



FOND FAREWELL!

THE KXF GETS ONE LAST RUN OUT BEFORE WINTER TAKES ITS GRIP...

Words by Sully Photos by still-mx.co.uk

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IT'S BEEN a while since our last long-term update but to be honest after the KX450F was given its mid-season makeover and tune-up I haven't had time to hit the track to pull any sweet skids or wicked wheelies on the much refined beast. But while my bad self may have been out of action the bike hasn't been and it spent much of its summer with ex-British 125 champ and GP runner and current coach extraordinaire Mr Greg Hanson.

Greg had plans to win the Senior class of the Veterans world championship at the Donington GP on our weapon of choice but that all went awry when the FIM wouldn't accept Greg's entry as it was a tad on the tardy side. Bummer. With the GP appearance out of the window but Greg still super-pumped to bang some plastic we lined him up with a ride at the last round of the Maxxis British championship at Pontrilas – then he

bailed off his own YZ125 at a round of the DEP two-stroke series at Culham a couple of weeks before. Not bouncing quite as well as he did 20 years ago, Greg was too sore to ride the British championship round and that was the end of that.

Greg did spend an hour or so practising for Donington at Winchester super venue Tonymoto and from what I can gather the fast 41-year-old was quite impressed with – and hellishly fast on – the magazine machine after making a few small adjustments (Greg prefers to run full-waffle soft compound Renthal grips and an old-school lever set-up). While the bike was in Greg's care RG3 London carried out some suspension mods to set it up for Greg's weight (that'll be about five stone) and style of riding (ragged, ha ha!). After picking the bike up from Greg's gaff my first and sadly last ride out on it was to be at

Marshfield on a chilled autumn day of riding with my mates Matt and Dale from Sixsixone, Myles the pirate, the captain of the good ship Dingmaster – that's Neil Carroll who ironically drives the most dinged up camper I ever did see – and some Molson Kawasaki riding mush called Tom Church or something...

Some overnight rain made conditions for the last ride pretty much as good as they could be – it was gonna be the perfect send off for the almost perfect magazine machine. After doing a couple of laps to warm up I started to up the pace a little, getting a feel for the bike and the re-dialled RG3 suspension. While the work was quite specific to Greg's riding style and weight an improvement in ride was still noticeable – especially at the rear – with the bike feeling more positive coming into and through the turns. Everything else felt exactly as it had done



It's an emotional day at Marshfield as Suttly turns the wheels on his magazine machine for the last time before it's returned to sender

previously and it was reassuringly comforting to be back on the KXF – especially at Marshfield where I'd raced earlier in the year with the Corsham SSC at their 40th Anniversary Masters of Motocross meeting. Having had a handful of long-term test bikes in the past few years – a KXF250, CR250 and CRF450 – I've figured out what works well and most definitely have my favourite products. My opinion on Renthal bits and particularly Windham bend Twinwalls and Kevlar grips has been stated many times before – in my opinion they're pretty much perfect which is why more often than not you'll see them fitted to my bike. Other Renthal products on the KXF included the Twinring sprocket and R-3 o-ring

chain – both totally stress-free, rock solid performers. I've also used a Dirt Tricks Ironman sprocket on my spare wheel. The Ironman is the hardest wearing sprocket in the known universe and it even comes with a one-year warranty! Check out www.baselineraiding.com for more details on this awesome product which has barely been scratched by the limited use I've chucked at it this year. Baseline also supplied a TM Designworks chain guide for the KXF. The flexible chain guide will withstand huge impacts without breaking or derailing the chain in even the most extreme of conditions. While fitting one of these super-trick guides may be overkill for most motocross tracks, the chain



CHEERS GUYS...

THANKING THE PEOPLE WHO HELPED THIS HAPPEN >>>

Without the help of the following companies we'd never have been able to complete this project. Thanks a lot guys, we really appreciate your help...

- www.apico.co.uk (0870 442 8094)
- Boyesen clutch cover and Quickshot 2, Twin Air filters, Polisport plastics and Artrax brake discs
- www.baselineraiding.com (01306 889911)
- Big Bang Hour Meter and TM Designworks chain guide
- www.deppipes.com (01622 765353)
- S7 exhaust system
- www.docwob.com (07968 800062)
- N-Style custom printed backgrounds
- www.kawasaki.co.uk (01628 856600)
- Kawasaki KXF450
- www.maxxis.co.uk (08704 282728)
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- www.motorex.co.uk (08704 282272)
- Oils and lubricants
- www.motoxtreme.co.uk (01225 892227)
- Kawasaki parts and sundries
- www.hardcoreracing.co.uk (01487 813755)
- Haan wheels
- www.one11mx.com (0845 612 1112)
- RG3 triple clamps
- www.pro-circuit-racing.co.uk (01283 500450)
- Monster Energy/Pro Circuit team graphics
- www.renthal.com (CI Sport 01372 378000)
- Handlebars, chain and sprockets, grips and glue
- www.rg3suspension.com (01189752023)
- Suspension services
- www.sunlineraiding.com (01267 234893)
- Sunline ARC levers, lever perch, rim lock towers, oil filler cap and engine plugs
- SR-75 (07973 626054)
- Pro-preparation and p**s-taking





The Meat by name, meaty by nature!

guides are invaluable for off-road racers – Wakker used one at this year's Romaniacs and was probably the only rider who didn't have to remount his chain during the five-day epic event.

Another tough product I fitted to the KXF was a set of RG3 triple clamps which in my opinion are the best in the world and have performed flawlessly throughout this year's testing schedule. The dual post bar mounts are super-strong and stop the clamps twisting in a crash but I never managed to test just how good they are in that department – I'm obviously mellowing out in my old age.

After successfully testing a pair of Multitek wheels on last year's CRF, we opted to try some Haan hubs laced to Excel rims courtesy of Roland Shaw at Hardcore

Racing (www.hardcoreracing.co.uk). The Dutch-built wheels – also used by Molson Kawasaki, Sarholz KTM and Team GKPR riders among others – are quality kit and come in an array of colour combinations. Sweet!

A DEP S7 exhaust was fitted and this helped transform the way the bike delivered its power. Super-smooth and super-quiet, the S7 was a great addition and looked pretty trick too coming in matt black with a carbon end cap.

The N-Style Pro Circuit/Monster Energy team graphics fitted to Polisport plastics also looked great and lasted well too with the custom printed backgrounds helping finish off the look in an AMA-pro stylee. All in all I was pretty happy with the way the KXF looked – almost as sweet as it rode.



WIN WIN WIN!

ELECTRIC MX-1 GOGGLES >>>

We tested 'em earlier in the year and found the Electric MX-1s to be a reet comfortable pair of MX-specific, non-fogging eye protectors and now we're hooking up with the guys at coffinoncake.com to offer one lucky reader the chance to own a pair of their very own.

All you have to do to win is answer this simple question. Which of the following Electric athletes won X-Games gold in 2007?

- Is it:
- A) Kyle Loza
 - B) Jolene Van Jugt
 - C) Marc Fischer
 - D) Derek Garland

When you've figured out the answer send it to us along with your name, address and a daytime telephone number on the back of a postcard or sealed envelope to Electric Comp, DBR Magazine, 12 Victoria Street, Morecambe, Lancashire LA4 4AG. The first randomly drawn correct answer after the closing date of January 10 will win a pair of Electric MX-1 goggles. You can also enter online at www.dirtbikerider.com



DBR TESTED

NO TOIL BIODEGRADABLE FILTER PRODUCTS >>>

There's no denying that servicing air filters is a pretty darn crappy job. Washing, oiling and fitting filters is a time consuming chore that's about as popular a job to do on your dirt scooter as greasing the suspension linkage. However, unlike linkage servicing which there is no quick or easy way to do properly, there is a way of cutting down the time you spend servicing your bike's foam air filter. America is the home of laziness with drive thru this, instant that and kwik the other so it's no surprise that the company behind the easy way of filter servicing is American. No-Toil is a Californiabased foam filter and treatment fluid company whose range of biodegradable products can be cleaned in your washing machine. Before we go any further I must stress that before you start dumping all your filters in the washer/dryer if you've ever used solvent-based products on your filter it's a bad, bad idea to chuck 'em in the washer. Believe me, I've done it before and it makes your washer stink – so don't do it.

However, if you're lazy and smart, by buying a new No-Toil filter and a filter treatment kit from a Madison dealer – check www.ultimatepursuits.co.uk to find your local one – you too can do your filters in the washing machine without running the risk of annoying your missus, mum or flat mate. No matter what, you've gotta use the No-Toil products exclusively. There are other quality biodegradable products out there – Twin Air and Motorex are two that spring to mind – but I can't guarantee it's a good idea to wash 'em in your Hotpoint or Zanussi.

Applying the No-Toil filter oil is done in the traditional way – saturate your clean, dry filter with oil then squeeze out the excess. Once you've done that let the filter stand for 15 minutes to let the alcohol-based carrying fluid evaporate before greasing the rim with No-Toil biodegradable grease and fitting it in your bike.

When your filter is suitably used and you've washed your dirt scooter clean whip out your filter, grab the No-Toil cleaner and head to your kitchen. Empty out your socks and thongs and chuck your filter or filters in the drum. Now put half-a-cup of No-Toil filter cleaner and half-a-cup of laundry detergent in the correct place then set the machine to a warm water setting and go get yourself a cuppa before air drying the suckers on the line.

I was pleasantly surprised just how clean the filters were after being machine washed and there were no nasty traces left in the washer so it's something I'd definitely consider doing with next year's long-term test-bike filters.