

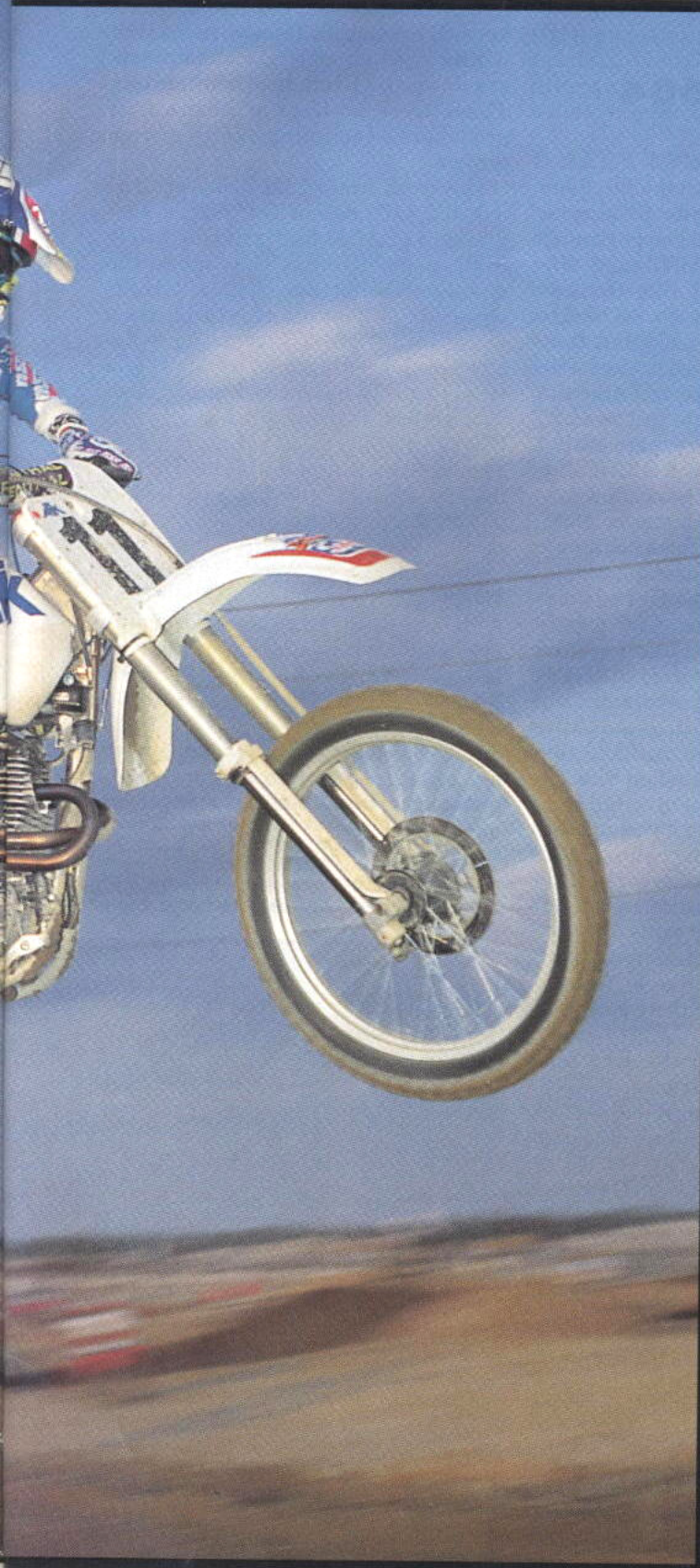


Hot Metal from ATK, Cycle Gear, Up-Tite, White Brothers and XR's Only

Just one year ago four-strokes were no more than novelty racers. They were serious only for less-than-serious contests with other thumpers. Part of the problem was that four-strokes have traditionally been either brutally heavy trail implements

or fiendishly expensive, narrowly focused racers. Of all the thumper specialists around, only hare scrambles hero Scott Summers treated a thumper like a real racer and showed the two-strokes his roost in the process. Sum-

T H U N D E R



mers has made thumpers respectable again. He goes so fast that you have to take at least his bike seriously, but his skill and strength are 95 percent of the winning combination.

This is a new year, though, and Summers isn't the only rider making a thumper look good. What a difference a

CLOCKWISE, FROM LEFT: Tony Amaradio (21) grabbed sixth in the Open Pro class at the White Brothers Four-stroke Nationals at Perris Raceway, California, on an Up-Tite Husky 350. Tim Telford pilots the almost-1993 model ATK 604 moto rocket. Jon Miller slides the XR's Only XR630, and just below that Jan Hrehor shows his winning stuff in Tulsa on the Cycle Gear DR350. Mark Easley rips up on the White Brothers Husky 610.

PHOTOS: MARK KARIYA, KAREL KRAMER, FRAN KUHN

year makes. Nearly every company has new or revised four-strokes, and they are all working hard to make them hot for 1993.

The difference a year makes was clear at the Speedville Qualifier in New York where Husaberg's Jimmie Eriksson won the overall. An incredible final moto sewed up the event just as it had in Tulsa. Kevin Hines was third overall on a Husqvarna 350, first in the 350cc Four-stroke class. Kevin has backed up that performance with a steady run of top-five National enduro finishes. On the West Coast that weekend Husqvarna, ATK, KTM and Husaberg were all factors in the Open Pro class at the White Brothers Four-stroke World Championships. Unlike past years, none of the most competitive machines was a heavily modified one-off; virtually all were mildly modified stockers. Meanwhile, Summers is still embarrassing two-strokes on his Honda. Dave Bertram and Jan Hrehor are getting results while developing their Suzuki DRs (Hrehor won the 350cc class at Tulsa). Jacky Martens is a top-10 runner on his Husky four-stroke in European 500cc GPs, too.

As good as things are for production thumpers, things are definitely picking up in the four-stroke performance shops. Here's a look at some of the hottest, most exciting strokers around. If Uncle Sam ever

takes our two-strokes away it will mean the end of premix, but judging from these bikes, it won't mean the end of fun!

1993 ATK 604 MX EFI BORN IN THE USA!

Many Americans consciously look to buy American-made products, and ATK gives you that opportunity when shopping for an off-road machine. Of course, just like Harley-Davidson street machines, ATKs are not totally American made, but they are as close as you can get. The frame, billet hubs, seat and much of the plastic are all made in the U.S., and the machines are assembled here. The bike we tested was a mixture of available 1992 parts and prototypes of planned updates for 1993, and it was a nicely detailed example of a competition four-stroke.

Our test machine offered outstanding performance. We've only tested the heavier EFI electric-start models, but this kickstart EFI 604 was noticeably lighter and more fun to ride. ATK fitted this machine with a tiny battery to run the fuel pump and EFI brain when the engine isn't running.

Once we realized that you need to hold the starter button (which looks like the kill button) on, the 604 started easily. The button on the left side of the handlebar runs the fuel pump when the engine isn't running. We tested this bike at California's Perris Raceway near sea level and at Los Angeles County Raceway's 4000 feet, and the EFI bike ran perfectly at both tracks.

Besides carbureting cleanly, the new 600cc power plant has a booster rocket for a motor. The power is just a shade soft off the bottom, but that

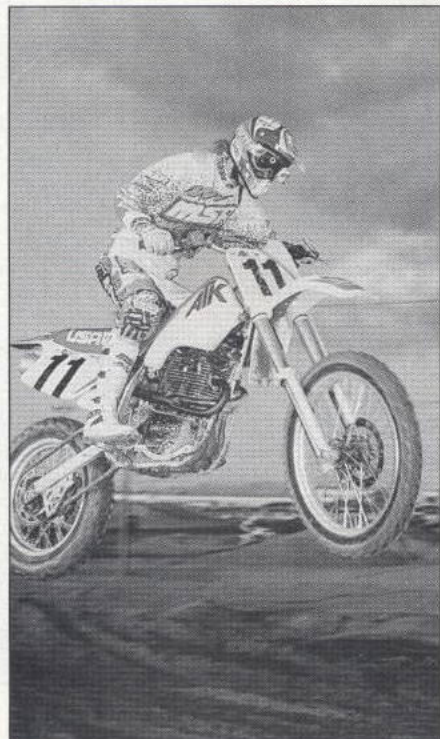
keeps it from pushing the front end in tight turns like some high-performance four-strokes do. The power is smooth enough to finesse turns, but it hits hard enough to clear any obstacle with a touch of the clutch. There were no bogs or hesitations anywhere—including landing from jumps.

However, jumps did bring out the overall softness of the ATK's suspension. LACR has a lot of fairly high, peaked jumps that made the suspension bottom lightly. Otherwise the suspension and chassis work quite well. The steering is accurate, the bike hooks up well, and it feels nicely balanced front to rear. The no-link rear suspension needs a bit more tuning than linkage suspensions generally do. The ATK was dialed in well for Perris, but it would need a different setup to be perfect at LACR.

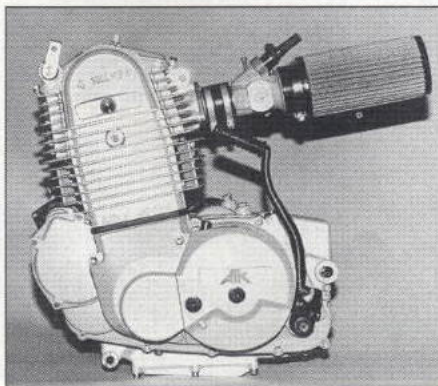
DETAILS

ATK has done a lot of R&D on the ergonomics and detailing in the past few years, and the new seat/tank juncture, wider footpegs and polished control efforts make for a machine that feels good for a wide variety of riders, though shorter pilots got along better than stretchier ones.

ATKs have always had some details that annoyed us, but on this bike many of the details have been



Improved detailing, a new 599cc motor and slim MX ergos have made the 1993 ATK 604 far more fun for racing or playing than the company's past efforts.



Our test machine still had the old cases, but this is the new ATK 350/604 motor. The actual displacements are 348cc and 599cc, respectively. ATK has the fuel injection working very well, though the cost for this extra is still high.



The brake and power updates have added greatly to the 604's appeal. It remains one of the few four-strokes we'd be willing to motocross against two-strokes on a regular basis.

improved. For example, the most commonly removed fasteners now have captive nuts. We still think the exhaust is far too loud, and the price, particularly on the EFI models, is fairly high. That money

doesn't get you the latest White Power fork, either. What you do get is a pleasantly simple motocross thumper that feels light, fast and comfortable. Best of all, you get a bike that is fun, and that's what thumpers are all about.



PHOTO: SCOTT GOODMAN

WHAT'S NEW

- 599cc displacement (up from 560cc)
- Nissin front brake
- Kickstart EFI model with tiny battery
- Cases (not on our bike)
- Nikasil-plated cylinder bore
- Patriot dual rear disc setup—one on countershaft, one on rear wheel

FEATURES

- C&J frame with narrower center section and tucked-in gusset plate
- No-linkage White Power-equipped rear suspension; shock and swingarm pivot locations provide rising rate
- Slim MX ergos with safety seat
- Wide footpegs
- White Power adjustable fork
- Easy-care, nickel-plated frame
- Available in standard big-tank or MX-style bodywork
- Available in kickstart or electric-start versions
- Available carbureted or electronically fuel-injected
- Price as tested: \$7107

ATK's 350 shares virtually all major components with the 604, so the actual weight difference is negligible. The 350 feels far lighter, though, and that makes it quite a bit of fun to ride. Engine life should be great. The modest power output shouldn't tax the design.



PHOTO: SCOTT GOODMAN

All 1993 ATK four-stroke models will share the same frame. That means that the 350 should prove quite versatile. We tested our machine in both motocross and off-road conditions. In both instances the 350 was fun, felt light, was easy to start and handled well. A few testers found that they rode quite a bit smoother on the four-stroke than on their normal two-stroke mounts.

ATK 350 MX

HOW ARE THINGS IN THE CHEAP SEATS?

The least-expensive ATK thumper is the kickstart-equipped, carbureted 350. The 350 doesn't need an electric start; it fires on the first kick when it's warm and quite easily cold, too. The engine is soft on power at low rpm compared to a Husqvarna or even a DR350, but once it's past that the power builds smoothly to 13,000 rpm! Because there are no steps in the power, the 350 doesn't feel exceptionally quick on a motocross track. You ride it like a 125cc two-stroke: Rev it and shift. At high revs the 350 makes quite a bit more power than a Husky 350.

In addition to our track testing we spent a day in the desert. There the 350 climbed all the normal hills on our trail loop with no problem at all. One test rider who rides a little loosely on a two-stroke reported that he felt a lot smoother and more controlled on the 350. Only in the deep whoops did the ATK feel less agile than a two-stroke. The bike doesn't have the top-end power to carry the front end at speed.

Life in the cheap seats at ATK isn't bad at all. The bike feels light, looks clean and works well.

FEATURES

- Same features and options as ATK 604

CYCLE GEAR

SUZUKI DR350N

A QUALIFIED WINNER!

Team Suzuki's off-road coordinator, Dave Bertram, and Cycle Gear are working to develop the ubiquitous DR350N into a more serious off-road competition machine.

Dale Lineaweaver of Lineaweaver Racing was responsible for the research and development of the engine mods for this DR. He used extensive hours of dyno time to develop the carb, airbox, exhaust and head modifications. Hop-up kits using this technology will be available exclusively through Cycle Gear.

Suzuki is not alone in thinking that four-strokes may be the off-road wave of the future. This effort is just the beginning, and there are already works parts of this bike that Suzuki is testing for future DR machines. Bertram has come up with a combination that makes for a good-running 350cc motor like this one in Jan Hrehor's bike. They also have a 400cc version that Bertram rides in the Qualifiers.

Jan's bike ran well enough to win the 350cc Four-stroke class at the Tulsa Four-day Qualifier, and so far it has proven perfectly reliable. Check with Cycle Gear for the fully tested performance packages they have available.

FEATURES

- White Brothers header pipe
- Prototype exhaust system

- Powroll cam with low lift and long duration
- Softer-than-normal R&D valve springs for reduced wear
- Factory head
- 10.5:1 Wiseco piston
- Massaged carb and intake tract
- White Power shock
- RMX Showa fork
- RMX chain guide plate bolted to stock guide



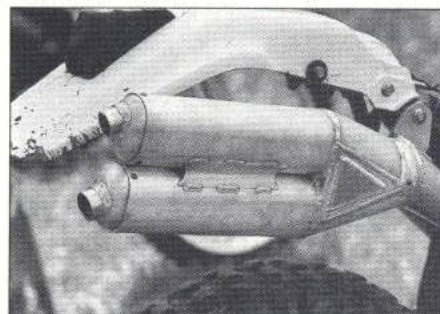
One of the problems with the DR is that it starts out fairly heavy for a 350cc four-stroke. With all the brackets and tubes under the bike, it also has a tendency to be a mud magnet. Cycle Gear runs a skid plate with foam between it and the cases to keep the mud out.

- Glide plate with foam
- Answer ProTaper handlebar
- Metzeler tires
- RK chain
- Bel-Ray oil
- Tecnosel seat (taller and standard versions available exclusively through Cycle Gear)
- Acerbis guards and front fender

UP-TITE HUSQVARNA 350 WXC

GIANT KILLER!

Frankly, we're sold on the Husqvarna 350 four-stroke. We know that it



This unusual muffler allows the bike to pass the strict Qualifier sound test and still make good power. So far it is a prototype Suzuki part, though Lockhart offers something that looks similar.

LOCKHART Racing PHILLIPS U.S.A.

CALIFORNIA • MARYLAND

APPAREL

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Rear vent

Fanny Packs

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has less power than the 610 for the same weight, but it feels lighter, it's easier to ride, and we think it's more fun.

Still, the 350 wasn't perfect, so we went to work dialing in the bike. The first steps were a two-tooth-larger rear sprocket, a taller Answer ProTaper handlebar, a Bridgestone M40 rear tire and a taller seat. Tom Webb started with 1991 Kawasaki hard seat foam from CEET Racing then modified the foam and added an MXA seat cover (also 1991 Kawasaki) to fit. That raised the seat height nearly two inches. Then Wolf entered the bike in a one-day Qualifier-type event in Northern California. The bike's performance was excellent until it caught a rock on the shifter 14 miles from the finish. The shift linkage broke just inside the sidecase, and the bike stuck in first gear. That part is designed to fail before it breaks the gearbox, and that was exactly what happened. The gearbox internals were not damaged.

George Erl at Up-Tite Husqvarna fixed the shifting, then he modified the suspension to Jacky Martens's GP specs and added a two-into-one exhaust system. We ran the bike at the White Brothers Four-Stroke World Championships where it grabbed a second in the Vet class and a sixth in the Open Pro class.

The suspension mods make the Husky handle better on a motocross



Tom Webb found the Husky 350 to be a willing woods weapon at the Northern California Cow Mountain One-day Qualifier. The event was a brutal mud run, but the Husky excelled in stock form after Webb personalized the ergos.

track without handicapping it on the trail. The pipe is far too loud for anything but limited motocross use, though with SuperTrapp discs on the end Kevin Hines got his 350 quiet enough to pass enduro sound tests. We'd like it quieter, and we also wish they would add a heat shield in the ankle area.

After living with and racing the Husky 350 WXC, we like it better and better. Just changing the ergonomics with the seat and bar helped a million. Otherwise the bike



Husky has made the 350 a fine-handling motorcycle that is a lot of fun to ride. Up-Tite made it even more fun by improving the handling slightly and making it a bit faster.



Many of the mods to the Cycle Gear DR are brutally expensive for the average rider. The 45 mm Showa inverted fork is a prime example. Fortunately, if Suzuki is testing them, then perhaps we can expect to see better suspension units on the standard bike.



With a minimum of mods the Husky 350 WXC proved to be a motocross threat in the hands of Tony Amaradio. He nabbed sixth place in both motos of the Open Pro class at the White Brothers Four-Stroke World Championships.

was box stock at the Qualifier, and Webb was close to winning his class before the shift lever encountered the rock. Up-Tite has seat kits with better foam now for those who don't feel like making their own seat. The bike responds very well to mods, and it seems competitive in any field of four-strokes. Kevin Hines has proven it will run with two-strokes as well.

Husky sells this bike at a reasonable price, and it takes very little work to dial it in. We can always find room in the garage for a bike like this.

FEATURES

- Up-Tite exhaust system
- Up-Tite suspension mods
- Answer ProTaper handlebar
- Up-Tite seat kit with standard or taller seat foam

WHITE BROTHERS HUSQVARNA 610 WXC

FROM TRAIL TOOL TO MOTO WEAPON

White Brothers has two Husqvarna 610 WXC's that they have converted for motocross use at special events. At the Shoei 500cc U.S. GP four-stroke support class the bikes were piloted by Greg Zitterkopf and Kyle Lewis. We motored their bikes the day after the event on the tough jump- and rut-filled U.S. GP course. Stiffer suspension, more power and a lot of detail work make the WB Huskys serious MX weapons.

After the WB mods our pro testers were able to clear all the jumps at the U.S. GP track, and the bikes

were able to handle all the landings. Crashes kept the bikes out of the overall positions in the actual race, but Lewis grabbed a second in the first moto while Zitterkopf claimed third in the second moto. The bikes were definitely competitive.

Many of the White Brothers modifications were made to showcase their products, and most of those mods—like the Regina chain, for instance—can wait until the stock item wears out. Other mods—like those to the suspension—should be installed before the Husky faces a motocross track as serious as the U.S. GP course. The overall suspension action was stiffer, but it was not harsh. Our test riders tended to agree with Zitterkopf on fork settings and Lewis on shock setup. However, WB does all their mods to individual tastes, so they can make it work for you. The engine mods were mostly icing on the cake, since the stock Huskys make a prodigious amount of power, but the WB bikes definitely run hard. No doubt continuing development will net more power. White Brothers continues to prove that they know how to build a hot stroker!

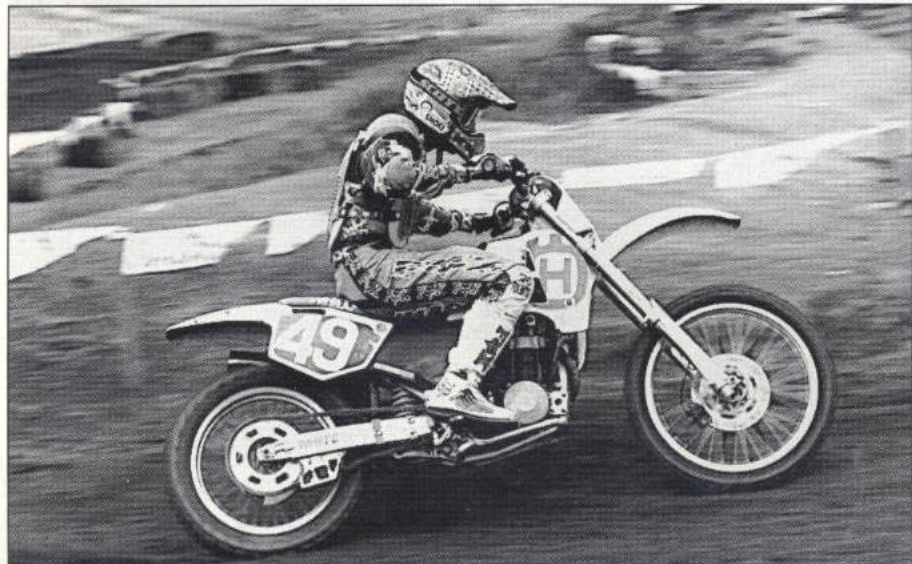
FEATURES

- Husqvarna MX cam
- Husky's larger intake and exhaust valves
- Ported head
- .020 inches off the bottom of cylinder to raise compression
- Modified airbox, larger main jet, needle raised one clip
- Up-Tite exhaust
- six-percent-stiffer clutch springs
- Golden Spectro 20W50 oil with

- Trick or Sunoco race gas
- Husky five-speed MX gearbox
- Regina Pro Series chain
- 25 or 26 lb./in. fork springs
- Spectro fork oil and revalve
- Shock revalved and/or resprung for rider preference
- Shortened chain to run rear wheel completely forward in axle slot
- Up-Tite seat foam and CEET cover
- Answer ProTaper or Renthal handlebar
- Dunlop brake pads
- Bridgestone M61 front, M58 rear
- DeVol front brake reservoir guard
- N-Style numbers and backgrounds
- Gusset upper shock mounts
- Wider footpegs
- Stronger swingarm side-thrust bushings



This radical double says a lot for the WB 610 and Easley's confidence in the machine. Not many 140-pound riders would feel comfortable on a 610 four-stroke on a track like this one. WB made the bike good enough, and what can we say about Easley? He's a loon!



This is Mark Easley making tracks on Kyle Lewis's WB Husky 610. For Easley's weight the Lewis bike had the best suspension and ergos. He doesn't have much four-stroke experience, but he was able to make some sizzling laps on the 610 with a minimum of learning time.



Any jump like this should instill terror with stock trail suspension. But Mike Webb aviates the WB Husky with no fear. Most of our larger riders preferred the WB bike that Zitterkopf rode.

- Reinforced pipe mounts
- Installed heat shield
- Knurl swingarm adjuster area
- Chrome-moly rear wheel center bearing spacer

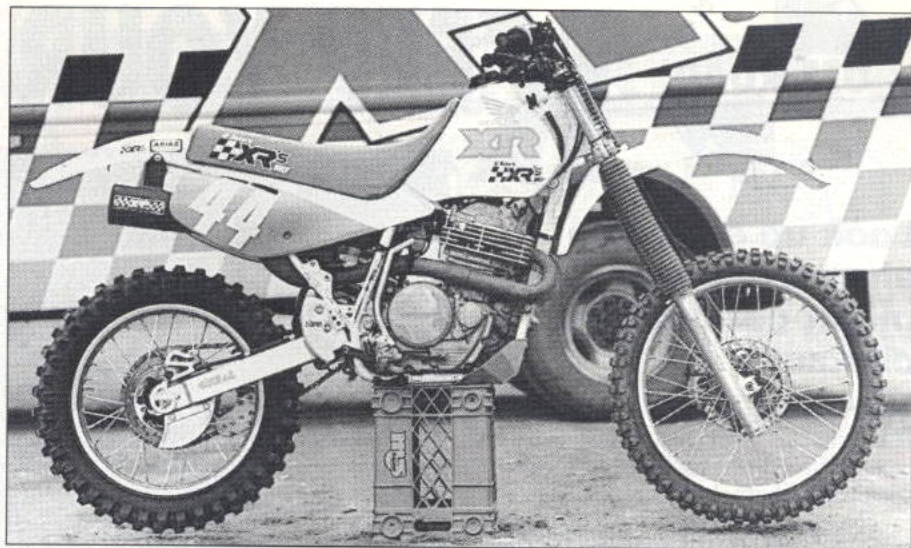
XR's ONLY HONDA XR630

**I WAS DOIN' A HUNNERT
DOWN AT OJOS NEGROS....**

Versatility is the key to the XR600's appeal, and versatility sells. There are probably more XR600Rs in the dirt than any other big-bore four-stroke. You can do anything with an XR. Scott Summers uses an XR to win in the woods, Bruce Ogilvie uses one to win in the desert, and former Six Days team member Billy Fullmer, Jr. is using one to run at the front of AMA District 37 enduros.

XR's Only chose to make their XR a serious race bike for the high speeds of the Baja 1000. However, in yet another example of the XR's versatility, they ran the same XR630 at both Baja and the U.S. GP. We've ridden the XR's Only Baja Commanders in the desert, and they excel there, but this was the first time we ran one on a motocross track. The suspension is easily stiff enough, the action is good, and the engine makes great power. Still, the XR is a bit heavy even for a big four-stroke. It definitely works better in the wide-open spaces, but it does function adequately as a motocrosser. The conventional fork flexes enough to distract an aggressive rider, but the XR shreds fast turns, and all the control efforts are good.

XR's Only may have tried to turn a trail machine into a motocrosser with mixed results, but they put



XR's Only threw their whole catalog at this 600. It is fast and a definite threat in desert or off-road events, but it was out of its element at the U.S. GP quasi-supercross track. By the time the WB World Championships rolled around the bike sported a White Power fork and shock. That helps on a motocross track.

some serious teeth into the XR as a desert machine. They made a bike that will run strong with big gearing and handle high-speed racing reliably.

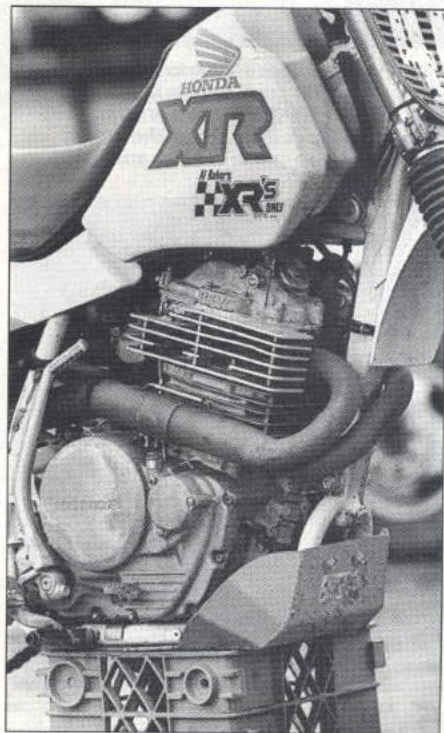
FEATURES

- Arias 100 mm 11:1 or 12:1 piston kit (includes boring and honing; requires sleeve on '88 to '90 models)
- Carillo rod (optional, plus labor to press crank)
- Head porting, polishing, three-angle valve grind
- Big fins
- Cam
- Valve spring kit
- 41 mm Mikuni flat-slide carburetor kit (carb, adapter, cable and throttle)
- K&N filter
- Baja exhaust system with large-

- diameter head pipes
- Alumilite handlebar
- XR's Only seat cover
- Acerbis Nost rear fender
- Heavy-duty shift lever
- Magnetic drain plug
- Heavy-duty chain guide
- Sharkfin
- Bridgestone ED-11 front tire, IRC VE-33 rear
- Fork job
- Progressive Suspension 1143 springs
- Shock job



There is definitely power on tap, and the XR has excellent manners away from the big jumps. We've ridden XR's Only 630s in the desert, and they are awesome there.



When you start extracting big power from the XR motor it helps to have the XR's Only big fins welded on. They aid in cooling, and they rate highly in intimidation.