

YAMAHA'S "HURRICANE FORCE" YZ250D

DIRT BIKE

JUNE 1977

34355

\$1.00
UK60p

**THE FIRST
FEATURE LENGTH
MX MOVIE,
SIDEWINDER I**



**MOTOCROSS -
FLORIDA WINTER - AMA
DAYTONA SUPERCROSS**

MONTESA'S NEWEST AND NICEST - THE 250H ENDURO



06
YAKIMA WA 98902
812 SO. 27TH AVE.
BARVIL MARSH
DMA98902MARH8812X 121576 7801

**TAKE ON THE WORLD
ON WHALEY'S FACTORY BIKE
ENDURO: HONDA TAKES FOUR (STROKES)**

DIRT BIKE

JUNE 1977 VOLUME SEVEN NUMBER SIX

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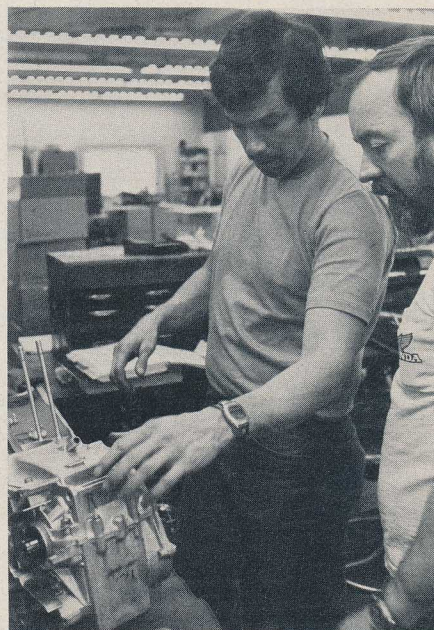
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MONTESA 250 ENDURO "H"

*Caught within the distinction
between speed and quickness.*

WHY TEST A MONTESA ENDURO?

All bikes tested in DIRT BIKE appear through some combination of our personal desire to ride them and a suspicion that you might be interested in them. In the case of the Montesa, one staffer took a ride on Montesa enduro team rider, Fred Hayes' machine and was impressed enough to look further into obtaining a test model. Martin Belair, of Viva Distributing and National Trial fame, made the bike available and Fred set it up at his shop, Mettco, in Compton.

HOW DOES IT WORK?

Like many European enduro machines, the Enduro 250 "H" is based upon a motocross model, the Cappa. Port timing is actually identical to the Cappa, but the Enduro's cylinder does not sport an exhaust port bridge or quite the flow volume. A piston with 4mm additional on the intake skirt and a milder exhaust system modulate the Cappa's well-documented power to trail usable levels.

Inside magnesium inner and outer cases resides a wide-ratio five-speed gear set, and on the right end of the crank you'll find a Motoplat electronic ignition. A 34mm square body Amal carb feeds a traditionally aspirated two-cycle piston-port power unit.

Chassis is essentially Cappa also, with the Montesa-modified Betor center-axle forks and cantilevered Telesco shocks with dual-rate springs. Hubs are the conical Cappa units, with a speedo drive for the VDO speedometer. A thin but comfortable seat nuzzles up to a new, narrower profile tank to provide rider accommodation.

HOW DOES IT PERFORM?

Since handling, power and suspension are intrinsically linked together, it may be best to study them under a common heading of performance. Performance, that quality which requires descriptive adjectives like more, better or best, is such a delicate balance of the elements of handling, power and suspension



that the specifics tend to elude us. A motorcycle may have ample power, a stable chassis and supple suspension and still be an utter flop. But that old catch-all, harmony, is more name than description.

"Exacting" is certainly a pertinent word in the Montesa's vocabulary, though hardly all-inclusive. Montesa has combined 29 degrees of rake with a perfectly progressive power curve and accurate dampening suspenders to obtain something like a trials speedster. A what? Well, it's just that

the machine works very precisely. Not squirrely, mind you — don't start reading things into this. The Enduro "H" is to be ridden exactly where the rider wants it and to be controlled with smooth and accurate reflexes. It is not of the flail, bump and gas it school, where general directions are chosen and ditch-digging horsepower kicks you toward the chosen compass point. To ride the Montesa well you must pick lines and turn the throttle up until you reach the appropriate speed.

Ah, but you still want to know about

the power, don't you? Is it fast? Fast where? If you line it up on a straight dirt road, a couple of other 250 enduros will pull it. But, put it on a trail with tight switchbacks and short straights and those machines will have a tendency to be tangled in the trees. In the woods it's fast enough. Bastante?

Though a somewhat more restrained mode of trailing than has become the vogue, there are numerous merits to the precision approach. In very difficult terrain in the hands of an average or even better than average



rider, the flail, bump and grind technique is nothing short of disastrous. For an Eastern or Pacific Northwestern enduro, precision, relaxation and control are the keys to survival. In genuinely challenging terrain the Montesa finds its home. Its exceptionally smooth (not thrilling) power, low seat height (33 inches) and easy handling make it a delight. It is, in concept, a more conservative approach to trailing than is common among the current crop of endurance trial machinery.

AESTHETIC CONCERNS

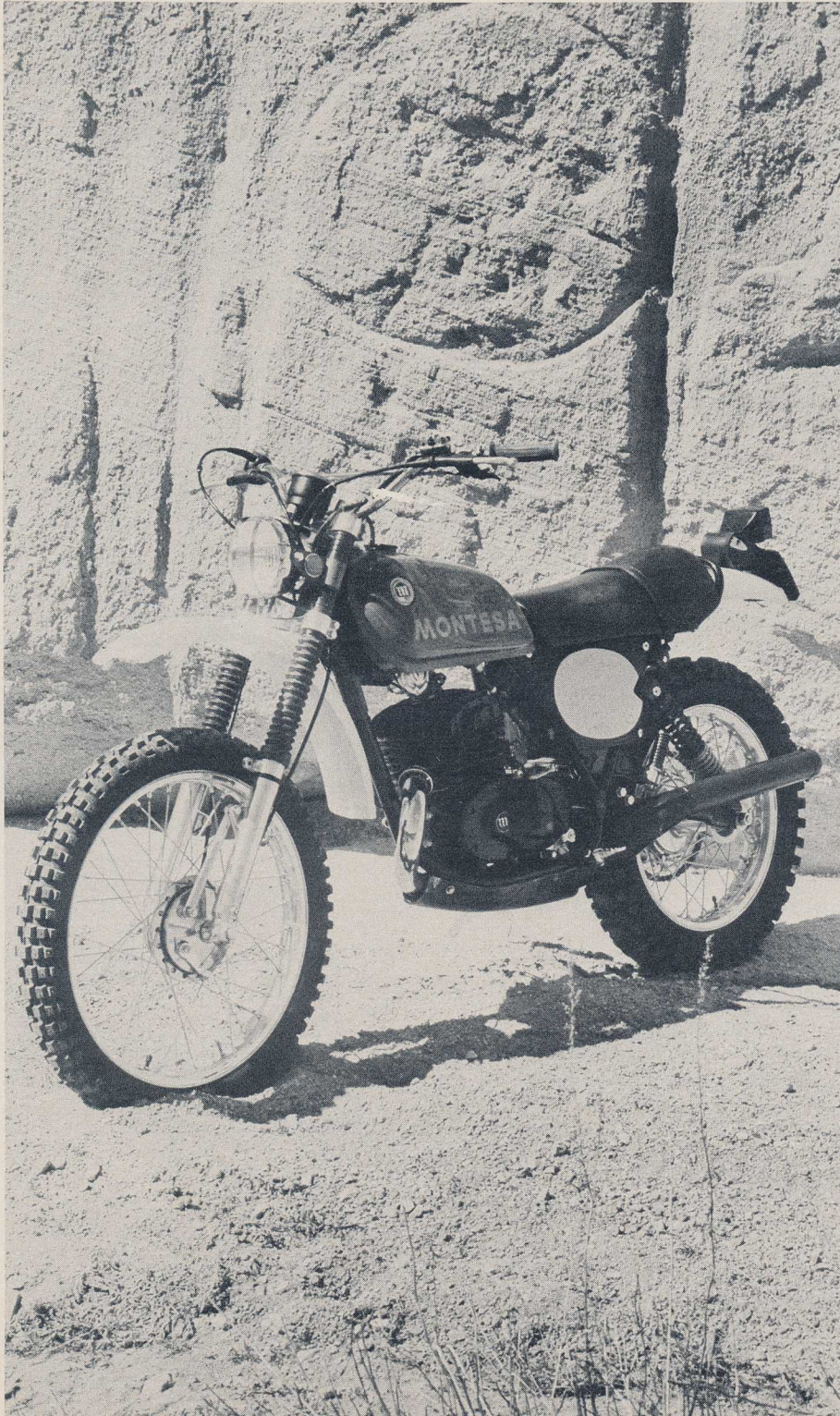
Buying a European bike is a commitment which pays certain dividends. A Montesa rider will be an individualist who prefers to own something different. He will take pride in the quality of workmanship and will enjoy the fact that his bike is a product built by hands, not machines. He will be given to chuckling about idiosyncracies he will encounter and might even be inclined to name his machine. In fact, we feel relatively certain the "H" in Montesa 250 Enduro

"H" must stand for Horatio. There is, however, a slight leaning toward Hernando.

On the trail the Enduro is quiet and civil. No moans, blurts, blaps or squeals will be emitted from it. At a good enduro clip the machine hums. Past our decibel meter at 86 dba, the enduro seems even quieter. Among a wide variety of enduro machinery it is one of the least obtrusive.

Owning one will require a little

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Superb front brake hums a happy tune with Betor fork.



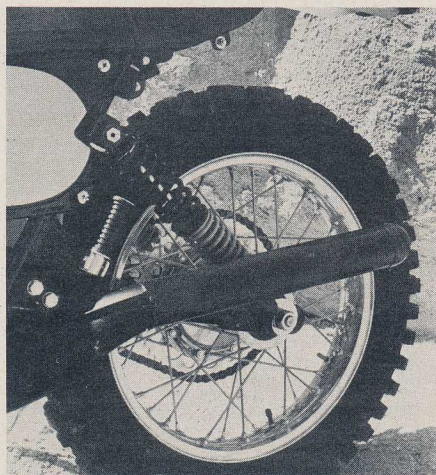
MONTESA 250

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effort. Your local dealer will not be likely to be so close as with larger marques, but when you find him you probably won't mind parting with your money. He's apt to be a Montesa enthusiast himself, in a relatively small shop providing lots of personal attention. When you buy one, you join his clan.

HOW RELIABLE IS IT?

How do we know? Want to hear a guess, though? In the past five years Montesa has overcome a less than sterling reputation. In the opinion of some people here, they've overcome it completely. Fact: In two years of events the Western Montesa enduro team of Fred Hayes, Dave Evans and Roy Sheridan have never suffered a mechanical DNF. Fact: On our first outing a hapless rider attempted some rather trialsy boulders on the Enduro and flopped it on its shift lever. The shifting pawl was chipped sufficiently to remove first and second from the



While silent enough, spark arrestor is not yet approved.

pattern. Martin Belair removed the clutch cover and replaced the pawl and we have encountered no difficulty since.

Other Montesas within our sphere of influence have proven to be exceptionally long-lived. Though you may recall gearbox difficulties with the 360 VA, it is only fair to note that a motocrossing friend found his 250 VA to be the most reliable motocross machine he has owned in ten years.

HOW MUCH IS THIS GOING TO COST?

Suggested retail is \$1495, and since Montesa dealers are neither capable of nor in the habit of cut-throating, you'll probably pay something close to that.

When on Montesa do as the Montesans do



West Coast Montesa enduro team riders Roy Sheridan, Dave Evans and Fred Hayes have made minor changes to their production bikes to enable them to finish two years of enduros and Two Day Qualifiers without a single DNF. You may find that their bikes are stocker than yours:

Suspension is improved by the addition of either straight 20-pound or 17-24 progressive (cut down one inch) S&W fork springs and S&W shocks with either 120- or 130-pound springs.

Toolbox, passenger pegs, stock taillight and headlight are removed for an eight-pound weight saving once PP products are substituted.

A Hi-Point speedo mount moves

the speedometer over for the addition of a clock. A nylon roller on the chain tensioner lasts longer. Either IRC or Metzeler tires are used.

Modifications include cutting a 3½-inch hole in the top of the air box and using the scrap to seal the stock hole in the back of the box. Intake is then about four inches higher. Rims are turned down .080-inch for easier tire-changing and roll pins are used. Sixteen-gauge steel is bent to a 90-degree angle and welded to the bottom of the pipe from the header to the tail for better rock protection. Stock bars are cut down from 32 inches to 30 inches.

And lastly, Fred has been using a Lectron carb primarily because it keeps the motor cleaner-running in steep up- and downhill situations.



Then there may be a few things you'll need. Depending on the place you have chosen to squat, you may or may not find the Pirelli tires tolerable. If mud is your gig, then by all means wear them out. On harder ground they may require replacement.

Fenders, grips, levers and throttle are all top-notch. No expense there. You'll find that the stock taillight will head for the hinterlands in a hurry. Best remove it immediately and substitute either a PP IT or you might try a stock MR Honda unit. The Telescos will work fine unless you are in the habit of "going for it" in serious bumpiness. They *will* fade and they *will* come back when you stop. Depends how aggressive you are.

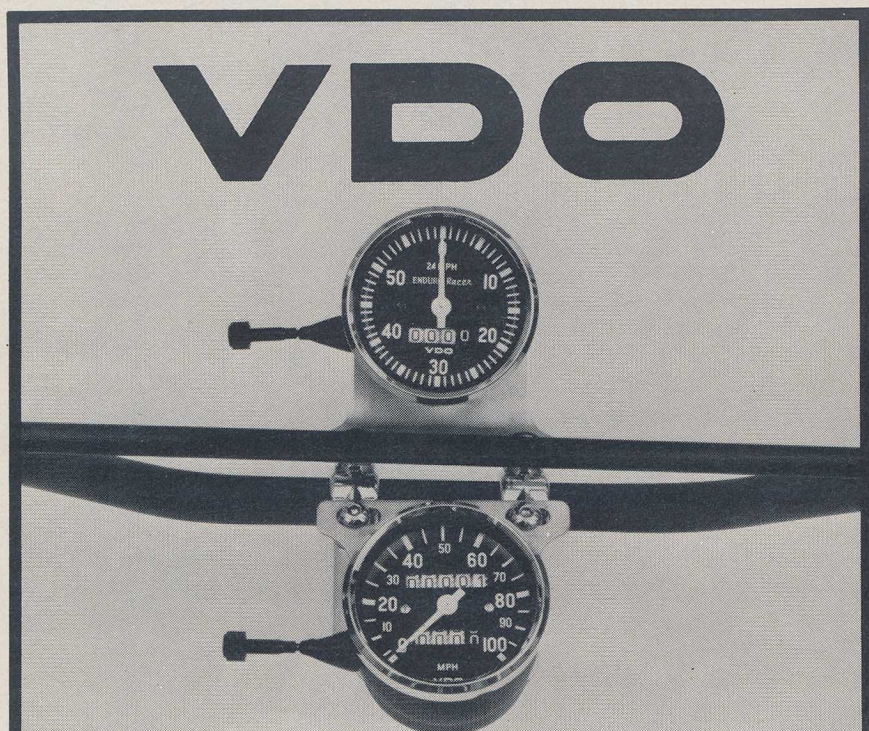
So, the Montesa will cost you something close to retail and the possibility of tires and shocks depending upon your want. Essentially a complete package.

WHO SHOULD OWN ONE?
Ah, the primary question involved in

any test. There are relatively few bad motorcycles in this world, only riders who own the wrong machine. A Montesa Enduro owner will not likely be a converted American motocrosser. The rather aggressive, life by throttle mentality can be better served by numerous other machines.

Montesa riding involves premeditation rather than correction after the fact. The Montesa rider should be a thinking rider who prefers to cross ground with a minimum of fuss. A converted trials rider will find a happy home aboard it. Converted trials riders make some of the finest and fastest enduro riders going.

If you go by the philosophy, "He who lives by the throttle dies by throttle," if you ride enduros incorporating truly difficult terrain and if you think you'd like to get involved with your next bike, try a Montesa Enduro.



Enduro Speedo & Racer

New side reset knobs on VDO Enduro Instruments are big enough to grab and tough enough to take it. Great improvements to two great instruments. Speedo includes odometer. Trip counter reads in tenths and can be set forward or backward. Racer is ultimate competition instrument, calibrated for use with accurate watch to provide precise time/distance computations. Both instruments are housed in tough, matte black cases, night-lighted, with 3-1/8" faces.

New folder describes VDO Handlebar Gauges . . . Biker Tach and Speedo for custom bikes . . . Enduro Speedo and Racer. Send 25¢ to cover handling and postage.

Name _____

Address _____

City _____ State _____ Zip _____



VDO CYCLE INSTRUMENTS

116 Victor □ Department 101 □ Detroit, MI 48203
Precision instrumentation from Germany . . . for the world.

MONTESA 250 ENDURO

Price (approx. retail, West Coast) . . . \$1495

Engine Piston port two-cycle

Displacement 246.3cc

Bore & Stroke 70mm x 64mm

Compression Ratio . . . 12:1 (uncorrected)

Standard jetting:

210 main, Z-D-1 needle, 30 pilot

Horsepower N/A

Clutch Multi-plate damp

Primary Drive:

Chain/2.65:1

Transmission Ratios:

1) 2.60

2) 1.62

3) 1.12

4) 0.83

5) 0.68

Final drive:

12-tooth countershaft

54-tooth rear sprocket

Air filtration Foam

Electrics Motoplat

Lubrication Premix 32:1

Recommended fuel Premium

Recommended oil Spectro

Fuel tank capacity 3.0 gallons

Frame Single downtube, cradle

Suspension:

Front: 7.5-inch Betor

Rear: 6.5-inch Telesco

Starting Always

Wheels & Spokes Akront yellow rims

Tires Pirelli 3.00 x 21, 4.50 x 18

Dimensions:

Wheelbase 54.5-56.0 inches

Ground clearance 10.0 inches

Bars, width 32.0 inches

Pegs, height 13.5 inches

width 19.0 inches

Seat height 33.0 inches

Weight 234 pounds dry

Brakes:

Front: Conical cable

Rear: Conical cable

Instruments VDO speedo

Lights Head, brake and taillight

Silencer Peaceful

Spark arrestor Not approved

DBA CHP 86

Warranty No