

A specially tuned 175 Yamaha trial bike with frame modifications for Enduro work, plus a factory built Montesa 250 Enduro provided light and responsive trail riding in the Lake District's picturesque countryside for testers

Brian Crichton and Colin Hill.

Their reports are on the next two pages.

To the hills



The Lake District provides the Supreme test for two enduro



STYLED FOR

MONTESA'S 250 Enduro has the speed and handling of a moto cross machine qualifying for a place on the short-list of any serious Enduro rider.

Even a cursory examination reveals its objective approach. Slim profile and uncluttered lines emphasise its competitive nature.

There is no need for a buyer to take delivery and then sit down to consider where to prune weight and make alterations. The Montesa — street - legalised

Montesa 250 test by Colin Hill

with six volt direct lighting — is ready to race.

Starting was simple. Push down the choke lever on the 32mm Amal carburettor and open the two petrol taps, or rather valves. For instead of normal taps, Montesa has devised a rubber bladder with a movable steel ball. By squeezing the bladder, it removes the ball from its seat, allowing fuel flow.

Three sharp kicks were usual when cold and the choke lever could be lifted immediately the engine fired. Although the test bike had only seven miles on the clock, the motor ran freely with no signs of being tight.

The clutch dragged slightly first thing in the morning, but once free stood up to some severe testing, especially when trying to scale a Lakeside mountain.

Ninety per cent of the mileage covered during the test was over

rough ground, forest tracks and heathland and the amazingly thrifty Montesa returned 47 miles per gallon of pre-mix fuel.

The small amount of road work was decidedly hairy before becoming accustomed to the tremendous power from the 246cc engine. Wheelies had to be consciously counteracted and top speed potential was a remarkable 84mph.

Pillion footrests are fitted so I persuaded the wife to come for a spin. After all, if they proved adequate they could be the answer for the odd shopping trip.

The wife's comments were unprintable — that was some wheelie! The short trip confirmed that this is definitely a one-up sports machine.

Taking to the rough highlighted all the qualities of a true dirt bike. Handling at first seemed a little too hard for even my 13 stones, probably due to

the newness of the bike. After a few hours' riding the feeling disappeared.

Front forks carry the Montesa logo, but in fact they are made by Betor and give seven inches movement. Rear dampers are Telesco — angled at 45 degrees again giving 7 in travel.

The fabulous power can really be used to the full on soft and boggy ground, keeping the front wheel light while travelling at speed. At the other end of the scale Montesa has not forsaken low end power. The bike will plod out of tricky situations with tremendous ease, though it is fair to say the engine is happiest when being worked hard.

A decompression valve is fitted and I found this particularly useful when descending steep slopes littered with rocks. It enabled me to pick a path with the machine under complete control and although the brakes worked well I relied more and more on the decompressor to assist my slowing on greasy ground.

Anyone who has ridden in the Brecon Beacons or ISCA 150 will know the benefits of such a device. When your arms and legs feel like dropping off with tiredness and your bike decides to take charge halfway down a steep slope, it is bliss to be able to pull the decompressor lever and bring everything under control.

As with most competition bikes, mudguards are manufactured out of light, unbreakable plastics. The crankcase guard, too, is of similar material, all designed to reduce weight.

Rims are of the light alloy shoulderless type fitted with Pirelli moto cross tyres which proved to be a good combination in wet and dry conditions.

Lights and rubber-mounted speedometer — calibrated in kilometres per hour — continued to function under test conditions and it was reassuring that even the stoplight remained in working order.

The red-tanked Montesa inspired me to tackle with gay abandon obstacles I would normally shrink from. And after all, confidence is half the battle.

GET INTO FASHION THE MONTESA WAY



ACE JACKET

AND FEEL COMFORTABLE
in Blue, Red, Orange,
Black and Yellow



Those wheelies were all so easy, says Colin Hill.

machines with MCN riders

JEKYLL 'N' HYDE JOB

ENDURO expert and Essex dealer Dave Rayner, 25, transformed a 1975 Yamaha 175 trail bike from a docile but excellent runner into an exciting, rev-conscious, off-roader.

Tweaked engine, cycle modifications and overall weight reduction infuse the bike with a new type of vigour suggested by its functional new appearance.

All the non-standard parts are available from the Rayner premises.

Initially, it is the large seat which demands attention.

Coupled with a revised rear suspension set-up, it raises the seat over three inches.

It was extremely comfortable, ideal on trail and road, though the increase in height is a disadvantage to short-legged riders.

The American Preston Petty mudguards give first class protection. From the same manufacturer comes the combined headlight and front competition plate.

Switching on the lights showed the bike's purpose as an enduro.

Rayner Yamaha test by Brian Crichton

They were 12-volt, fed by the six volt supply. Main beam threw no light beyond the mudguard.

But the reasoning was bright. After some enduros, lights are checked and marks deducted if they have failed. The Rayner set-up ensures no strain on the underfed filaments.

Battery and rectifier had been removed to cut weight and the standard hooter was replaced by a miniature bicycle-type model.

The further removal of indicators and mirrors made the machine feel naked on the road. There was no brake light, so I felt vulnerable in traffic.

With overall gearing reduced by fitting a steel rear sprocket with six extra teeth, maximum road speed was an indicated 60mph, accompanied by vibration attributable partly to engine tuning.

On the trails, drawbacks on the road became virtues. The peaky and responsive motor, fed by a 30mm Mikuni carburettor replacing the standard 24mm, gave a sense of fulfilment when flat out.

The gear ratios felt ideal and the light front end could be hovered over obstacles without detriment to steering.

Only when trying to turn in loose going did a tendency to oversteer become apparent. The front wheel wanted to dig in and turn on itself.

This could be explained by the reduction in trail by raising the rear of the bike after resiting the

shock absorbers.

Longer forks might help and would certainly be a suitable replacement for the standard units, which occasionally topped and bottomed and felt slightly inadequate compared to the revised rear suspension.

Yamaha's latest trail bikes now have their rear shock absorbers moved forward in almost exactly the place chosen by Dave Rayner.

With the Dutch Koni units on the hardest spring preload setting, controlled trail riding was afforded. The softest setting would bottom out on the rough but gave a good road ride.

Mr Rayner measured rear spindle travel at 5.5 in., an improvement of two inches over standard. A chain tensioner was fitted as a precaution but was the only additional item.

PRICE LIST

PRICES OF NON STANDARD EQUIPMENT FROM D AND A RAYNER

Seat	£16 (£8 exchange)
Koni shock absorbers (pair)	£28
Steel footrests	£5
Handlebars	£3.50
Wire loom and switch	£4
Headlight racing plate unit	£10.50
Rear mudguard incorporating light ...	£10
Front mudguard	£5
Rear sprocket ...	£5.50 steel (£8.50 dural)
MZ ISDT alloy rims ...	£9 front, £10.50 rear
Chain tensioner	£2.50
Alloy panels (pair)	£5
Air filter	£9
Modifications to swinging arm	£5
30mm Mikuni carburettor	£18
Clutch springs	£1.50 (5 at 30p)
Modifications to barrel porting	£10
Cylinder head machining	£8
Modifications to piston	£3

(PRICES DO NOT INCLUDE VAT.)



Resting for a moment, Montesa's 250 Enduro drinks in the beauty of Derwent Water.

SPEED

SPECIFICATIONS

ENGINE: Single cylinder two stroke. Bore and stroke 70 x 64mm. Capacity 246.3cc. Carburettor 32mm Amal. Compression 12:1. Ignition: Motoplatt electronic.

TRANSMISSION: Primary drive by helical gear via multiplate clutch to five speed gearbox.

DIMENSIONS: Wheelbase 56 in. seat height (unladen) 36.5 in. overall length 85 in. ground clearance 9 in. overall height 46 in. overall width 35 in. claimed weight 234 lb.

FRAME: Single downtube cold drawn steel tubing. Front forks, Montesa double action

hydraulic giving 7 in. movement. Swinging arm rear suspension using Telesco shock absorbers giving 7 in. movement.

BRAKES: Internal expanding single leading shoe. Front 130mm diameter, rear 150mm.

ELECTRICS: Flywheel alternator and six volt Motoplatt pointless electronic ignition.

TYRES: Pirelli. Front 3.00 x 21, rear 4.50 x 18.

PRICE: £759.99. Delivery £8.64.

IMPORTER: Jim Sandiford (Imports) Ltd., 30 Walmersley Road, Bury, Lancs. BL9 6DP. Tel: 061-764 8204.

SPECIFICATIONS

MODEL: DT175 Rayner Yamaha. (Standard DT175 Yamaha specifications in brackets where differences occur.)

ENGINE: Single cylinder 171cc two stroke. Bore and stroke 60 x 50mm. Compression 12.5:1 (9.5:1). Claimed power 25bhp at gearbox (13bhp at 7,000 rpm). Carburettor Mikuni 30mm (24mm standard). Porting and piston modified from standard.

TRANSMISSION: Helical gear primary via multiplate clutch to five speed gearbox, overall ratios reduced from standard.

ELECTRICS: Direct lighting from six volt flywheel magneto. (6v battery for

parking lights, indicators and horn removed.)

LUBRICATION: Petroil 25:1 ratio. (Autolube system removed.)

DIMENSIONS: Overall length 78.5 in. (80.32 in.), height 34.25 in. (41.53), width 33.25 in. (34.65), ground clearance 11.25 in. (9.21), wheelbase 51.75 in. (52.16), seat height 34.25 in. (31), claimed dry weight 198 lbs (240). Fuel capacity 1.5 gallons.

PERFORMANCE: Indicated top road speed 60 mph. Fuel consumption 43 mpg.

SUPPLIER: D and A Rayner Motorcycles, 1185/7 High Road, Chadwell Heath, Romford, Essex. Tel: 01-590 7367.