

WORKING-MAN'S WORKS BIKE



We ride Larry Ward's Noleen/Sizzler YZ250

By the all-you-can-eat staff of DIRT BIKE





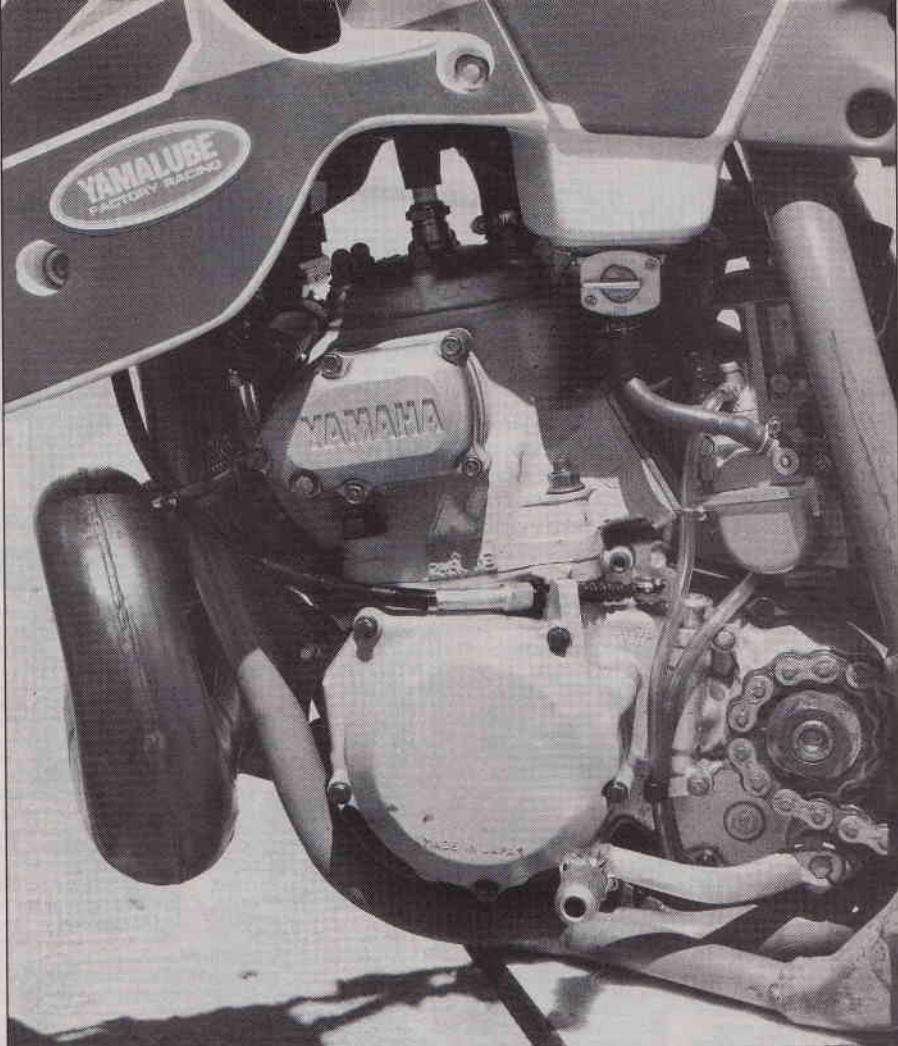
WORKS BIKE

In the world of 250cc works bikes, few teams are willing to take big chances, for fear of upsetting the status quo. Honda, Kawasaki and Yamaha haven't reinvented the wheel in building their '95 works iron, and Suzuki switched to conventional works Showa forks only after extensive testing. The quest for wins and the 250cc Supercross Championship are just too great to risk on trying new things. The top teams are locked into keeping their works bikes the same so that their top riders will have the confidence to win—and win they have. At the two-thirds mark of the 15-race U.S. Supercross series, Jeremy McGrath has won seven, Mike LaRocco has won two and Mike Kiedrowski has won one.

This was expected. What wasn't predicted is that Larry Ward, riding a Yamaha-supported Noleen semi-works YZ, is sitting a solid fourth behind the full-works Honda and Kawasakis. Ward made the podium in the first five races, finishing second at Anaheim and San Diego and third at Orlando, Minneapolis and Seattle. After ten rounds, Larry is the top Yamaha pilot and has a comfortable 22-point lead over Jeff Emig and his full-works YZ250. Having been ahead of the Kawasaki teamsters for so long, Ward is hungry to snatch third back from Kiedrowski and finish the season on the podium.

The secret to Ward's stadium success lies in the big chance Noleen took in the fork. Noleen honcho Clark Jones completely redesigned the bottoming system on the Kayaba fork, and Ward attributes the new system to his successes in '95. "The only difference in my riding between '94 [where Ward finished eighth and earned the C.E. Altman Good Neighbor Award] and '95 is the Noleen ABD system," Ward boasted. "Clark had me in shape for the series opener, but the biggest difference is in the fork mod."

◀ **While Jeremy McGrath won the first five Supercross mains of the year, semi-works rider Larry Ward shocked everyone by making the podium five times. Want to know his secret? Read on!**



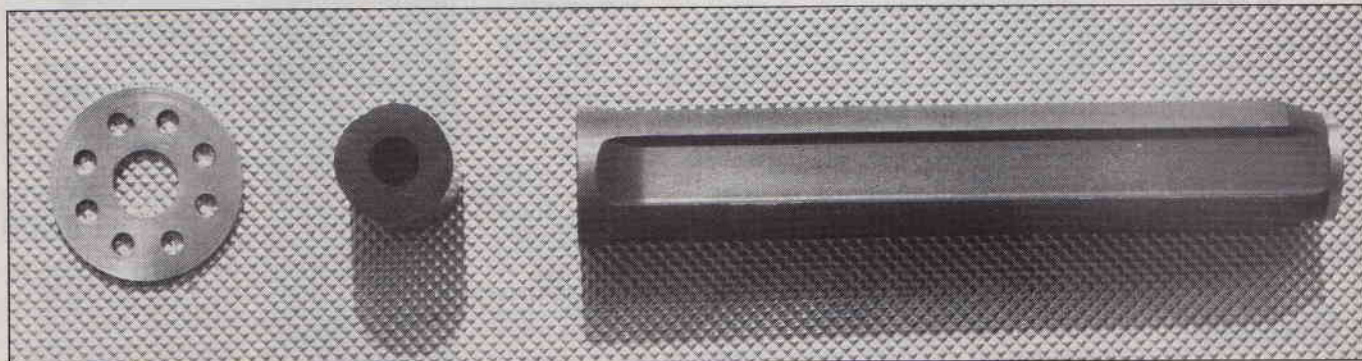
Noleen's engine mods consist of balancing the crank and grinding on the cylinder, head, and power-valves. Your ability to own this motor consists of dialing up Noleen and plopping down money.

WORKS-BUSTING FORK

Jones and company pulled the wraps off the once-secret fork mod for this test, and you can now buy the Anti-Bottoming Device for your YZ. As always, you can own everything you see here and build your own weapon for embarrassing full-factory riders. The ABD system replaces the standard KYB fork spring guide and bottoming cone, and puts an end to metal-to-metal bottoming and the deflection that comes with it. While the fork is apart, Noleen polishes the cartridge rods, revalues the fork, installs the Noleen

Base Valve Kit, goes to 0.43-kg springs and rebuilds the fork with Noleen 01 fork oil. The ABD system is the one modification that will likely lead to a single-digit number for the Wardman for '96, as it has doubled his results. It's a \$198 mod that's embarrassing the full-works Yamaha and Suzuki riders.

Suspension mods don't end there. Yamaha lowered the YZ250's suspension in '94, making the Y-Zeds squat more under acceleration, and played with fork offset for '95. Noleen felt the rear squatted too much, causing a loss in traction, so the



The Noleen Anti-Bottoming Device will be available for Kayaba forks for \$198. If that seems like a lot, consider how much Larry Ward won in those first five Supercross races. He spanked a lot of riders with full works forks, too.



Jim Holley has ridden hundreds of YZ250s throughout his racing and testing career. He came away impressed with Noleen's ability to make massive power hook up on slick surfaces. The '95 Noleen YZ is a natural slider when you want it to be.

Noleen Link was developed. The kit changes the linkage ratio of the YZ250 (and 125) to make it ride higher in back. The aluminum linkage dogbones and boss work with an Ohlins shock to put more power to the stadium floor. Ward likes the 5.1-kg spring best and digs his YZ's handling with 96mm of sag. The Noleen Linkage improves the turning of the '95 YZ and allows for more hook-up and controllable powerslides.

ADDING SIZZLE TO THE STEAK

Where the full-works YZs have Yamaha's Long-Rod Kit and factory-ground cylinders, the Noleen bikes take a different approach. The Long Rod adds massive torque, but the Noleen bikes get their boost the old-fashioned way. Noleen raises the compression and reworks the ports, head and power-valves. The porting mods are designed to complement the Noleen Works pipe (which won the YZ portion of our pipe shootout last month) and silencer. Standard reeds are used, and the stock ignition is set at 1.2mm BTDC. The stock PWK Keihin carb is jetted with a 52 pilot, standard 175 main, needle and slide, with a slotted airbox and UNI filter. VP C12 and Yamalube R are mixed at 40:1, and gearing was lowered slightly (13/50 vs. the stock 13/49). Besides a bal-

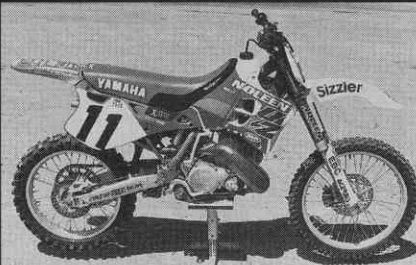
anced crank and resealed case halves, that's all that goes into the motor that has holeshot and led main-events.

After the motor and suspension mods were finalized, Clark set out to make the '95 Sizzlers look different than last year and better than the rest on the stadium floor (and television). Each YZ250 was stripped so the frame could be powder-coated purple. Before the coat was applied, the footpeg and lower linkage mounts were gusseted for more strength, and a glide plate was welded on for Supercross and Ultracross (see "Bits & Pieces," outdoor bikes get a bolt-on glide plate). Purple Acerbis sidepanels and rear fenders, combined with Noleen CEET covers and Sizzler sticker kits, create a look that's unmistakable on the track.

Other mods were made for reliability and rider preference. The stock footpegs are rewelded for more strength. Noleen's billet throttle pipe was designed after Larry Brooks' horrendous crash down the Coliseum peristyle at an MTGP Ultracross. Motion Pro Terminator clutch cable, Regina OR135 chain, EBC Kevlar brake pads and Sunstar 50-tooth rear sprocket further improve dependability. Ward, at 6'2", likes Applied Technology's billet top T-clamp with the handlebar perch moved

WORKS BIKE

SPECS & PRICES: TEAM NOLEEN/SIZZLER YZ250



Rider	Larry Ward
Mechanic	Clint Barry
Cylinder/head	Noleen (\$229)
Pipe/muffler	Noleen (\$169/\$69.95)
Crank balancing	Noleen (\$170)
Transmission blueprint	Noleen (\$198)
Reeds	Std.
Ign./timing	Std./1.2mm
Carb.	Std. PWK 38mm Keihin
Main	175
Pilot	52
Needle	Std.
Position	3rd
Slide	Std.
Airscrew	1.5 out
Gas/oil	VP C12/Yamalube R @ 40:1
Spark plug	NGK B8EGV Racing
Air filter	UNI 2-stage
Gearing (SX)	13/50 (Sunstar, \$59.95)
Chain	Regina OR135 (\$72.45)
Front tire/tube	Bridgestone 847/ ML @ 11 psi
Rear tire/tube	Bridgestone M68/ ML @ 11 psi
Fork revalve	Noleen (\$159.95)
Fork mods	Noleen Works Base Valve (89.95), ABD (\$198.00)
Fork springs	0.43 kg (\$64.95)
Shock mods	Ohlins (\$668.95)
Shock spring	5.1 kg (\$87.95)
Linkage	Noleen Link I (\$249)
Handlebars	ProTaper 9003
Tripleclamps	Std. bottom, Applied Tech billet top (\$NA)
Plastic	Acerbis/Noleen (\$229)
Graphics	Noleen/Sizzler (\$59.95)
Seat cover	CEET/Noleen (\$59.95)
Clutch cable	Terminator (\$27.37)
Trick parts	Slits cut in airbox, 2.5" rear rim, Noleen billet throttle pipe, glide plate, gussets on peg and link mounts, rewelded pegs, EBC Kevlar brake pads

We asked Larry Ward if he could find something way rad at Sunrise Cycle Park. He connected two totally unrelated bumps into an unbelievable uphill double, then praised his Noleen YZ's ability to launch with a short-shift to third. ►

4mm forward and Answer's #9003 ProTaper bar (rotated way forward). He also cuts his left grip to taste. Works Bridgestone tires are the only thing on Ward's bike that you can't buy. You have to earn the #847 front tire and works-compound M68 rear. Larry runs Bridgestone's medium ML tubes.

DIGGING INTO THE SIZZLER

Ward's bike drew big crowds wherever we took it, and everyone who rode the



WORKS BIKE

Noleen/Sizzler YZ250 came away impressed. Jim Holley, the long-time YZ pilot and former Ultracross and World Supercross champ, adapted to the Noleen Sizzler immediately. "I'd race this thing," Gentleman Jim said between motos. "It has a good hit, compared to stock, but it's controllable. There's good bottom and a wide spread of power. It hooks up well on hardpack, and the suspension is set up well for me. Larry and I weigh about the same [180 pounds], and I run the 5.1-kilogram spring with the stock link. The rear end works great. This bike hooks up better than my YZ, and the power lets me clear doubles from the inside line. The fork doesn't ever bottom, and I can place it where I want it. This is a really good bike, and I wouldn't hesitate to race it."

Everyone, from 135-pound Shane Trittler to 220-pound Tim Tolleson, felt at home on the Noleen/Sizzler YZ250, and the motor produced more boost than stock without becoming unridable. Best yet, the Noleen mods stiffened the suspension for Supercross- and National-level motocross while improving the YZ's ability to hook up in slick conditions. It's the Sizzler food and salad bar of motocross—you plop down your cash and scarf all that you can use. Anyone with cash can belly up to that bar, but you will need speed and talent to ride it like Larry Ward. □