
World Champ Replica

RED-FRAMED KTM's

New For '78

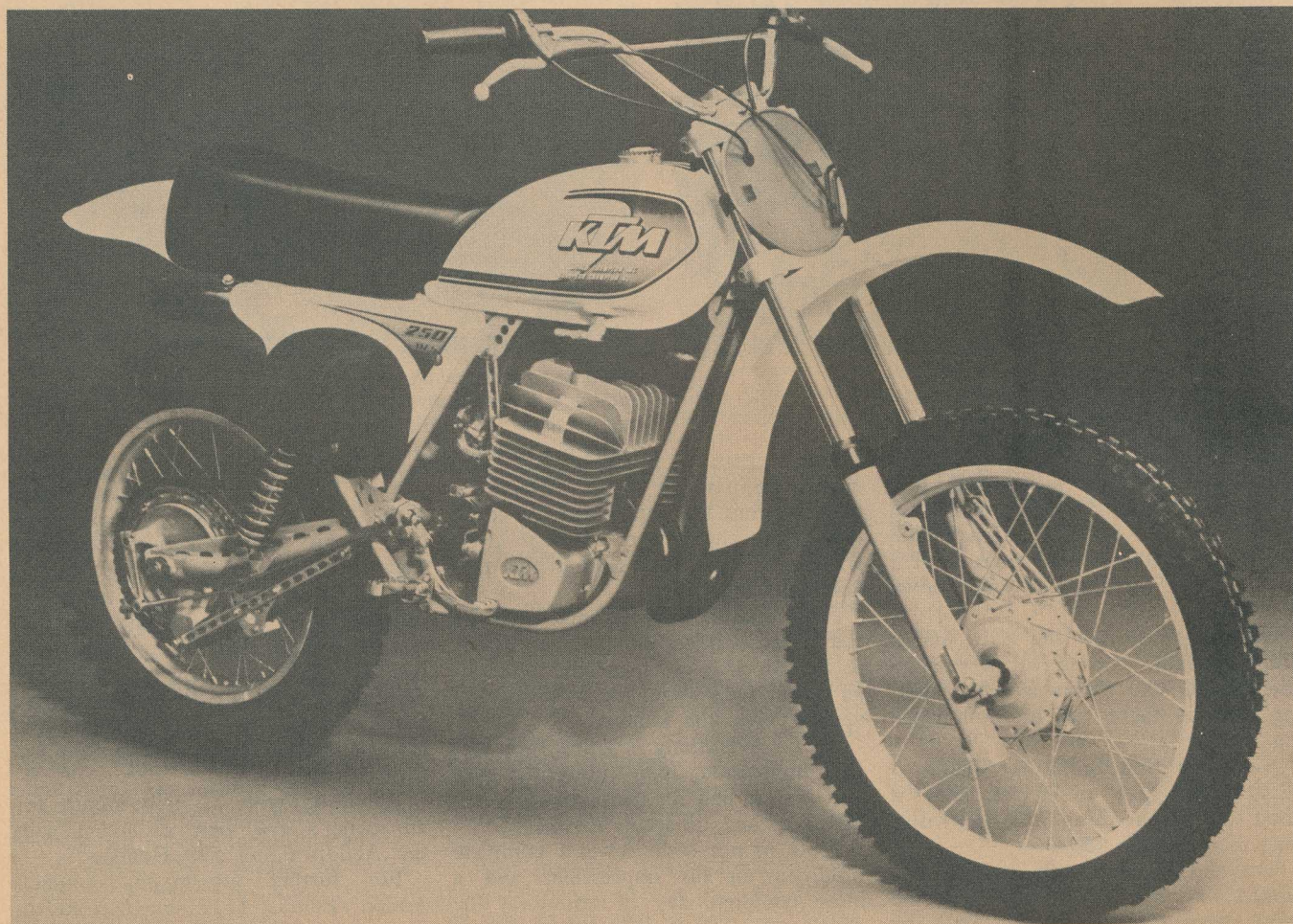
Fresh from the 250cc World Championship come the new KTM line of bikes from Europe. Complete with red painted frames, three motocrossers and five enduro mounts will be available to the American market.

Sporting 10.5-in. travel at both ends, the motocrossers will come with gas Bilsteins on the rear and Marzocchis up front. The 400 will utilize 38mm fork tubes while the 125 and 250 will keep the 35mm tubes.

Frames on the motocrossers have been redesigned and incorporate a new steering head angle set at $28\frac{1}{2}$ degrees, as opposed to 29 degrees on last year's models. Shock mounting location on the frame and swingarm is revised, changing the angle. The swingarm is longer, too. New serrated footpegs for redesigned mounts finish off the changes to the frame.

A large plastic air box incorporating a foam air filter helps improve breathing on the new bikes. Completely redesigned expansion chambers account for a change in powerband characteristics. Plastic side covers have also been re-vamped and now are molded around the top of the shocks.

Engines are basically unchanged from



the past models. Massively finned piston-ported barrels are Bing-fed and sparked by Motoplat capacitive discharge ignitions. Cases and sidecovers are pressure die cast magnesium.

The five enduro models are comprised of two big bore bikes just on each side of a 350cc dividing line, as well as 125, 175 and 250cc models. A one millimeter increase in bore nets 360cc as opposed to the original 346cc. Depending on the event, KTM can field bikes in the 350 as well as the 500 or open class. The slightly bigger engine yields one more horsepower, from 41 to 42.

Besides enduro-legal lighting and rubber cushion-mounted speedo, the enduro models vary somewhat from the new motocrossers. The frame incorporates a high-breather intake system that draws air from under the tank. It also features a full rear frame loop for lifting and also provides more support for the wide rear fender. A center stand to aid chain maintenance and tire changes is also used. It braces itself against the frame when extended, so that it appears to offer excellent support.

All the enduro bikes will come

equipped with Marzocchi forks and shocks. The leading axle forks offer 9.75 in. travel. Finned, reservoir shocks provide an equal amount at the rear. Frames and fork sliders are painted red and offset the pearl white tank, fenders and side panels. (It was not known at press time whether any other colors will be available.

The enduros utilize a magnesium air-box and a pipe that appears to be unchanged from previous models. Engine specs also remain unchanged. A plastic headlight number plate is rubber-band mounted to the forks.

IN THE END

With just this quick glance, the KTM line seems to be improved with careful refinements gleaned from the motocross and European enduro championships that KTM won in 1977. With a major sales realignment (see adjoining article) KTM wants the world to know that it won the 250 world championship and are offering a close copy of the machine that did it.

(Stay tuned to Modern Cycle for upcoming tests and tech articles on the new KTMs. Ed.)

EXIT PENTON/KTM

In a letter to American KTM dealers, Ted Lapadakis of KTM Imports, USA, explain the break between Penton Imports and the KTM, Austria, factory.

Penton was marketing the KTM machines throughout the east and mid-west while KTM Imports, USA, handled the west. Promotion of the machines were under the two different names.

Mr. Lapadakis said, "We have been informed by Eric Trunkenpolz of KTM, Austria, that they will be officially taking over the distribution of the KTM motorcycle from Penton Imports after Jan. 1, 1978, and that Penton Imports will cease distributing the Penton/KTM in the eastern states."

Adding to this, Lapadakis stated, "By having the factory's full commitment in the American market, KTM now will be in a much more favorable position to more effectively promote and sell in the American market."

It is not known at this time whether Penton will import a different brand of European machine, but Modern Cycle learned of reports of negotiations with several Italian manufacturers. Everything at this point is still speculation. ●

