

**FAST WOMEN – FISH, COX, EVANS**

# **DIRT BIKE**

FEBRUARY 1977

34355

**\$1.00**

UK60p

**"I DON'T LIKE TO  
COMPLAIN, BUT..."**

**GERRIT WOLSINK  
SPEAKS OUT**

**FIRST LOOKS  
'77 YZ125D  
CAN-AM  
175MX**

**NATIONAL  
ENDURO,  
TRIALS  
WRAP-UPS**



# DIRT BIKE

VOLUME SEVEN NUMBER TWO FEBRUARY 1977

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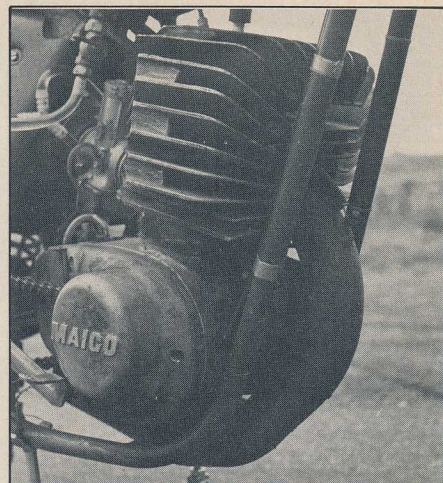
Would you believe lukewarm?

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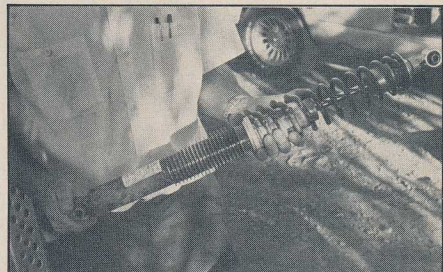
Painfully funny.



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ON THE COVER: Motocross's favorite dentist, Gerrit Wolsink, hams it up for the Weed camera.

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# WEILING AWAY THE HOURS



Of all the "production replica" works bikes currently campaigned on national and international motocross circuits, the Maicos of Adolf Weil, Graham Noyce and Sylvain Geboers are unquestionably the most stock. In fact, Adolf's bike, which we had the pleasure of sampling before the Sears Point round of the Trans-AMA, is most startling in its sameness to the production models which we are currently testing. Adolf's bike is actually considerably closer to stock configuration than numerous Maicos we frequently encounter at local SoCal tracks.

Starting with a production machine, the Maico meister basi-

cally aims at removing weight, especially unsprung weight. Therefore, both hubs and the lower fork sliders are made out of magnesium. The green label Akront rims are kept, as is the stock spoke pattern. Suspension is very close to stock except that the rear shocks are replaced with the new Koni units, which offer more consistent dampening in long 45-minute motos than the stock Girlings. At the time of our test ride Adolf was trying a box section aluminum swingarm in an attempt to reduce the weight even further. The motor is quite close to stock, but, of course, exceedingly so. Precise and meticulous assembly is the modus operandi of profes-

sional motocross.

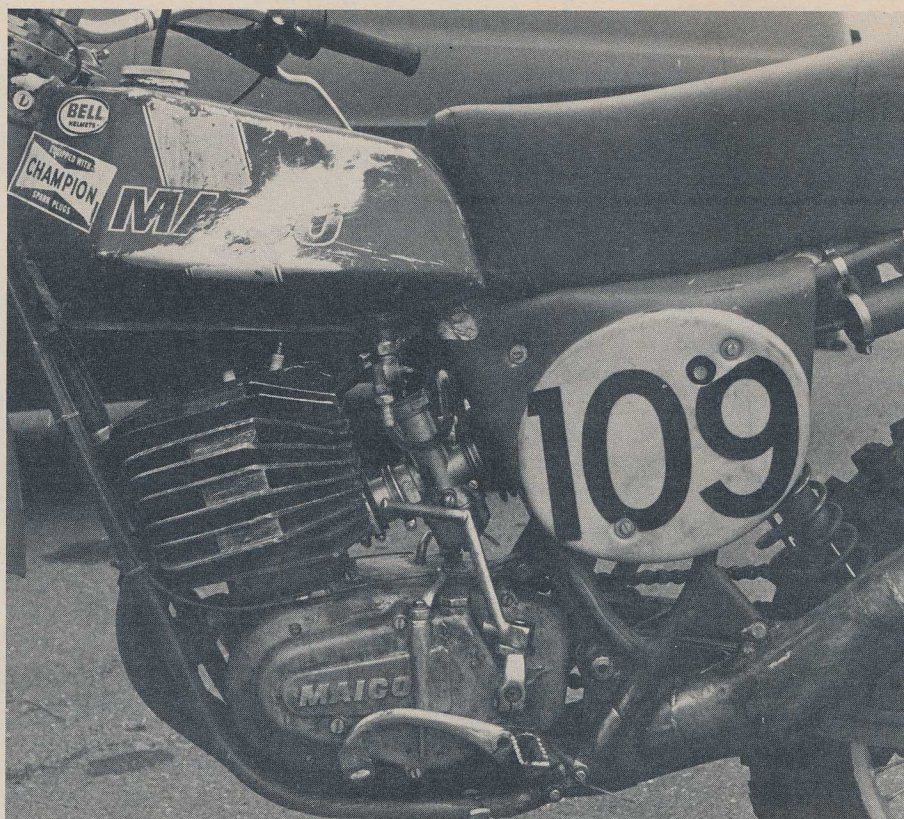
The footpeg mounting has also received some treatment in that their mounting has been moved back so as not to interfere when the bike is laid over in the turns. Some weight is saved here also. Location of the actual footpeg is still very close to stock.

It comes as little surprise, then, that riding the Weil thing is like riding an exceedingly well prepared Maico. Suspension, power and handling are all superlatives of the Maico concept. Very well mannered, very precise and quite serious about the speed maintainable on a demanding motocross track.

Up the start straight the relatively



Engine torque output increases exactly the same amount for each 200 rpm step, providing excellent power characteristics. Wegner demonstrates.



It's obvious that the time spent fondling this machine was directed toward performance and functionalism rather than beautification.

smooth Maico power and particularly compliant Koni rear suspension allow the 4.50 Metzeler to dig into most any surface. Acceleration is strong and smooth, pulling hard against the forearms, and the front wheel tends to loft slightly and slowly. Though gear changes seem somewhat spread apart, only a few seconds pass before the Maico is tugging hard against top gear.

When the time comes to gear down, that particular trait of steadiness common to all Maicos allows for a late braking and even some continuation of braking into the initiation of the turn. With little or no pause, the throttle can be reapplied and the chassis will execute a tight but smooth turn to whatever line is appropriate. Perhaps one of the most memorable and pleasing moments to be found in riding a Maico is that instant when the bike reaches the lowest angle of heel during cornering. It is as if there is but one unit and an exceptionally sure one at that.

It is in exiting corners that the Maico can gain its advantage over bikes which possibly produce more specific horsepower. All of the 400cc powerplant's potential can be

used early in the exit to a corner without excessive wheelspin and overslide. Though it would be quite difficult to measure, it seems likely that Adolf's Maico can supply more power to the ground in this instance than many of his competitors' machines.

Naturally, the suspension is capable of dealing with rough ground and jumps with a minimum of folderol. We were not in a position to weigh the bike, but the difference from a stocker was very evident. Chassis attitude remains neutral with only a minimum of rider concern. Again, that inherent stability produces a very confidence-inspiring feel. In the air the Maico seems only in wait of recontact with the ground at the earliest possible moment — a similar trait to that overall European concept of efficiency of motion. The brakes on Adolf's bike were very powerful, and the rear, especially, took some time to get used to.

It is perhaps impossible to define significant overall differences in handling and performance within the ranks of top professional motocross machinery. More brain power and craftsmanship go into profes-

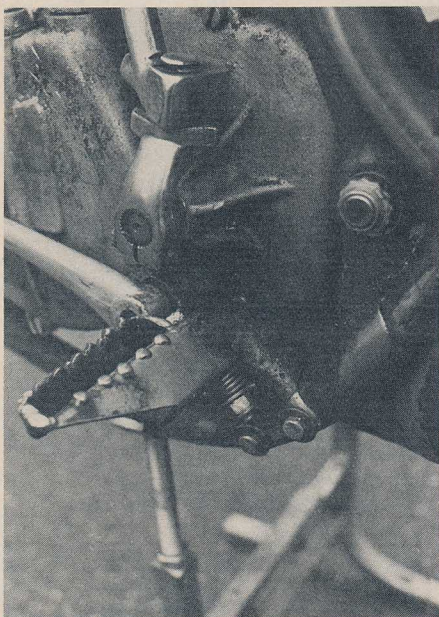
sional motocross than any other aspect of motorcycle competition, and the machinery is proportionately consistently superb. Though in most cases there is one superior approach to the dynamics of motocross which is commonly adopted, the individual brilliance of designers and tuners provides each bike with a slightly different overall effect. And, in that respect, an ambitious and slightly presumptuous reporter might assign a specific sort of quality to the Weil Maico.

In a showplace where magic suspension and barbaric power are assumed to be the norm by the populace, Adolf's machine perhaps stands out among the contradictions. Not only was it apparent in riding the bike, but while we watch Weil ease the big Maico around this or that Trans-AMA circuit we are ever reminded of the smoothness, precision and efficiency with which the bike performs and is ridden.

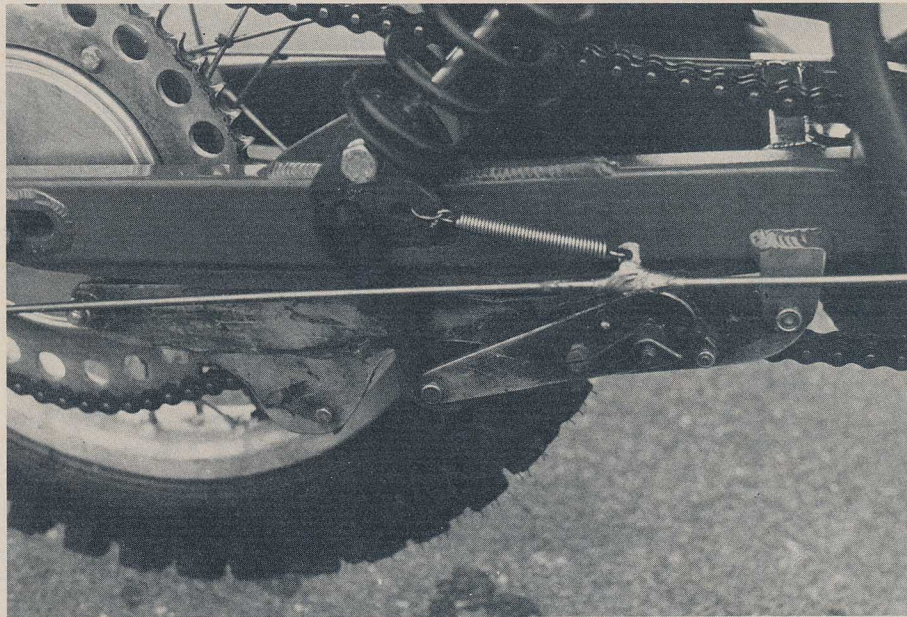
Each year over the past six only a handful of individuals have had the potential to compete wheel to Weil; a true compliment to a man's concept of motocross and a small German motorcycle builder's concept of machine.



Man and machine.



Footpegs and mounts are also handmade items.



Handmade chain guide/tensioner hangs off of the finely finished aluminum swingarm.



Lindstrom, under power.



Handling discussion.