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# DIRT BIKE

JUNE 1977

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# DIRT BIKE

JUNE 1977 VOLUME SEVEN NUMBER SIX

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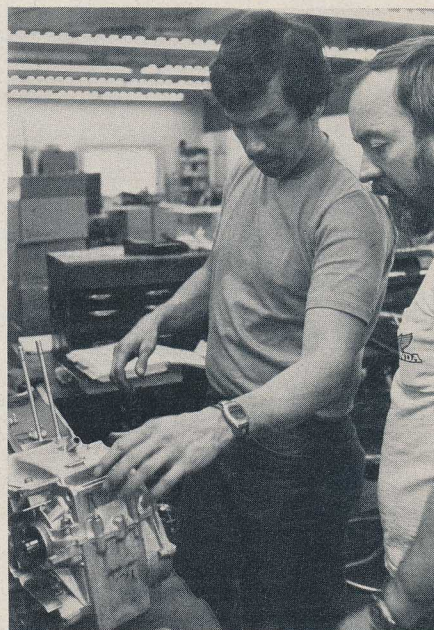
*The pain of it . . .*



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## RIDING CHAMPION'S KTM & CAN-AM SHORT- TRACKERS

What happens when you assemble a class C machine using the finest components available combined with a proven, race-winning chassis design? You come up with the bike that has won more championships than all other makes combined. A Champion.

These particular machines were freshly prepared for Dave Hansen and John Hateley.

Our first day out around the eighth-mile with a couple of sparkling-new, high-zoot, deluxe short-trackers. Oh boy. Hateley never did show. But then, Dave didn't either, just his bike. Being the fearless, foolhardy bunch that we are, our first look at that 87-kilo, 35-horse-plus Can-Am-powered unit set our palms to sweating and our eyes glazed over as we fell swiftly into the most fiendish of grins. In a flash, the Spell of Circles was upon us. Our helmeted heads simultaneously cocked



sideways and our heartbeats quickened. Then we all began to lean to the left as our arms assumed the full-lock, crossed-up position. We were on our way.

Much of the desire to get close to one of these machines is born from their basic, simplistic beauty. There's not much to look at, and what's there is very pleasing to the eye.

The frame and rear swinging fork are heliarced together from 4130 chrome moly tubing, and then nickel-plated.

Ceriani Flattracker forks pivot on tapered roller bearings and support the front of the bike. In addition, they serve to provide steering and bump absorption through the brakeless front wheel.

Both wheels are from Kosman Specialties and consist of Sun rims laced in a cross-four pattern to

Kosman hubs. The rear is the quick-detachable, easily floppable variety so that you can wear out the other side of the tire without flopping it on the rim. Two large wing-type nuts secure the sprocket and brake disc to further speed wheel flopping. Traction and suspension between the rims and the earth is handled by a pair of Eagle DTs manufactured by a close relative of the Goodyear Zeppelin Corporation.

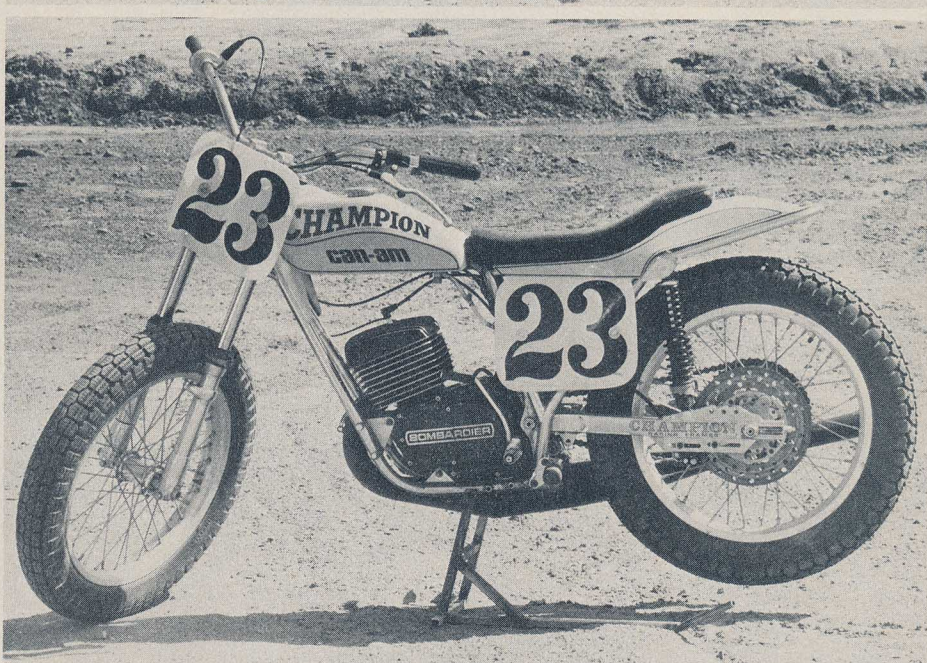
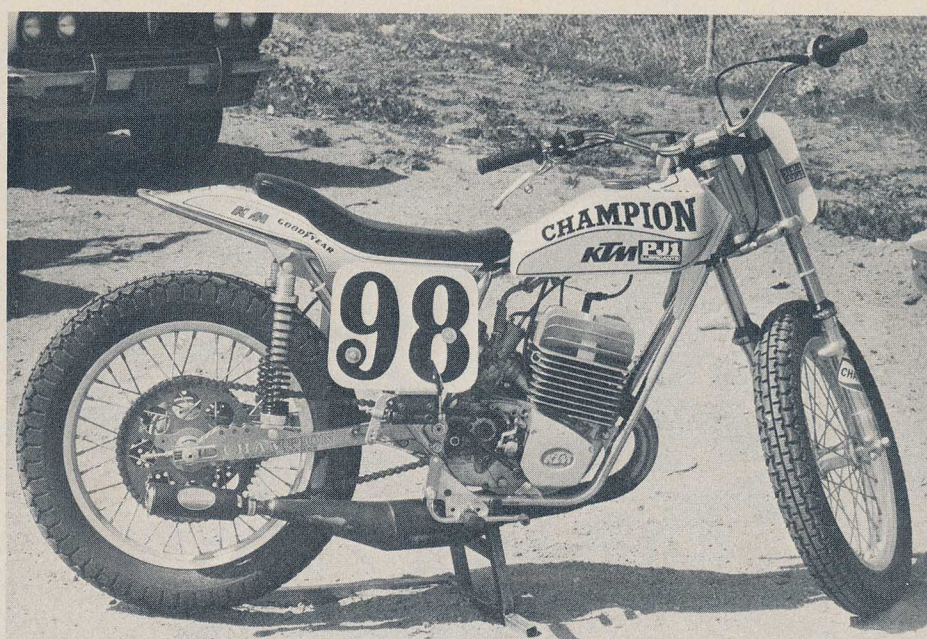
G.P. Plastics provides the zoomy fiberglass tank and seat/fender combination. Very stylish.

A Magura clutch lever, throttle and compression release lever are clamped to a set of K&N HC12 bars. The right end is naked without a brake lever.

The footpegs can be adjusted from TT to any of five short-track positions. Your right foot operates the single rear disc.

S&W shocks come standard, but like





the rest of the components, a number of substitutions can be made to suit your personal preferences.

Since your right foot is usually the only one on a peg, it also must perform shifting duties. So the shifter is above, and the brake is below. Got it?

At this time, you have your choice of either the Can-Am MX2 or a KTM GP 250 engine. Both are factory-modified for right-and left-hand shifting. While they were in there modifying the gearbox, they threw out sixth gear because it was unnecessary weight. A K&N filter and a Bing carb control the intake side while a Banke system handles the exhaust on both.

A bare frame will cost you \$566, and the kit without an engine and pipe is \$1480. For the serious racer who will not compromise quality for cost, the price seems reasonable. By the time you read this, there should also be five

additional kits available to couple with either a Kawasaki KX, Honda CR or a Suzuki RM250 engine.

#### GETTIN' DOWN TO SOME SERIOUS CIRCLES

After our first few attempts at sideways circles, we had all decided that this short-tracking stuff was not nearly as easy as we had anticipated. In fact, in that first day of riding, our respect for those who make their living by going in circles sideways had doubled and even tripled in proportion. How do they do it? Now and then we were all able to get the Can-Am into a decent slide. But once you're there, there seemed to be no balance point where you could rest comfortably between a low-side and a high-side.

Clearly, the art of sideways circles must be something that is learned with

great patience and a powerful will to want to go sideways very quickly.

John Hateley joined us on our next outing and brought along his new KTM/Champion. He is currently experimenting with various pipe configurations and an Amal carburetor. The latest Arnacos suspended the rear and six pounds of air in the forks makes up for a slight spring sacking while helping to keep the seals from leaking.

We were greatly relieved to hear his comments on the Can-Am. As we had suspected, the powerband plays an important role in the controllability of a short-tracker. Can-Am's engines are not exactly famous for having mellow powerbands. As John slid by us in a corner, he calmly shouted, "This thing is really hard to ride." And later: "Jesus, is that thing pipey!" Surely, the

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## SHORT-TRACKERS

Continued from page 27

connection between the number of rpm the rear wheel turns and the amount you twist your right hand must be critical in order to retain a long and controlled slide. Therefore, the power must be both smooth and predictable.

Hateley's Austrian-powered number was just as exciting to ride as the Can-Am, but in different ways. Suddenly, a whole new kick for sideways circles was within our grasp (or at least closer to our comprehension). The critical difference in handling between the two is the way the power comes on. With the KTM, you actually have time for your brain to direct compensations in body weight — and therefore, a more controllable slide. There are plans in the works to try to help mellow out the MX2 with a larger ignition flywheel.

It's quite a thrill to see someone as good as Hateley stuffing those big 4.00s squealing into the turns, at full lock and sometimes with both feet up. It's amazing. At least, it is for those of us who don't feel that we have the time to learn to cut really hot laps. The bikes are here, and fine units they are. We can probably keep them for a good while . . . Maybe there's something else we lack?

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