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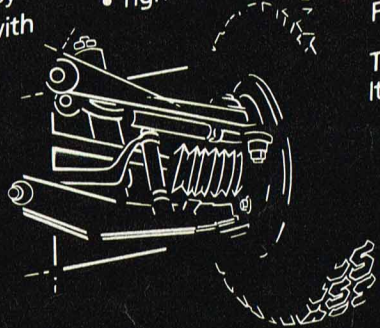
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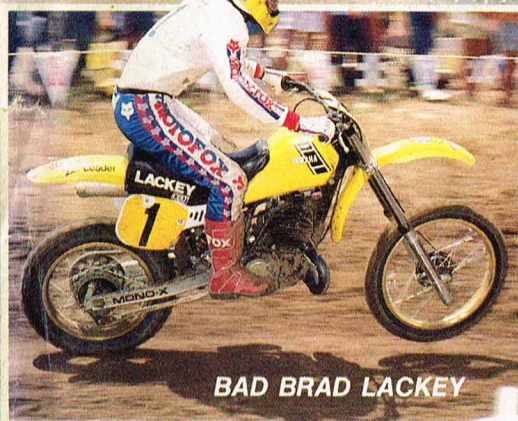
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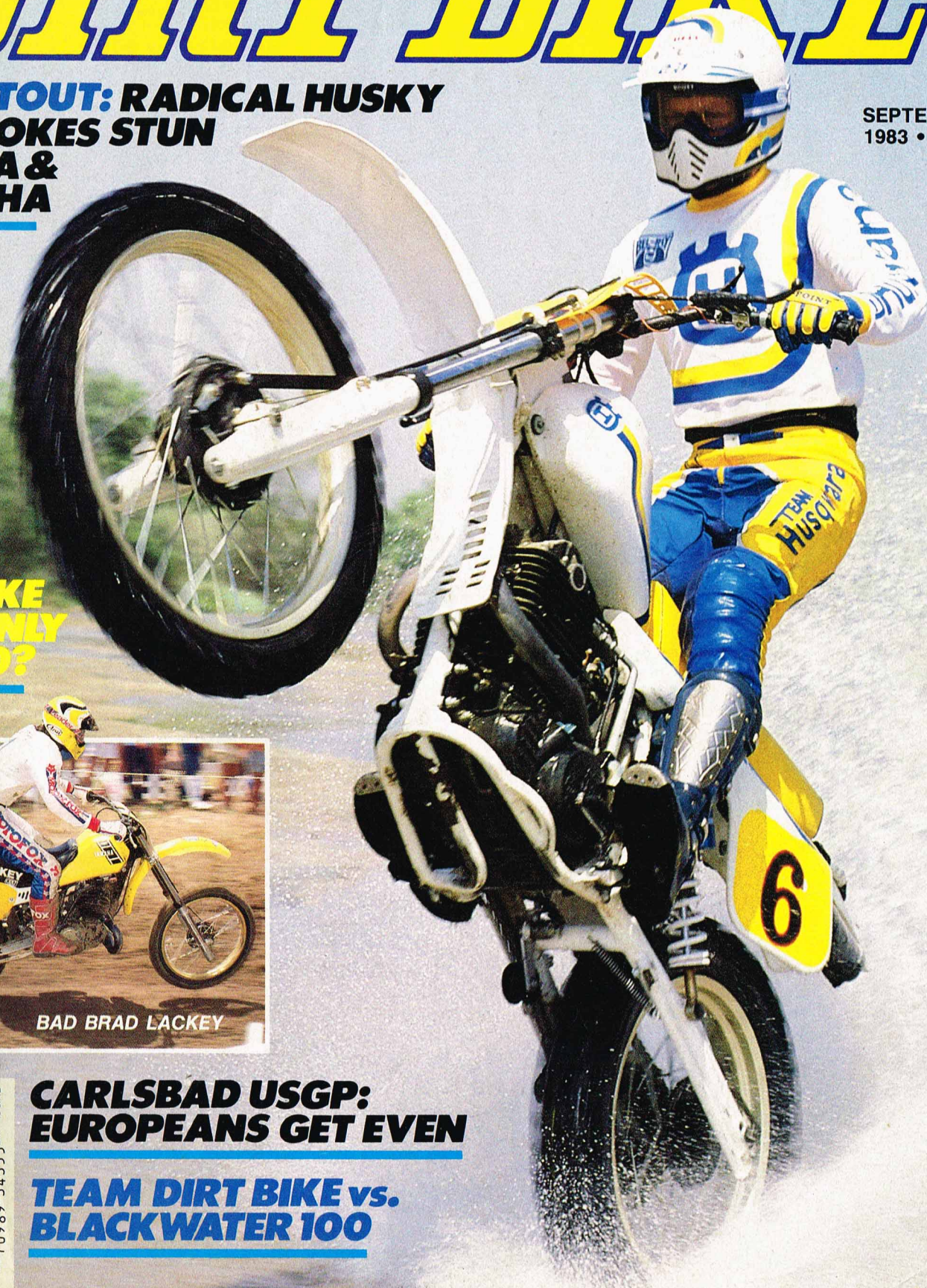
BAD BRAD LACKEY

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**CARLSBAD USGP:
EUROPEANS GET EVEN**

**TEAM DIRT BIKE vs.
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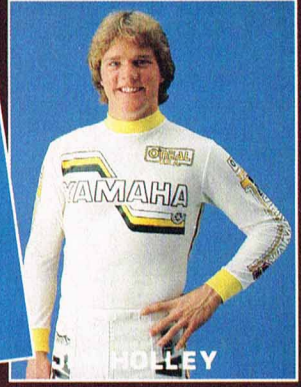


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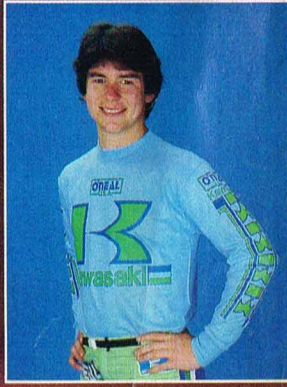
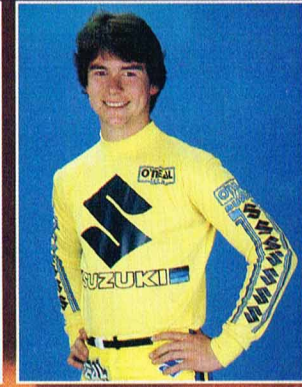
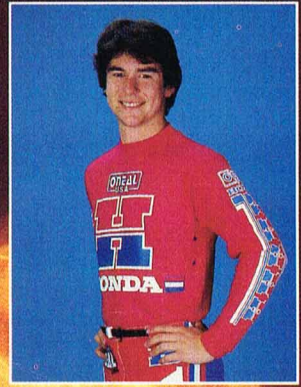
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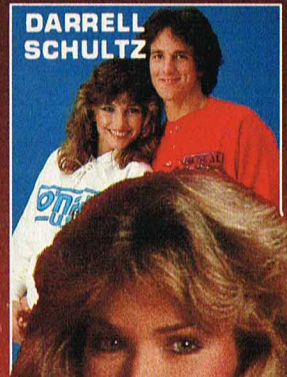
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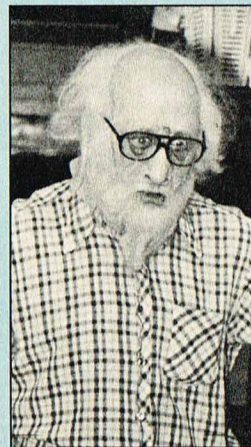
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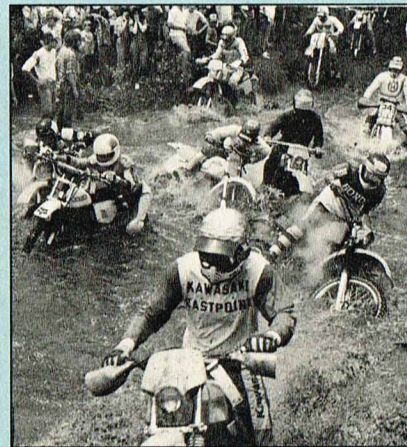
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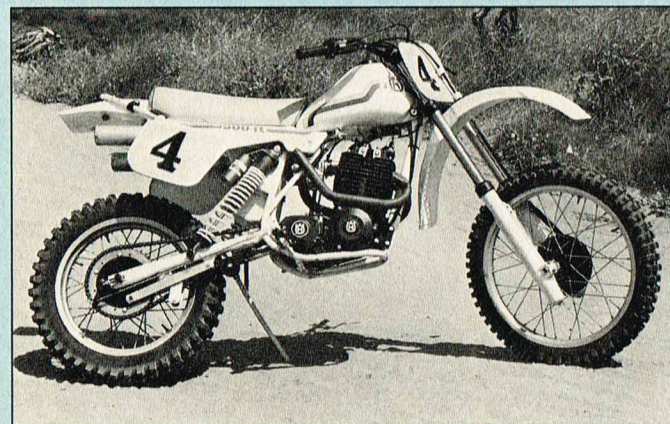
CARLSBAD GP



\$6000 & WHAT?



BLACKWATER 100



HUSKY 4-STROKES

DIRT BIKE Magazine, ISSN 0364-1546 (Sept. '83) is published by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions \$14.98 for 12 issues (one year). Canada add \$4 per year and all other foreign add \$5 per year for additional postage. Copyright ©1983 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs and illustrations must be accompanied by a stamped self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at San Fernando, California 91340, and at additional mailing offices. POSTMASTER: Send address changes to **DIRT BIKE** Magazine, P.O. Box 9502, Mission Hills, California 91345-9502.

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ON THE COVER:—
Larry Roeseler wheelies up the Husky four-stroke for a better view of the bottom, and Brad Lackey burns through the Carlsbad bumps in his first championship race of the year. Photos by Paul Clipper; color separation by Valley Film.



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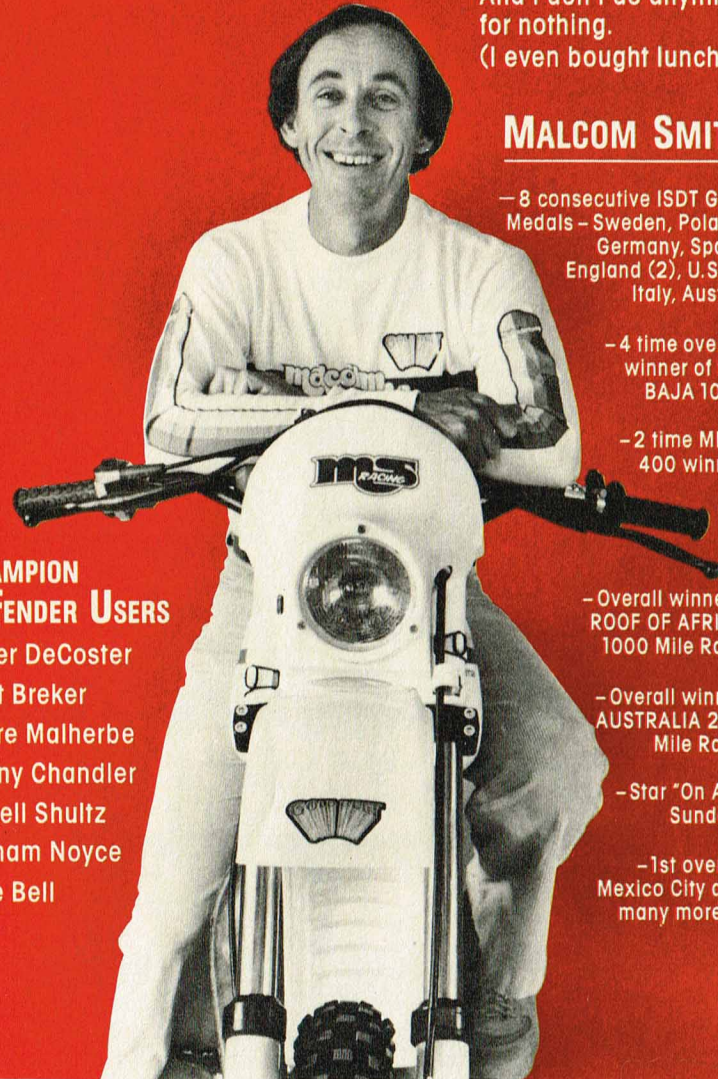
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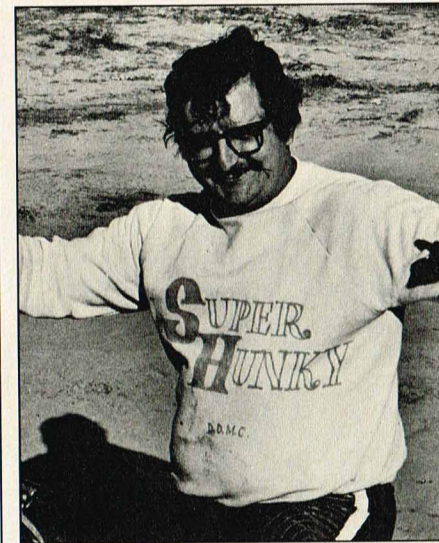
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From the Saddle



Snap shot

By Rick Sieman

"You know, I've been riding for six years now, and I don't have a single good photo to show for it." Marvin threw the collection of poor photos on the coffee table disgustedly and glared at his wife, Martha.

Martha glared back. "Well, if you'd buy me a real camera instead of one of those \$19.95 plastic thingies, I could probably do a whole lot better. I was reading the paper this morning, and they're having a sale on 35mm cameras at Wally's Discount City. I could run down there and pick up one of those new automatic cameras and a big long lens that'll take pictures from a mile away. All you have to do is loosen up the old wallet, big spender."

Marvin gave her a triple reverse glare. "What's all this going to cost me?"

Martha shrugged. "I dunno. Maybe as much as a hundred bucks. I never bought any of those professional cameras, but I did see *Blow Up* twice with Ethyl. Anyway, that's not the point. If you want some good pictures of yourself, I simply must have a decent camera."

Marvin was beaten. He sighed and handed her the credit card.

"How much did you spend? Six hundred and what?" Marvin's fingernails were penetrating the formica surface of their kitchen table, and large veins were throbbing in his sizable nose.

"Quit your complaining. I got a great deal. This is a great camera, and the salesman told me it retailed for \$575 alone. This zoomie lens was on sale for half price. And this thing is a flash. You don't have to buy bulbs anymore. I had to have a bag to carry

everything in, so he sold me this metal-flake green professional camera bag for \$90. And this wide strap with the happy faces on it was half price, too. I got it for only \$30. You should be proud of me instead of complaining. I saved us over \$1000." With this, Martha broke into tears, the ultimate weapon against an angry husband. This not only calmed Marvin down, it made him feel like a real jerk.

He smiled, tickled her under the chin and said, "Hey, at least we're going to get some real sharp pictures now, right, kid?"

Martha smiled back and reached for the instruction booklet.

When the photos came back from Barney's Discount Drug and Photo Center, Marvin was dismayed. The photos were, indeed, sharp.

"What happened here? My head isn't even in the picture."

"Well, you were going too fast. How can anyone line up a camera on something going 50 miles an hour?"

"What am I supposed to do? Slow down when I'm leading the 500 Intermediate class? Oh, great, I can see it now... 'Hey, Fred, you go ahead of me on this jump. My wife is taking pictures and I have to go slow so she can get it framed real well. And Fred? Will you let me by on the next straightaway? Oh, thank you. I knew you'd understand.'"

"But, but, but—" "But nothing! Look at this dumb photo. All it has is my front wheel. At least I think it's my front wheel. And this one has the back wheel. Great! Maybe next Sunday you can shoot the middle of the bike. Then I can paste all three pictures together so I can have one whole photo. This is terrible!"

Martha wailed and ran from the room, sobbing, "At least I tried. Give me credit for that."

Marvin felt like a real bonehead.

For the next month, Martha tried to improve her photographic skills. She really did. But the results remained dreadful. It was just not in her physical makeup to get along with any mechanical item more complex than a toaster—and she burned the toast regularly. Finally, the camera bag with all the new equipment went up on the shelf behind the 14-speed mango peeler from Aunt Ruth. Domestic relations were definitely on the low side of the scale.

Marvin's birthday came and Martha beamed as she handed him the large envelope with the pink bow taped on it. He carefully ripped open the flap, got a paper cut on his index finger, swore, and opened

the card. A small piece of paper fluttered to the floor. Marvin picked it up and examined it.

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Pierre Effstoppe, Prop.

Marvin showed up at Boswell Park Raceway with his very best riding gear—fresh jersey, clean boots and a shiny bike. Martha sat quietly in a lawn chair with a satisfied look on her face.

One half hour after sign-up, Mr. Pierre showed up with a veritable truckload of equipment. Marvin told him that he wanted a good shot over the big jump on the front straight. Pierre mentioned that the jump was in deep shadow as it was under some trees, and it might be better to use a jump that was in open sunlight. Marvin insisted on the big straight jump, and Pierre snuffled and dove into one of his many gear bags, emerging with an electronic flash the size of a small TV. "No problem," he assured Marvin.

When the gate dropped, Marvin let it all hang out. He was third into the first turn and passed a YZ490 through the bad whoops. For a half lap he dogged the leader, then passed him cleanly through the S-turns at the far end of the track. As Marvin approached the big jump with the lead clearly in hand, he suppressed a chuckle. At last, he thought, he'd get that once-in-a-lifetime shot he'd been looking for.

Marvin clicked up into fifth gear, lined up for the jump, and launched it into the air, his helmet skimming the low-hanging branches as he flicked his bike sideways into a spectacular full cross-up. It was at this micro-second that the gigantic flash went off, straight in Marvin's wide-open eyes. His pupils slammed shut and the world went white. He never even saw exactly where he landed. But he felt it.

Martha sat quietly next to the hospital bed. "Honey, I have good news."

"What is it? Are they going to let me out of here soon?"

"No, You'll have to keep your legs elevated for another month or so. But you did make 'Crash and Burn' in the August issue of *Dirt Bike*. And we'll get a ten-dollar check from the magazine. Isn't that great?" □



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There I was, sitting on the starting line. The competition was fierce. On one side of me was Rod Bush, KTM factory rider and wildman, very familiar with the track and always hard to get a wheel up on. On the other side was Mike Rosso, also a KTM rider. Although he was unfamiliar with the course, he had a weird glint in his eye that made me very uncomfortable, indeed.

On the outside sat Bill Arnold, a known maniac in town, partial to fast foreign cars and very loud stereos. On the pole position was Webb, who is nothing more than a moto assassin, capable of the most dangerous acts on a motorized vehicle.

The first moto was a complete disaster. Every one of us spun out or rammed each other in the first turn, so it was relegated to a long practice session and a chance to become familiar with the unusual surface. As we sat, ready for the start of moto number two, Tom was yelling something across the line.

"... but I outweigh you guys by at least 50 pounds!" we heard, after throttling down a bit. "I should get a head start, or at least some kind of handicap!" Rosso smirked and waved him off, just as the starter raised his hand and hollered, "You ready?"

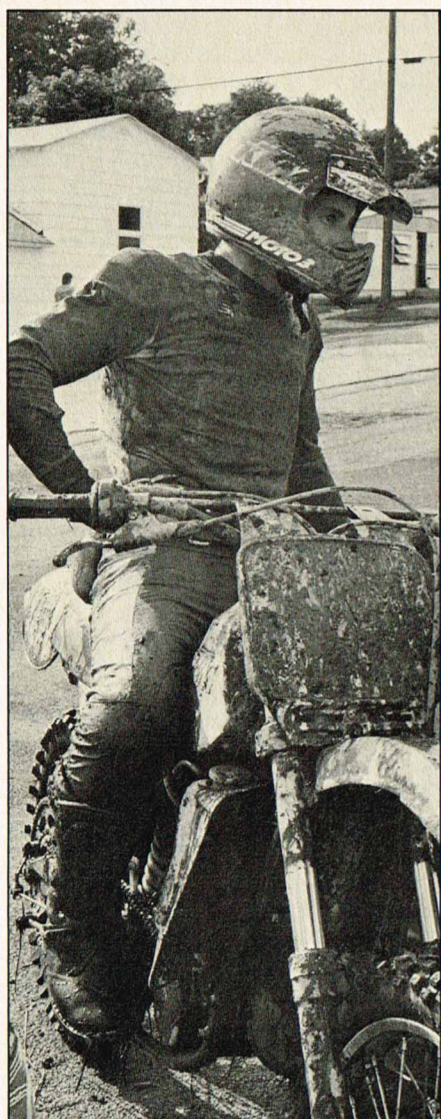
The lights went green and we all nailed it at once. The first turn was more slippery than Saddleback could ever hope for, but by some miracle we all made it through. I took the cautious route through all the traffic and wound up getting pushed back to next-to-last place. I could just see Rosso and Bush side by side and wide open, fighting for the lead, with Webb just on their tails and trying to overcome the weight disadvantage. He had it nailed, but the engine was winding up slow, slow enough to let me climb right up behind him.

We flew through the front dogleg and headed back for the first turn. Rosso and bush slithered through without incident, while Webb went for the wide-open charge around the outside. He had the right line but a little too much speed, and just as he passed, his back end came around.

I jammed on the brakes and narrowly avoided hitting him, but Bill's luck wasn't as good. He smacked into the Wolfman head-on, just as the leaders looked back. They put up their hands, signaling for a restart. Blast it! Would we ever be able to get in a clean moto?

Rod and Mike were waiting at the starting line, and I rolled up with Bill beside me. Webb was still picking his way out of the tires, so we left a hole for him one place removed from the pole position. We saw him pop over the off-camber last turn and head for the front-straight dogleg with no intention of backing off.

I did a quick scan of the gap between Bill



The Morgantown GP

By Paul Clipper

and Mike, and there was no way Webb was going to fit through that hole. From where I sat he needed about two more inches, but apparently he didn't see it that way and was committed to getting that head start he was hoping for. My right foot shoved down on the throttle involuntarily, and before anyone else had a chance to react, the long-haired devil tried his hand at needle threading at 30 miles an hour.

He succeeded, but not in a graceful way. The bash bars met with a bone-chilling *clang!* and a fat red spark arced across my front wheels, obviously a piece of Bill's bumper. "Yaah HAH!" rang out across the rest of the noise, and we all gave chase, seeing that the deck was now stacked in the wrong direction.

Sixteen hard rubber wheels clawed against the polished concrete track, scrabbling for the slightest hint of traction be-

tween the rain puddles and patches of sand. Four pairs of eyes riveted themselves on the back of the cart that was rapidly receding into the distance. Rosso led the chase; every time he backed off the throttle for an instant, a six-inch blue flame popped out of his exhaust. Bush was right behind, looking for the smallest mistake, and I followed behind Arnold, trying to swoop him on the inside line.

Around the tight right-handed turn three, Rosso got a little too sideways and nudged Bush into a spin. I watched Arnold come around wide, and, rather than passing, he hit Bush broadside and knocked him out of his spin. When the world straightened out, the three of us back runners were side by side and charging for the final off-camber right that led back up to the start.

Nobody backed off. Arnold went for the outside, with Rod tight on the inside, and I saw my chance. I jammed on the brakes as hard as my shaking knee would allow and cut to the inside just as Bush carved through the turn. Arnold went way wide, and I had a clear path into the front dogleg. We went neck and neck through the dogleg, just in time to see Rosso get pushed wide open into the tires.

He had gotten around Webb, but not before Webb figured out the race tactics of death—never back off, and anybody in your way is a fair berm. There is no worse feeling than to be braking hard for a turn and have someone hit you from behind, a good ten miles an hour faster than you thought the turn could handle. Every one of us tasted his front bumper before the red light came on, and there was considerable grumbling on the finish line.

We finally decided to allow the maneuver as a handicap toward Webb's weight disadvantage—at least until the management of T&S Go-Cart Rental deemed it too destructive to continue. With the rules thus amended, we prepared ourselves for the third of what would wind up being a ten-moto night.

"Okay, you guys, it's two dollars for four minutes! Does everybody have a ticket?" We all nodded, tugging nervously at the safety belt, our only protection against massive injuries. All eyes were glued to the starting light, the engine revs climbed while we waited for that flash of green....

"Okay... GO!"

He watched us careen into the first turn, flinching slightly at the clang and scrape of metal on metal. Stubbing out his cigarette on the side of the greasy light post, he sighed at the sight of his two assistants wheeling away two dead carts—victims of the previous moto—and made a mental note to be closed on the Friday night before Father's Day next year. □

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Heavy socks that fold over boot. One size fits all.

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M/X TEAM SOCKS \$3.99
2 pr. \$6.49
4 pr. \$10.99
31 Yam
32 H
33 Suz
34 Kaw
E6 Hod
E7 Hus
E8 Bul
E9 C-A

TIEDOWNS \$10.99
Set of 2. No. 47

TEAM TOOL BAG \$5.99
Tough simulated leather. Inner loop for safe mounting.
65 Yam
66 H
67 Suz
68 Kaw
76 Hod
77 Hus
78 Bul
79 C-A
69 Plain

Guaranteed Unbreakable RACING FENDER \$5.99
4" wide. Red, White, Black, Silver, Yellow. No. 98



TEAM JERSEY - LONG SLEEVES \$9.99
100% Ventilated Nylon in Brilliant Team Colors
Made by our skilled craftsman. Cycle name on chest and sleeves.
Sizes: Child 6-8, 10-12, 14-16 Adult S-M-L-XL

PERSONALIZED TEAM JERSEY Tough Ventilated 100% Nylon With Long or Short Sleeves
Your name or message across the back of Hi-Q made jersey. One or two lines, up to 10 letters per line. Numerical 0 to 99. No COD's. Long and short sleeves. Use special boxes in coupon.

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S2P H S5P Hod S8P C-A
S3P Suz S6P Hus
L1P Yam L4P Kaw L7P Bul
L2P H L5P Hod L8P C-A
L3P Suz L6P Hus

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Our own great ventilated nylon short sleeve jersey with cycle design on chest. Team colors.
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S5 Hod S6 Hus S7 Bul S8 C-A

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One FREE pair with \$30 order.

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B1 Yam B2 H
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With mounting hardware.
F5 Mud Flap

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TOTAL
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M/X TEAM PANTS Heavy 14-oz. Denim Team Colors \$19.99
Cycle name in bold black letters down both sides of these top quality denims. Striping in team colors. We make these stylish, highly protective pants with removable hip and knee pads. Knee pockets will accommodate cups. (No. 75 pants have no cycle name)
Waist Sizes: 24-26-28 30-32-34-36-38-40

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Our top quality 14 oz. denims. Three colorful trim styles PERSONALIZED FOR YOU with your name or other message. Up to 10 letters on each side. (Use special boxes in coupon) No COD's.

Sizes: 24-26-28-30-32-34-36-38-40
No. 56P Gold and Black Trim
No. 57P Red and White Trim
No. 58P Green and White Trim

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Heavy, fully padded nylon pants. Hi-Q crafted with Scotchgard finish. Washable. Your team name down both pants leg, and up to ten letters of your choice across the back. (Use special lines in coupon) No COD's. Choose RACING BLUE with RED trim or GOLD with BLACK trim.

Waist Sizes: 24-26-28-30-32-34-36-38-40

AVAILABLE THREE WAYS:
PLAIN \$31.99 pr. No. 100
PERSONALIZED - No COD's \$39.99 No. 100P Give lettering in coupon.

M/X Team Pants \$34.99 pr.
101 Yam 104 Kaw 107 Bul
102 H 105 Hod 108 C-A
103 Suz 106 Hus

RACING BLUE with RED trim, or GOLD with BLACK trim. SPECIFY Heavy nylon pants as described at left, available plain or with your choice of up to 10 letters across back.

Waist Sizes: 24-26-28-30-32-34-36-38-40

101P Yam 105P Hod
102P H 106P Hus
103P Suz 107P Bul
104P Kaw 108P C-A

NEW! HI-Q KIDNEY BELT \$10.99

Sharp, new protective M/X belt. Velcro closure.
Sizes: S-M-L-XL No. 04

TEAM TOBOGGAN \$4.99

One size fits all.
B1 Yam B2 H
B3 Suz B4 Kaw

MUD FLAP \$4.99
With mounting hardware.
F5 Mud Flap

CHAIN BRACELET \$3.99
Heavy chrome.
Boy's No. 70
Adult No. 80

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TOM
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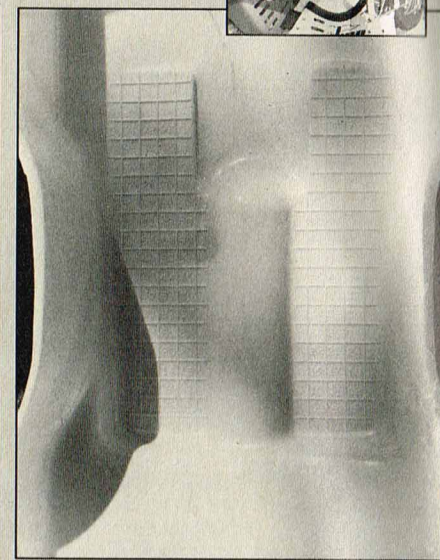
NAME CALLING

Magoo's new nickname "Road Hog" got rave reviews from the crowd. The riders involved in the second moto first-turn crash had comments—none of them printable.



Broc Glover's second moto was picture perfect. This is the view he gave all the others, "Good Guys." The good guys don't always win, but they did in this case.

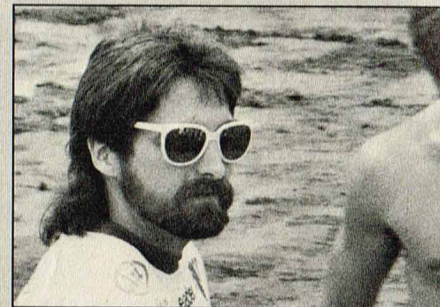
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FOLLOW THE GRID, THEN DRILL

The new Gold Belt DeFender has a grid pattern molded into the fender that will show you exactly where to drill the mounting holes for whatever bike you own. Even the simplest of minds can drill out numbers 91, 98, 1 and 6. Then just bolt the sucker on. It's kind of like playing hopscotch with the drill motor. Pick the right numbers and bore. Then, simply bolt it on Mr. Bike. All popular bike brands will receive the numbers showing where to drill the holes. The DeFender comes in all colors, and now all the guesswork has been removed from the mounting procedure.

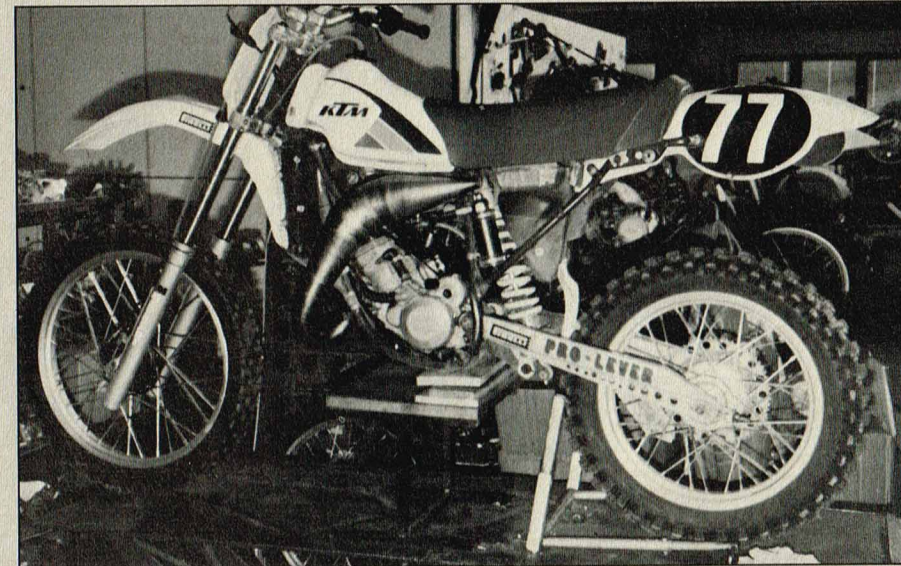
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THE NEW BRAD LACKEY

"I've mellowed out a lot in the past year, and I want to show the fans that I can look as good in a Brooks Brothers three-piece suit as I can in madras shorts and granny glasses." So said the Champ as he strolled through the pits at Carlsbad. His between-race attire of a pair of striped shorts and the new sunglasses turned a lot of heads in the pits. One noted European was overheard to say, "It's good to have Brad back at a race again. Things have been getting too boring in Pro racing these days."

□ □ □



1984 KTM 125

KTM's new water-cooled 125 should hit these shores soon, and it looks like a real hummer. From what we've heard, it will weigh under 190 pounds, produce four to six *more* horsepower than last

□ □ □

year's bike and the target price is under two grand. The latest hubs and suspension adorn the Katoom, and rumor from KTM is that it'll eat up the Big Four 125s. We'll see. . . .

□ □ □

ISDE TEAMS PICKED

Once again our Trophy Team for the ISDE will all be Husqvarna-mounted and guided by Dick Burleson, the Trophy Team manager. The riders are Mark Hyde (125), Mike Melton (500), Ed Lojak (250), Larry Roeseler (500), Terry Cunningham (500 four-stroke) and Frank Stacy (250). The Vase Team will consist of Kevin Brown (Hus), Kevin Hines (Hus), Ron Ribolzi (Hus) and Drew Smith (Hon). Team manager will be Dick France. John Morgan will have the honors as the entire Six Days team manager. The event is run from October 3rd through the 8th in Wales.

□ □ □

HOT TICKET KAWA PRELOAD SETUP

We got a note from a Gary Meeker, giving some sound advice to Kawasaki Uni-Trak owners concerning the dreadful act of preload adjustment. Savvy owners use a crowbar to compress the spring and then spin the nuts by hand. Use a big screwdriver and a hammer to loosen and tighten the locking nuts. Sounds sound, Mr. Meeker.

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Lackey's jersey was a signature model instead of the block letter type. Brad's a trend setter all the way.

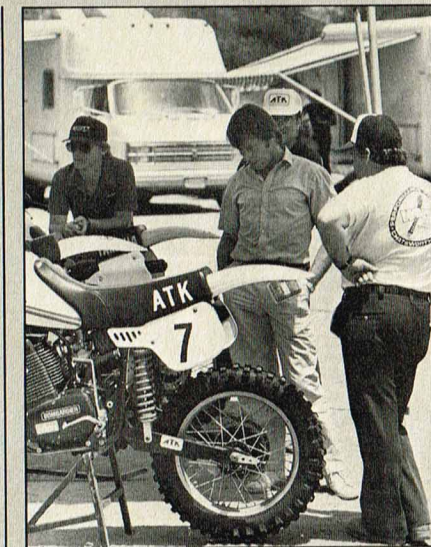
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"BOY, ARE MY ARMS TIRED!"

This is proof positive that the folks at Bel-Ray didn't just fall of the turnip truck. Cruising in from Betelgeuse, where they just made a sale of well over six million cases of 30-weight fork oil to the Vogons (they consider it a delicacy, second in flavor only to the feet of the Bulbous Neutoid of the planet Zagroff), they landed the Bel-Ray shuttle right next to the gate in the Carlsbad pits. When asked about business in the International motocross scene, they answered, "Oh, it's okay; the racers like the oil a lot. But, you take the fringes of Andromeda, for example—now *that's* where the money is!"

□ □ □



ATK SINGLE-SHOCKER, FACT OR FICTION?

On close inspection of this ATK thumper, you'll notice that it only has *one shock* on *one side* of the swingarm. You can also see Roger DeCoster and Gill Vaillancourt of Works Performance checking out the new damping approach. Comments were limited to, "I'm not saying anything." We found out it's a straight-rate non-linkage setup using the proper valving in the Ohlins shock and dead-on spring rate to get a comfortable ride. Rumor has it that it works.

□ □ □



STEVE VESPER WINS IT!

In case you ever wonder what our contest winners look like, we recently received a photo of Steve Vesper, winner of one of our earliest contests. Steve sent in *one* entry for the *Dirt Bike* Last Superbowl Spectacular Sweepstakes, and his name was pulled out of a drum of nearly 30,000 hopeful entries. Here he is, perched astride his CR250, which still looks shiny and new, although this condition won't last long in all that fine Louisiana mud. Congratulations, Steve. You too can have your photo printed in *Dirt Bike*. All you have to do is win one of our contests and send in a picture. Do it now! Save big bucks! Get famous! Read *Dirt Bike*!

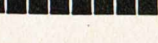
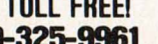
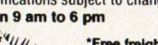
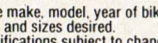
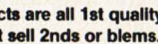
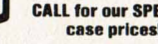
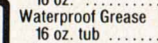
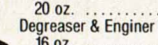
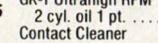
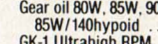
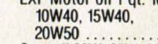
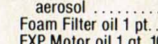
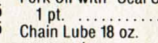
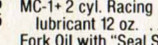
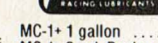
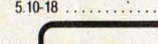
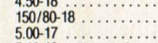
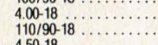
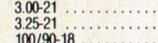
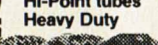
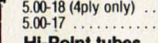
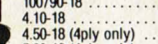
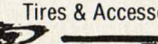
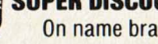
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4.00-18	\$52.95	\$52.95
5.00-17	\$52.95	\$52.95
5.00-18	\$59.95	\$59.95
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Bits & Pieces



GP BIKE NEWS

Neil Hudson's Yamaha was fitted with a disc brake setup rather than the normal dual-leading shoe approach. It seems Neil had stopping problems prior to the Italian GP but has had none since.

□ □ □

DeCOSTER TAKES THE HELM AS TEAM CAPTAIN

Roger DeCoster will be the team captain for the Trophee and Motocross des Nations American team. There was some speculation as to whether Roger would captain our team or that of his homeland, Belgium. We won and we're happy.

□ □ □

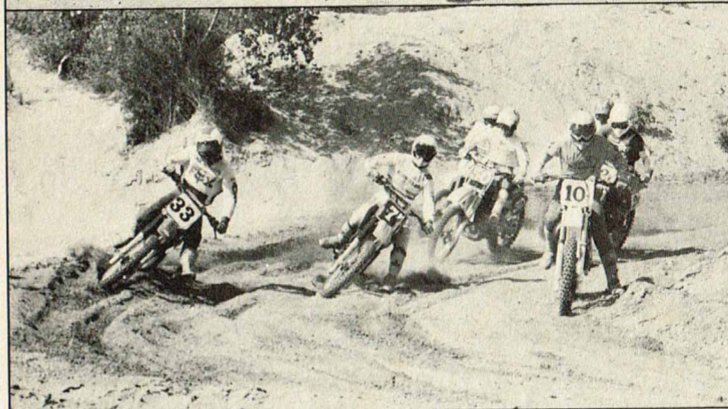
POPIEL LEAVES HUSKY

Bob Popiel, long-time Husky employee/racer and service manager, has left Husqvarna and is now working for Saab Motor Cars as a technical writer in their service department. The industry will miss Bob, who was known for his wild laugh and bizarre legs-out "auto" style of riding. Husky will move someone internally to replace Bob, and we hear that Larry Roeseler might have more of a work load in the future.

□ □ □

HARRY'S FEVER

Factory Suzuki rider Harry Everts felt crude the entire week before the Carlsbad GP. It seems that Harry is allergic to ragweed, which grows wild in and around the Carlsbad track. This hay fever-causing weed is not a problem in Europe. □



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Exclusive large-diameter, narrow cross-section front tire for precise steering.

Lightweight aluminum alloy wheels.

192 cc four-stroke engine with close-ratio five-speed transmission and manual clutch.

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

Yes sir, Mr. Walters.

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DB9-3



By Rondo Talbot

MANUAL LABOR

• Many readers write and ask questions which they really should not. The answers to most of those niggling little problems can more often than not be found in the owner's manual.

You don't have one, you say? Fie, pox and shame on you! That should be one of your very first investments. Most bikes come with an owner's manual, but a large number of readers obviously are owners of second-hand equipment that did not come with a manual.

Or is it possible that they cannot read it? Yamaha offers a particularly fine manual, as does Suzuki. Some Honda manuals are fuzzy and vague on critical issues but go to almost absurd lengths to tell you how to use your kick stand. Kawasaki manuals are invariably chock full of specs and typographical errors, but have clear photos and proper illustrations.

You should keep a manual in your toolbox. Torque values; jetting, ignition settings and line drawing blowups can be of immense help for those trackside desperation tear-downs.

If your manual is less than ideal, then by all means invest in a shop manual. Some of these are outstanding, most of them are more than adequate; none of them are cheap. Expect to spend upwards of 20 dollars for a genuine shop manual. It can save you ten times that in grief, errors and outright flamboyant stupidity. It could also save you the price of a 20-cent stamp. But more importantly, it could save you the scorn and derision of the world in general when I make a mockery of a question that could be answered by turning a page and running a greasy finger down a column of specs, whilst lip reading, no doubt.

So, save yourself two dimes and wholesale embarrassment, and do it yourself. However, if your problem is interesting, unusual or amusing, take a chance and drop a line to this department. If the query is reasonable and the subject intriguing, then perhaps we can share in spreading enlightenment.

Address all reasonable inquiries to Rondo Talbot, Mr. Know-It-All, Technical Consultant to the Stars, c/o *Dirt Bike* Magazine, 10600 Sepulveda Blvd., Mission Hills, CA 91345. •

Mister Know-it-All

LAP TIMES

Dear Mr. Know-It-All,

In your "Horsepower Secrets for 125s" article (July 1983), it's stated that the Honda cylinder base on the cases should be lapped when you remove the top end and repeated about every 20 hours of operation thereafter. How is this possible without splitting the cases and removing the crank? Won't the rod get in the way?

Bruce Timm
Tallahassee, FL

I can lap case surfaces without splitting the cases because I'm very careful and have the delicate touch of a surgeon. The average person should split the cases, reassemble them for the lapping procedure, then reassemble the entire unit. Troublesome? Yes. Necessary? Only if you ride the bike hard and are a serious racer. And any serious racer will want to replace his seals in that time interval, anyway. You are obviously not a serious racer, so I would suggest you just ride the poor bike until you blow it up, and buy another unit next year.

RATIO CONFUSION

Dear Rondo,

In a recent scan over several past issues of *Dirt Bike*, I have come up with a few questions concerning oil/gas dilution ratios. In your October 1982 issue of *Dirt Bike*, in the "125 Motocross Secrets" article, it is stated that "dirt bike riders do not go any richer than 32:1, and most of the time run in the 50:1 to 60:1 range." Why do the Japanese manufacturers recommend using their own brands of oil at ratios of 20:1? Is this because their lubricants are of low quality and have poor lubrication qualities?

Tim Hanson
Mike Brotz
Kohler, WI

The Japanese manufacturers suggest 20:1 as the correct ratio because of a need to standardize the lubrication. While a bit dirty, 20:1 will give outstanding lubrication with a normal mineral oil, which is what all manufacturers use when developing an engine.

Many of the new oils do a superb job at the leaner ratios, but if you choose to use these ratios, you'll have to adjust your jetting all across the carburetion board. You will have to lean out the jetting, as the presence of more gas and less oil will make the bike run richer. Jetting is determined by the amount of gas to air, not the amount of oil to gas. This is a mistake that many make, and apparently you have fallen into that same dank hole. Really!

ROUTINE LACK OF MAINTENANCE

Dear Mr. Know-It-All,

I am the proud owner of a YZ80J. I love everything about it except that I can't seem to keep spokes in the rear wheel! And to top things off, the bolts that hold the sprocket on somehow rubbed a hole in the chain tightener. What gives? My dealer couldn't tell me what was wrong, so I had to seek professional help. Can I buy a stronger wheel off of another brand of bike?

Nathan "Too Wild" Paul
Lipscomb, TX

Why you are so proud of a minibike is beyond me. However, since you seem to be deep in a quandry of your own making, I will take the time out of my busy day to enlighten you. Read this carefully and memorize it. I will not repeat it.

You're bike's rear end came apart because you ignored the basic fundamentals of keeping it together. Once you let critical nuts and bolts loosen, they are often impossible to properly tighten and keep tight. My suggestion is that you purchase new sprocket bolts and nuts and discard the old ones. Clean the wheel, sprocket and sprocket holes thoroughly and Loctite the new fasteners in place. They should last a goodly long time. As for the spokes, have the wheel trued once by a decent wheel man and keep the spokes properly tight. You should be embarrassed by your actions.

BACK-ISSUE ANSWER

Dear Mr. Know-It-All,

I read *Dirt Bike* Magazine every month. My friends and I talk about the riders and racers you have and, most of all, your tests. I wish you guys would interview the Pros more often.

My problem is, what type of chain lube should I use when I go riding? I do a lot of track riding with a lot of water and wet dirt and a little mud and, to top it all off, sand. I have an O-ring chain and the lube seems to disappear by about two to four hours. I want something that works.

Darren Azarian
La Crescenta, CA

It's obvious that you missed the chain lube shootout in the May issue of *Dirt Bike*. Order that issue, read it and cherish it. It should answer all of your questions, especially those pertaining to wet weather riding. We did a rather extensive corrosion test in that comparison. See what you missed by inattention? You most certainly should subscribe to prevent any future errors of this nature.

Genuine Suzuki Factory Parts



CABLES

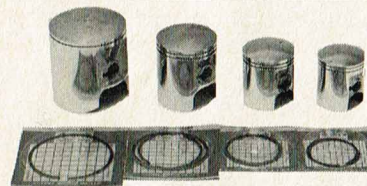
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RM 80 all years	\$ 6.25
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FRONT BRAKE	
RM 80 all years	\$ 6.25
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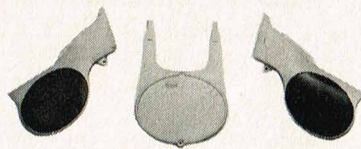
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Cable or rod depending on model and year.	
RM 80 all years	\$ 4.95
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Please indicate right or left panel.	

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PE 175 z, d	23.50
PE 250/400 all years	32.95



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

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FIBER DRIVE PLATES	
RM 80/100/125 all years	\$ 4.50 each.
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Replace your stock aluminum driven plates with SUZUKI STEEL OPTIONAL ones. They grab harder and last much longer. The hot set up for the aggressive rider. RM 100/125 all years \$ 4.95 each.



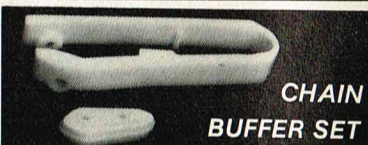
SHIFT LEVERS

GENUINE SUZUKI replacement levers.	
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RM 100/125 m, a, b, c	8.95
RM 100/125 n, t, x, z, d (new folding)	15.95
RM 250/500 d (new folding)	15.95
RM 250/370/400/465 a, b, c, n, t, x, z	11.95
RM 175/250/400 b, c, n, t, x	9.95
PE 175 z, d	10.90

STATOR PLATE ASSY.



SUZUKI FACTORY replacement assy.	
RM 80 all years	\$69.95
RM 100/125 m, a, b, c, n, t	79.50
RM 125 x, z, d	83.95
RM 250/370/400 all years	79.95
RM 465/500 x, z, d	79.95
PE 175/250/400 all years	73.95



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

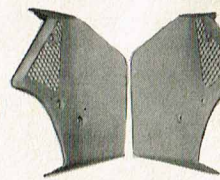
RM 80 t, x	\$10.25
RM 80 z, d	8.95
RM 100 n, t, x	13.25
RM 125/250/465/500 t, x, z, d	11.75
PE 175 t, x	9.95
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GENUINE SUZUKI, consists of inside plastic assy. and grip, complete throttle grip assembly.	
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Please indicate right or left side.	

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RM 80 b, c, n, t, x	\$31.89
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RM 100/125 m, a, b, c, n, t, x	33.95
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RM 465/500 x, z, d	58.50
PE 175 all years	44.95
PE 250/400 all years	58.50

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RM 100/125 all years	8.95 pair
RM 250/370/400/465/500 all years	9.95 pair
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KILL BUTTON SWITCH ASSY.

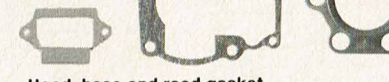
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Replace your stock air filter and reeds. Increased air flow means MORE POWER and better performance.

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A fusion of space age materials and dual stage reeds. Quicker throttle response... more power. "get the hole shot"

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NEW, UNIQUE dual stage foam air filter. Proven effective in National and International motocross racing. More flow for better power. The secret of the system is the inner stage of foam the "X-3"... flows air at an unusual high rate of speed, yet stops dirt down to sub-micron size.

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RM 125/250/465/500 x, z, d	31.50
PE 175/250/400 all years	29.50

REAR	
RM 80 all years	\$19.95
RM 100/125/250/370/400 a, b, c, n, t	35.95
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PE 175/250/400 all years	36.95

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ORIGINAL FACTORY replacement assy. RM 125/250/465/500 x, z, d \$19.95

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The BEST FACTORY bearings you can buy.

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RM 125 all years	10.95 pair
RM 250/370/400/465 all years	11.95 pair
RM 500 d	18.95 pair
PE 175/250/400 all years	10.95 pair

REAR	
RM 80 all years	\$10.95 pair
RM 100 all years	11.95 pair
RM 125/250/370/400/465 all years	12.50 pair
RM 500 d	27.95 pair
PE 175/250/400 all years	13.95 pair

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Piston kit consists of piston, rings, wrist pin and circlips. Rod kit consists of rod, lower bearing, lower pin and thrust washers. Prices may vary according to year of bike. FREE FREIGHT ONLY 48 CONTINENTAL U.S. THIS AD SUPERSEDES ALL PREVIOUS ADS.

Riders Write

DO YOU STILL WANT A GREEVES?

Dear *Dirt Bike*,
After reading "Riders Write" in your July issue, I could hardly stop laughing. I couldn't believe that two-thirds of your readers took the April "Honda vs. Greeves" shootout to heart. I nearly had a cardiac arrest from reading the complaints by soured Honda owners and the advice to the clones who wanted to buy a Greeves.

Bill Chabot
Upper Black Eddy, PA
P.S. Maybe next April you'll consider a shootout between an RM250 and a pile of cinder blocks?

Who told you about that?
Dear *Dirt Bike*,

I must say that I really enjoyed the reader's comments in your July issue on the Greeves/Honda shootout as much as I did the shootout itself. After a couple of minutes of uncontrollable laughter, I realized that many of those readers who commented would probably be safer on the Greeves than on the Honda and could probably ride faster, to boot! By the way, I just purchased a new Suzuki RM1100 mini, as featured in the June issue, and I was wondering if a 23-inch front wheel would help the handling over the whoops. What do you think?

Eddie Duggan
Midlothian, TX
A 23-inch front wheel is definitely the hot ticket. Not only does it help the RM1100 handle over the whoops, but it also allows the front end to float better in muddy enduros.

FURR'S NO FOOL

Dear *Dirt Bike*,
In your *Dirt Bike Buyer's Guide*, on page 44, you show a rider pushing his Husky into a really hairy swamp. In the next photo it appears the bike has come to a steaming halt. Are you trying to take us dummies as idiots? The two photos are obviously not of the same bike and rider. There are at least six differences between them.

Daryl "Not an Idiot" Furr
Hereford, TX
P.S. Are you trying to turn *Dirt Bike* into *Hocus-Focus*? If so, refund my subscription.

What do you think we idiots are, a bunch of dummies? Those are two completely different people in the photos. The first shot is of Hurlley Queestin of Hurricane, West Virginia, and the second shot is of Steve Synge of Pennsauken, New Jersey. We are all stunned that you would think that we would think that you alone would think that we were trying to make you think that they were the same.

LOON CARTOONS

Dear *Dirt Bike*,
After reading through the issues following the April *Dirt Bike*, I looked, reread and brutalized the magazine page by page, looking for those little cartoons. They no longer appear—why? Those stick men capped off what's nearly a perfect magazine. Put them back in, or else.

Morris Purge
Tucson, AZ
Morris, those little creatures were the brainchild of our beloved art director, Dennis West. Many an hour went into their design during dull nights in smoke-filled rooms, over large plastic mugs full of Ripple. There's a chance you'll see the little people again; keep looking.
WHEN ONLY THE BEST WILL DO
Dear *Dirt Bike*,

I made the mistake of picking up a competing magazine the other day, and I'll never do it again. To hear them tell it, they were the last word in dirt bike testing, but none of what they said made any sense. Sure, there were reams of technical material, but who really cares?

Dirt bikes are made to be ridden and enjoyed, not dissected and examined. You guys have got the formula down pat, and don't ever change it. I'd rather read about how a bike feels, rather than how it should work on paper.

Mark Johnson
Orland Park, IL

NO EXCUSES

Dear *Dirt Bike*,
A few months ago, a new dirt biking magazine hit the stands. After reading it, I'm more of a *Dirt Bike* fan than ever.

In their latest issue, they did a test on a big thumper. The whole article is a masterpiece of their politically tainted magazine. Every point on the bike that could and should be torn apart was smoothed over in order to keep everyone happy.

The clutch slipping and going away is nicely excused, and they state the company tried to keep the weight low. Look at that thing—a huge 40-pound seat and a gas tank as high as the handlebars!

Well, you get my point. Thanks for telling it straight.

The Boring boys
Boring, OR

Thanks, boys. It's our philosophy that a magazine can be objective as well as being kind to advertisers. Newcomers tend to take the easy way out and praise everything in an effort to win huge amounts of friends in a short time. We like our way better—it makes it easier to sleep at night. □

PICKUP TRUCKBED PROTECTION

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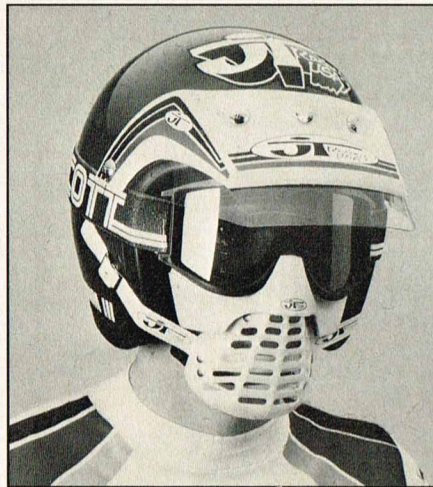
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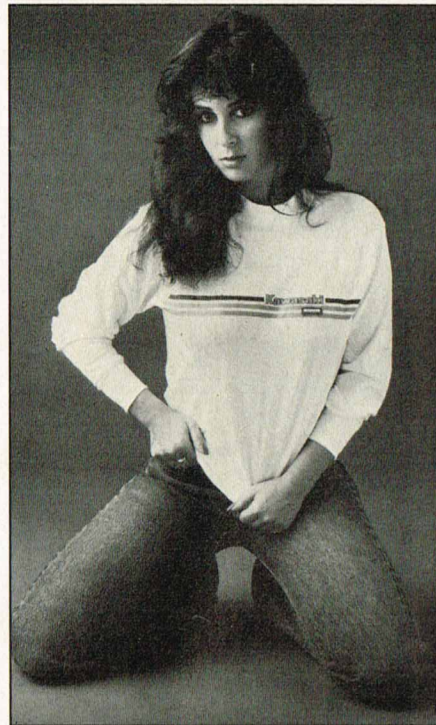
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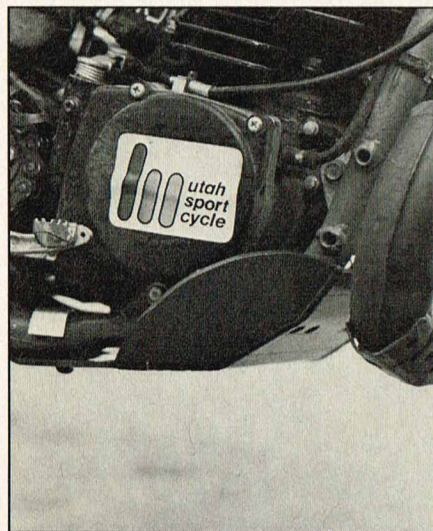
ROBOTO MAN

JT Racing has come up with a modular face protection setup which they say is the ultimate in skin-saving gear. The JT Half Mask fills the gap between the goggles and the mouth guard. It covers the upper nose and cheeks and fits both the Scott and Oakley goggles. The JT Mouthtrap gives ventilated coverage of Mr. Nose and Mr. Chin while fitting perfectly with the Half Mask. All that's left is the Add-Visor with the extender shields. The Euro look is in with this visor. Pricing goes like this: Half Mask—\$5.95; Add-Visor with extension shield—\$8.95; Mouthtrap—\$8.95. Contact your local dealer or write to JT Racing at 303 W. 35th St., Suite D, National City, CA 92050; 619-427-0971.



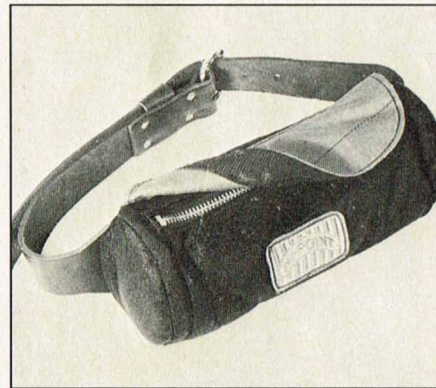
ANSWER TEAM LONG-SLEEVE T-SHIRTS

It sure would be nice if these T-shirts came with the carbon-based creature fitted inside this shirt, but sorry, they don't. Actually, the Answer long-sleeve T-shirts are new, their designer series, in fact. You can have the shirt with any one of the following logos stenciled right on it: Yamaha, Suzuki, Honda, Kawasaki or Answer. The shirt sells for \$17.95, comes in all sizes, and your dealer should have them in stock. If not, contact Answer Products, 27967 Beale Court, Valencia, CA 91355.



UTAH SKID SAUCERS

The Honda owner who enduros, deserts or just plain off-roads his 480 needs a skid plate. Utah Sport Cycle has a bolt-on model that's made of aluminum and is blue to match your seat. Neat. The unit is thick enough to withstand heavy artillery, so you can be sure it will protect those precious cases. It sells for \$39.95. Drop a line or just send money to Utah Sport Cycle, 189 E. 3900 S., Salt Lake City, UT 84107; 801-262-7453. They also have a complete lineup of skid plates for YZs, Maicos, Huskys and KTM's.



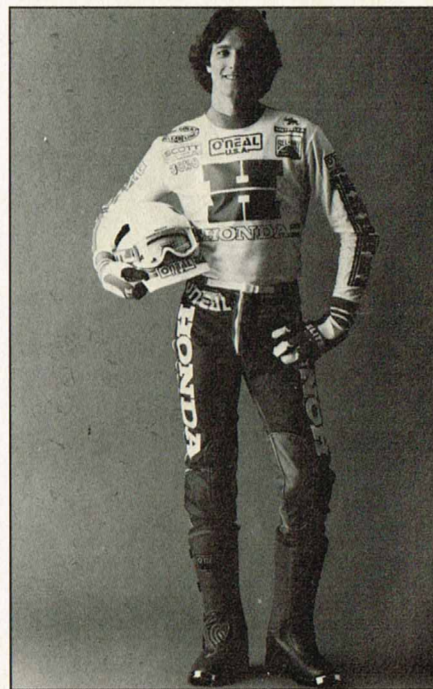
BAG IT

Enduro riders, trailblazers and all off-road-ers know the importance of having the right tools with them on the trail. Hi-Point has a waist bag that's made to take abuse plus hold tools and spares. The belt is leather, and the inside of the bag itself is lined and is just big enough to keep things tight and not let them jiggle around. They also have a full line of tank bags with and without score card holders. High five Hi-Point at: (East) 3709 W. Erie Ave., Lorain, OH 44053; (West) 2650H Mercantile Dr., Rancho Cordova, CA 95670; (Canada) 91 Maitland Terr., Strathroy, Ont. N7G 1L2.



BREATHE, WAFFLES

Elite gloves has just come out with its latest glove, the model 792. This glove, they say, is the ultimate in off-road finger wear. It has breathable waffle material on the back of the hand, which is strong and durable, besides being cool. Thick foam protects the backs of the hands and knuckles, and full-curved styling lets the hands grip the bars naturally. Add a stretch-knit cuff and colors like red/white, yellow/white and white/blue, and you've got the picture. The gloves sell for \$26.95. If your local dealer doesn't stock them, drop a line to Elite USA, 1252 E. 5375 S., South Ogden, UT 84403.



JUST CALL ME DARRELL CHAPSTIX

Riding those 500cc National motocross races can be real hard on your lips. That's why National Champion Darrell Shultz uses chapstick lip balm before every moto. Have you ever seen such a kissable set of chops? Darrell understands the value of dressing well, too. "Nothing sets off my pretty face as well as O'Neal riding gear!" says the National Champ. "I dig on the entire Ultra-Lite line. Ultra-Lite boots, pants, and riding jerseys are the hottest ticket for the ultra-rad rider!" If you're not afraid to emulate a winner, send a buck to O'Neal for the latest info on Ultra-Lite garb. O'Neal USA, Dept. "Shu Ain't Chapped," 9555 Owensmouth Ave., Chatsworth, CA 91311.

TSUBAKI

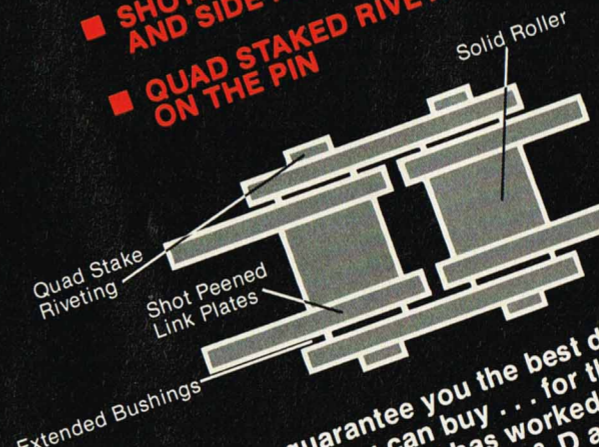
520 PRO SERIES CHAIN

...lives in the dirt!

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

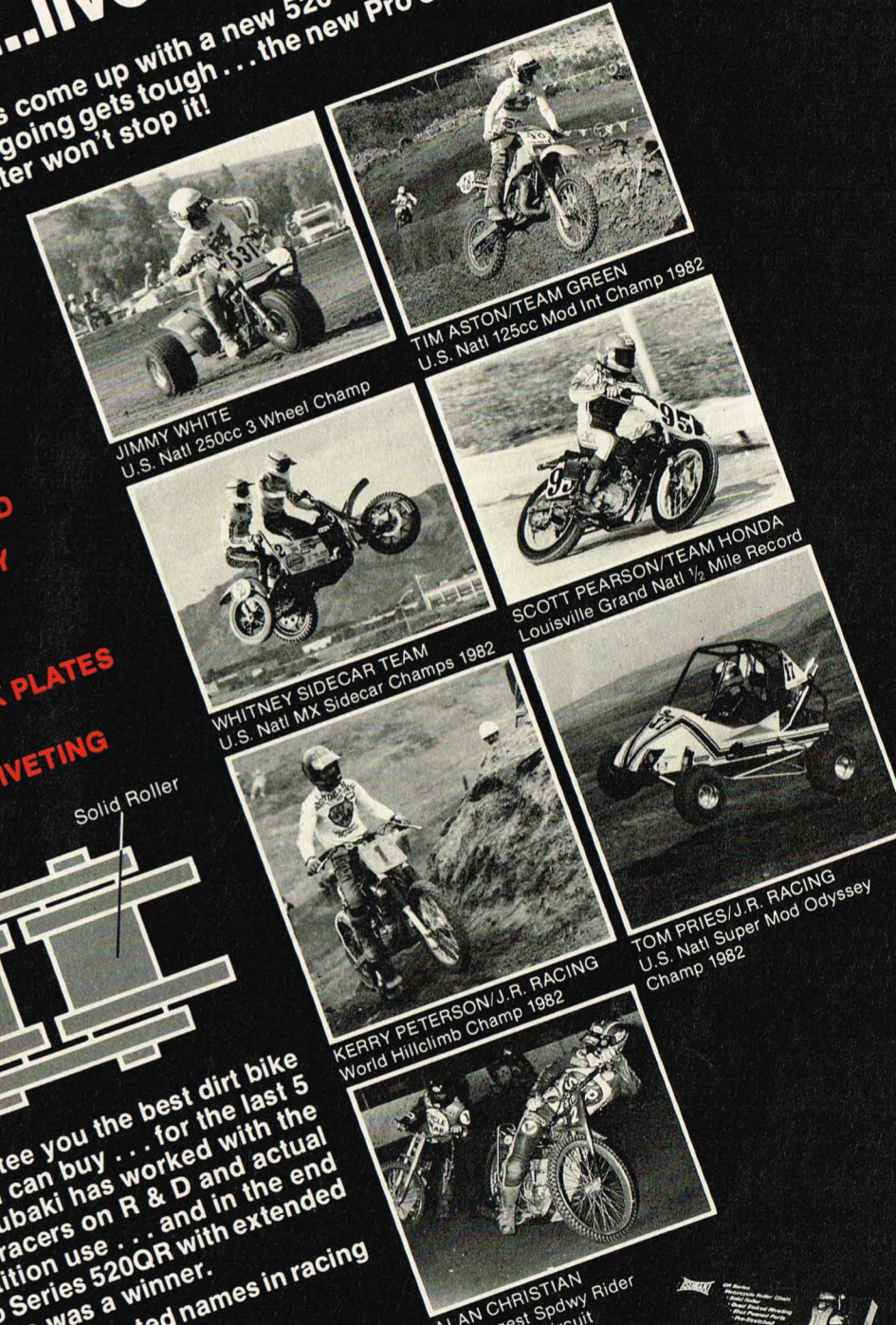
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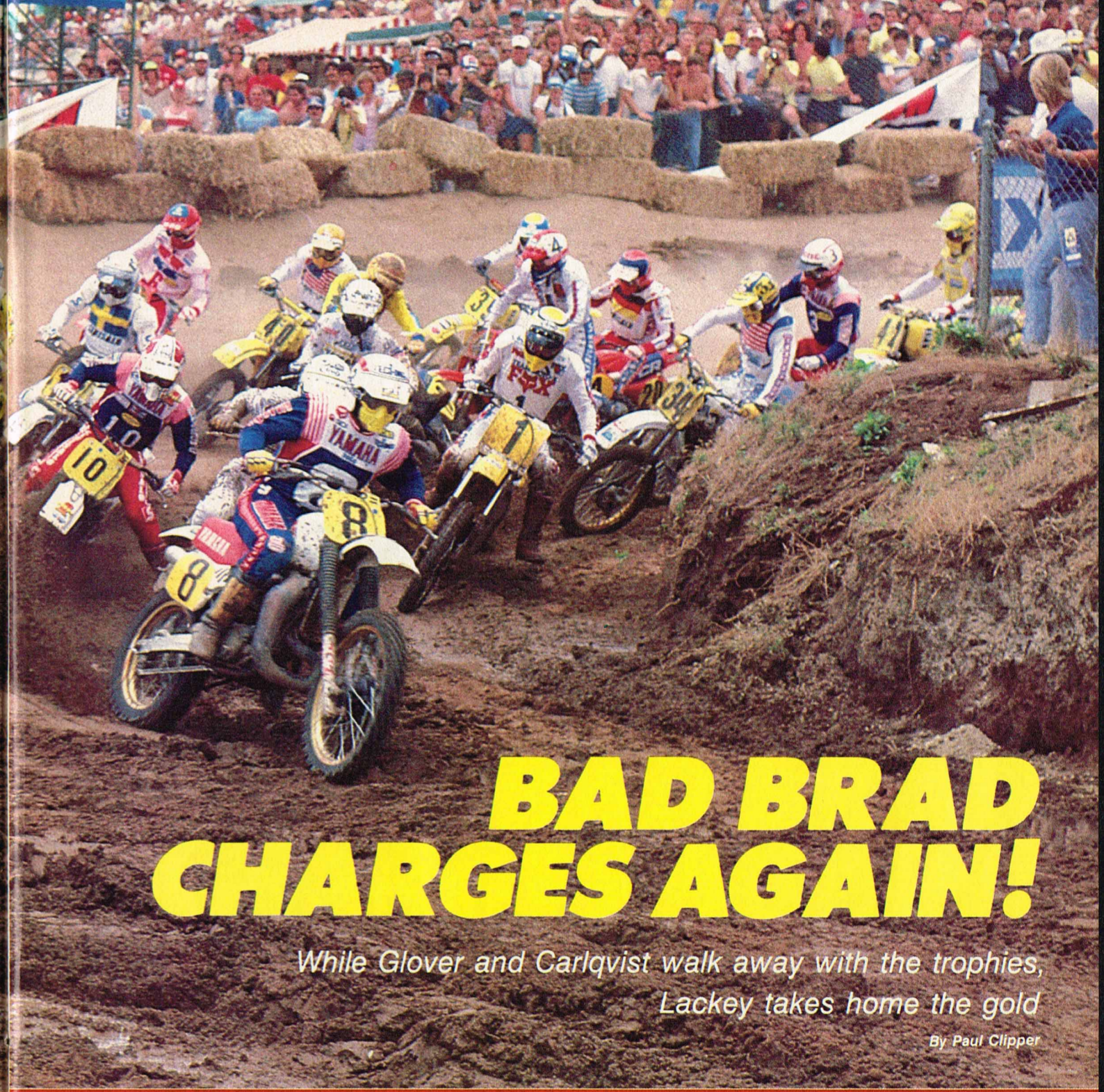


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BAD BRAD CHARGES AGAIN!

While Glover and Carlqvist walk away with the trophies, Lackey takes home the gold

By Paul Clipper

Photos by Tom, Mike & Tip Webb, Paul Clipper, & Dennis West

CARLSBAD USGP

Ask any of the spectators why they were there, and you could count on one two-word answer: Brad Lackey. The Disappearing World Champion was making his only international reappearance this year at Carlsbad, California, and it seemed that no one wanted to miss seeing that big number one on an American Rider.

Many people in the back rooms were apparently banking on Bad Brad's popularity as well, a situation that caused a quiet controversy on raceday. Many dollar figures

were batted around in the pits, rumors of major start money, "incentives" from Yamaha USA, and the standard run of contingencies. However much of it was true, it was obvious that Brad wasn't in Carlsbad just to show off his new sunglasses; and the question arose as to just how good of a show the spectators could expect, when the ticket was already paid for.

By the end of the day, the answer was obvious. Lackey gated and rode like a true champion, but suffered his usual Carlsbad

luck. He is no stranger to second place at Carlsbad—either he doesn't like the course, or it doesn't like him. He was a threat in the first moto, starting and circulating between fourth and fifth spots, until he crushed the pipe on his near-stock Yamaha 490, pulling the headpipe out of the cylinder and losing most of his horsepower in the process.

He held on in the first moto well enough to finish fifth. The second moto saw a good start once again, but the competition was

fierce on the now-dry track, and when the flag came out he was in sixth spot. Perhaps it was a lackluster performance in the eyes of a few, but the fans were satisfied. He jumped in there with all his old enemies and showed them that things would still be grim if he picked up the right sort of ride.

PRIDE OF SWEDEN

Machinewise, it may be a Husky; but today the human pride of Sweden was one Hakan Carlqvist on his ultra-trick Yamaha. Carlqvist has had good luck at Carlsbad be-

fore and seemed to enjoy himself immensely as he rode for the overall win. He took a safe line through the first turn of the first moto, allowing Kent Howerton and Danny Chandler to slip into the lead, and then he reeled them in like the proverbial catfish on a treble hook.

He seemed to make no mistakes and cruised to the checkers with no problem. He is also a whiz at trackside mathematics, and after calculating the position he would need at the finish of the second moto in

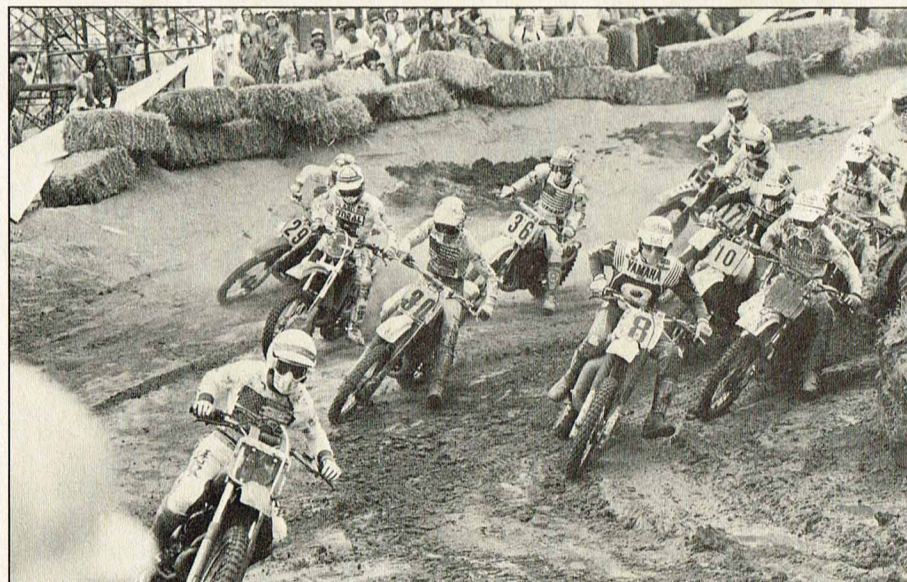
order to take the overall win, he went out and gave the moto to Yamaha teammate Broc Glover, reserving for himself the overall points. This type of racing is not all that exciting, but it is the safest way to ensure the proper results.

THE OTHER SIDE OF THE COIN

Then there's always the style of our old friend Danny "Magoo" Chandler. He really is a much more controlled rider than he used to be, but he has these moments of inattention...



Hakan Carlqvist used a smooth, steady approach at Carlsbad to take the win. He never gets out of shape.



Anatomy of a near holeshot. Kent Howerton has 20 feet on everyone, then proceeds to wildly miscalculate throttle control and overshoots the turn. Check out #30, Alan King's left hand. Carla nudged him, forcing a high-fiver while navigating the first turn. Chandler takes the holeshot, followed by Carla and Glover.



Second overall, Glover ran away with the second moto. In moto one an ailing shock slowed him down.



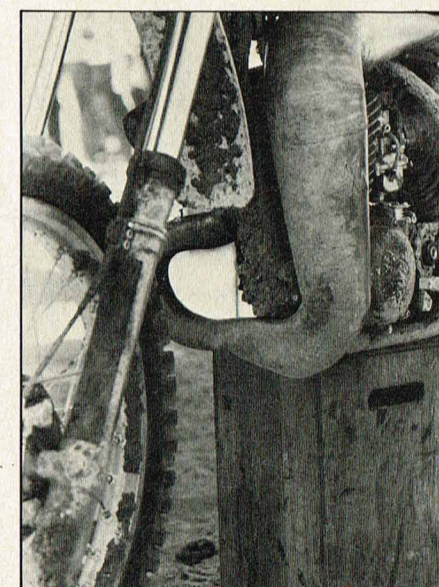
In moto one, Magoo was leading until...



...he ran out of gas. The red fire bomb forgot to turn on the fuel tap and had to restart, dead last.



Bad Brad made his only appearance on the GP circuit. He didn't let anyone down with his performance.



At the halfway point in the first moto Lackey's Yamaha slowed considerably. A smashed header pipe was the culprit.

Magoo took the holeshot in the first moto, no doubt about it, but in the fourth turn he stopped dead. He forgot to turn the gas on. Who says Magoo doesn't get nervous? He rode like a man possessed after that, and by lap six he was in *fifth* place. Once there, he tangled with Lackey and went down. By the waning laps of the moto, he was charging like a wild animal and got into the duel of death with Glover for second place. Glover wound up winning that battle, but not before being nearly scared to death by Chandler's antics.

Magoo was ready for the second moto. After all, he'd won here last year, was part of the victorious Motocross des Nations team, and *he can do it!* He took an outside line in the first turn, got a little too sideways and crashed big time, taking five or six other riders with him. The bike was all mashed up with a broken front brake cable, but he struggled through a lap before calling it quits for the day. This year he was a little too pumped for it, and he burned out early from trying too hard.



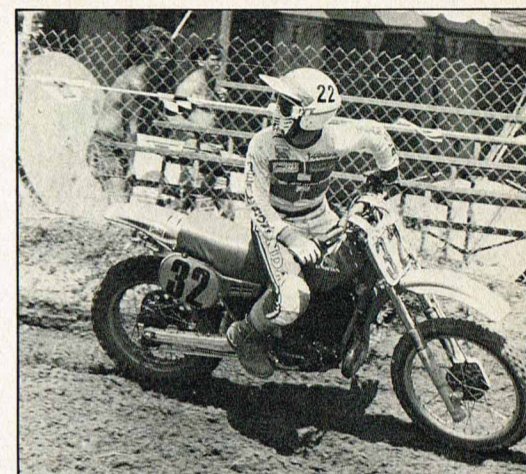
The second moto provided some dicing between Carla and Alan King. King eventually slid past, only to be retaken in the late stages of the race.



Using up all available rear travel, Andre Malherbe seeks out the reigning Champ, Brad Lackey.



Danny Chandler, #32, went wild in the moto two start, took out five or six riders and ruined his bike. That ended his day.



Magoo is so wild that tunnel vision isn't the key—rear-view eye contact is.



Carla's Yamaha uses a tall seat, super-long rear wheel travel and has the motor of death.



Suzuki teamster Alan King turned plenty of heads with an incredible day. Third overall and berserking every minute.

CARLSBAD 500cc USGP—OVERALL RESULTS

Pos.	Rider	Country	Machine	Moto 1-Moto 2
1.	Hakan Carlqvist	Sweden	Yam	1-2
2.	Broc Glover	USA	Yam	2-1
3.	Alan King	USA	Suz	4-3
4.	Andre Malherbe	Belgium	Hon	6-5
5.	Brad Lackey	USA	Yam	5-6
6.	Kent Howerton	USA	Kaw	8-4
7.	Graham Noyce	Great Britain	Hon	7-7
8.	Jukka Sintonen	Finland	Yam	9-8
9.	Dave Thorpe	Great Britain	Suz	13-10
10.	Harry Everts	Belgium	Suz	17-9
11.	Andy Stacy	USA	Hus	14-12
12.	Danny Chandler	USA	Hon	3-DNF
13.	Leif Persson	Sweden	Hus	18-11
14.	Clark Jones	USA	Yam	16-13
15.	Chuck Sun	USA	Mai	15-14
16.	Phillip Oveland	USA	Hus	19-15
17.	Tim Locey	USA	Yam	10-DNF
18.	Neil Hudson	Great Britain	Yam	11-DNF
19.	Scott Johnson	USA	Yam	12-DNF
20.	Manfred Schnable	West Germany	Hon	21-16

TOP AMERICANS

Broc Glover put enough pressure on Carlqvist during the day that the fans were going berserk hoping for a fourth-year American win, but the hottest performance of all was going on a few seconds behind the leaders. A lone Suzuki rider, with no name on his jersey or pants, was smoking along, holding off all challenges, and shadowing Glover and Carlqvist, looking for a mistake. The smoothly flying number 30 machine must have had a few people thumbing through the program, looking for a clue to his identity.

The mystery rider was soft-spoken, hammer and nail totin', third in the 500 Nationals Alan King. He had a lot of heads turning. "Who is this guy, Alan King, and why is he going so fast?" they were asking. He is hot property right now and should be a real factor in the National standings in 1983.

Which leaves us with Broc Glover, finishing second overall and top American. He had no problems during the day, but then he never does. Aside from the brush with Magoo in the first moto, he rode the whole 40 minutes as if he owned second place; in the second moto he led from start to finish. The man is so smooth he never seems to be working, but he and Carlqvist lapped everybody up to eighth place.

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CARLSBAD USGP

Malherbe and factory Husky rider Leif Persson bump and grind. Lackey is right in front of the dueling duo.

Kent Howerton's water-cooled Kawasaki was far and above the fastest bike at Carlsbad. He showered riders and spectators alike with the awesome roost on the 60-plus-horsepower Kawa.

STACKING THE STANDINGS

Carlqvist's performance at Carlsbad ensured his numerical dominance over Honda rider Andre Malherbe, who hates Carlsbad with a passion and spent the day riding back with Bad Brad. Carla leads with 153 points to Malherbe's 141, followed by Graham Noyce (121), Harry Everts (62), and Jukka Sintonen (56).

This may turn out to be Sweden's year to carry home the World Championship, but we find it sad that there's no American up there to root for. It must be a relief to him and Lori and the kids, but after all these years the standings look empty without the name "LACKEY" near the top. □

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STANDING IN THE STRIKE ZONE

All-star or aging vet?

By the Staff of *Dirt Bike*



Keith O'Neal flicks the YZ for the cameras. Suspension is a little soft for bigger riders.

A new type of fever is out of control—full-blown entry-level 60cc racers. We're not talking foo-foo beginner bikes; more like hot, well-suspended pint-sized go-fasters. In the 60 class, Yamaha has been dominant for the past few years. For 1983, they elected to pull back rather than push on, and their YZ60K hasn't been wildly changed or updated. This isn't to say that it's bad; it's just that the fever is highly contagious and the Kawasaki doctors worked overtime finding a cure for the KX. The KX60 is an advanced machine; just how does the YZ stack up?

BATTER UP

Visually, there's little that is different from the '82 to the '83 bike. A nicely shaped safety saddle, works-type gas tank and plastic that looks like shrunk-down YZ material make it appear sharp. The future stars fit perfectly on the bike. All controls,



Overall, the YZ60 is light, making it good for berm railers on the inside or outside line.

pegs and rider positions are well thought out.

Enginewise, a little more snap has been added with minor porting changes and a pipe that makes more juice. Nothing startling, just more. The six-speed gearbox mates nicely to the power characteristics, giving the rider no huge gaps to contend with. It still has a boost bottle, which attempts to keep the low-end response around and not make it a crazed, unridable rever. It works.

Up front, the forks are leading axle KYBs that give 6.5 inches of travel. Rearward, the Monocross unit has seven inches of movement with adjustability limited to preload only. The swingarm is aluminum painted but made of steel. Rims are steel and the tires are IRC.

BASE HIT OR THROWN OUT?

Because the engine has been punched on, the power aspect of the YZ is its main strength. It pulls harder and stronger than the '82, mainly right off the bottom and into the fat part of the powerband. Riders can actually short-shift the bike and make faster lap times than by overrevving the paint off the fins. Heading into the upper revs and shifting right before sign-off time lets the YZ smoke from corner to corner without any animal abuse on the clutch.

Our biggest complaint against the YZ is the suspension, basically its lack of sophistication. The Kawasaki forks extend a full 7.9 inches, and the CR, 7.1. With only 6½ inches of travel, the YZ rider has to work harder in the rough terrain to maintain control at higher speeds. The Monocross rear is decent, but when put up against the long KX and CR, the YZ feels only "good." Next year Yamaha will have to go to a rising-rate setup (like the CR and KX) or plan on losing all the YZ-mounted Expert talent.

Still, tight tracks and smoother conditions will make for some interesting racing. With a snappy motor and quick manners, the YZ can be maneuvered quickly and aggressively around the course. With some money forked out for suspension work, the YZ is still in the ballpark. Experts will demand the travel; Juniors can get away without it...but for how long? □

When you're talking Mean... You're talking Hannah!



BOB HANNAH

I don't know if my cornering technique is different than other riders or not, I've never really paid attention to what other riders do when they're in a corner. To tell the truth, I'm either inside 'em, movin' 'em out, or outside 'em trying to pressure a mistake. I do know that I rely a lot on sliding my foot through corners and for sliding, there's only one way to go... That's Hi-Point.

The new Pro sole has a slight lift in the toe area and another in the heel. The main sole is slightly rounded. What that means is, regardless of how I put my foot down, there's minimal friction

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and resistance, yet I still get all the support I ever did. The new latches on the Hi-Points are another feature that means a lot to me. I'm able to snug the boot to my leg, enough pressure to do the job, yet remain comfortable.

Boots mean a lot to every rider on the track, regardless of riding style. But, if you ride like me, mean in the corners, then your choice of boots is even more critical.

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YAMAHA YZ60K



Engine type	2-stroke, air-cooled, reed valve
Bore and stroke	42mm x 42mm
Displacement	58cc
Carburetion	Mikuni VM25SS
Gas/oil ratio	Yamalube R at 20:1
Fuel tank capacity	3.3 L (.9 gals.)
Transmission	6-speed
Gearing front/rear	13/42
Ignition	CDI
Suspension:	
Front	Kayaba, 165mm (6.5 in.)
Rear	Monocross, 178mm (7.0 in.)
Wheelbase	1065mm (41.9 in.)
Ground clearance	215mm (8.5 in.)
Seat height	670mm (26.4 in.)
Weight, no gas	116 lbs.
Retail price	\$769
Country of origin	Japan
Distributor:	
	Yamaha Motor Corp.
	6555 Katella Ave.
	Cypress, CA 90630

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NEW ADDRESS:

IMS HONDA LONG RANGER GAS TANK

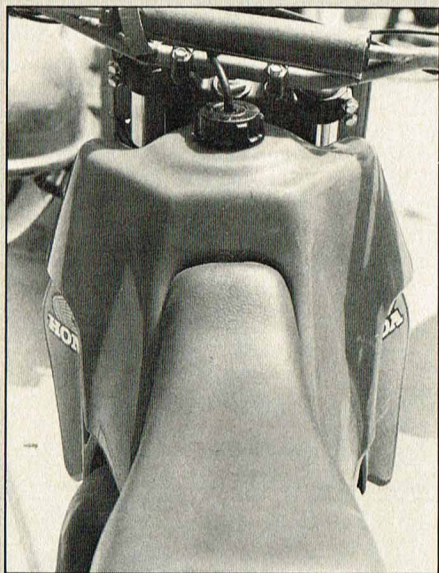
Fuel for thought

By the Staff of Dirt Bike

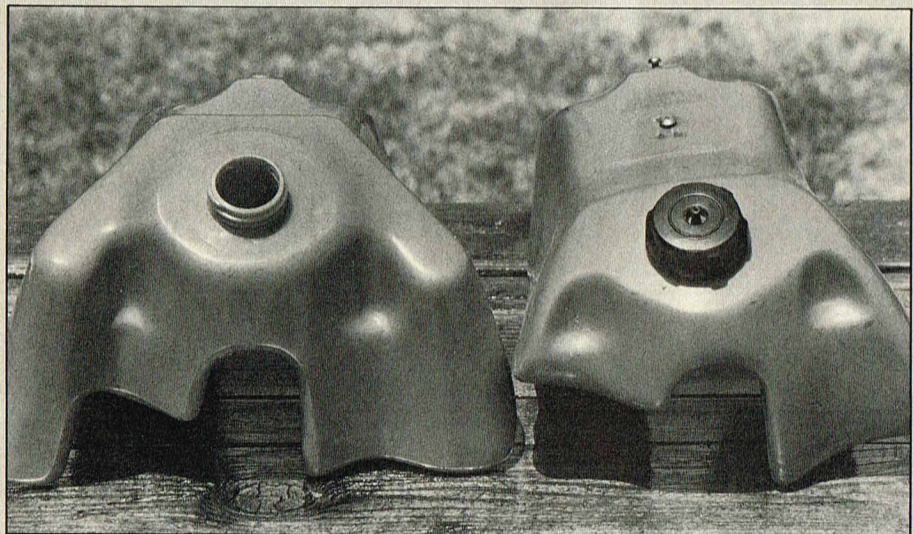
More and more water-cooled bikes are making the transition from motocross to hare scrambles, desert and Baja events. They stay strong throughout the race and take very little in the way of extras to make them competitive. The biggest problem is fuel, or lack thereof. Take the Honda CR250. One of the most popular all-around scoots of '83, the stock tank holds two gallons of petrol. Enough for about 35 miles of riding, tops. Fitting an accessory tank on it is a joke, as the stocker is form-fit in and around the radiators and molded in tightly to the frame.

International Motosports has a big tank specially designed for the Honda CR250. It holds 3½ gallons, takes all the original hardware and requires *no* cutting or modifications to the frame or seat. Simply remove the stock petcock, bolts, gas cap and rear seat slide bolt from the stock tank and install them on the International Motosports unit. Throw it on the bike, put on the seat, and go racing. That's it.

Although the tank is wider and taller, it



All of the stock hardware bolts right on the IMS big tank. With 3½ gallons of petrol, long dez runs and races aren't a problem.



Although the IMS tank is larger, it fits snug and doesn't hamper the rider with odd bulges.

doesn't hamper you when sliding forward nor make your knees bulge like some aftermarket skinny-fat tanks. Like the stocker, the IMS tank carries the fuel down low on the right side and makes life nice by keeping all that weight as low as possible.

The tank sells for \$99.95 and is available

only from International Motosports. They're located at 1189 West La Cadena Drive, Riverside, California 92501; 714-781-5849. If you've got another brand water-cooler, give them a call; they're working on big tanks for some of the yellow brand bikes. □

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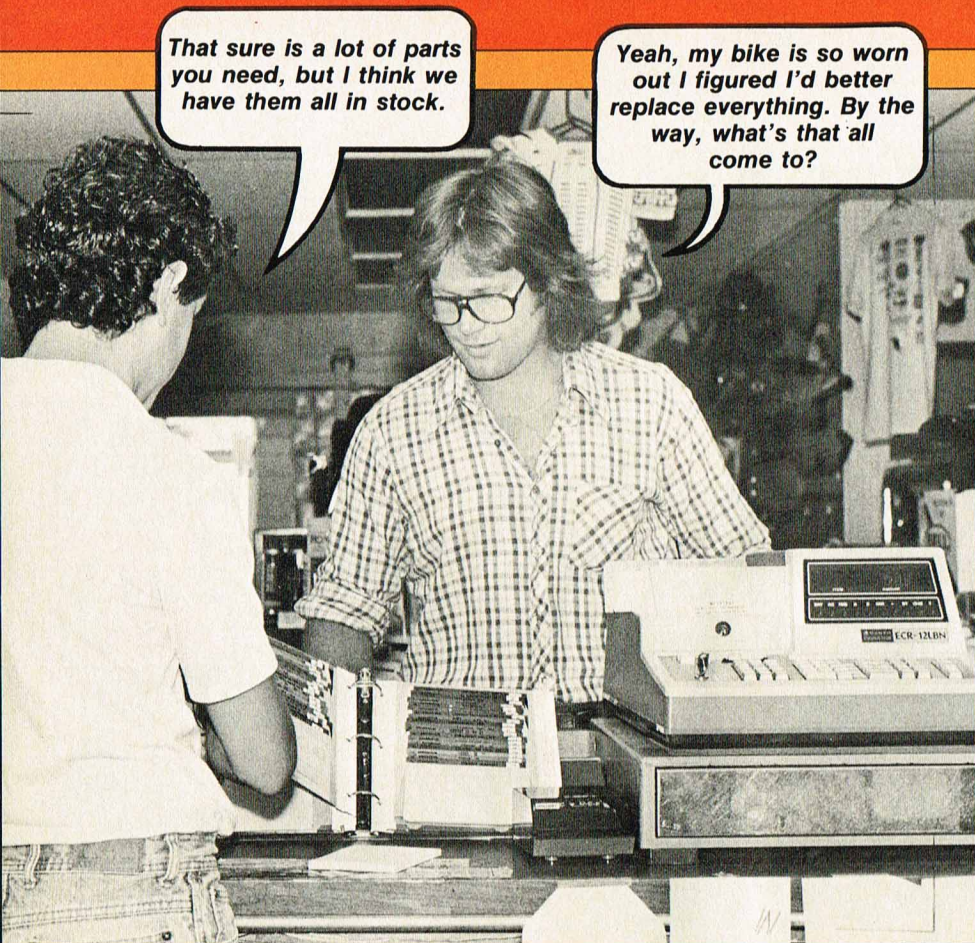
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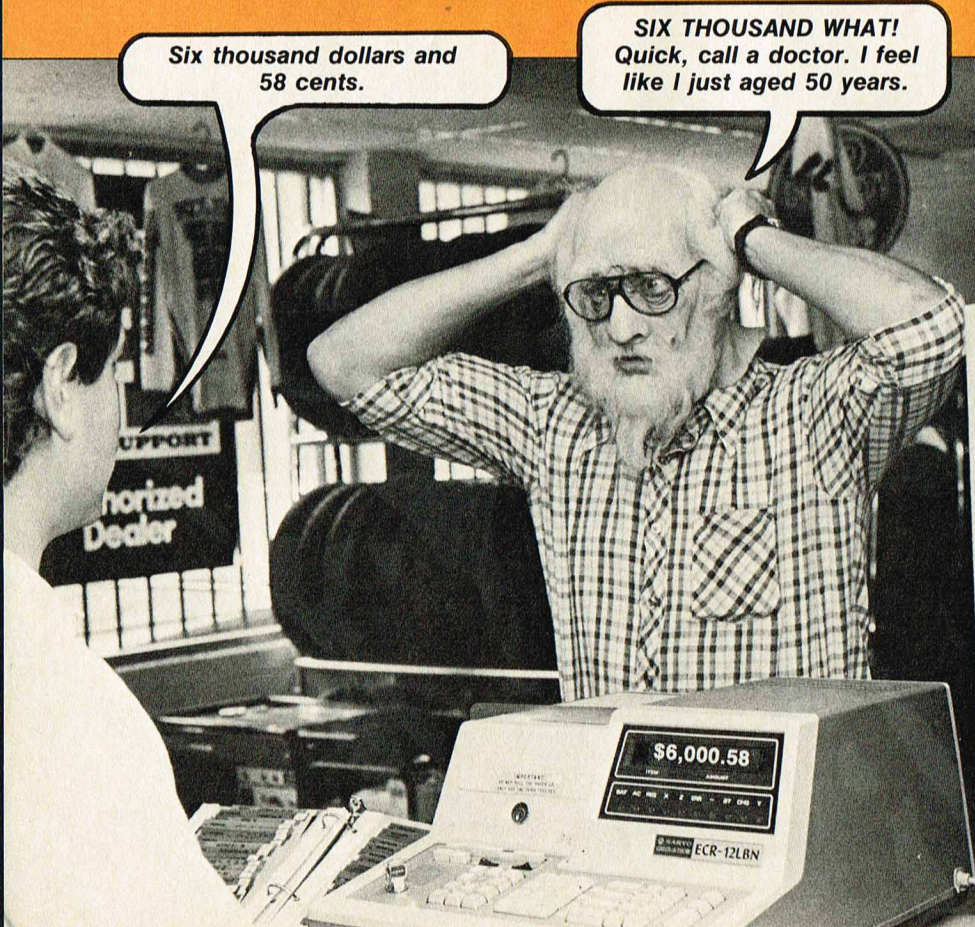
BMX MAGIC: TURN YOUR OLD BIKE INTO A WINNING WEAPON!

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That sure is a lot of parts you need, but I think we have them all in stock.

Yeah, my bike is so worn out I figured I'd better replace everything. By the way, what's that all come to?



Six thousand dollars and 58 cents.

SIX THOUSAND WHAT! Quick, call a doctor. I feel like I just aged 50 years.

WOW! A \$6000 HONDA 250!

Bits & pieces expose

By the Staff of *Dirt Bike*, with special thanks to Nick Hale

Have you ever walked into a motorcycle shop and ordered a part, only to be shocked when the parts man rang up the cash register? Sure, you know there's a markup on spares, but did you ever wonder how much? And what would a bike cost if you ordered it one piece at a time?

These puzzling questions have bothered the inquisitive staff of *Dirt Bike* for a long time, so we set about finding out the answers and put aside the mysteries of the universe for the moment.

We chose a CR250 Honda for our experiment because there are so many of them out there. Not only that, but we had a buddy at a Honda shop with access to a microfiche.

Anyway, for whatever it's worth, here are some surprising numbers that might amuse you for a while, and possibly settle a few arguments in the process.

Pricing on odd parts is just that, odd. For example, second gear sells for only \$15.19 and a petcock goes for \$16.01. An optional parts kit for the Keihin carb clocks out at \$81.71 and the complete carburetor sells for \$98.07. A gas cap is \$9.00 and the little rubber tank hold down is \$5.17.

A complete pipe assembly including the muffler is \$145.27, while the trick aluminum silencer is only \$31.02. How about the gas line, couldn't be much? Try \$2.39. The kickstarter assembly is \$29.27,

but buy just the little kickstart knuckle and it's 17 smackers.

For the frame, not including forks or swingarm, the tag is \$570.33; \$426.81 for the main section and \$143.52 for the rear half. Forks—hey, what a deal. Try \$551.53 for the works. Each side goes for \$186.28 (less the clamps).

Need a front fender? Under \$5.00. Course, a rear fender goes for \$25.55 and the little mud guard for a mere \$10.99. Your front numberplate looking ugly? Well, for \$18.24 you can have a new one. How about a ripped or worn-out seat? Fork out 90 bucks and don't sit for months. Side panels? A tasty \$21.80 per side, no problem.

Let's say you crash and destroy your entire front wheel and brake assembly. Step up and ask the price—only \$361.04. Now, that includes the tire and tube. Is your bike starting to swap? A fresh shock would sure be nice. That goes for \$260.00. A magneto cover retails for \$5.97 and the clutch cover pops for \$67.57.

Just imagine if some jerk stole your radiators and gas tank. Pretty likely, no doubt about it. A check for \$342.63 would cover the damages. Chump change.

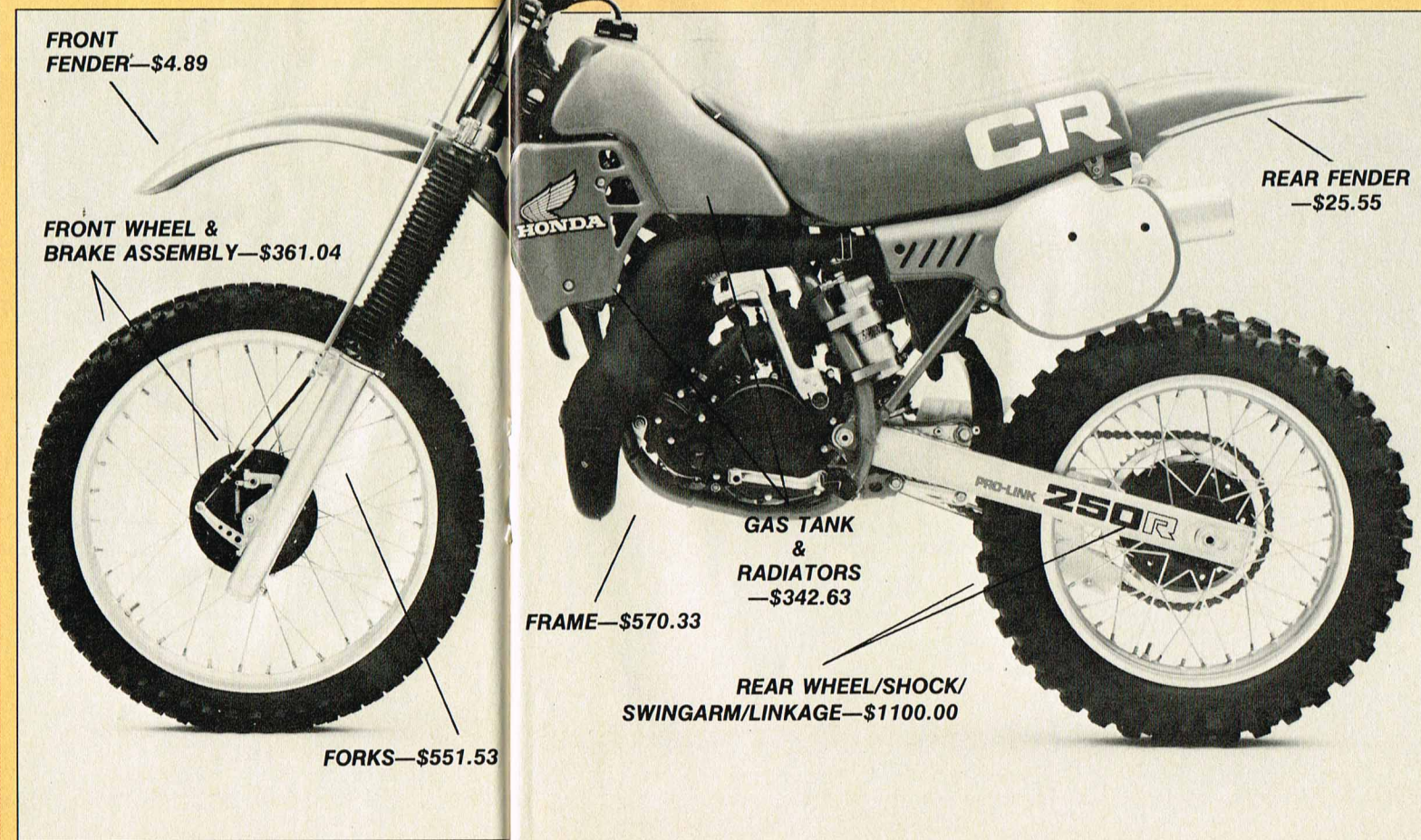
Say one day you wash your bike and are suddenly hit with amnesia. A couple of swell guys come over and decide to borrow your engine for a year or two. Then, just as suddenly, you're back to normal and have an engineless Honda. Give or take a few bucks, \$1600.00 should get you a new one. Of course, that's buying it by the part and assuming the thieves left the upper CDI unit and drive chain.

Now your good luck has just gone sour. By the strangest coincidence, one day your rear wheel and swingarm go up in flames. All that's salvageable is the front half of the bike. Everything under the rear fender and from the airbox back has melted. Shock, swingarm, linkage, wheel, hub, tires—everything! About \$1100.00 will shape that baby right up.

NERVOUS BREAKDOWN

Hopefully, Honda will have a good sense of humor about this little mock-up. You see, Yamaha, Kawasaki and Suzuki all would have been fun to do, but time killed that option. With an inside at a local Honda dealership, the parts prices and breakdowns were readily available. All the other manufacturers' prices would fit into the same boat—expensive. Anytime you piece out a bike by the part, the cost adds up quickly.

Once we priced every part on the CR250, the cost hit an astronomical \$6000.00 plus. This may not be exact, but it's close. Oddly enough, the entire bike sells for only \$2200.00. After working this jigsaw puzzle out, we'd say that's quite a deal. Save big bucks and about a month's time in ordering and assembly of the pieced-out machine. Buy it whole. □

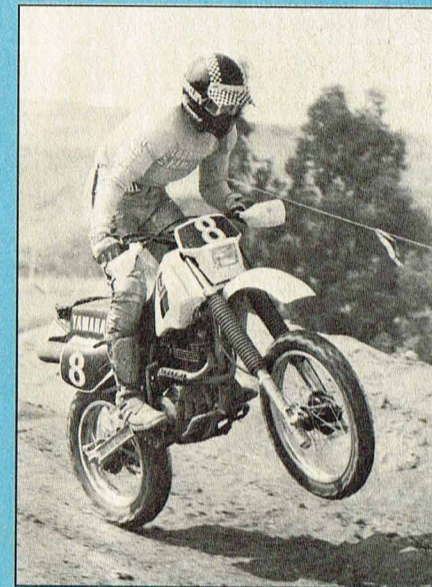




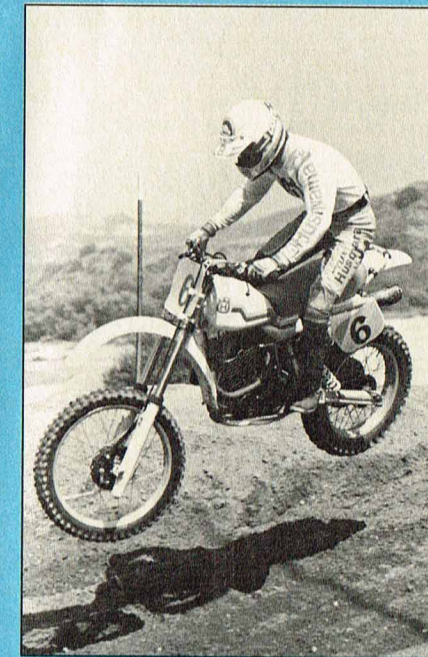
NEW HUSKY FOUR-STROKES GO FOR THE GOLD

Heavyweight shootout: Lightning strikes twice!

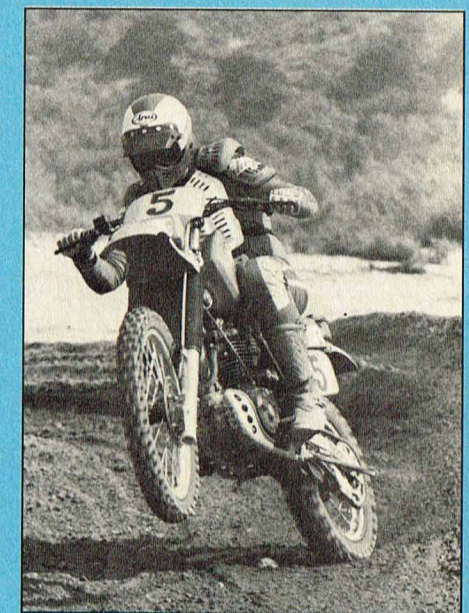
By the Staff of *Dirt Bike*



The TT600 was the lowest of the four bikes, and shorter riders felt at home on it. The Yammie was slightly faster than the Honda, but not as fast as either Husky.



Larry Roeseler on the ultra-light six-speeder.



Tom Webb on the Honda XR500. The Honda felt much quicker than it actually was. It revved hard and quick but didn't pull over as broad a range as the Husky.

Just when we thought we had this whole four-stroke pecking order settled, along came a new bike (make that *three* new bikes) that put everything right up in the air again. The long-awaited Husky four-strokes popped up earlier than expected and the *DB* test crew jumped on the new machines for testing. To see exactly how good (or bad) they were, we took along two of the most popular four-strokes for comparison: the Yamaha TT600 and the Honda XR500.

Surprisingly, Husqvarna showed up with two bikes for the testing, and they have a third bike waiting in the wings. We tested the 500TC and the 510TX. The 510TE, an enduroized version of the 510TX, was not tested, but some information is available elsewhere in these pages.

Before we get into an actual comparison, here's what we're dealing with, in alphabetical order:

HONDA XR500R

The 1983 Honda 500 is their first new engine in three years. It's a radial-valved unit that weighs less than the old powerplants. Naturally, more horsepower is available and the XR hits harder and revs quicker.

Suspension is the usual Pro-Link that's found on the MXers, with a bit less travel to meet (supposedly) the desire for shorter travel. This, of course, is debatable. A tape measure shows 11 inches at both ends.

Up front, there are beefy Showa forks. A Showa shock also does the work at the rear; it's adjustable on both parts of the stroke.

Lots of refinement and new goodies can be found on the Honda this year. Twin Keihin carbs are there to improve breathing and eliminate any hitch in response. A nifty disc brake rides up front. A bit of weight was shed over last year's scale-bender.

Power is still delivered through a five-speed gearbox, but the advertising claims include a strengthened clutch and gearbox. An all-blue saddle accents the bright red plastic of the XR, and fresh plastic all around has a space-age look. Additionally, the frame is new and the steering has been sharpened for tight trail conditions.

HUSQVARNA 500TC

This is the pure racing version of the Husky four-stroke line. It's a four-speeder that's slightly under 500cc's, so it's legal to race in the Open class. The bore and

stroke are 90.0 by 76.4, giving a tad over 490cc's.

The engine is Husky's own design and has a unique oiling system that uses the cam chain to transfer oil through the engine. The powerplant itself is a good 15 pounds lighter than any other full-sized four-stroke made.

Everything wrapped around the engine is pure Husky, from the familiar 40mm fork tubes to the ITC Ohlins shocks at the rear. The frame is typical Husky, with the exception of burlier top frame rails and slight changes to allow the twin pipes clearance.

The MX version comes with twin aluminum mufflers (no spark arrester), and the noise level is remarkably low and pleasant. A first on any Husky is a 2.7-gallon plastic gas tank made by Acerbis that's really narrow where it meets the saddle.

Carburetion is by a 36mm Dell'orto with an accelerator pump. Ignition is a new SEM design that can easily handle Baja-type lighting requirements. There are no lights on the TC or TX, as delivered.

With its yellow saddle and all-white frame and forks, the TC is a handsome

FOUR-STROKES

package and one distinctly Husky from the ground up.

Other details include ball bearings on the cams, two compression releases (one automatic) and primary kick starting.

HUSQVARNA 510TX

The 510TX is the four-stroke equivalent of the Husky XC line; it, too, is a six-speeder. Actual displacement is 503cc's via a 91.5 by 76.4 bore and stroke. This means that if you start with a 500TC, you can use up all the overbores available and then convert it into a 510.

All suspension, chassis and detail components are the same as on the MX version. It weighs a few pounds more than the TC, mostly because of the extra gears. Unlike the TC, the TX has a pair of forest-legal spark arresters. They're not aluminum, but they are very light. They have the typical Husky screen in the end of the muffler, but did not clog up like the typical Husky two-stroke.

There's no headlight or taillight on the TX, but it will accept the parts from the enduro model with no modifications.

The same long travel of the TC is found on the TX: 11.8 inches up front and 13.6 inches at the rear. Twin-leading shoe brakes are on both the TC and the TX. Gas tanks have the same capacity. Saddle height is 39.2 inches on both models, but the suspension is soft on the initial part of the travel, and a five-foot nine-inch rider can touch both feet to the ground when sitting on the bike.

YAMAHA TT600K

This is the first fresh big four-stroke out of Yamaha since the mid-'70s. The engine is based on the powerful XT550 but is considerably lighter and puts out a lot more steam. Twin carbs give the TT600 a very clean response right at the bottom of the rpm range, and the engine revs out quick and far.

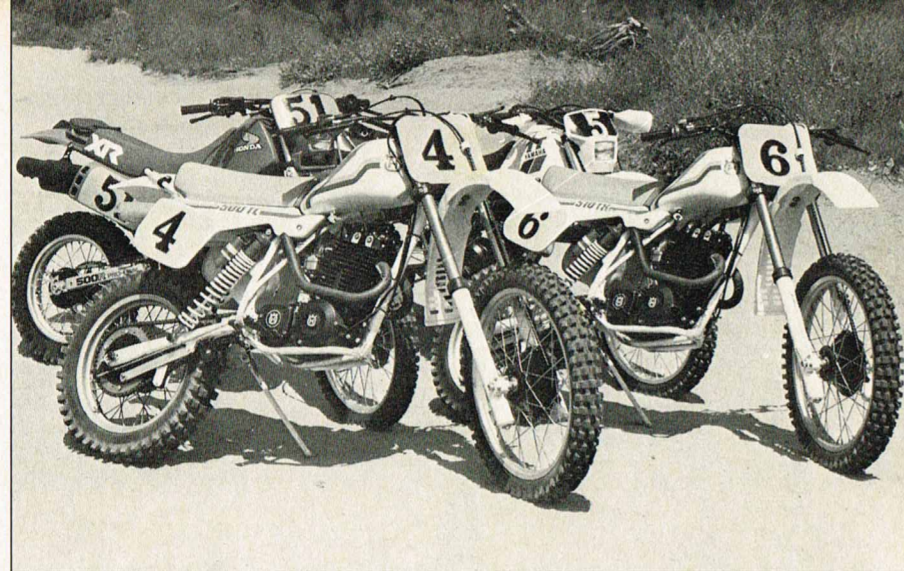
A real Monocross suspension is at the rear and it gives nearly 12 inches of movement. About 11 inches do the job with the 43mm KYB forks. Saddle height is extremely low for so much travel, and the safety saddle blends smoothly into the tank.

Double-leading shoe brakes are up front. A speedo, headlight and taillight make the TT600 enduro-ready. There's even a tool bag behind the saddle. Small but effective hand protectors give fingers a fighting chance in brush or trees. Bash bars can be found under the engine and off to the side, offering reasonable protection to side cases.

The TT is a clean white machine with touches of red and black. It's a new design and will readily accept most of the suspension goodies from the current YZ line.

COMPARING THE BEASTS

How does the new Husky approach stack up to the best efforts from Japan? After all, Honda went absolutely nuts with tech-



A comparison with a twist: The two Husky four-strokes meet the best of the Big Four—the TT600 and the Honda XR500.



Slippin' and a slidin' with factory Baja star Larry Roeseler.

nology on the XR. And the Yamaha is a full 600cc's. Let's take it one step at a time. Whenever there are worthwhile differences between the four-speed and six-speed Huskys, we'll note them.

POWER

This turned into a no-contest situation real quick. We first drag raced the XR and the TT. In each and every condition, the Yamaha pulled the Honda, usually by a length or two through the gears. We then took out the four-speed Husky and proceeded to utterly destroy the Yamaha in a drag race.

When both bikes were started in second gear, they'd be even for a while; then, as soon as the Husky started winding third gear out, it was all over. At the end of a long and lonely strip of pavement, the Husky four-speeder pulled the TT600 by a good 20 feet.

When we tried low-gear starts, it was even more of a one-sided contest, as the Husky would literally bolt out of the hole and grab an immediate two-length lead. Even when the Yamaha rider got the jump on a rolling start, the Husky would catch it and ease ahead.

Oddly enough, the six-speed Husky that we tested was faster through the gears than the four-speeder. Mark Blackwell, the Husky rep, told us that our four-speeder was an early prototype and was pretty much clapped out compared with the six-speeder, which was substantially fresher.

Rate the bikes in sheer acceleration as follows: 1. Husky 510TX; 2. Husky 500TC; 3. Yamaha TT600; 4. Honda XR500. It's also possible that the few extra cubic centimeters give the TX more muscle, but it's hard to believe that 13cc's would be noticeable. Still...

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A NEW HONDA CR125R
COULD BE YOURS...

TURN THE PAGE...

DIRT BIKE

SWEEPSTAKES!

WIN A NEW HONDA!!

LOOK OUT, CALIFORNIA! HERE COMES THE
MILLER HIGH LIFE SUPERCROSS!
 ON SEPTEMBER 24, SUPERCROSS WILL HIT CAL-EXPO
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WHAT'S THE CATCH?

Just fill out the coupon on this page and get your entry in by September 30, 1983. Somebody's gonna win that CR125R—it might as well be you!

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Sure can! And you'll really come out ahead if you do, because you'll be paying just \$14.98 for 12 giant issues delivered to your door—instead of making 12 trips to the newsstand and paying \$21.00 for the same 12 issues!

REMEMBER—THIS IS A BRAND-NEW SWEEPSTAKES, A BRAND-NEW CHANCE TO WIN. SOMEBODY'S GONNA WIN IT... IT MIGHT AS WELL BE YOU!

DIRT BIKE

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OFFICIAL SWEEPSTAKES RULES

No purchase necessary. All entries become the property of Hi-Torque Publications, Inc. None can be returned or acknowledged. The winner will be determined in a random drawing from all entries postmarked no later than September 30, 1983. Entries must be postmarked first class mail, one entry per envelope. Decision will be final. The odds of winning will be determined by the total number of entries received. Sweepstakes subject to local, state and federal laws and is void where prohibited. Tax and transportation liability is the responsibility of the winner. In accepting the prize, preselected by *DIRT BIKE*, the winner agrees to accept responsibility for city and state licensing and registration requirements. No substitute prize will be given, nor will cash equivalent be paid. If an unlicensed driver or minor wins the prize, it will be licensed in the name of a parent or legal guardian. In accepting the prize the winner grants Hi-Torque Publications, Inc. the right to publicize and promote his or her photograph and winning of the award. Employees of Hi-Torque Publications, Inc., and their families are not eligible for this Sweepstakes. DRAWING WILL BE HELD ON OCTOBER 7, 1983.

SEND IN YOUR ENTRY TODAY!!

Official Entry Certificate & Subscription Coupon

Mail to: THE 1983 *DIRT BIKE* FREE-WHEELIN' FREE WHEELS SWEEPSTAKES
 Post Office Box 9501, Mission Hills, California 91345-9501

Entries must be postmarked no later than September 30, 1983.

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 Contest limited to Continental U.S. residents only.

DB9-3

FOUR-STROKES

FORKS

It's difficult to find fault with the 40mm Husky forks. They give a zoot-capri smooth action and absorb the ripple bumps as well as the big swallows. If anything, they're more supple than the same forks on the two-stroke Huskys.

We'd have to call the Yamaha forks better than the Honda units, even though the XR forks are more supple over smaller bumps at trailriding speeds. When the Honda is pushed, the front end bottoms too easily. Under the same circumstances, the TT600 will handle the hits. If you gave a rating system, call the Husky forks a ten, the Yamaha forks a 7.5 and the Honda forks a 6.5. Clear enough?

REAR SUSPENSION

Offering over 13 inches of plush travel, the Husky proves that you don't have to have a single-shock setup to be in the ballpark. The ride must be considered deluxe. It'll take everything from small stutter bumps to real whoops, with no protest. The only fault we could detect was a tendency to return too quickly over rolling bumps. To dial in more rebound damping, the Ohlins would have to be disassembled and revalved.

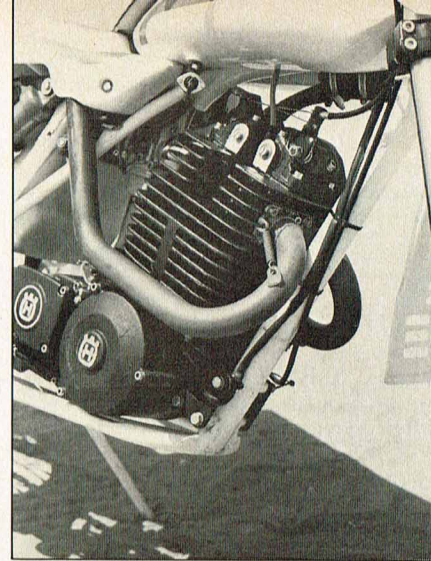
One nice thing, there's no need to go through a big service hassle with the Husky ITC twin shocks as with *any* single-shock system. For MX work, we felt that the Husky rear end was too plush on the first half of the stroke and let the rear end settle too much for careening off berms. However, the rear end never bottomed.

Call the Honda next best. It's supple and responsive, more so than the Yamaha Monocross. The Honda Pro-Link is very adjustable, but the shock will experience fade far too quickly. Give it 25 minutes of hard riding, and the rebound starts to deteriorate.

The Yamaha holds up better and does resist fade better than the XR, but it has an overall harsh feel to it that we couldn't get rid of. At least the Yamaha shock is easy to work on, as the preload ring is easily reached under the rear fender, as is the rebound clicker. Any number of the YZ springs are available, so the TT rear can most assuredly be improved.

BRAKES

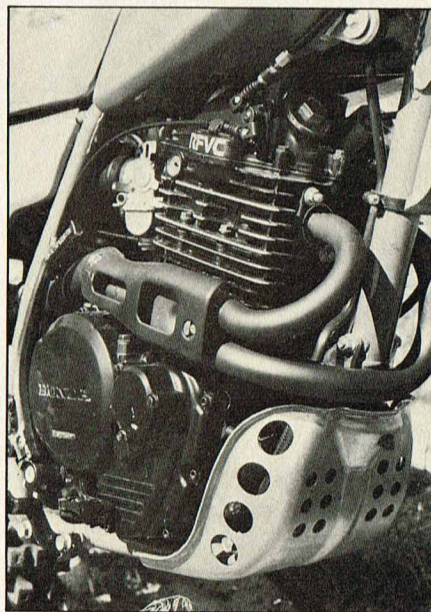
Give the Honda applause for a superb disc brake up front and good brakes at the rear. A close second is the twin-shoe front on the TT600. While the Husky also has twin-leading shoes, they are simply not as strong as either the Honda's or the Yamaha's. Also, we felt that the rear brake pedal on the Husky was poorly designed. The rear brakes are very susceptible to water. Also, the pedal is way too close to the footpeg and will hit the peg base when the shoes settle in. Plan on snagging your boot on the forward part of the brake rod on the Husky, too. Some rework is desperately needed here.



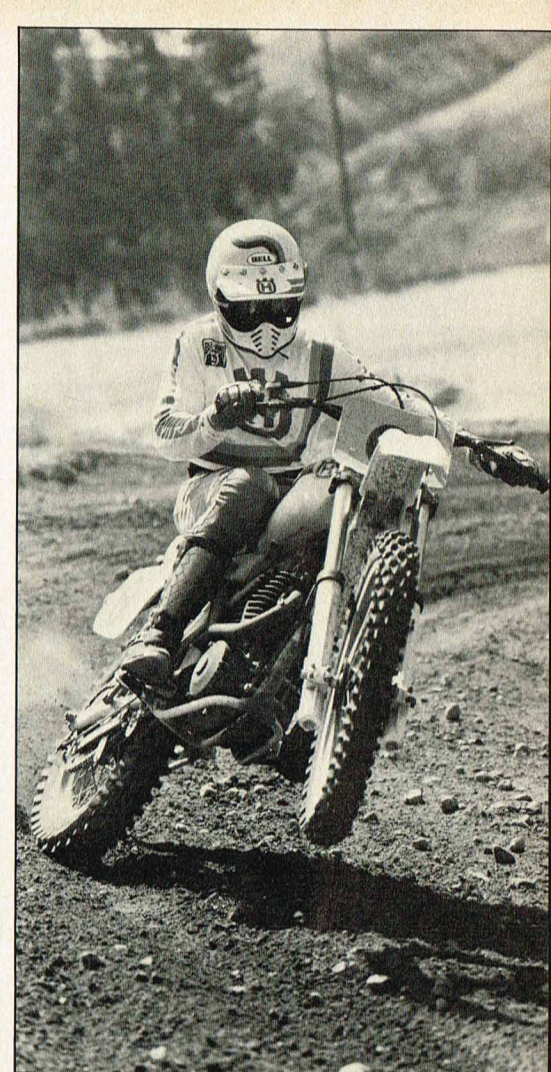
Left-side view of the Husky powerplant shows unmistakable looks from the two-stroke barrels.



Based on the XT550 engine, the TT600 is a good, strong powerplant from idle to peak revs.



An all-new engine, the Honda has a unique radial-valve layout and weighs less than last year's engine.



Good power and a balanced chassis make for a light feel; power wheelies were no problem.

COMFORT AND LAYOUT

All three of the bikes are comfortable, but the Honda is the slimmest in the mid-section. The Husky is a bit wider, because of the mounting location of the top of the twin shocks. A fraction thicker at the seat/tank junction, the Yamaha is the lowest of the three bikes and will no doubt appeal to shorter riders. Call it a tie between the Honda and the Husky for comfort and layout, with the Yamaha not far behind.

COST

While we don't have the actual retail cost of the Huskys yet, company officials stated that the TC and TX models will come in under \$3000. This is a pleasant surprise, as dealers had been expecting something in the \$3400 range.

Honda \$2298
 Yamaha \$2299
 Husky TC and TX Under \$3000
 Husky TE

(Enduro) ... Approximately \$3050
**HEAVY VERSUS LIGHT:
 HITTING THE SCALES**

Big surprise here. The Husky four-speeder is a good 20 pounds lighter than anything in its class. Most of the weight savings seems to be in the tightly designed engine, as the wheels, forks, etc., don't ap-



FOUR-STROKES

pear to be much lighter than the Honda and Yamaha hardware.

As usual, we weighed the machines with dry gas tanks, but with all other essential fluids (fork oil, gear oil, etc.) present. Here's how they stacked up:

- Husky 500TC 254.75 lbs.
- Husky 510TX 260.5 lbs.
- Honda XR500 275.5 lbs.
- Yamaha TT600 280.0 lbs.

It's apparent that the Husky has just set the new standard for the '80s in the weight department. And you can feel the difference when you ride the bikes. Oddly enough, the Husky is actually lighter than the 1982 Honda XR250.

TURNING/HANDLING

All of the bikes have sharp steering manners, but the nod has to go to the Husky because it can be tossed around with half the effort of the other two bikes. Even at slower trail speeds, the lack of weight of the Husky is a big asset. We found a great difference in the way the Huskys performed. The TC was set with the forks stretched out about 10mm more than the TX and it felt sluggish in the corners. With the forks raised, it was a whole bunch more responsive.

In straight-line charging, nothing came close to the Husky. Here, the Baja-bred chassis was able to hit anything in its path without problems. Your top speed is limited only by the countershaft sprocket selection.

Give the Yamaha second here, mostly for its razor-sharp steering and its love of slid-

ing like a TT bike. The Honda was a nice handler until the rider started pushing the outer edges; then the Honda would spook the rider with twitches and shudders.

EASE OF RIDING

All things considered, the Yamaha gets the edge at low to medium riding speeds, while the Husky shines from medium speeds on up. Most of this is due to the Yamaha's low saddle height and ultra-clean pulling power at low revs. The Husky is more race oriented in the way it delivers its power. At casual speeds, the Honda is pleasant, but a certain top heaviness is obvious when the rider tries to catch his buddies.

FLAWS

All things considered, the Yamaha is a polished package. It starts easier than the other bikes and everything works as it (continued on page 73)

HUSQVARNA 510TE ENDURO

• We did not have the 510TE enduro bike to test, as one was not available at press time. However, some details are available to pass on to you.

Basically, the TE shares the same engine and gearbox (six speeds) of the TX. A slightly lower suspension at both ends will no doubt please many woods riders. Fork travel is 10.6 inches and rear wheel travel is 11.8 inches. The TE weighs in at a bit more than the TC and the TX—about seven pounds more, according to the specification sheets.

Naturally, an enduro-type headlight and taillight are standard, as well as the typical Husky VDO speedo/odometer unit. Gas tank capacity is the same 2.7 gallons,



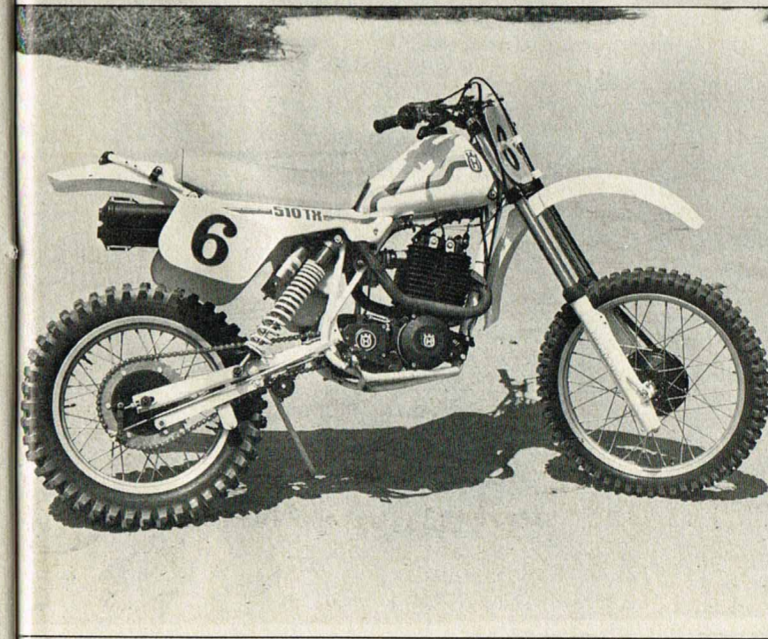
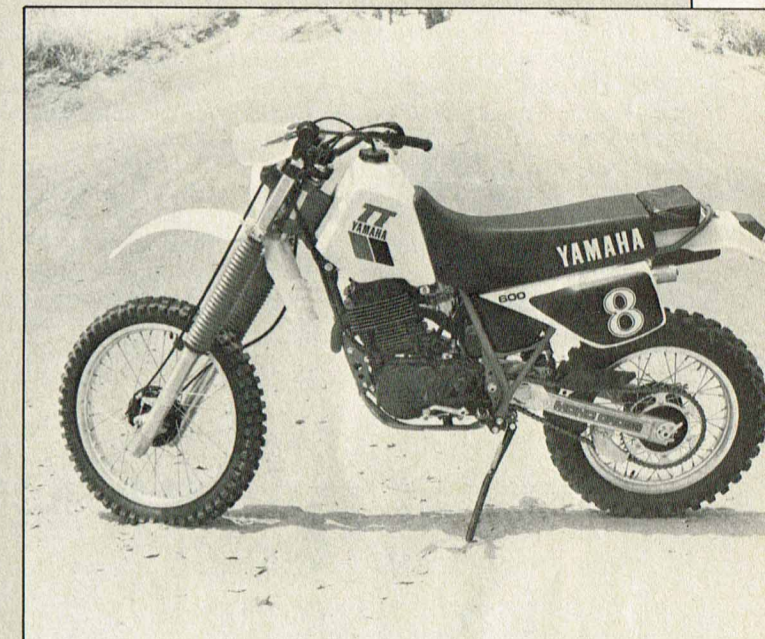
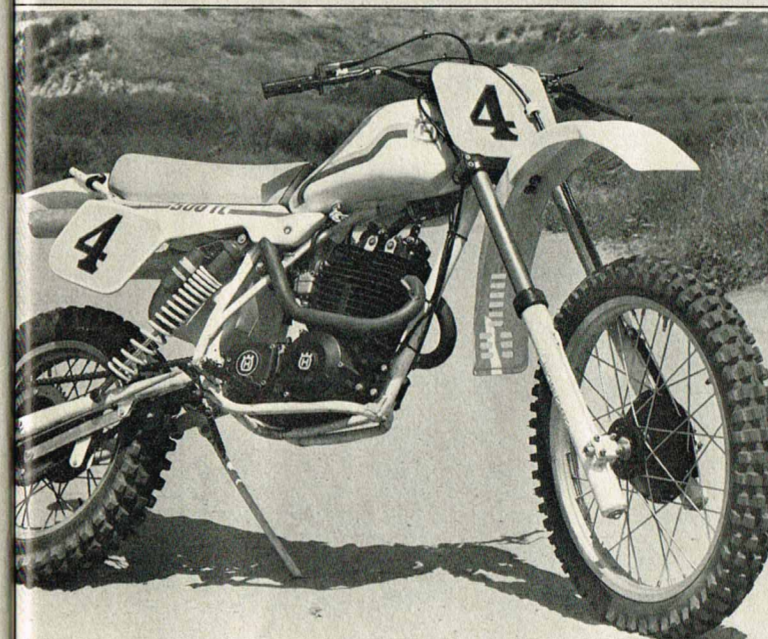
hare scrambles conditions. Like the other engines, a bit less than two quarts of Bel-Ray does the lubricating and cooling.

The TE will cost about \$100 more than the other two bikes. Look for a full test on this unit as soon as it's available in the States. •

FLASH! Just as we were wrapping up this issue, we received news that Terry Cunningham had taken a new 510TE Husky to the overall win at a District 11 enduro held in the tight woods of southern Ohio. En route to his victory, Terry bested some of the top riders in the U.S. on the new four-stroke Husky. Could this be the start of a new era?

which is more than enough with the stingy four-stroke engine. In Baja, Husky testers got over 100 miles out of a tank at moderate speeds. Seventy-plus miles should be no problem, even under real enduro or

	HONDA XR500	HUSKY 500TC	HUSKY 510TX	YAMAHA TT600
Engine type	4-stroke, air-cooled, 4-valve, single	4-stroke, air-cooled, 4-valve, single	4-stroke, air-cooled, 4-valve, single	4-stroke, air-cooled, SOHC, single
Bore and stroke	92.0mm x 75.0mm	90.0mm x 76.4mm	91.5mm x 76.4mm	95.0mm x 84.0mm
Displacement	498cc	490cc	503cc	595cc
Horsepower (claimed)	N/A	42 hp at rear wheel	42 hp at rear wheel	N/A
Carburetion	(2) 28mm Keihin	36mm Dell'orto pumper	36mm Dell'orto pumper	TK twin carbs
Factory recommended jetting:				
Main jet	Pri., 135; Sec., 108	150	150	Pri., 135; Sec., 135
Needle jet	N/A	AB265	AB265	Pri., 2.60; Sec., 2.60
Jet needle	N/A	N/A	N/A	Pri., 5C37; Sec., 4A70-3
Pilot jet	Pri., 55	52	52	Pri., 48
Slide number	N/A	50/3	50/3	Pri., 4.5
Recommended gasoline	92+ octane	96+ minimum, leaded	96+ minimum, leaded	Regular
Fuel tank capacity	12 L (3.2 gals.)	10 L (2.7 gals.)	10 L (2.7 gals.)	11 L (2.9 gals.)
Fuel tank material	Plastic	Plastic	Plastic	Plastic
Lubrication	Dry sump	Husky Ral dry sump	Husky Ral dry sump	Dry sump
Recommended oil	Hondaline 4-stroke	Bel-Ray 4-stroke MC5	Bel-Ray 4-stroke MC5	Yamalube 4-stroke, 20-40 or 10-30
Oil capacity	2.5 L (2.6 qts.)	2 L (1.9 qts.)	2 L (1.9 qts.)	2.4 L (2.3 qts.)
Air filtration	Oiled foam	Oiled foam in still airbox	Oiled foam in still airbox	Oiled foam
Clutch type	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate
Transmission	5-speed	4-speed	6-speed	5-speed
Gearbox ratios:				
1	2.462:1	29/17—1.7:1	34/13—2.6:1	2.367:1
2	1.647:1	26/20—1.3:1	29/16—1.8:1	1.588:1
3	1.250:1	24/23—1.04:1	26/19—1.3:1	1.200:1
4	1.000:1	22/25—0.88:1	24/23—1.04:1	0.954:1
5	0.840:1	N/A	22/25—0.88:1	0.777:1
6	N/A	N/A	20/27—0.74:1	N/A
Gearing, front/rear	14/48	14/48	14/48	15/48
Ignition	CDI	SEM	SEM	ND CDI
Primary kick system?	Yes	Yes	Yes	Yes
Recommended spark plug	NGK BPR8EA-9	NGK D8EA	NGK D8EA	NGK D7EA
Silencer/spark arrester/quality	Yes/yes/excellent	Yes/no/quiet	Yes/yes/very quiet	Yes/yes/excellent
Exhaust system	High-pipe	Twin pipe, twin mufflers	Twin pipes, twin mufflers	High-pipe
Frame, type	Single downtube, semi-double cradle	Chromoly, single downtube, split cradle	Chromoly, single downtube, split cradle	Single downtube, split cradle
Wheelbase	1425.0mm (56.1 in.)	1498.0mm (58.9 in.)	1498.0mm (58.9 in.)	1513.0mm (58.5 in.)
Ground clearance	338.0mm (13.3 in.)	385.0mm (15.2 in.)	385.0mm (15.2 in.)	299.7mm (11.8 in.)
Seat height	950.0mm (37.4 in.)	997.0mm (39.2 in.)	997.0mm (39.2 in.)	934.72mm (36.8 in.)
Steering head angle (rake)	26.5°	28.5°	28.5°	N/A
Trail	114.0mm (4.5 in.)	131.0mm (5.1 in.)	131.0mm (5.1 in.)	N/A
Weight with no gas	275.5 lbs.	256.75 lbs.	260.5 lbs.	280.0 lbs.
Rim material	Aluminum alloy	Aluminum alloy	Aluminum alloy	Aluminum alloy
Tire size and type:				
Front	3.00 x 21 6-ply IRC	Trelleborg 3.00 x 21 Deep Grip	Trelleborg 3.00 x 21 Deep Grip	3.00 x 21 (100-80/21)
Rear	5.10 x 17 6-ply IRC	Trelleborg 5.10 x 18 Ten Master	Trelleborg 5.10 x 18 Ten Master	4.50 x 18 (150-80/18)
Suspension, type and travel:				
Front	43mm Showa telescopic, air/oil, 280mm (11.0 in.)	40mm Husky telescopic, 300mm (11.8 in.)	40mm Husky telescopic, 300mm (11.8 in.)	43mm KYB telescopic, air/oil, 269.24mm (10.6 in.)
Rear	Pro-Link single shock, adj. comp./reb. damping, 280mm (11.0 in.)	Twin Ohlins ITC shocks, 345mm (13.6 in.)	Twin Ohlins ITC shocks, 345mm (13.6 in.)	Monocross single KYB shock, adj. comp./reb. damping, 299.72mm (11.8 in.)
Intended use	Off-road, enduro	MX, off-road racing	Off-road, cross-country racing	Off-road/enduro
Country of origin	Japan	Sweden	Sweden	Japan
Retail price, approx.	\$2298	Under \$3000	Under \$3000	\$2299
Distributor/manufacturer:	American Honda Motor Corp., 100 Alondra Blvd., Gardena, CA 90247	Husqvarna Motorcycle Co., 4925 Mercury St., San Diego, CA 92111, 619-565-1414	Husqvarna Motorcycle Co., 4925 Mercury St., San Diego, CA 92111, 619-565-1414	Yamaha Motor Corp., 6555 Katella Ave., Cypress, CA 90630
Overall rating, 0 to 100, various categories, keeping intended use of machine in mind:				
Handling	Good	Excellent	Excellent	Good
Suspension	Good	Excellent	Excellent	Good
Power	Good	Excellent	Excellent	Very good
Cost	Very good	Good	Good	Excellent
Attention to detail	Good	Good	Good	Excellent
Effectiveness, stone stock	Good	Excellent	Excellent	Very good



INSIDE THE NEW HUSKY ENGINE

• **Reed-Activated Lubrication?** Sounds odd, but it's really a simple, clever way to control the oil flow in the new four-stroke engine without an oil pump. More than the oiling concept is worth noting in this new engine. Let's take a closer look at what the Husky four-stroke has to offer.

Initial goals were to have an engine with cases no wider than their conventional two-stroke bottom ends. A slight increase in weight over a comparable two-stroke was expected, but the goal was to minimize this difference as much as possible.

Husky engineers noted that much of the work in any four-stroke engine was traceable to the oiling system and the oil pump. The engineers also wanted a dry sump engine; that is, one with a dry crank area. They felt that the oil present in a conventional system created a great deal of drag and a loss of power, along with attendant oiling blowby problems.

They also learned that very little oil is required to lubricate a crank assembly; as little as 100:1 has been used without extreme wear. To make sure that the lower end would hold up under a mist of oil, it was built extra tough. There's a silver-plated cage on the big end roller bearings and the crank webs are nitrided. Special holes are machined into the crank to allow centrifugal force to pump and retain oil in critical areas.

Still, you have to move the oil from one place to another to get the lubricating and cooling accomplished. Husky uses the camshaft chain to transport the oil. The bulk of the oil is stored in the left-side case, where it keeps the clutch and drive gears lubricated.

As the cam chain rotates off the primary gear, the oil is lifted up to the top end. Here, the oil lubricates the cam and the rockers. Then the oil is trapped into small pockets and gets fed back down toward the bottom end. Halfway down, it's forced to go through a filter, where it gets cleaned.

The oil is then routed directly into the bottom end of the engine, where the splashing mist lubes and cools the crank and lower end bearings. This happens only when the piston is near the top of the stroke. As the piston is forced down, the lower end pressurizes, causing a reed valve to open. This small valve is located on the side of the engine between the lower end and the left-side case area. When the reed is forced open by the pressure of the piston dropping, it lets the oil back into the left side, where it can start the process all over.

The use of the camshaft chain as an oil transporter is unique. In fact, other rotating parts of the engine assist the movement of oil. The camshaft sprocket and the cam itself also fling oil onto the exhaust valve area.

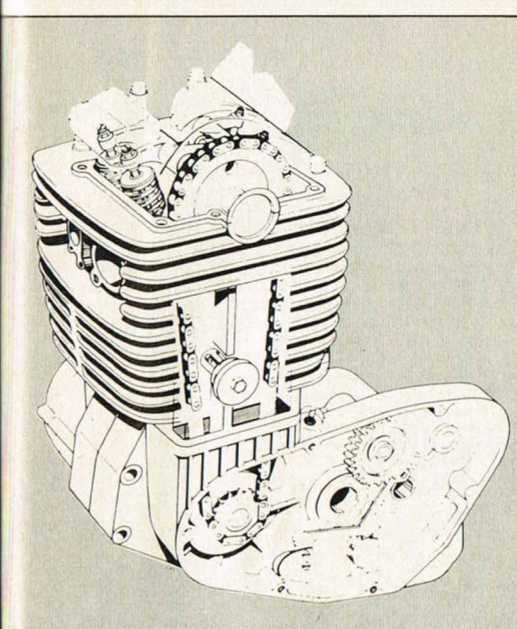
When asked about an oil cooler, the Husky reps noted that the entire engine actually acts as an oil cooler. They also said that the temperature of the oil does not hurt lubricative qualities, especially with some of the new-generation oils.

Still, the oil is subjected to quite a lot of shear, and frequent oil changes will be necessary to assure long life. Husky also recommends a special Bel-Ray oil for use in its new engine. It's Bel-Ray SAE 40 4-Cycle Racing oil with Molbuamin MC-5. This oil is claimed to have an exceptionally high film strength and has actually exceeded 2750 pounds on a Falex Lubricant Tester, which is a superior performance.

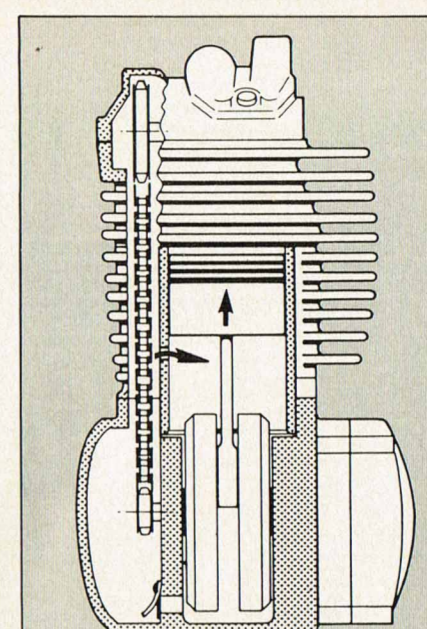
A magnetic drain plug is also part of the package. This helps collect metal particles, which result from normal wear. While no set oil change intervals have been given to us yet, Husky noted that every 20 hours or so under normal use will probably be indicated in the owner's manual. For racing, the intervals will probably be half of that. Serious racers might want to drain the oil after every ride while it's still hot in the engine.

By the way, the filter is in the left side of the engine and can be removed easily and cleaned in minutes.

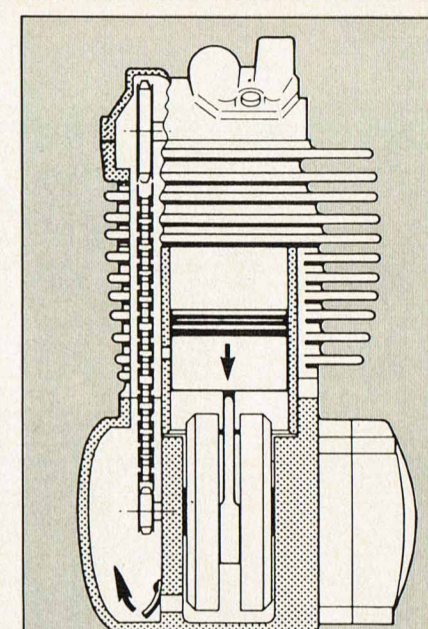
A very simple manual cam chain tensioner is part of the package and it's easy to get to. Both rocker covers can be removed



Exposed line drawing shows the basic mechanical layout of the new Husky powerplant, as well as the unique oiling system. As you can see, the oil is held in the left-side case and is transported to the top end via the action of the camshaft chain.



Here's the path the oil takes as it cools, cleans and lubricates. When the piston creates a vacuum, the oil transfers from the left-side galley to the crank area. An oil mist then lubricates the crank pin, bearings and wrist pin.



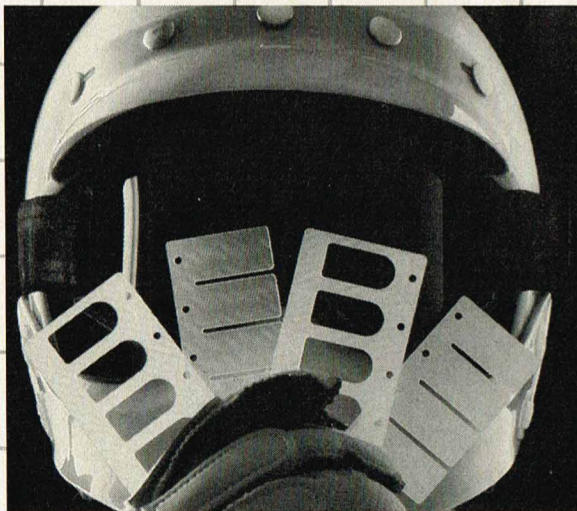
As the piston descends, the lower end becomes pressurized, forcing a small reed valve open. This forces the oil back into the left-side case, where it can start its path back up the cam chain once again. Simple, yet effective.

without taking the tank off for normal valve adjustment. Twin exhaust ports exit the front of the engine via two exhaust

valves. The compact four-valve head is very short, simple and rugged looking. We revved the engine out mercilessly a few times

with no sign of valve float. Tolerances are so critical on the new four-stroke that no head or valve cover gaskets are used. •

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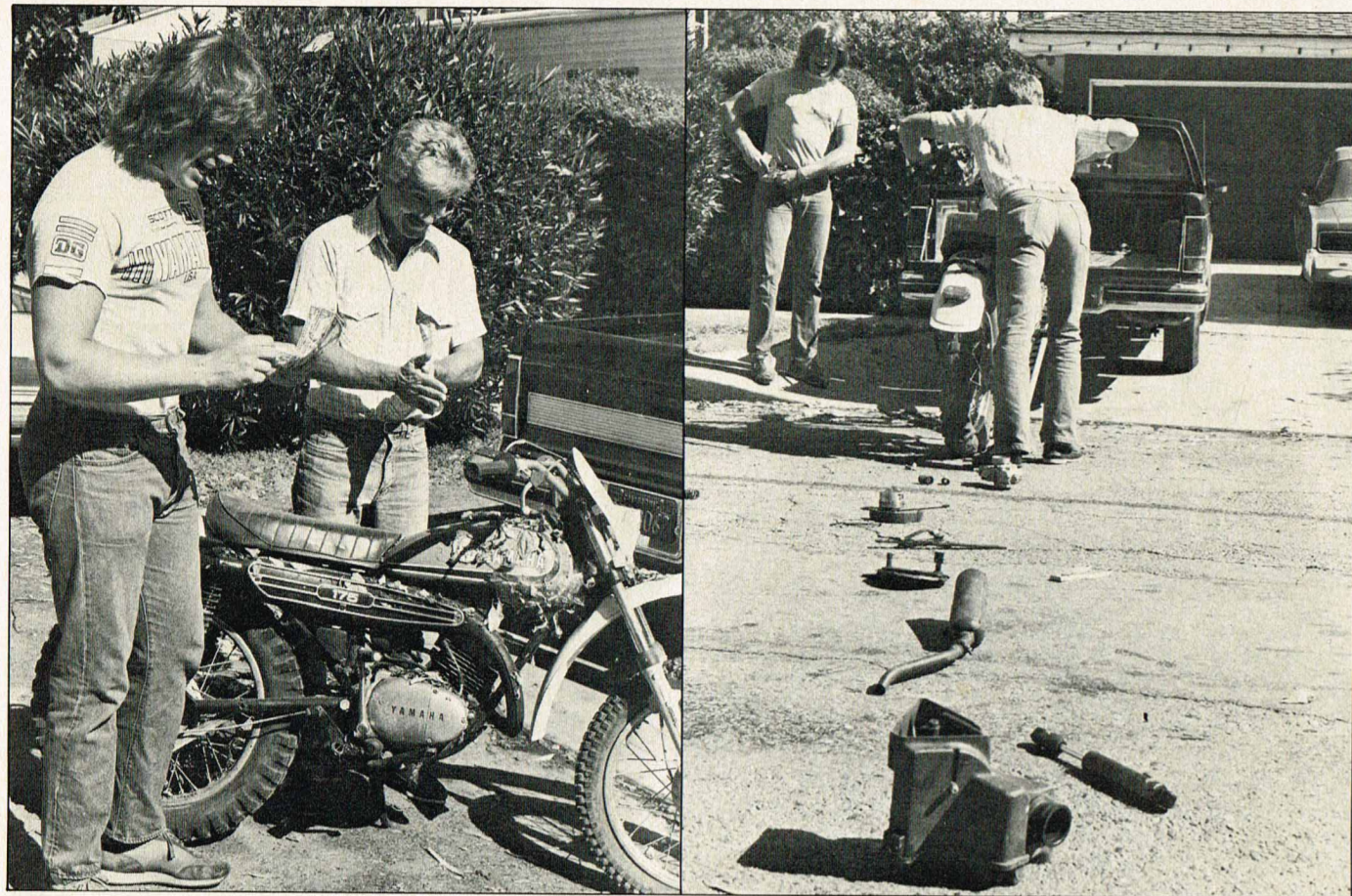
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Prices are retail and subject to change without notification.



Just because your budget is slightly lower than that of an emerging third-world nation, is no reason why you shouldn't be out enjoying yourself riding in the dirt. If you can scrape up 500 lousy bucks, chances are you can be astride a decent dirt bike in rather short order. If you don't have enough imagination, backbone or drive to save up \$500, then obviously you don't really want to ride and would be better off taking up leech farming at a local campus.

JUST THE FACTS, JACK

Face up to a few hard facts. First off, you are not going to be able to buy a late-model, high-zoot machine for the 500. Secondly, you'll have to look more in the direction of reliability than pure performance. Those two things just don't go hand in hand.

Even if you do manage to buy some sort of fire breather for \$500, what do you think it'll cost you to keep it running? Right! You clearly are not on a big budget, or you wouldn't be limiting yourself to a low-bucks approach in the first place.

WHAT NOT TO BUY

There are certain things that you should place on your no-no list before you start the hunt for good equipment. We're going to be rather cold and brutal about informing you of these things, and we'd suggest that you benefit from the mistakes the *DB* staff has made over the years.

BEST DIRT BIKE BUYS FOR UNDER \$500

Used fun is better than no fun

By the econo-minded Staff of Dirt Bike

1. Do not under any circumstances buy any used Spanish motorcycle. In fact, don't accept one if someone gives it to you for free. Not only are parts difficult to find—if not impossible—they're also on the expensive side. Anyone who has ever owned a Bultaco can tell you, they are not much more reliable than a candle in a wind storm. Even when they're perfect, they have wretched seals, porous metal castings, cheeselike tubing and cotton-candy clutches and gearboxes. Also, they have what can best be described as "imaginative" electrical systems.

2. Do not buy any British motorcycle unless you merely want to restore it and put it on display. They rival the Spanish machines for sheer nonsense in design, and quality control for these bikes is something more elusive than the Loch Ness monster. The spare parts situation is spotty at best, and it is utterly hopeless under normal circumstances. Resist the urge, at all costs, to become the owner of an AJS, Tyran, or some other such oddity. The only exception to this British bike stigma is the Triumph, which somehow seemed to rise above the usual English indifference to giving one his money's worth. But, then, your chances of getting a decent-running Triumph for under \$500 are exceedingly slim.

3. Any used Italian motorcycle. Please note all of the above, times two.

WHAT KIND OF A USED BIKE DO YOU WANT?

Let's break this down a bit, shall we? How about pure dirt, trail/enduro and dual-purpose. Carrying it a little further, let's go for a small-, medium- and large-displacement bike in each category. This gives you plenty of choices and should cover your physical and emotional needs.

Before you choose a category, be honest with yourself. Will you use the bike primarily to play ride in the dirt? Will you enter the occasional enduro? Perhaps a little low-level motocross? Or will you spend most of your time riding on the street, with only an occasional trip into the dirt? One bike will not do it all, so make up your mind and don't even consider trying to race your dual-purpose machine at the local track. You'll just hurt yourself and probably tear up the bike as well.

WHERE TO LOOK

Just about every town that's of a decent size will have a "bargain hunter" type of newspaper. This is a publication that is completely (or mostly) classified ads. In the Los Angeles area, the *Recycler* is the big one. In Chicago, it's *Tradin' Times*, and Pittsburgh has the *Pennysaver*. Look around. You'll usually find these bargain papers at any well-stocked newsstand or convenience store.

Cycle papers *can* have a bargain in their classifieds, but more often than not, the sellers are on the savvy side and know what the bike is worth. Classified ads in local newspapers are a good source, as many of the bikes for sale are from entry-level owners who don't really have a clue. Avoid the bigger-circulation papers, as the ads usually cost more, especially on the weekends. Typically, you can spend between 25 and 30 dollars in a large-circulation paper for a weekend ad. It's hard to justify that kind of outlay for a bike that'll sell for under \$500.

A good source of low-cost bikes is the bulletin board at just about any supermarket. You can find some real bargains here, often from owners who just want to clear out their garage.

ADVERTISE FOR YOUR BIKE

One very good way to find a low-cost bike is to do some low-cost advertising yourself. Spend an afternoon hitting every supermarket in your area and put up cards on the bulletin boards that go something like this:

WANTED—DIRT BIKE UNDER \$500

Prefer 175cc to 250cc machine. Must be mechanically sound, close to stock. Call Marvin Grinder at 123-4567, evenings.

We know of one friend who placed a card like this at ten different supermarkets, and he received over 40 replies. He ended



Bargain hunter newspapers can be your best source for finding a low-cost bike. Just about every major town has one or more papers that offer free or low-cost ads.

up getting a clean Yamaha DT-1 with good knobbies and all the street-legal equipment (in a box) for \$250. The guy also threw in a good helmet, gloves, a small toolbox and a gas can. Heck of a deal.

You can also place an ad in a regular newspaper, but don't expect much in the way of response. An ad in a cycle newspaper will draw responses, but again, the callers will often be more savvy and less eager to part with any real jewel for a song-and-dance price. You primarily want to deal with bozos.

Garage sales can be a source of cheap dirt bikes, but don't count on it. The looking around and time spent may not be worth it. Forget about swap meets. Anything really cheap stands a good chance of being stolen merchandise. The last thing you want is a bike with "creative" paperwork.

You can also place ads in bike shops for free. Most dealers have some sort of bulletin board as a service to their customers. You might be able to get a real deal on a low-cost bike from somebody who has the hots for a new scooter. And consider this: Dealers are reluctant to purchase older bikes, even if they are clean. Most shops will not buy a dirt bike that's over three years old.

HOW TO BARGAIN

Just because someone asks \$595 for a bike doesn't mean that's the bottom line. You can and *should* haggle. Consider the following when groping over a price:

1. The more "trick" stuff on a bike, the harder it'll be to get the price down. You can never recover what you invest in any dirt bike in the way of special items, but it sure makes you reluctant to give the farm away.

2. Don't be afraid to point out things that are wrong with the bike, like kinked cables, dinged rims, etc. However, don't rub it in, as the guy might just tell you to buzz off. After all, this *was* his pride and joy at one time.

3. Always have cash on hand when negotiating. It's amazing what a wad of 20s can do to a seller.

4. If you can't get the price any lower and you still want the bike, try to get the seller to throw in something. You might score a helmet, boots, tools, gas cans, or who knows what. Once a seller thinks the deal is made, he will get a bit reckless to finish it off.

For pure dirt bikes, the following are good choices and *can* be purchased for around or under 500 dollars.

1. Under 100cc, pure dirt Yamaha YZ80, 1981; Suzuki RM80, 1980 or '81; YZ100, 1980 or '81
2. Under 100cc, Trail/enduro Honda XR80, 1979, '80 or '81; Suzuki DS80 or 100, 1980 or '81; Kawasaki KDX80, 1980 or '81
3. Under 100cc, dual-purpose Honda XL80 or XL100, almost any year
4. 125cc class, pure dirt Suzuki RM125, 1980 or '81; Yamaha YZ125, 1980
5. 125cc class, trail/enduro Suzuki DS125, 1980 or '81; Yamaha IT125, 1981; Yamaha DT125, 1980 or '81
6. 125cc class, dual-purpose Honda XL125, 1980 or '81; Suzuki TS125, 1981; Yamaha DT125, 1980 or '81
7. 175cc class, trail/enduro Honda XR185, 1979; XR200, 1980 or '81; Kawasaki KDX175, 1980; Suzuki RS175, 1980 or '81; Suzuki PE175, 1979, '80 or '81
8. 175cc class, dual-purpose Honda XL185, any clean bike; Suzuki TS185, 1980 or '81; Yamaha DT175, 1980 or '81
9. 250cc, pure dirt Yamaha YZ250, 1980; Suzuki RM250, 1980; Kawasaki KX250, 1979
10. 250cc class, trail/enduro Suzuki PE250, 1979, '80 or '81; Yamaha IT250, 1979 or '80
11. 250cc class, dual-purpose Honda XL250, any clean bike; Yamaha DT250, 1979 or '81
12. 500cc class, pure dirt Can-Am MX370/400, 1979 or '80; Suzuki RM400, 1980; Yamaha YZ465, 1980
13. 500cc class, trail/enduro Can-Am Qualifier 370/400, 1980 or '81; Can-Am Qualifier 350, 1981; Suzuki PE400, 1981; Yamaha IT400/465, 1980 or '81
14. 500cc class, dual-purpose Suzuki SP400, 1980; SP500, 1981; Yamaha XT500, 1980 or '81

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BARGAIN HUNTING



Avoid rat bikes. What you spend to fix them up will offset any initial investment.

5. If a seller wants seven and you want to spend five, don't argue with him. Tell him that you're sure his bike is worth a lot more, but all you have is 500. Then show him the money. Many sellers will weaken at this point and accept your offer. Never antagonize a seller.

6. If the seller won't come all the way down to your price range, don't hesitate to make a counter bargain. Example: "Well, I don't have 600 to spend, but I'll tell you what... how about 500, and I'll throw in a guitar and an aquarium." Who knows? The guy just might go for it, and it's a bet that you'll gladly get rid of to get a dirt bike. Barter your brains out.

7. One advanced tip: Show up late at night if possible. The later the better. This way, the seller will be tired and will want to get to bed. He just might go with a lower price to get rid of you.

BEST BUYS

Probably the weakest all-around selection is in the street-legal, dual-purpose class. Here, we've gone with bikes that are more street worthy than dirt worthy because we suspect that if you need a street-legal bike, you'll spend the greatest part of your time on the pavement.

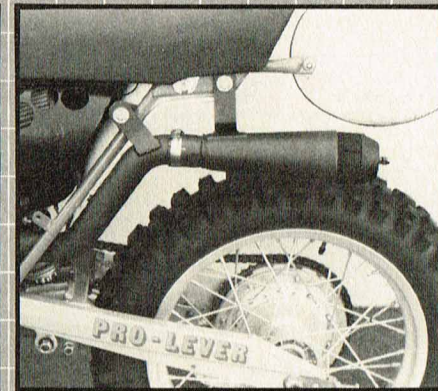
Your best bets are in the 125 pure dirt and the 250 trail/enduro classes. Here you have a multitude of RMs, PEs, ITs and YZs to choose from. Remember, if you're buying an inexpensive dirt bike, you should buy with mechanical soundness as your highest priority. Sure, there are more exciting and much faster bikes to be had for under 500 bucks, but they won't do you much good if they're down for repairs or are temperamental by nature.

So, get busy and scrape up 500 bucks, and let's make a deal! □

SIX WAYS TO THUMP THE COMPETITION.

COMPLETE PIPES

Our high-performance exhaust systems are designed to increase power and save weight. There's a system available for most late model machines and for many of the more popular bikes, we stock even more. We offer the highly tunable, forestry-approved Super Trapp as well as racing megas to top off these high zoot systems.

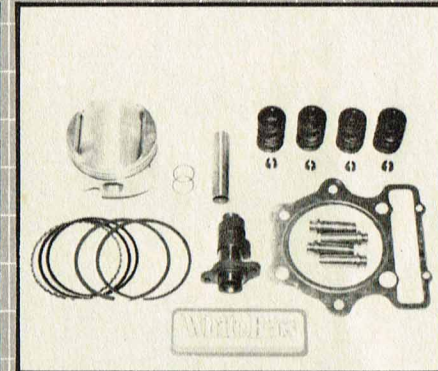
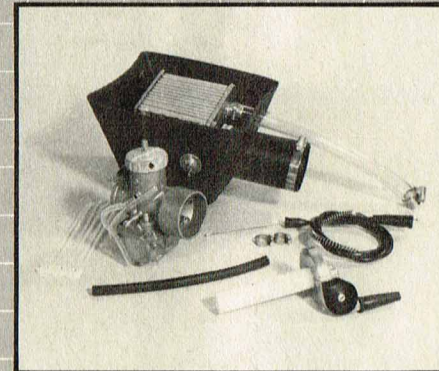


SILENCER KITS

A simple and inexpensive way to save weight and pick up ponies. These kits feature the disc tunable Super Trapp silencer, the most effective high-performance silencer available. For whisper quiet power we offer the Super Quiet silencer kits which use a larger 4-inch disc trapp with internal baffling. Both systems are U.S. forestry approved.

CARB KITS

Bolt-on increased power with race-tested complete carb kits from White Bros. These kits come complete with carb, choice of throttle, throttle cable, fuel lines, air filter or air-box connections and all the hardware needed for easy bolt-on. When teamed with White Bros. exhaust systems, engine breathing and power are greatly improved.

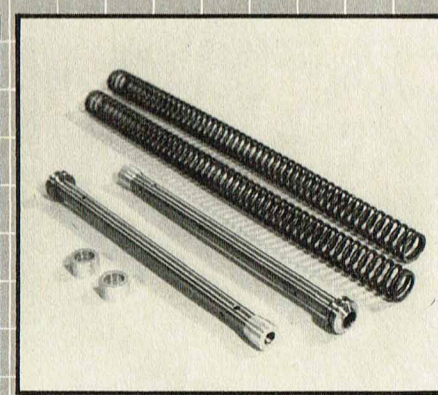


STAGE 2 KIT

White Bros. tailors this kit to your riding or racing needs. It includes your choice of high performance cams, pistons, and valve spring kit. Whether your hot setup means road racing or pulling tree stumps out, White Bros. has the kit and the expertise to put you on the fast track.

ALLOY SWINGARMS

A super sano way to shave 2 to 4 pounds of unsprung weight off your machine. They're available for most of the trick new 4-strokes that ended up with steel where aluminum should have been. The White Bros. swingarm improves handling and adds strength and rigidity to your frame. They're also longer and increase rear wheel travel, as well as your confidence at high speeds.



TERRY FORK KITS

These race-developed kits improve dampening as well as extend your forks to their maximum reliable travel. With over 100 kits available we have one in stock to improve your bike. Springs are included in kits when needed for optimum performance. It's a simple improvement your arms will thank you for.

White Bros. presents six race-proven ways to thump the competition.

The crop of 1983 4-strokes is the best ever, and with White Bros. help, things can only get better.

Eight years of 4-stroke research and development give you the competitive edge. With the widest assortment of high-quality, race proven performance products you can buy.

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For your free copy of our 1983 performance catalog, just send \$1 to cover postage and handling. But hurry. The competitions just a page behind you.

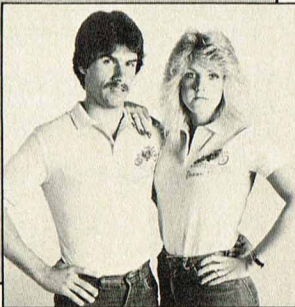


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Now available! Answer Products' full-color catalog! Packed cover to cover with the latest championship-winning products for you and your bike, on or off the track! Visit your motorcycle dealer to find out how you can win the 1984 4WD Isuzu pickup! To get your book of Answers, send \$2.00 for postage and handling, or buy a new Donnie Hansen Signature Shirt and we'll include it!

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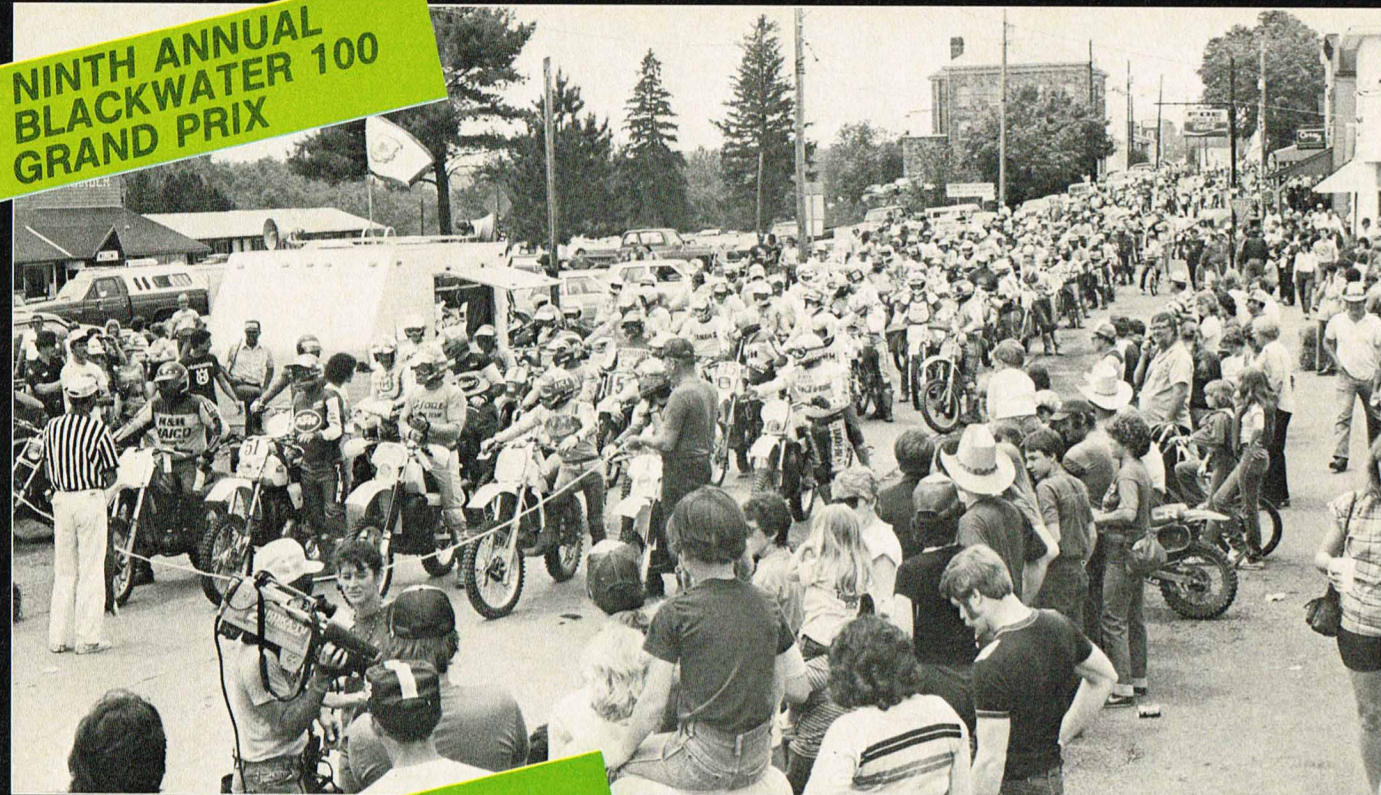
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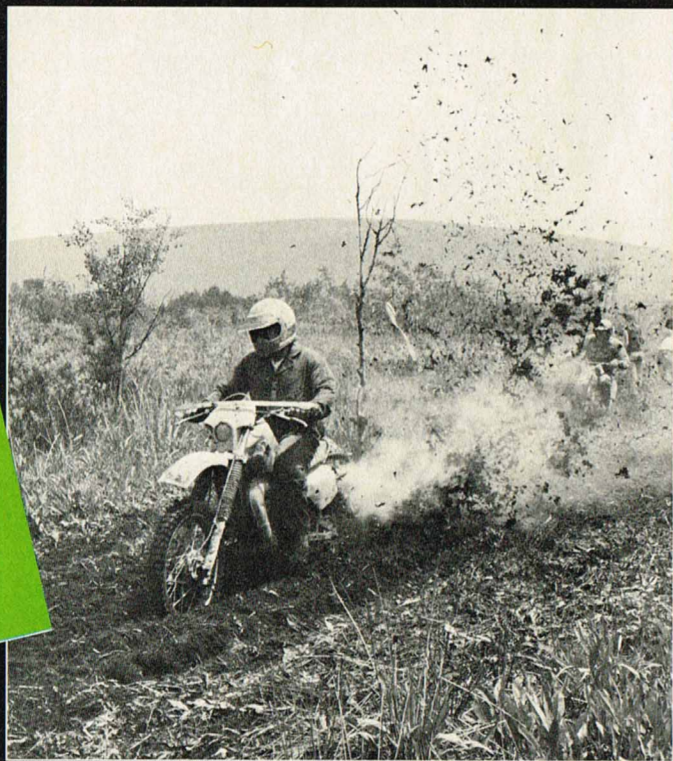
**NINTH ANNUAL
BLACKWATER 100
GRAND PRIX**



**WIDE
OPEN IN
WEST
VIRGINIA**

Husky sweeps, Webb weeps, rivers
deep & tire bleeps

Photos by Arlene Sieman, who should really know better than to wander around in those swamps
all day, being a mother & all that.
By the Staff of Dirt Bike



This is not a bog. Repeat. This is not a bog. Nevertheless, full-throttle conditions were required to navigate the sloppy stuff.

They say it rains an average of 352 days per year in Davis, West Virginia. That leaves four days out of the year when it'll be dry, which makes for pretty bad odds that the weather will be tolerable for the Blackwater 100 Grand Prix.

Nineteen eighty-three was the ninth annual Blackwater and this event has become the most talked about event on the East Coast. The reason is simple: Blackwater is traditionally the toughest event in the East,

if not in the nation. Riders come from all over just to see if they're tough enough to finish. Most of them settle for struggling through one lap and packing it up.

And with good reason. The 100-mile race is held in and around the hills, swamps and woods of Davis. Now, almost anyone can deal with the woods. And the rocks are bad, but not enough to stop anyone. You'll find more than enough in the way of water crossings, that's for sure. But what really

stops the riders and separates the trophy winners from the trophy losers is the mud.

You'll find more different kinds of mud at Blackwater than you ever thought existed. There are sloppy two-tracks, slick downhills with water-filled rain ruts, bottomless bogs and outright swamps that demand full throttle and no hesitation. You can even find wheel swallows on level roads. What looks like a shallow mud puddle might be just that. Or it might be three



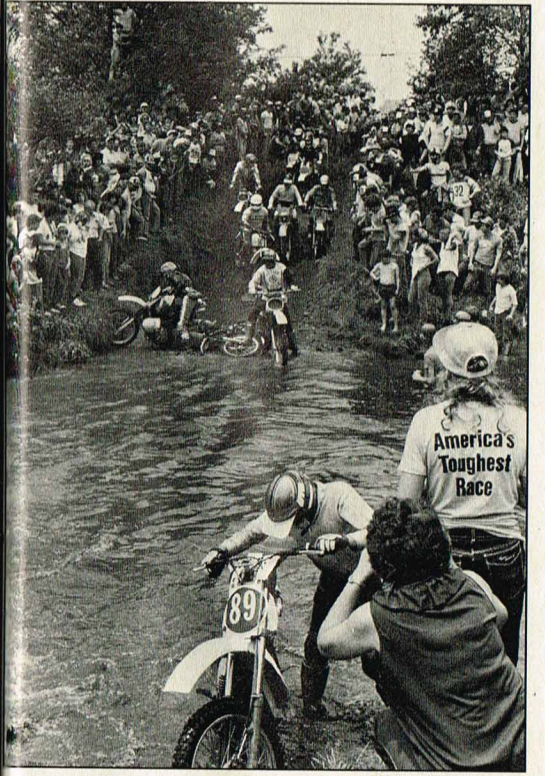



BLACKWATER 100

feet deep. Long-time Blackwater riders learn to read and analyze the terrain and are able to handle the natural obstacles. First-timers often meet grief and spend a great deal of their time trying to talk fellow riders into helping them extract their mounts from the gorp. It's not a pretty picture, but it is a challenging one.

HIGHLIGHTS

- It was a Husky sweep, with Kevin Hines getting the overall win with a near-flawless ride.
- Promoter Dave Coombs layed out the course differently this year; instead of the traditional five 20-mile loops, he plugged in four 25-mile loops. The extremely wet weather of years past had subsided a bit and allowed him access to parts of the countryside that were previously considered inaccessible.
- Rod Bush, the KTM guru and world champion chain smoker, became the first man ever to make the entire 100 miles on a 125! Rod's KTM 125 water-pumper never even burped once in the deep water. He got an amazing 15th overall on the small machine. Rod noted that through the swamps and bogs, "I didn't dare shut the throttle off. In fact, if I even thought about it, the bike would start to slow down."
- Team *Dirt Bike* showed up in full force. Tom Webb, riding for his second year, was mounted on a Husky 430WR. Paul Clip-



It's astounding how soon riders can get into trouble at the Blackwater 100. Consider the fact that this first river crossing is less than a quarter of a mile from the start.

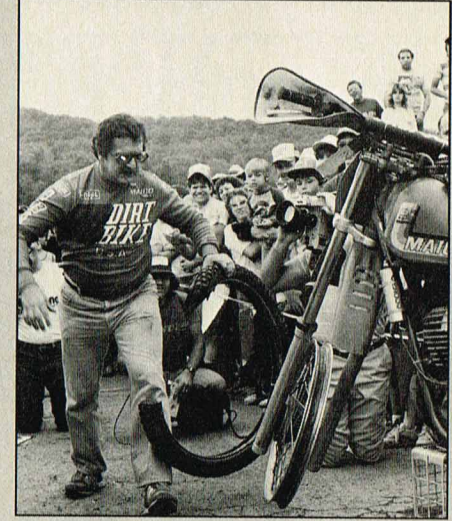


Savvy riders worked the edges of the swamps near the trees and watched out for stumps and rocks.

WORLD RECORD TIRE CHANGE



Anatomy of a cheating tire change. Here Sieman lets the air out of his front tire...



... then rips the trick tire off the rim without removing the wheel. The crowd gasped and the official Metzeler clock showed a mere seven seconds. A new record was about to be set in the tire changing contest.



At the 11-second mark, Sieman slipped the bogus tire back on the rim, ignoring the boos of the crowd, and leapt to his feet, arms raised in victory...



... only to have the Velcro break loose and the tire fall off the rim. Despite protests, Sieman claimed a new world record of 21 seconds in the tire change.

BLACKWATER 100

per was once again on a KTM 125 water-cooler. The Hunk was mounted on a 250 Maico, which this time was equipped with an O-ring chain.

- An ATV race was held on Saturday before the big Grand Prix, and it drew about 30 maniacs on three-wheelers. Amazingly, they made one full lap. Do we have to say that it was a Honda sweep? By the way, you should see what the current of a good river does to those things.

- Timmy Coombs, son of Dave Coombs, actually got the overall lead in the event by lap two but succumbed to mechanical woes. He was mounted on a YZ250.

- The tire-changing contest provided insights into just how desperate some editors

can be. Please see the sidebar to this story. • As usual, the weather stayed good for the rider's meeting and the start of the race. Some rain started falling by the end of the second lap, turning the entire course into a quagmire, but it ended after a half hour or so and let the riders finish under relatively good conditions.

- Most of the rivers were crossable without problems, except for water crossing number three, which from this date forth shall be known as Lake Henry because of that devious Super Senior rider from Florida, Dave Henry, who told hundreds of riders that they should turn left and go downstream to get the easy way across. By the way, the water was at least four feet deep at any point other than the marked crossing.

- Flat tires plagued many of the faster riders who were not used to the moderately rocky terrain.

BLACKWATER: A VIEW FROM THE SLIME

By Rick Sieman

□ I was bound and determined not to have any mechanical difficulties this year. An O-ring chain (DID-type) was put on my 250 Maico and the airbox was waterproofed to the max. A whole tube of silicone seal was used, and I carried enough tools to open up a small service shop in the bogs.



S. Hunky and Dirty Harry wash off some of the mud after the race. Fish gagged for days on the downstream side.

It's a real joy to have a genuine pit crew to help you. Gary Hurto from Maico East helped with lightning-quick pit stops, even though I wanted to have some leisurely ones. Andy Poole, the Metzeler rep, also pitted with us and supplied spiritual guidance, moral support and a multitude of good excuses in case we did poorly.

The course laid out by Coombs was sneaky. For the first 13 miles of the first loop, I was almost disappointed at how easy it was. He made up for it with a miserable, rotten second half. This tended to work on your mind as you went out for succeeding loops. You knew it was going to be a cruise but dreaded what was coming up. Naturally, it rained on the second lap, turning the relatively simple first part into slime, gorp, goo and misery.

I had no troubles on the first few loops, other than your basic over-the-bars flips and unexpected slide-outs on tree roots in the woods. Then, on the third lap, I hit the third river, which came to be known as

Lake Henry. The bank on the opposite shore was littered with riders and looked impassable. Heeding Henry's advice, I turned left and rode downstream, looking for the legendary "easy way out." When my motorcycle went completely under water, I knew something was wrong. Ten minutes later, I was able to drag the waterlogged Maico up the slippery four-foot yellow clay bank and go about the thankless and time-consuming task of getting the water out and trying to restart the bike. This took another half hour of wrenching, draining, squeezing filters, and swearing at the top of my lungs.

The Maico never ran right after the total immersion. It would hiccup and stall at the most inopportune times, like at the bottom of a "V"-shaped gorge full of cement-looking mud.

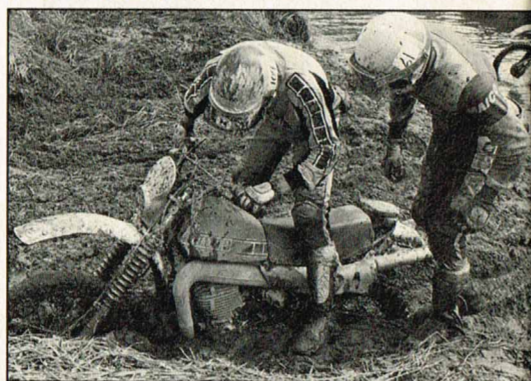
I used all five spare plugs and limped in to the finish, somewhat despondent that I had blown it once again. But, as luck would have it, the other riders in my class had run into their own particular kinds of grief, and I just barely managed to snag the last available trophy in the deadly serious Senior class. I shall treasure this trophy for the rest of my life.

I'm convinced that all one has to do to trophy Blackwater is ride at a brisk trail-riding pace and have no problems. You might as well try to start a fire at the bottom of Lake Erie by rubbing two carp together.

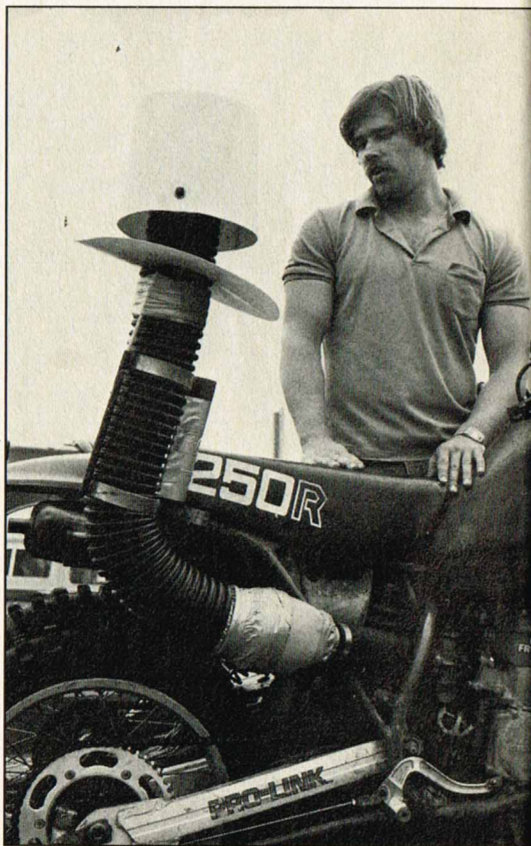
I learned a lot by following Dirty Harry this year. A steady trophy winner in the Super Senior class, Dirty rides a steady, controlled pace and makes very few mistakes. I would pass him, slam dunk into a mud hole and pick myself up, only to see Harry idle by on his 420 KTM with a bemused look on his face. The man is disgusting. □



Dave Coombs laid out the devious course once again.



The buddy system was often the only way to extract your bike from the mire. Woe be unto the rider stranded with no other rider near him.



The high-breathing Honda 250 showed up again this year, this time with a heavily modified inlet setup.



The ATVs had their own race on Saturday. Flotation and waterproofing offered bizarre problems for the three-wheelers.



If you think a big four-stroke is heavy, consider just how heavy it can be when it's past the rear axle in top-quality Blackwater mud.

BRUISED KIDNEYS & MATTED HAIR

By Paul Clipper

□ Two days after I got back from the Blackwater 100, I was out in the garage rooting around, when what hopped out of my gear bag but a fat toad. A live, fat toad. And he looked very happy with himself. Was this a refugee from West Virginia? A stowaway reptile, looking for the easygoing California life style, ready for some heavy partying on the West Coast? Or maybe the incarnation of some weird witchcraft foisted on me by one Dave Coombs, and an evil omen of things to come?

I don't know, but I'm not taking any chances. If the scaly little bugger wants to nest down in my garden, that's fine with me. I don't want any more trouble and, like my green-legged friend, I have no desire to see any peat bogs again, at least not for another year.

Moderation was not one of our bywords for the Blackwater trip this year. Tom, Rod, Mike and myself went to great pains to abuse ourselves as much as possible before we arrived in Davis. T&S Go-Cart Rentals in Morgantown alone is happy about this, as we probably paid its mortgage for the month in one short hour.

So, we pulled into town tired and achy, some of us suffering from Beauregard's Revenge, and set up KTM headquarters in the Montwood Motel. We signed in, went back to HQ and collapsed, and finally made it into town just in time to catch the tire-changing contest.

Sleep was a rare commodity that Saturday night. Far too much looking out the windows at the rain and thinking about this nasty race was extracting its toll. Mike Rosso had the misfortune of drawing number two at sign-up, so he spent the greater half of the night with his bike out in the hallway, tearing it apart and putting it back together again. "Any other number, and I wouldn't have even looked at the

thing," he grumbled. "Now I have to go out and try to accomplish something. . . ." Another semi-retired racer reluctantly smeared on his race face. The rest of us spent the night laughing nervously and filling up ashtrays.

The next morning, things were no brighter. It was going to rain, but at nine a.m. it was hot and humid. We went out and worked up a sweat testing the bikes. They were fine. We, however, could have used some work. We should have renamed ourselves Team Ex, and signed up in the Semi-retired class. Our motto: "Too old to be ready, too lazy to be excited, and too stupid to stay home."

Coombs made a big deal out of me at the rider's meeting. He called me the best DB rider, just because I got lucky last year. Naturally, the whole scene ruined what luck I had left, and I got a flat front tire no more than four miles out. Things could have been worse. I ran into "Velvet Jones," aka Eddie Murphy, at the first check. He was stranded with a stuck piston on a KTM 125MX-C just like mine. I offered my condolences and wobbled off.

Riding out the next 20 miles on a flat front was no picnic, but a flat rear would have been even worse. I got a new front wheel back in town, but wouldn't you know that I got a flat rear in the exact same spot on the second loop. Riding it out would have been the macho thing to do, but I refused to play the hero. At check one, I liberated Velvet's rear wheel and rode off again with intact rubber.

Feeling pretty proud of myself, I started cooking it down the hill. A little too proud. In a rutty section I got sideways and took the first hard fall of the day. No problem. Up and at 'em, and the next thing I did was go for a different line through a nasty little mud gulch. Instead of taking the

normal line, I blasted into the trees, nearly ripping my head off with a low hanging branch. I hit a buried log, and for the first time in my Blackwater experience, I was well and truly stuck.

"Excuse me, do you have any Grey Poupon?" Sure, sucker, just reach down and scoop some up. I was stuck in pure mustard. It sucked at the wheels like glue, and if I got one end out, the other just sank farther down. I struggled with it for ten minutes or so and then walked back out of the trees and laid down on the hillside. A storm was rolling through, and the rain was pouring down; I watched my second Blackwater trophy float away in the mud.

There was no way I was going to get out on my own. I just sat in the rain, wheezing and dizzy, and waited for a kind soul to come by. As luck would have it, a true gentleman on a Kawasaki cruised up and offered to help. Thank you, sir, thank you. I never even got your name, but if you hadn't come by, I'd still be sitting on that hillside.

Free or not, by this time I was whipped. All that lifting is not good for the body, I swear. The rest of the loop was punctuated by a score of dumb crashes, and by the time I got into town I was ready to call it quits. "There ain't no way I'm going to suffer this kind of abuse. They can hold a gun to my head, and I'm still not going out for that third lap."

Naturally, I started feeling guilty when Rod and Mike came in a half hour later, and I decided to trail ride the third loop. The whole thing is now a blur—just struggle through the rocks and mud, finish and get a trophy. I can't say it was a particularly hard struggle for that fourth-place finish; without the flats and getting stuck I would have made four laps. Maybe next year. . . . □

BLACKWATER 100

• A whole bunch of riders made only one lap. Many quit after two, mostly from fatigue. Perhaps 75 riders made three loops, and less than 20 made four loops. While not as rough as previous Blackwaters, this event nevertheless was a physical grinder.

• Dave Coombs cut the course, as usual, and ended up winning the Senior class. His odometer read only 13.2 miles at the end of each loop, it's rumored.

• This year, ESPN covered the event with four camera crews. It should be aired on cable TV soon. Disappointingly, the directors of the event decided not to have a program this year in order to save a few bucks, which is sad, as many of the one-lappers and non-finishers would have liked to have something to show for their efforts. Perhaps next year?

• A highlight of the newly laid out course was a trip over a mountain range and a descent down the other side. This new section let even Dave Coombs use a truly diabolical freak of nature: a seemingly bottomless bog halfway up the side of a hill on what was formerly a two-track road.

• Team *Dirt Bike* did okay. Clipper scored yet another trophy, his second in the last two years, in the 125 class. Webb had flat tire problems and lost his clutch. Sieman, in spite of losing his bike in the depths of Lake Henry, finally got a trophy after three years of trying: tenth place in the Senior class, the last trophy spot. □



A particularly nasty near-vertical wall on the last river crossing claimed its share of victims.

RESULTS:		FOUR-STROKE	
1983 BLACKWATER 100 HARE SCRAMBLES			
OVERALL WINNER			
Kevin Hines	Hus	1. Mike Treadway	Hon
OPEN A		2. Wayne Kirk	Hon
1. Kevin Hines	Hus	3. Robert Ruby	Hon
2. Mike Melton	Hus	4. Dave Allen	Hon
3. Wally Wilson	Hus	5. Jerry Matbar	Hon
4. Frank Gallo	KTM	SENIOR	
5. Alan Brutto	Hus	1. Dave Coombs	Hus
250cc A		2. Nicholas Lengyl	Hon
1. Sammy Bosnic	Hus	3. Tom Bally	KTM
2. Dave Saville	Hus	4. James Nickolopoulos	Yam
3. Ray Mungenast	Hus	5. Ed Bowe	Hus
4. Bob Elliott	KTM	SUPER SENIOR	
5. Mike Rosso	KTM	1. Johnny Lee	Mai
200cc A		2. Dave Henry	Hus
1. Mark Lambert	Yam	3. Harry Jefferies	KTM
2. Mark Gricewich	Yam	4. Ernest Huffman	Hus
3. Todd Nicklas	Suz	5. James Peterman	KTM
4. Brad Shoulders	Suz	OPEN B	
5. Richard Murray	Hon	1. Frank Price	Hus
125cc A		2. David Volk	Hon
1. Rod Bush	KTM	3. Greg Fabin	Hus
2. Steve Pawlyshn	Hon	4. Tom Walker	C-A
3. Ben Hamrick	Hon	5. Rennie Labercane	Hus
4. Paul Clipper	KTM	250cc B	
5. Jerome Shinnars	C-A	1. Steve Taylor	KTM
		2. Martin Williams	C-A
		3. Mike Dinger	Hus
		4. Jeff Wittebort	Hus
		5. Todd Buzerd	KTM



The Hunk threads his 250 Maico through a congested river. Later, he groped for his bike at the bottom of an uncongested river.

WHEELS OF MISFORTUNE *By Tom Webb*

□ "Yeah, I got your bogs right here," I said, grabbing a meaty portion of my thigh. One full year and he wouldn't let up. Constant badgering, gouging and savage laughter. Clipper had drawn blood with his belligerent stabs for so long that the veins bulged on my face 24 hours a day. "Hey, Webb, maybe with some practice... Boy, if I had had a big bike, you'da really been smoked." And, "You looked so stupid last year; don't hang around the KTM pits, you embarrass me." Quietly, I seethed; desperately I wanted to ram a blood-sucking leech into his face. I'd show him this year.

A friend of mine once told me, "Never trust a bovine type that eats carrion." Clipper comes to mind. This year I'd be riding a 430 Husky WR—in fact, Larry Roeseler's qualifier mount. Good power, plenty of travel and super trustworthy. In Davis, we tinkered with the jetting, shock preload and air pressures. Set to spec, bona fide bossness, basically deluxe. I felt that mechanically no more could be done. All that awaited was Sunday, one o'clock.

Once again, the start wreaked havoc with my brain. Four-hundred-and-some-odd riders behind me. Serious. Next to me sat Kevin Hines and Joe Lojak. Joe appeared

a tad nervous. He turned his gas on and off 51 times before the starter finally signaled the riders to ignite their machines. Finally, after some 20 kicks, pounds of sweat and the realization that my gas was off, the Hooska fired. One wave after another smoked down Main Street, heading for the first water crossing.

Ironically, the first and second water crossings were a cruise. The Husky is a submarine of death. Fate slammed me in the jaw once we got to the rocks. You see, the rocks, or rather their size and number, are nothing to a West Coast rider. Our family runs provide bigger rocks and many, many more of them. But these crags had the name "Webb" written all over them. Three miles into the run I was swapping like a loon on drugs, with a deflated rear meat. Ugly.

Somehow I navigated the remaining 22 miles in no control whatsoever and wobbled into the Husky pits. A new wheel, gogs and gloves motivated me to continue. Just to please the crowd, I snapped up the front end and floated a fifth-gear wheelie down Main Street. Impressive, don't ask. It was the out-of-control slide on the pavement, trying to make the turn going 20 mph too

fast, that made my hair hurt.

I got Rod Bush in my sights, heading to the rock section. A gentle prod on the shifter, rip the rubber off the grips with blazing berserkness and I swooped the "Smokestack" right in the roughest section of stone. Seconds later he came by laughing as I was weaving up an uphill two-track with another rear flat. Once is fate, twice is a voodoo curse.

By this time the course was getting chewed rather badly. Coombs came by and I quickly snagged onto his rear end. He would know the lines around the bogs. I followed him around the big one in a move that took us through the unsightly mud far too easily. He had it wired. Heading back into the trees, I slowed down and watched Dave stick his front wheel into a rut that swallowed his whole body. No more Coombs to follow. Back in town, with more new rubber, I set out for lap three. No wheelies, and a top speed of about 7 1/2 mph through the rocks. No flats, either.

Lap number three proved to be my downfall and my final trip around the course. Sewage began seeking its way into the motor via the loose intake manifold clamp on the Husky. At the 17-mile mark

I clanked to a very noisy halt. Having no idea what the problem was (but feeling deep inside that it was bad), I pulled out the plug. The sucker resembled a small furry rodent. Big trouble. That's when I noticed the carb was hanging halfway out of the manifold. Swell. I pushed for what seemed like 14 miles but was closer to half a mile and got her to fire. Slowly, with the top end of a Schwinn Stingray, I got back in.

Just my luck, both Clipper and the Hunk managed three laps at a pace quick enough to garner them both trophies in their classes. Now, both these guys are pretty cool and tried to make me feel better about my finishing position. Clipper: "Check out this trophy, Wolflips, it's more deluxe than the one from last year." Course, you wouldn't know about that, would you." Super Hunky: "Hey, fool, got smoked again. Look at this woodwork on my cool trophy. Oh, sorry, you didn't get one, again."

Now I sit at work glaring at the new trophy rack Rick had installed just to hold their Blackwater prizes. Funny, it's got an open slot with a note there: "DO NOT DUST THIS SPOT UNTIL WEBB FINISHES BLACKWATER. GIVE HIM NO MORE THAN ONE DECADE." □

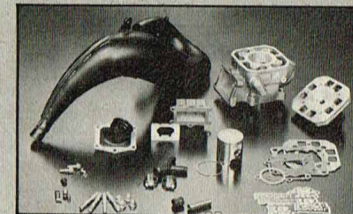
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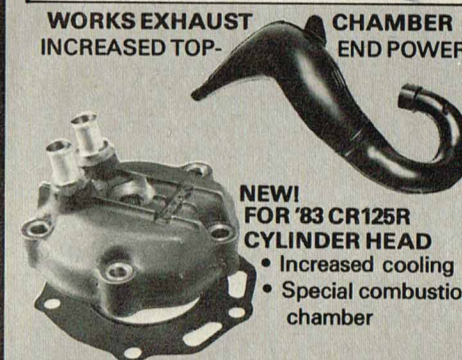


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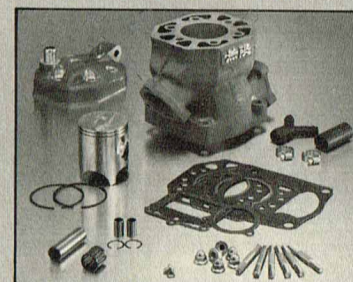


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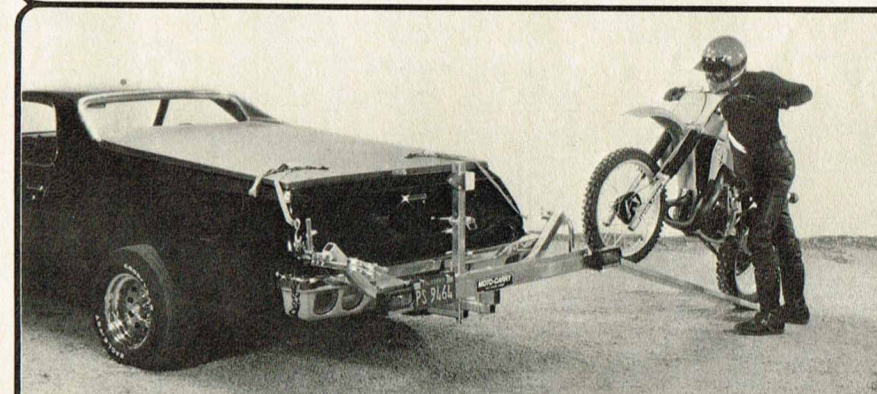
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COUNTDOWN ROUTE CARD HOLDER

Enduro Timesaver

By Tom Webb

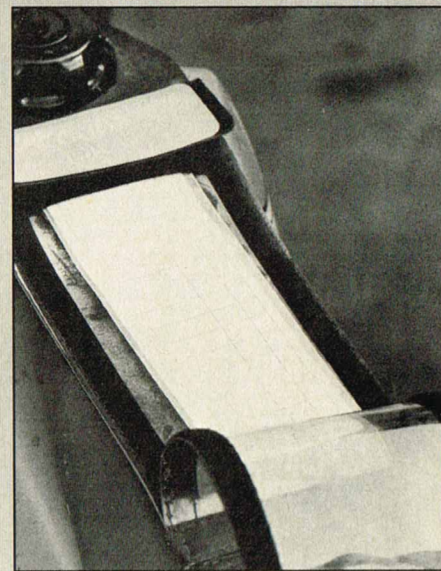
Any serious enduro rider will tell you the importance of getting in and out of check—quickly. Precious seconds wasted getting your card marked can make the difference between winning and losing. Fumbling with your card holder, pulling out the score card, getting it marked, then finally putting it back in the holder equals just one thing—lost time.

One of the basic problems with most of the card holders available is that they open from the bottom and they are too small. When you have to yank the holder from the bottom, it rules out the possibility of getting the card marked on the tank. Simply stated, if you had a system that opened from the top and was a tad wider than the usual models, the people working the check could mark your card right on the tank. This eliminates pulling out the

card, handing it to the checkers, and then putting it back in the holder.

Countdown Engineering has come up with the ultimate card holder. It's designed to slip over the filler neck on your tank and fasten on the bottom with duct tape. Inside it's large enough to accept all size cards, from the Western paper ones to the plastic lined models most of the country uses. Also, it's wider than any other card holder on the market.

Once the unit is installed, take your card and slip it under the elastic band located at the top of the holder. This holds the card in place when you come into a check. Just open the top, giving the checkers access to the card, and let them mark your score right on the tank. No fuss, no mess. You're in and out of the check in seconds.



Opening from the top, the Countdown route card holder lets the checkers mark the card right on the tank. Not having to take the card and hand it to them saves time, which equals points.

The Countdown Card holder sells for \$14.95 and you can get one from Countdown Engineering, 22102 Covello Street, Canoga Park, California 91303; 213-348-8381. □

ONE FLAT FIGHTER AND ONE NO-WEAR WONDER

By the traction conscious Staff of Dirt Bike

Dunlop K-139, front; Metzeler Multicross, rear

Off-road tires are a subject as volatile as bike brand association. Everyone thinks they know, or claims to have, the best on the market. This is good; it makes for healthy competition and the constant evolving of equipment.

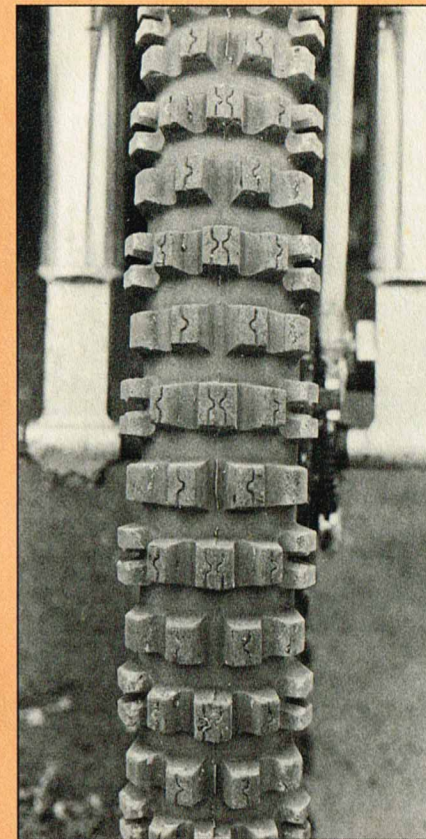
Today's bikes are hitting the showroom floors with better rubber than ever before. Still, some tires are better than others. One tire works on hard pack, another in mud. Some are so specialized that they'll only hook up on certain types of tracks. Here at *Dirt Bike* we've come across two types of tires, made by different companies, that fall into the "boy-we-wouldn't-use-anything-else" category.

Because we have lots of desert in Southern California, we have an abundance of rocks. Flats are a problem. One of the most popular front tires for desert, Baja and California enduros is the Dunlop K-139. Dealing with the rear tire is touchy. Specialty tread compounds and designs seem to be the norm. A favorite of ours is the Metzeler Multicross rear tire. It's not a one-track tire. The Multicross works on all types of terrain and holds up longer and better than any other rear tire we've tried to date. And, it hooks up.

DUNLOP, THE ROCK HOUND
A few years ago we tried our first K-139 with much trepidation. At that time Dunlops didn't have the best name in front-end holdability. Looking at the tire did nothing for our confidence. Sure, it appeared strong, but would it stick? Could it stick? Needless to say, the K-139 finds its way onto the majority of our enduro and dez scoots. In fact, we can honestly say that we have not experienced a single flat with the Dunlop in place.

On hard pack, rocks and sand, the K-139 works. Very important too is the fact that for some reason it is very flat resistant. This might have something to do with an abundance of closely spaced knobs. Our local desert is death on tires, and the Dunlop hooks up and holds up better than any other tire we've tried under these circumstances. Life in the flat lane is ugly; the Dunlop K-139 is a hero here.

METZELER MULTICROSS, THE DO-IT-ALL TIRE
Last season we got our hands on the first



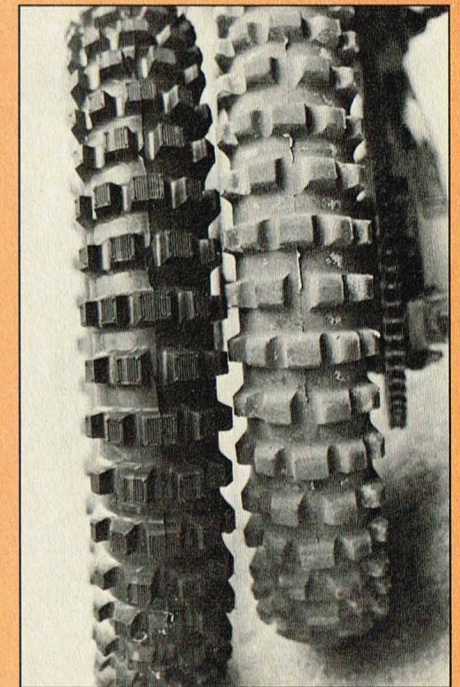
Lots of closely spaced knobs make the Dunlop K-139 the rock hound tire of death. It holds up well and sticks on hard-pack terrain.

Multicross tires around. It looks like one of the old-style Metzels, the ones with all the lines on the knobs. We had three California enduros on consecutive weekends; two in the north, one in the south. Northern California is a mixture of woods and rocks, with a dose of mud thrown in. Southern California is high-speed desert, sandy whoop-filled terrain with tons of rocks. Your basic tire eater. We threw a Multicross on the back of our test Husky 430 and raced all of the events with the same Metzeler rear tire. (By the way, you have to have a super-strong 250 to use a Multicross.)

Not only did the Multicross stick well on all of the varied terrains, but it hardly looked abused after all of the races. A rear tire



The Metzeler Multicross is definitely a big-bike tire. No matter the terrain, it hooks up.



A new Metz and an old Metz. The tire on the right has seen numerous play rides and four complete enduros.

usually lasts us one race—two, tops. One hundred miles of rocks chews up the rubber faster than you can shift gears. Somehow, the Metzeler clings to whatever is thrown in its path, and, even more amazing, it takes abuse. It hooks up well as specialty in loam, hard pack, or mud. Versatility and tire life are the Multicross' strengths. It's tough to beat. □

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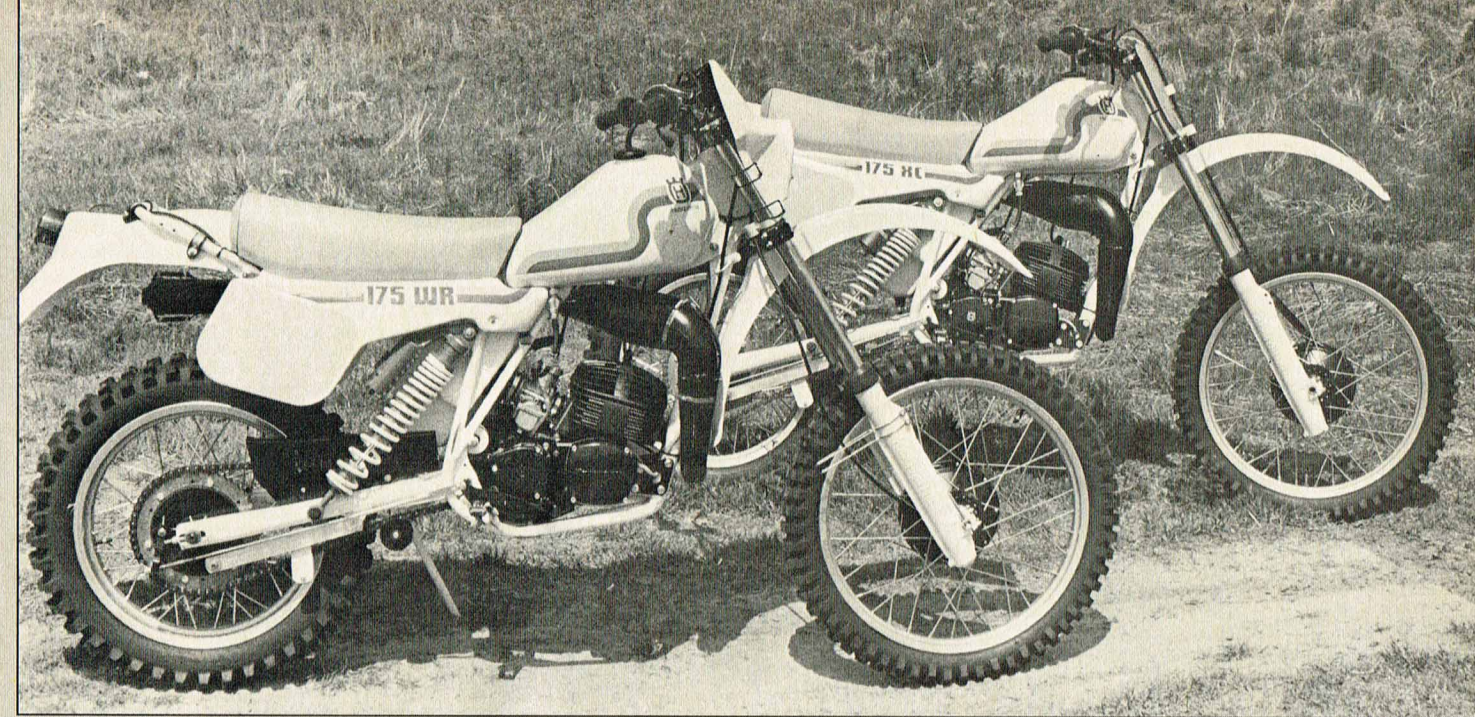
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FIRST TEST! HUSQVARNA XC175/WR175

SCREAMING SWEDISH STEEL

A pair of hard-edged revvers attack the 200cc class

By the Staff of *Dirt Bike*

There are probably a few riders left in the world who still remember the Husky 175. With a silver frame and a blue tank, the little buggers used to run through the woods way back in '76, snapping at the heels of the KTM 175s (previously known as Pentons), and throwing a roost at the first batch of Japanese sub-200cc enduro bikes. They were just what you would expect from a small European enduro bike in those days. Good handling, reasonably light, strong as a bridge abutment, and extremely peaky. To ride such a machine, you had to be reasonably insane; and it didn't hurt to have a throttle wrist permanently set to the wide-open position.

They disappeared without a fanfare, though. Snuffed out by the invasion of Japanese enduro bikes that were easy to ride, lighter in weight, and easier on the wallet. In 1978, you could ride a PE, an IT, an MR, or shell out your bucks for a KTM. In later years, the KTM 175 disappeared, and the Japanese mounts were your only choice.

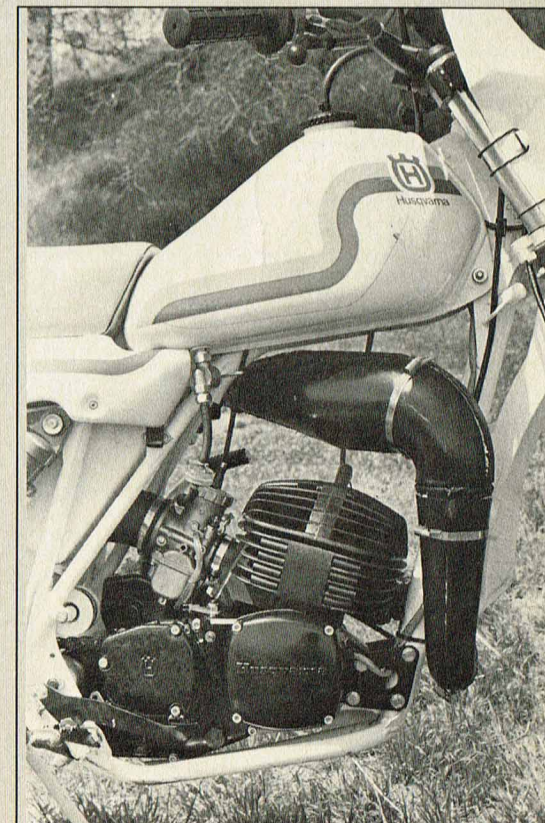
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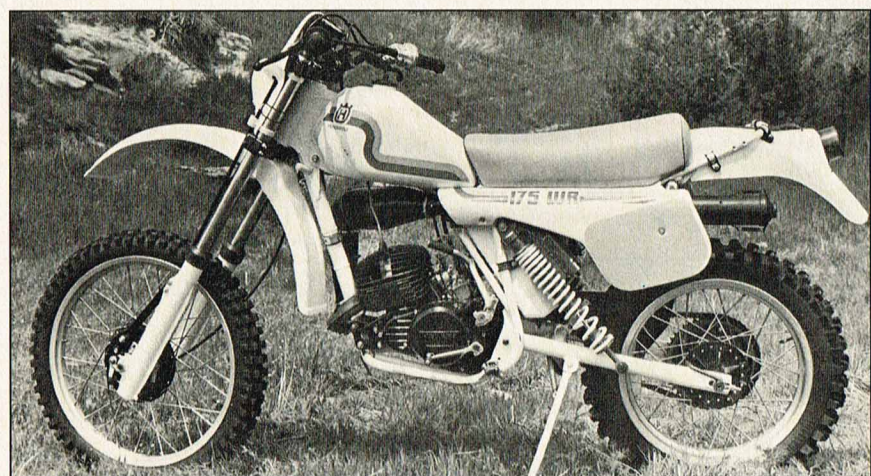
That is, until now. After a long gap in their tape, the people at Husqvarna believe that the time is again right for a Swedish



Parting the waters on the WR. The best horsepower can be found in the upper-rpm range.

(Right) Both engines use the Husky 125 cylinder sleeved up with a 175 liner. The 38mm carb may be part of the reason for soft low-end power, but it sure lets it rev.





HUSQVARNA 175WR/175XC

Engine type	Air-cooled, 2-stroke, reed valved
Bore and stroke	64.75mm x 52.0mm
Displacement	171.2cc
Carburetion	38mm Mikuni
Factory recommended jetting:	
Main jet	400
Needle jet	Q6
Jet needle	6DH20
Pilot jet	55
Slide number	2.5
Recommended gasoline	Premium
Fuel tank capacity	10 L (2.7 gals.)
Fuel tank material	Aluminum
Lubrication	Pre-mix
Recommended oil	Bel-Ray MC1+
Oil capacity	1.4 L (1.3 qt.)
Air filtration	Oiled foam
Clutch type	Wet, multi-plate
Transmission	6-speed
Gearbox ratios:	
1	33.85:1
2	24.49:1
3	18.67:1
4	14.98:1
5	12.64:1
6	10.64:1
Gearing, front/rear	13/48
Ignition	Motoplant CDI
Primary kick system?	No
Recommended spark plug	Bosch W3C
Silencer/spark arrester	Yes/yes
Exhaust system	Up-pipe, through-frame
Frame, type	Single downtube, cradle, chromoly steel
Wheelbase	1465mm (57.6 in.)
Ground clearance	300mm (11.8 in.)
Seat height	925mm (36.4 in.)
Steering head angle (rake)	30°
Trail	152mm (6.0 in.)
Wet weight, no fuel	175WR—228 lbs./175XC—223 lbs.

Rim material	Aluminum alloy
Tire size and type:	
Front	3.00 x 21 Trelleborg
Rear	4.50 x 18 Trelleborg
Suspension, type and travel:	
Front	175WR—Husky forks, 250mm (9.8 in.)/175XC—300mm (11.8 in.)
Rear	175WR—Betor gas shocks, 250mm (9.8 in.)/175XC—Ohlins ITC shocks, 330mm (13.0 in.)
Intended use	175WR—Enduro/175XC—Off-road racing
Country of origin	Sweden
Retail price, approx.	\$2095
Distributor:	
Husqvarna Motorcycle Co., Inc. 4925 Mercury St. San Diego, CA 92111	
Parts prices, high-wear items:	
Piston assembly, complete	\$68.69
Piston rings only	13.44
Cylinder sleeve	102.93
Shift lever	24.50
Brake pedal	16.08
Front sprocket	13.97
Overall rating of bikes, keeping intended use of machines in mind:	
Handling	Very good/Excellent
Front suspension	Very good/Very good
Rear suspension	Poor/Very good
Power	Fair/Fair
Cost	Good/Good
Attention to detail	Very good/Very good

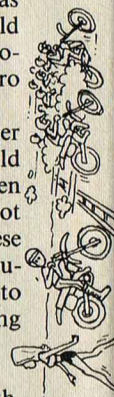
This rating system is included to aid in comparison of bikes in the same displacement and intended use categories. Comparing the ratings of two dissimilar machines (four-stroke vs. MXer, 175 enduro vs. 80cc mini) is a meaningless exercise in futility.

175, and they may be right. The two new bikes, the 175XC and the 175WR, share the same strong frame and fine suspension as the rest of the Husky line, and they should throw a little spice into the choosing process for future would-be lightweight enduro bike shoppers.

Going on the reputation of their bigger brothers alone, the two new bikes should be worth the \$450 difference between Husky and the competition, but we're not going to pull the wool over your eyes. These two new white 175s do suffer from a couple of problems that should be taken into consideration while you're shopping around.

BREAK THE NEWS GENTLY

Two things. The first is not all that earth-shaking. The powerband on either of these bikes can best be described as peaky. We had many comments from our testers, ranging from "no power" to "soft on the bot-



tom" to "I had to scream the thing to death." They do make horsepower—the Huskys are actually quite fast, but it's all in the upper mid-range.

In stock form, the Husky 175 of either flavor is not a very relaxing mount. If you like to ride berserk, with your brain unplugged (and many of us do), you'll be pleased with the white bikes. If you like to cruise along without working too hard on demanding terrain, you will hate them.

Thankfully, this is not an incurable situation. There is plenty of room inside the 175 engine for muscle insertion, and any porter worth his salt can grind in some torque. We turned Mitch Payton of Pro Circuit Husqvarna loose on our test XC, and you can read about the results within this story.

Problem number two. Remember non-primary kick? That annoying way of building engines so that you have to put the bike in neutral before you can kick start it?

That's right. You get non-primary kick, free of charge, with every Husky 175.

If it weren't for the fine chassis features, this one glaring deficiency would relegate the Husky 175 to a position in stone-age history. There is no more frustrating circumstance than to be shrieking through a tight section at the bottom half of your minute, throw the bike into a tight turn and stall it, and then have to sit there rocking it back and forth, trying to find neutral before you can kick it back to life. Even with a Husky 250 you can grab the clutch and kick it over and then abuse the clutch to get going again.

If they can build it into the bigger bikes, why, oh why can't they provide it on the 175 and 125? On no other bike in the class will you have to put up with this problem. Do not consider it lightly.

WHAT ABOUT THE GOOD STUFF?

We tested many of the '83 Huskys earlier

this year, and the chassis and suspension of the 175s are almost identical to the rest of the lineup, with only minor differences. The XC175 is the longer-legged of the two, delivering 11.8 inches of travel from the Husqvarna-made forks, and 13 inches of stroke in the rear through a set of Ohlins ITC shocks. A very impressive suspension combination in anybody's book.

The WR, on the other hand, is built for the lesser requirements of enduro riding. The forks have a 9.8-inch stroke, as does the rear end, but if you look closely at the shocks you'll get a shock—no pun intended. Those Ohlins look-alikes are actually Betors, and they are not nearly up to the sophistication of the ITC units. The damping is set up very light, which is not too bad in the woods, but on a fast, rough trail they bounce around in an unnerving fashion.

Aside from the Betors, which have no business being on a \$2100 motorcycle, the

"NOTHING THAT A LITTLE DEVCON WON'T FIX"

Carving a few more ponies out of the Husky 175

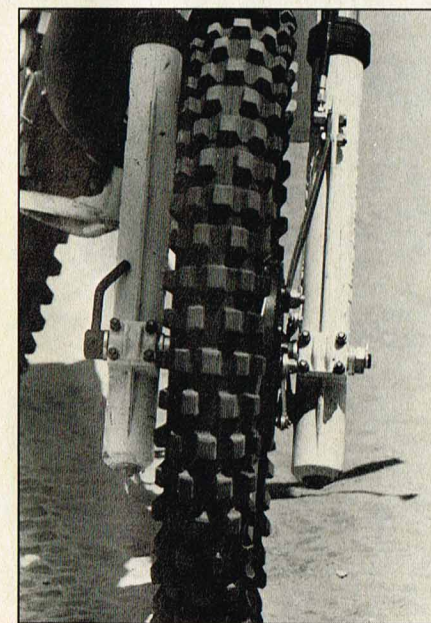
• Compared with the rest of the (read "Japanese") 200 class, the Husky is clearly lacking a certain amount of *oomph*. We like the basic machine. The suspension and handling is very good for a stock bike, but it will get smoked in a close race with the competition.

This is a bike that deserves to be worked on, so for the answer to our horsepower problems we turned to Mitch Payton, longtime Husky expert and owner of Pro Circuit Husky in Anaheim, California. We left our test XC with him for two weeks and then went down to get his comments—and a thoroughly breathed-on XC175.

"When I first looked at it, I knew that anything I did would help," he said with typical modesty. "All Husky is using is the 125 cylinder hogged out to fit a 175 liner. They just carved it out and squeezed in that liner, and all the ports are pointed in the wrong direction."

Bypassing the editorializing, this is what he did to cure the soft powerband: The low points of the intake port were filled in with Devcon, and then the port was completely reshaped. The transfers were raised and reshaped and so were the auxiliary transfers. The exhaust port was widened and raised *very slightly*, and the head was milled down .015 inch. He also built a pipe to suit the powerband better than the stocker.

"Even on the stock bike, the jetting was



The quick-change front axle is another goody available from Pro Circuit and is a must for rapid tire changes.



With a longer, flatter power curve, the modified XC was a lot more fun to ride. Both engines will respond to the Pro Circuit treatment.

grossly off. It needs to be much richer," he says, "and the gearing is too tall." The jetting on our modified bike is perfect—a 45 pilot, 2.5 slide, R-4 needle jet, 6F15 needle in the second-leanest position, and a 460 main. This is much richer, but believe us, it works. The gearing was dropped down to 12/56, which in our opinion is much too low. We will probably raise it to 12/48 and then leave it alone.

The result of all this diddling is awesome. The sound of the bike has changed from a wheezy little 175 to the guttural growl of a strong 125 race bike, and there is now low-end power where mere blind faith for-

merly existed. The mid-range power has been broadened but is still explosive, and the 175 will now rev out to the far reaches.

In a drag race against an '83 CR125 Honda, the Husky was just able to stay neck and neck out of the hole, which is a very good sign. We may still have to work to get the Husky around all the KDX200s

out there, but now we don't have to work quite so hard.

Mitch says that the work necessary is not all that complicated, so the price shouldn't be totally out of line. For complete pricing information, get in touch with him at Pro Circuit Husky, 4212 East La Palma, Anaheim, California 92807; 714-993-5400. •

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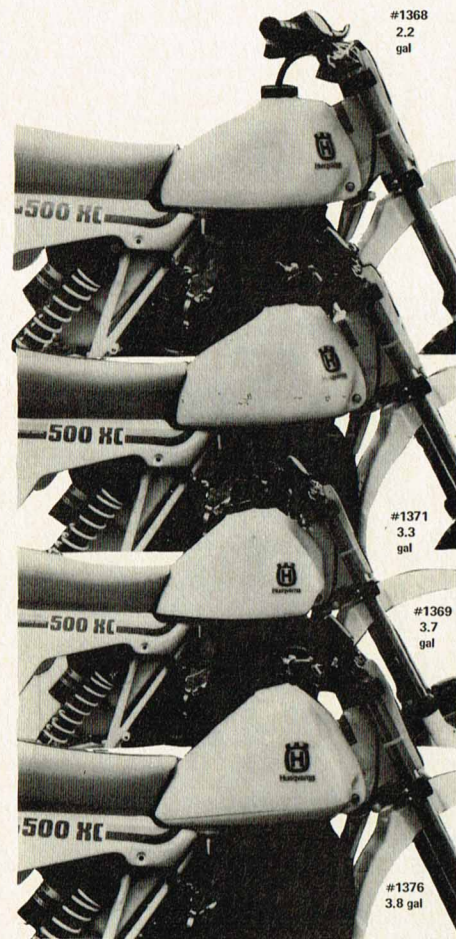
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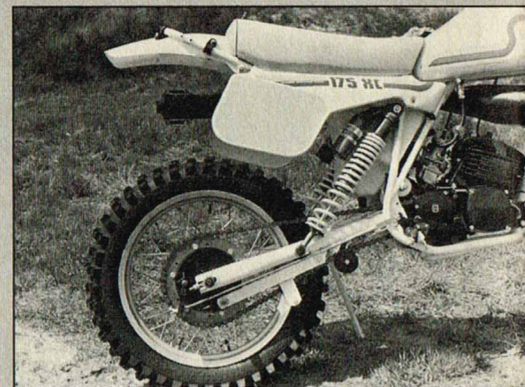
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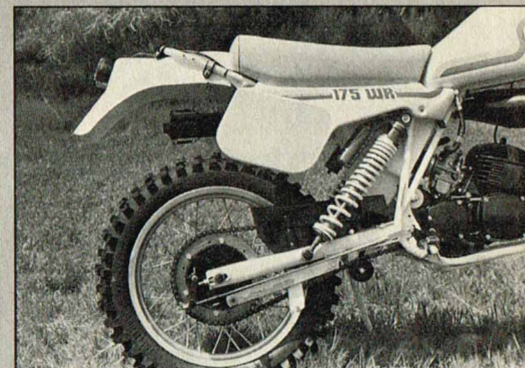


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HUSQVARNA XC/WR 175



The Ohlins/Husky ITC rear shocks may be holding up the last of the twin-shock rear ends, but the performance rivals that of the best single-shockers.



On the other hand, the 175WR uses Betor shocks, which are not state of the art. They are okay for slow riding in tight woods, but high speeds are no fun.

suspension on each of the bikes is good. The Husky forks don't leak, and once set up to the proper oil level, they will take any size bump with little more than a shrug. On the XC, the ITC rear end does a faultless job of soaking up abuse.

The rest of the chassis exhibits the same good manners. Both bikes handle like a second thought—very accurate, and dead-on the line you point it in. They are not the lightest 175s you can buy, but you gain a measure of strength with the Swedish machines that is very important if you're looking to keep the bike for a number of years.

HORSEPOWER HABITS

As we said, both bikes are decidedly peaky. The powerband is soft at the bottom, but there is a healthy mid-range and strong top end waiting for the person who holds the throttle open. Both of the new 175s like to be ridden on the powerband and will rocket from bush to bush if you work the mid and top. Try to lug the engine, and it's very easy to stall. First gear is low enough to pull you out of trouble, but the machine will be happier buzzing in the upper gears.

Part of this peaky situation can be traced to Husky's choice of carburetion. Both bikes use 38mm Mikunis, which is much more carb than they really need. Past experience tells us that either of them would

pull harder down low with a 34 or 36, but at least the big carb doesn't cripple them totally. Once the bikes are jetted properly, they'll run well, but we wonder what they would feel like with something smaller. If we try it, we'll let you know.

BITS AND PIECES

One potential problem we've found with Huskys in the past year is the sealing rings on the fork damper rods. They are made of plastic, and when they get old, they can surprise you by breaking or turning inside out. When it happens, the forks make a nasty clanking sound every time they top out, and they soften up considerably. If you own a Husky, you should carry a couple of these rings in your toolbox and replace them if you have a big race to ride.

Both bikes have excellent brakes. They are strong enough to get the job done, without being too strong, and they aren't adversely affected by water, as the old brakes were. On a new bike it is normal to get your boot heel hung up on the flat part of the rear brake rod. Round the edges of the offending piece, and you shouldn't have a problem.

We find that the best setup for Husky forks is 12½-weight oil (equal mix of ten- and 15-weight), 6½ inches from the top of the tube, with the forks compressed. Great action in the summer. For winter work, ten-weight or less is the ticket. Fight off the urge to run air pressure.

In our opinion, the handlebars are just a little low. The controls are all first-rate, with the exception of the kill button. The stock Mach grips are murder on your hands, but save them for mud racing—there's nothing better in the slop than a pair of hard, high-ribbed grips.

With the airbox cover installed, the Huskys are practically submarines. Without the cover, they're merely waterproof.

Our only complaint in the mud comes from the front fender. It's just a little too narrow to keep mud from flinging up onto the front of the bike. A different fender would be the perfect cure, but adding a mud flap to the front seems to help quite a bit.

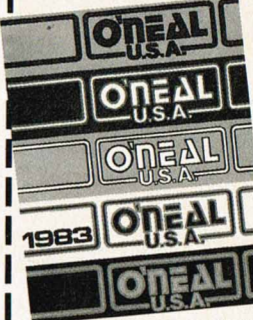
And, maybe if we all threaten to hold our breath until we turn blue and die, Husky will give us primary kick on the mosquito bikes next year. . . .

THE VERDICT

This is a hard match to call. The lack of primary kick is a real nuisance, and the peaky powerband has "Experts only" written all over it. But on the other hand, the frame and suspension are worth the investment. If you want a very durable 175 and don't mind spending a few extra bucks on more horsepower, the Husky is a very viable machine.

Call it an "old-school" racer—very buzzy, very demanding, and strong enough to stand up to years of abuse. We had fun on it during the test, but we expect it to be a much better bike next year. □

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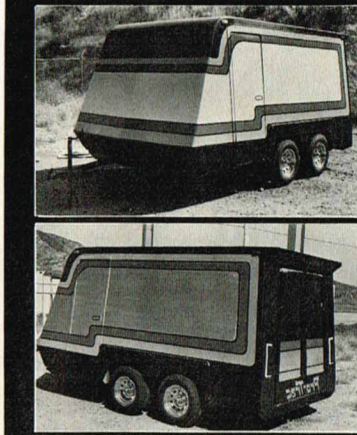


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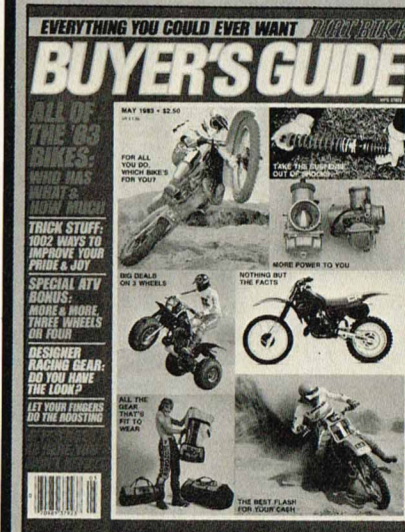
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MOTOCROSSERS, ARE YOU TIRED OF THE SAME OLD THING?

GIVE ENDUROS A TRY!

A vet MXer hits the checks for a change

By Jim Learnihan

This is my second time around on dirt bikes. I started riding in 1974 and raced up through 1977. Then injuries and boredom, combined with going to the same track every weekend, made me quit. After a long layoff the bug hit me again, and I resumed racing in June of 1982. It was a lot more fun this time as I was able to find lots of good competition in the Vets and Old-Timers classes, which raced at a bunch of different tracks.

I'd been racing just about every weekend since I started again, mostly MX and Grands Prix. Recently, I was sitting around talking with Tom Webb and Rick Sieman about how I was getting a little bit bored again. After a while, all of the tracks were starting to get the same feel, and the riders in my class were more often than not the same guys.

They suggested that I ride some enduros with them. In fact, they insulted me and called me all sorts of names and said I was a wimp if I didn't give it a try. I explained to them that I had never even trail ridden. I just up and started racing.

Tom said I ought to start right off with a District 37 National, but Rick said a family enduro might be the way to go. I didn't know the difference between the two, but the word "family" seemed real pleasant and sounded safe.

FAMILY PLANNING

Rick said we ought to go out and try some enduro-type riding so we could get used to downhills and such. Now, there's one thing that I cannot handle at all and that's a steep downhill.

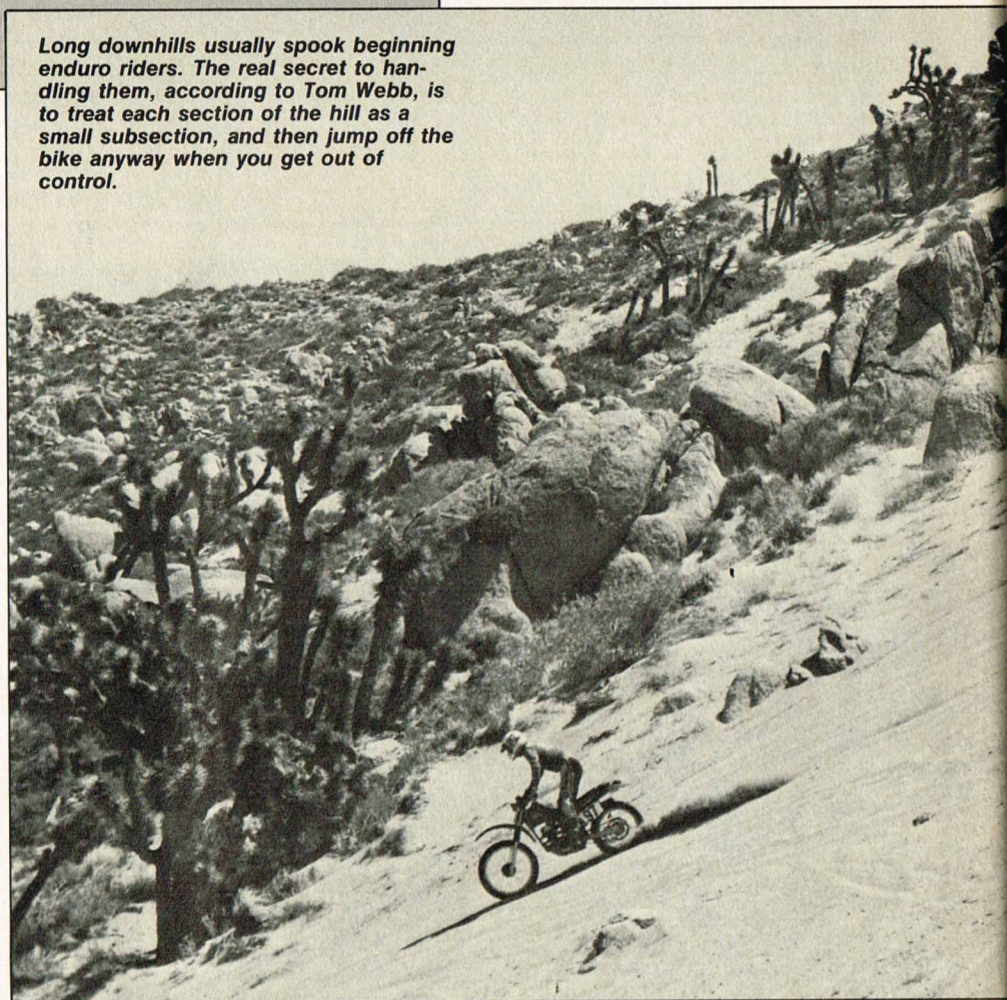
We went out to a section of desert that Rick said was similar to desert enduro terrain. He pointed out some uphill and downhills and said we should spend the afternoon working on them.

We were on a pair of Suzuki PE175s, which are supposed to be pretty good enduro bikes. But it's not so easy getting one of those screamers up a long sandy hill. After a while, I found out the secret: Get in the highest gear you can pull and never shut off the throttle. No matter what you

nervous. We had a four-man team: Tom Webb, Paul Clipper, Rick Sieman and myself made up the *Dirt Bike* effort.

Actually, it was quite easy. Webb rode up front and did all of the time keeping. The rest of us keyed on him. I even zeroed all the checks on the first loop and had no real problems. There wasn't one serious uphill or downhill in the enduro, but there

Long downhills usually spook beginning enduro riders. The real secret to handling them, according to Tom Webb, is to treat each section of the hill as a small subsection, and then jump off the bike anyway when you get out of control.



hit, just bounce off of it and keep the power on and the rear wheel spinning.

This gave me mixed feelings. While it was nice to be able to climb one of those long uphills on a small bike, it now meant that I would have to go down the other side of that sucker. Well, I spent most of that day crashing, scaring myself senseless and being in an out-of-control condition. But, by the end of the day, I was able to work down almost any hill in that area without crashing all the time.

On the way home, we talked about time keeping, rocks, checks and a lot of other things that I knew nothing about. Still, I felt pretty confident that I could handle just about anything the desert could throw at me.

STARTING OUT EASY

We decided to try a CRC family-type enduro for the first run. It was held in the desert, in the Lucerne Valley area. They strapped a Countdown clock on my bars, and I bought a Jart chart that gave me all the times and mileages. I must admit, I was

were a lot of rocks. During the break before the second loop, Webb complained bitterly about how easy the run was. I was a bit tired, but not overly so. I thought it was just about right.

As it turned out, I got a flat on the second loop and did not finish. I actually had a good time, and on the way home we talked a lot about time keeping and checks and stuff. I felt that I was starting to get a feel for enduros. Tom said that the next enduro we'd enter would be a District 37 race, the Prospectors Enduro. Tom told me that it wouldn't be a cakewalk like this one. I wasn't real worried, as this enduro seemed fairly easy, all things considered.

I spent the week before the Prospectors run making a route sheet with Rick and trying to learn more about time keeping. Looking at that sheet, it seemed neat. It told you where you had to be every minute of the enduro. How could I miss?

About three days before the enduro, the weather started to deteriorate in the mountains around Red Mountain. The tempera-

ture dropped considerably and it alternated between rain and snow. Flash flood warnings were in effect in some spots. I started to get worried, as I had never ridden in the snow before. Rick called the highway patrol the night before; they said it was cold but there was no snow on the ground, although there was a light rain. I figured that would help keep the dust down.

off into the unknown. Have you ever ridden in snowy, muddy whoopdees lined with rocks? I was all over the place just trying to go forward. Webb was out of sight in a minute.

The first obstacle was a long, rocky and muddy uphill with riders stuck all over it. I picked the only open line and went for it. About 40 feet from the top, one of the

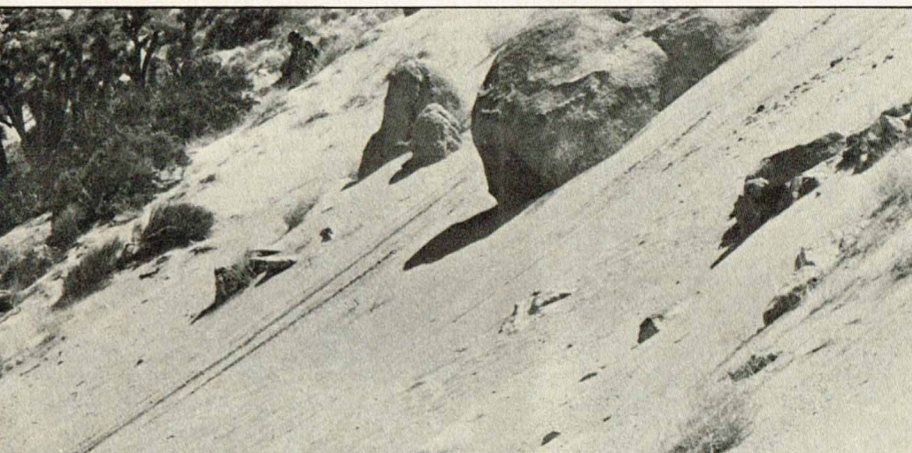
eyes! I had never seen anything like this! It was steeper than any hill I had even imagined, and riders were floundering all over it. It made my practice hills look like a city street.

I took a deep breath and rolled over the top. A Husky rider came across my front end halfway down the hill, and we rolled almost to the bottom, all tangled up. At the bottom of the hill was a check. I got there first. My bike got there second. After I got my card marked, I noticed that half my front fender was snapped off from the crash—the front half.

I rode as hard as I could, with a steady stream of mud hitting me in the face the whole time. The expression, "Here's mud in your eye," took on a whole new meaning. The riding and the terrain got harder and harder. Lots of rocks, more hills and more snow. Broken-down bikes were all along the trail, and I saw a lot of riders heading back.

At about 22 miles out, I ran into our team again. There was an emergency one-hour reset put in because so many riders were running late. By this time, I was looking for a reason to quit.

Rick told me that unless I was dead or dying, I shouldn't quit. He told me to get my wrenches out and turn my front fender around to keep the mud from getting in my face and eyes. So I knelt down in the snow and mud and got the fender turned around. It sure looked bogus.



The sign-up area at any enduro is your center of information. Here you can get everything from route sheets to horribly inaccurate information about the course.

That magic moment... the start of your first enduro. Once you get going, the butterflies will go away.

IT NEVER SNOWS IN THE DESERT...

After a three a.m. start the next morning, we headed out for the long drive. Thirty miles out, it started snowing and raining. I got worried, but Rick told me to relax, as there would be no snow at Red Mountain.

When we got out in the general vicinity of the race, I asked Rick how we were supposed to find out where we were going. He said not to worry, as they would have lime marks on the ground to show the way. Well, all around us was snow on the ground. Rick told me it was just a whole bunch of lime. If it was possible, I got even more nervous.

After taking about six wrong roads, we finally found the starting area. It was a mass of mud and snow, with bikes, trucks and vans everywhere. After signing up, we headed for the start area and looked out over a blanket of white. The only snow-free spot was the starting area.

We had the same four-man team as last time. Webb said he'd ride point. I didn't argue. Our minute came up and we took



riders came straight across the face of the hill and centerpunched me! We both went down and had to get untangled. I couldn't go back down the hill for another try, as all kinds of traffic were still coming up the hill, so I pushed the PE to the top while slipping the clutch into low gear. I was already bruised, battered and winded, and I hadn't even gone two miles!

SO THIS IS A REAL ENDURO?

By the time I got to the three-mile speedo check, I was already behind by several minutes. That nice chart wasn't much use at this point.

I pulled out the cork and tried to make up some time. Things went okay until about seven miles out, when I came to the first downhill. I could hardly believe my

We got going again and the terrain turned worse. For the next ten miles the course was a series of muddy, sloppy uphills, with equally slimy and miserable downhills. The fender made funny sounds whenever the forks bottomed, and I did a lot of falling down and picking up. This, I thought, was not much fun.

On the last six or seven downhills, I was pretty much out of control but didn't crash. However, on the last downhill before the end of the first loop, I somehow managed to get all sideways and took out two checkers at the bottom.

All I wanted to do at this point was get back in and call it quits. I was bruised and my bike was covered with mud. My eyes

(continued on page 73)

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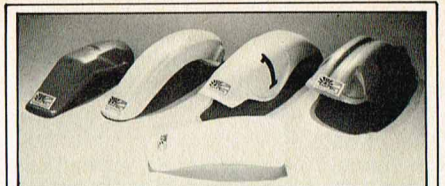
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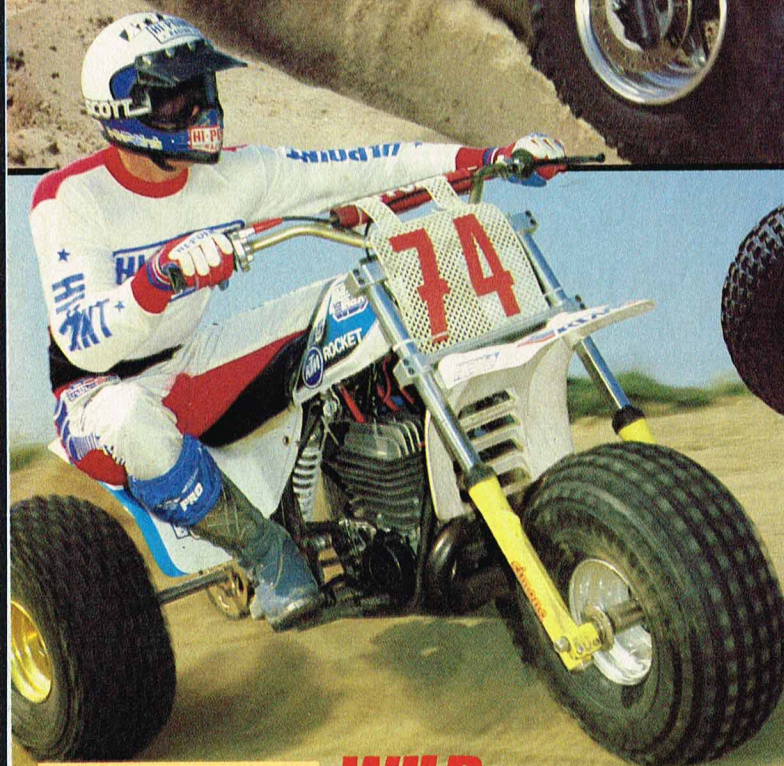
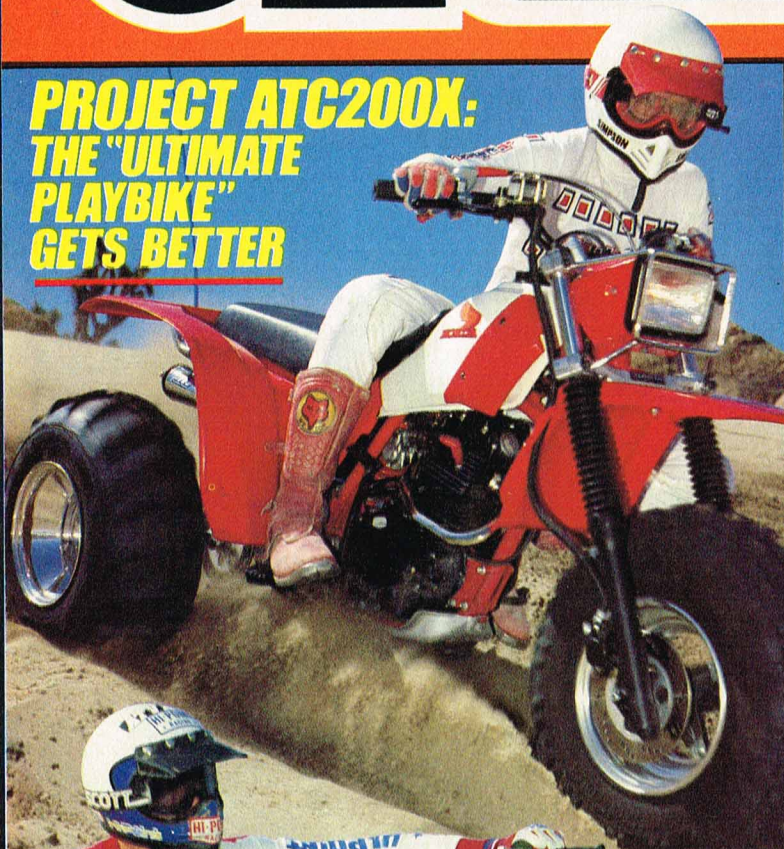
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DB9-3

GIVE ENDUROS A TRY
(continued from page 69)

were full of mud and grit, and it was getting colder and colder.

Rick already had his bike gassed up and was eating a sandwich. I wanted to call it quits, but Rick said there was nothing else they could throw at me, so I ought to finish. While I sat down to think it over, he gassed up my bike and gave me clean goggles and a pair of dry gloves. Then, he started up a PE for me and said, "Let's go!" What could I do? We headed off for the second loop. And the snow started falling.

WHATTAYA MEAN, I CAN'T QUIT?

After a few more miles of sloppy trail and snow, we broke out of the high country and into some nice sandy desert. It was great! After all of the misery, it was a joy to ride over normal rocks and bumps. This was the desert I knew, and for 20 miles or so it was actually fun. I dropped quite a few points at all of the checks, as Webb and Rick were long gone. I realized that I hadn't looked at my Countdown clock or my route sheet for a long time.

Then we started back up into the hills where the snow and mud were heavy, and it started raining. Some fun! I was getting very tired at this point, and I was depressed at dropping so many points at each check, but my pride wouldn't let me quit. After all, I'd come *this* far.

After another half hour of riding in the snow and mud, I began to think my pride was not all that important after all. I was well beaten up, cold, wet, miserable and out of energy. A certain numbness set in, and I just concentrated on sloggng forward. I had no idea of where I was.

Dropping down out of the hills, I saw yet another check and stumbled in. They took my card and stuffed something in my glove. I didn't know what they were doing. I thought something was wrong!

At last it sank in. This was the last check, and that thing in my glove was a finisher pin. I couldn't believe it was actually over!

A smooth fire road took me back into the pits. I had finished my first real enduro.

Tom Webb had won the overall, dropping only 12 points. Clipper had lost his ignition. I had dropped 91 points. Rick didn't have any trouble but was disqualified later for going around a mountain and missing a check on the other side.

On the way home I thought a whole lot about it. This had been an experience. It takes a certain kind of rider to do this, because when you finish, you're the only one who knows just what you went through. It's a very personal thing. It doesn't matter whether anybody else knows or not.

I still ride mostly motocross, but from now on, I plan to ride several enduros each year. I may not be a great enduro rider, but it makes me feel very proud to know that I can finish a real enduro. All you MXers out there ought to give it a try. You'll have enough bench-racing stories to last you for a year. □

FOUR-STROKES
(continued from page 45)

should. Sure, the rear end is a bit harsh, but shifting, controls, carburetion and a host of minor things done right make the Yamaha an easy bike to live with. Also, it's by far the easiest-starting bike of the group.

We talked about the rear brake lever of the Husky; the brake shoes are also poor and appear to be the same as the self-destructos on the two-strokes. While not an easy starter, at least the Husky was a *consistent* starter. Heat from the pipes melted the side panels in a few spots, and Husky is obviously new at trying to make stickers stay on plastic gas tanks. They're instant sagers. Shifting is a bit notchy, but at least you will not miss shifts. Getting to the choke is awkward, but nowhere near as bad as the Can-Am Sonic, which is as close to buried as you can get. The saddle on the Husky is a bit wide at the back half, and the bike is noticeably wider in the midsection than the Yamaha or the Honda. If you liked the kickstarter that came on all other Huskys, you'll be delighted here, as it's the same basic design. Only a steady Husky rider can tolerate the kickstarter design.

Even though it's a new design, the Honda is riddled with bugs. Abuse the clutch a bit and it'll slip. Add some more horsepower to the engine and you can kiss the clutch basket goodbye. Shifting on the Honda is easily the worst of the four-strokes and the gearbox will not take sloppy shifting. One top-end rebuild on the Honda will convince you that the nuts and bolts are made of particle board.

The Honda usually starts easily, but will often get obstinate and refuse to start without 15 or 20 kicks. Even experienced four-stroke riders admit that the Honda has a mind of its own.

THE BOTTOM LINE

It should be clear that the Husky is the best bike of this group. It should also be clear that the Yamaha deserves runner-up credentials and that the Honda still needs more work to correct some glitches.

But more than winning a shootout, the Husky is a startlingly clear signal to the marketplace. Husky dealers have ordered more bikes than will be delivered, which shows that four-stroke enthusiasts will pay a premium price for what they want.

And guess where these buyers will come from? You got it... the same riders who were thinking about an XR or a TT will now take a long, hard look at the Husky. Many of these will be riders who have never considered a Husky before.

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Honda and Yamaha will have to take their fresh, one-year-old designs and toss them into the trash cans. At under \$3000, the Husky is the four-stroke bargain of the decade. Congratulations, Husqvarna, for building the first *real* four-stroke of the '80s. □



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