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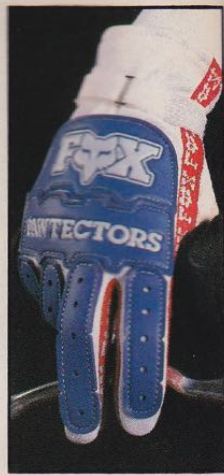
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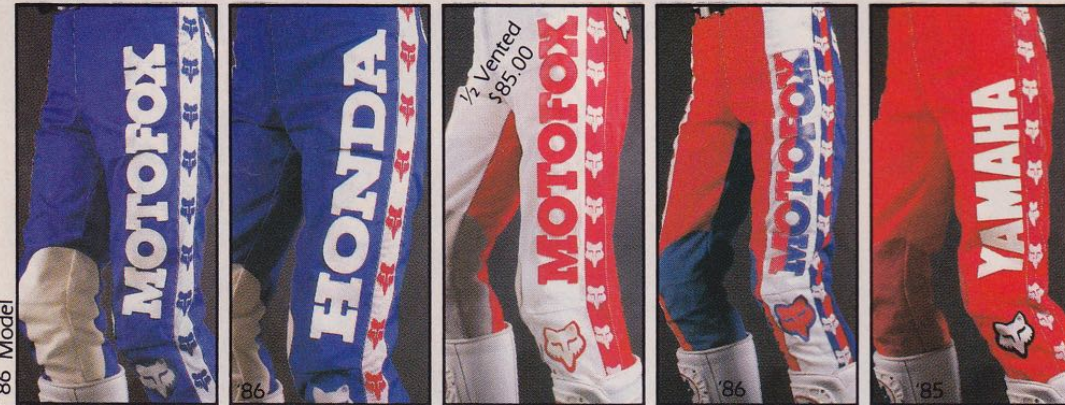
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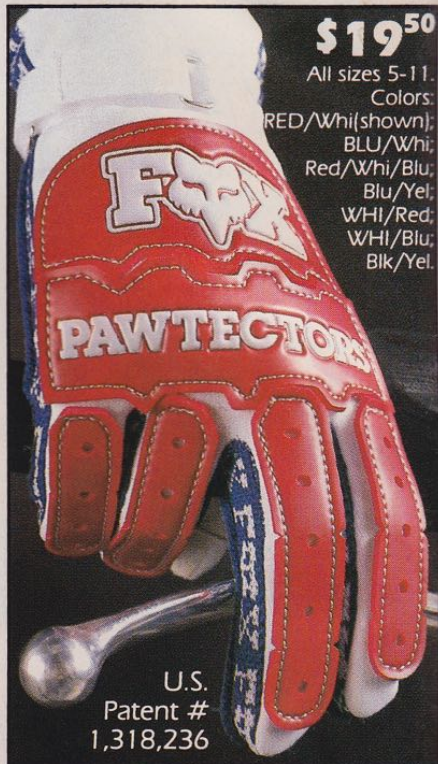
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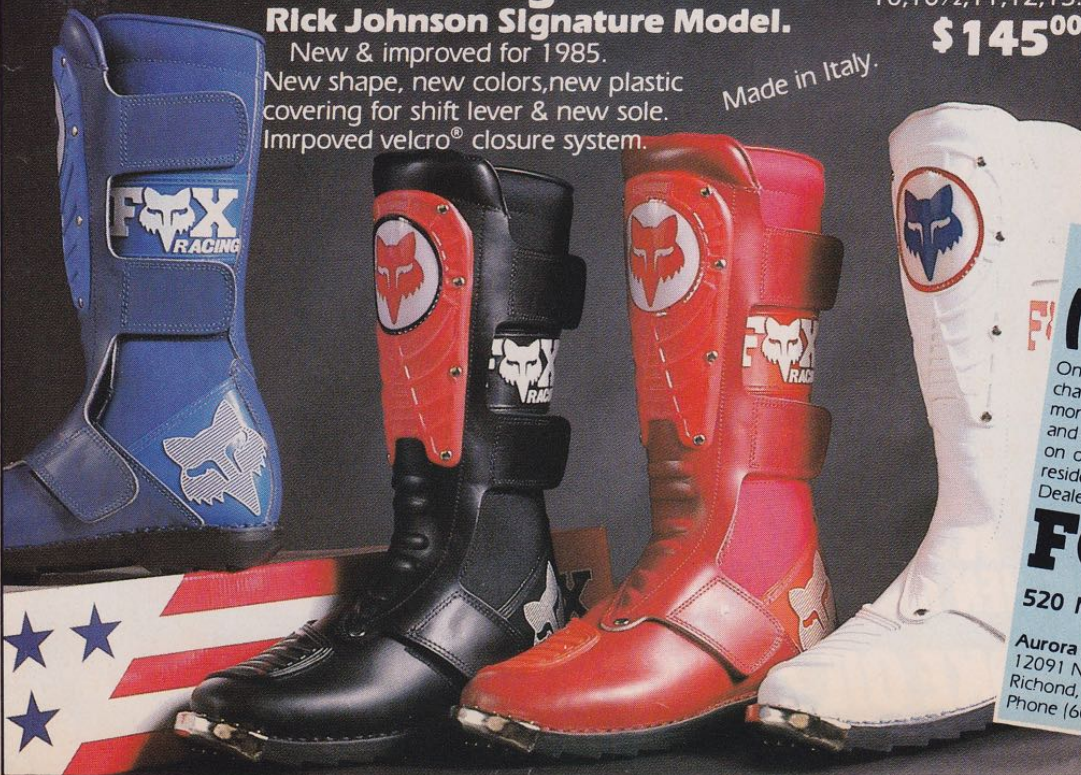
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OPEN SHOOTOUT



HUSQVARNA 250CR



MINIMANIA

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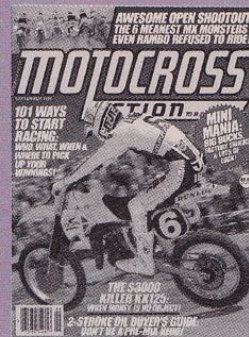
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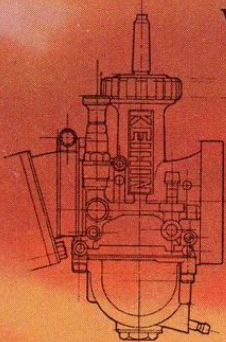
ON THE COVER:—Ron Lechien sails his HRC electronic Honda RC125 past Fran Kuhn's electronic Nikon FE-2. Meanwhile, six 500cc monsters throw a roost at Dave Gerig's Japanese-built black box. Cover design by Dennis West. Color separation by Valley Film. Paper courtesy Barney's Discount Lumber.

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always practice discretion and wear the appropriate safety gear.

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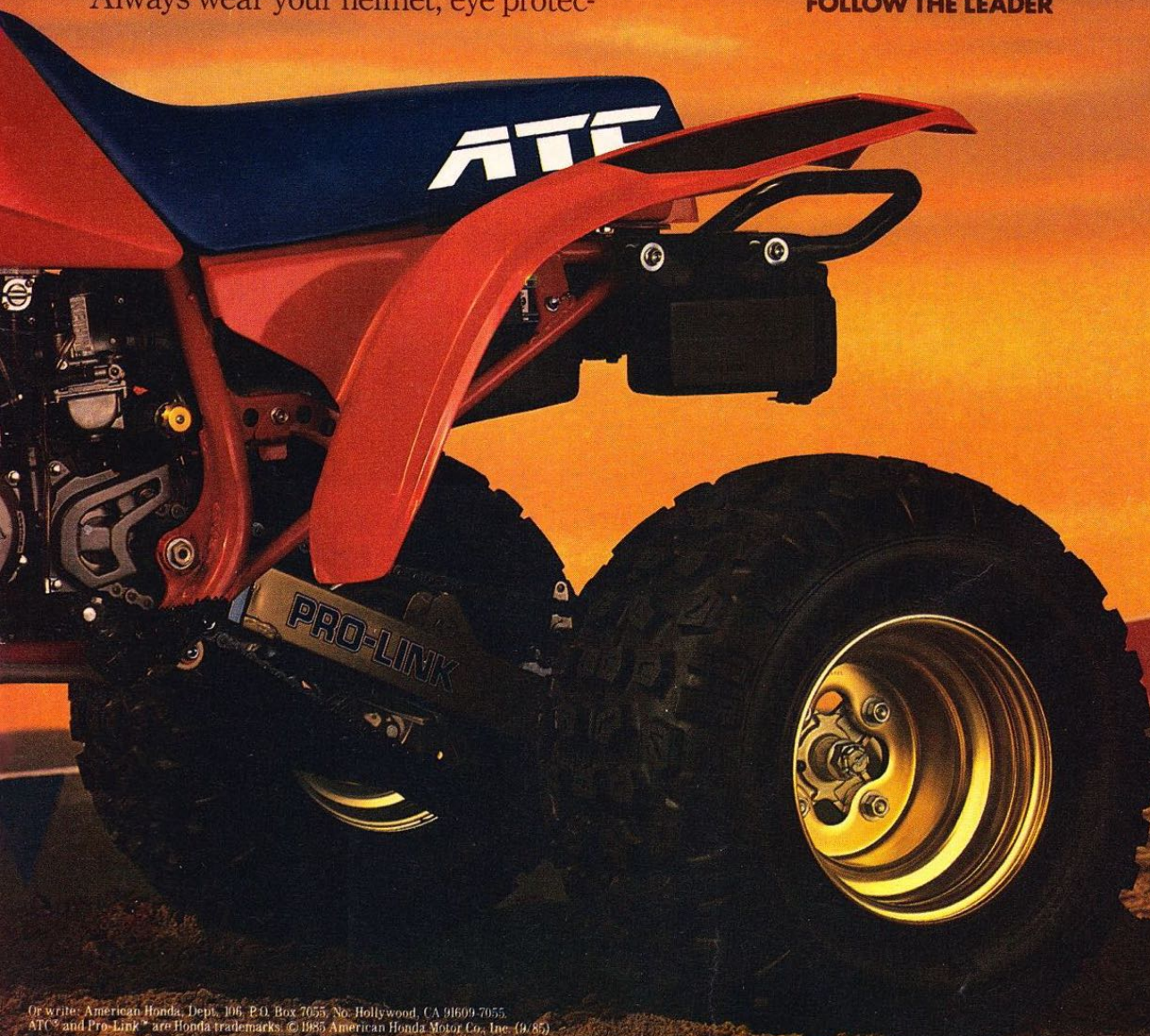
tion and protective clothing. Always ride with others, never alone. And stay off paved roads.

Get qualified training and ride within your skills. Never drink when you ride. Never carry passengers.

Always supervise youngsters. And remember: full-size machines aren't recommended for anyone under fourteen years old.

For additional safety tips, call the Specialty Vehicle Institute of America (SVIA) at 1-800-447-4700.

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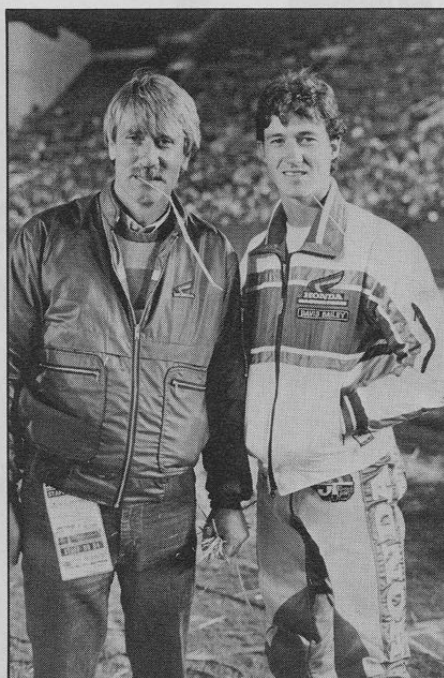
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On The Mainjet



By Roland Hinz

□ Culture shock is a terrible thing. When a group, subculture or society is suddenly bombarded with startling new ideas and ways of looking at things, it often goes haywire. There is a tribe of Micronesian islanders who worship paganistic symbols that look exactly like airplanes, because during the second World War, an airplane (which they had never seen before) crashed on their island. To them it was a sign from the heavens. To us it was pilot error.

Culture shock, the confusion that ensues when a society is introduced to a totally new way of life, has attacked the European motocross world. And the first victims of this Euro confusion are the Motocross and Trophee des Nations. The FIM organized the Motocross des Nations, known as the World Team Championships, over 30 years ago to pit national teams against one another on 500cc machinery. The Trophee des Nations was added a few years later for 250 equipment.

Each country had its moments of glory, with Great Britain, Sweden and then Belgium dominating the prestigious events for years. As with most things in Europe, from cathedrals to plumbing, nothing was about to change. But culture shock set in!

In 1981, *Motocross Action* Magazine started a fund-raising drive to which the American public responded, and the USA sent over a team of riders to contest the Motocross and Trophee des Nations. The upstart Americans came dressed in white with wild riding styles, odd lines, abrupt powerbands, rapid starts and unusual clutch

techniques, and they won! They won not only the Motocross, but the Trophee also. And they came back in 1982 with a new team and did it again! In 1983 a fresh set of American kids trounced the Euros a third time. And in 1984 it happened one more time!

Rather than knuckle down to the pressure and retaliate, the fight has been knocked out of the Europeans. The alibis for the 1981 loss had faded by '82, 1982's excuses were getting lame by '83, and by 1983 the writing was on the wall. Tradition be hanged. Rather than fight, the Euros decided to switch.

The historic and memory-filled Motocross and Trophee des Nations were canned. In their place the FIM developed an abomination (the Motocross des Abominations) that to this day has not been fully explained. Instead of a 500cc Motocross des Nations in one country and a 250cc Trophee des Nations in another country, the FIM is going to hold an individual event which features 125, 250 and 500cc machinery on the same day. According to the FIM rules, there will be three 30-minute motos, with each country fielding a team that consists of one rider on a 125, one rider on a 250 and one rider on a 500. This is not a separate 125, 250 and 500 race. According to FIM rules, there are "three separate heats of 30 minutes, plus two laps each, in which all drivers of each team must take the start."

If the FIM rules are read correctly, the 1985 Motocross des Nations will consist of three motos. During those three motos, each country will send out three riders on three different-sized machines. The winner will be the team with the six best finishes (out of a possible nine finishes; three men times three motos).

It is virtually senseless. There will be a mass start with 125s competing against 250s and 500s. There will be three motos instead of the international standard of two. The motos will be 30 minutes long instead of the traditional Grand Prix length of 45 minutes. And there will be mix-and-match displacements (against FIM rules in any other race).

The funny part of the whole thing is, it plays right into our hands. America has the fastest 125 riders in the world (Belgium doesn't even contest a 125 National Championship). America has the best 250 riders in the world (not to mention the most advanced Supercross-tuned engines). Americans are used to going 30 minutes, not 45. (Thirty minutes is the AMA National length.) It also makes it cheaper for America to field a team (under the old system it took four riders and eight bikes, now it takes three riders and three bikes).

Culture shock is a peculiar phenomenon, and it makes normally staid men do unusual things. □

Jody's Box

By Jody Weisel

□ I came home from practicing the other day, tossed my boots in the corner, threw my socks in the garbage, and sat down in the living room to check the daily mail. There was some typical Bullwinkle J. Moose stuff, three race fliers and a formal-looking letter from *Who's Who in America*. I ripped it open to find that I had been selected as one of the Ten Most Influential Men in my Sport (motocross). I sat back with a silly, smug look on my face, fueled by an internal glow of egotistical glee. I could visualize my listing in that illustrious reference book which would be enclaved into 4000 public and university libraries. It would lie somewhere between Julius H. Weilderdorf, B.A., M.A., Ph.D., Harvard, Physicist, Phi Kappa Beta; and Horace Q. Weissman, M.D., inventor, and discoverer of cyclamate. Granted, few people I know would ever see it, but if I could finagle them into a library someday, we might be casually thumbing through *Who's Who in America*.

Personally, I love lists; the 250 most powerful, the ten most beautiful, the 15 strongest, and the two most humble motorcycle racers (always awarded posthumously).

The letter from *Who's Who* had included a series of biographical questions to be answered about honors, awards, accomplishments and degrees, and I hurriedly began to fill out the form. Just think, a kid from Texas being named one of the most influential men in motocross. It clouds the mind, fogs the brain, and the more I thought about it, the more I realized I'd have to tell the truth—it just ain't so.

Some eggheads in New York may think I'm influential, but I can't allow them to live a lie.

Nobody really pays any attention to what I say. I told Crazy Dave's half-baked friend Roy not to buy a 1983 KX500 unless he wanted a fused aluminum sculpture. He bought it. It fused. I told Jimmy Mac not to start on the outside of me last week at Carlsbad. He did anyway. I put him through the fence in the first turn. I told Bob Hannah in 1978 that he looked like a geek with his shoulder pads on the outside. He left them there. Now I wear mine there. I told Monte Floyd not to try the big double at Perris Raceway even though the minis were clearing it. He cleared it. He also landed on top of me when I didn't. Not once in the last ten years has any of my friends listened to one shred of advice I have given them.

You'd think that at least lovely Louella would listen to me. Did she take that course in motorcycle mechanics at the local college that I suggested? No, she wasted her time on conversational French. When I advised



her to do something interesting with all of my press clippings out of the cycle papers, I didn't mean a papier-mache ashtray. Did she stop calling my bike the rolling trash compactor? No. Did she stop washing my white leathers with her red sweaters? No. Did she catch my muddy goggles when I threw them to her at that rain race at Lake Madera? No, they were too *disgusting*. Did she wear jeans and a sweat shirt when we went to the Golden State wrap-up party at Straw Hat Pizza? No, she wore angora and anchovies.

Trying to be one of the ten most influential people in the world is a heavy burden, but it is especially weighty when you are a fraud. The watchword of my life has been something my father told me when I was a kid: "Son," he said, "never give advice and never take it. Do what I say." Dad never confused advice with orders. But, when you give advice, you have to live with the consequences. How many times have I told people my opinion only to regret it later? I am haunted by images of my mouth telling others to "drop the main two sizes," "ignore the gate, go when the card turns sideways,"

"take the outside line through those whoops," "run that stuff at 80-to-1," "start in third gear on that cement pad," "you're in the fifth race," and the ever-popular "don't waste time going to pay-off, they're only paying to third place." Okay, so my friends have seized, got stuck in the gate, swapped off in the killer whoops, seized again, killed their motors on the start, missed their race and lost a few bucks by not going to pay-off. Everybody makes a few mistakes. How did I know they were going to pay attention to what I said? As I sat on the couch looking at the letter from *Who's Who in America*, I knew that I just wasn't the kind of person anyone would ever listen to.

So, instead of filling out the forms and checking the appropriate boxes, I wrote to the eggheads at *Who's Who* and told them I could no longer pretend to be one of the most influential people in the world. I did the unselfish thing and requested that they withdraw my name from consideration for the list.

Boy, was I surprised. They took my advice. Next time I'll take my father's advice and not listen to my own advice. □

Glover/Johnson on Shock Therapy!

The Shocking Truth

Ricky Johnson:

"When Broc and I went to Simons for help on the suspension of our production bikes, Simons suggested *Shock Therapy*.

We told them they were nuts! The problem was suspension not us! That's when they told us *Shock Therapy* consisted of an Ohlins shock and Anti-Cavitator fork system.

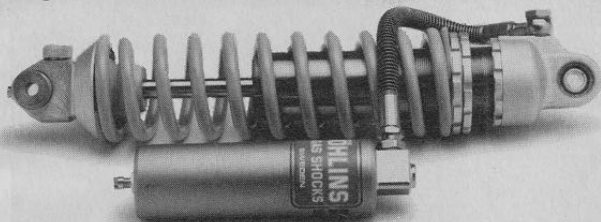
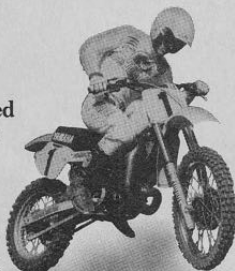
We went for it! The treatment was successful."



Broc Glover:

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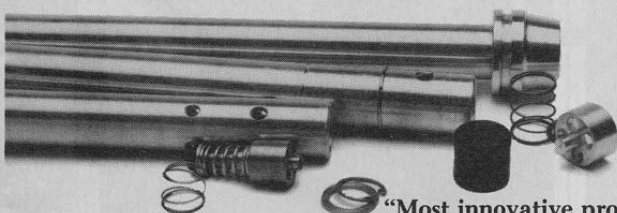
Ohlins upholds it's reputation as the leader in rear suspension with their continuing advancement in shock technology.

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Team Yamaha

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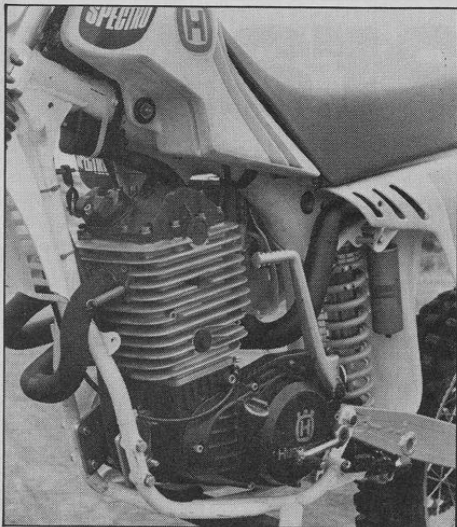


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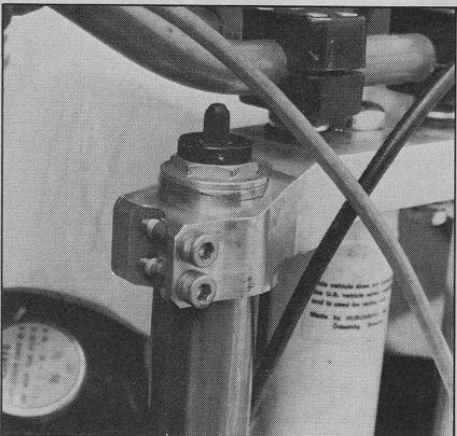
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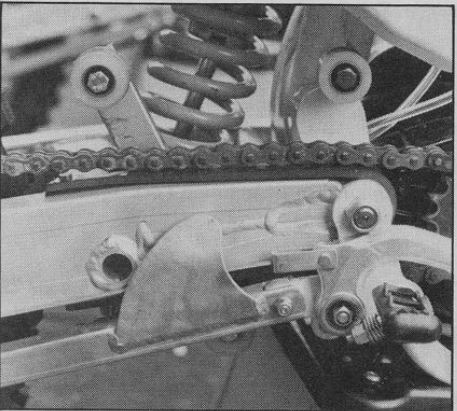
Dirt



□ **Wedge it in:** Enterprising Husqvarna shops, such as Up-Tite Husky, have been able to squeeze the Husky four-stroke motor into the 1985 500CR frame. The carb has to be angled off to the right, but it looks sano.



Kit forks: Micky Dymond's factory 250 Husqvarna comes with Showa forks armed with the Mugen/Sudco kit. Special gull-winged triple clamps allow the shorter Japanese forks to fit on the Swedish bike.



Back in the States: Danny LaPorte's biggest success this year came in Finland with a fourth place on the same day his wife had a baby. Danny's Husky has an aluminum guard to keep his boot off the brake cable, and a frame-mounted chain roller above the swingarm pivot to aid the suspension.



First '86: Early photos out of Sweden reveal the new 1986 Husqvarna 500cc four-stroke. All new for '86, the four-stroke Husky features a single-shock frame, disc brakes, dual exhausts and side-mounted airbox.

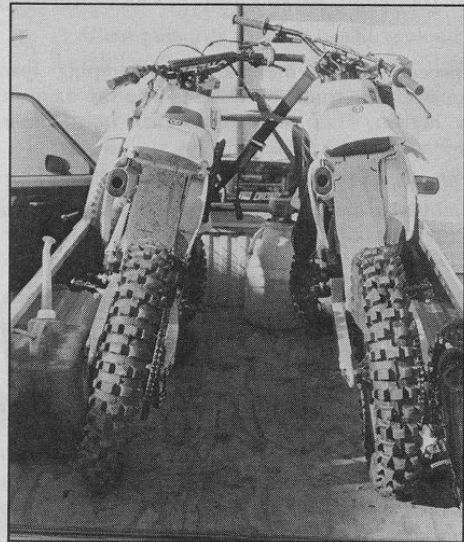


Shift no more: The Husqvarna Automatic has been downplayed over the last few years, but its achievements are still phenomenal. All of the recent National Enduro Championships have been won on Autos, and for 1986, Husky will release a water-cooled 430cc single-shock Auto. It brings back memories of Arlo England and Bo Edberg.



Luc Verbeke

Forever amber: Rolf Tibblin, two-time 500cc World Champion, is back at Husqvarna after a ten-year absence. Rolf is tuning for Jorgen Nilsson on the 250 GPs. Nilsson's works Husky sports Honda forks and brakes.



Elevator shocks: 1985 Husqvarna riders have been changing the length of the rear shock to raise or lower the seat height and improve geometry. Standard practice seems to favor shortening the shock 3mm (left) rather than the stock (right) 13.5 inches of travel. □

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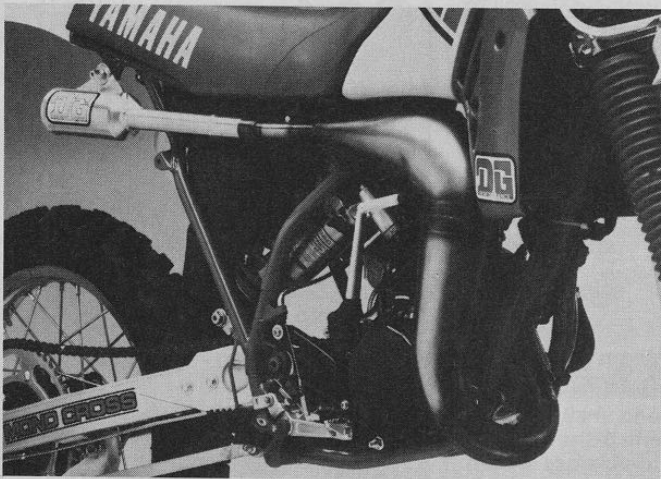


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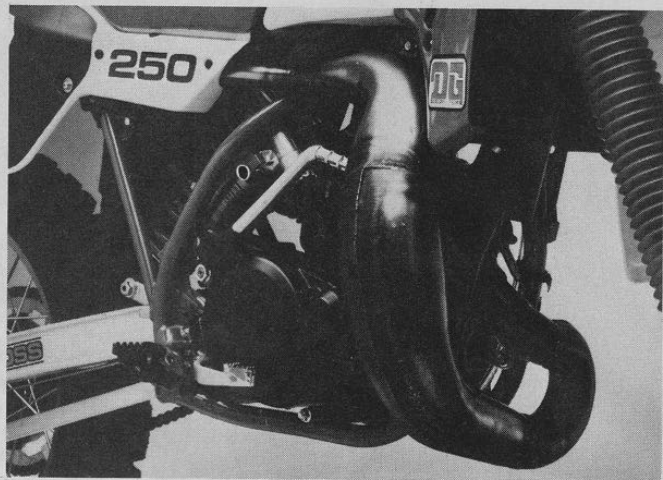
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TURN YOUR MX'E



1985 YZ125N DG TEAM PIPE

We made this pipe to deliver an overall wider powerband, increase top-end horsepower so your 125N will get the drive off the corner for the win \$ 94.95



1985 YZ250N DG TEAM PIPE

This pipe will automatically give your YZ250N an increase in horsepower, more mid-range so you can explode your favorite berm and roost the competition \$109.95

DG TEAM PIPES ALSO AVAILABLE FOR:

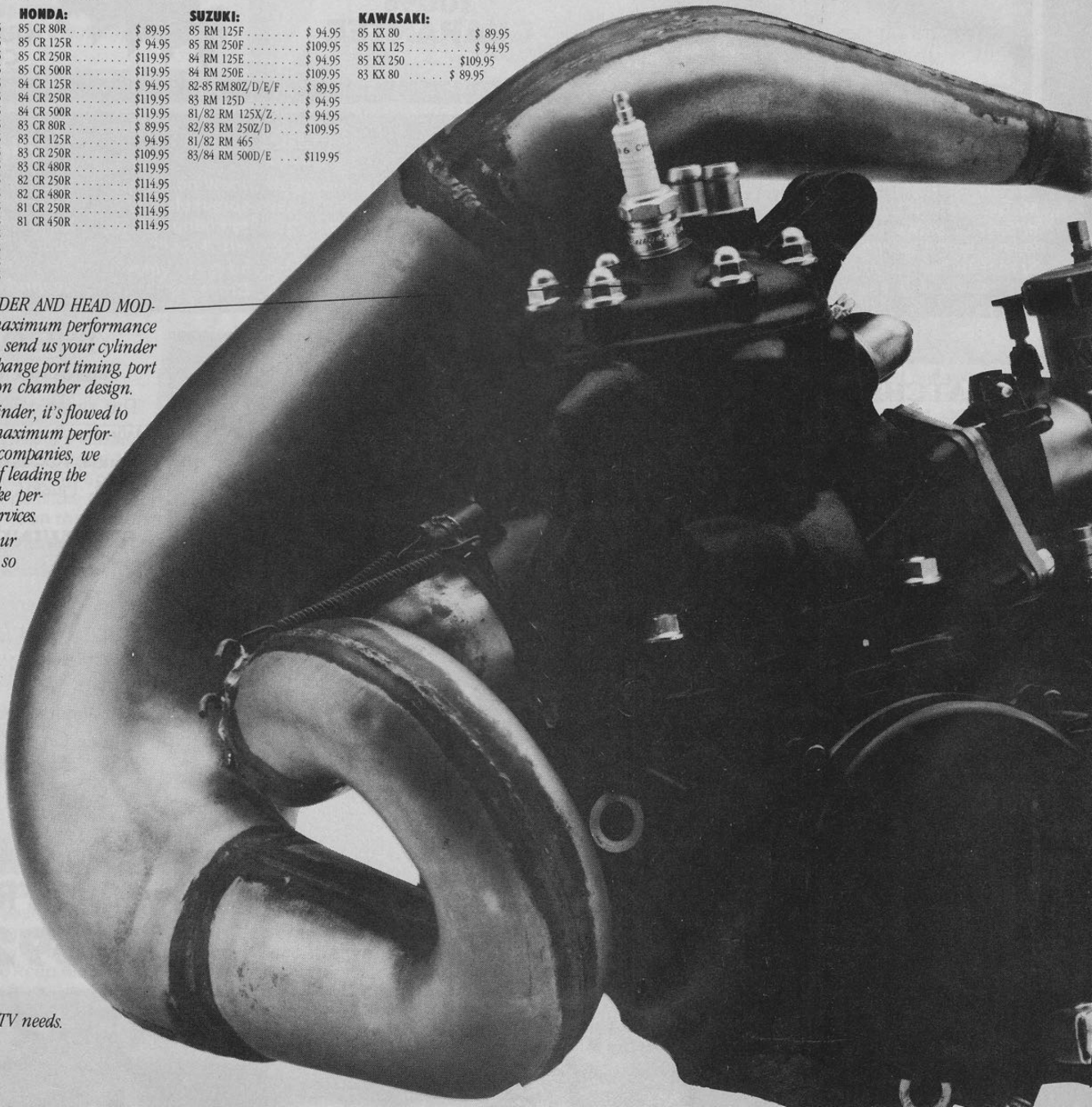
YAMAHA:		HONDA:		SUZUKI:		KAWASAKI:	
85 YZ 80N	\$ 89.95	85 CR 80R	\$ 89.95	85 RM 125F	\$ 94.95	85 KX 80	\$ 89.95
85 YZ 125N	\$ 94.95	85 CR 125R	\$ 94.95	85 RM 250F	\$109.95	85 KX 125	\$ 94.95
85 YZ 250N	\$109.95	85 CR 250R	\$119.95	84 RM 125E	\$ 94.95	85 KX 250	\$109.95
85 YZ 490N	\$124.95	85 CR 500R	\$119.95	84 RM 250E	\$109.95	83 KX 80	\$ 89.95
84 YZ 80L	\$ 89.95	84 CR 125R	\$ 94.95	82-85 RM 80Z/D/E/F	\$ 89.95		
84 YZ 125L	\$ 94.95	84 CR 250R	\$119.95	83 RM 125D	\$ 94.95		
84 YZ 250L	\$109.95	84 CR 500R	\$119.95	81/82 RM 125X/Z	\$ 94.95		
84 YZ 490L	\$124.95	83 CR 80R	\$ 89.95	82/83 RM 250Z/D	\$109.95		
83 YZ 80K	\$ 89.95	83 CR 125R	\$ 94.95	81/82 RM 465			
83 YZ 125K	\$ 94.95	83 CR 250R	\$109.95	83/84 RM 500D/E	\$119.95		
83 YZ 250K	\$109.95	83 CR 480R	\$119.95				
83 YZ 490K	\$119.95	82 CR 250R	\$114.95				
82 YZ 80J	\$ 89.95	82 CR 480R	\$114.95				
82 YZ 125J	\$ 94.95	81 CR 250R	\$114.95				
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POWER-FLO CYLINDER AND HEAD MODIFICATIONS. To get maximum performance for your motocrosser, send us your cylinder and head so we can change port timing, port shape and combustion chamber design.

After we port your cylinder, it's flowed to be sure that you get maximum performance. Unlike other companies, we have over ten years of leading the industry in two-stroke performance parts and services.

Give us a call on our Performance Hotline so we can custom-design a performance package for your motocrosser.

You shouldn't go to the track without it. From \$125.00

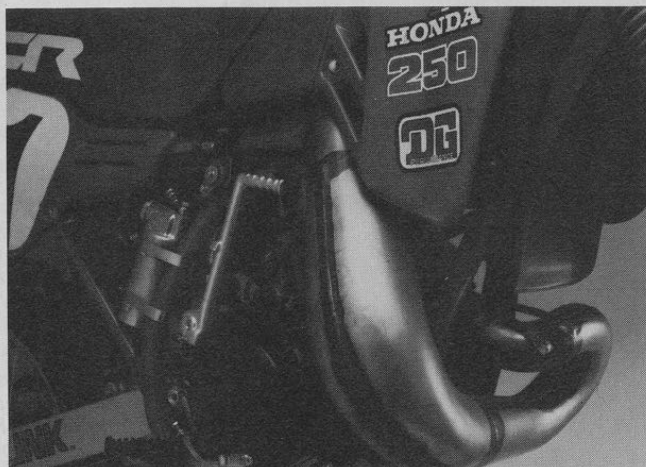


R INTO A MISSILE.



1985 CR125R DG TEAM PIPE

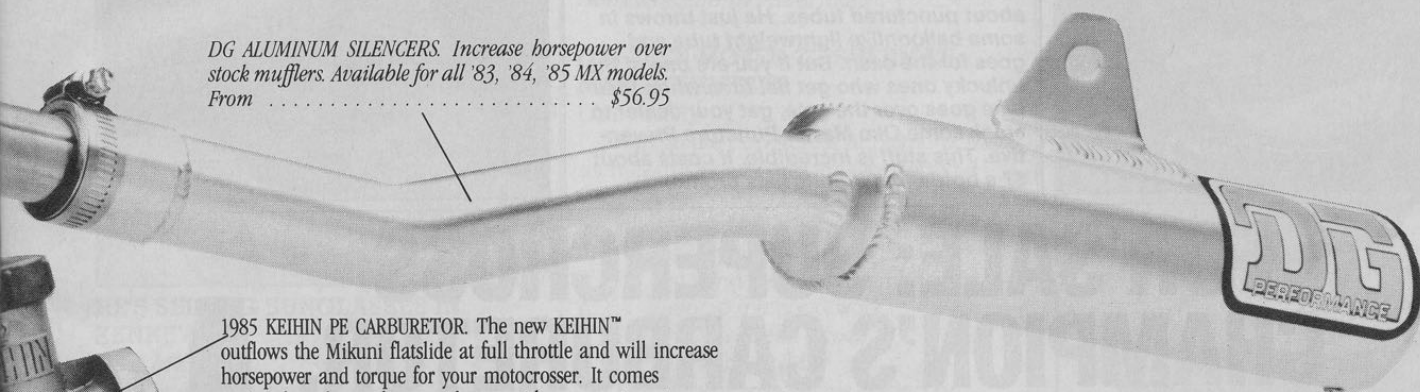
It's designed to increase torque throughout the entire range with a lot more mid and top-end horsepower. Incredible performance with high quality construction. . . . \$ 94.95



1985 CR250R DG TEAM PIPE

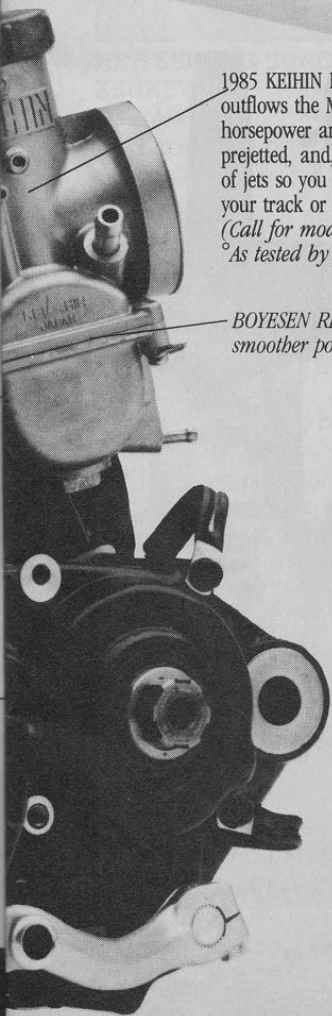
This new pipe boosts top-end power as well as increases mid-range performance. The DG Team pipe also gives you more ground clearance for added reliability. . . . \$119.95

DG ALUMINUM SILENCERS. Increase horsepower over stock mufflers. Available for all '83, '84, '85 MX models. From \$56.95



1985 KEIHIN PE CARBURETOR. The new KEIHIN™ outflows the Mikuni flatslide at full throttle and will increase horsepower and torque for your motocrosser. It comes prejetted, and, we also provide you with an assortment of jets so you can dial it in for maximum performance for your track or riding area.*
(Call for model availability and price)
*As tested by Branch Flowmetrics

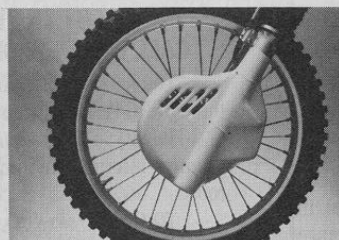
BOYESEN REED KITS. For better throttle response and smoother power delivery. From \$10.95



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One good crash is all it takes to ruin your front master cylinder. High quality solid steel construction. Made in U.S.A. Specify model and color.

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85 RM's	\$ 15.95
84/85 CR's	\$ 15.95
82-85 KX's	\$ 15.95



DG DISCGUARD

Protects your disc from flying rocks, looks totally factory. Fits all disc models (RM, YZ, CR, and KX) \$21.95

DG PERFORMANCE HOTLINE INFORMATION.

TO ORDER, see local dealer, or mail to DG. Specify make & year of bike, products, & price. (CA res. add 6% sales tax). COD, cash, cashier's check, money ord., MC/VISA acceptable. Inc. card #, exp. date, & sample of authorized signature. Freight collect only.

1-714-630-5471 (Inside CA)

DG PERFORMANCE SPECIALTIES, Inc.
1230 La Loma, Anaheim, CA 92806
TELEX 910-181613



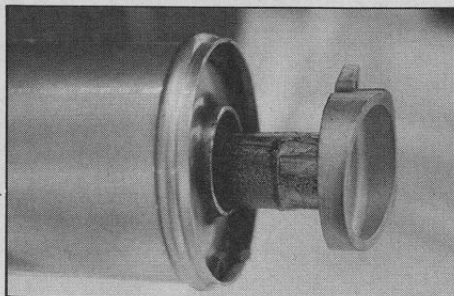
**1-800-854-9134
TOLL FREE**

(Outside CA only)

DG PERFORMANCE
It's our middle name

Ask the MXperts

Mike Van Camp

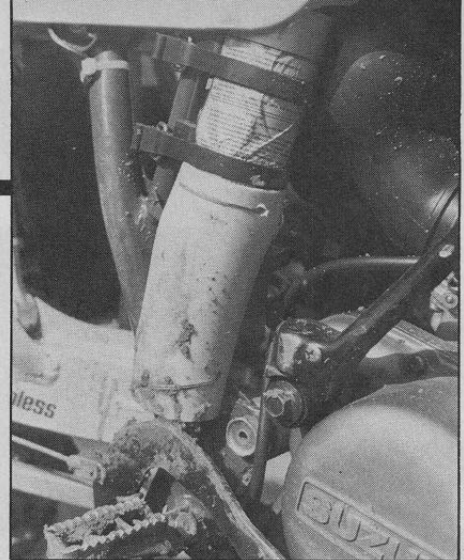


◀ Don't you despise it when you are working on your rear wheel and you have to lay your nicely greased rear axle down in the dirt? The Team Honda mechanics have a handy place to keep their axles when they change gears or tires. They stick the axle into the silencer. No dirt in there.

Ross Pederson showed us this little Suzuki trick. If your boot catches on the RM shock reservoir, make a hard plastic sheath and safety wire it to the bottom of the reservoir and the frame. It lets your boot glide up past the bulky aluminum canister. ▶

◀ When you are splashing through a muddy practice, don't you hate what the water does to your boots? Have no fear. Malcolm Smith distributes a beeswax waterproofing product known as Sno-Seal. Sno-Seal comes in a four-ounce tube and retails for \$2.95 from your local friendly dealer, or, if you buy a pair of Malcolm's boots, he tosses a complimentary pouch in every box.

▶ A real racer doesn't waste time worrying about punctured tubes. He just throws in some balloonlike lightweight tube and goes for the cash. But if you are one of the unlucky ones who get flat tires when their bike goes over the gate, get your dealer to stock some Oko Master Puncture Preventive. This stuff is incredible. It costs about \$7 a bottle, but it ends flats pronto. □



Luc Verbeke



FOR SALE: SUPERCROSS CHAMPION'S CARBURETOR.

The new KEIHIN™ PJ oval valve carburetors are now available! Holeshot acceleration and throttle response to cut lap times and put you in the winner's circle.

KEIHIN™ PJ series carburetors offer the most advanced state of the art technology available in the motocross industry. KEIHIN PJ's provide precise flow metering for maximum horsepower gain and throttle response throughout your engine's power range.

EASY BOLT ON PERFORMANCE

The Advanced oval valve KEIHIN™ comes to you prejetted in kit form and bolts on to your MX'er in minutes. Extra jets are provided for track to track tuning. (30mm carburetors are available in round slide only.)

So whether you race motocross or just want to make your fast machine faster, get the KEIHIN™ PJ Carburetor. It's designed to flatten the competition. The supercross and 500cc national champions proved it.



DG Performance Specialties
1230 La Loma Circle,
Anaheim, Calif. 92806

GET THE HOLESHOT CALL OUR PERFORMANCE HOTLINE

The KEIHIN™ PJ Carburetor is sold exclusively through DG Performance so call us at 1-800-854-9134 or, 1-714-630-5471 (inside California) to order and get more information on how to make your MX'er roost.

TO ORDER, see your local dealer, or mail directly to DG. Specify make of bike, year of bike, product and the price. (Calif. res. add 6% sales tax.) COD, or credit cards (Master Card or Visa) acceptable. Include card number, exp. date, and one sample of authorized signature. Freight collect only.

AVAILABLE FOR:

HONDA

CR 80 '85 30mm... \$ 89.95
CR 125 '85 36mm... \$124.95
CR 250R '85 38mm... \$129.95

YAMAHA

YZ 80 L/N 30mm... \$ 89.95
YZ 125 L/N 36mm or
38mm... \$129.95
YZ 250 L/N 38mm... \$134.95
YZ 490 L/N 38mm... \$134.95

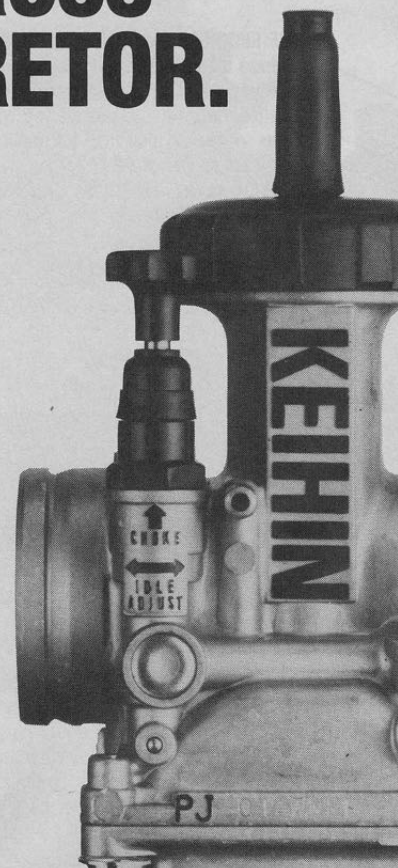
SUZUKI

RM 125 E/F 36mm... \$129.95
RM 250 E/F 38mm... \$134.95

KAWASAKI

KX 80 '85 30mm... \$ 89.95
KX 125 '85 36mm,
38mm... \$129.95

KEI★HIN



Mail Entries

SUBSCRIPTIONS ARE AVAILABLE

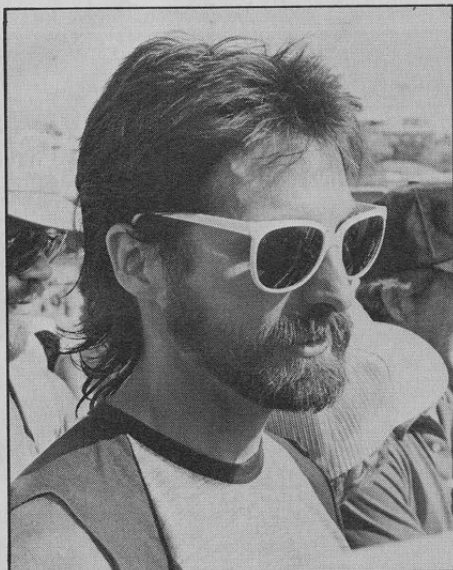
Dear *MXA*,

I love your magazine, but why doesn't it come out every month? Could you please write me back and let me know if I can subscribe to your magazine or not? Thank you.

Scott Brown

Selma, AL

(There is a subscription blank in every magazine. Sorry we can't come out every month, but we are already committed to a once-every-30-days schedule.)



HE'S SELLING SUNGLASSES IN KENNEWICK

Dear *MXA*,

What ever happened to Brad Lackey? Did he die, or is he still racing at the local level?

Randy Smith

Kennewick, WA

(Brad is racing Vet Master events in Northern California.)

SHE WASN'T ON THE LIST, EITHER

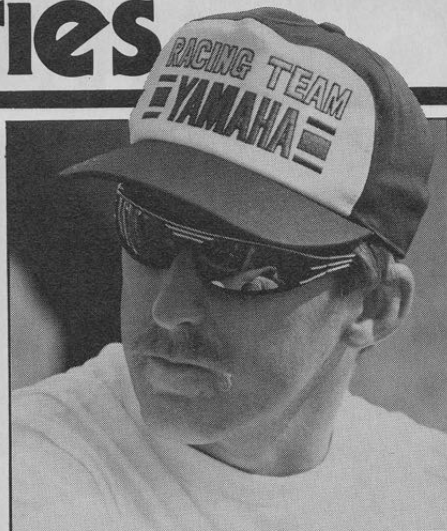
Dear *MXA*,

First let me say I've been a reader of *MXA* for many years, and it is a great mag, but in the July issue there is a list of the nicest guys in motocross, and I think you left one out. . . Danny "Magoo" Chandler. I had the opportunity to meet Danny at the Washougal National in Washington when he still rode for Honda. It was on Saturday, before the race, at the Holiday Inn. He was in the team truck, and I went over and said hello. He was very polite, signed a few autographs, and even let me sit on his works RC500 and have my picture taken with him. He may be wild, but he is a nice guy.

Well, *MXA*, I won't let this small oversight on your part stop me from buying your mag. Just send me "Too Hot Kari," and we'll call it even, okay?

Steve Quinn

San Jose, CA



OH, PLEASE

Dear *MXA*,

Do you know where I can get a hat like Hakan Carlqvist is wearing on page 66 of your February issue?

Scott Stefano

Springfield, PA

(Hakan got his hat from Japan. They are not available in America.)

IT'S BEEN MOVED TO SHERMAN, MASSACHUSETTS

Dear *MXA*,

I went to the Supercross at Foxboro, Massachusetts last July and am wondering if they will be coming back this year. Is there anywhere I can get a schedule of the races in my area? By the way, I love "Jody's Box." It's the first thing I look at when I get my *MXA*. Keep up the good work.

Dana Della Croce

Peabody, MA

(The Supercross series ended on August 17, 1985, in Pasadena. Sorry, no Foxboro this year.)

JUST LEAN TO THE RIGHT

Dear *MXA*,

I own a 1982 Suzuki DR125, and the front tire leans to the left. I've taken it off and tried to fix the shocks. Could you help me?

Aaron Stanyer

Duncan, British Columbia

(Either you have a bent axle or are parked on a hill.)

I LOVE L.A. (COUNTY RACEWAY)

Dear *MXA*,

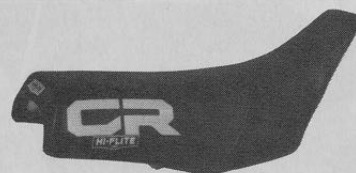
In the June '85 edition of *MXA* you said that L.A. County Raceway is an available facility. I would like to know what is going to happen in the future. My friends and I are very excited about racing there.

Ed Heacox

Agoura, CA

(L.A. County Raceway in Palmdale, California, is willing to hold motocross races and ran several events last year, but hasn't been approached by any of the California clubs to hold sanctioned events. It is there for some enterprising soul to open up). □

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TO: HI-FLITE USA

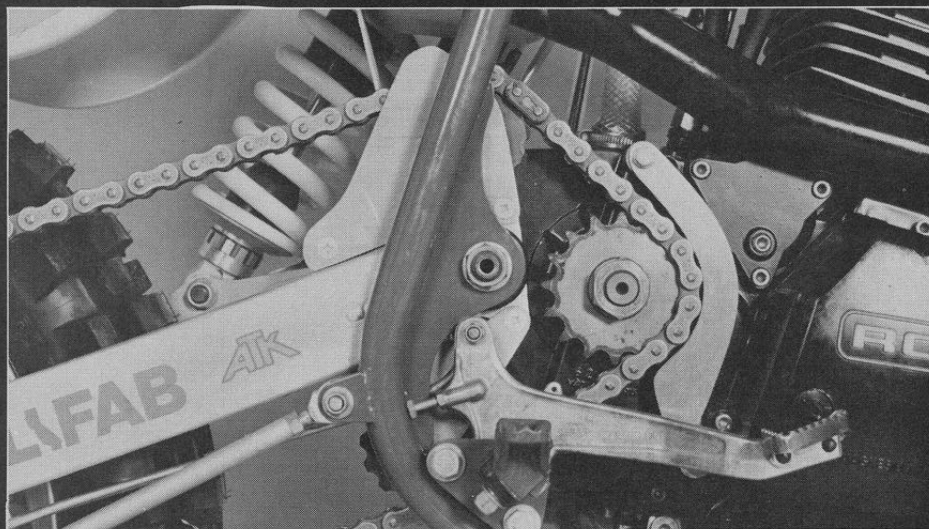
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SANTA ANA, CA 92704

FOR C.O.D. TELEPHONE ORDERS

CALL 714-979-4810

Tricks From The Trade



USE A CHAIN. GO TO JAIL!

My name's Friday. My partner is Gannon. We work Bunco out of the Ramparts Division. The boss is Captain Leitner. This is the city. We work here. We're chain adjusters.

"Joe!" That's my name.

"Yeah, Pete?" That's my partner's name.

"Joe?"

"Yeah, Pete?"

"My name's not Pete. You're thinking of Adam 12."

"Is that right?"

"Yep, Joe, that's a fact."

"That's my line."

"Sorry, Joe."

"That's okay, Bill, just give me the facts."

"We've been canceled!"

"Yeah?"

"Yeah!"

"What about the ATK A-Trak Chain Torque Eliminator? After all, it prevents the engine's torque from being transmitted into the bike's rear suspension."

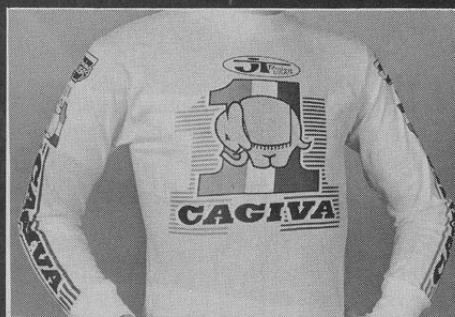
"It got picked up by ABC as a summer replacement."

"ABC, Bill?"

"No, ATK."

"Give me the facts, Bill."

"You can contact ATK at 2650-C Walnut, Tustin, CA 92680; (800)854-4023, code two." Dum de dum dum.



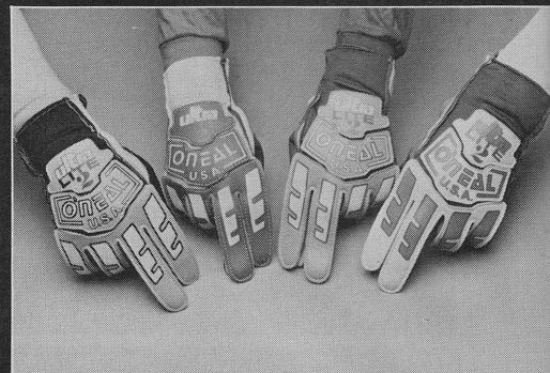
IT'S ZESTY. IT'S CAGIVA. NOW THAT'S ITALIAN!

What are the colors of the Italian flag? We think it's red, white and green, but we don't really know. Cagiva obviously thinks it's red, white, green and gray. What is the national symbol of Italy? It must be the elephant. Again, we don't know, and we don't care either, as long as they don't try to steal the eagle. How do you say cotton in Italian? Lance thinks it is probably "cotton." The guy's a fool. That's French. What do the Italian colors, the elephant and cotton have in common with Italy? None of them can get a muffler for their Fiat, either. Just kidding. They are the proud emblems of JT Racing's new Cagiva jersey. It is also available in a T-shirt. Contact JT Racing USA, Dept. "That's Some Spicy Meatball," 515 Otay Valley Rd., Chula Vista, CA 92011; (619)421-2660.



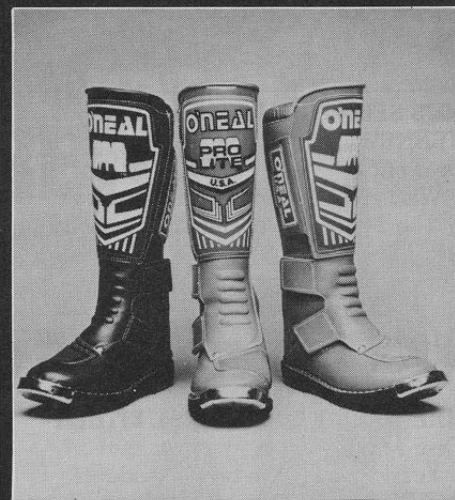
DID CHUCK YEAGER WEAR ONE?

The all-new MXV comes with a top air scoop, accessory RamJet peak, special liner fabric, drain hole and flexible, adjustable and removable mouthguard, and the Russians are hot to get their hands on one. Well, they were until they found out the MXV is a motocross helmet. They thought it was a new version of the U-2 (no, not the band). Arai says you can never get too much ventilation, but obviously they've never lived in the Florida Keys. For more info contact your local dealer or write Arai Helmets, Dept. "I Got the Right Stuff," P.O. Box 421, Tenafly, NJ 07670.



YOURS FOR A SONG

And now the O'Neal Barbershop Quartet will perform for you their rendition of the "Theme Song of the Yellow Pages": Let your fingers do the walking—hold it, Marcel, you're off-key. I can't help it, my gloves are too tight. Here, switch with me; mine are too loose. Okay, are we ready? Let your fingers do the walking through the yellow—wait a minute. These gloves aren't available in yellow. Sure they are. You can get them in blue/white, blue/red, white/red or blue/yellow, but all those colors won't fit in the song... To hear the rest of the song, contact O'Neal USA, Dept. "Where Can Your Thumbs Walk?" 9555 Owensmouth Ave., Chatsworth, CA 91311; (818)998-1049.



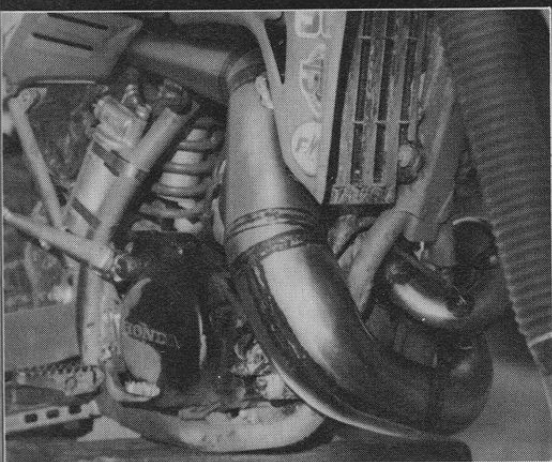
SPECIAL OFFER FOR THREE-LEGGED RIDERS

O'Neal USA is always trying to seek out that special-interest group that no one else in the motocross market has touched. Okay, so somebody beat them to the pink market. And they got snuffed in the outside-shoulder-pad race. But nobody, and we mean nobody, has tried to dominate the three-legged motocross market like O'Neal. If you have three legs, then the new O'Neal Pro-Lite boots are specially designed for you. Available in tasteful red, blue and black, the retail price is only \$134.95. But there must be some error, because for \$134.95, you only get two boots. Call them and find out how much that third boot costs. O'Neal USA, Dept. "Do They Come in Pink?" 9555 Owensmouth Ave., Chatsworth, CA 91311; (800)423-5002.



DO YOU KNOW YOUR BRITISH BIKES?

This is veddy, veddy British, tally-ho, stiff upper lip and all that jolly rot. I say, Clive, but do you remember the DOT? Yes, old chap, the DOT. It had a Villiers motor made by those lads up in Shrewsbury, quite a bully powerband. Hello, Watson, what's this? Motor Vehicle Brake Fluid for DOTs? How divine! Oh well, cheerio and all that bloody rubbish. For more info on brake fluid for DOTs, contact Bel-Ray, Dept. "Lord Chauncey Buckles-Uppston," 10015 Muirlands Blvd., Suite G, Irvine, CA 92714.



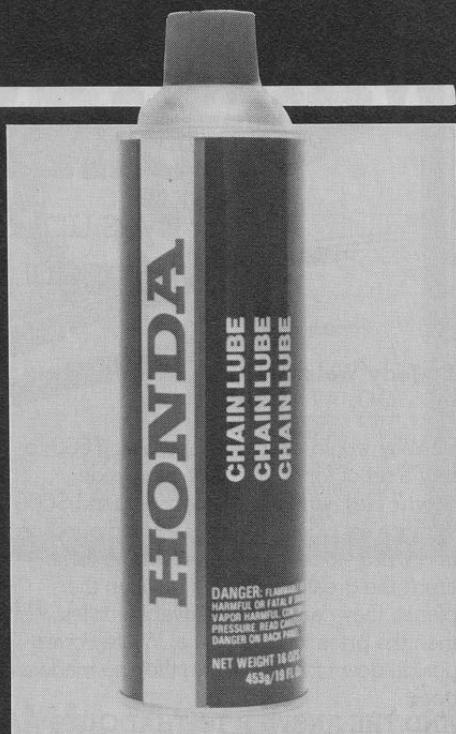
TWISTED MISTER

Tired of getting those attacks of hunger during a big moto? Does the growl of your stomach at the starting line make the other riders think you're overrevving your engine? Now there's the Pretz-o-Matic, from Ronco. This fantastic tool is a combination CR500 pipe and pretzel maker in one. Imagine, you just pour in the pretzel dough, ride a moto, and the heat from the engine automatically bakes pretzels perfectly every time. The unique shape also gives an extra 2½ inches of ground clearance. Be the first on your block. Amaze your friends. Gain weight. Order yours today through FMF, Dept. "Who Broke My Kickstarter?" 1430 W. 259th St., Harbor City, CA 90710; (213) 539-6884.



IS THIS THE LONGEST NAME ON EARTH?

Are you ready? Forget all that "Suzy sells seashore" stuff and plug your pied piper ear plugs into this tongue twister of a trademarked title. Hondaline's Pro-Honda Hawk VS Helmet. "Say, bud, what kind of helmet is that?" asks your pal Joey. "Man, don't you know nothin'?" This is a Hondaline Hawk Pro-Honda SV Helmet, er, a Hawkline Pro-VS Hawk Honda helmet. . . . No, let me rephrase that. It's a Hondaline, Pro-Honda, Hawk VS helmet, except that you say it all at once, with a slight Belgian accent, just like Roger DeCoster." To get a Honda-Pro Hawk Hondaline VS helmet with Kevlar construction and wind-tunnel-tested venting, contact your Honda dealer or Hondaline, Dept. "That VS Thingie," P.O. Box 50, Gardena, CA 90247.



REPEAT IF NECESSARY

If it says Honda, Honda, Honda on the label, label, label, you can use it, use it, use it on your cable, cable, cable. This is Honda's new Chain Lube, Chain Lube, Chain Lube. We asked the guys at Honda why they did their label like that. Their answer was, "Like what, like what, like what?" We left in a hurry. For three times more information than you need regarding this product contact American Honda Motor Co., Inc., Dept. "Repeat the Nicest People on a Honda," P.O. Box 9000, Van Nuys, Ca 91409, or see your local Honda dealer.



IT'S HIGH TIME

It's about time those guys at Hi-Point wised up. What's a company with a name like Hi-Point doing making tires, boots and pants? Your high point is supposed to be your head—if you're using correct riding techniques. So they've finally realized the error of their ways and introduced a product for your head. These goggles feature Lexan lenses, urethane frames,

and a wide strap. Lots of replacement lenses are available, and the goggles can be had for \$13.95 suggested retail price, in eight color combinations. They are available at your local dealer or through Hi-Point Racing Products, Dept. "Truth in Advertising," 3709 W. Erie Ave., Lorain, OH 44053. Tell them your high point was prom night. □

DUTCH TREAT

WHITE POWER FORKS: WORTH \$600?

Why is upside down really
right side up?

By Jody Weisel

□ Why would anyone spend over \$600 to buy a set of forks that are built upside down? Hey, why would anyone spend \$600 to buy a set of forks? That is a good question, and while stock Kayaba and Showa forks aren't the greatest working units on the planet, they can be made livable for less than the price tag on a set of White Power upside-down forks. But can they be made as good?

AND THE ANSWER TO THAT QUESTION IS THE WHOLE BALL OF WAX

No, stock 43mm Showas and Kayabas cannot be made as good as White Power 4054 forks. That doesn't mean that the Dutch-made upside-down forks will turn you into a winner, but there are definite advantages to having your forks turned inside out.

WHAT ARE THEY AND WHO KNOWS ABOUT THEM?

Upside-down forks are more rigid, and they are especially sturdy (thanks to increasing fork leg/slider overlap) when the going gets rough. The extra rigidity in the triple clamps and legs makes upside-down forks turn faster and quicker than conventional forks. Deceivingly, White Power 4054 upside-down forks are also two pounds lighter than stock Japanese forks.

Who uses upside-down forks? Two out of the last three World Champions depended on upside-down forks. Brad Lackey used the original Simons upside-down UDX forks to win the 1982 500cc World Championship, and Hakan Carlqvist, the 1983 World Champion, is currently using Ohlins upside-down forks on his works Yamaha.

OKAY! THEY WORK. BUT ARE THEY WORTH THE MONEY?

First, go look in a mirror. If the reflection you see is of a rider who is being held back by his equipment, then you have reached stage one. Now open your wallet. Would it be better served by spending \$49 for an ATK kit for your stockers? Could it swing for \$285 for the Showa/Sudco kit? Or is it so jam-packed that it needs to be emptied to make more room for today's bonanza? If you are in the latter category, you have reached stage two.

Okay, walk over to the phone and call White Bros. Cycle Specialties at (714)895-1991 and tell them you want to order a set. They'll tell you that there is a waiting list, that the forks are hard to get, and that you'd



Under heavy loads, the White Powers track straight. With the sliders on top and the legs underneath, the binding, twisting and flexing forces are better contained.



Yes, Virginia, they are upside down but being upside down didn't stop Brad Lackey, Hakan Carlqvist or Danny "Magoo" Chandler from using them. At least three suspension companies (Simons, Ohlins and White Power) have staked their reps on turning the world inside out.

better be sure you really want to spend over \$600 bucks. The Whites are nothing if they aren't honest.

THE GOOD STUFF

Upside-down forks are rigid. Upside-down forks make sluggish bikes turn quicker. Upside-down forks are lighter than conventional forks. Upside-down forks have very sophisticated damping.



Two pounds lighter than stock Kayaba or Showa forks, the first thing the testers noticed was the airy front end. The increased rigidity also means ultra-precise steering response.

THE BAD STUFF

Upside-down forks cost \$600 (unless you own a KTM or ATK, in which case they come stock). If you blow a fork seal on an upside-down fork, the oil blows out all over your disc. Upside-down forks are harder to work on. Upside-down forks don't have oil drain holes.

For more info contact the White Bros., 11750 Seaboard Circle, Stanton, CA 90680; (714)895-1991. □

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☐ red ☐ blk ☐ blu ☐ wht Sizes 5-13

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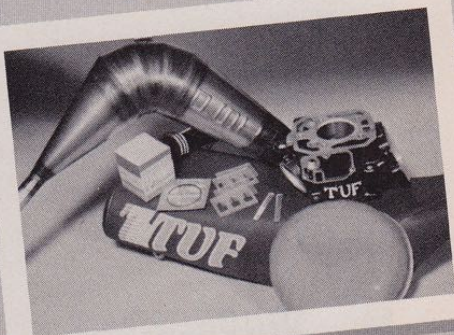
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☐ red ☐ blu ☐ wht ☐ yel ☐ grn
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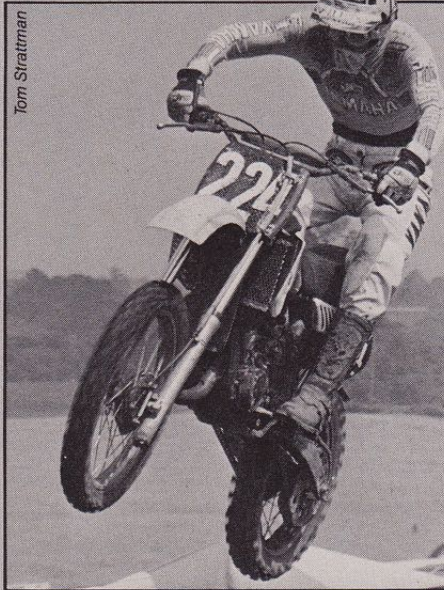
order \$20.00, sent Freight Collect. 3. Personal check payment—allow 30 days before shipment. 4. Illinois residents add 6% tax. Foreign orders add 10%.

AS IT WAS & EVERMORE



Dan Boyd

1. With National numbers 17, 19 and 9, this factory rider's fame ended in 1974. Who is he?



Tom Stratman

2. Sensational rookie rides turned this Yamaha rider into an instant star. He jumped factories the next season. Name him.



3. Never able to duplicate his minicycle fame, this rider left the United States for a while. Who is he and where did he go?



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GRANDES DESIGN

SHALL BE

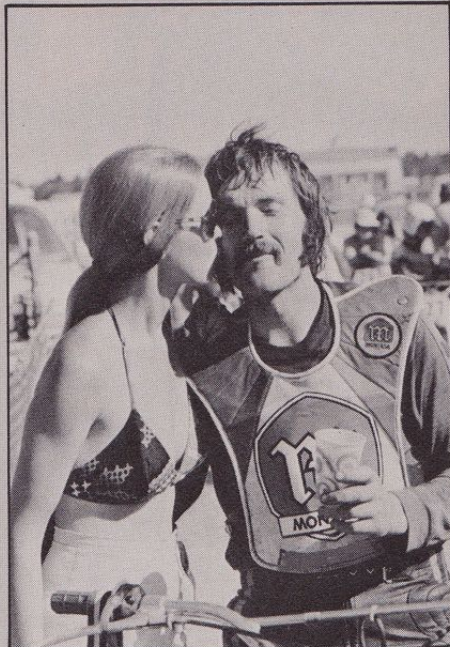
Do you know me?

☐ If you have a choice between being famous or rich, take rich every time. Fame is temporal. You achieve stardom within a specific time frame, and once that era, generation, subculture or group moves on, your

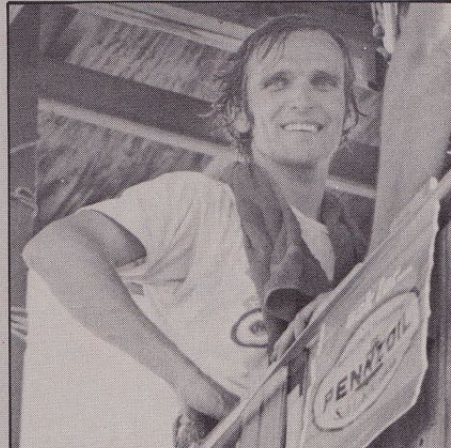
claim to fame moves out. Money goes just as quickly, but it always comes back to haunt you in the form of an IRS agent. These motocrossers were famous. (Some were rich.) Do you know them?



4. A top-notch minicycle racer, promising 125 pro, speedway racer and engine builder, his initials are part of his company's name. What are his company's initials?



5. Montesa sponsored this Finnish rider. Name him.



6. He came. He saw. He conquered. He left. He who? ☐

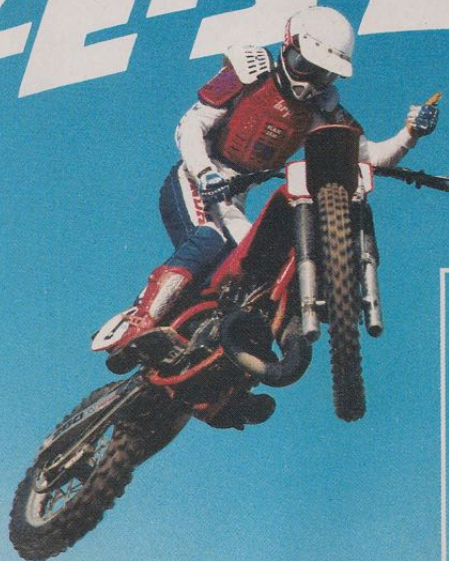
ANSWERS: 1. With factory Yamaha, Honda and Can-Am rides, DelWayne Jones lived in the shadow of his younger brother Gary. 2. Ron Lechien came out of the NMA ranks to win the last two Nationals of 1983. He switched to Honda for 1984. 3. Brian Myeracough raced in South Africa in 1984 before returning to America. 4. Dave Miller, formerly the owner of Miller Moto, now runs Dave Miller Concepts (DMC). 5. Peter Lampku. 6. Pierre Karsmakers.

OH BOY-Y-Y-E-S-E-N!

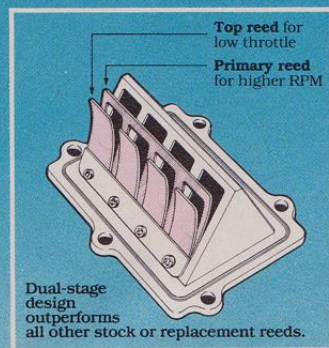
Give your bike the feel of Boyesen reeds... and you'll never go back!

It takes only minutes to replace your stock reeds with dual-stage Boyesen reeds. Then it's time to test our claims of quicker throttle response, increased flow, and more power.

Roll the throttle, and at low RPM, the softer top reed opens easily, giving you low-pressure response you've never had before. Gas it, and the more rigid primary reed works in tandem to provide the higher flow velocity and faster closing needed at mid-range and high RPM.



"I won't race without Boyesen reeds!"
Bob Hannah



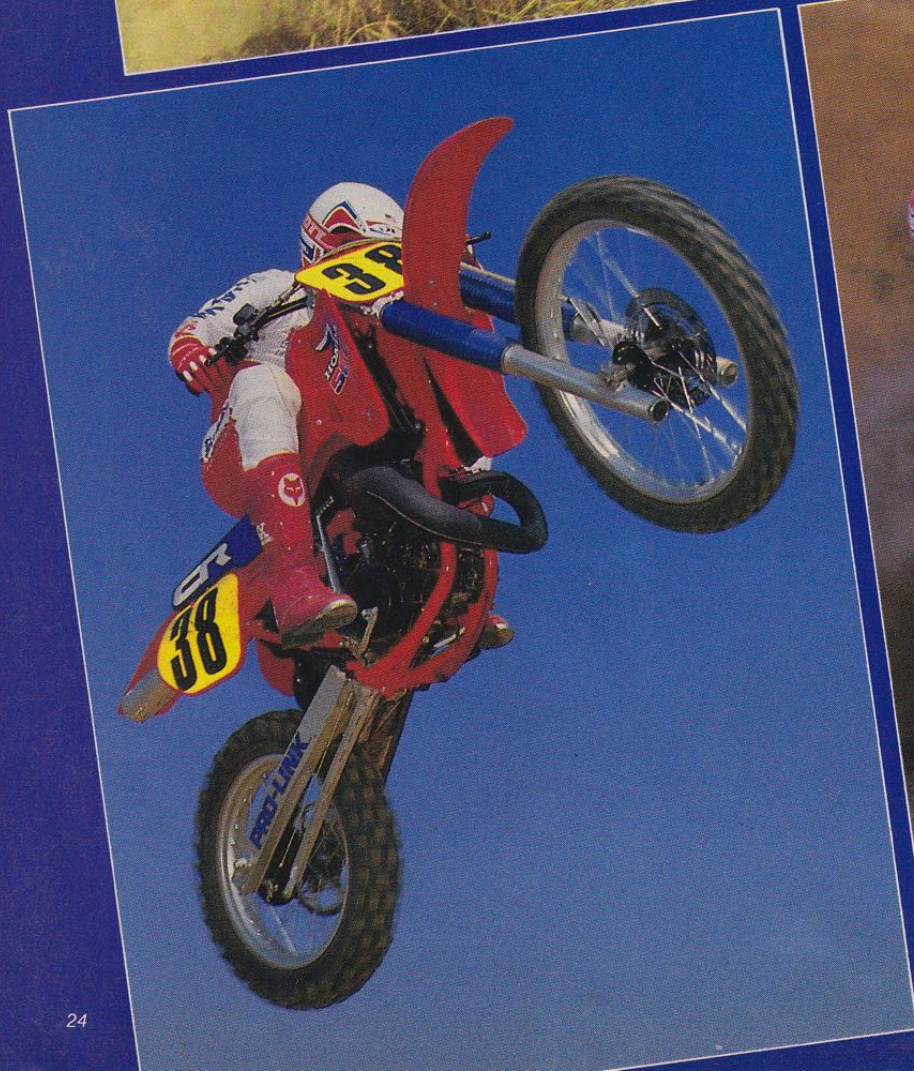
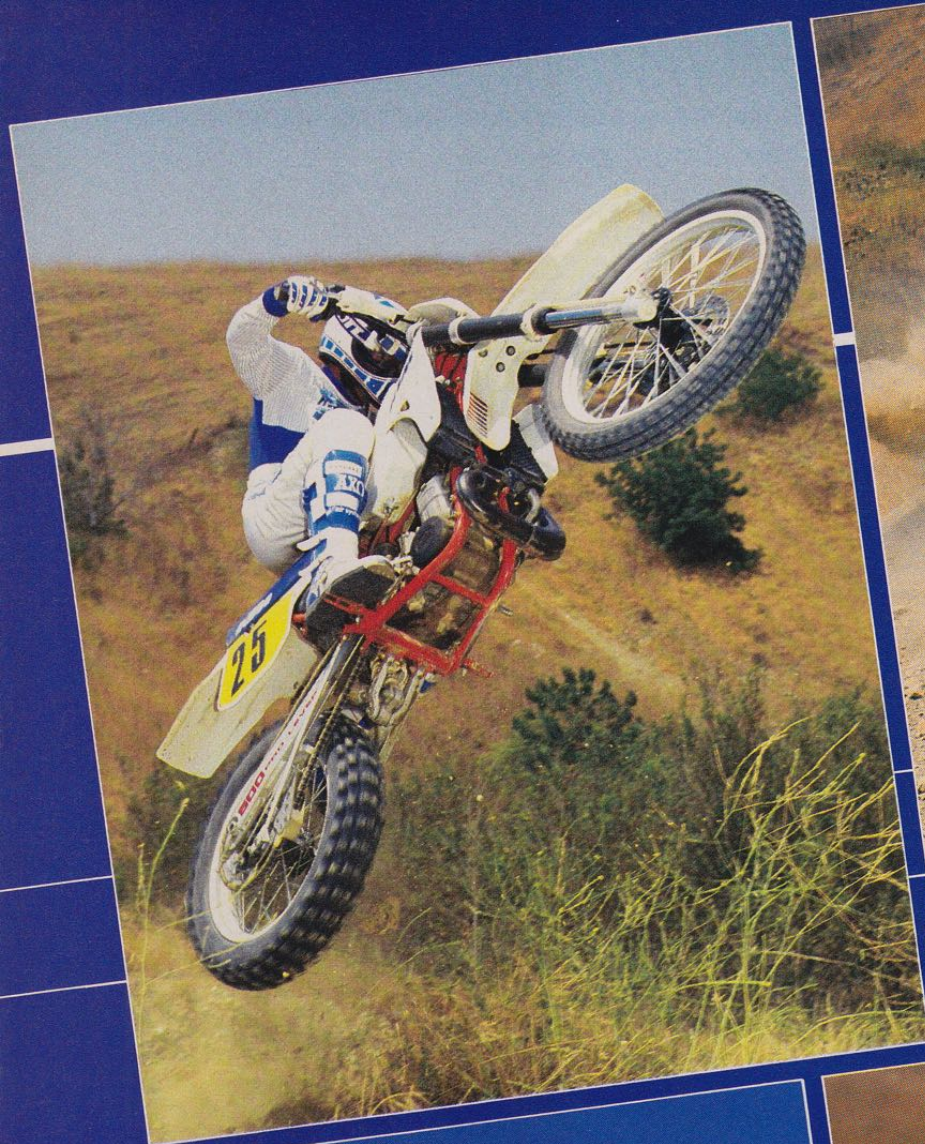
Now, go for the gears! Your bike feels more alive and alert. More powerful. Younger.

That's the moment you know what the winningest racers and most satisfied riders know. Everything you've heard about the feel of Boyesen reeds is true. And you also know something else. **You'll never go back.**

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Photo courtesy of Dirt Bike

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MXA OPEN CLASS SHOOTOUT

500s: THE \$3000 QUESTION

Cagiva WMX500 vs. Honda CR500R vs. Husqvarna 500CR vs.
Kawasaki KX500 vs. KTM 500 vs. Yamaha YZ490N vs. the wrecking crew

□ Everybody wants to buy a winner! Yet in the 500 class for 1985 it is hard to find the superbike. Between the Cagiva WMX500, Husqvarna 500CR, Honda CR500R, Kawasaki KX500, KTM 500 and Yamaha YZ490N there is perfect power, perfect handling and perfect suspension, but not necessarily on the same bike. To buy a winner you have to make the right choices, pick the bikes with strengths that compensate for your weaknesses, and with weaknesses which your strengths can overcome. In the Open class that is the \$3000 question.

HOW TO PICK THE BEST

Trying to pick the best Open class bike when your local dealer won't let you ride it first, is like going on a blind date with a girl your buddy describes as having a "nice personality." You just know there's going to be something wrong with her. When you plunk down your hard-earned cash on a 1985 500cc motocrosser, you are going on a blind date. It isn't until you take her out to the track that you find out whether this is going to be the best date of your life or one for the horror file. Have no fear!

THE WRECKING CREW TO THE RESCUE

Luckily, prior to your accepting that blind date with an Open bike, the MXA wrecking crew is going to reveal the bikes' flaws before you watch your bank balance plummet.

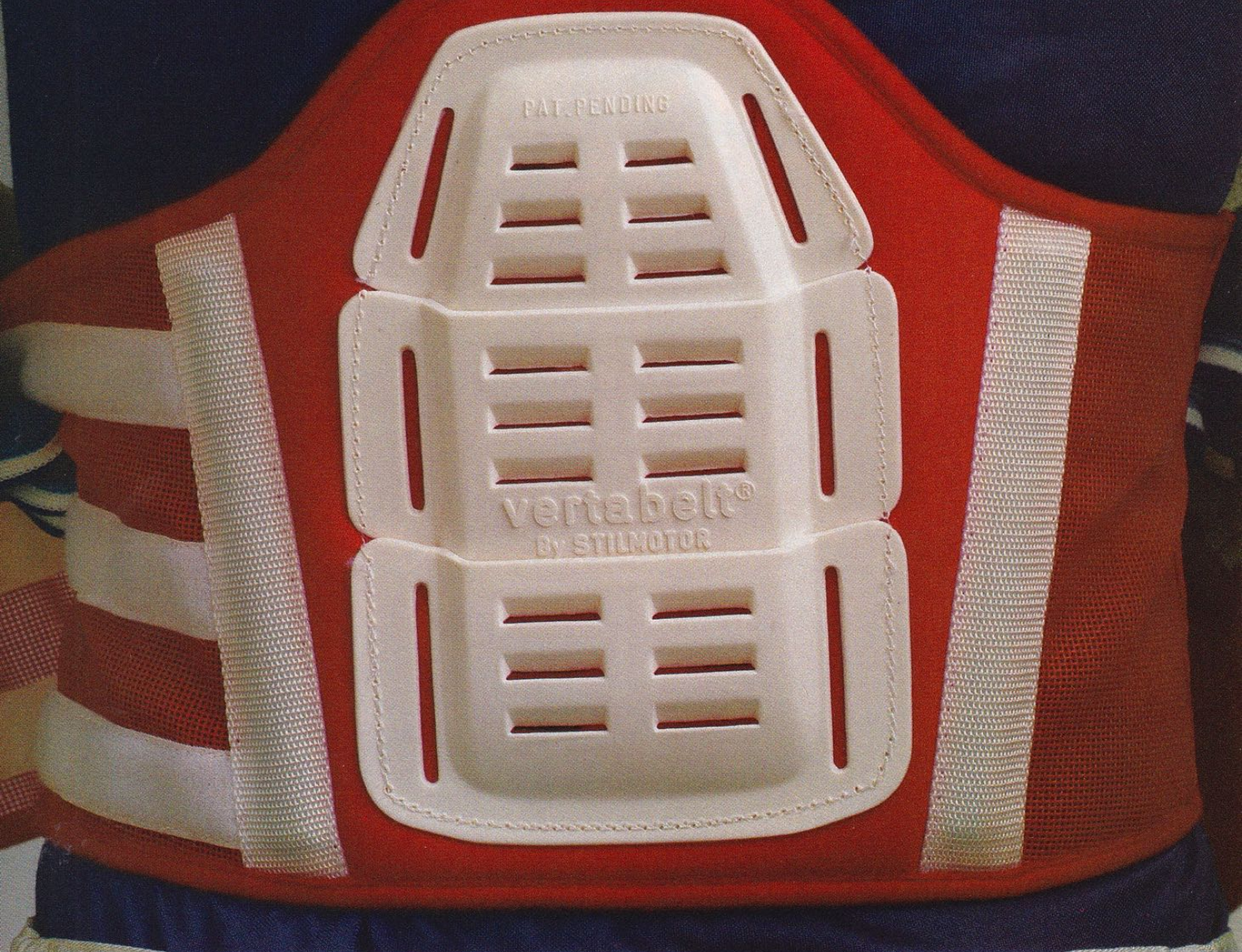
EXPLAIN THE \$3000 QUESTION AGAIN

If you want to know what the best Open class motocrosser is, you are going to have to pay \$3000 to find out. That is the entry fee to seek out the best bike. No, they don't all cost \$3000, but the ones that cost a mere \$2500 are going to need \$500 worth of refurbishing. And a few that cost more



VERTABELT

A modern approach to an age old problem



The Hallman design team really bent over backwards this time and we are proud to present VERTABELT, the finest back support/kidney belt in the industry. We thought it was about time to go beyond simple kidney belt designs and create a device specifically for the competitive rider. VERTABELT features an injection molded 'verta-spine' to give more lateral support and to keep bulk to a minimum.



New VERTABELT packaging.



VERTABELT utilizes VELCRO® closures for maximum comfort and efficiency.

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Racing is a dangerous sport and no claims are made that this product will prevent any injuries.

500s

than \$3000 in stock trim can't be fixed even with an influx of bucks. The \$3000 question is, if you have to spend \$3000 to get the most competitive Open class motocrosser around, what would you end up with? Honda? Yamaha? Kawasaki? KTM? Husqvarna? Cagiva?

AND THE ANSWER IS...

To be revealed!

POWER OUTPUT: THREE GOOD AND THREE PRETTY GOOD

Power output is the amount of ponies the engines put out. It doesn't mean that the power is always manageable, transferable, or within the realm of human joint construction to hold on to, but it is a measurement of get-up-and-go.

Yamaha, Husqvarna and Honda put out the biggest chunks of power. The Yamaha does it with a mid-range-and-up revver, while Husky and Honda depend on a hard hit and some serious grunt.

KTM, Kawasaki and Cagiva all make strong, healthy Open class vibes, but in a 100-percent traction situation they give away some white eyeball acceleration to the YZ490, Husky 500CR and Honda CR500R.

POWER OUTPUT

1. Yamaha YZ490N
2. Husqvarna 500CR
3. Honda CR500R
4. KTM 500
5. Kawasaki KX500
6. Cagiva WMX500

POWER MANAGEABILITY: A SURPRISE WINNER

Power manageability is the spread, breadth, width and usability of the motor's vibes. Some motors are low-end powerbands (Husqvarna, Honda, Kawasaki and KTM), some are top end (Yamaha), but only one has low end, mid-range and top end. The surprise winner of the power manageability category was the Italian-made Cagiva WMX500. It was a tractor—smooth, steady and broad. A dream to use.

Yamaha had the second best motor, thanks to a powerband that starts in the mid-range and revs across the stratosphere and into the lunar orbit. KTM and Kawasaki produced good low-to-mid-range powerbands that were responsive, quick and excitingly smooth. On the other hand, Husqvarna and Honda went for the blast. The 500CR and CR500R hit brutally hard and rocketed through a quick low-to-mid-range powerband with frantic haste. Fast, but hard to ride.

POWER MANAGEABILITY

1. Cagiva WMX500
2. Yamaha YZ490N
3. KTM 500
4. Kawasaki KX500
5. Husqvarna 500CR
6. Honda CR500R

HANDLING: THREE LOSERS

Handling is the chassis' ability to turn, carve, jump, leap and track through rough stuff. It is not separable from suspension, but in a true scientific evaluation the chassis'



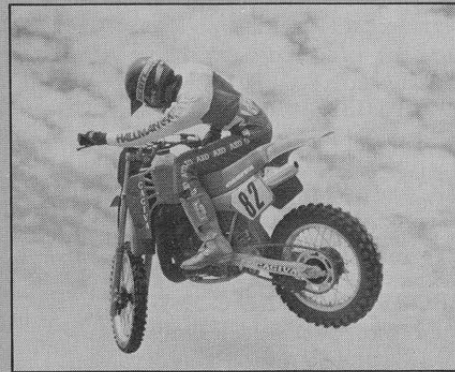
Whatever you want: Honda has handling down pat. With a slight tendency to headshake in whoops, the CR500 makes up for any flaws with accurate steering and precision maneuvers.



Light flight: Slim, light and feathery, the KX500 can do almost anything—except make tight turns on hard, flat corners. The front end pushes. That is the greenie's fatal flaw.



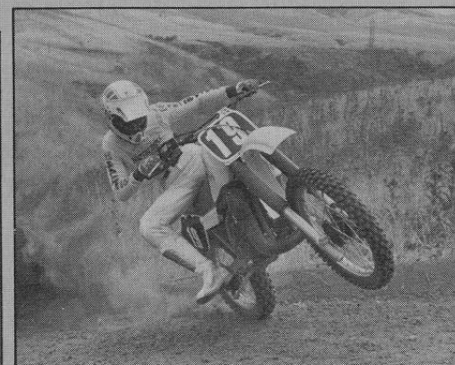
Rock me gently: KTM has a good-handling bike, courtesy of its rigid and ultra-fine forks. Lack of rear shock rebound damping and a fragile pipe hamper its overall rating.



It's so big: Cagiva's WMX500's most objectionable flaw is its height. The front end has a bad habit of pushing, caused by the rising-rate's sagging.



Big Brother: A good straight-line handler, the Husqvarna 500CR doesn't do anything right on a tight, twisty or rutted course. It is a handful.



Bulbous tanker: the YZ490's gas tank and overall feel tend toward the obese, but handling isn't compromised. A steady performer with bad suspension.

responses must be isolated to determine which bike handles the best.

Three of the six Open class behemoths we tested failed to handle up to modern American motocross standards (which means quick, sharp precise reactions). Kawasaki, Cagiva and Husqvarna were cranky handlers. The Kawa and Cagiva both pushed the front end through hard, flat turns. Steering response left a lot to be desired. The tendency to wash the front end, instead of tuck and go, is a fatal flaw because handling is hard to fix. Husqvarna didn't push the front end as badly, but other than straight-line stability, it was not a very coordinated handling package. It just flat didn't want to do what the rider wanted it to without excessive use of force.

The three excellent-handling bikes were

the Honda, Yamaha and KTM. The Honda was by far the quickest and sharpest, with the Yamaha and KTM not far behind. On fast sand tracks the quick handlers had a tendency to shake the steering head, but their responsiveness more than compensated for that.

HANDLING

1. Honda CR500R
2. Yamaha YZ490N
3. KTM 500
4. Kawasaki KX500
5. Cagiva WMX500
6. Husqvarna 500CR

REAR SUSPENSION:

ONE WINNER AND FIVE RUNNERS-UP

How good is the rear shock? How much would it take to bring it up to snuff? Can it be fixed? Does it kick? Those are the impor-

tant questions. The Kawasaki KX500 has the best rear suspension of the six bikes tested. The KX500 was smooth, precise and well sprung in comparison to the competition. KTM was second, with an excellent White Power piggyback single shock. Spring rate was good on the KTM, but rebound damping was on the light side. Cagiva's Ohlins shock was third best, although the damping rates could be better dialed in, and the linkage's rising rate was wrong.

Further down the spectrum of rear suspension came the Husqvarna, Yamaha and Honda. The Husky is fixable with a stiffer spring and heavier compression and rebound damping, but the YZ490 and Honda CR500R probably need accessory shocks to rise to the standards set by the other four competitors.

REAR SUSPENSION

1. Kawasaki KX500
2. KTM 500
3. Cagiva WMX
4. Husqvarna 500CR
5. Yamaha YZ490N
6. Honda CR500R

FRONT FORKS: NO CONTEST

Front forks come in all sizes and varieties. They also come with all sorts of valving, damping, spring and flex problems. Only one of the six Open bikes adequately resolved its fork problems, and that was KTM. The Austrian factory opted to put White Power upside-down forks on their white knight. These are the best forks made, and they stand head and shoulders above the other mishmash of Showa, Kayaba, Marzocchi and Husky forks in the test.

The Honda CR500R has the second best forks, although it is a distant second. Kawasaki is third, with soft springs and too light rebound damping. Yamaha takes a qualified fourth place. The Yamaha forks are totally out of sync. Damping is horrid, spring rates are atrocious and the complete unit is a loser, but because they are standard-issue Kayaba 43mm, the fixes are well known. Husqvarna could have passed up Yamaha, but the 40mm Husqvarna home-grown units suffer from soft springs and no rebound damping. They are not standard issue in design and are thus harder to fix. Cagiva has pogo-stick Marzocchis. They score last with exceptionally wimpy forks.

FRONT FORKS

1. KTM 500
2. Honda CR500
3. Kawasaki KX500
4. Yamaha YZ490N
5. Husqvarna 500CR
6. Cagiva WMX500

BRAKES: THREE GOOD AND THREE EUROPEAN

When you get an Open bike up to speed and want to stop, you want to stop now! Honda, Yamaha and Kawasaki can do that. Super front discs on all three, and various grades of rear brakes bring the Japanese Open class bikes to a halt in a hurry.

On the three Euro bikes the task isn't as

cut and dried. To some extent all of the Euro bikes have the same front brake system, but with slightly varying componentry. Brembo is the main contributor to the front discs of all three. Husqvarna is fourth, by virtue of a strong rear brake, and KTM trails in last because of its technologically advanced but functionally deficient double-leading-shoe rear brake. Nice thought, but no feel.

BRAKES

1. Honda CR500R
2. Yamaha YZ490N
3. Kawasaki KX500
4. Husqvarna 500CR
5. Cagiva WMX500
6. KTM 500

ERGOMETRICS: GETTING BETTER

Ergometrics is the science of man's relationship to the things around him. On a motorcycle that means the seat, bars, shift lever, side panels, clutch and brake controls. Kawasaki leads the ergo parade with a nice, slim, and easy-to-fit-on Open class bike. KTM is second with another light and slim

machine.

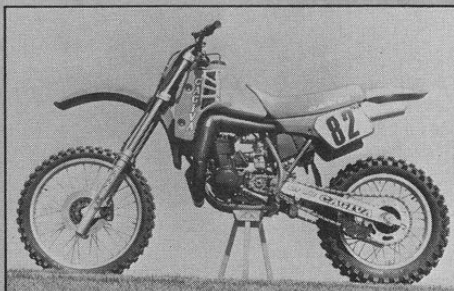
After the first two bikes, the pack starts adding some beef. Honda is third with a porcine gas tank and low bars. Yamaha is fourth with a machine that oozes bulk. It is big not not objectionable. Husqvarna and Cagiva trail the pack with tall and hefty bikes. Tall is a definite disadvantage when you are trying to fit the public.

ERGOMETRICS

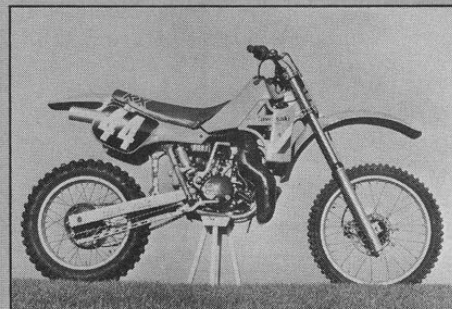
1. Kawasaki KX500
2. KTM 500
3. Honda CR500R
4. Yamaha YZ490N
5. Husqvarna 500CR
6. Cagiva WMX500

THE LEMON FACTOR REVEALED

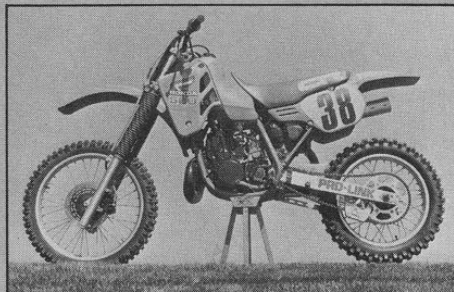
If you have been paying attention throughout this test, you have noticed that the Honda CR500R won the handling and brake categories. Yamaha scooped first prize in power output, while Kawasaki garnered the trophy in rear suspension and ergometrics. KTM copped front forks, and Cagiva upheld Ital-



Old blueprints: Cagiva wanted to have a complete line, so they rushed the WMX500 into production, but it is an old design hampered by poor forks and last year's rising rate.



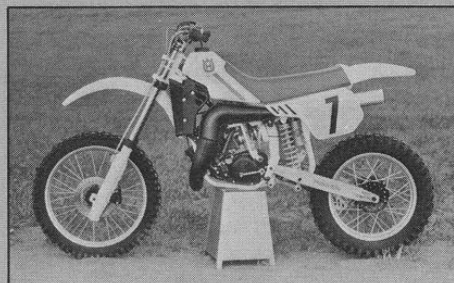
On the move: Kawasaki's KX500 could use better forks, a tighter steering geometry and more top end, but it is neatly made and thoughtfully designed.



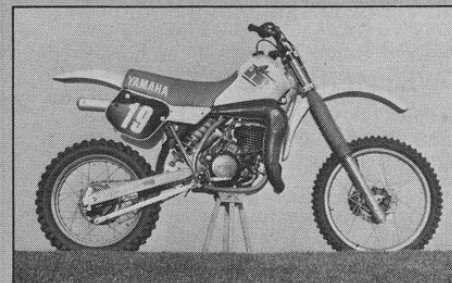
The missing link: Except for the rear shock, the Honda CR500R is the strongest hitting, best handling and most quasar looking of the 1985 Open bikes.



Teutonic titan: KTM has moved into a pre-eminent role in European manufacturing. The Austrian bike gives up a little brute strength for quality componentry.



Welcome to the '80s: Husqvarna is taking its first steps toward state-of-the-art motocross design with its single-shock water-cooled 500. It needs refinement.



Something blue: Yamaha didn't bust the budget trying to build a new bike for 1985. They rewrapped the '84 bike and still managed to build a decent Open bike.

COMPARATIVE POWERBAND SPREAD ANALYSIS

LOW END

MID-RANGE

TOP END

HONDA CR500R

YAMAHA YZ490N

KAWASAKI KX500

HUSQVARNA 500CR

KTM 500

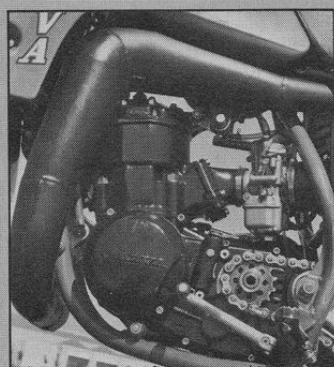
CAGIVA WMX500

(This chart measures the relative length of powerband)

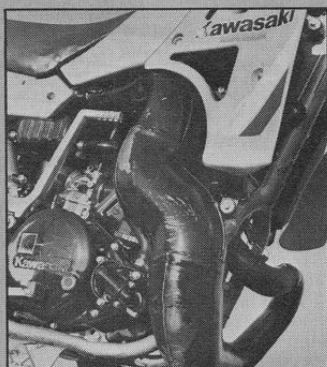
ian honor with a strong showing in power manageability.

Obviously, no one built a stand-out winner that swept every category and thus can justifiably be called the best Open class bike for 1985. Does that mean there is no winner? No, but it does mean that the lemon factor comes into play much more seriously. **COMPARING APPLES AND ORANGES AND COMING UP WITH LEMONS**

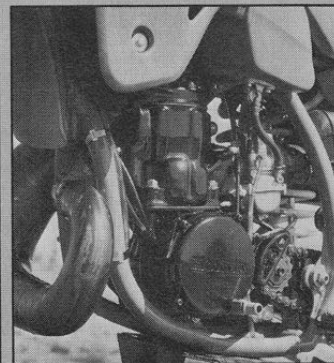
Honda has good handling, a strong low-
(continued on page 74)



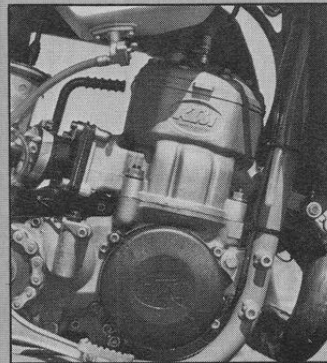
The tractor: Cagiva's five-speed Dellorto-carbed motor is a stump puller. Not overly fast, it is blessed with a broad, tractable, and almost agricultural powerband.



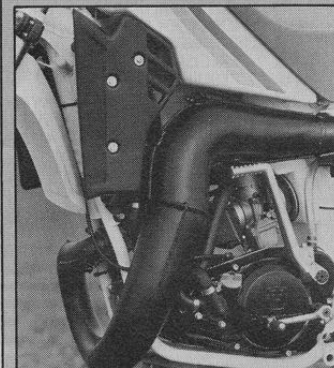
Electro-Glide: If you want a silky smooth and clean-running Open class bike, the low-to-mid-range KX500 mill is perfect. Not much top, but a zingy mid-range.



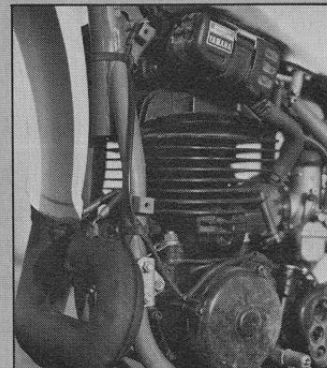
Brawny beef: Honda didn't waste any energy turning over the light-flywheeled CR500R. It hits hard, it hits instantly, and it doesn't rev. Brutal and fast.



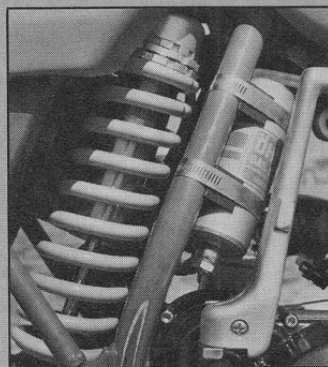
Middle of the road: KTM isn't going to break dynos with its sheer force, but it has a quick, clean and usable mid-range motor. Snappy and easy to ride.



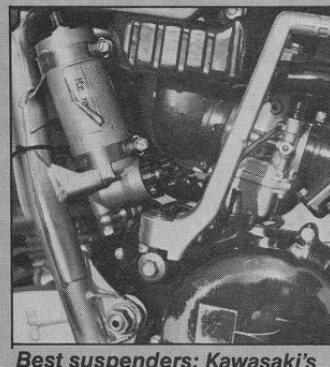
Vibrator: Husqvarna's four-speed reed-valved 500CR motor has a strong, violent low-to-mid-range motor. It is fast, but it will vibrate your eyeteeth out.



Fins are for fish: Although air-cooling is out, Yamaha still managed to make incredible power and keep the bike simple. The air-cooling makes the YZ490 easy to work on.



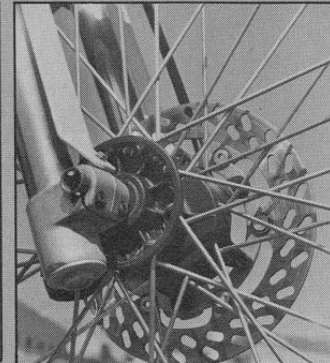
Rising pasta: Cagiva has a new rising rate on its 1985 bikes, but it wasn't put on the WMX500. This Italian bike needs a serious update before it can be taken seriously.



Best suspenders: Kawasaki's Uni-Trak system offers the best stock rear suspension of the Open bikes. With varied adjustment and a good spring rate, it easily beat out second place.



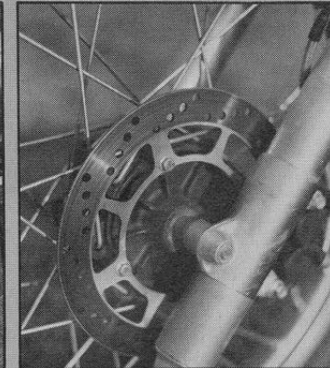
The stopper: Honda's front brake is the best. Its forks could use a little work. Across the board the CR500R is a high-quality, excellently detailed pro package.



Upside down: KTM has great forks, an average front brake, bad rear brakes, good fit and feel, passable power, and is a bike worth considering.



White sticks: Husqvarna's front forks have seen better days, and the seat height, clutch action, vibration, radiator life and handling could use some attention.



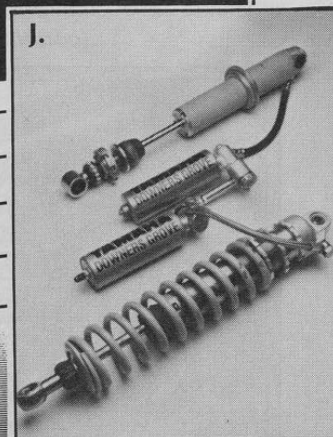
The new part: The new part of the 1985 YZ490 is the front disc. The BASS shock isn't very good, and the front forks are atrocious. It needs new suspenders to win.

Yamaha 85

by Downers Grove Yamaha

1985 TEAM YAMAHA COMPETITION SERVICES

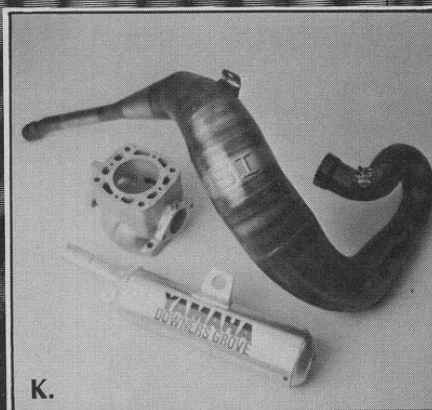
1985 ANSWER



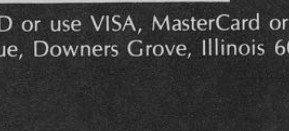
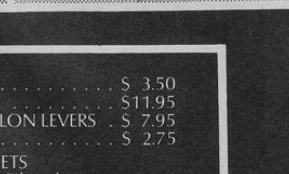
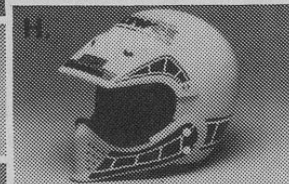
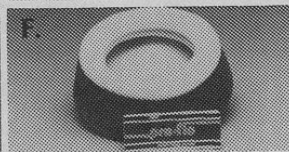
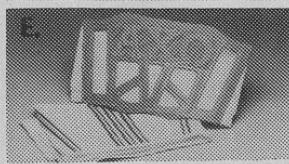
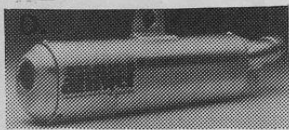
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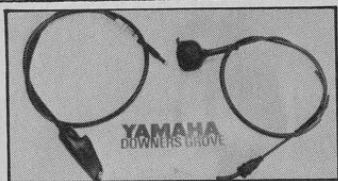
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YZ100	10.20-12.40/pr
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GENUINE YAMAHA PISTON KITS

Consists of piston, rings, wrist pin, and circlips.

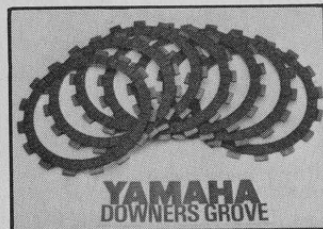
YZ80	\$21.85-\$33.00
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YZ125	24.65-41.50
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Please indicate year and model, plus bore size: Std.-1st-2nd-3rd-4th.

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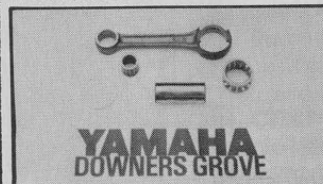
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GENUINE YAMAHA FORK SEALS

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YZ250/400/465/490	7.00-9.20



CRANK KITS

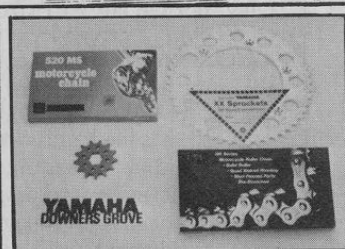
CRANK REBUILD KITS

Genuine Yamaha parts-consists of connecting rod, upper and lower rod bearings, crank pin, and two thrust washers.

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YZ100	36.50-43.25
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YZ125	18.50-21.75
YZ250/400/465/490	18.50-21.75

Rear

YZ80	\$12.95-\$14.95
YZ100/125/250	13.95-20.25
YZ400/465/490	10.75-24.75

HANDLEBARS

YZ80	\$14.75-\$19.95
YZ100/125/250/400/465/490	12.50-23.50

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THE MYTH OF THE BEST BIKE

How to build a \$3000 Kawasaki KX125

□ The 1985 Kawasaki KX125 is the best 125 of 1985. It is the hands-down winner. No ifs, ands or buts . . . it is unanimous! Roll it out of the showroom and onto the victory platform. In fact, just tell the girl at sign-up that you are riding a KX125, and they might give you your trophy before the race. These are the dreams that the "myth of the best bike" make possible. The problem with the best-bike myth is that once everybody finds out about it, everybody has a KX125. This results in strategic equality. Bad news for the guy who depends on superior equipment, instead of superior talent, to pull him through.

ESCALATE THE ARMS RACE

Those of you from the Viet Nam era will recognize the term "escalate." It means to increase the intensity of . . . in this case increase the intensity of the technological armaments of the KX125 (in other words, bring out the B-52s).

There is a paradox in the world of hop-ups. Common sense would tell you that the bikes with the biggest flaws would receive the most hop-up attention (in an effort to make them competitive). Not so. In reality, the bike with the least flaws (the best bike) gets the most lavish treatment. They may not need it the most, but they get it anyway.

WOULD YOU LIKE TO SPEND \$3000 ON A 125?

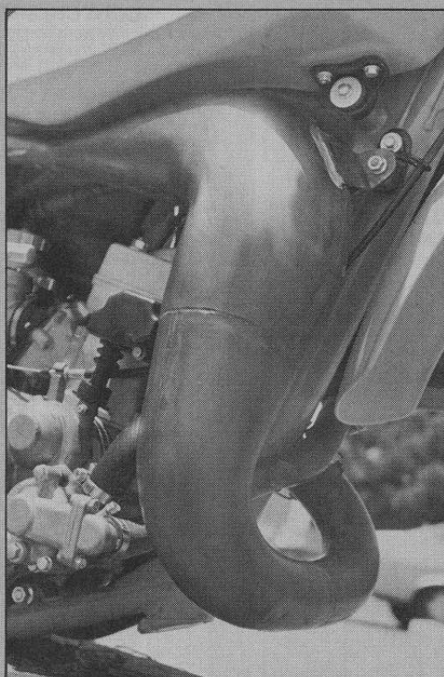
Eddie Warren has been attracting a lot of Team Manager scrutiny over the first few months of 1985. Riding a Dave Miller Concepts (DMC)-modified Kawasaki KX125, the former National Amateur Champion is carving his way through the 125 National ranks. How much money does a top privateer like Eddie Warren lavish on his bike? And can you get the same thing? Yes, but listen to the cash register ring.

CREDITS! \$165 PORT JOB

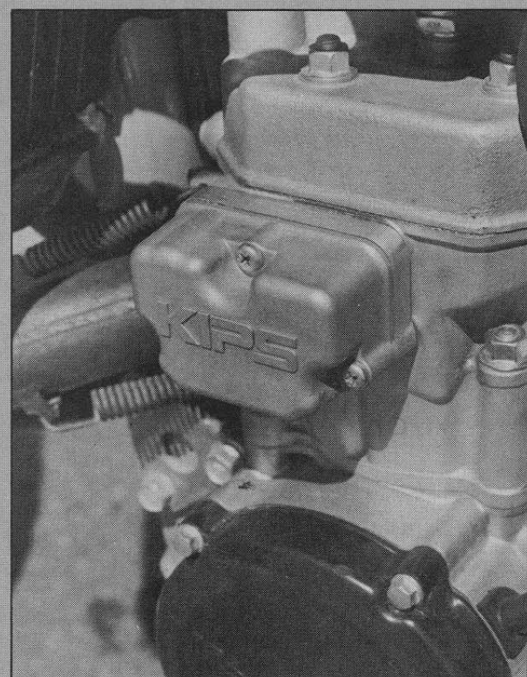
DMC reshapes, augers and re-times the ports on Eddie Warren's KX125 to increase



Three big ones: If you wanted the ultimate Kawasaki KX125, it would cost you three grand. Eddie Warren replica KXs are bulletproof—make that silver bulletproof.



Four Ben Franklins: Pipe, porting, head mods and carb machining will set the KX owner back \$400. Does the best bike in the class need more power? It can't hurt.



Added volume: DMC's ingenious little KIPS spacer increases the volume of the KIPS chamber and produces better low end. The cost is a mere 20 clams.

mid-range power. Wave bye-bye to \$165.

DEBITS! \$50 CYLINDER HEAD

A new dome is cut into the cylinder head to improve fuel burning efficiency and capacity. Sayonara \$50. Running total, \$215.

CASH OUTLAY! \$50 CARB MODS

Jigging the oval venturi Mikuni up to the mill, DMC contour bores the KX carb for maximum flow while installing new jetting. The bite is \$50. The running total is \$265.

INVOICE! \$147 EXHAUST SYSTEM

The heart of most Kawasaki mods is the exhaust pipe. DMC's stamped, unpainted pipe increases top end and works with a stock motor or their Eddie Warren replica engine. The bill is \$147. The running total is

now \$412.

BALANCE DUE! \$49 ALLOY MUFF

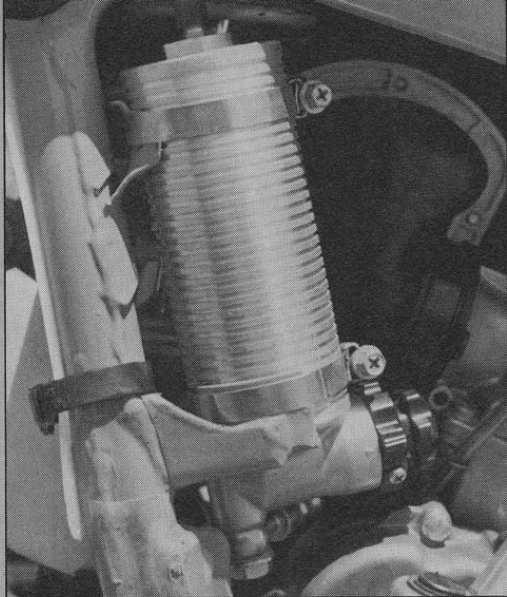
DMC's aluminum alloy oval mufflers are rapidly becoming famous. They fit the DMC or stock KX pipe and are rebuildable. The hurt will be approximately \$49. The running total is \$461.

OVERDUE BILL! \$20 KIPS SPACER

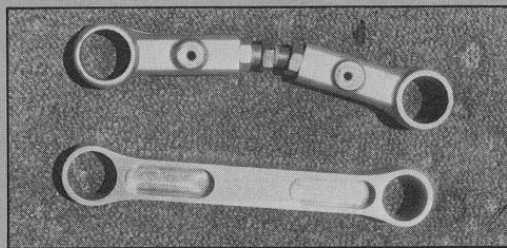
A nifty little item that will set you back only \$20 is the DMC KIPS spacer. By increasing the volume of the Kawasaki Integrated Power System chamber, the KIPS spacer improves low end. The running total on the ultimate KX is now \$481.

BILL ME LATER! \$125 FORK FIX

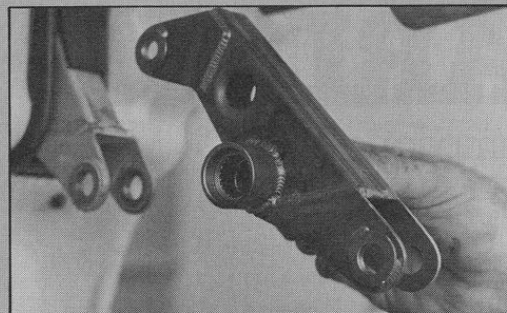
DMC revalues your damper rods with



Shock surgery: Dave Miller Concepts came to fame building super minicycles for National Champions. Their minis always had superb suspension, and the DMC KX125 shock is no different. The major rebuild will set you back 175 bones.



Strutting your stuff: Do KX struts bend? Does the Pope wear red shoes? Does Bob Hannah's banker know him on a first-name basis? Would a tweaked strut ruin your day? Can \$95 get you a computer-machined 7075 alloy DMC strut? The answers are yes.

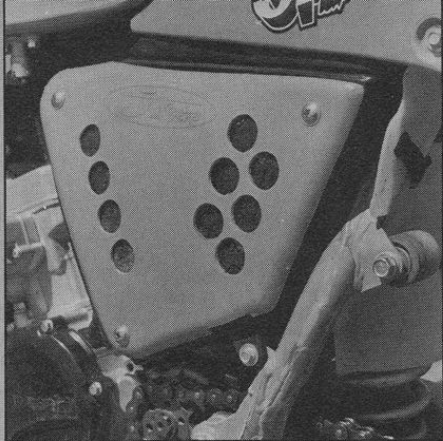


Looks like an A-arm: While the DMC KX rocker arm has that automotive look to it, it is in fact stronger, lighter and better supported than the stocker. It will hurt you to the tune of \$150.

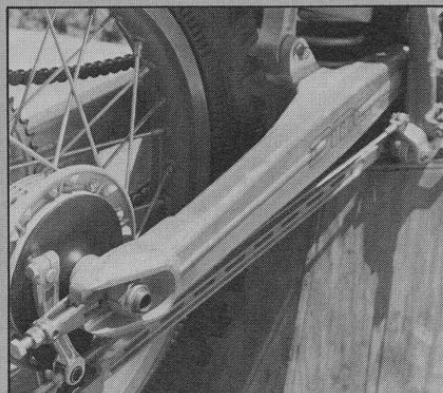
emphasis on compression and rebound damping, while adding improved fork springs and the proper preload spacers and oil. DMC's cost is \$125. Your current running total is \$606.

COLLECTIONS! \$175 SHOCK SURGERY

DMC has an improved shock setup for the KX125. The stock shock is hard anodized to improve tolerance and oil life. Rebound damping is changed completely, while the high-speed and low-speed compression damping is improved so that the external adjusters have a 200-percent improvement in range. A finned alloy reservoir is added along with new oil. Price—\$175. Running total—\$781.



Something I can afford: The green airbox cover is a DMC signature product. For \$18 your bike can have that DMC look, even if it doesn't have a single DMC product on it. It scares the competition to think that maybe you spent \$3000 on your bike (even when you really only popped for 18 smackers.



How much can you take?: If you can't stand having just another bike, then you probably would fork over \$325 for a DMC aluminum alloy swingarm. It is lighter than stock, but mostly it is trick.



Take it flying: Once you have built yourself a bulletproof KX (within the limits of your bank account's armor plating), take it out and roost. Pretend you are Eddie Warren. Heck! Pretend you are faster than Eddie Warren. Go for it—you paid for the pleasure.

ACCOUNTS RECEIVABLE! \$95 ALLOY STRUT

The stock KX strut isn't reliable enough for a rider like Eddie Warren to risk his career on, so he uses a DMC computer-machined 7075 alloy strut for the Uni-Trak system. The center-to-center length is 201mm (recommended as maximum by Kawasaki Racing). You must press in your stock bearing assemblies (standard garage vise operation). Retail price of the strut is \$95. Running total has now hit \$876.

DEFICIT SPENDING! \$150 UNI-TRAK ROCKER

The stock KX125 Uni-Trak rocker arm cracks. Most of the Team Green riders are

given reinforced rocker arms before big races. DMC starts from scratch and builds its own rocker using right-angle reinforcing ribs, dimpled lightening holes and four needle bearings for support. The instant-fit rocker arm costs \$150. And it brings the running total of the KX mods up to \$1026.

INSUFFICIENT FUNDS! \$325 ALLOY SWINGARM

Even the DMC engineers think this might be going too far, but it does save weight and look factory. The DMC aluminum alloy swingarm costs a hefty \$325. The running total is \$1351.

OVERDRAWN! \$24 EDDIE WARREN BEND BARS

There is a lot to be said for gold cadmium-finished bars bent specially for Eddie Warren (especially if you're Eddie Warren). DMC got so many requests that they had a special run of these heli-arc'd bars made for anyone looking for a more comfortable bar. Cost is \$24. The running total is \$1375.

NATIONAL DEBT! \$24 KAWA GREEN AIR SCOOP

DMC wanted that special look, so they produced their own radiator wing. Basically, this is a cosmetic feature only. Dave Miller claims no horsepower increase for the radiator scoop. He does ask for \$24 if you want one. The running total is now \$1399.

GENERAL ACCOUNTING! \$18 AIRBOX COVER

How do you tell a DMC Kawasaki from other hop-up shop bikes? By the green airbox cover with the large holes. This is also the cheapest part on Eddie Warren's bike. It costs only \$18. It does raise the running total on the KX125 mods to \$1417.

CHAPTER ELEVEN! \$24 FLO-FRONT NUMBERPLATE

These aluminum screen wire numberplates are the real thing. They are imported from Japan and are identical to those used on the works bikes. That means injection-molded plastic (not vacuum formed), and high-quality aluminum (not plastic) screen. The price—\$24. The running total—\$1441.

SAY IT ISN'T SO, JOE!

After you cough up \$1800 big ones for the pink slip on your 1985 KX125 (because it is the best bike), you don't expect to have to fork out \$1500 more on hop-up equipment. Dave Miller Concepts (DMC) doesn't expect you to. For a rider like Eddie Warren, coming off a successful Amateur career and trying to make the big-time, the investment in the ultimate Kwacker is money well spent. For you, who knows? But one thing will stick in your mind forever: The next time you hear about the *best bike*, you'll know that there are ten- to twenty-thousand more best bikes rolling off the same assembly line. The real best bike could cost you \$1441 more.

For more info contact DMC, 3921 F East LaPalma Ave., Anaheim, CA 92807; (714) 630-8822. □



HOW TO GET STARTED

101 PAINLESS WAYS TO MOTOCROSS STARDOM

From getting a bike to spraying champagne

□ There is an old saying on the National circuit, attributed to Dick Mann, that no one who really wants to race isn't already racing. Yet, many riders don't have the know-how to get into a race. They are skilled, equipped and brave enough, but there is no easy source of info on how to get started. So you want to be a motocross star? Well, you came to the right place. . .

1. THE BIKE

It doesn't take quasar equipment to race. It takes a good, well-maintained and properly set-up machine. Age shouldn't be a factor in the choice of a bike, as long as it isn't older than the rider.

2. RIDING GEAR

Forget the flash! Borrow gear—at least a helmet, boots and gloves—for your first race. Don't try to look the part at the expense of doing your part physically.

3. PRACTICE, PRACTICE, PRACTICE

Before your first race, head out to the local track, riding area or vacant lot and build a

pseudo-MX track. Do four zillion laps, hopefully following someone who has raced, before you venture on to the real thing.

4. RECONNOITER

Don't show up at a race track without doing a little research. Go out to the track the week before your debut and find out what happens. Be prepared and then come back.

5. GETTING A LICENSE

One big misconception among riders is that racers are a very select group. They aren't. To get a racing license, all you need is money. A license can normally be bought at the track on the morning of the race.

6. WHAT DOES A LICENSE COST?

Expect to spend between \$20 to \$30 for a year's license in AMA, NMA, CMC or any other organization.

7. DO I NEED A SPECIAL LICENSE?

No, in many states the AMA- or CMC-type club doesn't exist, and thus no license is required. The only special licenses in the U.S. are for Supercross, Outdoor National Championship and Grand Prix riders.

8. GET A FRIEND

Do not make your first trip to the races a solo adventure. Take a friend. A strong friend, to help unload, push and point.

9. WHAT TO TAKE

Most importantly, take your bike, equipment and gasoline. Then take liquid refreshment, lawn chairs, tools, shade and anything else that will fit into your vehicle.

10. WHAT TIME SHOULD I ARRIVE?

If the gates open at seven a.m., be there at seven a.m. Be early and get set up.

11. HOW DO I FIND THE TRACK?

Go to your local bike dealer, one who is into racing, not one who specializes in saddlebags and fairings, and ask the guy behind the counter. He'll know.

12. WHAT IF HE DOESN'T KNOW?

Get a copy of *Cycle News* and look in the race calendar section. Telephoné your AMA district rep. Call your local pro. Look on the shop wall for a flier. Stop any trucks you see with bikes in them and ask the drivers.

13. WHAT CLASS SHOULD I RIDE?

The slowest one, at least for the first race. Most races are divided by some variation of novice, intermediate and expert. You are a novice or lower.

14. WHAT SHOULD I EAT?

On the night before the race, you can't go wrong with spaghetti or any other carbohydrate. Stay away from smoking, alcohol and drugs.

15. WHAT SHOULD I EAT AT THE TRACK?

Drink water and fruit juices and eat fresh fruit (bananas and oranges). Stay away from meat sandwiches and carbonated beverages.

16. WATCH OUT DURING PRACTICE

The most dangerous part of any motorcycle race is practice. Try to learn the track, but don't get involved in races. Be cool, pay attention and if you live through practice, the rest is easy.

17. WATCH OTHERS

If your race is scheduled late, check out some early motos. Watch the lines others take. Find out what's safe to jump and what isn't for your riding ability.

18. DO YOUR HOMEWORK

Any advice you can get is bound to help you make less of a fool of yourself on the track. Check out the local library and devour those old *MXA* issues. If you're not already a subscriber...

19. WHERE SHOULD I START?

At your first race always start on the outside of the pack. Get on the far end of the gate and try to stay out of the first-turn mayhem. Later you can go for the holeshot, but not today.

20. WHICH GEAR SHOULD I START IN?

Most racers start in second gear (on a 125 it is smart to stick with first).

21. STRETCHING

Before you go to the line, try to stretch your muscles. Do calisthenics. Get warmed up. It helps avoid injury.

22. START TIPS

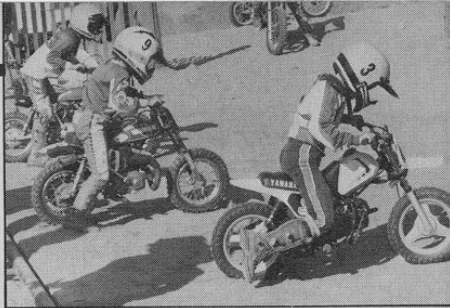
If the track allows it, do some practice starts. How many? About 100 if there is time. The more you do, the warmer and more familiar you become with the track.

23. SHOULD I TRAIN?

Yes. Most first-time racers run out of brain oxygen before they run out of muscle oxygen. By all means start a training program.



They're called rider's meetings for good reason. Attend them. Missing them could mean missing some important info, and you can use all the information you can get.



What it really takes to get to the first turn is lots of practice. For your first race, however, you shouldn't even think of mixing with the holeshot crowd.

24. ARM PUMP

Arm pump is the number one affliction of first-time racers. To avoid it, warm up more, stretch more and loosen that death grip on the bars.

25. SHOULD I USE THE CLUTCH?

Most pros do not use the clutch to shift gears. They just jam it in and out of gear. They use the clutch as a speed technique. You should try to clutch every shift if possible. After all, you are paying for the trannies.

26. GIRLS, GIRLS, GIRLS

The discovery of girls is often the end of a promising racing career. Try not to turn your first race into a date. It will distract you. Save Date City for later in your career.

27. REALISTIC GOALS

Set realistic goals. For a first race, simply surviving is a healthy start.

28. ASSESS YOUR TALENT

During your play riding and practicing, you should have come to terms with how good you are. Don't expect too much at your first race. Three-time champ Marty Smith claims that he never thought he'd make it out of the junior class.

29. TRY TO FINISH

Too many riders get in the habit of pulling off the track when they start doing poorly. Never do that. Finish every race. It is the only practice for racing. It is the only way to improve.

30. NEVER LOOK BACK

Once the race starts, never look back. You can't go full speed ahead while looking over your shoulder.

31. NEVER TAKE OFF YOUR GOGGLES

If they get spattered with mud, either squint through an open spot or stop and clean them, but never pull them down. Eyes are expensive.

32. WORK ON THE BIKE

Don't just spend money on your bike. Work on it. Adjust the chain. Clean the filter. Tighten the nuts.

33. DON'T LET DAD DO ALL THE WORK

If your father is supportive of your racing, that's great. But don't burn him out and become a mechanical vegetable yourself. Pitch in.

34. WHEN IN DOUBT, ASK

Everybody at the races is an expert at something. When you get in trouble, ask for help. Even a factory mechanic has been known to help a novice—for 20 percent of the trophy.

35. DON'T TOUCH THAT CYLINDER

Do not port your cylinder to make your bike faster. You are an acknowledged beginner

in the sport; don't ensure that you become a permanent beginner by making your bike too hard (maybe too fast) to ride. Wait until you can use the extra power.

36. WHAT NUMBER SHOULD I RUN?

For your first race, just put a number on the bike. When your license comes, it will probably have an assigned number. If it doesn't, find a nice three-digit number and use it.

37. WHY THREE DIGITS?

A three-digit number (234, 178, etc.) is less likely to be duplicated in your class. It signifies that you aren't Johnny O or Bob Hannah. And it makes sense.

38. GET INSURANCE

The more protection you wear, the safer you'll feel out there. You'll have more of your attention on riding well, rather than finding soft places to land.

39. THE HEAT OF THE BATTLE

If during the heat of the battle you fall down, get up! Get up quickly. The next guy along may be as inexperienced as you. If so, there will be two of you lying on the ground.

40. TAKE YOUR BIKE WITH YOU

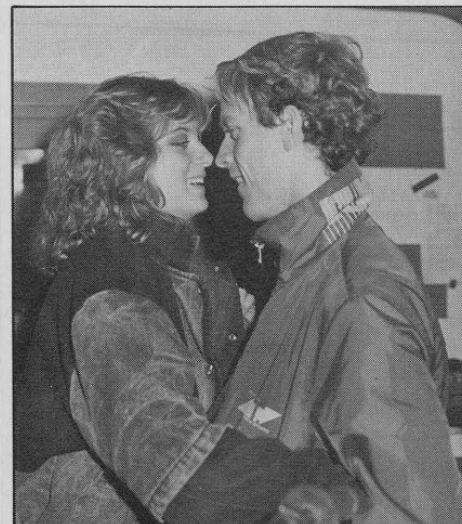
If you fall down during your first race, get up and move your bike off the track. Don't try to start it in the middle of the track to save time. Save your life instead.

41. THE CENTERPUNCH SYNDROME

Be aggressive on the track. It is the safest way to be. But regardless of what happens on the track (even if somebody center-punches you), keep your aggression on the track. Do not ride into the pits and sic your dog on them. It's chumpish.

42. DON'T CHEAT

Cheating (overbores, cutting the track, jumping the gate) is an area best left to professionals. Amateur cheaters give cheating a bad name. Play the game fair. The stakes aren't worth the chance.



Burgess Meredith said it to Sly Stallone in "Rocky": "Women weaken legs!" They don't exactly do wonders for concentration, or wallet stuffings, either. Leave your pit tootsies at home, unless your first name is Johnny, and your last name starts with "O."

Luc Verbeke

101 WAYS

43. CHECK THE SCOREBOARD

If you survived the first moto, check the scoreboard to see how well you did. Tactical racing demands that you know your position so you can plan a strategy for the next moto.

44. MEMORIZE THE COMPETITION'S NUMBER

While you are checking the scoreboard, try to memorize the numbers of the guys who finished in front of and behind you. These are the guys you must beat in the next moto.

45. WALK THE TRACK

This has fallen out of favor lately, but do it. Don't just walk it in the morning. Get out there in between motos and check out any changes.

46. MAKE FRIENDS

Part of the thrill of any sport is enjoying the companionship. If you had a good dice with some guy, find him and congratulate him. Talk and listen. You'll have a friend.

47. CLEAN YOUR BIKE BETWEEN MOTOS

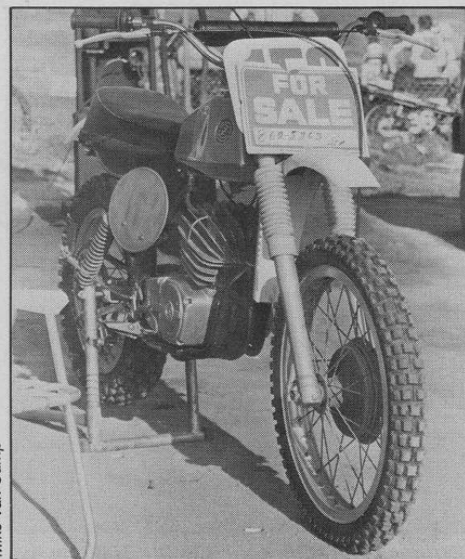
Get those numberplates sanded between motos. Wire-brush the chain. Try to look professional no matter how spidish your bike is. It reflects on you.

48. KEEP A RACING RECORD

Most of today's superstars wish they had learned more about racing in their early days. Keep a journal. Write down the track, the competitions' names, the conditions, your jetting and what broke. Halfway through the season, you may learn something from your notes.

49. DON'T TRY NEW STUFF

At the race is no time to experiment. Try new oil mixtures, jetting or stiff boots during the week. Be comfortable and secure at the races. Experiment when you aren't paying entry fees.



Mike Van Camp

At the fledgling level it doesn't matter much what you ride. Most bikes, if they're even a little competitive, can be more bike than you need. It doesn't have to be new. Just make sure it's in as good a condition as possible.



Don't be intimidated. It can get rough out there. Get rough right back, or you'll be easier to push around next time. But leave it on the track. Don't take an aggressive attitude back to the pits with you.

50. HOW MUCH ARE ENTRY FEES?

It varies from race to race. First you have to pay to get into the track. That costs between \$5 and \$10. Then you have to pay to enter. That costs about \$10, but can be more during big series.

51. MINIS OR 125s?

If you are under 16 and still small enough to fit on a mini, then race the mini class. If you are over 16 or taller than five-foot-six, switch to the 125s.

52. 250s OR OPENS?

The 250 class is the most popular. The Open bikes are the most reliable. Open class competition tends to be safer, saner and more mature. It is also a little less competitive (thus easier to do well in).

53. CAN I RIDE MY ENDURO BIKE?

To start a motocross racing career, an enduro bike is as good as a motocross bike. In fact, the smoother power and lower seat height (not to mention milder powerband) make the enduro bike an excellent first-time MXer.

54. WHAT ABOUT A FOUR-STROKE?

There are a few four-stroke MX bikes that would be okay, but most of the XRs, TTs and DRs take a lot of cash to make competitive and don't have good suspension. If you have already modified it, then go for it. Otherwise, think twice.

55. WHAT ABOUT MY 1981 RM125?

For your first race any motocross bike will work. As we said earlier, the age of the equipment isn't a factor—condition is. Rather than touch on every brand, let's just say that if it is in good shape, it can run fast enough to challenge your talent.

56. WHAT ABOUT SPONSORS?

Everybody wants a sponsor. Sponsors are making an investment in you because they think you can sell your products. Can you? If you can, then approach them.

57. HOW CAN I GET A SPONSOR?

Sugar-daddy-type sponsors are few and far between. Most sponsors have to be sold on helping you. That means putting your best foot forward. Winning helps but isn't required.

58. DEALING WITH MOM AND DAD

If mom and dad won't let you race, it is because they are looking out for your best interests. To change their minds, tell them the good things that can come from racing.

59. WHAT ARE THOSE GOOD THINGS?

Racers are responsible. Racers understand machinery. Racers avoid drugs and alcohol. Racers stay in shape. Racers earn money to pay the bills. Racers learn to interact in an individual way.

60. ISN'T RACING DANGEROUS?

Taking a bath is dangerous if it is done wrong. More people are injured on bicycles than on motorcycles. How many more? About 20 times more people are injured on bicycles than on motorcycles or minicycles.

61. I CAN'T AFFORD TO RACE

It costs about \$25 to pay for entries and gas. If you race twice a month, you'll need \$50 to cover expenses (not counting machine upkeep). Part-time jobs, cutting out a few luxuries, and some planning can turn you into a racer.

62. BECOME A FLAGGER

You might be able to make a deal with the promoter of the race to race for free in exchange for your services as a yellow flagger. Flagmen get paid \$10 or \$20 a day (somebody could cover for you during your motos).

63. GET ORGANIZED

Before your first day at the races, prepare. Get everything ready the night before. Make a list. Check it twice. If you're nervous about forgetting stuff, you waste energy.

64. DON'T TRAIN THE DAY BEFORE THE RACE

Last-minute training will only tire you out. Relax and take it easy the day before a race. Exercise now for next month, not for tomorrow.

65. DON'T WORK ON YOUR BIKE THE NIGHT BEFORE THE RACE

The longer you wait, the more mistakes happen. Do everything early in the week and spend Saturday night cleaning goggles and watching *Love Boat*.



Larry Adcock

Forget something? After a fall (and everybody falls), get yourself and your bike off the track as quickly as possible. Don't leave your garbage around for someone else to trip over.

66. SHOULD I EAT BREAKFAST ON THE DAY OF THE RACE?

Yes, if you normally eat breakfast. Don't stop and have ham and eggs on raceday if you never eat ham and eggs on a normal day. Keep your system in a familiar mode.

67. DRESS AT HOME

When you are racing at a track that is less than a hour's drive from your house, put your socks, leathers and jersey on when you get up. It gets you into the feel of things.

68. WEAR SHORTS

Smart racers put a pair of gym shorts on under their leathers instead of underwear. That way they can take their leathers off between motos without seeking privacy in a mass of people.

69. CHECK YOUR AIR PRESSURE

If you have trouble deciding how much air to put in your tires, run 13 pounds (front and rear).

70. DON'T BE FIRST

When the promoter announces that practice is open, don't rush out to be the first guy on the track. Take your time. Let some eager beaver slop through the mud first. After about two or three laps, you can think about venturing forth.

71. FIRST-RACE STRATEGY

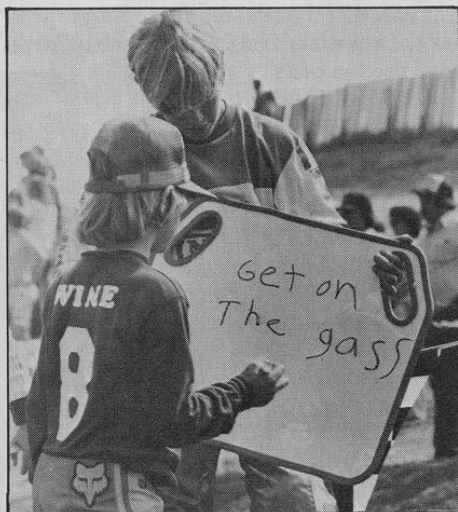
Start on the outside of the pack, get through the first turn safely and latch on to somebody. Try to stick with the guy in front of you. If you pass him, work on the next guy. If he pulls away, try to stick with the next guy to pass you. Race against the man in front of you—not the people behind you.

72. HAVE SOMEBODY WATCH YOU

When your first moto is over, ask your friend to evaluate your performance and make recommendations. If you can get a faster racer to watch you, all the better.

73. DON'T BECOME A CLONE

Try not to become so pro-moto that you become a clone of your idols. The world doesn't need another Bob Hannah. We already have one.



The buddy system works as well on the track as in the water. A friend can give advice, lend moral support, keep you posted during a race (even if he can't spell) and, if he's a good friend, help load your bike.



Seek out and listen to all the advice you can get. Even the pros and their mechanics are generally willing to give you the benefit of their infinite wisdom.

74. CLEAN UP THE PITS

Take your mess with you. High entry fees can be directly attributed to how much garbage you leave on the ground after the race. Somebody has to be paid to pick it up. Don't leave a mess.

75. WHAT IF I GET LAPPED?

Everybody gets lapped once or twice in their career. It gives you a positive and immediate goal to shoot for. Not getting lapped, if you have been, is a sign of improvement.

76. SET THE SAG

The easiest ballpark measurement for your rear suspension is sag. Measure the distance from seat bolt to rear axle with the bike on a crate, and then measure it with you standing on the pegs. That sag should be 100mm, or four inches. It is universal.

77. FULL COVERAGE OR OPEN FACE?

When laying out the cash for a helmet, you have to decide between full coverage or open face. No one can tell you what to do, but your face holds up your hairline. Wear full coverage or get a face mask for your goggles.

78. VENTED OR NON-VENTED LEATHERS

Popping a hundred bills for new leathers is a big step. Do you race only in the summer? Do you live in Guam? Vented leathers are great in the summer and cold in fall. Do what's right.

79. MOM'S AND DAD'S SIGNATURE

If you are a minor, you will need Mom and/or Dad's signature to enter a race. If they go with you, no problem; if they don't, you should get an entry blank the week before and have them sign it the night before the race.

80. THE FLAT LAND SYNDROME

Get to the pits early and park on flat land. This seems basic, but it is one of the most important things to do.

81. GO TO THE RIDER'S MEETING

Never miss the rider's meeting. It is held after practice, but before the first moto. You can learn something, especially if you ask questions.

82. PARK NEAR A LOUDSPEAKER

While you are looking for flat land in the pits, also look for loudspeakers and Portacans. They will come in handy during the day.

83. IDENTIFICATION

Be sure to take your driver's license, medical insurance card, library card and whatever kind of identification you have. To get an NMA license you may even need a copy of your birth certificate.

84. MAKE A COPY

After the rider's meeting, the promoter will post the race schedule. Unless you are parked next to the bulletin board, make a copy of the schedule and tape it to your toolbox. Don't miss your race.

85. WATCH THE STARTER

For at least two races before your race, watch the starter. Try to figure out what the procedure is, and look for any telltale clues as to when the gate will drop.

86. DILUTE THAT GATORADE

Drinking plenty of liquid at the races is a good idea, but if you choose to drink Gatorade, be sure to dilute it with water at a 50/50 ratio. It has too much salt and additives in stock trim.

87. WHAT IF MY BIKE BREAKS?

Sooner or later you will DNF a moto. Push the bike off the track and try to get it back to your pit as quickly as possible. That way you can fix whatever is wrong. If it can't be fixed, take your bad luck with grace.

88. I DON'T OWN TOOLS

You need a cheap metric set (8mm, 10mm, 12mm, 14mm, 17mm) a crescent wrench, plug wrench and Phillips screwdriver. These can be carried in a small fishing tackle box. Anything more complicated can be borrowed at the track.

89. I CAN'T GET TO THE RACES

Lots of people have trouble getting a ride to the races. Put a note up on the wall of your local shop. Offer to pay half the gas. Car pool. Get somebody to take your bike and you hitchhike. It can be worked out.

90. WATER AND PAPER TOWELS

Dirty goggles and mud-covered numberplates have to be cleaned. A small amount of water and some paper towels will come in handy.



Think of it as your first holeshot. Get to the track as early as possible. We're not going to tell you that being first to the park means you'll be first to the flag, but you can get in more practice. And you get to miss the traffic jam at the gate.

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101 WAYS

91. SEND OFF FOR BROCHURES

In the weeks leading up to your first race, send off for AMA, NMA or CMC license applications. Read every motocross magazine you can find. Get on race flier mailing lists. Get involved.

92. WHEN SHOULD I MOVE UP?

Don't worry too much about moving up a class. The promoter won't let anyone win week after week without officially moving him up. Move up when you don't feel any competition from the class you're in.

93. WORK ON WEAKNESSES

Too many riders spend all their time practicing jumps. They are good jumpers, so they jump all the time. Instead of doing your good stuff, work on the things you can't do so well. Off-cambers, hard-pack dirt, sand whoops and mud require practice.

94. I CAN'T AFFORD A GYM

You need to train, but you don't have to have an expensive gym membership. Running, cycling, your school gymnasium, basketball and riding are all beneficial forms of exercise.

95. LEARN TO LOSE

Losing is a part of racing. For every winner there are 39 losers. Look at each race as part of a long training process. You improve with each ride. Your day will come.

96. SHOULD I WEAR SHOULDER PADS?

Yes! You and a buddy can switch shoulder pads back and forth until you can afford your own, but definitely wear shoulder pads. Protection equipment makes more sense than no protection equipment. Dress for the crash, not the ride.

97. THE PAPER PRODUCTS

Put a roll of toilet paper in your glove box. Most tracks are not well equipped with this commodity.

98. CLEAN YOUR BIKE NOW

After the race is over, don't kick back and wait for next week. Clean your bike that afternoon or the next morning. Start to work on it while there is still time to order any needed parts.

99. BE HUMBLE

A slower rider who is a braggart makes a fool of himself, and a fast rider who brags is also a fool. Be humble and let your riding speak for itself. Don't make excuses or alibis.

100. SHOW THIS TO MOM AND DAD

Show this article to Mom and Dad. Discuss each of the 101 points. Tell them how you feel about racing and what the sport can do. Be honest with them, and they may let you race. Heck, they may even help you; after all, motocross is a family sport.

101. REMEMBER, THIS IS FUN

Motocross is not gunfighting, macho posing or bullfighting. It is riding motorcycles for the fun of it. If you start taking it too seriously, get out of the sport. Even O'Mara, Ward and Bailey try to have a good time. Your racing will improve and be more worthwhile if you have fun. □

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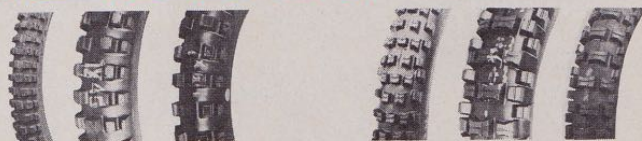
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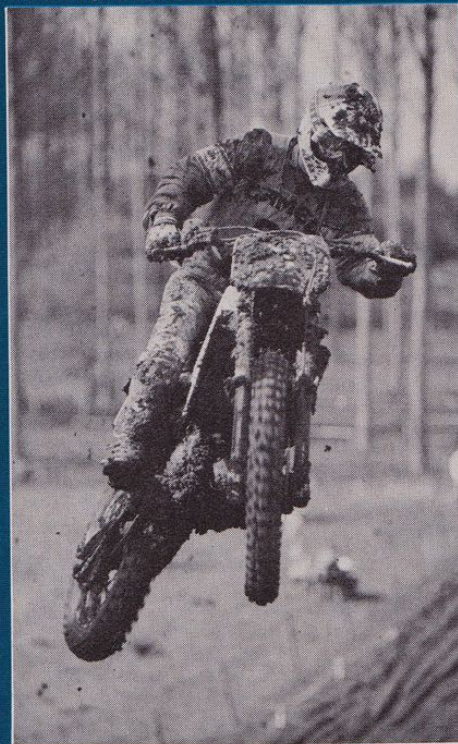
Strijbos (6) holeshots the first Belgian Grand Prix moto before running away from the pack. Strijbos led every inch of both motos. Corrado Maddii (2), on a Cagiva, is in second place after winning round two in Italy, the only race Strijbos didn't win.



Last year a 16-year-old Davy Strijbos of Holland became the youngest GP winner ever. This year, with coaching from Gerrit Wolsink, the Mugen Honda rider may be the first non-Suzuki shoe ever to win the 125 Championship. In the Dutch series opener he crashed and lost four places, then came back to win the second moto after a flag-to-flag win in the first.



Alain Lejeune has been disappointing for Suzuki so far. In his best effort to date, the Belgian finished fifth in his country's GP, aboard a modified pre-production RM. Suzuki claims this version will be the standard '86 bike.



Kees Van der Ven, who led last year's GP battle until breaking his hand late in the season, holds down fourth place on his factory KTM. "You can be sure I'll be back as soon as it gets really important. I'm just changing my strategy, that's all," Kees explained. Kees dominated Strijbos last year. Can he do it again?



Dutchman Jon Hensen prepares to pick off Suzuki rider Peter Goolserts during round three in Belgium. Hensen, Strijbos' teammate under Wolsink, is currently sixth in points.

125 WORLD CHAMPIONSHIPS

THE END OF AN ERA?

Suzuki's ten-year string is on the line

By Luc Verbeke

□ From all indications 1985 may become known as the first year Suzuki didn't win the 125 World Championship.

When last year's champ, Michele Rinaldi, jumped to the 250 class, Suzuki must have felt secure after picking up Belgian Alain Lejeune, '84's fastest privateer.

But with the first three races of the 24-race season already in the history books, Honda's Davy Strijbos is threatening to make the chase a runaway. And Lejeune, whose fifth-place finish in Belgium is his best to date, isn't even in the top ten.

Suzuki's best chance now seems to lie squarely on the shoulder pads of Finnish privateer Jeff Nilsson, currently tenth in the standings. □

CURRENT 125 WORLD STANDINGS

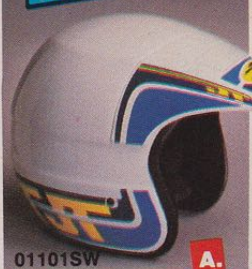
1. Dave Strijbos (Hon) 106
2. Corrado Maddii (Cag) 80
3. Pekka Vehkonen (Cag) 77
4. Kees Van der Ven (KTM) 60
5. Jacky Martens (KTM) 46
6. Jon Hensen (Hon) 45
7. Jon Van de Berk (Yam) 41
8. Guy Van Gysegem (Hon) 31
9. Arto Pantilla (KTM) 31
10. Jeff Nilsson (Suz) 30



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D3	Medium	7 - 7⅛
D2	Large	7¼ - 7½
D1	X-Large	7½



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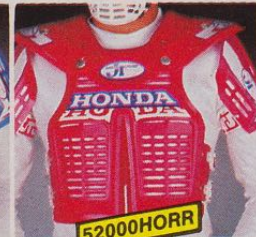
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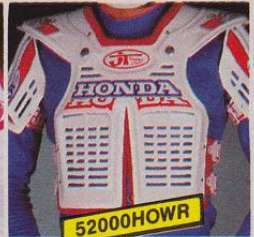
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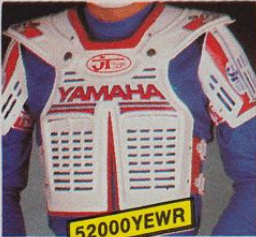
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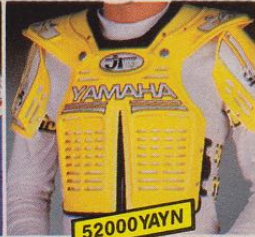
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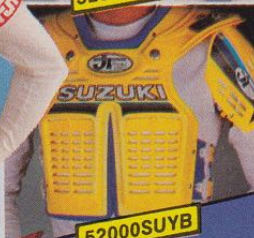
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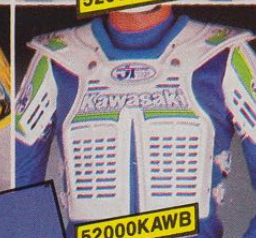
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105 IN THE SHADE

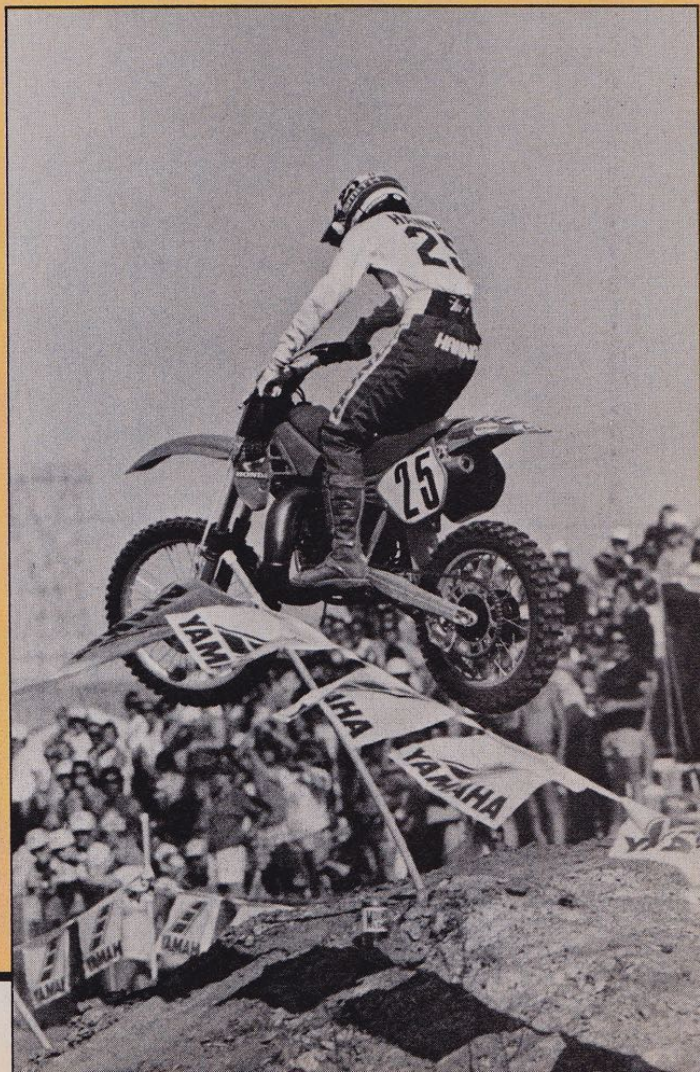
Lechien, Johnson & Bailey cash in
their chips in Vegas

▲ They don't call them heats for nothing. Vegas thermometers registered 105 degrees in the not-very-common shade. Some riders brought their own shade with them. Others rode with ice packs.



Eddie Hicks (932) holds off Suzuki factory rider George Holland (27), KX-mounted Bader Manneh, and Ron Lechien's roommate Terry Fowler (450) early in the first 125 moto. Hicks, in his first National, held off all but the top four guys.

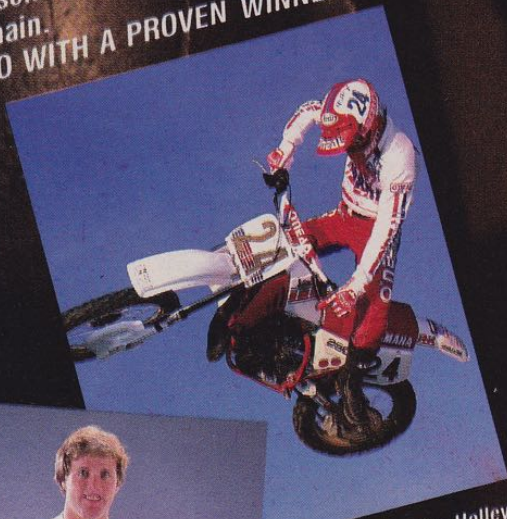
The Hurricane is back in full force. Hannah chased 250 winner Rick Johnson all the way back to his trailer for the closest race of the day in the first moto, and came up from dead last to fifth in the second moto.



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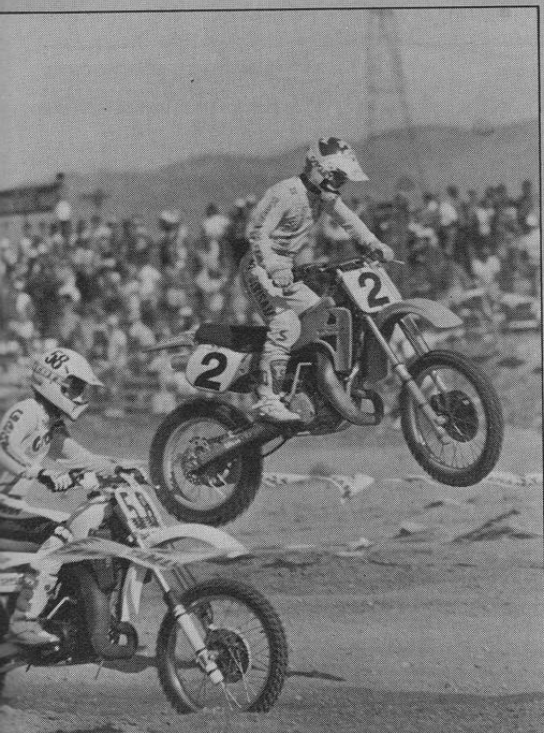
DAVE BERTRAM, Team Husky national enduro rider,
1984 ISDT Silver vase medalist.

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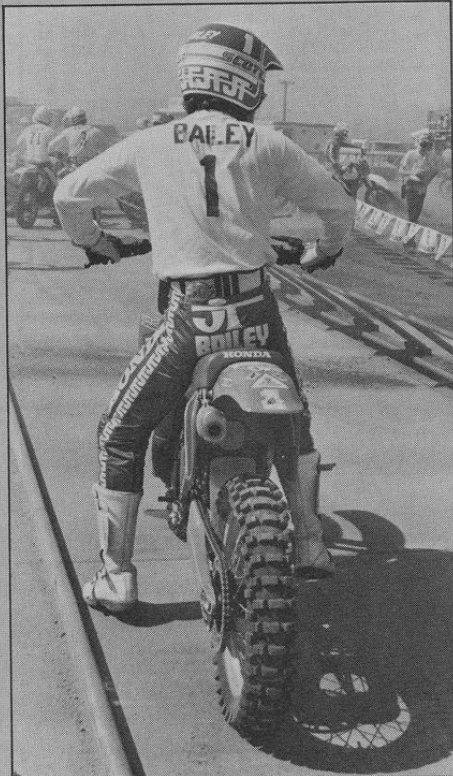
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105 IN THE SHADE



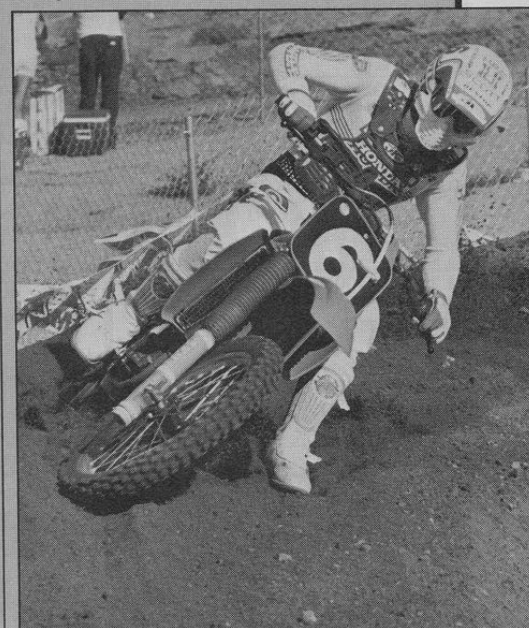
Jeff Ward (2) flies past Scooter Stafford (58) on his way to second overall in the 250 department. Ward held the lead in the first moto until an errant chain cost him two places. Ward doesn't just lap—he strafes.



David Bailey surveys the concrete launching pad before the 500 race. David took his first outdoor win of the season, but Broc Glover still has the points lead.



JoJo Keller led the second 500 moto until David Bailey got by. JoJo next held off Broc Glover for second until suffering a flat tire. JoJo then held off everybody else.



Ron Lechien started deep in the pack in both the 125 motos, but wasted surprisingly little time taking over the helm. After dispatching the pretenders, Ron cruised home with easy wins.

RESULTS: LAS VEGAS AMA NATIONAL 125 CLASS

1. Ron Lechien (Suz) 1-1
2. Erik Kehoe (Suz) 2-2
3. George Holland (Suz) 5-4
4. Ricky Ryan (Kaw) 9-3
5. Eddie Hicks (Yam) 7-5
6. Keith Bowen (Yam) 4-9
7. Mike Beier (Kaw) 8-8
8. Billy Frank (Kaw) 6-11
9. Eddie Warren (Kaw) 3-16
10. A.J. Whiting (Suz) 12-6

250 CLASS

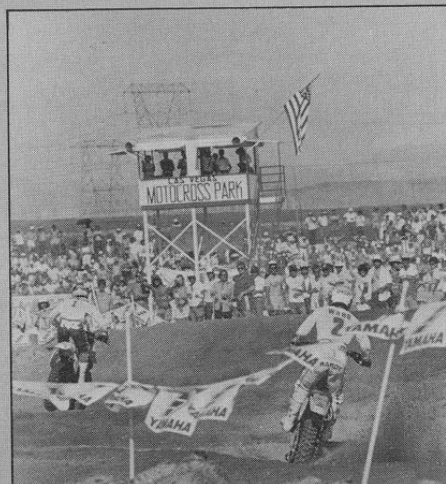
1. Rick Johnson (Yam) 1-1
2. Jeff Ward (Kaw) 3-2
3. Bob Hannah (Hon) 2-5
4. Johnny O'Mara (Hon) 4-4
5. Scott Burnworth (Suz) 8-3
6. Jeff Hicks (Hon) 7-6
7. Jim Holley (Yam) 6-9
8. Brian Myerscough (Suz) 5-10
9. Danny Storbeck (Yam) 9-7
10. Joel Wright (Hon) 14-12

500 CLASS

1. David Bailey (Hon) 1-1
2. Broc Glover (Yam) 2-2
3. JoJo Keller (Hon) 3-3
4. Kent Howerton (Kaw) 4-4
5. Mike Fisher (Hon) 7-7
6. David McClain (Yam) 10-6
7. Scott Manning (Yam) 5-11
8. Ron Dunfee (Hon) 9-8
9. Kevin Foley (Yam) 11-9
10. Ed Arnet (Yam) 12-10



Kent Howerton came out of retirement to fill in for Team Kawasaki's Billy Liles, who was injured practicing the week before. Kent picked up a pair of fourth places for fourth overall, which will nicely offset his retirement pension.



▲ You won't find many hillclimbs at the Las Vegas motocross park. The Supercross-style track offered its share of jumps and whoops in the tightly confined layout. It even has its own sand drag strips on the side.

◀ Rick Johnson (1) edged past Jeff Ward (2) on the last lap of the second moto and claimed the overall 250 win. Everybody in Vegas, except Wayne Newton, came out to watch. □

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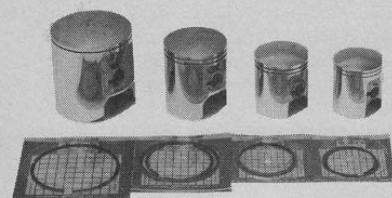
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RM 250 e, f	13.60
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RM 125/250/370 all yrs	7.25 pr.
RM 400/465/500 all yrs	7.95 pr.
PE 175/250/400 all yrs	7.25 pr.

BRAKE SHOES



GENUINE SUZUKI, same as used by the factory team. You can't buy any better.

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RM 80 all yrs	\$ 9.95 pr.
RM 100/125 m, a, b, c, n, t	9.25 pr.
RM 100/125 x, z, d, e	11.95 pr.
RM 250/370 a, b, c	9.25 pr.
RM 250/400/465/500 n, t, x, z, d, e	13.25 pr.
PE 175 all yrs	12.85 pr.
PE 250/400 all yrs	12.25 pr.

REAR	
RM 80 all yrs	\$ 9.95 pr.
RM 100/125 m, a, b, c	9.25 pr.
RM 100/125 n, t, x, z, d, e, f	11.95 pr.
RM 250/370 a, b, c	12.50 pr.
RM 250/400 n, t	13.25 pr.
RM 250/465/500 x, z, d, e, f	11.95 pr.
PE 175 all yrs	12.85 pr.
PE 250/400 all yrs	12.25 pr.

SUZUKI CLUTCH PLATES

FIBER DRIVE PLATES

RM 80/100/125 all yrs	\$4.99 ea.
RM 250/370/400/465/500 all yrs	\$7.25 ea.
PE 175/250/400 all yrs	7.25 ea.

STEEL DRIVEN PLATES

Replace your stock aluminum driven plates with SUZUKI STEEL OPTIONAL ones. They grab harder and last much longer. The way to go for aggressive riders.

RM 100/125 all yrs	6.25 ea.
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TECHNICAL RACING SERVICES

SUZUKI'S TECHNOLOGY HAS PRODUCED MORE CHAMPIONS IN MOTO X THAN ANY OTHER FACTORY TEAM...MIDWEST ACTION CYCLE DEPENDS ON THEIR RACING "KNOW-HOW"... YOU MIGHT SAY WE GO "BY THE BOOK"...



**SUZUKI'S
BOOK!!**

FACTORY PORTING: Same specs used by National & International racers. Each porting job is designed for the type of power you need. Whatever it takes to put YOU in the winners circle.

ALL RM's 1982, -85 MODELS	\$120.00
ALL RM's, PE's, TS 1975- to 1981 MODELS	75.00

ALSO AVAILABLE IN STOCK...NEW FACTORY CYLINDERS PORTED AND READY TO SHIP TO YOU...CALL FOR PRICES.

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- special factory clearances,
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ALL RM'S AND PE'S	\$30.00 + PARTS
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CRANK REBUILDING: RACING factory specs are followed. We use special factory tolerances and only "GENUINE SUZUKI PARTS". There's more power here...when done our way.

ALL RM'S AND PE'S	\$35.00 + PARTS
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PACK UP YOUR CYLINDER OR CRANK AND SHIP TODAY FOR PORTING INCLUDE YOUR PISTON...ANY QUESTIONS? CALL US.

SWING ARM BEARING AND SPACER KIT

Consists of two GENUINE SUZUKI swing arm bearings and two spacers.

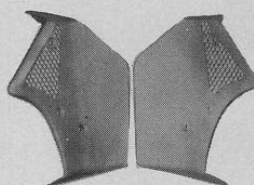
RM 80 all yrs	\$17.50
RM 100/125 m, a, b, c, n, t	15.95
RM 125/250/465 x, z, d, e, f	26.95
RM 250/370 a, b, c	27.50
RM 250/400 n, t	31.95
PE 175 c, n, t, x	16.75
PE 250/400 all yrs	31.95



THROTTLE GRIP

GENUINE SUZUKI. Inside plastic assy and grip. Complete throttle grip assy.

RM 80/100/125 all yrs	\$ 9.95
RM 250/370/400/465/500 all yrs	10.95
PE 175/250/400 all yrs	10.95



RADIATOR COVERS

RM 80 d, e, f	\$ 8.95 ea.
RM 125/250 x, z, d, e, f	10.95 ea.
Please indicate right or left side.	

OUR "MAIN LINE" NEW

2 ft. fuel line, 2 ft. vent line, 1 Hi-Flow fuel filter. Made from urethane, transparent, never hardens \$4.95

NEW OUR PYRAMID GRIPS

In our opinion, the best grip made. Black, blue, yellow, red \$6.95 pr.



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MAC "SUZUKI WORKS" Same as FACTORY riders use.

4130 chromoly. Gold, red, yellow, blue.	
RM 80 to Rm 500 all yrs	\$25.95
PE 175/250/400 all yrs	25.95

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Over 180 pages of photos, drawings, charts, info on how to repair, service, and maintain your dirt bike.

RM SERIES 1975 to 1981 twin shock	\$12.95
SP/DR 370-400 singles 1978 to 1980	12.95
PE 175-400 singles 1977 to 1980	12.95



COMPLETE PISTON SET, PISTON, RINGS & CIRCLIP'S.

RM 80 all yrs	\$36.95
RM 100/125 all yrs	41.95
RM 250 all yrs	47.95
RM 370/400/465/500 all yrs	52.75
PE 175/250 all yrs	49.95
Please indicate oversize	

NUMBER PLATES SIDE PANELS



ORIGINAL EQUIPMENT. Designed to fit each year and model. Bolts right on.

FRONT NUMBER PLATE

RM 80/100/125/250 c, n, t, x, z, d	\$ 9.95
RM 80/125/250 e, f	11.50
RM 370/400/465/500 ALL yrs	9.95
PE 175/250/400 all yrs	9.95

SIDE PANELS

RM 80 all yrs	\$14.50 ea.
RM 100/125/250 a, b, c	14.50 ea.
RM 100/125/250 n, t, x, z, d, e, f	18.95 ea.
RM 370/400/465/500 all yrs	18.95 ea.
PE 175/250/400 all yrs	19.95 ea.
Please indicate right or left panel.	

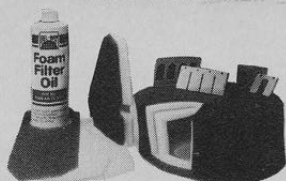
BEL-RAY OIL

MC 1 +	\$3.25
GEAR OIL LV 80	3.95
MC-3	3.75
FORK OIL	2.50
FOAM FILTER OIL	2.95
CHAIN LUBE 18 oz.	5.95

NGK PLUGS (gold tip) RACING PLUGS

B 8EGV, B 9EGV	\$5.95 ea.
Recommended by TEAM SUZUKI	

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MAC's PHASE III RACING FILTERS.

NEW IMPROVED DUAL STAGE FOAM AIR FILTERS. PROVEN EFFECTIVE IN NATIONAL AND INTERNATIONAL MOTOCROSS RACING. MORE FLOW = MORE POWER.

RM 80 all yrs. (SPECIAL CAGE)	\$12.95
RM 100/125/250/370/400	
m, a, b, c, n, t, e, f	12.95
RM 125/250/465/500 x, z, d	9.95
RM 175/250/400 all yrs.	12.95
BEL-RAY FOAM AIR FILTER OIL	2.95

BOYSEN DUAL STAGE RACING REEDS.

BOLT ON HORSEPOWER	
RM 80 all yrs.	\$10.95
RM 100/125 a, b, c, n, t,	
x, e, f	12.95
RM 125 z, d	25.95
RM 370/400 a, b, c, n, t,	13.95
RM 250/465/500 x, z, d, e, f	30.95
PE 175/250/400 all yrs	13.95

GASKET SETS GENUINE SUZUKI

Complete set of FACTORY gaskets to re-build your cycle.

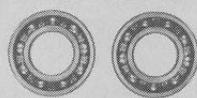
RM 80 b, c, n, t, x, z	\$ 8.95
RM 80 d, e, f	14.60
RM 100/125 all yrs	14.60
RM 250/370/400 all yrs	13.95
RM 465/500 all yrs	17.95
PE 175/250/400 all yrs	15.25

CYLINDERS

GENUINE FACTORY	
RM 80 all yrs	\$ 99.95
RM 100/125 all yrs	118.50
RM 250 a, b, c, n, t, x	154.25
RM 250 z, d, e, f	140.40
RM 370/400 all yrs	191.75
PE 175/250 all yrs	154.25
PE 400 all yrs	191.75

KICK START LEVERS

GENUINE SUZUKI	
RM 80 all yrs	\$18.95
RM 100/125/250 m, a, b, c, n, t,	
x, z, d	31.50
RM 125/250 e, f	35.90
RM 370/400/465/500 all yrs	32.50
PE 175/250/400 all yrs	31.50



WHEEL BEARING KIT

The best FACTORY bearings you can buy.

FRONT	
RM 80/100 a, b, c, n, t, x,	
z, d	\$ 9.40 pr.
RM 80 e, f	14.95 pr.
RM 125 m, a, b, c, n, t,	
x, z, d	11.95 pr.
RM 125/250 e, f	18.60 pr.
RM 250/370/400 a, b, c, n,	
t, x, z, d	12.50 pr.
PE 175/250/400 all yrs	12.95 pr.
REAR	
RM 80 b, c, n, z, d, e, f	11.50 pr.
RM 80 t, x (3 bearings)	15.95
RM 100/125/250/370/400 all yrs	13.95 pr.
PE 175/250/400 all yrs	15.40 pr.

SWING ARM PIVOT SHAFT AND NUT KIT.

Consists of FACTORY pivot shaft and castle nut.

RM 80/100 all yrs	\$ 5.95
RM 125/250/465/500 all yrs	11.95
RM 370/400 all yrs	13.60
PE 175/250/400 all yrs	11.95



SPROCKETS...CHAIN

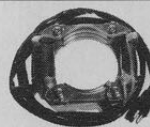
D.I.D. CHAIN Pre-stressed, special heat treated for hardness. THE WINNER'S CHOICE.

RM 80 all yrs	\$22.95
RM 100/125 m, a, b, c, n	26.95
DS 100/125...TS 100/125	
TM 125 all yrs	26.95

DIAMOND CHAIN. As hard as its name, the chain used by racers demanding the best.

RM 125/250 t, x, z, d, e, f	\$35.95
RM 370/400/465/500 all yrs	36.95
PE 175/250/400 all yrs	35.95
TM 250/TS 250 all yrs	34.95

STATOR PLATE ASSY.



SUZUKI FACTORY REPLACEMENT ASSY.	
RM 80 all yrs	\$81.75
RM 100/125 m, a, b,	
c, n, t	89.95
RM 125 x, z, d, e, f	98.50
RM 250/370/400 all yrs	89.95
RM 465/500 x, z, d, e	89.95
PE 175/250/400 all yrs	89.25

SPROCKETS

COUNTER SHAFT. Made from top grade steel, case hardened, over 60 Rockwell.

RM 80/100/125/250 all yrs	\$ 9.95
RM 370/400/465/500 all yrs	10.95
PE 175/250/400 all yrs	11.95
REAR. Hardened alloy, light weight, wears twice as long as any others.	
RM 80/100/125/250 all yrs	\$32.95
RM 370/400/465/500 all yrs	35.95
PE 175/250/400 all yrs	33.95

CHAIN BUFFER SET

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

RM 80 all yrs	\$11.25
RM 100/125 all yrs	14.50
RM 250/465/500 all yrs	14.50
PE 175/250/400 all yrs	13.95

SEAT COVERS COMPLETE SEATS



MAC SEAT COVERS, the best quality, fits your RM exactly.

RM's ALL YRS	\$18.95
MAC COMPLETE SEATS	
RM 80/125/250/465/500	
x, z, d, e, f	\$39.95

Available in blue or black.



MAC TANK COVERS, protects your bikes' good looks with a skin tight fit.

RM 80/125/250/465/500	
x, z, d, e, f	\$19.95

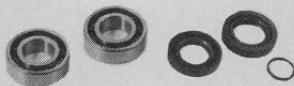
CRANK REBUILD KIT



Consists of GENUINE FACTORY rod, lower rod bearing, crank pin and two thrust washers.

RM 80 all yrs	\$38.95
RM 100 all yrs	36.95
RM 125 b, c, n, t	32.50
RM 125 x, z	50.25
RM 125 d, e, f	54.95
RM 250/370/400 a, b, c, n, t	52.95
RM 250 x, z, d	54.95
PE 175 all yrs	51.25
PE 250/400 t, x	55.25

CRANK MAIN BEARING AND SEAL KIT



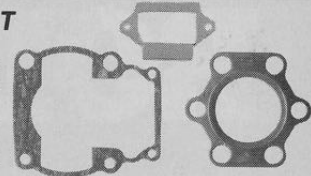
GENUINE SUZUKI PARTS. Consists of two main bearings, two crank seals and "O" ring when indicated.

RM 80 all yrs	\$25.25
RM 100/125 all yrs	29.35
RM 250/370/400 all yrs	31.25
PE 175/250/400 all yrs	31.45

TOP END GASKET KIT

HEAD, BASE & REED GASKET

RM 80 all yrs	\$4.95
RM 100/125 all yrs	7.25
RM 250/370/400 a, b, c, n,	
t, x	8.35
RM 250/465/500 z, d, e, f	9.25
PE 175/250/400 all yrs	8.35



SHIFT LEVERS



GENUINE SUZUKI replacement levers.	
RM 80/100 all yrs	\$12.50
RM 125/250 t, x, z, d, e, f	
(NEW FOLDING)	19.95
RM 125 m, a, b, c, n	11.95
RM 370/400/465 all yrs	11.95
PE 175/250/400 all yrs	11.95

ORIGINAL, STOCK, fit perfectly for each year and model. NO DRILLING HOLES. Bolts right on.

FRONT	
RM 80 all yrs	\$25.95
RM 100/125 all yrs	32.95
RM 250/370/400 all yrs	32.95
RM 465/500 all yrs	32.95
PE 175/250/400 all yrs	32.95

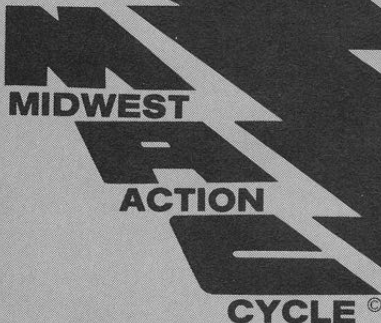
REAR	
RM 80 all yrs	21.95
RM 100/125 m, a, b, c, n, t, x	39.95
RM 125/250/465/500 z, d, e, f	31.45
RM 250/370/400 a, b, c, n, t	39.95
PE 175/250/400 all yrs	39.95

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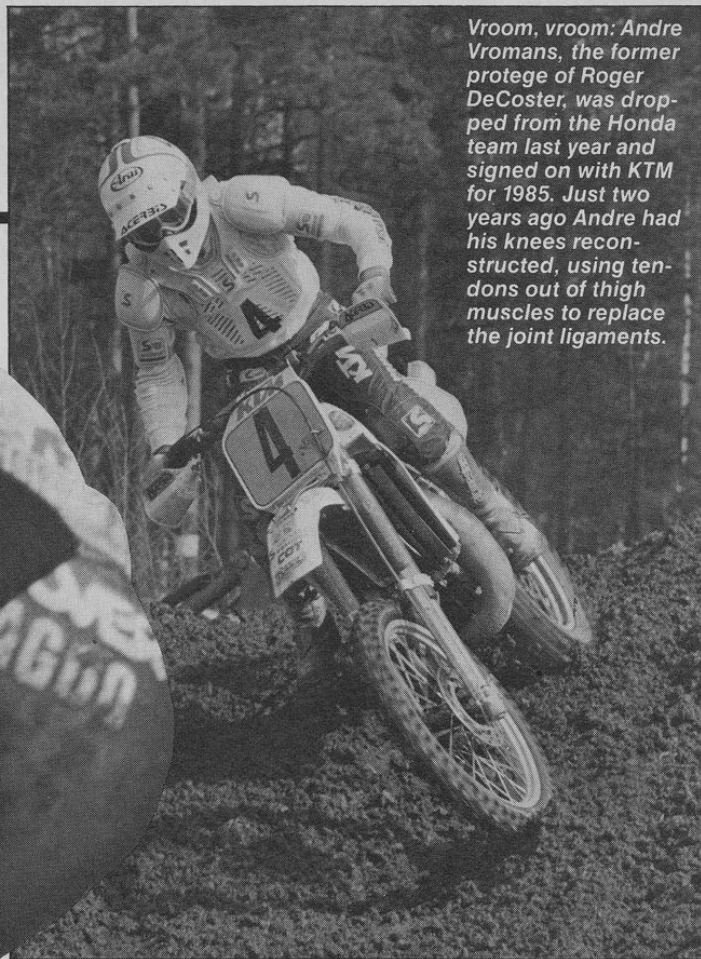
RUSKEASANTA, FINLAND

THE HONDA STEAM ROLLER

Magoo falls ill & works bikes
dominate Finland

By Patrick Ekman

Shamus O'Chandler: Magoo is racing under an Irish license on the GP circuit. Danny is the Irish teammate of Laurence Spence, the KTM teammate of Andre Vromans, Kurt Nicoll and Jaak Van Velthoven, and on his own as an American.

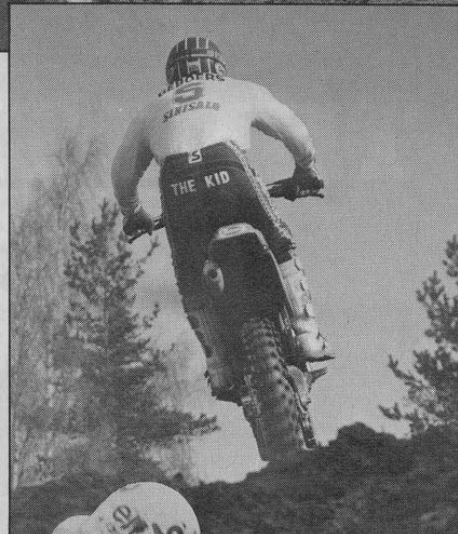


Vroom, vroom: Andre Vromans, the former protege of Roger DeCoster, was dropped from the Honda team last year and signed on with KTM for 1985. Just two years ago Andre had his knees reconstructed, using tendons out of thigh muscles to replace the joint ligaments.



Down for the count: Magoo had the flu at the Finnish GP at Ruskeasanta. After a third in the first moto, Magoo had to be carried back to the pits in the second. He is now fourth in the world standings.

Little brother: Eric Geboers, younger brother of 1970's Suzuki star Sylvain Geboers, won in Sweden and again in Finland. "My knee is not completely healed from last year's crash. All the right-hand turns cause me pain, but I am confident," said little Eric. He is only two points behind teammate and countryman Andre Malherbe after four of 12 rounds. ►



▲ Social Security: Now in his 30s, the last great Swedish rider is Hakan Carlqvist. Out of 60 points-paying positions (top 15 in each moto) at the Swedish and Finnish 500 Grands Prix, only four Swedes earned points. Where are the Abergers, Krings, Hansens, Jonssons and Hallmans today?

The steamrollers: Except for the KTM of Magoo and the Kawasaki of Georges Jobe, the 500 GPs are an all-Honda show. David Thorpe (3), Andre Malherbe and Eric Geboers have won everything—except for what Magoo has won. The Honda team has won seven out of eight Grand Prix motos to date. ►



Lost the glow: Once the Wunderkind of Belgian motocross, Georges Jobe, the youngest rider to ever win a World Championship, is now just another body being mulched up by the Honda steamroller. Once the preseason injuries heal, he should do better than his 7-9 (Austria), D-10 (France), 3-D (Sweden) and 9-3 (Finland) finishes. □

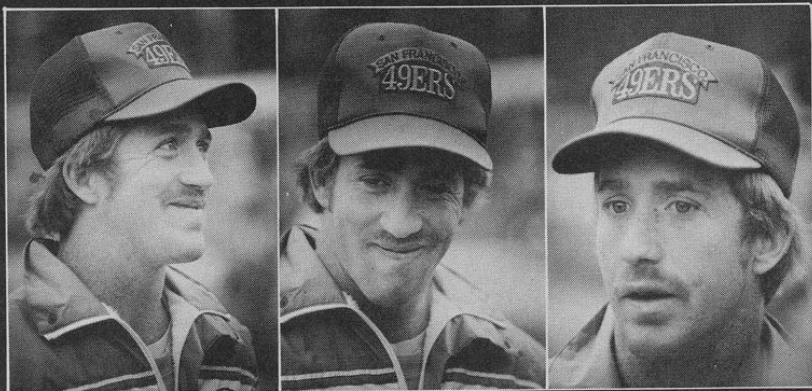


RESULTS:

500 GRAND PRIX OF FINLAND

1. Eric Geboers (Hon) 2-1
2. Andre Malherbe (Hon) 1-2
3. David Thorpe (Hon) 4-5
4. Georges Jobe (Kaw) 9-3
5. Kurt Nicoll (KTM) 7-8
6. Magoo Chandler (KTM) 3-D
7. Jem Whatley (Kaw) 6-12
8. Danny LaPorte (Hus) D-4
9. Gerard Rond (Hon) 5-D
10. Johan Martens (Hus) 10-11

GONE FISHING



THEY TREATED ME LIKE MR. NOBODY

Magoo tells the whole story behind his European odyssey

By Luc Verbeke

□ Danny "Magoo" Chandler is an American original. Ten years ago the freckle-faced Northern Californian made his debut on the National scene. His image has never changed. It is one of predictable unpredictability. There's no doubt that Magoo is fast, but in his ten years in America, Magoo never won a National or Supercross championship. He led them—in fact he dominated them for a time, but the predictable always happened—he didn't win them. Injuries, breakdowns, crashes, and a horrible training accident (and too quick a recovery) hampered Magoo's American career in 1984.

For 1985 Danny decided to try Europe. It's no secret that offers in America were slim. Honda offered a bike and parts, and financially precarious Team Tamm allegedly made Magoo an offer, but Magoo harbored

a dream of racing in Europe. This dream was fueled by the way he was treated after becoming the first man to win every moto of both the Motocross and Trophee des Nations (1982). Magoo called home after those victories and enthusiastically told his mom, "I'm a hero over here!" And now he's back in Europe being predictably unpredictable.

"I said, 'Listen, I didn't come to Europe to deal in team tactics. I want to win GPs and, if possible, go for the 500 gold.'"

MXA: In February you started your European tour in an International race at Beaucaire, France, as a member of the Kawasaki team, and one week later, you signed a two-year contract with KTM. What happened?

Magoo: Well, I came to Europe, and Kawasaki offered me a contract to race the 500 World Championships. I was hoping they would give me a factory ride, but Alec Wright, team manager for the Kawasaki U.K. team, said the green strategy for the 500 World Championships would be that Laurence Spence, Jeremy Whatley, David Watson and I would have to race in service of Georges Jobe. I said, "Listen, I didn't come to Europe to deal in team tactics; I want to win GPs, and if possible, go for the 500 gold."

Another point was that I had to start the 500s with a modified production bike, while Jobe and Spence are racing works bikes. They promised me works equipment for the

month of July, but by then the World Championships are almost finished. I'm not throwing away one year of my career. They treated me like I was Mr. Nobody, and after a while I got sick of all their promises. I said, "Listen, don't fool around with me, I want the cards on the table right now, or I walk." They probably thought I was joking. They knew very well that I didn't stand a chance of getting a good contract with one of the big Japanese factory teams. I was much too late on the market, and my chances of getting competitive factory equipment were suddenly reduced to zero. But then came KTM, and they offered me a two-year contract, a good salary, and the same bikes as the other KTM riders on the World Championship team. I can tell you, after all the trouble I had gone through, it was a relief for me!

MXA: But when you signed a contract with KTM, didn't that mean you took a serious step backwards? It's no secret that the 500cc KTMs are just modified production bikes.

Magoo: Yes, that's true, but the 500cc production bike is already fast enough to win GP races. The KTM engineers are working very hard to build a super-fast production bike, and I can tell you, they are not far behind the factory Hondas and Yamahas anymore. I'm very happy with the way the Austrian mechanics work. They listen to what you say, and they try real hard to make the bike just exactly the way you want it.



"People have come (up) and said, 'Danny, how come you are so slow?' They were afraid I wouldn't qualify, but I was just playing around. Those qualifying races are so long... I could be fishing."



"To tell you the truth, I was a little bit lucky. Dave Thorpe was the best rider in the French GP... I knew I could win GPs this year, but I never expected it to happen so fast. I went crazy!"

KTM gives me all the support I need, and things can only get better in the future. You know, if I would have signed a contract with the HRC Honda or the Yamaha team, I certainly would have been in the same position as with Kawasaki. Those teams were ready long before I arrived in Europe.

MXA: But during the Austrian GP things were not working out so well for you. You finished 4-DNF. What happened?

Magoo: Well, as I already said, I came very late to Europe, and we started preparing the bikes just three weeks before the GPs. I'm racing the 500s with an Irish license, and KTMs from the Irish importer. We could only test the bikes in Irish sand tracks, and when we arrived in Austria, it was a hard

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World-famous Super Adjuster provides fade-free performance in any racing application and features separately adjustable external rebound and compression damping. Damping and spring rate dialed-in for your application with 60 day guarantee. All bikes. **\$395**

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White Brothers offers a full range of single shock springs in 10 pound increments for Hon, Yam, Suz, Kaw, KTM, Mai. Call for info.

\$49.95 Optional White Power Springs **\$69.95**

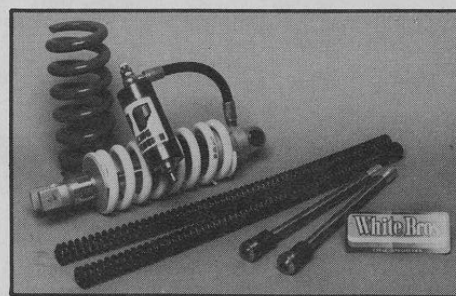
ATK MULTI-RATE FORK SPRINGS

Now you can dial in your fork spring rates to suit you perfectly. Includes new Main Springs, Secondary Springs and Adjustable Spacers for a full range of tuning.

WB1331T 43mm Multi-Rate Spring Kit	\$49.95
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WB1334T 38mm Multi-Rate Spring Kit	49.95
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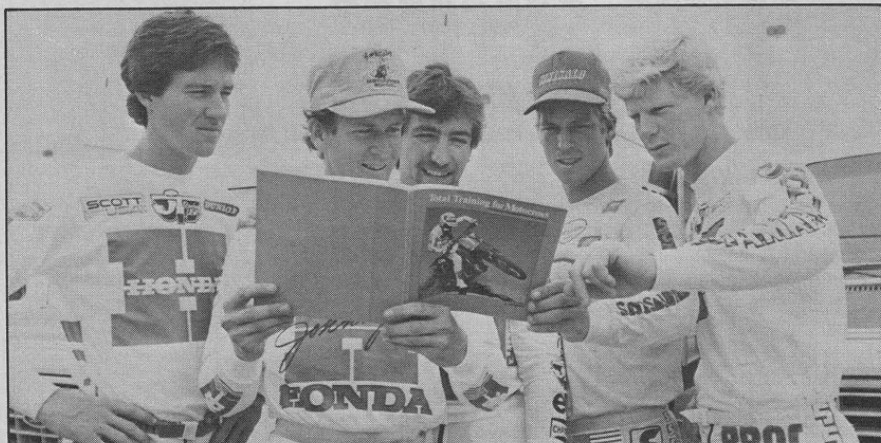
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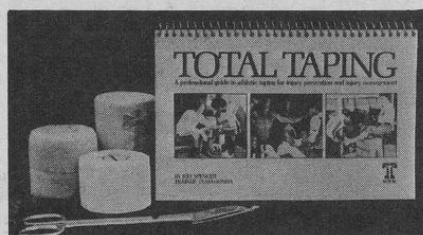
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MR. NOBODY



"Tracy is expecting our first child, and I'm happy with my first GP victory. What more should I say? Greetings to everybody at home!"

and bumpy mountain track. All the shock settings were wrong, the bike wasn't running so well, and I was getting more and more nervous. We had some serious shock problems, and I went straight to the guys from White Power and asked them for the hardest setting they could give me. White Power is giving free service to all the GP riders who use their shocks, and they know the settings from all the riders and all the GP tracks. They said I was mad, and gave me a very smooth setting on my shock. By the end of the first moto, I was completely burned out, because I lost control in the fastest parts of the track. I went back to their motor home, and after a while they gave me a 1984 shock from a production KTM. It didn't help so much, because I blew the whole thing... I completely missed the second-moto start, and in my hurry I ran into somebody—I think it was Vromans. I couldn't see anything because of the dust. I crashed into the fence, and that was the end of my Austrian GP.

MXA: But one week later you shocked the European riders and the rest of the world by winning the French GP. The European press said you were an outsider before the start of the GPs, but suddenly they changed their opinions. How do you feel now, being one of the title candidates for the 500 gold?

Magoo: Well, to tell you the truth, I was a little bit lucky. Dave Thorpe was the best rider in the French GP. He was 20 seconds ahead, and with only four laps to go, he broke his gearbox. I won the first moto and finished second behind Dave Thorpe in the second. But anyhow, I won the French GP in front of an amazed 45,000 Frenchmen. I knew I could win GPs this year, but I never expected that it would happen so fast. I went crazy, but even more, the KTM people were delirious. It was the first 500 GP win for KTM for as long as they have been racing the 500cc World Championships. I was the first rider with European equipment who could break through the Japanese domination.

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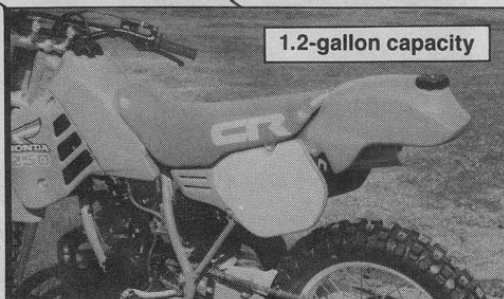
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I wanted to prove something to everybody, but most of all to myself. When I arrived in Europe, I thought, *I'm gonna smoke the Euros*, but then came the trouble with Kawasaki, and I thought, *Oh no, not again!* Then I signed with KTM, but I realized that circumstances had changed. I lost my confidence a little bit. Well, now I'm back. Stronger than ever.

MXA: And what about the other European riders?

Magoo: I don't know, it is too early to say anything about them. They are friendly to me, and I'm friendly to them. Of course on the track, I don't care who's who. Malherbe and Thorpe really impressed me, but Hakan Carlqvist, Eric Geboers and Georges Jobe are all recovering from injuries. They will be back in a few GPs, but I think that the strongest men to beat are Malherbe and Thorpe. The new young riders are racing very fast, but they are too inconsistent to make the top five at the end of the year.

MXA: How's the KTM team atmosphere now that you are the first rider on the 500 team?

Magoo: I don't think there are any troubles on the team. My teammates, Andre Vromans and Kurt Nicoll, were the first riders to congratulate me on my first GP victory. KTM gives me all the support I need. I've suddenly become their number one rider, but I think the other riders understand how important that is for the factory. They don't get less support than I do, and I think and hope this is not going to change for the rest of the season. KTM is working very hard to come up to the same level as the Japanese so-called Big Three, and they certainly don't want to create dissension on the team.

"... my chances to get competitive factory equipment were suddenly reduced to zero. But then came KTM..."

MXA: Brad Lackey raced ten years in Europe before he won the first 500 title. What about you?

Magoo: Well, I'm in the top four in the 500 World Championships, and I can only try to do better. It's still a long way to go, but I'm not afraid of the things that are going to come. Now I know I can win GPs, so why not the World title?

MXA: What's so different about racing the World Championships and racing in America?

Magoo: Everything is different. The tracks are different in every GP race. All the riders are quite new for me, but the most annoying difference was the qualification races on Saturday. I think Saturday would be good for testing the bikes, not for racing qualification events. The European federations of each country should be more selective. The 500 competition is very tough, and if you are just a little bit unlucky in the

(continued on page 60)

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Inside the life of a minicycle racer



American minicycle racing can start for kids as young as three. There are so many classes, engines sizes and age categories, no one has to feel left out.

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7. Junior Jackson (Kaw) IL
8. Vince DeVane (Yam) FL
9. Mike Pascarella (Yam) CA
10. Shaun Kalos (Hon) AZ
11. Michael Craig (Yam) CA
12. Dennis Stephenson (Kaw) NE



In a few years this minicycle racer will be tall enough to dust the top of his trophy.



You don't have to be an Expert to get support. Jimmy Button is the hottest Intermediate around, and his Honda factory ride is proof of that.



Minicycle stardom has its rewards, even if it never culminates in a factory ride for the Nationals. These 14 riders earned the number one plates in their areas and got invited to the prestigious NMA Race of Champions.

□ Motorcycle racers used to be men. It took real men to start BSA 441 Victims and 501 Maicos. Minicycle racers used to be cute little kids—after all, a Honda XR75 burbled along with such a playlike sound. Now it is hard to tell the motorcycle racers from the minicycle racers. Machinery differences are almost nonexistent, and the horsepower-to-weight ratio of a NMA Grand National Championship 83cc minicycle is greater than that of David Bailey's works Honda RC500.

Minicycle racers have arrived. What does it take to be the National Minicycle Champion? How much money can a minicycle rider make? And who are the baddest minicycle riders in America today?

MINIMANIA: HERE TO STAY

There are professional minicycle racers in America. While they still attend junior high, go to dances, and ride BMX bikes on weekdays, when the weekends roll around, they are on their way to far-off places. In a way, minicycle racers make better professionals than the high-paid factory hotshoes of the AMA circuit. A mini racer has no responsibilities. A mini racer can throw a tantrum if he loses. A mini racer



Kawasaki's effort at the amateur level is the best in the business. These box vans are only a small part of the factory support at the World Mini and Ponca City. They normally arrive in semi trucks loaded with parts.

can act childish without offending anyone. The factory shoes do these things too, but it doesn't seem right when a 25-year-old acts like a 14-year-old. In a 14-year-old it is normal.

HOW DO YOU BECOME A MINI STAR?

The National Motorsport Association (NMA) circuit is the tried-and-true path to motocross stardom. The NMA circuit starts in late spring with a group of regional qualifiers. Riders from each region attempt to qualify in the top ten positions for their geographical area in order to be allowed to attend the Grand National Championships at Ponca City, Oklahoma. Ponca City is the big one. Everybody wants to win at Ponca City. There are 28 classes, 28 championships, 28 chances for success,

and over 2000 riders vying for the gold in Oklahoma. A win at Ponca City could make you rich. A loss at Ponca could ruin your year. It is that important.

The other important races during the year are the CMC Golden State series (January-February), AMA Florida Winter series (January), Florida Minicycle Olympics (March), NMA World Mini Grand Prix (April), NMA Regional Qualifiers (May-June), GNC Championships (March), Ponca City (August), AMA Loretta Lynn National Amateur Championships (August), and the CMC Trans-Cal series (September-October).

More than any other group of racers, minicycle racers are series-oriented. They gear themselves to race series and to win championships.

WHAT ARE THE CLASSES?

There is a class for everybody in NMA, from 50cc Automatics through 60cc Junior Cycle, 83cc minicycle, 105 minicycles, 125 motorcycles and 250 motorcycles. There is no class for Open machines, and the age limit in NMA is 21 years. Minicycle racers can't be over 16. Junior Cycle racers can't top 11. And Pee-Wee (50cc

(continued on page 80)

PROFESSIONALISM: HOW MUCH DO THEY MAKE?

How does a 30 grand allowance sound to you?

• **FACT:** The top minicycle racers in America can make anywhere from \$15,000 to \$30,000 a year.

REALITY: The number of riders capable of earning big money on the NMA circuit is funneled down through competition, opportunity and business acumen to four or five riders.

TRUTH: The majority of minicycle racers (experts included) spend far more money than they will ever earn racing.

HOW MUCH CAN THEY MAKE?

A basic minicycle factory ride is broken down into several components: cash, bikes and bonuses.

Most factories will pay a hotshot 12 & Over Expert approximately \$4000. This is not a salary. It is an up-front expense check to cover miscellaneous travel and preparation costs.

It is not uncommon for a factory mini rider to receive ten bikes a year (plus two or three 125s). Along with the bikes comes unlimited parts to keep them running and some form of technical, mechanical or hop-up support, either from within the factory or from an outside shop. Some factories, Honda specifically, give the riders the pink slips to the bikes and carte blanche to sell them at the end of the year. The sale of ten to 13 bikes can net the rider \$5000 to \$10,000.

Bonuses are the easiest way to make money on the minicycle circuit. Every important race has an accompanying bonus plan. A win at Ponca City in the 83cc Stock class would gross \$1000. Another



One of the most successful minicycle racers of all time was Eddie Hicks. Now out of the mini ranks, Eddie gets full support from Yamaha for his quest to become 125 National Champion by 1987.

win in the 83cc Modifieds would deposit an additional \$1000 into the mini rider's bank account. If a rider swept the 83cc Stock, 83cc Modifieds and 105 class, he would make \$3000 for his week in Ponca City—not counting contingency money.

Each factory pays its riders differently. Kawasaki pays a \$500 savings bond to the rider and \$500 cash to his parents for each win at Ponca. Wins in the Golden State, Trans-Cal, World Mini, Loretta Lynn and GNC can rake in additional bonuses ranging from \$500 to \$1000.

OUTSIDE CONTINGENCIES

Little kids have to wear leathers, helmets, goggles and gloves. And just like Bailey, O'Mara and Hannah, the minicycle star can expect to be paid by the clothing company of his choice.

A major clothing contract for a mini

racer starts with a \$500 to \$1000 contract for signing and bonuses of \$250 to \$500 for major wins. Goggles are about the same.

Oil companies, racing fuels, pipes, shocks and tires are normally supplied to factory racers free of charge. Occasionally there will be small bonuses attached to a tire or oil, but under most circumstances free products are *de rigueur*.

WHAT DOES IT ALL MEAN?

In a good year a minicycle rider with a factory contract could expect to make \$20,000 easily. If he wins two of the three major classes at Ponca City and Loretta Lynn (these races are only one week apart), bonus money alone (factory, contingency and clothing) could add up to almost \$8000. Is it any wonder that the battle for minicycle supremacy is so diligently pursued? •

THE FIERCE FINN • PEKKA VEHKONEN • Fast is always fast

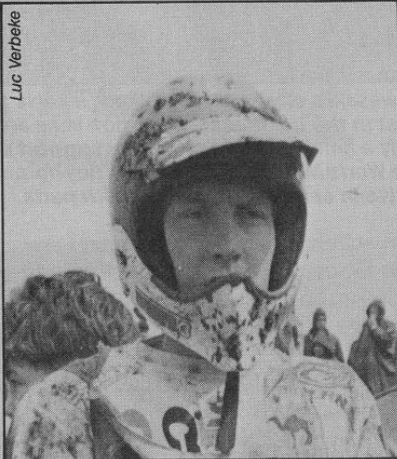
MXA: There has been a lot of talk about you moving to the 500 Grand Prix class next year. Is there any truth in it?

Pekka: After last year's Trophee des Nations, I got a few offers. But I think I've still got much to learn before battling with the big boys. I will concentrate on winning the 125 World Championship this year. So far everything has gone quite well. I am third in the points, just 29 points behind the leader, Davy Strijbos.

MXA: You are still with the Cagiva team with the Italian, Corrado Maddii, as your teammate? Do you have any team orders?

Pekka: No, the fastest man is always the fastest. Maybe the situation will be different

Luc Verbeke



when the season nears its end. Last year I had to help Corrado when I returned to the GP scene after breaking my leg. Unfortunately, Corrado crashed in the last race and had to watch Rinaldi take the crown.

MXA: Supercross is coming on strong in Europe. Roger DeCoster said that you are one of the best in Europe. Any comments?

Pekka: Supercross is truly a spectacular sport. I like it very much. The Americans are still the fastest, but I think the difference will be reduced in the following years. I have beaten Magoo, Cantaloupi, A.J. Whiting and Mark Murphy, but Glover, Bailey and Johnson are too fast. But you just wait a couple of years. •

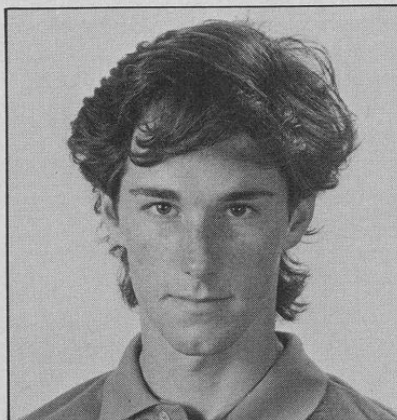
KING OF THE DNF • MICKY DYMOND • No more crashing

MXA: Micky, how has it been going?

Micky: I'm the king of the DNFs. I'm not really in the running anymore for the 250 Championship. After Gainesville, I DNF'd both motos at Hangtown, got hurt at the Superbowl, tried to ride the Vegas National but my ankles still hurt, and didn't even go to the last Nationals.

MXA: What are your plans now?

Micky: I sat down for the first time in my life and wrote out my goals. I wrote them out so I could see them. I plan on winning some races. I want to win the United States 250 Grand Prix. I think that is an attainable goal.



MXA: Your Superbowl crash was spectacular.

Micky: It was stupid. I crashed in the whoops. I don't know how. It was dark in that spot. The bike landed on me, and I couldn't get out from under it. I yelled at the flagmen to drag it off of me, but they just stood there and looked at each other. When I finally got out from under it, I should have settled down, but then I looped it over the quad. After that second crash I could barely crawl off the track. I'm through with crashing. I've thought about it, analyzed it, and I'm not going to do it anymore. That's it. Mark my words. •

125 WORLD CHAMP • MICHELE RINALDI • Creme de la creme

MXA: Since it was rumored that you really wanted to race the 500 class but ended up in the 250 class, would you ever go back to defend your 125 World Championship?

Michele: No! Never! Ten years in the 125 class was more than enough. I raced four years for TGM and then moved to Gilera, but it was so difficult to work for them. There was no structure in the Gilera team. Everybody thought he was the most important person. At each race there were 100 people in the Gilera pits. I never understood what they were doing or who was



Luc Verbeke

who. Then came Suzuki, and I knew what I had missed. It was well organized. It took me ten years to win the 125 crown, and it was the most beautiful moment in my life, but at the final 125 GP I knew I would never return to the 125s anymore. I was happy and at the same time sad.

MXA: Your hat has "Barilla" written on it. What is Barilla? Another Italian motorcycle?

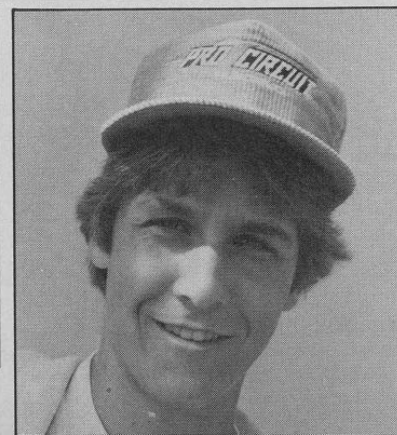
Michele: Barilla? That's pasta. The best things in life—spaghetti, lasagna, tortellini... the creme de la creme from Italian kitchens. •

NEW KID IN TOWN • BILLY FRANK • Running with the big boys

MXA: Billy, you came out of nowhere to be the Cinderella story of 1985. How has your year gone?

Billy: At the first National in Gainesville, I was fifth. At Hangtown I had an allergy that caused my windpipe to swell, and I only got 12th.

Vegas was going real well. I had a fourth place wrapped up when Bader Manneh landed on my rear brake and broke it. I ended up eighth overall. In Mt. Morris I got a ninth and fifth. I was up to fourth, but crashed on an off-camber.



MXA: Then you broke your collarbone. How?

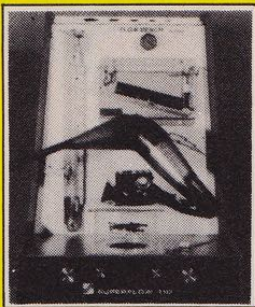
Billy: It was about three-quarters of the way through the first moto in Atlanta. I hit a hole and went over the bars.

MXA: How fast are the National guys?

Billy: They are fast. But mainly it is how long they go fast. If you try to go out and go as fast as you can, you get burned out before halfway. I need to train. I never really trained before, but after Gainesville I started training seriously. I run up and down the bleachers. It helps a lot. •

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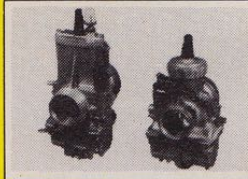
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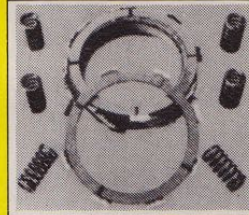
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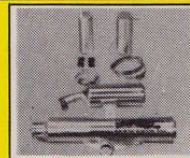
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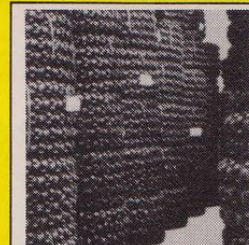
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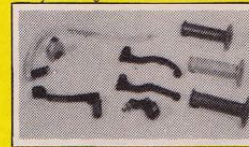


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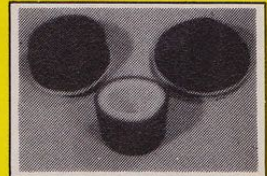
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MR. NOBODY

(continued from page 55)

qualifying sessions, you can forget the GPs. Many young riders are racing their brains out, but they are completely burned out after three laps, because they have already raced their GP on Saturday.

Twice already people have come to my van on Saturday and said, "Danny, how come you are so slow?" They were afraid I wouldn't qualify, but I was just playing around. Those qualifying races are so long . . . They take all day Saturday . . . I could be fishing.

Another thing I noticed are the crowds in Europe. Forty-five thousand people came to the French GP—incredible! Most of the European fans travel along with the GP circus. They are all very closely involved with the World Championships. In the USA, if you score 4-DNF, like I did in Austria, nobody talks to you. But in Europe, people came to see me and they all said, "Danny, you're a good man." They knew the difference between my KTM and the works Hondas.

MXA: *What are you doing in your spare time?*

Magoo: Well, I bought some fishing lines, because near my residential home in Ireland, there are some beautiful lakes, and picturesque Irish castles. It's all green in the summer, with some real good fishing grounds. Tracy is expecting our first child, and I'm happy with my first GP victory. What should I say? . . . Greetings to everybody at home! □

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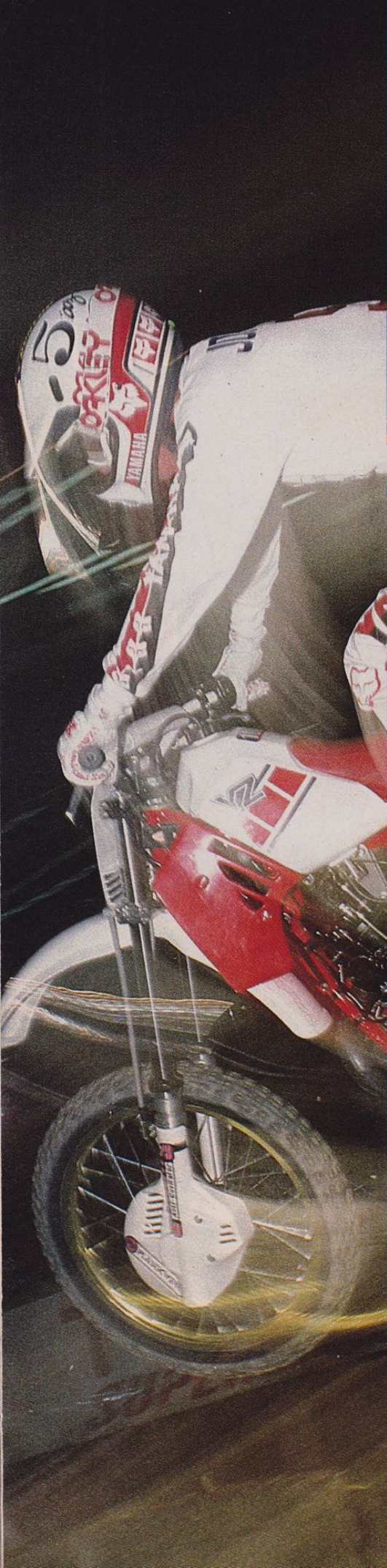
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MXA9-5

PUT THIS
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IN THAT
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□ Husqvarna has an identity crisis, and that *John Doe* image hasn't been lost on the American motocrosser. Husqvarna was largely responsible for the rise and growth of motocross in America. It was the touring Europeans of the late '60s and early '70s, all Husky mounted, who started the ball rolling. Motocross and Husqvarna, Hallman and Husqvarna, Tibblin and Husqvarna, Aberg and Husqvarna, Mikkola and Husqvarna, Carlqvist and Husqvarna, Blackwell and Husqvarna, Howerton and Husqvarna and then *kazango*. . . no connection.

AND THEN THERE WERE NONE

Husqvarna is now tied to a different image. Enduros and Husqvarna a la Melton, Cunningham, Bursleson and Bertram. Desert and Husqvarna with kudos to Roeseler, Ashcraft, Smith and Hardin. The funny thing is, they don't ride American-style timed enduros in Sweden, nor do they have a big desert racing following. What they do race in Sweden is motocross!

HOW DID IT HAPPEN?

Husqvarna's motocross fortunes changed when technology changed and Husky didn't. Geometries got steeper (except at Husky), trail became less (except at Husky), wheelbases got shorter (except at Husky), twin shocks got scarce (except at Husky), weight came down (except at Husky), racing budgets went up (except at Husky), powerbands became torquey (except at Husky), forklegs went to 43mm (except at Husky), superstars signed big-bucks contracts (except at Husky), and manufacturers turned their development and engineering efforts toward the American market (except at you-know-where).

added a few bucks to the racing budget (and handed the money to Danny LaPorte), tried to build a torque motor (without building a new motor), added a disc brake to their antiquated 40mm forks (you didn't expect new forks, did you?), signed on a real motocross team (Dymond and LaPorte) and gave lip service to the American market (by claiming to be paying attention to what America wanted in a machine). Yes, they waited five long years to get started, but they *have* entered the '80s.

HOW FAST IS THE NEW TORQUER?

First, the new Husqvarna 250CR five-speed, reed-valved, flat-slided Mikuni-carbed, 247cc motor isn't a torquer. By Husqvarna 250 standards it is, but by other bikes' standards it isn't. Secondly, it is fast when it comes onto the pipe. It just hesitates before it comes on.

RACE TEST

1985 HUSQVARNA 250CR

Coming of age
in the '80s

ENTER 1985

Even though everyone else moved into the '80s right after New Year's Eve, 1979, Husqvarna waited until 1985 to recognize the changing seasons. But at least they tried to make up for what they had been missing. For 1985 Husqvarna pulled the geometry back (not all the way, but within a degree or two), brought the trail closer (not to trend-setting levels, but within reason), shortened the wheelbase (a function more of geometry and trail than volition), released a single shock (with Ohlins components), lost ten serious pounds (thanks to a new frame),



European manufacturers can't seem to get the height down. Husky put a lot of work into the weight department, but the tall seat height, lackadaisical handling and pogo feeling aren't up-to-date.

PRO CIRCUIT'S Factory Power Bikes

The factory teams of Honda, Yamaha, Suzuki and Kawasaki rely on Pro Circuit for Winning Power Pipes and Power Porting whenever they race modified production bikes. Pro Circuit Power Pipes were tested by five-time World Champion and Team Honda manager Roger DeCoster and used by Honda team riders at the Japan and Italian Supercross races and in the 1985 Florida Series. Team Suzuki riders Scott Burnworth and George Holland used Power Pipes on their RM250s in the 1985 Golden State Series. Team Kawasaki's Goat Breker has always relied on Pro Circuit power for his production bikes.

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HONDA POWER PIPES

The Pro Circuit CR80 pipe eliminates the ATAC system and provides a large increase in mid-range and top-end without any loss at bottom. A must for any caliber of rider, our CR125 pipe provides a huge power burst on bottom-end with more mid-range and slightly more top. Also a must is our pipe for the 1985 CR250 torque motor which increases mid-range and top-end without destroying bottom. Awesome! \$138

- Honda CR80, CR125, CR250, CR500

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The choice of top SoCal privateers and Suzuki factory riders Scott Burnworth and George Holland for their RM250s in the Golden State Series. Our RM125 pipe provides an impressive power increase across the RPM range. \$138

- Suzuki RM80, RM125, RM250

YAMAHA POWER PIPES

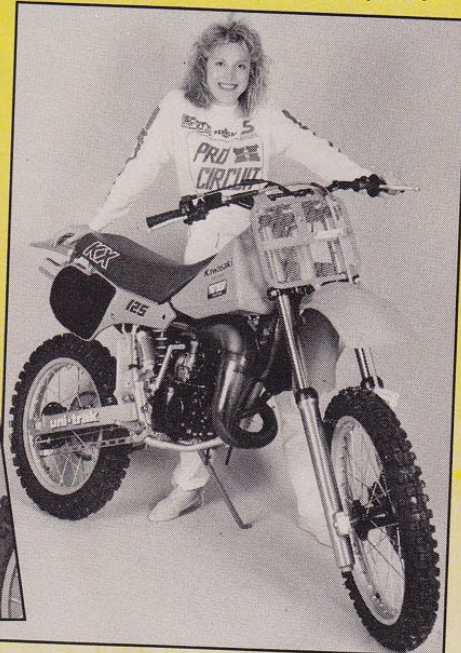
Pro Circuit's Power Pipe for the YZ125 bolts on much more mid and top-end power. Our YZ250 pipe with its harder hitting bottom, increased mid and top is a necessity for any Yamaha rider. \$138 Put it together with Pro Circuit Power Porting and you've got National caliber performance beyond Wrench Report.

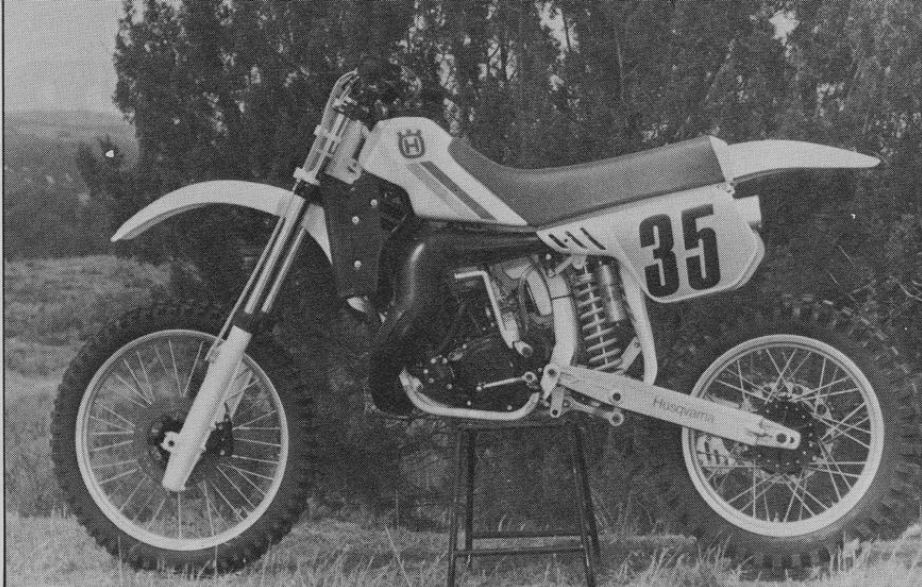
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Tested, used and endorsed by Team Kawasaki's Goat Breker, Pro Circuit Power Pipes for Kawasaki bikes provide a wider, stronger powerband and increased ground clearance. \$138 Together with Pro Circuit Power Porting you can put the Big Three out to pasture.

- Kawasaki KX80, KX125, KX250, KX500

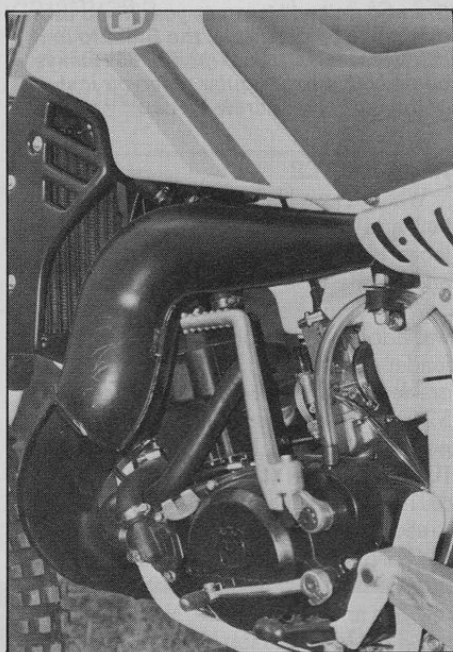




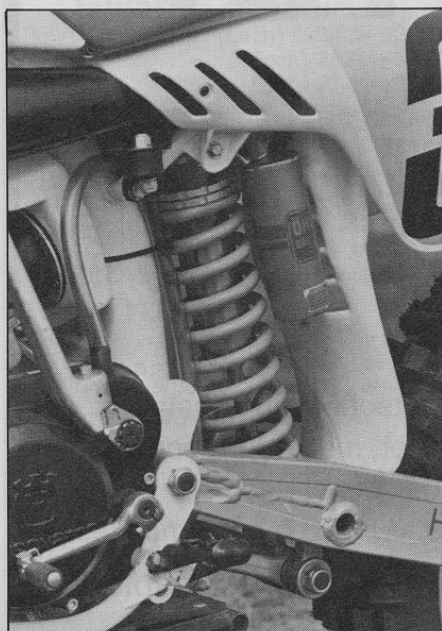
Tibblin, Aberg, Kring, Mikkola and Carlqvist wouldn't recognize the old bike today. Gone are twin shocks, the maroon gas tank and bulging pipes. They'd still recognize the forks and motor.



The slim seat and tank give the rider a good fit and make midair acrobatics fun. The antiquated 40mm Swedish-built forks don't make coming in for a landing half as much fun. Stiction, lack of rebound and a tendency to bottom plague the Hooska forks.



While the 1985 Husqvarna 250CR motor is fast, it is old-fashioned fast: no bottom end, no torque, and then lots of zingy, high-revving top end.



The Ohlins dual adjuster single shock is top-notch. Unfortunately, the valving and spring rate aren't. Most hotshot Husky riders are revalving and going for stiffer springs and a slightly shorter shock length.

CAN IT WIN?

Power delivery is decent. While there is a lag down low, the Husky tries to make up for it by hitting hard and pulling in the middle and up. The Husqvarna powerband is an opposite effort to the 1985 Honda idea of all torque and no top. Both have misread the book but have a few chapters worth looking at.

250CR

WHAT ABOUT THE HANDLES?

Razor sharp? No. Quick and efficient? No. Stable and unnerving? Yes. Again, this is quick, sharp and efficient for a Husqvarna (just as the motor is torquey compared with past Swedish entries), but it isn't a cut-and-thrust machine. It favors straight-line gnarlies, sweeping turns and berms. It is ill-equipped to play the typical American game of jam-it-in, brake-slide and clutch-it-out. It is better suited to smooth lines, high-speed entries and keep-your-momentum-up exits. None of this is bad, but it is knowledge required before riding.

FORTY MILLIMETERS AND NOT COUNTING

Husqvarna forks were good, but that was long ago in a distant galaxy known as the past. Today the peculiar rebound-damping piston ring, the tendency to bottom, and the heavy-viscosity oil make the Swedish-built 40mm forks anachronisms. To make the white forks work, run a 21-pound ATK spring, 15-weight oil, and set the level at six inches from the top. Rebound will still be too light, and bottoming will still occur, but pretend you are hitting a bump in 1979, and it won't feel so bad.

THE HEIGHT OF IMPERTINENCE

On the rear suspension technological front, Husqvarna has made some very nice moves. The single-backbone frame makes for a clean design. But actual shock action is hampered by a light spring (5.9 kilo) and not enough compression or rebound damping. The travel is 13½ inches of well-meant but poorly controlled seesawing. What do Danny LaPorte and Micky Dymond do? Thanks to the quality of the Ohlins shock, they switch to a 6.1- or 6.3-kilo spring, increase low-speed compression, add a dash more rebound, and run a 2mm spacer in the shock to shorten the rear-wheel stroke to just under 13 inches.

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250CR



Husqvarna put a lot of work into this year's model. It wasn't all in vain. They now have a good foundation on which to start building a killer deuce-and-a-half for 1986.

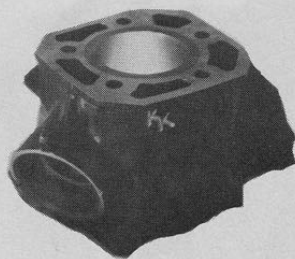
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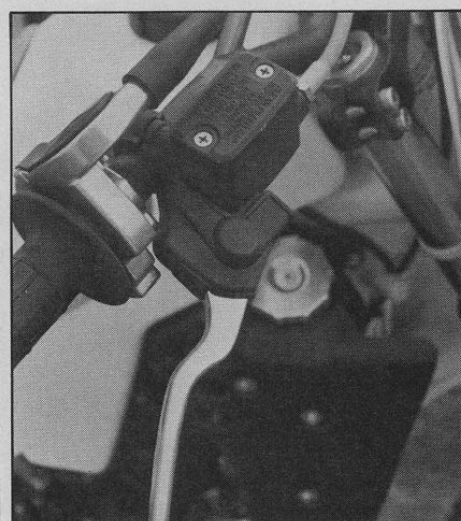
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NEXT BATTER

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What didn't we like? Front brake action was adequate but not sensational. Front fender splits up the middle. Tank badges crack. Tank decals bubble. Radiators crack (\$240 apiece). Clutch action is harsh. Footpegs are toothless. Pipe burns your leg.

JUMPIN' JIMINY!

The European manufacturers don't have to stick to the 500 class (KTM proved that the Euros can build a competitive 250), but they do have to face up to the challenges of the '80s and the Japanese. No more sliding by with one innovation cluttered with antiquated components of the past. Husky has the foundation for a good bike. They need to bolt, nail, weld and glue better accessories to it. □

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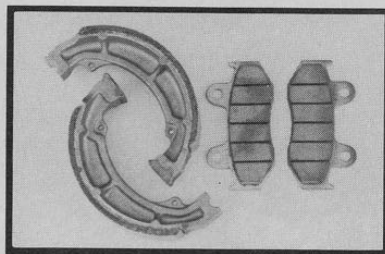
CR60/80	\$4.86—\$6.06
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CR250/450/480/500R	19.33—36.29

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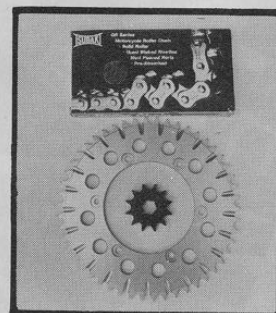
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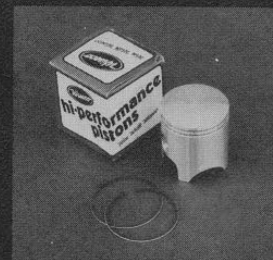
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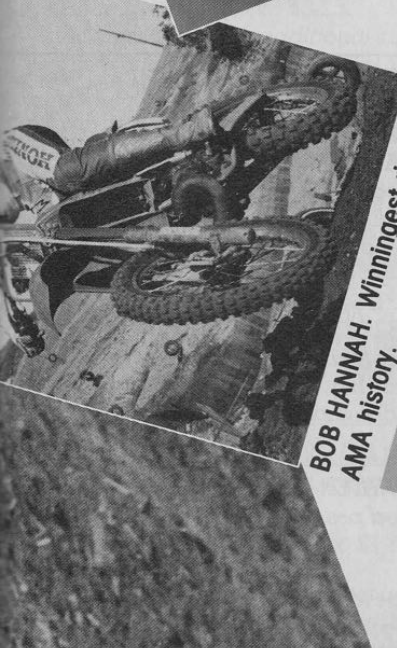
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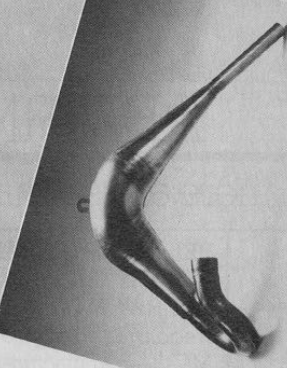
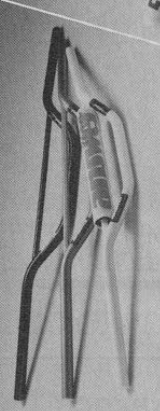
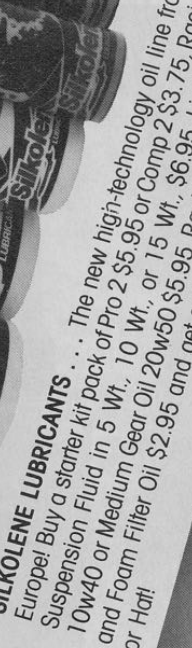
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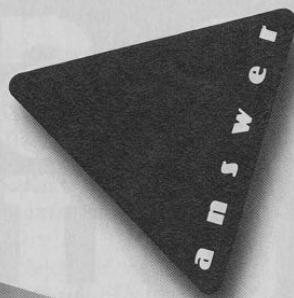
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By Duane Elliott

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AMS-OIL (SYNTHETIC)

Recommended pre-mix ratio: Manufacturer's instructions.

Price by size: Qt., \$4.95.

Address/phone for additional information: AMS/Oil c/o Michael Parrotte, P.O. Box 5565, Rockville, MD 20855; (301)840-8004.

BEL-RAY (MINERAL) BEL-RAY GK-1 (SYNTHETIC) BEL-RAY MC-1 PLUS (SYNTHETIC)

Recommended pre-mix ratio:

MC-3—manufacturer's recommendation;

GK-1—manufacturer's recommendation;

MC-1 Plus—50:1.

Price by size: MC-3—16 oz., \$2.50; GK-1—16 oz., \$5.95; MC-1 Plus—12.3 oz., \$3.50, gal. \$29.95.

Address/phone for additional information: Bel-Ray Co., Inc., P.O. Box 526, Farmingdale, NJ 07727; (201)938-2421.

BLENDZALL RACING CASTOR (CASTOR)

Recommended pre-mix ratio: 32-40:1.

Price by size: 12 oz., \$3.90; case of 12, \$46.80.

Address/phone for additional information: Blendzall Corp., 1433-1437 First St., Escalon, CA 95320; (209)838-7912.

CASTROL "R" RACING MOTOR OIL (CASTOR/MINERAL) GRAND PRIX 2-STROKE INJECTOR OIL (MINERAL)

Recommended pre-mix ratio: Castrol "R"—25:1 (depending on application); Grand Prix 2-stroke—up to 50:1 (depending on application).

Price by size: Castrol "R"—32 oz., \$4.95; Grand Prix—32 oz., \$2.95.

Address/phone for additional information: Burmah-Castrol, Inc., Consumer Relations Dept., 401 Hackensack Ave., Hackensack, NJ 07601.

DURA LUBE WATER-PUMPER (MINERAL)

Recommended pre-mix ratio: 50:1.

Price by size: 12 oz., \$3.25; case of 12, \$39.00.

Address/phone for additional information: Dura Lube Mfg., 270 N. Vinedo, Pasadena, CA 91107; (818)795-7628.



KAL-GARD KG 2 (SYNTHETIC/MINERAL)

Recommended pre-mix ratio: 20-60:1 or manufacturer's recommendation.
Price by size: 16 oz., \$4.95.
Address/phone for additional information: Kal-Gard Coating and Mfg., 16616 Shoenborn St., Sepulveda, CA 91343; (818)892-8674.

KAWASAKI PREMIUM RACING OIL (MINERAL) KAWASAKI 2-CYCLE ENGINE OIL (MINERAL)

Recommended pre-mix ratio: Manufacturer's recommendation.
Price by size: Premium Racing Oil—16 oz., \$2.95; 2-Cycle Engine Oil—qt., \$2.80.
Address/phone for additional information: Any Kawasaki dealer or Kawasaki Motor Corp., P.O. Box 1147, Santa Ana, CA 92711.

KLOTZ RACING CASTOR (CASTOR) KLOTZ R-50 (SYNTHETIC) KLOTZ 50:1 (SYNTHETIC)

Recommended pre-mix ratio: Racing Castor—32:1; R-50—50:1; 50:1—50:1.
Price by size: Racing Castor—16 oz., \$3.98; R-50—16 oz., \$3.25; qt., \$4.95; 50:1—16 oz., \$2.95.
Address/phone for additional information: Klotz Special Formula Products, P.O. Box 11343, Fort Wayne, IN 46857; (219)749-0489.

LUBRADYNE 2-STROKE

Recommended pre-mix ratio: 50:1.
Price by size: 12 oz., \$3.95.
Address/phone for additional information: Thomas Dener Corp., Inc./Lubradyne, 9535 E. Garvey Ave., El Monte, CA 91733; (818)350-1417.

MAXIMA RACING CASTOR (100% CASTOR) MAXIMA 927 (SYNTHETIC/CASTOR) MAXIMA PREMIUM 2 (MINERAL/ SYNTHETIC) MAXIMA SUPER M (SYNTHETIC/ CASTOR)

Recommended pre-mix ratio: Racing Castor—20-60:1; 927—20-60:1; Premium 2—20-60:1; Super M—20-60:1.
Price by size: Racing Castor—16 oz., \$4.98; 927—½ gal., \$19.78; Premium 2—16 oz., \$2.98; Super M—12 oz., \$3.49.
Address/phone for additional information: Maxima Performance Products, 1444 Pioneer Way #7, El Cajon, CA 92020; (619)442-9723.

MOTO-PRO 2-STROKE PRE-MIX RACING OIL

Recommended pre-mix ratio: 50:1.
Price by size: 15 oz., \$3.35.
Address/phone for additional information: Moto-Pro, 6545 W. Sahara, Las Vegas, NV 89102; (702)362-2530.

NEO T2 (SYNTHETIC) NEO MX (SYNTHETIC)

Recommended pre-mix ratio: T2—100:1; MX—50:1.
Price by size: T2—8 oz., \$3.70; MX—12.5 oz., \$3.70.
Address/phone for additional information: NEO Oil Co., 2865 Gundry Ave., Long Beach, CA 90806; (213)595-7208.

OILZALL P2 (MINERAL) OILZALL 2 (CASTOR)

Recommended pre-mix ratio: P2—50:1; 2—80:1.
Price by size: P2—16 oz., \$3.29; 2—12 oz., \$3.95.
Address/phone for additional information: Oilzall Products, 2535 Middlefield Rd., Redwood City, CA 94063; (415)364-4004.

PENNZOIL 2-STROKE (MINERAL)

Recommended pre-mix ratio: Manufacturer's recommendation
Price by size: \$1.60 per qt. (prices may vary).
Address/phone for additional information: Auto-part stores or Pennzoil, 1630 W. Olympic, Los Angeles, CA 90015; (213)385-0311.

PJ1 GOLDFIRE (MINERAL/SYNTHETIC) PJ1 GOLDFIRE PRO (SYNTHETIC)

Recommended pre-mix ratio: Goldfire—32-40:1; Goldfire Pro—50:1.
Price by size: Goldfire—16 oz., \$3.45; Goldfire Pro—16 oz., \$4.75.
Address/phone for additional information: PJ1 Corp., 7345 Topanga Canyon Blvd., Canoga Park, CA 91303; (818)887-6704.

SILKOLENE COMP 2 (MINERAL/SYNTHETIC) SILKOLENE CASTORENE 30-WEIGHT (CASTOR) SILKOLENE CASTORENE 40-WEIGHT (CASTOR)

Recommended pre-mix ratio: Comp 2—40-60:1; Castorene 30-weight—32:1; Castorene 40-weight—32:1; Pro 2—50-70:1.
Price by size: Comp 2—12.8 oz., \$3.75; Castorene 30-weight-liter, \$10.95; Castorene 40-weight-liter, \$10.95; Pro 2—12.8 oz., \$5.95.
Address/phone for additional information: Answer Products, Inc., 27963 Beale Court, Valencia, CA 91355; (805)257-4411.

SPECTRO 2T (MINERAL) GOLDEN SPECTRO MOTORCYCLE OIL (SYNTHETIC/MINERAL)

Recommended pre-mix ratio: Spectro 2T—20-35:1; Golden Spectro—50-100:1.
Price by size: Spectro 2T—Qt., \$3.10; Golden Spectro—12 oz., \$3.10.
Address/phone for additional information: Spectro Oils of America, P.O. Box 208, Rt. 7, Brookfield, CT 06804; (203)775-1291.

SUZUKI CCI SUPER 2

Recommended pre-mix ratio: 20:1.
Price by size: qt., \$3.40, case of 12, \$40.00.
Address/phone for additional information: Any Suzuki dealer or U.S. Suzuki, P.O. Box 1100, Brea, CA 92621-1100.

TORCO GP-7 (SYNTHETIC/MINERAL)

Recommended pre-mix ratio: 50:1.
Price by size: 16 oz., \$2.95.
Address/phone for additional information: Torco, USA, 12247 Lakeland Rd., Santa Fe Springs, CA 90670; (213)944-6361.

YAMALUBE (MINERAL)

Recommended pre-mix ratio: 32:1.
Price by size: Case of 24, \$66.00; pt., \$2.75.
Address/phone for additional information: Any Yamaha dealer or Yamaha Motor Corp. USA, 6555 Katella Ave., Cypress, CA 90630. □

HI-POINT DELUXE 2-CYCLE CONCENTRATE (SYNTHETIC/MINERAL)

Recommended pre-mix ratio: 50:1.
Price by size: 12 oz., \$3.25.
Address/phone for additional information: Hi-Point Racing Products, 3709 W. Erie Ave., Lorain, OH 44053 (216)244-4101.

HYDRO BLAST 2-CYCLE ENGINE OIL MIX

Recommended pre-mix ratio: 50:1 or higher, depending on manufacturer's recommendation.
Price by size: Qt., \$3.75; gal., \$14.00.
Address/phone for additional information: Far West Hydro Blast, 11912 Rivera Rd. "G", Santa Fe Springs, CA 90670; (213)945-3742.

PRO HONDA 2-STROKE OIL (MINERAL)

Recommended pre-mix ratio: Manufacturer's recommendation.
Price by size: 16 oz., \$1.95; case of 24, \$46.80.
Address/phone for additional information: All Honda dealers or American Hondaline, P.O. Box 9000, Van Nuys, CA 91409.

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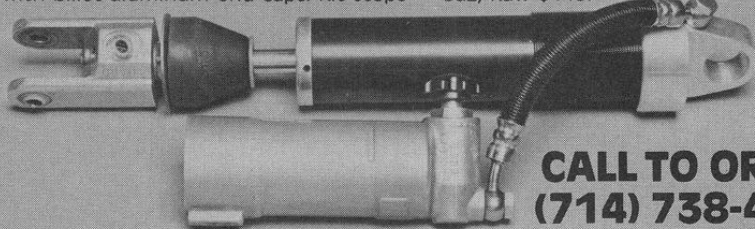


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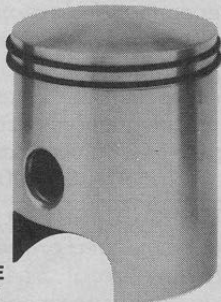
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500 SHOOTOUT

(continued from page 29)

end powerband, great brakes and passable ergometrics, but it needs a new shock, a touch more top end and some personal touches to the forks. Expect to fork out at least 500 clams for these mods. The \$2500 Honda just hit \$3000. But it would be the best.

Yamaha's YZ490N has a romp and stomp powerband, spot-on handling, strong brakes and a reasonable fit, but it has an atrocious shock and forks. To make the YZ490 the best bike in the class, you will need a fork kit, an accessory shock and a minor head-pipe mod to improve low end (add 10mm). Expect to spend at least \$500 to bring the \$2500 YZ up to the top. But it would be the best.

KTM has a strong, usable mid-range motor, super forks, a good rear shock, top-flight handling, and nice ergometrics. The Austrian bike could use stronger brakes, a shade more top end and a revalve on the shock. Expect to pay around \$200 for these mods, and the KTM already costs \$3000 stock. But it would be the best.

Kawasaki is a good bike. It needs work on the forks, better top-end overrun and improved handling. You can't buy handling, so rate the Kawasaki fourth.

Cagiva and Husky both need fork and shock work, not to mention a major revision of their handling, seat height and turning response. They rate fifth and sixth.

THE SOLUTION TO THE \$3000 QUESTION

The best Open bike of 1985 is going to cost you at least \$3000, regardless of what it cost on the showroom. The KTM rolls out of the showroom ready to go. It needs a few minor touches, but it is a working unit.

Honda and Yamaha need major suspension work (an accessory shock costs \$400), but they are nice, clean, race-ready packages, apart from their boingers.

FOR THREE BIG ONES

For three grand you can ride a Yamaha YZ490, Honda CR500R or KTM500 to victory in the Open class. Junior-level riders would be better off with the Yamaha YZ490. It has good handling and an easy-to-use top-end powerband. Experts would probably find the brutally powerful low end of the Honda CR500R to their liking. The Honda is a pro-level machine. KTM bridges the gap. Not everyone should consider a European mount. They don't have shops on every corner, and they do require more care and consideration than the Japanese bikes. But if you are in the market for a European Open class bike, the KTM is not only on the top of the Continental heap, but right up front in the world class market.

BEST JUNIOR OPEN CLASS BIKE

1. Yamaha YZ490
2. KTM 500
3. Kawasaki KX500

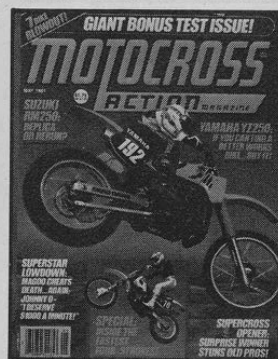
BEST EXPERT OPEN CLASS BIKE

1. Honda CR500R
2. Yamaha YZ490
3. KTM 500 □

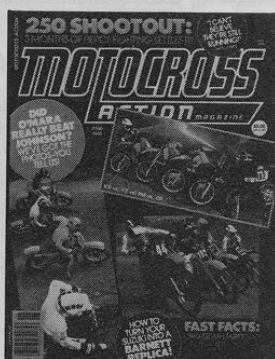
FOR THE MAN
WHO DOESN'T WANT TO MISS A THING!

MOTOCROSS ACTION MAGAZINE BACK ISSUES

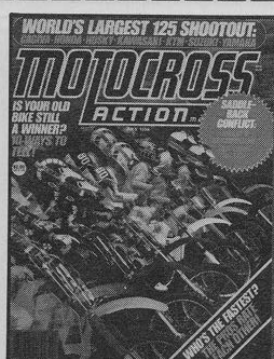
How often have you wanted to read up on a special bike test of the past or recheck some hop-up article? Here's your chance to get another look.



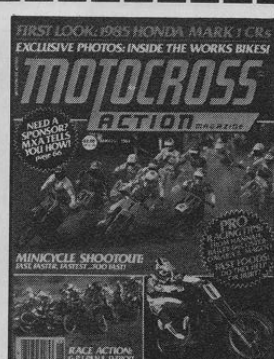
- **MAY '84**
RM250, YZ250, Can-Am 500, Yamaha TT600, Husky 4-stroke, Cagiva 125, CR fork tricks



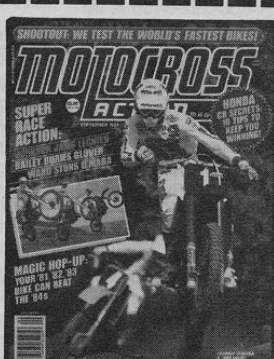
- **JUNE '84**
250 shootout, RM250 hop-up, YZ250 hop-up, 3rd-gear starting, Daytona's photo finish



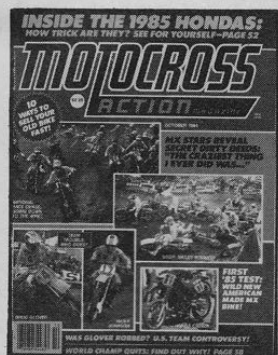
- **JULY '84**
Largest 125 shootout ever, RM500, Turn your old bike into a winner, Radiator fix



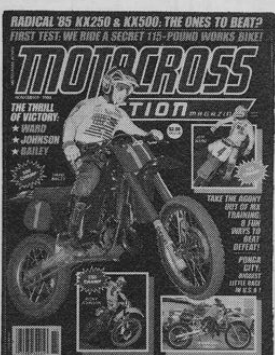
- **AUGUST '84**
80cc shootout, YZ490, Honda Mark 1, How to get sponsored, Go-fast tips



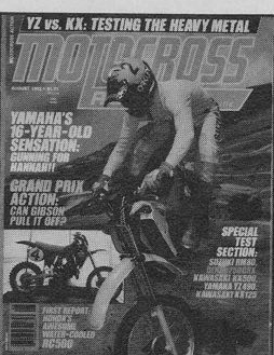
- **SEPTEMBER '84**
500 shootout, Honda hop-ups, Old RM hop-up, Secidars, Ohlins shock tech



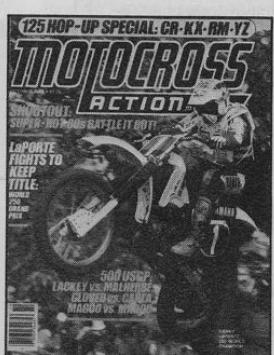
- **OCTOBER '84**
MX superstars, Danny LaPorte, 125/250/500 National Championships, ATK 560 four-stroke.



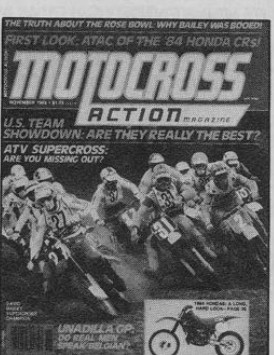
- **NOVEMBER '84**
RM250, Cagiva WMX250, Unadilla GP, Eddie Hicks, Toys to train with



- **AUGUST '83**
KX125, YZ490, KX500, RM80, Maico hop-up, Ron Lechien, 125 & 500 GP



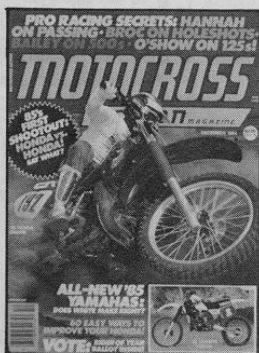
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80cc shootout, RM-CR-YZ-KX 125 hop-ups, Carlsbad USGP, Pittsburgh, Trick stuff



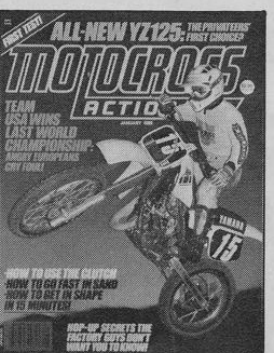
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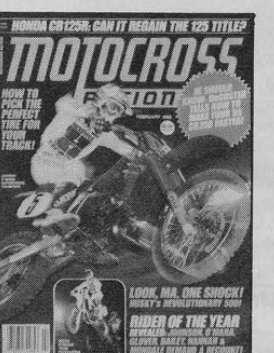
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CR125R, CR480 hop-up, Midwest hop-up companies, How to improve lap times



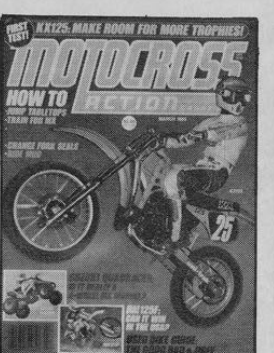
- **DECEMBER '84**
CR250, KTM 250MX, '85 YZs, Hannah on how to pass, CR250R Buyer's Guide



- **JANUARY '85**
YZ125N, MX and Trophée des Nations, Johnson on four-strokes, Christmas gift list



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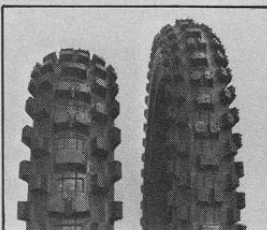
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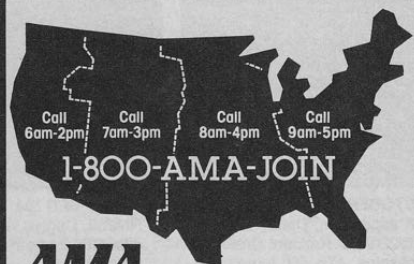
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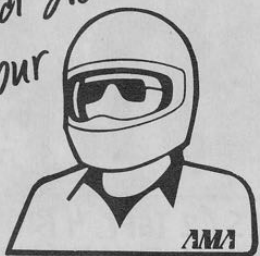
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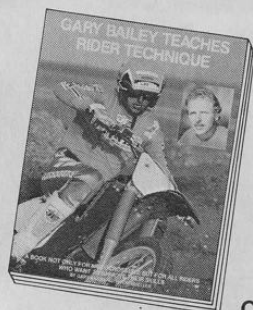


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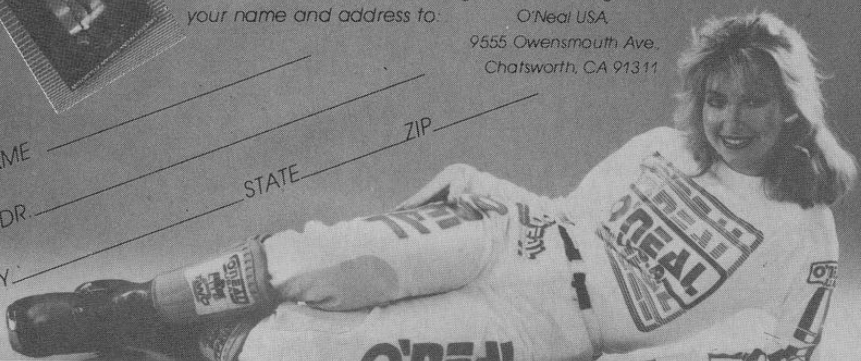
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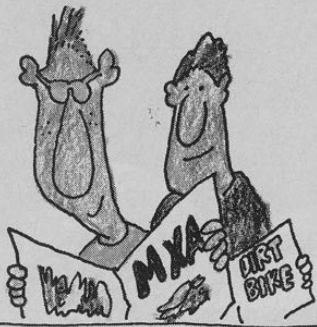
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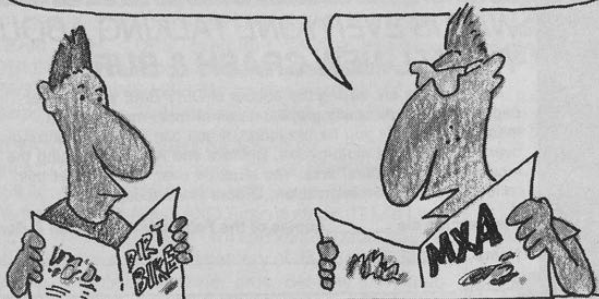
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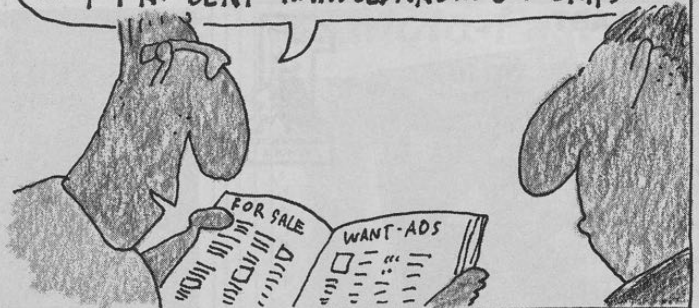
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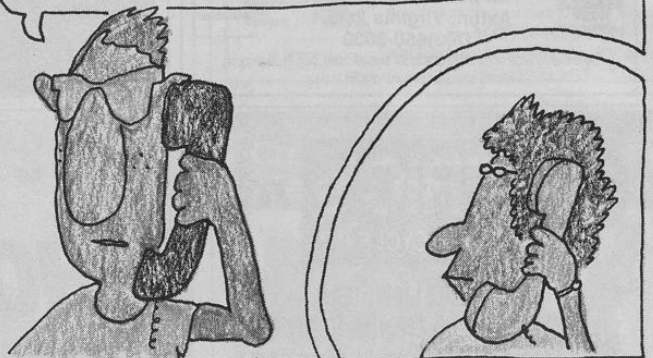


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MINIMANIA

(continued from page 57)

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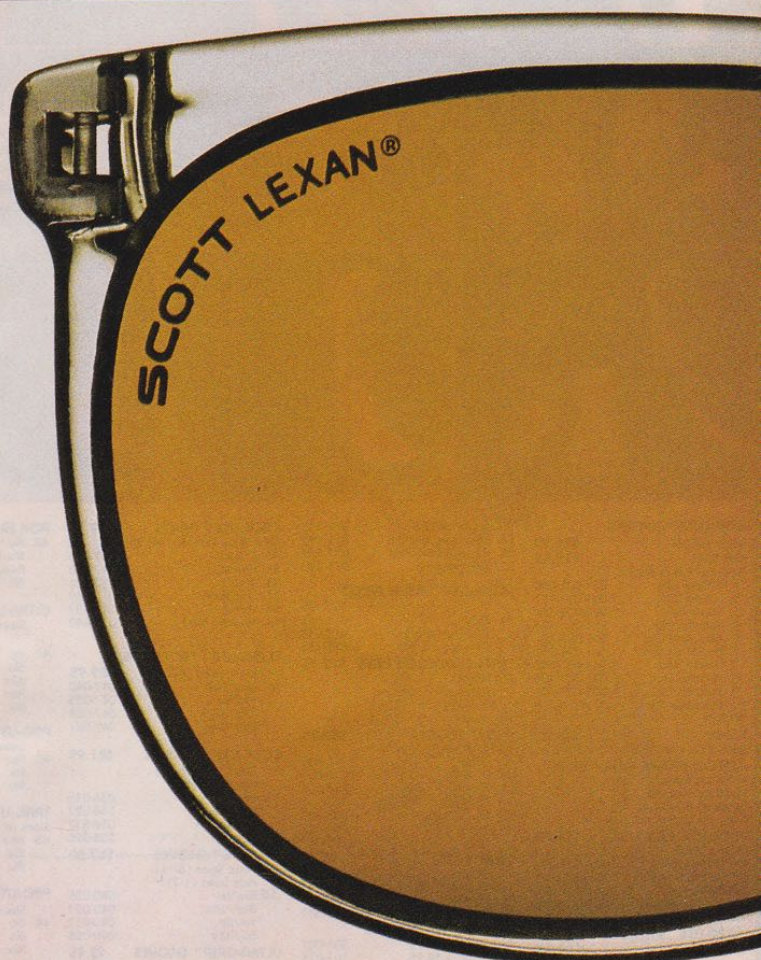
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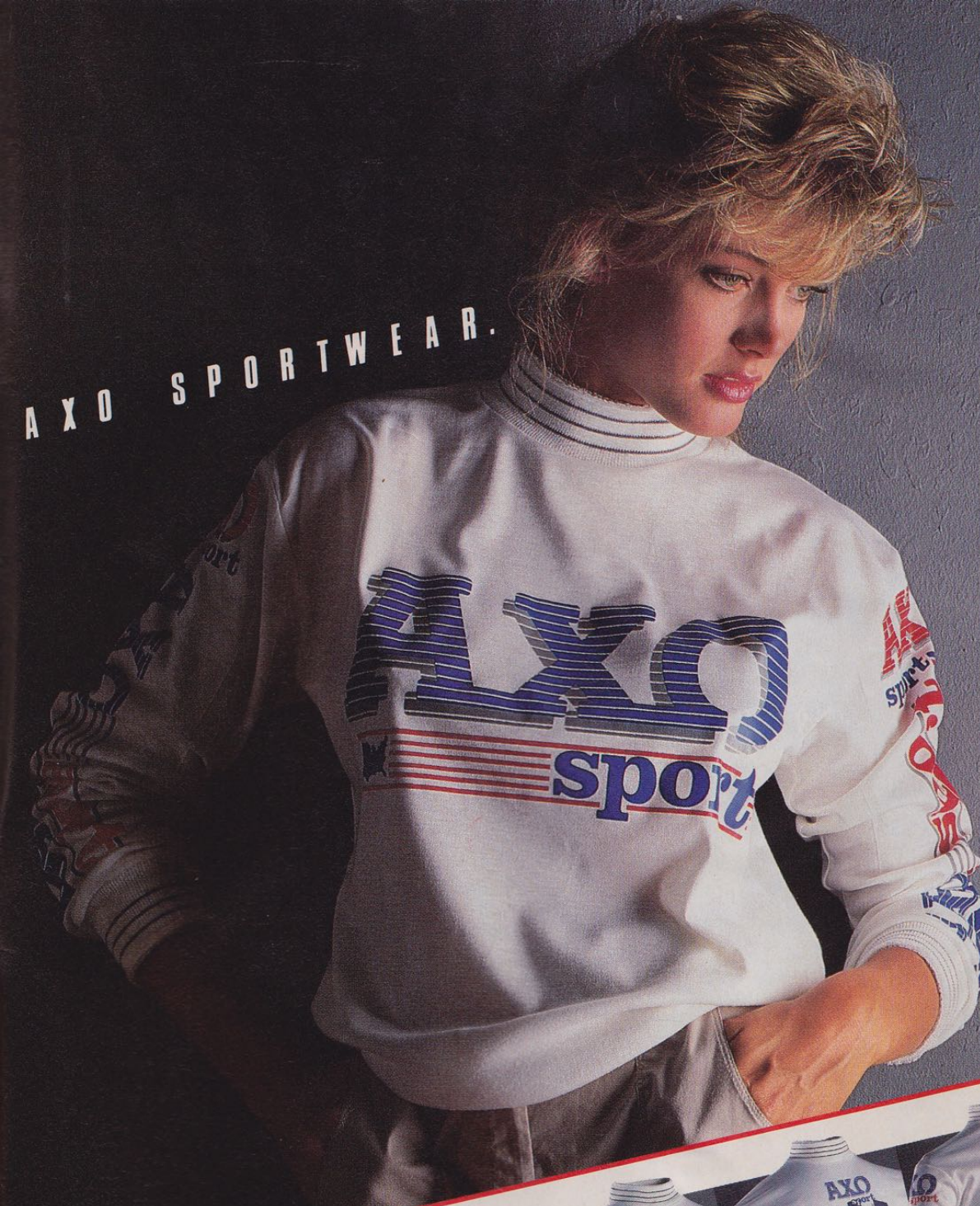
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