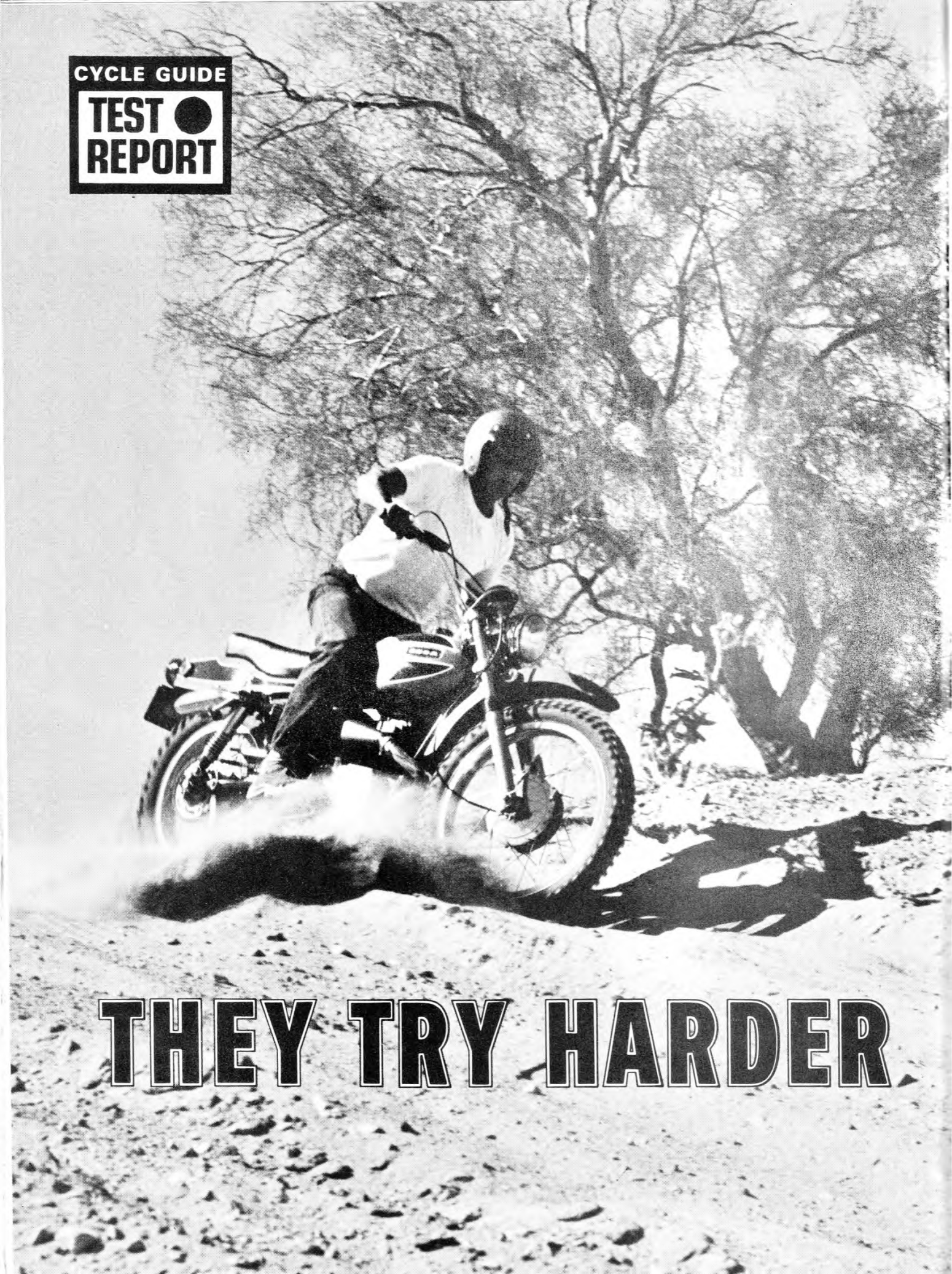
CYCLE GUIDE

TEST REPORT



THEY TRY HARDER

The Ossa factory has done an outstanding job in the appearance department. Everywhere we went it got attention.

One of the foremost features of the Ossa Enduro is its ability to put the power on the ground in all types of terrain.

More power, another gear, excellent quality control and superior electrics show that Ossa is trying harder

In recent years more development work aimed at upgrading production motorcycles has taken place than in the previous two decades. This goes for just about all motorcycles made today regardless of origin. Some of the manufacturers have made improvements in a slow and lackadaisical manner, while others have put the R&D departments in top gear. Ossa, in particular, has shown more interest in upgrading and improving their products than most. The early Ossas of a few years ago were plagued with electrical problems, so the factory replaced the whole system with a highly dependable electronic unit rather than trying to fix the old one. Not being satisfied with the carburetion system, the Ossa engineers again came up with an entirely new and improved unit, and have been using the IRZ carburetor with success ever since.

A few of the other manufacturers have made concerted efforts to better faulty equipment also, but Ossa has gone beyond this to further improve their existing components to the point of being almost flawless. From an appearance standpoint, the new Ossa 250 Enduro is the finest looking Spanish mount we've seen. Everyone who saw the machine invariably had to go over the chassis and body parts from one end to the other, and comment on what an attractive machine it is. The front fender, gas tank and seat/rear fender sections are made of very malleable and well finished fiberglass. The

The front forks were a little soft in spring tension. Damping is good. Speedo cable should be attached to fork leg.

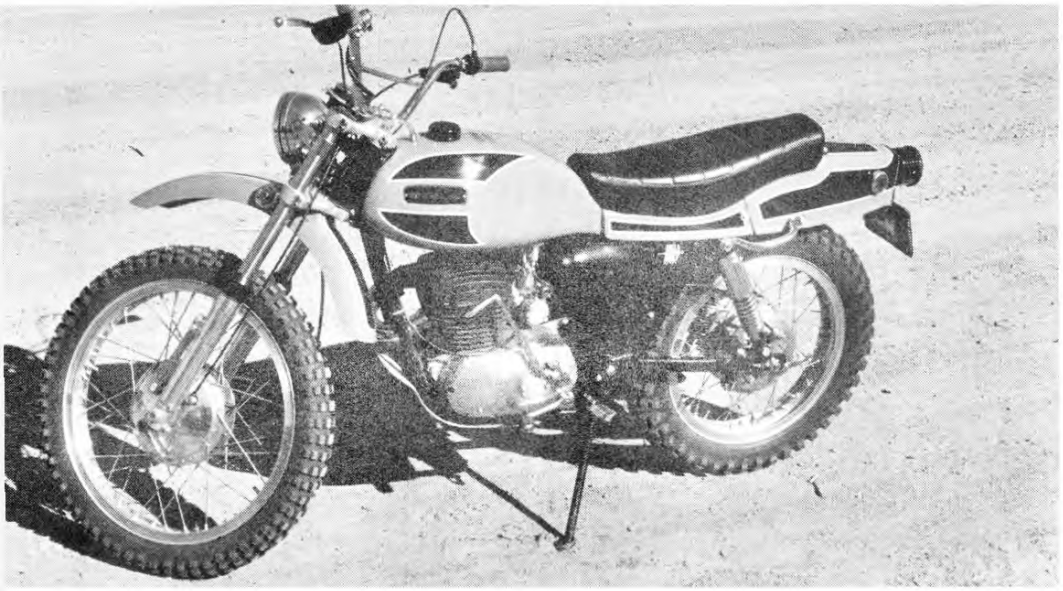
chassis is another high point of construction, with the fabrication and welding not showing one spot of sloppy workmanship. Ossa always has made a concerted effort of having good welding, and the new Enduro is no exception.

The quality of the painting and design is the high point of the Ossa's appearance. It's quite different from any other machine. The steel parts are all chromed for appearance and durability, and the alloy pieces have all been polished excepting the cylinder and head that have been painted black. Overall, if the Ossa Enduro was to be graded on the basis of the quality and appearance of its exterior components, it would get a grade AA.

As the machine comes out of the crate it is designed as a dual purpose on/off road machine, but with more emphasis on dirt riding. The generous use of alloy, chrome and fiberglass components go a long way to improving the durability.

Other little items also point towards off road usage. The long and thickly padded saddle provides reasonable comfort. The saddle is long enough to carry two up, and the buddy pegs are also standard. The air cleaner is surrounded by a vinyl tent that snaps on and off for easy access. The tent keeps a good portion of dirt, dust and mud from the air filter and therefore helps to better waterproof the engine. Underneath the engine is a skid pan that protects the vulnerable cases from boulders, logs, and rocks.

The Ossa factory has stayed with producing the 175 and 250cc engines



The gas tank, fender and cowling are made of flexible fiberglass and nicely finished. Painting design and quality are A-1.

The battery and wiring harness are located in this compartment under the seat. Tool box is in the rear cavity.

rather than diversifying into making many different displacement machines. This has permitted them to put more development and emphasis on improving these two engines' sizes. The latest Ossa powerplants have proven themselves as being extremely dependable. Not to be satisfied with their overall performance, Ossa has gone a step further to increase the output of available power without affecting durability.

The new Ossa 250 Enduro is probably the strongest running dual purpose machine of its size we've ridden. The power output is strong, steady and smooth. To further aid the broad power band, the new Enduro has acquired another gear to make full use of the available muscle. Combined with the Ossa's large amount of power and the five speed gearbox is the ability of the 250 Enduro to put the muscle on the ground and not lose it through a wildly spinning tire.

Though awkward appearing, the kick starter arm is rather easy to push through. We didn't really think that its extreme length was necessary for a 250, but it does make kicking the engine through easier. Starting the engine is simple and easy, just reach up under the headlight, turn on the ignition switch, tickle the carburetor about three times and kick it through once. This was the procedure when cold. (It never took more than a couple of swipes on the kick arm to get the engine fired.) The arm itself is a lot straighter than last year's model.

One of the first things we noticed about the engine after getting it started was its quietness. The engine seems to be free of any excessive piston or running gear noises. The engine will sit and lazily idle, yet the throttle response is quick and clean. Getting the machine in motion requires little effort on the engine's part. Just pull in the clutch, drop it in gear, rev the engine a bit and go. As mentioned before the power band is very broad, therefore the engine pulls from the bottom on up.

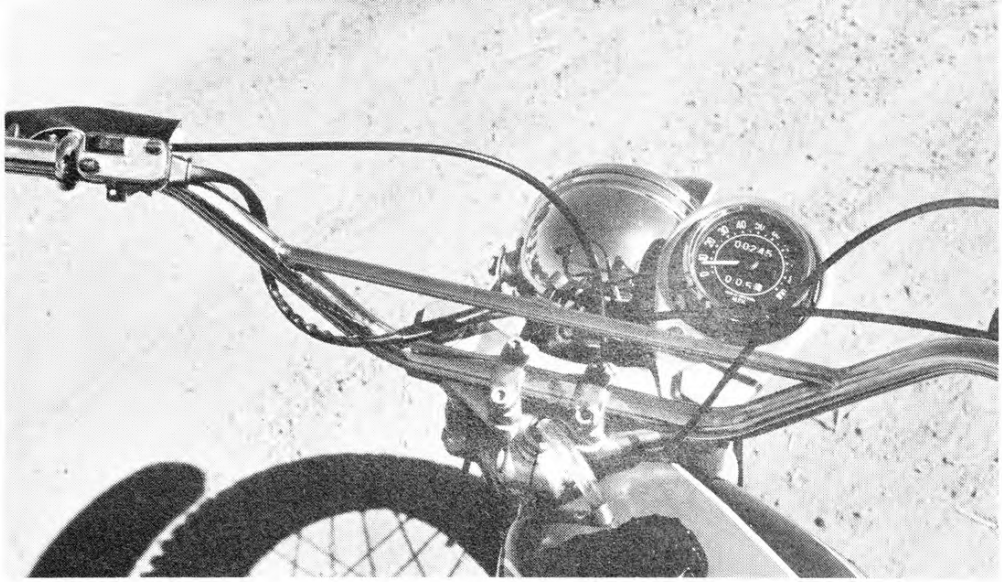
The Betor rear shocks with the chromed progressive wound springs have excellent spring strength and damping.

Because of the engine's ability to propel the machine forward with just a few revolutions, riding the Ossa becomes easy for anyone, tyro or expert. As the revs increase, so does the power output, up to about 6,500. Then it drops off. But there is always a gear available. The power output seems to be best up in the mid range of the RPM scale, and it pulls well at low revs. We found that the machine has more than sufficient power to attack the steepest obstacles, soft or rocky, and carry the rider over the top with ease. It's doubtful that any other duul purpose 250cc engine has any greater power output than the Ossa Pioneer.

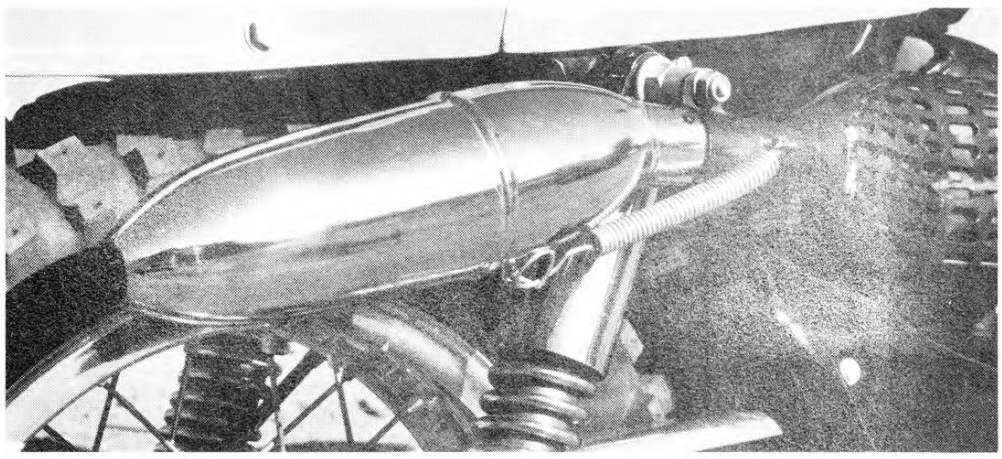
To make optimum use of the available muscle of the engine, the new Ossa has gone to the use of a five speed transmission this year. Rather than coming up with a whole new set of gear ratios, the Ossa engineers have just added another cog at the bottom of the scale. The gear ratios from second to fifth are the same as the earlier four speed model. This has all been accomplished by thinning the original four gears to allot enough room for an additional cog. The thinning of the gears doesn't seem to have affected the durability of the gear box as we didn't have any complaints from the transmission at any time.

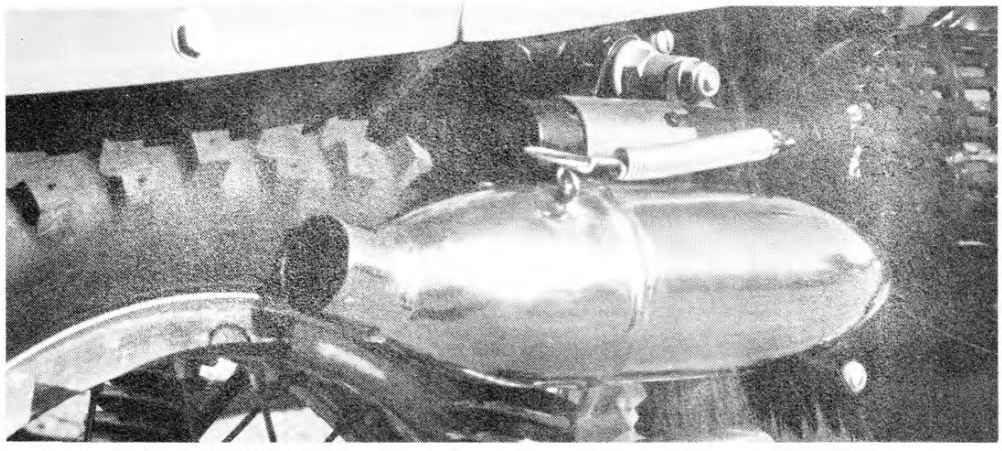
With the broad power band and the use of the five speed, the new Ossa has gained not only more top speed, but the entire riding range has been vastly improved without affecting the dependability. Enduro and trail riders will really appreciate this.

The only problem we incurred with the power train was with the clutch when it got hot. When cool or under normal operating temperatures the clutch seemed to drag a little, though not enough to cause any problems. But when put to a lot of usage under power the clutch seemed to fade and was very reluctant to release, therefore making shifting difficult. Apparently this heating problem came from improper internal



Speedo is easily read and resets to 0. Electrical switch box on the handlebars is fragile appearing, though it worked well.





Another unique feature of the Enduro is the muffler attached to the end of the stinger in both an on and off position.

Awkward appearing kick arm works easily as does shift lever. Foot peg is mud free and grasps boot well. Side stand is nice.

One of the sure tests of any dual purpose machine is its ability to shed water without stopping. The Pioneer passed with flying colors.

adjustment, as we couldn't improve things much by loosening the cable. This is probably just a situation that occurred with this particular machine and not inherent. We have ridden quite a few other Ossas and never ran into this problem before. Nevertheless, it was irritating.

The power gets transmitted directly to the ground. This saves a lot of additional strain on the clutch and engine, as well as the rider. With knobby tires front and rear, it's obvious that their prime intent is for off road use where these tires provide a great deal of traction.

Regardless of whether you're a serious enduro rider or just a beginning trail rider you will appreciate the Ossa electrical system. This type of electronic system has proved to be virtually trouble free and par excellence for both the lighting and ignition. The ignition is free of conventional points and therefore absolutely waterproof. The generation system puts out more than sufficient current to operate the very bright headlamp and tail light, and this also is waterproof. We tried on more than one occasion to drown out the ignition and lighting system, each time in vain. The electronic system has also done a great deal to improve the starting and overall engine performance by providing a jolting spark throughout the entire RPM range.

For the enduro rider, the reset type speedometer is neatly mounted in a shockproof rubber band setup that protects the delicate innards from damage. The speedo drive cable hangs in a rather precarious position outside the fork leg and adjacent to the tire. It would be a good idea to attach it to the fork leg in some way so as to keep it free of bushes and the tire knobs. One neat feature is the vinyl lever covers that protect the cables from dust and mud.

The rider comfort is good and aided by a thick saddle. But it should be wider. The location of the bars and foot pegs is comfortable for most riders. The foot pegs are a spring loaded stamped steel affair that have raised edges for boot traction. They are of such a design to prevent any mud buildup and slippage. The slenderness of the gas tank and seat are attractive, but tend to let the rider's leg get a bit too close to the pipe and the exhaust heat.

The electrical power pack and wiring

are strategically located under the seat and in the fiberglass cowling with the foam rubber insulated battery. In the rear portion of the fender is the tool box cavity that is covered with a metal plate for easy access. The exhaust system is a neatly designed expansion chamber/muffler package. The black painted main body (expansion chamber) has a chrome plated egg shaped muffler attached to the stinger. The muffler is easily detachable by removing a spring, and can be remounted in a locating position for transport on the end of the stinger. If you're carrying a passenger be sure to remind him (or her) of the proximity of the chrome muffler. It gets awfully hot.

For front suspension the Ossa Enduro uses conventional double damping units. The damping action is quite good in all types of terrain, but the spring strength is a bit on the soft side. Preloading the springs an inch or so would help in getting all the available action from the forks. The Betor rear shocks have been perfectly matched to the machine. The spring strength and damping properties are excellent, and they are equipped with a five way adjustment.

The handling characteristics of the Ossa are identical to its predecessors. Whether going slow in the rough, or flying down a dirt road, the machine always responded to the rider's wishes without any surprises. Because of its firm bite, the machine is docile and sure at slower tighter speeds, and predictable in faster hard riding situations. We ran into one very unusual situation when trying to take the top speed test.

The complete Ossa 250 Enduro package is just about the best we have seen come down the pike so far. The factory is going all out to not just improve their product but make them the best available. This is the attitude that all the manufacturers should take. If you're thinking of buying an on/off road motorcycle, regardless of size and price, we would highly suggest that you take a good look at the new Ossa 250 Enduro before you lay your hard earned bucks down. We really liked it, and think it's a heck of a buy. — *Dave Holeman*

OSSA 250 PIONEER ENDURO

ENGINE

Type	single cylinder, piston port, two stroke
Bore and stroke	72x60 mm
Displacement	244cc
Compression ratio	12.3:1
Max. horsepower	n/a
Ignition	solid state
Carburetion	29mm double needle IRZ
Lubrication	pre-mix gas/oil

DIMENSIONS

Length	83.5 inches
Seat height	31 inches
Wheelbase	54.5 inches
Ground clearance	9.5 inches
Dry weight	228 lbs.

WHEELS AND BRAKES

Front tire size	3.00x21 inch
Front brake type	internal expanding
Rear tire size	4.00x18 inch
Rear brake type	internal expanding

TRANSMISSION

Type	constant mesh five speed
Clutch	wet, multi-plate
Internal gear ratios	1st 3.60:1, 2nd 2.44:1, 3rd 1.82:1, 4th 1.35:1, 5th 1:1
Final ratio	3.33:1

PERFORMANCE

Indicated highest one-way speed	80
Acceleration 0-60	7.6
Braking distance 30-0	38 ft.

GENERAL

Air Filtration	dry paper
Battery type	6V, 5AH

CAPACITIES

Fuel tank	3.2 gal.
Fuel reserve	.5 gal.
Gear box	1 qt.

FRAME AND SUSPENSION

Front suspension	telescopic double damping
Rear suspension	adjustable spring over shocks
Frame type	tubular double cradle

COLORS: Orange/Black

PRICE AS TESTED — $930.00 P.O.E. N.Y.

DISTRIBUTORS

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