

SIX BIG BORES TAKE THE MX TASTE TEST

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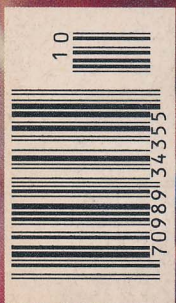
DIRT BIKE

**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

SHOOTOUT

- 23 **BIG-BORE MXers MIX IT UP**
Finding the best among the rest.

TEST

- 35 **BULTACO ALPINA**
Grunt for the tight stuff.
- 57 **YAMAHA YZ175C**
Looking for a home.
- 61 **MONTESA 360 CAPPRA**
She's a man-eater, meat-grinder!

FEATURES

- 30 **IAN ANDERSON INTERVIEW**
Despite the pictures, Ian wears a helmet when he rides, honest.

COMPETITION

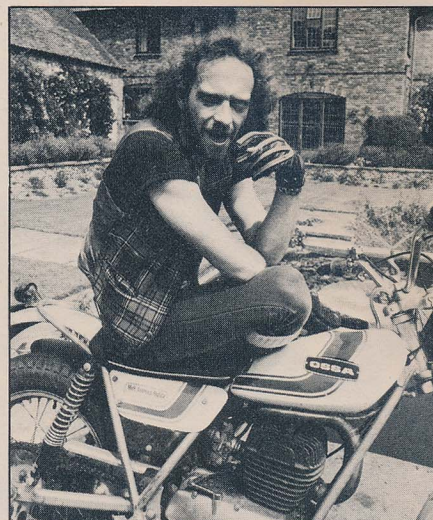
- 41 **TWO DAY QUALIFIER WRAP-UP**
There's only SIX DAYS left.
- 45 **UNITED STATES GRAND PRIX**
Without a single dentist joke!
- 53 **WOMEN'S MOTOCROSS NATIONALS**
Wham, bam, thank you, ma'am.
- 74 **250CC NATIONAL MOTOCROSS WRAP-UP**
Tony D. and Suzi Q.

TECHNICAL

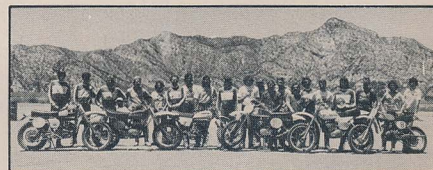
- 51 **ENDURO COMPUTER EVALUATION**
Let your fingers do the riding . . .
- 71 **HOW TO: TRAIL LIGHTING TIPS**
Shine little glow worm, glimmer, glimmer.

DEPARTMENTS

- 6 **EDITORIAL**
The 40-pound helmet.
- 8 **CHECKPOINT**
The CB Jeebies, Ten-four?
- 10 **ASK THE EXPERT**
Plastic fantastic.
- 12 **BITS AND PIECES**
And odds and ends.
- 14 **RIDERS WRITE**
A nerd in the hand.
- 20 **TRIAL FILE**
Love it or Leavitt.
- 22 **HOT SET-UPS**
Casting about.
- 89 **CRASH AND BURN**
Was this trip really necessary?



Why is this man smiling? p. 30



Hail, hail, the gang's all here. p. 23



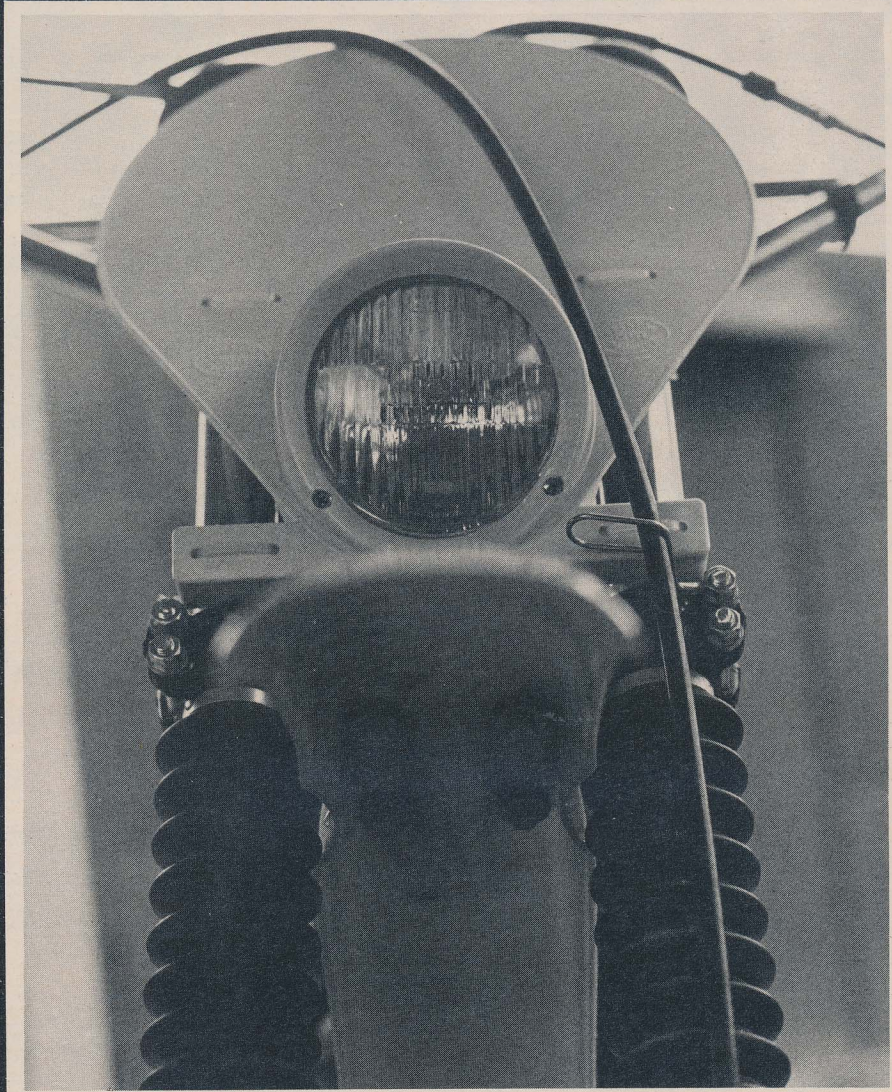
Why isn't this man smiling? p. 45

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

NEXT ISSUE ON SALE OCTOBER 12

"Sure it works, just cup your hands around the lens while I rev it!"

LET THERE



BE LIGHTS!

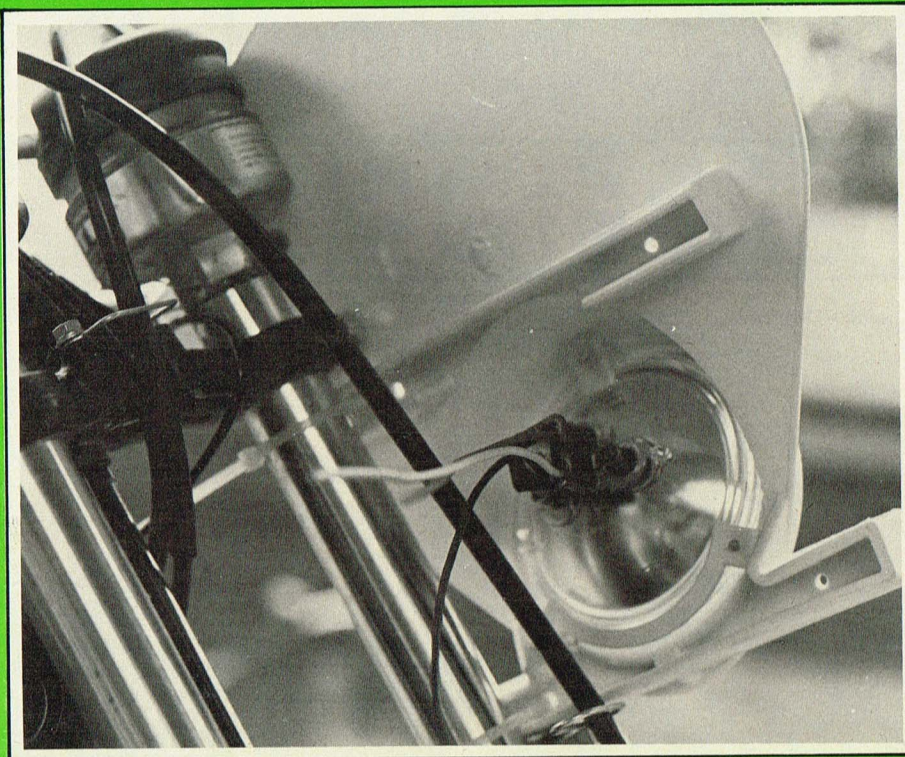
by Don Phillipson

Enduro riders often find themselves in the position of Pacoima used car dealers who cram sawdust into transmissions. They have to do that little something extra just to sneak by. So one finds, when entering an enduro, steel wool in exhaust pipes to pass sound tests, pieces of rubber between cylinder fins, red reflectors taped onto rear fenders. And, of course, lights. Just

enough to pass a test and be legal.

But we don't want to suggest any halfway measures, so we are going to call this article, "Installation of Lights for Playtime Night Riding." (And if you want to do it just to be legal for an enduro or Two Day, feel free.)

Whose bike does this apply to: Not motocross bikes, because they usually don't come with lighting



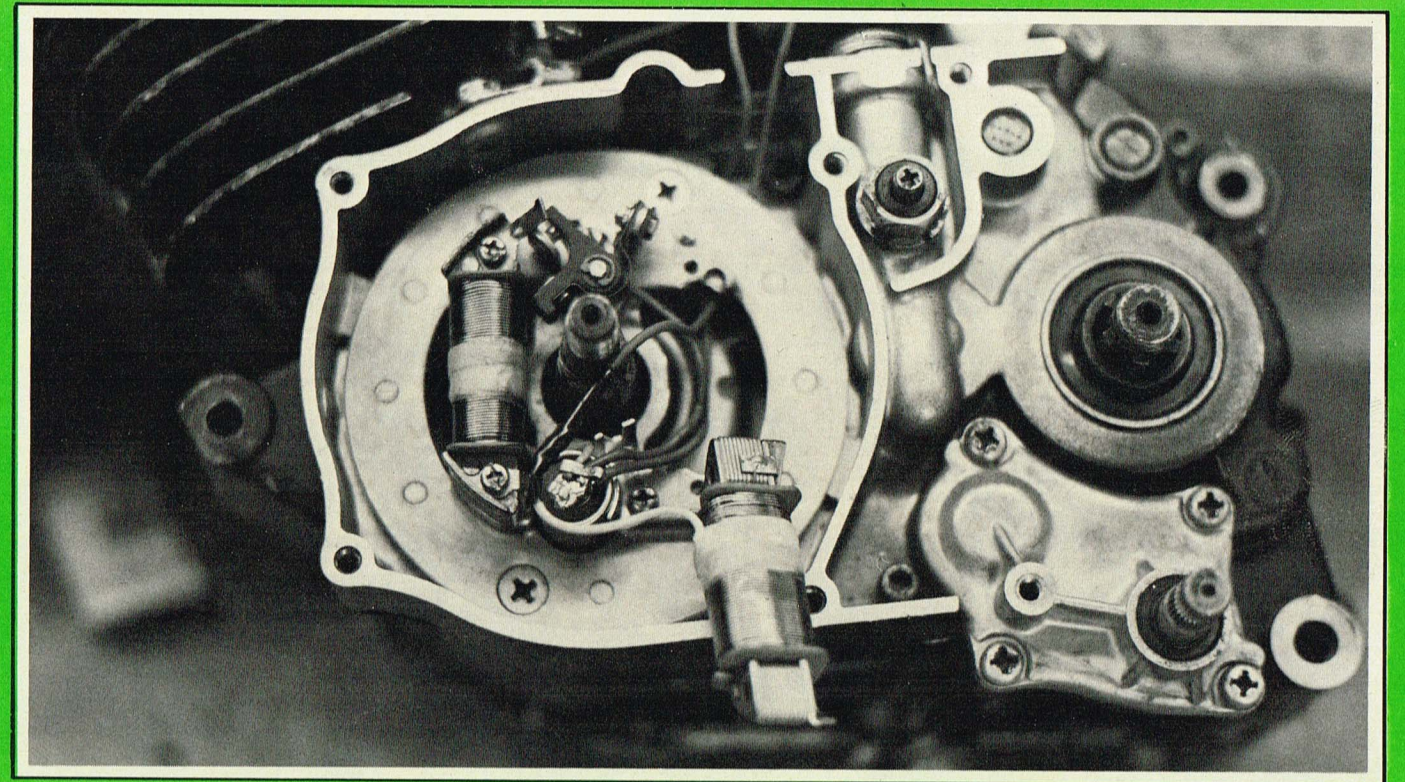
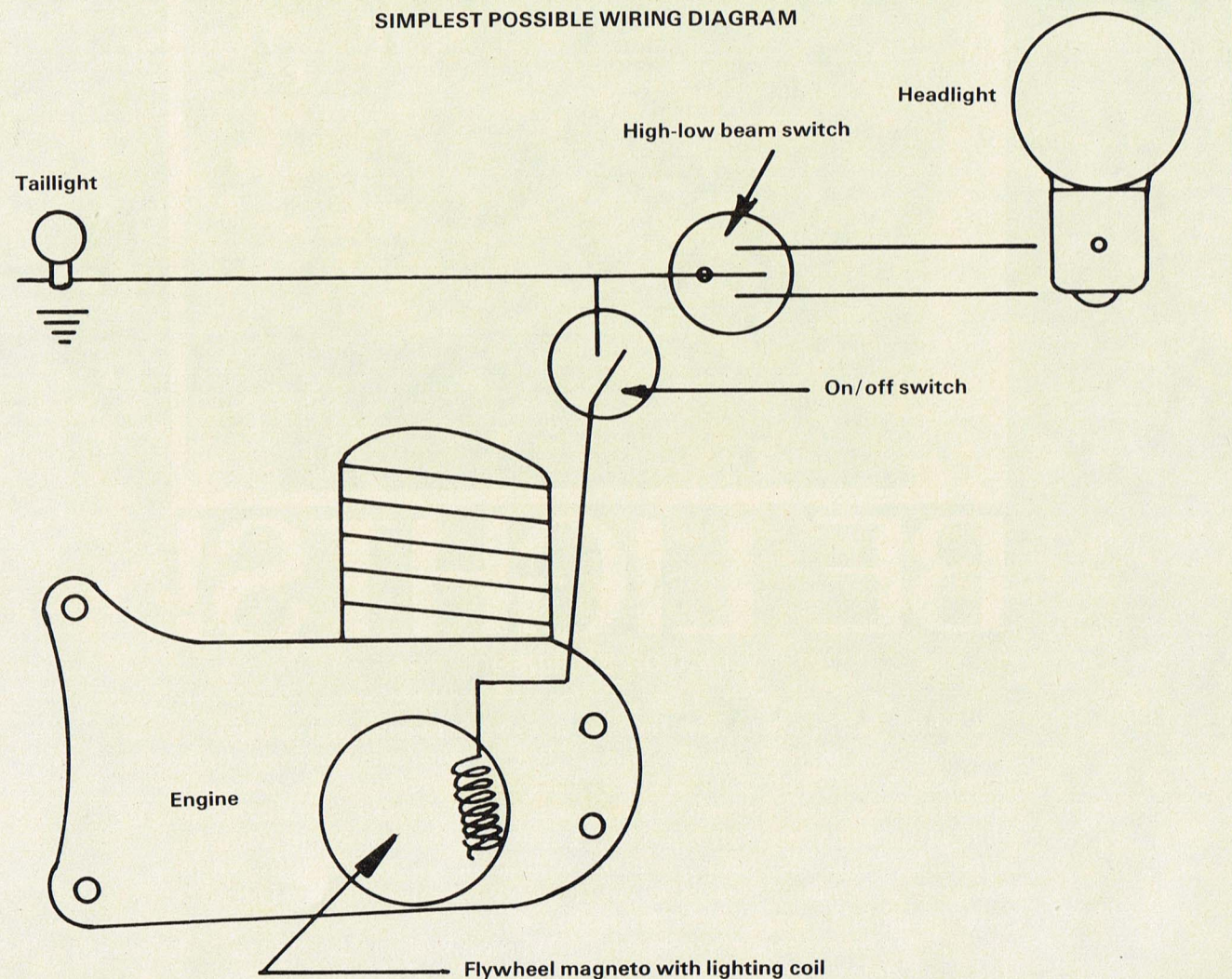
Three wires come out of the PP headlight. Black is ground, the other two are hot. Headlight number plate is attached with cable ties.

coils. But then Playtime Night Riders are probably not motocrossers. This does apply to anyone whose bike already has a lighting coil or whose bike can easily be fitted with one. Pentons, Yamahas, Huskys, among others, either have or are ready to have a coil bolted on. To be sure, just look in your owner's manual or give the local dealer a call.

Also, if you have a street/enduro-type bike with lights and turn signals and everything else you don't want, this applies to you. Rip all that junk off and rewire your bike the simple way allowing only for a head- and taillight.

You'll have to spend money on a couple of things. If your bike does not have any coil, then go out and buy a fully wired lighting coil. This new coil may have two wires coming out of it; just hold on to these wires for the moment. While you are at the bike shop pick up an off/on switch and a high/low beam switch; or one that combines the two into one.

SIMPLEST POSSIBLE WIRING DIAGRAM



Wire was soldered and taped, routed underneath the flywheel backing plate. Lighting coil bolts right in.

When you are selecting a light to buy, keep in mind that you must match the wattage of the head- and taillight (if you are running a taillight) to the total wattage of the bike. For example, a 35W bike can run a 25W headlight and a 10W taillight, or any combination. But you must run both lights at once or you'll have all the wattage going into the one light you are running (result: blown bulbs).

Select a headlight and/or taillight for use. A light from a street/trail bike will work fine if you happen to have one in the garage. Because we were just Playtime Night Riding we decided to install a simple Preston Petty headlight/number plate on a '74 Yamaha MX. We matched our light (PP makes different wattage headlight/number plates) to the bike. Both were 35 watts.

Before we went shopping we had to figure out just what was already in there. Pull off the magneto and check out the coils. We found a bare (wireless) coil which was occupying the space meant for a lighting coil; it was serving only as a magnet to balance the magnetic field for the flywheel. We removed the second coil and installed a fully wired lighting coil. This had two hot wires coming from it. Depending on the brand of bike, one of these wires is intended either for a brake light or

for a battery charging system. They can be used either independently or be wired together. You will have to find out what the output of each of the individual coils is and add them together in case you decide to wire the two leads as one.

Example: One of the leads has five watts and the other 30. Splice them together and you will have 35 watts of power. Or, use only one and let the other one rest. Remember that you have to match the wattage you are pulling out of the bike with the total of the bulbs in the lighting system. If you want to hook up a brake light circuit, there must be an entirely different system for that, like one of the two wires coming out of the coil. Trying to tap the regular lighting system for power will not work, as lots of guys have found out the hard way. One can get really involved by exercising the "electric" formulas and using 12-volt bulbs in a six-volt system, therefore "cheating" the system out of a little more light, but in the long run the only one you cheat is yourself because of lots of additional problems that this creates. Our recommendation is to follow the given numbers strictly by using the voltage and total output as stated in the owner's manual.

On to the real work. Our first move was to solder some wire to the new lighting coil and carefully

route it underneath the flywheel backing plate and outside the engine. Here the wire was cut and a terminal crimped on so that the wire could be easily separated in case either the engine or the lights would have to be removed separately later. Then we ran it along the frame, using tape to hold it on, to the on-off switch on the headlight. If you are going to use a combination on-off/high-low switch it would have to be located on the bars and the hot wire has to be routed to it. On the "other" side of the on-off switch one wire will have to be routed to the taillight and another to the high-low switch. From the switch two wires will go to the actual headlight bulb, one to the high-beam tang and the other to the low. The headlight is grounded to the frame, not the forks. The taillight is also grounded to the frame. Run a separate ground wire in case the lights are mounted in rubber or plastic.

Final installation of the lights to the forks was a breeze. A couple of cable ties and a bit of trimming to adjust beam height and we were ready for some Night Playing. Serious Baja types will scoff at such simple procedures while they search for million-watt alternatives. But for playing at night or stuffing transmissions, 35 watts is fine.