

SIX BIG BORES TAKE THE MX TASTE TEST

34355

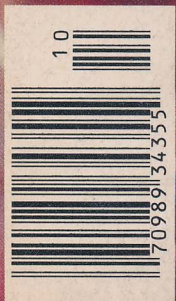
# DIRT BIKE

USGP:  
WOLSINK WINS

OCTOBER 1976  
\$1.00  
UK 50p

YZ175C  
NEITHER FISH  
NOR FOUL

WOMEN'S  
NATIONALS



ALL DAYS OF TWO DAYS  
250 NATIONAL MOTOCROSS WRAP



# DIRT BIKE

VOLUME SIX NUMBER TEN OCTOBER 1976

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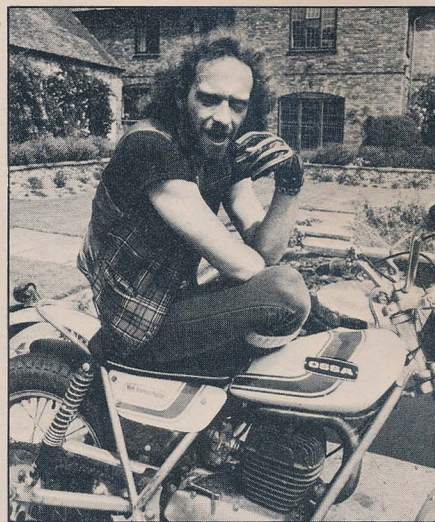
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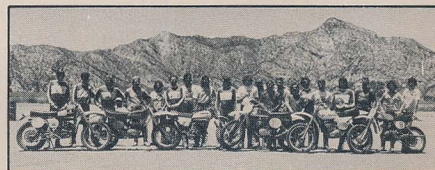
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ON THE COVER: Gary Jones shows the results of an afternoon of open class testing.  
Photo by Bruce Woods.

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ALPERPA? SHERPINA?

# BULTACO 350 ALPINA

*It's sunrise and we're here on the slopes outside Barcelona, Spain, once again, watching a familiar figure take out the goats. As we've said before, the Spanish Alps are noted for their ruggedness. Let's say hello to our old friend. Say, Cy. Hi. Remember us?*

*Si.*

*So, good to see you.*

*Si, me too, to see you.*

*For you out there who weren't*

*with us last year, this is our old buddy, Cy, the world-famous Alpine goatherd. We see you have a new Alpina, Cy.*

*Sue II.*

*Sue, too?*

*Si, Sue II.*

*Oh, I see. Sue II is your new cycle.*

*Si, my Sue II. She super on slopes.*

*I see your new super sloper, Sue*

*II, Cy. (Sigh!)*

*Si, me Cy.*

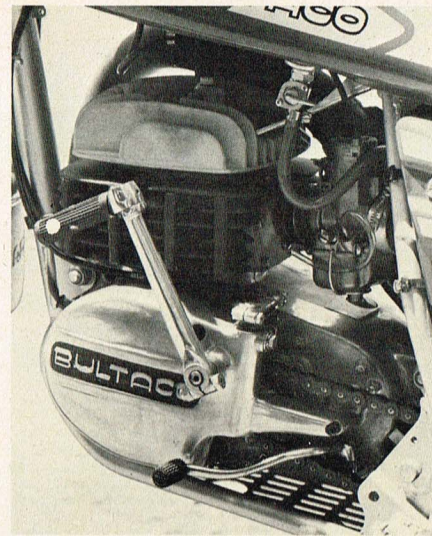


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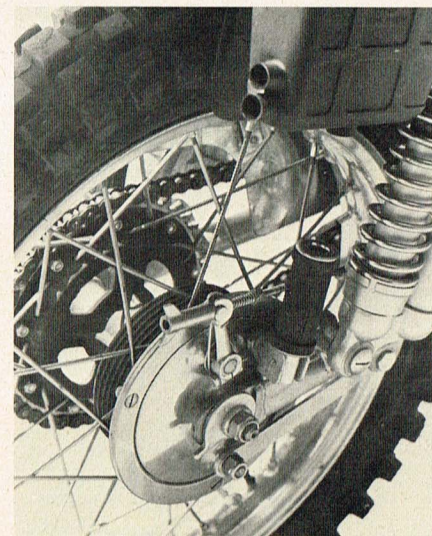
by the Staff of DIRT BIKE



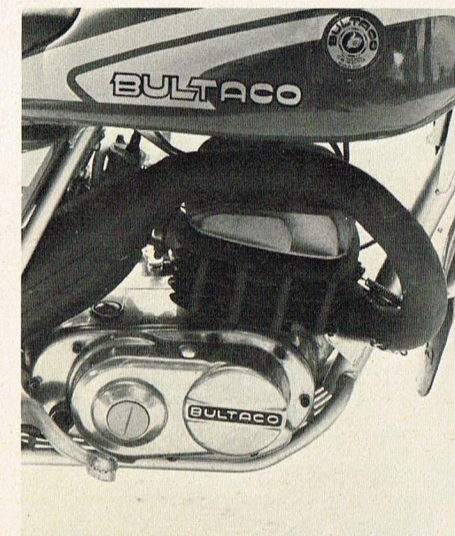




Left-side shifting can be switched. Alpina engine is unchanged except for minor reliability changes. New Alpina has 28mm Bing with choke lever. Last year's had 27 Amal. Pegs are super-strong, give good grip.



Light hubs, with chrome brake liner. Notice similarity to '75 Pursang. Buddy pegs added for Alpina. Betor shocks have heavier springs than Sherpa (about 55-75 progressive to the T's 55-pounders), adjustable air reservoir. Same spark arrestor as T, still not stamped USFS-approved, although there are numbers on them. It's a very quiet bike.



Cases are polished aluminum. Boot doesn't slip off brake pedal, it doesn't tuck in so snugly with right side setup. Gobs of ground clearance, one full foot. Skid plates are available for rock hounds. Glass tank holds 2.3 gallons, .7 more than the Sherpa. Exhaust system is identical to Sherpa.

## BULTACO 350 ALPINA

*No, Cy. (Sigh.) Your cycle's a sigh maker.*

*Si, Cy's cycle is a super sight.*

*Susu, your sister Susu. Could we see Susu sit on your cycle, Cy?*

*Si. Susu.*

*(Sigh.) Cy's cycle, Sue II, sure is a sight for the eyes at sunrise with Cy's sister Susu. Susu too likes Sue II. See Susu sigh, Cy, on Sue II.*

*Si.*

*Anything else you'd like to say, Cy?*

*Oh?*

*Say! Can you . . .*

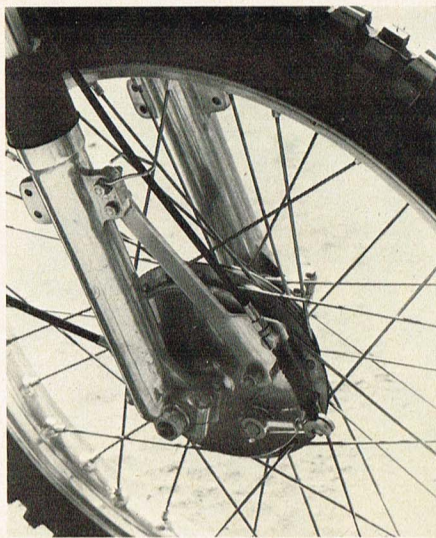
*Si.*

*By the dawn's early light.*

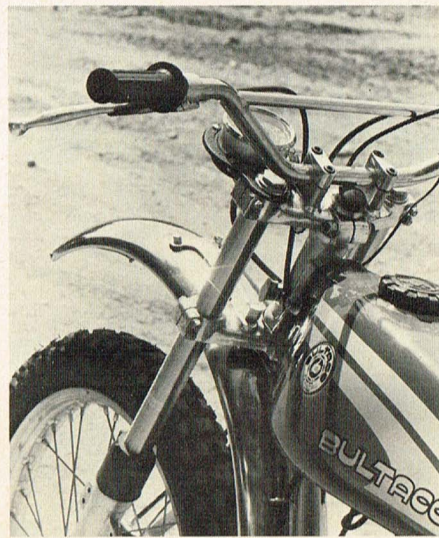
There's more than a new coat of paint for the new '76 Alpina. The trailized trialer has been de-trailized some in favor of more trialization. Run that one by again? When the first Alpina was introduced to the States in the early '70s it was basically a Sherpa T trials bike with Matador enduro gearbox and a larger tank and seat. The bike was continually refined for trail usage. In 1974 the fork crown was modified to increase trail. Last year the wheelbase was lengthened by adding an inch to the swingarm behind the shock mount. These changes made the bike more stable at higher speeds and not quite so quick handling as a pure section



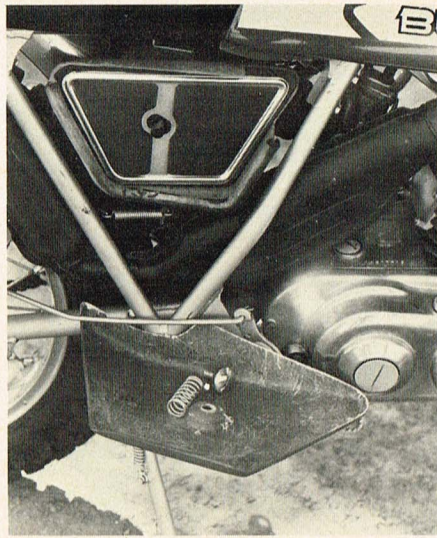




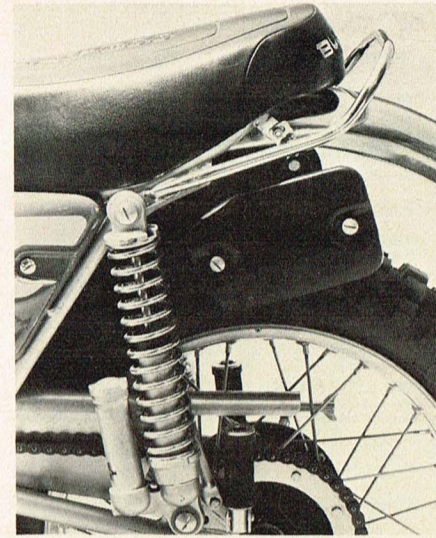
Front end matches T except for knobbies and heavier fork springs. Six sheetmetal screws secure tire. Use 18-inch/18-pound springs for stiffer suspension.



Unlike T, zoot plastic gas cap is internally vented, eliminating breather hose. Steel bars have cross-brace, are wider and bent differently. Speedo needle bounces over 15-mile range during bumpy ride. Fenders are chromed steel. The 250 T frame used for the new Alpina is shorter than the 350 T. Mild steel is used for the Alpina version. Note the handlebars are mounted above the steering stem to slow the steering some. Bars on the 350 T are mounted behind the stem. The bike comes with lights. Front fender is high-mounted. Fork stops prevent radical T full-lock turning radius.



Sealed glass air box is high breather, similar to T box.



Amply padded seat has Bultaco embossed into the covering. Passenger rail is handy for hoisting the bike around. Tool kit mounted behind shock requires coin or screwdriver to open it. Bultaco tool belt comes with the bike. Empty battery box under left side panel can also be used for tools — or for a battery in states requiring one for street-legal lighting. Not shown in photo is super-durable/efficient chain tensioner.

ly and bound over higher obstacles. Riders should definitely prefer the new bike for tackling trials-like terrain. But the Alpina isn't a trials bike, although it would be quite satisfactory for the trailbike or beginners' classes. It's really a trailbike, one that can handle the plonker terrain with great dexterity. Suspension is not much stiffer than that on the Sherpa.

What about the enduro riders? The guys who like to gas it will notice the shorter wheelbase. The bike shakes its head sooner than the old Alpina. But gassin' it isn't what Alpinas are built for. The less frantic forest foragers will dig how it tractors through the slow twisty stuff, with the same so-fine traction produced by the tampered-with trials powerplant. Putt up that greasy hill that Joe Mototrailer just tried. Wave as you pass him paddling to a bogging halt. Amaze him in the switchbacks. Launch yourself over that big log, the one that leaves him looking like a teeter totter. Lead him down a narrow gully, make a U-turn up the side and glance back over your shoulder, wave again and tell him you'll wait while he backs his way out. Do a few trials tricks to stupefy your buddies on their stripped street/trailers. Creep through that rocky creek without getting your feet wet.

You can learn to live with the skittery front end feel at speed, it's just the natural way of things with a short-wheelbase bike. Speed on an Alpina is just a way to get to the good riding areas quicker.

passenger grab rail and the Alpina engine, which is basically a Sherpa plant with a wide-ratio gearbox and different piston. That's the new, more trialized Alpina.

#### WHAT DOES THIS MEAN, SAID THE JOKER TO THE QUEEN

The same grunt engine, about 18-19 horsepower of pure traction at the rear wheel, in a frame that lets it turn tighter, maneuver more adroit-

machine. Never a speedster, the bike was neat for forages in the forests, wiggling through the woods and surviving in swamps. Three straight wet and woody New England enduro championships were won on Alpinas from 1972 to 1974.

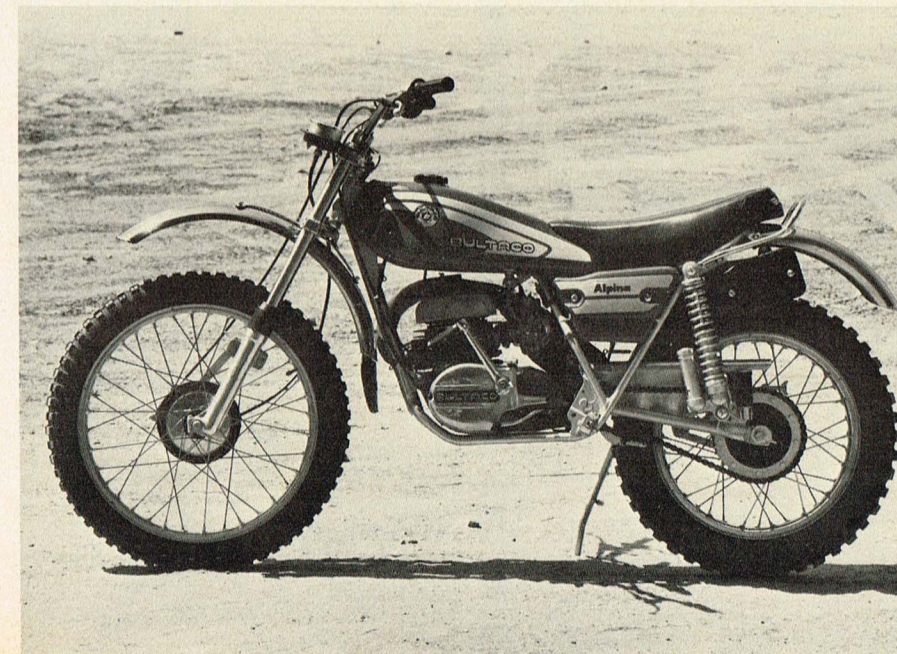
#### ERPING THE ALP FOR '76

Basically what they did was slip the Alpina engine into a standard steel version of the 250 Sherpa T trials frame. Last year's Alp had a 27mm (tickler) Amal; the new one has a 28mm (choke) Bing. The same mixer is found on the '76 350 T. The exhaust system also comes from the new Sherpa.

The 250 T frame means approximately an inch shorter wheelbase, an inch more ground clearance and a smaller percentage of weight on the front end. The new bike, at 224 ready for gas, is about seven pounds heavier than last year's. Much of the increase can be explained by the switch from a chrome moly to a standard steel frame, a move made to keep the price down. The tank/seat combination is gone. Gas capacity has been reduced from 2.9 to 2.3 gallons, which is still plenty of miles in Alpine country. The air box is similar to the new Sherpa setup.

Another way of looking at the new Alp: Imagine they took a new 250 Sherpa T made with a mild steel frame. Then they added on knobbies, wider trail bars, stiffer forks, stiffer air (adjustable) reservoir Betor shocks, a high front fender, different tank and seat, an enduro speedo, buddy pegs, a

## BULTACO 350 ALPINA



#### BULTACO 350 ALPINA

Price (retail, approx.) . . . . . \$1395  
 Engine Type: Single-cylinder, two-stroke  
 Displacement . . . . . 348cc  
 Bore & Stroke . . . . . 83.2mm x 64mm  
 Compression Ratio . . . . . 8.5:1  
 Carburetion . . . . . 28mm Bing (84)  
 Clutch . . . . . Wet, multiple plate  
 Primary Drive . . . . . 2.37:1, double row chain  
 Transmission Ratios:

- 1) 3.47:1
- 2) 2.26:1
- 3) 1.60:1
- 4) 1.22:1
- 5) 1.00:1

Final Drive . . . . . 5.20 Joresa chain, 3.23:1  
 13-tooth countershaft  
 42-tooth rear sprocket

Air Filtration . . . . . Oiled foam  
 Electrical System: Femsa flywheel  
 magneto (points)

Lubrication . . . . . Pre-mix, Bel-Ray 50:1  
 Recommended Fuel . . . . . Premium  
 Fuel Capacity . . . . . 8.5 liters (2 1/4 gallons)

Frame . . . . . Mild steel  
 Suspension:

- 16.5cm travel (6.5-inch) Betor
- 8.9 cm travel (3.5-inch); 13-inch air adjustable Betor

Wheels & Spokes:  
 Akront shoulderless, 6 screws — no rimlocks

Tires:  
 3.00 x 21 Pirelli MX  
 4.00 x 18 Pirelli MX

Dimensions:  
 Wheelbase . . . . . 130.2cm (51 1/4 inches)  
 Swingarm length 41.6cm (16-3/8 inches)  
 Ground clearance . . . . . 30.5cm (12 inches)  
 Bars, height . . . . . 110.5cm (43 1/2 inches)  
     width . . . . . 87.6cm (34 1/2 inches)  
 Pegs, height . . . . . 37.5cm (14 3/4 inches)  
     width . . . . . 43.8cm (17 1/4 inches)  
 Seat Height . . . . . 84.5cm (33 1/4 inches)  
 Measured fork angle . . . . . 16 1/2 degrees  
 Weight:

104.8 kg (231 pounds) actual, weighed with one gallon of gas; 44.4% on front wheel, 55.6% on rear wheel

Brakes:  
 Front . . . . . Cable-operated 140 x 30mm  
 Rear . . . . . Rod-operated 140 x 30mm

Instruments:  
 Speedometer/odometer (Veglia-Bressel)

Lights . . . . . Yes  
 Silencer . . . . . Yes  
 Spark Arrestor: Yes, not USFS-approved  
 Primary Kick . . . . . No

Warranty:  
 60 days, parts and labor, unconditional

Parts Prices:  
 Piston Assembly . . . . . \$42.85  
     (incl. rings, pin, clips)

- Rings . . . . . \$5.90 ea.
- Clutch Cable . . . . . \$5.96
- Cylinder Liner . . . . . \$42.56
- Shift Lever . . . . . \$14.06
- Brake Pedal . . . . . \$14.96
- Clutch Lever . . . . . \$6.68



# Free Giveaway!

## RIDE WITH WHITE LIGHTNING



16" Chromemoly Frame  
3 lbs. 4 oz.

20" Chromemoly Frame  
4 lbs. 4 oz.

20" Mild Steel Frame  
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... and don't just follow the pack.

WHITE LIGHTNINGS have been used on tracks from coast to coast, by all America's top riders.

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Now featuring our NEW 16" CHROMEMOLY POLISHED FRAME, all heliarc welded by certified welders.

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Side Hack . . . . . \$ 99.50  
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20" 4 lbs. 4 oz. . . . . \$ 79.95  
Chromemoly  
16" 3 lbs. 4 oz. . . . . \$ 69.95

Mild steel  
20" 6 lbs. 4 oz. . . . . \$36.95  
Complete 20" frame . . . \$134.95  
and more items soon!

### YOU COULD WIN . . .

- 1st Prize — New White Lightning Side Hack
- 2nd Prize — New White Lightning Chromemoly Frame
- 2 — 3rd Prizes New Mild Steel Frame
- 2 — 4th Prizes 16" Frame

No purchases are necessary to win. Entries must be postmarked by November 1st, 1976. Drawing will be held on November 5th, 1976. Mail entires to:

**WHITE LIGHTNING Free Giveaway**  
7043 Vineland Ave., No. Hollywood,  
California 91605

### ENTRY BLANK

Please enter me in your "White Lightning Free Giveaway." I am interested in your products and am enclosing two dollars for your New Bicentennial Catalog and complete sticker kit.

I am interested in your products, but do not want a catalog right now. Please still enter me in your "White Lightning Free Giveaway" contest.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Phone \_\_\_\_\_ Zip \_\_\_\_\_

### '75 VERSUS '76

Here are some of the comments from riders who had also ridden last year's model:

It felt like a trials bike; the suspension bottomed at anything over 20 mph.

You can have a lot of fun plonking around on it.

You could ride last year's like it was a motorcycle, go run around on the motocross track if you wanted to, or gas it. The new one feels just like a trials bike, pure and simple.

The new one shakes its head more on a fireroad than my 350 Sherpa.

It's better than last year's for putting around and pretending you're a trials rider.

This year's is better for the guy who wants to go out and ride a beginners' trial.

It's a gas for messing around in the woods: light, torquey, turns on a dime.

It's a good bike, great for what it's designed to do.

If you don't go more than 25 mph it's a great bike. Any faster, and you need stiffer suspension.

### HEADS OR TRAILS

The new Alpina is a better slow performer this year, it requires a bit more concentration to go fast on it. The suspension is good for slower, pseudo-trials-type riding, too soft for harder running. That's why people make springs in more colors than basic black. The engine is delightful, the brakes responsive to trail usage and it's super-light for a 350 trailer. It's an excellent choice for the rider who really doesn't feel up to the demands of observed feet-upping, but still likes to Walter Mitty 'midst the rocks, mud, trees, off-cambers, slopes and creek beds of America, dreaming dreams of the Scottish. Or for those who just dig trail riding rather than off-course motoing on a stripped street bike. And don't forget the 60-day unconditional warranty on parts and labor. Some will question the sacrificing of a bit of stability at speed to improve the slow-speed handling of a bike that was already outstanding compared to other available trailbikes. So it goes.

Let's hedge here and say that the Alpina is still our favorite tight trail, sloppy enduro among the production trailbikes we've tested. Sorry, but we can't be more specific than that. It's an election year, you know.