

YAMAHA'S "HURRICANE FORCE" YZ250D

DIRT BIKE

JUNE 1977

34355

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UK60p

**THE FIRST
FEATURE LENGTH
MX MOVIE,
SIDEWINDER I**



**MOTOCROSS -
FLORIDA WINTER - AMA
DAYTONA SUPERCROSS**

MONTESA'S NEWEST AND NICEST - THE 250H ENDURO



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BARVIL MARSH
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**TAKE ON THE WORLD
ON WHALEY'S FACTORY BIKE
ENDURO: HONDA TAKES FOUR (STROKES)**

DIRT BIKE

JUNE 1977 VOLUME SEVEN NUMBER SIX

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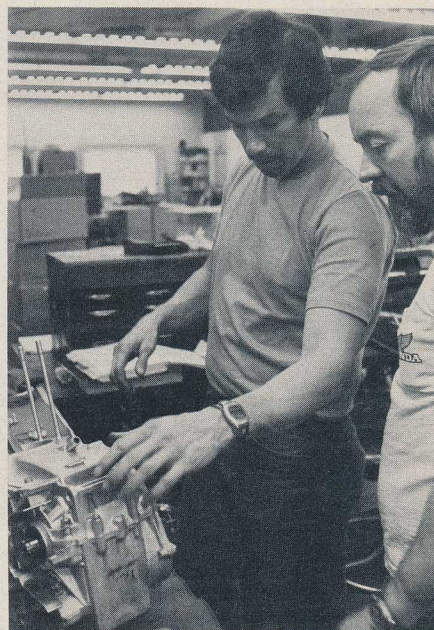
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ON THE COVER:
What's a Sidewinder? See page 18.
Woods shot it.

NEXT ISSUE ON SALE JUNE 21

DIRT BIKE test



More often than not, in the process of doing a test, one member or another of the DIRT BIKE crew is forced to grin and bear it. Almost any test that we could do would force one of us to not only ride, but to attempt to say something meaningful and objective about a bike that he really has no use for. These occasions generally have no relation to the merits of the individual bike, they are more keyed to the needs, prejudices and style of the staffer in question. We all plug on stoically, however, knowing that our readers demand information on whatever is new and possibly better.

Once in a while, though, things get out of hand. Sometimes, after months

of testing street/trailers, 125 motocrossers or whatever, one of us goes temporarily insane and demands to be allowed to test something that will make *him* happy. The problems that this situation can usher in are complex. First, the bike may not be relevant to a large part of our readership. Second, since the guy is testing a bike he was already interested in, we sometimes have to sit on him a bit to keep him honest and objective.

Thus this test. One of our number, who will be identified only as "editor X" to save any embarrassment, called Martin Horn at CCM America and ordered up this special hand-built

fireroader, geared for right around 100 mph, and then insisted we test it. The unit is based on the standard 1976 model motocrosser. At the insistence of the crazed ed. X Martin equipped it with a full circle alternator and Petty lights. A low-ratio first gear replaced the stocker, and a 17-tooth countershaft sprocket, coupled with a 46-tooth rear, moved top speed dangerously near the twilight zone. Because of our usual deadline rush, the bike had to be delivered without a spark arrestor/silencer. CCM will deliver the bikes equipped with Super Trapps if the customer desires. We made do and rode our test bike in private cycle parks only.

There you have it. Now for the test. As we said, editor X's prejudices are obvious. In order to salvage whatever possible of the flimsy amount of work he does each month, we'll print his test anyway. For each comment he makes, however, we'll give you a few Honest and Objective remarks by the rest of us. It'll all work out. Trust us.

LOVE AT FIRST SIGHT

Ed. X: My first sight of the CCM 600 was an event more mind-boggling, if anything, than my first walk on a summer SoCal beach after years in the downy parka'ed heights of Colorado. I wouldn't have believed there could be girls like that.

I wouldn't have believed there could be a motorcycle like this.

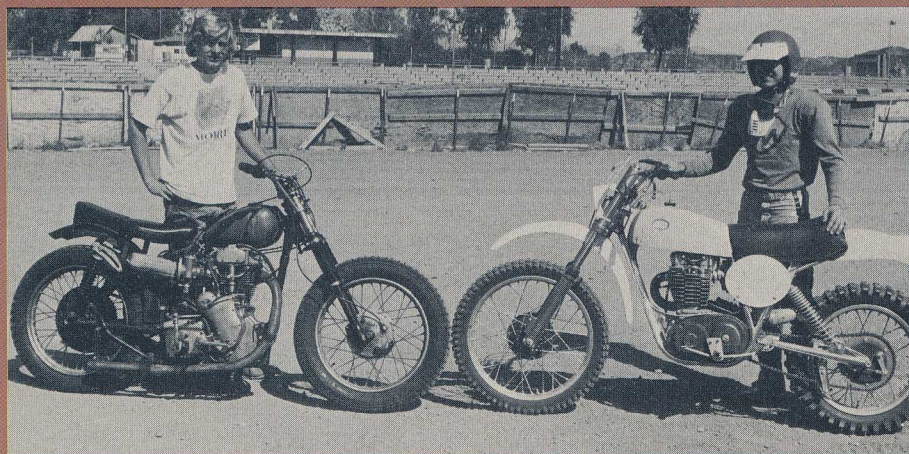
From the artfully welded chrome moly frame to the magnesium hubs, cases and sliders, the 600 is an exercise in functional sculpture. One tester was heard to say that he wanted one just to put it in his living room.

Though the bike's 57.5-inch wheelbase is barely over the norm, and its 35-inch seat height is not at all unusual, sitting on the CCM gives one the impression that anything else ever ridden must have suffered from poor nutrition as a child, and grown up warped and small. To put all this in a different perspective, the best of other bikes might be likened to Farrah Fawcett-Majors. The CCM is

by the Staff of DIRT BIKE

*Rather than a test,
an exercise
in self-gratification . . .*

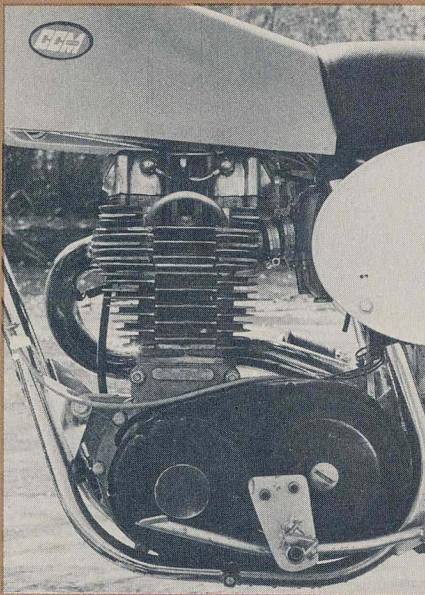
CCM



The four-stroke generation gap. Our CCM is introduced to a neighborhood Velocette.



FIRÉROADÉR



closer to Liv Ullman.

A note of rationality. Old ed. X was obviously taken with the CCM's appearance; he was even heard to say that if by leaving his wife he could afford one, he would pack tomorrow. Other staffers and testers were on the whole less enthusiastic in their evaluation. All agreed it is a pleasing motorcycle to look at. Some found the 600's very appearance of largeness a bit disconcerting. Some thought the engine looked funny.

ROLLING THUNDER REVIEW

Ed. X: Starting a big four-stroke teaches one pride in ownership, emphasizes the importance of ritual in establishing order and permanence in our relationships (see Schoonmaker's column this month). Flip the choke on, back the engine against compression, and roll all of your weight back onto the kickstarter. Throttle settings and such niceties will have to be worked out between the bike and you. A namby-pamby two-stroke kick might serve you a bruised ankle. When you learn the procedure for your particular bike, and they are different from unit to unit, you can amaze and frustrate your friends by offering to let them start it. Once they have exhausted themselves, one precise kick from you will send them slinking into the shadows.

The CCM is fast. Everyone who rode it agreed to that. It is not fast in the way a competitive two-stroke is, however. Where the ring-dings bound and dart across the terrain, gazelle-like, the big thumper moves with the hunched, ground-hugging gait of a cheetah.

Martin Horn warned us not to run our test bike in excess of 100 mph until it had had sufficient time to break in. We didn't, but we wouldn't want you to think it was because we were afraid...

With the fireroad gearing delivered, first gear was amply low for starting and tighter terrain, second and third



about all that was needed on the motocross track where we ran it for part of our test, and fourth was a rarely seen experiment. In any gear, on each whump of the piston the rear British Dunlop grabbed huge hunks of whatever was beneath it and pushed. On the wrong kind of course, following a CCM could require a bulletproof vest.

The bike tracked wonderfully in corners, with several testers commenting with amazement at the angles to which it could be leaned. Due to the offset engine, there was a tendency to angle left in the air and sometimes while turning, but a quick adjustment in riding style soon eliminated any surprises. Pick any one of your heroes. Riding a CCM will make you feel like him.

Just to get back down to earth for a while, the rest of us didn't quite see everything in as rosy a light as did editor X.

Starting, for starters, was a chore

for most of us. Despite our comrade's history of four-stroking, he hasn't yet got the "ritual," as he calls it, of firing up the CCM mastered. Generally, it takes him three or four kicks. In fairness, however, when Bill Inglis, a long-time CCM owner, accompanied us, he never needed more than a single kick to get her thumping.

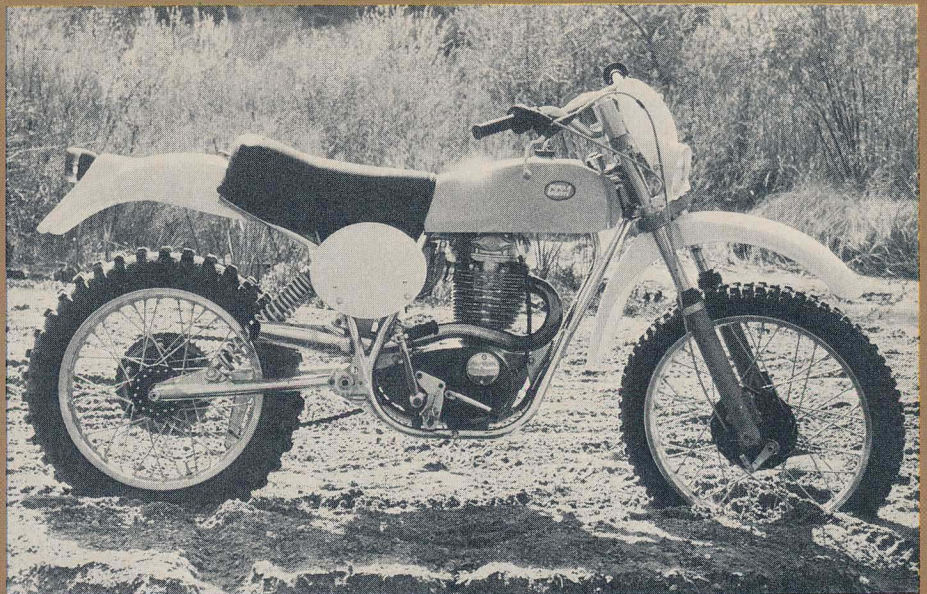
The bike is fast. Its speed is of a kind that takes getting used to, however. Dyed-in-the-wool two-strokers will miss the rapid rise of rpm. A big-bore two-stroke accelerates with a feeling like catching a sledgehammer in the chest on radical throttle openings. The 600 felt more like the handlebars were connected to huge rubber bands.

Some of our testers never did get used to the bike's left-side weight bias. Blimpton found it wanted to sit up a bit in right-hand corners. Some others didn't seem to notice.

Weighing in at about 240 pounds, the CCM is not at all heavy for a

CCM

Price (approx. retail West Coast) . . . \$2500
 Engine Four-stroke single, dry sump
 Displacement 572cc
 Bore & Stroke 90 x 90mm
 Compression Ratio 10:1
 Standard jetting N/A
 Horsepower Claimed 53 @ 6200 rpm
 Clutch Multi-plate
 Primary Drive Chain
 Transmission Ratios:
 1) 1:2.18
 2) 1:1.64
 3) 1:1.24
 4) 1:1.00
 Final Drive:
 17-tooth countershaft
 46-tooth rear
 Air Filtration Twin Air
 Electrics Full circle alternator
 Lubrication:
 Full flow filters in frame/
 pressure feed to rockers and cam
 Recommended Fuel Premium
 Recommended Oil V45
 Fuel Tank Capacity 1.6 gallons
 Frame Chrome moly
 Suspension:
 Front: CCM 8.5-inch travel
 Rear: CCM gas dampers 7.5-inch travel
 Starting Kick (no primary)
 Wheels & Spokes Dunlop steel
 Tires: Dunlop motocross (British of course)
 Dimensions:
 Wheelbase 57.04 inches (1.7 meters)
 Swingarm length 35.0 inches (85cm)
 Ground clearance 11.0 inches (27cm)
 Bars, width 33.0 inches (82cm)
 Pegs, height 13.5 inches (29cm)
 width 17.0 inches (40cm)
 Seat height 35.0 inches (85cm)
 Weight 240 pounds (110kg)
 Brakes:
 Front 43%
 Rear 57%
 Instruments Petty lighting
 Lights Yes, tail only
 Silencer Available — Super Trapp
 Spark Arrestor Available — Super Trapp
 Warranty None



admitting that the new models are surprisingly stronger.

The 600 CCM is an expensive motorcycle. No question. It is, however, as close to a hand-built dirt bike as is available anywhere. If your tastes lie toward the exotic but functional, if you have a love of tradition but an urge to keep up with the future, if you demand machinery with a personality and character all its own, and if you can afford the price, you'll likely want one. Me, I'm going out to rob a bank.

One last time. In our opinions the CCM is a finely crafted enigma. While seeming out of date to many of us, it performed, despite the above-mentioned difficulties in adjustment, very well. No motorcycle magazine test will convince anyone to buy one if they hadn't already considered it. Anyone already decided would never be put off. Rather than a test, we have tried to put perspective on an experience. That it was an experience, we all agree.

thumper, but is still not a lightweight. The urge is to say that it is a big person's machine. Zeal put the lie to that idea by seeming more comfortable on it than most anyone.

Gearing, as our bike was set up, was not right for tight corners, etc., the gap between first and second was too long. Of course, our test unit was set up for fireroading. In that application it seemed fine. First gear could be forgotten after starting off.

Our group of testers, for the most part not four-stroke aficionados, found riding the CCM to be an experience ranging from disturbing to intriguing. It is a different world, but a world that anyone about to buy one certainly already understands, or wants to.

AND, IN CONCLUSION . . .

Ed. X: Our test was not long enough to determine reliability, but a Baja-riding friend tells tales of thousands of trouble-free miles on his '73, while

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