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MOTOCROSS ACTION

MAY 1986

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CLOSE
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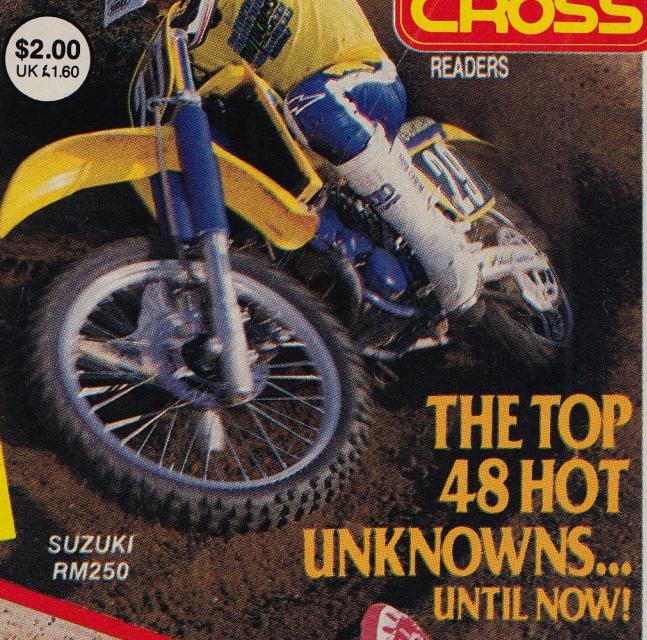


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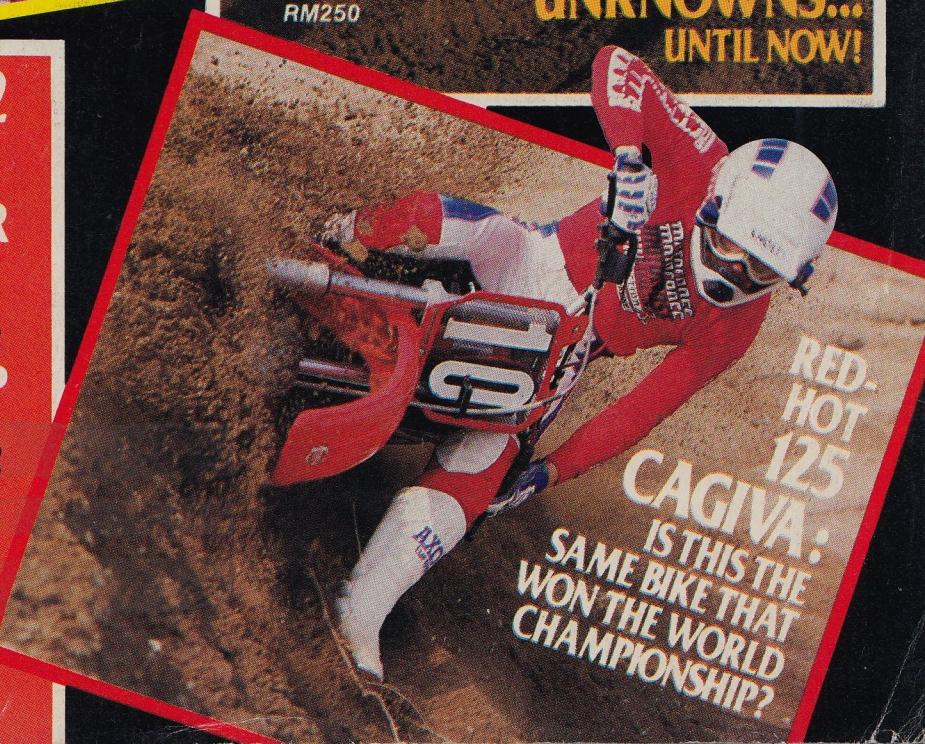
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125 SHOOTOUT – PART 2

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





1987 RacePants

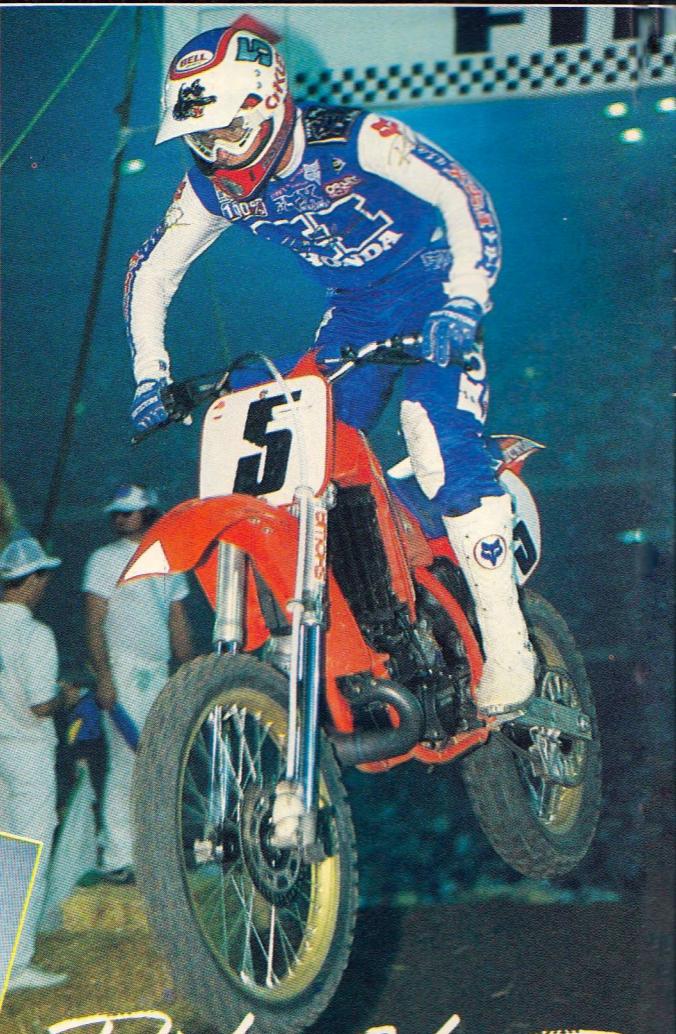
Fox is proud to announce the introduction of two new RacePant designs. These early 1987 models come with 'Stretch FOX' logos on the backs of the legs, just like factory riders Rick Johnson (Team Honda), George Holland (Team Suzuki) and Damon Bradshaw (Team Yamaha) wear.



*Rear
*Left leg red,
right leg blue
with FOX
logo on butt

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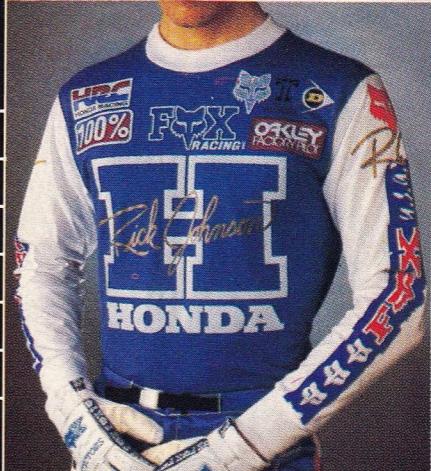


#202 #203 #204 #205 #206 #210
'86 Half-Vented Pants. 'Better-than-Leather' knees. Tough 420 denier nylon.

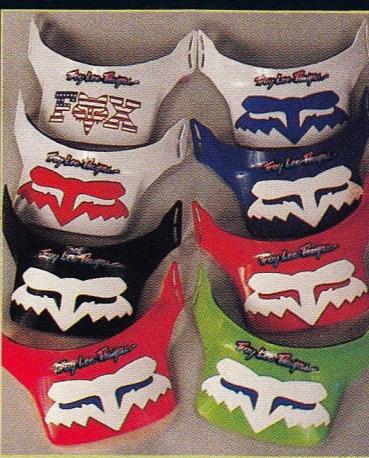
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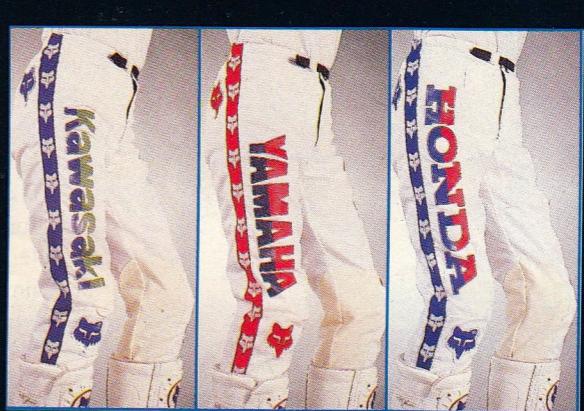


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Sizes: 26-28.

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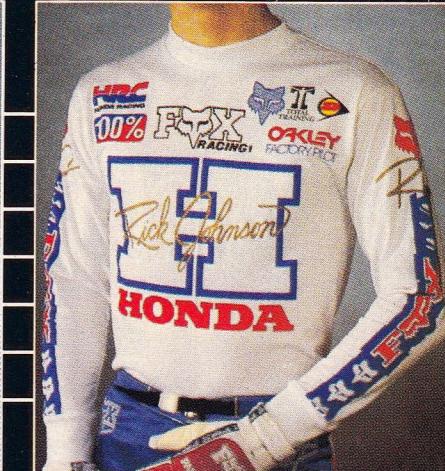
#115

#113

#114



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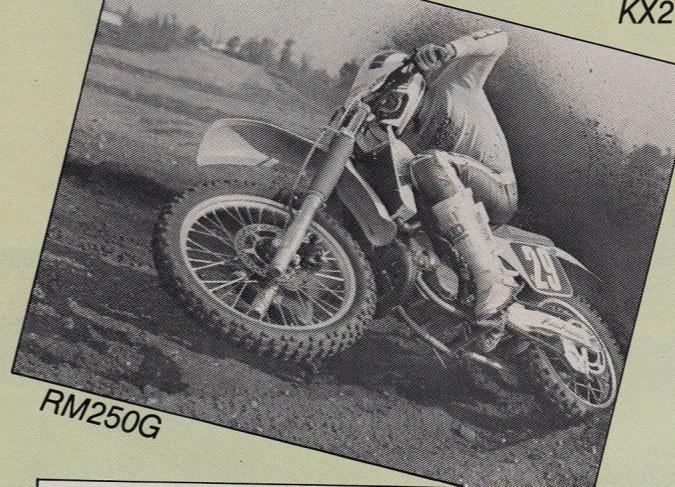
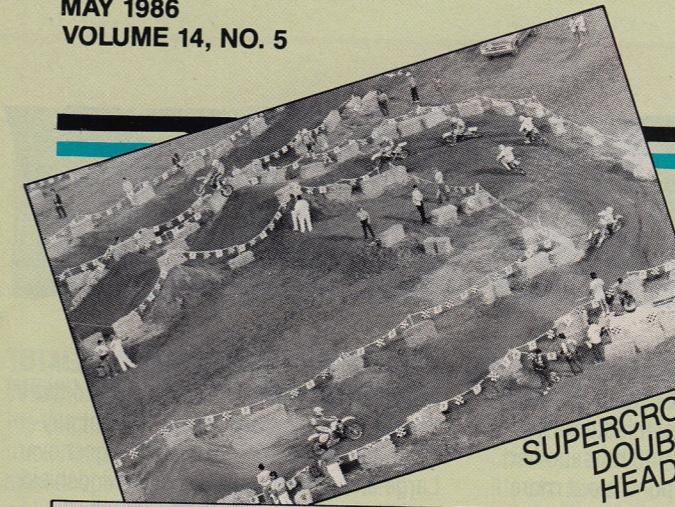
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MAY 1986
VOLUME 14, NO. 5



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

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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

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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. Checkout the SE, with the biggest engine available in any compact truck—ever. Size-up the biggest factory-available tires on any compact truck.

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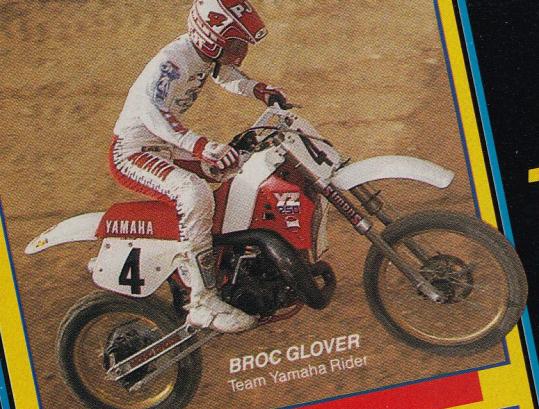
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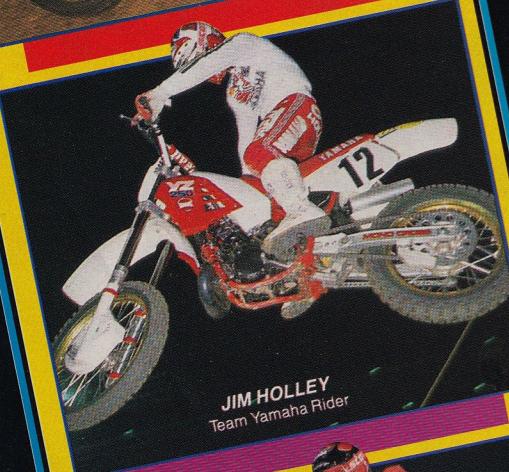
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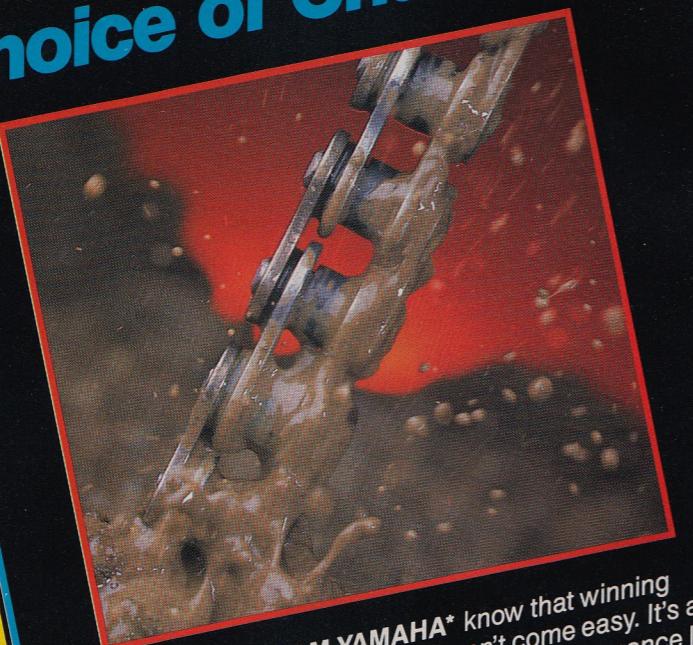
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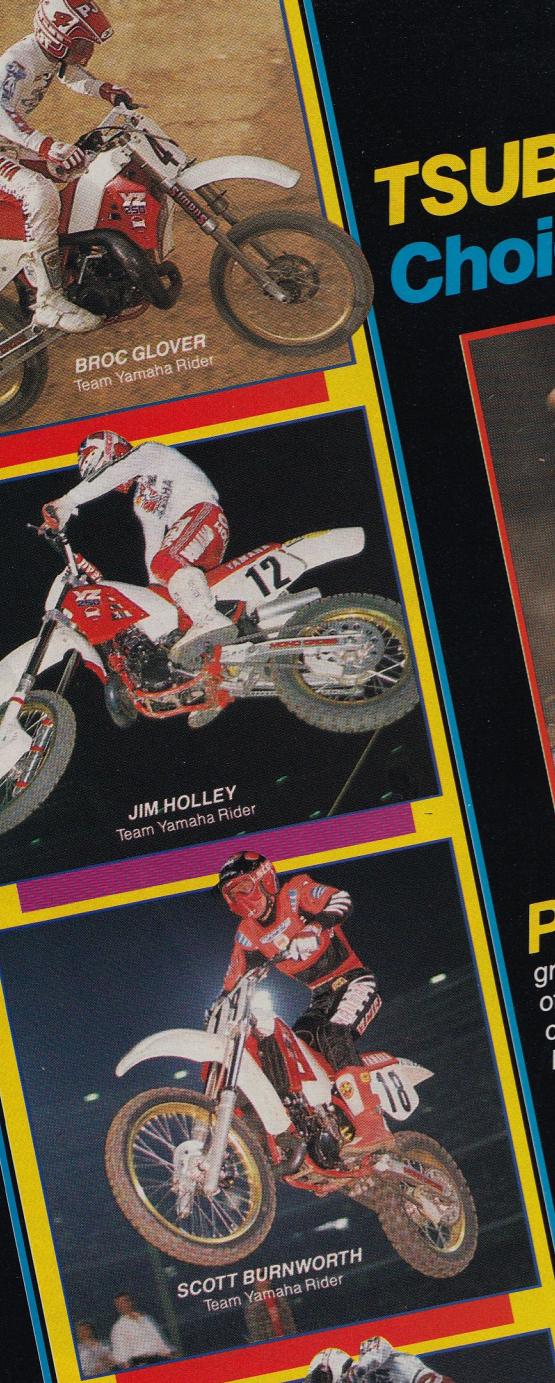
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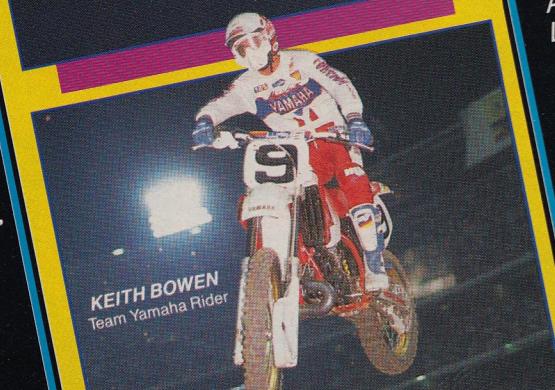
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By Roland Hinz

□ 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. □



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(818)365-6831

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 Royale."

"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



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 Pursang, 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 technojargon. □

ANSWERS: 1. K 2. S-1 3. HPP 4. M22 5. TCV 6. KIPS 7. 4054 8. RH-III 9. UDX 10. AC-3 11. YPVS 12. RAL 13. GSX-1 14. VX-3 15. V-55 16. BASS 17. Series 29 18. 2+1 19. K139 20. GMX

- 1. KYB
- 2. S-1
- 3. HPP
- 4. M22
- 5. TCV
- 6. KIPS
- 7. 4054
- 8. RH-III
- 9. UDX
- 10. AC-3
- 11. YPVS
- 12. RAL
- 13. GSX-1
- 14. VX-3
- 15. V-55
- 16. BASS
- 17. Series 29
- 18. 2+1
- 19. K139
- 20. GMX

- A. Carburetor
- B. Lubrication system
- C. Handlebars
- D. Kidney belt
- E. Answer pads
- F. Fork system
- G. Front tire
- H. Shoei helmet
- I. Gloves
- J. American forks
- K. Rotating exhaust
- L. Boots
- M. Rear suspension
- N. JT goggles
- O. Japanese company
- P. Kawasaki invention
- Q. Dutch forks
- R. Rear tire
- S. Sliding exhaust
- T. Sinisalo pads

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.

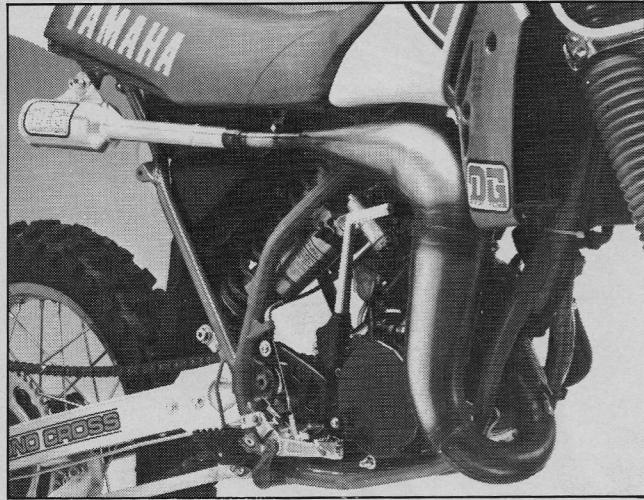
PJ1 Octane Plus raises engine compression and stabilizes the gas to prevent varnish and gum build-up in the carb and fuel system. Your bike runs better — and cleaner.

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

NEW WEAPONS FROM THE POWERHOUSE.



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KX80 PERFORMANCE KIT

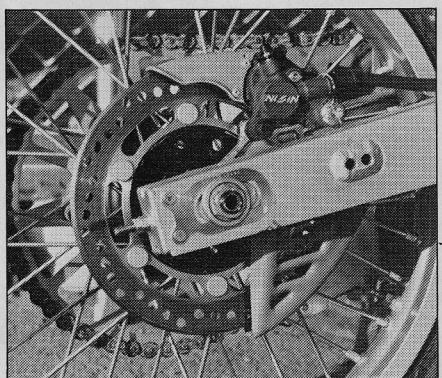
Add maximum mid-range and top end power to your KX80. Performance kit includes a DG "Team"™ pipe, aluminum silencer and DG's new C.F.™ tunable reed kit

FREE!
guard MX reservoir
of any with purchase
engine performance

Dirt



□ 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.



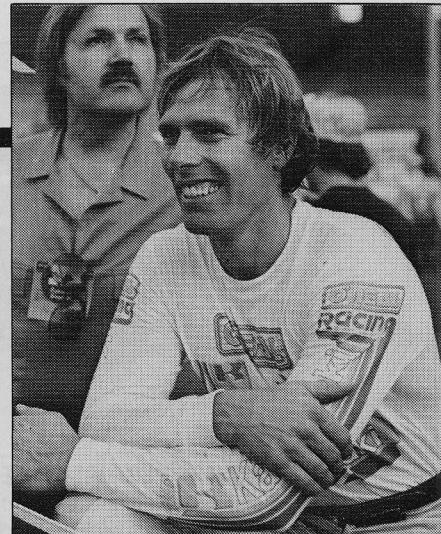
Home away from home: Danny LaPorte is now residing in Italy. The former 250 World Champion will be riding on the GP circuit for Yamaha of Italy. He hopes to regain his crown. His Husqvarna ride went to Andy Stacy.



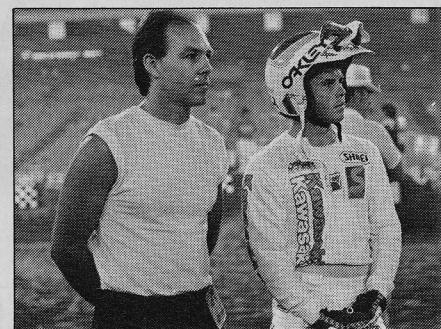
Semi-retired: Kawasaki is hurting in the 125 class. How do we know? Goat Breker, who retired from Team Green this season, has been offered a Kawasaki factory ride for the 125 Nationals. Goat is happily living the retired life, but is considering it.



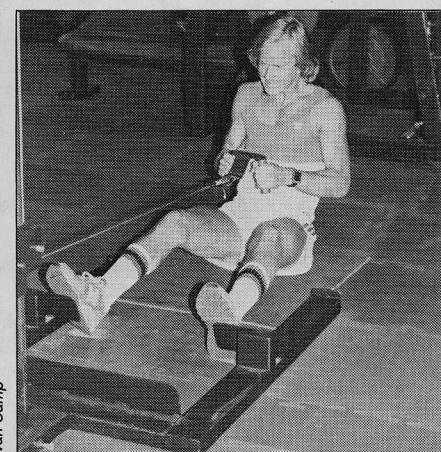
What have you done lately: It's hard to believe, but there is an award for everybody. From Grammy to Oscar, the best rake in the laurels. How about peanut vendor of the year?



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 Lampu (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)



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.	CLOSE-	OUT	PRICE
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KANNON RACING PIPES	149.95	89.95		
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BOYESEN 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		
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COMPLETE SEAT KITS	59.95	39.95		
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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.	CLOSE-	OUT	PRICE
TERRY THROTTLE CABLES	14.95	10.95		
WHIRLPOOL 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		
DEBRUZER 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		
ANCRATE TIE-DOWNS	17.95	9.95		
JT ADD-VISORS	10.95	8.95		
FORK WIPER SETS	16.95	8.95		

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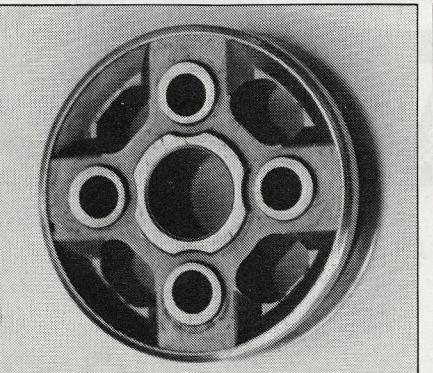
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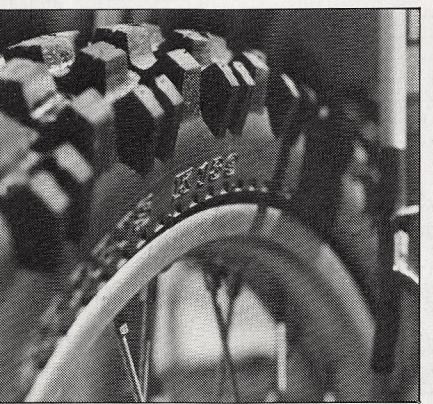
Ask the MXperts



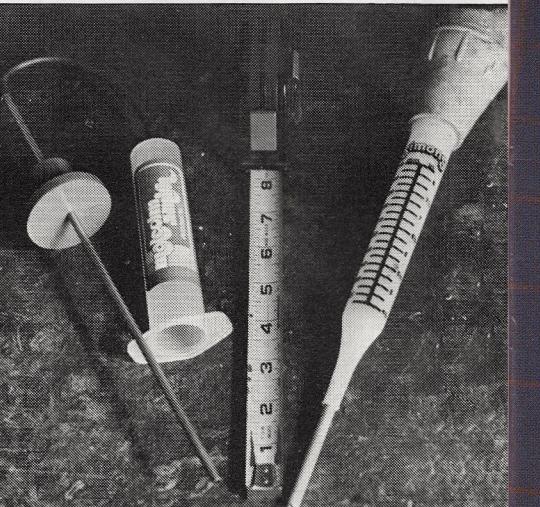
□ Should you ever rebuild the stock shock on your Yamaha, or sucker a friend into doing it, be sure to surface the valving face of the shock piston. Tiny scratches in the piston must be removed to ensure perfect damping.



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. •

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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)
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Blu/Red 047-035

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4. Ultra-Grip™ \$3.95
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Wht 042-001
Yel 042-002

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1. Stadium Jacket**\$54.95**Sizes: XS, S, M, L, XL
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Red 115-043
Blk 115-057**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

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\$34.95

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1280-045

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1280-249

1280-305

1280-335

1280-328

1280-427

1280-442

1280-628

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Honda Red

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Suzuki White

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KTM White

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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.)

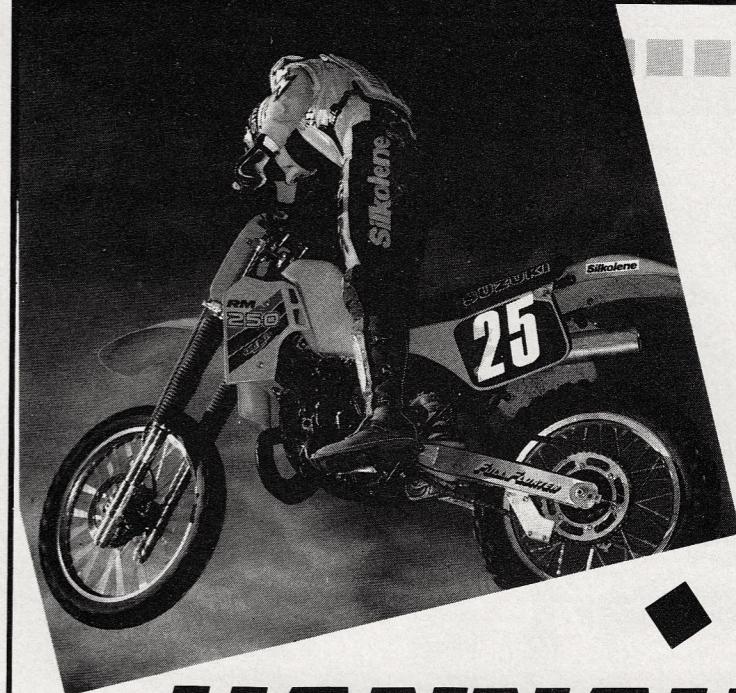
DIFFICULT QUESTION

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.)



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"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

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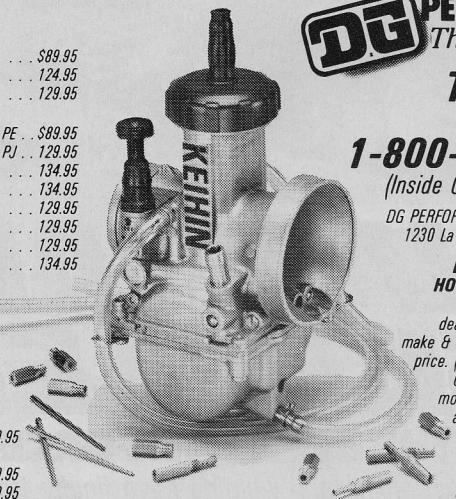
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IT 490 83/84 . . . 38mm PJ . . . 134.95

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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. It is true?

Dana Brocklebank
Canandaigua, NY
(No.)

HOW DO YOU DO IT?

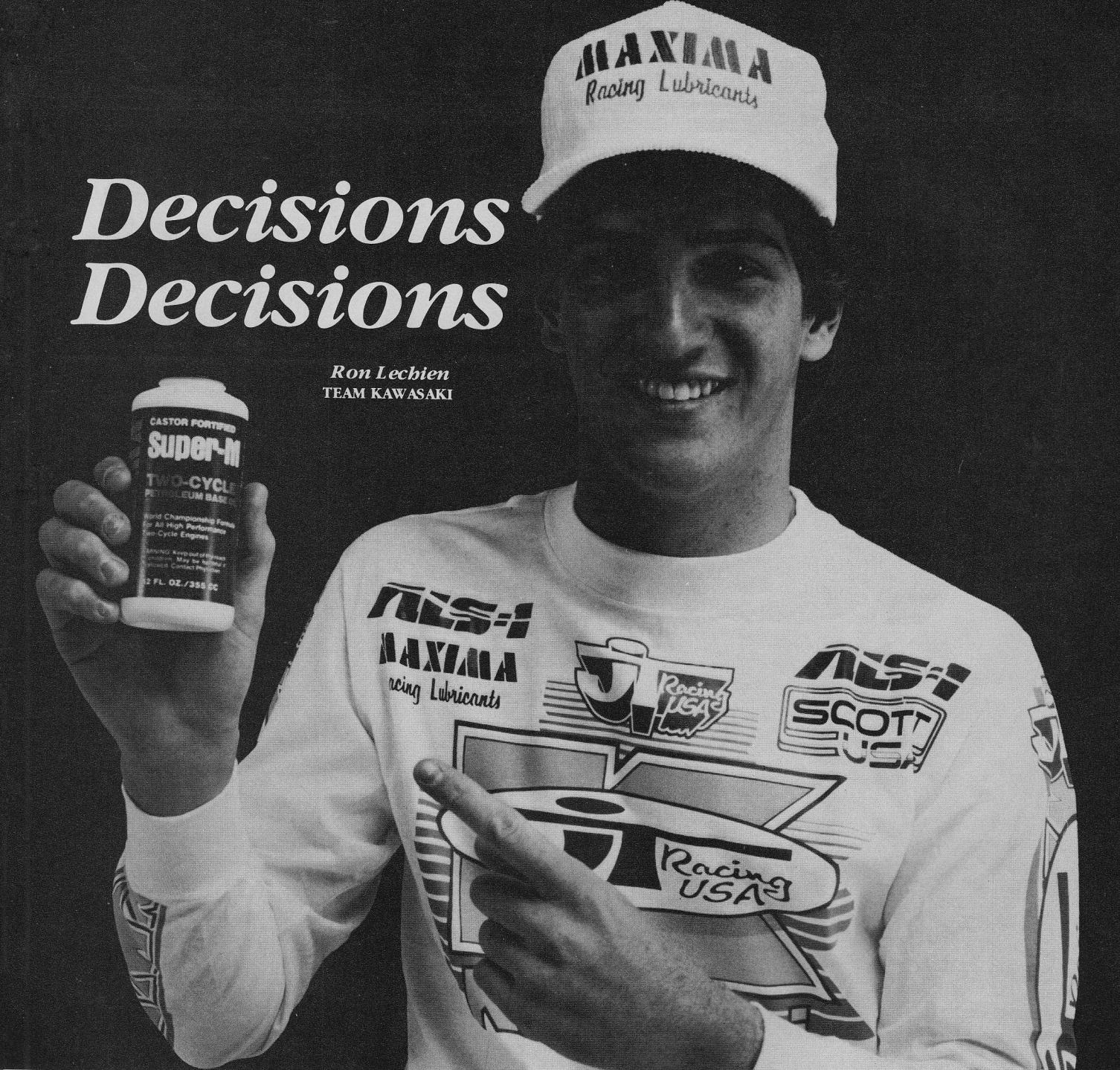
Dear MXA,

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.) □

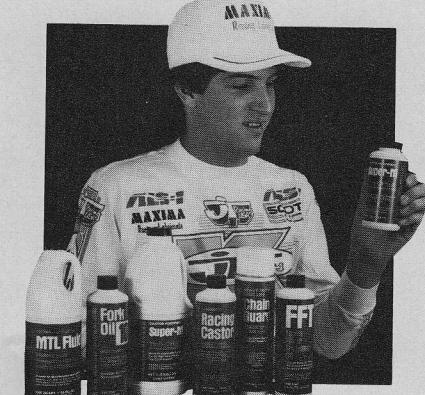
Decisions Decisions

Ron Lechien
TEAM KAWASAKI



"Professional motocross racing is full of decisions."

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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, Gaeke, 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, BC, V6X 3E1; (604)276-8666, or East: 1445 Bonhill Rd., Unit 18, Mississauga, Ontario L5T 1V3; (416)673-1707.



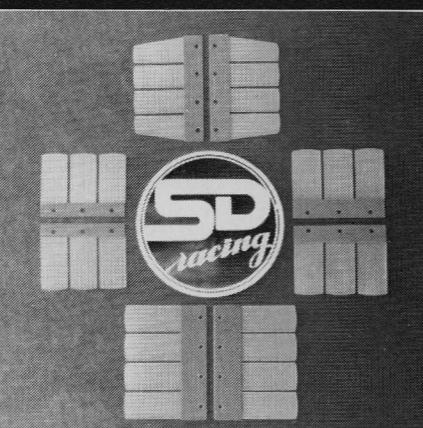
TOO HOT TO HANDLE

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-



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.



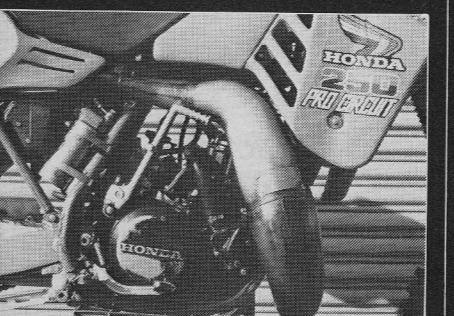
CAN YOU HANDLE THE TENSION?

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.



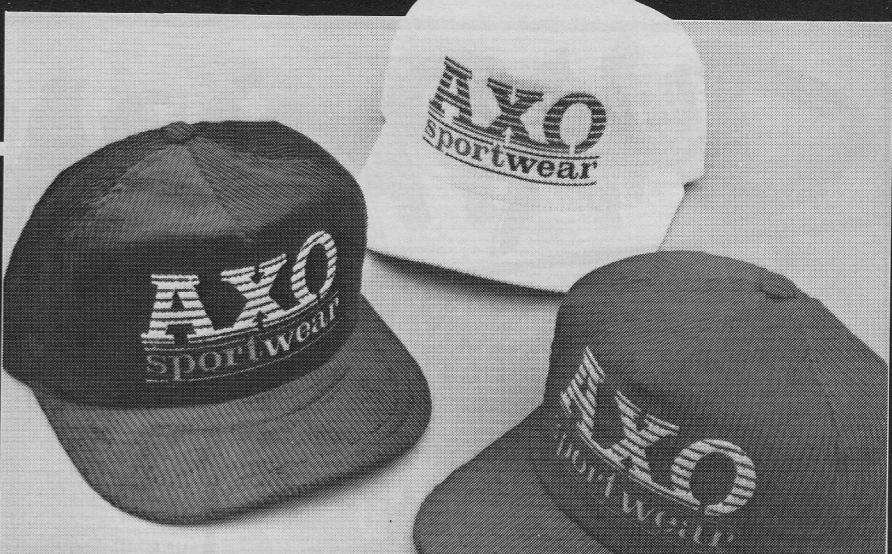
THE YEAR OF THE BAG

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 class-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

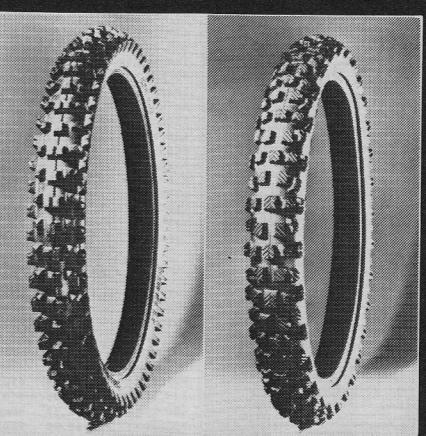
Every racer's dream is to follow the pro circuit. Why? So he can line up next to the big names and have a chance to rough it up with them. It's a tough burden to carry, and it's even tougher with stock machinery. So, if you need that extra edge to make yourself a name, rely on Pro-Circuit Power Pipes. 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

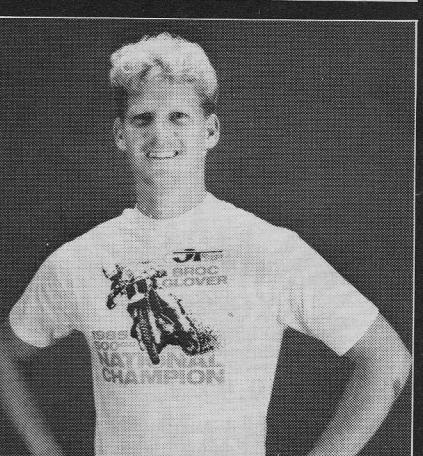
Next time you're out at the races, take a look around to see what type of people wear caps. You'll see underrested riders and mechanics who've spent endless, late-night ordeals preparing high-strung bikes for battle. Do these guys have time to groom their hair to look presentable at the track? Be serious! 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. □

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SWEDISH INNOVATION

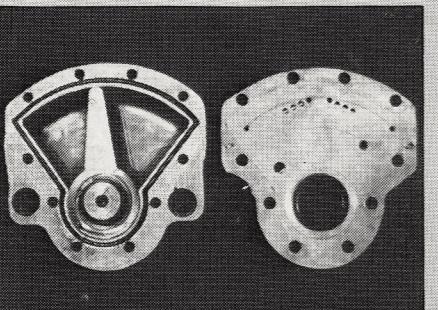
HI-POINT UNIQUE STEERING CONTROL

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-nee-k") 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 wiggling. 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*

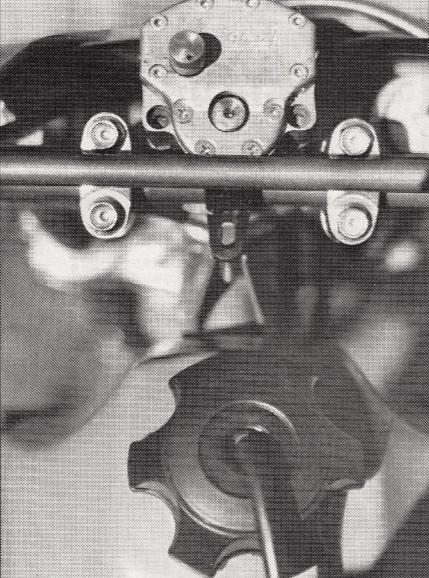


What's inside? An intricate series of orifices, radius adjusters and an aluminum windshield wiper. It is simple, but sano.

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.

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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.



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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.

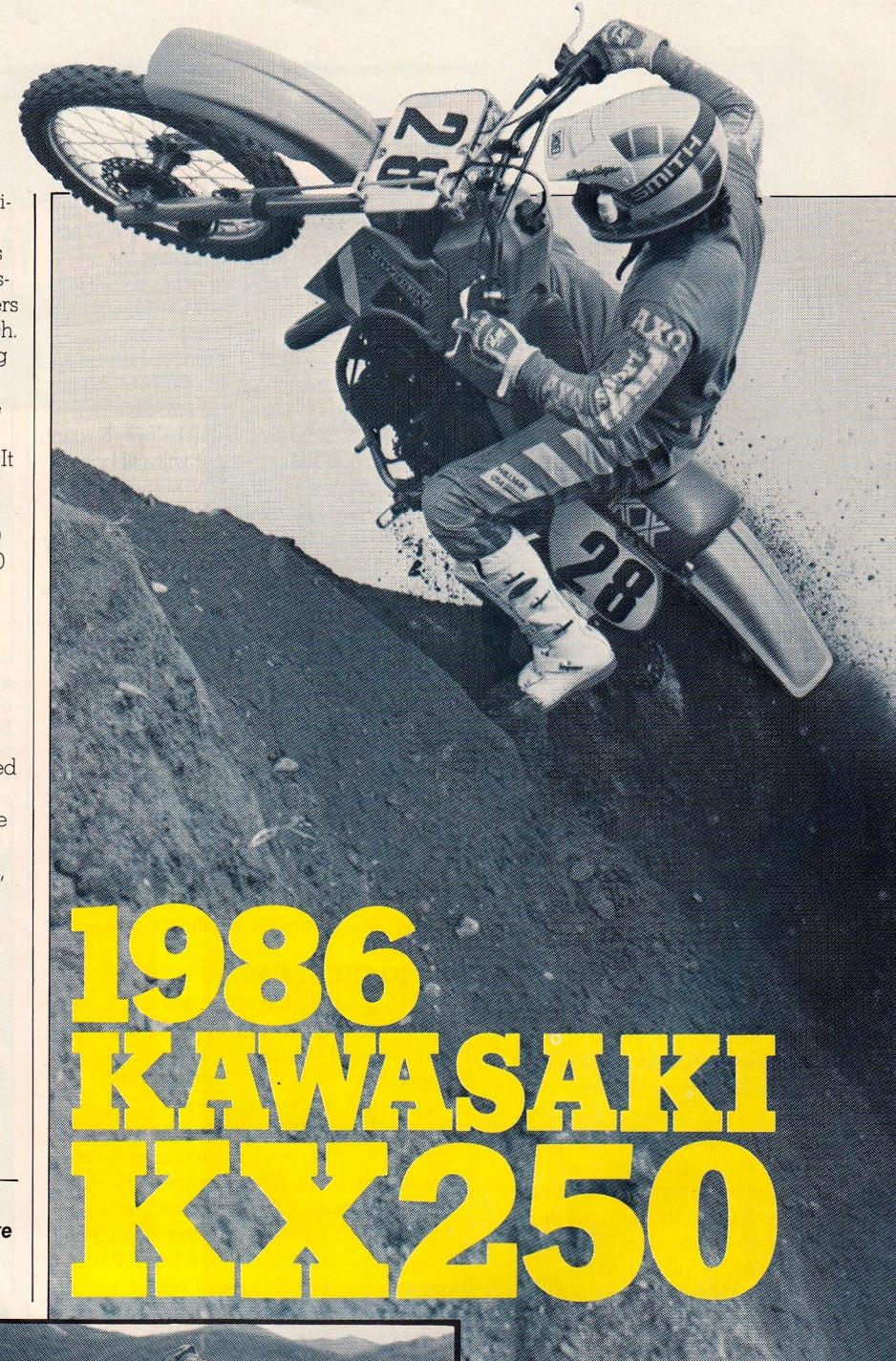
WHAT CAUSED THE UPHEAVAL?

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. ▶



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!



David Gering

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

1986 KAWASAKI KX250

HORSEPOWER	94
CORNERING	84
STABILITY	88
FORKS	85
SHOCKS	82

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.

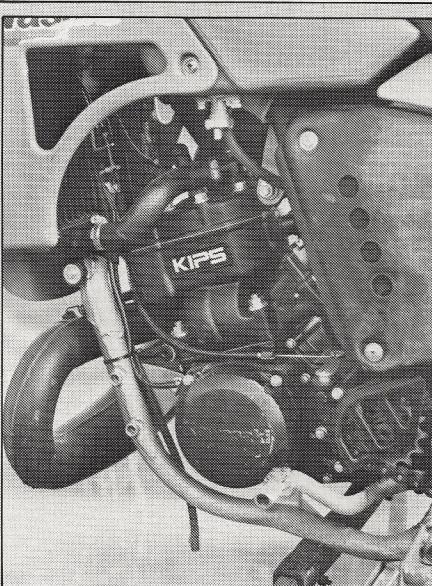
WHAT WE LIKED

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

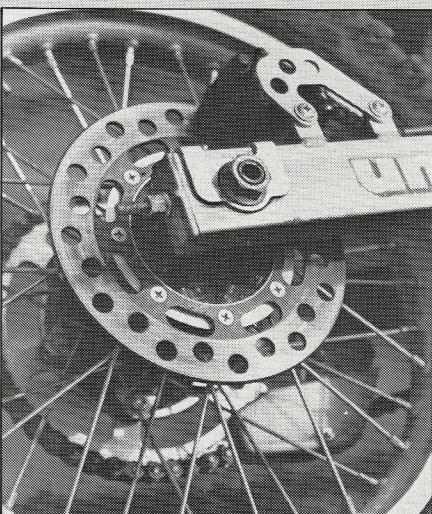
Excellent Bridgestone M22/23 hard-track tires mean that buyers will get the best hard-track tires available and will only have to pop for sand tires to have the complete set. Face it—nothing comes with sand tires, so if a bike comes with good hard-track tires (even if you live in the Sahara), you come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

AND THE FACTS ARE...

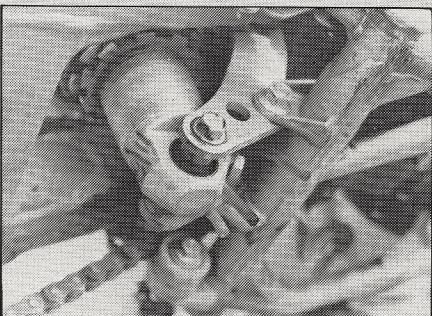
The KX250 has an impressive motor. A great motor! If you are a long-time Kawasaki fan, you will find the whole package terrific. But most buyers will love the motor, live with the handling, and try to fix the suspension flaws. This is a bike you could win on right out of the showroom, and run rampant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



Kawasaki's KIPS-equipped 250 motor is a chunner. 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.

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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 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.

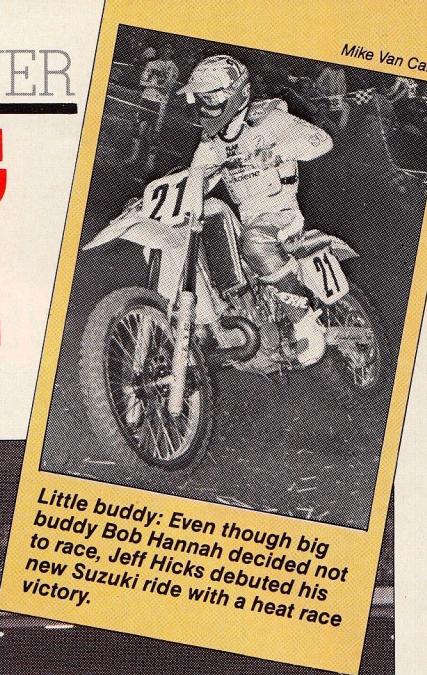
half-time entertainment, and one of the greatest two-man duels in Supercross history, Anaheim Stadium erased the blot on Supercross' reputation.

Ricky Johnson and David Bailey, two riders who came out of the Rodil Cup mortification with their images unsullied, 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,



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

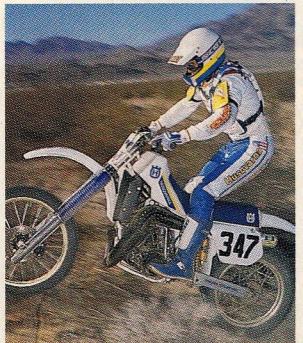
The vet and the kid: Veteran Alan King (17) and former mini champ Mike Healey (46) had a knock-down, drag-out duel. Unfortunately, they both got knocked down and neither qualified.

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. ▶

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Kaw	blu/grn	SS964-49
Hus	blu/wht	SS965-47

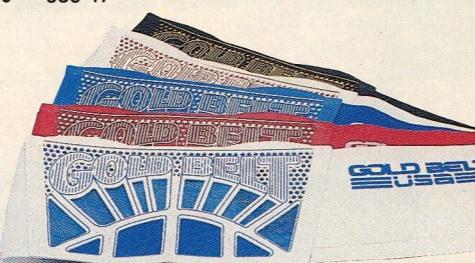
Dan Smith added the SCORE/Parker 400 to his Whiskey Pete's World Championship for back to back major race wins wearing Concepts DeCoster MX pants, jersey, and Gold Belt.



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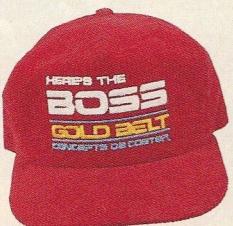
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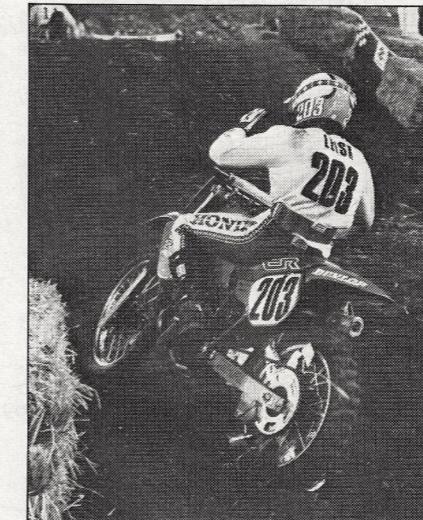
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ANAHEIM



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.

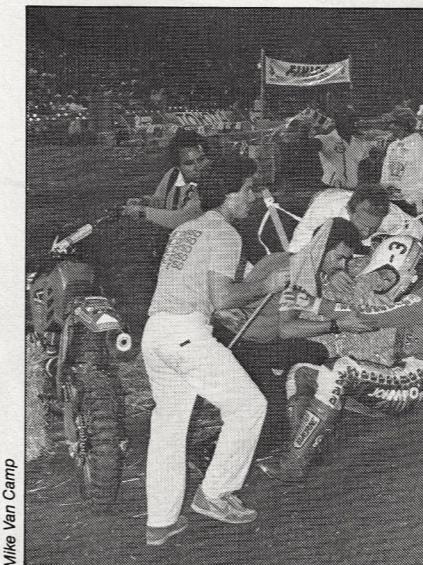


◀ Cool and calm: Australian Jeff Leisk qualified for his heat race with a bundle of track banners in his rear wheel. He even stopped to remove a wooden stake before getting the checkers.

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.



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.

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-

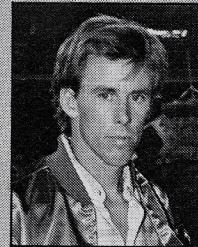
tration troubles? Physical condition troubles? Personal problems? **Ron Lechien** has had them all (at the same time). Once he was a 17-year-old wonder kid; then he was an 18-year-old rising star; and now he is a 19-year-old who can't keep the rubber side down. Ronnie faded out of the Anaheim Supercross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

Jo Jo Keller switched from Honda to Yamaha over the winter. Jo Jo also shed about 20 pounds. Whatever it was that threw off Jo Jo'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



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 Wardy 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.

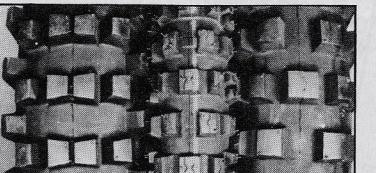
Australian **Jeff Leisk** proved that all the hype which has been said about him is true. The quiet, freckle-faced Aussie proved to be

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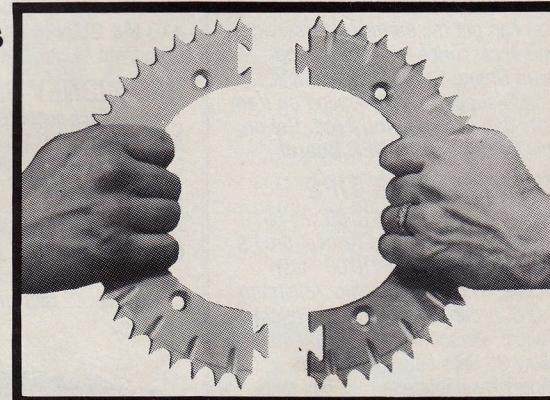
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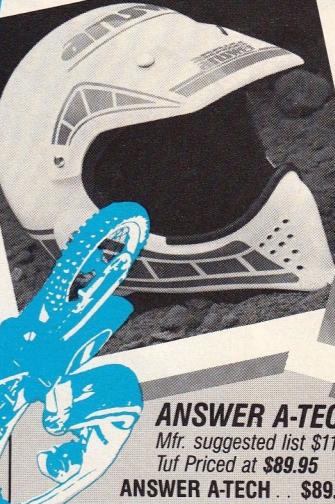


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wht blu red <input type="checkbox

1986 SUZUKI RM250G

Living up to their tradition

□ 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?

RACE TEST SUZU

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 buzzsawing 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

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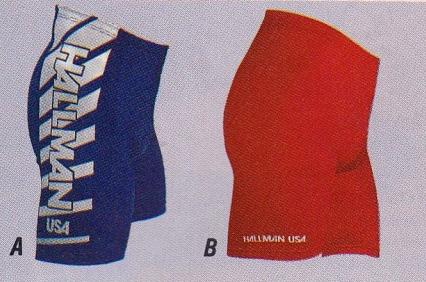


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RM250G



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 featherweight) 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

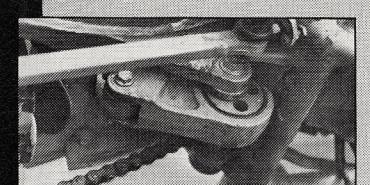
When the MXA test crew first sat on the RM250, we liked it. It felt comfortable, although the bars, pegs and seat seem too compressed. It was a pleasant bike to sit on. Once in motion, it became even more enjoyable. We got into it. Okay, the motor was one-dimensional, and the suspension grief-stricken,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

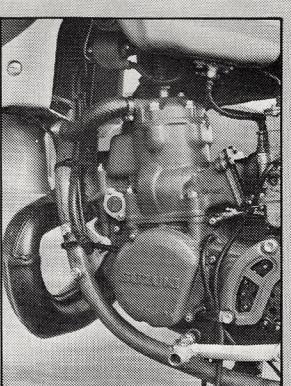
1986 SUZUKI RM250G

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.

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RM250G



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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. □

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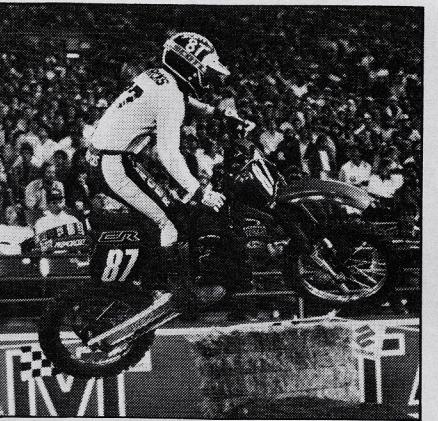
52 MOTOCROSS ACTION / MAY 1986

KIDCROSS: AMERICA'S FASTEST UNKNOWN

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.



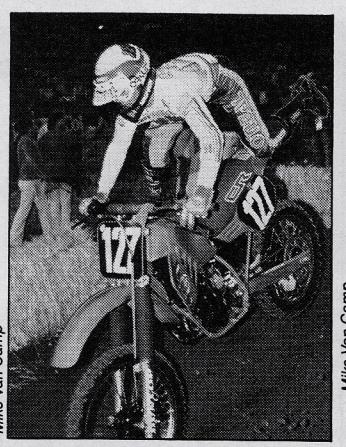
Mike Jones used the East/West Supercross Challenge as a showcase for his talents. He is one of a group of fast-rising tiddler pilots.



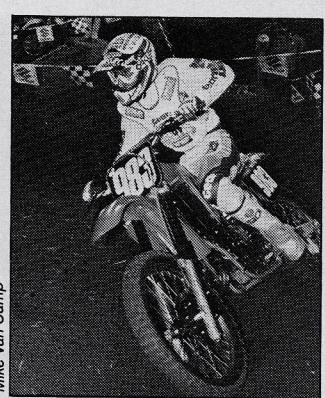
Donny Schmit is the hottest thing out of the cool climate of Minnesota since the Benokins.



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.

Mike Van Camp

Mike Van Camp

Mike Van Camp

Mike Van Camp

□ 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. □

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
Terry Bostard
Greg Bowen
Scott Brown
Frankie Brundage
Bryan Bruner
Kenny Bullmeier
Craig Canoy

Todd Campbell
Tim Coombes
Mark Crozier
Dennis Daft
Ty Davis
Todd DeHoop
Vince DeVane
Drey Dircks

Alan Dyck
Keith Fox
Rich Halstead
Mike Jones
Shaun Kalos
Mike Kiedrowski
Jeff Lambert
Doug Lange

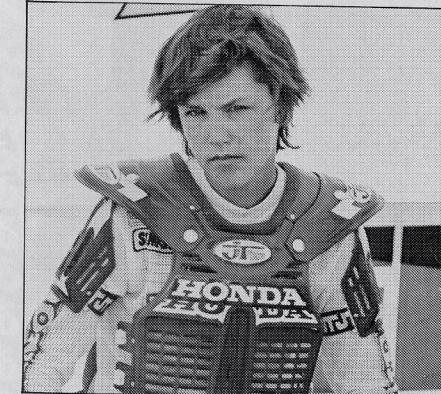
Jeff Matiasevich
Dean Matson
David McLean
Jeff Schumacher
Mark Melton
Robert Naughton
Doug O'Donnell
Keith O'Neal

Chad Parker
Carroll Richardson
Donnie Schmit
Brett Melton
Mark Melton
Robert Naughton
Jeff Stanton
Lowell Thompson
John Shay

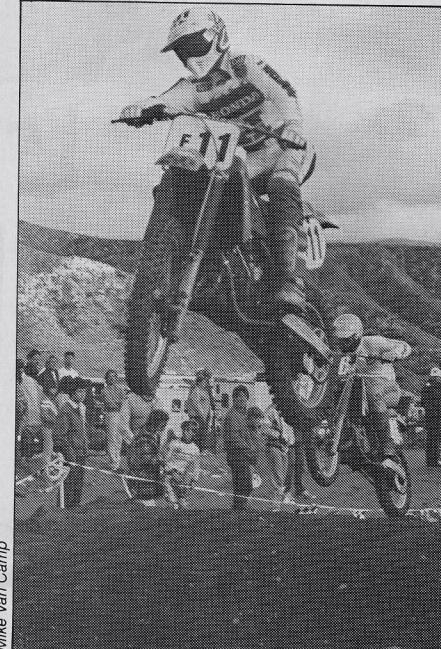
Ronnie Tichenor
Keith Turpin
Jim Veugler
Kit Vick
Joe Waddington
Ron Watmore
Tommy Watts
Billy Whitley



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

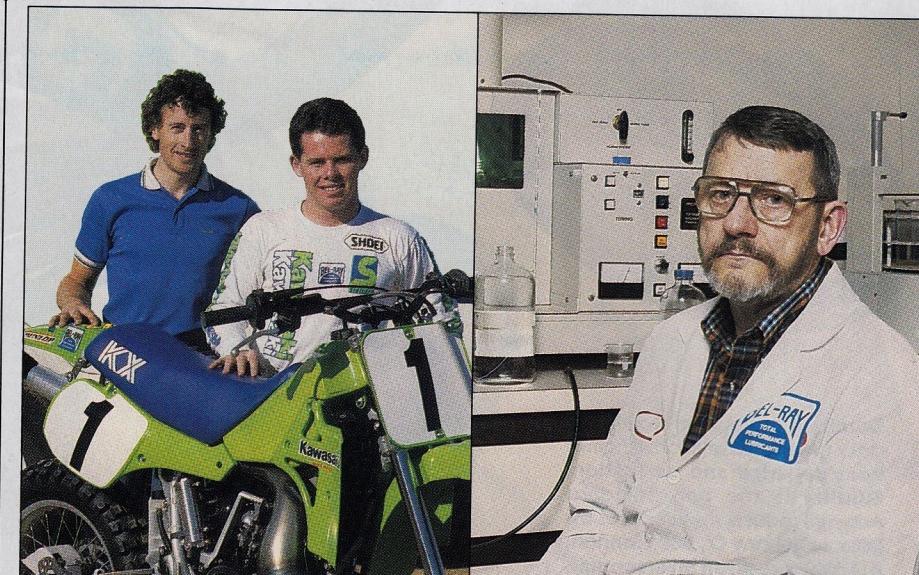


Scott Brown lost his factory Honda minicycle ride but went out and bought his own CR125Rs. He may get his sponsorship back if he keeps going as fast as he has been.



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

Mike Van Camp



JEFF WARD: 1985 SUPERCROSS & AMA 250CC CHAMPION

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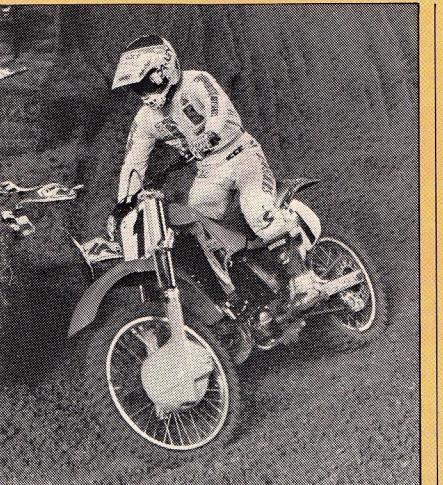
A steady rain kept the San Diego track a soggy quagmire. Getting a good start meant the difference between seeing the ruts and eating the ruts. Dust wasn't a problem.

□ 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.

FEAR OF DROWNING IN SAN DIEGO

MacArthur Park is melting in the rain



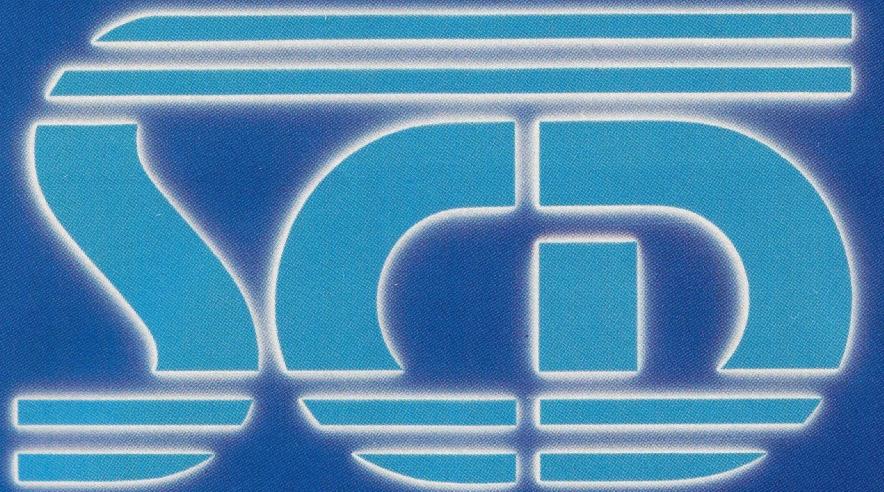
Keith Bowen is a shocker. His third place at San Diego, backed up with excellent performances at Anaheim and Houston, makes the Yamaha rider a threat. Bowen's lack of training and conditioning due to his broken navicular haven't slowed him.

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





SYSTEM

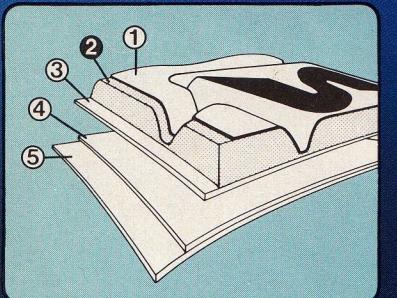
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In the race of the night, JoJo Keller is up on his feet and pushing, while Mike Healey is picking his Suzuki out of the mud. The two riders played demolition derby for the final transfer spot. JoJo got it.

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.

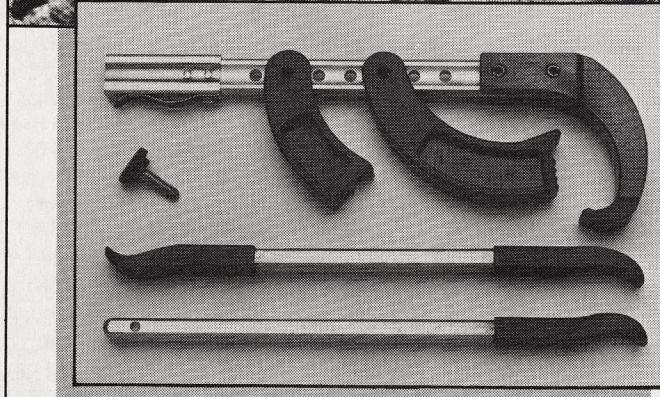
THE GREATEST TWO-MAN DUEL EVER

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.



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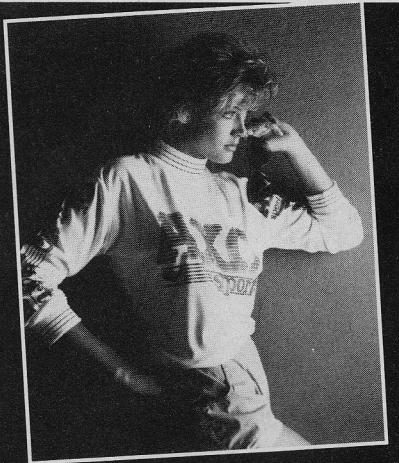
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SAN DIEGO

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 BROG GLOVER



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.

Jack Burnicle

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. •

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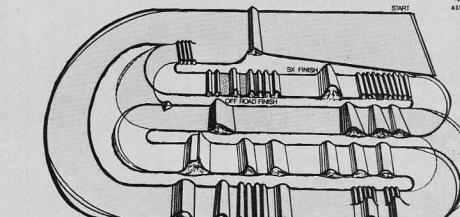
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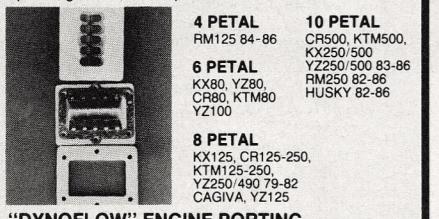
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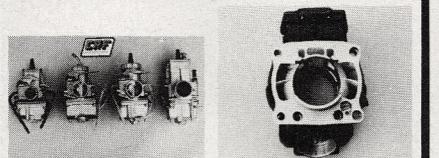
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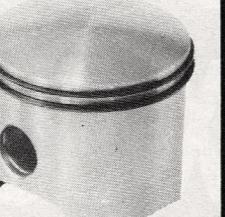
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SAN DIEGO



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)

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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!

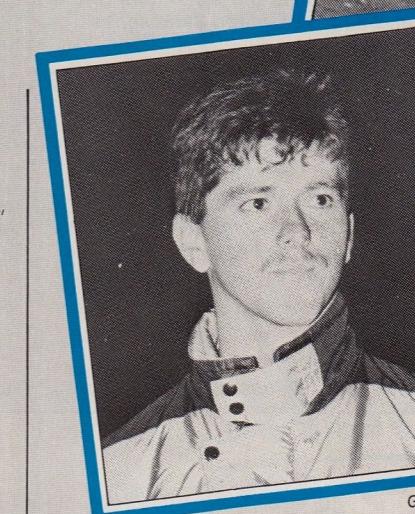
One little country with fewer people than a good-sized state has consistently upper-handed America in world sports. Do you remember the America's Cup? It went to this country. Remember that great all-American sport of surfing? It is dominated by people from this country. Remember the growth days of tennis?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



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 Gaeldorf, 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 Gaeldorf 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



Mike Van Camp

DOWN UNDER WONDER?

Gaeldorf, 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." □

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

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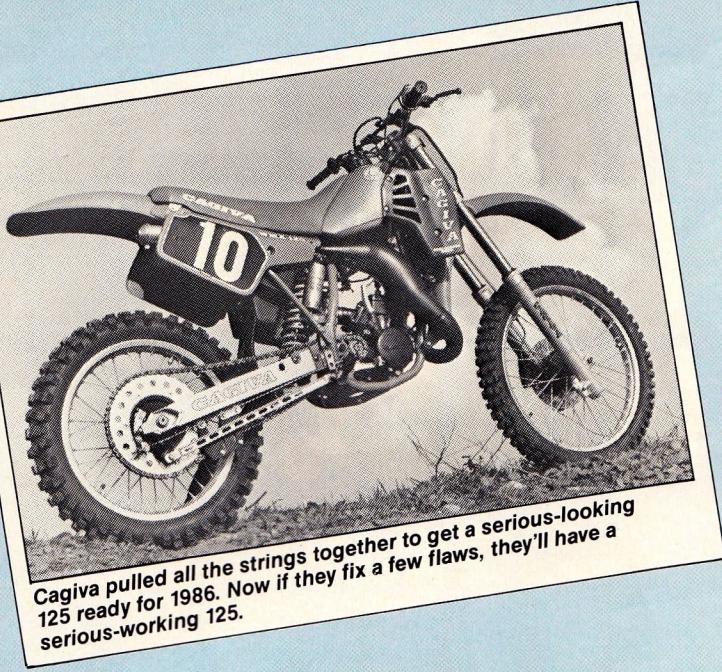


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RACE TEST

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 Marzocchis 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, especially 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.

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- (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.



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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



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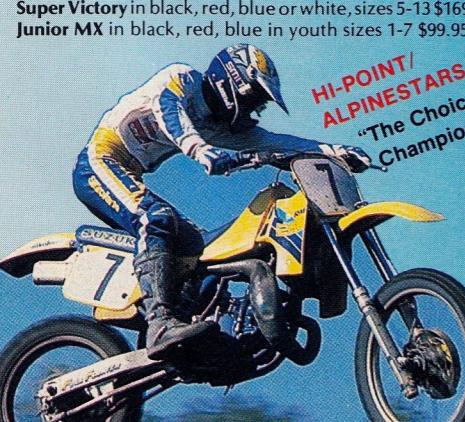
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SUPERSTAR

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"Hurricane" Hannah

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*Heinz Kinigadner, 250 World MX Champion.
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WMX125



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.

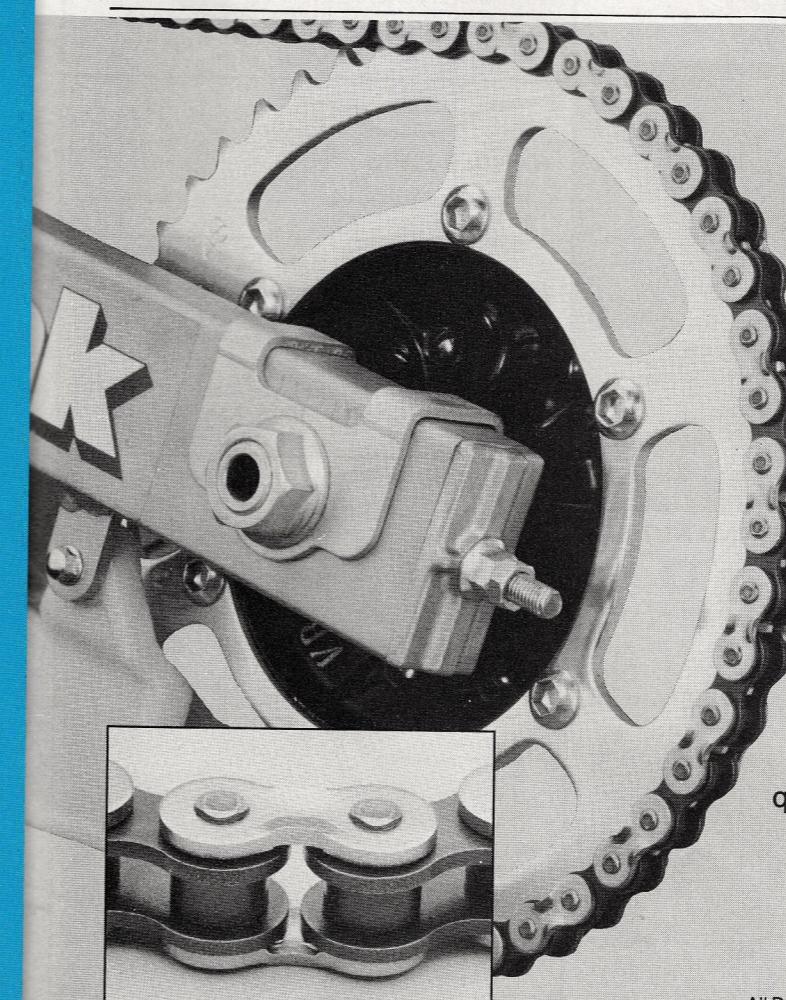
We blew a fork seal the first hour. It sprayed oil onto the front disc brake. They were already working so poorly that oil all over them didn't hurt their performance. It did hurt the performance of the forks, though.

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



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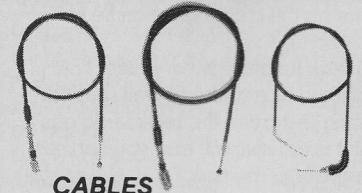
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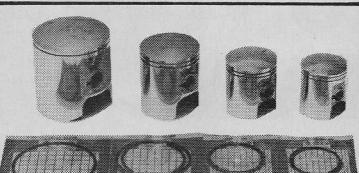
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RM 80 (1986) 10.75
RM 125/ 250 (1975-83) 8.65
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RM 250 (1986) 14.25
RM 250 (1984-85) 14.25
RM 370/ 400/ 465/ 500 (all yrs) 10.25
PE 175/ 250/ 400 (all yrs) 10.25

FRONT BRAKE
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RM 250/ 370/ 400/ 465/ 500 (all yrs) 10.20
PE 175/ 250/ 400 (all yrs) 10.20

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Cable or rod assy.
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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



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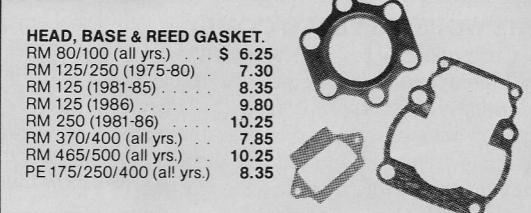
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PE 250/ 400 (all yrs) 30.40



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

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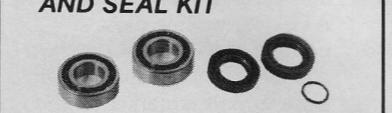
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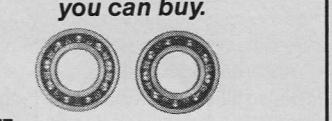
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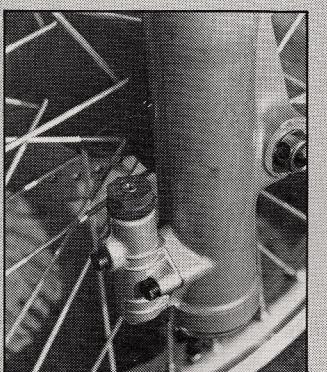
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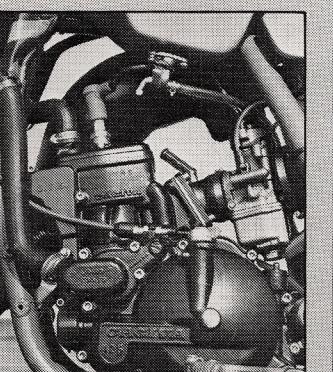
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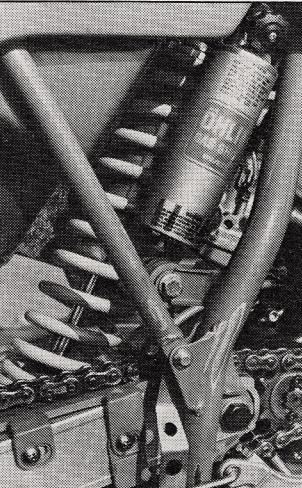
WMX125



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 foot-peg everytime we kicked the engine over. The kickstarter must be repositioned as far forward on the splines as possible.

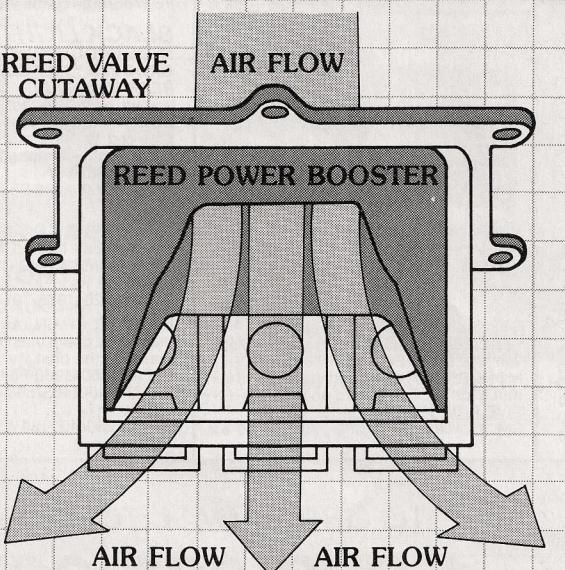
Cagiva has a superb airbox. Excellent size with a humongous still-air chamber. First-rate engineering.

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



"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.

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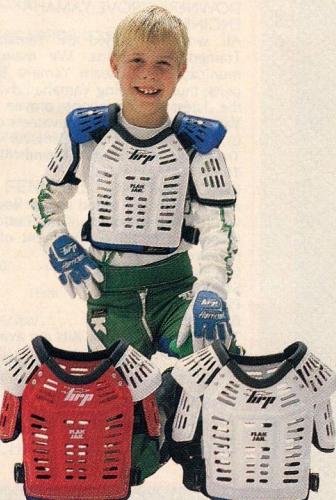
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Charge through the pack in HRP's tough new chest guard. Attack Jak is built to get you past the competition. Like the proven Flak Jak 2 Air System pads, the new Attack Jak gives you the best in unrestricted movement, performance and quality. The Attack 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



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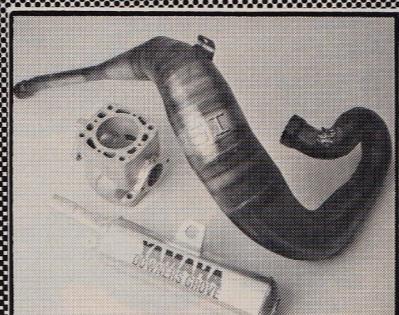
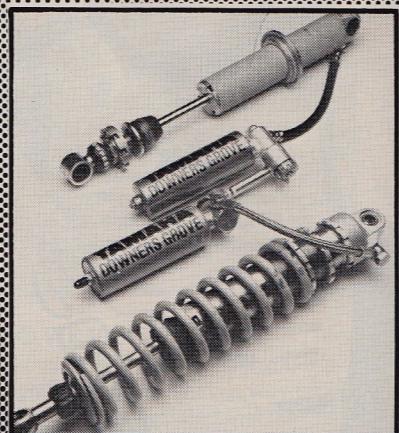
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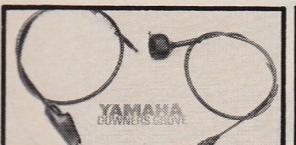
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PISTON KITS • RINGS

SHOOTOUT:

NEWSSTAND vs. SUBSCRIPTION



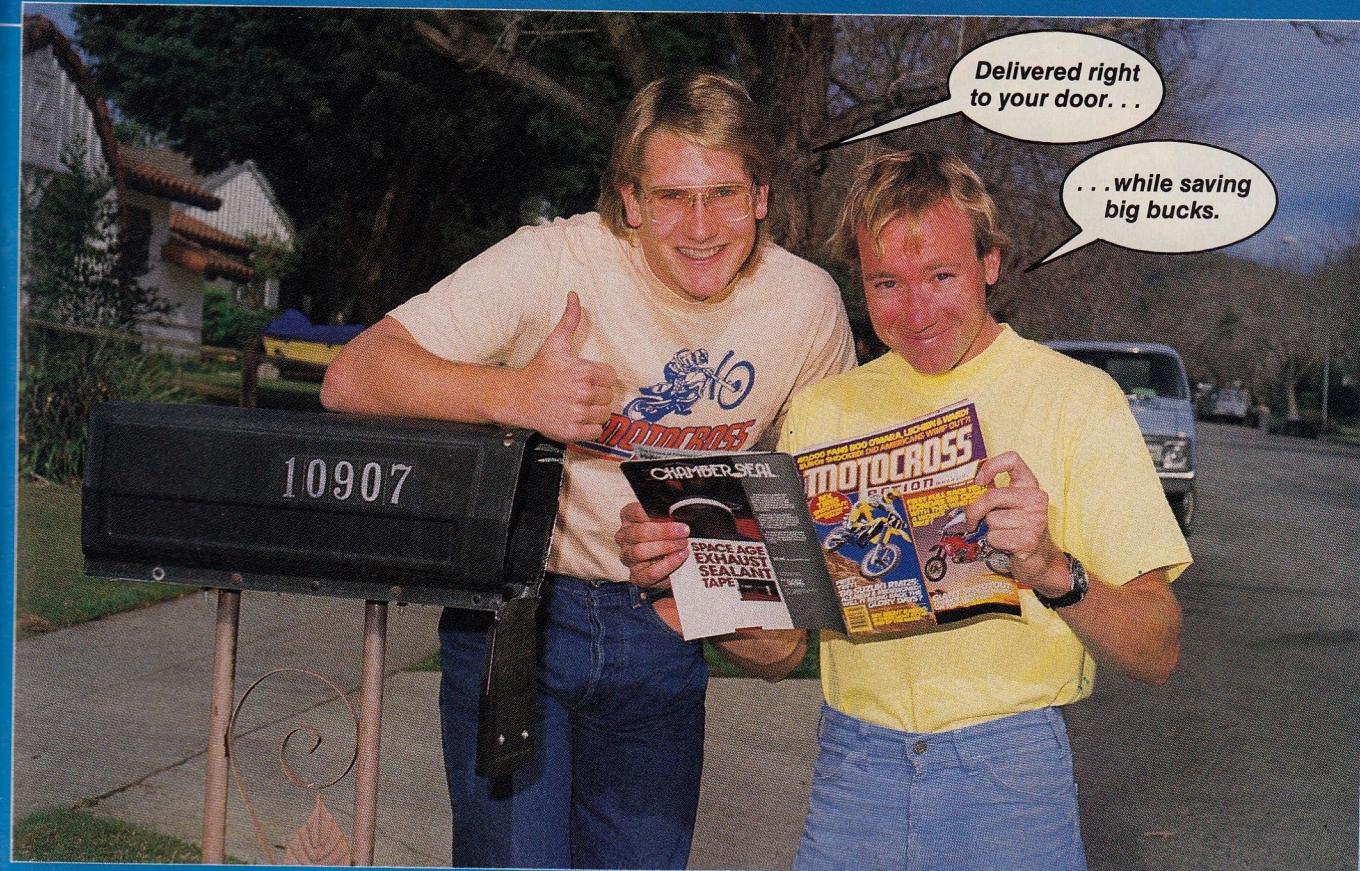
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CR, YZ, KX & RM LONG- TERM TORTURE TEST

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 shoot-out. 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



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The Cagiva WMX125. World 125 Motocross Champion



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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 grueling 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.

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HONDA CR125R

How can something so boring be so good?

★ 125 ★
RACING GUIDE

and raced our CR with the stock shock and forks with good results.

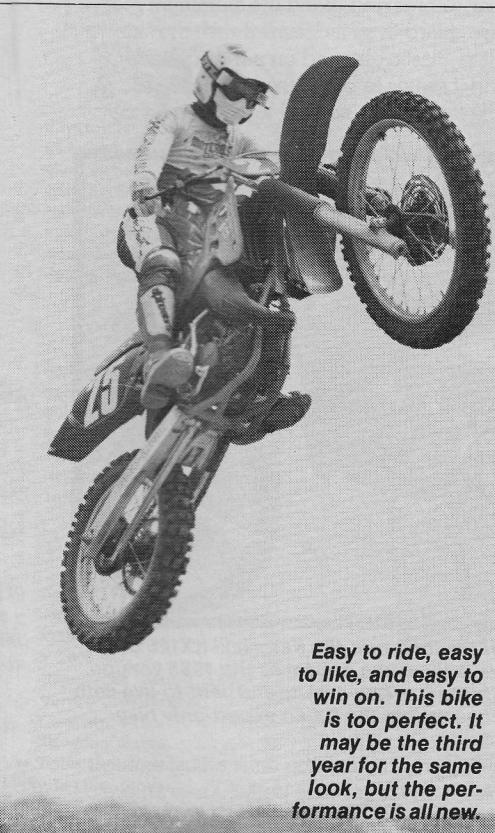
MISCELLANEOUS STUFF

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. □

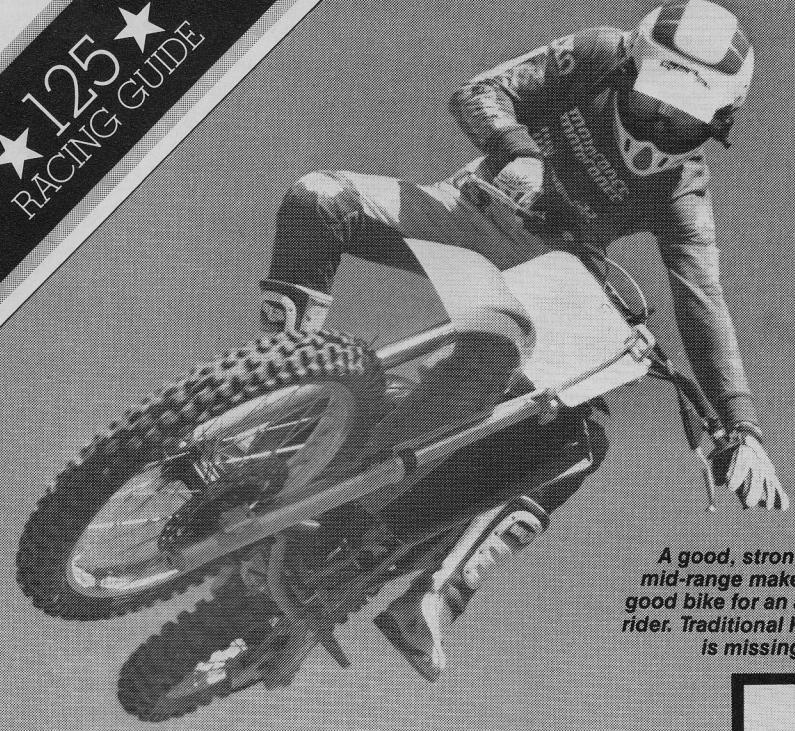


Easy to ride, easy to like, and easy to win on. This bike is too perfect. It may be the third year for the same look, but the performance is all new.

□ 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 left to say, except, how can something so boring be so good?

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, slimmer 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

Kawasaki's 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, FMF Reed Booster, tires
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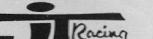
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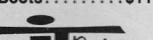
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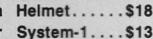
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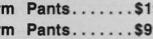
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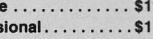
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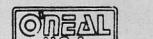
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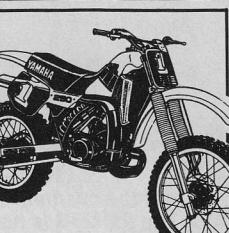
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OAKLEY

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.

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.

□ 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

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.

IS IT REALLY BLUE?

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

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YAMAHA YZ125S

Yamaha lives up to its promise

□ Yamaha is finally back in the hunt again. In one short year they've gone from a very dead-last 125 standing to a very strong runner-up position. They did this by going full tilt, and even they claim they spent most of their new-model development time on the '86 125. It shows. From its all-new front wheel to the Bridgestone M22 rear knobby, this baby is serious! Hopefully, Yamaha will be able to keep pushing and striving ahead so they can remain a threat in the 125 class. It looks that way too, as Yamaha is fielding a huge factory and support 125 team. This means they are *dead* serious, and we should be able to reap the benefits for years to come.

STUCK IN THE MIDDLE OF THE ROAD

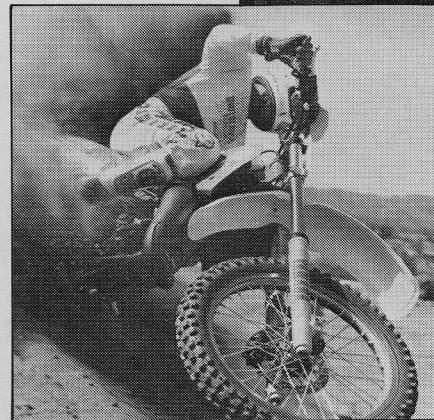
When you talk about YZ125 power, you're talking mid-range. Yamaha's 125 comes closest to the CR125's low-end punch, but it's really not that close of a comparison. No, this baby starts to come alive at an early mid-range hit, and pulls through one of the widest mid-range spreads in 125 history, but it falls off the pipe before it ever reaches much of a top end. It's a harder-to-use and narrower powerband than the Honda's "perfect" 125 spread of power. It is less forgiving and requires harder riding from the pilot. You have to work the YZ125G to the tip of falling off the pipe, then shift to the next gear, where you'll be rewarded with more strong mid-range. A fast YZ pilot rows the gearbox like crazy and knows the bike's powerband like a dollar bill. Make a mistake, and it'll cost you. Do everything right, and you'll be going somewhere.

HANDLING AND SUSPENSION

Yamaha's layout is excellent. The flat seat/tank junction, low tank, and redesigned rider positioning are positive touches. They allow you to climb all over the machine, flowing it around the course. It is necessary, at least for most people, to switch to a lower, friendlier bend of bars. We used an '85 Honda 125 bend. Without the bars you won't be able to take advantage of the YZed's excellent layout.

Once you have the bike set up to fit yourself, you'll be impressed with the handling prowess. Across the board for overall handling, this bike does it the best. It corners with agility close to that of the CR125, plus it goes down a straight with bulletlike stability. Take advantage of it.

Rear suspension is very good. It took some time to break in the shock. After it was settled in, it was a pure pleasure. We tried an aftermarket shock but changed back to



Horserpower is fairly broad, but not awe-inspiring. The engine just doesn't make the kind of usable power that the CR has, or rev in the upper ranges like the KX. It has just barely enough to get the job done.

the stocker. It worked better. The forks are a disappointment in comparison to the rear end. They are harsh all the way through the stroke, and when they bottom, you do feel it. We changed springs and oil to improve them, but they became only adequate at best.

MISCELLANEOUS STUFF

Fork oil stays super-clean and fresh, thanks to the super-slick alumite coating. The rear suspension gets better with time. The BASS system never gave us any problems, so the battle regarding whether it works or not still wages. Removing the shock is a hassle. If you're light (below 150 pounds), you might not be able to back the preload off enough for four inches of sag. Adjust the BASS so it opens when the rear brake is on hard (you'll hear a faint "click"). Speaking of the rear brake, it doesn't work too well. We changed shoes and adjusted and lubed it to no avail. It's unresponsive and spongy feeling.

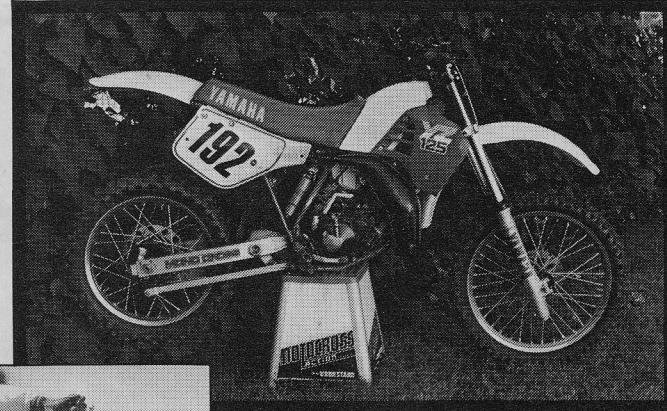
Keep an eye on the spokes. Ours loosened drastically for a few rides before they settled in.

Bridgestone M22 and M23 tires adorn the rims. They're quality tires.

Chuck the stock filter, and put something useful in its place. The airbox side plate/lid cover has too many screws. We blew a rod, but it happened when it sucked dirt. We've had no further problems, but have heard of more than a few isolated rod failures.

We tried a 52-tooth sprocket, but it made the bike run out of gears too quickly. Some riders have been using SideWinder 51-tooth sprockets. We stuck with the stock 50.

Make sure that ignition timing is 1.19mm



For a bike without a dominant motor, it is surprising that it is so good. Handling, rear suspension and feel are aces. The power is closer to a joker.

BTDC. If it's not, the bike will be hard to start and will lose low end.

Letting the bike seems to be a headache. We got ours running pretty well, but it still bogs occasionally off jumps and has a hint of sputtering over choppy ground.

Clutch life and action is a joke. A semi-cure is to grind grooves on the hub to bring oil into the clutch to stop grabbiness, use IT200 springs (part number 905012012400), make sure the clutch actuating cam has no manufacturing flaws, and keep it adjusted properly. Make sure your power valve is adjusted according to the owner's manual. Check where the frame backbone tube hits the rear shock/rear wrap-around tubes. Breakages have been reported in this area. Shifting is notchy and requires you to back off the throttle to snick it into some of the gears. It doesn't really get any better with time.

Don't overtighten the fork leg pinch bolts. If you do, you can break the clamp.

The silencer is much too loud and blows out immediately. Repack it, or better yet, get an aftermarket unit.

It's a bit harder to work on the carb with the low tank, but the benefits of the tank outweigh the carb hassles.

Don't weigh your bike. It might not feel like it, but it's ten pounds heavier than the 1986 CR125R. That's too much!

IF YOU THINK THIS YEAR'S IS GOOD...

Yamaha has taken the big step and changed the molds for '86. With Yamaha's aggressive race attitude toward the 125 class, we should see a designated hitter in '87. They'll have to improve the power and clutch, install a removable subframe, and improve the forks and rear brake. For '86, all the right stuff is there; it just requires some refining and hard riding by the racer. □

MODEL: 1986 YZ125S

NUMBER OF RACES 20
POWERBAND Low to mid-range
BEST ATTRIBUTE Handling and shock
WEIGHT 207 lbs.
FLAWS So-so forks, jetting, power
CHANGES Jetting, clutch springs, fork springs
LIST PRICE \$2049

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- 85 Mod. (14-15)
- 125 B Mod. (12-15)
- 125 B Stock (12-15)
- 125 B. Stock (12-15)
- SR - 30 YR (10cc-Open)
- SR-40 & Up (10cc-Open)
- Women (0-125cc)
- 51 Stock Automatic (4-8)

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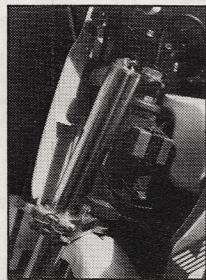
RACER'S LOG: WHAT BROKE

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.



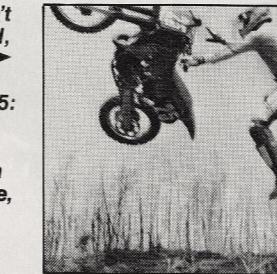
Yamaha YZ125S: If you overtighten the top triple clamp bolt on the YZ125S, it can snap. Ours did over a big jump. ▶



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

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-arcng.	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.

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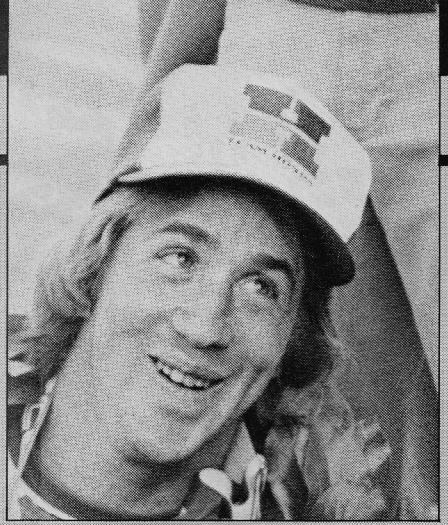
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WIN A FREE BIKE

► **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. □

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.

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 _____

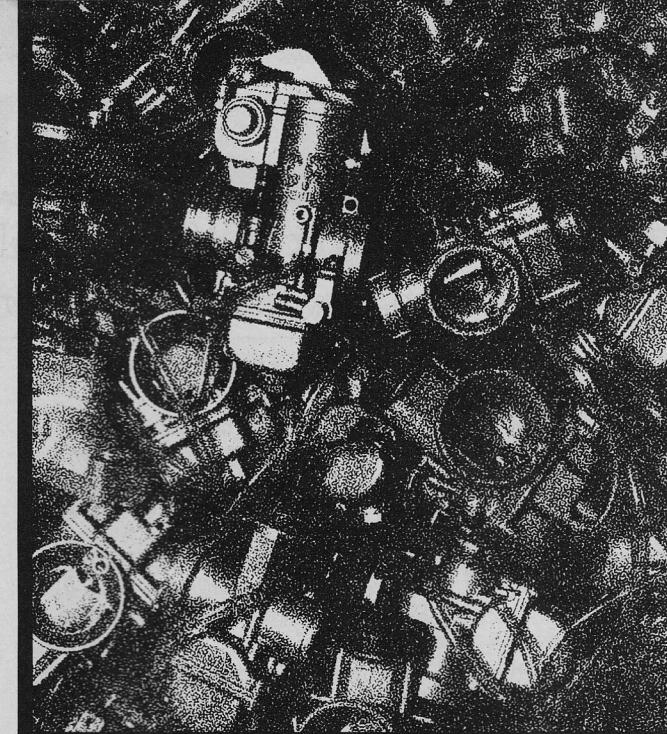
State/ZIP _____

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

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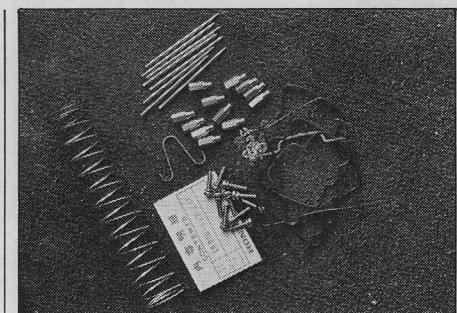


Do you feel like jetting is a jungle? Can't tell rich from lean? Lost in a maze of accessory carbs? Looking for help? You're in luck.

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. ▶



□ 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.

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	1-1/2 out

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	1-1/2 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	3/4-1-1/2 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. ▶

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)594-7775.

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 plusher, 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 Holeshot 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

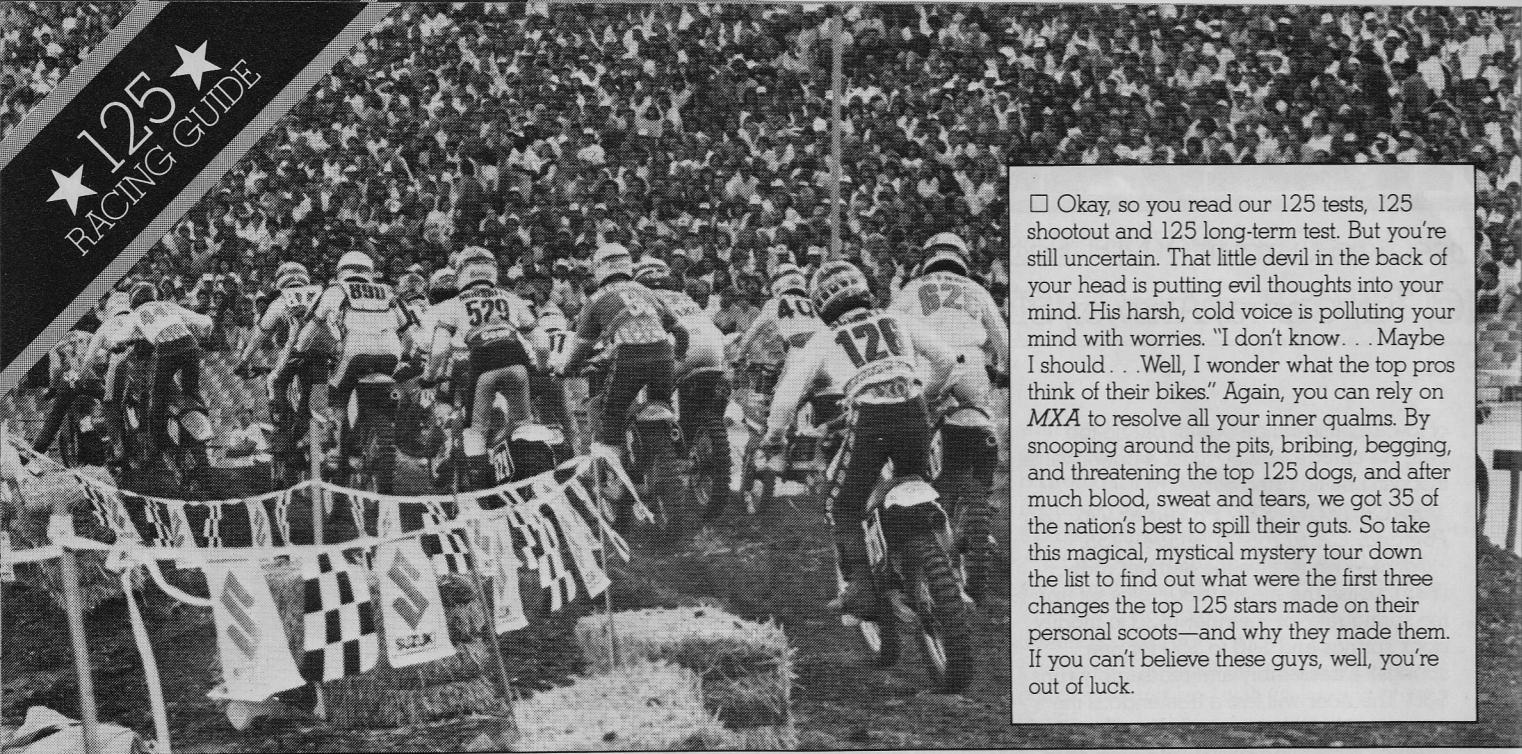
WHITE BROS., 11750 Seaboard Circle, Stanton, CA 90680; (714)895-1991.

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)



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."

SHAWN 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 plusher."

BARS AND GRIPS—"I switched to my personal preference of Rental bars and AME 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."

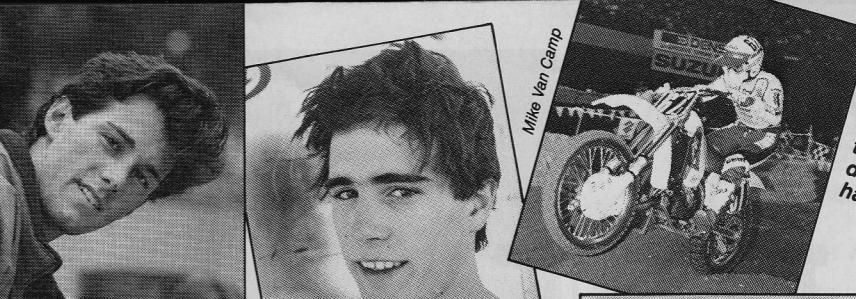
MOTOR—"I modified the stock motor to have a fighting chance against the other breathed-on 125s."

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."

□ 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.

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.



Ray Sommo: Modified suspension, rejetted carb, and different handlebars.

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 realigned 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."

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 suspensions. 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 dives 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 LECHIEN

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."

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 plusher 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.

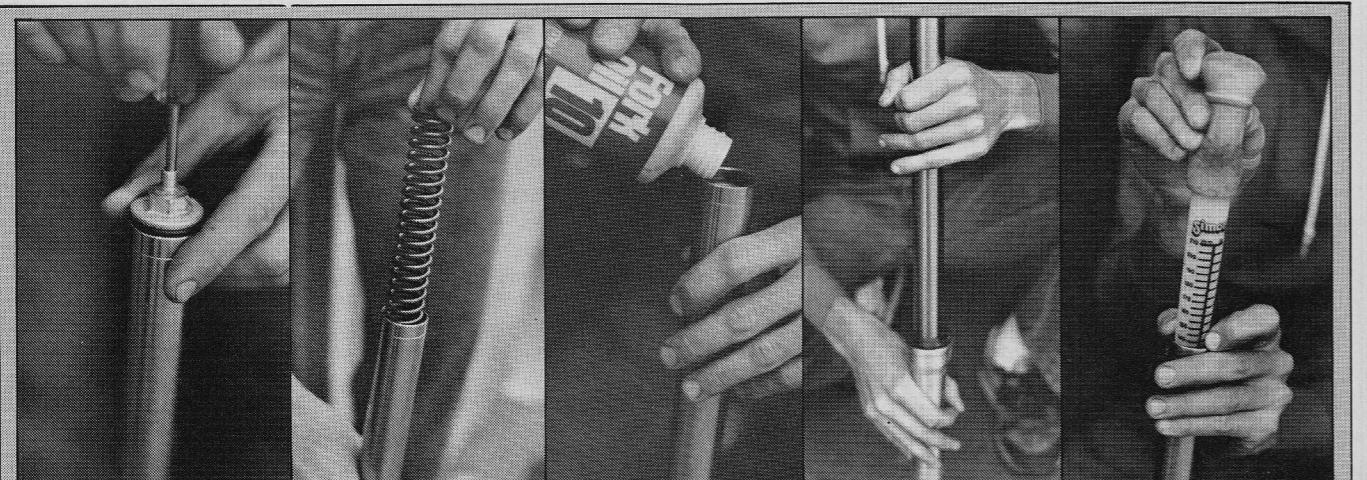
SUZUKI RM125G: KAYABA FORKS (DUAL-RATE SPRING)

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 plusher 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. □



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.



NEW EBC DIRT GROOVED BRAKE SHOES

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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 rejected 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 rejected 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, outside 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., Montrose, 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)." □

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1. Ricky Johnson

2. Jeff Ward

3. Keith Bowen

4. Johnny O'Mara

5. David Bailey

6. Rick Ryan

7. Scott Burnworth

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9. Broc Glover

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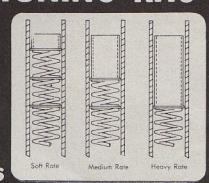
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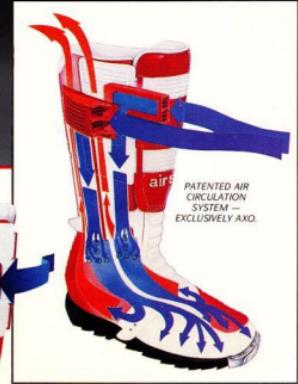
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MX 100/90 x 18	67.83	49.95
PXS 4.60 x 18	67.40	49.95
PXS 5.10 x 18	75.44	49.95
PXS 120/90 x 18	75.44	49.95
PXS 140/80 x 18	76.96	49.95

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

