

1976 WORLD & NATIONAL MOTOCROSS WRAP-UPS

DIRT BIKE

DECEMBER 1978

34355 \$1.00
UK50p

**THE VIRILE
VIKING -
HUSKY'S
125 CR**

**PROFESSIONAL
MX WARS -
GARY JONES'
STORY**

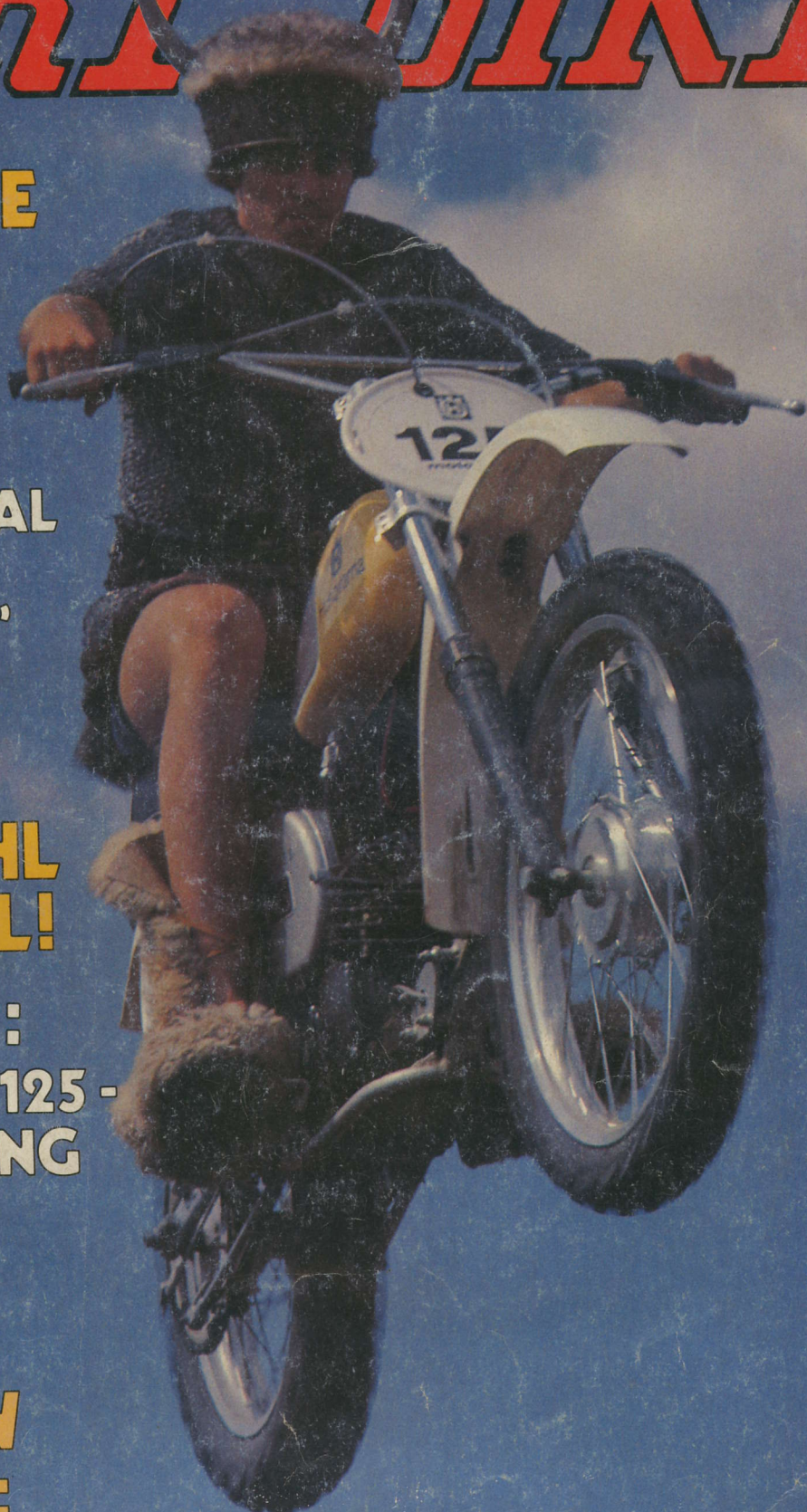
**SIXPOSEÉ:
DEBBIE UHL
TELLS ALL!**

**EXCLUSIVE:
HODAKA'S 125 -
WOMBATting
1000?**



**HOW
TOs:**

RIDING AN ENGLISH TRIAL - FRAME REFINISHING



DIRT BIKE

VOLUME SIX NUMBER TWELVE DECEMBER 1976

TEST

- 22 **HUSQVARNA 125 CR**
Horning in on the competition
- 56 **HODAKA 125 WOMBAT**
Marsupial Power!

TECHNICAL

- 43 **FRAME REFINISHING**
Keeping it clean
- 44 **LECTRON CARBURETOR EVALUATION**
Mixing it up with Kenny Roberts
- 67 **AIR FORKS**
Gassing it

COMPETITION

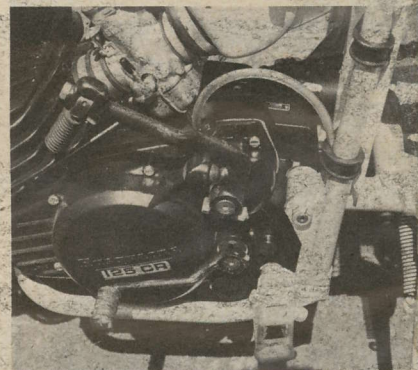
- 33 **NATIONAL 125 AND 500CC MOTOCROSS WRAP-UP**
Who did what and where
- 52 **WORLD 250 AND 500CC WRAP-UP**
Taking all the marbles
- 62 **ON THE ROAD TO SIX DAYS**
Debbie Uhl tells how it goes
- 64 **RIDING AN ENGLISH TRIAL**
Weed-ing it out
- 74 **MONTANA HILLCLIMB**
Coming up in the world

FEATURES

- 28 **GARY JONES, PART II**
Feuding and a fighting
- 41 **SOLER SPEAKS OUT**
He reigns in Spain
- 48 **PROJECT TT500**
Framed again
- 68 **SURVIVING MEGALOPOLIS**
Summer in the city

DEPARTMENTS

- 4 **EDITORIAL**
Go East, young mag
- 6 **CHECKPOINT**
God never rode a two-stroke
- 8 **TUNNELVISION**
Going down
- 10 **BITS AND PIECES**
And odds and ends
- 12 **RIDERS WRITE**
Strange tracks in our sand
- 14 **HOLE SHOT**
Scarring the desert?
- 16 **NEW PRODUCTS**
Christmas shopping
- 90 **CRASH AND BURN**
Getting over



Another sexy European.
p. 22



After it's over . . .
p. 33



Keeping up with the Joneses.
p. 28

ON THE COVER: Tom Morris gets horny for the Husky 125; the Weed camera captured his passion.

NEXT ISSUE ON SALE DECEMBER 21

AS THE YAMAHA TURNS

by Woods and Schoonmaker



The continuing saga of Dick Mann, TT500 and the editors.

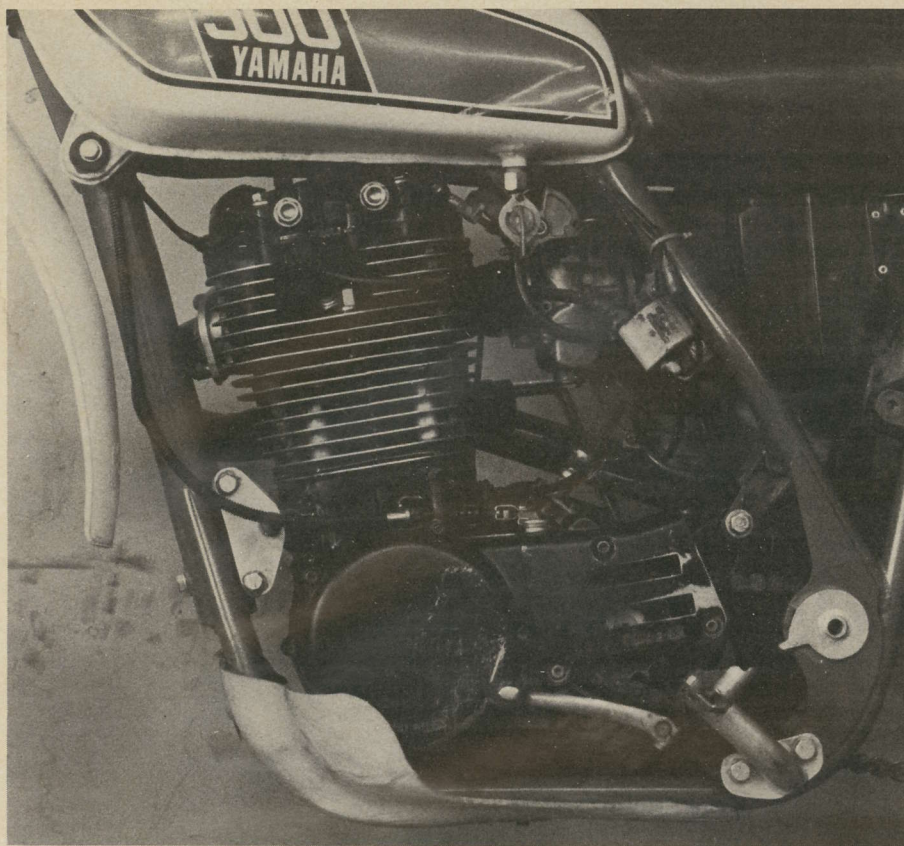
There are undoubtedly numerous misconceptions on the part of moto-mag readers as to the nature of operation of your everyday motorcycle magazine. Since the great glut of the rags attempt, sometimes unwittingly, to portray characteristics that they suppose readers will respect, the original misconceptions are buoyed by this artificial authority.

Authority has a tendency to perpetuate itself as long as the authoritarian figures involved never expose their alter ego: bumbling incompetence. We all have roughly equal portions of each in our make-up. On the average each of us works out to be 50-50 fool and sage.

It is important to remember, while reading motorcycle magazines, that having a vehicle to express an imbalance toward competence has no real effect on that person's overall level of talent and clumsiness. Moto-editors are every bit the fool that you, the readership, are. And, likewise, every bit the wiseman. To illustrate this, observe the operation of DIRT BIKE magazine in procuring and assembling a project bike:

You may remember the meanderings of editors Woods and Schoonmaker in the November article concerning a frame for the Yamaha TT500. At the conclusion of these adventures both had taken a short but intensive trail ride with Dick





Oil is carried in frame in the same manner as stock frame, including dipstick and filter.

Mann, the creator of the frame, and had sampled the pleasures of Dick's scooter sufficiently to want one. Enough, in fact, to do an article on the frame.

The experience was actually powerful enough to keep your wandering reporters awake the length of Interstate 5, the world's most bleak highway, and to their respective homes late that evening.

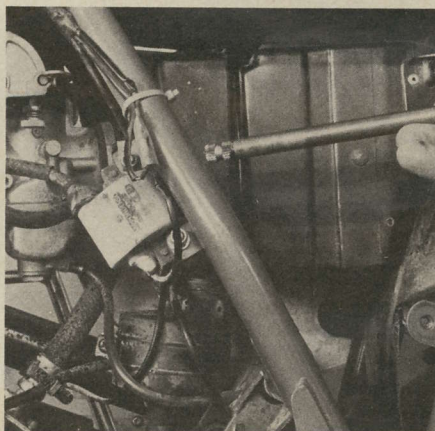
Some five days later we discovered a crate amidst the paper wad debris of the DIRT BIKE offices. No one could guess how long it might have been there; things can easily hide in "the office." Contained inside the Champion Racing Frames crate was a red frame resembling a Works BSA motocross frame. No coincidence. Though Bugs humbly claims that any dummy can build a good frame, we have certain suspicions about the origins of the Works BSA motocross frames.

Included with the frame was an exhaust pipe, a pair of Fox shocks and an impressive assemblage of mounting hardware — the use for which would obviously be explained by the ten-page pamphlet we held in hand.

The next problem to be dealt

with by our adroit and future-thinking staff was the location of a powerplant and running gear to attach to the frame. Rumor had it that DB had its very own TT500 . . . somewhere. Old hands even claimed to have caught glimpses of it from time to time. But, after being apprised of some of the people seen aboard it and the distances it might have traveled, we turned instead to the telephone.

Woods was quick on the draw. With a flurry of touch-tone previously unknown to an IBM Selectric, he punched up our friend



A bracket installed where the shift shaft points would allow easy rectifier mounting for lights.

Brian. Brian, you see, owns a TT500 which he claims will turn on a buck and charge tax. Brian also loves to put different frames in different engines. That is, no doubt, because Brian knows what he likes and that it isn't for sale. Consequently, he grows his own. Brian was the perfect choice. We talked it over, gave him the frame and set a date to meet at his shop for assembly and photography of same.

The day arrived and both of the wordsmiths were involved in magazine bureaucracies (too long at the liquor bureau over lunch). So we begged out and set the date for three days from then.

Come the evening of the second day and a call came from Brian.

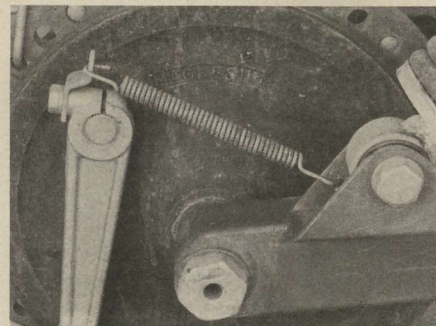
"Hi, it's done," said he.

"Uh, good. Did you take pictures?" queried we.

"Didn't need to, you just put it together like the manual says. Took my son Kevin and I four hours to do the job, plus a little messing around I did," Brian stated calmly.

"Uh, well, we'll fake the pictures. How did it go?"

"There was hardly any problem at all. Easier than pulling a Maico engine from the frame. A couple of



A spring installed from the brake arm to the swingarm helps the pedal return more assuredly.

things, though, Dick could improve on a little. There's a spacer on the forward lower motor mount that was .030-inch too thick. Just filed it a little. Oh, and there's one motor-bolt that's a half-inch too short.

"I sure wish he used metric fasteners, too. All the pre-threaded nuts welded to the frame are great, but I like a metric motorcycle. I suppose it's less expensive to get the high-quality aircraft nuts and bolts he uses in American sizes.

"Oh, I made the mistake of putting the air box and the engine in before trying to put the carburetor on. Had to take the airbox back out. Also, the rear

brake pedal doesn't have a stop or adjustment, but I can fake that up pretty easy.

"All in all, I'd have to say that this is by far the most impressive package I've ever dealt with. It is truly a bolt-together kit. People don't know what it's like to spend days searching for the right steering bearings and such. Compared to other frame kits, this one is worth more than Dick would ever charge for it."

"Great, we're glad to hear it," we interrupted. "Can we pick it up tomorrow as planned?"

"Sure, meet you at the I Hop in Glendale at 8:00 a.m.," Brian said brightly.

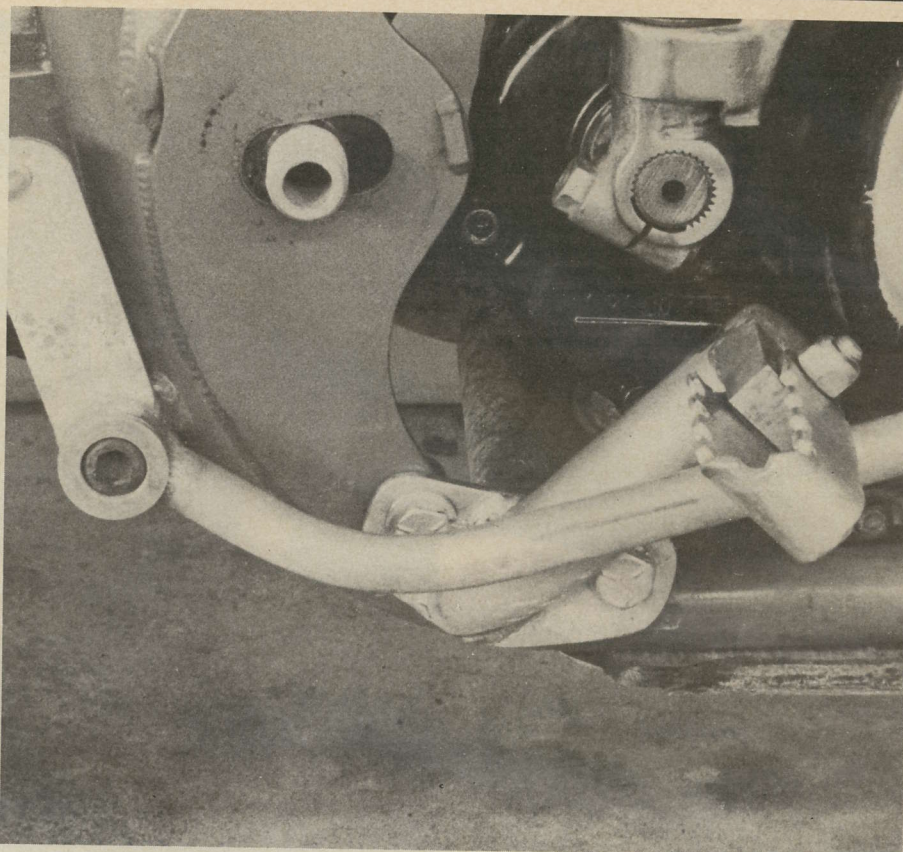
"8:00 a.m.?" we moaned dully.

By noon the next day Woods and Schoonmaker made a gallant entrance to the DIRT BIKE offices, assembled TT entruck.

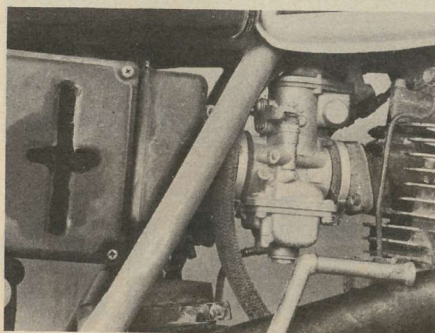
"Thought you guys were going to work on the project bike today," Gunnar said.

"Oh, we finished that already," was the coy reply. "It was a breeze."

Gunnar was so thoroughly shaken by the idea that his bumbling editors had removed a frame from



The chain tension is adjusted at the swingarm point with the use of a snail cam.



Air box must be installed after engine and carburetor. Carb service is still a might sticky at best.

one motorcycle, put a new one in place and made it to the office by noon that he began fumbling in his left second drawer for his coffee cup. How could we possibly tell him the truth? It wasn't exactly a lie. You know, just sort of an off-white lie. He won't be nearly so impressed when he reads this.

With deadline nearly at hand, the need for photography became an overriding concern. No sane person would be interested in riding a motorcycle in the Southern California summer, but in the interests of honest and forthright reporting and filling the necessary pages, we decided to ride the

project TT. At least far enough to acquire the necessary photos.

An awe-inspiring collection of lens hounds was assembled and Gary Hymes was happy to join us to perform his patented sky shots. You know, motorcycles can only do so many things. They go up and they go down. They go sideways and they go straight. It just so happens that Gary causes them to go more up and more down and so on. So, as the mercury tickled the underside of 100, our testing and photographic crew headed for the maximum altitude attainable, hop-

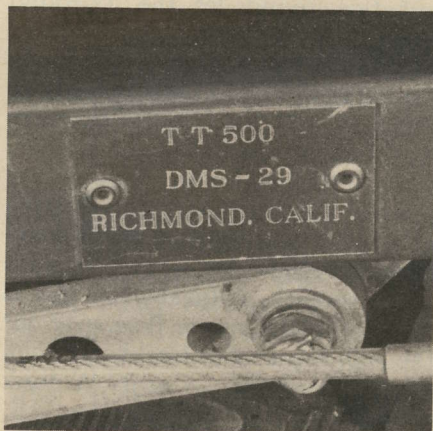
ing for a little cool.

Soon we were trundling down a canyon near Gorman, California, searching for photogenic spots and a cool drink of water. Gary splashed through the water on the DMS-TT and the remainder pointed and pushed buttons. Slowly we worked our way through a loop and the film filed past the shutters. We traded off and everyone took a turn on the TT.

The experiences were as remembered at Carnegie with Dick. A Yamaha was beginning to turn. Finally there was a four-stroke with true agility and stability. The frame would pick its way slowly through a rock pile or hop gracefully over the top at the devil's pace. Like any excellent chassis, the faster it was pushed, the better it seemed to handle. Because of the famous Dick Mann background, we were inclined to expect the chassis to be a skidding fool. Not strictly so. The frame has a tendency to track with neutral power and drift slightly with power on. Even on the nastiest snotty surface the rear tire stays behind the front.

Dick's smaller diameter pipe made an obvious difference in the

Continued on page 79



Each Dick Mann frame is equipped with an attractively engraved plaque indicating its production number.

YAMAHA

Continued from page 51

throttle response and pulling power of the Yamaha motor. In situations where the rider needed to loft the front wheel over a rock or ditch, the power and frame combined to allow it to happen. We're now looking forward to hooking into Mega-Cycle's piston and cam mods that Dick uses.

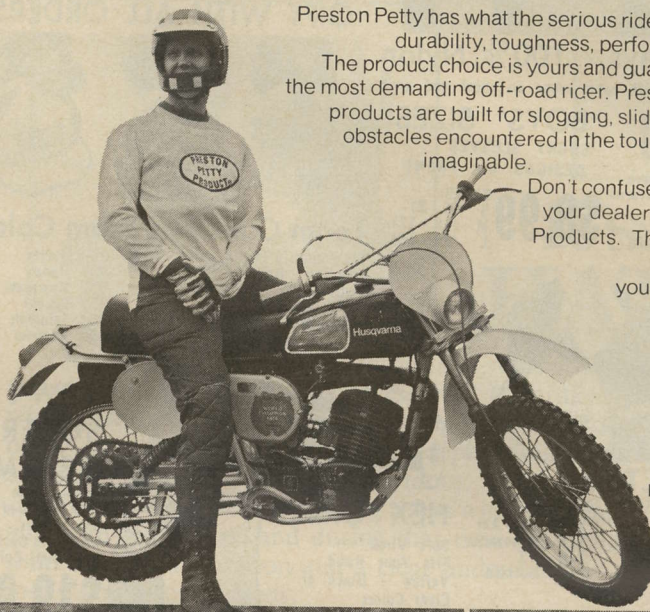
Perhaps our only genuine criticism of the package comes as a qualified one at that. The Fox shocks which come with the frame perform quite well at an aggressive pace. Push them hard and they do the job as well as any. But if you slow for a rock pile or a gnarly trail, the springing proves a bit stiff for the average rider (which most of us are). The springs could be replaced by softer items to suit a slower pace, but high speed potential would obviously suffer. You either bounce in the slow stuff or bottom in the fast.

As an accessory frame for a four-stroke motor, the Dick Mann frame does things that we are inclined to classify as unobtainable elsewhere. We have not encountered another accessory frame that is as agile and as stable as Dick's.

As you roll off for a tight, off-camber corner and the rear end sets itself up without brake . . . as the front wheel falls conveniently to the inside and the door opens for the next straight section earlier than it should have . . . as the rear wheel drives out of the corner pulling traction out of adobe covered with pebbles . . . as the engine thumps below in loving ease, one is inclined to think that this may be it. Maybe four-strokes are going to rule the world again.

Maybe we'll find out the answer next month if and when DMS-TT meets the Four-Stroke Nationals. ⚙

Gift suggestions from Preston Petty for the rider with almost everything

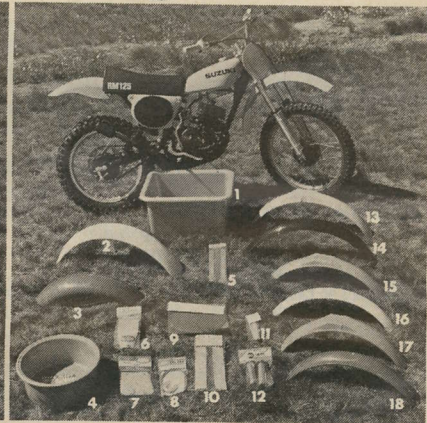
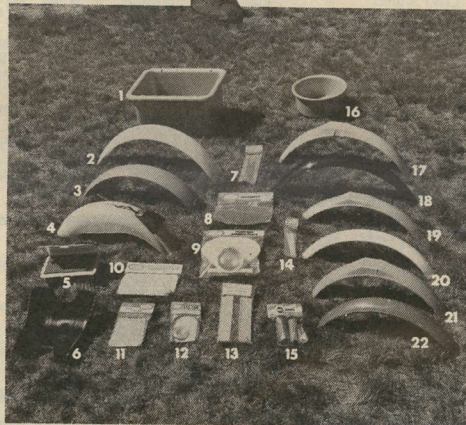


Preston Petty has what the serious rider wants! Proven durability, toughness, performance, and quality. The product choice is yours and guaranteed to satisfy the most demanding off-road rider. Preston Petty designed products are built for slogging, sliding, and surprise obstacles encountered in the toughest competition imaginable.

Don't confuse the markings, ask your dealer for Preston Petty Products. The components to help you do your best—they work!!



For additional information write:
P.O. Box 89
Newberg, Ore. 97132



Enduro: 1) Tuf-Box; 2) Muder rear fender; 3) Baja rear fender; 4) I. T. rear fender; 5) Tool box/number plate; 6) Engine Guard; 7) Universal bracket kit; 8) Motocross number plate; 9) Headlight/number plate; 10) District number plate; 11) Mud flap; 12) "no-leak" Gas cap; 13) "Garder" fork protectors; 14) Tie-strap kit; 15) Hex-Grips; 16) Tuf-Tub; 17) Muder I. B. front fender; 18) Muder front fender; 19) Baja I. B. front fender; 20) Baja front fender; 21) Mini-Muder I. B. front fender; 22) Mini-Muder front fender.

Motocross: 1) Tuf-Box; 2) Muder rear fender; 3) MX rear fender; 4) Tuf-Tub; 5) Universal bracket kit; 6) Universal mounting bracket; 7) Mud Flap; 8) "no-leak" gas cap; 9) Motocross number plate; 10) "Garder" fork protector; 11) Tie-strap kit; 12) Hex-Grips; 13) Muder I. B. front fender; 14) Muder front fender; 15) Baja I. B. front fender; 16) Baja front fender; 17) Mini-Muder I. B. front fender; 18) Mini-Muder front fender.

Circle Number 15 on pg. 88

Circle Number 14 on pg. 88

Bay Area BULTACO

HODAKA
\$.75 for catalog

We Also Mail-Order
(213) 649-1700

5606 W. Manchester Blvd.
Westchester, CA 90045

HAVING A TOUGH TIME FINDING . . . ?

Hey guys,
I live in _____ town or city _____, and I can't get DIRT BIKE at my local dealer, _____ dealer name and address _____

Please get these guys on the ball!

Send to **Hi-Torque Publications, Inc.**
P.O. Box 317
Encino, Calif. 91436

D6-12

Circle Number 13 on pg. 88