

DAVE THORPE CONSIDERS HAWKSTONE AND HERRING!

DIRT BIKE **RIDER**

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**BRITISH 250 GP;
COLOUR
COVERAGE!**

Catching the
Richard Main
Line

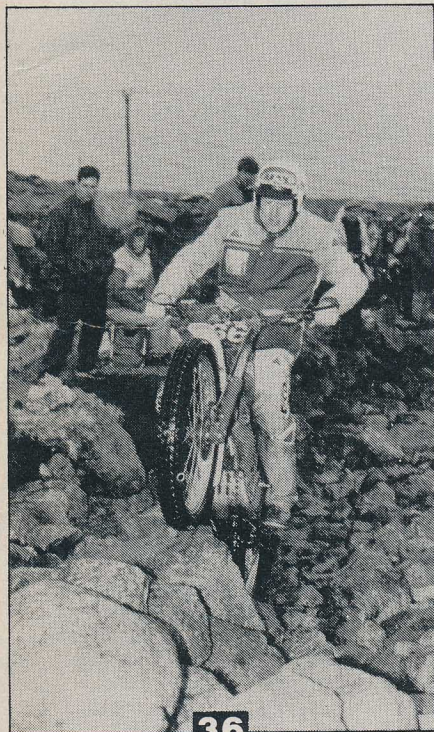


TESTS:

**The Practical KTM
350 Enduro**

**The Posing Yamaha
600 Tenere**

slightly/abridged
Mart's / SSDT Diary!



Slipping yarns from the not so secret diary of Martin Lampkin at the Scottish Six Days Trial.

COVER: Look out world, Jem Whatley's back on form! Jack Burnicle catches the Cagiva man in the act.

Blasting the enduro trail, KTM's 350 arrived quietly but goes quickly.

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The 350 Equation.

There's something solid about a KTM. The reputation is based on being tough to take the rough. *Team DBR* puts the latest 350 enduro to the test.



ABOVE: Don't be fooled by looks; it's really quite different from the rest of the KTM enduro family. BELOW: The 350 can be pushed hard through the soft stuff; pity the 1986 ISDE isn't being held in Holland again. RIGHT: "Desperate Danny from Down Under" was so impressed with the test bike he went out and bought it...

SOME things don't change. Like old friends and fond memories. The seat instantly reminded us of Heinz Kinigadner — tall. And an Austrian winter — hard.

KTM's latest enduro bike, the 350, follows the company tradition in being reassuringly familiar. Yet different.

The 350 appears to have taken just about everyone by surprise, including the importer Bryan Goss. When first offered the 350 they imagined it to be the American designated 350; the bike with the 273cc overbored 250 engine. Yep, the one that sells here as the 300.

However, the factory soon cleared the air. It's a genuine 350 they said, obtained by sleeving and further modifying the 500cc motocross engine.

In truth, the 350 is virtually a brand new bike. Apart from the engine, the frame is also subtly changed from existing KTM enduro models. Ah, yes, but the seat remains the same...

The bike oozes trickery. There are the Marzocchi M1R forks — White Power upside down units are optional — the multi-adjustable WP rear shock, the 240mm front and 200mm rear floating





Brembo discs, neat Magura levers, and, of course, the virgin white Acerbis plastics.

The engine, well, the top-end, is new. KTM have utilised some left over 500 bottom-ends and sleeved down a 500 barrel to come up with a 345cc engine. Bore is 77mm, while the stroke, at 78mm, is the same as the 500.

Also common to both bikes is the Bing 55 38mm carburettor and the Motoplatt ignition. The close-ratio motocross gearbox has given way to an enduro-suited five-speeder.

While the main twin-loop frame looks to be standard 500 motocross issue, it comes with the blessing and input of KTM's grand prix riders Heinz Kinigadner and Kees van der Ven. At 1470mm, its wheelbase is somewhat shorter than the usual factory 1485mm for 250 and open class hardware. The loss of a few mils in wheelbase can partly be attributed to a slightly steeper steering head angle.

But that's not all, folks. Although it is almost impossible to believe, the 350 has a deceptively low seat height. We didn't trust our eyes, either. However, the tape measure confirmed the factory claims; at 940mm it's 20mm lower than what we've come to expect from Mattighofen in 1986.

The seat itself remains reassuringly firm, but reaches nicely on to the tank and is sufficiently wide for extended touring.

The other good news for the serious runners is the fuel tank size. As well as the standard 9.3 litre issue, there's an optional 13 litre receptacle. That has to be good news for hare and hound events — and the Big Time.

Our first problem with the KTM (what, there were others?) arose simply because it was so new. KTM stalwart and Badger Goss' right-hand, left-hand and middleman, Gordon Jones, offered us a few setting up clues. The rest was down to trial and error. Well, trial anyway.

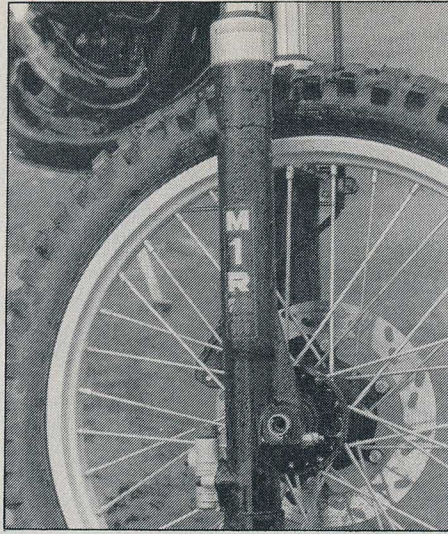
Fortunately, sometime Yellow Peril rider and Eastern Centre enduro expert Tom Crees managed to find a couple of days free to run in the KTM and generally go over it. It was pure coincidence that he had an enduro entry on the third day...

Initially we were disappointed the bike came with the Marzocchi M1R forks — you know, spring in one side and compression damping on the other — since we were looking forward to giving the expected White Power upside down units a decent workout.

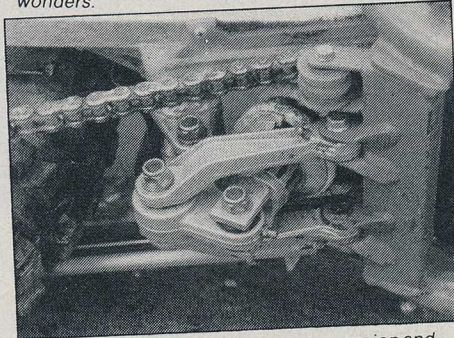
However, as it turned out, the more we rode the bike, the more we appreciated the M1Rs. We stuck with the No 2 fork leg damping control and zero air pressure. A little on the stiff side to start, they soon settled and produced a good action. The nice touches are the knurled sections on the stanchions; no way will they move in the triple clamps.

Up the back the familiar red White Power shock does the business. With seven compression and 11 rebound adjustments, we settled for Number two on compression and three on rebound. We were happy.

The front and rear suspension combines well. Whoops — and they're



The Marzocchi M1R forks scored top marks from all our test riders. Quite simply, they work! Damping control is tucked behind the right fork leg. The floating Brembo disc is good but could be made better. We hear aftermarket brake lines work wonders.



Everyone liked the Pro Lever rear suspension and the White Power shock. Some couldn't believe it was straight out of the box. Suspension grease nipples earned extra brownie points, but why are they so vulnerable?

growing ever deeper on the Chippenham enduro course — and jumps come and go without drama.

With the forks raised 10mm, the steering is comfortably quick and confident in both open terrain and tight wooded sections. Best of all, there is no loss of top-end straightline stability.

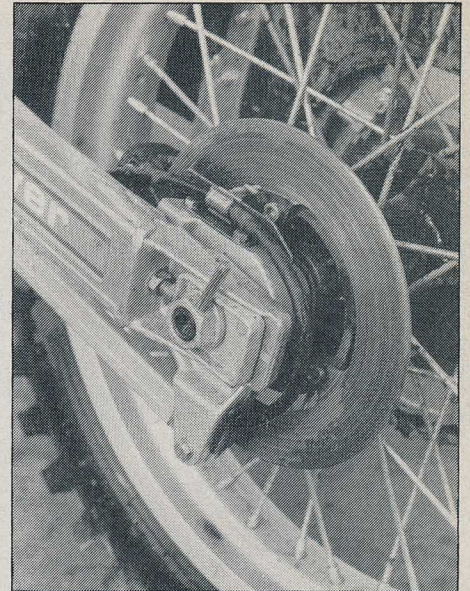
Brakes on the KTM are Italian Brembo — discs at both ends. To be honest, we're still not convinced.

The rear needs some form of protection from the usual enduro hazards, although the master cylinder itself is nicely tucked away. As well, we took some time coming to terms with its feel, or lack of. Rear brake lever setting height is critical to prevent drag.

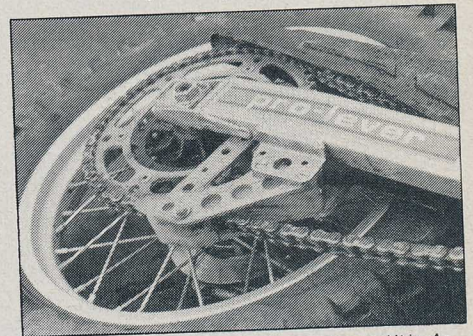
The front disc is floating — but, it too, has no plastic cover. Initially we were quite impressed with its reasonably strong and progressive action. However, a couple of days into the test schedule it began losing its two finger action, tightening up and requiring a big four-finger effort.

Slotted beneath the 9 litre fuel tank and twin radiators is the basis of a good enduro engine. As it comes carburation is way on the rich side.

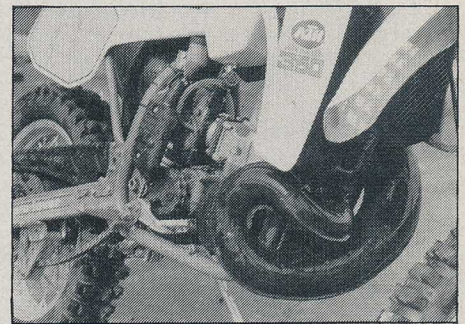
We dropped the needle as far as we could in the Bing 55 38mm carb, which improved matters. Going down on the pilot jet additionally gets rid of a fluffy



Is it a necessity, we ask? Riders will make up their own minds, but the rear disc could do with some form of protection. Swingarm need mods to make for ultra quick tyre changes.



The chain guide certainly looks solid — and it is. As standard, the 13/52 gearing is too low to make full use of the five-speed gearbox.



Despite its spaghetti styling, the pipe is well tucked away. Perhaps a little to well...



... 'cos if you're not careful the pipe seam will chomp into the base of the rad.

patch in the mid range.

Starting first or second from cold — using the vulnerable handlebar-mounted choke control — the first impression of the engine is one of quietness. The huge silencer does a fine job of muffling the engine without seemingly strangling it.

Initially the clutch on the test bike was stiff and dragging, causing us to suspect sticking clutch plates. Fortunately, they freed and with that the action became lighter though not really comfortable for corner clutching.

After our minor carb mods, the bike pulled strongly off the bottom, even after plodding tight trials-type sections. As mentioned, rejetting works wonders in the mid range and top-end. The result? We'd scored ourselves an arm-wrencher with a very wide power spread.

With this new found power we also discovered the standard 13/52 gearing was too low. Another tooth on the front would improve matters, or maybe even two.

After initial doubts about the five-speed gearbox, we grew to accept it. It still retains that traditional KTM charm; firm footwork is required for a positive shift.

The kickstart, more solid and less lethal looking than those found on the motocrossers, remains on the left side of the engine. 'Nuff said.

While we're on about faults, there are two which can't pass without comment. One concerns the spaghetti exhaust, the other the Bing carb.

It was another KTM 350 owner, Martin Webber, who probably saved us from wrecking a perfectly useful engine. He pointed to the spot under the right side radiator where it rubs on the exhaust seam. Fortunately we were able to hacksaw the seam in time to avoid a holed rad.

What we couldn't save, however, was the Bing's float bowl. It was the dripping of petrol which lead us to the hole worn away through rubbing on the crankcase.

The sidestand leaves something to be desired — preferably a similar one but stronger. As standard the spring is too weak to stop the arm from flapping about. And even the arm itself is a bit on the lightweight side.



KTM "midi" displays impeccable handling and suspension; a rider has to try very hard to get into trouble.

But it's not all gloom. The grab rail mounted on the rear frame loop above the left side number plate is good news. There's also provision to mount it on the otherside.

It's pleasing to see plenty of grease nipples on the suspension linkages and swingarm. Trouble is, those on the swingarm are difficult to reach, while the one on the bottom linkage is just waiting to be wiped out.

Full marks for the quickly detachable number plates; just two pins on either side to remove for access to the shock. The air filter is under the seat so getting

to that takes a little longer.

All up the 350 is a welcome addition to the enduro ranks. With the Husky 400 earning plenty of respect — and results — in the open class, this new KTM is facing a challenge as desperate as any special test.

The next few months will be the 350's own special test. We believe it's capable of making the big results — just so long as care goes into setting up. As standard, it's the original Austrian mountain man — tough if a little rough around the edges.



TECHFAX



KTM 350 MXC

SPECIFICATIONS

Price (inc VAT and delivery)	£2145
Engine	Single cylinder, liquid-cooled 2-stroke, reed reduction
Capacity	345cc
Bore & stroke	77mm x 78mm
Carburation	Bing 55 38mm
Ignition	Motoplatt
Max power (claimed)	N/A
Max torque (claimed)	N/A
Transmission	5 speed
Clutch	Wet, multi-plate

CYCLE PARTS

Tyres	Metzeler Moto Cross
Front	3.00 x 21
Rear	4.50 x 18
Brakes	Brembo
Front	Floating 240mm disc

Rear	Floating 200mm disc
Suspension:	
Front	Marzocchi M1R, air adjust, 4-way comp adjust
Rear	Pro-Lever, White Power, 7-way comp adj, 11-way rebound adj

DIMENSIONS

Weight	98kg
Wheelbase	1470mm
Ground clearance	N/A
Seat height	940mm
Fuel capacity	9.3 or 13 litres

Spare parts prices were not available at time of printing

Machine supplied by: Bryan Goss Motorcycles, 31 Oxford Road, Pen Mill Trading Estate, Yeovil, Somerset BA21 5HR. Phone 0935 72424