

HOW TO
GASSIT!

250 ENDUROS: PE Suzuki vs IT Yamaha

DIRT BIKE

AUGUST 1978 • \$1.25 UK60p

**BLACK TRACK
ATTACKER:
HUSQVARNA 390CR**
SCOTTISH SIX DAYS
SUZUKI DR370
YAMAHA XT1100
OHLIN SHOCKS



Chuck Sun



Retailers: See Page 72 for
Special Display Allowance Plan

Meant for more than mere mortals

By the Staff of Dirt Bike

□ Hi, folks. Here we are in sunny downtown Metropolis, and today we're going to be talking to one of America's great folk heroes, who has just taken up racing motocross. A man who has spent his entire life in the pursuit of justice and the American Way, Superman.

We're presently standing outside a phone booth, which Clark Kent, a colleague of ours and a good friend of Superman's, entered a few minutes ago in an attempt to locate the Man of Steel.

Ah, the door's opening now and, sure enough, Superman himself is stepping out. Right over here, Supe, if you will.

S: How do you do, Mr. . . . ah. . . Bike. Mind if I just call you Dirt?

DB: Not at all. By the way, what's that you're rolling out of the booth with you, and where did Mr. Kent disappear to?

S: Oh, Kent. Ha ha. You know how shy and mild-mannered he is. He left by the back door. Ha ha.

DB: Of the phone booth?

S: And this little baby, as you can see, is my Yamaha XS1100.

DB: A motorcycle? Since when do you have need of mere earthlings' transportation?

S: Well, truth to tell, I'm not getting any younger, Dirty old boy, and that "faster than a speeding bullet" stuff that my PR agent came up with back when isn't so easy to live up to anymore without help. And besides, it's easy to see you haven't ridden the Eleven if you call it mere earthlings' transportation. It's more bike than any earthling I know could use, with the exception of, possibly, Batman.

DB: Oh?

S: Sure. You know that right now the Eleven is the fastest production motorcycle money can buy. It does the quarter consistently under 12 seconds, and can reach 135 mph.

DB: Wow, just imagine how fast you can get from one stoplight to the next.

S: Hey, not only that, but it's a regular religious experience doing it. You remember that scene from Star Wars, where they did the hyper-space shift, and all the stars went zooley?

DB: You don't mean. . . !

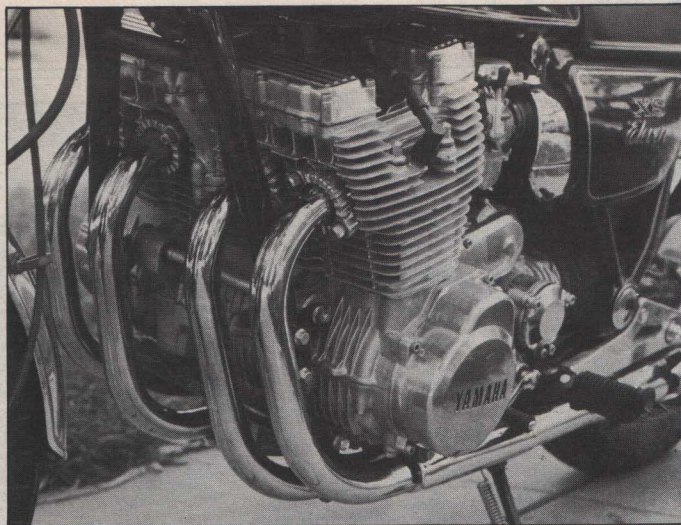
S: Yup. Substitute streetlights and taillights for the stars and yo gox it.

The bike only knows one power curve, and that's up. You crank it on at idle and it pulls like you'd expect a normal 1100cc superbike to pull until about 3500 rpm. From there it just gets crazy. It continues to pull all the way into the red.

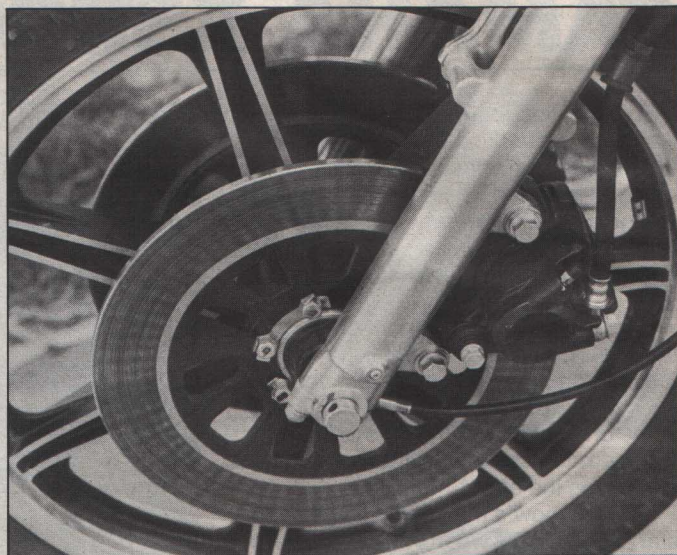
DB: That's sobering stuff.



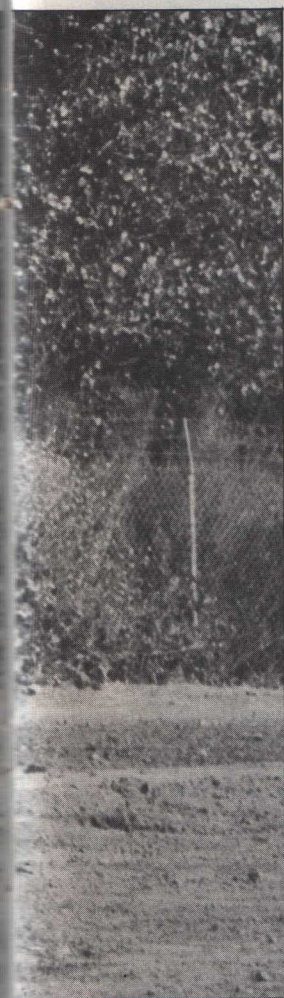
YAMAHA



By placing the camshaft/ignition drive and the primary drive between cylinders two and three, instead of on the sides of the engine, Yamaha has managed to keep the width of the engine down to 23 inches.



Dual front disc brakes and a strong cast aluminum wheel are just what's needed for bringing the Eleven in for a landing.



XS1100

YAMAHA XST100

S: Well, you really shouldn't drink when you're working. But yes, the Eleven does have the wherewithal to straighten you up. It's so mannerly that you get used to it quickly. The power's real smooth, so you can control it pretty easily, and it doesn't try to run off with you.

There is a slight lurch right off of idle that's annoying at first. I think it's the Mikuni Constant Velocity carbs, and the sudden torque snatching up all the slack in the drive chain. With some practice, you learn to ease the throttle on, which minimizes the effect.

DB: But how's the ride? Things must start to get shaky when you get up there a ways.

S: Surprisingly not, Dirt. There's really no offensive vibration at any rpm. That's where the Eleven can sneak up on you. You can be hitting 60 and 70 on the highway and still not feel like you've even begun to push the bike.

Part of the reason for this exceptionally smooth ride is that rubber cushions have been placed between the frame and the engine at the motor mount points. This helps keep the engine vibration from transferring to the rest of the bike.

The suspension, too, is great, for what it's intended for.

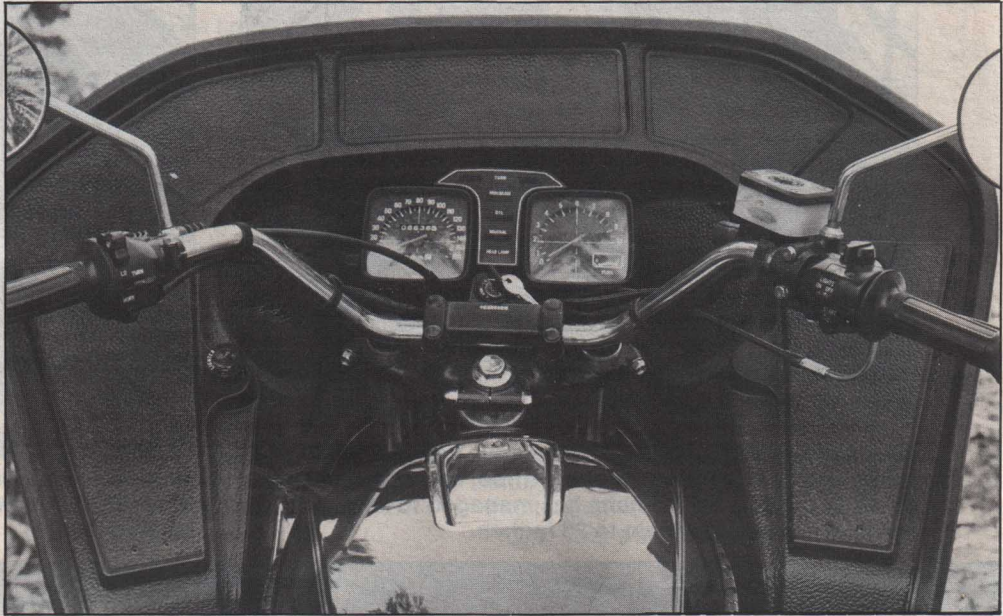
DB: Oh? And what's that?

S: For normal human beings, going in a straight line mostly. In other words, highway cruising and touring are its favorite pastimes. I can load the bike down for a trip, throw Lois on the seat behind me, and still have solid handling and enough power to outrun an alien invasion.

There's one stretch of highway leading out of town where I consistently get a rocking horse effect from the suspension. But that stretch was probably laid the week the road crew's foreman was on vacation. Everywhere but there, the suspension works just fine.

But with a 600-plus-pound bike, with a 60.8-inch wheelbase, you can't be flicking it around winding roads. I mean, it'll turn OK so long as you don't push it. You know, don't give it too much gas, or brake suddenly while leaned over. You can turn it, and you can stop it, but you don't turn it *and* stop it.

The Eleven's mileage varies between 40 and 50 mpg, depending on one's appetite for thrills. It actually gets better mileage than it normally would due to its new TCI ignition. This is a new transistor ignition that uses both a centrifugal and a vacuum advance, just like a car. This is because, as you may know, an engine should have less advance at full throttle than at mid-throttle. The



Care to light up a ciggy while you're cruising? Or how about inserting a stereo and speakers? Both are possible with Yamaha's accessory fairing.



There's room for a six-pack and ice in Yamaha's accessory saddlebags.

combination of the two different systems provides the correct spark advance for each major throttle setting.

In addition, Jimmy, er. . . Dirty, the bike contains an electronic device that will automatically shut the ignition off if the bike leans over 60 degrees. I haven't had too much trouble with that, except in some of my faster corners.

DB: Well now, Supe, that's all pretty interesting, but. . .

S: And oh, that sound! It sometimes makes me think I'm riding with a jet engine underneath. It's a low, quiet purr that rises with the rpm and teems with ungodly power. It's actually more of a moan than a roar. Sort of like Pink Floyd calling to a grizzly bear.

The brakes are really good. As you can see, it's got dual discs on the front and a single disc on the rear. The front works especially well. Perry White has seen the rear wheel hop under hard braking when I've stopped by the Planet now and then.

Personally, I wouldn't mind a new front tire, though. The rear seems to work pretty well.

DB: OK, perhaps now we could move on to your moto. . .

S: Hey, what'd you think of the square headlight? Pretty spiffy, huh? And the cast aluminum wheels? Look up here. Contoured levers! This baby's got all the features, too: self-canceling turn signals, drive shaft, gas gauge, easy-to-use gas cap. The fork lock in the ignition switch is convenient, but you have to be careful you don't overshoot it and leave the bike on "park," which leaves the rear light on.

The handlebars are more swept back than most, but they gotta be with such a long gas tank, and long bike in general. They make me feel like Lee Marvin, for some reason. The seat's comfy and all the controls are within easy reach, and work as they should.

Except the shifting. It kind of "clunks" into gear, and if you're not right on top of the clutch, the trans will click a little bit before it finds its cog. You never have to worry about it sneaking from gear to gear.

DB: Uh. . .

S: Nonetheless, it's held up pretty well for me. I've had no real problems with it. Several funny noises have come and gone. Weird, mechanical sounds emanating from places ranging from the drive shaft to the cylinders. But they've all seemed to cure themselves.

DB: They always do. But listen, Supe, I think our readers would like to hear about your motocross bike too. How about telling us about it?

S: Well. . . I just did.

DB: I beg your pardon?

S: The Eleven!

DB: Huh?



The alternative custom seat offered is comfy enough to sleep on.

S: Sure. For me, it's the perfect bike. Ride it to the track, race it, and ride it home again. I blow away the open class every week. And I can even bring Lois and Krypto along to watch.

Hey, I ain't just no ordinary Sunday biker, you'll remember.

DB: Uh, sure. . . sure. Oh, well, then, what else? How about your pursuit of justice and the American Way?

S: Look, Dirt. Who's kidding who? I figure if I've been pursuing justice and the American Way for all these years, and I haven't caught it by now, then maybe I ought to be motocrossing an 1100 Yamaha instead, huh?

DB: Who could argue?

YAMAHA XS1100E

PRICE: (retail, approx.) \$2989

ENGINE TYPE: In-line four-cylinder four-stroke, air-cooled

DISPLACEMENT: 1102cc

BORE & STROKE: 71.5mm x 68.6mm

COMPRESSION RATIO: 9.2:1

CARBURETION: Four Mikuni 34mm

Constant Velocity

PRIMARY DRIVE:

Hy-Vo chain, straight-cut gear

TRANSMISSION RATIOS:

1) 2.24:1

2) 1.63:1

3) 1.29:1

4) 1.03:1

5) 0.88:1

FINAL DRIVE: Drive shaft, 3.26:1

AIR FILTRATION: Dry foam element

IGNITION: Battery, TC1

LUBRICATION: Wet sump

RECOMMENDED FUEL: Regular

FUEL CAPACITY: 5.3 gallons

WHEELS: One-piece cast aluminum

TIRES:

Front: Bridgestone 3.50 x 19

Rear: Bridgestone 4.50 x 17

DIMENSIONS:

Wheelbase: 154.5cm (60.8 inches)

Clearance: 15.0cm (5.9 inches)

Seat Height: 80.8cm (31.8 inches)

Weight: w/full tank 273.6kg (602 pounds)

BRAKES:

Front: Dual disc

Rear: Single disc

WARRANTY: Six months

HEADS

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