





PHANTOM

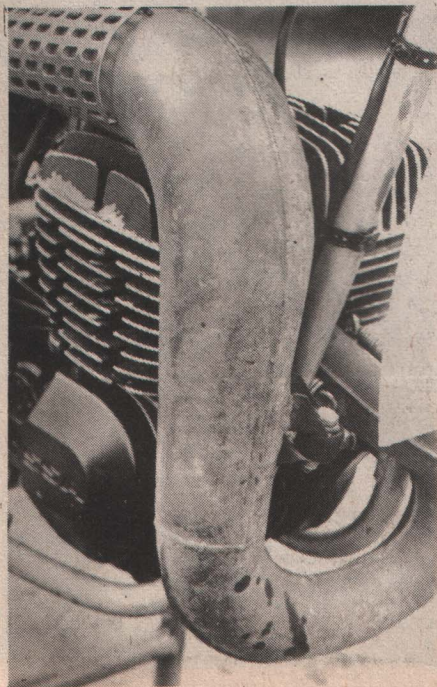
In our June edition this year we did an article on the 250 Ossa and called it the underated 250. The bike that appeared in the photographs was the one that I was riding at the time.

Since then a new model Phantom has arrived in Australia, and we still consider it underated. I no longer ride the Phantom, and so for this test we borrowed the bike of Victorian Division 1 Expert, Bernie Ryan. Bernie is sponsored by Sport and Road, South Melbourne. Our testing was carried out at the Wallan circuit north of Melbourne, and the track was made available to us courtesy of the owner, Mr Ray Owen.

Now that we've got all the free plugs out of the way we'll get down to the bike.

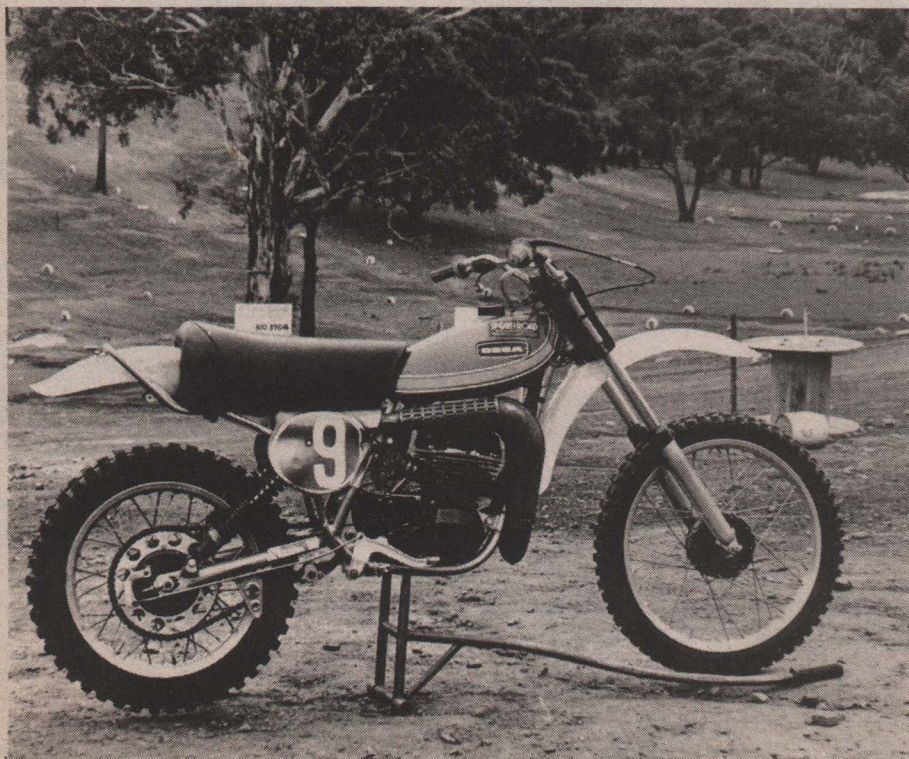
First off Ossa should have painted the model a different colour. The distinctive blue tank is easily recognizable and if Ossa had of changed it then everyone would be taking a second look at the new model. Because there certainly are plenty of changes to make the new model very different in both the handling and the power departments, to the '75 model.

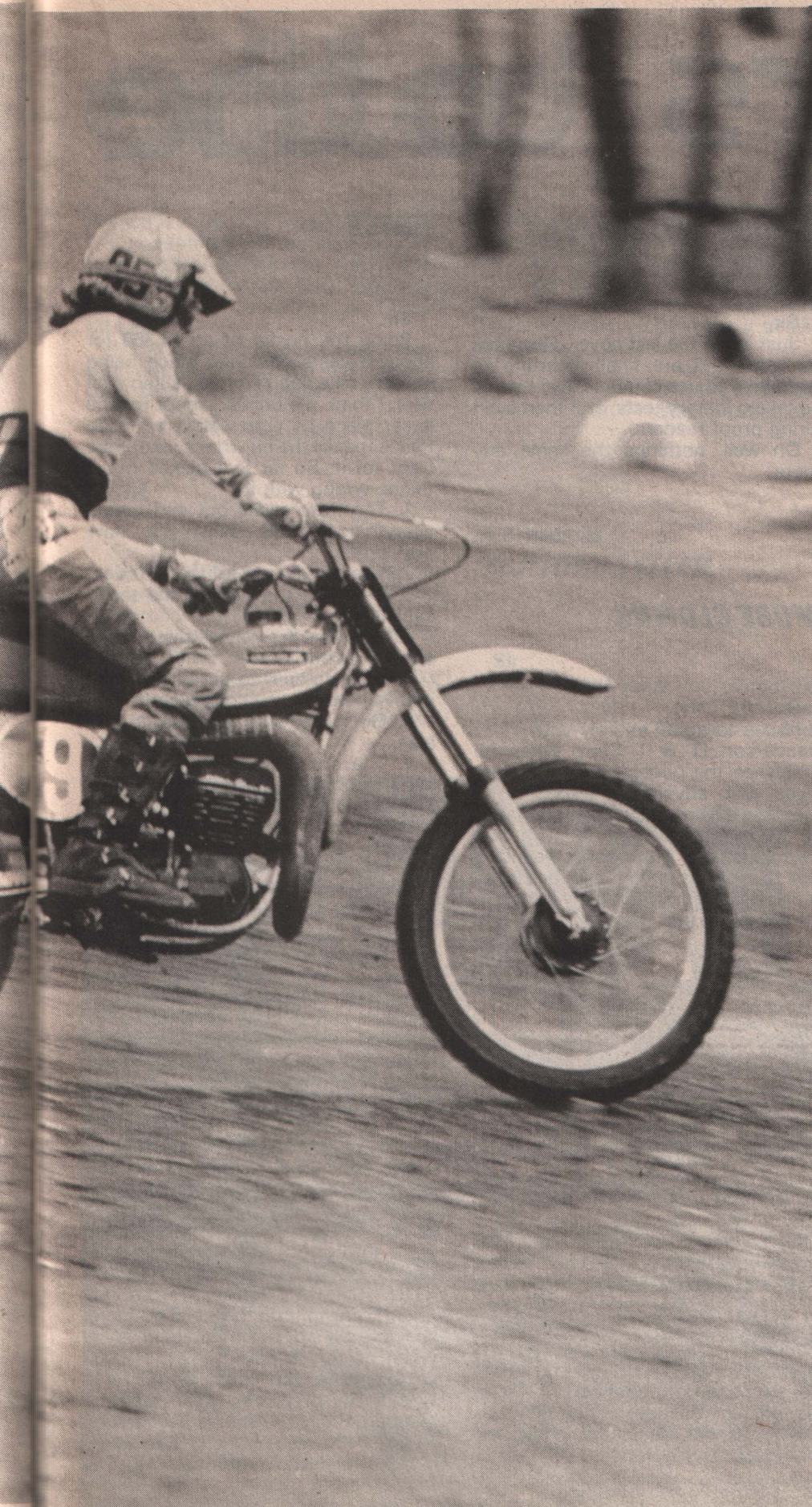
In order to gain more horsepower for 76 the factory have had to sacrifice some of that low down grunt that has



SPECIFICATION

MAKE	Ossa
MODEL	AS-76
PRICE	\$1395
engine	two stroke single
capacity	244cc
bore x stroke	72 x 60mm
compression	15.6:1
carburettor	38mm Bing
ignition	Motoplatt
lubrication	petroil
TRANSMISSION	5 speed
gear ratios 1st	1:2.12
2nd	1:1.74
3rd	1:1.43
4th	1:1.17
5th	1:1
CYCLE PARTS	
suspension front	telescopic fork
rear	swinging arm
brakes front	122mm S-S
rear	150mm S-S
frame	double cradle
tyres front	300 x 21
rear	450 x 18
DIMENSIONS	
length	2145mm
width	868mm
wheel base	1430mm
tank capacity	9 litres
weight	92 kg





been a characteristic with previous Ossa's. However, although this may sound like a disadvantage it is just the opposite! The '75 Ossa's were probably the, torquiest 250 around now in '76 the power is flatter and easier to use. The front wheel has less tendency to lift when you give it a big handful out of corners giving you quicker acceleration and also proving less tiring.

It's still the simple four port Spanish job, with 38mm Bing carburetion, but somehow the Spanish seem to be able to do more with this simple layout than some Japanese factories can with all the tricks they can think of.

On this model the compression has been raised. As well as this the new exhaust pipe, which is upswept, are the two things which alter the engine characteristics. Like last year's model it takes a while to get used to riding the Phantom. This may seem a bit vague, but for some reason the Phantom is harder to get used to riding than some other bikes.

The carburettor is now a bigger 38mm Bing. It does a good job but will have to be set up properly to run best, sure every carby needs this, but the Ossa will have to have its carburetion worked out from scratch.

Now the crankcases are redesigned, making them a little slimmer.

A completely revised frame is used. It's different at the rear to make use of the new shockers. A bracket runs from the rear of the backbone to the cylinder head to stabilise the engine.

Spring loaded footpegs are now used. The upswept exhaust pipe interferes with the riders leg a bit at first, but you soon get used to it.

The front suspension now has 8 inches of travel. This is only average these days. The suspension is very firm. Originally the bike had even firmer springs, but Bernie put softer ones in to suit his own preference. They still feel firm. Certainly firmer than Japanese bikes, but very comfortable for some reason.

The new rear units are good. They lack damping, and are a bit soft. Overall the bike feels very good. It's easy to throw around and feels very light, which it is.

The bike now feels more robust. Everything is now more rigid. The frame is stronger, the motor is braced more, and the hubs spokes exhaust etc, are all stronger. It feels firmer to ride and turns better.

Another point which has been improved is the gear change lever. This is more positive.

My overall impression of the new Ossa is that it is a better bike. Faster, stronger, better handling and certainly competitive.

Steve Cramer.