



KAWASAKI KX250

KX250: THE BIKE HONDA FEARS MOST!
RM250: THE BIKE HANNAH CAN'T LEAVE ALONE!
GIANT 125 SPECIAL SECTION!

MOTOCROSS

WPS
34485

MOTOCROSS ACTION

MAY 1986

**HOT NEW '86
 SUPERCROSS
 EXPLOSION:
 AND YOU
 THOUGHT
 ROCKY IV
 WAS A
 CLOSE
 FIGHT!**



\$2.00
UK £1.60

WELCOME

**MOTO
CROSS**

READERS

**THE TOP
 48 HOT
 UNKNOWNNS...
 UNTIL NOW!**

SUZUKI
RM250

125 SHOOTOUT—PART 2

- ★ **CR vs. YZ vs. KX vs. RM:**
WHICH ONE SURVIVED OUR
600-LAP TORTURE TEST?
- ★ **CR vs. YZ vs. KX vs. RM:**
PRO HORSEPOWER HOP-UP
- ★ **CR vs. YZ vs. KX vs. RM:**
PRO SUSPENSION HOP-UP

★ **CR vs. YZ vs.
 KX vs. RM:**
 JETTING
 MADE EASY



**RED-
 HOT
 125
 CAGIVA:**
 IS THIS THE
 SAME BIKE THAT
 WON THE WORLD
 CHAMPIONSHIP?

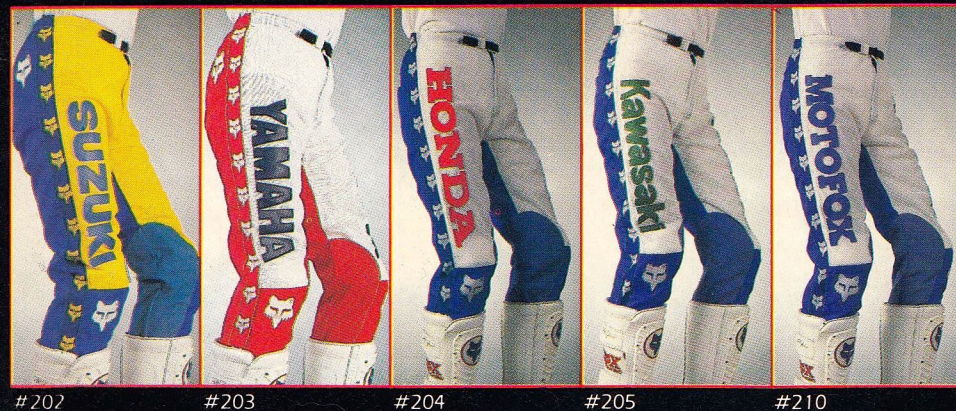


USPS-998-940



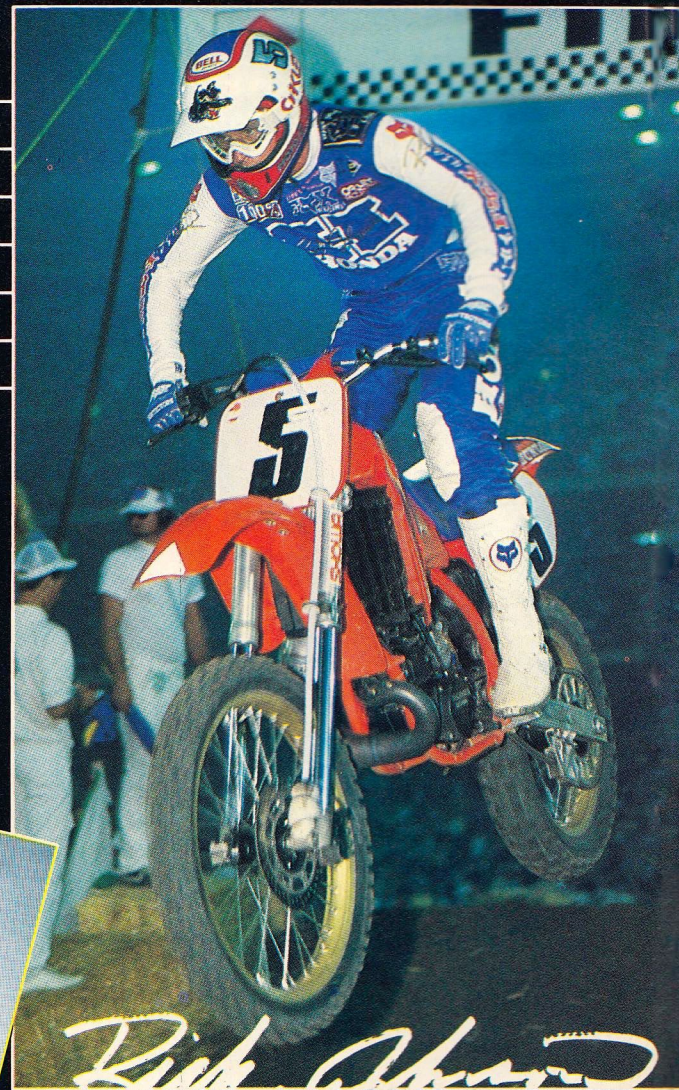
1987 RacePants

Fox is proud to announce the introduction of two new RacePant designs. These early 1987 models come with 'Stretch FOX' logos on the backs of the legs, just like factory riders Rick Johnson (Team Honda), George Holland (Team Suzuki) and Damon Bradshaw (Team Yamaha) wear.



'86 Half-Vented Pants. 'Better-than-Leather' knees. Tough 420 denier nylon. Removable hip pads. Full knee/shin guards. Quality made in Finland. Sizes: 26-38.

\$85⁰⁰



RICK JOHNSON, Team HONDA



Pawtectors™

'Better-than-Leather' wonder-material palms
Sizes: Kids: S,M,L Mens: S,M,L,XL

\$19⁹⁵



Fox Crossbar Pads \$5⁹⁵



Fox/Troy Lee Visors

Fit Bell 'Moto' helmets.
Mounting hardware and screws are color-coordinated for trick look.

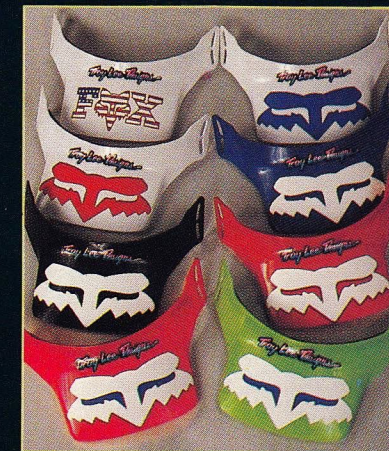
Flag #107
Whi/Red #105
Blk/Whi #104

Whi/Blu #106
Blu/Whi #103
Red/Whi #101

\$11⁰⁰

*New day-glo colors:
Pink #108

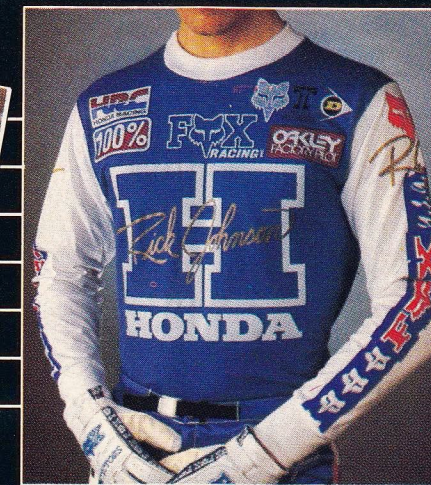
Green #109
\$12⁰⁰



'86 Fox RacePants

'Better-than-Leather' knees.
Tough 420 denier nylon.
Removable hip pads.
Full knee/shin guards.
Quality Made in Finland.
Sizes: 26-28.

\$69⁵⁰

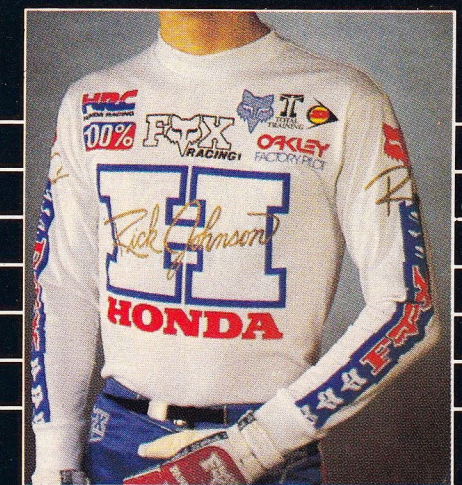


#606*

R.J. Stadium Jersey

The newest innovation in jersey design.
Exclusively from Fox Racing usa.
Sizes: XS,S,M,L,XL

\$21⁵⁰



#605

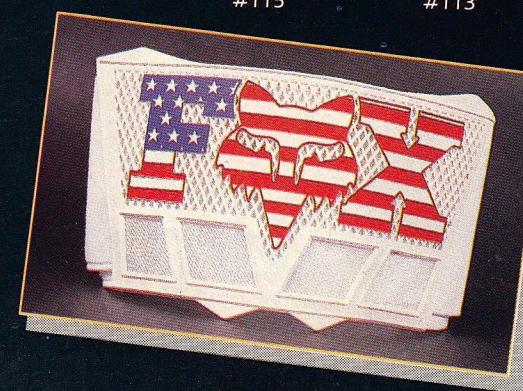
R.J. National Jersey

Rick Johnson Honda jersey.
Includes all logos shown.
Sizes: XS,S,M,L,XL

\$18⁵⁰



50/50 Jerseys \$16⁵⁰
New for 1986! Comfortable
blend of 50% cotton & 50% synthetic
gives you durability plus style.
Sizes: XS,S,M,L,XL



Fox Flag Belt

Injection-molded
polyurethane vented
kidney belt.
Made in Italy
by AXO.

\$29⁵⁰

Call And Order Now!
(408) 371-1221
On MASTERCARD, VISA and COD orders you pay freight
charges. We pay freight on pre-paid orders when you send
money order or certified check along with your name, address
and complete product descriptions. Add \$1 handling charge
on orders over \$15 or \$3 on orders under \$15. California
residents add sales tax. 1986 catalog yours for \$1
Dealers send for catalog on letterhead. Thanks.

FOX Racing
520 McGlincy Lane, Campbell, CA 95008

"I Almost Hate to Get it Dirty."



Take My Advice

"To win in motocross you have to keep a cool head," says Team Suzuki rider A.J. Whiting. "That's why I wear a Marushin VT-MX, because it's the coolest, best ventilated helmet around."

Marushin's adjustable 'Jet Stream' forehead vent flushes hot air and moisture from the top of your head, keeping the inside temperature up to 25 degrees cooler than other helmets.

"I've seen guys suffer heat exhaustion because of poor ventilation," A.J. recalls. "Those hot heads ended up at first aid while I went racing."

To keep you going ride after ride, all Marushin VT-MX helmets are Snell 85 approved – the most stringent standard in the industry.

"Some guys will wear anything," A.J. states. "Not me. Your head is the key to winning so it makes sense to protect yourself with Snell approved helmets, whether you're a beginner, amateur, weekend rider or pro."

Pressure-molded from super-strong Kevlar® and fiberglass, Marushin helmets are lightweight and durable. They also feature washable, quick-dry interiors, detachable chin bars and air scoop visors.

"The Marushin Kazé graphics are the best on the market . . . painted, no decals or tape," says A.J. "Take my advice. For ventilation, protection, comfort and style, nothing beats a Marushin VT-MX."



KAZÉ MX tri-tone.
Available in:
White with hot red/orange
White with cool two-tone
blues (left)



VT-MX solid.
Available in:
Red, Blue, White

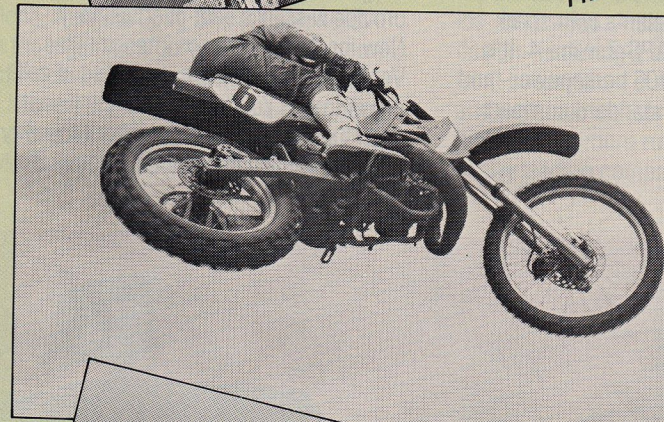
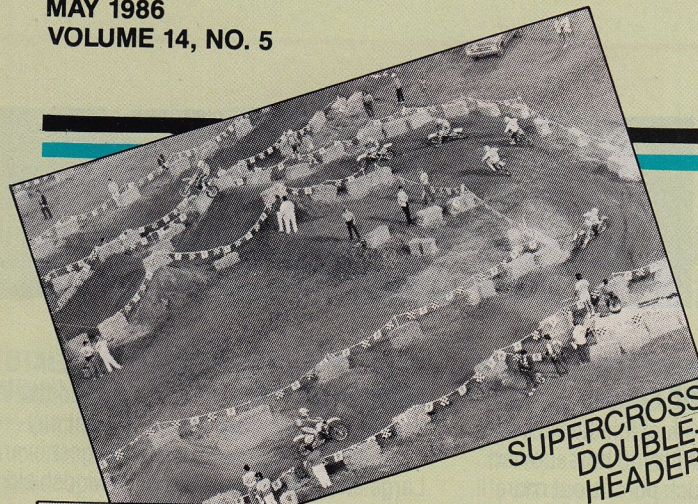
Marushin

HELMETS

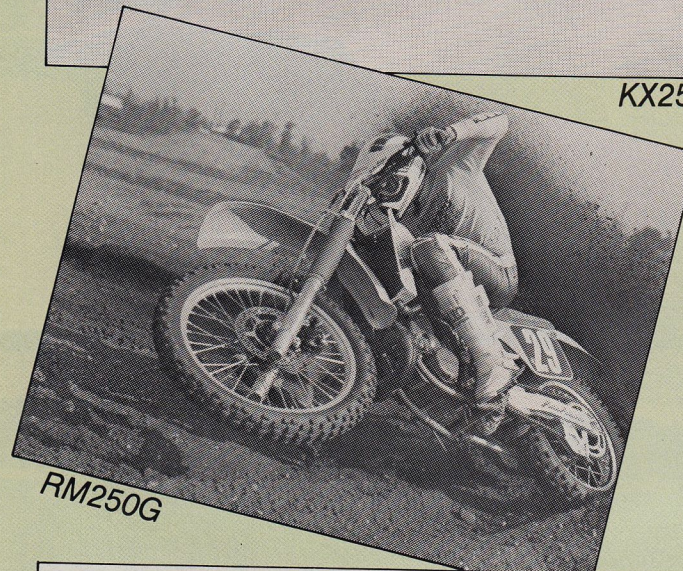
P.O. Box 336 Edmonds, Washington 98020

Marushin VT-MX Series: From \$159.95
For ordering information and brochure,
call: 1-800-624-7470.

MAY 1986
VOLUME 14, NO. 5



KX250



RM250G

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.

MOTOCROSS ACTION Magazine (USPS 986-340) (May '86) is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions \$14.98 for 12 issues (one year). Canada add \$4 per year and all other foreign add \$5 per year for additional postage. Copyright © by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5 x 7 or 8 x 10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs, and illustrations must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second-class postage paid at San Fernando, California 91340, and at additional mailing offices. POSTMASTER: Send address changes to MOTOCROSS ACTION Magazine, P.O. Box 9502, Mission Hills, California 91345-9502.

ON THE COVER:—David Bailey, Lance Moorewood, and Larry Brooks wring out their respective machines for the cameras of Ketchup Cox, Steve Casper and David Gerig. Cover DeSign by DeWest. Color separation by Valley Film.

MOTOCROSS

ACTION MAGAZINE

BIKES

- 32 1986 KAWASAKI KX250
Stealing the little bike's thunder
- 46 1986 SUZUKI RM250G
Is this Hannah's handiwork?
- 72 1986 CAGIVA WMX125
Vehkonen Replica? Kalevi or Pekka?
- 84 LIVING WITH THE NEW 125s
The Big Four versus the MXA wrecking crew
- 87 HONDA CR125R
Is the best still the best after six months?
- 88 KAWASAKI KX125
Last year's winner needs to iron out some wrinkles
- 90 SUZUKI RM125G
What's it really like, Grasshopper?
- 92 YAMAHA YZ125S
It could use a little more muscle

SPORT

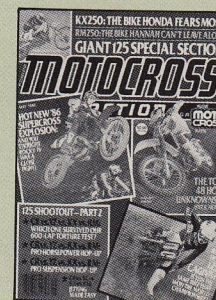
- 36 FEAR AND LOATHING IN ANAHEIM
Honda walks over the competition
- 60 FEAR OF DROWNING IN SAN DIEGO
Rick Johnson walks on water

FEATURES

- 30 HI-POINT'S SWEDISH STABILIZER
Is it really unique?
- 94 RACER'S LOG: WHAT BROKE?
How the 1986 125s are holding up
- 99 1986 JETTING SPECS FOR 125s
Your locale may differ
- 100 THE HOTTEST TUNERS' HOTTEST HOP-UPS
How to make your 125 faster in three steps
- 102 35 PROS TELL YOU HOW TO FIX YOUR TIDDLER
125 tips from the cream of the crop
- 104 HOW TO FIX YOUR BIKE'S FORKS
Fork setups for the Big Four 125s

PERSONALITIES

- 42 BOB HANNAH MINI-VIEW
Why I didn't do it
- 54 KIDCROSS: FAST UNKNOWNNS
Looking for Mr. Goodberm
- 64 BROC GLOVER MINI-VIEW
Don't take him for granted
- 68 THE DOWN UNDER WONDER
Is Jeff Leisk coming to get the USA?



REGULAR STUFF

- 11 ON THE MAINJET
- 12 JODY'S BOX
- 16 DIRT
- 18 ASK THE MXperts
- 23 MAIL ENTRIES
- 26 TRICKS FROM THE TRADE
- 82 MXA SUBSCRIPTION INFO
- 112 BERMSHOT

NEW HARDBODY NISSAN 4X4.

► **THE HOT SET-UP.** The totally new Nissan 4x4. Inspired by an attitude that can only be described by one word—domination. Start with the sheet metal. It's tightly wrapped around a sleek, muscular body. Not an ounce of fat on it. So taut, so tough, so utterly bold in design, it could only be called a Hardbody. Pop the hood. Check out the SE, with the biggest engine available in any compact truck—ever. Size-up the biggest factory-available tires on any compact truck.

TOTALLY NEW ENGINEERING—BIGGEST V-6 IN THE CLASS. In the SE, workout Nissan's fuel-injected 3.0 liter overhead cam V-6. With 140 horsepower, no other compact truck pumps out more power. Or, choose Nissan's twin-spark, hemi-head 2.4 liter NAPS-Z inline-4. It's got the most power—106 horsepower—and torque of any leading standard compact.

TOTALLY NEW DESIGN—BIGGER, ROOMIER INSIDE. Nissan designed this new truck around its most important payload—you. The cab is Nissan's biggest ever. Large side windows and a huge windshield provide Nissan's best-ever visibility. New insulation reduces interior noise. Ventilation is improved, too. Nissan calls it ergonomics. You'll just call it intelligent. With full instrumentation laid out the way it should be. Easy to read. Easy to reach.

TOTALLY NEW SHAPE—LONGER, WIDER OUTSIDE. This new Hardbody is the longest, widest, most aerodynamic truck Nissan's ever built. Double walls of steel shape a cargo box so wide, so deep, so long, the new Long Bed (shown here) has the biggest cargo volume of any compact truck, including all other Long Beds. For heavy-duty loads, there's a Heavy Duty Long Bed 4x2 available: 88" bed, 2000 lb. payload, and the new V-6 powerplant.

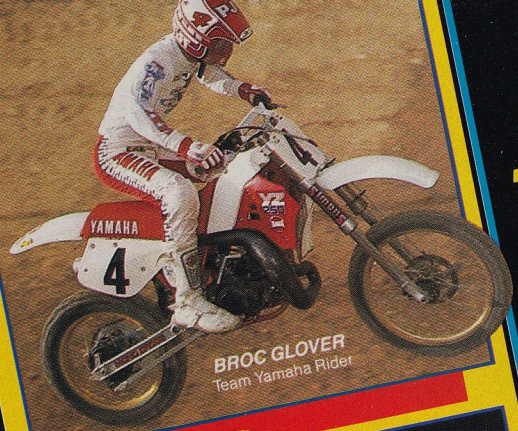
BUILT TOUGHER FROM THE GROUND UP. Every Hardbody truck is built around a new, reinforced box-ladder chassis as tough as the steel from which it's stamped—a chassis that handles 1400 lbs. of payload. A clean new underbody design—featuring a beefed-up independent front suspension, stronger torsion bars, and new rear leaf springs—delivers the highest, minimum running ground clearance of any leading compact.

BIGGEST, FATTEST TIRES. The biggest, widest (P235/75R15) factory-standard tires for any compact truck are on the SE model 4x4. If the biggest aren't big enough, trick-out the SE with Nissan's optional 31x10.5R15's mounted on new alloy wheels. There's only one hot set-up. The name is Nissan.

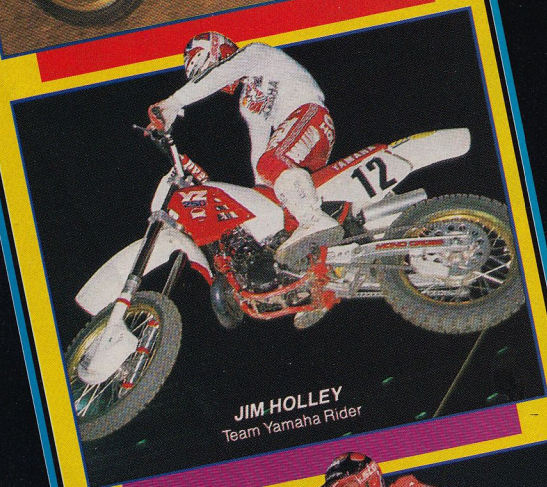
THE NAME IS
NISSAN



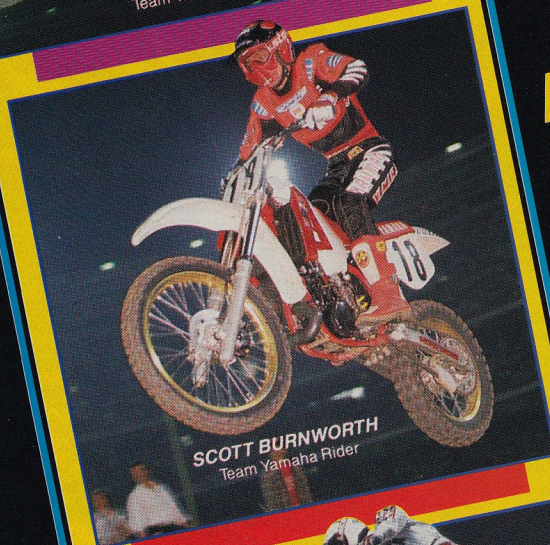
TSUBAKI CHAIN... Choice of Champions



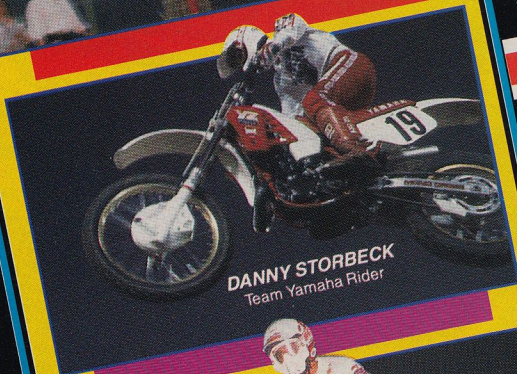
BROC GLOVER
Team Yamaha Rider



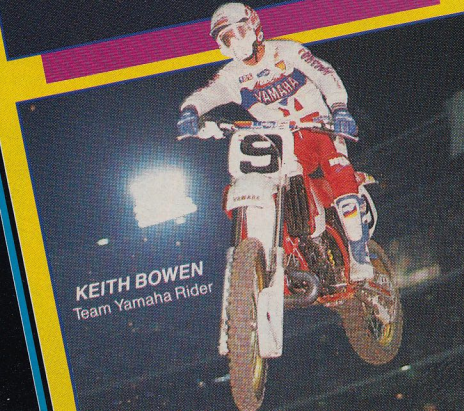
JIM HOLLEY
Team Yamaha Rider



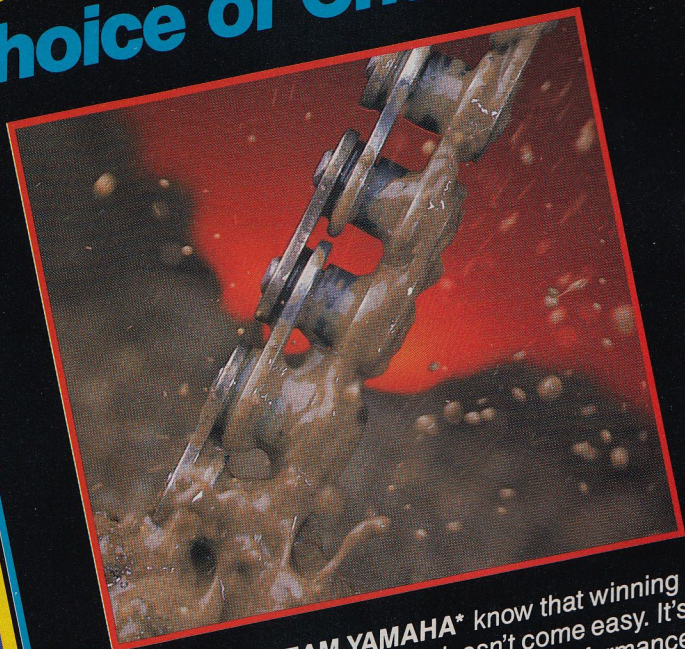
SCOTT BURNWORTH
Team Yamaha Rider



DANNY STORBECK
Team Yamaha Rider



KEITH BOWEN
Team Yamaha Rider



Pro racers like **TEAM YAMAHA*** know that winning Motocross Championships doesn't come easy. It's a grueling challenge that tests the ultimate performance limits of both man and machine. **TSUBAKI** motorcycle chain is the choice of **TEAM YAMAHA*** to meet the challenge. WHY? Because **TSUBAKI**, with 70 years of quality engineering expertise, has developed advanced production methods to effectively combat chain wear and failure. At **TSUBAKI** there is no compromise in quality! **TSUBAKI** uses the highest quality select steel alloys that have been heat treated and shot-peened for maximum strength and minimum weight. To withstand the high impact loads of off-road racing **TSUBAKI** is built tough with solid rollers, beefy extended bushings on 520, heavy duty press fit pins with quad staked riveting, and precise curl formed bushings.

*Yamaha Motor Corp., USA

Whether you're a **NATIONAL CHAMPION** or an enthusiast who demands the absolute best value for your purchasing dollar, **TSUBAKI** chain will roost the competition...
WE GUARANTEE IT!

UNLIMITED MILEAGE WARRANTY:
ALL **TSUBAKI** MOTORCYCLE CHAIN is backed by a LIMITED WARRANTY for the FREE REPLACEMENT of the chain due to defects in material or workmanship. The warranty is for one year and UNLIMITED MILEAGE!

**THE STRONGEST CHAIN...
THE STRONGEST WARRANTY...
ENSURES YOU CONSISTENT RELIABILITY.**

**ASK YOUR DEALER FOR TSUBAKI DRIVE CHAIN
AND CAM CHAIN...The Choice of Champions!**

Send for free decal and application order information catalog.
Suggested list for 520 chain starts at \$23.60.



UST, inc.
12275 E. Slauson,
Whittier, CA 90606

MOTOCROSS ACTION MAGAZINE

JODY WEISEL
Editor

EDDIE ARNET
Assistant Editor

LANCE MOOREWOOD
GARY JONES
LARRY BROOKS
Test Consultants

DESIGN AND PRODUCTION

DENNIS WEST
Art Director

MYRA PERLSTEIN
JOE HAILE
Associate Art Directors

BETH BOWMAN
DARYL BIBICOFF
Assistant Art Directors

SUSAN BUCK
Production Editor

EDITH MARTINELLI
Associate Production Editor

ANAMARIA STRAND
Typographer

PAT CARRIGAN
Photo Lab Technician

ADVERTISING OFFICES

SCOTT WALLENBERG
National Advertising Director

MARK THOMAS
Eastern Advertising Manager

ROBERT REX
Western Advertising Manager

CHRIS MARSH
Showcase Advertising Manager

PEGGY REID
Advertising Coordinator

ZAHAVA SEGAL
Account Administration

DAISY/HI-TORQUE
PUBLISHING CO., INC.

ROLAND HINZ
President and Publisher

LILA HINZ
Associate Publisher

WILLIAM R. GOLDEN
Consultant and Founder

JEFF SHOOP
Circulation Director

10600 Sepulveda Blvd.
Mission Hills, CA 91345
(818)365-6831



On The Mainjet



Lars Larsson
Swedish star
ISDT veteran

Gerrit Wolsink
Five-time USGP
winner

Roland Hinz
Groupie

Roger DeCoster
Five-time
World Champion

Pierre Karsmakers
1973 500cc U.S.
National Champion

By Roland Hinz

□ It takes only a casual glance to tell that motocross racers are much more safety-conscious than their play-riding or ATV brothers. One of the biggest battles facing the ATV community is the helmet issue—not one of certification, Snell testing or DOT compliance, but how to get ATVers to wear helmets. Luckily, motocrossers always wear their boots, leathers, gloves, goggles and helmets. But the safety issue in the world of motocross is still an important subject, and one that shouldn't be overlooked just because we all wear helmets.

The subject of motocross safety was brought home during the first few AMA Supercrosses of 1986. As each of America's top factory stars took his place on the starting gates, there was a sharp contrast between the stars' safety code and that of the local racer. The vast majority of the National Champions wore open-face helmets and no shoulder pads. Conversely, at a local race the majority of the racers wear shoulder pads and full-coverage helmets. Do the factory stars live in a bubble of impenetrability? Do they know something the rest of us don't know? Or are they being foolish?

Factory stars are role models. Younger riders look up to them for guidance and direction. They have a responsibility to be responsible. It is an aspect of sports stardom that no one is paid for, but it is an important part of the job nonetheless. Any factory star who risks the MX fates with an open-face helmet and no shoulder pads, isn't living up to his role as a trend-setter. Young riders think that if Ward, O'Mara, Bowen, Glover,

and their teammates don't wear the proper protective equipment, why should they. This is dangerous. Factory riders, especially those sponsored by helmet, shoulder pad and clothing companies, have a duty to set the standards by which those emulating will follow. They should always set the highest standards.

Let's look at this from another point of view. Why would any rider whose livelihood depends on his body fail to do everything in his power to protect that body? Why would a team manager allow his million-dollar investment to go out on a track ill-prepared to withstand abuse? Why would clothing companies, which sell protective gear, not write it into their contracts that sponsored riders must wear the full line of gear? Where are these riders' parents? Guardians? Advisers? Mentors? Why allow a preventable injury to ruin a whole season or career?

It takes only a casual glance to see that motocrossers are more safety-conscious than ATV riders, and it takes less than a casual glance to see that local racers are a lot smarter than factory riders. Yes, protective gear is more restrictive than no protective gear, but it is a lot less restrictive than a plaster cast. Smart riders dress for the crash, not for the ride. Yes, we know that protective gear, such as shoulder pads and helmets, is not guaranteed to protect you. In fact, with the price of their liability insurance, it's a wonder the pad and helmet manufacturers even risk trying to take the risk out of riding.

Factory riders are posers. Their image as sports heroes is tarnished, at best. But the next time you feel sorry for some millionaire factory rider who fell down and broke his collarbone, ask if he was wearing shoulder pads. You already know what the answer is. □

Jody's Box

By Jody Weisel

□ The other day a friend came by the house on his street bike. It was one of those massive touring bikes that look like a Volkswagen with the doors taken off. I was fascinated. "Is this one of those Alpen-cades?" I asked.

"That's 'Aspencade,' and no, it isn't. This is a Yamaha," said Movin' Marv.

"Oh, it's a Vantage Royalty."

"That's 'Venture Royale,'" he snapped back.

"Yeah, kinda like a Harley Electron-Guide," I said as I started to press buttons on the touring bike's dashboard. Marv flipped out the kickstand and climbed off the bike, but the whole kit and caboodle started to sink into the pavement. I ran and got an old Husky skid plate and slipped it under the stand. If the thing had fallen over, we would have had to call the factory, and since it's still under warranty, they would have sent over a detachment of the Japanese Defense Force to pick it up. It's called "customer service."

After Movin' Marv left (actually after the sound of his Venture Royale's stereo quit rattling the windows for a three-block area), I went back into the garage to work on my new Mitsuo THX-1138 motocross bike. That's when it struck me! Motocross has gone totally overboard on the computer generation of names, initials, acronyms and numerical designations. Everything has a number, code and name formed from the initials of other words. Whatever happened to the good old days when you called a bike by a name that

- | | |
|---------------|-----------------------|
| 1. KYB | A. Carburetor |
| 2. S-1 | B. Lubrication system |
| 3. HPP | C. Handlebars |
| 4. M22 | D. Kidney belt |
| 5. TCV | E. Answer pads |
| 6. KIPS | F. Fork system |
| 7. 4054 | G. Front tire |
| 8. RH-III | H. Shoei helmet |
| 9. UDX | I. Gloves |
| 10. AC-3 | J. American forks |
| 11. YPVS | K. Rotating exhaust |
| 12. RAL | L. Boots |
| 13. GSX-1 | M. Rear suspension |
| 14. VX3-A | N. JT goggles |
| 15. V-55 | O. Japanese company |
| 16. BASS | P. Kawasaki invention |
| 17. Series 29 | Q. Dutch forks |
| 18. 2+1 | R. Rear tire |
| 19. K139 | S. Sliding exhaust |
| 20. GMX | T. Sinisalo pads |



Mike Van Camp

meant something? The Suzuki Savage! That made sense. It hit home. The thing *was* savage. They could have called it the "Widowmaker," but that name was already taken. Or the Kawasaki Green Streak. Doesn't that sound better than bland old KX125? The only green streak you lay down now is a trail of money between your house and the dealer.

This great American interest in technology belies a national inferiority complex. Whenever a company wants to improve sales, introduce a new product or refurbish a dying lineup, they give it the techno spin. Exxon used to be Enco and Esso, but when they decided to reorganize the gasoline, oil and petroleum giant, they wanted a new name. Does Exxon stand for anything? No! And that is what Enco and Esso loved about it. A computer spit out a word that meant absolutely nothing, thus no one would have anything against it. That's how Exxon was born.

The tale behind your RM, CR, KX or YZ is no prettier. For those of you who remember Montesa, the famous VR bikes will come to mind. VR stood for Vehkonen Replica (Kalevi Vehkonen was Pekka Vehkonen's uncle). Kalevi left Montesa for Husqvarna a year later, but Montesa continued to call their bikes "V" somethings—VAs, VBs, and so on. They skipped VC because this was during the Vietnam war era, and they jumped over VD for equally obvious reasons.

Bikes should be like dogs. Nobody would name his dog XT or XR. It lacks

warmth and feeling. I named my dogs Asia and Fanny. Movin' Marv's dog is named Ichiban. If I got another dog or a chance to name a bike, I think I'd call it "Scout." Scout would shed hair on the rug, and Scout would leak oil on the garage floor. If anyone at Montesa is still listening, you can have the name Scout. I leave it to you in my will.

Naming products sort of died out with Hodaka, or maybe Hodaka killed it. They had the Super Rat, Wombat, Combat Wombat, Dirt Squirt, Road Toad and Thunderdog. Immediately after the release of the Thunderdog, the industry started giving things initials. Suzuki dropped Challenger, Apache and Savage. Husky gave up on the Desert Master. Honda misplaced the Elsinore decals. And Bultaco's Pursangs, Matadors, Fronteras and Alpinas became MK137s or something.

I think it has gone too far. Who can relate to cars called J6000s, computers named PC Jr., or bands hailed as B-52s? Unfortunately, the decision to name products, goods and merchandise is not up to me (or you). I think the confusion level has reached an all-time high, however, and I propose a quiz to prove it. All you have to do is match the acronym (initials) in the left-hand column with the answer in the right-hand column. Those who get it 100-percent correct receive a Ph.D. in techno-jargon. □

(ANSWERS: 1-Q, 2-T, 3-S, 4-R, 5-F, 6-F, 7-Q, 8-C, 9-I, 10-E, 11-K, 12-B, 13-N, 14-H, 15-A, 16-M, 17-L, 18-D, 19-G, 20-L)

IS THE OIL YOU'RE STICKING TO, STICKING IT TO YOU?



SEIZE CONTROL

If your piston looks like this one, it's trying to tell you something — your oil is sticking it to you. You'd better take control.

HOW TO AVOID THE HEAT OF THE BATTLE

Try PJ1 Goldfire Pro Two-Cycle Racing Oil. It's specially designed for today's high horsepower 2-strokes. It reduces engine friction, burns cleaner and cuts down combustion chamber deposits.

IT KNOWS WHERE THE HOT SPOTS ARE

Special additives in PJ1 Goldfire Pro seek out the hot spots in your engine to eliminate piston seizure, ring sticking and cylinder scoring. Your bike runs cooler, gets a better ring seal, and your piston and rings last longer.

And it's specially designed for lean ratio gasoline mixtures.

THEY'RE GOING TO HOSE YOU AT THE PUMPS

Bad news. High octane leaded gas is disappearing fast. The last few sources of "good gas" have gone away — unless you want to spend \$3.50 a gallon for exotic racing fuel.



BOOST YOUR HORSEPOWER

There's a better way. Give your bike a boost with PJ1 Octane Plus, a custom-blended additive that safely increases the octane rating of your fuel, while lowering engine temperatures. And if you use an oil with so-called "built-in" octane boosters you're years behind. The new gas laws make Octane Plus a must. For less than 50 cents a gallon, you can have potent racing fuel that greatly increases your bike's horsepower, lowers operating temps, and snaps-up throttle response.

PJ1 Octane Plus raises engine compression and stabilizes the gas to prevent varnish and gum build-up in the carb and fuel system. Your bike runs better — and cleaner.

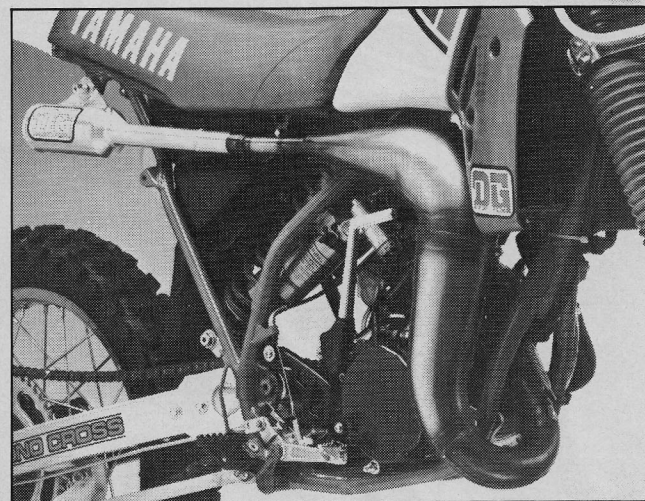
MAKE THE SWITCH IN '86

Join Kenny Roberts, Broc Glover and Scott Head. Use PJ1 Goldfire Pro two-stroke oil and PJ1 Octane Plus. We guarantee you'll love it — but you won't get stuck on it!

PJ1
LUBRICANTS

Send \$4.75, plus \$1.00 handling, for a bottle of Octane Plus to PJ1 World Headquarters, 7345 Topanga Canyon Blvd., Canoga Park, CA. 91303

NEW WEAPONS FROM THE POWERHOUSE.



DG TEAM PIPES

DG outpowers the competition with their new "Team Pipes™". DG "Team Pipes™" are made from stamped, hydro-formed steel for superior flow and exact specification reproduction over conventional cone pipes.

DG team pipes available for:

Yamaha	
86 YZ 80S	\$ 89.85
86 YZ 125S	\$ 94.95
86 YZ 250S	\$114.95
86 YZ 490S	\$124.95
85 YZ 80N	\$ 89.95
85 YZ 125N	\$ 94.95
85 YZ 250N	\$114.95
85 YZ 490N	\$124.95
84 YZ 80L	\$ 89.95
84 YZ 125L	\$ 94.95
84 YZ 250L	\$114.95
84 YZ 490L	\$124.95
83 YZ 80K	\$ 89.95
83 YZ 125K	\$ 94.95
83 YZ 250K	\$109.95
83 YZ 490K	\$119.95
82 YZ 80J	\$ 89.95
82 YZ 125J	\$ 94.95
82 YZ 250J	\$109.95
82 YZ 490J	\$119.95
80/81 YZ 250 G/H	\$109.95
80/81 YZ 465 G/H	\$119.95
79 YZ 250F	\$109.95

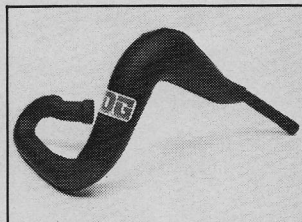
CLOSE-OUT MOTOCROSS EXHAUST	
81 CR 80	\$ 30.00
81 YZ 60H	\$ 30.00
82 YZ 60J	\$ 30.00
80 YZ 60G	\$ 30.00
80 YZ 100G	\$ 30.00
80 YZ 80G	\$ 30.00

HONDA	
86 CR80R	\$ 94.95
86 CR125R	\$ 99.95
86 CR250R	\$119.95
86 CR500R	\$119.95
85 CR80R	\$ 89.95
85 CR125R	\$ 94.95
85 CR250R	\$119.95
85 CR500R	\$119.95
84 CR80R	\$ 89.95
84 CR125R	\$ 94.95
84 CR250R	\$119.95
84 CR500R	\$119.95

84 CR500R	\$119.95
83 CR80R	\$ 89.95
83 CR125R	\$ 94.95
83 CR250R	\$109.95
83 CR480R	\$119.95
82 CR250R	\$114.95
81/82 CR450/480R	\$114.95
81 CR 250R	\$114.95

KAWASAKI	
86 KX80	\$ 94.95
86 KX125	\$ 99.95
86 KX250	\$119.95
83-85 KX80	\$ 89.95
83-85 KX125	\$ 94.95
85 KX 250	\$119.95

SUZUKI	
86 RM80G	\$ 89.95
86 RM 125G	\$ 94.95
86 250G	\$109.95
85 RM125F	\$ 94.95
85 RM250F	\$109.95
84 RM125E	\$ 94.95
84 RM250E	\$109.95
82-85 RM80Z/D/E/F	\$ 89.85
83 RM125D	\$ 94.95
81/82 RM125X/Z	\$ 94.95
82/83 RM250Z/D	\$109.95
81/82 RM 465	\$ 94.95
83/84 RM 500D/E	\$119.95

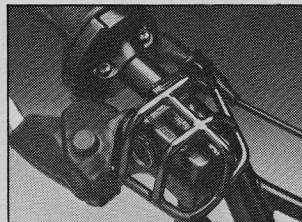


ATTENTION ENDURO RIDERS!

Replace your stock enduro expansion chamber with a DG "Team Pipe". Increased ground clearance and performance to help you excel in the roughest of terrains. Avoid the high replacement costs of a stock pipe!

AVAILABLE FOR:

YAMAHA	
80/81 TT175 G/H	\$109.95
82/83 TT175 J/K	\$109.95
83/84 TT200 L/N	\$109.95
83 TT250K	\$119.95
83/84 TT490 L/N	\$124.95
KAWASAKI	
83/84 KDX 200	\$114.95
85-86 KDX 200	\$114.95



DG RESERVOIR GUARDS

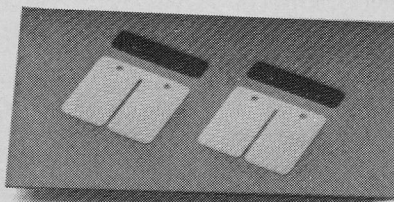
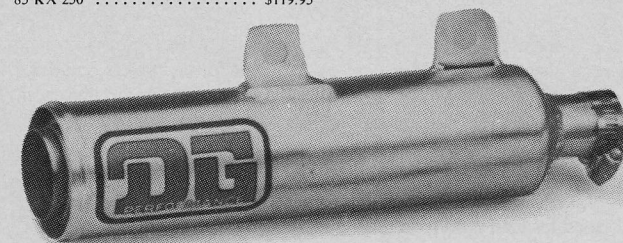
One good crash is all it takes to ruin your front master cylinder. High quality solid steel construction. Made in the U.S.A. Specify model and year.

Black, Red	
85/86 YZ's	\$9.95
85/86 RM's	\$9.95
84-86 CR's	\$9.95
84-86 KX's	\$9.95

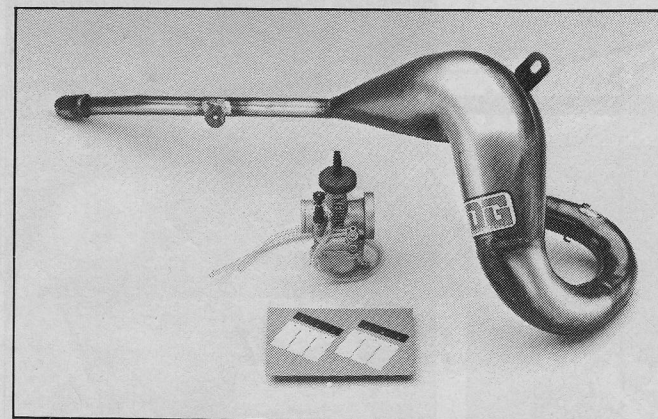


KX80 PERFORMANCE KIT

Add maximum mid-range and top end power to your KX80. Performance kit includes a DG "Team™" pipe, aluminum silencer and DG's new C.F.™ tunable reed kit \$165.85



FREE!
Free MX reservoir guard with purchase of any performance engine kit.



KX 125 PERFORMANCE KIT

Increase horsepower 15% with this three piece kit! Great mid-range and top end horsepower. Pulls strong throughout power range. Included DG's "Team™" pipe, 36mm PJ Keihin carburetor and DG C.F.™ tunable reed kit \$250.85



YZ250 PERFORMANCE KIT

"Works" horsepower and response! This performance kit makes the YZ untouchable in its class. Raw horsepower increase without sacrificing your power range. Kit includes DG "Team™" pipe, aluminum silencer, Keihin 38mm P.J. oval slide carburetor and DG C.F.™ reeds \$338.80



CR 125R PERFORMANCE KIT

Unbeatable power increase! This performance kit will consistently put your CR at the front of the pack. Increased power on all levels. Includes DG "Team™" pipe, aluminum silencer, Keihin 38mm PJ oval valve carburetor and DG's C.F.™ reeds \$312.80

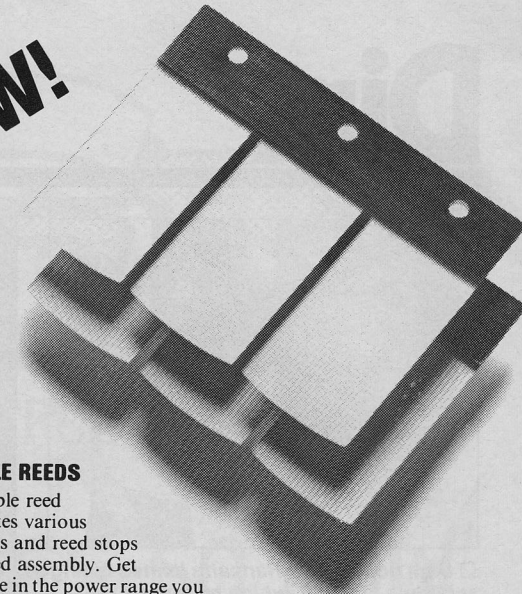
POWER-FLO™ CYLINDER MODIFICATION

Advanced modifications are applied to the port timing, port shape and combustion chambers, then flowed to extract maximum performance from your cylinder and head.

Give us a call so we can custom design a performance package for your motocrosser.

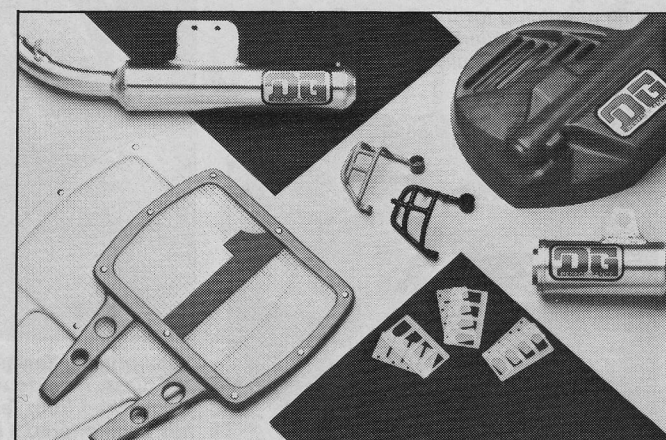
Porting priced from	\$129.95
Head modification from	\$ 39.95

NEW!



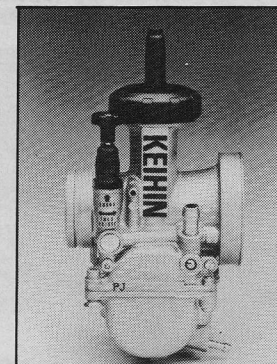
DG 'CONSTANT FLOW™' TUNABLE REEDS

New!!! DG's tunable reed system. Incorporates various thicknesses of reeds and reed stops to tune-in your reed assembly. Get maximum response in the power range you desire! Priced from \$9.95



Here's some additional DG accessories designed to add power, protect or set the style when installed on your motocrosser. (Specify year, make and model when ordering.)

Aluminum Silencers	From \$39.95
DG "C.F."™ Reeds	From \$ 9.95
Number Plates	From \$18.95
Reservoir Guards	From \$15.95
Disc/Fork Protectors	From \$19.95



1986 KEIHIN™ PJ OVAL SLIDE CARBURETORS

The most advanced carburetors on the market today. As used by Honda and Yamaha race teams.

Unique jetting circuitry provides maximum horsepower gain and throttle response. Each Keihin™ PJ carburetor is prejetted and comes with extra jets for track to track fine tuning.

Available for:

HONDA	
85 CR-80R 30mm	\$ 89.95
85 CR-125R 36mm	\$129.95
85 CR-250R 38mm	\$134.95
86 CR-80R 32mm	\$ 94.95
86 CR-125R 38mm	\$134.95

YAMAHA	
84/85 YZ-80 30mm	\$ 89.95
84/85 YZ-125 36mm	\$129.95
84/85 YZ-250 38mm	\$134.95
86 YZ-80 30mm	\$ 89.95
86 YZ-125 36mm	\$129.95

SUZUKI	
84/85 RM-125 36mm	\$129.95
84/85 RM-250 38mm	\$134.95
86 RM-80 30mm	\$ 89.95
86 RM-125 36mm	\$129.95
86 RM-250 38mm	\$134.95

DG PERFORMANCE HOTLINE INFORMATION

TO ORDER: see local dealer, or mail to DG. Specify make & model 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. Dealer and distributor inquiries invited.

1-800-854-9134
TOLL FREE

(Outside CA only)

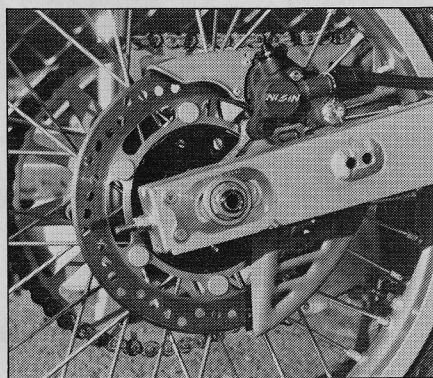
(Inside CA) 1-714-630-5471

DG PERFORMANCE SPECIALTIES, Inc.
1230 La Loma, Anaheim, CA 92806





□ **Dem bones:** Bob Hannah's limited racing schedule for 1986, which he reveals on page 42, has now been shortened. Bob fell while practicing for the Seattle Supercross and broke his collarbone. You got it! He wasn't wearing shoulder pads, and he owns the company.



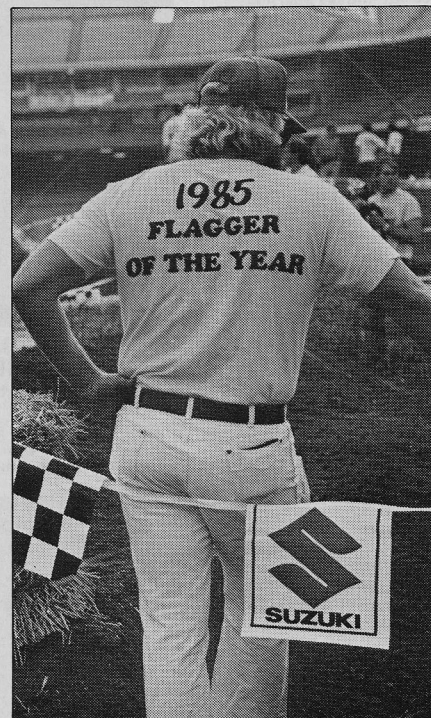
Produce: Every factory team is playing the new production rules to the hilt. The production Hondas of Johnson, O'Mara and Bailey sport this rear disc. It is legal within the letter of the new production law, but stretches the spirit of the law to the limit.



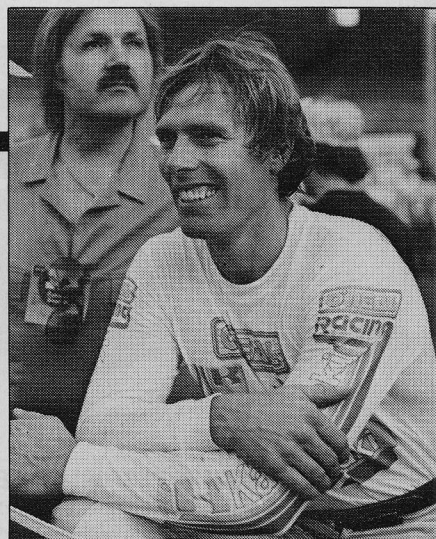
Home away from home: Danny LaPorte is now residing in Italy. The former 250 World Champion will be riding on the GP circuit for Yamaha of Italy. He hopes to regain his crown. His Husqvarna ride went to Andy Stacy.



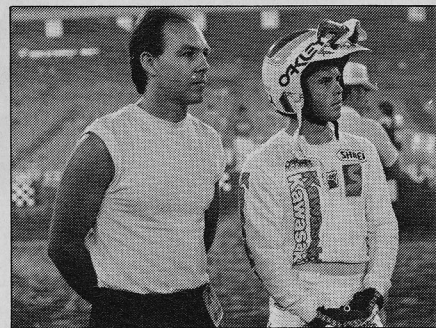
Semi-retired: Kawasaki is hurting in the 125 class. How do we know? Goat Breker, who retired from Team Green this season, has been offered a Kawasaki factory ride for the 125 Nationals. Goat is happily living the retired life, but is considering it.



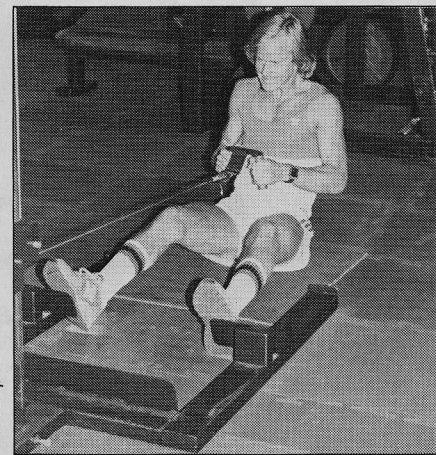
What have you done lately: It's hard to believe, but there is an award for everybody. From Grammy to Oscar, the best rake in the laurels. How about peanut vendor of the year?



Partially retired: Kent Howerton, who retired two years ago from Kawasaki, showed up at the Anaheim Supercross, rode practiced, looked good, jumped most of the doubles and had the pit pundits buzzing. Kent didn't race, though; he and former great Peter Lamppu (background) watched the proceedings.



Quick change: When Jeff Ward (seen here with super-trainer Jeff Spencer) broke down in his heat at Anaheim, he was out of the program. He got undressed. Kawasaki told him to show up for the Semi. He did. The AMA told him he couldn't ride. He got undressed. Kawasaki told him to get dressed for the Consolation. Jeff said, "Make up your minds. I'm tired of changing clothes."



Injured knee: Johnny O decided not to get surgery to fix the damaged cartilage in his knee. O'Mara is riding gingerly and doing great. He tried a knee brace but felt it was too confining. He's brave.

(continued on page 110)

KRAUSE RACING'S Believe It or Not!

STRANGE, BIZARRE, TRUE!



PRICES SO LOW
YOU WILL THINK
WE'VE GONE CRAZY

INSANITY

Krause is not Krazy, but we do need to liquidate a quarter million dollar accessory inventory now. We desperately need the space. The goodies have to go and you can save a fortune if you act fast. Call today - no mail orders.

	REG. PRICE	CLOSE-OUT PRICE
ANSWER CHROMOLY BARS	32.95	16.95
KANNON RACING PIPES	149.95	89.95
ANSWER SILENCERS	59.95	44.95
BOYSEN RACING REEDS	21.95	17.95
STADIUM NUMBER PLATES	12.95	8.95
HI POINT PRO-MX BOOTS	159.95	124.95
AXO SERIES 29 GLOVES	34.95	19.95
BRAKE RESERVOIR GUARDS	17.95	9.95
BARNETT CLUTCH KITS	59.95	39.95
GOLD BELT	24.95	14.95
ANSWER TEAM MX PANTS	99.95	59.95
HONDA REAR FENDERS	34.95	19.95
RADIATOR SCOOP SET	21.95	12.95
HONDA RACING PIPES	149.95	89.95
AXO KIDNEY BELT	32.95	19.95
SAFETY SEAT KITS	34.95	19.95
COMPLETE SEAT KITS	59.95	39.95
SEAT COVERS	29.95	16.95
TANK COVERS	24.95	11.95
NGK B8EV PLUGS	5.95	2.95
MX BOOT SOX	7.95	4.95
LEATHER MINK OIL	6.95	3.95
PLASTIC SIDE PANELS (1)	19.95	9.95
CYCLE-AM FRONT FENDERS	24.95	12.95
HALLMAN PRO-ARMOR	89.95	69.95
YAMAHA RACE PIPES	139.95	89.95
HANNAH FLAK-JAK	99.95	79.95
CYCLE-AM REAR FENDERS	21.95	12.95
PRO-FLO AIR FILTERS	14.95	9.95
SUPER-FLO AIR BOXES	89.95	59.95
TEAM PIT HATS	7.95	4.00
BOOST BOTTLE KITS	39.95	24.95
TERRY CLUTCH & BRAKE	13.95	9.95

SHOCK TREATMENT

It was a shock to learn we overstocked tons of brand name racing accessories. We are out of room. The only therapy is a one-time, all out warehouse sale. Jump on these shocking prices by calling today. This is a **phone** sale only - act now.

	REG. PRICE	CLOSE-OUT PRICE
TERRY THROTTLE CABLES	14.95	10.95
WHIRLPULL THROTTLE	24.95	19.95
OAKLEY 0/20 GOGGLES	21.95	13.95
SCOTT 89 GOGGLES	19.95	14.95
SMITH TURBO-FAN GOGGLES	74.95	54.95
KAWASAKI KANNON PIPES	149.95	89.95
LACKEY MX BOOK	14.95	8.95
2 STROKE TUNERS' BOOK	13.95	8.95
KDX REAR SPROCKETS	59.95	39.95
XR REAR SPROCKETS	74.95	39.95
83 CR SIMONS LINK	99.95	74.95
TANK DECAL SETS	9.95	5.99
TEAM T-SHIRTS	8.95	4.95
RACING JERSEYS	19.95	11.95
METZELER 300 x 21 MX	64.95	37.95
METZELER 4.10 x 18	67.95	49.95
FOLDING SHIFT LEVERS	21.95	11.95
SUZUKI RACING PIPES	149.95	89.95
OURY GRIPS	5.95	2.95
SCOTT ROLLOFF SYSTEM	28.95	19.95
ANSWER MOUTH GUARDS	10.95	7.95
SCOTT FACE MASK	9.95	5.95
DEBRUZZER CROSSBAR PADS	6.95	4.95
DAYSTAR FORK BOOTS	21.95	11.95
LEAKPROOF FORK SEALS	19.95	12.95
HELMET BAGS	9.95	3.95
HANNAH WORK STANDS	69.95	44.95
PORTING KITS	34.95	19.95
RATIO RITE CUPS	5.95	2.95
ANCRA TIE-DOWNS	17.95	9.95
JT ADD-VISORS	10.95	8.95
FORK WIPER SETS	16.95	8.95

PRICES SUBJECT TO CHANGE WITHOUT NOTICE!

IT'S CRAZY TO PAY ANY MORE!!

KRAUSE RACING 111 FAIRBANKS STREET
ADDISON, ILLINOIS 60101

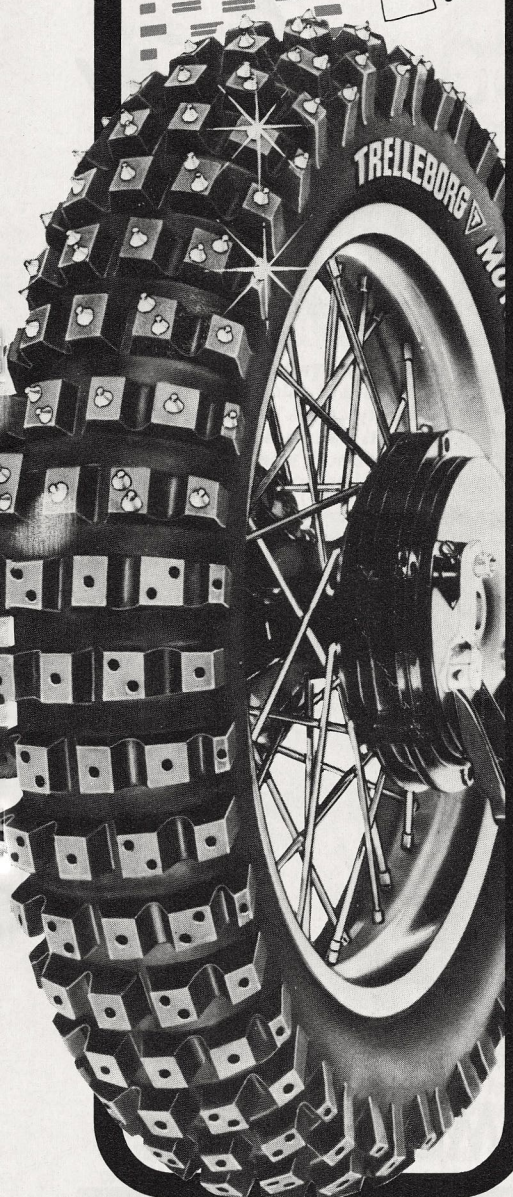
CENTRAL WAREHOUSE 1-312-543-6696 EXT. 18

WINTER TRACTION TRELLEBORG

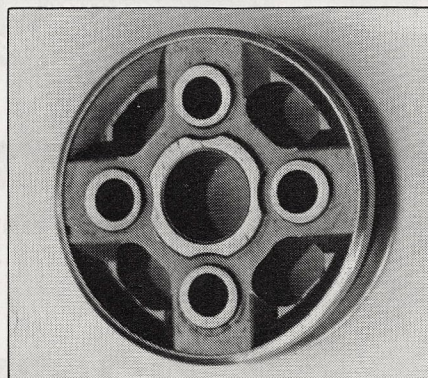
BY: **MOTO RACE**
P.O. BOX 861, WILBRAHAM, MASS. 01095
1-800-628-4040

Special winter compound will not freeze in snow or ice. Front and rear, stud-ded or not.

T-Shirt free with tire—or \$5.95 each.



Ask the MXperts



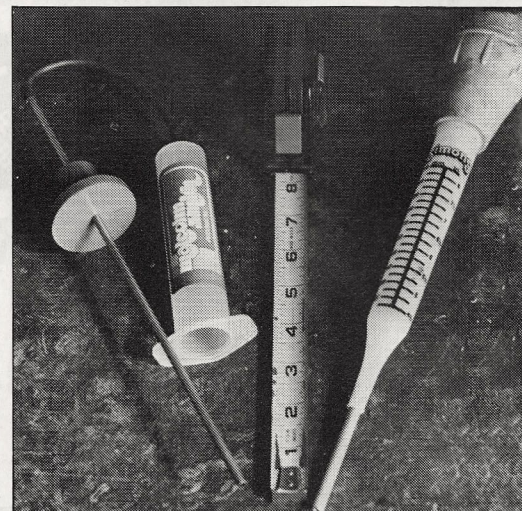
Should you ever rebuild the stock shock on your Yamaha, or sucker a friend into doing it, be sure to surface the valving face of the shock piston. Tiny scratches in the piston must be removed to ensure perfect damping.



Want to run a crossbar pad but don't know what to do with your cable guard? Slip a zip-tie through it to make it long enough to go around the pad. You should never ride without a crossbar pad or your dentist's home phone number.



Dunlop was going to discontinue the popular K139 front tire, but consumer complaints stopped them. The K139 will be available from your dealer through special order.



If you want to check your fork oil height, don't think you have to have fancy equipment. Here are three easy ways to do it—a Malcolm Smith fork gauge, tape measure, or Simons fork tool. All three can get your oil level spot-on.



Ever want to try your hand at porting? Own your own Dremel? Like to raise the transfer a smidgen? Krause Racing offers a handy little porting kit for only \$19.95. Krause Racing, 111 Fairbanks St., Addison, IL 60101; (312)543-6696. Personally, we don't recommend learning how to port your own cylinders. Try a friend's first! □

• If you have a question, hot tip, problem or solution, send it to "Ask the MXperts," P.O. Box 9502, Mission Hills, CA 91345-9502. We'll turn your mountain of problems into a molehill of knowledge. •

high performance handwear

Motocross protection isn't the only thing O'Neal U.S.A. offers. Now there's high performance styling and comfort in street bike gloves too.

- 1. Ultra-Lite™ "2"** **\$29.95**
Computer constructed with shape and numerous features. Sizes (8,9,10,11)
Red/Wht 047-027 Wht/Blu 047-028
Yel/Blu 047-035 Blu/Red 047-040
- 2. Pro-Lite™** **\$17.50**
Adult sizes (8,9,10,11) Kids sizes (1,2,3,4,5,6,7)
Wht/Blk 040-010 Blu/Wht 040-028
Red/Wht 040-027 Blu/Yel 040-035
- 3. Cruise Control™** **\$34.95**
3M thinsulate liner and double leather palm.
Blk/Red 0483-142 Blk/Blu 0483-148
Blk/Grey 0483-157
- 4. Ultra-Grip™** **\$3.95**
Blk 042-010 Red 042-003
Wht 042-001 Blu 042-004
Yel 042-002



- 5. Climate Control™** **\$39.95**
For maximum comfort in cold weather.
• Extended gauntlet
• Custom back lining for extra protection
Blk/Red 0481-142
Blk/Blu 0481-148
Blk/Grey 0481-157

- 6. Trak Control™** **\$36.95**
w/studs **\$34.95**
w/o studs
The most innovative glove yet.
• Double-curve design for precise comfortable fit.
• Double stitched
• Outseam construction
• Durable leather/foam padded palm
Blk/Grey 0485-157
Blu/Wht 0485-128
Red/Wht 0485-127

© O'NEAL U.S.A. 1-800-423-5002
9555 Owensmouth Ave., Chatsworth, CA 91311

1. Stadium Jacket

\$54.95

Sizes: XS, S, M, L, XL
Blu 115-047
Red 115-043
Blk 115-057



the casual approach

2. Team Cord Hats

\$12.95

Honda Red 1260-103
Suzuki Blu 1260-304
O'Neal Red 1260-003
Yamaha Blk 1260-410
Kawa Blu 1260-204

3. Team Mesh Hats

\$6.95

Honda 125-040-108
Suzuki 125-035-303
O'Neal 125-040-018
Yamaha 125-029-406
Kawasaki 125-049-203



4



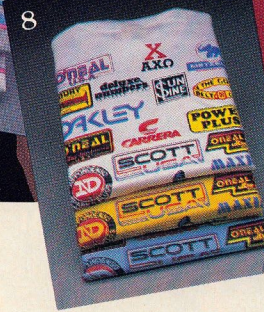
6



7



8



9



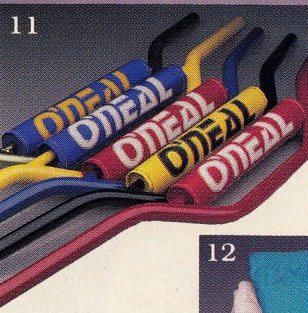
5



10



11



12



13



O'NEAL U.S.A.
LATEST
CATALOG
\$2.00

4. Trak Shoes

\$34.95

Sizes: 3-12
White/Grey 1235-159

5. Team Wallets

\$7.50

O'Neal Red 1280-039
O'Neal Grey 1280-043
O'Neal Blue 1280-045
O'Neal Black 1280-057
Honda White 1280-127
Honda Red 1280-140
Kawasaki White 1280-228
Kawasaki Blue 1280-249
Suzuki Blue 1280-305
Suzuki Yellow 1280-335
Suzuki White 1280-328
Yamaha White 1280-427
Yamaha Red 1280-442
KTM White 1280-628

6. Sweatshirts

\$22.95

Specify Size: S, M, L, XL White or Grey)
O'Neal 3D Red/Blue 1100-034
O'Neal 3D Green/Yellow 1100-035

7. Motocross Sweatshirt

\$22.95

White 1100-001-033
Grey 1100-009-033

8. T-Shirts

\$8.95

Specify Size: S, M, L, XL Kids: S, M, L
Logo Back White 1010-001-016

9. Double Vision

\$8.95

Red 1010-003-011
Black 1010-010-011
Blue 1010-004-011

10. Factory Sticker Kits

7 Pack \$1.95 501-007
15 Pack \$2.95 501-015

11. Carbon Steel Bars & Crossbar Pads

\$15.95

(Specify bike brand and color)
Pads only \$4.95

12. Sport Shorts

\$20.95

(Canvas Style)
Grey 1205-009
Tan 1205-025
Aqua 1205-007
(Corduroy Style)
Grey 1210-009
Light Blue 1210-006
Navy 1210-005

13. Enduro Jacket

\$79.95

Sizes: S, M, L, XL
Blue/Grey 074-047
Red/Grey 074-043
Black/Grey 074-057

CALIFORNIA RESIDENTS SEE YOUR LOCAL DEALER
ALL OTHERS CALL TOLL FREE

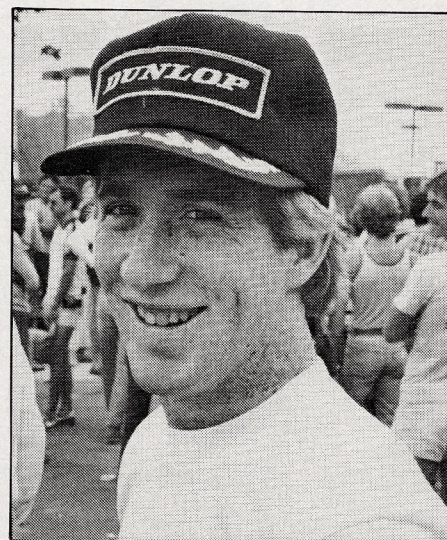
1-800-423-5002 (ORDERS ONLY PLEASE)
HAVE VISA OR MASTERCARD READY WHEN ORDERING

Name _____
Address _____
City _____ State _____ Zip _____
Phone () _____
☐ MC ☐ VISA ☐ Credit Card # _____
Exp. Date _____ Signature _____
PART NUMBER QUANTITY SIZE COLOR AMOUNT

Total _____

1. Pre-paid order over \$100. will be shipped freight free.
2. All C.O.D. orders must be over \$20.00 shipped freight collect.
3. All prepaid orders under \$10.00 must include \$1.50 shipping.
4. Minimum on MasterCard VISA \$10.00.
5. Foreign orders. Prepay in U.S. currency. Add 10% shipping.
6. Personal checks allow 45 days before shipping.
Specify size and part number when ordering.
O'NEAL U.S.A. 9555 Owensmouth Ave.,
Chatsworth, CA 91311-9964 (818) 998-1049 TELEX 910-494 1934
ONEAL USA CHCA RET/MAIL

Mail Entries



WE LOVED MAGOO

Dear MXA,

One rider almost everyone likes is Danny "Magoo" Chandler. He had lots of ups and downs during his career, but I think he was the best. To go to a National and see Magoo ride will always be one of my best memories. He always gave 100 percent. A lot of my friends and I will never forget him. We think you should devote most, if not all, of your next issue to Magoo. Even if you don't, you still have the best mag. Please print this so Magoo knows he has fans back in Cincinnati.

Bill Bryant

Cincinnati, OH

GIVE THE PEOPLE WHAT THEY WANT

Dear MXA,

Please answer these questions, because it will give people of my level hope of turning pro someday.

1. Has there ever been a pro MXer with a hometown of Indianapolis, Indiana?
2. Have you ever known a pro MXer who smoked cigarettes?
3. Has there ever been a pro MXer who spent time in prison?
4. Have you ever known of a MXer to turn pro without a high school education?

Herbert L. Franklin

Plainfield, IN

(1. Yes, 2. Yes, 3. Yes, 4. Yes.)

DIFFICULT QUESTION

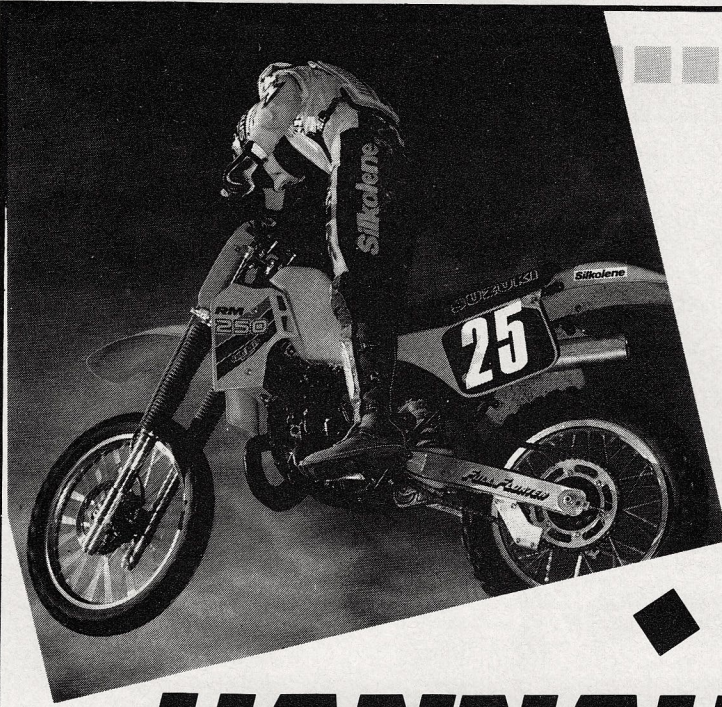
Dear MXA,

I am 14 years old and have trouble walking, let alone riding. Can you tell me where to get training wheels that won't bend easily for my new RM80? Also, would you recommend Pennzoil since the can is the same color as my scooter?

Bruce O'Laga,

Midwest City, OK

(No one makes training wheels for an RM80, or any 80cc minicycle. Try your local machine shop or fabrication company.)



HANNAH & SILKOLENE

TWO OF THE BEST JOIN FORCES & WIN!

"Years of testing, racing and winning have finally led me to the most outstanding lubrication available today. If you take your racing as serious as I do, go with the best. Silkolene." — Bob Hannah/Team Suzuki

Pro-2 Racing Oil w/Octane Boost \$5.95 - Comp-2 Premix \$3.75 - Pro Suspension Fluid 5/10/15W \$6.95 - Gear Oil \$5.95 - Chain Lube \$5.95 - Foam Filter Oil \$2.95 - All-In-One \$4.25 - Pro-R Grease \$2.95

SILKOLENE VICTORIES

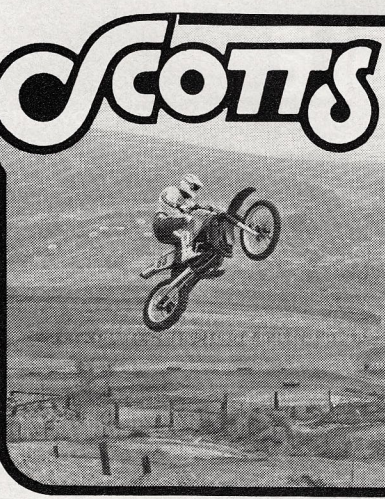
1986 WINTER-AMA, CROOM
1st 125cc—Ross Pederson
1st 250cc—Bob Hannah
1st 500cc—JoJo Keller
1985 AMA NATIONALS
1st 250cc Privateer—
Brian Myerscough

1986 SUPERCROSS
SERIES
1st 125cc SAN DIEGO—
Donnie Schmidt
1st 125cc SEATTLE—
Donnie Schmidt



IMPORTED EXCLUSIVELY BY
ANSWER PRODUCTS INC.
27967 Beale Ct., Valencia, CA 91355
Toll Free Order Line: 800-423-0273
Inquiries: 805-257-4411

Silkolene
LUBRICANTS



DON'T LET ME DIE!

All single-shock owners, don't abuse your shock. If you aren't into high-zoot valving mods, at least let your shock know you care. The doctors at Scott's can perk it right up with a simple service! New high-quality non-fading oil will keep it cooler, dampen better, and cut down on wear.

ONLY \$39.00

QUALITY SUSPENSION WORK FOR
OVER 12 YEARS

STEEL SHOCK BODIES AVAILABLE

SCOTT'S SCOOTER SERVICE

2625 Honolulu Ave.

Montrose, CA 91020

(818)248-6747

KEIHIN FUEL INJECTION.

OR THE CLOSEST THING TO IT! Keihin carburetors inject your motorcycle with raw horsepower while maintaining reliable performance, hassle free pre-jetting and easy mounting.

Precisely tuned Keihin carburetors offer unparalleled quality and performance. JUST BOLT ON AND GO! Keihin even includes extra jets and complete instructions for mounting, altitude changes and modified engines.

AVAILABLE FOR:

HONDA
CR 80 85/86 . . . 30mm PE . . . \$89.95
CR 125 85/86 . . . 36mm PJ . . . 124.95
CR 250 85 . . . 38mm PJ . . . 129.95

YAMAHA
YZ 80 84/85/86 . . . 28/30mm PE . . . \$89.95
YZ 125 84/85/86 . . . 36/38mm PJ . . . 129.95
YZ 250 84/85/86 . . . 38mm PJ . . . 134.95
YZ 490 84/85 . . . 38mm PJ . . . 134.95
IT 175 all . . . 36mm PJ . . . 129.95
IT 200 all . . . 36mm PJ . . . 129.95
IT 250 83 . . . 36mm PJ . . . 129.95
IT 490 83/84 . . . 38mm PJ . . . 134.95

SUZUKI
RM 80 86 . . . 30mm PE . . . \$89.95
RM 125 84/85/86 . . . 36mm PJ . . . 129.95
RM 250 84/85/86 . . . 38mm PJ . . . 134.95

KAWASAKI
KX 80 85/86 . . . 30mm PE . . . \$89.95
KX 125 85/86 . . . 36/38mm PJ . . . 129.95
KDX 200 all . . . 38mm PJ . . . 129.95

Keihin carburetors are used by the Factory Honda racing team and Suzuki riders Jim Tarantino and Bobby Moore. They know and depend on the performance and reliability of Keihin carburetors.

SO GIVE US A CALL! Our experienced technical staff will help you select the right Keihin carburetor for your motorcycle.

DG PERFORMANCE
The Power House

TOLL FREE

(Outside CA only)

1-800-854-9134

(Inside CA) 1-714-630-5471

DG PERFORMANCE SPECIALTIES, Inc.
1230 La Loma, Anaheim, CA 92806

DG PERFORMANCE
HOTLINE INFORMATION

TO ORDER: see local dealer, or mail to DG. Specify make & model 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. Dealer and distributor inquiries invited.

Mail Entries

HODAKA FAN

Dear MXA,

I need a list of Hodaka dealers so I can get parts. I really liked "Jody's Box" in the January 1986 issue on the Hodaka.

Doug Morris,
St. Louis, MO

(Jody needs a list too.)

SHODDY BUSINESS DEAL

Dear MXA,

I've been reading your mag for years and know you can always answer a question. I've heard that Dave Miller buys Answer's products, modifies them, and then puts his name on them. I am thinking about turning my '85 KX80 into a DMC 80 and want to know the truth about this. Thank you!

David Gilbert
Marietta, GA

(DMC produces its own products, porting, pipes and silencers, and is more likely to be copied than vice-versa.)

WRONG MAGAZINE

Dear MXA,

When cornering on my Banshee 250, my front end washed out, and I fractured my left femur. Hey, guys, this hurts! When using the correct form, if your front end slides out, you take a great chance of a femur fracture. What do you suggest to correct this problem?

Danny Glover
Jacksonville, FL

(Never ride another bike built at the Banshee factory. We prefer the Tasmanian Devil XP500 ourselves.)

THIS IS THE WAY

Dear MXA,

My friend said that when he broke in his bike, he revved his engine like crazy and rode it through deep snow and got stuck. When I broke in mine, I was pretty gentle. His bike is way more powerful than mine. My friend said that breaking it in by revving it will make it go a lot faster. Is it true?

Dana Brocklebank
Canadaigua, NY

(No.)

HOW DO YOU DO IT?

Dear MXA,

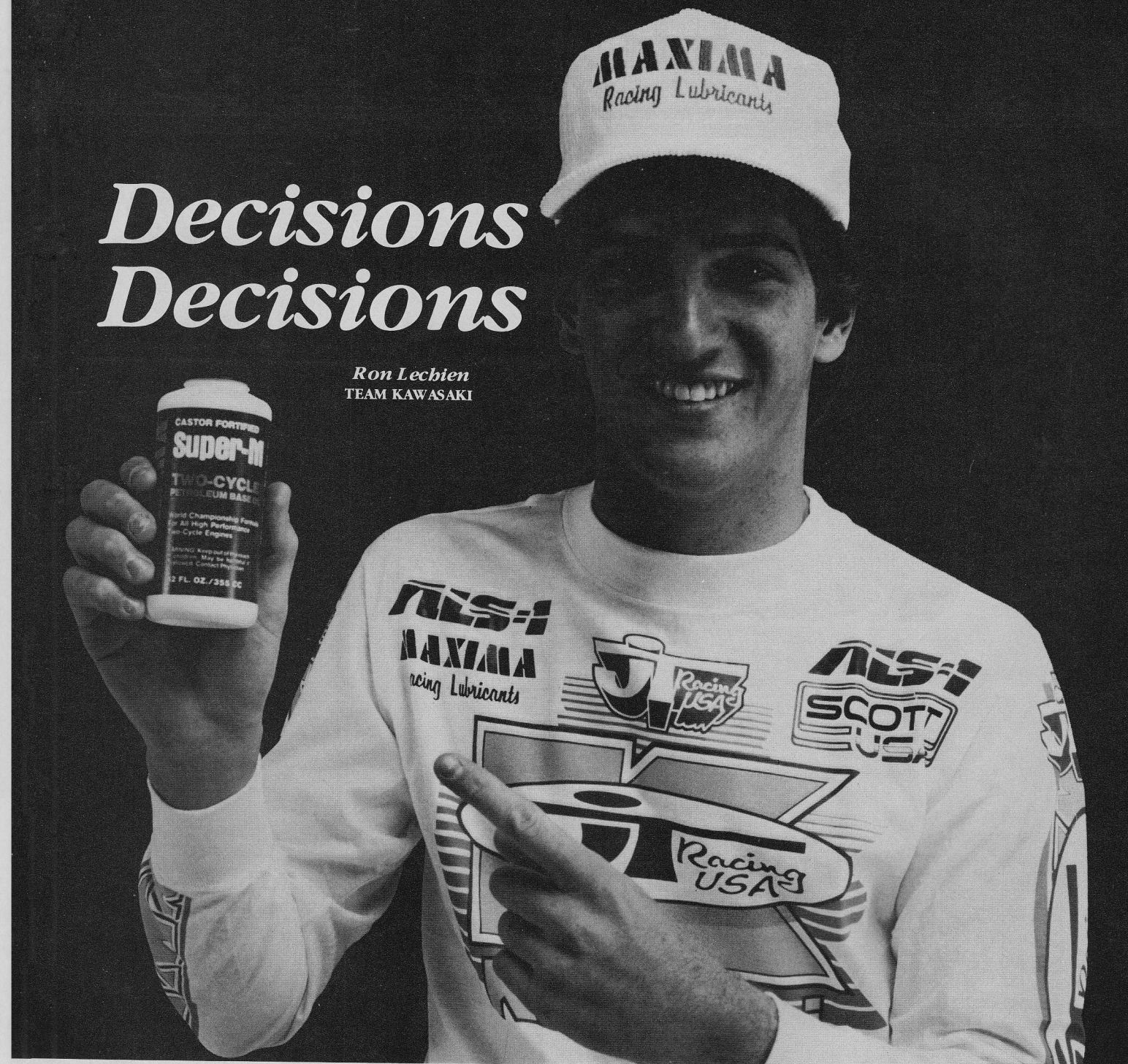
I was wondering how you get the brand-spanking-new race tests out in your magazine so fast. You tested the 1986 YZ125 before they were for sale here. Your purchasing, break-in period and the tests have all been done and printed by the time the bikes are on the floor. I am wondering what your rapid procedure for breaking in a new motor is.

Marty Brewster
Salt Lake City, UT

(We rev the engine like crazy, ride it through deep snow and get stuck.) □

Decisions Decisions

Ron Lechien
TEAM KAWASAKI



"Professional motocross racing is full of decisions."

"Whether I'm deciding on the best bike, picking the fastest line, or selecting the best oil, I have to make winning decisions. Second best just doesn't cut it. When I've got Ward, Glover, Johnson and the rest of the pack breathing down my neck, I can't be worrying about lubrication. With MAXIMA I've never had to."

1985 125 National Champion Ron Lechien didn't just stumble into the winner's circle. For 7 years running, "The Machine" has been at the top of his field, race after race, championship after championship. And MAXIMA has been there with him.

What makes MAXIMA so good? It's the only castor fortified 2-cycle oil on the market. It's temperature resistant so that it won't break down at extreme temperatures. MAXIMA has advanced additive systems that burn cleaner, reduce engine wear and deliver maximum horsepower when you need it. MAXIMA is quite simply the finest oil money can buy.

Make a winning decision, insist on

MAXIMA
Racing Lubricants



MAXIMA features a complete line of high quality lubricants.

Send \$8.00 for Pro hat and decals. / Continental USA only
1444 Pioneer Way, #7 / El Cajon, CA 92020 / (619) 442-9723

sunstar

SUNSTAR TRIPLESTAR® RACING SPROCKETS
7075-T6 AIRCRAFT-GRADE ALUMINUM.

QUALITY

Over 39 years of engineering know-how and technology guarantees you the most satisfaction.

DURABLE

Strong, aircraft-grade 7075-T6 aluminum alloy with 83,000 PSI yield is used for SUNSTAR TRIPLESTAR®.

LIGHT

SUNSTAR TRIPLESTAR® is lightly designed and 7075-T6 aluminum alloy weigh far less than steel and save unsprung weight.



SUNSTAR ENGINEERING U.S.A. INC.
307 PASEO TESORO, WALNUT, CA 91789 • (714) 598-9666

MADE IN JAPAN
SINCE 1946

Tricks From The Trade



YOU CAN'T FOOL US!

They can't pull a fast one on us. The press release says this girl is Sheena E. There's a very close resemblance, but not close enough to slip by our watchful eyes. If you need proof that she's an imposter, there's a whole catalog full of pictures of her. When you get your fill of those pictures, there are plenty of accessories for Canadian dirt, street, and ATV riders. Good stuff like Answer, Boyesen, Gaerne, Silkolene,

Scott, Kiwi, Gold Belt, Tsubaki, plus much, much more. Everything inside is priced in Canadian dollars. It's available to Canadian residents for two dollars to cover all the dirty work. Send it to R&M Specialties, Dept. "I'm a Nice Girl," West: 11220 Voyageur Way, Unit 9, Richmond, B.C. V6X 3E1; (604)276-8666, or East: 1445 Bonhill Rd., Unit 18, Mississauga, Ontario L5T 1V3; (416)673-1707.



TOO HOT TO HANDLE

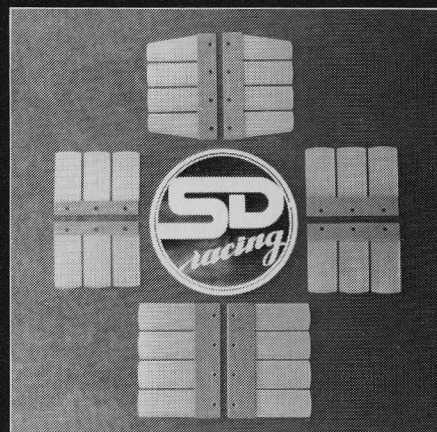
What are these three flashy gentlemen doing in *Motocross Action* Magazine? Look at them all decked out, ready to tear up the town. How did these down-to-earth, dirty-deed MXers get to look like this? Why, they relied on Husqvarna Sportswear. On the left, mega-gnarly Mark models the blue nylon, fully lined GP Sport Jacket (\$74.95) which he uses to attract pit tootsies. Mark usually fails, so up comes dashing Larry, flaunting his blue-striped Husq-

varna Sport Shirt (\$28.50), which has a 50-percent success rate with the ladies. If all else fails, Mark and Larry rely on the handsome Jimmy Mac, here using the striking silver corduroy jacket (\$81.95) to turn even the toughest women into mere pussycats. All sportswear has an embroidered logo. See your Husky dealer or Husqvarna Motorcycle Co., Inc., Dept. "I'm on the Prowl," 4925 Mercury St., San Diego, CA 92111; (619)565-1414.



JOIN THE POD SQUAD

Look at this, *another* product war! This one is the pod protection war. The battle is wide open. No prisoners are taken here—no, sir, this is a fight to the cash register. Arai's new weapon, the MX-Pro, has enough features to make the MX missile outdated. There's an adjustable visor to battle indoor Supercross bullets or outdoor bombs. A special RamJet ventilation peak and a top air scoop cool off the overheated afterburners. An adjustable chin guard wards off out-of-control sensor missiles. A special, easy-to-wash liner wicks moisture away from your pod, to keep electronic viewers dry. Four factory-matched and three basic battle colors are available. Jet on down to Arai Helmets, Ltd., Dept. "Warfare Hardware," P.O. Box 421, Tenafly, NJ 07670.



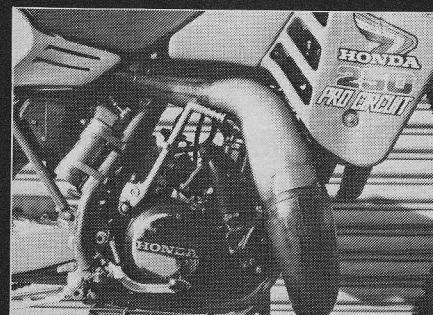
CAN YOU HANDLE THE TENSION?

All hotshoe racers have to deal with tension: tension to win, tension to holeshot, and tension to look stylish. Although it's an unknown and hidden fact, your trusty scooter must also deal with all sorts of tension. Reed valve tension is of utmost importance, and SD Racing has the solution for you. Pro-Tension reeds are manufactured from a unique material that is designed just for reed use. They can withstand 400-degree temperatures while some other reeds lose their strength at 250 degrees. As a plus, they are soft and open easily for low-rpm throttle response, yet increase their tension at high rpm for more effective mid-to-top-end performance. Pick up your phone and call SD Racing, Dept., "I Can Handle the Tension," 5082 Bolsa Ave., Unit 108, Huntington Beach, CA 92649; (714)898-6613.



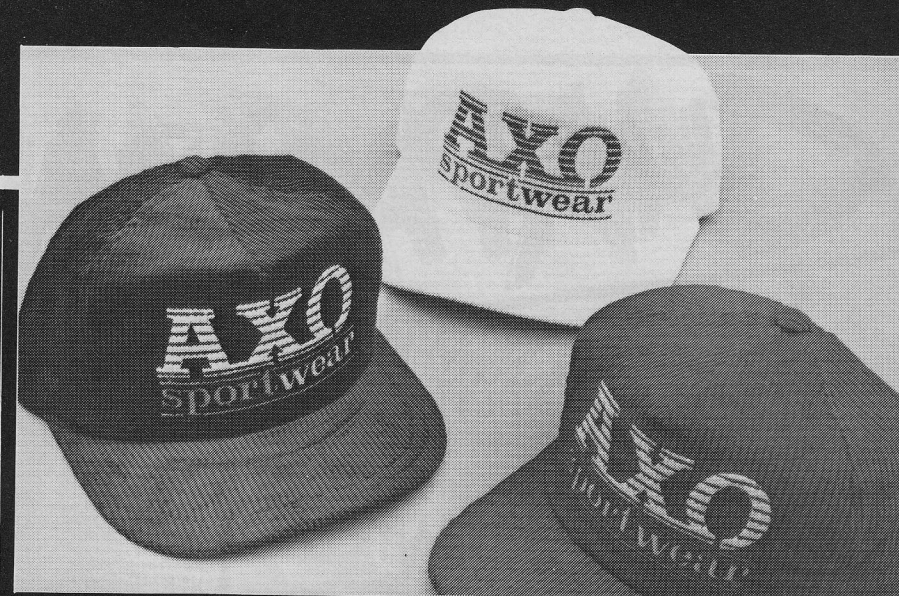
THE YEAR OF THE BAG

This is great! Now we have one more product war erupting. The only problem is, there's just so much you can do to a gear bag. One of the troubles is that no matter how many compartments you have or how neatly you packed the bag the night before, you still have to dump it over to find the *other* glove. Maybe someone should make a gear bag with a memory computer. You could ask it where you put something, and it would tell you where to look. If anyone made one of these creatures, it would have to be Hondaline. "Not yet," they say, "we're relying on the basics." Things like a vented helmet compartment, vented boot compartment, zippered pouches, plenty of room to carry more than you can lift, and classy-looking Team Honda colors and emblem. See your Honda dealer or write American Honda Motor Co., Inc., Dept. Hondaline, P.O. Box 7050, North Hollywood, CA 91607.



IT'S A COLD, CRUEL WORLD

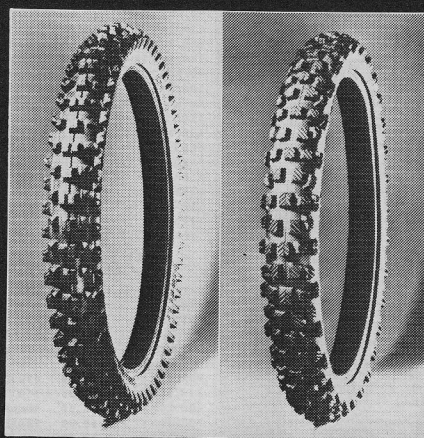
Every racer's dream is to follow the pro circuit. Why? So he can line up next to the big names and have a chance to rough it up with them. It's a tough burden to carry, and it's even tougher with stock machinery. So, if you need that extra edge to make yourself a name, rely on Pro-Circuit Power Pipes. Pro-Circuit knows what you're up against out there in the cold, cruel MX world, and they've been working nonstop to give you an edge. Three months before the '86 models were out, they were testing with the factory riders, coming up with a pipe combination that increases mid-to-top range power without sacrificing any bottom. What more could you ask for? Not much, because even some of the factory riders use Pro-Circuit Power Pipes on their personal bikes. Retail is \$138. Contact Pro-Circuit, Dept. "Following the Circuit," 4212 E. LaPalma, Anaheim, CA 92807; (714)993-5400.



UNCOVER THE WHOLE TRUTH

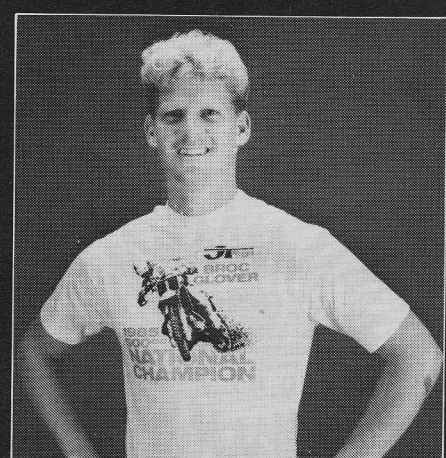
Next time you're out at the races, take a look around to see what type of people wear caps. You'll see underrested riders and mechanics who've spent endless, late-night ordeals preparing high-strung bikes for battle. Do these guys have time to groom their hair to look presentable at the track? Be serious! All they do is throw on an AXO corduroy cap to cover up their unsightly scalps. Or what about the nervous mini racers' fathers? What are they cover-

ing up? Why nothing! They lost all their hair worrying about Junior out on the track. So the next time you see a cap-bearing individual, snap it off his head to find the real reason he's wearing a hat. You too can look sharp at the track by wearing an AXO cap. They come in three colors and sell for \$12.95. Contact AXO, Dept., "I'm Covering up Something," 25702 Rye Canyon Rd., Suite E, Valencia, CA 91355; (805)257-0474.



SING ME A SONG

Don't let the scraping, scratching, and painful sound of the traction blues get you down. Every weekend, racers across the country form into small bands to play their own versions of this increasingly unpopular traction blues. That horrible thudding, bass-filled sound makes shivers run up and down your spine. Pirelli heard these haunting notes and had to put a stop to them. They came up with an instrument that will play a different tune. Why, they even have two different instruments to match the terrain they're going to play on. All new, the Pirelli MT44 Lagunacross front instrument plays beautiful notes on soft and mixed terrain. If you want your sounds to match hard, dusty, and slightly muddy terrain, the MT46 Hardcross front will delight the ears. Pirelli offers a wide range of instruments to fulfill the ears. Contact the Pirelli Motorcycle Tire Division, Dept. "Rodney on the Rock," 2001 Gateway Place, Suite 220, San Jose, CA 95110; (408)995-6222.



USA FOR FACTORY RIDERS

Today's factory riders would be nowhere without you. Think about it. The next time someone says, "Way to go, Ronnie," or "Way to go, Broc," you can feel proud inside. Without your support and enthusiasm in the sport of motocross, Ronnie and Broc would be out of jobs, watching soaps every day and getting fat. You saved them from this awful life. Don't let this go to your head, though. The job of keeping a factory rider in the limelight is never over. So it's still up to you to keep their paychecks flowing at a healthy rate. How can you be of more help? Simple, buy a JT National Champion T-shirt. These all-white 100-percent cotton shirts with blue and red graphics congratulate 125 Champ Ronnie Lechien and 500 Champ Broc Glover. Give your \$10.35 for men (\$9.25 for women and kids) to a worthy cause. Donate now to JT Racing, Dept. "Way to Go, Dude," 515 Otay Valley Rd., Chula Vista, CA 92011; (619)421-2660. □

CHAPARRAL

ORDER TOLL FREE

NATIONWIDE 800-841-2960
CALIFORNIA 800-221-2479
LOCAL 714-889-2761

WRITE FOR FREE CATALOG
TO
CATALOG DEPARTMENT- 6052
889 WEST MILL ST.
SAN BERNARDINO, CA. 92410

WE INVITE YOU TO SHOP OUR WAREHOUSE
OVER 30,000 SQ. FT. OF CYCLE ACCESS-
ORIES.
MONDAY-FRIDAY 8-7 SATURDAY 9-5
SUNDAY 10-4 CALIFORNIA TIME

ORDER TOLL FREE

NATIONWIDE 800-841-2960
CALIFORNIA 800-221-2479
LOCAL 714-889-2761

WRITE FOR FREE CATALOG

TO
CATALOG DEPARTMENT- 6052
889 WEST MILL ST.
SAN BERNARDINO, CA. 92410

WE INVITE YOU TO SHOP OUR WAREHOUSE
OVER 30,000 SQ. FT. OF CYCLE ACCESS-
ORIES.
MONDAY-FRIDAY 8-7 SATURDAY 9-5
SUNDAY 10-4 CALIFORNIA TIME

CHAPARRAL

ONEAL

ULTRA-PACK

ULTRA-LITE PANTS
ULTRA-LITE JERSEY
ULTRA-LITE 2 GLOVES
109.93

PRO PACK

ULTRA-LITE PANTS
ULTRA-LITE JERSEY
ULTRA-LITE 2 BOOTS
ULTRA-LITE 2 GLOVES
COOL-LITE KIDNEY BELT
1 PR. SOCKS
1 PR. GATORS **249.93**

AXO
sport

AXO PRO PACK

SERIES 95 PANTS
SUPER JERSEY
TURBO 139 BOOTS
SERIES 29 GLOVES
SUPER BELT
1 PR. SOCKS
1 PR. GATORS **249.97**

AXO 95-PACK

SERIES 95 PANTS
100% COTTON JERSEY
SERIES 29 GLOVES
109.97

ATV TIRES

CARLISLE ATV

16X7.5X8	AMERTHON RA	29.93
18X8.5X8	AMERTHON RA	32.93
18X9.5X8	AMERTHON RA	34.93
18X9.5X8	KNOB FLAT TRACK	29.93
22X11X8	DIRT BOSS	33.93
22X11X8	TRAIL PRO	35.93
22X11X8	ALLTERMAX AT	40.93
22X11X8	FIRE TRAK	36.93
22X11X8	STRYKER	40.93
22X11X9	TRAIL PRO	41.99
22X11X9	STRYKER	44.99
25X12X9	TURF BUSTER	46.93
25X12X9	ALLTERMAX AT	54.93
22X11X10	TRAIL PRO	39.93
22X11X10	DIRT BOSS	36.93
23.5X8X11	TRAIL HAWK	38.93

NanKang ATV

145/70X6	KNOB T/T	14.93
16X8X7	KNOB T/T	17.93
18X9.5X8	FLAT TRACK N789	16.93
18X9.5X8	DIMPLE KNOB N700	19.93
20X7X8	DIMPLE KNOB	19.93
21X12X8	CHEVRON	24.93
21X12X8	KNOB	24.93
22X11X8	KNOB	25.93
22X11X8	Formula Wooly Copy	32.93
22X11X8	B/W Trail Pro Copy	32.93
25X12X9	KNOB	34.93
23.5X8X11	KNOB	33.93

DUNLOP ATV

20x7x8	KT221 KNOBBY	33.99
22x11x8	KT221 KNOBBY	35.99
22x11x8	KT221A KNOBBY	35.99
25x12x9	KT221 KNOBBY	53.99
25x12x9	KT325 KNOBBY	55.99
23.5X8X11	KT376A KNOBBY	44.99
22x11x8	KT377A KNOBBY	40.99
25x12x9	KT430 KNOBBY	53.99
22x11x10	KT460A KNOBBY	48.99
22x11x10	KT461A KNOBBY	48.99
15X7X8	KT465A KNOBBY	30.99
22x11x8	KT465A KNOBBY	40.99
25X8X12	KT476 KNOBBY	52.99
22x11x8	KT477 KNOBBY	40.99
22X8X10	KT486 KNOBBY	43.99
22x11x8	KT487 KNOBBY	40.99
21X9X8	KT516 KNOBBY	35.99
22x11x8	KT517 KNOBBY	40.99
20X7X8	KT561 KNOBBY	35.99
21X8X9	KT561 KNOBBY	38.99
22x11x8	KT565 KNOBBY	43.99
25x12x9	KT565 KNOBBY	55.99
23X8X11	KT576 KNOBBY	41.99
20X10X9	KT577A KNOBBY	45.99
17X7X7	KT586 KNOBBY	31.99
18X9X7	KT587 KNOBBY	36.99
21X7X10	KT686 KNOBBY	42.99
22x11x8	KT687 KNOBBY	50.99
21X7X10	KT786 KNOBBY	42.99
22x11x10	KT787 KNOBBY	48.99

DICK CEPEK ATV

21X12X8	SANDSPORT	49.93
22X12.5X8	SANDSPORT	82.99
22X14.5X8	SANDSPORT	92.99
25X13.5X9	SANDSPORT	92.99
22X12X8	ATV	43.99
22X11X8	BAJA KNOBBY	43.99
22X12.5X8	THREE WHEELER	45.99
22X12.5X8	FUN COUNTRY	48.99
25X13.5X9	FUN COUNTRY	59.95
22X12X8	WOOLY BOOGER	43.93
25X13X9	WOOLY BOOGER	47.93
22X12X8	BUCKSHOT MUDDER	42.93
25X13X9	BUCKSHOT MUDDER	47.93
22X12.5X8	SPIDER TRAC	55.99
25X13.5X9	SPIDER TRAC	59.99

GOODYEAR ATV

16X6.5X8	SOFTTRAC	15.93
18X6.5X8	SOFTTRAC	19.93
18X8.5X8	SOFTTRAC	22.93
18X9.5X8	SOFTTRAC	23.93
20X7X8	KNOBBY RADIAL	31.93
20X10X8	SOFTTRAC	24.93
21X11X8	RAWHIDE	31.93
22X11X8	KNOBBY RADIAL	39.93
25X13.5X9	KNOBBY RADIAL	45.93

DICO

20X11X8	SIDEWINDER	27.99
21X11X8	4-PLY KNOBBY	23.99
22X11X8	4-PLY KNOBBY	32.99
20X11X10	SIDEWINDER	30.99

CHENG SHIN ATV

22X11X8	V TREAD C928	32.93
25X12X9	V TREAD C828	38.93
23.5X8X11	KNOB C828	28.93
18X9.5X8	KNOB C826	23.93
22X11X8	KNOB C827	26.93
16X8X7	KNOB C829	15.93
22X11X8	KNOB C829	27.93
20X7X8	KNOB C829	22.93
25X12X9	KNOB C829	36.93

ARMSTRONG ATV

25X12X9	TURF TAME KNOB	40.93
22X11X8	TURF TAME KNOB	31.93
18X11X8	TURF TAME KNOB	26.93
18X9.5X8	TURF TAME KNOB	24.93
22X11X10	TURF TAME KNOB	33.93
21X7X10	TURF TRACK	30.99
20X10X8	SUPER TURF	26.93
20X10X10	SUPER TURF	26.93
18X9.5X8	SUPER TURF	23.93
18X8.5X8	SUPER TURF	19.93
18X5.5X8	SUPER TURF	18.93
16X6.5X8	SUPER TURF	14.93
16X7.5X8	SUPER TURF	21.93
18X10.5X8	SUPER TURF RACER	28.93
18X9.5X8	SUPER TURF RACER	26.93
18X9.5X8	MULTI TRAC	23.93
16X6.5X8	MULTI TRAC	14.93
20X8X10	MULTI TRAC	29.93
18X9.5X8	SLICK	38.99
18.5X8.5X8	SPORT TRAVELER	32.99

METZELER

PRICES LISTED ARE FOR OUR STORE
: CALL FOR MAIL ORDER PRICES.

MULTI CROSS	Knobby	MOTO CROSS	Knobby
275X17	24.93	500X17	61.93
410X14	30.93	400X18	46.93
450X17	49.93	450X18	44.93
410X18	47.93	150/80X18	59.93
450X18	52.93	300X21	36.93
PERFECT CROSS	325X21		40.93
*120/90X18	48.93	MXR Knobby	
*460X18	44.93	120/90X18	43.93
*510X18	49.93	130/90X18	45.93
*140/80X18	51.93	90/90X21	35.93
300X21	32.93	ENDURO	
* SOFT TERRAIN	460X17		57.93
FOR HARD TERRAIN	510X17		61.93
ADD \$7.00	400X18		58.93
	300X21		53.93

CHENG SHIN

761 Bernmaster	Knobby	CR58 ENDURO	TIRE
110/80X14	14.99	GP 1 COPY	
130/80X17	23.99	460X17	18.99
150/80X17	30.99	350X18	17.99
120/80X18	20.99	410X18	18.99
130/80X18	23.99	460X18	20.99
140/80X18	25.99	300X21	14.99
150/80X18	32.99		
100/80X21	16.99		
755/760 Metzler	Copy	183/703 MUD/SAND	
410X14	14.97	385X14	15.97
460X17	19.97	500X17	29.97
530X17	28.97	360X18	17.97
560X17	30.97	410X18	20.97
350X18	15.97	460X18	25.97
410X18	18.97	500X18	28.97
460X18	25.97	530X18	33.97
530X18	26.97	300X23	19.97
560X18	30.97		
300X21	15.97		
325X21	17.97		

TERAFLEX

STEEL BELTED KNOBBY			
410X17	58.93	410X18	58.93
510X17	68.93	510X18	68.93
6X28X17	73.93	6X28X18	73.93

CARLISLE

RED DOT KNOBBY TIRES			
500X17	52.99	410X18	39.99
450X18	39.99	500X18	39.99
300X21	32.99		

GRAND SPORT

780 Soft Compound	780 Hard Comp	Knobby	
510x17 6 ply	CALL	510x17 6 ply	CALL
425x18 6 ply	CALL	425x18 6 ply	CALL
450x18 6 ply	CALL	450x18 6 ply	CALL
500x18 6 ply	CALL	500x18 6 ply	CALL
510x18 6 ply	CALL	510x18 6 ply	CALL
550x18 6 ply	CALL	550x18 6 ply	CALL
550x18 8 ply	CALL	550x18 8 ply	CALL
325x21 6 ply	CALL	300x21 6 ply	CALL



BOOTS

VENDRAMINI YOUTH LEATHER	59.99
HI POINT YOUTH LEATHER	84.99
HALLMAN YOUTH MX Des Nation	
VENDRAMINI ADULT 410 ATV	79.99
ONEAL TRAIL-LITE	89.99
VENDRAMINI 413 MX/ENDURO SOLE	99.99
HALLMAN DIRT RACING	
ALPINE SUPERSTAR MOTO CROSS	109.99
ONEAL PRO-LITE	119.99
HI POINT ATV BOOTS	119.99
HALLMAN MX DES NATION	
AXO TURBO "139" BOOTS	119.99
GAERNE NYLON PRO	119.99
ONEAL ULTRA-LITE "2"	134.99
HI POINT PRO	139.99
JT THE BOOT	
GAERNE SUPER PRO	144.99
AXO RINALDI BOOT	144.99
AXO A.J.R. SYSTEM BOOT	199.99
BOOT SOCKS	4.95

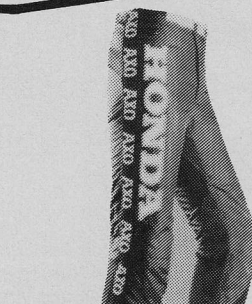


GLOVES

OAKLEY FACTORY PILOT	28.99
JT LIFE LINE	
ONEAL ULTRA-LITE 2	24.99
AXO SERIES 29	23.97
ONEAL COOL-LITE	19.99
HALLMAN TECH 2 GLOVE	
HALLMAN PRO GP GLOVES	
ANSWER A.J. GLOVES	16.99
HALLMAN USA GLOVES	
JT HALF-BREED	
HALLMAN CLASSIC LEATHER	
ONEAL PRO-LITE	14.99
HALLMAN CHAMPION GLOVES	
HALLMAN CHAMPION YOUTH	
GREENCO LEATHER MX GLOVES	11.99
HALLMAN DIRT GLOVES	
HALLMAN YOUTH DIRT GLOVES	
ONEAL ULTRA-GRIP WET GLOVES	3.95

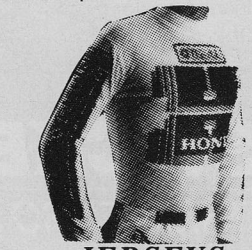
ACCESSORIES

ANCRA Red or Black TIE DOWNS	11.99
IMPORTED TIE DOWNS	6.99
BOYSEN REEDS FROM	8.95
GUNNAR GASSER Throttle	15.99
TERRY CABLES	11.00
TERRY FORK KITS	58.99
RICHTER SILENCERS	46.99
ANSWER SILENCERS FROM	39.99
ENDURO JUGS	14.99
E-Z TOW Nylon Tow Line	5.99
FENDER PAK	18.99
MILK CRATES 19x13x11	10.99
LOADING SHIFT LEVERS	16.99
HI POINT HD TUBE	8.99
HI POINT ISDT SUPER HD TUBE	13.99
EMERGENCY TUBE REPAIR FROM	12.99
SIDEWINDER FRONT SPROCKET	16.99
SIDEWINDER REAR SPROCKET	44.99
DIAMOND CHAINS FROM	15.75
TSUBAKI CHAINS FROM	15.99
RR O RING CHAINS FROM	32.45
FORK BRAKE GUARDS FROM	10.99
MAIER "REPLICA" MX FENDERS	12.99



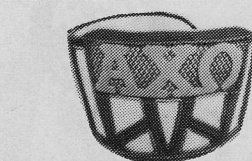
MX & ATV PANTS

HALLMAN CAHMPION PANTS	49.75
ONEAL ATV PANTS	59.99
JT DUNE PANTS	
CYCLE-AM PRO-2 PANTS	69.99
ONEAL ULTRA-LITE PLAIN LEG	69.99
AXO SERIES 85 PLAIN LEG	79.99
ONEAL ULTRA-LITE TEAM LEG	79.99
AXO SERIES 95 TEAM	89.99
JT NEWFORM MX PANTS	
GOLD BELT DeCOSTER PANTS	99.99
ONEAL SUPRA TEAM LEG	99.99
ONEAL COOL-LITE	99.99
GOLD BELT DeCOSTER BELTED	
HALLMAN BUN SAVERS	



JERSEYS

AXO 100% COTTON	13.99
ONEAL ULTRA-LITE COTTON	13.99
CYCLE-AM PRO-2 TERRY NECK	14.99
ONEAL ULTRA-LITE 50/50	14.99
GOLD BELT COTTON	15.99
ONEAL COOL-LITE	15.99
JT SUPERCROSS JERSEY	19.99
AXO SUPER JERSEY	19.99
ONEAL SUPRA JERSEY	20.99
GOLD BELT COMP Terry Neck	21.99
AXO HOODED SWEATSHIRTS	19.99
ONEAL HOODED SWEATSHIRTS	19.99



KIDNEY BELTS

GOLD BELT DYNAMITE 20-32" waist	11.99
GOLDBELT MINI 20-32" waist	13.99
GOLDBELT PRO 25-36" waist	17.99
GOLDBELT COOL-ONE 25-36" waist	17.99
GOLD BELT REGULAR 25-36" waist	18.99
GOLD BELT TWO-COOL 25-36" waist	18.99
GOLDBELT CYCLONE 25-36" waist	18.99
GOLDBELT XL 36-44" waist	20.99
GOLD BELT BOSS BELT 25-36" waist	24.99
AXO SUPERBELT YOUTH 22-28" waist	21.99
AXO SUPERBELT ADULT 28-36" waist	24.99
AXO SUPERBELT 21-28-34" waist	26.99
AXO SUPERBELT XL 36-42" waist	26.99
GOLDBELT VERTABELT	
JT FAN BELTS	
JT DOUBLE CROSS KIDNEY BELTS	

*= Call for price

GOGGLES

AME GOGGLES "LEXAN LENS"	10.99
SCOTT 835 YOUTH GOGGLES	12.99
OAKLEY "O" Now Pink & Green in Stock	12.99
SCOTT 83 "STANDARD LENS"	12.99

SWEDISH INNOVATION

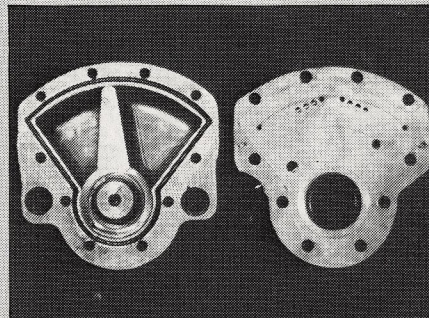
HI-POINT UNIQUE STEERING CONTROL

How to go faster in the whoops

□ You can bet your bottom dollar that the factory R&D departments are taking a close look at steering dampers and direct action shock absorbers. The aftermarket engineers have already done the pioneering work, with Ram Steering Stabilizers and the Swedish Unique (pronounced "you-neek") steering device leading the way. The Unique is a small, simple, easy-to-mount hydraulic steering damper that has several—dare we say it—unique features.

DO THEY WORK?

For racers hammering around sand tracks, mud races or rock-hard braking bumps, a steering shock absorber can make you faster. How? Through the whoops you don't have to fight the front end. It stays straight with less effort. In heavy sand, less effort can be used to keep the bike from wobbling. Diving into a tight turn with braking bumps, the steering shock keeps the bike from getting overly busy. Less work, less effort, less steering and better control quickly translate into faster laps. The MXA

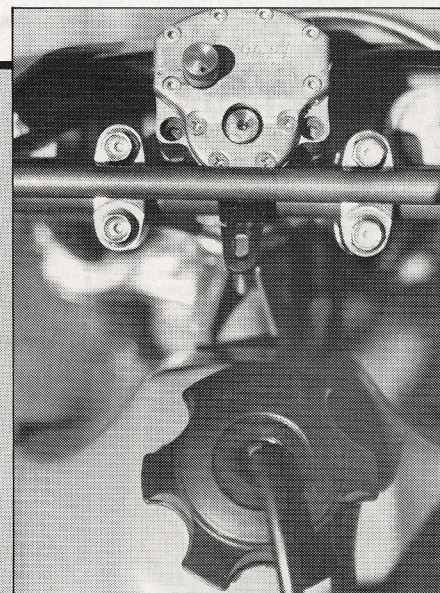


What's inside? An intricate series of orifices, radius adjusters and an aluminum windshield wiper. It is simple, but sano.

test crew has tried the Ram and the Unique, and they both work. For some tracks they work wonders!

MORE TECH STUFF

The Swedish-built Unique has adjustable radius controls, which allow the rider to decide how many degrees of steering angle he wants. The Unique has adjustable damping



This little Swedish-made contraption can make you faster. All you need is whoops, bumps, jumps or mud. Steering stabilizers are going to become standard within two years.

that ranges from zero drag to ultra-heavy.

Easy mounting is made possible by a special mounting kit and easy-to-weld-on bracket. Hi-Point is importing the Unique from Sweden, and it retails for \$199 (with mounting kit). For more info contact Hi-Point Racing, 3709 W. Erie Ave., Loraine, OH 44053, or ask your local dealer. □

INTERNATIONAL STICKER KIT

JOIN THE JET SET! GET THAT TRICK EURO LOOK!



PASSPORT TO ADVENTURE

You might not be talented enough to win a world title. You might not be fast enough to make it to National Champ. In fact, you might not even be good enough to kiss the trophy girl at the tiniest local race... but wait! Don't let that stop you from at least looking stylish. And we've got the look. It's here: a fistful of trick in this great collection of international stickers. Just like the Euros use to give their machines that super-hot look. Even if you never hope to sparkle on that glittering GP circuit, you can sport that same ultra-look. Order your kit today!

STICKERS MUCH LARGER THAN SIZE SHOWN

- CANCEL MY PLANE TICKET! I'm ordering stickers instead.
- Please rush _____ kits @ \$5.50 plus \$1.00 postage and handling *per kit*. Each kit contains 19 stickers as shown above.
- I prefer to order my stickers individually as indicated below. I have enclosed 50 cents plus 25 cents postage and handling for each sticker ordered individually. (Circle stickers requested) E1 E2 E3 E4 E5 E6 E8 E9 E10 E11 E13 E14 E15 E16 E17 E18 E19 E20

California residents please add 6½% sales tax. Please allow three to four weeks for delivery.

MXA5-6

NEW LOWER PRICE

GET A FOOT UP ON THE COMPETITION



MS Boots: There's no substitute for the natural feel and fit of real leather. Handcrafted in Italy by Alpine Stars, from only the finest top grain leather, a great deal of time and effort goes into each MS Boot, *anatomically fitted and shaped to fit* the contours of your leg, ankle, and foot.

There's also no substitute for the protection of plastic, MS Boots are loaded with it; from a front shin plate to inner plastic protection in the heel, toe, arch area, and on both sides of the ankle, also a sewn-in full-length pad in the calf area.

Combine these with features like a steel arch shank in the sole, a cushion air heel, double stitched "skywalk" sole, and peg area reinforcement and you've got an MS Boot, take a pair out to the track, and get a foot up on the competition.

Available in two styles: **Gold Medal** with fully-adjustable cam action buckles, **Trim Fit** with speed lace system and velcro closures.



Gold Medal \$159.95



Trim Fit \$139.95

ms RACING

MALCOLM SMITH

Look for MS Boots at your local MS dealer. MS Products — 7563 Indiana Ave., Riverside, CA 92507

Send for a free MS brochure or send \$5.00 for our 218-page, full-color catalog.



RACE TEST

A turn-around year for the green machine

□ Kawasaki has made its money from mini-cycle racers and 125 hotshoes. It is in the small-bore classes that the green machines have shown their prowess. But once the displacement went above 125cc, the consumers have been left cold by the Kawasaki approach. KX500s and KX250s haven't been pushing other colors off the starting lines. In fact, green is barely visible at most tracks in the deuce-and-a-half and Open classes.

But 1986 is the year of the turn-around. It may not be the kind of switch Kawasaki wanted, but it is better than nothing. The green machines are out of vogue in the 80 and 125 classes. The once dominant KX80 and KX125 have been replaced by white, red and yellow bikes. That is shocking, but in the big classes the KXs are finding favor with the motocross crowd.

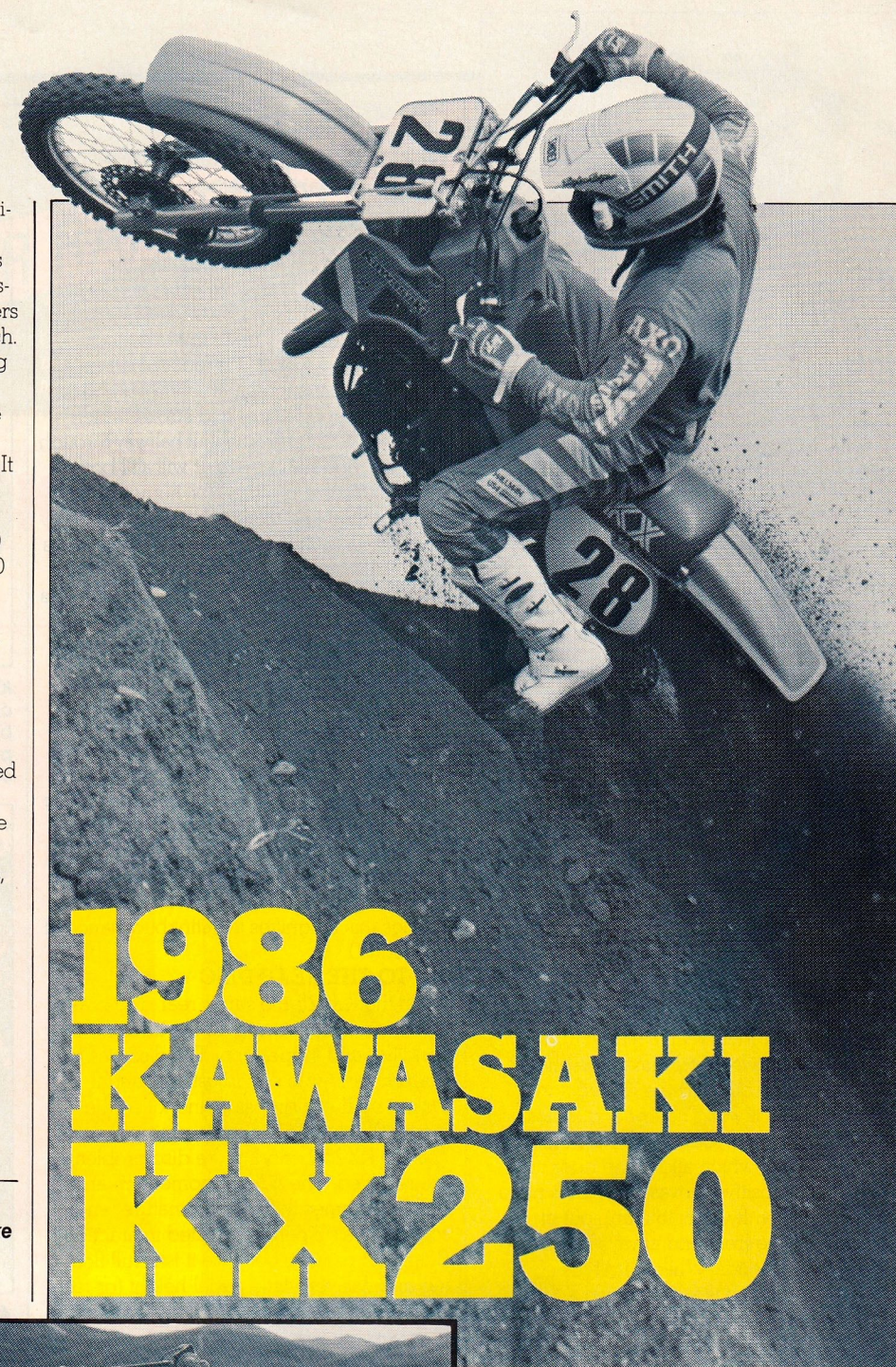
WHAT CAUSED THE UPEHAVAL?

Kawasaki blew it in the little bike classes! The motocross world has gone low-end-to-mid-range crazy (a craze that was pioneered by Kawasaki) while the KX80 and KX125 have forsaken low end for upper-mid-range thrust. While the competition was busy copying Kawasaki in the small-bore classes, the green machines took a dive. They lost the mini and 125 market to KX copies.

But in the 250 class Kawasaki must have read its own book without skipping any pages, because the KX is a terrific low-to-mid powerhouse. What the KX80 and KX125 lack, the KX250 wallows in.

Handling is affected by the KX's stinkbug stance, soft forks and harsh compression damping. It climbs out of berms and washes on hard, flat turns. ►

Constructed out of some new parts and some old parts, the KX is an improved bike over last year. The motor is terrific, the handling so-so, and the suspension strange. ▼



1986 KAWASAKI KX250



WHAT IS THE POWERBAND LIKE?

Kawasaki has developed the foot soldier of the 250 moto wars. The 70mm by 64.9mm bore and stroke, KIPS (Kawasaki Integrated Power System) equipped, 40mm Mikuni-carbed five-speed has grunt right off the bottom. Power starts off idle and growls its way up into the mid-range. There is no real top end. The KX250 mill signs off in the upper middle, but it doesn't matter, because it has walked all over the competition by then.

Burn the words "short-shift" into your goggle lens. Short-shifting, catching the next gear on the torque curve instead of the horsepower peak, will make the KX into a winner. The powerband is alive when it is under a load. It dies if you try to hold it on in one gear. Always think upshift! Never rev it!

KX250



Thanks to its grunt motor, the Kawasaki KX250 likes to fly. It gets up in the air quickly and stays fairly level. Any hanging off is totally pilot error.

HOW FAST IS IT?

When ridden correctly (short-shifting and minimal clutching), the KX will romp all over the 1986 Suzuki and Yamaha 250s. It has its hands full with the Honda CR250R, but it is close.

The major flaw in the KX package is stiff shifting. If you exceed a set rpm, the KX tranny gets balky. Shift precisely or you will have to back off the throttle. Kawasaki clutches are famous, but not for how well they work. The '86 spring and friction unit works decently but fades under abuse and is a little grabby. Luckily, the grunt motor doesn't need much clutch work. It can pull the 58-inch-wheelbase KX out of turns without any help.

HOW DOES IT HANDLE?

Thanks to the motor, the KX250 handles better than it did last year. It may sound funny, but the new powerband makes the chassis handle better. Last year the KX wouldn't turn; this year it will. The low-end motor makes the chassis hook up to even the slipperiest terrain, which allows the rider to make good positive moves. The KX is not a first-rate turner. It wants to climb out of berms, and the front end always lifts at the apex of tight bends. While it isn't the greatest handler, it is an improved KX250.

Coming out of sharp turns and loamy berms, a KX pilot needs to lean in, force the front end down, and help the front tire bite as well as the rear.

High-speed stability is adequate, but while the front end doesn't wiggle, the whole KX tends to drift and wobble a shade. Most of the KX's handling traits are suspension-related. Better suspension and spot-on

setup would lessen the cornering woes and straight-line inaccuracy.

GETTING TO THE SUSPENSION

In a class that isn't blessed with beaucoup great rear shocks, the KX's new Kayaba unit rates a *decent* mark. The 1986 KX250 did not get a new linkage system, like the KX125, but it did get a new shock with a large shaft, internal piston and stiff spring to go with the old dog-bone link.

How does it work? It is raceable. It isn't perfect. There is too much compression damping, especially at mid-stroke, which makes the KX250 drop about halfway through the travel and hang there. It will still bottom if forced to hit a big jump or hump. Action is not supple, and this tendency for the rear suspension to drop and hang up aggravates the frame's cornering ability because the low rear forces the rake out. The hot setup is to run the optional 5.5-kilo spring with the high-speed compression on two, the low speed seven clicks out, and the rebound two clicks out.

Honda's new Showa kit forks have made all the forks on the competition's 250s seem feeble, and Kawasaki didn't help their case with the KX's Kayaba TCV forks. The spring rate is too soft, damping is less than ideal, and the forks are both soft and harsh. The forks need to be slid up in the triple clamps to enhance the turning, but with the soft springs this magnifies the stinkbug stance of the KX250.

ON TO THE REAR DISC

On the KX125 the super rear disc brake was a major contributor to the tiddler's poor handling and suspension. The disc was too powerful and was nonadjustable, and it locked up the suspension and killed the motor. On the bigger, more powerful and heavier KX250, most of the disc problems are resolved. The added momentum and bulk overcomes the sensitive nature (and some of the suspension-related interaction). But it isn't perfect, because it isn't full floating and has very little pedal height (or feel) adjustment. All of this noted, it is a great rear brake. It stops—instantly.

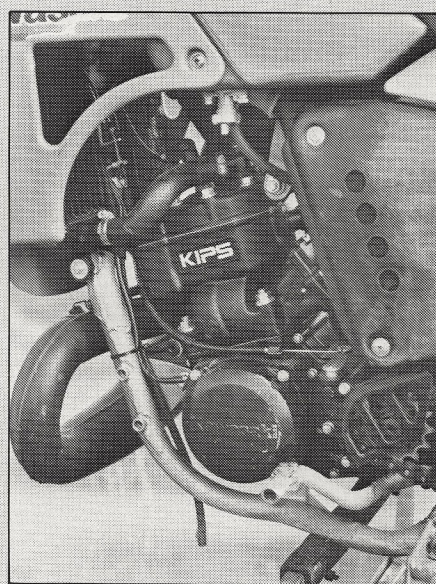
WHAT WE LIKED

Comfy seat, tank and bars make riding the bike and adjusting to it very easy.

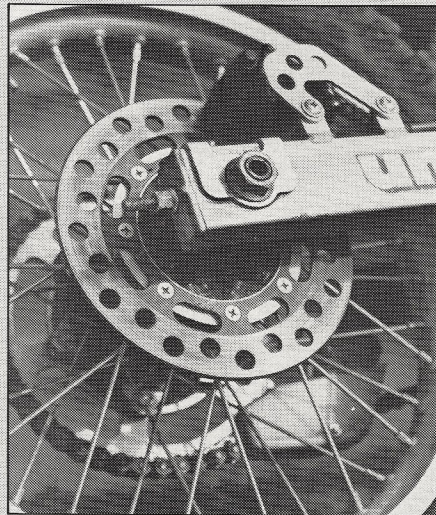
Excellent Bridgestone M22/23 hard-track tires mean that buyers will get the best hard-track tires available and will only have to pop for sand tires to have the complete set. Face it—nothing comes with sand tires, so if a bike comes with good hard-track tires (even if you live in the Sahara), you come out ahead.

AND THE FACTS ARE...

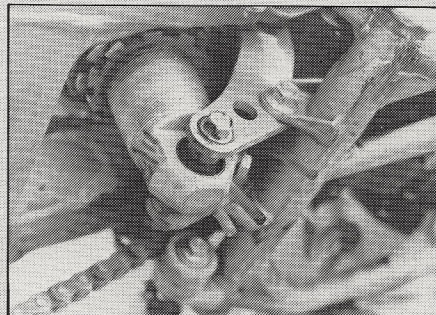
The KX250 has an impressive motor. A great motor! If you are a long-time Kawasaki fan, you will find the whole package terrific. But most buyers will love the motor, live with the handling, and try to fix the suspension flaws. This is a bike you could win on right out of the showroom, and run rampant on after a little setup. □



Kawasaki's KIPS-equipped 250 motor is a churner. It comes on low and gives up early, but while it's working, it's great. Vastly improved over last year's mill, the KX motor is one of the best in '86.



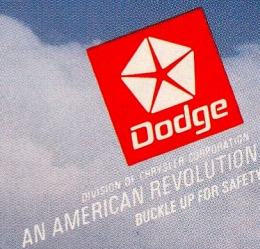
As always, Kawasaki has top-notch brakes. The front is strong and progressive, while the rear is phenomenal. Unlike the KX125, the added weight, torque and power of the 250 override most of the non-floating rear brake's bad habits.



No linkage under here. Kawasaki kept the old-style dog-bone rear strut on the KX250 and KX500 this year. The rear suspension is rideable, but far from perfect.

DODGE POWER RAM 50 SPORT

Takes you to the limit and beyond. 4-wheelin' 4-kicks, where the pavement ends. Comes pre-tricked-up. Bumper dipped in chrome. Poker-straight stripes. A rugged 5-speed. Hefty rubber. And an enthusiastic engine. Tack on the dealer-installed sport bar and lights and it's rar' to go where surf meets turf, where the mountains touch the sky and everywhere in between. Power Ram 50 Sport. Made in Japan. Imported by Dodge. Just for the fun of it.



1986 KAWASAKI KX250

HORSEPOWER	94
CORNERING	84
STABILITY	88
FORKS	85
SHOCKS	82

FEAR & LOATHING IN ANAHEIM

Supercross removes the blemish from its reputation

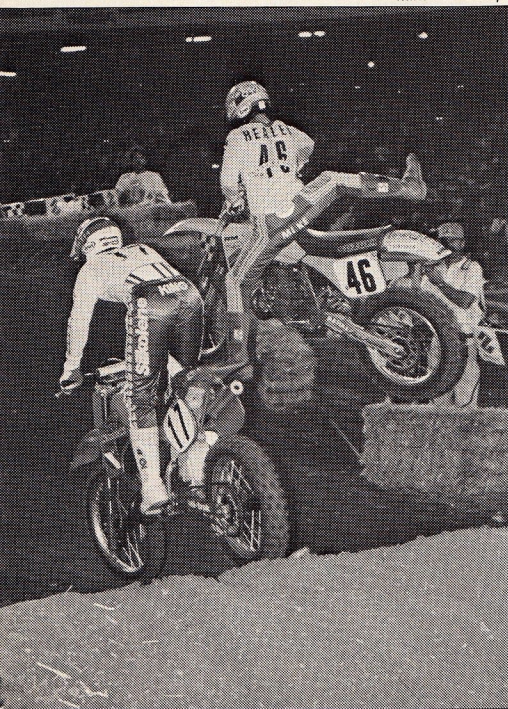
□ Supercross had a lot to live down coming into the first major race of 1986. When the stadium lights were turned off the last time in 1985, the 40,000 spectators in the Los Angeles Coliseum were booing. The fans were booing the stars for their incredibly poor performance in the Rodil Cup Supercross. Ward, O'Mara, and Lechien had sandbagged their way into front-row starts in Supercross promoter Mike Goodwin's harebrained split-start fiasco. Lots of loyal motocross fans left the L.A. Coliseum feeling ripped-off, cheated and betrayed by Supercross. No one knew if they would come back.

ANAHEIM SUPERCROSS: 1986 VERSION

The riders were embarrassed by the public reaction to their poor judgment at the Rodil Cup. The promoter was worried that seats would go unsold in Anaheim Stadium. The manufacturers wondered if having their stars take a dive at the Rodil Cup would hurt their company's reputation. The fans, 70,000 of whom showed up in Anaheim, demanded a show.

And Anaheim was nothing if it wasn't spectacular! With a tough track, excellent

Mike Van Camp



The vet and the kid: Veteran Alan King (17) and former mini champ Mike Healey (46) had a knock-down, drag-out duel. Unfortunately, they both got knocked down and neither qualified.



The triple: Erik Kehoe (8) shows Broc Glover the fast way down the back straight. As Broc (4) settles in for a landing, Erik goes for three. It was a big, scary and thrilling leap.

half-time entertainment, and one of the greatest two-man duels in Supercross history, Anaheim Stadium erased the blot on Supercross' reputation.

Ricky Johnson and David Bailey, two riders who came out of the Rodil Cup mortification with their images unsoiled, added luster to their reps with 20 laps of stuff, bluff, ram, slam and cram. The crowd went bananas!

David Bailey had been embarrassed at a local SoCal race just two weeks before the Anaheim Supercross. His 6-11 score against the best locals of California (but not the best of the world) had stung him. At Anaheim, David came out, jumped every double, triple and sand pit on the first lap of practice, and was picture-perfect all night long. A phenomenal turnaround. First place.

The rider with the most heart is **Ricky Johnson**. The new Honda rider was ragged, hanging off the back of his CR250R, over-jumping every obstacle, but determined. Once Johnson got the lead, he fought like a junk-yard dog to keep it. Ricky may be the best come-from-behind rider in the world, but he is also a terrific leader. Second place.

With a stretched medial lateral ligament,

and torn cartilage, **Johnny O'Mara** should have been seeking medical advice, not starting positions. Johnny didn't want to lose any points, even if it meant riding in pain. And he was in pain. Surprisingly enough, a one-legged Johnny O'Mara is faster than most able-bodied riders. Third place.

Fresh out of a cast, **Keith Bowen** was nursing a debilitating navicular wrist injury. He had stayed away from competition since last September but proved at Anaheim to be one of the fastest riders in the whoop sections. Unfortunately, the whoop sections grooved up and weren't really tough enough for Keith to make the other riders look like fools, at least not often enough to get him into the top three. Fourth place.

With his Husqvarna days behind him, **Micky Dymond** tried to make the most of his new Team Honda ride. Dymond has always had talent, and it should flourish under Roger DeCoster's guidance, but for

Proving a point: While a lot of people were bad-mouthing David Bailey for his mediocre winter performances, he shut down all the talk with a technically brilliant Anaheim Supercross win. ►



Mike Van Camp

Little buddy: Even though big buddy Bob Hannah decided not to race, Jeff Hicks debuted his new Suzuki ride with a heat race victory.



Gary Carlin

HERE COMES THE BOSS



BOSS PANTS feature a twin pull Gold Belt built inside the pants for unsurpassed comfort, looks, and support. Pants are designed in the sitting position, have a VELCRO™ covered zipper fly, and are double stitched throughout. Critical wear areas are made from a tough ANTRON-NYLON™ blend while non-wear stretch areas are of LYCRA™. Removable hip pads, knee/shin guards angled to fit each leg, and a positive latch super thin buckle are some of the features of these fully lined MX pants. We also offer a one-year warranty against defective workmanship and/or material. **We dare you to compare these pants with anything else on the market!** Available in waist sizes 28, 30, 32, 34, 36, 38. \$130.00 pr.

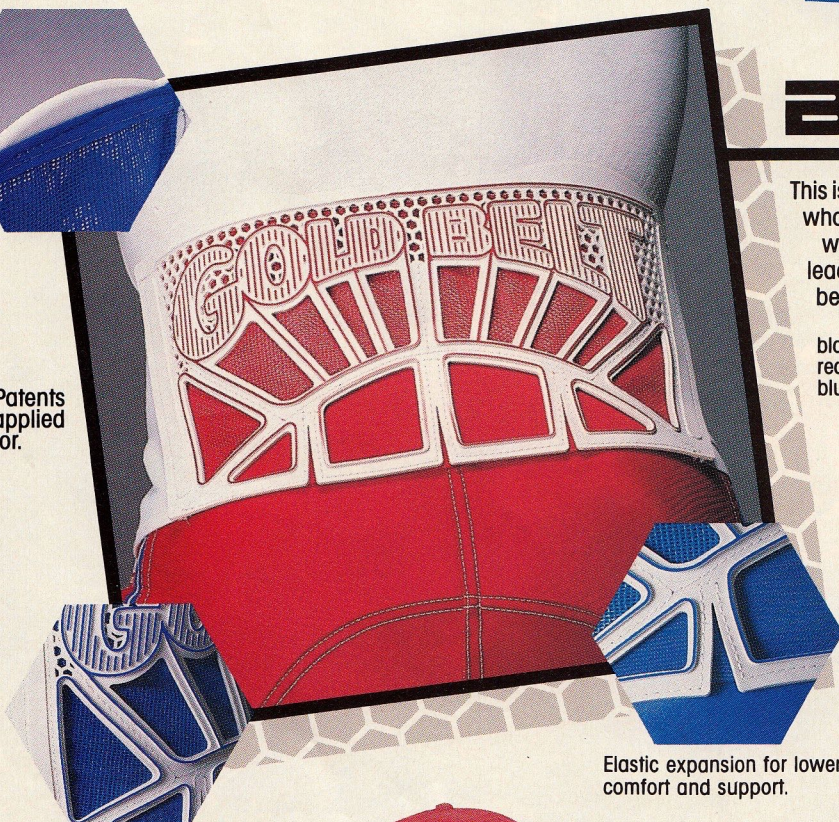


Hon	blu/wht	SS961-47
Hon	red/wht	SS961-75
Yam	red/red	SS962-22
Yam	red/wht	SS962-27
Suz	blu/yel	SS963-43
Kaw	blu/grn	SS964-49
Hus	blu/wht	SS965-47

Dan Smith added the SCORE/Parker 400 to his Whiskey Pete's World Championship for back to back major race wins wearing Concepts DeCoster MX pants, jersey, and Gold Belt.

Smooth rounded upper edge for comfort, no digging.

Patents applied for.



Ample venting for coolness.

Elastic expansion for lower comfort and support.



Price are subject to change without notice.

Boss Hat

SS 970-00 \$12.50
Corduroy embroidered cap with adjustable head band.

BOSS BELT

This is the body belt that beats all the others and shows them who is BOSS! The latest in high-tech materials and quality workmanship combined with Gold Belt's unmatched leadership. For durability, comfort and support you can't beat the BOSS. Fits 25 to 36 inch waist, is 7 inches tall. \$31.50 each

black/yellow	535-13	white/red	535-72
red/white	535-27	white/blue	535-74
blue/white	535-47		



PHONE IN OUR ORDER NOW

We accept MASTERCARD, VISA, or money order. We will ship UPS C.O.D. cash or cashiers check. Only minimum orders of \$20.00 will be accepted. No foreign orders please. California residents add 6% state tax. UPS shipping cost will be added to the order.

CALL TOLL FREE:

1 800 338 GOLD (outside Calif)

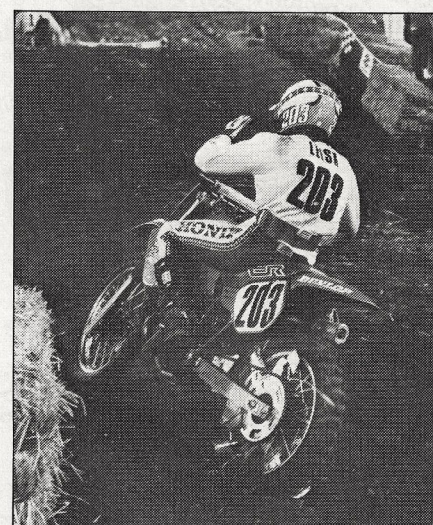
1 800 422 BELT (Calif only)

The Gold Belt Line, Inc.
7045 Darby Ave. Reseda, CA. 91335

ANAHEIM



Half-time show: Anaheim Stadium featured a Class 10 Baja car exhibition that could have killed people 20 rows back. Cars were flipping end over end all night.



◀ **Cool and calm:** Australian Jeff Leisk qualified for his heat race with a bundle of track banners in his rear wheel. He even stopped to remove a wooden stake before getting the checkers.

Mike Van Camp



You gotta have heart: Ricky Johnson (5) is rapidly becoming the darling of the crowd. His give-it-everything-and-then-give-it-some-more ride at Anaheim made him a lot more fans.

now, Micky needs to settle down and last for 20 Supercross laps. Dymond was brilliant for ten laps, proficient for 15 laps, adequate for 18 laps, and hanging on for 20—with a severe ankle injury. Fifth place.

Broc Glover came to the first Supercross of the year with a broken thumb (skiing accident) and his famous professional, detached and almost bored attitude. In his heat race he rode like he was thinking about being somewhere else. In the Main Event he went down right away and found himself in last place. That shook out the cobwebs! He charged from last place all the way back through the pack to finish a closing seventh.

Have you ever had girl troubles? Concen-

tration troubles? Physical condition troubles? Personal problems? **Ron Lechien** has had them all (at the same time). Once he was a 17-year-old wonder kid; then he was an 18-year-old rising star; and now he is a 19-year-old who can't keep the rubber side down. Ronnie faded out of the Anaheim Supercross early. Eighth place.

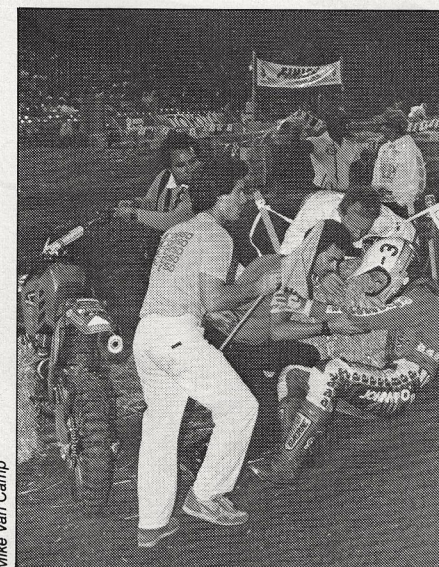
Jeff Hicks switched to Suzuki because his buddy Bob Hannah switched to Suzuki, but Bob was so unhappy with the performance of his machines that he dropped out of Anaheim the day before the event. Jeff is a privateer. To get paid he has to race. He can't afford the luxury of saying that he doesn't feel like it. Jeff won the first heat of the night, which etched a permanent smile on his face (and saved face for Suzuki).

Mr. Holedshot, **Scott Burnworth**, grabbed the lead at the start of the Main Event, but Ricky Johnson closed on him in the second turn and knocked him down. Johnson says by accident; Burnworth thinks otherwise. Rick Johnson got the first laugh, but Scott Burnworth got the last laugh. With Johnson leading and David Bailey pursuing, Scott Burnworth remounted in time to be lapped, but he wouldn't let Johnson by. He blocked, slowed down and fought off Ricky until Bailey caught up. It was bad sportsmanship, but a great way to get even.

JoJo Keller switched from Honda to Yamaha over the winter. JoJo also shed about 20 pounds. Whatever it was that threw off JoJo's timing (new bike or new body), he didn't seem to adjust to the track until the last two laps of each race. In his heat, Semi and Consolation, the New England rider waited until the last moments to take off. It was always one place too late to make the cut.

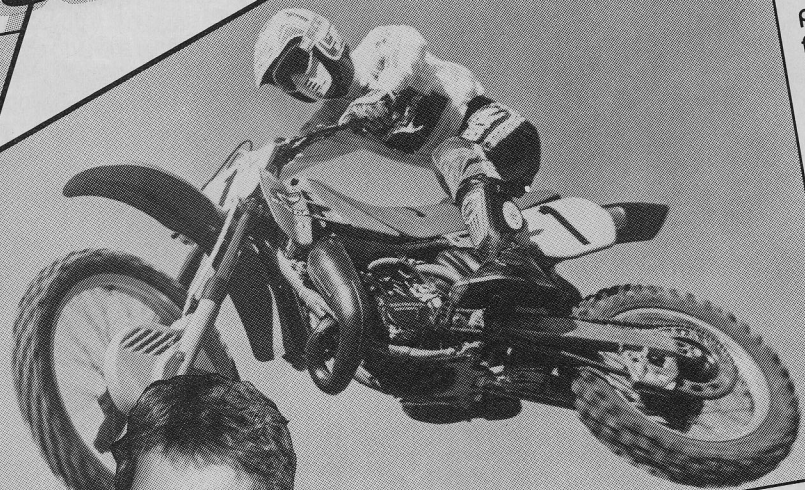
Larry Brooks and **Doug Dubach** got a surprise before the start of the Anaheim Supercross. Both riders planned to race the East/West 125 Supercross series. Larry got a letter from the AMA a week before the event telling him he was moved to the 250

Mike Van Camp



Believe it or not: Johnny O'Mara was injured so badly in his heat that he had to be carried from the track. Half an hour later, he was back out going for points. He got a third.

PRO CIRCUIT! '86 Power Parts



TEAM HONDA AND RICK JOHNSON DOMINATE WITH PRO CIRCUIT PIPES

Team Honda's Rick Johnson used a Pro Circuit Power Pipe on his CR250R. Brian Lunis prepared by mechanic the 1986 Supercross Series. Johnson placed a close second to teammate David Bailey at Anaheim Stadium, then a few weeks later pulled off the overall win at San Diego Stadium. No other pipe can give a production Honda the power that factory riders need to win with!

The rest of Team Honda also relies on Pro Circuit Power Pipes to give them the power they need to win including former Supercross and National Champion David Bailey. Rick Johnson will be running his Pro Circuit Power Pipes in the 250cc Supercross Championship, as well as the 250cc and Open outdoor Nationals. Power Pipes were tested and developed by Team Honda support riders.

HONDA POWER PIPES

Our Pro Circuit Power Pipe for the CR250 provides a much stronger bottom end, harder hitting middle, with the same power on top end as stock. Used in the 1986 Supercross Championship by Team Honda as the top choice over prototype works pipes from Japan. Our CR125 Power Pipe produces 1.6 more horsepower across the powerband. The CR500 Power Pipe has a smoother bottom end than stock while producing more mid-range and top-end. All our pipes were race developed by Team Honda riders throughout the 1985 and into the 1986 season. **\$138.00**

- Honda CR80/125/250/500

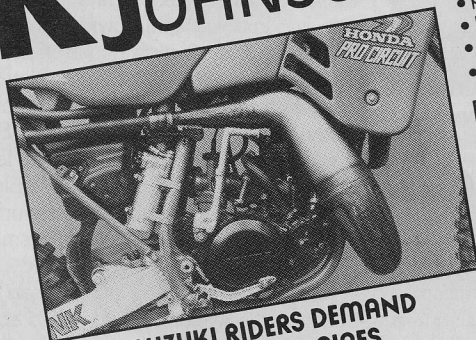
DAVID BAILEY

THE PRO CIRCUIT FACTORY HONDA

Team Honda's Larry Brooks races Pro Circuit modified CR Hondas. Along with our Power Pipe match to Power Porting, Larry's CRs feature Pro Circuit Aluminum Rear Subframes to help reduce weight, and a Pro Circuit Factory Swingarm for a reduction in weight and an increase in swingarm strength to reduce flexing compared to stock.

- Pro Circuit Honda Swingarm **\$300.00**
- Pro Circuit Honda Rear Subframe **\$148.00**
- Honda Aluminum Rear **\$19.95**
- Alloy Chain Guide **\$19.95**
- Honda CR125/250/500

RICK JOHNSON



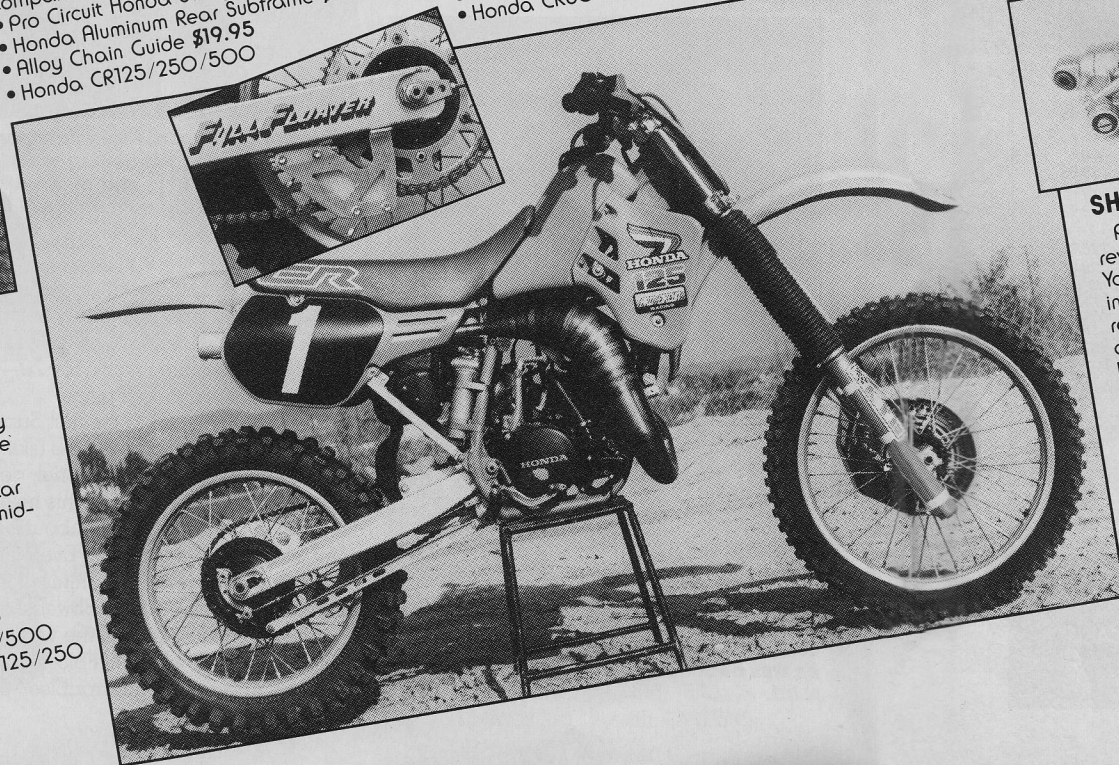
TEAM SUZUKI RIDERS DEMAND PRO CIRCUIT POWER PIPES

The Pro Circuit Power Pipe for Suzuki's RM125 is an absolute must. A cure-all for any faults in the powerband, it is used by any Suzuki factory rider. George Holland in the 125cc Nationals. In the 250cc Nationals and Supercross Championship factory star Jeff Hicks picked up more bottom and mid-range power for his RM250 with the Power Pipe. **\$138.00**

- Suzuki RM80/125/250

ALLOY CHAIN GUIDES \$19.95

- Honda CR125/250/500
- Suzuki RM125/250



PRO CIRCUIT JERSEYS/T-SHIRTS

Official Pro Circuit T-Shirts and Race Jerseys as worn by the fastest privateers in motocross. S,M,L,XL. Jersey **\$15.95**. T-Shirt **\$7.95**

SUPERCROSS NUMBERPLATE

Imported from Japan and used by Team Honda, Supercross Plate is injection molded plastic with aluminum screen. Complete with cable guide, bolts-on like stock. All bikes. Red, Yel, White, Grn. **\$19.95**



WORKS FORK/DISK PROTECTORS

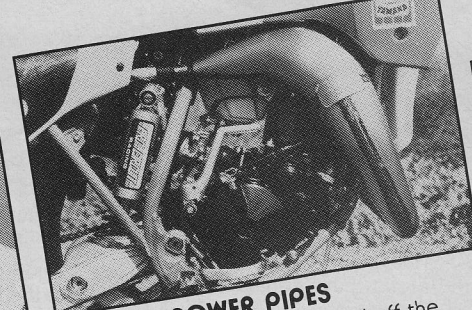
Pro Circuit Fork Protectors are the same quality as found on the factory team bikes. Includes both fork legs and front brake reservoir guard. All models Hon, Suz, Yam, Kaw, Hus. **\$34.95**

SHOCK MODS & FORK KITS

Pro Circuit offers complete rebuild and revalve service for stock Kayaba, Showa, Yamaha and Ohlins shocks. Services include oil changing, revalving, and then rebuilding with new seals and O-rings. Also available are optional rate rear springs. From **\$55**, call for information.

We can also help the front of your bike work as well as your Pro Circuit rebuild rear shock. We stock the complete line of Simon Anti-Cavitation Fork Kits and ATK Adjustable Spring Rate Kits. The Simon's Kit provides fade-free damping control under even the toughest racing conditions, while the ATK Kits helps dial-in your bike's front spring rates to match your weight and riding conditions.

- Shock Rebuild And Revalve from **\$55.00**
- Simon Anti-Cavitation Fork Kits **\$149.95**
- ATK Adjustable Spring Rate Kits **\$49.95**
- Husqvarna Fork Rod Modification **\$25.00**



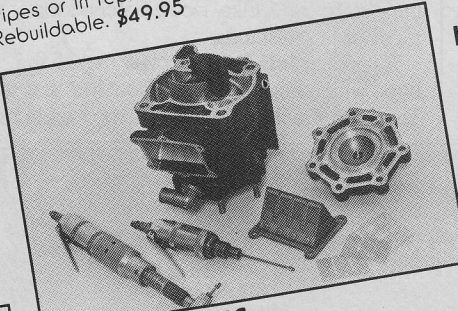
YAMAHA POWER PIPES

All Team Yamaha riders kicked off the 1986 Supercross Championship at Anaheim riding YZ250s equipped with Pro Circuit ported engines and Pro Circuit Power Pipes to pick up a significant power increase across the RPM range. Their YZs were faster, stronger and easier to ride than stock. We offer the same improvement whether you race a YZ80 or a YZ490. **\$138.00**

- Yamaha YZ80/125/250/490

PRO CIRCUIT SILENCERS

Lightweight hand-built aluminum silencers that can be used with Pro Circuit Power Pipes or in replacement of stock silencers. Rebuildable. **\$49.95**



POWER PORTING AND HEAD MODS

No other company in the world can match Pro Circuit's reputation for making a production bike faster. All our cylinder porting specifications are developed with the help of factory riders, making a Pro Circuit ported cylinder an easy match for any factory works bike. Each engine's porting specifications are tested to assure they provide a significant power increase throughout the RPM range, and that any particular weakness with a certain bike's powerband is corrected. From there, Pro Circuit can custom tailor the powerband to suit any rider's particular needs. No wonder we are the top choice of every factory team when they need production cylinders ported to win!

- Pro Circuit Power Porting **\$150.00**
- Pro Circuit Head Modification **\$35.00**
- Boyesen Dual-Stage Reed Kits **\$24.95**

RON LECHIE

KAWASAKI POWER PIPES

Our KX125 Power Pipe makes stronger power throughout the RPM range, taking away the dead feeling of the stock pipe. The KX250 Power Pipe provides more power overall as well, particularly on the bottom end. Our Power Pipe for the KX500 gives the bike a smoother, easier to ride powerband while still providing more mid-range and top. Not only the choice of Team Kawasaki in America, Pro Circuit Power Pipes are used in the 250cc World Championship Grand Prix by rider Van Door and the Venko race Team. **\$138.00**

- Kawasaki KX80/125/250/500

TWIN-AIR FILTERS

For 15 years the top Grand Prix, National and Supercross factory teams have relied on the quality and performance of Twin-Air Filters from Holland. **\$15.95**

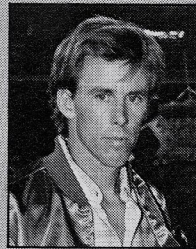


PRO CIRCUIT!

Orders shipped UPS COD or charge to VISA or MasterCard. Shipping charges are extra (CA residents add sales tax). Orders called in before 12 noon shipped same day. Call for cylinder/head shipping info.
Open Monday-Saturday 10 AM-6 PM.

CALL!
(714) 993-5400
Charge To VISA, MASTERCARD or UPS COD

4212 East LaPalma, Anaheim, CA 92807



NO-SHOW BOB HANNAH

Bob Hannah's melancholy expression may get more bittersweet before 1986 is over. The Hurricane broke his collarbone three days before his Seattle Supercross debut.

• **MXA:** Bob, why aren't you racing tonight?

Bob: It's simple. I'm not ready. I'm on a schedule to race when I want, where I want. Suzuki is sponsoring the race tonight, so they would like me to ride. I didn't plan on racing, and I'm not up to it, so that's why.

MXA: Do you enjoy racing Supercross anymore?

Bob: Sure. I enjoy the ones I want to ride. I'm going to ride six this year. Next year, who knows?

MXA: What do you think about that triple jump out there?

Bob: I don't enjoy those jumps. I'm not into getting hurt. I've already been hurt enough to last me a lifetime.

MXA: Do you think that missing the first few races of the year is going to hurt your speed?

Bob: Who knows? I'm basically an exhibitionist. Fifty percent of my ride with Suzuki is for the PR and development. Obviously, I'm not concerned about a Supercross title. The only complete series I'm riding this year is the 250 Nationals. If I feel like going fast, that's fine. If I don't, that's fine also. If I'm 100 percent on any given day, I can still give them hell.

MXA: What do you feel are your chances of winning the 250 title?

Bob: I really don't know. I'm going to try my best. I've already proven my point. I'm getting old, and I've been through a lot of injuries. I think it's time for me to start backing out. I want to have fun racing. I'd like to race in Hawaii, Australia, and Europe.

MXA: What are the Supercrosses you're going to ride this year?

Bob: I'm going to ride Seattle, Atlanta, Daytona, Orlando, and Pontiac.

MXA: When do you have the most fun riding?

Bob: When I'm out in the desert and playing. You know, a bunch of guys having a good time with no pressure. I'll never get tired of that. •

ANAHEIM

one of the best riders in the world. In his heat race, while in qualifying position, a banner got wrapped around his wheel, and along with it, a stake got jammed in his spokes. Leisk calmly stopped at the top of a jump, removed the stake and continued on to make the Main Event as though this were just another everyday occurrence. Tenth place.

And what about **Jeff Ward**? The 1985 Supercross and 250 National Champion circulated the Anaheim Stadium track for the total sum of one-half lap. In his heat race Ward and teammate Ron Lechien were dueling for the lead on the first lap when Ward's KX250 stopped dead on the track. A broken throttle cable ended Jeff's night. Since he didn't make the cut out of his heat, he was out for the night. No Semi, Last-Chance Consolation, and no points. □

RESULTS: NIPPONDENSO ANAHEIM SUPERCROSS

1. David Bailey	Hon
2. Ricky Johnson	Hon
3. Johnny O'Mara	Hon
4. Keith Bowen	Yam
5. Micky Dymond	Hon
6. George Holland	Suz
7. Broc Glover	Yam
8. Ron Lechien	Kaw
9. Billy Liles	Kaw
10. Jeff Leisk	Hon

class. He barely got a 250 ready in time, but he was luckier than Doug. Doug didn't get a letter. When he showed up at the stadium to sign up for the 125 class, the AMA told him he was in the 250 class. With no

time left to get a bike, Doug watched the races from the stands.

Australian **Jeff Leisk** proved that all the hype which has been said about him is true. The quiet, freckle-faced Aussie proved to be

WESTERN RM PARTS SUPPLIER

FROM SUN SUZUKI'S INVENTORY OF GENUINE FACTORY PARTS AT TREMENDOUS SAVINGS. WE OFFER LOW PRICES AND PROMPT SERVICE. NO MINIMUM PURCHASE.



SUZUKI RM PARTS AT DISCOUNT PRICES

Suzuki Factory Pistons

RM80 Z,D,E,F,G	\$16.95
RM125 X,Z,D,E,F,G	22.95
RM250 X,Z,D,E,F,G	28.95
RM465-500 X,Z,D,E	33.95

Suzuki Factory Rings

RM80 Z,D,E,G	\$13.95
RM125 X,Z,D,E,F,G	13.95
RM250 X,Z,D,E,F,G	8.95
RM465-500 X,Z,D,E	10.50

Top-End Gasket Sets

Consists of genuine Suzuki head, base and reed gaskets.

RM80 X,Z,D,E,F,G	\$4.50
RM125 X,Z,D,E,F,G	6.95
RM250 through 500 X,Z,D,E,F,G	8.95

Factory Gasket Sets

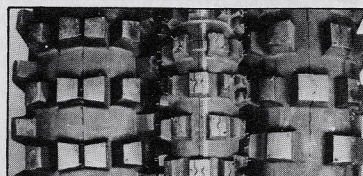
RM80 X,Z	\$8.50
RM80 D,E,F,G	13.50
RM125-250 X,Z,D,E,F,G	13.50
RM465-500, X,Z,D,E	16.95

Rod Kits

Contains factory rod pin, bearing and two trust washers.

RM80 Z,D,E,F,G	\$37.95
RM125 X,Z,D,E,F,G	42.95
RM250-500 X,Z,D,E,F,G	59.95

RM TRANSMISSION PARTS IN STOCK



GS 780 GRAND SPORT

3.00x21" Trick copy	\$28.95
4.25x18" Perfect Cross Replica	31.95
5.00x18" Perfect Cross Replica	34.95

Main Bearings and Seal Kit

Genuine Suzuki parts. Kit contains two main bearings and two seals plus O-ring if needed.

RM80 Z,D,E,F,G	\$24.50
RM125 X,Z,D,E,F,G	28.50
RM250 Z,D, (X,E,F,G add \$3)	29.95
RM465-500 X,Z,D,E	30.95

Genuine Factory Clutch Plates

RM80-125, all years	(each) \$4.75
RM250-465-500 X,Z,D,E,F,G	(each) 6.95

Chain Buffer Kit

Consists of factory front and rear buffers.

RM80 Z,D,E,F,G	\$10.75
RM125 through 500 X,Z,D (E,G add 50¢)	12.50

Suzuki Factory Levers

Stock replacement clutch and brake levers.

All RMs (F,G add 50¢) \$5.99



Answer Silencers

Aluminum silencer, fits stock mount.

All RMs 80 through 500	\$46.95
------------------------	---------

High-Quality Sprockets

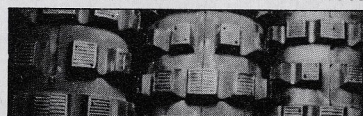
Countershaft: Hardened steel, precision-made.

RM80 through 500 X,Z,D,E,F,G	\$9.95
Rear: Hardened aluminum alloy.	

RM80 through 500 X,Z,D,E,F,G	29.95
------------------------------	-------

MX Chain

Diamond Chain, all RMs	\$26.95
RK Chain-Pro, all RMs	29.95



Cheng Shin

Cheng Shin C755. An excellent tire at an affordable price.

4:10x14"	\$15.99
4:10x18"	20.99
4:60x18"	25.99
5:30x18"	28.99

Sidewinder®

"THE LONGEST-LASTING SYSTEM YOU WILL EVER RUN"

- Toughest and Lightest in the World
- Matched Front and Rear Sets
- Triple Chain & Sprocket Life
- Stop Horsepower Losses
- Eliminate Chain Hassles
- Maximum Power Delivery
- Only Total System



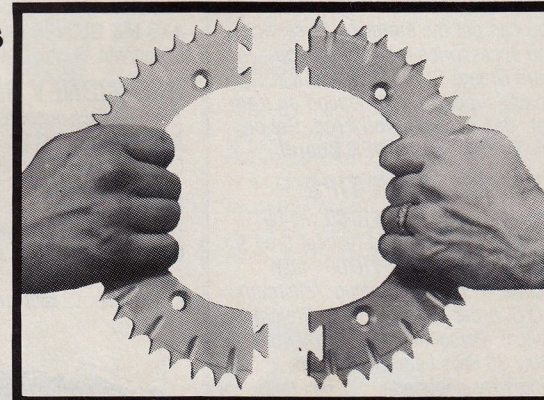
IF YOU RACE,
DON'T FORGET
\$50,000
SIDEWINDER®
CHALLENGE

MOTO-X
ENDURO
SCRAMBLES
ATV

Catalog - Send \$1.00



"XX" DOUBLE-CROSS
THE RACERS'
ULTIMATE
TRICK TO
VICTORY



THE FINEST CHAIN
IN THE WORLD TO
COMPLETE YOUR SYSTEM

SEE YOUR DEALER OR CALL TOLL FREE 1-800-692-2846



Sidewinder®

DRIVE
SYSTEM
PRODUCTS

111 FAIRBANKS STREET • ADDISON, ILLINOIS 60101
PHONE 1-312-543-6696
TELEX #5101002747

Suzuki

13235 N. CAVE CREEK RD., PHOENIX, AZ 85022. OPEN MON-SAT. UPS-COD—VISA-MASTERCARD

PRICES GOOD FOR MAIL ORDER ONLY AND SUBJECT TO CHANGE WITHOUT NOTICE.

PRICES DO NOT INCLUDE FREIGHT—OUT-OF-STATE RESIDENTS ALSO SAVE UP TO 6% SALES TAX!



GET TUF!

RIDERS PREP FOR TUF '86 SEASON

Tuf Racing has the complete line of MX parts and accessories for '86. They've got the new tools and tricks to transform your stock machine into a World Class WINNER. They also carry the latest MX apparel for that WINNING look. Get in gear! Toll Free Operators are waiting for your order!

TUF MASTERS SUZUKI

Tuf introduces Suzuki into their WINNING lineup. Now Kawasaki and Suzuki riders get the lightning-fast, expert service Tuf is famous for.

TUF PARTS FILL GIANT COMPUTERIZED WAREHOUSE

The overflowing Tuf Parts Warehouse has moved into a block-long SUPER STOCKhouse for '86. All the Kawasaki and Suzuki parts are there. Need it quick? Tuf's new Computerized Parts System will get it there!

RIDERS ENDORSE TUF ENGINE LABS

The technicians at Tuf Engine Labs add Compuflow Accuracy to their acclaimed porting. You'll get a computer printout showing your WINNING power increase, complete with before and after stats. Have your riding specs (skill, track type, location) ready for programming.

GET IN THE NEWS!

You can get the same parts, service and accessories many of the top Team Green, Suzuki, Yamaha and Honda support riders depend on from Tuf. Call Tuf today, Toll Free. Get on the Tuf Racing WINNER Board!

TUF ORDERING TIPS

Prepaid orders over \$10.00 will be shipped Freight Free (except tires & oil.) Prepays under \$10.00 must include \$1.50 for shipping. Minimum C.O.D. order is \$20.00, sent Freight Collect. Personal check payments—allow 30 days before shipment. Illinois residents add 6% tax, foreign orders add 10%.



'KING of the PRIVATEERS' JOINS TUF TEAM

Tuf Racing Products proudly announces the sponsoring of infamous MX'er Alan King for the '86 season. 'The King' will pilot an exclusive KX developed by Tuf Engine Labs and Kawasaki... using the very same technology available to Tuf Customers. Alan has been a Top Ten finisher the past 4 years in a row. Look for the 'King of the Privateers' WINNING performances at the '86 Supercrosses and Nationals in your area!

ANSWER MX GLOVES

Trick and very comfortable. ANSWER MX GLOVES \$19.95
□ red/wht/blu □ blu/wht □ yel/blu □ yel/blk

AXO SERIES 29 GLOVES

Tuf presents the 29 line. AXO MX GLOVES \$26.95
□ red/wht □ blu/wht

AXO KIDNEY BELTS

The best back support on the market. AXO KIDNEY BELTS \$26.95
□ red/wht □ blu/wht

GOLD BELT

The cool one. GOLD BELT \$19.95
□ yel/blu □ grn/wht □ red/wht/blu □ blu/wht □ red/wht

The TUF RACING WINNER BOARD



STICKER PACK

Ten of the most popular. STICKER PACK \$ 2.95

DUNLOP TIRES

K-690	
4.10x14	\$29.95
K-490	
4.10x14	\$22.95
120/80x18	\$32.95
140/80x18	\$36.95
3.00x21	\$54.95
K-140-ST	
130/80x18	\$55.95
140/80x18	\$59.95
K-141 HT	
120/80x18	\$51.95
130/80x18	\$55.95
140/80x18	\$59.95
K-139	
3.00x21	\$46.95



O'NEAL, ANSWER PANTS*

The ultimate in MX fashion. Superior construction and WINNING looks.

O'NEAL, ANSWER PANTS \$104.95

□ Yam □ Hon □ Kaw □ Suz
□ 24 □ 26 □ 28 □ 30
□ 32 □ 34 □ 36 □ 38

*FREE SUPERCROSS JERSEYS & TEAM MX GLOVES

Buy either O'Neal or Answer Pants at the regular price of \$104.95 and we'll throw in a FREE Supercross Jersey (reg. \$19.95) and a FREE pair of Team MX Gloves (reg. \$24.95). You SAVE nearly \$45! HURRY—supplies limited.

SUPERCROSS JERSEYS FREE*

□ Yam □ Hon □ Kaw □ Suz
Size □ Sm □ Med □ Lg □ XL
TEAM MX GLOVES FREE*
□ yel/blu □ yel/blk □ blu/wht □ red/wht
Size □ Sm □ Med □ Lg

ANSWER, O'NEAL JERSEYS

Heavy duty 100% cotton, or 50/50 vented.

ANSWER/O'NEAL COTTON \$16.95
□ Yam □ Hon □ Kaw □ Suz

ANSWER/O'NEAL 50/50 VENTED \$18.95
□ Yam □ Hon □ Kaw □ Suz □ Tuf

TUF RACING JERSEYS

50/50 plain or Tuf vented.

TUF RACING JERSEY \$16.95
□ Kaw □ Suz □ Yam □ Hon

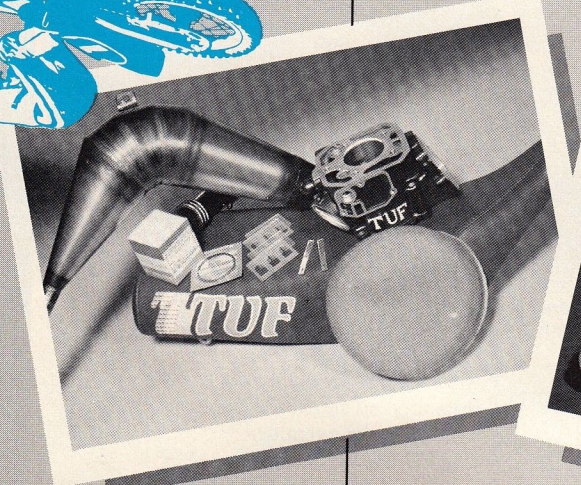


O'NEAL, ANSWER CHEST PROTECTORS

Brand new—makes older styles obsolete. Lightweight, full coverage front & back. The best protection at a price that's Tuf to beat!

Mfr. suggested list \$94.95.

ANSWER CHEST PROTECTOR \$69.95
O'NEAL CHEST PROTECTOR \$79.95



TUF PIPES & PORTING

Team up the ultimate pro system, Tuf Pipes, Compuflow Porting, and Boyesen Reeds.

TUF PIPES 80-125cc \$129.95
250-500 cc \$139.95

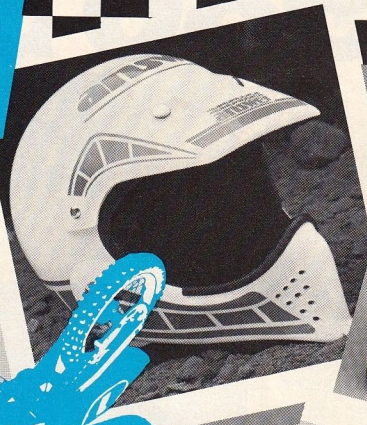
COMPUFLOW PORTING \$134.95

BOYESSEN REEDS

2 Petal	\$ 8.95
3 Petal	\$11.95
4 Petal	\$18.95
6 Petal	\$22.50
8 Petal	\$29.75

Specify year & model

TUF SEAT COVER \$21.95



ANSWER A-TECH

Mfr. suggested list \$119.95
Tuf Priced at \$89.95

ANSWER A-TECH \$89.95

OAKLEY GOGGLES

The O/20 Originals.

OAKLEY GOGGLES \$16.95
□ grn □ blu □ pnk □ red □ yel □ blk

SCOTT GOGGLES

Famous Scott quality.

SCOTT GOGGLES \$16.95
□ blu □ red □ wht □ yel

TEAM GREEN GOGGLES \$18.95



BELL MOTO IV

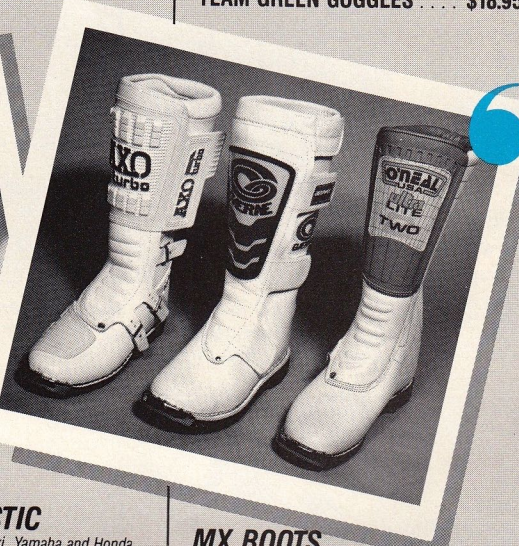
Mfr. suggested list \$189.95
Tuf Priced at \$124.95

The helmet all others are judged by.

BELL MOTO IV HELMET \$124.95
□ Kaw □ blu □ wht □ red □ yel

BELL SIZING INFO

Have circumference measurement of head ready before calling. Measure distance around head at a point one inch above the eyebrows in the front, and across the largest portion of the head in the rear. Several measurements should be taken to make sure you have the largest measurement. If you currently own a Bell helmet, include the model, name and hat size.



MX BOOTS

AXO, ANSWER, O'NEAL

Mfr. suggested price \$179.95.
Tuf Priced at \$129.95.

AXO's Turbo, Gaerne's SuperPro, O'Neal's Ultralite II... Tuf brings you top of the line boots at a bottom line price. We know it's a Tuf decision.

AXO TURBO \$129.95
□ wht □ blu □ red

GAERNE SUPERPRO \$129.95
□ wht □ blu □ red □ blk

O'NEAL ULTRALITE II \$129.95
□ wht □ blu □ red □ blk □ yel



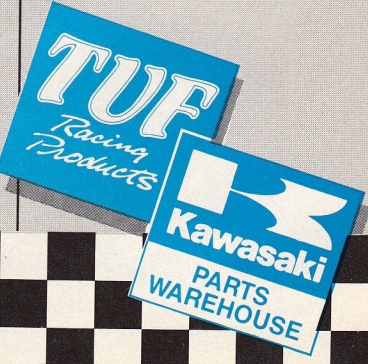
The quality and performance of Tuf Racing Products are first-rate... the increase in the mid-range and top end is significant."



"The Tuf Kit is worth at least one full length on that crucial trip to the first turn... You can expect more mid-range punch and higher revs than ever before... We watched Tim (Hanna) pull right alongside some new 250s."



"The Tuf Racing motor mods make the KX hit harder, pull longer and out-accelerate just about anything in its class... the type of improvement any racer can use... from Novice to Intermediate to Expert."



Call TOLL FREE 1-800-

ILLINOIS RESIDENTS, TECH INFO CALL (815) 756-3588

CALL TUF Orders Only

TUF RACING • 2727 SYCAMORE RD. • DEKALB, IL 60115

1986 SUZUKI RM250G

Living up to their tradition

RACE TEST

□ Suzuki has a reputation for building a world beater once every few years. Unfortunately, they are also renowned for taking those world beaters and making them mellow and mellow until they are no longer competitive. Suzuki's last world beater was the 1982 RM250Z. It was a rocket! By the time Suzuki's engineers got through improving it for '83, '84 and 1985, it was a roller skate. If Suzuki is remaining true to form, the all-new 1986 RM250G will be another world beater.

THINGS LOOKED GOOD

On the drawing boards the 1986 Suzuki RM250 looked good. A new eccentric cam rear suspension system (direct from the works bikes) would replace the five-year-old strut and rocker Full Floater. The new blue motor was to be blessed with a long rod, new port timing and an integral torque amplification chamber (called EVAC). The frame itself was redesigned with oval tubing, a slimmer profile and improved ergonomics.

And even better than the blueprints was the fact that Bob Hannah had ridden the bike and declared it fast enough to win on. Things looked good.

LET'S START AT THE TOP

Hannah may have declared the 1986 RM250 good enough to win on, but when Anaheim, Houston and San Diego's Supercrosses came around at the beginning of the season, Hannah was nowhere to be seen. Hannah's input as a development



The Suzuki G model feels short, low and light. The seating position is cramped for anyone over five-nine.



The Suzuki has all the makings of a top-flight motocrosser. Refinements need to be made to the powerband, suspension and brakes. What's left?

rider may help in the future, but now he has to rush to catch up.

A close look at Hannah's RM revealed works Showa forks, Honda front brakes, a water-cooled shock and some major buzz-sawing on the cylinder.

ON TO THE STOCKER

If the implementation of works parts from Hannah's past had in fact satisfied him with the suspension and brakes, there was little he could do about the motor. In stock trim the RM250G motor is distinctly mid-range. Not exceptionally powerful. It hits and falls off the pipe. The low-end power is adequate, while the top end is just passable. To make the RM250G go around a track fast, you have to tap-dance on the shifter. Keep the blue motor in the meat of the mid-range, and it will work. Overrev it, and it goes sour. Bog it, and it takes a handful of clutch to pick it back up.

Hannah's famous love of low-end power is definitely not in tune with the RM characteristics.

WORKS GUYS USE WORKS STUFF

Because Bob Hannah is upper echelon, he needs *works* suspension, but anyone who buys a 1986 RM250 is going to need *better* suspension. The stock Kayaba forks



Steve Casper

THE PROTECTION COLLECTION



PRO-ARMOR® The best protection available today. Featuring high-impact unbreakable plastic, adjustable front shield, fully padded neck roll, and lower ventral protector. Optional snap-on elbow

guards extend coverage to the forearms. PRO-ARMOR is available in sixteen color combinations to suit your needs. **\$89.95**
Elbow Guards **\$17.95**



PRO-ARMORLITE® Like the Pro-ARMOR but features a shorter front and back design to accommodate the 3 and 4-wheel riding position. It is also a favorite among enduro riders as it is

lighter and offers greater flexibility. Available in sixteen color combinations. Optional snap-on elbow guards available. **\$84.95**

PRO-TEK®

The newest member of the protection collection. PRO-TEK is a front-only design for roost protection. It's sleek, non-restrictive and lightweight. The rugged vented front ribs are super tough to ward off flying rocks and debris, yet open enough to keep you cool and comfortable under heated racing conditions. **\$54.95**



DESIGNER JERSEYS

This is a *real* jersey, *not* a long-sleeved T-shirt. This jersey is made of heavyweight interlock fabric featuring nylon cuffs and collar lined with soft perspiration-absorbing terry cloth, padded elbows, stretch-action to move with you yet retain its shape. Features an athletic cut rear shirt tail that stays tucked in while riding. Available in seven color combinations. Made in USA. (sizes: S, M, L, XL) **\$23.95**

TECH 2 PANTS

Stand out from the crowd in these top quality pants constructed of rugged satin-nylon material, much

longer lasting than ordinary nylon pants. Our custom tailored 6-panel design gives you the best fit while in the riding position, and our full action elastic Spandex side panels provide plenty of air circulation while stretching with your every movement. Elastic cuffs keep the pants from creeping up your legs and the soft complete tricot lining keeps you comfortable. *Real leather* knee pads to maximize tank gripping control while riding and *real leather* double reinforced crotch for strength. Complete with elastic strapped knee/shin guards. Available in 21 color combinations. (sizes: 28-38) **\$99.95**



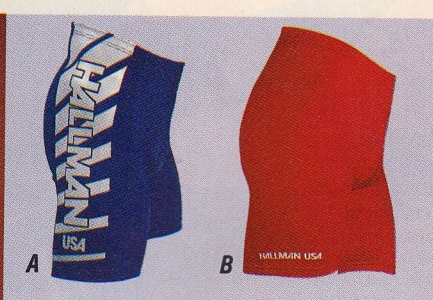
MX des NATIONS BOOTS

"Made in Italy" Our best Premium All Leather construction, high impact polyurethane guards in high wear areas, soft inner-padded leather ankles, uni-directional soles, steel toe plates, heavy duty stitching and unparallelled Hallman styling. (sizes: 6 - 13) Quality priced at **\$139.95**.



DIRT RACING BOOTS

The best buy in the motorcycle boot industry. Quality "made in Italy" and featuring genuine cowhide construction, double stitching, injection molded plastic protection in high wear areas, directional soles and a great price. DIRT RACING BOOTS also feature Speed Lacing and VELCRO® closures for that perfect Hallman fit. (sizes: 6 - 13) **\$119.95**



BUNSAVERS

These sleek shorts are designed to wear underneath your motocross pants to reduce friction and make riding more comfortable.

A) **Deluxe BUNSAVERS** feature anatomical tailoring, lycra fabric, synthetic chamois crotch and our exclusive TECH 2 slash graphics. (sizes: S, M, L) **\$39.95**

B) **BUNSAVERS II** are quality crafted like our Deluxe BUNSAVERS yet are economically priced. These shorts include a moisture-wicking polypropylene crotch for comfort. Available in red or blue. (sizes: S, M, L, XL) **\$29.95**

See your Hallman dealer first, or call to order:

WEST: 315 West Bradley Ave.
El Cajon, CA 92020
Phone: (619) 442-0431
Out of State: (800) 854-2812
Telex: 6502603795 - MCI

EAST: 1172 Commerce Dr.
Geneva, IL 60134
Phone: (312) 232-2727
Out of State: (800) 323-2273

EUROPE: P.O. 2055
S-75002 Uppsala, Sweden
Phone: 018/124151
Telex: 76068/HALLMANS

HALLMAN USA.
The Protection Collection

The New Arai MX-Pro.

The name fits. In fact, it fits very well.

Top Scoop

Now standard equipment. Provides even more cooling airflow to crown area.

New Adjustable Peak

Moves up for Supercross, down for outdoors. Has "RamJet" ventilation scoop built in.

Flexible, Adjustable/Removable Mouthguard

Moves up and down, as well as forward and back. Flexibility engineered to help prevent injuries that might be caused by rigid, one-piece guards.

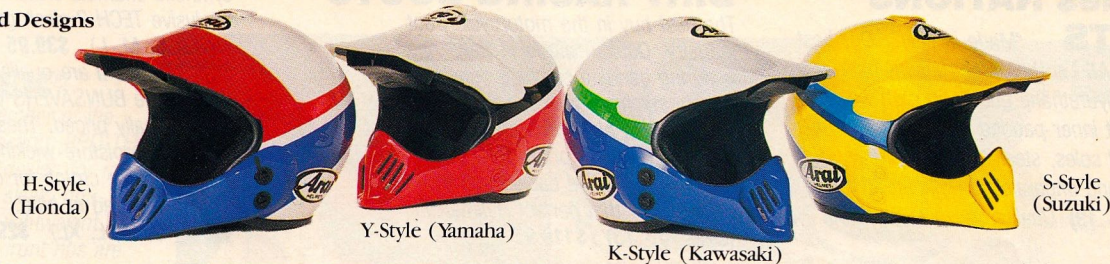
If you're after the Number One plate, you need a Number One helmet. The Arai MX-Pro. Ounce for ounce, the Snell '85-approved MX-Pro has more features and advancements than any motocross helmet we've ever made. Like a new adjustable peak design that can move up for Supercross and down for outdoors. Our exceptional "RamJet" and Top Scoop ventilation features as standard equipment. Arai's proven full ventilation system. And our special, easily-washable liner fabric that actually wicks moisture away from your head and into the airflow to help keep you cooler and drier no matter how hot the weather or the competition get. Then there's the semi-hard, rubberized nylon, adjustable/removable mouthguard that can be moved up and down, forward and back to suit you. Striking new factory-matched colors. And the fit, comfort and finish that have made Arai famous.

So visit your nearest Arai dealer and check out the new MX-Pro. Even if you don't get the Plate, it'll still make you feel like Number One.

Special Liner Fabric

Easily washable to give you a clean fresh helmet for all events, time after time. Also wicks moisture away from the head and into the airflow to help keep you cool and dry.

Factory-Matched Designs



H-Style (Honda)

Y-Style (Yamaha)

K-Style (Kawasaki)

S-Style (Suzuki)

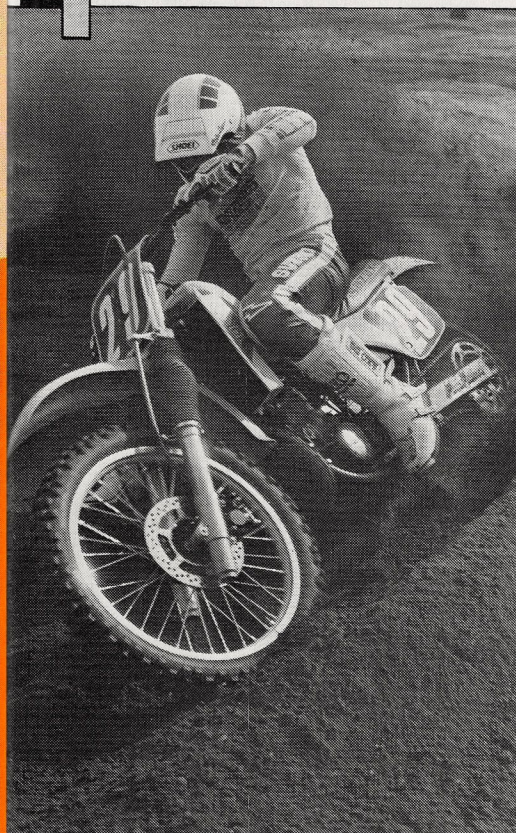


THE CROWN OF CHAMPIONS.

Worn by 12 Current World, U.S. and European Champions like Jim Holley, Heinz Kinigadner, Freddie Spencer, Mike Baldwin and Fred Merkel.

For an Arai sticker and new 1986 Catalog showing all open-face, full-face and MX helmets, send \$1.00 in cash or stamps to: Arai Helmet, Ltd., Dept. MA, P.O. Box 421, Tenafly, NJ 07670. To order one of the helmets shown, send check or money order for \$189.95, plus \$10.00 for postage and handling, to the address shown. Indicate size: XS, S, M, L, XL, XXL.

RM250G



If the Suzuki has one outstanding trait, it is cornering. The RM has the ability to steer out of the tightest turn. It doesn't bend berms as much as it dissects them.

are undersprung and overdamped. To make them rideable, throw the stock springs away (they are too light for anyone but a feather-weight) and replace them with 19½-pound ATK springs. Put in a good ten-weight oil and set the level at 135mm with the legs collapsed. Turn the compression adjuster under the fork leg all the way in, and back it out all the way.

These mods will stop the stock forks from being harsh in the little stuff and bottoming over everything bigger than a marshmallow. The rear suspension is even harsher. The

compression and rebound damping are incredibly hard. And to make matters worse, the stock spring rate is way too stiff. The stock spring is 4.4 kilos. Hannah runs a 4.2-kilo spring, and we recommend a 4.0-kilo spring. White Bros. carries a full line of White Power springs (\$65) that fit right on.

Put your compression adjuster on the stock reservoir on the lightest possible setting, turn the rebound clicker all the way in, and back it out 14 clicks. By resetting your clickers and running a 4.0-kilo spring, the RM250 is raceable (although it still feels firm). In no way is this new eccentric cam suspension system as good as the old Full Floater, at least not stock to stock.

HANDLE, HANDLES, HANDLING

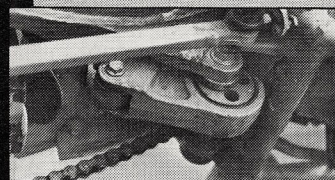
When the MXA test crew first sat on the RM250, we liked it. It felt comfortable, although the bars, pegs and seat seem too compressed. It was a pleasant bike to sit on. Once in motion, it became even more enjoyable. We got into it. Okay, the motor was one-dimensional, and the suspension grief-stricken, but the bike was fun to ride.

It handled like a champ. It tucked into turns very well, and while it tended to steer more than flow, it was razor-sharp. The awkward knees-up, bars-back and rear-end-forward seating position made the front end stick to the turns like Super Glue. The stock tires were useless, but still the RM wanted to hang in on the hard-pack. It jumped well, stayed straight in the berms, and wiggled only a shade on the fast straights.

What a dilemma! A great-handling, fun-to-ride, and good-looking motocrosser that is so hampered by its engineering and setup that no one wants to ride it.

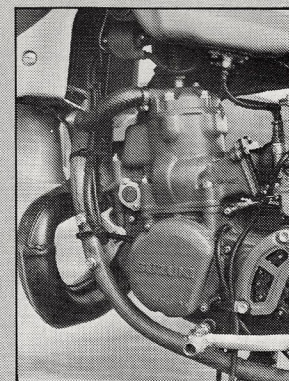
1986 SUZUKI RM250G

HORSEPOWER	82
CORNERING	88
STABILITY	88
FORKS	82
SHOCK	70



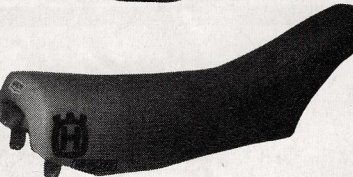
The rear suspension is connected to an eccentric cam. As the rear wheel rises, the cam turns and changes the rising rate. It is ingenious, but it needs a softer spring and less overall damping.

The fork springs are too soft, and the brake line is too flexible. The result is a bike that bottoms over jumps and runs through stoplights. Hannah has a solution for both problems.



Power is adequate. It works in most situations but isn't blessed with any extra oomph. It has to be kept on the bubble.

THE WORLD'S BEST MX SEATS ARE ONLY \$39.95



KTM — MAICO — HUSKY — \$44.95
OTHER SEAT MODELS AVAILABLE
COLORS: BLACK, BLUE, RED, ETC.

HI-FLITE
USA

- QUALITY ONE PIECE MOLDED FOAM AND HEAVY DUTY DOUBLE STITCHED COVER.
- INSTALLS ON STOCK SEAT PAN.

TO ORDER, SEND MONEY ORDER OR CHECK, YOUR NAME AND ADDRESS, YOUR MAKE, MODEL, YEAR AND COLOR OF COVER YOU WANT.

TO: **HI-FLITE USA**
4020 W. CHANDLER AVE.
SANTA ANA, CA 92704
FOR C.O.D. TELEPHONE ORDERS
CALL 714-979-4810

**SAVINGS
UP TO
25% OFF
YAMAHA
SUZUKI
HONDA
Kawasaki
PARTS**

FACTORY PARTS OUTLET

- WE SPECIALIZE IN **GENUINE** FACTORY REPLACEMENT PARTS AND ACCESSORIES
- ASK ABOUT OUR DEALER DISCOUNT AND MICROFICHE PROGRAMS
- WE WILL MATCH ANY ADVERTISED PRICE FOR ORIGINAL EQUIPMENT PARTS

ORDER DESK

EST/MON-THURS 10-9 PM
FRI & SAT 10-6 PM

1-800-321-0593

IN OHIO, CUSTOMER SERVICE AND
ALL OTHER INQUIRIES—216-352-3729
P.O. BOX 999, PAINESVILLE, OHIO 44077

UPS DAILY

RM250G



Before you take any long, fanciful flights on the 1986 Suzuki RM250G, you need to get the bike set up. Out of the crate, you'd be better off jumping the crate.

MORE OF THE SAME

One tradition Suzuki has not given up on, even in this age of hydraulic discs, is that of having the worst brakes. The rubber brake line provides a mushy feeling up front. Too bad, and no wonder Hannah has Honda brakes on his RM. There is a lot of talk about the eccentric cam linkage creating an excessive amount of drag (due to the large bearing surface), but regular maintenance and lubrication should keep the cam operating perfectly.

Buy a 32mm socket. Without it you won't be able to adjust the chain.

TELL US TRUE, MR. HANNAH!

Last year's RM250F was a better motorcycle! The rear suspension was more supple, the forks were about the same, the engine had beaucoup hop-up potential, and it had a more usable powerband. But last year came and went, and 1986 is here. RM250s can still win races, and the man who buys one can be happy, but he's going to spend a year learning what the Suzuki factory doesn't know, and that is spring rates, compression damping, powerbands and suspension setup. □

2 STROKE PERFORMANCE

White Brothers Has What It Takes

When it comes to putting your motocrosser on the winning edge, White Brothers has what it takes. Our famous White Power suspension components will upgrade any new machine to National caliber specs, while our shock mods and fork kits will make even an older bike perform better than new. The same tricks used by the factory stars on their modified production bikes are available to you from the world's largest dirt bike performance company!



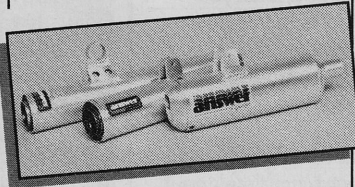
WHITE POWER SUSPENSION

Super Adjuster Shocks provide fade-free performance in any racing application. Separate adjustable rebound and compression control. Damping and spring rate dialed into your application with 60 day setup guarantee. All bikes **\$395** w/spring.

Upside Down 4054 Fork is the world's finest. Sophisticated anti-cavitation damping and no flex. All bikes **\$695**

WHITE BROTHERS SHOCK MODS

Bring out the full potential of your stock single shock for any riding or racing application. We revalve and rebuild your shock to your riding requirements, including new seals and the correct spring rate. Call our Service Department at **(714) 891-2221** for info Shock service from **\$65**



ANSWER SILENCERS /SPARK ARRESTERS

An easy bolt-on replacement for heavy stock silencers while helping to reduce backpressure and increase power. Spark arrester units are forestry approved for all off-road riding. All MX bikes.

- Answer Oval Silencers.....from **\$49.95**
- Add-On Spark Arrester Units.....from **\$32.95**
- Spark Arrester/Silencer Assy.....from **\$69.95**

PRO CIRCUIT POWER PIPES

Factory power for your production bike. Tested by factory riders and used by Team Honda, Kawasaki and Suzuki. Increased mid and top-end with no loss to bottom. 1985-86 Hon, Yam, Suz, Kaw. **\$138.00**

CHASSIS AND ENGINE TRICKS

Give your bike the finishing touch that's guaranteed to keep it and you out ahead of the competition!

- Vented Works Number Plates.....**\$19.95**
- Boyesen Dual Stage Reeds.....from **\$ 9.50**
- Bridgestone Tires.....from **\$42.95**
- Brake Reservoir Guards & Savers.....from **\$ 5.50**
- Answer Chrome Moly Handlebars.....**\$27.95**
- White Brother Grips (pair).....**\$ 4.50**
- White Brother Seat Covers.....**\$19.95**
- Isabaki QR Pro Series Chain 520.....from **\$28.95**



TWIN-AIR FILTERS OF HOLLAND

The choice of almost every factory team in America and Holland including Team Honda. More power, cleaner air for Hon, Yam, Suz, Kaw, KTM from **\$12.60**

SUSPENSION COMPONENTS

Upgrade the handling performance of your motocross bike with the same suspension components used by the factory teams and endorsed by Motocross Action and Motocross magazines.

- H.D. Stock Single Shock Springs.....from **\$ 54.95**
- ATK Multi-Rate Fork Spring Kits.....**\$ 49.95**
- Simon Anti-Cavitation Fork Kits.....**\$149.95**
- Terry Fork Damping/Spring Kits.....from **\$ 68.40**
- European Fork/Brake Guards.....**\$ 26.95**
- Twin-Air Fork Wipers (replaces boots).....**\$ 11.95**
- Silcolene Suspension Fluid 5/10/15 Wt.....**\$ 6.95**

WHITE BROTHERS CATALOG

There's a lot more where this came from. **New 1985/86 80-page White Brothers Color Catalog** offers a complete line of off-road dirt bike, motocross and ATV performance products. Free on request with order or send **\$2** to cover postage and handling. Full-color catalog girl poster **\$5**

GP FORK/BRAKE GUARDS

Durable nylon plastic guards protect forks and brake from rock and berm damage. Bolt-on brake design for easy service removal. All bikes in Red, White, Grey or Yellow. **\$26.95**

WHITE BROTHERS PANTS AND JERSEY

White Brothers Race Pants feature sturdy nylon construction, in Red/White or Blue/White in sizes 28-36 **\$99.95**
White Brothers Jersey **\$17.95**

Call Now To Order!
(714) 895-1991
MasterCard, VISA, or UPS COD

WHITE BROS

11750 SEABOARD CIRCLE, STANTON, CALIFORNIA 90680 USA
In Canada: Cycle Works, 9918-71 Avenue, Edmonton, Alberta T6E 0W7, Phone: (403) 439-4991



THE MORE YOU KNOW THE BETTER IT GETS

FOR RIDER COURSE INFORMATION CALL:

800-447-4700



MOTORCYCLE SAFETY FOUNDATION

Ceet is revolutionizing Moto Cross seats again.

(remember we invented
the SAFETY SEAT)



\$59.95

The FULL SEAT allows you to climb all over the bike and gives you the ultimate protection.

The FULL SEAT is one piece foam construction with extended base.



1920 Watson Way *C • Vista, CA 92084
(619) 727-7220 outside Calif. **(800) 523-8205**

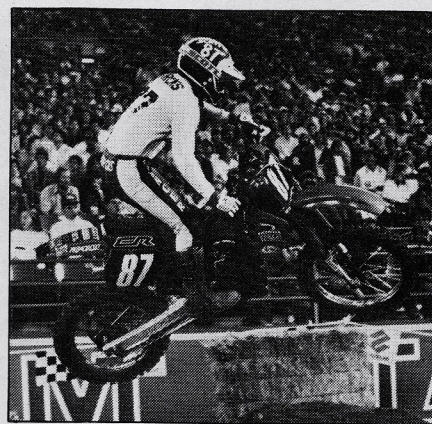


KIDCROSS: AMERICA'S FASTEST UNKNOWNNS

Young kids with a future



Vince DeVane has the full support of Yamaha. His move from the minis to the 125 class was successful at the Florida Winter series.



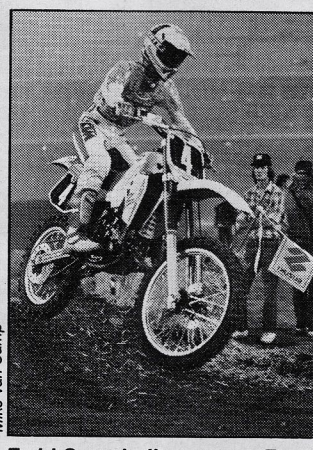
Drey Dircks has been pounding the tracks of Arizona for years. Now he is looking for a spot in the big-time. He could make it.



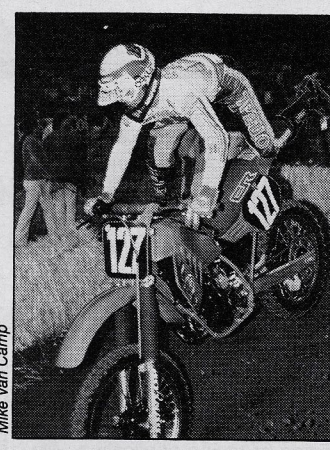
Mike Jones used the East/West Supercross Challenge as a showcase for his talents. He is one of a group of fast-rising tiddler pilots.



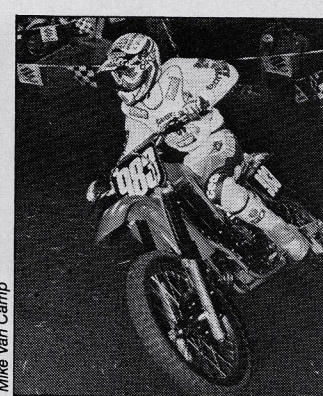
Donny Schmit is the hottest thing out of the cool climate of Minnesota since the Benolkins.



Todd Campbell gave up a Team Green ride to be KTM's only American hope. Campbell rides for Z Racing.



Keith O'Neal's father used to be a pro racer and owns O'Neal USA. Keith doesn't have to search for a clothing sponsor.



Robbie Naughton stunned everyone by winning the Ascot Supercross last year. Robbie jumped a quadruple jump that even Dymond and Holley wouldn't try.

□ Not every rider with potential bursts onto the scene with the fanfare of a Bob Hannah, Broc Glover or Ron Lechien. Some riders come to the forefront quietly, without much attention and sometimes without any help. But it's no secret that a *little* attention draws more support, and a *lot* of attention brings a lot of support. Thus motocross stardom can become its own *self-fulfilling prophecy*.

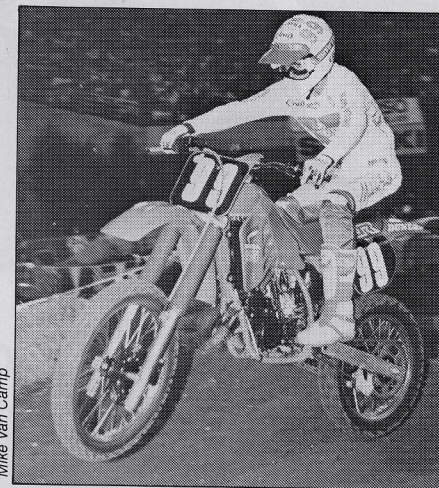
We think you're good, thus you must be good; we want to help fast guys, and you must be fast because we've heard of you; so, we'll give you help to go fast, and because we give you help, you go fast.

But if no one has ever heard of you and doesn't have the slightest idea of how fast you are, you'll have a tough time making it. The MXA wrecking crew has been looking

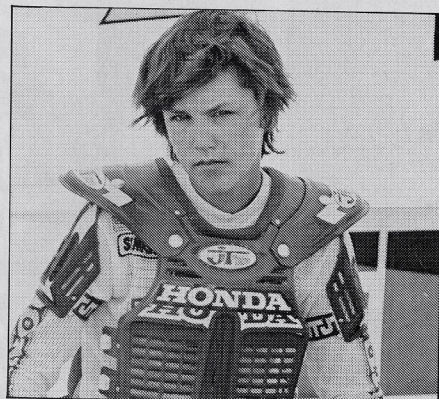
for young riders with promise. We have found quite a few: some from the minis, some from the CMC circuit and some from local tracks. These are young kids, but they are all fast. And now they have been taken note of outside their home region. The next time you see them at a race, nudge your buddy and say, "I've heard of that guy before. He's fast!" And maybe he will be. □

THE TOP 48 UP-AND-COMERS

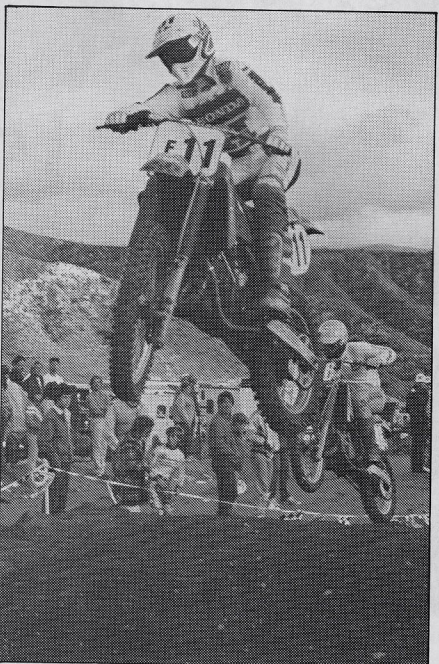
Fred Andrews	Todd Campbell	Alan Dyck	Jeff Matiasovich	Chad Parker	Ronnie Tichenor
Terry Bostard	Tim Coombes	Keith Fox	Dean Matson	Carroll Richardson	Keith Turpin
Greg Bowen	Mark Crozier	Rich Halstead	David McLean	Donnie Schmit	Jim Veughler
Scott Brown	Dennis Daft	Mike Jones	Brett Melton	Jeff Schumacher	Kit Vick
Frankie Brundage	Ty Davis	Shaun Kalos	Mark Melton	Allen Semar	Joe Waddington
Bryan Bruner	Todd DeHoop	Mike Kiedrowski	Robert Naughton	Jeff Stanton	Ron Watmore
Kenny Bullmeier	Vince DeVane	Jeff Lambert	Doug O'Donnell	Lowell Thompson	Tommy Watts
Craig Canoy	Drey Dircks	Doug Lange	Keith O'Neal	John Shay	Billy Whitley



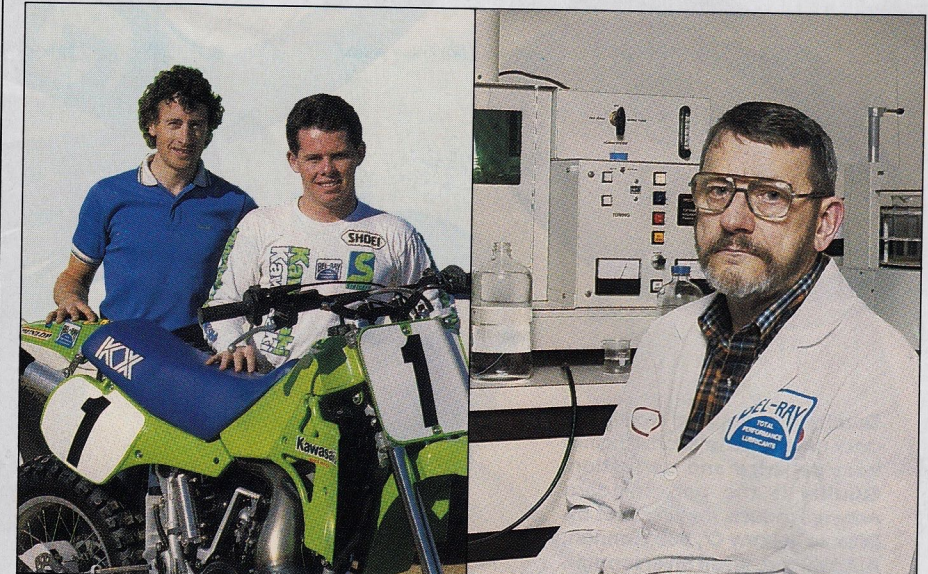
Craig Canoy lives down the street from Jeff Ward and practices at the same track. It must help.



Scott Brown lost his factory Honda minicycle ride but went out and bought his own CR125Rs. He may get his sponsorship back if he keeps going as fast as he has been.



Ty Davis was spotted by Roger DeCoster at Mammoth Mountain in the Intermediate class. The result—a Honda support ride.



JEFF WARD: 1985 SUPERCROSS & AMA 250CC CHAMPION DON HOWARD SR.: BEL-RAY SENIOR R&D CHEMIST

"I know MC-1+ is the best. I've tested it."

Not many people have the good fortune to experience winning. But I do. Regularly. And the reason I win is because I ride hard and strong all the way to the finish.

And the reason for that is Bel-Ray MC-1+.

I use MC-1+ all the time. Which is no different than most world champion motocross riders for the past ten years. We're a tough bunch of customers. We've got demanding requirements. Because if you ride to win, there's no room for error.

So I use MC-1+ because it delivers results. It gives my bike the best lubrication for increased power and race-winning performance. Consistently. Without fail.

Now, I'm not promising MC-1+ will make you a winner. But I do know it will make your motorcycle engine run like one.

Bel-Ray. The best is all they do.

Not many people work in a million-dollar laboratory formulating and testing oils and lubricants. But I do, because developing the best in lubrication is my job.

And that includes developing Bel-Ray MC-1+.

At Bel-Ray, we produce over 700 lubricants for everything from mining to aerospace to the U.S. Navy. And with that much at stake, there's no room for error.

The same level of advanced technology goes into every lubricant we make, including MC-1+. Using the finest base stocks and additives, it's been formulated for higher mix ratios with film strength and heat stability far superior to the competition. Consistently. Without Fail.

Now, I can't promise MC-1+ will make you a winner. But I do know it can help your engine run like one.

Bel-Ray. The best is all I do.



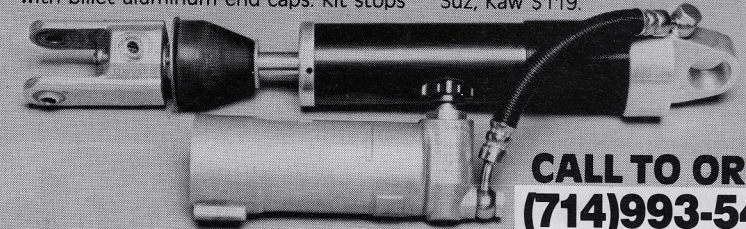
To order a case of MC-1+ (24 bottles), send \$90.00 plus \$8.00 shipping and handling. Continental U.S. only. Certified check or money order.

BEL-RAY COMPANY, INC. P.O. Box 526 • Farmingdale, NJ 07727

STEEL SHOCK BODY

Make your K.Y.B., Showa or Yamaha shock out perform the competition for 1/3 the price! Rebuild it with our precision machined steel anodized body with billet aluminum end caps. Kit stops

piston blowby for fade-free damping, while stopping oil contamination and quick wear with aluminum stock shock body. Used by top AMA Pros. Hon, Yam, Suz, Kaw \$119.



CALL TO ORDER
(714)993-5454

HT RACING PERFORMANCE PRODUCTS 1120-G Cypress, La Habra, CA 90631

Quality. It comes from around the clock devotion and effort. It comes from patience and perfection. **Quality** is the only standard Answer Products manufactures by. Because Johnny O', Bob Hannah, A.J. Whitting, Brian Myerscough, Eddie Warren and scores of other top motocross stars rely on this standard for protection and confidence before hitting the track. Around the clock devotion to bring you the best motocross apparel available today. Because, **Quality** has no time limits.

PRO PANTS - ANTRON/NYLON
Knee/shin guards, sewn on letters, special reinforced knees. Yam, Hon, Suz, Kaw, Answer, KTM, Hus. Sizes 26-38
\$104.95

A-TECH HELMETS
Fiberglass/Kevlar construction. Light, quiet with exciting new team graphics! Hon, Yam, Suz or Kaw graphics.
\$139.95

A-TECH CROSS WATCHES
Swiss made quartz, dale, glass crystal with exciting new graphics. Available in white, red and black colors.
\$42.95

AC-III CHEST PROTECTION
Front chest, upper arm and fullback protection. (Full protector)
\$84.95
AC-III Lite Protector **\$54.95**

ANSWER MOUTHGUARDS
White, red, blue or yellow **\$9.95**

ANSWER VENTED KIDNEY BELT
Cool support for your delicate innards. Available in team colors. **\$24.95**

COTTON JERSEY
Hon, Yam, Suz, Kaw, Answer, KTM, Hus
Vented Jersey **\$18.95**
Vented Jersey **\$19.95**

A-1 GLOVES
Vented top, lightly padded palm **\$19.95**
FULL BACK GLOVES
More roost protection for your hands. Available in blue/white, red/white and blue/yellow **\$21.95**

ANSWER STICKER KITS
Hon, Yam, Suz, Kaw & more!
Starting at **\$7.95**



ANSWER GEARBAG
Blue/white, Red/white **\$34.95**

To Order: See your local dealer or phone **TOLL-FREE 800-423-0273** inquiries and customer service **805-257-4411**. Visa & MasterCard accepted. Send \$2.00 for new catalog.
ANSWER PRODUCTS, INC.
27967 Beale Court
Valencia, CA 91355 U.S.A.
IN CANADA:
R&M West 604-276-8666
R&M East 416-673-1707
ANSWER USA-EURO
Di Nani D. & C.s.a.s. Via Selvaggio, 47
10094 Glavento (To-Italy)
Phone (011) 93.75.483

Quality has no time limits.

JOHNNY O'MARA



SPORT SHOES \$59.95

If cost is your concern, consider your priceless feet.

Welcome to the age of affordable boots. The fashion show of footwear, with the added feature of "affordable protection" thrown in. Blinding colors, mass production fit and the ever appealing low prices. Why pay a little more when you can pay less? At Gaerne, we choose not to be a part of this trend. Because we feel there is no price for the safety of your feet and ankles. At Gaerne, we place more value on how a boot is constructed than on

merely how cheap it can be sold. Top professionals like Johnny O', A.J. Whiting, Ross Pederson, Jeff Hicks, Eddie Warren and Brian Myerscough can't afford less. Gaerne. The boots that lack nothing except the bargain basement price tag. Because we consider your priceless feet.

GAERNE SUPERPRO III. The leading edge in racing boots. The Supapro III boot was tested and refined by Johnny O'Mara this year. In addition to a special Vibram® MX sole, 3-point Velcro® closures and quick draw lacing, these refined boots also feature plastic in strategic heavy-contact areas. Available in five colors, in full sizes 6 thru 13. Available in *Enduro Sales*. Size 6-13 in black. **\$179.95**

GAERNE PRO AND YOUTH PRO. Gaerne Pro boots, the best of man-made technology with the finest materials available. Best of all, Gaerne pros are available for future world champs (sizes 1 thru 5) and adults (sizes 6 thru 13) in blue or black. Starting at **\$124.95**

BOOT SOCK. Answer over-the-calf socks are sturdy blend socks with strong elastic tops and thick bottom soles for comfort. They're available in red, yellow and blue. **\$5.95**
ANSWER GATORS/BOOTS KINS. Get the full boot coverage with Answer Gators, or cover your boot-top to knee-cap with Answer BootsKins. And you'll look good with your brilliant team colors. **\$19.95**

THE GMX/GAS is the biggest breakthrough in boot technology. Inside the boot is a full length vented channel that permits a flow of air into the boots to cool your feet! Constructed of leather with strategically placed plastic, **GMX/GAS boots** are superior when it comes to foot flexibility. Each pair of **GMX/GAS boots** comes with a

set of a wet weather plugs, to close off the vents in cold or muddy conditions. **GMX/GAS boots** are available in wht/blue, blue/wht and red/wht in full sizes 6 thru 13. **\$199.95**

IMPORTED EXCLUSIVELY BY ANSWER PRODUCTS INC.
27967 BEALE COURT
VALENCIA, CA 91355
TEL: 696 105
TOLL-FREE (800) 423-9273
INFORMATION: (805) 287-4411

answer
GAERNE



A steady rain kept the San Diego track a soggy quagmire. Getting a good start meant the difference between seeing the ruts and eating the ruts. Dust wasn't a problem.

□ During the winter, North Pacific storm fronts line up and march eastward, socking in the Northwest from November until April. One out of ten storms tracks farther south and clobbers Farrah Fawcett's beach-front property. But as Farrah, Lee, Dirk, J.R., Krystyl and Blake huddled in the warmth of their SoCal mansions, Broc, Ricky, Jeff, David, A.J. and Johnny O were out in the rain trying to make a buck.

Surprisingly, 30,000 San Diegans joined them to shiver through an exciting night of mud-bog racing.

FIGHTING THE COLD

No one took advantage of the fenced and lighted parking lot/pit area. It was too exposed to the rain and wind. Most riders stuck close by their vans (with the heaters on). The factory teams lined up the box vans and erected a tent city of awnings and banners. The most sought-after accessories in the pits were umbrellas, mud gloves, sand tires and a warm spot to sit.



Jeff Ward worked his way through the pack and set his sights on Ricky Johnson, but he couldn't gun down the hometown boy. Johnson stayed clear as Ward began to come back from his Anaheim disaster.

CHIEF AUTO PARTS SUPERCROSS FEAR OF DROWNING IN SAN DIEGO

MacArthur Park is melting in the rain

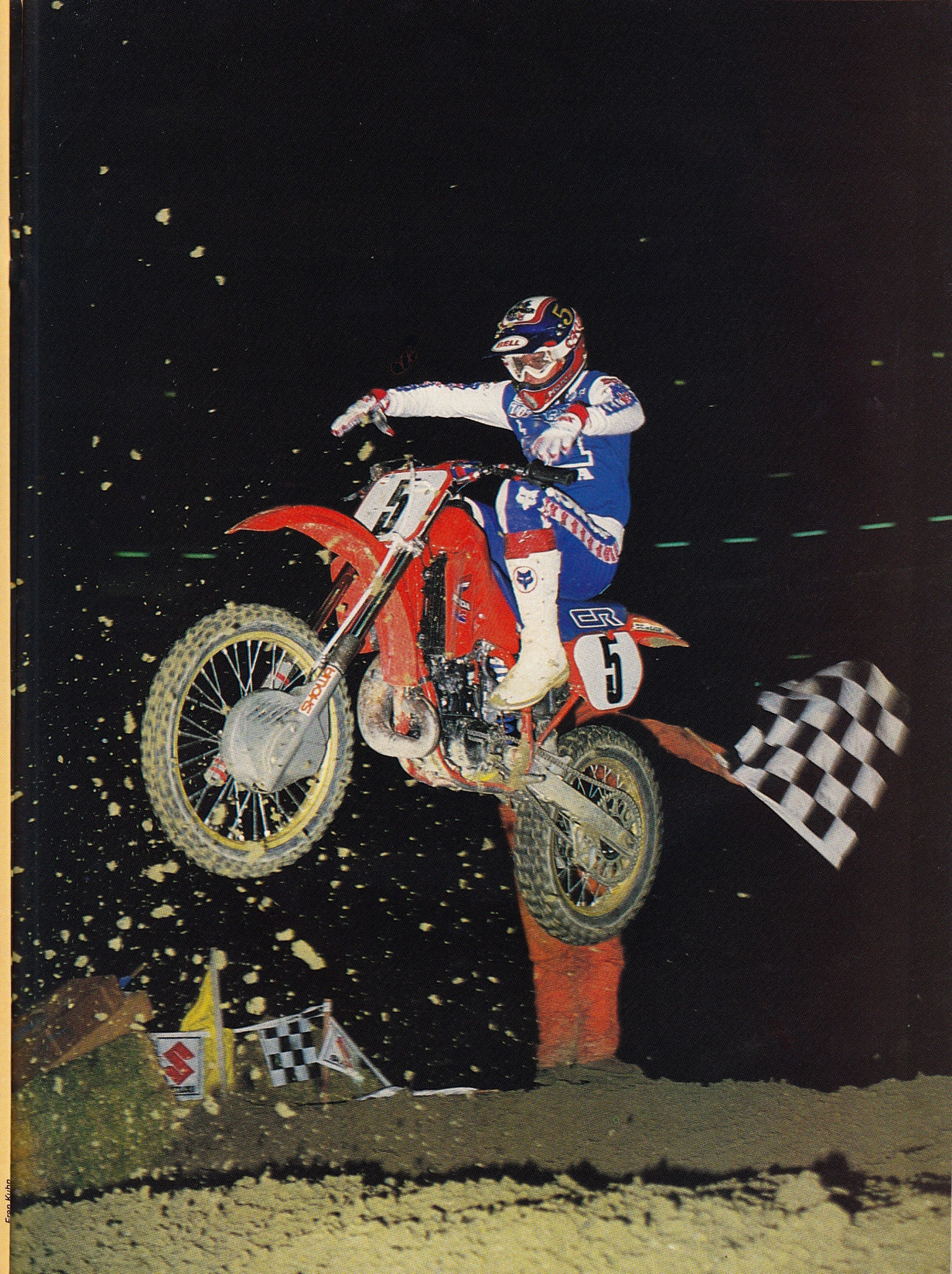


Keith Bowen is a shocker. His third place at San Diego, backed up with excellent performances at Anaheim and Houston, makes the Yamaha rider a threat. Bowen's lack of training and conditioning due to his broken navicular haven't slowed him.

A San Diego rider always wins in San Diego! Ricky Johnson took the lead from Johnny O'Mara and never looked back. Rick's switch to Honda has him back on the winning trail again. ►

AERIAL WARFARE IN PRACTICE

If it hadn't been raining cats and dogs for 12 hours, the track would have been an aerial circus. There were more jumps, bumps, tabletops and triples than imaginable. But the rain melted them! The struggle during practice was to get around the track without falling down. No one succeeded! And then suddenly David Bailey got lined up out of a muddy groove and cleared the first two jumps of a triple. It was awesome! It was the first air of the night. It may not seem like



SINISALO SYSTEM

SINISALO COMFORT DEFENSE

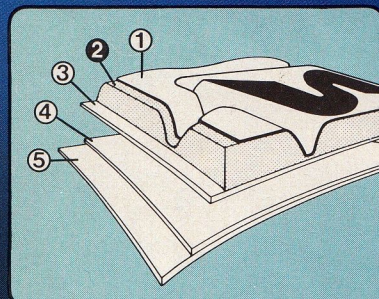
Sinisalo has created a new standard for mx-gloves.

The S.C.D. System brings to the market a complete new concept in product development. New design and new material combined with new product technology results in ultimate protection and total comfort in the same glove. Sinisalo's new gloves with the unique S.C.D. System.

THE FUTURE IS IN YOUR HANDS

Retail price: 32.95

Colors: ● ●



1. Lycra
2. S.C.D. Foam
3. Velour
4. Inside palm padding
5. Synthetic leather



See your local dealer
for more information
or call Sinisalo
USA Corporation.

Sinisalo USA Corporation
23042 Alcalde Drive, Ste B
Laguna Hills, CA 92653
Tel: (714) 768-4188

SAN DIEGO

much to double a triple, but under these conditions even jumping a Snickers wrapper would have been an "iffy" proposition.

Oklahoma privateer Guy Cooper picked up the gauntlet next and jumped Bailey's double (which should have been a triple) and kept going down the track and jumped the first two jumps of another proposed triple. Cooper had applied the pressure, and while 15 riders would eventually jump Bailey's double, only about six riders would ever bridge Cooper's chasm.

As practice and the rain droned on, Micky Dymond, on his new Honda, came out, jumped Bailey's double, cleared Cooper's chasm and then sailed over a steep double just after the finish line. No one retaliated. That was too much. Dymond's double was never cleared again. Not even Micky could get the nerve or traction to try it a second time.

THE GREATEST TWO-MAN DUEL EVER

As the 30,000 fans left the stadium after the night of racing, there was only one thing they were talking about—the greatest two-man duel in motocross history. And this two-man battle didn't decide who won the race. In fact, one of the riders didn't even make the Main Event! But no one who was in San Diego Stadium will ever forget this race.



In the race of the night, JoJo Keller is up on his feet and pushing, while Mike Healey is picking his Suzuki out of the mud. The two riders played demolition derby for the final transfer spot. JoJo got it.

NRG-SAVER™

The Tire Changing Revolution Is Here.



Now, for the first time, you can change a tire or replace a tube easily! The revolutionary NRG-SAVER won't scratch, dent or crimp rims, and it avoids pinching tubes.

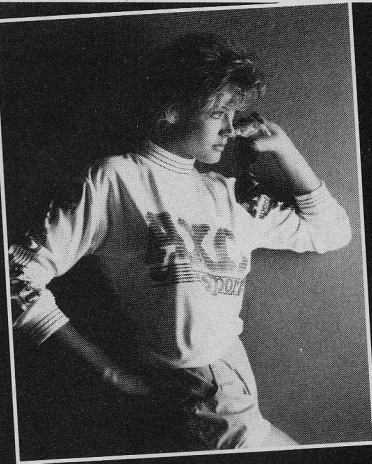
Most importantly—NRG-SAVER breaks the bead and gets the tire back on without breakin' your back! Simple to use, the world-wide patented NRG-SAVER fully adjusts to all street and motocross rims.

The NRG-SAVER kit comes complete with • High-resistance Teflon® hook attached to high-tensile strength steel rod • Teflon-coated combination tire iron/lever • Teflon-coated tire iron • Bead breaker/installer (long) • Bead breaker/installer (short) • Carrying pouch • Limited Lifetime Warranty (on main body).

NRG-SAVER... designed to change the way you change tires. Easily. Effortlessly. Quickly!

NRG-SAVER EXCLUSIVELY IMPORTED BY
LAZER

To order direct: Send VISA/MC information or money order for \$44.95 to NRG-SAVER/Lazer Helmets, Dept. MA, 31139 Via Colinas, Suite 302, Westlake Village, CA 91362. Add \$5.00 shipping/handling. California residents add 6 1/2% sales tax. Continental U.S. orders only. DEALER INQUIRIES INVITED.



TORQUE CENTER'S GOT IT!

**The Complete
1986
AXO Sport Line**

SuperAXO Jerseys
\$21.95

Superbelts
\$25.95

Series 29 Gloves
Free Mud Gloves \$29.95

Turbo 139 Boots
Free MX Sox \$119.95

AXO AIR System Boot
Just Released! \$199.95

Rinaldi Boots
\$144.95

AXO Package Special
Pants, Jersey, Gloves
\$119.95

- We are one of the largest stocking dealers in the United States
- We accept MasterCard, Visa and American Express

For Information Call:
1-414-786-4420
For Orders Only:
1-800-255-2112



14666 West National Avenue
New Berlin, Wisconsin 53151

SAN DIEGO

As the riders lined up for the Last-Chance Consolation heat, all 20 of them knew that only one rider would transfer to the Main Event. The other 19 would load up their soggy gear and go home empty-handed. Several riders had a shot at winning the Consi, but when the gate dropped, Suzuki's Mike Healey, a former National Minicycle Champion, shot out of the hole and into the lead. Healey jumped Bailey's double on the front straight. No one else did. But down the second straight toward Cooper's chasm, JoJo Keller closed the gap, and when neither rider jumped, JoJo moved to the inside and stuffed Healey's Suzuki up against the stadium wall.

The Consi had been shortened to six laps because of the rain and mud. After two laps, Mike Healey doubled Bailey's double and regained the lead, but JoJo jammed back past again. The next lap, Healey jumped Bailey's double and passed JoJo again. To



Micky Dymond was the only rider to jump three doubles all night long. Unfortunately, Micky strung three crashes together which kept him out of the top ten.

put the icing on the cake, Mike Healey immediately jumped Cooper's chasm and opened up a lead everyone thought was his for keeps.

HOMETOWN FAVORITE BROC GLOVER

• **MXA:** Broc, what is the real story on the wrist injuries?

Broc: First I broke my left wrist at Gainesville, the first National of '85. After dealing with that for most of the year, I crashed during the first moto at the Red Bud National and hurt my right wrist. The X-rays revealed nothing. Two weeks later, I wrapped up the title at Binghamton, New York. My wrist was still hurting, so I had it X-rayed again. I had a broken navicular, similar to Hannah's wrist injury. That's how I had to ride the Rose Bowl Supercross Final a few weeks later, and that's why I missed the last two Nationals of the year. I wish I could have ridden those last two Nationals, because I only needed 70-some points to carry the number one plate for '86.

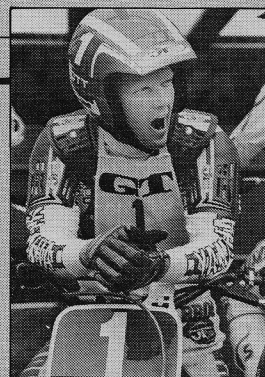
After I started riding again in December, I broke my right thumb skiing. It was a minor break, but it is a coincidence—I broke the same thumb doing the same thing two years ago at the start of the season.

MXA: Roger DeCoster said he didn't know if you could keep up the intense training and racing attitude you had in '85. What do you think?

Broc: Roger seems to doubt everyone's abilities. I heard when I was racing Supercrosses in Europe last year that he thought I was too old and this and that. I'm only 25. He's lucky no one said that about him during his career; he didn't even win his first championship until he was 26. I'm in the best shape of my life. My wrists are healed up, and I'm ready to go.

MXA: Who are the hot guys for '86?

Broc: It looks like David Bailey, Jeff Ward, Ricky Johnson, and Johnny O'Mara. O'Mara's



Jack Burnicle

The competition may think that Broc Glover is tiring out after ten years on the circuit, but Broc thinks it's just so much talk.

knee is hurt, but he's like everyone else—he can recover. Funny thing, everyone wrote Bailey off after his lackluster Golden State series results. At Anaheim he whipped us all.

MXA: How important is the first race of the year? Anaheim wasn't the best way to start off the new year.

Broc: I fell on the first lap at Anaheim, and I got back up behind the pack, in dead last. I had to ride hard on that track to get a seventh, so I'm satisfied with that. The track was hyped up, but it was a typical Mike Goodwin, hard-to-pass, one-line track. We have a long year; anything can happen. Look at Ward. He didn't even qualify, and he was still only 14 points behind me. That's how big of a points lead I had last year during the Supercross series. He made up those points then, he can do it again.

MXA: What do you think of the production rule?

Broc: Those Hondas are pretty trick! They've got a huge racing budget. I don't think the production rule fazes them a bit. It has definitely increased the involvement from Yamaha of Japan. They're building up more resources to back the motocross effort. They're really behind me. You'll see good things from Yamaha this year. •

PHOENIX SUPERCROSS and OFF-ROAD CAR RACE SAT., MAY 10, SUN DEVIL STADIUM NIPPONDENSO SERIES

- ★ 1st TIME EVER IN PHOENIX
- ★ TWO SEPARATE DIRT TRACKS
- ★ SEE THE NATION'S TOP RIDERS *plus*
- ★ THOSE WILD & CRAZY BAJA FORMULA 10 CARS



Castrol GTX

ORDER NOW FOR BEST SEATS IN THE HOUSE!

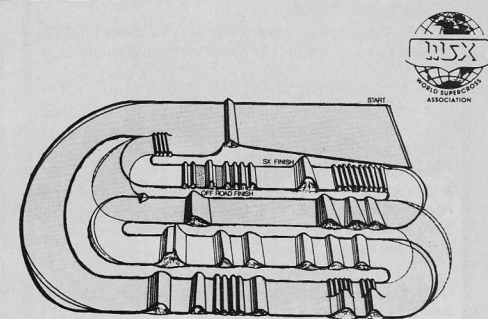
SAVE \$2 on \$16 and \$12 tickets through mail order only. Children 10 years and under 1/2 price of regular adult priced tickets. Offer expires April 23, 1986. Make checks payable to and mail to Supercross, 22941 Mill Creek Dr., Laguna Hills, CA 92653.

ADULT	NO TICKETS	CHILD	# TICKETS	SUB-TOTAL
\$16 @ \$14 X	=	\$8.00 X	=	\$
\$12 @ \$10 X	=	\$6.00 X	=	\$
TICKETS WILL BE PROCESSED				+\$2.00 per order service charge \$
ONLY IF SERVICE CHARGE IS INCLUDED				ORDER TOTAL \$

Please enclose a stamped self-addressed envelope. Tickets will be returned to you in this envelope - otherwise they will be held at the WILL CALL WINDOW.

You can charge your tickets ☐ VISA ☐ MASTERCARD

Account # _____ Exp Date _____
Name _____ Night Phone (_____) _____
Address _____ Day Phone(_____) _____
City _____ State _____ Zip _____

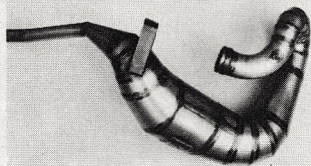


INSPOET

AMA
SMC
PRODUCED

IN THE SEARCH FOR HORSEPOWER

CROTCH ROCKET FACTORY engineers have designed a performance lineup normally seen on only "WORKS" bikes. **CRF** has a dyno tuned, RACE tested Engine Kit that's guaranteed to make a distinct horsepower gain or your money back. **CRF** builds, designs, and RACE tests every single MOTOCROSS performance item. So, if you have a problem we have a solution. All performance products are available individually or in Kit form.



THE "WORKS" SERIES ROCKET PIPE

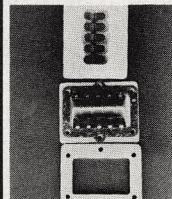
The CRF "ROCKET PIPE" is a limited production handbuilt pipe that produces a stronger powerband bottom to top over mass produced stamped pipes. Bolts up to stock or our Answer Oval mufflers. Performance guaranteed. Retail for \$129 to \$169.

HONDA KAWASAKIYAMAHA SUZUKI KTM
CR125 82-86 KX80 81-86 YZ80 79-86 RM125 79-86 80 1968
CR250 83-86 KX125 82-86 YZ125 80-86 RM250 82-86 125 84-86
CR500 84-86 KX250 83-86 YZ250 80-86 250 84-86
KX500 85-86 YZ490 80-86 500 85-86

Complete line of ATV pipes available. Answer Oval silencers any bike 82-86 = \$59.

THE "ROCKET REED" INDUCTION KIT

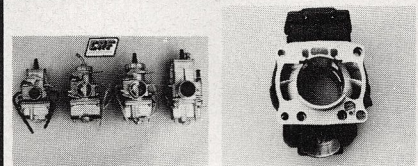
The "ROCKET REED" induction system is a complete replacement reed valve that is flow tested and dyno designed to "SUPERCHARGE" a 2 to 4 HP gain with every kit. A special "POWERGROOVE" design produces higher velocity and more volume than stock reed kits. Torque spacer, gaskets, 2 sets petals included, \$79.



4 PETAL
RM125 84-86
10 PETAL
CR500, KTM500,
KX250/500
YZ250/500 83-86
6 PETAL
KX80, YZ80, RM250 82-86
CR80, KTM80 HUSKY 82-86
YZ100

"DYNOFLOW" ENGINE PORTING

Our 8 years of Motocross tuning guarantees you some of the finest cylinder porting anywhere. At CRF we don't "RACE guess" porting Spec's. Our technicians use a degree wheel to figure timing, a flow bench to check execution, and a dyno to check horsepower gains. The end result is a professional ported cylinder that will produce more power bottom to top. We also port to wrench reports. Cost is \$130. to \$160. Head Mod \$35.



MIKUNI CARBS

CRF stocks prejetted Mikuni Carbs in flat or round slide versions. Call for proper size. Carb boring is also available 18 to 40 mm for \$59. to \$139.

CRF 3 STAGE FILTERS

Designed by CRF to out flow and out protect stock filter. The 3 different stages are detachable, and guaranteed to not split apart. Cost is \$15. to \$20.

"SUPERFIBER" REEDS

A inexpensive Fiber Reed for stock reed valves. Don't get ripped-off paying \$15. to \$30 for single stage fibers. We have all MX reed petals in stock for only \$8.95 a set! 90 day guarantee against breakage.

'86 CATALOG \$2.00

Order C.O.D. only. No prepaid orders. CRF products are available at your local dealer.



(805) 683-1745

P.O. Box 2084

Goleta, CA 93118

FREE!

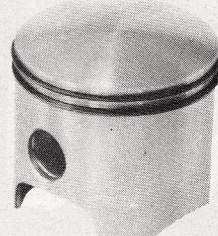


1986 Motorcycle/ATV Piston Catalog

★ New 1986 Motorcycle /ATV Pistons and accessories in stock.

★ Complete inventory of pistons and accessories for 2 and 4 cycle ATV's, Motocross, Street, Drag and Road Race Bikes.

★ Call for your FREE 1986 Motorcycle /ATV Piston and Accessory Catalog Today!



WISECO PISTON INC.

7201 Industrial Park Blvd., Mentor, OH 44060

1-800-321-1364 (USA)
1-800-362-1368 (OH)

WISECO PISTON CANADA, INC.

178 Ingersoll Rd., Woodstock, Ontario N4S 7X6

1-800-265-1029
1-800-265-1918 (Ont.)

SAN DIEGO



A fifth-place David Bailey threw a fit in the pits after the race. As startled spectators watched, Bailey ranted and raved. That's what Supercross is all about—big league talent and major league temper tantrums.

The white flag came out and JoJo, gritting his teeth and grimacing through the muddy grooves, used his New England bad weather experience to close the gap as the two riders rocketed out onto the start line to begin the final lap. Healey headed down the muddy straight as JoJo bent the berm in an arc and powered his Pro-Circuit Yamaha up the inside. As Mike began to set up his Suzuki to clear Bailey's double, JoJo caught the Suzuki going into the turn. The two riders collided.

(continued on page 106)

MAKE YOUR DAY.



FUN & THRILLS

Make it a **CRASH & BURN** day! Hey, you know how it feels. At first it seems just like any other day. Then, you hear a thud on your doorstep. You rush to get the morning mail and, yes! It's the latest issue of **C&B!** You tear off the outside envelope and KABLOOIE!! Instant incredible comedy of the patented **CRASH & BURN** kind. Oh joy, oh rapture, oh lucky day, oh **CRASH & BURN** day. Order your copies of the January '86 edition right away!

ORDER FORM

☐ MY POSTMAN WON'T HAVE TO KNOCK TWICE!
I'm ordering _____ copies of the January '86 **CRASH & BURN** Magazine right now. I'm enclosing \$2.50 plus 75 cents postage and handling for each copy ordered. Canadian orders please add \$1.50, all other foreign orders add \$2.50 additional postage and handling for each copy ordered. All items will be shipped surface mail. U.S. funds only, please

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

Make check or money order payable to: **CRASH & BURN**,
January '86, P.O. Box 9502, Mission Hills, California 91345-9502.

MXA5-6



SINISALO COMFORT DEFENSE

The new SCD system brings to the market a complete new concept in product development. We have tomorrow's product technology here today. Introducing the new 1986 Sinisalo mx-boot. Designed to be the ultimate in comfort, protection, and durability. Constructed with the finest grade of leather available. This boot will fit your needs as well as your wallet. It's the best choice in boots for several seasons ahead.



See your local dealer
for more information
or call Sinisalo
USA Corporation.

Sinisalo USA Corporation
23042 Alcalde Drive, Ste B
Laguna Hills, CA 92653
Tel: (714) 768-4188

allow yourself something perfect



THE IMMIGRANT

WHO'S AFRAID OF THE DOWN UNDER WONDER?

How good is Jeff Leisk?

By Andrew Clubb

□ Americans are used to fighting off assaults on their position as a world leader. When you are on top, you are a target, and everybody is trying to knock you off. We have stared down the Russians in East Berlin, the Cubans in Grenada, and the Libyans in the Mediterranean.

Americans appreciate sports dominance and pursue it with a vengeance. There isn't a sport in which the Americans haven't made their mark. And motorcycle racing is just the latest icing on the USA's cake. Team USA has controlled motocross since 1981 and expects to continue to dominate for a long time. No one expects the Belgians, Russians, Swedes or Dutch to take it away from us. No one expects any country in the world to take any sports title from us—except one country!

One little country with fewer people than a good-sized state has consistently upper-handed America in world sports. Do you remember the America's Cup? It went to this country. Remember that great all-American sport of surfing? It is dominated by people from this country. Remember the growth days of tennis? Men from this country started it. Do you know the country? Australia.

THE DOWN UNDER WONDER

The latest threat to world sports from Australia to follow in the footsteps of Rod Laver, Dean Woods, Nat Young, John Newcombe and the winged keel is a quiet, freckle-faced youth with a "What, me worried?" look—Jeff Leisk.

Jeff Leisk, the great Down Under Wonder, has come to America to tackle the lion in his own den. Unlike the Euros, who stay away for fear of defeat, the 21-year-old Australian has come to the States to try his hand on the enemy turf.

◀ **Down and out:** The Down Under Wonder will have to put off his assault on the Yank title for six weeks. A terrible crash at San Diego stadium will force Jeff to miss the first couple of 125 Nationals. He broke his jaw in three places and fractured a vertebra.



Geoff Meyer



Mike Van Camp

Green card: Australian National Champion Jeff Leisk rode the first three Supercrosses of 1986. Jeff qualified for the Main Event at each race.

◀ **Aussie accent:** If you can get Jeff Leisk to say anything, it comes out with an Australian accent. It sounds like a Texan after three weeks in London.

IT ALMOST WASN'T TO BE

Just eight short months ago, the future did not look too bright for Australia's leading motocross competitor. After two virtually unbeaten racing seasons in his home country, Jeff Leisk joined forces with fellow Aussies Trevor Williams and Glen Bell to make the 'Roo debut at the Motocross des Nations.

Team Australia was a dark horse, but Leisk is an experienced racer who started racing at age nine and has competed in Japan, India, England and New Zealand. No one expected much of the Aussies but the Aussies themselves.

In timed practice Leisk showed his first signs of greatness. Pushing his Honda of Australia-supported CR250R around the hilly Gaildorf, Germany, track, Leisk shocked the Euro establishment by qualifying sixth fastest. The only riders faster than the Aussie were Ron Lechien, Jeff Ward, David Bailey, 500 World Champ Dave Thorpe, and Kees Van der Ven. The pits were buzzing.

WITH HIGH SPIRITS AND HOPES

With spirits high in the Australian camp, fate dealt a savage blow in the last few moments of practice. Things went tragically wrong for Jeff Leisk.

"I clipped a small rock on the side of the track," said Jeff, "which made the back

wheel kick out as I went off a jump. I landed sideways, and the bike high-sided and just flung me off. I hit the track on my head and neck." The blow was severe. Unable to move, Leisk was stretchered from the course and taken to a German hospital. He was paralyzed.

"My first thoughts then," Leisk remembers, "were, 'I've had it! It's finished, everything is over!'"

AS THE AMERICANS RACED TO VICTORY

As the American team raced to their fifth straight Motocross des Nations victory, Jeff Leisk lay in a Gaildorf hospital. After extensive tests and X-rays, Leisk's injury was diagnosed as a fractured and compressed vertebra. The doctors assured Leisk that the paralysis was traumatic, shock-induced and temporary. And that while the injury was serious, given time, Jeff would heal.

Two and one-half weeks later, Jeff Leisk walked gingerly out of the German hospital and boarded a plane for Los Angeles. Jeff had made plans, and while the close call scared him, he did not give up.

MAKING THE DECISION

What had made the Motocross des Nations accident all the more disappointing was that a short time before leaving Australia for

DOWN UNDER WONDER?

Gaildorf, Jeff had made a decision to break into the upper echelons of American motocross in 1986. He had planned, before finding himself incapacitated on a German race track, to tackle the U.S. Nationals and Supercross series. The day after the Motocross des Nations, Jeff had an appointment to meet with American Honda to discuss a possible deal. Instead of meeting with Honda, he met the staff of a German hospital. Lying flat on his back in West Germany, he was certain his chance to race in America had come and gone.

"It worked out okay, though," says Jeff, "because I spoke to American Honda from the hospital and told them what had happened. They said there were no problems and to come and see them when I was able." No doubt that sixth fastest time in practice against the best riders in the world had enhanced Leisk's position.

Jeff Leisk returned home from Los Angeles to Australia and waited for the phone to ring. American Honda confirmed its offer, and Jeff was set to spend 1986 in America.

HOW GOOD IS JEFF LEISK?

No one knows. Jeff will be riding the 250 Supercrosses and the 125 National Championships. It will be a hard adjustment. American Honda wanted the young Australian,



On the rise: The world discovered Jeff at the 1985 Motocross des Nations. The USA learned about him at the World Mini Grand Prix and California Golden State series several years ago.

but they wanted him cheap. Leisk wanted to come to America, so he accepted whatever they offered. For 1986 Honda will provide Jeff with four CR125Rs, two 250Rs and \$15,000. It is nothing compared with what American factory stars earn, but Leisk believes he can prove his worth. Jeff's friend, Peter Luczkowski, will travel with him as mechanic, and the two Aussies will discover America together.

Leisk will become a member of the Pro-

Geoff Meyer

TIDBITS

JEFF LEISK'S YEARBOOK

- Jeff is 21 years old.
- Youngest Australian 500 Champion (17).
- Two-time "Mr. Motocross."
- In 1985 won 15 out of 16 Mr. Motocross races.
- Born and raised in Perth, Australia.
- His father is a millionaire.
- Gave up a works Honda ride in Australia to move to the USA.
- To embarrass Jeff, ask him about looping out his works Honda in his driveway. •

Circuit Racing team, which will assure him the same quality equipment as other Honda support riders receive. "I'm satisfied with my deal, that's for sure," says the pleasant Australian. "I think it is pretty hard to expect much more in my first year."

Jeff Leisk could have raced in Europe in 1986. He had offers to do the complete 250 Grand Prix series for a European manufacturer, but as Jeff says, "My mind and heart are set on racing in America."

Things are looking good for the Down Under Wonder. He will face the toughest challenges of his career, but he looks at it as a learning process. "I think that given a couple of months, I'll be competitive with the top Americans. Honda said that once I get some results on the board, there is a good chance of my support being upgraded. I think I can do the job." □



Team Honda's David Bailey has a simple racing philosophy: Liquidate the competition.

What helps him? Pro-Honda™ high-performance 2-stroke oil, of course. Because nothing else provides greater engine reliability, or greater peace of mind.

Make the choice of Team Honda your choice, too. Race-proven Pro-Honda Oils and Chemicals. Only at your Honda dealer.



OILS AND CHEMICALS
PRO HONDA
THE LEADER BY DESIGN

WHAT MAKES BAILEY SO FLUID.

HOW TO ARM YOUR MX WARHEAD.



To devise the most devastating MX missile possible you need the best propulsion system. Targeting system. And the best warhead. That's why you need the new Oakley Advanced Tactical Fighter Mask (ATFM).™ It's more than just a serious nosecone made of impact-resistant plastic.

The new ATFM is a serious MX weapon designed to integrate with all Oakley O frame goggles. Oakley's ATFM provides maximum protection over your nose, mouth and cheeks. Yet it allows ample open area to facilitate venturi cooling. And just to

make sure your intake system is never obstructed, our ATFM is also equipped with ventilation ports filtered by dual-density foam. So, if you're building an MX missile, be sure your warhead is armed with the most advanced nosecone you can find—Oakley's Advanced Tactical Fighter Mask.

OAKLEY

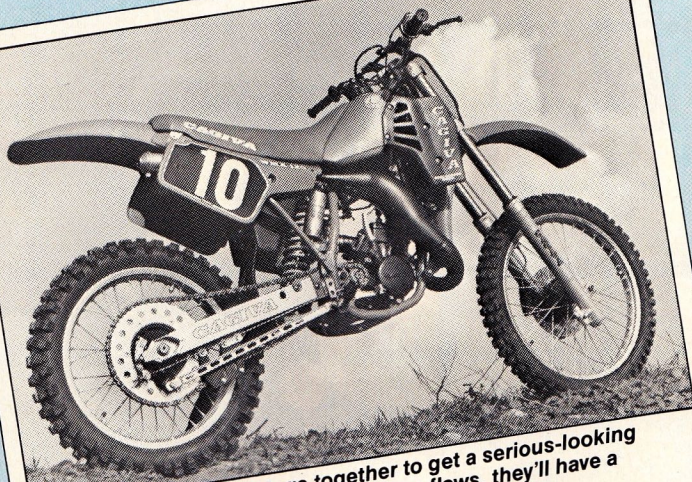
Jeff Ward, 1985 Supercross and 250 National Champ, armed with ATFM.

Keep all your MX armor in a new Oakley Roller Gear Bag. To get one, send \$100 to Oakley, 11 Marconi, Irvine, CA 92718, USA, Earth. Advanced Tactical Fighter Mask and ATFM are trademarks of Oakley, Inc.

RACE TEST

1986 CAGIVA WMX125

World Championship Replica or
Weird Championship Replica?



Cagiva pulled all the strings together to get a serious-looking 125 ready for 1986. Now if they fix a few flaws, they'll have a serious-working 125.

□ It may say "World Championship Replica" on the decal, but if Pekka Vehkonen rode the 1986 Cagiva WMX125 to the 125 World Championship, Wily Coyote is eating Roadrunner for dinner tonight. The Italian firm's new 125 replica isn't a bad 125, but in stock trim it would have a tough time winning anything above a local race.

Cagiva is the fifth largest manufacturer of motorcycles in the world, and from their Varese, Italy, base of operation, they have expanded into motocross, Grand Prix road-racing, Superbikes, Paris-Dakar and street bikes. And they have made their mark in relatively few years. But in America they are still waiting to make an impact.

WHAT IS A CAGIVA POWERBAND LIKE?

To tell the truth, the 1986 Cagiva WMX-125 World Championship Replica feels almost identical to a 1985 YZ125. And the 1985 YZ125 was not a very good motorcycle.

The 1986 Cagiva (and 1985 YZ125) powerband is dead on the bottom, snappy in

the mid-range and silent on top. No bottom, no top, just mid-range. The stock gearing is too tall to pull such a narrow powerband, but thankfully, Cagiva sends a spare kit with each bike which includes a 54-tooth rear sprocket.

We had heard through the grapevine that the 1986 Cagivas were blazing fast. Maybe the fastest 125 made, said the rumor-mongers. Baloney! The Cagiva is fast and powerful when kept in the powerband, but it is hard to keep it there. One mistake and it falls flat; one moment of overexuberance and it signs off in the top end. To a rider of less than Expert-level talent, the WMX125 is all bog, zap and sign-off, but not necessarily in that order.

It has a better motor than the 1986 Suzuki RM125, but not as good as the Yamaha, Kawasaki or Honda offerings in 1986.

DON'T KEEP ME IN SUSPENSE

Marzocchi continues to supply the forks for most of the Italian bikes, and the new Cagiva M-1 Marzocchi are interesting. There is a spring in only one of the two fork legs, and each fork leg has a different damper rod (one for rebound and one for compression). The right fork leg has a dial so you can automatically change the rebound damping from the outside. Very trick.

Unfortunately, even with all their gimmicks and trickery, they don't work very well. The damping is too harsh to begin with, so you start with the dial on the lightest rebound setting and try to live with it. The single-spring idea is supposed to be a weight saver. We'd rather have the extra weight of another spring if it meant the forks would react better to bumps.

Stock gearing is incredibly tall. The bike would barely pull from gear to gear. A narrow powerband and Bonneville gearing don't work too well. Switch the rear for a 54-tooth or bigger sprocket.



YOU'LL BE REAL COOL IN . . .

VENTIL ACTION

The new Hi-Point/Alpinestars Ventil-Action represents a total evolution in motocross boots. From the tradition of a totally sealed boot (which can cause excessive perspiration, specially during hot weather) we **FULLY VENTED** the new Ventil-Action! The special Ventil-Action structure built in the boot and the vent system allows air to circulate totally around the foot. This advantage, together with the highest quality workmanship and protection, makes Ventil-Action boots absolutely unique.

EXCLUSIVE VENTIL-ACTION

- (1) Vented fabric front lining.
- (2) Ventil-Action nylon structure.
- (3) Perforated leather foot lining.
- (4) Rigid plastic toe cap.
- (5) Front vent.
- (6) Side vents.
- (7) All vents protected by filters.
- (8) Plastic heel structure.



VENTIL-ACTION

While other people talk, we deliver, Ventil-Action is the first **FULLY VENTED** motocross boot. Three years in development, Ventil-Action not only fully circulates air to the foot and leg it gives you the protection and craftsmanship that Hi-Point is famous for. Don't delay, production is limited. In white/gray or blue/gray, sizes 5-13. \$199.95



SUPERSTAR

If your riding or racing demands are less intense than Bob Hannah's the Superstar may fit your needs. Though economical its packed with exclusive features. Cam action buckles, built-in fiber protection, plastic shin plate, MX or A/T (all terrain) sole. In black or blu/wh, sizes 5-13. \$129.95

SEE YOUR HI-POINT DEALER. IF THERE IS NO LOCAL DEALER STOCKING HI-POINT RACING PRODUCTS, CONTACT HI-POINT DIRECTLY.

National 1-800-321-2006, Ohio (216) 244-4101

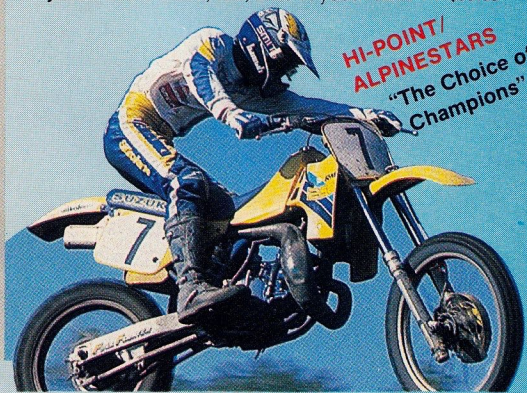
3709 W. Erie, Lorain, OH 44053 2650H Mercantile Dr., Rancho Cordova, CA 95670



SUPER-VICTORY

Our Pro motocross boot, with the famous steel shin plate, is the country's leading MX/Enduro boot! Exclusive features like precision cam action buckles, built-in plastic protection designed to fit the anatomy of your foot, our special sole with "anti-shock" steel plate. In total features, protection, performance and longevity make it Super Victory from Hi-Point.

Super Victory in black, red, blue or white, sizes 5-13 \$169.95
Junior MX in black, red, blue in youth sizes 1-7 \$99.95



"Hurricane" Hannah

*Terry Cunningham, Nat. Enduro Champion.

*Heinz Kinigadner, 250 World MX Champion.

*Eric Eaton *John Neary *Dan Smith *Tyson Vohland



SUPERSTAR II

Our newest fast lace boot with all the protection and comfort you've come to expect from Hi-Point. Built to our highest standards. Superstar II features a fast lace system with Velcro® closure and exclusive cam action buckle at the critical ankle area. Exclusive built-in plastic protection and MX or A/T (all terrain) sole. In black or blue/white, sizes 5-13. \$163.95



ATV/TRAIL

The first boot specially designed for the ATV rider. Its special design and smart looks make for an easy choice. Exclusive features like maximum traction soles, ankle movement panels, built-in protection, cam action buckles, top grain leather and plastic shin plates. In black or blue, sizes 5-13. \$146.95



WMX125



Handling on the Italian bike is surprisingly good. In the past the Cagiva required a space the size of the Chicago stock yards to get turned around in. This is the best-handling Cagiva ever.

REAR WINDOW

Ohlins provides the rear suspension dampers for the Cagiva lineup, and each year they get a little better. The World Championship Replica has the best rear suspension Cagiva has ever had. While it tended to be overdamped, we set the compression dial on light, the sag at four inches, and felt that for most riders in the 160-and-up range the shock would be fine. Lighter riders may have to opt for a revalving to lighter compression damping.

THE WORST IS YET TO COME

Carburetion is by Dellorto, and it is the touchiest carb we have ever seen. In the morning the jetting was spot-on, but then the sun came out and the temperature rose about ten degrees, and the bike wouldn't run. It popped and banged, gurgled and bogged. We went up on the pilot and down on the main (185), and it ran fine again. It had, however, run fine an hour earlier with different jetting. This is one bike that would benefit from a carb swap.

AND FOR THE AFICIONADO

The brakes were nonexistent. The front disc lasted about ten minutes before the shoes glazed over. Accessory pads from Ferodo, EBC or Brembo are a must. The rear brake lasted 30 minutes before its shoes glazed over. It became a merry-go-

round of having brakes for a few minutes and then having none.

We blew a fork seal the first hour. It sprayed oil onto the front disc brake. They were already working so poorly that oil all over them didn't hurt their performance. It did hurt the performance of the forks, though.

Clutch and shifting were good, although the engine would not shift when overrevved. The rear brake pedal is too short and too tucked in. It was impossible to find. The other controls weren't objectionable. External adjusters on the clutch lever came in handy.

The seat tank juncture is very nice. The seat itself is hard as a rock but well shaped. An interesting feature of the red plastic gas tank is that it is translucent, and you can see how much gas is in the tank.

1986 CAGIVA WMX125

HORSEPOWER	80
CORNERING	85
STABILITY	85
FORKS	75
SHOCKS	82

NEW! D.I.D 520 TURBO CHAIN™

World's First "Self-Cleaning" Off-Road Chain

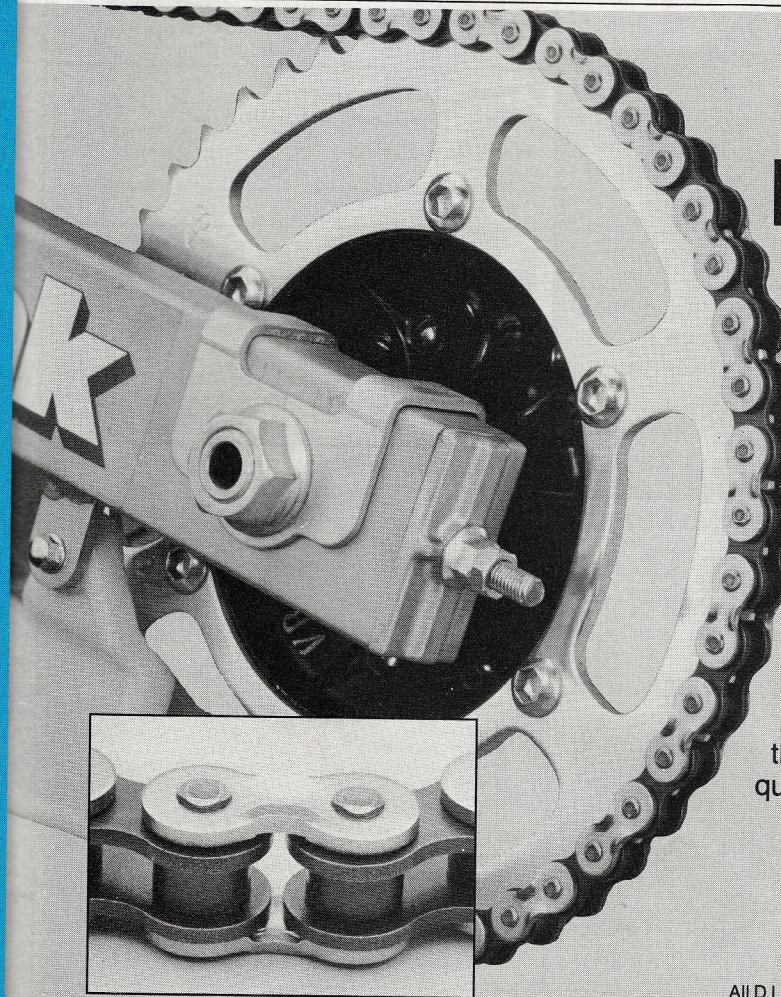
D.I.D is pleased to introduce their all-new 520 Turbo Chain. Specially designed "fluted" side plates allow dirt to easily escape from between the chain and sprockets, reducing the chance of an engine "stall" or of derailing the chain from the sprocket.

Whether you ride an off-road motorcycle or ATV, you'll really appreciate this remarkable engineering breakthrough. New D.I.D 520 Turbo Chain costs little more than ordinary chain but gives you D.I.D features, D.I.D quality and legendary D.I.D dependability.

D.I.D® MOTORCYCLE CHAIN & RIM

Putting the power to the ground for over 50 years.

All D.I.D chain is available by direct mail. 520 Turbo chain 100 links \$46.46 plus \$10.00 shipping and handling. Send to: DAIDO Corporation, 885 Centennial Avenue, Piscataway, NJ 08854.

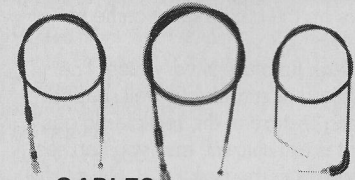


Suzuki. PARTS WAREHOUSE



From Midwest Action Cycle's gigantic inventory of genuine SUZUKI factory parts. "We've got them all" in stock ready to ship to you. No minimum purchases. We offer the lowest prices and the fastest service.

**ORDER
DIRECT
& SAVE!!**



CABLES

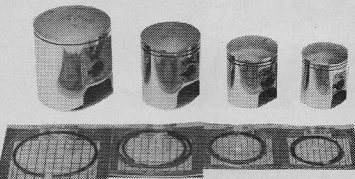
Replace your worn cables with GENUINE SUZUKI FACTORY cables. They fit each year and model exactly.

THROTTLE	
RM 80/ 100/ 125 (all yrs)	\$ 8.35
RM 250/ 370/ 400/ 465/ 500 (all yrs)	8.75
RM 250 (1986)	11.50
PE 175/ 250/ 400 (all yrs)	8.95

CLUTCH	
RM 80/ 100 (1977-85)	\$ 8.35
RM 80 (1986)	10.75
RM 125/ 250 (1975-83)	8.65
RM 125 (1984-85)	10.45
RM 125/ 250 (1986)	14.25
RM 250 (1984-85)	14.25
RM 370/ 400/ 465/ 500 (all yrs)	10.25
PE 175/ 250/ 400 (all yrs)	10.25

FRONT BRAKE	
RM 80/ 100/ 125 (all yrs)	\$ 9.85
RM 250/ 370/ 400/ 465/ 500 (all yrs)	10.20
PE 175/ 250/ 400 (all yrs)	10.20

REAR BRAKE	
Cable or rod assy.	
RM 80/ 100/ 125 (1979-86)	\$ 8.35
RM 100/ 125/ 370/ 400 (1976-78)	11.95
RM 250/ 465/ 500 (1979-86)	8.35
PE 175/ 250/ 400 (all yrs)	9.40



PISTONS RINGS

GENUINE SUZUKI PISTONS	
RM 80 (all yrs)	\$19.45
RM 100/ 125 (all yrs)	24.95
RM 250 (all yrs)	31.50
RM 370/ 400/ 465/ 500 (all yrs)	37.40
PE 175 (all yrs)	28.30
PE 250/ 400 (all yrs)	31.50
STD & OVERSIZE	PLEASE INDICATE

GENUINE SUZUKI RINGS	
RM 80 (all yrs)	\$14.60
RM 100/ 125 (all yrs)	15.70
RM 250/ 370 (1976-78)	19.90
RM 250 (1979-86)	9.85
RM 400/ 465/ 500 (all yrs)	11.95
PE 175 (all yrs)	17.80
PE 250/ 400 (all yrs)	19.90
STD & OVERSIZE	PLEASE INDICATE

SALVAGE

USED DIRT BIKE PARTS
RM'S-PE'S
CALL FOR PRICES

FORK SEALS

GENUINE SUZUKI, designed to fit each year and model exactly. IMPROVED DESIGN.
RM'S AND PE'S (all yrs) \$ 8.35 pr.

CRANK REBUILD KIT



Consists of GENUINE SUZUKI FACTORY parts. Rod, lower rod bearing, crank pin and two thrust washers.
RM 80/100 (all yrs) \$41.50
RM 125 (1975-80) 38.80
RM 125 (1981-83) 46.45
RM 125 (1984-86) 54.50
RM 250/370/400 (1976-80) 65.50
RM 250 (1981-86) 67.75
PE 175 (all yrs) 52.75
PE 250/400 (all yrs) 65.60

TOP END GASKET KIT

HEAD, BASE & REED GASKET.

RM 80/100 (all yrs)	\$ 6.25
RM 125/250 (1975-80)	7.30
RM 125 (1981-85)	8.35
RM 125 (1986)	9.80
RM 250 (1981-86)	10.25
RM 370/400 (all yrs.)	7.85
RM 465/500 (all yrs.)	10.25
PE 175/250/400 (all yrs.)	8.35

SUZUKI PARTS

Transmission, electrical, seals, bearings, etc.
**ANY PART ON YOUR SUZUKI
MOTORCYCLE THAT YOU NEED...
"WE'VE GOT IT"**

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 (1982-86 MODELS) \$120.00
ALL RM'S, PE'S (1975-81 MODELS) 75.00

POWER BORING: The most critical service performed by us is cylinder boring. we call our technique "POWER BORING" which is exactly what you get... MORE POWER... included is:
• special factory clearances.
• all ports chamfered as SUZUKI recommends.
• Exhaust bridge relieved to prevent seizure.
• special micro-honing for excellent ring seating.

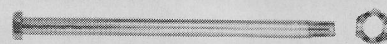
ALL RM'S AND PE'S \$30.00 + PARTS

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

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

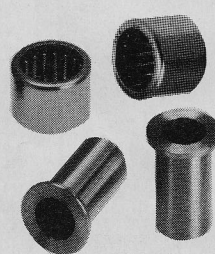
SWING ARM PIVOT SHAFT AND NUT KIT.



Consists of FACTORY pivot shaft and castle nut.
RM 80/100 (all yrs) \$ 8.35
RM 125/250/465/500 (all yrs) 12.55
RM 370/400 (all yrs) 14.30
PE 175/250/400 (all yrs) 12.55

SWING ARM BEARING AND SPACER KIT

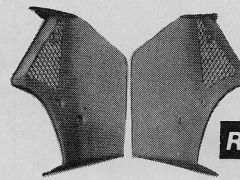
Consists of two GENUINE SUZUKI swing arm bearings and two spacers.
RM 80/ 100 (1976-81) \$16.75
RM 80 (1982-85) 18.80
RM 80 (1986) 27.95
RM 125 (1975-80) 17.65
RM 125 (1981-86) 30.40
RM 250/ 370/ 400 (all yrs) 30.40
PE 175 (1978-81) 17.60
PE 175 (1982-84) 30.40
PE 250/ 400 (all yrs) 30.40



THROTTLE GRIP



GENUINE SUZUKI. Inside plastic assy and grip. Complete throttle grip assy.
RM 80/ 100/ 125 (all yrs) \$10.45
RM 250/ 370/ 400/ 465/ 500 (all yrs) 11.50
PE 175/ 250/ 400 (all yrs) 11.50



RM 80 (1983-86) \$ 9.40
RM 125/ 250 (1981-86) 11.50

RADIATOR COVERS

OURY GRIPS

ORIGINAL...in our opinion, the best grips made.
Blue, black, yellow, red \$6.95 pr.

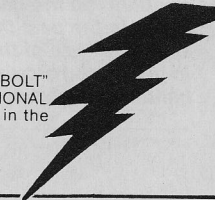


COMPLETE PISTON SET, PISTON, RINGS & CIRCLIP'S.

RM 80 (all yrs)	\$36.95
RM 100/ 125 (all yrs)	44.95
RM 250 (all yrs)	52.95
RM 370/ 400/ 465/ 500 (all yrs)	56.95
PE 175/ 250/ 400 (all yrs)	49.95

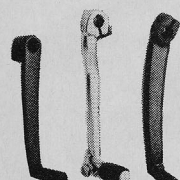
BOB HURRICANE HANNAH

"LIGHTNING BOLT" STICKERS
These ORIGINAL "LIGHTNING BOLT" stickers have ridden to more NATIONAL "WINS" than any other stickers in the history of MOTO-X.
Guaranteed to make you go faster \$3.95 pr.



MAC "SUZUKI WORKS" Same as FACTORY RIDERS use.
4130 chromoly. Gold, red, yellow, blue.

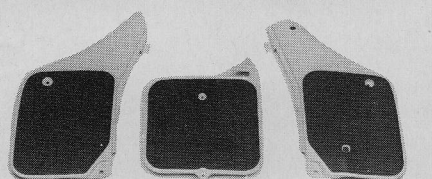
RM 80 to RM 500 (all yrs)	\$24.95
PE 175/ 250/ 400 (all yrs)	24.95



SHIFT LEVERS

GENUINE SUZUKI replacement levers.
RM 80/100 (all yrs) \$12.95
RM 125 (1975-82) 12.95
RM 125 (1983-86) 19.90
RM 250 (1976-80) 12.95
RM 250 (1981-86) 19.90
RM 370/400 (1976-80) 12.95
RM 465/500 (all yrs) 19.90
PE 175/250/400 (all yrs) 12.95

NUMBER PLATES SIDE PANELS



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

FRONT NUMBER PLATE	
RM 80 (1978-83)	\$10.45
RM 80 (1984-86)	11.50
RM 100 (all yrs)	10.45
RM 125/ 250 (1975-83)	10.45
RM 125/ 250 (1984-86)	12.50
RM 370/ 400/ 465/ 500 (all yrs)	10.45
PE 175/ 250/ 400 (all yrs)	10.45

SIDE PANELS	
RM 80 (all yrs)	\$16.50 ea.
RM 100/ 125/ 250/ 370/ 400 (1975-78)	15.70 ea.
RM 100/ 125/ 250/ 400 (1979-86)	19.90 ea.
RM 465/ 500 (all yrs)	19.90 ea.
PE 175/ 250/ 400 (all yrs)	20.95 ea.
Please indicate right or left panel.	

New

MAC's PHASE III RACING FILTERS.



NEW IMPROVED dual stage foam air racing filters, specially designed for RM'S & PE'S.

• Hi air flow • Superior dirt stopping ability.
• Proven effective in NATIONAL & INTERNATIONAL MOTO-CROSS RACING.

MORE FLOW = MORE POWER
RM 80 (all yrs) (special cage) \$14.95
RM 100/ 125/ 250/ 370/ 400 (1978-80) 12.95
RM 125/ 250/ 465/ 500 (1981-83) 10.95
RM 125/ 250 (1984-86) 14.95
PE 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 (1976-81) 12.95
RM 125 (1982-83) 25.95
RM 125 (1984-86) 12.95
RM 370/ 400 (all yrs) 13.95
RM 250/ 465/ 500 (1981-86) 29.95
PE 175/ 250/ 400 (all yrs) 13.95

SEAT COVERS



MAC. SEAT COVERS

MAC SEAT COVERS. Finest quality, fits your RM exactly.
RM'S (all yrs) \$18.95

MAC. SAFETY SEAT KIT

Consists of foam seat structure & seat cover
RM 125/ 250/ 465/ 500 (1981-86) \$39.95
Covers available in blue or black.

MAC TANK COVERS.

protects your bike's good looks with a skin tight fit.
RM 80/ 125/ 250/ 465/ 500 (1981-86) \$19.95

CRANK MAIN BEARING AND SEAL KIT



GENUINE SUZUKI FACTORY PARTS.
Consists of two Suzuki's NEW IMPROVED main bearings, two crank seals and "O" ring when indicated.
RM 80 (all yrs) \$27.25
RM 100/125 (all yrs) 30.95
RM 250/370/400 (all yrs) 35.65
PE 175/250/400 (all yrs) 32.95

CYLINDERS GENUINE SUZUKI

RM 80 (all yrs)	\$104.95
RM 100 (all yrs)	117.18
RM 125 (1975-80)	130.45
RM 125 (1981-86)	117.97
RM 250 (1976-81)	161.80
RM 250 (1982-85)	146.95
RM 250 (1986)	132.70
RM 370/400 (all yrs.)	201.50
PE 175 (all yrs.)	152.78
PE 250 (all yrs.)	161.81
PE 400 (all yrs.)	201.55

GASKET SETS GENUINE SUZUKI

Complete set of FACTORY gaskets to rebuild your cycle.
RM 80 (1977-82) \$ 9.40
RM 80 (1983-85) 15.30
RM 80 (1986) 12.95
RM 100/125 (1975-85) 15.30
RM 125/250 (1986) 19.90
RM 250/370/400 (1976-85) 14.65
RM 465/500 (all yrs.) 18.85
PE 175/250/400 (all yrs.) 14.65

CLYMER SERVICE MANUALS

Over 180 pages of photos, drawings, charts, info on how to repair, service and maintain your dirt bike.
RM SERIES (1975-81) TWIN SHOCK \$12.95
RM SERIES (1981-84) RM 125 thru RM 500 SINGLE SHOCK 12.95
PE 175/ 250/ 400 SINGLES (1977-80) 12.95

KICK START LEVERS GENUINE SUZUKI

RM 80 (all yrs.)	\$20.95
RM 100/125/250 (1976-83)	33.08
RM 125/250 (1984-86)	37.75
RM 370/400/465/500 (all yrs.)	34.10
PE 175/250/400 (all yrs.)	34.10

WHEEL BEARING KIT

The best FACTORY bearings you can buy.



FRONT	
RM 80/100 (1977-83)	\$ 9.85 pr.
RM 80 (1984-86)	14.95 pr.
RM 125/250 (1975-83)	12.50 pr.
RM 125/250 (1984)	18.30 pr.
RM 125/250 (1985-86)	12.50 pr.
RM 370/400 (all yrs.)	12.50 pr.
PE 175/250/400 (all yrs.)	12.50 pr.

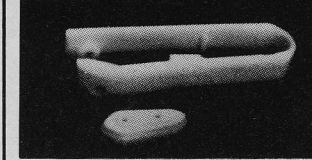
REAR	
RM 80 (1977-83)	\$11.95 pr.
RM 80 (1984-86)	14.20 pr.
RM 100/125 (1975-85)	12.50 pr.
RM 125 (1986)	14.90 pr.
RM 250 (1976-83)	11.95 pr.
RM 250 (1984-86)	14.65 pr.
RM 370/400 (all yrs.)	14.20 pr.
PE 175/250/400 (all yrs.)	14.20 pr.

STATOR PLATE ASSEMBLY



GENUINE SUZUKI FACTORY ASSY	
RM 80 (all yrs.)	\$ 83.95
RM 100 (all yrs.)	94.45
RM 125 (1976-78)	99.95
RM 125 (1979-80)	84.70
RM 125 (1981-86)	101.80
RM 250/370/400 (all yrs.)	94.50
RM 465/500 (all yrs.)	94.50
PE 175/250/400 (all yrs.)	94.50

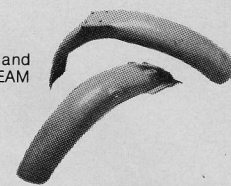
CHAIN BUFFER SET



Set consists of swing arm buffer and lower chain guide roller. The design may vary from the picture, depending on yr. and model.
RM 80 (all yrs.) \$10.95
RM 100/125/250 (1975-79) 11.95
RM 100/125/250 (1980-83) 14.30
RM 125/250 (1984-85) 16.60
RM 125/250 (1986) 11.95
RM 370/400/465/500 (all yrs.) 14.15
PE 175/250/400 (all yrs.) 14.15

FENDERS

ORIGINAL...STOCK. Fit perfectly for each year and model. NO DRILLING HOLES. BOLTRIGHT ON...TEAM SUZUKI COLOR.



FRONT	
RM 80 (all yrs.)	\$27.25
RM 100/125 (all yrs.)	34.50
RM 250/370/400 (all yrs.)	34.50
RM 465/500 (all yrs.)	34.50
PE 175/250/400 (all yrs.)	34.50
REAR	
RM 80 (all yrs.)	\$22.95
RM 100 (all yrs.)	41.95
RM 125/250 (1975-80)	41.95
RM 125/250 (1981-86)	31.45
RM 370/400 (all yrs.)	41.95
PE 175/250/400 (all yrs.)	41.95

SPROCKETS...CHAIN



BLACK LIGHTNING RACING SPROCKETS

Revolutionary (NEW) engineering development from MAC. Sprockets for serious off road competition.

COUNTERSHAFT. Made from top grade steel, case hardened, over 60 Rockwell.
RM 80/100/125/250 (all yrs.) \$ 9.95

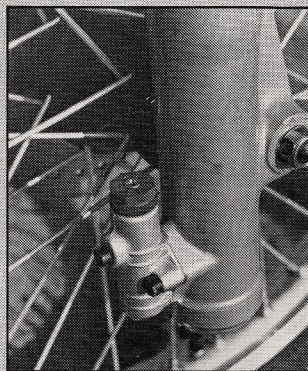
RM 370/400/465/500 10.95
PE 175/250/400 (all yrs.) 11.95

REAR
RM 80 (all yrs) \$11.50 pr.
RM 100/ 125 (all yrs) 12.55 pr.
RM 250 (1976-78) 12.95 pr.
RM 250 (1979-80) 13.90 pr.
RM 250/ 465/ 500 (1981-86) 12.55 pr.
RM 370/ 400 (all yrs) 13.90 pr.
PE 175/ 250/ 400 (all yrs) 12.95 pr.

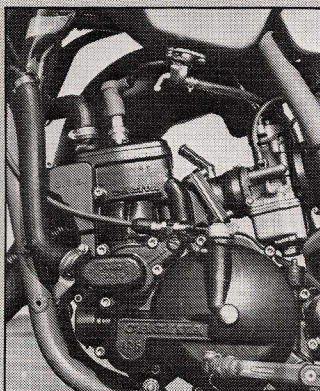
BLACK LIGHTNING: ORIGINAL, hardened alloy, light wt., bullet proof, wears twice as long as any sprocket on the market today.
RM 80 (all yrs.) \$29.95
RM 100/125/250 (all yrs.) 32.95
RM 370/400/465/500 (all yrs.) 35.95
PE 175/250/400 (all yrs.) 33.95

BLACK LIGHTNING: "NEW GROOVE", WORLD

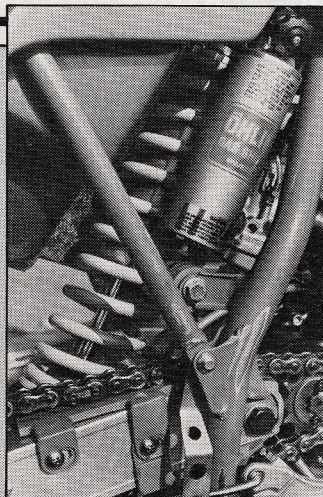
WMX125



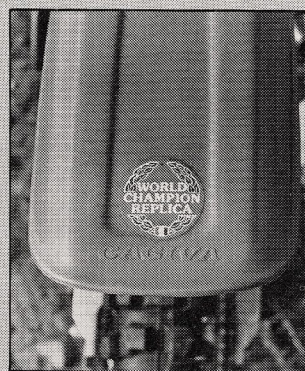
This little thingie changes the damping in the right fork leg, but not the left. The right side does rebound, and the left does compression. The spring is in the right. No spring in the left. Confused? So are we.



Whether they meant to or not, the nikasil Cagiva cylinder, with power valve, runs very similar to the 1985 Yamaha 125 cylinder with power valve. Good mid-range and not much else.



Ohlins provides the rear suspension on the Cagiva, and it is one of the best things about the Pekka Vehkonen Replica.



This sticker appears on the front fender. From what we can tell, it means that the fender is the same one Vehkonen used to win the 1985 World Championship. It surely wasn't the whole bike.

The rubber biscuits that hold the silencer on kept breaking, and the silencer itself tended to blow out.

The engine has a guillotine-style power valve that operates in much the same fashion as Yamaha's (yes, the 1985 Yamaha YZ125 also had a power valve).

Rubber is Pirelli Hardcross. Pirelli makes some good motocross tires, but the Hardcross is not one of them.

Spokes and hubs are very beefy. We expected the wheels to hold up well, and they did.

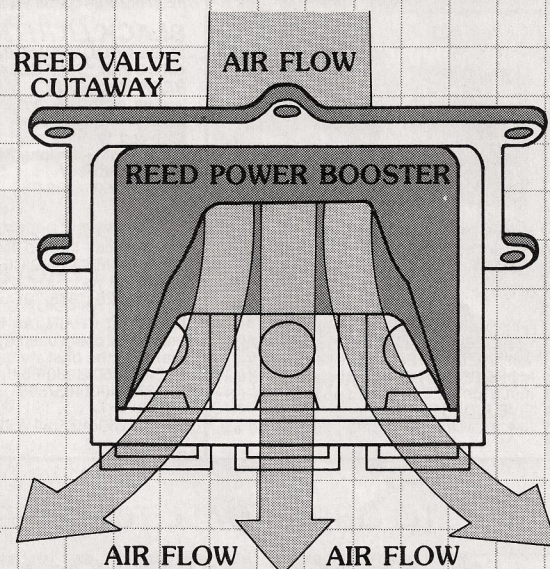
The kickstarter got caught under the footpeg everytime we kicked the engine over. The kickstarter must be repositioned as far forward on the splines as possible.

Cagiva has a superb airbox. Excellent size with a humongous still-air chamber. First-rate engineering.

WHAT DO WE REALLY THINK?

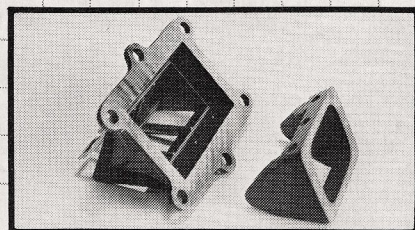
Our Euro sources tell us that Vehkonen's works Cagivas were very fast but very pipey. So's the stocker. They reported that the works Cagiva had Japanese forks and carb. The stocker could use those too. Vehkonen may have a World Championship Replica sticker on his bike also, but we don't feel that the '86 WMX125 is the same bike. A sticker isn't enough—we want the performance too. □

THE REED POWER BOOSTER



The REED POWER BOOSTER is designed to fit perfectly inside the reed valve assembly, helping to improve fuel mixture flow and increase power throughout the RPM range.

GIANATIS DESIGN



"This low-priced performance mod made an increase in power that is like adding a good accessory pipe. It's that good!" MOTOCROSS ACTION, March '86.

"We tested the FMF Reed Power Booster in 125cc, 250cc and 500cc bikes and in all cases we could feel an improvement, mostly in bottom-end snap and mid-range pop. DIRT BIKE, March '85.

An easy to bolt-in part that fits inside your engine's reed valve assembly, the REED POWER BOOSTER reduces turbulence inside the reed cage, creates a smooth flowing induction tract from the carburetor manifold into the reed valve assembly, and produces a venturi ram induction effect. The result is a faster, more efficient fuel mixture stuffing through the reed valve and an increase in power and torque.

FMF's REED POWER BOOSTER is available to fit

Order Direct By Phone
(213) 539-6884 or (213) 530-6307
FMF Canada (306) 446-4FMF
1430 West 259th Street, Harbor City, CA 90710



all current motocross bikes and performance model ATVs, as well as most popular older model machines. It works with both stock and aftermarket reeds. **\$29.95** Dealers invited.
FMF MX WORKS PIPES 80cc-125cc **\$129.50**, 250cc-500cc **\$139.50**; FMF ATV WORKS PIPES 250cc w/alloy silencer **\$149.95**, 250cc pipe only **\$129.50**.

NEW Attack JAK

GUARANTEED HARD

We're staying at the top of shoulder pad and chest protector design to help you go for it in the off road and motocross wars. Charge through the pack in HRP's tough new chest guard. Attack Jak is built to get you past the competition. Like the proven Flak Jak 2 Air System pads, the new Attack Jak gives you the best in unrestricted movement, performance and quality. The Attack Jak gives you the fit and mobility you want with fully adjustable shoulder, back, and side straps. Check it at your dealer today. \$69.95

FLAK JAK 2 Air System

Put proven Flak Jak 2 Air System pads between you and the competition. Compare the Flak Jak 2 sealed vinyl air cell pads with the thin compressed foam in other pads. Check out HRP's fit, mobility, and shoulder suspension. Flak Jak 2 Air System's advantages to you are big. LARGE and MEDIUM sizes. Custom factory shoulder ID kits optional. \$99.95



MINI FLAK JAK

Our original Flak Jak in mini size is designed for hard charging young riders under 95 pounds. Features shoulder caps with suspension. \$79.95

Check out Flak Jak and the new Attack Jak at your local dealer or contact HRP - Box 2109, Sun Valley ID 83353 - (208) 726-4343.



Yamaha 86

by Downers Grove Yamaha

A. ANSWER YAMAHA PRO MX OUTFIT
Pants, jersey, and gloves \$104.95
Save \$45 over individual prices. Many colors & styles. Also sold separately.

B. ANSWER SERIES III HANDLEBARS
Carbon/Steel \$16.95
Chromoly \$27.95

C. ANSWER VENTED KIDNEY BELTS \$19.95
AXO KIDNEY BELTS \$26.95
YAMAHA FACTORY KIDNEY BELTS, yellow/black \$13.95

D. PRO-FLO AIR FILTERS
The best 3 stage air filter. Holds more dust, allows more air flow ... \$7.50-15.95

E. DOWNERS GROVE YAMAHA SUSPENSION SERVICES
Yamaha Stock Shock Service ... clean, change oil, and recharge nitrogen ... \$53.00
Yamaha Stock Shock Rebuilt with Ohlins Internal Parts ... for 1985 & 86 YZ 125, 250, and 490 ... \$125.00
A MUST! \$125.00
TEAM YAMAHA FORK MODIFICATION performed on your stock dampening rods. Recommended by top privateers \$45.00

F. DOWNERS GROVE YAMAHA ENGINE WORK
All work performed by Yamaha Factory Trained Technicians. We maintain communication with team Yamaha Factory Experts, thus providing Yamaha Privateers with the latest modifications proven by Team Yamaha. Top Yamaha Privateers depend on us, including National Amateur Champion Troy Bradshaw, Rusty Ott and Mike Roth.
TEAM YAMAHA FLOW BENCH PORTING \$135.00
All cylinders are tested on the flow bench & verified for accuracy. The customer then receives a certified document of the work performed.
CYLINDER BORING WITH SUNNEN HONING \$29.00
PRECISION CRANK BUILDING \$35.00
Team Yamaha Engine Kits are available with cylinder porting, reeds, pipe, and silencer. Call for prices.

G. ANSWER A-TECH HELMETS
New Lightweight Kevlar/Fiberglass white or yellow \$99.95
with factory graphics



H. ANSWER AND J.T. CHEST PROTECTOR IN STOCK
Priced from \$29.95

NOT PICTURED HERE
ANSWER GAERNE SUPER PRO BOOTS
Red, black, blue, white: \$144.95

ANSWER GAERNE GMX FORCE
The ultimate m/x boot!
Red/white, white/blue: \$189.95

ANSWER SERIES III GRIPS
Bob Hannah Design \$5.95

ANSWER ALUMINUM SILENCERS
Used by the factories.
Late model YZ's and I.T.'s from \$49.95
Repacking kits \$5.95
YAMAHA CABLE LUBER \$11.95
YAMAHA DOG LEG NYLON LEVERS \$7.95

SPECIAL SALE ON M22/23 BRIDGESTONES \$79.95 PER PAIR

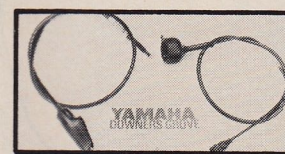
Yamaha Parts

Genuine Factory Parts

YAMAHA PARTS WAREHOUSE

Yamaha of Downers Grove features a huge inventory of genuine Yamaha parts, as well as a complete stock of aftermarket accessories. We've got it all in stock, ready to ship to you. We offer the lowest prices and the fastest service! Order direct and save!

Full warehouse of street bike, I.T., and Tri-moto parts in stock!



CABLES
Genuine Yamaha cables. Specify year and model.

THROTTLE
YZ 80 \$5.50-7.75
YZ 100 7.50-9.50
YZ 125 6.25-9.75
YZ 250 7.75-9.50
YZ 400/465/490 7.75-9.50

CLUTCH
YZ 80 \$7.25-8.50
YZ 100 8.50-10.75
YZ 125 7.25-10.25
YZ 250 7.50-8.95
YZ 400/465/490 7.75-8.95

FRONT BRAKE
YZ 80 \$5.30-7.50
YZ 100 6.75-10.75
YZ 125 6.50-10.75
YZ 250 5.75-11.25
YZ 400/465/490 5.75-11.25

BRAKE SHOES
GENUINE YAMAHA SHOES
Front
YZ 80 \$9.50-13.90 /pr
YZ 100 10.60-14.50 /pr
YZ 125 7.50-13.00 /pr
YZ 250 10.60-12.70 /pr
YZ 490 10.50-12.75 /pr
YZ 80/125/250/490 Disc Pads 25.00-26.45

Rear
YZ 80 \$8.50-13.90 /pr
YZ 100 12.50 /pr
YZ 125 10.60-18.00 /pr
YZ 250 13.00-24.30 /pr
YZ 400/465/490 11.95-21.95 /pr

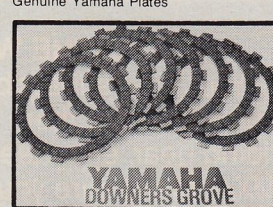
LEVERS
Brake-all YZ's \$4.75-7.95
Clutch-all YZ's 4.75-5.75



PISTON KITS • RINGS
GENUINE YAMAHA PISTON KITS
Consists of piston, rings, wrist pin, and circlips.

YZ 80 \$23.75-34.50
YZ 100 26.95-28.25
YZ 125 25.50-42.75
YZ 250 39.25-61.60
YZ 400/465/490 46.75-60.25

GENUINE YAMAHA RINGS
YZ 80 \$5.25-12.75
YZ 100 5.30
YZ 125 5.95-15.95
YZ 250 10.75-16.25
YZ 400/465/490 16.25-17.25



CLUTCH PLATES
Genuine Yamaha Plates
YZ 80 \$4.24-4.60 /ea.
YZ 100 4.95 /ea.
YZ 125 4.95-5.25 /ea.
YZ 250 6.50-7.40 /ea.
YZ 400/465/490 6.50-7.40 /ea.

STEEL DRIVEN PLATES
Replace your stock aluminum driven plates with genuine Yamaha optional steel plates. Most YZ's \$2.30-4.75 /ea.

CLUTCH SPRINGS
Replace your worn springs with a new set of genuine Yamaha springs.
YZ's \$2.00-9.95 /per set

SHIFT LEVERS
GENUINE YAMAHA PARTS
YZ 80 \$6.75-12.75
YZ 100 7.75-15.95
YZ 125 7.25-21.75
YZ 250 11.30-25.15
YZ 400/465/490 10.75-25.15

FORK SEALS
GENUINE YAMAHA FORK SEALS
YZ 80 \$3.25-3.95
YZ 100 3.00-5.10
YZ 125 3.70-5.10
YZ 250 3.75-4.60
YZ 490 4.20-5.20



CRANK KITS
CRANK REBUILD KITS
Genuine Yamaha parts-consists of connecting rod, upper and lower rod bearings, crank pin, and two thrust washers.
YZ 80 \$30.50-49.75
YZ 100 37.95-44.50
YZ 125 36.95-44.50
YZ 250 41.80-49.30
YZ 400/465/490 46.75-52.25

CRANK MAIN BEARING AND SEAL KIT
Genuine Yamaha parts-consists of two main bearings, and two crank seals.
YZ 80 \$14.95-23.95
YZ 100 21.95-22.95
YZ 125 21.15-22.00
YZ 250 23.50-31.25
YZ 400/465/490 34.95



SPROCKETS • CHAIN
Genuine Yamaha sprockets-made of topgrade steel or hardened aluminum alloy.

COUNTERSHAFT SPROCKETS
YZ 80 \$4.75-8.75
YZ 100/125 6.50-8.75
YZ 250/400/465/490 8.50-9.75

REAR SPROCKETS
YZ 80 \$14.50-36.25
YZ 100/125/250 18.95-42.25
YZ 400/465/490 18.95-42.25

CHAIN
YZ 80 \$9.95-18.95
YZ 100/125/250/400/465/490 28.95
428 and 520 stocked in all lengths.

FENDERS
Genuine Yamaha fenders.
Perfect fit - no drilling holes, bolts right on.
Front
YZ 80 \$15.95
YZ 100/125/250/400/465/490 17.50-21.25
Rear
YZ 80 \$13.25-15.50
YZ 100/125/250/400/465/490 12.00-37.50

HANDLEBARS
YZ 80 \$15.25-19.50
YZ 100/125/250/400/465/490 12.50-23.50

GRIPS, THROTTLE TUBES, & PERCHES IN STOCK

86 TEAM YAMAHA COMPETITION SERVICES!
86 ANSWER!
(312) 971-2677



We ship UPS-COD or use VISA, MasterCard or American Express.
330 Ogden Avenue, Downers Grove, Illinois 60515

- FREE PAIR OF SWINGARM STICKERS WITH EACH PURCHASE
- WE HAVE TWO FACTORY-SUPPORTED MOTORCROSSERS ON OUR STAFF
- IF YOU DON'T SEE SOMETHING LISTED...CALL!

WE STOCK IT!
OVERNIGHT DELIVERY AVAIL.

TO ORDER
CALL
(312) 971-2677

We ship UPS-COD or use VISA, MasterCard or American Express. 330 Ogden Avenue, Downers Grove, Illinois 60515. \$10 min. order charge, prices do not reflect freight.

NEWSSTAND vs. SUBSCRIPTION



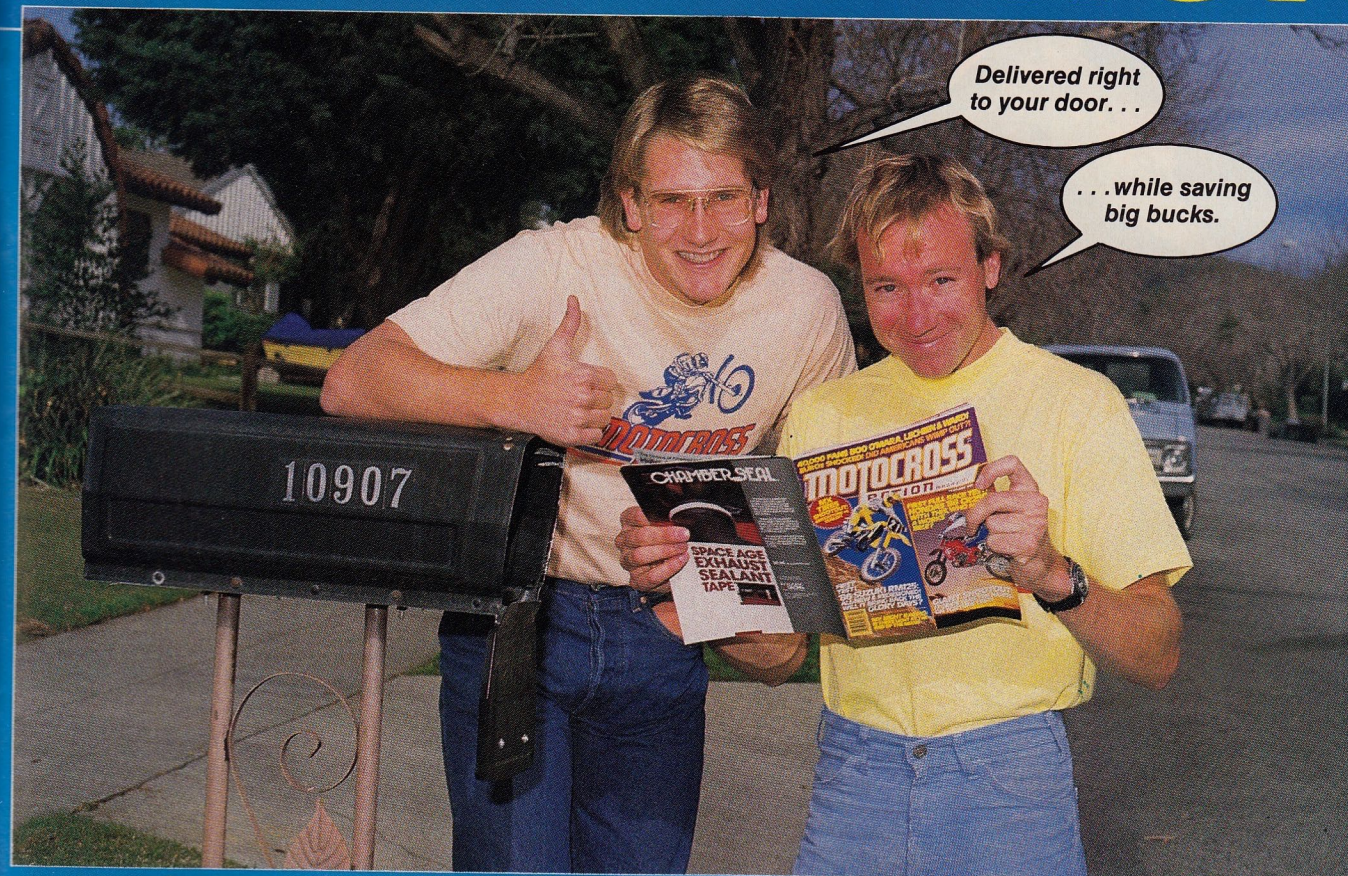
WHAT ABOUT HANDLING?

It's easy to handle. All you have to do is make this decision: 1. You can trudge off to the newsstand 12 times a year, risking "sold-out" signs and paying up to 92 cents more for every issue, or 2. you can *subscribe*.

AND THE WINNER IS...

You! As a subscriber you can save *real* bucks and put them toward such things as riding gear, entry fees or—more copies of *MXA*! Make sure you get that inside line every month, all year round.

Subscribe and win. Get *MOTOCROSS ACTION* today!



SEE ENVELOPE FOR COMPLETE DETAILS ON HOW TO SUBSCRIBE

SHOOTOUT SCOREBOARD

	SUBSCRIPTION vs. NEWSSTAND	RESULTS
ECONOMY	One year: \$14.98— SAVE 38%	One year: \$24.00 Subscribers save 38%!
CONVENIENCE	<i>MXA</i> delivered right to your door	You have to find <i>MXA</i> yourself Subscribers save time!
SECURITY	<i>MXA</i> comes every month—guaranteed	<i>MXA</i> sells out quickly Subscribers save disappointment!

One-year subscription \$14.98; two-year subscription \$25.95. Canadian subscribers add \$4 for one-year and \$8 for two-year subscriptions additional postage and handling. All other foreign subscribers add \$5 for one-year and \$10 for two-year subscriptions additional postage and handling. Please use international money order in U.S. funds only.

Make check or money order payable to *MOTOCROSS ACTION* and mail to: Post Office Box 9502, Mission Hills, California 91345-9502.

Please allow eight weeks for delivery of first issue.

MOTOCROSS
ACTION MAGAZINE

SUBSCRIBERS WIN!



CR, YZ, KX & RM LONG- TERM TORTURE TEST

40 motos & still counting

□ *MXA's* wrecking crew expects no mercy, receives no pity, and gives no quarter. Our race tests are brutal torture to an unsuspecting opponent. An *MXA* test bike gets raced, flogged, whipped, and pounded. We cut no corners during our testing; all bikes are treated equally, weak points are discovered, and strong points are taken advantage of. After an *MXA* test bike survives the individual race testing, it's subjected to the second leg of our testing—the feared *MXA* shootout. Here, bikes are compared, switched off, and run head to head. We compile all our testing notes and figures, compare them with our race results, and come up with the overall 125 champion.

It's our race testing that is the true test. You can ride and practice all you want on a bike, but it's how the bike performs during a race that tests its true capabilities. *MXA* has no equals in this phase of testing. No one else goes out and races every week, three or four times a week, as the *MXA* wrecking crew does.

Our 125s have been raced and ridden every week for the past six months. They've been through the entire Trans-Cal and Golden State series. We switched bikes between motos, during motos, and from day to day. We know what the differences are, what breaks, what works and what doesn't, and most important, what it's like to live with the four Japanese 125s for six months. Six months with us is like six months of pure agony. Join us as we look at what it's really like to race and ride these bikes in the *MXA* wrecking crew long-term shootout shuffle!



BEST TIDDLERS

SHOOTOUT WINNERS: RECORD BOOK

• Every year there is one 125 that stands out as the best of the bunch. History may prove it to be a fluke or a flake, but in its place in history, that one bike was the bike to have. Here is a complete list of the best 125s on a year-to-year basis. •

1970	Monark
1971	Penton
1972	Yamaha YZ
1973	Honda CR
1974	Honda CR
1975	Suzuki TM
1976	Suzuki RM
1977	Suzuki RM
1978	Suzuki RM
1979	Yamaha YZ
1980	Yamaha YZ
1981	Suzuki RM
1982	Suzuki RM
1983	Honda CR
1984	Kawasaki KX
1985	Kawasaki KX
1986	Honda CR



World beater gets better.

The Cagiva WMX125. World 125 Motocross Champion



CAGIVA
The Italian Motorcycle

Finland's Pekka Vehkonen rode the Cagiva WMX125 to World Championship in 1985. Now you can ride the same bike. We took the 1985 version and updated it, using input provided by Vehkonen during the gruelling Grand Prix season when he beat the best in the world. Hot new Marzocchi 42mm forks with external dampening control and redesigned valving are perfect for American tracks. The engine has more power and torque, and we have redesigned the Power Valve actuating mechanism. Aluminum Renthal handlebars are new for '86. Dell'Orto designed us a new carburetor. The Ohlin "Piggy Back" rear shock is their latest. Seat and tank have been redesigned, it's now easier to move around on. We've kept the Motoplat ignition, Brembo hydraulic front disc brake, only now it's a 240mm, Pirelli Hard-Cross tires, 11.8-inch front and 12.8-inch rear suspension travel, liquid cooling—and other good stuff. It has six speeds, plus a lot more detail improvements. You'd think it would weigh more. But it doesn't. It actually weighs less... only 196.2 pounds dry. Ride the World Champion's bike—the 1986 Cagiva WMX125.

CAGIVA NORTH AMERICA

20030 South Normandie Avenue, Torrance, California 90502 Write or phone area 213/538-9337 for the location of the dealer nearest you.



HONDA CR125R

How can something so boring be so good?

★ 125 ★
RACING GUIDE

▲ Even with its flaws intact, the Honda CR125R is user friendly. It is raceable off the showroom, and what the suspension flubs on, the motor more than makes up for.

MOTOR OF THE YEAR

Honda's '86 125 comes on strong at the bottom, thrusts through a healthy mid-range, and flattens out to a decent top-end scream. It's one of the best 125 motors to come down the pipeline in years. While the other 125s are trying to rail corners harder, riding with typical 125 razorlike precision, the Honda rider can ride sloppily, make mistakes, and still grab gold. It's that good! People who normally can't ride 125s, line up to take a spin on the Honda. Top pros play with, alter, and modify the motor to get more power, but the funny thing is, most of them go back to stock. How can you improve on something so refined as the CR's power output? No, we're not hyping it up, it really is that good.

HANDLING AND SUSPENSION

Cornering—why even ask? Typical Honda inside-line master. It'll also slide, square off, and move like a break dancer. A slight price is paid for the perfect cornering, which is straight-line stability. Shutting down from high-speed, rough straights causes the front end to nervously hunt around, waiting to tackle the upcoming turn. It's something that requires some attention, but it's not unmanageable. A rider can jump on the CR for the first time in his life, and, within minutes, he will become an efficient, confident berm buster and inside-line master.

Suspension—well, nobody's perfect. It's livable, but it takes some setting up and overlooking by the rider. Properly dialed in, the suspension is adequate. Fork action is much too harsh and doesn't do much in the way of helping the nervous stability. Kayaba's TCV valve is a gimmick in comparison to the larger brother's cartridge Showa forks. What would it be like to ride a CR125 with Showa cartridge forks? Heaven! We tried it, and it cut the front end instabilities in half. You can live with the stockers, though.

Kayaba's single-shock, Pro-Linked suspension soaks up the big, rolling bumps and jumps well. It's on the square-edged and choppy stuff you hit when exiting corners that it hurts. Again, it's passable. We rode



Easy to ride, easy to like, and easy to win on. This bike is too perfect. It may be the third year for the same look, but the performance is all new.

□ Let's face it. Honda's 1986 CR125R is boring. Well, it does have that real racy look, but, besides the gold rims, it's the same look as '85. While the other three conglomerate giants threw away the old molds and started over from scratch, Honda's CR125R is cosmetically boring—maybe even not that much improved over the '85 model.

What Honda did, though, was to stick to a proven layout and put all its efforts into non-superficial, internal improvements, improvements that mean something at the checkered flag. These unseen improvements have made the '86 CR125R the sleeper of the tiddler class, the clear-cut king of the 125s by a wide margin. It doesn't have a rear disc, low tank, or oval-tubed frame. It looks the same as last year. But results don't lie. There's not much stuff to say, except, how can something so boring be so good?

and raced our CR with the stock shock and forks with good results.

MISCELLANEOUS STUFF

Make sure your filter wing nut is on firmly—some people have been losing their filters, causing instant death to a wonderful motor. Ring life is a bit shorter than last year's, due to a single-ring piston. Last year's dual-ring piston fits right in if you prefer. Clutch life is great, but make sure you change the oil frequently. The aluminum clutch plates contaminate the oil to a sick-looking goo within minutes. Steel plates from the '83 CR125R or Barnett copper plates fit right in, create longer clutch life, and promote gearbox health by keeping the oil cleaner. Spokes held up well and required minimal maintenance. Ditto for the brakes, linkage, pivot points and controls. Layout is perfect. Shifting is buttery smooth. Rear brake octave pitch is now history, thanks to wider shoes. The Bridgestone's M41 front tire is junk. The rear M42 is a very good, all-around tire. Keep the suspension fluids fresh for consistent performance. Watch the frame down-tubes where they meet the forward motor mount. Frame tubes have been breaking there.

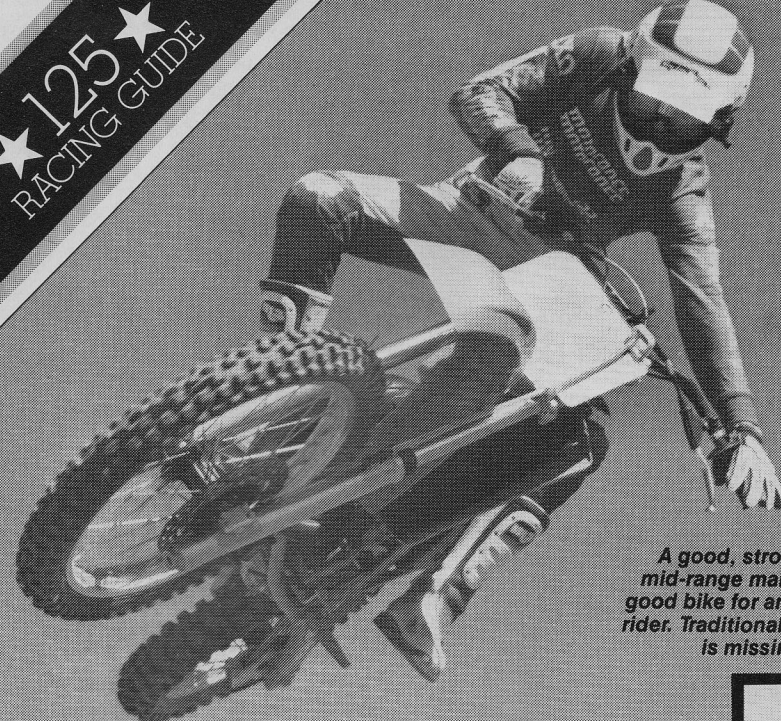
Servicing the bike is quick and easy; everything is thought out with the racer in mind. Chain and sprocket life seem to be improved over years past. Stock gearing works almost everywhere. Make sure you keep the ATAC system clean, and adjust it according to the owner's manual. We were amazed at how well this bike held up to abuse. It is stone reliable.

LIVING WITH KINGS AND QUEENS

Racing Honda's CR125 is a pure joy. It makes you open your eyes and rediscover the real meaning of motocross. It makes you want to go fast, stuff riders, do cross-ups, show off, and do things you couldn't do before. □

MODEL: 1986 CR125R

NUMBER OF RACES	28
POWERBAND	Low to mid-range
BEST ATTRIBUTE	Power, reliability
WEIGHT	196 lbs.
FLAWS	So-so suspension, headshake
CHANGES	Fork springs, steel clutch plates, front tire
LIST PRICE	\$1998



A good, strong hit in the mid-range makes the KX a good bike for an aggressive rider. Traditional KX low end is missing in action.

KAWASAKI KX125

Sometimes you try too hard

□ Kawasaki's 125 glory days came to a halt in 1986. After two years of domination, they felt pressure from the competition. In retaliation, they went all out to give the people what they wanted—a works replica: pro power, trick suspension, rear disc, slimmed layout, and trick box-sectioned aluminum subframe. For once the consumer got what he asked for. Did he get too much?

PRO POWER IS TOO TOUGH

Kawasaki's strong mid-range hit and top-end howl is awesome. In pure horsepower numbers the '86 KX romps on everyone else. Unfortunately, this power is spurted out over a narrow powerband and demands precise, on-the-ball, no-mistakes riding tactics. It's a demanding motor, although a fast one when ridden aggressively and properly. Kind of like an overported '85.

HANDLING AND SUSPENSION

Kawasakis have never had a good reputation for cornering. They tightened up the rake this year in search of cornering. Yes, it does steer, but everything else refuses to follow. It's a weird sensation to describe. You can have the front end in the inside groove, and the rear will be in another line. Or the rear will be powering down in a tight rut berm, and the front end will climb out,

seemingly in another world. Past KX racers think it's the best handler to come down the grapevine. We don't. If we raced a moto on the CR, YZ, or RM, and then jumped on the KX, we'd be fighting the bike all around the course, missing every line we tried to take. Stability is average.

Our suspension gave us reasonable performance. Here again, there seems to be a tug of war between the front and rear ends. This bike doesn't seem balanced, period. We tried a DMC bike, which was a big improvement, but it still had that hinged effect, the rear fighting the front.

We never serviced our forks. They gave us good performance with in-the-ballpark spring rate and preload. They rebound on the quick side, causing the front end to skate around.

Kawasaki's new rear end works about the same as the Honda's (harsh on square-edged, choppy stuff), but the effect the rear brake had on the suspension made it terrible. Even after a rider got used to the excellent stopping rear brake, the effect it played on the rear suspension was still a major problem. The non-floating disc locks up the rear shock. Braking from high-speed straights into choppy, brake-bump riddled corners is

a mess. Suspension suppleness is lost when the powerful disc stiffens the rear suspension, resulting in a shuddering, swapping turn entrance. It's proven that you can deal with these factors and go fast on the machine, but it's not what you'd call a happy chassis/suspension package.

MISCELLANEOUS STUFF

Clutch life is excellent. It's still on the grabby side, but it never gave us a problem. The carburetion is way too fat in the middle. An FMF reed booster improved low-end power. The tires are complete junk. Reliability is a joke. Check the frame everywhere—it might be broken. Piston life was good for us, although we've heard of shattering skirts. Keep an eye on the linkage-to-lower-frame bolt and the long, bottom motor mount bolt; they're breaking. Bend the aluminum rear disc guard in so it doesn't thrash the side plate. Plastic chipped on our rear fender, and it seems to be on the brittle side too. The front brake needed to be bled for de-



In the long run, the Kawasaki KX125 didn't have the same appeal as the 1985 version. The narrow powerband and hard-to-live-with chassis rate the KX an expert-only bike.

cent performance. You can't adjust enough play in the rear brake pedal. Keep an eye out for cracks on the front rim. Servicing the bike is basic and straightforward. Ergonomics are finally in at Kawasaki.

TOO HOT TO HANDLE

Give the people what they want. You asked for it, you got it. It has every trick component you've ever dreamed of. There's not much refining to do to the bike; you have to ride it like it is and get used to the quirks. An on-the-mark, go-for-it rider might feel at home on the KX. It required too much of a faultless, aggressive riding style for us. You can live with the KX, but given the choice, we were always racing the CR or the YZ. □

MODEL: 1986 KX125E1

NUMBER OF RACES	14
POWERBAND	Mid-range to medium top end
BEST ATTRIBUTE	Horsepower, rear brake
WEIGHT	199 lbs.
FLAWS	Handling, jetting
CHANGES	Jetting, FMF Reed Booster, tires
LIST PRICE	\$2049

Competition Accessories Inc.

1944 U.S. 68 North, Xenia, Ohio 45385



NOTICE! For your's and our protection, we validate all charge card transactions through "Tele-Card Security Systems".



TOLL FREE 1-800-543-3535
Ohio Callers Dial Toll FREE 1-800-252-3131

To order - check on availability - fit - price - our opinion and recommendations, etc. We now have 20 incoming lines.

FOR CUSTOMER SERVICE CALL 1-513-372-6621, 9-5, Mon.-Fri.

PHONE HOURS: Mon. thru Thurs. 9 a.m. - 9 p.m.

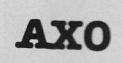
Fri., Sat., 9 a.m. - 5 p.m.; CLOSED SUNDAY

EARN YOURSELF AN EXTRA 5% DISCOUNT ... SEE ABOVE BOX FOR DETAILS

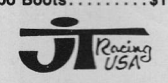
Before you rush to another supplier for a few cents savings, don't forget our 5% mail in discount offer. This plus all the other discounts we offer equal a much greater savings.



Pawtectors	\$17.95
Dirt Paws	\$14.95
Mud Paws	\$3.00
Race Pants	\$64.96
Half-Vented Pants	\$79.95
50/50 Jerseys	\$14.95
Roost-D-Flector	\$49.95
Racing Boots	\$139.95



Series 29 Glove	\$29.50
Series 19 Glove	\$16.50
Super Belt	\$24.95
Series 95 Pants	\$79.95
Jerseys	\$12.95 - \$22.95
Ranaldi Boots	\$144.50
Turbo Boots	\$119.50



Replica Helmet	\$184.95
Airliner System-1	\$134.95
V-1000	\$59.95
V-2000	\$79.95
Supercross Jersey	\$16.95
Vented-Cool Jersey	\$19.95
Newform Pants	\$99.95
Total Flow Pants	\$104.95
Life-Line Gloves	\$29.95
MX Boots	\$144.95



Original	\$18.50
Cool One	\$16.95
Cyclone	\$19.50
Professional	\$17.95



Ultra-Lite Jersey	\$12.95 - \$21.95
Ultra-Lite Pants	\$84.95
Ultra-Lite Gloves	\$22.95
Rock Block	\$84.95



WHITE BROS
FREE FREIGHT

Before ordering your helmet, please have your head measurement ready. Measure around head 1" above eyebrows and across largest portion of head in rear, if you have any questions, PLEASE CALL!!



Moto-4	\$136.50
Mag-4	\$107.50
Moto-3 Pro	\$119.50



*Horizon	\$129.50
Enforcer	\$96.50
*Team Colors add.	\$10.00



MXV	\$99.50
Brad Lackey	\$119.50



ATV Moto Full Face	\$34.50
Proline	\$49.50
Open Face	\$24.50



Flack Jack 2	\$79.95
Mini Flack Jack	\$64.95



Pro Armor	\$74.95
Elbow Guards	\$12.95



Pro Boots	\$149.50
Kids Boots	\$94.50
MX Socks	\$3.95
Sno Seal	\$2.75

MALCOLM SMITH

Gold Metal Boots	\$143.95
Trim Fit Boots	\$125.95
Trim Fit Pants	\$92.50
Pro Series Team Pants	\$79.95
ISDE Enduro Jacket	\$143.95
Super Gear Bag	\$56.50



Y
A
M
A
H
A

GENUINE PARTS

Lowest Prices on
Piston Kits, Crank
Kits, Cables,
Brake Shoes &
Pads, Levers, Fenders
Yamalube R.....\$2.25
Yamaha Bond-4.....\$2.95

DON'T BE RIPPED OFF!
Read the fine print. Is the
freight included in their
price? Ours is included on
every item on these pages!



Our 26th Year Serving You

NEW POLICIES

*C.O.D. orders accepted to Qualified Customers or if accompanied with money order for 20% deposit. C.O.D. Handling Charge \$5.00.
*2% additional discount on mail-in order accompanied with full payment by personal check or
*5% additional discount on mail-in order accompanied with full payment by money order.
*Sorry. We cannot honor these TWO ADDITIONAL discounts at our retail counter.

- We stock the largest variety of your motorcycling needs in the U.S.A.
- No matter what your motorcycling needs may be call us TOLL-FREE for a favorable price quote.
- We sell almost any name brand cycle accessory.
- We have no minimum order.
- We have the best prices - Try Us!
- Ohio Residents - Please add 5.5% sales tax. (Ohio residents please keep in mind that money orders mailed in receive 5% discount, which virtually offsets sales tax.)

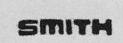
COUNTER HOURS: Monday, Tuesday, Thursday 9 a.m. - 7 p.m.; Friday and Saturday 9 a.m. - 5 p.m. (Closed Wednesday & Sunday.)



83 Standard	\$12.95
87 R Over Glasses	\$18.95
89 Lexan	\$15.95
Venturi Face Mask	\$8.95
Plain Face Mask	\$7.95



0/20 Goggles	\$15.95
Face Mask	\$7.95
Blast Shield	\$5.95



Rolloffs	\$26.50
----------	---------



Foam Filter Oil	\$2.20
MCIT	\$3.00
SI7 Injector Oil	\$3.35
Fork Oil	\$1.99
Dot 5 Brake Fluid	\$7.95

MX GRIPS

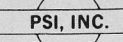
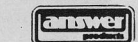
OURY GRIPS	\$4.50
COTT HURRICANE	\$5.50
OAKLEY B-1B	\$6.75
OAKLEY B-2	\$3.95
DeCROSSER	\$5.50
GOLD BELT DE GRIP	\$3.50
TACKI-GRIP	\$5.50
MTD GRIPS	\$2.50
GRAB ON GRIPS	\$4.95



520 O Ring	\$39.95
520 Heavy Duty	\$26.95
428 Heavy Duty	\$14.95



520 Pro	\$36.50
428 QR	\$17.50



FREE FREIGHT



MX 300x21	\$38.95
MX 325x21	\$41.95
MX 500x17	\$65.95
MX 110/90x18	\$57.95
MX 400x18	\$49.95
MX100/90x18	\$45.95
MX 450x18	\$47.95
MX150/80x18	\$62.95
Multix 450x17	\$53.95
Multix 450x18	\$56.95
Perfect X 300x21	\$36.95
Perfect X St 120/90x18	\$54.95
Perfect X St 460x18	\$53.95
Perfect X St 510x18	\$54.95
Perfect X St 140/80x18	\$55.95
Perfect X Ht 120/90x18	\$59.95
Perfect X Ht 460x18	\$54.95
Perfect X Ht 510x18	\$59.95
Perfect X Ht 140/80x18	\$61.95
Mini X 275x17	\$26.95
Mini X 410x14	\$32.95
Enduro 300x21	\$55.95
Enduro 460x17	\$60.95
Enduro 510x17	\$64.95
Enduro 400x18	\$60.95

Metzeler prices listed above are for our retail store only. Please call for mail order prices.



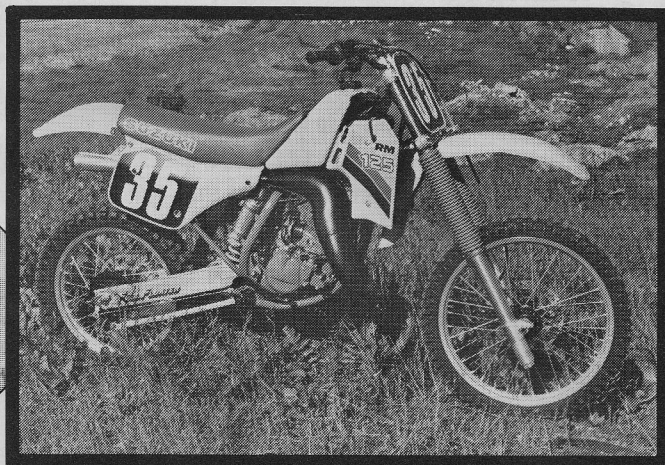
K88 St 400x17	\$45.95
K88 St 500x17	\$47.95
K140 St 130/80x18	\$60.95
K140 St 140/80x18	\$64.95
K141 Ht 120/80x18	\$56.95
K141 Ht 130/80x18	\$60.95
K141 Ht 140/80x18	\$68.95
K190 Ht 510x17	\$51.95
K490 175x17	\$21.95
K490 410x14	\$24.95
K490 120/80x18	\$36.95
K490 130/80x18	\$37.95
K490 140/80x18	\$39.95
K690 275x17	\$27.95
K690 410x14	\$31.95
K690 510x18	\$39.95

TIRE ACCESSORIES

Balance plus 8 oz.	\$2.95
12 oz. \$3.95	16 oz. \$4.79
Seal-N-Air	\$4.95
Breezer	\$7.50
6" Tire Iron	\$2.50
9" Tire Iron	\$4.50
Std. Tube	\$5.95
Michelin Tube	\$8.95
Conti. or Metzeler Tube	\$11.95
Rim Locks	\$4.95
Rim Straps	\$.75

SUZUKI RM125

Now, is that gratitude?



It looks nice, but don't let the cosmetics fool you. The RM125G is hard to ride, hard to work on and hard on parts. You could win on an RM, but it would be you doing the winning, not the bike.

□ Suzuki is having a hard time in '86. They gave it the old college try with a new blue paint job and an all-new package housing an old motor. It's a tough world out there, and the Suzuki RM is learning that. The RM125G is slow, and *power* is where it's at in the 125 class. By unanimous opinion this is the least favorite 125. No one wants to go to the starting line with a disadvantage. **WHERE DID THE MOTOR GO?**

So, what is the all-blue, bomb-pop-looking EVAC motor really like? Revs build slowly—too slowly. The powerband is narrow and never actually hits. The power spread is from mid to top, requiring frantic riding tactics. Fall off the pipe, and you lose places before you can get going again. Tacky terrain requires liberal clutch abuse and gear guessing. Why have an EVAC system when you can see it close in the window way before the bike comes on the pipe? We tried adjusting it to no avail. Hotshot tuners clued us in to locking it in the closed position. It worked better that way. Over rough ground the EVAC valve would bounce open and shut, causing strange power sensations and cutting out. Also, the motor would slow down drastically halfway through a moto, as if it were overheating. Our bike ran on the rich side, with beautiful-looking plugs. Yet it constantly scorched the top end, detonated the head and piston squish band area like crazy, and stuck pistons at an alarming rate. Make sure you use good gas. We suggest high-octane race gas.

Thankfully, the clutch has been beefed up over last year's. It is forced to be used so much that it heats up, losing proper clutch end play and eventually becoming difficult to disengage. Shifting has no feel to it, and missed gears are common. But it will shift under a full load. Gear ratios don't match

Overall, the suspension is first-rate. The rear chatters a tad, but for most moto work it is raceable. The whole system requires a long break-in period.

the powerband. We geared it down to 53 teeth for more pull. Basically, the RM125G motor is outdated and needs horsepower, not gimmicks.

HANDLING AND SUSPENSION

If you're five feet tall, you'll love the layout. It's good for small riders moving off 80s, but bad for normal-sized racers. For people over munchkin height, standing up is a major job. You want to stand up all the time because the seat has absolutely no padding, but the rider positioning forces you to sit down. Strange. It corners pretty well, relying mostly on the ability of the front end to steer around corners. If you're in the groove, the front end has a hard time staying in it. It loves to slide, sometimes too much so. Stability is good.

We didn't like the forks and shock when we first got the RM, but after we put some time on the bike, we grew to really appreciate them. We never modified the suspension, and it improved with time. We added some oil to the forks and were impressed with their performance. The rear suspension would chatter over square-edged, choppy sections, but worked well everywhere else. Suspenders are one of the RM's strong points. Even though the RM forks and shock are firm and chattery, they are 100-percent raceable.

MISCELLANEOUS STUFF

Tires work well on super-dry, slippery, hard-packed Carlsbad GP terrain. They don't work anywhere else. The whole bike got ugly-looking real quick. Seat foam,

which was too soft to begin with, broke down immediately, causing a bumpy-looking seat. Controls feel antiquated. Front brake action is spongy, and we ran out of adjustment. We put in a longer bolt for more adjustment. Twisting the throttle requires too much turn. The rebound adjuster froze on our shock, thankfully after we had already dialed the rebound to suit ourselves.

Servicing the bike is a pain. Pull off the rear wheel or shock, and all kinds of spacers fall out. As a matter of fact, everything has spacers, and the bolt/nut quality is poor. We're glad the filter is made of good-quality foam, because nobody wanted to service it. The filter is wider than the frame rails, and not much smaller than the airbox. Since there's no room in the airbox and the sealing surface is angled so much, every time you pull out the filter, large doses of dirt are scraped into the airboot. When installing the filter, it's a cat and mouse game of trying to find the threaded bolt hole. This is one of the poorest-designed filters ever made. Oh, yeah. Make sure you silicone seal the airbox/airboot junction. Your boot hits the airboot and opens it up. It will suck dirt.

IS IT REALLY BLUE?

In a way, yes. It's hard to ride, hard to work on, and eats pistons. We had a hard time going fast on it. If the bike had a motor, it could drastically change the results. Then you could overlook the too-scrunched riding position. For now, we'll have to rely on the excellent overall suspension package and wait for next year. Hopefully, horsepower is Suzuki's New Year's resolution. □

MODEL: 1986 RM125G

NUMBER OF RACES	17
POWERBAND	Upper mid to top end
BEST ATTRIBUTE	Suspension
WEIGHT	200 lbs.
FLAWS	Horsepower, servicing, layout
CHANGES	Jetting, rear sprocket, fork oil height, EVAC system locked shut
LIST PRICE	\$1999

THE LAST MONDAY OF EVERY MONTH!
10:00 P.M. Eastern/Pacific Time
Plus, two repeat telecasts each month.

Coors Presents

MotoWorld®

Tune in and discover the thrills and excitement of motorcycling!

- Spectacular Race Coverage
- In-Depth Rider Interviews
- Behind-the-Scene Newsmakers
- Technical Reports

USA
NETWORK



Hosted by America's most popular motorcycle personality, Larry Maiers, and telecast on the USA Network, MOTOWORLD is television's first and only complete Motorcycle News Magazine Series.

Be sure to tune in and turn on to the latest in the world of two and three wheels, plus, regular coverage of exciting 4-Wheel ATV action.

Check local listings for times and dates of two repeats each month.

MotoWorld®

MotoWorld Host
Larry Maiers

Brought to you by

HONDA



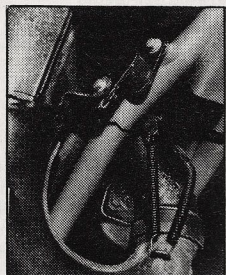
Castrol



92 **MOTOCROSS ACTION** / MAY 1986

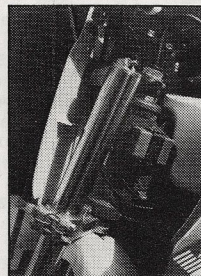
RACER'S LOG: WHAT BROKE

Meet the
MXA wrecking crew

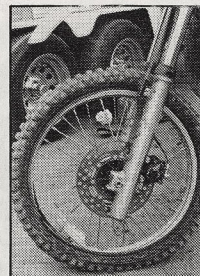


◀ **Honda CR125R:** The biggest failure on the CR125R was a broken frame. We've seen this before, so it bears watching.

Yamaha YZ125S: If you overtighten the top triple clamp bolt on the YZ125S, it can snap. Ours did over a big jump.



Pilot error: The MXA wrecking crew didn't get its name by accident. We ride hard, race often and crash stylishly. ▶



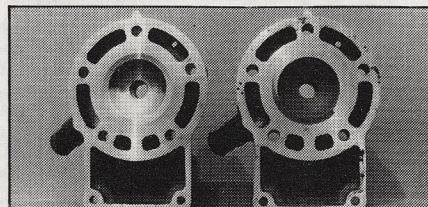
◀ **Kawasaki KX125:** The king of the DNFs was the KX-125. It exploded a rim, broke a frame, split a pipe and snapped a crank.



□ The MXA test crew doesn't like to work on bikes. We like to race them, ride them and thrash them. But after all, turning wrenches is time taken away from the fun stuff. If you are interested in riding, racing and roosting, but not wrenching, breaking and pushing, then the facts presented here are for you. This is a complete compilation of the things that broke on the RM, KX, YZ and CR.

WHAT DID WE LEARN?

First, the Honda CR125R was the most reliable. We know this because we rode it the most and worked on it the least. Suzuki's



Suzuki RM125G: Serious detonation ate away the cylinder head (right) and chunked the ring land from two pistons. The RM125G needs to have the head modified (left).

new RM125G never DNF'd a race, but gobbled up pistons at an alarming rate. On the YZ we had one major failure (crank) and several clutch-related problems. The Kawasaki was our least favorite bike because it was always in the shop. It DNF'd the most races (four out of 14) and would have cost the most money to keep on the track.

Secondly, we learned that some of the problems were our fault, some were factory defects, a few were part of racing luck, and most were preventable. But only preventable once you knew what to prevent. You can learn from our breakdowns. □

HONDA CR125		
DNFs: ONE		
RELIABILITY RATING: GOOD		
RACE	PROBLEM	CAUSE
2	Thrown chain. Required replacing bent shift shaft.	Improper chain adjustment.
5	Lost upper head stay bolt.	Either it broke or loosened.
6	Upper coil rubber mount ripped.	They've been ripping on quite a few bikes. Zip-ties will solve the problem.
10	Sucked dirt. We replaced the piston and rings. While we were at it, we installed a new clutch to ensure top performance.	Clogged air filter.
11	Kill button shorted out.	Faulty button. We replaced it.
18	Frame broke on downtube by forward motor mount.	Potential weak area. Keep an eye on it.
22	Handlebar broke.	Rider error.

YAMAHA YZ125		
DNFs: TWO		
RELIABILITY RATING: FAIR		
RACE	PROBLEM	CAUSE
1	Seized rod. Required new piston and rings also.	We're not sure. Use accessory filter to ensure keeping dirt out.
2	Silencer blew out.	Replace or repack.
5	Clutch started slipping. Replaced clutch.	Poor design.
6	Shock seal cap almost fell out. It required a shock overhaul.	Faulty assembly.
10	Clutch started slipping. Replaced clutch.	Poor design.
12	Top triple clamp broke where it clamps fork tube.	Don't overtighten.
14	Silencer blew out.	Replace or repack.
12	Smashed pipe and manifold.	Rider error.

KAWASAKI KX125		
DNFs: FOUR		
RELIABILITY RATING: POOR		
RACE	PROBLEM	CAUSE
1	Subframe bent and numberplate tab broke in a crash, requiring heli-arc-ing.	Rider error.
2	Rear disc guard scraped numberplate.	Guard needs to be bent in.
5	Front brake became spongy. Required bleeding.	Front brake system had air bubbles.
8	Front wheel exploded. Required new rim and spokes.	Faulty rim. Keep an eye on it.
9	Frame broke by right footpeg.	Potential problem area. Keep an eye on entire frame. They've also been breaking by upper shock mount.
10	Crank broke in half. Required complete motor rebuild.	No explanation from Kawasaki factory.
12	Long bottom motor mount broke.	Keep an eye on it.
12	Pipe split on top of belly.	Stress crack.
13	Front rim cracked.	Faulty rim.

SUZUKI RM125		
DNFs: NONE		
RELIABILITY RATING: FAIR		
RACE	PROBLEM	CAUSE
2	Bike sucked dirt.	Airbox/airboot junction doesn't seal. Must be siliconed.
5	Front brake ran out of adjustment. Required longer adjuster bolt.	Brake is too spongy, loses feel, and needed more adjustment.
6	Seat padding broke down.	Cheap and sparse foam.
7	Piston was scorched, rings stuck, and head ruined from detonation. Required new bore, piston and rings, and cylinder head.	Bike has detonation and overheating problem.
12	Piston scorched, mild detonation. Required bore, piston and rings, and race gas.	Bike has detonation and overheating problem.

CARLA: THE CHOICE OF PROFESSIONALS

The ultimate in style, protection, and durability. The Carla boot features top grain leather construction, double stitched and riveted at stress points. Extra protection is provided by molded plastic shin, ankle, and shift guards. One pull lacing and outer Velcro® fasteners for positive ankle support and quick getaways. Ratchet sole slides easily, yet still delivers traction in slippery conditions. List \$169.

CYCLONE: FAMOUS SIDI QUALITY AT A CASUAL PRICE

Professional features that the privateer can afford! All leather construction with molded plastic shin, ankle, and shift guards. Same one pull lacing system and outer Velcro® fasteners as the famous Carla boot. Staggered ratchet sole slides easily yet gives you grip when you need it. The Cyclone boasts an incredible list of features, with an incredibly low price of only \$129!



SIDI CARLA

SIDI CYCLONE

SIDI

U.S. IMPORTER:
Cosmopolitan Motors Inc.
301 Jacksonville Road • Hatboro, PA 19040
1-800-523-2522 In PA call (215) 672-9100



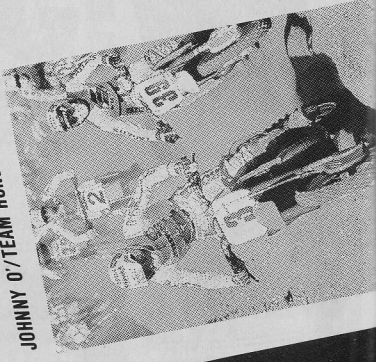
"When the AMA banned our Works Bikes, we already had the Answer."

KODAK EPT 6037

□ □ □ □ □

They can take away millions of dollars of technology, vast quantities of exotic metal and mountains of magnesium motors. But **Johnny O'Mara**, **Bob Hannah**, **A.J. Whitting**, **Jeff Hicks** and **Bryan Myerscough** lead the way with Answer technology bolted to their bikes. From the Privateer to the National Champion, Answer offers the highest quality performance products today. The new AMA production bike rule has just created a new legal works bike. The Answer works winner!

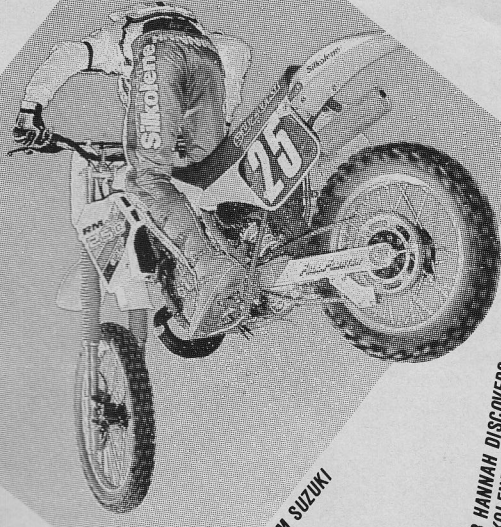
JOHNNY O' TEAM HONDA



JEFF HICKS



BOB HANNAH/TEAM SUZUKI



BOB HANNAH DISCOVERS SILKOLENE! - Years of testing, racing and winning have led world famous **Bob Hannah** to the ultimate oil, **Silkolene!** Bob swears this is the best product since the introduction of knobby tires! Pro 2 \$5.95 or Comp 2 \$3.75, 10 Wt., or 15 Wt., \$6.95, Light Gear Oil 10W40 or Medium Gear Lube \$5.95, and Foam Filter Oil \$2.95

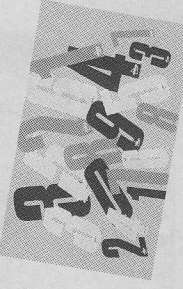
TO ORDER: See your local dealer or phone **TOLL FREE 800-423-0273** inquiries and Customer Service **805-257-4411**. VISA and MasterCard accepted. Send \$5.00 for the outrageous new 32 page catalog in living color!

ANSWER PRODUCTS, INC.
27967 Beale Ct.
Valencia, CA 91355 U.S.A.

ANSWER USA-EURO
Di Nani D.&C. S.A.S.
Via Selvaggio, 47
10094 Giaveno
Phone (011) 93.75.483

IN CANADA:
R&M West 604-276-8666
R&M East 416-673-1707

RACE DIGITS - Stick with the best! New stick-on numbers in black, white & red. 8" \$3.95, 6" \$3.49, 4" \$2.95. Packs of 10.



A. ANSWER EQUALIZERS - Motor-cyclings most popular silent advantage! Starting at \$56.95

B. HOLESNOT NUMBER PLATE - Identify yourself with style. \$12.95 black, 0-9

C. HOLESNOT EXHAUST PIPES - Johnny O' designed and tested for winning. \$119.00 to \$129.00

D. ANSWER PRO FENDER - Where stock fenders give-out, Pro Fender gets tougher! In factory matching colors.

E. SERIES III HANDLEBARS - So tough and stylish, we put every National Champion behind bars! Chromoly Carbon Steel

\$27.95
\$16.95
\$32.95

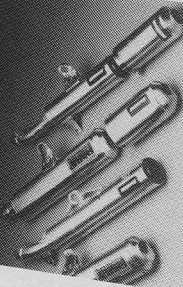
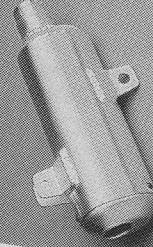
Whit Ltd. Edition w/pad

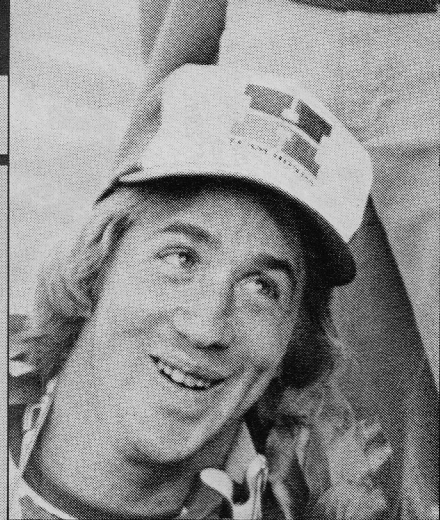
F. ANSWER ACTION OZ - When good enough is not enough, Action Oz puts the performance edge into your bike! For detailed information on our services, contact Dave Osterman 818-341-1797.

G. FACTORY WORKSGUARDS - Protect your expensive disc and fork assembly from those nasty roosting projectiles! Available in factory colors.

H. HOT TIP - What was once only available to our National Champions is finally available to you! Answer Equalizer R&D introduces the "hot tip." Absolutely the most potent bolt-on performance a silencer can offer!

Starting at \$64.95





MAGOO NEEDS YOU!

Help Danny & win a free Husqvarna



Everyone who helps Magoo gets a chance to win a 1986 Husqvarna 250MX. More importantly, you get a chance to do something for one of America's greatest racers.

WIN A FREE BIKE

◀ Danny "Magoo" Chandler was injured at the Paris Supercross, and while he is recovering, his hospital bills are growing every day.

□ When a professional racer dons his helmet and climbs on, in, or behind his personal weapon, he knows the score. The professional level, the upper echelon, of any motorsport is intense, and the drive to stay on top must be equally fiery. Men like Niki Lauda (Formula 1), Bill Muncie (unlimited hydroplanes), Art Scholl (aerial acrobatics), Shirley Muldowney (top fuel dragsters) or any of the top motocross racers in the world must always ride the ragged edge between victory and defeat. All of these racers have been successful, but not all have been lucky.

Danny "Magoo" Chandler spent his motocross racing career redefining the limits of the ragged edge, and at the Paris Supercross, Magoo went a little over it. Danny suffered serious injuries that were, for a time, life-threatening. After weeks in a French hospital, Danny has recovered enough to be moved to a medical center near his Northern California home. Magoo is optimistic about his progress, and medically he will heal. But he will not be returning to the race tracks of

the world to do what he does best. His racing days are over. Luckily anyone who ever saw him ride will keep the amazing things he could do on a motorcycle alive forever. **NOW YOU CAN DO SOMETHING FOR MAGOO**

It was thrilling to watch Magoo ride. He was gracious in victory and philosophical about defeat. But Magoo was not without flaws, and perhaps the most glaring was his total belief in his own ability to pull it out. Confidence makes a winner, but in Danny "Magoo" Chandler's case it made a winner who went into the arena without proper medical insurance. Since Danny was riding in Europe under an Irish license, he doesn't even have the benefits of AMA Professional Motocross insurance. His hospital bills have rapidly exceeded \$300,000, he's in danger of losing his house, and his chances of starting a new life are in dire straits.

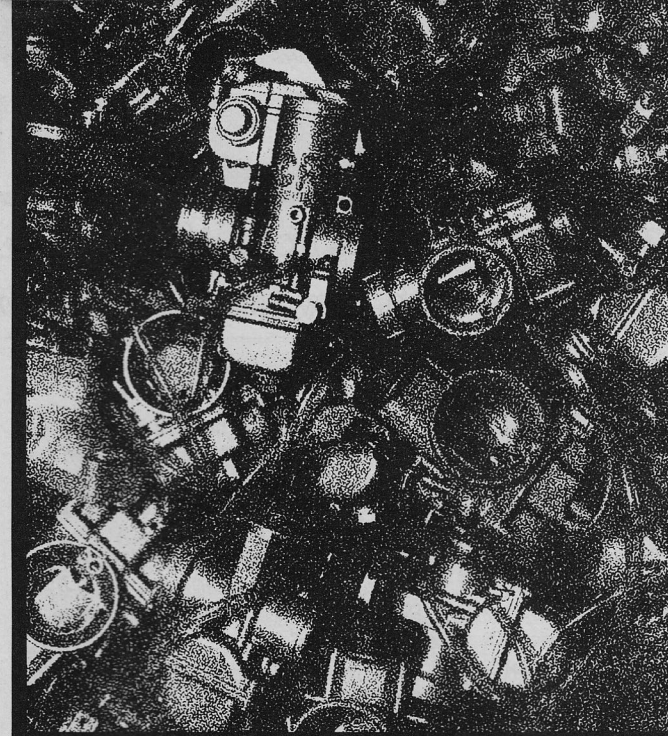
YES, MAGOO NEEDS YOU!

Motocross Action would like to give you the opportunity to help Magoo, and in turn we will also give you the chance to win a brand-new 1986 Husqvarna 250 motocrosser, donated by Mark Blackwell and the fine folks at Husqvarna USA. We'd like to think that we can give Magoo a start on a new life in return for the years of excitement and enjoyment he gave us. If you'd like to do something to help a person who not only needs help, but deserves it, please send your donations to the PRO RIDER FUND, c/o Motocross Action Magazine, Post Office Box 9501, Mission Hills, CA 91345-9501.

We will see that all donations are used to help defray the medical and rehabilitation costs for Magoo. And you will receive a chance at winning a free Husky.

SOME RIDERS ARE SPECIAL

It is only rarely that a rider comes along who can capture the imagination and devotion of fans the way Magoo has. This isn't some crybaby millionaire, prima donna factory star. Magoo is a real person, one of the masses, one of us. He has always given it 100 percent, regardless of the odds. The odds are stacked against him now, but hopefully, the people are with him. Thanks. □



Do you feel like jetting is a jungle? Can't tell rich from lean? Lost in a maze of accessory carbs? Looking for help? You're in luck.

□ There might be more horsepower lurking in your 125 mill. How would you like to unleash it? Interested? Well, don't feel bad. We're going to do all the dirty work for you. Think of how fortunate you are. No more time spent testing or guessing for the proper brass. Why, you might even have extra time to spend on training, or prepping your bike. Plus, you'll have the benefit of knowing your bike is running the best it possibly can, never missing a beat. These jetting specs will work everywhere, except for you unfortunate souls who live in higher altitudes. Still, you'll have the ballpark figures to get you started. Oh yeah, you can thank us later.

HONDA CR125R JETTING

Main jet	155-158
Needle jet	N/A
Needle	R147, third clip groove (stock)
Pilot jet	65 (stock)
Slide	(stock)
Air screw	1½ out

YAMAHA YZ125S JETTING

Main jet	270 (stock)
Needle jet	P-8 (stock)
Needle	7DJ1, third clip groove (stock)
Pilot jet	40 (stock)
Slide	4.0 (stock)
Air screw	¾-1½ out

On the YZ125 it is necessary to switch the stock three feeder float valve with the YZ250 six feeder float valve. Also, the float level must be set right at 10.5mm when the carb is tilted at 60 percent and the float tang just starts to touch the float valve. It is important not to allow the weight of the float to depress the tip of the float valve. These settings are critical. They help clean up the bogging and sputtering problems on the stocker.

HOW TO JET YOUR '86 125

Cheap & easy power

Jetting requires a feel for your bike's performance. It varies with altitude, temperature and humidity. We'll get you in the ballpark, but you've got to get it spot-on. ►



tering problem. Keihin PJ oval flat-slide carburetors are available from DG Performance Specialties, Inc., 1230 La Loma, Anaheim, CA 92806; (714)630-5471 or outside CA (800)854-9134. They cost \$129.95. □

KAWASAKI KX125 JETTING

Main jet	340 (stock)
Needle jet	R-6
Needle	6J7, second clip groove
Pilot jet	35 (stock)
Slide	3.0
Air screw	N/A

SUZUKI RM125G JETTING

Main jet	270
Jet needle	Q-8
Needle	6FP55, third clip position (stock)
Pilot jet	35-40
Slide	3.0 (stock)
Air screw	1-1½ out

KEIHIN ACCESSORY CARB JETTING

We tried a Keihin 36mm carburetor on both the RM and the YZ with good results. Our RM received a mid-range and top-end boost with a bit of a loss on the low end. On the YZ, a mid-range and top-end increase is noticeable because of cleaner carburetion. This greatly reduced the bogging and sput-

YAMAHA KEIHIN CONVERSION

Main jet	148
Needle	CGM, third clip groove
Pilot jet	75
Slide	6.0
Air screw	1½ out

SUZUKI KEIHIN CONVERSION

Main jet	150
Needle	CGL, third clip groove
Pilot jet	68-70
Slide	6.0
Air screw	1½ out

THERE'S MORE TO IT THAN COUNTING TURNS

HOW TO SET YOUR AIR SCREW

• Properly adjusting the air screw is an art most people don't know about. Many riders don't think it's too important, so it never really gets tampered with. It does more than you realize. The air screw affects the bike's carburetion from zero throttle all the way past three-quarters throttle. Once the air screw is correctly adjusted, your bike will hit perfectly down low and hum like a sewing machine. Here's how it's done.

Step one: Adjust the idle screw so the bike holds a fast, steady idle (1000 to 1500 rpm).

Step two: Turn the air screw *in* until the

motor almost dies.

Step three: Turn the air screw back *out* until you reach peak idle speed. If you go too far, it doesn't always drop idle speed. Instead, the motor will get a flat, dull sound to it. You want to find peak rpm.

Step four: Fine-tune on the track. You shouldn't have to go more than half a turn in either direction from the starting point.

Step five: When you have it set, turn it in, and count the turns. That way, you'll always know the proper air screw adjustment for your motor. •

OFFICIAL ENTRY FORM

CONTEST DEADLINE JUNE 30, 1986. DRAWING WILL BE HELD JULY 7, 1986.

- ☐ YES, I WANT TO HELP DANNY. Please send my contribution in the amount of \$_____ to the Pro Rider Fund. In addition, please enter my name in the drawing for the free '86 Husqvarna 250 motocrosser.
- ☐ NO, I DON'T WANT TO CONTRIBUTE, but please enter my name in the Husky drawing.

Name _____

Address _____

City _____

State/ZIP _____

Make checks payable to Pro Rider Fund and mail to: Pro Rider Fund, c/o Motocross Action, P.O. Box 9501, Mission Hills, CA 91345-9501

OFFICIAL RULES

All entries become the property of Hi-Torque Publications, Inc. None can be returned or acknowledged. The winner will be determined in a random drawing from all entries postmarked no later than June 30, 1986. Entries must be postmarked first-class mail, one entry per envelope, per donation. Drawing limited to continental U.S. residents only. Decision will be final. The odds of winning will be determined by the total number of entries received. Drawing subject to local, state and federal laws and void where prohibited. No substitute prize will be given, nor will cash equivalent be paid. In accepting the prize, the winner grants Hi-Torque Publications, Inc. the right to publicize and promote his/her photograph and the winning of the award. Employees of Hi-Torque Publications, Inc. and their families are not eligible for the drawing. DRAWING WILL BE HELD ON JULY 7, 1986. **ENTRIES MUST BE POSTMARKED NO LATER THAN JUNE 30, 1986.**

THE HOTTEST TUNERS' HOP-UPS

125 power tunes from White Bros., DG Krause, Pro-Circuit, FMF, Scott's, EP, LCS, PSI, Race Tech, Downers Grove, Klemm DMC, Tuf, Cobra, Answer, SD & CRF

KAWASAKI KX125

KLEMM RESEARCH, 2761 E. Regal Park, Anaheim, CA 92806; (714)630-9420.

Pressure test—"One of the first things we do is to check for air leaks. If it leaks, we pull apart the motor, blueprint it by lapping all the surfaces, and Yamabond the cases together (\$180). You'll have a reliable motor with a power increase throughout the whole powerband, plus a much crisper and snappier-running machine. Also, this is legal for AMA or NMA 'stock' classes."

KIPS valve—"You must make sure that when the punch mark on the valve gear lines up with the line of the valve actuating pin (see owner's manual), the valves are set correctly. Take off the pipe, look up the exhaust port, and manually push the actuating pin closed. Visually check if the valves are closed all the way. If they're not, the marks are incorrect. You'll have to rotate the valve gear on the valve actuating pin until you can get the valves to completely close. Lots of bikes don't close the KIPS valve all the way when the marks are lined up, which causes the bike to lose bottom end."

Head—"We machine the head (\$50) to improve bottom-end power."

DMC, 3921 E. La Palma Ave., Unit F, Anaheim, CA 92807; (714)630-8822.

Shock—"We revalve the shock with a heat-compensating piston, and anodize the body, and fin the reservoir (\$195). You'll have the best rear end you can get for your KX, with smooth, consistent, and precise damping."

Forks—"We revalve the rods and compression piston plus respring (\$125) to get the front end up to par with the rear."

Pipe and needle jet—"Our Works Buster pipe (\$145), along with a new needle jet (stock jet is too rich and causes flat spot), makes the bike pull lower, longer and smoother, and the needle makes it run crisper throughout the powerband."

TUF RACING, 2733 Sycamore Rd., Dekalb, IL 60115; (815)756-3588, outside IL (800)CALL-TUF.

Pipe—"Tuf's exhaust system (\$129.95) improves mid-to-top-end power."

Suspension—"We rework the whole front end by revalving and respringing (\$125) and the rear end by revalving, hard anodizing the body, and finning the reservoir (\$175). The forks will have no stiction and more progressive damping, and the rear is improved likewise."

Gearing—"We're gearing the KXs down

with a 49-tooth Blue Thunder sprocket (\$39.95). That gearing works better on the bike, and it'll pull better out of the corners, because you'll be revving it more and using the bike's strong top end."

COBRA ENGINEERING, 4760 E. Bryson, Anaheim, CA 92807; (714)779-7798.

Pipe—"Our pipe (\$129) boosts mid-to-top-end power."

Grips—"The stock grips have a too-hard compound. Replace with Oury-style grips (\$4.95)."

Tires—"Stock tires aren't very good. Use a Metzeler (\$55) up front and a Bridgestone M22 (\$60) in the rear."

YAMAHA YZ125S

EP RACING, 6545 W. Sahara, Las Vegas, NV 89102; (702)873-1515.

Suspension—"One of the most important things to do is to dial the suspension to the rider's ability. We revalve the shock (\$150) and set up the forks (\$50) for accurate suspension damping that suits the rider."

Head—"Milling the head (\$35) gives a bit more compression, and more horsepower throughout the powerband."

Pipe—"Our pipe (\$130) gives an increase in power through the whole power range."

LCS RACING PRODUCTS, 1913 Cooper, TX 75042; (214)278-8541.

Pipe—"LCS's Cobra Pipe (\$160) improves throttle response, gives you more mid-range torque, and more top-end pulling power. The YZs have a flat spot in the mid-range, and our pipe gets rid of that. It allows you to torque out of the corners a lot better than the stocker."

Carb—"The stock carburetor is made of four separate pieces. We line-bore the carb to 35mm, which gives it a perfectly straight bore. We also rejet the carb (you must specify whether you're using pump gas or race fuel). You'll notice a mid-range-through-top-end power increase, plus no bogging. It really works well with our pipe (\$50)."

Owner's manual—"Really follow the owner's manual, especially in respect to the reed stop gap, ring replacement intervals, and power valve adjustment. You must be able to line up the holes according to the owner's manual power valve adjustment. Some bikes don't line up, and there isn't a wide enough adjustment slot on the power valve linkage plate. You'll have to elongate the hole by grinding the slot wider so you will be able to line up the holes. A bike with a power valve maladjustment will have lots

of low and mid-range power, but no top end. We charge \$32.50 to fix a power valve that can't be adjusted correctly."

RACE TECH, 3227 Producer, No. 127, Pomona, CA 91768; (714)594-7755.

Forks—"We revalve the damper rods (\$35), polish the sliders (\$30), plus set up the spring rate for the rider (\$30 to modify stock springs and \$40 to \$50 for new springs). Disassembly and reassembly runs \$30. The rider will feel a tremendous improvement in fork action—forks will be plushier, more progressive, and have absolutely no stiction."

Shock—"Revalving the shock (\$150) also makes it more progressive and allows for accurate damping control with less fading. If the rider needs it (usually a rider over 100 pounds), a heavier spring (\$35 to \$60) will be installed."

Power valve—"Timing the power valve so it is all the way open when the bike is wide open is important. Some power valves hang down, not opening all the way, which obstructs exhaust flow and cuts power. A rider can do this by making a mark on the power valve's linkage plate that matches a mark on the cylinder when the valve is manually opened all the way. Start the motor and rev the bike. Check if the power valve linkage mark lines up with the cylinder mark. If it doesn't, adjust valve linkage until it does (some grinding on the adjustment slot might be necessary to get the proper adjustment)."

YAMAHA DOWNERS GROVE, 330 Ogden Ave., Downers Grove, IL 60515; (312)971-2677.

Filter—"Replace the stock filter with a Pro-Flow Filter (\$13.95). The stocker is too porous and sucks dirt."

Silencer—"The stock muffler is too loud and blows out immediately. We use an Answer muffler (\$54.95)."

Jetting—"Carburetor mods and jetting changes (\$50) eliminate bogging off jumps and sputtering over bumps."

SUZUKI RM125G

ANSWER PRODUCTS, 27967 Beale Court, Valencia, CA 91355; (805)257-4411.

Exhaust—"An Answer Holeshoot exhaust system (\$119.95) hits harder, lower and revs longer."

Muffler—"The Answer Hot-Tip muffler (\$64.95) is a shorty muffler like the factory guys use that increases torque."

Filter—"Answer's new Moto-Air filter (\$15.95) from Holland breathes better and

keeps out the dirt with its one-piece dual-layer foam and special sealing foam."

SD RACING, 5082 Bolsa Ave., No. 108, Huntington Beach, CA 92649; (714)898-6613.

Pipe—"SD's Fire Power exhaust system includes an oval muffler (\$174.95). It's a true tuned pipe-to-muffler setup that increases power everywhere."

Reeds—"SD Pro-Tension reeds (\$19.95) gives you an increase in power that is noticed everywhere in the powerband."

Carb—"We bore the stock carburetor out to 35mm (\$29.95), which increases mid- and top-end power."

CRF, P.O. Box 2084, Goleta, CA 93118; (805)683-1745.

Jetting—"The stock jetting is all wrong. Our jetting kit (\$19.95 for three main jets, nozzle, jet needle, and pilot) gives a big boost throughout the powerband."

Pipe—"A CRF Rocket Pipe (\$139.95) gives the bike more top end. Junior-level riders might like the stock pipe."

Head—"Stock, the cylinder head is cast off-center and the combustion chamber isn't close to factory specifications. We surfaced the head and re-cc'd it to specs (\$35). It gives a boost of power throughout the power range."

HONDA CR125R

WHITE BROS., 11750 Seaboard Circle, Stanton, CA 90680; (714)895-1991.

Shock—"We use a White Power shock (\$419.95), which improves damping and ride over small bumps, is more progressive, and works better on the big bumps and jumps. We include a 60-day service guarantee to change the shock if the customer isn't satisfied."

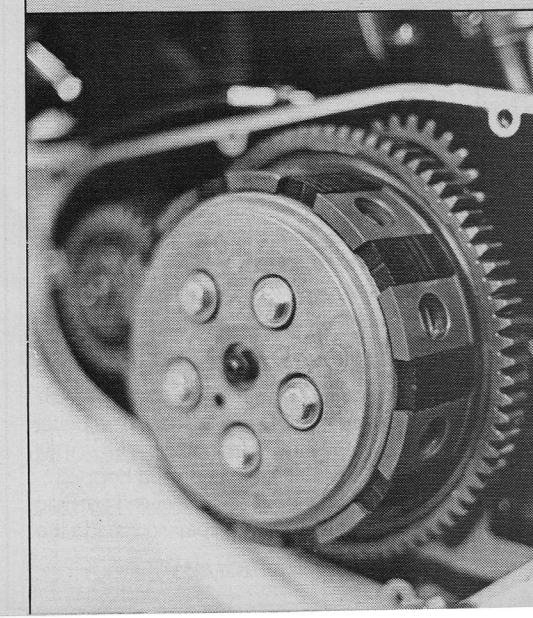
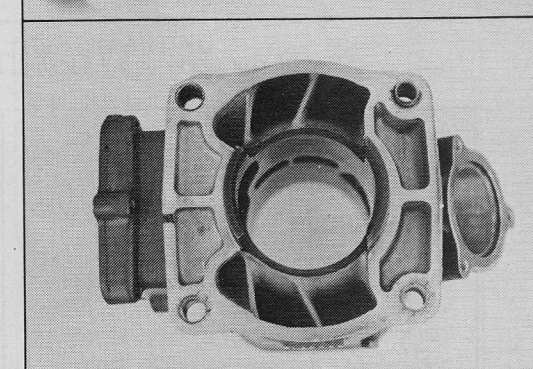
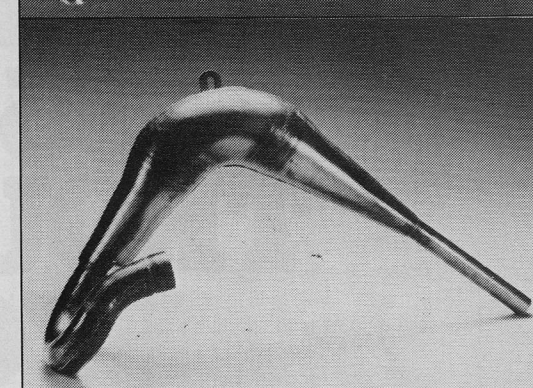
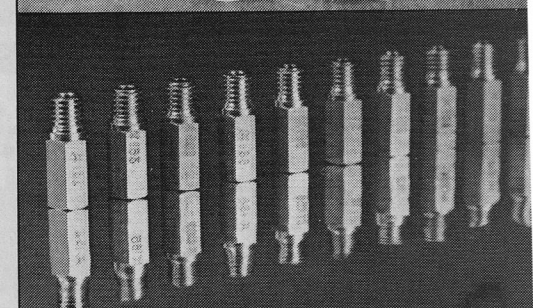
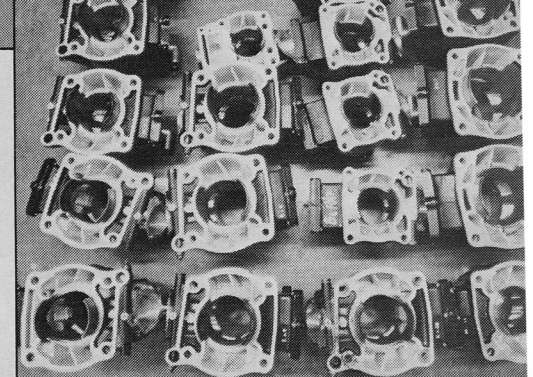
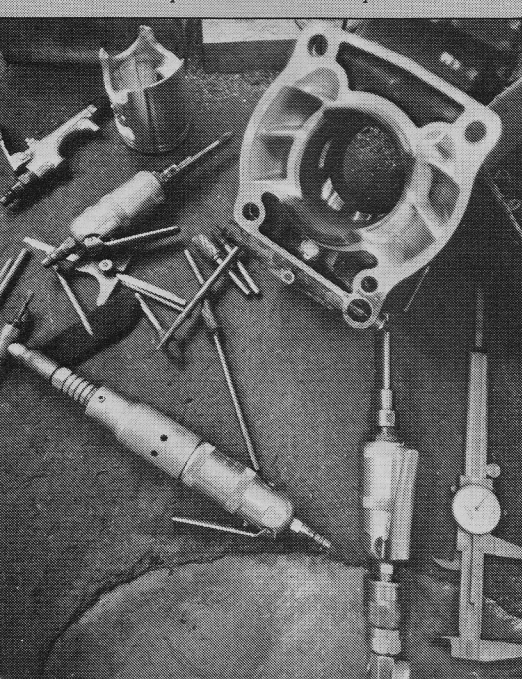
Forks—"A minor mod that helps a lot is the ATK fork spring kit (\$49.95). It allows you to dial in your fork spring rate in relation to your fork oil height. The deluxe mod is the White Power upside-down forks (\$695). That includes the triple clamps, brake slave cylinder mount, front brake hose, and front axle if necessary. These forks are rock solid, have less friction, offer steering precision, don't have a leg hanging below the axle which could hang up in berms and ruts, and offer super-adjustable damping."

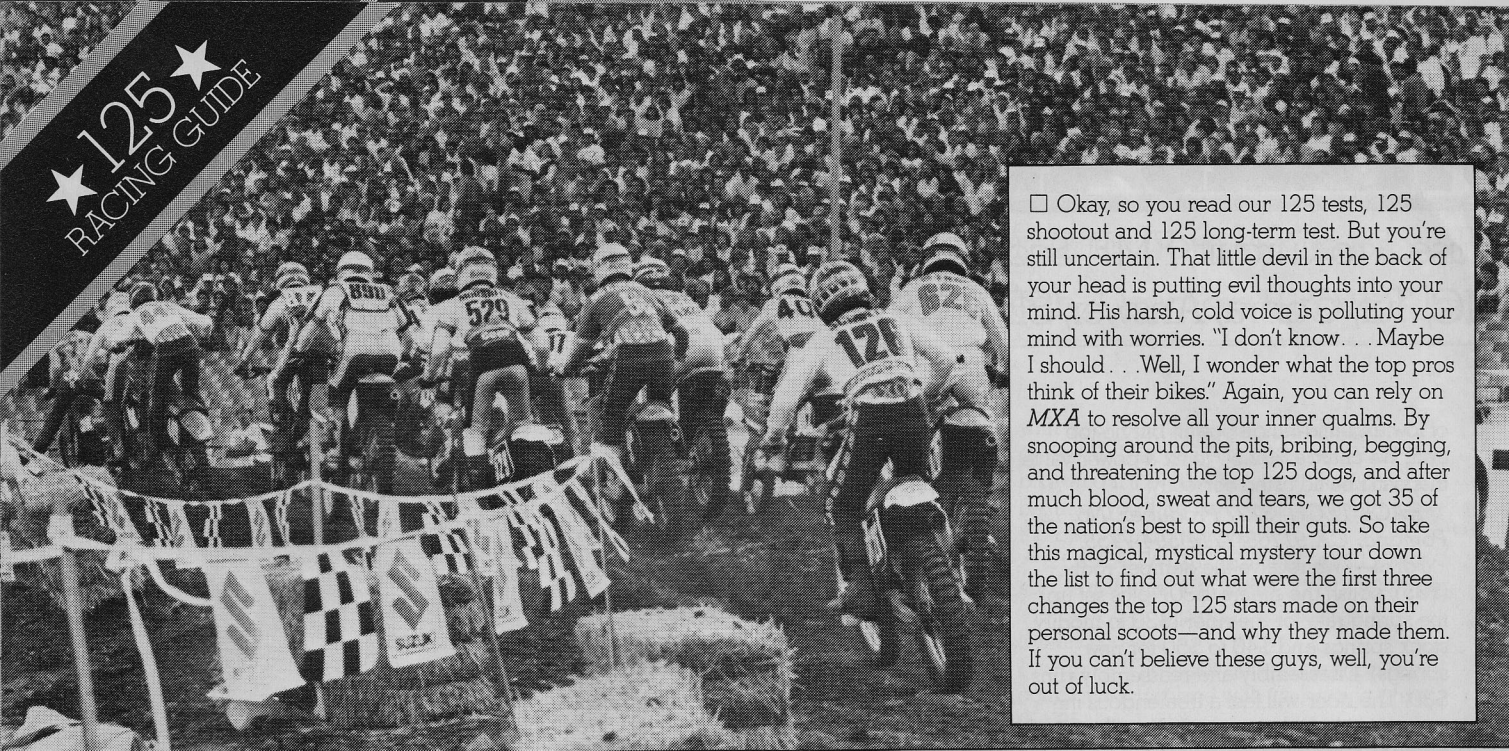
Filter—"We replace the stock filter with a Twin Air element (\$15.15). It's a much higher-quality filter that is less restrictive, doesn't suck dirt, and the seams hold up much longer."

(continued on page 106)

□ Being involved in the aftermarket hop-up war games is dangerous and risky business. All hot-rod shops are under fire—their enemy, the friendly competitor, is trying to shoot them down by out-tricking and overpowering their bikes. The successful aftermarket army forges ahead, never looking behind their shoulders, and tries their best to mow over the opposition. And believe it or not, every year someone actually comes out on top—the obvious, clear-cut winner. So who is the winner this year? It's you, the crafty consumer! Yes, this fierce warfare for the top benefits you the most. With the help of one of the aftermarket armed forces, you'll be able to build the factory beater of your dreams. After all, the factory guns have to start with the same production machine as you.

We got the top aftermarket armies to tell us the first three things they would modify, besides porting, on the brand of Japanese 125 of their choice. The answers are stunning, and the bullets are still flying, so stay out of the line of fire, and may the Force be with you.





□ Okay, so you read our 125 tests, 125 shootout and 125 long-term test. But you're still uncertain. That little devil in the back of your head is putting evil thoughts into your mind. His harsh, cold voice is polluting your mind with worries. "I don't know. . . Maybe I should. . . Well, I wonder what the top pros think of their bikes." Again, you can rely on MXA to resolve all your inner qualms. By snooping around the pits, bribing, begging, and threatening the top 125 dogs, and after much blood, sweat and tears, we got 35 of the nation's best to spill their guts. So take this magical, mystical mystery tour down the list to find out what were the first three changes the top 125 stars made on their personal scoots—and why they made them. If you can't believe these guys, well, you're out of luck.

35 EXPERTS TROUBLE-SHOOT YOUR BIKE

What the pros change first, second & third

HONDA CR125R

KEITH TURPIN

FORKS—"The stock damping is too harsh, and the forks don't work too well for me. I switched to Honda 250 cartridge system forks."

SHOCK—"It kicked too much. Team Honda revalved and set up a shock for me."

MOTOR—"It has good power stock, but I like more revs. I did it with porting and a pipe."

SHAUN KALOS

FORKS—"I dropped the oil level to make them softer for my light weight."

SHOCK—"The shock didn't work right. I had it revalved and dialed in by Team Honda."

SEAT—"Production Honda 125 seats differ from bike to bike. Some have more of a scoop in the middle. I make sure I have a seat I like."

SCOTT BROWN

MOTOR—"I increased low end a bit with the installation of SD reeds. It also ran better all the way through the powerband."

SUSPENSION—"The rear end hopped too much. I had both ends revalved by Ross Maeda, which cured the rear and made the

forks plushier."

BARS AND GRIPS—"I switched to my personal preference of Renthal bars and A'ME grips."

JEFF LEISK

FORKS—"The front forks are preloaded too much. It causes the forks to be too harsh during the first few inches of travel. I took off a half-inch of preload."

MOTOR—"Pro-Circuit modified the motor so my bike is competitive against the other 125s."

BARS—"I changed the bars to a bend that suits me (Answer's Johnny O bend)."

LARRY BROOKS

SUSPENSION—"The stock suspension works well for me, but it fades too quickly. I'm trying a White Power shock and White Power upside-down forks to get a long-lasting set of suspenders."

TIRES—"I don't like the stock front tire. I always use Dunlop K490s up front."

MOTOR—"I modified the stock motor to have a fighting chance against the other breathed-on 125s."

GUY COOPER

JETTING—"I've only used my CR125R in Florida, and I had to raise the main to a 158 for the deep sand."

TIRES—"The stock tires aren't optimal for the Florida sand tracks. I switched to sand tires."

SHOCK—"The Kayaba shock faded too quickly the way I have it set up (heavy rebound). I switched to a Showa shock that Team Honda set up for me."

MARK CROZIER

MOTOR—"I hopped up the motor to give me more top end. I made sure I didn't sacrifice any low-end power."

GRIPS—"I switched to Scott grips because I prefer them."

BARS—"I use bars that better suit my style."

MICKY DYMOND

SEAT—"I use the taller CR250 seat."

MOTOR—"I use a modified cylinder for more power."

SUSPENSION—"The suspension is too soft and busy. I set the forks up stiffer and make the necessary damping changes."

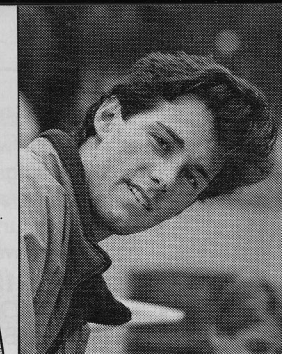
LANCE MOOREWOOD

MOTOR—"I need the motor to rev a bit more. A pipe and some cylinder work, plus spot-on jetting takes care of the motor."

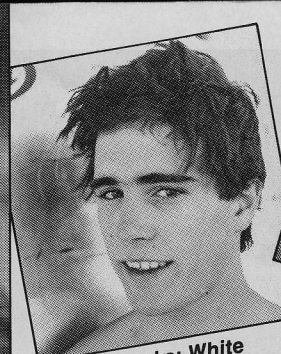
SHOCK—"The stocker is too harsh. I had it revalved for smoother compression."

TIRES—"I didn't like the stock front tire. It's skittery and slides out easily."

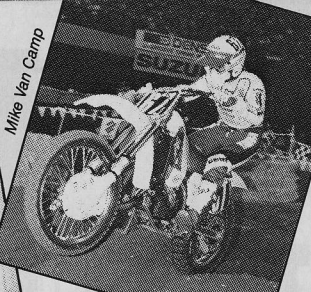
◀ Do you want to know what pros all across the country are doing to make their 125s better? Pick up the phone and call them, or better yet, let the MXA trouble-shooters tell you what to do.



Micky Dymond: Taller seat, ported cylinder, and stiffer suspension.



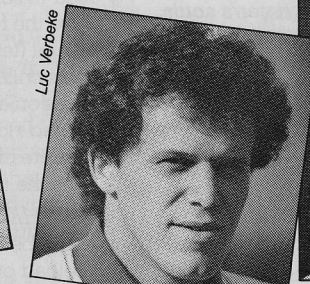
Larry Brooks: White Power forks and shock, Dunlop K490 front tire, and porting.



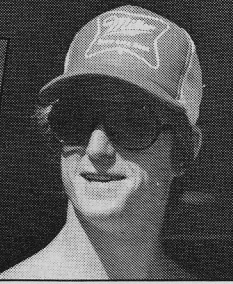
◀ Ray Sommo: Modified suspension, rejeted carb, and different handlebars.



Tyson Vohland: More top end, heavier compression damping, and stiffer forks.



Mike Beier: Plushier suspension, more bottom end, and cut airbox.



Brian Myerscough: Ohlins shock, heavier springs, and different jetting.

KAWASAKI KX125

TYSON VOHLAND

MOTOR—"To me the KX has good low-through-mid-range power. DMC modified the engine to rev higher and pull longer in each gear."

SHOCK—"The rear was too soft. I had the shock revalved for heavier compression damping."

FORKS—"Also. I put in stiffer fork springs and run the compression a bit heavier."

MIKE KIEDROWSKI

MOTOR—"I had the engine modified to make it quicker off the bottom and rev out longer."

BARS—"I installed bars with a bend I'm used to (Answer RH III)."

GEARING—"With the stock motor I had to use a 49-tooth rear sprocket. With the souped-up motor I went back to the stock 47-tooth sprocket."

RICK RYAN

MOTOR—"The motor needed an overall increase in power and a wider spread of power to make it more competitive with the other worked-on bikes."

SUSPENSION—"I needed heavier springs on both the front and rear suspenders. Stock, it bottomed."

TIRES—"The stock tires aren't very good. I changed to my normal Dunlop race tires."

KURT HENDRICKSON

MOTOR—"The motor needed to be modified for more low, mid and top end. In the 125 class you need as much power as possible."

SUSPENSION—"The suspension was too soft for me. Stock, the rear shock is good for about three weeks worth of riding, and then it starts to blow out. I changed the damping and freshened the shock. Up front, I switched to 250 springs and ten-

weight oil."

GRIPS—"The stock grips wear real quickly, so I put on ones I'm used to."

JEFF MATISAVICH

SUSPENSION—"The stock suspension is too soft and didn't work right for me. Suspension Concepts revalved both ends and put heavier springs in the front."

TRIPLE CLAMP—"I don't like rubber-mounted bar clamps. An earlier model KX top triple clamp fits on and has solid mount clamps."

GEARING—"It doesn't have enough low end to pull a 47, so I put on a 49-tooth sprocket."

RONNIE TICHENOR

FORKS—"I had the front end stiffened up. It's too soft and dived in the corners."

MOTOR—"It needs more low-end punch. I want it to run like last year's motor."

TRIPLE CLAMP—"I put on the old-style solid-mounted top clamp. Rubber-mounted bars flex too much."

RON LECHIE

SUSPENSION—"I need the suspension stiffened up on both ends."

MOTOR—"The motor flattens out too quickly on top. I need more top end."

BARS—"I replaced the bars with a bend I like. The stockers sweep back too much."

TERRY FOWLER

MOTOR—"The motor has a hard time pulling through the narrow powerband. If you shift too early, it'll fall flat on its face. Yet, it doesn't want to rev, either. So I need more top end for sure."

SUSPENSION—"The suspension needs heavier springs front and rear for expert-level riders."

BARS—"The stock bars sweep back too much and cause my arms to pump up. I replaced them with my usual bend."

SUZUKI RM125G

A.J. WHITING

PIPE—"I replaced the pipe with an Answer pipe. I needed more bottom end and mid-range."

GEARING—"I lowered the gearing. This way I get a bit more pull out of the bike."

TIRES—"I didn't like the stock tires. I switched to tires that offer all-around better traction on all terrain."

CRAIG CANOY

MOTOR—"The motor doesn't have enough low end. FMF modified it for more power and low-end punch."

FORKS—"My stock forks rebounded too quickly and shuddered going into corners, causing my arms to pump up. I had them revalved and resprung by Bill Chapin."

SHOCK—"The stock shock faded. I had it worked on with quality oil and some minor damping changes."

BOBBY MOORE

SUSPENSION—"The stock damping is fine, but I needed softer springs to match my light weight."

PIPE—"I put on an SD pipe to give me more mid-range and top end."

TIRES—"I changed the back tire. It's too hard a compound."

JIM TARANTINO

LAYOUT—"I need a higher seating position. Stock, it's much too low."

MOTOR—"The motor is too slow. If anything, it needs more top end."

MOTOR—"Eliminate the EVAC system; I don't think it does a thing."

YAMAHA YZ125S

BRIAN MYERSCOUGH

SHOCK—"The stock shock is too soft for me. I'm trying an Ohlins shock."

FORKS—"I put heavier springs and lighter oil in the forks to make them stiffer with lighter damping."

JETTING—"I changed the jetting to eliminate bogging off jumps and sputtering over bumps."

GARY DENTON

FORKS—"They need to be made stiffer by adding heavier springs."

SHOCK—"The shock is also too soft. I put on a heavier spring and changed the damping."

MOTOR—"Stock, the powerband is narrow. I hopped it up to give me more power over a wider range."

MIKE BEIER

SUSPENSION—"It's too harsh and too soft. Race Tech made it plushier during the

(continued on page 106)

125 FORK FIXES

Everything that works,
& why it works

□ Conventional damper rod forks have been put out to pasture. Upside-down White Power forks and the Honda Showa cartridge system forks have set the standard for performance. Kayaba's all-new TCV (Travel Control Valve) forks might have been big news if Honda hadn't taken the gamble in equipping the CR250R and CR500R with workslike forks. What makes the cartridge and upside-down forks so good? They accurately control compression and rebound damping from the first smidgen of fork movement to total bottoming and back up again. They accomplish this with shocklike, air-free, precision valving.

Kayaba's conventional forks are a low-cost improvement to the now outdated conventional damper rod forks. Once a conventional fork leg starts to compress, oil is forced through holes in the damper rod and also through the compression valve which you adjust



These are the times that try men's souls, not to mention their forks.

from the bottom of the fork leg. Compression damping can be adjusted (mostly in the mid-stroke) with the compression valve. This is done by turning the detented screw at the bottom, which increases or decreases spring tension on the compression valve. This allows you to control the flow of oil through the compression valve. It is more sophisticated than regular damper rods, but not necessarily better.

Kayaba's new TCV valve has a rod that further improves the control of the compression damping. At around mid-stroke, this rod closes off two of the three holes on the damper rod. This increases the amount of resistance against the fork oil, which in turn increases compression damping. When the forks are a few inches from bottoming, the TCV rod closes the adjustable compression valve, which ups oil resistance, thus enhancing the compression damping before bottoming. Too bad it's already outdated.

Honda's CR125R and Kawasaki's KX125, use the Kayaba TCV forks. Yamaha and Suzuki rely on the conventional Kayaba forks. Suzuki added a twist by using a dual-rate fork spring, and Yamaha coated the slider with alumite for no-stiction action. Suzuki lets the air out of Kayaba's TCV theory by having the best production 125 forks. Next come the Kawasaki and Honda TCV forks, with the Yamaha forks trailing behind.

Kayaba's forks can be made to work better with minimal work. We came up with satisfactory settings on each of the machines. We also have some helpful advice plus hints to help you tune your fork so it hums a controlled note over the bumps.

HONDA CR125R: KAYABA TCV FORKS

FRONT-FORK RATING: Fair.

FAULTS: Bottom too easily, and compression stroke is harsh.

MXA FIX: We installed ATK 19.5- or 21-pound springs (\$49.95) with 5mm of preload to solve the bottoming problem. We gave the forks a smoother stroke by running less oil (ten-weight oil 165mm from the top, forks collapsed), and backed out the compression adjuster all the way. This really helped rid the forks of the harsh feel during compression (the compression adjuster affects the middle to almost full travel range).

OTHER FIXES: Riders under 160 pounds might be able to get by with reducing the preload on the stock springs by 5mm to 10mm to reduce the harsh feeling. Then increase the fork oil level in 10mm increments from the stock 180mm height to eliminate bottoming (don't go higher than 150mm).

YAMAHA YZ125S: KAYABA FORKS (ALUMITE COATING)

FRONT FORK RATING: Fair.

FAULTS: Spring rate is much too soft. Compression damping is harsh, and when the forks bottom, much of the hit is transmitted to the rider.

MXA FIX: To cure the bottoming we installed ATK 19.5-pound springs (\$49.95). We set the 15-weight oil at 165mm. We also ran the compression adjuster all the way out to help reduce mid-stroke compression. (Yamaha's adjustable compression valve has the widest range of adjustment when compared with the other 125s' forks. The valve affects the beginning stroke to almost full travel range.)

OTHER FIXES: Lighter riders (150 pounds and under) should be able to get by with the stock springs. Lessen preload 5mm

to 10mm to help smooth out the mid-stroke. Increase the fork oil level in 10mm increments to reduce bottoming if necessary (don't run a higher oil level than 130mm). There should be no need to run the compression adjuster heavier than 16 clicks out. We also have had success with the Simons anti-pressure fork caps (\$49.95). During long motos you can really feel the forks pump up with air, causing the compression stroke to become harsher. Installing Simons-valved caps completely stops this problem. In cold weather, ten-weight oil will work better.

KAWASAKI KX125: KAYABA TCV FORKS (ADJUSTABLE PRELOAD)

FRONT FORK RATING: Good.

FAULTS: The KX forks performed the best of all the 125s during the compression stroke. What hurt their action was that they rebounded too quickly. This caused the front end to nervously hunt down bumpy straights.

MXA FIX: We were satisfied with the forks' performance at stock settings (standard preload, ten-weight oil at 180mm, and four clicks out on the compression adjuster). The compression adjuster affects the mid-to-full travel range. Some of our testers like the preload adjuster set on the heaviest position, which gave the forks a firmer feel all the way through the stroke.

OTHER FIXES: Rebound can be slowed by welding up the rebound holes and redrilling them to a smaller size. This should only be done by a competent suspension performance company. Some of the faster riders like stiffer springs. We suggest the ATK 21-pound springs (\$49.95) with 5mm of preload and 160mm of oil. Use only ten-weight oil in the KX forks.

SUZUKI RM125G: KAYABA FORKS (DUAL-RATE SPRING)

FRONT FORK RATING: Very good.

FAULTS: Suzuki's Kayaba forks have a basic compression adjuster that is simpler than Yamaha's design. The only catch is the dual-rate spring, which is supposed to offer a plushier ride over smaller bumps and have enough spring for the big hits. These forks, though the most basic, outperformed the three other 125 forks. At first we didn't like them too much, but once they broke in (and they took a long time to break in), they started to give good action.

MXA FIX: About the only complaint we had with the forks was that they bottomed a bit too much. This is cured by upping the oil level 10mm (which came to 140mm of ten-weight oil) to eliminate the slightly soft action. We set the bottom compression adjuster five clicks out (Suzuki's compression valve affects the mid-to-upper travel range).

OTHER FIXES: Harder riders might want to go to a heavier spring. We suggest ATK 19.5-pound springs (\$49.95) with 5mm of preload and 165mm of oil. Lighter riders might need less preload (5mm to 10mm) on the stock springs if the forks feel too stiff. □



EBC DIRT GROOVED BRAKE SHOES

These new European made EBC grooved shoes make history of those plain old linings on your Dirt Bike or ATV. Used and approved by many British Champions and UK Yamaha Team. Consistent braking wet or dry in mud or dust with reduced drum abrasion and longer shoe life. From \$7.50 to \$15.00 for most Japanese bikes/ATV's. Also available for HUSQVARNA, MAICO, KTM, BULTACO, FANTIC.

DISC PADS

Europe's top selling race quality pads for all Dirt bikes and ATV's. \$15 pair for all Japanese and European bikes.

"Contact your local Dealer or available direct"
Hy-Tech Motorcycle Components,
12860 Bradley Avenue,
Sylmar CA 91342
Phone 1 (818) 3625534

STICK WITH MOTOCROSS ACTION

GET A COMPLETE SET OF MXA
DECALS



Lots of styles, lots of colors—five great, long-lasting stickers for your bike, van, truck or anywhere! Get a couple of sets of MXA decals today.

ORDER FORM

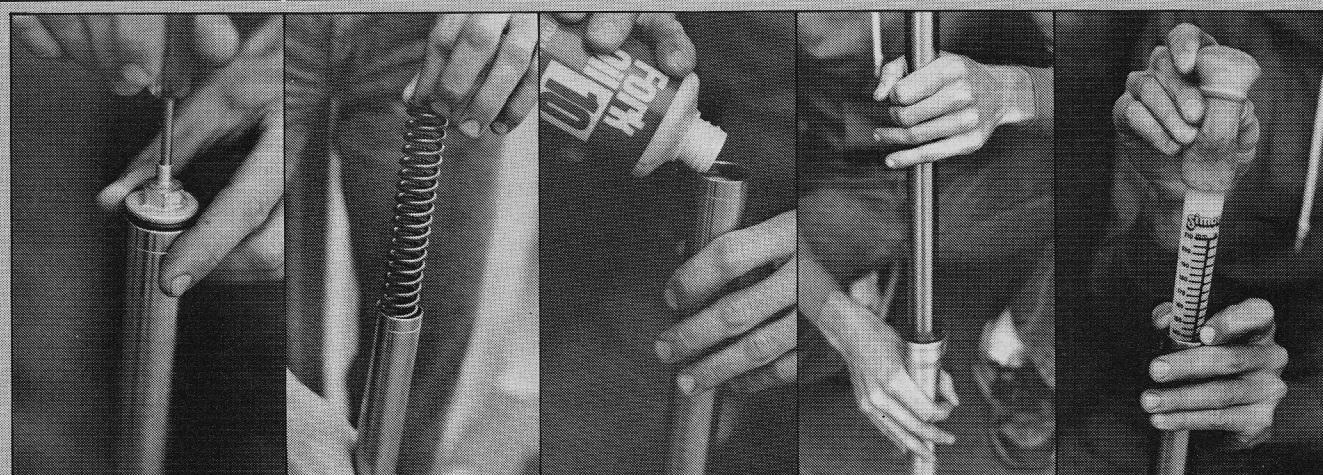
Please rush _____ set(s) of MOTOCROSS ACTION stickers. I am enclosing \$4.00 for each set ordered (five in a set), postage and handling included in the price. All Canadian and other foreign orders please add \$1.50 additional postage and handling. All items shipped surface mail. U.S. funds only, please.

NAME _____
ADDRESS _____
CITY _____
STATE/ZIP _____
Make check or money order payable to MXA STICKERS and mail to: Plus Products, Post Office Box 9501, Mission Hills, California 91345-9501. Allow four weeks for delivery.

MOTOCROSS ACTION MAGAZINE

AD INDEX

A-Com	105
American Motorcycle Assoc.	109
American Honda	70-71
Answer Prod.	23, 56-59, 65, 96-97
Arai Helmets	50
AXO Sport	114-115
Bel-Ray	55
Cagiva	86
Ceet Racing Products	52
Central Industries	107
Chaparral	28-29
Competition Accessories Inc.	89
Cosmopolitan Motors	95
Crotch Rocket Factory	66
Cycle Country USA	109
Daido Corporation	75
DG Performance	24
Dodge Trucks/California Div.	35
Don Emler FMF	78
Factory Parts Outlet	52
Gold Belt	38
Hallman Racing Products	48-49
Hannah Racing Products	79
Hi-Point	74
Hi-Flite International	51
HT Racing	55
Hy-Tech MX	105
Innovation Sports	30
JT Racing USA	8-9
Krause Competition Cycle	17, 43
Lazer Helmets	63
Malcolm Smith	31
Marushin Helmets	4
Maxima	25
Metzeler USA	116
Midwest Action Cycle	76-77
Motocross Engineers, Inc.	18
Moto Video	111
Moto World	91
MXA Showcase	108-109
Moto-X Fox	2-3
MX Sports	93
Neptune Fireworks	109
Nissan (Datsun)	6-7
O'Neal Distributors	19-22, 109
Oakley Goggles	71
Paul Thede's Race Tech	109
PJ1 Lubricants	13
Pro-Circuit	40-41
Repair Manuals	35
Scott's Scooter Service	23
Sinisalo Sports Ltd.	62
Stadium Motorsports	98
Sunstar Sprockets	24
Sun Suzuki	42
Torque Center, USA	13, 113
UST, Inc.	10
Tuf Racing	44-45
White Bros.	53
Wiseco Piston	66
Yamaha of Downers Grove	80-81



Learning to change your own fork oil gives you the opportunity to play with the forks' tuning capabilities. First, let the air out of the forks. The second step in dialing in your fork oil is to drain out the old oil and pour in the new. Remove the fork spring during this stage. The weight of oil can make your forks operate faster or slower. Most forks use ten-weight oil. Pump the fork leg up and down to get out any air trapped in the slider. Do this at least ten strokes. Setting the oil level requires that you push the fork leg all the way in and set the oil level at the prescribed height. You can use a fork oil tool or a ruler, but be accurate.

SAN DIEGO SX (continued from page 66)

Weighing 200 pounds, JoJo was able to shake off the blow and head for the double, but he didn't jump it. Healey wobbled off his line, squirmed in the mud, and couldn't jump the double either. The crowd roared. They knew that Healey could jump Cooper's chasm, and if he did, he'd pass JoJo again. Nose to tail, the Yamaha and Suzuki headed toward the dreaded double. The crowd was roaring. At the last instant JoJo moved over onto Healey's line. Healey slammed on the brakes, and neither rider jumped the double. The crowd moaned. With three turns left, the race looked like it belonged to the tactical Keller instead of the high-flying Healey.

THE LAST TWO TURNS

With three turns to go, JoJo held the lead. He made the turn in front of Healey and headed down a short, whoop-filled straight, toward the second-to-the-last turn. Healey turned behind JoJo, but instead of taking the good line through the whoops, the blond-haired Suzuki rider held the throttle wide open and hit the biggest whoop at full speed.

The crowd saw it coming, and 30,000 people jumped to their feet. As JoJo entered the second-to-the-last turn, Healey's bike was five feet up in the air and clearing all the whoops up the inside line. A collision was inevitable. Wham! They hit. Healey's Suzuki broadsided JoJo's YZ. They wobbled a second, and both riders went down. The crowd was yelling, screaming for either man to get up. It was like *Rocky II*. Whoever got up first would make the last turn and win. If neither rider got up, the distant third-place rider would win.

THE EMOTION OF THE CROWD

The crowd was intense. They yelled and cajoled—half for the popular Keller, and half for the gutsy Healey. As the riders lay on the track, the advantage clearly fell to Keller. A stronger rider, he was to his feet first; a more experienced rider, Keller had pulled the clutch in when he saw the collision coming. JoJo ran up the face of the next jump, hopped on and won the race. Mike Healey kickstarted his bike and rode back into the pits.

The whole battle had taken about six minutes, and in the end, it didn't make a bit of difference to the outcome of the San Diego Supercross, which Ricky Johnson won. But that six minutes in the mud between JoJo Keller and Mike Healey is what motocross is all about. □

RESULTS: CHIEF AUTO PARTS SUPERCROSS

1. Ricky Johnson	Hon
2. Jeff Ward	Kaw
3. Keith Bowen	Yam
4. Johnny O'Mara	Hon
5. David Bailey	Hon
6. Rick Ryan	Kaw
7. Scott Burnworth	Yam
8. Jim Holley	Yam
9. Broc Glover	Yam
10. George Holland	Suz

125 TROUBLE-SHOOT (continued from page 103)

first part of the travel with progressively stiffer suspension in the last half of the travel."

MOTOR—"It needs more power. I'm still in the process of getting more bottom and top."

AIRBOX—"Cutting the airbox to allow the motor to breathe better helps a lot."

SCOTT BURNWORTH

FORKS—"The front end is too soft. I use stiffer fork springs."

BARS—"I thought the stock bars were too high, so I replaced them."

GEARING—"The gearing is too tall. I lowered it so it'll pull a bit better."

FRED ANDREWS

BARS—"I didn't like the stock bars' bend, so I switched them."

FORKS—"I increased the fork oil level to stop bottoming."

SHOCK—"I upped the preload to compensate for the stiffer front end."

BILLY WHITLEY

JETTING—"I improved the jetting so it wouldn't bog off the jumps."

GRIPS—"I changed to Malcolm Smith grips, mostly because I wanted something I was used to."

FORKS—"The forks are a bit harsh, so I put in lighter oil to give them a better feel."

DOUG O'DONNELL

JETTING—"I made jetting changes to eliminate bogging off jumps."

SHOCK—"Stock, the shock is too harsh on square-edged bumps, and the bike bottoms off jumps. The shock valving was changed to stop this."

BARS—"I changed the bars for something I like. The stockers are too high, and the bend is wrong."

DOUG DUBACH

SHOCK—"I reworked the shock. It's too harsh on low-speed compression."

FORKS—"I increased the fork oil level to halt bottoming."

JETTING—"I rejetted the bike to get rid of the flat spot off the bottom."

BADER MANNEH

BARS—"I'm used to Kawasaki-bend bars, and I put on that type of bend."

FORKS—"The forks are too soft. While I was making them stiffer, I also put in a Simons Anti-Cav fork kit."

CLUTCH—"I ground grooves on the clutch hub to bring more oil into the clutch, which stops the chattering that YZ clutches do."

EDDIE HICKS

SUSPENSION—"I set up the suspension lighter for my light body weight."

MOTOR—"I modified the motor for more bottom and top end."

BARS—"The stock bars are too high and wide, so I replaced them."

RAY SOMMO

SUSPENSION—"I modified the suspension. The front is too harsh, and the rear bounced too much going into corners."

JETTING—"I rejetted the carb. Stock, it bogs off jumps and sputters over the rough."

BARS—"I switched the bars because they are too far up, and the bend is wrong." □

125 HOP-UPS (continued from page 101)

DG PERFORMANCE SPECIALTIES,
1230 La Loma, Anaheim, CA 92806;
(714)630-5471, outside CA (800)854-9134.

Pipe—"We put on a DG Team Pipe (\$94.95), which improves mid and top-end power."

Carb—"A DG 36mm oval-slide Keihin PJ carburetor (\$129.95) improves mid-to-top-end power with no sacrifice to the bottom end."

Reeds—"DG CF reeds (\$29.95) is a kit that allows you to adjust reeds for any type of powerband you want. We give you two thicknesses of reeds and a different reed tensioner which you can mix and match for a wide range of adjustability to suit different tracks."

KRAUSE RACING, 111 Fairbanks,
Addison, IL 60101; (312)543-6696, out-
side IL (800)692-2846.

Gearing—"This is really underestimated and has a lot to do with the way a bike performs on a track. You have to hook up to go fast. A SideWinder 53-tooth sprocket (starting at \$39.95) works almost everywhere. It allows the bike to pull a bit harder."

Pipe—"A Krause Kannon Pipe (\$129.95) is an easy bolt-on mid- and top-end performance booster."

Clutch—"Krause clutch kits (fiber plates, \$39.95; steel plates, \$4.00 each; springs, \$12.95) give you a heavy-duty clutch that will handle the extra power and more abuse."

PRO-CIRCUIT, 4212 E. LaPalma,
Anaheim, CA 92807; (714)993-5400.

Pipe—"A Pro-Circuit Power Pipe (\$138) increases bottom and mid-range power."

Head—"The remachined head (\$35) is mainly for a ported cylinder, but it gives a mid-to-top-end increase in power."

Carb—"Pro-Circuit's 36mm pre-jetted Keihin carb (\$129.95) increases mid- and top-end power also."

FMF, 1430 W. 259th St., Harbor City,
CA 90710; (213)539-6884 or (213)530-6307.

Pipe—"FMF's Pro Series Pipe (\$129.50) really gives a mid-range power increase and a bit more top end."

Reeds—"An FMF Reed Booster (\$29.95) improves low-end snap and throttle response which you feel all the way through the mid-range."

Muffler—"Our oval muffler (\$54.95) looks trick and packs from the front, where the packing blows out first. It's easy to keep packed for optimum power."

SCOTT'S, 2627 Honolulu Ave., Mont-
rose, CA 91020; (818)248-6747, outside
CA (800)345-RACE.

Shock—"The stock rear end is too harsh and fades. We improved the shock by a revalve (\$69.95) or a complete gut change (\$129.95), which suits the shock to the rider and his requirements."

Forks—"A fork revalve and blueprint (\$79.95) gets rid of the harsh feel. Replacement spring kits (\$49.95) let you dial in the spring rate."

Pipe—"We have a pipe to give you the power change and increase you desire (\$129)." □

RK "Z" RACING CHAIN WE RUN CIRCLES AROUND WORKS BIKES.

Works bikes are obviously the factories best. They are the result of dedicated engineers committed to produce the fastest and most reliable bikes possible. At RK, we live by this same commitment to excellence. It's obvious why Team Honda, Yamaha, Suzuki and Husky all count on RK "Z" racing chain. Simply, we build the strongest, lightest and toughest racing chain made. Period.

And for those of you who demand our best selling 5,000 mile warranty* O-Ring chain.
GO WITH A PROVEN WINNER, RK.



"GENTLEMEN" Jim Holley,
Factory Yamaha.



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

Send \$10 to FTM & ASSOCIATES, 550 West Regent Street, Dept. Z, Unit 301, Inglewood, CA 90301 for your RK Racing T-Shirt, Patch and Decal Set, plus an RK Chain mail order catalog. "O"-Ring prices start at \$40.00

*5,000 mile or one year for off-road bikes/20,000 mile for street use. "World Class Chain For World Class Riders"

Motorcycle
RK Chain
Takasago Chain Co., Ltd.

SHOWCASE

MOTOCROSS

ACTION MAGAZINE

STOP WAITING ON PARTS! Find Freedom Kawasaki—Honda—Husqvarna at 12505 S. 71 Hwy., Grandview, MO 64030; (816)761-6621. Also Maico and KTM (816)747-9722. Free freight on \$50 orders. Save 10% with this ad. Overnight service available. **OHLINS SERVICE CENTER.**

BIKES AND PARTS—'86 KTM's and Huskys in stock. M-Star, Cagiva, Maico. Call for "Special Prices" on current and non-current models. **Expert Shock Rebuilding.** Order line (913)334-0881. **LETKO COMPETITION CYCLES**, 86th & Parallel Pkwy., Kansas City, KS 66112; (913)334-2410. UPS DAILY. VISA AND M/C.

JAWA & CZ PARTS AND ACCESSORIES!—Shipped UPS daily. **JB CYCLERY**, 17468 RD #25, Madera, CA 93638; (209)674-4788.

KTM-HUSQVARNA-CAN-AM—We have your bikes, parts, and service when you need it! '86 KTM's available. All-new KTM 80MX in stock. **HUGE PARTS INVENTORY!** Final close-out on '85 KTM's and Husqvarnas. Maico parts still available. **WHITE POWER/OHLINS** shock service center. Mountain bikes from \$249.00. UPS—Overnight service available. Call us today for all your off-road needs! Barry Higgins **H&H KTM-HUSQVARNA-CAN-AM**, 310 Bankhead Hwy., Mableton, GA 30059; (404)941-9184.

UNBELIEVABLE 1986 GEAR VENTED PANTS—all bike logos available \$55 while they last! **SIDI** Carla Boots \$109. All sizes—FREE CATALOG! **MOTO MADNESS**, 108 6th Ave. North, Jacksonville Beach, FL 32250; (904)246-DIRT.

CRIS/CROSS RACING SUPER SPRING SALE! All Sinisalo Racepants in stock half price. All boots in stock, on sale. Answer Econo Pants and generic pants \$42.95. AXO Superbelts only \$20.95, with \$50 purchase. Free jersey with pants purchase. We have the lowest prices on complete riding outfits in the country! CR parts in stock. Dunlop tires, ATV pipes, tubes, trick octane booster, and lubricants. Everything in stock is on sale. Call us now: (305)453-3952, **CRIS/CROSS RACING**, 5515 N. Courtenay Pkwy., Merritt Island, FL 32953.

FIREWORKS—Fun, safe, patriotic; top quality, lowest prices, illustrated catalog \$1 (refundable). **PYROSONIC DEVICES**, Box 711MS6, Grand Haven, MI 49417.

1985 125-250-500 World Champion



World's Strongest, Lightest Handlebars

RD performance

P.O. Box 33696, Granada Hills, CA 91344 • (818)366-6914

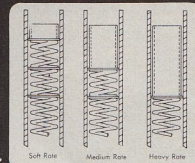
SUSPENSION TUNING KITS

ATK SPRING KITS:

Precisely dial-in the spring rates of your front forks for smoother action, better handling and control. Multi-Rate kits in 33 and 35 (Minis) 38, 40, 41, 42, 43 and 42 and 43mm Heavy Duty. \$49.95

SINGLE SHOCK SPRINGS

\$59.95



A-TRAK CHAIN TORQUE ELIMINATOR: Improved handling control and stability in throttle on-off-on situations for smooth cornering, and in increased traction \$119.00

See your dealer or order direct.

TOLL FREE FOR ORDERS ONLY (800) 854-4023

AK 2560-C Walnut Ave., Tustin, CA 92680 (714) 731-5114

Moto-Fast

SINISALO

Sinisalo's S1 Chest Protector—Rated #1 in comfort by *Motocross Action's* test crew, features adjustable screws on shoulders and chest to allow maximum protection where you need it most. Available in white, black, red and blue.

\$81.95

ORDERS ONLY
(800)833-8881 • IN KY (800)432-MOTO
Free Freight

Dealer Inquiries Invited

MOTO-FAST

1091 Goodwin Dr., Lexington, KY 40505

FOR INFO (606)255-5242



FEATURING:

HUSQVARNA • KTM • M-STAR/MAICO

Parts — Sales — Service

Machine Shop — Heli-arc Welding

Porting — Engine Blueprinting

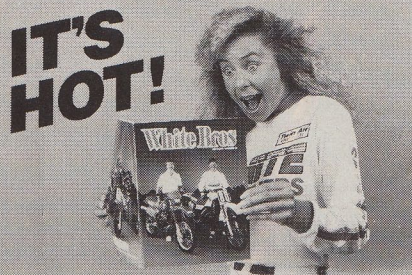
"U.S. Parts Shipments Daily"

(Huge Parts Inventory!)

ERIC's Motorcycle Co.

1361 E. Walnut St., Pasadena, CA 91106;

MAICO (818)449-ERIC



WHITE BROTHERS 80 PAGE COLOR CATALOG #10 COMPLETE WITH 1986 HOT NEW PARTS SUPPLEMENT. THE HOT PERFORMANCE PARTS FOR OFF ROAD BIKES. **MOTOCROSS ATVS AND STREET SUPERBIKES.** SEND \$2 TO: 11750 SEABOARD CIRCLE, STANTON, CA 90680

WHITE BROS

SYNTHETIC LUBRICANTS

CASTOR LUBRICANTS

OCTANE BOOSTERS

POWER ADDITIVES

RACING GAS

FREE CATALOG



CATALOG

800-242-0489

KLOTZ POWER TO GO P.O. Box 11343 Fort Wayne, IN 46857 Tech Info: 219-749-0489

DMC KX 125 '86

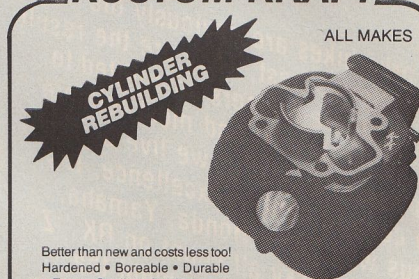
WE WIN! 125 Super Cross Championship
Rodney Barr 1st Eddie Warren 2nd
Both on '86 DMC Package Racers!



CYLINDER • HEAD • CARB • PIPE • ALLOY MUFF
SCOOP • BARS • SEAT COVER • X-BAR PAD KIPS
SPACER • FORK • SHOCK • F/R DISC GUARDS
AND MORE!

DAVE MILLER CONCEPTS
TO ORDER CALL (714) 630-8822

KUSTOM KRAFT



Better than new and costs less too!
Hardened • Boreable • Durable
• Expert Quality • Porting •
Fast Service
Call for shipping instructions
Dealers welcome

KUSTOM KRAFT • (312)697-4343
886 Bluff City Blvd. • Elgin • Illinois • 60120

STICK WITH
MOTOCROSS ACTION
GET A COMPLETE SET OF MXA DECALS



Lots of styles, lots of colors—five great, long-lasting stickers for your bike, van, truck or anywhere! Get a couple of sets of MXA decals today.

ORDER FORM

Please rush _____ set(s) of **MOTOCROSS ACTION** stickers. I am enclosing \$4.00 for each set ordered (five in a set), postage and handling included in the price. All Canadian and other foreign orders please add \$1.50 additional postage and handling. All items shipped surface mail. U.S. funds only, please.

NAME _____

ADDRESS _____

CITY _____

STATE/ZIP _____

Make check or money order payable to **MXA STICKERS** and mail to: Plus Products, Post Office Box 9501, Mission Hills, California 91345-9501. Allow four weeks for delivery.

NEW FOR '86 VENTED BOOTS!



GARNE

Red/White
Blue/Black
White/Black
Sizes 6-12
List \$199

AXO

White/Red
White/Blue
Sizes 7-12
List \$229

CYCLE COUNTRY USA

4464 McGrath St., Ste. 118 • Ventura, CA 93003

For Orders Call:

National 800-334-4327

CA 800-421-4327

Information & Catalog 805-658-8660

"THE ULTIMATE IN SUSPENSION MODIFICATION"

Paul Thede's work is by far the best available to any privateer. "Without Paul's modifications to my YZ I wouldn't have been as competitive."

Mike Beier, top privateer
1984 125 Nationals.

Race Tech offers complete;

Suspension Modification

Performance Engine -

Modification

Radiator Repair Stronger

than stock at a fraction of

the cost of a new one

100% Satisfaction

Guarantee on all

suspension work.

Paul Thede is the official magazine Technical Advisor.

Race Tech uses Spectro

oil exclusively and recom-

mends all Spectro

products.



Call or write for more information;
3227 Producer #127 Pomona, CA 91768
(714) 594-7755

PSI HOT PIPES

PSI POWER PERFORMS

PSI Hot Pipes are burning up the competition with designs that WORKS great, look good, and fit right. 60-125...\$129.00 250s...\$139.00 500s...\$149.00 All 250 ATVs in stock

PSI POWER BOOST PORTING

Ensures you very fast, reliable motors, top-notch craftsmanship, super-fast turnaround.

Trail Mild—\$99.00 Racer Wild—\$125.00

DMC and Answer Silencer distributor

BOYESEN REED distributor

PSI, INC.

PSI, Inc.

Rt. 2, Box 309

Wild Rose, WI 54984

SAME DAY UPS!

DEALERS WELCOME!

(414)787-2430

Worn by more Factory Racers than any other visor!

Troy Lee Visors, designed for Bell Moto 4 and Mag 4 helmets. Your choice of 5 colors, red, blue, black, yellow or white. Send check or money order for \$9.95 + \$1.50 shipping and handling to... **TROY LEE DESIGNS**, 1985 Aviation Dr., Corona, CA 91720 (714) 371-5219. Call for works helmet paint jobs!!

New Price \$9.95

Dealer Inquiries Invited



FIREWORKS

Firecrackers, Roman Candles, Bottle Rockets, Fountains... and more
THE LARGEST VARIETY IN THE U.S.A.

Send to:
Neptune Fireworks Co.

P.O. Box 398, Dept. MC14

Dania, FL 33004

1-800-835-5236

in FL: (305) 920-6770

FREE

BOTTLE ROCKETS
with every purchase
of fireworks

DELUXE

COLOR CATALOG

Void where prohibited.

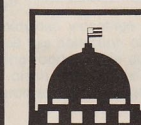
JOIN THE AMA

Call TOLL FREE for
Membership Information

1-800-AMA-JOIN



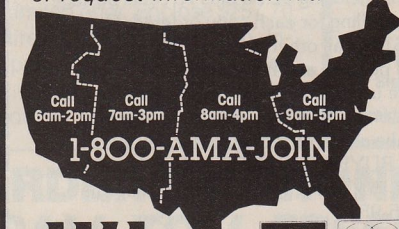
► Experience American Motorcyclist Magazine every month; Touring, Racing, Technical



► Join and understand the fight to protect your motorcycling rights; Road and Off-Road

► Plus: Insurance, Discounts, Trip Routing, Free Rule Books and Law Charts

Call today to join or request information kit.



AMA

AMERICAN MOTORCYCLIST ASSOCIATION

IN OHIO (TOLL CALL): 614-891-2425

FREE O'Neal USA Catalog.

Just send \$1.00 to cover postage and handling with your name and address to:



Name _____ Zip _____
Address _____ State _____
City _____ O'NEAL USA 9555 Owensmouth Ave.
Chatsworth, CA 91311

Berm Shot



MXA Racing Rule #24, Subsection K: When your hand gets caught on a fork boot, refer to your owner's manual for removal instructions.

Photo by Steve "I'm over here" Casper

Torque Center's Got It.

SEND \$1.00 FOR CATALOG. Redeemable with first order

Ask the Experts

WE STOCK EVERYTHING!

O'NEAL

The \$99.95 Special

O'NEAL, FOX, CYCLE AM, CEET
PANTS, JERSEY & GLOVES

JT-AXO-ANSWER-SINISALO packages from \$109.95

JT
RACING

FOX QUICK DRAW BOOTS,
'85 STYLE 134.95
Free socks—new colors

AXO BOOTS free socks Best
Turbo, Rimaldi & Malherbe Prices

O'NEAL ULTRA-LITE
BOOTS from 89.95
Free socks

HI-POINT BOOTS 149.95
Free socks

SIDI CARLA BOOTS 139.95
Free socks

M. ROBERT PLASTIC
BOOTS 89.95
Free socks

HI-POINT 89.95
BABY VICTORY 1-7 Free socks

MOTO 3s 114.95
MOTO 4s 139.95
MAG 4s 119.95

Before ordering, measure your head 1" above
the eyebrows and around the largest part of your
head.

JT HELMETS IN STOCK

ANSWER A TECHS IN STOCK

SIMPSON HELMETS IN STOCK

JT LIFELINE, GLOVES 29.95
Free mud gloves

AXO SERIES 29 GLOVES 29.95
Free mud gloves

CHAIN & SPROCKET
KITS from 49.95

MX PANTS from 59.95
ALL MAJOR BRANDS

AXO PRODUCTS IN STOCK
PANTS, BOOTS, BELTS, JERSEYS & GLOVES

JT V3000, V2000 & V1000 IN STOCK,
HALLMAN ARMOR, SINISALO,
FLAK 2 AND MORE from 19.95

GOLD BELT, AXO BELT or
FOX BELT from 18.49

JERSEYS—OVER 1000 IN STOCK.
NAME & NUMBER PRINTED FREE ON
CHARGE CARD ORDERS ONLY from 12.95

SMITH TURBO GOGGLES .. 52.95

SMITH ROLL OFFS 24.95
Free extra roll

SCOTT 89 GOGGLES 18.95
Free lens

SCOTT 83 & MINI SCOTT
GOGGLES 11.95
Free lens

OAKLEY GOGGLES from 15.95

TORQUE CENTER
POWER PIPES from 119.95
Handmade cone

MALCOLM SMITH PRODUCTS IN STOCK

GORE-TEX JACKETS 149.95

SUPER GEAR BAG 59.95

DELUXE FANNY PACK 18.95

DUNLOP TIRES from 29.95
All models in stock

METZELER TIRES—BEST PRICES

ACCESSORIES ARE OUR SPECIALTY

TOURING • ROAD RACE • ENDURO • ATV • MX • BMX & MORE

WE WILL MEET OR BEAT ANY ADVERTISED PRICE

TORQUE CENTER

14666 W. NATIONAL AVE.
NEW BERLIN, WI 53151
(10 min. from Milwaukee—
1 hr. from Chicago)

MOTO-X
FOX

• WE ARE ONE OF THE LARGEST STOCKING DEALERS IN THE U.S.
• OVER ONE QUARTER MILLION DOLLAR INVENTORY
• WE WELCOME CANADIAN, ALASKAN & HAWAIIAN ORDERS.
• WE ACCEPT MASTERCARD, VISA AND AMERICAN EXPRESS.

FOR PRICE INFO AND CHECKING ON ORDER
CALL 1-414-786-4420
(Also weekends)

FOR ORDERS ONLY
1-800-255-2112

CYCLE
AM

DRESS FOR SUCCESS UNDER \$100.

7c collection

CALL TOLL-FREE
for orders only

C.O.D. ALSO AVAILABLE

VISA
MasterCard
American Express

TORQUE CENTER

AXO AIR ANNOUNCES NON-STOP SERVICE TO YOUR FEET.



The world's most technologically advanced motocross footwear has arrived: the AXO AIR System Boot. With features so innovative, so ingenious, the revolutionary design has landed a U.S. patent. While other feet are crammed in Coach, yours can take off in First Class comfort.

Put Your Feet in the Clouds.

AXO AIR's are trim, lightweight, and most of all, comfortable. Why? A continuous flow of air is funneled through two scoops - one on each side - to an intricate series of injection-molded plastic channels. Air swoops down through vent holes, circulates around your foot, and jets out the back, like billions of tiny turbines that constantly massage your feet.



Smokin' Section, Please.

By increasing comfort and decreasing temperature, AXO AIR's help reduce fatigue throughout your entire body, especially during peak travel periods. Which means that while the others are chokin', you'll be smokin'... well ahead of schedule.

Frequent Flyer Bonus.

The more you ride, the more you'll appreciate AXO AIR's complimentary in-flight service: speed lacing, Velcro closures, "Sky Walk" soles that grip or glide, a new turned-up toe and top grade leather throughout. Flying First Class means important added extras for the busy motocross commuter.

See Your Travel Agent Today.

Before making your next departure from the gate, book a flight on AXO AIR - the only boot that offers non-stop service to your feet.

Because while we've been making aviation history, the other guys simply are history.

\$229. Available in: White / Blue and White / Red. Sizes: 7-12.

1-800-222-4296 (Outside California)
1-805-257-0474 (Inside California)

VISA, MasterCard accepted.
In California - See your local dealer.





PERFECT CROSS HARD & SOFT TERRAIN

A Series of Technical Articles on Why
Metzeler is #1 Where It Counts



METZELER SPECIALS • SAVE UP TO \$27 THESE TIRES JUST \$49.95

SIZE	REG.	SALE
MX 100/90 x 18 . . .	67.83 . . .	49.95
PXS 4.60 x 18	67.40	49.95
PXS 5.10 x 18	75.44	49.95
PXS 120/90 x 18 . . .	75.44	49.95
PXS 140/80 x 18 . . .	76.96	49.95

The key to METZELER Hard Terrain and Soft Terrain tires is the unique asymmetric tread pattern. Staggering the knobs in a chevron pattern achieves two results:

1. Some knobs are always in contact with the ground, creating more traction for acceleration, braking and cornering.
2. Center bar knobs at the contact patch increase grip and self-cleaning.

By concentrating on specific terrain—Hard or Soft, METZELER can specialize the knob height and rubber compound. While these specialty terrain tires should not be used in varying conditions they do give you a definite advantage in the conditions for which they are designed.

Check out the complete METZELER line at your local dealer. Many METZELER models and sizes are reduced in price for 1985, making METZELER the best buy ever.

Maximize your bike's performance. MAKE IT METZELER.

METZELER



#1 WHERE IT COUNTS

4520 - 107th Street SW, Everett, WA 98204
1-800-433-3960 or 1-206-348-4000