

MORE TRAIL FOR THE TRAIL

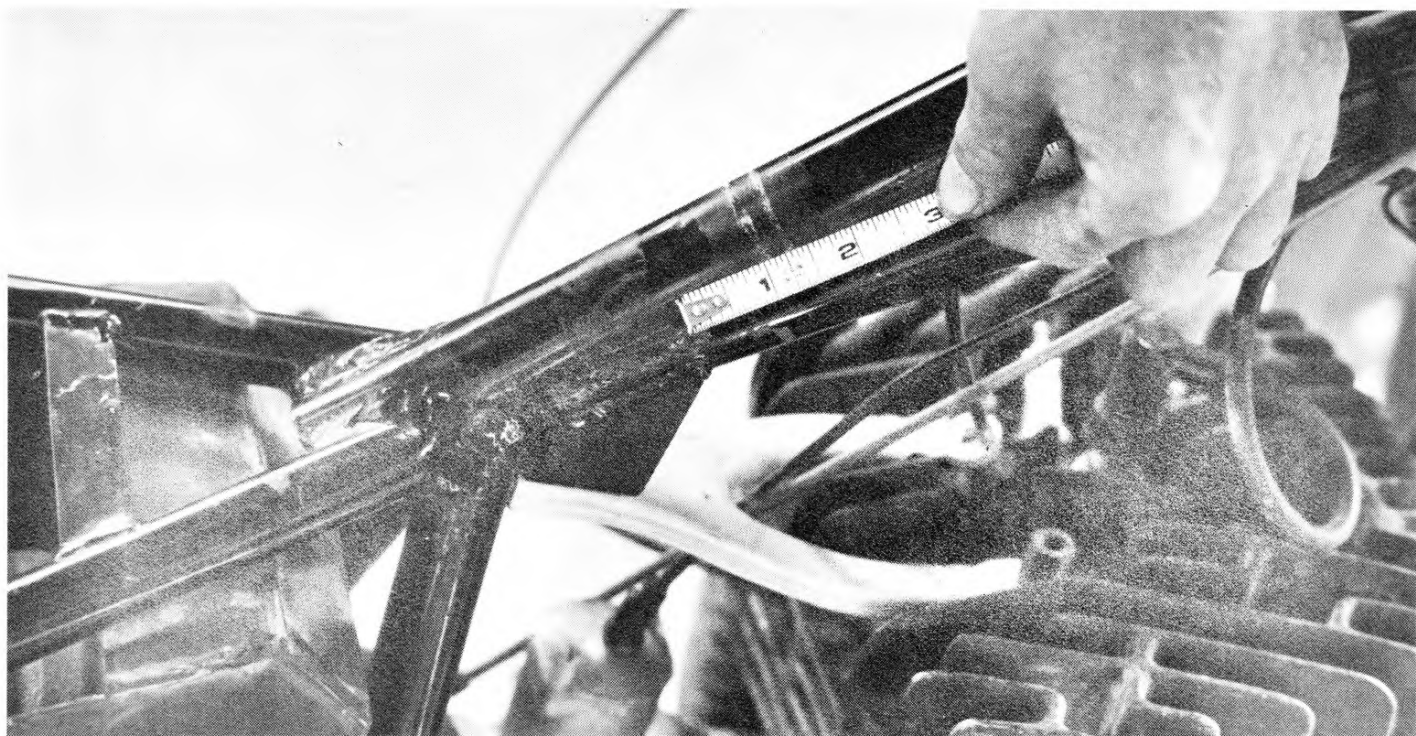
An old racer's trick for a new Moto-crosser

There's an old saying that I seem to use each day for people wanting advice on which motorcycle would be right for them. I invariably tell them, 'The best bike in the world is the one you like.'

This is to say that no two people will like or dislike each and every feature and characteristic of a machine. Point in being is that two of the world's top moto-crossers, Ake Jonsson and Adolf

Weil, ride the same make machine, but both bikes have been slightly changed to suit the rider's personal desires. One change that we had heard of was Ake's frame modification. Adolf's chassis is standard. Two of the staff members at Cycle Guide have 400 Maicos, and I, being one, wanted to try the frame modification as I thought it would better suit my type of riding.

The idea and method of modifying the Maico chassis is not new at all. Cross country racers and enduro riders have been doing it for years, especially on the big rooters like Triumphs, Nortons and



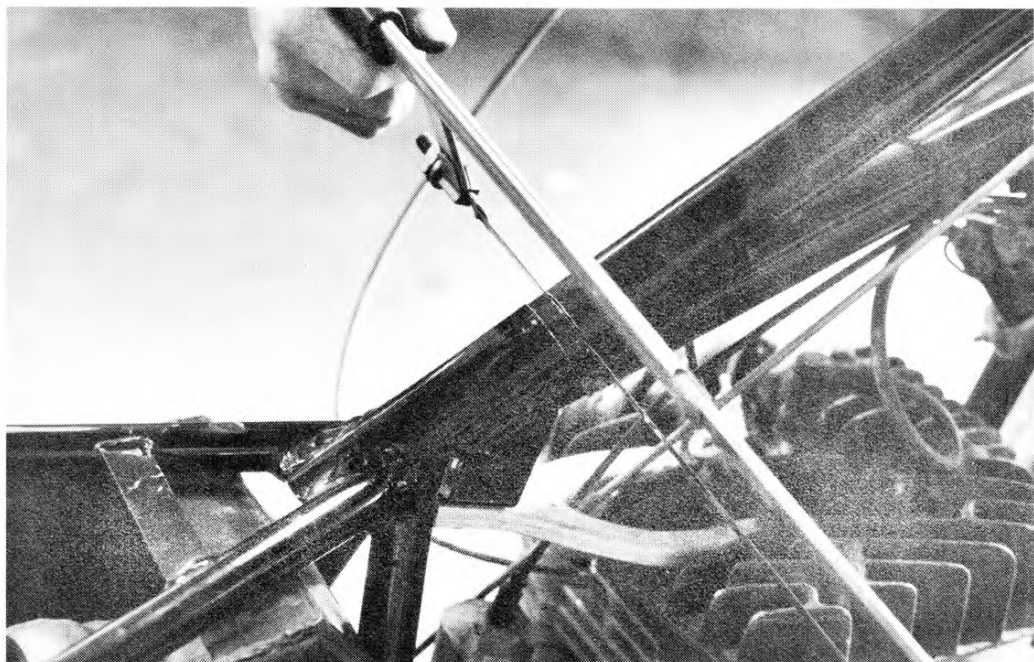
- 1** *Remove the gas tank and seat and clean the top frame tube. Using soapstone or chalk, mark two lines 10mm (.400") apart five inches above the end of the top tube.*

the like. I was a little surprised to hear of a top moto-crosser doing it though.

The end result of the chassis change is to slow down the steering action and reaction. In other words the steering radius will increase. This is accomplished by removing a 10 millimeter (.400 inch) section from the top frame tube, pulling the frame together and welding the new joint. At first this would appear to lengthen the wheelbase by pushing the front wheel out forward (because of the increased fork angle). But as we found out upon completing the job the wheel base was identical to standard. Welding the top tube together merely pulled the headstock back and not the front wheel forward. The result was an equalizing effect that left the wheelbase the same.

What did change though was the horizontal length of the trail. By doing this the handling was slowed down. As compared to the standard chassis, the modified one has less tendency to wiggle at higher speeds in the soft stuff like sand and mud. Also, it will tend to slide smoother and easier in corners and not want to stand up as quickly when coming out of a turn. The difference in overall handling is not a tremendous one, but it did prove to please my desires for a slower handling chassis.

The whole job was completed in about an hour from removal of gas tank to having the machine ready to go. The men over at K & G Engineering (2353



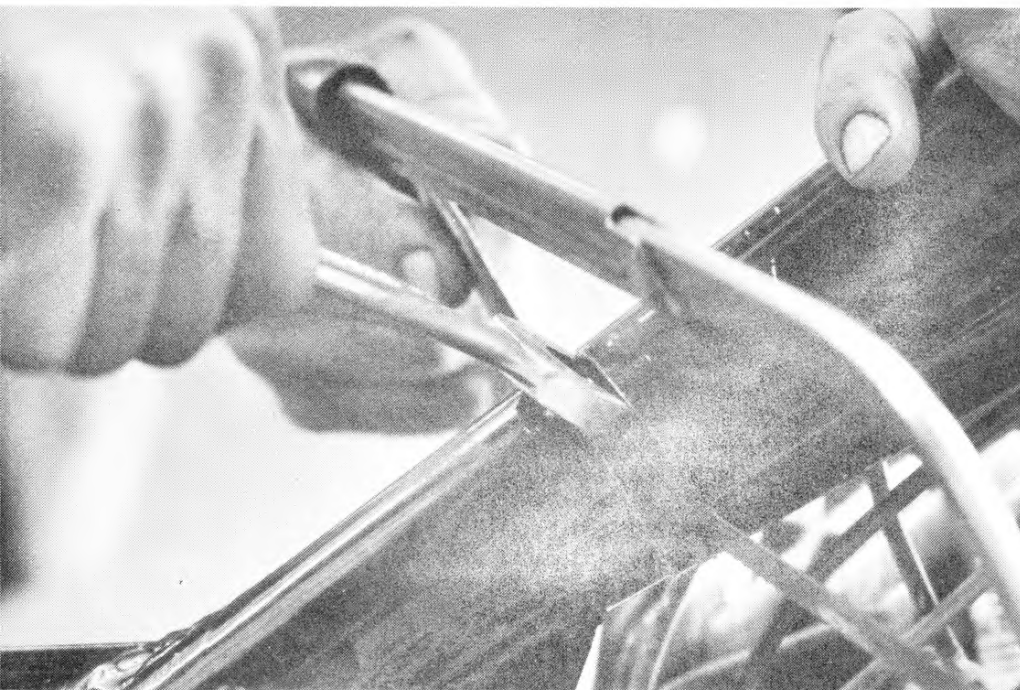
- 2** *With a common hacksaw cut the upper frame tube section out. Do not cut through the lower tube section yet.*



- 3** *Remove the upper frame tube section and check that you have cut the two lines parallel to each other.*

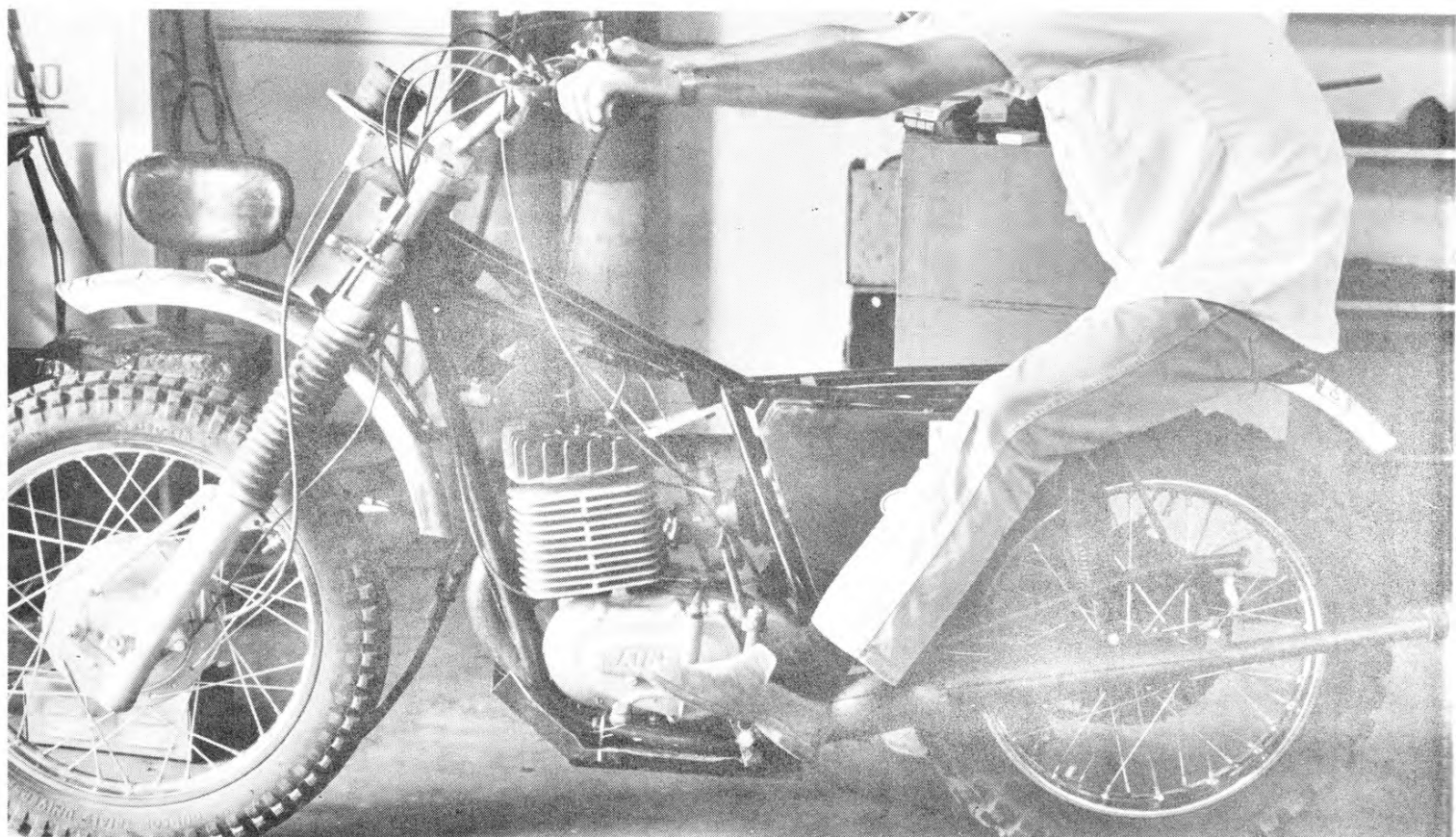
San Fernando Rd., Los Angeles, Calif.) did the whole job with a hacksaw and heli-arc for \$15.00, which is a reasonable price for the finished task. We would suggest using a heli-arc if possible unless you know someone that is experienced in welding the chromemoly type tubing with gas. — Dave Holeman

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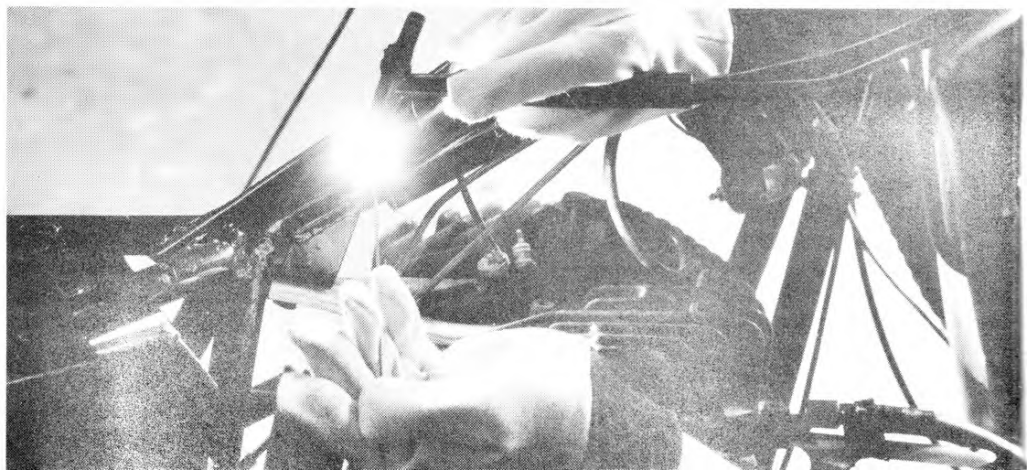
4 With an extra hand from a friend, pry the upper frame tube apart so you won't break the saw blade when the lower tube is cut and the frame comes together.

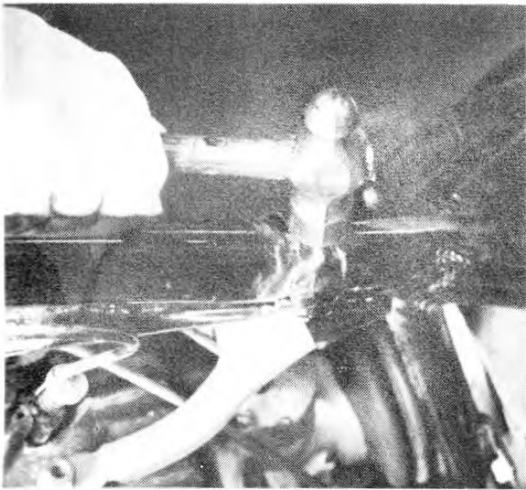
5 Now that both the upper and lower frame sections are out, clean the tube ends of all dirt prior to welding.



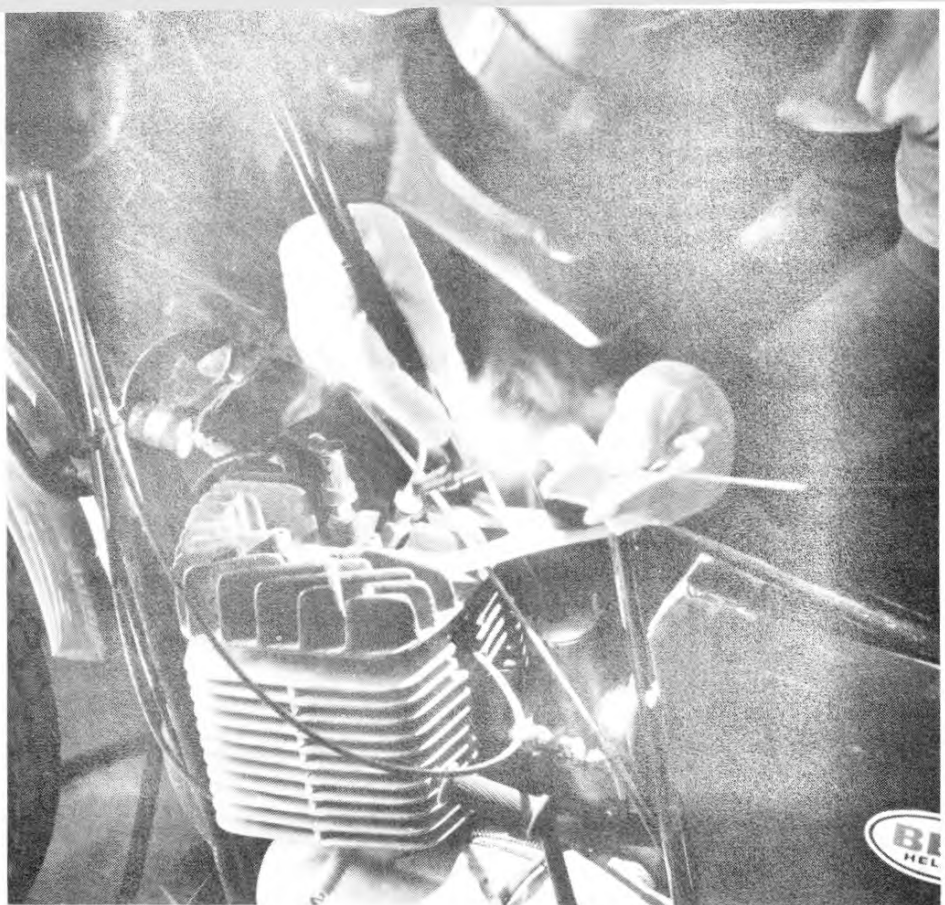
6 In some cases you may have to get a friend to sit on the chassis like this to pull the sections together for a tack weld.

7 After tacking the joint, weld where the tube surfaces are parallel. Don't weld closed any open gaps.

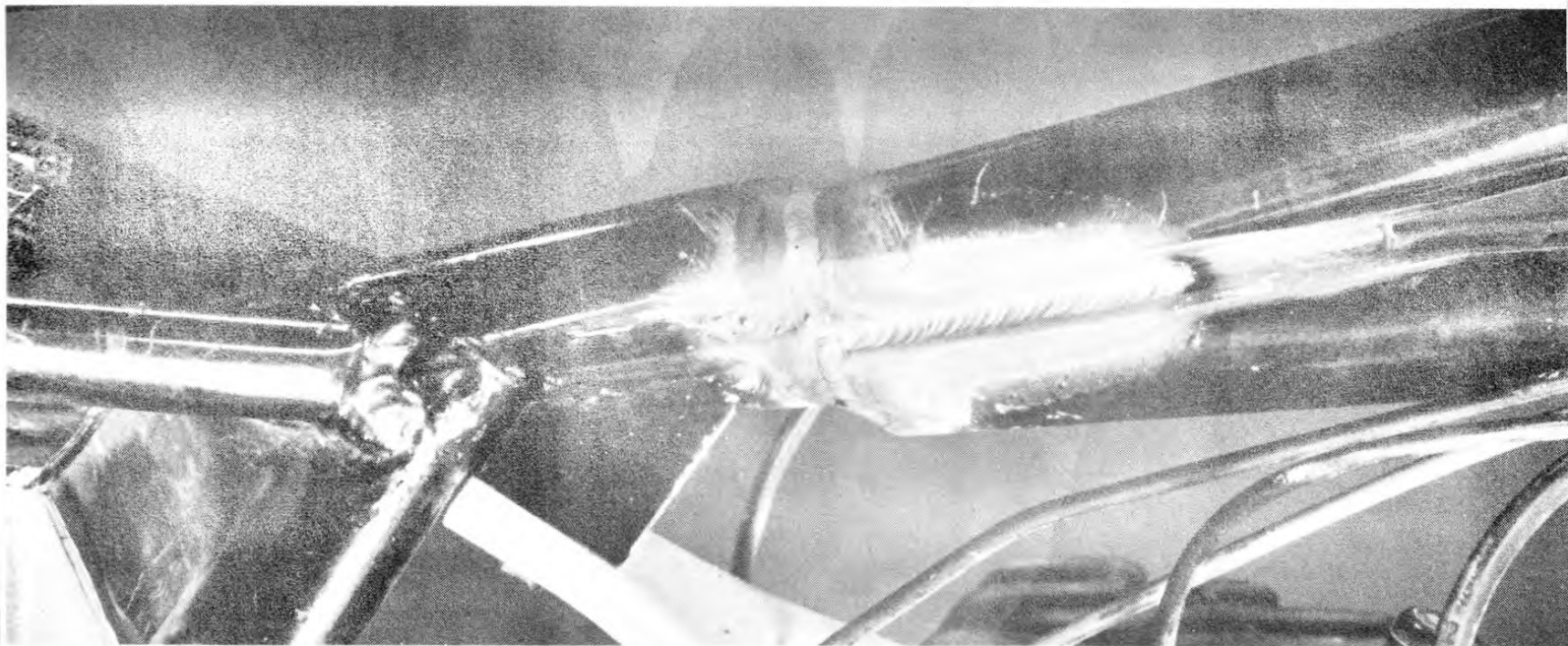




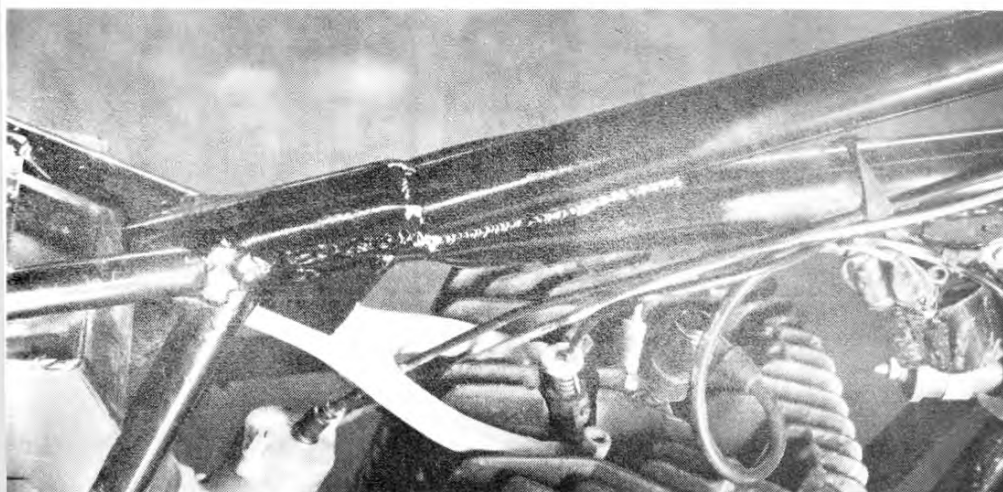
8 While the tubes are still hot and malleable hammer closed the open gaps until they make a smooth joint with each other.



9 Now go back and weld the hammered sections together. This is where a heli-arc works well and it is quick.



10 With the welding finished clean it off with a welder's brush, and check and fill any possible cracks or holes.



11 A little touch of black spray paint makes for a nicely finished first class looking job.