

DYNAMITE RM370 TEST/RM250 UPDATE

DIRT BIKE

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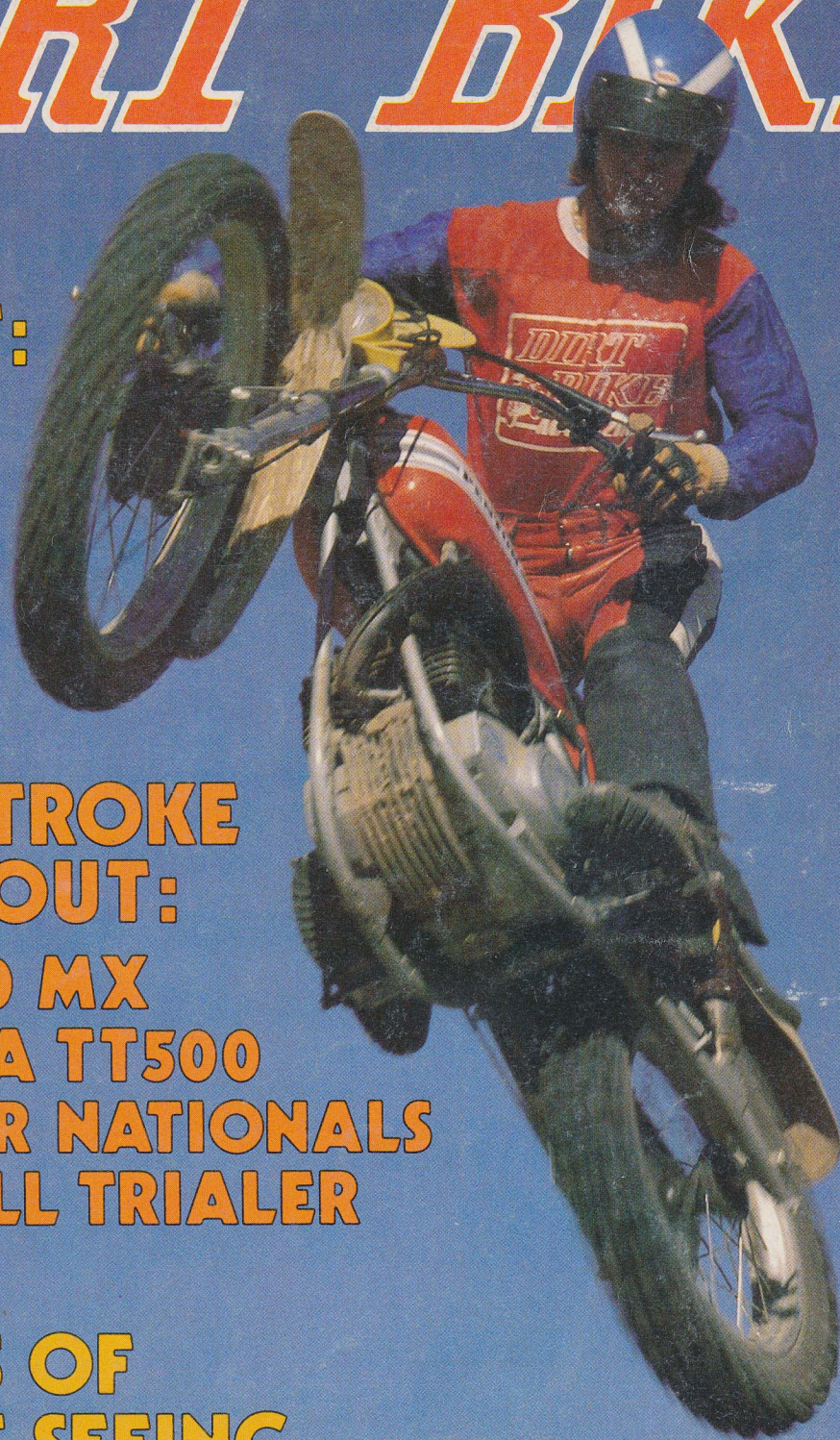
MARCH 1976

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\$1.00

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**350
SHERPA T:
CHAMP
AGAIN!**



**FOUR-STROKE
FREAK-OUT:**

- CCM 600 MX
- YAMAHA TT500
- THUMPER NATIONALS
- POWROLL TRIALER

**SIX DAYS OF
ALMOST SEEING
THE QUEEN**

BAJA 1000 - KEEP YOUR CR IN ITS FRAME

DIRT BIKE

MARCH 1976 • VOLUME SIX • NUMBER THREE

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Ohhhhh, the humanity!



Is the production idler wheel the same as Roger's?



Exorcism beneath the border



English Enguinity

ON THE COVER: Get out your January issue. Look at the RM370. That's in this issue. Don't look at this month's cover of Carl Cranke on the 125 Penton until after you read the Baja story.

NEXT ISSUE ON SALE MARCH 9



WORLD CHAMP AGAIN

"'Tis first on t't linen that counts." — old Yorkshire saying

BULTACO 350



SHERPA T

by the Staff of DIRT BIKE

"I've been a-courting Mary Jane.
Mary Jane."

"On Ilka Moor ba'tat. Ba'tat."

From there the verses cover a death o' cold, getting buried, worms, ducks, implied cannibalism and such. Fine old Yorkshire ditty.

The northern lads like to sing it about the campfires.

They also like to win world trials championships, with almost boring regularity. A thriller finish in CZ Land that required counting "cleans" allowed Yorkshireman

Martin Lampkin to regain the world title that Yorkshireman Malcolm Rathmell had taken from him in 1974.

Lampkin did the deed aboard a substantially changed Sherpa. In keeping with the nature of the sport many of the changes seem subtle, but they are abundant.

POWER TO THE GROUND CHANGES

The air system, with increased breathing capacity, is now mounted behind the right side panel. One bolt and it pops off. The filter is mounted perpendicular to the ground rather than laid down under the seat.

A 28mm Bing with a choke lever replaces the 27mm Amal. A lot of Six Days riders, both Scottish and ISDT, use the Bing because of its flip-a-clip-and - the - float - bowl - falls - down-in-your-hand design. This means quick cleaning out of water or grunge. The carb will also swivel for easier jet changing.

The cylinder has a thicker liner. There's a new head, with different finning, using eight bolts. Last year's used six. There's more clearance to get to the spark plug too.

The center case is new, with a rounded-off edge on the left side replacing the "cut-off" '75 version.

Porting was not changed, according to Bultaco International, nor was the flywheel and crank weight.

The muffler was redesigned for higher revs, quicker acceleration.

SUSPENSION CHANGES

Both fork clamps are now polished rather than painted. Valving in the top of the forks is changed, internals remain unchanged.

The shocks are new red Betors. Shaft width is the same as the old Betors but they seem to be stronger. Factory riders and privateers alike are staying with the new stock Betors instead of replacing them with Telescops as they did with the '75.

Our test bike had straight-wound springs, other bikes out here had progressives. National class riders noticed a difference, preferred the progressive springs. Novice/Amateur riders were not so sensitive.

FRAME AND GEOMETRY CHANGES

New frame, still chrome moly, as is the swingarm. The rear frame downtube is gone, replaced by a cast



aluminum rear motor mount. Frame triangulation behind the engine was changed. The "Y" intersection is lower and the frame tubes are tucked in closer.

The internal swingarm oiler was removed and the arm beefed up for forward mounting. The swingarm (pivot to rear axle) was lengthened one inch and the bottom shock mount was moved one inch closer to the swingarm pivot.

A handy lube fitting was added as well as a tab for pulling out the swingarm spindle for greasing.

Head angle, trail and wheelbase remain unchanged. The engine was moved forward one inch according to Bultaco.

The swingarm pivot was moved forward one inch. The bottom shock mount is two inches closer to the front axle, wheel travel has been increased about one and a half inches.

Pegs. Raised and narrowed slightly. Front axle to peg measurement remains the same, but the peg mount was moved forward three quarters of an inch by designing new pegs that slope to the rear.

Bernie demonstrates your basic dables 180. He picked up his '76 after the nationals and topped national champ Whaley in his first two rides to clinch his SoCal Number One plate for the second straight year.

OTHER CHANGES

New rear hub. They took the front hub and widened it. Same backing plate and brake assembly front and rear. Both hubs Dural alloy.

Tires. Pirelli MT13s — 2.75x21 and 4.00x18.

New larger capacity tank — 1.7 gallons. It's also wider. Still fiberglass. Mounting bolt runs through head horizontally now. Cap has been centered. New petcock.

New seat with more padding and the Bultaco name raised into the saddle covering.

New Dural alloy rear brake lever, tucked in very close.

Aluminum fenders. Front has rubber mud flap with factory name.

ASK THE MAN WHO OWNS ONE

No problem at all. How about factory riders Lane Leavitt and Bernie Schreiber? Guess what? They dug it. Both admitted that the first ride seemed different. Those



geometry changes at work. Lane felt the straight line ride was really improved, especially for Scottish Six Days type riding. Bernie noted better traction in a straight line. He said the new T felt like it turned a little tighter and the front end felt lighter. Lane thought that the wider tank restricted tight steering a little. He also mentioned that the new swingarm, gusseted for the forward mounting, felt more rigid, adding to stability.

Both noted a better initial impulse off the bottom. Bernie said his new bike goes slower and smoother. He didn't notice the wider tank. Lane noted more top end with his new one.

They both liked the new shocks, aren't replacing them with Telescops. They're both sticking with the stock exhaust too. Bernie ran the Miura accessory banana muffler on his '75, feels his '75 was a little faster on the loop.

Both like the new Pirelli MT13 front tire. Lane mentioned that the Europeans use the Pirelli rear, and that it's super for muddy terrain. Bernie wasn't as keen about the rear Pirelli for dry, sandy Southern

California terrain; he prefers an English Dunlop because it's softer. Lane agreed.

Bernie's only changes on the '76 were handgrips and plastic fenders. He also had to silicone his air box. He had some problems with leakage overwhelming the filter with grit.

ASK THE MAN WHO RIDES SOMETHING ELSE

How about the new national champion, Marland Whaley? We asked Marland to give the bike a workout after a local trials. His comments were brief, but to the point: The engine's perfect, the suspension is good, the steering is heavy compared to my Honda, it seems to want to fall to the side.

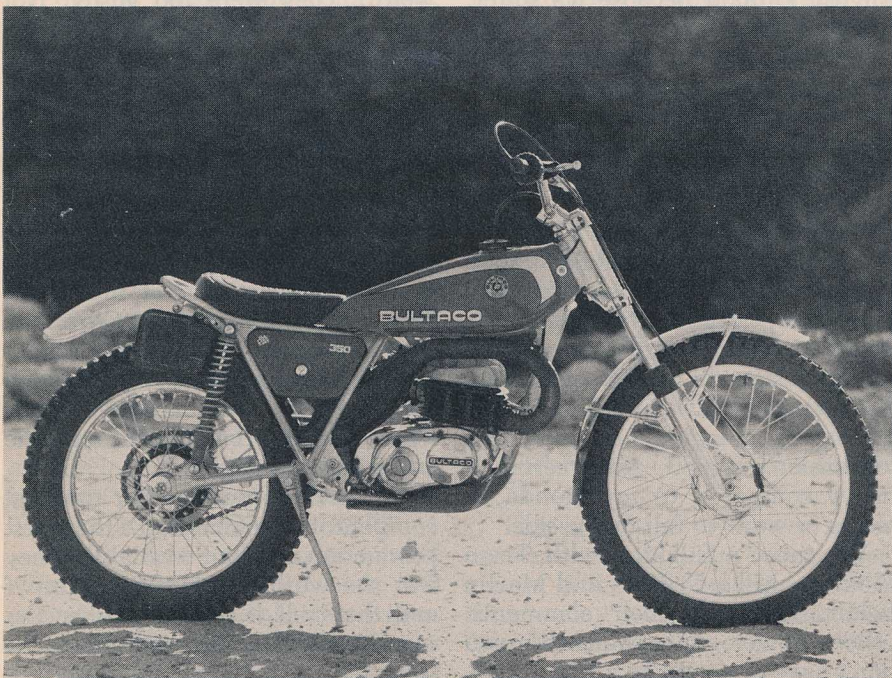
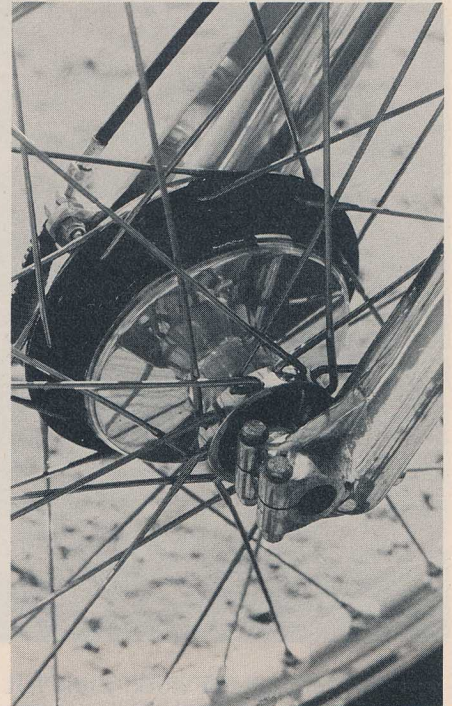
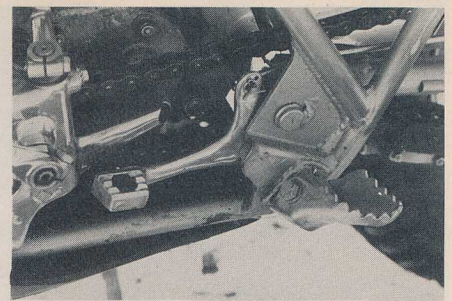
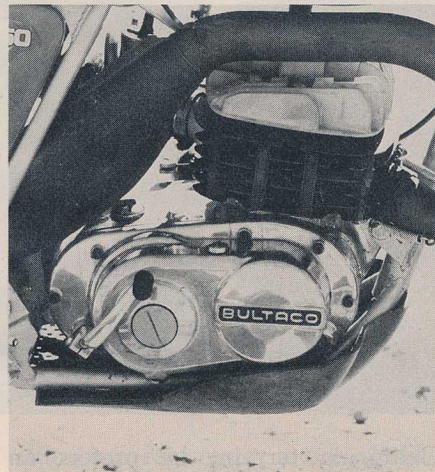
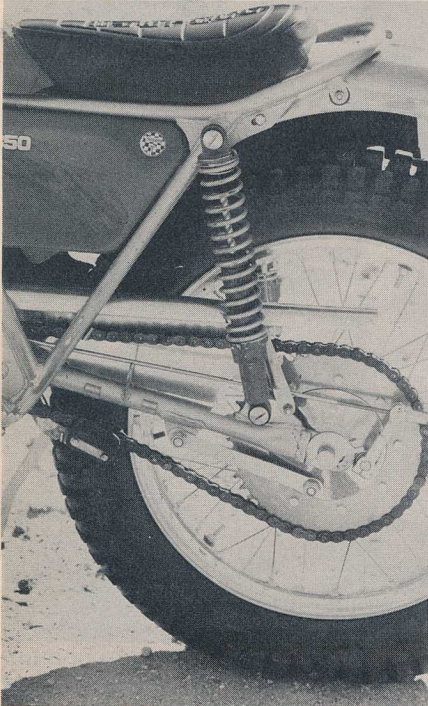
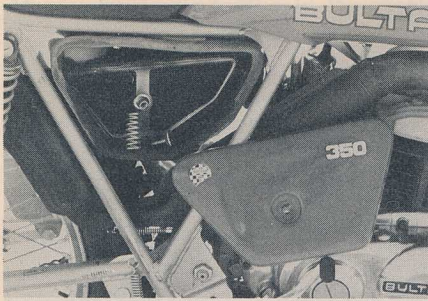
We spent a full day with Team Montesa, Mike Griffiths and Martin Belair. Here are their comments: "Nice power, super-smooth, you don't have to rev it like a 250. Really good traction, it just purred up that slippery rock. The steering seemed heavy compared to the previous bike. It doesn't turn any tighter, but it seems to because it doesn't wash out. Sherpas just want to turn naturally; Cotas go straight unless you tell

them differently. The shocks seemed weird. They were too gushy. Not enough down damping, they bottomed on a major drop-off. The forks sag when you sit on the bike. The rear brake pedal has to be worked hard to get some response. Straight line stability is better, it doesn't wander like the '75. It looks a lot better, more like a Cota; give it a nine on detailing. It 'seems' heavier than last year's, even if it isn't. It feels low compared to a Cota, our pegs are higher. Good tires. It's more sensitive to weight changes, which can work for you or against you. There wasn't a flat spot through the entire power range."

Comments from another national competitor: "No doubt, it's the finest production machine available. They win the world championship on it and then sell it to the public. I'm surprised to see they still have the same points ignition system, not the most dependable available, and that they haven't gone to using the engine as part of the frame, eliminating the bottom frame tubes."

BITS AND PIECES

Tips from Steve's Bultaco. You



may want to weld some additional aluminum to the back of the alloy brake pedal. This makes it set lower at rest and big-footers can get to it easier without bumping into the kickstarter shaft. This was corrected

on the second production run. Run the electrics wiring behind the front frame tube to protect it from snapping on brush. Silicone the steering lock to keep crud out.

Either center the kill button or rotate it upside down on the left side to avoid accidentally hitting it with a leg in a full-lock turn.

Try a rubber pad between the tank and the frame.

Use a Pursang rear wheel spacer if you remove the speedo.

Add a washer or two to serve as spacers for the spark arrestor mount. This moves the pregnant boomerang away from the tire a bit.

Miura Products has vent plugs if you want to vent the mag or vent the clutch to the transmission.

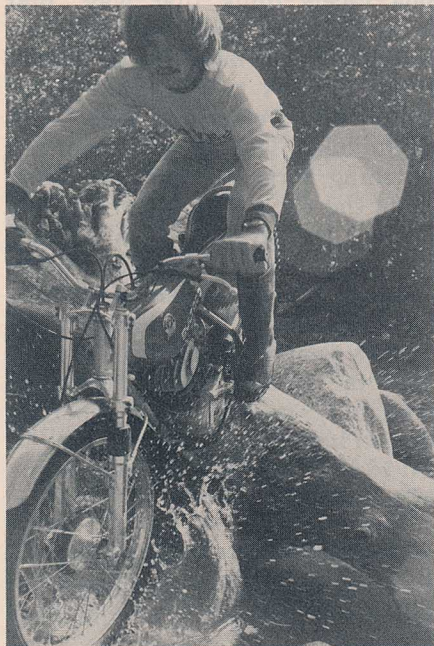
Check to see if the tank mounting bolt is touching the fork stanchion tube on full-lock turns. If so, grind off the necessary amount from the nut and/or bolt head.

If oil spurts out of the top of the forks, remove the preloaders and weld up the holes in the center and drill a venting hole in the side to direct the oil away from shooting straight up.

Tip from Lane Leavitt. Drill a hole in the air box and insert some brass tubing, about fuel line size, to drain out any water that gets in. Be



Boyd rides Amateur, bought a '76. "The new one definitely feels different. The front end doesn't want to wash out as easily. Bottom end power is slower and smoother. The rear wheel feels like it's underneath me instead of behind, like on the earlier bikes. It's easier to lift the front end, it accelerates quicker and fifth is a lot quicker. I like the shocks, they're better than the Telescos. That choke lever is really neat, one or two kicks every time."



National Number 25, Andre Plouffe, top privateer in SoCal trials the last two years. "The first time I rode a '76 I couldn't stand it. Leaning back a little compared to how I ride my '75 made the difference in getting the traction I wanted. The new one feels more stable. After I adjusted, the front end washed out less, tracked better. The forks were a little soft. Electric motor. Not as snappy as mine with the banana muffler. I can go a little bit slower on the new one. It gets over steps easier. It tracks better going uphill. I like that front Pirelli, I'm putting one on mine; I'll stick with the Dunlop on the rear. I really like the '76 now, I'd like to get one."



Richard Delaney was a factory rider for Montesa, is currently aboard a '75 Sherpa. "The new bike just feels totally different. It's very quick and willing to turn. It doesn't wander around like the '75, washes out less. The front end definitely tracks better."

sure to use a lot of grease to seal the air filter.

A Girling shock adjuster, part #64947081, fits the new Betors perfectly for selecting from the three preload positions.

For those who prefer plastic fenders, Miura Products offers an alternative. B&B Specialties, P.O. Box 9364, Marina del Rey, California 90291; (213) 677-2300 and Steve's Bultaco, 7627 Van Nuys Blvd., Van Nuys, California 91405; (213) 780-6300 offer other alternatives.

Steve's Bultaco has an accessory shift lever that tucks in higher and tighter, above the curvature of the engine case, reducing the chance of a rock knocking the transmission into neutral or bending the lever.

One of Preston's rectangular district/enduro number plates

BULTACO 350 SHERPA T

Price:	(retail, approx.) \$1495
Engine Type:	Two-stroke, piston port, single
Displacement	..... 326cc
Bore & Stroke	..... 84mm x 60mm
Compression Ratio	..... 9.0:1
Carburetion	..... 28mm Bing
Clutch	..... Wet, multi-plate
Primary Drive	..... 2.38:1, chain
Transmission Ratios:	
1)	3.79:1
2)	2.91:1
3)	2.26:1
4)	1.38:1
5)	1.00:1
Final Drive:	
	520 Joresa, 4.18 ratio
	11-tooth countershaft
	46-tooth rear sprocket
Air Filtration	..... Twin Air oiled foam
Electrical System:	
	Femsa flywheel magneto, points
Lubrication	..... Pre-mix
Recommended Fuel	..... Premium
Recommended Oil	..... None
Fuel Capacity	..... 6.44 liters (1.7 gallons)
Frame:	
	Chrome moly frame and swingarm
Suspension:	
	15.4cm travel (6 inches) Betor forks
	10.2cm travel (4 inches) Betor shocks,
	14.0cm (5.5 inches) wheel travel
Wheels & Spokes:	
	Akront shoulderless alloy
Tires:	
	2.75x21 Pirelli (MT13) 2-ply Trials
	4.00x18 Pirelli (MT13) 2-ply Trials
Dimensions:	
Wheelbase	..... 132.1cm (52 inches)
Swingarm length	40.3cm (15-7/8 inches)
Ground clearance:	
	31.8cm (12 1/2 inches)
	27.0cm (10-5/8 inches)
	with Miura bash plate
Pegs, height	..... 36.2cm (14 1/4 inches)
Pegs, width	..... 42.5cm (16 3/4 inches)
Seat height	..... 71.2cm (27 3/4 inches)
Weight:	
	91.2kg (201 pounds) actual,
	no gas; 45.8% on front wheel,
	54.2% on rear wheel
Brakes:	
Front	..... Cable-operated
Rear	..... Rod-operated
Instruments	..... Speedometer/odometer
Lights	..... None, light kit available
Silencer	..... Yes
Spark Arrestor	..... Yes, approval pending
Primary Kick	..... No
Warranty	..... 60 days
Parts Prices:	
Clutch cable	..... \$5.96
Front brake cable	..... \$5.95
Front brake lever	..... \$6.68
Shift lever	..... \$9.96
Clutch lever	..... \$6.68
Miura bash plate	..... \$14.95
Miura front fender	..... \$10.95
Miura rear fender	..... \$10.95

mounted vertically looks stylish. Use a coffee can to clip out a zoot circular cutout across the bottom to allow for front fender travel.

Sturdy pegs are folding, serrated

Continued on page 87

SHERPA T *Continued from page 59*

and spring loaded.

Excellent chain tensioner. A lot of them are adapted to trailbikes. Aluminum chain guard.

Head stay stays head.

Akront rims, shoulderless, two rimlocks on the rear, one on the front.

Lights are available.

Leavitt runs 18-inch S&W fork springs for his 170 pounds.

Bultaco International is now importing a smaller framed (50-inch wheelbase) 125cc Sherpa T. The price is about \$995. Charles Coutard retained his French championship riding the 125 in the final round clincher.

SUMMATION

Bultaco has now won three consecutive world titles with two different riders: Martin Lampkin and Malcolm Rathmell. A half a year after releasing the '75 model that won in '74 they came out with a substantially changed '76 model that Lampkin and Vrjo Vesterinen used for their one-two '75 season. Sherpa fanciers could actually buy the world championship unit before the title was won. Think about that. Particularly if you're waiting for a Whaley Replica Honda, wondering how much heavier it's going to be when it finally gets built.

Summing up the changes: It's more stable on a straight line yet turns surer, with less wash-out tendencies. Tidy engineering, that. The carb and pipe changes add more snap through the rev range, without affecting bottom end smoothness. The new shocks and forward mounting are an improvement in the suspension department. The longer swingarm improves the ride over ledges and steps. The '76s are coming over with Pirellis mounted instead of who-knows-what-maybe-even-a-knobby as with previous models. The air system breathes more and is easier to service, the new gas tank will take you to Timbuktu without a refill.

The Sherpa T really isn't a championship "replica." It's the same motorcycle that Lampkin used to win the championship. How do you say, "eeh baar gum, it's a bit of Bloody alright, that one" in Spanish? Translated into American English it comes out something like: "What's better than the world's best?"

MARCH 1976

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Klotz doesn't foul spark plugs.

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