

**SUZUKI
AMA400C TEST**

250 MX SHOOTOUT: RED, GREEN & YELLOW

DIRT BIKE

MAY 1978 • \$1.00 UK60p

**SUPER CROSSER
YAMAHA YZ250E**

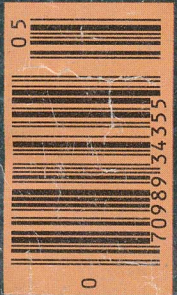
**BULTACO 350
SHERPA T**

**YAMAHA
XS400E**



Bob Hannah

**YAMAHA IT175 TIPS
GO FASTER WITH BRAKES**



DIRT BIKE

VOLUME EIGHT NUMBER FIVE
MAY 1978

TESTS

BULTACO 350 SHERPA T World champion again.....	26
YAMAHA XS400E Around-town twin.....	30
YAMAHA YZ250E The Hurricane Machine.....	36
SUZUKI RM400C Squaring her up.....	46
250 MOTOCROSS SHOOTOUT Honda, Kawasaki and Yamaha.....	60

FEATURES

SIMONS SETUPS To the front, march.....	14
YAMAHA IT175 SET-UPS Direct from Czecho to you.....	16
BILL STEWART Talking R & D for IT.....	17
MX PRIVATEERS Some will be flying first class this year.....	20
USING THE BRAKES Riding technology continued.....	52

PRODUCTS

DIRT WERKS STAND Getting under wonder.....	34
POSI-BRAKE Full-floating the RM Suzuki.....	58

DEPARTMENTS

CHECKPOINT We'll be back after this important message.....	6
BITS & PIECES DNFing with Putsy Caballero.....	8
RIDERS WRITE Give up whaaat?.....	12
NEW PRODUCTS Better than used.....	65
LAST LAP Gentlemen, start your engines.....	69
CRASH AND BURN That looks nice and soft.....	82



National #1 in color . . . Pg. 60



National #1 in color . . . Pg. 36



World #7 in color . . . Pg. 26

DIRT BIKE (May 1978) is published monthly by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions \$9.00 for 12 issues (one year). Foreign subscriptions add \$2 per year and Canada \$1 per year for additional postage. Copyright © 1978 by Hi-Torque Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. CONTRIBUTORS: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Hi-Torque Publications, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. DIRT BIKE, P.O. Box 317, Encino, California 91316.

ON THE COVER:
Bob Hannah stylin' at Indian Dunes.
Can you tell if he's wearing underwear?
Photo by Len Weed

NEXT ISSUE ON SALE MAY 18



BULTACO 35

Five in a row and still counting

By the Staff of SLOW BIKE

□ Lampkin. Rathmell. Lampkin. Vesterinen. Vesterinen. Five straight world champions. And backpedal a couple of years past Mick Andrews and you find that man Miller. Bultaco has won six of the last eight world trials championships.

Last year half of the world's top ten riders were on Bultacos, including America's Bernie Schreiber.

But while the factory riders have been throttling away on the pre-production prototypes and then on personalized production machines, the American market has been waiting for two years for a new Sherpa T. It finally arrived in late December, about six months after it reached the British market.

Plastrickery and other pleasantness

Finally, Spain has worked crushed

dinosaur by-products into their production schedule. A plastic tank and fenders. Other highlights. Lower saddle, flexible chain guard, new front breathing plastic air box, vented magneto cover, vented transmission and clutch oil filler plugs, left-side shifting, right-side rear braking with Teflon cable and snap-on side panels.

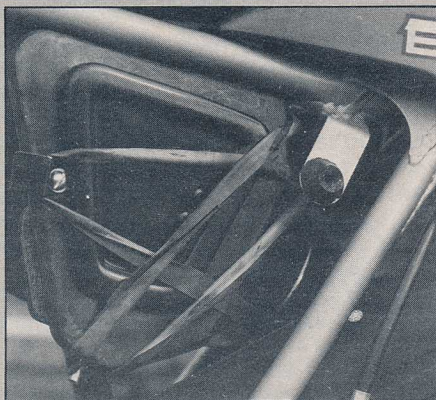
Porting has been changed so that the bike pulls lower, somewhere down around 375 rpm, yet makes two more horsepower. And that maximum power figure (20 hp) is now at 6500 rather than 8500 rpm. First through fourth gears have lower transmission ratios to permit a wider spread up to fifth. The factory added two teeth to the countershaft sprocket. This increase in the drive gearing offsets the lower tranny gears. Overall gearing for the first four gears is

virtually identical. Second is slightly lower, third is slightly taller, with a much taller fifth. Besides raising the maximum speed potential this also means less engine revs for fifth-gear cruising. The new gas tank holds about a quart less at 1.4 gallons.

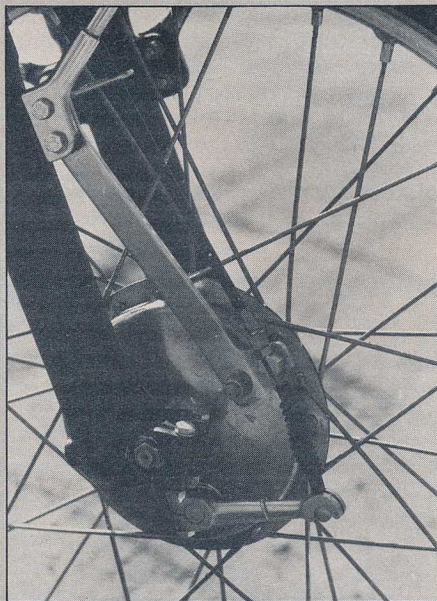
And the visuals. Basic black. Engine, exhaust, bars, fork sliders and shocks.

On the pegs

The front end has a decidedly lighter feel for those who fancy banked and floating turns. The increased rear-wheel travel is noticeable by an experienced rider. The lower seat and slimmer gas tank make the bike feel more responsive as it is worked between the legs over irregular surfaces. The new Sherpa responds better to body weighting input, particularly during those split-second



Side panels are only fiberglass items on bike. Panels pop off. New plastic air box breathes through an opening in the front. Sealing method leaves something to be desired. Pictured is Bernie's setup. Rotate the metal tab on the left 180 degrees so it can be used to anchor a rubber band which is looped around the other side of the air inlet to the carb. The second rubber band is looped around a bracket on the other side and then around the needle jet screwed into the air box drain hole. The drain hole can clog with mud unless a smaller orifice like that offered by the jet is substituted. For wet events it might be a good idea to build a tape shield up front, but Bernie reports that he didn't have any problems running in Europe without tape.



Front stopper now uses the same brake arm as the rear. It's longer than the old one and provides more pulling leverage on front brake. The improvement is quite noticeable. Stronger red label Akronts replace yellow labels of old model. Tires remain the excellent Pirelli MT 13s. Tip from Bernie on fork set-up. He picked it up from Vesterinen. Three ounces each of 10w and 90w Bel Ray. For colder weather use a higher percentage of 10w.



Bernie Schreiber ranked seventh in the world last year.

SO SHERPAT

BULTACO 350 SHERPA T

save maneuvers.

Power is even smoother on the bottom and the power increase, peaking out some 2000 rpm sooner, really comes in handy for climbs following tight turns. It's a definite boost for those who favor full-rattle assaults.

On top

The two-year wait was well worth it. The new Sherpa T is a superb bike. People on other brands say things like, "It's the most impressive bike I've ever ridden." Its credentials as a world champion are unassailable. Still, there are a few curious oversights.

The left-side shift switch is stopgap technology, just as it was the first year the Pursang racers got the treatment. Hopefully, they'll do a complete job of it with the next model. Many riders will convert the new bikes back to right-side shift. Sammy Miller has a switch kit that is available in the U.S.

The air box, while a definite improvement, is unfinished. Rubber band rigging really isn't the hot setup.

Some critics call for an electronic ignition, others still feel that points offer the smoothest power. The Sherpa engine keeps getting smoother with every new model, and now there's more power too.

Even so, the flaws are few compared to the refinements. Curious little inconsistencies just seem a part of owning a Spanish motorcycle, but with the Sherpa they are all easily put aside once up on the pegs. The ridicule is slight while the ride is sublime. Any bets on six straight world titles?

BULTACO 350 SHERPA T

PRICE: (retail, approx.) \$1498

ENGINE TYPE: Two-stroke, single

DISPLACEMENT: 326cc

BORE & STROKE: 83.2mm x 60mm

COMPRESSION RATIO: 9.0:1

CARBURETION: 28mm Bing

HP at RPM: 20.8 at 6500 rpm claimed

JETTING: 123 main, 273 needle, 40 pilot

PRIMARY DRIVE: 2.375:1

TRANSMISSION RATIOS:

- 1) 4.49 (37.7 overall)
- 2) 3.49 (29.3)
- 3) 2.65 (22.3)
- 4) 1.63 (13.7)
- 5) 1.0 (8.4)

FINAL DRIVE: 3.54 ratio, 520 chain

13-tooth countershaft

46-tooth rear sprocket

ELECTRICAL SYSTEM:

Flywheel magneto, points

LUBRICATION: Pre-mix

FUEL CAPACITY: 5.1 liters (1.4 gallons)

FRAME AND SWINGARM:

Chrome moly

SUSPENSION:

16.5cm travel (6.5 inches) forks

10.0cm travel (4 inches) shock

14.0cm travel (5.5 inches) rear wheel travel

TIRES:

2.75x21 Pirelli MT13 Trials

4.00x18 Pirelli MT13 Trials

DIMENSIONS:

Wheelbase: 131.3cm (51.7 inches)

Swingarm length to snail adjuster:

38.9cm (15.3 inches)

Ground clearance: 31.0cm (12.2 inches)

(with skid plate): 11.0 inches

Bars, width: 27.9cm (33 inches)

height: 109.5cm (43.1 inches)

Pegs, height: 36.3cm (14.3 inches)

width: 43.9cm (17.3 inches)

Seat height: 71.1cm (28 inches)

Weight: 92.5 kg (204 pounds) claimed

dry. 92.5 kg (204 pounds) actual,

ready for gas

BRAKES:

Front: Cable-operated

Rear: Cable-operated

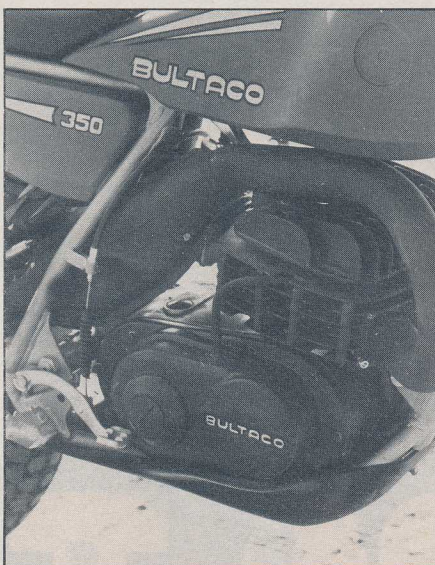
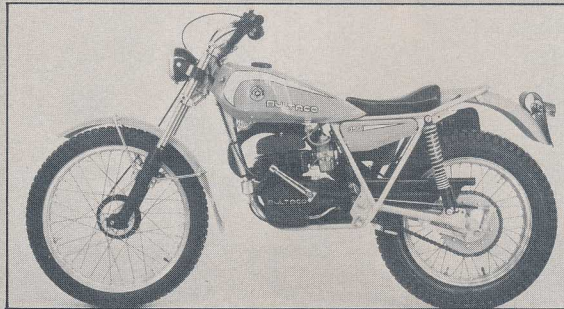
INSTRUMENTS: Speedo/odometer

SILENCER: Yes

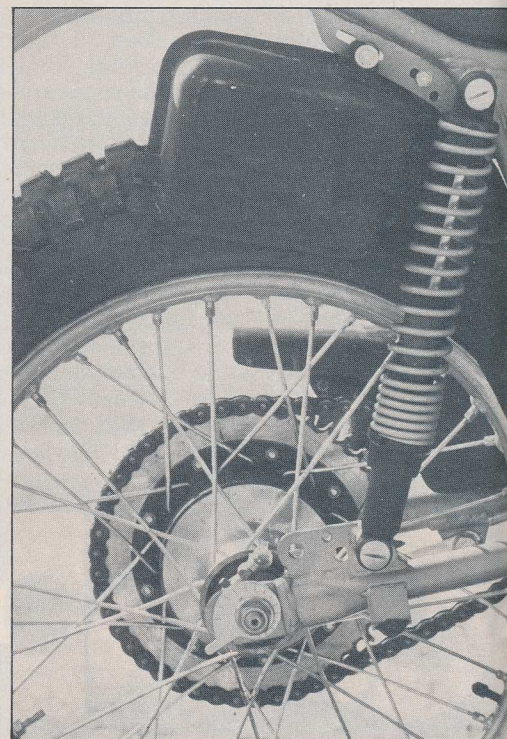
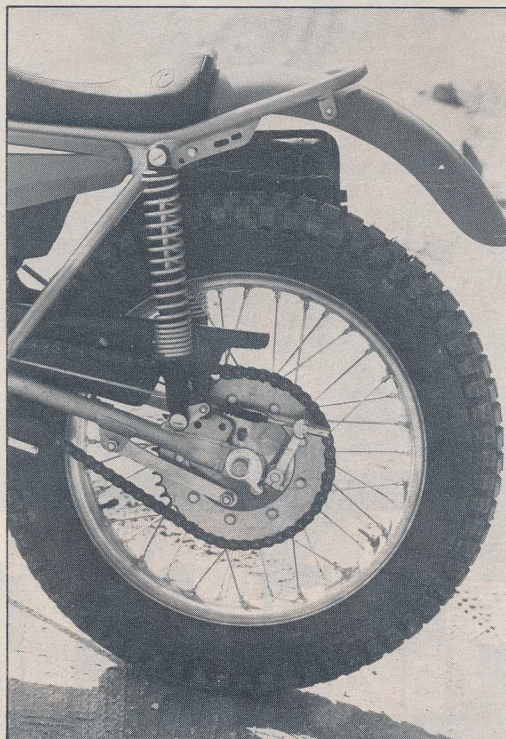
SPARK ARRESTOR: Not approved

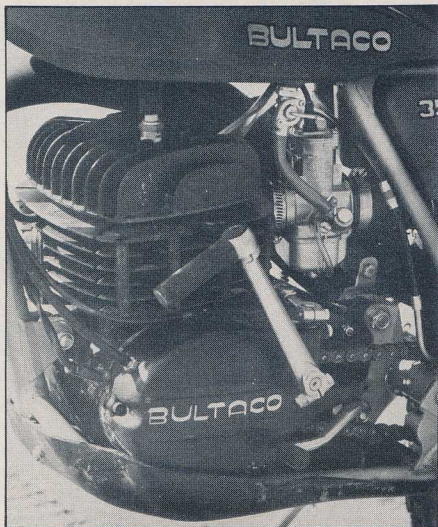
PRIMARY KICK: No

WARRANTY: 60 days



Relocation of the rear brake pedal places it where a good lateral blow by a rock could possibly damage the case. Breather line for vent runs through cylinder. Keep an eye on it or reroute. Exhaust flange is new.





Switch to left-side shifting forced low mounting of shift lever beneath kickstarter, making it more vulnerable to rocks. Case vent breather hose should be longer so it can be run up under gas tank; otherwise it can suck up mud and water. Or insert a spoke nipple in the end of the line. Clamp to rear of carb should be rotated 180 degrees so that it isn't in the way when removing the bottom of the carb. 28mm Bing offers almost immediate access to pilot and main jet. Just flip the clip and rotate the carb. Skid plate is an accessory item from Steve's Bultaco. Don't forget some silicone seal where the wiring exits the front of the case. Play it safe and add a filter to the gas line.



New seat is lower, narrower and spiffier looking, less comfortable than old one. The lower seat allows the rider to get more body weighting to the outside in turns and permits better use of the legs for those sit-down-for-traction-and-paddle-for-your-life efforts, particularly on climbs. Gas cap is vented, no longer has breather line. Don't forget to silicone the steering lock to keep grunge out. Rotate kill button forward to keep it out of the way of the body. Some riders will reroute the kill wiring. Reverse the four bolts in the top triple clamp (nut forward) to pick up a little more leg clearance. Bike will not turn full-lock to left because the upper fork tube hits against gas tank mounting nut. Cutting about a quarter-inch off the bolt and using thinner washers should fix the problem. Removing the plastic caps from the stops increases turning radius. Handgrips are new, made by Clice, feel good.



Clearance between rear tire and fender has been increased one inch. Shock travel has been increased by removing the metal piece found in the older Betors. Now just a rubber stopper is used. Prong on sidestand seats in box on swingarm to lock it out of the way. Don't forget to silicone the speedo connection to keep out dirt if you unhook the cable or, better yet, install a spacer. It's now easy to grab frame tube behind seat to lift rear end around.

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By Lane Leavitt, three time American champion, and Len Weed, Editor of DIRT BIKE Magazine

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