

GO SLOW, LOOK FUNNY SHOOTOUT

Baah . . . ang! Baaah . . . ang! What's going on? Slow shooting, naturally. If you're gonna do a shootout on four trials bikes you have to shoot slowly. And stand up a lot.

Next problem. Whadda you do when you have four trials bikes and only one staffer owns one of the things or has ridden observed trials competition. Well, you can fake it or you can grab a hold of somebody like Lane Leavitt, who is National Number One when it comes to going seriously slow. And you tear Doug Bradbury away from his swimming pools long enough to ride around with you and ask him to bring along some more bogwheeling types from V.O.T.E. — which is either a get-the-youth-out election committee or a local trials association. Doug is an Expert and, of course, Lane is an EXPERT, and our own plodding crew of staffers and hangers-on joined with the evaluation. End of introduction.

YOU CAN'T TELL THE PLONKERS WITHOUT A SCORE CARD

We tested four 250 trialers. The Montesa 247 Cota, the Yamaha TY250, the Kawasaki KT250 and the Ossa MAR Plonker. We also went after the Suzuki RL250 but couldn't come up with one in time for the test. The 250 Bul wasn't in the country yet, nor was the new TL250 Honda. We'll get them later on in the year.

By now you all know about Spanish trials bikes and how the Japanese have just jumped in recently, so we won't go into it. We will say that the Kawasaki we tested was a final pre-production prototype. There will be minor changes,



National Number One Lane Leavitt warming up on a small rock.



Doug Bradbury mimicking Mick on MAR.



V.O.T.E. Prez Tom Burman.

all for the better presumably, in the production unit, including a more comfortable seat. This year's Yamaha and Ossa are both the same as last year's. Next year's Yamaha will be a monoshocker. (Maybe they could call it the Mono-Slower).

EYEBALLING

The two Japanese bikes have primary kickstarting, the Spanish bikes don't. All kick over on the right side except for the Ossa.

Spark arrestors. The Montesa was



Another V.O.T.E.'r, Larry Barr.

the only bike without an approved arrestor.

Lighting. Everybody had some. Reason for lights on a trials bike? In Europe competition bikes must be street-legal and in Japan, from what we hear, trials bikes are ridden on the street.

Speedometer/odometer. Montesa and Kawasaki sport a small instrument off the right fork leg. It's on the left leg on the Ossa. The Yamaha doesn't have one.

Chain adjusters. Snail cam type

LEAN FORWARD & DON'T GAS IT

YAMAHA, MONTESA, KAWASAKI & OSSA

by the Staff of DIRT BIKE



KAWASAKI KT250

PRICE: (retail, approx.) \$1200

ENGINE TYPE: Two stroke,
piston valve, single cylinder

DISPLACEMENT: 246cc

BORE & STROKE: 69.5mm x 64.9mm

COMPRESSION RATIO: 6.5:1

CARBURETION: 26mm Mikuni
VM 26SC

HP @ RPM: 16.0 @ 6500 rpm claimed

CLUTCH: Wet, multi-plate

PRIMARY DRIVE: 3.26:1

TRANSMISSION RATIOS:

1) 3.25:1

2) 2.47:1

3) 1.83:1

4) 1.22:1

5) 0.79:1

FINAL DRIVE:

15 -tooth countershaft

52 -tooth rear sprocket

AIR FILTRATION: Oiled foam

ELECTRICAL SYSTEM: CDI

LUBRICATION: Superlube (oil injection)

RECOMMENDED FUEL: Premium

RECOMMENDED OIL: None specified

FUEL CAPACITY: 5.7 liters

(1.5 gallons)

FRAME: Double cradle, mild steel

SUSPENSION:

16.2cm travel (6.3 inches)

10.3cm travel (4 inches);

measured at the rear axle

WHEELS & SPOKES: DID alloy,
shoulderless

TIRES:

2.75x21 Dunlop, 4-ply nylon trials

4.00x18 Dunlop, 4-ply nylon trials

DIMENSIONS:

Wheelbase . . . 131.3cm (51.2 inches)

Clearance 30.3cm (11.8 inches)

Seat Height . . . 76.4cm (29.8 inches)

Handlebar Width 83.4cm

(32.5 inches)

Weight 102.5kg (226 pounds);

weighed with oil and one gallon of gas

45.1% on front wheel

54.9% on rear wheel

BRAKES:

Cable-operated drum, front

Rod-operated drum, rear

INSTRUMENTS:

Speedometer/odometer

LIGHTS: Yes

SILENCER: Yes

SPARK ARRESTOR: Yes, approved

PRIMARY KICK: Yes

WARRANTY: Most likely: six months;

additional warranty can be purchased

PARTS PRICES:

Not available at press time



on all bikes.

Swingarm chain oil reservoir. The Ossa doesn't have one. The other three bikes did. The Kaw has a bolt to keep the oil in. The Yamaha has a plug that keeps popping out.

Pegs. Only the Yamaha had looped, serrated, spring-loaded, folding pegs. Montesa and Kawasaki pegs are spring loaded. The Kaws use pimped solid steel with three drain holes while the Cota's are solid with a diamond pattern. The

Plonker's are looped and folding but springless.

Rear brakes. Cable for the Spanish bikes, rod for the Japanese.

Dust covers for hand levers. Yamaha and Kawasaki have 'em.

Tool kit compartments. Yamaha and Montesa.

Fenders. Aluminum on the Ossa, plastic on the Kaw and Yam, and fiberglass on the Montesa.

Gas tanks. Steel for Japan, glass for Spain.

Frames. All four use mild steel.

Wheels. DID alloy numbers for Japan, Akront for Spain. The Ossa still has the old shouldered-type rims.

Tires. Dunlop for Japan, Pirelli for Spain. Ossa has the old Pirelli

pattern. Everybody uses 2.75x21 up front and 4.00x18 on the rear. Trials pattern, natchery.

Ground clearance. From 9.8 inches for the Ossa and Montesa to 11.2 for the Yamaha. The Kaw measured 10.8 inches.

Bash plates. Smallish steel under-side-type plates on the Kaw and Cota. Plastic on the Yamaha and Ossa. The Ossa plastic is much sturdier.

Weight with one gallon of gas. Ossa 212. Yamaha 216. Kawasaki 226. Montesa 213.

Fuel system. Oil injection for Japan. Pre-mix for Spain. First thing the serious guys do is remove the fuel injection to save weight and get better throttle response.



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Ignition. Points on the Yamaha and Montesa. CDI for the other guys.

Bore and stroke. Ossa 72 x 60mm, Yamaha 70.7 x 65.9mm, Montesa 72.5 x 60mm, Kawasaki 69.5 x 64.9mm.

Chain. Spanish bikes have the larger 5/8 x 1/4 preferred for competition.

Carburetion. Kawasaki — 26 Mikuni. Yamaha — 26 Teikei. Ossa — 27 IRZ. Montesa — 27 Amal and the Night Visitor.

Gearing. Kawasaki 14/52. Ossa 12/46. Yamaha 14/53. Montesa 10/48.

Warranty. Ninety days for the Yamaha. Sixty days for Ossa. None for Montesa. Six months for Kawasaki, they think, it isn't definite yet.

Price. Ossa \$995, Kawasaki approximately \$1200, Yamaha around \$1100, maybe lower, and Montesa \$1190.

So much for the snooze stuff. What's it like riding 'em?

BRAKES

The Yamaha got the nod for best brakes. The Kaw's were good too. Rear brake on the Yam was a slight bit touchy. Most competition riders use the rear brake only when they need to slide the rear end around for a turn at the bottom of a downhill. The Cota's brakes were not as strong, but they did have a bit more feel. The front brake would occasionally lock up (literally). One of the Montesa riders told us this is caused by a cam in the backing plate designed to keep water out of the brakes. Whatever the cause, it's a bit weird. The Ossa brakes: those of a gentler nature simply said use the engine for braking. Others just labeled them atrocious.

POWER

The Spanish bikes offered smoother, lower pulling power. The Montesa seemed to pull lowest. Most felt the Ossa didn't make as much power, but this was offset by smoothness and good revving habits. The Yamaha is revvy. It will actually come up on the pipe and needs more flywheel. The Kawasaki could benefit with a little more flywheel. It has good power but some riders thought the throttle was too quick. Lower gearing would help too.



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Travel on the Montesa forks was not as long, but was soft. Leavitt liked the forks on the Kaw best, liked the Montesa forks least. Other trialers liked the Kaw items too, feeling they had good down damping. The guys what know felt the Yamaha shocks weren't as soft, then pointed out that Andrews rides on the fast side and the stiffer forks probably reflect his style. Ossa forks were rated as alright.

TIRES

The Kaw and Yam have four-ply Japanese Dunlops. The Ossa had the old Pirelli pattern and the Montesa had the new Pirelli pattern. The hot setup is two-ply Dunlops made in England or the new Pirellis. Leavitt thought the Japanese Dunlops were good and the new Pirellis excellent.

BITS & PIECES

MAR stands for Mick Andrews

Replica. He's with Yamaha now. He won the European Trials Championship for Ossa in 1971 and 1972 and the Scottish Six Days Trial for three straight years from 1970 to 1972.

The TY has a zooty rubber cover over the top of the carburetor.

The Cota has rubber accordion-type fork tube covers.

The Kaw has a two-plug setup. It's hard to get to the Yamaha spark plug for a reading or changes. Same applies to timing the engine.

The ends of the Yamaha footpegs need to be reinforced. Otherwise they bend and then break off on rocks.

The plastic Ossa bash plate stands up about six months with a serious competitor. It is much sturdier than the Yamaha item.

The Montesa clutch arm is mounted on the bottom of the engine. This is not too hot for rock riding.

OSSA MAR PLONKER

PRICE: (retail, approx.) \$995
 ENGINE TYPE: Two-stroke, single
 DISPLACEMENT: 244cc
 BORE & STROKE: 72mm x 60mm
 COMPRESSION RATIO: 9.5:1
 CARBURETION: 27mm IRZ
 HP @ RPM: 19 @ 6500 rpm claimed
 CLUTCH: Wet, multi-plate
 PRIMARY DRIVE: Chain
 TRANSMISSION RATIOS:

- 1) 4.31:1
- 2) 3.24:1
- 3) 2.40:1
- 4) 1.62:1
- 5) 1.00:1

FINAL DRIVE:

12 -tooth countershaft
 46 -tooth rear sprocket
 AIR FILTRATION: Oiled foam
 ELECTRICAL SYSTEM:
 Motoplatt electronic
 LUBRICATION: Pre-mix 32:1
 RECOMMENDED FUEL: Premium
 RECOMMENDED OIL: Full Bore
 FUEL CAPACITY: 5.19 liters
 (1.37 gallons)

FRAME: Mild steel
 SUSPENSION:

12.8cm travel (5 inches) Betor
 9.5cm travel (3.7 inches) Betor
 WHEELS & SPOKES: Akront steel,
 dished rims

TIRES:

2.75x21 Pirelli trials
 4.00x18 Pirelli trials

DIMENSIONS:

Wheelbase . . . 130.3cm (50.8 inches)
 Clearance 25.1cm (9.8 inches)
 Seat Height . . . 83.4cm (32.5 inches)
 Handlebar Width 83.4cm
 (32.5 inches)
 Weight 94.8kg (212 pounds);
 weighed with oil and one gallon of gas
 44.1% on front wheel
 55.9% on rear wheel

BRAKES:

Cable-operated drum, front
 Cable-operated drum, rear

INSTRUMENTS:

Speedometer/odometer

LIGHTS: Yes

SILENCER: Yes

SPARK ARRESTOR: Yes, approved

PRIMARY KICK: No

WARRANTY: Two months

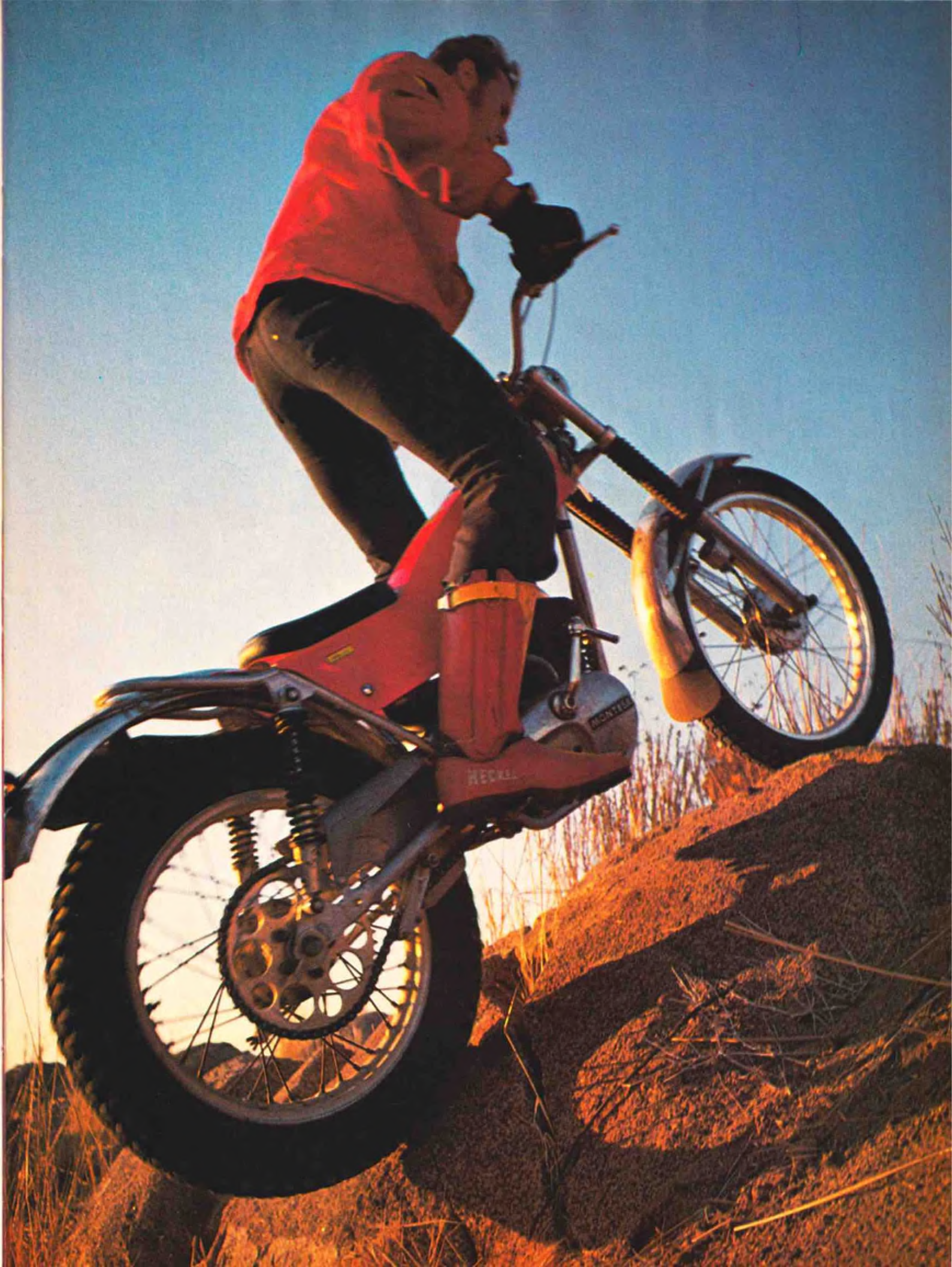
PARTS PRICES:

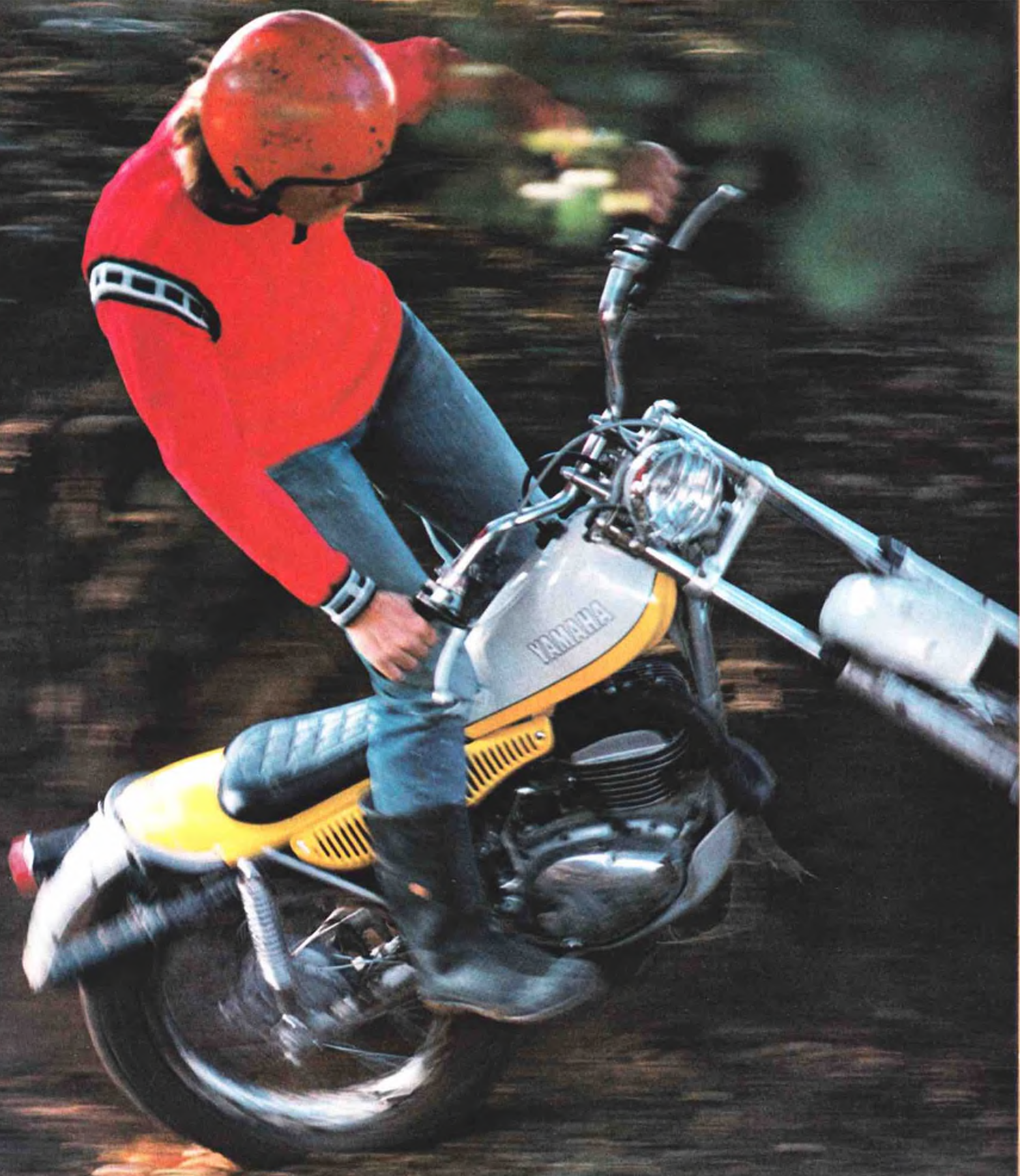
Piston Assembly	\$30.32
Rings	\$7.90 pair
Clutch Cable	\$3.80
Cylinder	\$131.74
Shift Lever	\$16.74
Brake Pedal	\$2.50
Clutch lever	\$5.04

Pimpled pegs on Kawasaki get very slippery in the mud.

Only fouled plug was with the Montesa. Other Spanish manufacturers have gotten away from using the Amal carb.

Little things Lane Leavitt liked on the Yamaha: vented cases, plastic fenders (on the Kawasaki too) and the tucked-in shift lever.





YAMAHA TY250

PRICE: Somewhere around \$1100, maybe lower

ENGINE TYPE: Two-stroke, reed valve, single

DISPLACEMENT: 246cc

BORE & STROKE: 70.7mm x 65.9mm

COMPRESSION RATIO: 6:1

CARBURETION: 26mm Teikei

HP @ RPM: No figure claimed

CLUTCH: Wet, multi-plate

PRIMARY DRIVE: 3.4:1, helical gear

TRANSMISSION RATIOS:

1) 2.71:1

2) 2.06:1

3) 1.52:1

4) 1.00:1

5) 0.66:1

FINAL DRIVE: DID 428H

14-tooth countershaft

53-tooth rear sprocket

AIR FILTRATION: Oiled foam

ELECTRICAL SYSTEM:

Flywheel magneto

LUBRICATION: Autolube oil injection

RECOMMENDED FUEL: Premium

RECOMMENDED OIL: Yamalube

FUEL CAPACITY: 6.06 liters

(1.6 gallons)

FRAME: Tubular semi-cradle,

mild steel

SUSPENSION:

15.6cm travel (6.1 inches) Kayaba forks

7.7cm travel (3 inches); measured at the rear axle

WHEELS & SPOKES: DID alloy

TIRES:

2.75x21 Dunlop, 4-ply trials

4.00x18 Dunlop, 4-ply trials

DIMENSIONS:

Wheelbase . . . 130.8cm (51.0 inches)

Clearance 28.7cm (11.2 inches)

Seat Height 77.0cm (30 inches)

Handlebar Width 84.1cm

(32.8 inches)

Weight 98kg (216 pounds);

weighed with oil and one gallon of gas

45.6% on front wheel

54.4% on rear wheel

BRAKES:

Cable-operated drum, front

Rod-operated drum, rear

INSTRUMENTS: None

LIGHTS: Yes

SILENCER: Yes

SPARK ARRESTOR: Yes, approved

PRIMARY KICK: Yes

WARRANTY: 90 days, everything except spark plugs and oil

PARTS PRICES:

Piston Assembly \$16.40
(including pin and clips)

Rings \$8.50

Clutch Cable \$4.46

Cylinder \$75.90

Shift Lever \$3.16

Brake Pedal \$4.42

Clutch Lever \$3.20

Comfy sit down seat \$39.90



you won't believe how many times you're going to stall out trying to become profusely proficient at going two miles an hour. Oil injection is a convenience if you're not counting ounces. And the Japanese brakes let you stop in a hurry for trail riding. The Kaw and the Yam gave us less trouble as far as carburetion and loading up. They ran like tops and both the Montesa and the Ossa were not without their infuriating moments.

prone to rock injury.

Spark arrestor mounting on Yamaha could be sturdier.

Montesa frame has a tube running across under the swingarm that can get hung up on rocks.

Some of the nuts and bolts type stuff on the Montesa could be updated. For instance, the bottom shock mount uses circlips that a rock can do in.

The Kawasaki has an ignition key, Honda mounted left side under the gas tank.

SUMMATION

So where does it all leave us? Or you, too, who are accustomed to gassing it, hanging on and relying on momentum rather than finesse.

First off, if you're also looking for an all-around easy-going trailbike instead of a trials competition bike, the Japanese machinery may be better. Leavitt picked the Kawasaki. We picked the Yamaha. We'll be futzing around with it shortly to set it up for fancy foo-fooing, maybe some family enduro-type riding and general messin' around.

Several reasons why we favor the Kaw or Yam for play bikes. Primary kickstarting. Unless you've tried it

So much for play biking. What about competition? We couldn't devise a points rating sheet in time for Good Friday, so here's what the various participating riders came up with when asked to pick their favorite. We didn't put Lane on the spot and ask him which of the four he would take if he had to get off his Bul. Of the four he rode he had the most nice things to say about the Montesa and the Yamaha.

Funny, that's how the staff went too.

Our other consulting trials riders gave the Yamaha and the Montesa the most votes with the Montesa getting the edge for competition.

We think Ossa has to come up with some decent brakes and de-stiffen their transmission some. What it has going for it is its low price and proven performance in international competition.

We only tested four bidders. If you're in the market, don't forget about the 250 and 350 Buls, the new Montesa Cota 320, the new Honda 250 four-stroke, the new 175 Yamaha and their mini 80, the Cota and Honda 125s and the 250 Suzuki. Sure is gettin' crowded down at swamp hollow.

Kawasaki shift lever is angled upward to get it out of the way. Many trials shoes (shoes? loafers? no, galoshes) do this.

The Ossa rear sprocket is not the flat variety favored to make it less