo Keller filled out the card. A notable ride was put in by Andy Jefferson, riding a painfully stock Suzuki. Jefferson nearly made the transfer, but a few front-wheel landings and small bobbles cost him the coveted move to the Main. Keep an eye on Jefferson, as he smoked a number of top-rated riders during his ride. At his home track, Sunrise Valley Cycle Park, Andy is almost unbeatable, even by big-name stars.

SEMITOUGH? DON'T BET ON IT!

With only two riders from each of the Semis going to the Main, the only good ride is a great one. One wobble and you're out of the picture, looking at a very slim shot in the Consi.

Glover snuck into second and stayed there for the entire Main. He rode a smart but uninspiring race.



Da winnah! Mike Bell needed this shot in the arm to get his confidence back.

Hot new star Ricky Johnson made up for his lackluster Heat ride, by methodically dispatching Benolkin and George Holland. His one flashy display was a full-blown, last-lap cross-up off the killer jump. Two more to the Main: Johnson and Benolkin.

Semi Two had *Dirt Bike's* own Jimmy Holley trying to make the field, despite a mangled set of ribs. Jim had flipped badly while running third in his Heat and had to be taped up heavily and lifted onto his bike. Holley worked hard but could only get up to fourth, while Ron Turner and Jim Ellis hit it for one-two.

LAST GASP: THE CONSOLATION

One rider—and one only—would be taken from the Consi to the Main. Holley was on the line again, against the advice of his friends. Holland and Alan King went one-two, with Rod Smith taking third. Holley gave it all, but could only manage a fourth. He rode a stock Yamaha.

THE MAIN EVENT: AND IN THIS CORNER . . .

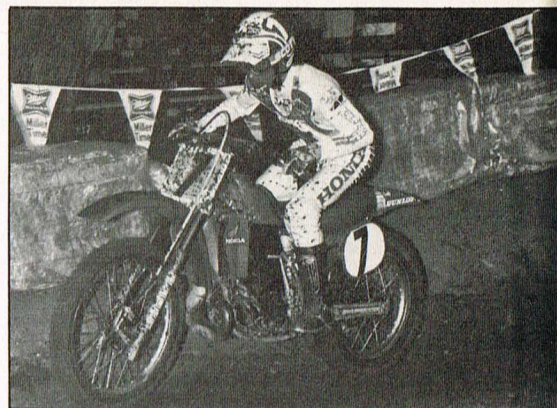
Twenty-one of the best racers in the country sat on the line, while the fireworks went off and the drums rolled. Every single person in the huge Coliseum stood waiting for the gate to drop, wondering who would get the jump.

A tightly clustered group of riders spearheaded it to the first turn, and Mark Barnett outraked them all. At the end of one full lap, it looked as if it were going to be another patented Barnett runaway. He had opened up a 30-yard lead over the field and hacked away at the bumps and jumps under full throttle.

Everyone settled back down into his seat, wondering who would dice for the remaining high spots, when suddenly, shockingly, Barnett dumped his works Suzuki in turn one.

A gasp ripped through the crowd as Barnett tumbled around on the ground, his bike cranked over on its side. By the time Barnett picked his machine up and got it restarted, he was in last place. Dead Last. With capital letters.

Eyes flickered around the course to re-



Hansen rode a smart and cautious race to sixth overall; enough to give him the Supercross Championship. His savvy paid off to the tune of a cool \$120,000 bonus.

evaluate what was going on, and lo and behold, big tall Mike Bell was in the lead, with Broc Glover right on his tail. Yamaha has running one-two. Hansen was mired back near midpack, riding cautiously, trying to keep from making mistakes and ending up like Barnett.

When Bell realized he indeed had the lead, he immediately pressed hard for a few laps and opened up a small bit of breathing room on Glover, but couldn't shake him. Rather than panic, Bell showed his experience and set up a methodical pace, clicking in lap after lap at the same pace, picking tight, efficient lines. No mistakes, no bobbles . . . just driving in deep, chattering both wheels under heavy braking, smacking the berm cleanly and punching it hard out of the corners.

Bell has been in this position before and was not about to fluster. His mental callouses have been toughened by years of Supercross infighting, and the

Bell is most certainly back after his knee problems. He flowed around the technically demanding track.



pressure applied by Glover did little more than increase his concentration.

Glover tried so hard to close up on Bell that he lost a handful of micro-seconds in the process and fell back a fraction. At this point, front-runners included Gibson, Bailey, O'Mara and Ward.

As the race progressed, Glover stayed close enough to keep a measure of tension and anticipation there, but not enough to call it a battle. Spectators settled back to observe who, if, or what might develop. It was then that they noticed that Barnett had worked his way back into the top ten with a near maniacal charge. Hansen was running

eighth and not looking comfortable.

Interest picked up; if Barnett could possibly pass Hansen, Donnie would not be able to wrap up the Supercross Championships that night. However, once Barnett got to midpack, passing became more and more difficult. Barnett was able to pick off two more riders, but Hansen got the signal from his pits to fire up the pace. He responded by sneaking by two more riders into sixth.

While the last-minute jockeying was taking place, David Bailey smoothly rode into third for his highest stadium finish ever. A frustrated Glover followed the long back of Mike Bell ac-

ross the line for a clean Yamaha sweep. Yamaha was elated, as they broke the recent Honda stranglehold. Honda was happy, because Hansen's sixth gave him the Supercross overall Championship. Suzuki was down because of a stifled Barnett runaway.

Kawasaki had to be content with the flashes of brilliance and the obvious potential of the new bikes. The privateers once again proved they *can* make a Main event, in spite of lesser equipment.

Over 69,000 spectators went home that night, knowing they'd participated in a piece of history. It may have been the Last Superbowl, but, in reality, it signaled the start of big-time Supercross racing. □

RESULTS—1982 WRANGLER SUPERCROSS SERIES/MILLER HIGH LIFE SUPERBOWL OF MOTOCROSS—LOS ANGELES COLISEUM JULY 17, 1982

1. Bell, Mike	Lakewood, CA	YAM
2. Glover, Broc	El Cajon, CA	YAM
3. Bailey, David	Axton, VA	HON
4. O'Mara, Johnny	Canyon Country, CA	HON
5. Ward, Jeff	Mission Viejo, CA	KAW
6. Hansen, Donnie	Canyon Country, CA	HON
7. Gibson, Jim	Canyon Lake, CA	HON
8. Barnett, Mark	Bridgeview, IL	SUZ
9. Reid, Warren	Midway City, CA	SUZ
10. Johnson, Rick	El Cajon, CA	YAM
11. Breker, Goat	Riverside, CA	KAW
12. Chandler, Danny	Foresthill, CA	HON
13. Martin, Steve	St. Petersburg, FL	HON
14. Holland, George	Kerman, CA	SUZ
15. Liles, Bill	Fairburn, GA	KAW
16. Turner, Ron	Pomona, CA	HON
17. Benolkin, Tom	Brooklyn Park, MN	KAW
18. Ellis, Jim	E. Hampton, CT	HON
19. Tarantino, Jim	Los Angeles, CA	HON
20. Keller, JoJo	Plymouth, MA	HON
21. Bentley, Denny	Perry, MI	SUZ

1982 WRANGLER SUPERCROSS SERIES POINT STANDINGS

1. Hansen, Donnie	Canyon Country, CA	257*
2. Barnett, Mark	Bridgeview, IL	227
3. O'Mara, Johnny	Canyon Country, CA	195
4. Gibson, Jim	Canyon Lake, CA	180
5. Glover, Broc	El Cajon, CA	162
6. Shultz, Darrell	Trinidad, CA	157
7. Reid, Warren	Midway City, CA	139
8. Hannah, Bob	Carson City, NV	137
9. Ward, Jeff	Mission Viejo, CA	127
10. Bailey, David	Axton, VA	102
11. Johnson, Rick	El Cajon, CA	95
12. Breker, Goat	Riverside, CA	90
13. Burnworth, Scott	Jamul, CA	83
14. Martin, Steve	St. Petersburg, FL	75
15. Howerton, Kent	San Antonio, TX	74
16. Benolkin, Tom	Brooklyn Park, MN	70
17. Bell, Mike	Lakewood, CA	65
18. Ellis, Jim	E. Hampton, CT	56
19. Keylon, Kenny	Brooksville, FL	51
20. Sun, Chuck	Sherwood, OR	51

* 1982 Wrangler Supercross Series Champion

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SADDLE FIX-EM

Save big bucks;
do it yourself

Everyone has one on his bike. It's that padded cushion that sits atop your machine . . . you know, the one you sit on during the race. When your seat is new, it's an eye-appealing feature. One simple little slip can turn your otherwise nice-looking bike into something that resembles a stoat's armpit.

Your plastic can take quite a bit of abuse, bars and levers can be replaced when bent, tank stickers can be popped on easily. But when your saddle gets torn, it's usually the start on a path straight to Rat Bike City.

Most riders will try to hold off the torn vinyl with duct or electrical tape. All this will do is fall off and leave a messy gray adhesive around the ever-widening hole.

The price of a new saddle can be quite high . . . about a hundred bucks for most bikes. But you can replace the cover yourself. It's not that difficult. You don't need any special skills and the most complicated tool required is a staple gun.

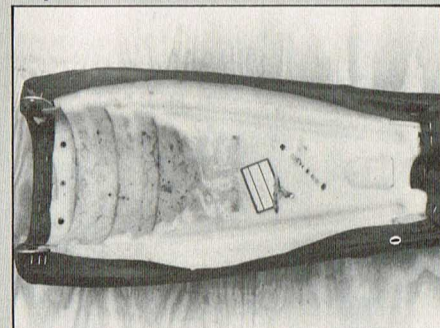
There are plenty of companies that offer saddle covers. Some of the kits have tongue extensions on the front, like the Safety Seat. It's made by Ceet Racing Products, 102 Cooperwood Way, Ocean-side, California 92054; phone number is 714-439-3300. Several colors are available and the prices range from \$31.95 for the glue-on kit to \$49.95 for the Complete Seat, which has the single one-piece foam with the built-in extension. One of the benefits of this saddle is its ability to let the rider slide farther forward in the turns without killing himself on the tank.

This Complete Safety Seat is the type of kit we opted for. It comes with the full foam and pad and the cover. No need to glue the extensions on the stock foam, making it easier to install.

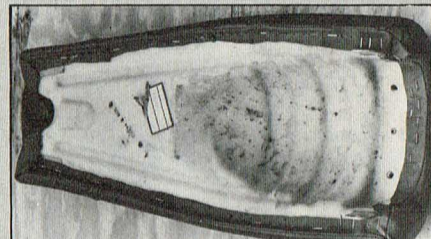
With a bit of patience and reading of this article, you should be able to do a fairly good job the first time around and an excellent job the next time. So, do your pal's saddle first, then re-cover your own after you've learned the basics. □



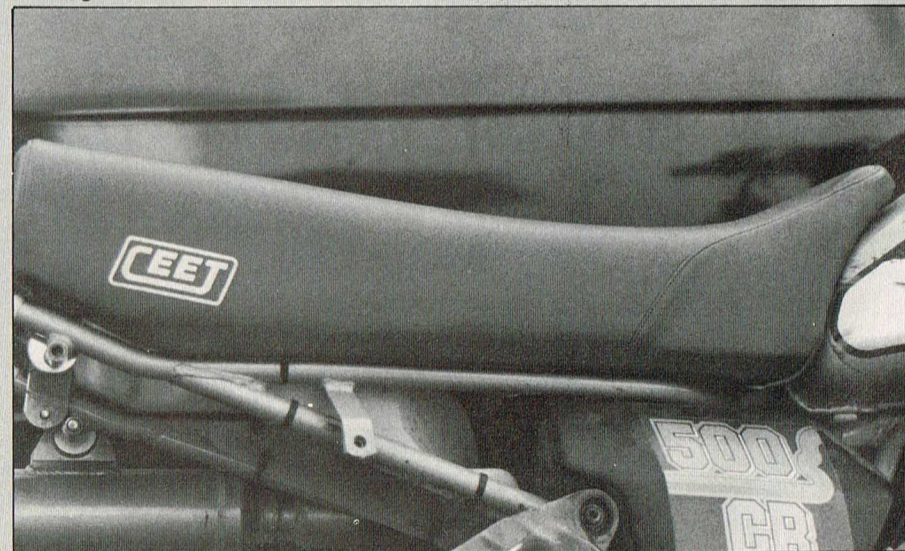
The first step is to remove your old cover. Use a slot screwdriver and pop out all of the staples.



Slip on the new cover. Get out all the wrinkles as best you can. Then attach the front and the back to the seat base, making sure the cover is taut.

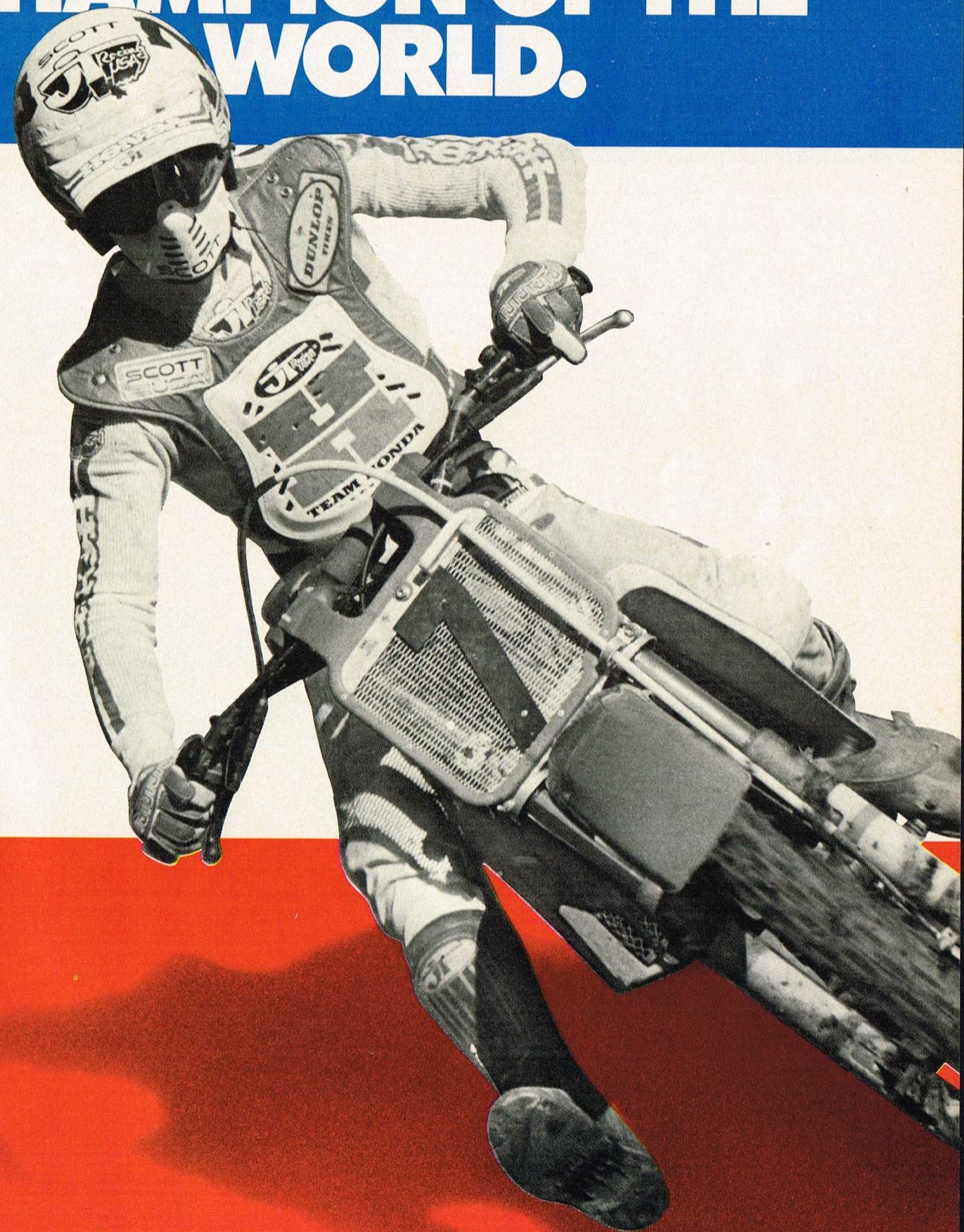


Working from the middle, start stapling in each direction, taking time to check for baggy spots. Stretch the cover as tight as possible while keeping the seams in line with the seat base. Remember, if you blow it, it's no big deal. Just pop out the staples and start again.



The completed picture is nice. That gnarly, eye-offending cover is replaced by a new, handsome unit, making the whole bike look better.

IN THIS CORNER, THE NEW SUPERCROSS CHAMPION OF THE WORLD.



HANSEN TAKES TITLE IN 11TH ROUND.

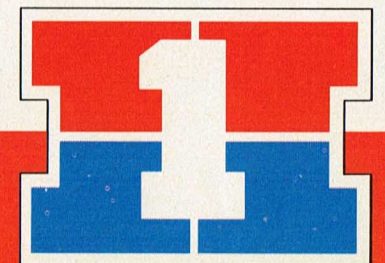
It's a right. A left. Another right. Through the hairpin, over the whoops and across the finish line!

Donnie Hansen clinches the 1982 Supercross Championship at the Los Angeles Coliseum.

Another title to go along with his 250 National Championship. And further proof that his Brian Lunniss-prepped, water-cooled, Pro-Link™ RC250 is a technical knockout on any track, any time.

Hansen and Honda. A combination punch that left the competition speechless and gave us a chance to reflect on some famous words.

Float like a butterfly, sting like a bee, Hansen's unbeatable, on his Honda RC.



HONDA
FOLLOW THE LEADER

EAST VS WEST

Who has the best racers?

By Rick Sieman

Sunday morning, 7:06, Verona, Pennsylvania. Sam tightens the last tie-down holding his WR Husky in place. He's on his way to a local hare scrambles and he knows he's got the perfect bike to get the job done. The WR Husky has about ten inches of travel.

Sunday morning, 5:45, Northridge, California. Joe slams closed the doors on his van, knowing that his XC250 Husky won't wobble around and put a hole in his side windows. He'll head down the road in a matter of minutes, stopping only to pick up his riding partner. They'll then head out to a local hare scrambles. Both of them have identical bikes with over 12 inches of travel—the right bike for a hare scrambles.

Wait a minute! What's going on here? Joe and Sam are heading out to compete in a local hare scrambles and the bikes are widely different. Sam would never even consider riding Joe's bike, and Joe would think the ten-inch travel WR fit only for trailriding for his short wife. Compete on it? Never! Not if you want to stand a chance at a trophy.

These examples serve to illustrate just how radically different racing can be in one part of the country compared to the other. For all practical purposes, the tracks on the East will be different enough from the West Coast tracks to be in another world. Yet, many riders have no idea at all how their counterparts compete on the Other Coast.

YES, WEST VIRGINIA, THERE IS A DIFFERENCE

Let's start out with the aforementioned hare scrambles. A more or less typical hare scrambles in the East might be something like this: a 100-mile course, made up of five 20-mile loops. Much of it will be laid out in deep woods, liberally laced with trees. The ground will be wet, black, rich, strewn with rotting leaves and sprinkled with rocks and fallen logs. If the trees have a heavy leaf structure, visibility might be marginal. Sunlight will only poke through in streaks, or in a dappled pattern on the trail. More likely than not, it'll be raining, or the rain will have just stopped, or be threatening to fall. Seventy percent of the time, the skies will be gray, making the woods even darker and more foreboding.

Breaking up the deep woods will be slippery two-tracks, with grooves, rocks and rain ruts. Streams and rivers will wander

over the course, with near-vertical clay banks leading in—and hopefully out—of the water.

The class winners will probably turn lap times of an hour and 20 minutes. Over half of the entrants will get lapped by the trophy winners. Speed averages will be around 18 to 24 miles per hour.

Now, let's move out to the Western hare scrambles and see the difference. This race might be held in the Soggy Dry Lake area, smack in the middle of the Mojave Desert. Typically, the race will consist of three 35-mile loops, or maybe two 50-mile loops. Like with the Eastern race, the loops will be repeated.

The start will usually be on flat terrain, with only Joshua trees and pucker bushes for the first few miles. A few big uphill and spooky downhill will often be placed early in the race, then the course will wander into a rock-strewn canyon, and onto some fast fire roads. After that, it'll wander through some gut-pounding whoopdies and up a steep, sandy hill, then down a truly terrifying hill that'll have the Novices bulldogging their bikes.

More whoops, rocks, talcum-powder sand, rocks, canyons, rocks, sand washes, rocks, fire roads and rocks. Temperatures might be in the high 90s or the low 110s; sunlight will be blinding white and no rain will have fallen on the ground for a year or more. Dust will hang everywhere, unless there's a breeze, which there almost never is. The random breeze might be a 45-mph dust storm in the late spring.

Winners of the race will average 45 miles per hour. A genuinely tight and tough race may take three hours to complete the hundred miles. If your 500cc bike isn't geared for at least 85 to 90 miles per hour, you might as well not even think about a trophy. The best Expert riders will hit over 100 on the faster sections and think nothing of it. At the end of the race, many flats and destroyed wheels will be in evidence. It's unthinkable to race without a sturdy skid plate.

CULTURE SHOCK

Western riders get dialed into their way of racing, and precious few ever get a chance to try their hand in the woods. Eastern racers rarely venture to the Mojave and can't really comprehend what their Western brothers face.

From time to time, the staff of *Dirt Bike*





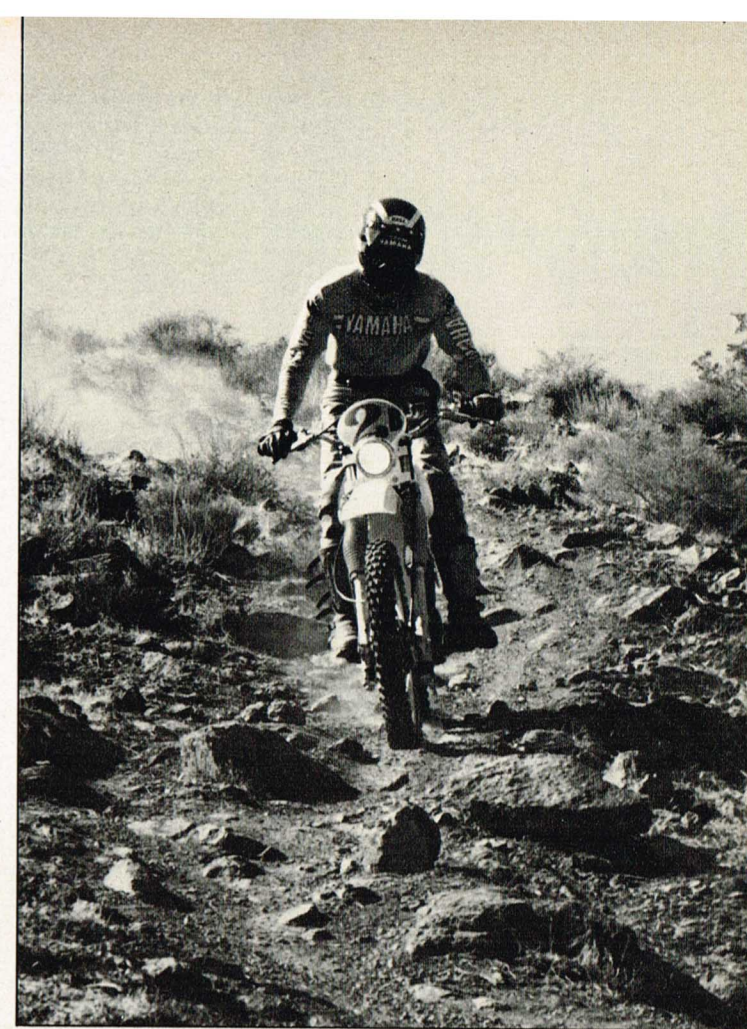
Trees and much tighter trails in the East force the rider to rely on form to negotiate the terrain. Wide-open berserkos are many times found impaled on the obstacles lining the trail.



This type of sewage is something that Western riders only read about. After awhile it sucks the rider's strength like a vacuum, leaving him gasping for air and totally defeated.



Speed is the key in desert racing. Most areas are wide open in comparison to Eastern runs. The soil is usually one of two extremes — either sandy and thick, or hard and rocky. Learning to ride the terrain at a higher speed is the REAL secret to going fast. Savvy racers ride very light on their bikes when visibility is poor, physically prepared to absorb sudden jolts.



goes riding in the desert with good Eastern riders. Invariably, they come away from the experience shaken and with a newfound respect. Western riders who venture east to the woods spend a great deal of time with both feet down, extracting themselves from trees and mudholes. They whine and snivel about how tight it is and how close together the trees are.

Much to the everlasting credit of the *DB* President, he's seen fit to arrange time to allow the *DB* editors to race all over the country to get a better overall picture of what's happening. This has proven valuable, because it has enabled us to understand the virtues of one bike over another, depending upon the demands of the terrain.

BIKES: EUROPEAN vs. JAPANESE

At a typical West Coast hare scrambles, you'll see mostly Japanese iron on the starting line, with a goodly percentage of Huskys in evidence. Few Maicos and KTMs will be seen. There'll be lots of YZs with big tanks, ITs with tall gearing, and a healthy smattering of KDXs of various sizes. You'll also find a number of older four-strokes with long travel suspension, and plenty of new XRs. It's safe to say that at least half of the bikes on the starting line will be Yamahas of one type or another.

In the East, you'll find mostly European

bikes; KTMs and Huskys are the most common. A fairly large number of Maicos can be seen. ITs, PEs and KDXs make up the bulk of the Japanese machines. Very few YZs, RMs and Hondas can be found. As in the West, some XRs are raced. We've seen events in which there were more KTMs on the line than any other single brand. There are also pockets of Husky enthusiasts, where they make up over half of the total entries. A surprisingly large number of older bikes can be seen at any Eastern event: Pentons, Rokons, Buls and Yamaha DTs. Also, off-brands like SWM, Jawa, Hercules and Can-Am are everywhere.

BIKE SETUP: SPEED vs. SURVIVAL

A Western bike must be set up to take a high-speed pounding. Gearing must be raised at least one tooth on the countershaft sprocket, even for the smaller displacement bikes. Big bikes run whatever they can pull. An example would be a typical 490 Maico. In stock trim, the Maico runs a 14-tooth countershaft and a 56-tooth rear sprocket. A hot desert racer will run a 16 countershaft and maybe a 52 rear. This puts top speed into never-never land.

Standard wheels will not hold up under a hard-charging desert rider. Big spokes are a must or, at the very minimum, a carefully

EAST VS WEST

broken-in set of wheels. Thick tires and tubes keep flats to a minimum and tire pressures are run on the high side. It's not uncommon to run 18 psi or more in both ends.

A skid plate (or Six Days bars) are necessary for rock protection. A big gas tank must give the rider at least a 60-mile-plus range under full throttle conditions. Everything on the bike must be vibration-proof and Loctited to the max. Jetting will usually be slightly on the rich side on the main jet for the sustained high-speed running.

Suspension settings will be firm, and often the heavier optional springs will be run. Forks will be stretched out quite a bit to increase rake and trail, thus increasing high-speed stability. A "normal" rear shock (s) will fade from the abuse and most fast riders run a proven shock, or accessory reservoir. Terry pulsation dampers are often seen on forks and Works Performance shocks are popular on the rear. Some basic tools and towropes are carried. Many riders carry water with them, either

in a hip canteen or a bar-mounted Enduro Jug.

The rule of thumb in the West is the more travel the better. Some fast Experts are running over 13 inches at the rear and looking for more. Wimpy forks don't cut it. A pair of 38s can be bent out like a coat hanger by merely hitting whoops at high speeds. Wider, higher bars are popular.

The Eastern bike is set up completely different. In most cases stock gearing is used, or a one-tooth-smaller countershaft sprocket is run. Even big bikes often drop the gearing, so second can be used in the tighter sections, and the awkward first-to-second shift avoided as much as possible.

Six Days bars are more popular than skid plates because they don't collect mud. Folding shifters and brake levers are a must, and brush cables are helpful. Very few riders run big gas tanks, preferring instead to make pit stops at the end of loops.

Jetting will be run crisper and leaner, to give best throttle response. O-ring chain is an absolute must. Montec is a heavily used brand with a good reputation for holding

up in mud and water.

Waterproofing is critical; no one drills holes in the airbox for increased air flow. The risks just aren't worth it. Good plug caps and liberal use of silicone seal are mandatory. Mud-mucker handguards such as those offered by Hi-Point and TNT, are helpful. Gluing and safety-wiring on the grips is considered a normal set-up procedure.

Suspension settings are usually run very soft, front and rear, in order to let the wheels stay in contact with the minor irregularities of the ground. Forks are run "up" in the triple clamps to quicken steering. The rear axle is run as far forward in the adjustment slots as can be, to shorten the wheelbase and quicken handling.

Bars are usually run at a maximum of 31 1/2 inches for an "open" run, all the way down to 28 inches for a "tree" run. Some riders like to use brush-buster bars to keep their fingers from getting pounded on the trees, while others avoid them like the plague because of the possibility of snagging (and breaking) an arm in a fall.

Many Eastern riders use a fanny pack to carry tools, while some use a tank or fender pack. One thing is for sure—they all carry tools somewhere.

The very popular (in the West) K&N air filter is never seen in the East, because it

cannot be wrung out if the bike happens to ingest water. A good Eastern bike should have a readily accessible air filter. Huskys shine in this department.

Savvy Husky riders use Aljo brake shoes, because the stock linings are virtually useless when wet. All smart riders file grooves in the shoes to facilitate water extraction. Magura lever covers are preferred to keep goop out of the pivoting control points.

Long travel suspension is not a big deal and 10 1/2 inches seems to be "normal" travel. Many riders shorten their suspension if the bike comes with 12 inches plus. Some cut down their saddles, too. Bars are usually lower and flatter.

Just about every Veteran rider runs the transmission vent hose up into the airbox to keep it from sucking in water. Most riders cut off the kill button wire and seal it at the coil. Shorty control levers are good in the tight woods, especially on the brake side. Whang a long lever into three and the bike will stop rather suddenly, while the rider will often continue on without the aid of a motorcycle.

DIFFERENT KINDS OF RACING EAST AND WEST

So far, we've only mentioned hare scrambles in our East/West comparison. While hare scrambles is very, very

EAST VS WEST

racers, you are not allowed to pre-run any course in Western desert events. If you proceed past the starting area, you will be penalized a lap or disqualified. This puts an element of "reading the terrain" into going fast and surviving.

A Grand Prix in the East can be most anything. It is usually a 100-mile race run over varying terrain. In the West, a Grand Prix ranges from a 45-minute race over a short, five-mile course, to a three- or four-hour race run through a town. A good Western Grand Prix should have some pavement, part of an MX track, wide open cross-country, fast fire roads, a good mountain or two, and a blistering sand wash with rocks and top-gear capabilities.

VARIATIONS WITHIN A THEME

Any study of East/West racing can be accused of generalization. Consider the various areas of the East and their basic differences. In the Northeast, you'll find more rocks, drier ground and less land to work with. Races tend to be more condensed, with much more fallen timber and dense brush.

The middle Atlantic Coast has areas

with coarse sand and tight woods. Some spots have an almost junglelike growth under tall trees. Very tight trails winding through saplings are normal.

The Southeast has a lot of sand, combined with water and some mud. Again, trees are natural hazards on the trail.

In the Midwest (Ohio, Pennsylvania, West Virginia, Illinois, Indiana, etc.) deep woods are the rule, with streams and mud to conquer.

The middle of the country (Missouri, Oklahoma, etc.) has everything from serious hills to red clay, to gnarly woods and ledge-shaped rock formations.

The great Northwest has big trees, lots of rain and knee-high stumps everywhere. There are also desert sections in the easterly Northwest regions, with some magnificent mountain ranges.

Our own Southwest features endless

deserts, rock-hard mountains and forests with scrub brush and smallish trees. There are even some sections that have an odd river or two. Mostly we're loaded with rocks that would make any Eastern rider wince. Also, our downhill will induce a nosebleed in the Novice rider. Changes of elevation are the norm in any Southwestern race.

ATTITUDES, MYTHS, PREJUDICES AND CLEAN THOUGHTS ON A DIRTY WALL

Dick Burleson says, "I hate Western enduros. All they do is pound you physically and concentrate on weird time-keeping. An Eastern enduro requires finesse and riding skill. A Western enduro takes big arms, more guts and not much else."

Rod Bush: "No thanks. You ride an enduro out here (Ohio) and you have to

keep up a 24-mph average. The best rider wins. In the West, it's who can hang on and go the fastest. It's not an enduro . . . it's a desert race with some timekeeping thrown in to confuse you.

Tom Webb: "Eastern races are tough, but they're not physically demanding; they drain you mentally. One slip and you're into a tree, or stuck in a bog. But we've got rocks out here they have never even dreamed about. I've been to Eastern runs where they were all complaining about the bad rocks, and I couldn't even remember any rock sections worth talking about. Also, we've got downhill that'll take lightyears off your life span just by looking at them. If you want to be a good, all-around rider, though, you better learn how to ride on both Coasts. And that's the truth."

Mike Hannon: "I can smoke any Eastern AA rider in a desert enduro by riding at 80 percent. It's one thing to dodge trees at 24 mph; it's another thing to accelerate down a hill you can't see the bottom of and know there's got to be a check there. Desert enduros take hair. Win here



King Richard thrives on technique; he says it's a must for woods riding. "Blatant throttle twisting may be all right for the desert riders, but they'll never get away with it on a woods run."

popular in the East, it's not the biggest form of competition in the West. Far and away, there is more participation in motocross than any other activity on the Left Coast.

In the East, you find enduro, hare scrambles, MX, Grand Prix and all the usual smooth-track activities. As in hare scrambles, the terrain will most often be more woody, with tighter trails and a whole lot more moisture to deal with.

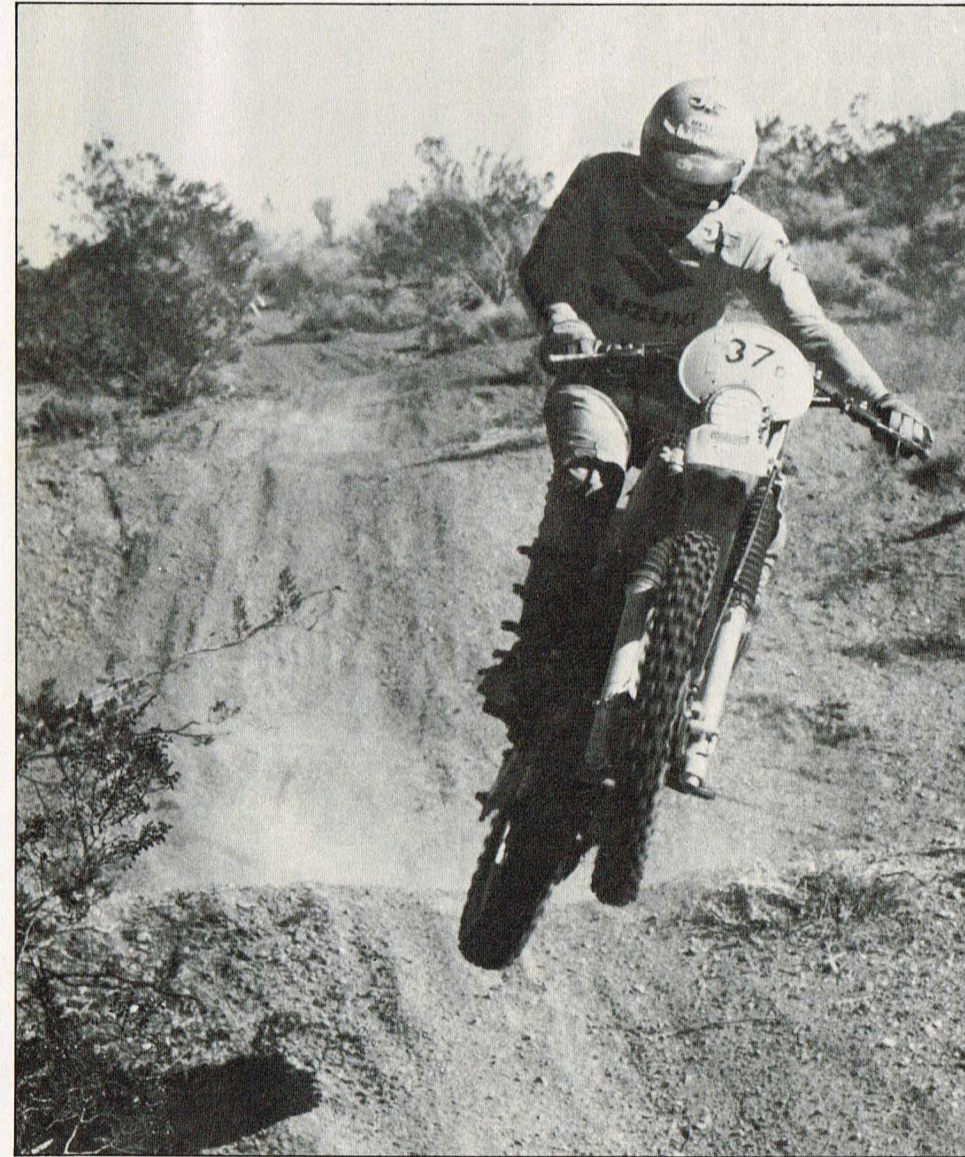
Western riders have wider open spaces in enduro, Grand Prix and all forms of desert racing. Hare scrambles in the West is just one form of racing. There's also "hare and hound," which is the same as hare scrambles, except the riders never cover the same loop twice. It's all fresh terrain, every loop. A typical hare and hound will consist of two different 50-mile loops.

Some hare and hounds will be point-to-point races, such as the Check Chase, which is about 220 miles long, starts in California and ends up in Arizona. Needless to say, elaborate pit crews are a necessity.

A very popular form of racing in the West is European scrambles, which typically consists of a seven- to ten-mile loop run on time—commonly 45 minutes. The same loop is repeated. Unlike Eastern



One of the many difficulties of an Eastern run is instantly adjusting your eyesight from blinding sunlight to the shadows of the deep woods.



High speed G-outs catapult the Western rider for miles on end. Stamina and a well-suspended bike are the only saviors here.



Wild riding styles are the norm for the Western rider. The hills are so steep that the only object is to conquer them—any way you can.

and you can cope with anything they can throw at you anywhere else."

Sam Groce: "I only go fast at Sunrise Cycle Park (California). Why ride anywhere else?"

Dave Coombs: "The reason I don't like Western hare scrambles is because it's too hard to cut the course. Back East, I know every inch of the land and can make up a lot of time by snipping off a few miles here and there. Also, I've learned to hate cactus, or cacti, or whatever you call those things. You can hit a tree and get away with a simple bruise. I'm still picking spikes out of my body from my first desert ride."

(continued on page 70)



HOW TO MAKE YOUR 125 RUN BETTER

It's a power/flexibility trade-off

By Telio Fasinelli

Horsepower is more critical in the 125 class than any other. Open bikes have more than most riders can ever use. Twofifties have just the right amount. Minis are, in general, more ferocious than their riders' needs. Howsomer, if you're giving away two lousy horsepower in the 125 class, you'll get smoked on the start and pulled badly on every straightaway.

GIVE SOME TO GET SOME

Face some facts first. A 125 is a small-

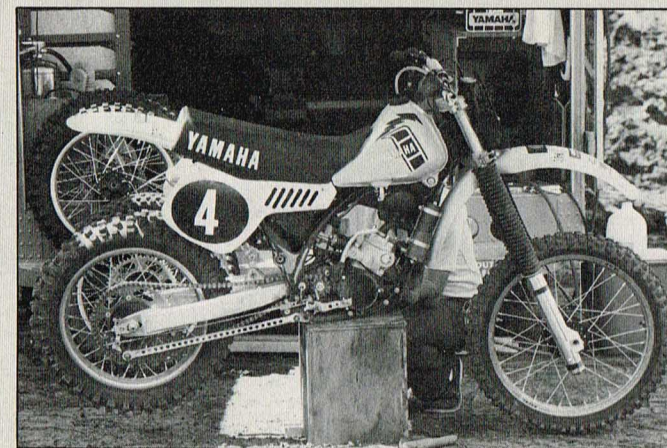
ish bike, engine displacement speaking. You can only do so much with 125 cubic centimeters. Therefore, if you want to go faster, certain things will have to be sacrificed.

No existing 125 racer has any *real* power to speak of at lower revs. So, it makes sense, if you can gain at the mid-range or upper rpm level, you can effectively kiss-off any low-end flexibility whatsoever.

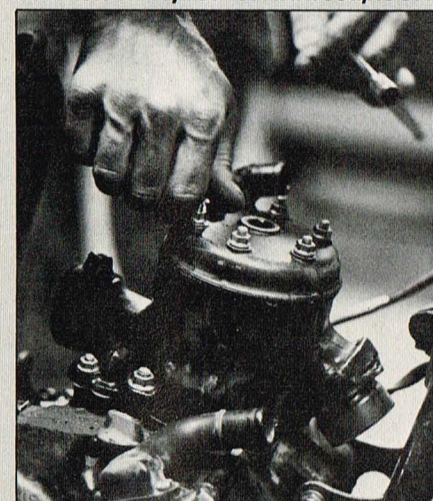
This is not such a bad thing. If you listen to the winning 125 bike in most any class, chances are you'll hear the rider screaming the guts out of his engine. Without spending reams of paper money, gains in horsepower are going to be realized at higher rpms. In many cases, the actual rpm limit intended by the manufacturer will be exceeded.

TICK, TICK, TICK... KABOOM!

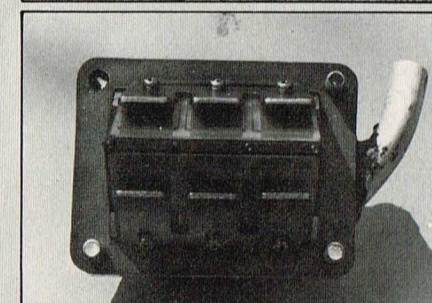
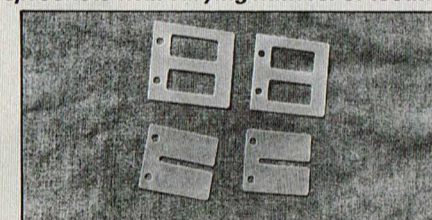
If you insist on having the fastest 125



Nearly all of the works bikes use 38mm carbs. This is an easy way to pull more mid-range and some top end out of a 125. Upping your stock carb two millimeters is a good start. Carrying extra gearing to the track should be a must. As you can see, Team Yamaha has wheels with optional-sized sprockets. Most people can't afford this extravagant route. Simply take a smaller countershaft sprocket and a couple of rear sprockets with varying number of teeth.



All seriously raced 125s require constant maintenance; when they're modified, this ritual is even more important. The top ends should be checked for excessive wear every three or four races.



Boyesen reeds give an increase in response down low on 125s. Don't expect to gain anything on top with the dual-stage reeds.



A port match-and-clean job is an effective way of adding power. Don't go nuts, the result could be an ultra fast machine that is a time bomb.

around, you'll have to pay the price. The price, in this case, is decreased reliability. As an engine develops more and more power at higher rpm levels, ring and piston life is greatly reduced. If you've been getting ten races out of a set of rings with a stock bike, and you squeeze five more horsepower out of your bike, chances are you'll only race three or four times before the ring end-gap limit is exceeded.

The items that should be checked most often are rings, piston, wrist pin bearing, gaskets and reed valves. The rod bearing (bottom end) should also receive periodic inspection.

KEEP A LOG BOOK

This is one of the smartest things you can do if you have a highly modified racer. Keep a small notebook in your toolbox and you'll soon learn the wear limits of all the stressed parts. Get in the habit of taking your top end off every two race weekends and measuring things. Please note that we said "measure," not merely inspect.

Your manual will give you exact meas-

urements for ring end-gap and piston wear-tolerances. These things are for real. Exceed the maximum wear and you can turn a bit of piston slop into a fully wasted engine. It's up to you; put in a few bucks ahead of time or sell the farm to get a whole new engine.

With a log book, you'll know just when to replace parts... well before they reach the destructo stage. While at it, plan on replacing gearbox oil after every race day. Most 125s hold way less than one quart of oil, so cost is not high. Smart racers drain the gear oil when the bike is hot, to get all of the particles while they're still suspended. A rider who takes the time to do this can count on a trouble-free year from the clutch and gearbox.

BOLT-ON/BOLT-IN POWER

Without resorting to a grinder, there are basic things you can do that will yield more ponies. Probably the easiest way to get more mid-range and peak rpm power is by utilizing a larger-bore carb than stock. It's not a good idea to go bug-nuts on the carb size, though, as jetting can

become a nightmarish situation.

A good rule of thumb is that a two millimeter jump in carb throat size will be in the ballpark. You can plan on spending two bucks per millimeter when buying a new carb. One option is carb boring. Krause has a unique vari-flow carb service that bores the carb and gives you several different sleeves to vary the bore size. It's way cheaper than the price of a new carb, and if you don't like the increase in bore, you can go back to the stock size with minimum hassle.

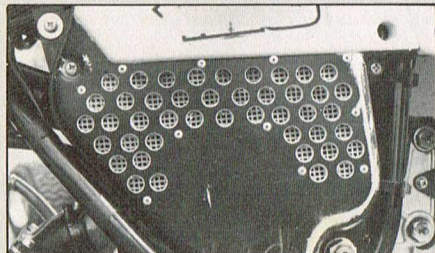
DB has long been a fan of Boyesen reeds for any size of bike. On a 125, they'll give better response at low and mid-range revs. They *will not* add anything to peak horsepower, but they can lend a certain amount of flexibility to an engine that would be otherwise unrideable.

For absolute maximum output, we've run the Boyesen reeds with no reed stops. This makes for shorter reed life-span; the reeds should be flipped over after every two race days, to ensure good seating.

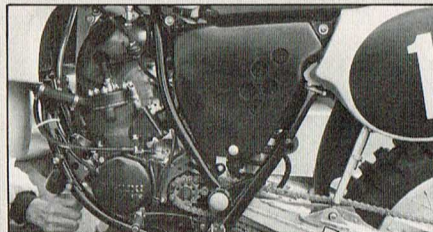
SECRETS OF THE SCREAMERS



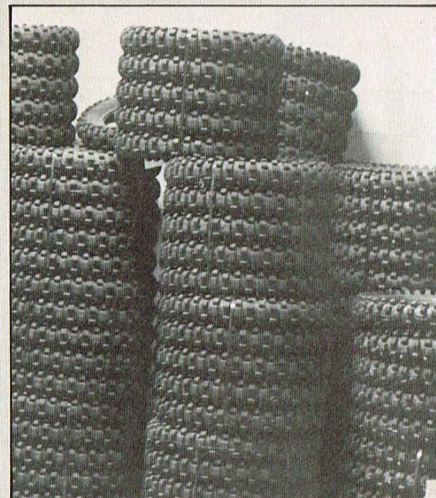
Staying competitive with the works bikes is a tough chore for the privateers. It's important to keep a log of highly stressed parts, replacing them when warranted by the wear limits. With a log book you'll know when that time has come.



Drilling the airbox can and will let the engine breathe better, resulting in a small power gain. Nearly all the factory bikes do this. A motor that is stifled because of a lack of air is kept slow and is hard to jet correctly.



Although the factory 125s are exotic, there are many parts that are lighter in weight and available from a number of accessory companies. On the Suzuki, adjustable aluminum struts add another dimension to the suspension, letting the rider vary the seat height, rake, etc.



Fresh meat is the best way to get that extra power to the ground. Why go through the effort of boosting the power when there's no way for the tire to hook up?

There are any number of trick pipes and heads available for most racing 125s. Some of them work and some are hopeless. Check with a savvy local Pro to get some answers before investing the bucks.

One thing many racers never think about when considering modifications is altering gearing. A few teeth up or down on the rear sprocket can make a world of difference. Consider carrying a smaller countershaft and a selection of rear sprockets as well. When time allows, experiment and you'll find a big difference, with very minor gearing alterations, on any 125.

INSIDE: ALTERATIONS THAT MAKE SENSE

It's obvious that once you get all your bolt-ons in place, you'll have to make some changes to the barrel itself. Might we suggest the following? Limit your modifications to a general cleaning of the ports and either widening or raising the exhaust port. If you have a single (non-bridged) exhaust port, raise the top edge by a few millimeters at the most. If you have a bridged port, widen the ports and increase the oval shape at the edges by a few millimeters.

In conjunction with an exhaust port modification, you can mill the head up to .050 inch without getting the heat factor. Also, we have cut the ribs out of the reed cages for that last little bit of flow. Please note, this rib removal will only work with Boyesen—not with the stock reeds.

out of hand. Make sure you have proper piston clearance if the head is milled.

SO, WHAT DO YOU GET?

Okay. Let's say you have a stock RM-125 and have put in a two-millimeter-larger carb, installed trick reeds, cleaned up the ports, raised the exhaust port (or widened it) and milled the head. What can you expect? Basically, at this point, you should be up five solid horsepower over the stock bikes in your class. To get any more horsepower than this means spending megabucks rather than pocket money.

ENSURING THE MUSCLE

As long as you're going whole hog, there are things you can do that let your engine achieve its maximum. One of the things we do here at DB is use super good gasoline. We normally buy leaded premium Union 76, or its equivalent, and mix one gallon of VP Hydrocarbon C-12 racing gas to four gallons of pump gas.

If you get a chance to snoop around the factory pits, you'll see them using pure C-12, rather than a 4:1 mix. But, we've found no detonation whatsoever with our blend—and it costs a bunch less.

If you don't have access to C-12, use a good octane booster in the best premium gas available. Some riders use 100-110 AvGas with great results. Anything higher than that is just wasted on your engine.

We also prefer to run the least amount of oil possible in our engines. After all, gas makes power, not oil. Burning oil merely creates heat. And you don't need

that. As a rule, the DB riders do not go any richer than 32:1 on the gas/oil ratio, and most of the time we run in the 50:1 or 60:1 range.

MAGIC IN A CAN?

Forget it. All of these so-called power additives are usually hype, or, if they are oxygen carriers, they don't inform you of the fact and can harm your engine. If you add an effective oxygen carrier to your fuel, you absolutely must rejet. Also, consider the fact that fuels that carry extra oxygen are illegal under the existing AMA rules.

HARNESSING THE POWER

One of the most depressing things seen at the track is a racer with kick-butt engine and exotic suspension running worn stock tires. Why bother getting any more horsepower if you can't get it to the ground? At the very least, consider a premium tire up front, such as a Metzeler. Your choices at the rear are greater; consider a 4.10 by 18 Dunlop or a Metzeler 100/90 by 18.

Also, run a fresh chain, good sprockets, smooth wheel bearings and an all-around solid bike. Factory 125s are gone over completely after each race day. Anything that even looks suspect is immediately changed. As long as you're being serious about racing your 125, you might as well do it all the way. After all, the hottest motor around won't do you the least bit of good if the bike is saddled with a DNF. □

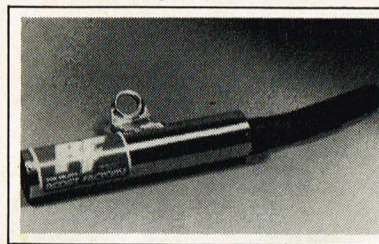
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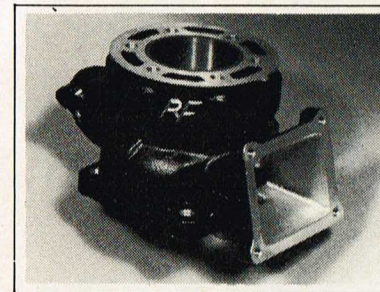


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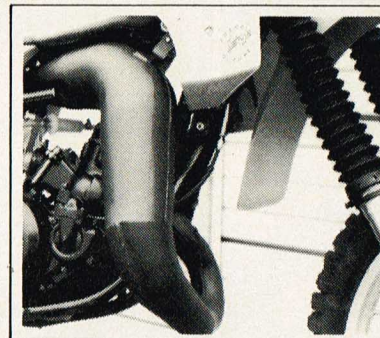
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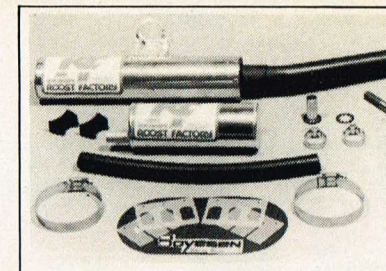
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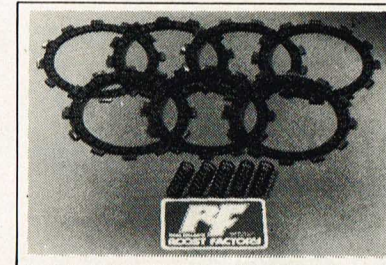


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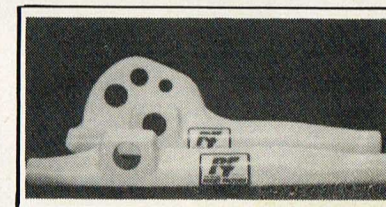
These clutch kits are made from high quality metallic sintered fiber, that are bonded to a copper plated blanchard ground drive plate. These are much stronger and less likely to break or slip over the stock plates. The May issue of Motocross Action recommends RF clutch kits for your RM. Clutch kits available for 50cc, 80cc, 100cc, 125cc, and 175cc 1976 through 1982, please specify year. \$44.95 complete.



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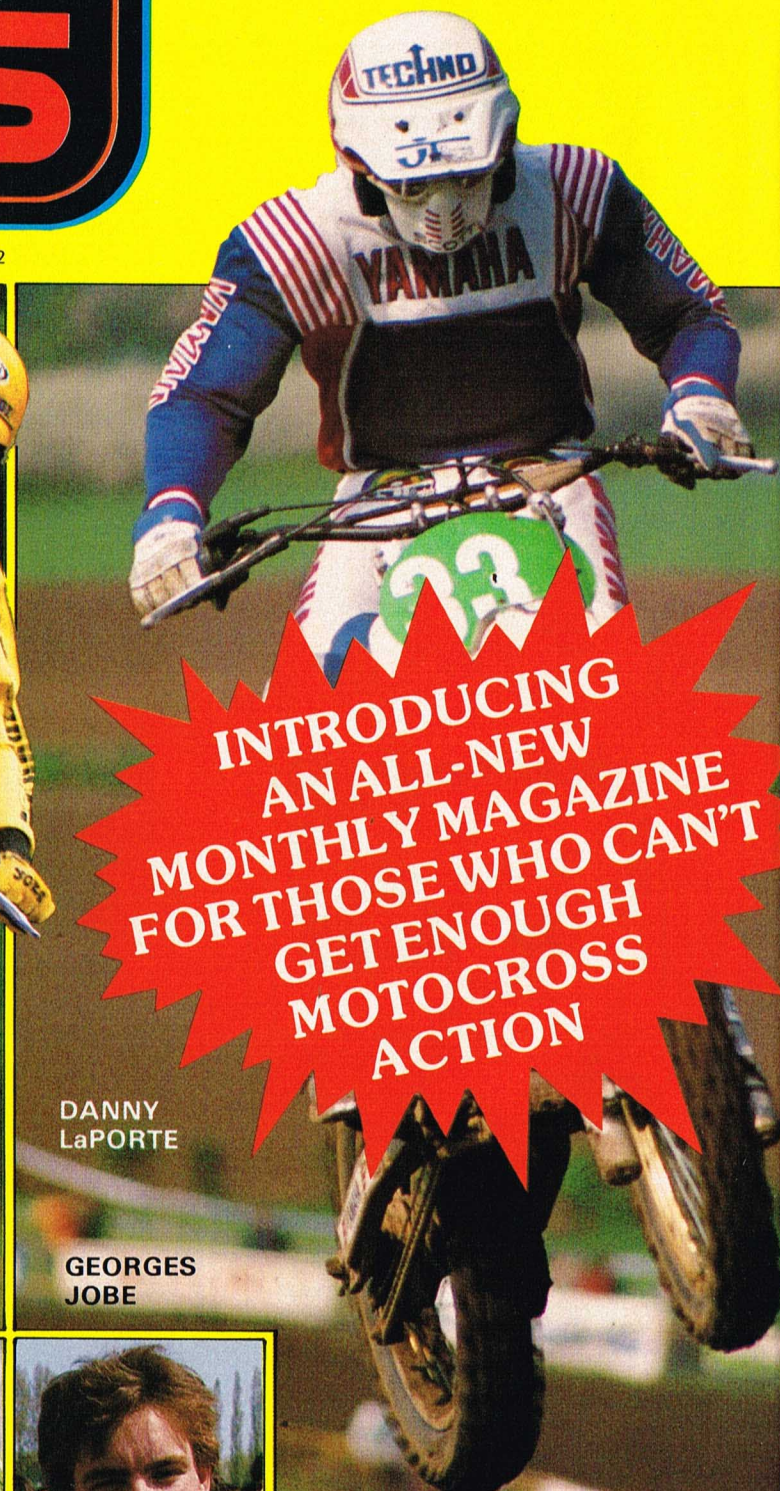
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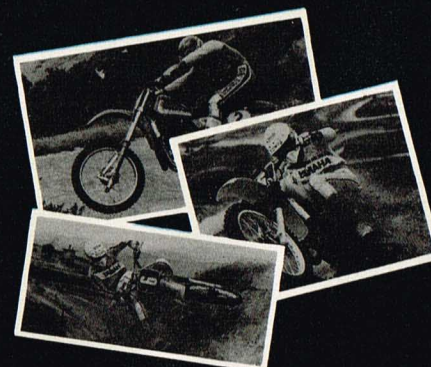
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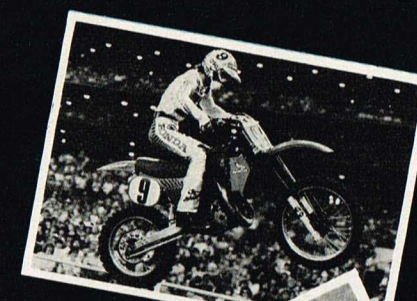
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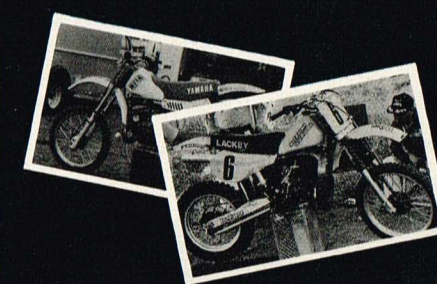
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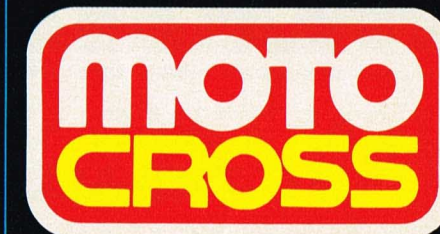


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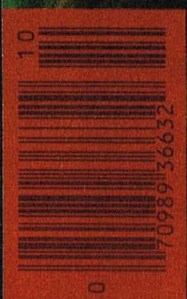
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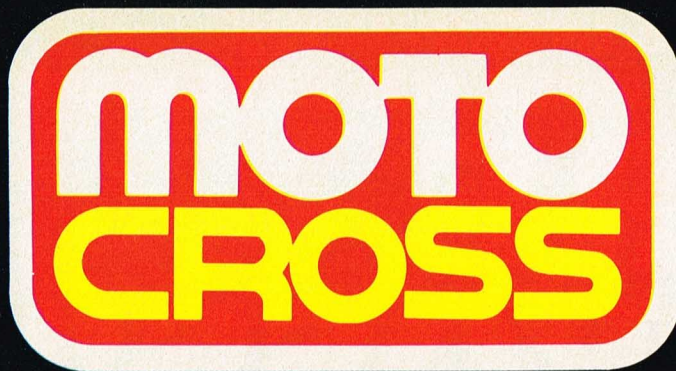
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REHEATING DeCOSTER'S LEFTOVERS

FIXING HONDA FORKS

Simons CR fork kit

By Tom Webb



The kit comes with the rods and the fork springs. Notice the long negative springs on the damper rods. These are needed because the Simons kit requires the use of air. The negative spring keeps the ride sensitive on the smaller bumps, where air alone would be harsh.

No doubt about it, the most improved bikes for 1982 are the Honda MXers. Across the board, they have decent engines and handle in a more than reasonable fashion. There are two areas of concern, however. One is the rear end, which we shall ignore here. The other is the forks, which are fixable for low bucks and a bit of an effort.

Stock Honda forks are harsh over sharp-edged bumps, and when they bottom out, they do so with a sickening metal-on-metal clang that hurts wrists.

Like the rear end, the compression damping on the Honda forks is adjustable. And, as we unfortunately found out, the adjustments available are all too high, even at the lightest settings.

Therefore, for any fork kit to work, it has to decrease the compression damping rate and increase the rebound rate. All Simons fork kits we've worked with have featured a tapered damping rod that effectively eliminates any harshness on the compression stroke. Our Honda kit had the same characteristics and was also air assisted, which would help alleviate any shortcomings in spring rate.

While we're not great fans of air-assisted forks, the Simons units were measurably better than the stock strokers. A big improvement was noted on the up-stroke, and hand/wrist impact was greatly reduced.

Installing the Simons kit appears to be a straightforward process, at least by reading the instructions one would think so. Put the bike on the stand, drain the oil. Take the forks off the bike. Remove the damper rod bolt on the bottom of the fork. It's step number four that's the tough one. You see, even with the aid of a compressor and various air tools, we could not break the bolt loose.

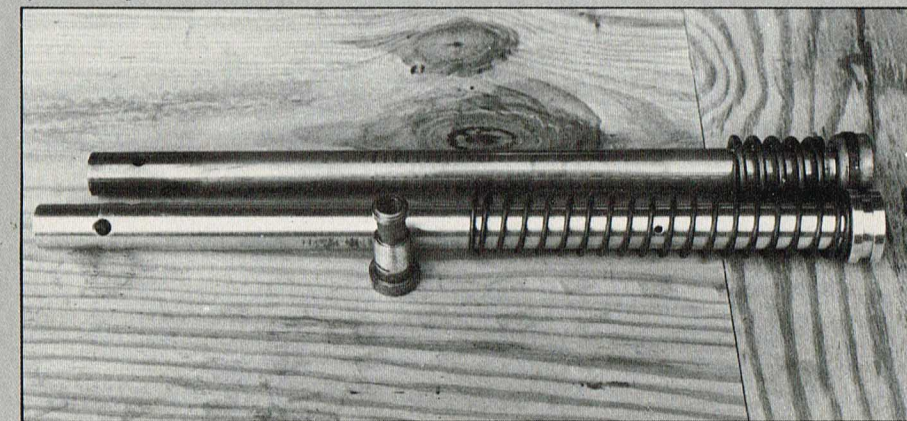
Finally, it started to loosen. At this point the whole damper rod spun with the bolt. We finally rammed a 26mm bolt which was welded to a socket that was held on by three long extensions, held by a pair of



With the Simons kit installed, the harshness found with the stock forks is effectively eliminated. The ride is supple, yet will take the hard hit better than the stock setup.

Vise-Grips, and then the bolt undid from the damper rod with the aid of an air ratchet. If you do not have access to these tools, you'll probably have to see your dealer and have him do it for you.

After that, it's a cruise. Reinstall the Simons rods, remembering to put the stock piston rings on the rods (take them off of the stockers). Tighten everything, especially the damper rod bolt.



Although the Simons rods are longer than the stockers, the travel remains the same because of the long negative springs.

Next step, add about 200cc's of oil to each leg. Pump the forks. This removes any air trapped in the forks. Then add the final amount of oil. Simons suggests starting off five inches from the top of the tubes, five-weight oil.

Reinstall into the forks the supplied springs. Put them on the bike, throw on the front wheel and tighten all the necessary hardware. The next step is adding air. Simons uses a light spring combined with air to get the proper preload. The starting point should be ten to 15 pounds. After a generous amount of fiddling, we ended up with 12 pounds as just about right. Depending on skill level and weight, this may vary.

At this point, all gripes and snivels we had about the stock Honda forks became a thing of the past. Because of the way Simons tapers the rods and positions the holes on the damper rods, any harshness on square-edged obstacles, or lack of feel in the first part of the stroke, is replaced by plushness.

Our only complaint, and it's a small one, is having to deal with the air. The CR's front end is on the line with anything around, maybe better. For info, contact SIMONS, INC., 2625 Miller Avenue, Mountain View, California 94040; 415-948-3470. Price is \$69.95. □

Which is the best for three-wheeled play?

By the Staff of *Dirt Bike*

The Honda ATC250 is a great-selling three-wheeler, but people are still buying the middle-class trikes hand over fist. The simple reason for this is that the 250 is mostly a racing machine—the 185s and 175s can be built to race, but they're tuned more toward people who are interested in having a good time outside the race tracks.

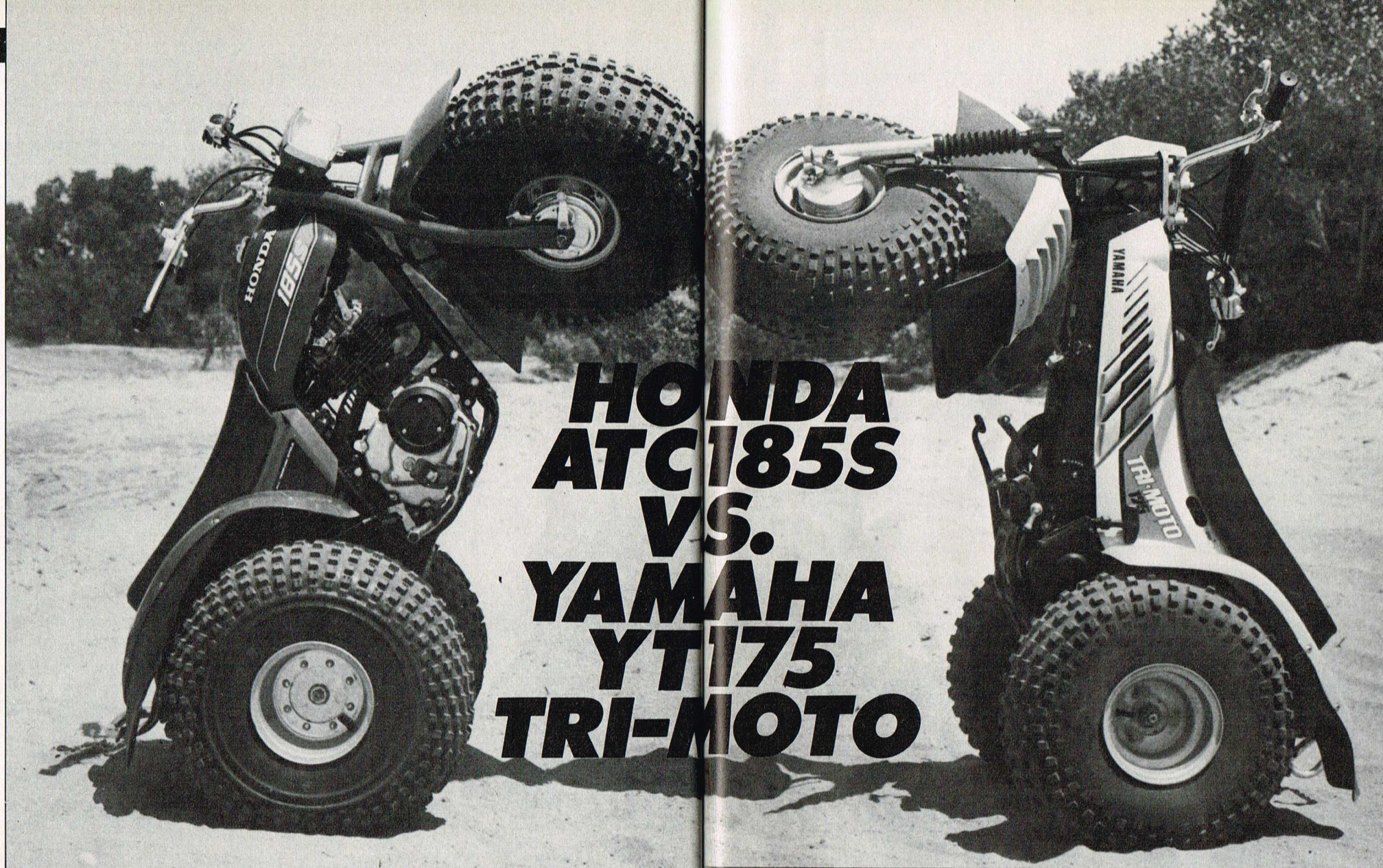
Because the Tri-Moto we tested is an '83 model, this shootout is a little lopsided. The 1983 Yamaha was actually released in mid-1982, and when we asked for a Tri-Moto to test, this was all that was available. To be fair, next year's ATC185 will be an improved version of the one you see here, with the most significant change being the addition of a set of forks on the front end.

HANDLING AND SUCH

Handling? On a three-wheeler? Many people, including some of the staff of *Dirt Bike*, have a hard time believing that there are differences in handling quality between one three-wheeler and the next, but it's true. The most obvious example of this is found in the Tri-Moto and the ATC. Honda mounts the 185 engine right in the middle of the chassis, where the weight is balanced between the front and the rear wheels, and it has a Japanese patent on that location. Yamaha has to work around this patent, and on the YT does so by mounting the engine in a position far to the rear of the chassis.



Favorite activity of ATC185 riders: doing slides. Phil Beckman demonstrates the hang-off cornering style.



Right off, this produces the most obvious difference in the machines: The Yamaha has a very light front end. Because of this, the yellow bike (can we call it a bike? why not . . .) likes to wheely, a trait very endearing to many a pit racer. On the negative side, a light front end doesn't like to stick to the ground, which means that the YT has a severe front-end washout problem in the turns. If you sit in the middle of the seat and pitch it into a slippery turn, it will usually scrub the front wheel and head straight to the outside of the turn.

Yamaha riders compensate for this by moving their weight far forward on the machine, and applying heavy throttle to keep the rear wheel spinning. There's nothing in the way, between the seat and the handlebars, to keep the rider from sliding up—which is a plus in our opinion—but in the long run, it takes a lot more work to control the Yamaha in the turns.

The Honda is a different story. They've been working on the ATC geometry for

more than ten years, and it shows in the way the bike handles. The Honda sticks to the ground. It is not nearly as easy to wheely as the YT, but the front end bites hard in the turns. Switching back and forth between the two, our testers were occasionally surprised by a near highside on the Honda in the same turns the YT wanted to plow through. Pure and simple, the ATC is easier to control, and much more predictable than the Yamaha.

The Yamaha does have one big advantage over the ATC, though, in the form of a front suspension. We're not talking long travel here—the YT forks deliver only four inches—but any amount of travel is better than none. Those four inches do a lot toward soaking up the bumps, and you can feel the difference. Small stutter bumps, rocks and holes cause the front end of the Honda to hop off the ground while the YT gives a smoother ride through the rough. Big whoops and bumps are to be avoided on either bike, as they'll both turn into heavy pogo sticks with very little warning.



The Tri-Moto is not a comfy slider; the light front end doesn't like to bite and steer through the turns. Keep the throttle pegged for best control.

HORSEPOWER

No doubt about it, the new Yamaha will roost on the ATC. The '83 YT has been given a horsepower increase, and that, along with the quick-revving ability of the two-stroke engine, makes it a very snappy little bike. Our only complaint about the Yamaha was the tall gearing. It seems to be geared for high-speed running, and would be much easier to ride with one tooth less on the countershaft. The YT won every drag race against the ATC, just so long as the rider remembered to keep his weight forward. If he didn't the second gear shift was a looper every time!

The Honda's forte is torque power, and plenty of it. While the YT walked away on level ground, the ATC made up for it in the hills. With all the torque available to the Honda rider, he doesn't need to shift as often and can just sit back and give it more thumb on uphill. Gearing is slightly lower than the Yamaha, but all five gears are evenly spaced to take advantage of the wide powerband.

COMFORT AND CONTROLS

The winner of the comfort category is the Honda, hands down. The ATC's seating position is very natural—good, wide pegs to stand on, and the bars seem to be the perfect bend for every rider. The seat is designed to be soft, to better absorb the bumps transmitted by the lack of suspension, and even the tires are a radial design to soak up some of the small stuff. Both the shifter and rear brake pedal are wide and easy to find.

The Yamaha, on the other hand, is not quite up to par. The body of the YT is very narrow in front of the rider, which seems like a good idea at first, but many of our test riders complained that it was too narrow. It wasn't unusual to have a

THREE-WHEELED SHOOTOUT



Jumping the ATC is a little risky with no suspension to cushion the landing.

foot slip off the footpeg of the YT while blasting through a turn: The narrow peg forced the rider to keep his legs clamped close to the body, and when the rider threw his body weight to the outside, the foot slipped off. Not a really critical problem, but a nuisance, at any rate.

The Yamaha bars are tall and forward, which gives the rider a feeling of "reaching" for the bars. The narrow body allowed for good forward weighting, but moving up makes the brake and shifter hard to find. The seat is harder and thinner than the Honda seat—not a disadvantage on a short ride, but it becomes uncomfortable after a few hours.

BITS AND PIECES

Both bikes use semi-automatic clutches, meaning to say that the clutch action is in the shift lever. The Honda is very tight and positive, but the Yamaha suffers from the rear engine location and the necessity of using a long shift lever and pivot to change gears. What this means is that the Yamaha has a longer shift throw and feels sloppier. To be fair, we had no trouble with shifting on either bike, shifter "feel" aside.

Both machines are easy to service. The seat/rear fender combo can be removed from either bike by just pulling a lever. The Yamaha engine looks to be a tight fit under the plastic, but actually it's easy to get at everything.

The Yamaha fuel tank holds 2.2 gallons, while the Honda holds 2.3 gallons. You can expect to fill the Honda less often than the Yamaha, as the four-stroke engine is capable of amazing gas mileage. Lubrication in the Yamaha is by an oil injection system—don't forget to fill the oil tank at least every other time you fill the

gas tank.

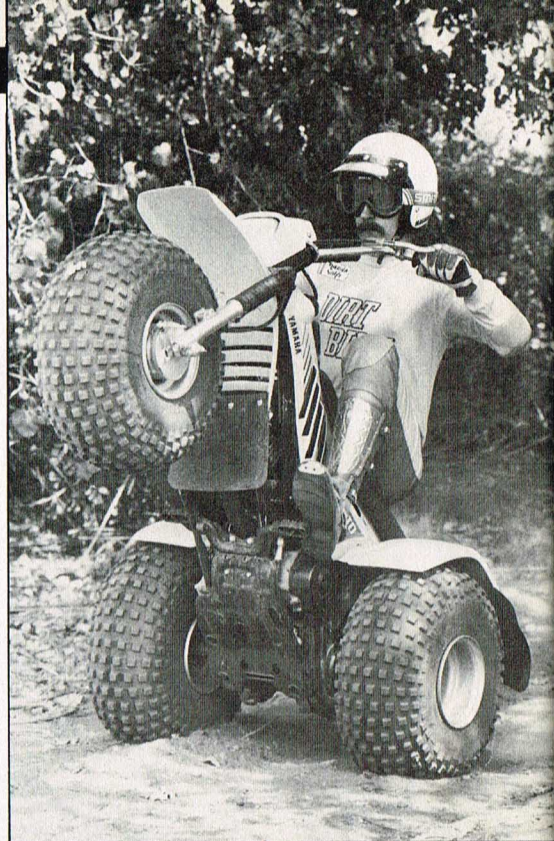
The YT uses a front drum brake and a rear disc, while the ATC uses drums on both ends. We had a chance to spend a considerable amount of time riding in water, and both brakes on both machines faded when wet, although dragging the brakes after a plunge dries them out, no problem.

Speaking of water, both bikes are near-submarines. During one particularly frenzied river shorttrack, we tried repeatedly to drown them out, and never succeeded. Excellent waterproofing here.

WHO WON

If a small yet racy three-wheeler is what you're looking for, the Yamaha will fill the bill nicely. It has a very snappy engine that is guaranteed to keep the rider from becoming frustrated or bored, and although it has a few handling quirks, it performs well without being dangerous.

For overall riding comfort, ease of control, and general likability, we have to pick the Honda as the overall winner. It does everything the rider asks it to do with a minimal fuss, and although it's not the most powerful in its class, it has plenty of steam to get the job done. It is the quintessential three-wheeler. And after 12 years of development, we would expect nothing less. □



Wheeling the Tri-Moto takes a bit more concentration. With the rearward weight bias, the bike likes to loop over backwards—as Clipper will soon find out.



HONDA ATC185S

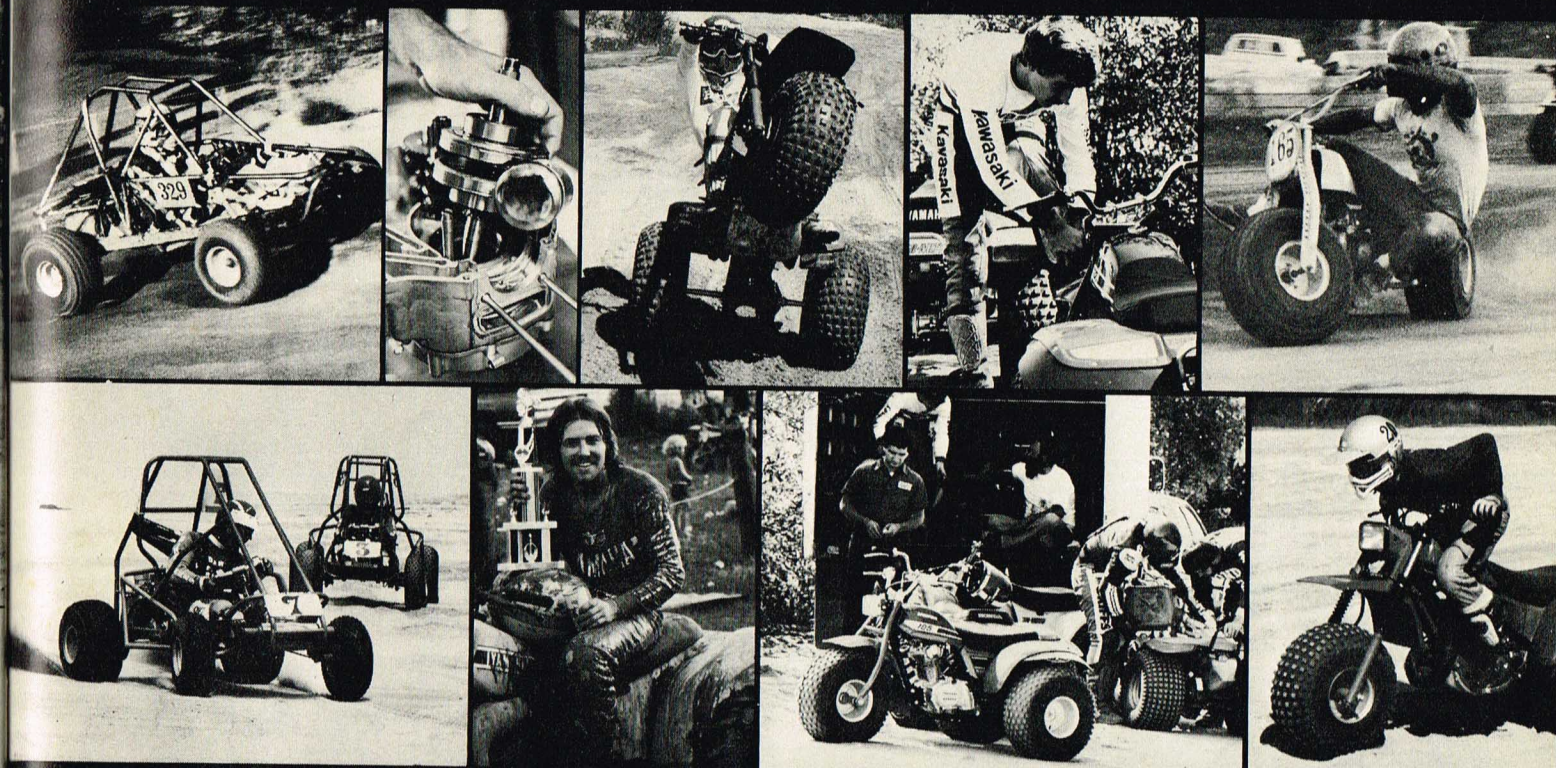
ENGINE TYPE 4-stroke, OHC
 BORE AND STROKE 63.0mm x 57.8mm
 DISPLACEMENT 180cc
 CARBURETION 22mm Keihin
 IGNITION CDI
 TRANSMISSION 5-speed, auto clutch
 FUEL TANK CAPACITY 2.3 gal.
 WHEELBASE 1120mm (44.1 in.)
 GROUND CLEARANCE 110mm (4.3 in.)
 SEAT HEIGHT 665mm (26.2 in.)
 WEIGHT (CLAIMED) 276.7 lbs.
 SUSPENSION:
 FRONT None
 REAR None
 TIRES:
 FRONT 22 x 11-8 Ohtsu
 REAR 22 x 11-8 Ohtsu
 INTENDED USE Off-road
 APPROX. RETAIL PRICE \$1248
 COUNTRY OF ORIGIN Japan
 DISTRIBUTOR:
 American Honda Motor Corp.
 100 West Alondra Boulevard
 Gardena, California 90247

YAMAHA YT175K

ENGINE TYPE 2-stroke, reed valve
 BORE AND STROKE 66mm x 50mm
 DISPLACEMENT 171cc
 CARBURETION 24mm Mikuni
 IGNITION CDI
 TRANSMISSION 5-speed, auto clutch
 FUEL TANK CAPACITY 2.2 gal.
 WHEELBASE 1130mm (44.5 in.)
 GROUND CLEARANCE 120mm (4.7 in.)
 SEAT HEIGHT 690mm (27.2 in.)
 WEIGHT (CLAIMED) 262 lbs.
 SUSPENSION:
 FRONT Telescopic forks, 4.0-in. travel
 REAR None
 TIRES:
 FRONT 22 x 11-8 Dunlop
 REAR 22 x 11-8 Dunlop
 INTENDED USE Off-road
 APPROX. RETAIL PRICE \$1329
 COUNTRY OF ORIGIN Japan
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TWO WAYS TO GO

A 125 for the flatlands, a 175 kit for the medium to light-weight crowd

By the Staff of Dirt Bike



Hillclimbing usually called for first gear, and resulted in a front wheel-high attitude. Lower gearing would help.

Yes, Virginia, there is a Husky 175, and no, it isn't a reissue of something out of 1975. The Husky 175, as we will come to know it, will soon be available in kit form—a cylinder, head, piston and pipe ready to be bolted onto a late model 125 engine. We had a chance to try one of these new kits out, but let's talk about the 125 first.

Husqvarna has never had a real good reputation for its 125s. Recently, they have been not much more than an anemic engine mounted in a light, decent-handling frame—not entirely objectionable, but too slow to be competitive. This year, Husky introduces a new engine mounted in the new-style frame, and the new 125 finally promised to be competitive. We tried out the 125XC on a motocross course at a press introduction of the '82 bikes, and left quite impressed. It felt good. A little slow, but then an enduro bike is never as fast as a motocrosser, right? Only a true enduro test would tell us whether the bike could cut it on a cross-country course.

MOTOVATION

On the first day of our test, we took the XC out to Indian Dunes for a break-in ride, and to also once again sample its motocross manners. It worked fine. Pretty quick, lots of top-end power, sticks to the track—not quite as fast as a full-blown motocrosser, but impressive. On the same day, we took the bike up into the baked-out hills in the back of the park and nearly scared ourselves to death. We blamed our lack of hillclimbing ability on the basis that it was a new machine, it had no traction on the trails and, what the heck, it's just a 125. Right?

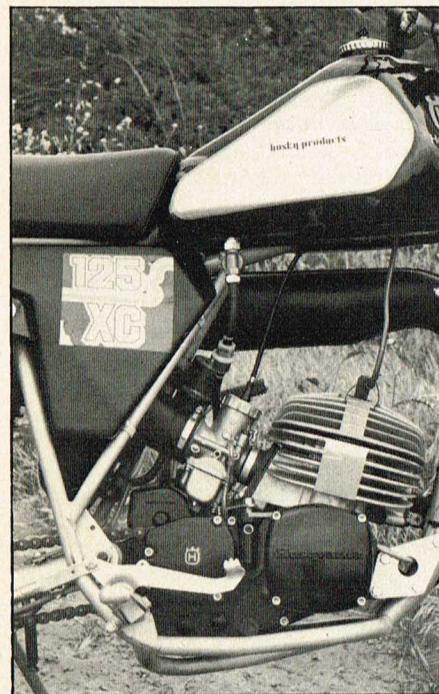
Not really. The next time out, we tested the 125 on our standard test course at Texas Canyon, and that night went home worn out and disappointed. This is the story, in a nutshell: There is plenty of power, but it's all right there at the top of the range—nothing in the middle, nothing on the bottom. Pure top end. And you have to work the bike like a lunatic on anything other than level ground.

Texas Canyon is all hills. You're either going up or down, and down is no problem on the XC. With an uphill staring you in the face, you have two choices: either attack it as fast as you can wide open, and never back off, going far faster than you'd like, and ready and willing to claw over the top nearly looping it in first gear; or simply go around it.

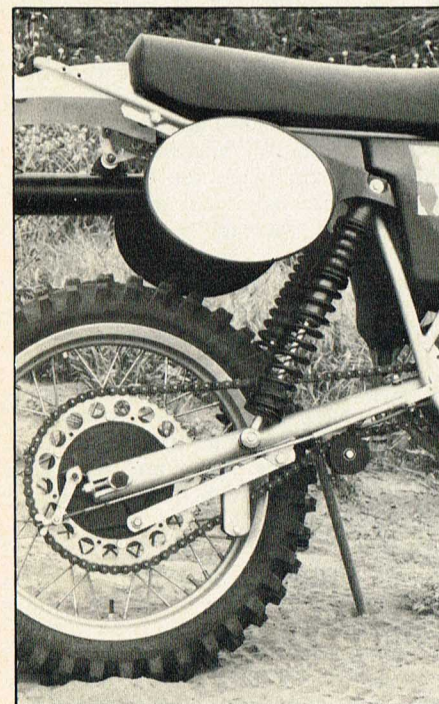
125/175XC

That's it. This bike does not like to "finesse" a section. With no low-end power, you either attack or go home; no novices need apply.

Thankfully, there are a few changes that will help the XC. First is gearing. Our bike came with a 13-tooth counter-



With all that room under the tank, the Husky is an easy bike to work on. It's possible to dent the alloy tank, but at least the stickers stay stuck.



Husqvarna is one of the few companies still selling a dual-shock bike, but this pair of Ohlins works as well as any single made.

shaft sprocket, which is way too big. With a 12-tooth installed, the bike can be lived with much easier. Second, the bike needs to be jetted spot-on. We jetted ours and it helped a little, but we wound up changing all the jets in the carb. Don't ask what numbers we used, they won't work in your area, anyhow. Third, put a 175 kit on it (more about that later).

Not being ready to commit ourselves to wide open all the time, we did our share of stalling out. Killing the engine brings to light the single most stone-age feature of the XC125—no primary kick. You can't kick it in gear with the clutch pulled in. And this is 1982? All the other XCs use a primary kick system and if any bike in the Husky line-up needs it, it's the 125.

Moving on, we had very few complaints about shifting and the transmission in general. Shifter throw is long, but not sloppy, and it took a very bad left foot to hit a false neutral. Gear spacing seems just about right for a 125, although the tall overall gearing kept us



The 40mm forks make for a strong front end, although they're slightly on the heavy side. Damping is perfect for high-speed riding.

Turning ability is excellent. Even when the rider was completely out of shape, the front end would bite.



from using sixth very often. The clutch pull is reasonably light, and although we abused the clutch viciously, we never noticed even a hint of slippage.

CLASSY CHASSIS

Now we get to the good part. The frame and suspension of the 125XC is identical to its bigger brothers. This combination does make for a heavy 125, but you can't argue with the action and durability of the system. Husky 40mm forks, a super rigid frame, and Ohlins shocks are hard to fault—we've said it before, and the story doesn't change.

Suspension action at both ends is firm, but not overly stiff. The Husky has a tendency to bounce slightly at low speeds in the rocks, as the impact isn't enough to overcome the resistance of the springs. When the speeds increase or the bumps get bigger, the forks and shocks start working to their full potential and everything

smooths right out. This is just the kind of suspension response you need on a small-bore racing bike. All the 125XC needs is a little more power to take advantage of this.

As with the rest of the bigger XCs, handling is near perfect on the 125. Being mid-summer out here (we only have two seasons—February and summer), we have been riding the XC in absolutely horrid conditions—dust, heat, rocks and tractionless trails. We've grown accustomed to bikes that work passably well under these conditions, and have come to expect little more than "passably well" from any bike.

Well, we certainly have been surprised with the XC125, of all bikes. This little sucker sticks to the trail as if it were rooted

there. Even though we'd be spinning the rear wheel like crazy when trying to climb a hill, the back end would stay in line and never hop out of control. In fast, slick turns, neither end would slide out or try to plow. This is perfectly neutral handling—the best you could ask for.

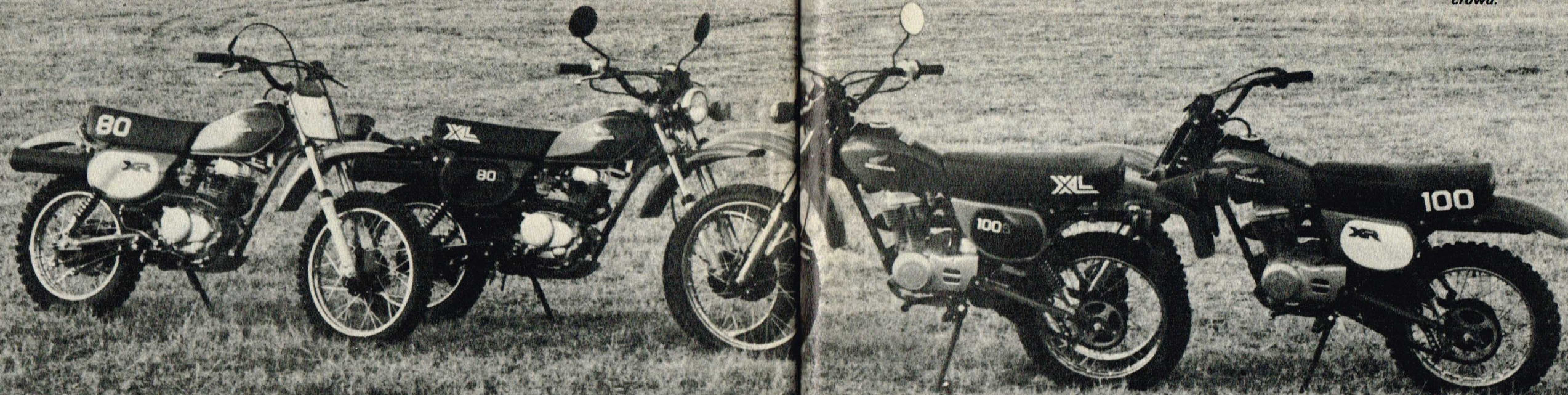
BITS AND PIECES

A major part of the good-handling habits of the Husky is the stock tires. The bike comes with Trelleborgs, front and rear, and they are really impressive. They reach down and dig out the available traction of any surface, and don't seem to wear

Too much traction and too little power equals wheely every time. After a while, we started enjoying it.



An open field and a group of Honda thumpers is an easy way to gather a crowd.



FOUR-STROKES FOR FAMILY FUN

Street legal or dirt ready, Honda's mini thumpers get the whole clan involved

By the *Dirt Bike* "family that plays together" Staff

Okay. So you have your Ground-cruncher motocrosser with umpteen inches of travel. You ride it religiously, every weekend; you spend untold hours working on it in the garage, and you have it ported to perfection. Riding is your life, that's all there is to it.

But don't you feel just a little guilty, heading out on Sunday morning with the wife and kids watching you, teary-eyed, from behind the screen door? Yeah? But what are you going to do? Give the kids rides on the gas tank? Teach your wife how to ride a bike that's easily a foot too far off the ground for her? No way.

If you want to keep everybody happy, here's what you do: Get 'em all an XR80, or 100, and put your conscience to rest.

CAUSING A STIR

We test a lot of bikes here at *Dirt Bike*, and each new model elicits a different reaction from the work crew in our offices. Hairy new motocrossers send our art director into a frenzy. The latest enduro bike sets our publisher to looking for the best price. But what happens when we get in a foursome of four-stroke playbikes?

The whole place goes crazy.

Secretaries start asking to be test riders. The publisher brings in his kids. The staff of *Motocross Action* lays out an indoor MX course—right through every office in the building. These people are animals when playbikes come through the door.

It's easy to understand. The XR80 and



Put the family aboard, let 'em loose, and we guarantee you'll have to shoot them off the seats. Either that, or wait till they run out of gas!

100 are simply two of the most fun bikes ever to roll out of Honda's factory. Both bikes use torquey, low-revving engines that'll pull around a medium-sized rider all day long without a whimper. They both use five-speed transmissions and knobby tires, and even though suspension travel is limited to five inches in the front and four and a half in the rear, how fast is the rest of the family going to go? You don't need any more travel just to putt around.

Face it, short travel means a low seat height, and for small people, staying low to the ground is an important feature. The XR80 is the real shorty of the group, and although it has long been regarded by wives and girlfriends as the hot ticket for riding, the XR100 is much more comfort-

able to a small yet full-sized rider.

Both bikes do the job making very little noise and causing few problems. The handling is precise and forgiving, and the low weight makes them easy to pick up after the occasional laydown. Have you ever seen a five-foot one-inch 98-pounder attempt to pick up a dropped IT465? Not a pretty picture, we assure you. Also, the 80 and 100cc four-stroke engines only need the weakest of kicks to fire up, which means you won't spend the entire day kicking bikes over for the rest of the family.

STREET-WISE AND SNAPPY

What if you like the idea of an XR or two, but really had in mind something that could wear a license plate for the odd trip down to the 7-Eleven and such? You



Bigger kids will have the most fun on the XL/XR100. Doesn't this look like fun?

sly dog, you want to ride it too! No problem. Incredible as it may seem, Honda makes an XL80 that is fully street legal, although it must be the littlest street bike in the known world. More comfortable to the bigger (and we would assume licensed) street rider would be the XL100. They both share the same attributes as their all-dirt cousins, however there is an increase

in weight due to the extra legal equipment. Also, the XL80 is only a four-speed. Apparently, street riders don't need as many gears.

Both of the "streetable" bikes are just as much at home on the asphalt as they are in the dirt, although we would suggest staying off the freeway with them—they get real busy at speeds over 45 mph. Because of the added weight and taller gearing, expect the XLs to steer a little slower and run a little slower in the dirt. It all goes with the license plate, folks, but it is possible to gear them down for snappier performance.

FAMILY ON WHEELS

With a couple of XRs or XLs in the back of the truck, you no longer have to leave your loved ones whimpering behind the screen. Bring them along! And even if the minibikes aren't quite fast enough to keep up while you go trailriding, everyone can have a ball exploring the immediate vicinity while you're off riding with your friends. All you have to do is fill the bikes with gas, check the oil occasionally, and every now and then adjust the points to keep them running strong.

Now that's not much of a price to pay for a garage full of fun, is it? □

HONDA XR80/XL80S

ENGINE TYPE	OHC 4-stroke
BORE AND STROKE	47.5mm x 45.0mm
DISPLACEMENT	79.7cc
CARBURETION	20mm Keihin/15mm
IGNITION	Flywheel magneto
TRANSMISSION	5-speed/4-speed
FUEL TANK CAPACITY	4.5 L
WHEELBASE	1140mm/1135mm
GROUND CLEARANCE	195mm
SEAT HEIGHT	725mm
WEIGHT (CLAIMED)	146.6 lbs./158.8 lbs.
SUSPENSION	
FRONT	Telescopic forks, 126mm travel
REAR	Hydraulic shocks, 112mm travel
TIRES	
FRONT	2.50 x 16 Bridgestone
REAR	3.60 x 14 Bridgestone/3.00 x 14
INTENDED USE	Off-road/street, trail
APPROX. RETAIL PRICE	\$698.00/\$748.00
COUNTRY OF ORIGIN	Japan
DISTRIBUTOR:	
	American Honda Motor Company 100 West Alondra Boulevard Gardena, California 90247

HONDA XR100/XL100S

ENGINE TYPE	OHC 4-stroke
BORE AND STROKE	53mm x 45mm
DISPLACEMENT	99.2cc
CARBURETION	22mm Keihin/20mm
IGNITION	Flywheel magneto
TRANSMISSION	5-speed
FUEL TANK CAPACITY	4.5 L
WHEELBASE	1225mm
GROUND CLEARANCE	255mm
SEAT HEIGHT	800mm
WEIGHT (CLAIMED)	162.1 lbs./176.4 lbs.
SUSPENSION:	
FRONT	Telescopic forks, 126mm
REAR	Hydraulic shocks, 116mm
TIRES:	
FRONT	2.50 x 19 Bridgestone
REAR	3.00 x 16 Bridgestone
INTENDED USE	Off-road/street, trail
APPROX. RETAIL PRICE	\$848.00/948.00
COUNTRY OF ORIGIN	Japan
DISTRIBUTOR:	
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PRODUCT EVALUATION

**PACER TLC
THREAD-LOCKING
COMPOUND**

A challenge to the Loctite Stranglehold

By the Staff of Dirt Bike



The biggest advantage with TLC is the speedy drying time. Lay a few drops on any thread and minutes later it is set up and ready.

For oh-so-many years now, the *DB* editors have reached for the old bottle of Loctite when setting up a bike, or guaranteeing the permanent residence of an item on our bikes. We've used blue Loctite for most normal applications and the fierce red Loctite for parts that are never ever going to come off the bike.

Just about the only hassle with using Loctite has been the relatively slow set-up time. There are some chemicals and cleaners available from Loctite that will speed up the drying time considerably, but this just means more money spent and more junk on the shelf.

Lately, we've been using a fairly new product for thread-fastening chores; it's from Pacer Tech and is called TLC, which stands for thread-locking compound. What we like about TLC is that it sets up in minutes and comes in a whole bunch of different strengths.

Grade 22, for example, is a low-strength compound which can be used on small nuts and bolts, or even on aluminum screws. The medium grade (#42) is plenty strong for most general work, such as motor mount bolts, sprockets, pegs and such.

The high strength comes in two flavors. We never could figure out the difference between them. They're labeled Grade 77 and Grade 71. Both are so strong that

you might not want to ever use them for any normal thread locking. Save these for stripped studs and the like. Put a regular nut on a basic bolt with the high-strength TLC, and the only way to get it loose is by breaking it or using heat from a torch. It's *that* strong! (Pacer also offers a light wicking compound that will penetrate into already assembled fasteners.)

Because the Pacer Tech TLC is basically a structural cyanoacrylate (super glue), some care and common sense must be exercised when using the product. This means that a drop between two fingers can cause instant bonding of the skin.

If you were going to buy just one compound, we'd suggest the medium strength; use it very sparingly on the smaller, weaker fasteners. However, it would be nice to have some of the killer high-strength stuff around for those emergencies.

We like the Pacer Tech TLC and use it in the dust-free and well-lit *DB* garages in place of the old Loctite standby. Good stuff!

**WHERE TO GET IT AND
WHAT IT COSTS**

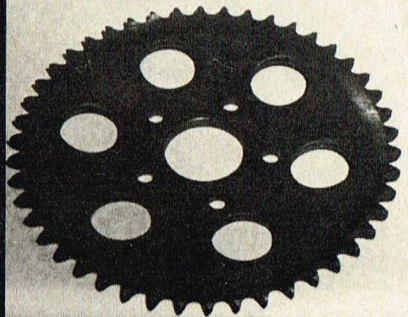
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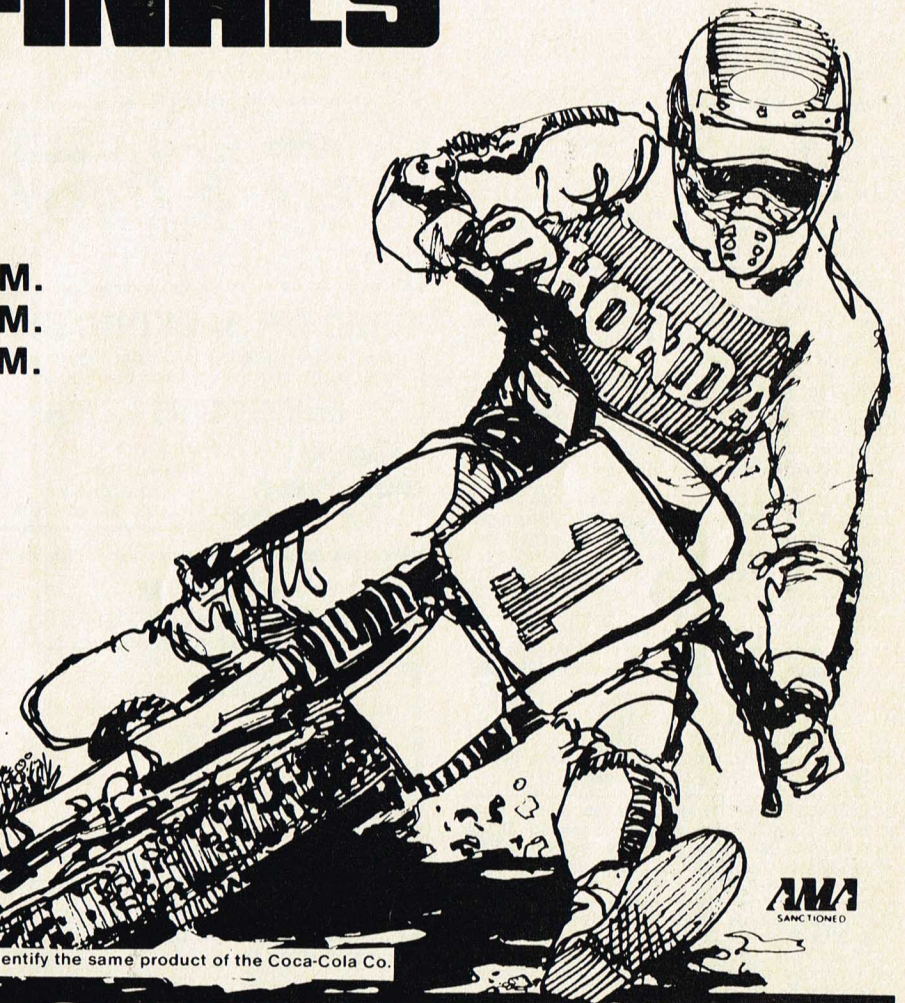
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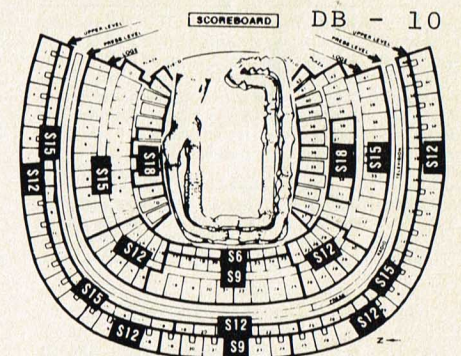
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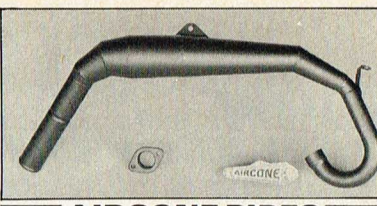
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FROM THE SADDLE

(continued from page 4)

stuffed animal in a shooting gallery." Harry worked his bad arm back and forth, wincing dramatically. "You would, carpface. Anybody who'd ride a KTM instead of a Husky would tend to view faster riders with suspicion, rather than admiration. Did you already forget about that Prairie Dogs run back in May? First in class. First Vet. Twenty-sixth overall. Sixteen places ahead of you. One hundred miles of riding and not even tired. We're talking Husky power here, you dipstick."

Frank got two fresh beers out of the cooler and tossed one to Harry. Harry reached for it with his bad arm and missed. The can hit the sand and rolled under the edge of the Rancho. "Boy, you catch like you ride . . . slow and sloppy." "Yeah? Well, you throw like you ride. Out of control and off the trail."

Frank groped around under the car, retrieved the beer can and popped it open for Harry. "Here. I like to do nice things for the aged and the mentally disabled. Drink up, crowbat."

Harry studied the can carefully. "How do I know it ain't poisoned or something like that? I wouldn't put it past you. After all, anybody who'd ride a KTM would drink Castrol."

Frank rotated his beer can between thumb and first finger, studying the label intently. "If you had the presence of mind to ride such a fine Austrian Flyer, you might do a little better. As it is now, you're not much more than a natural hazard on the track, fenderhead. But, I have to hand it to you. Anyone who would actually get out there and race a Husky is extremely brave. Or stupid. Or both."

Harry shook his head slowly from side to side. "If you had the common sense the good Lord gave a parakeet, you'd see the error of your ways and beg for a Husky. It's your only chance to beat me in a real man's race, garbagebrains."

At this moment, two women walked up and sat down next to Harry and Frank. "Are you two ready to load up and get on home yet? Or are you still telling war stories?"

Frank and Harry bristled. "Hey, we just got back from a grueling hundred-mile race," said Harry.

"Yeah," mumbled Frank. "We were really flying. You should have seen us battle those last two miles. Side by side, passing everybody."

"Sure," said Harriet. "If I had a 250 instead of this stupid 125, I'd probably smoke your shorts off. Right, Sally?"

"Right. If these two boneheads had to start back with the trail bikes, they'd never beat us. We want to get some new Maicos and race with the men. Then we'd show you."

The moral to this story? If frogs had wings, they wouldn't drag their butts when they traveled. □

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American Honda	35-37
Carrera International	5
Castro Inc.	10
Chaparral	71
Circle Industries	64
Cosmopolitan Motors	64
DG Performance	70
Dirt Bike Back Issues	47
Dirt Bike Subscription	74,75
Dirt Wheels Subscription	55
Dirt Bike Summer Special	27
Dirt Bike Showcase	66, 67
Dirt Bike Headquarters	15
Donelson Cycle	69
Hi-Flight USA	33
Hi-Point	6
Hi-Q Products	17
Husky Products	61
Identification Bureau	70
KTM America	19
Midwest Action Cycle	11
Moto-X Fox	2
Nissan (Datsun) Motor	76
O'Neal Distributors	68
Phantom Rider	12
Powroll	70
Action Posters	73
Stadium Motorsports	65
Stick-em Up	68
Tsubaki	13
Wrangler	30

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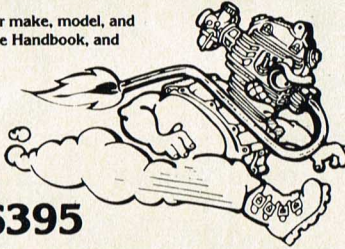


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EAST vs. WEST (continued from page 43)

Dave Henry: "It sure is a lot different from the terrain in Florida. Everything is bigger, higher, visually intimidating. Traction is almost nonexistent and you have to learn how to feel what your bike is doing. It'll take an Eastern rider a few months to adapt to the conditions, that's for sure."

Bob Hannah: "Give me sand any day. Deep sand with lots of whoops. Take my desert track and put it inside the Coliseum and I'll lap everyone at the Superbowl."

John Finkledey: "I had to come out to California to ride against these guys on their home tracks. I know I can't stay in New England and ride the local tracks and get good enough to win Nationals. You have to race in California to get fast."

Terry Cunningham: "I don't like high-speed stuff. The tighter the better. In the West, if it's tight and rocky, I do real well. If it's wide open with G-out bumps, I can't handle it. The more miserable the situation, the better I like it . . . give me rain, mud, snow, whatever. The West Coast runs are always the same . . . dry, sunshine and dust."

Larry Roeseler: "Woods give me trouble. Real tight woods. The reason is because I was born out here and have ridden desert my whole life. Give me enough time riding back East and I can adapt. If you're going to try to be a National enduro champion, though, you better live on the East Coast."



Larry Roeseler is one of the desert's most savvy riders. He was weaned on high-speed racing and can beat just about anybody in the West.

Rick Munyon: "West Coast stuff is natural to me. It took me three years racing back East before I got used to the woods, and I still got smoked."

Dave Bertram: "We have woods in Northern California, but I never knew what real woods were until I rode in Oklahoma."

Mike Melton: "The first time I rode out in the West, I was horrified. In the East, the riding takes rhythm and form; in the West, it's just punishment."

Darryl Kuenzer: "I don't know how the bikes on the West Coast last more than one race. Every time I race out here, I ruin my bike."

RATIONAL CONCLUSIONS TO BE CONSIDERED OR IGNORED

What it all boils down to is this: If you possibly can, race somewhere else, even if you can only do it once. It'll open your eyes and make you a better all-around rider. In general, the Eastern rider must learn how to work with the terrain, how to slip through it, expending a minimum amount of energy. Speeds are slower, the going is tighter.

The Western rider must forge himself ahead into better shape and attack the terrain, while still keeping the bike in one piece. He has a greater latitude for making mistakes, but if he makes one at warp speed, it'll be a get-off remembered for years.

Which area produces the best riders? Well, hmmm . . . koff, koff. At the risk of offending a lot of people, *Dirt Bike* feels that the best all-around riders in the nation come out of Ohio, with the center being Lorain. Just ask John Penton if you don't believe us. □

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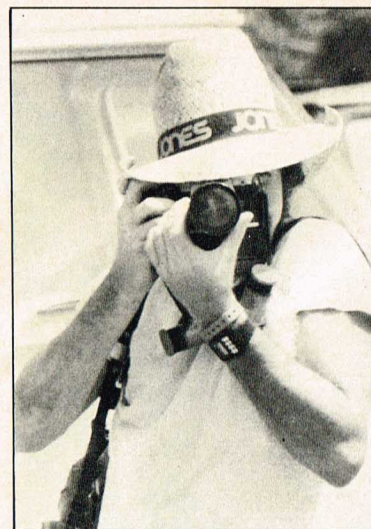
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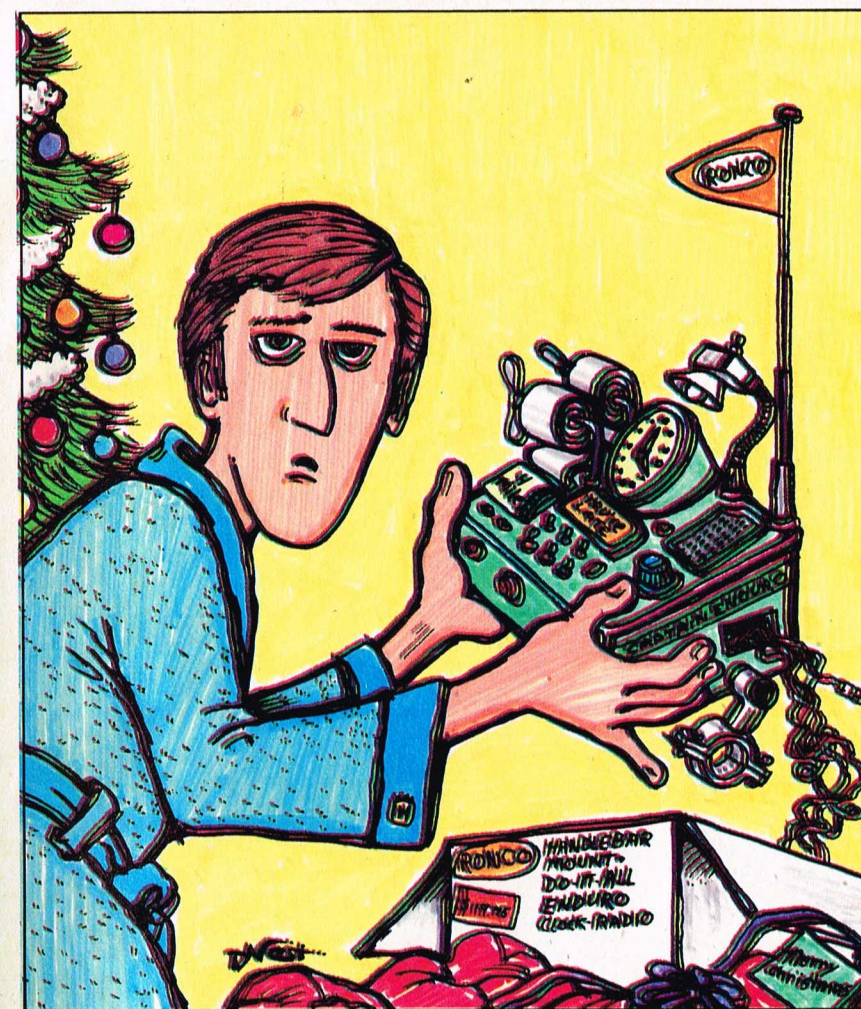


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