

DIRT RIDER



BUCK 25 IS BACK!
With Mike Gosselaar

BORN TO RACE

17 BIKES TESTED

2013 Kawasaki

2013 Husqvarnas

KTM 250 XC-W
Bank Breaker

Honda CRF150R
Mod Ripper

And More...

MIKE LAFFERTY

1-On-1 with
National Enduro's
Good Old Boy

PLUS:

- Andrew Short's Speed Secrets
- Bikes Of The GNCCs
- Bottom End Rebuilds Made Easy!

MONSTER ENERGY KAWASAKI'S
DESIRY ABBOTT

TOP STORY

ENDURO-X ROCKS X GAMES...AGAIN



Skateboarding is cool, BMX is awesome and rally cars are interesting when they come up short on jumps, but none of these X Games disciplines can hold a candle to the spectacle provided by the talented two-wheeled pilots at this year's Summer X Games. And of all the moto-related events at X, none was more exciting—or as well-received by the crowd—as the Enduro-X portion of the games.

Sparks flew in the Men's Enduro-X final as KTM's Mike Brown took his first-ever EnduroCross win during the hectic 10-lap main event. It wasn't easy by any stretch—Brownie beat out what may have been the most stacked lineup of riders in EnduroCross history—but the dominant performance put on by #311 served as proof that he was the man to beat in Los Angeles. Defending Enduro-X winner Taddy Blazusiak was dead last off the start, so the bulk of the action was in the middle of the pack with Taylor Robert, Cody Webb, Cory Graffunder, Graham Jarvis and Kyle Redmond battling it out while maintaining a blazing pace around the brutal track. In the end, Blazusiak seemed to have trouble getting around the racers in front of him, and the crowd was shocked to see that the Polish superstar wasn't able to muster more than a fourth place finish. Husqvarna's Graffunder used his long legs to his advantage and bagged an incredible X Games bronze medal, finishing just behind trials star Webb, who turned in an outstanding ride and showed not only solid speed but also patience on his way to a silver medal.

In the Women's class, trials rider and gold medal hopeful Louise Forsley was dead last coming out of the first turn, but by the end of the second straightaway she held the lead over last year's winner Maria Forsberg and fastest timed practice qualifier Tarah Gieger. The ensuing six laps made for several lead changes, with every rider falling or getting hung up at some point. In the end, Forsberg was out front when the checkered flag flew, with Forsley in second and a steady Chantelle Bykerk in third.

Both the Men's and Women's classes provided great racing and exciting TV material, and once again this event was great for exposing the world to off-road racing. Kudos to all of the racers, as well as the promoters and ESPN for making the event a success. Read more about this event at www.dirtrider.com.

Photo: Dave Hill

HUSQVARNA 650CC DUAL-PURPOSE SINGLE

While on a recent trip to the Husqvarna factory in Italy we got a look at this new single-cylinder machine called the TR650 Terra. Husqvarna plans on releasing this in a full-street configuration as well as a dual-purpose bike, which would be more along the lines of the KLR650 rather than Husky's TE line. Word is this will be a street bike with some off-road capability; Husky can't use the term "adventure bike" because KTM has it trademarked. The 650 powerplant is based on the engine that powered the BMW F650 in 1999, and is now being produced in China in order to help keep the price of the bike lower. So what do you think of this beast? Go to www.facebook.com/dirtridermag and give us your opinion!



Photo: Adam Beech

DIRT WRITER

Now my question is, what is the best way to handle these types of "bumps" and the proper technique to stay quick over them without kissing my front fender?

Emmett Sfetku

Leona Valley, CA

The first rule is always to slow down, especially at your age. I'm getting there, and the recovery time for going too fast is getting a lot longer! Then, when you are going over them slowly, concentrate on making sure you use the throttle to lift the front end of the bike as you go off of them, in essence doing a wheelie up and off of them instead of letting the pitch of the ramp control how high the front wheel is. The whole time you make sure you are centered on the bike and not leaning over the back, let the throttle do the work getting the traction to loft the front wheel. This way you are in control.

As your speed in hitting the kickers increases you'll have to use more and more throttle to achieve this, and at some point you will realize that you have to slow down, or have reached the terminal speed for using the throttle. Here is where higher-level control comes in, and more aggressive brake application, harder bursts

of the throttle and body position are needed. Often preloading the suspension as you approach the bump so the rebound action is assisting the loft and the attitude of the bike is very helpful. I'd save the body position as the "correction factor" in going off the kicker in case you get kicked more or less than anticipated. If you get in the habit of leaning fore or aft as your standard position, you will have less ability to change the bike's trajectory once in the air when the throttle is less useful. When you are hanging onto the bar, or pushing or pulling on it, it limits the control you have, especially of the throttle and clutch.

Suspension setting changes can help as well if the bike is consistently doing the same improper thing. As you get more comfortable hitting them you may also notice that a suspension change is needed. And practice makes perfect so do perfect practice and take it slow. —Jimmy Lewis

JIMMY TWO-STROKE

I am 13 years old and currently ride a 2000 Honda XR100. It's a good beginner bike, however I'm looking at getting a bigger bike because I am growing. I would like your input on a new bike. I

am about 5 feet 4 inches and have been looking into a Yamaha YZ125, a Husqvarna CR125 or a Honda CR125R. I'm also a two-stroke die-hard, so it needs to be a two-stroke. The problem is I don't know if I should get a used or new bike, or what kind. Any input would be great. P.S. Jimmy Lewis rocks!

Chris Clements

Brentwood, CA

Good to hear you are a die-hard two-stroke fan as I, too, love riding 125s! At only 5 feet 4 inches, you'll have a hard time touching the ground on a 125, but since you're only 13, are probably eating your parents broke and growing an inch a month, you'll be perfect quickly. Both the Yamaha and Husqvarna are awesome 125s, and you can't go wrong with either. If you have the opportunity at the age of 13 to buy a brand-new bike, go for it by all means. The benefit of a new bike is that you know its mechanical history (it has none), so you don't have to worry about how well it was taken care of. On the flip side, you can save thousands by finding a used 125 in good shape and use all the saved money for new gear, a nice new helmet and gas for the truck to get you to your favorite riding spots. You are keeping the two-stroke dream alive; go do a wheelie in celebration. And you're right, Jimmy Lewis does love rocks! —Adam Booth

WISH FULL RACER

Hello, I am 14 and love and believe racing is an amazing athletic outlet, even though I never race. My first bike was a 2003 TT-R125 and an amazing trailbike, but on a small track it was always fun beating my friend on his bigger, fancier CRF150R. After outgrowing that I moved to a 2002 TT-R225, never an actual race bike but that didn't stop me

from trying to race my friends on little ghetto tracks we found around our favorite riding places. My father and I decided it was time to move up and that I was big enough for a 450, so we sold the 225 and found an awesome 2007 KX450F and purchased it. I love this bike and wish I could actually race it against others on an actual track but have no clue how to start, especially being a little younger than most 450 riders. Any suggestions on how to start getting into this or how to get on other race team's radar possibly would be fantastic.

Eric Hermentitt

Oro Valley, AZ

First of all, that is a huge jump, going from a trailbike that Yamaha intended for moto-moms putting about to a high-strung race bike that wants nothing more than to chuck you right off the back! My words of advice for you are this: First, you need to ride that thing a ton and get yourself in good riding shape where you can easily do at least two 20- to 30-minute motos. Once you're there, get to the gym and build some muscle. Holding on to a 450 takes a ton of energy, and you need more than chicken wings to hold on to a beast like yours. After you've become ripped and have crazy endurance it's time to hit some races and make some impressions. The worst thing you can do is sandbag in the beginner class for years. Let's face it, teams don't care about the beginner class—or novice—all they care about is the top intermediates and A riders. It'll take some time, so don't get discouraged in your first year or two of racing, but if you keep at it and ride with a ton of heart, you might just turn some heads that are wearing team hats. Just remember to keep it fun! —Chris Green



Photo: Courtesy of Husqvarna

SPINNING WHEELS IN ITALY

Story by Adam Booth - Photos Courtesy Of Husqvarna



TXC310R



TE310R



Even the signature Red Head Husky engine sports some Italian style.

2013 HUSQVARNA FIRST RIDES

Husqvarna's press introduction of its 2013 motocross and off-road machines took place at the Malpensa motocross track in Italy, just minutes from the Milan airport and very close to the Husky factory in Varese. The biggest and most exciting change for 2013 is Husqvarna's signature Red Head engine, which made its debut on the 2012 TC250. It is now the mainstay for the 2013 model year lineup, and all 250/310 engine platforms will come with the updated Red Head DOHC design. The TC250R, TXC250R, TXC310R and dual-sport TE310R models have the signature engines featuring a new F1-inspired lightweight piston, new cylinder, Keihin fuel injection and updated ECU settings. The Red Head uses a finger follower system to actuate the valves, which replaces the traditional shim-and-bucket design. Larger and more aggressive cams allow for longer valve lift as the larger-diameter valves are aimed at getting fuel and air moving quicker. The 48mm Kayaba closed-cartridge fork has been reworked to improve handling, and the TXCs now come to America with U.S.-specific suspension settings. The 2013 Huskys come with Excel rims, Braking rotors, Brembo brakes and Brembo hydraulic clutches. We spent two days riding moto, off road and more moto aboard the most "mainstream" Husky models to date; here's our initial impression of these stylish bikes.

TE310R

In our opinion, the most exciting new Husqvarna is the improved street-legal TE310R with the new Red Head engine, Keihin fuel injection and U.S.-spec KYB suspension front and back. The radiators are now stronger, there is a separate engine hourmeter and the oil plug is magnetic to catch metal debris. Changes on all the TE models across the board include revisions such as more compact handlebar switches with waterproof connectors, a repositioned fuel tank catch canister specifically placed to be better hidden and out of the way, and the tires have been upgraded to a higher-quality DOT rubber that works better off-road. The TE310R is essentially the TXC310R with a different ECU and a muffler that incorporates a catalytic

converter and a fuel catch canister.

The new 310 Red Head engine is much improved over last year's dual-sport 310, and with the switch to Keihin fuel injection, the TE310R ran flawlessly with great power delivery. The little off-road loop we rode on offered enough variety to tell the KYB suspension was set up well for little junk and absorbed midsize hits smoothly. Hitting wide-open desert whoops isn't in the cards for the TE, but that's not the bike's target. The Braking rotors combined with the Brembo brakes on all the Huskys work excellently.

TXC310R

If you take a 2013 TE310R, change the muffler, swap out the ECU, strip off the lights and remove the turn



TE310R



The TE310R is essentially the TXC310R but ready to rage on the streets.

2013 HUSQVARNA FIRST RIDES



CR125



The two-stroke is not dead, and the Husqvarna CR125 is proof!



TC250R

On 2013 models and beyond, the "R" added to the model name indicates the Red Head engine.

signals, you get a TXC310R. This bike is quite capable of handling a moto track or serious off-road terrain, and it has enough power to rip down two-track and fire roads with ease. We rode the TXC310R on two different natural-style moto tracks, and while the suspension wasn't ideal for huge jumps it was great on everything else. Given that the TXC310R has softer settings than the TC250R, it cornered excellently and the strong off-idle power meant I never had to use the easy-pull Brembo hydraulic clutch. The Keihin EFI system works exceptionally well; gone is the low-end burble from 2012. The TXC310 is perfect for those riders who love big-bore 250Fs. This is the bike both Kyle Redmond and Cory Graffunder rode to main event finishes at the X Games Enduro-X, with Graffunder scoring a third.

TXC250R

The TXC250R, like the TXC310R, is a California red-sticker off-road machine with a lot of motocross influence. It can morph between the track and trail quite well, and I actually preferred the more plush U.S. suspension settings on the moto track when compared to the motocross TC250R, especially at the end of the day when the bumps got bigger and the ground became more slippery. The power is a little down from the TC250R,

but a lot of that comes from a much more restricted muffler. Once again the new Keihin fuel injection was spot on and such a welcome improvement from previous years. The clutch is also a treat, easy to pull with good feel. The TXC250R is a good all-around 250F.

TC250R

One of the two days of riding the new bikes included hammering laps on the TC250R motocross bike. The Red Head was new to the TC250R in 2012 and returns for 2013, receiving the F1-inspired lightweight piston, new cylinder and Keihin EFI. Every year the Husqvarna dirt bikes get closer to the standard of the rest of the 250F class, and this year is no exception. The KYB settings were good on midsize bumps and big hits but lacked a little in the small chatter. The bikes we rode were new with only a few hours, so the suspension wasn't near broken in and they will get more plush with more hours. The power is strong and smooth but lacks excitement that other 250Fs in the class have. The full titanium Akrapovic exhaust system is a work of art and meets the 94-decibel sound test. The stock tires were soft-terrain specific, and the tracks we rode were more hardpack, so being critical on handling would be unfair but we know from previous shootouts last year and our time in Italy that the TC250R

is a solidly handling machine that shines in the corners.

CR125 AND WR125

The Husqvarna WR and CR125s (off-road and motocross) are virtually unchanged for 2013 but still come with the free 144cc top end kit that includes a cylinder, piston and gaskets. As we've learned from lots of time on both bikes, the 144 kit is an awesome addition. The shared changes for 2013 are black grips, handlebar pad, updated graphics and improved sticker quality. The CR125 makes great power and was a blast to roost around the Malpensa track, and as we've learned here at Dirt Rider, the Husky 125 power is just as strong as any other bike in the class, and that's before the 144 kit! This is one of the most fun bikes in the lineup and is a great way to get into riding at a decent price.

WR250

This unchanged 250cc two-stroke is still a good off-road machine and produces strong power, but the bike is due for an update. While visiting Husqvarna we heard some grumbings of an injected 300cc two-stroke engine that's in the works, but the Italians suddenly forgot how to speak English as soon as we began asking questions and refused to answer when we asked if it was direct injected or fuel injected. **DR**



TC250R

2013 HUSQVARNA MSRP

TE310R	\$8,999
TE449	\$8,599
TE511	\$8,999
TXC250R	\$7,999
TXC310R	\$7,999
TC250R	\$7,199
TC449	\$7,999
CR125	\$6,299
WR125	\$6,299
WR250	\$6,699
WR300	\$7,999

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BIKES OF GNCC

BEASTS FROM THE EAST

Story And Photos By Shan Moore

The Grand National Cross-Country Series has grown into the biggest off-road series in the east, and any manufacturer wanting to sell off-road units east of the Mississippi needs to field a team. Like the National Enduro series, there's plenty of trickness to go around in the GNCC pits. Here's a quick look at a few of the top GNCC factory bikes on the 2012 circuit.



PAUL WHIBLEY'S Yamaha YZ450F

Paul Whibley is a seasoned GNCC competitor and claimed the XC2 title in 2009. The AmPro Yamaha rider is also a self-professed "tinkerer" and always has something unique on his bike to help him get a leg up on the competition. Whibley's YZ450F features

Factory Connection suspension, a Rekluse manual clutch and his rear shock has a special remote cooler made by Factory Connection with an adjuster made by G that allows him to make adjustments on the fly for changing conditions or if the shock heats up.

ANDREW DELONG'S

Husqvarna TC250

Andrew DeLong has had great results in the XC2 class this year riding for Fred Andrews' FAR Husqvarna team. The Husky comes with KYB suspension this year, and FAR uses Genuine Dirt Racer for its suspension work. FAR Husqvarna is one of just a few GNCC teams using Pro Circuit exhaust systems, and DeLong's 250 features the Ti-4 setup. DeLong also runs one of the X-Trig preload adjusters on the KYB rear shock, which makes it easier to increase or decrease preload on the spring.



STEVEN SQUIRE'S

KTM 250 SX-F

XC2 competitor Steven Squire's WMR Racing 250 SX-F is one of the trickiest bikes in the pits, featuring lots of one-off goodies built by WMR, including its entire lineup of nitro billet accessory items. Genuine Dirt Racer prepares the WP suspension front and rear. The forks are fitted into Ride Engineering 20.5mm-offset triple clamps and Squire prefers to use a Honda HPSD progressive steering damper.



CORY BUTTRICK'S

KTM 450 SX-F

FHF/KTM's Cory Buttrick rides a 250 two-stroke in the National Enduro series, but opts for the more powerful 450 SX-F in the GNCC series. According to factory mechanic Tony Hall, it's basically a factory supercross bike with a mellow powerband. The factory KTM GNCC and Enduro teams both run the WP Trax system rear shock, which has a dropout mechanism in its base that helps the shock rebound faster when it's not under a load.



BRAD BAKKEN'S

Yamaha YZ250

Brad Bakken rides a YZ250 in the XC2 class for Obermeyer Yamaha/Raines Riding University/DiffRoad-viking.com, and runs Factory Connection suspension, a Rekluse manual clutch and an FHF Falty exhaust pipe. Like Randy Hawkins' AmPro Yamaha team, Bakken runs Kenda tires.



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DR TESTED

BRP

POLYMER FRICTIONLESS CHAIN GUIDE \$69.95



If you ride anywhere remotely rocky, your bike's stock aluminum chain guard isn't going to cut it. This part is not only totally exposed to the trail but can also wear out incredibly quickly depending on what brand it is and how much you ride. BRP's solution is the Polymer Frictionless Chain Guide, which completely replaces the stock setup and installs in a matter of minutes.

The BRP unit lives up to its claims of reduced drag, as the

chain glides smoothly along with no snags or excessive rolling resistance. Wear resistance is also hugely improved; the chain does chew away at the polymer material over time, though not enough to cause any concern. The only apparent downside is that the BRP guard is slightly noisier than stock—likely due to the absence of a large rubber insert—but it is otherwise superior in every way.

Impact resistance was tested without mercy, and after more laps around an EnduroCross course than a stock piece could ever dream of surviving, the Polymer Chain Guide has held together excellently. Most of the impacts appear to have been to the outside/bottom edge of the guide, though it has seen its fair share of dead-on encounters with rocks and other nasties. In reality, I'd wait until I smashed the stock chain guide before throwing down \$69.95 for the BRP setup. But if you ride frequently enough and enjoy somewhat challenging terrain, you're going to need an aftermarket chain guide eventually and you might as well spring for one now. —Chris Denison

RATED 92

Installation	19/20
Function	47/50
Durability	9/10
Design	9/10
Price	8/10

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