

TRAIL & TRACK

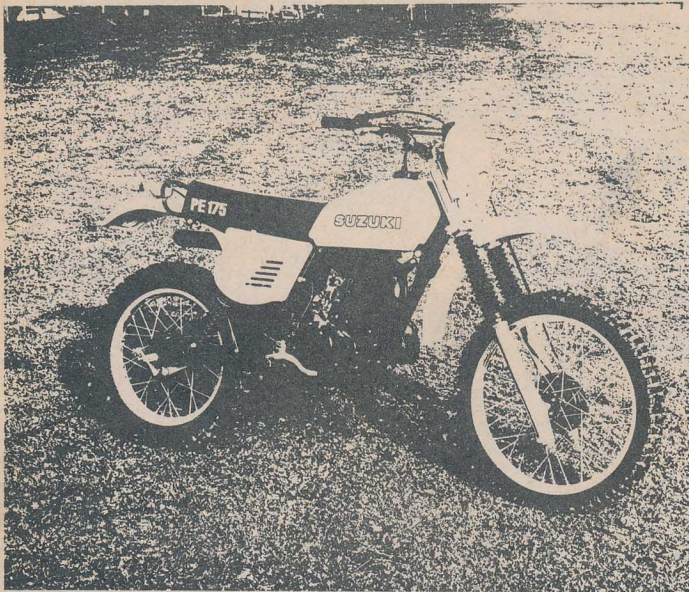
**WE RIDE PENTONS KTM
A.M.T.R.A. - AN ASSOCIATION FOR YOU
IT175 vs PE175**



MISTER MX - ROUND 2

TRAIL & TRACK

AUGUST 1978, No.58



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OUR COVER PHOTO.....

Trail and Track columnist, Mike Landman leads the field during the first round of MR.MX at Tivoli, Qld.

EDITOR: Mike Hanlon

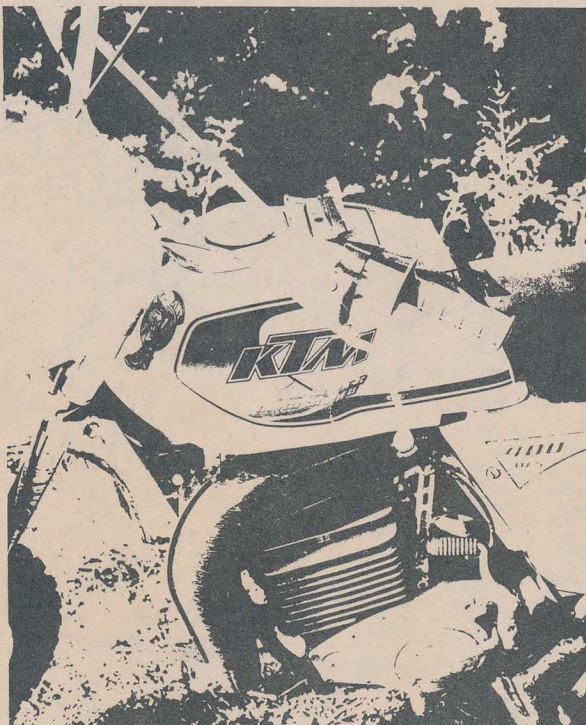
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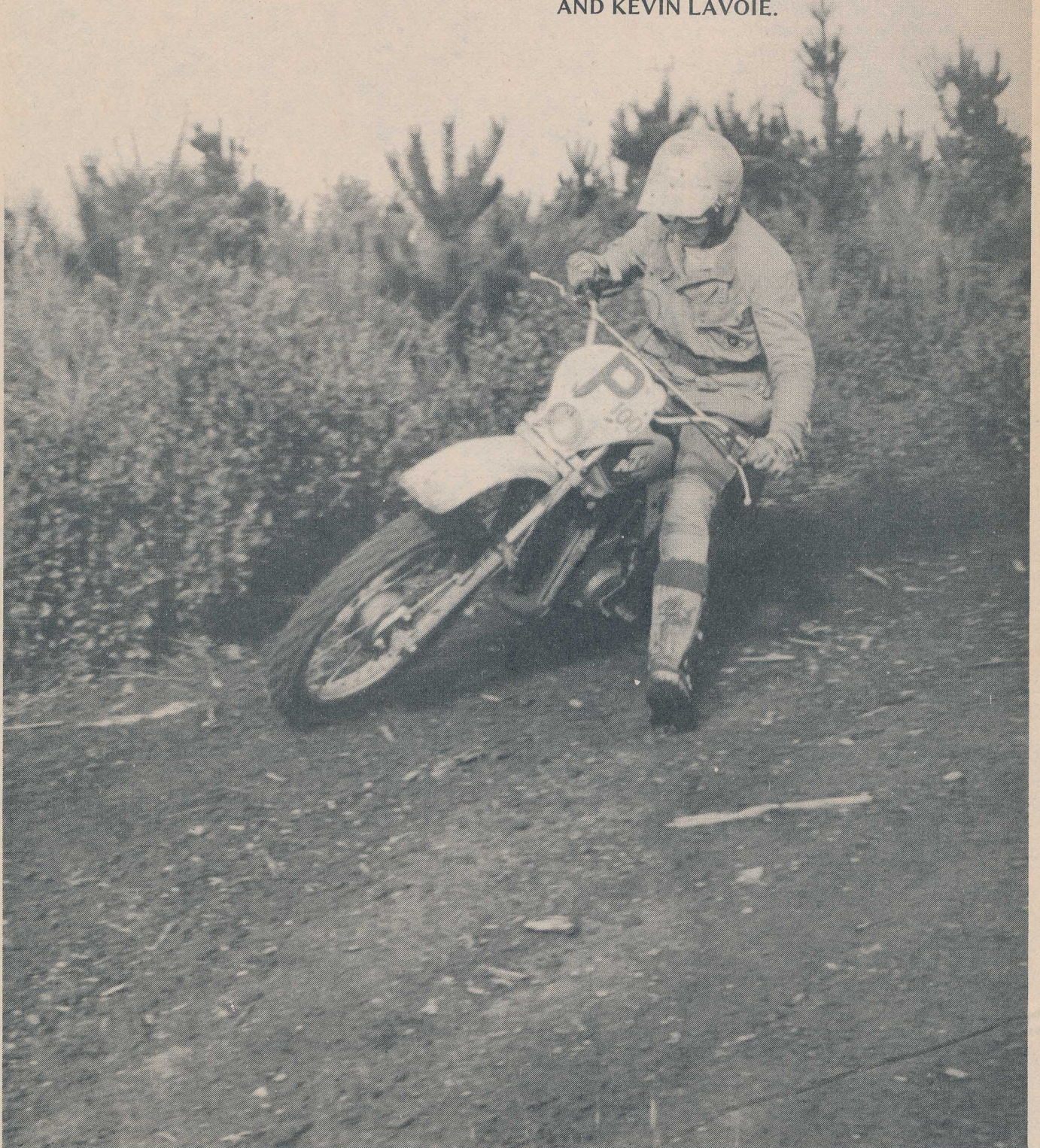
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The KTM's

T&T TEST THE KTM'S THAT WERE RIDDEN BY
VISITING INTERNATIONALS JACK PENTON
AND KEVIN LAVOIE.





Ever wondered why the good guys are so fast?

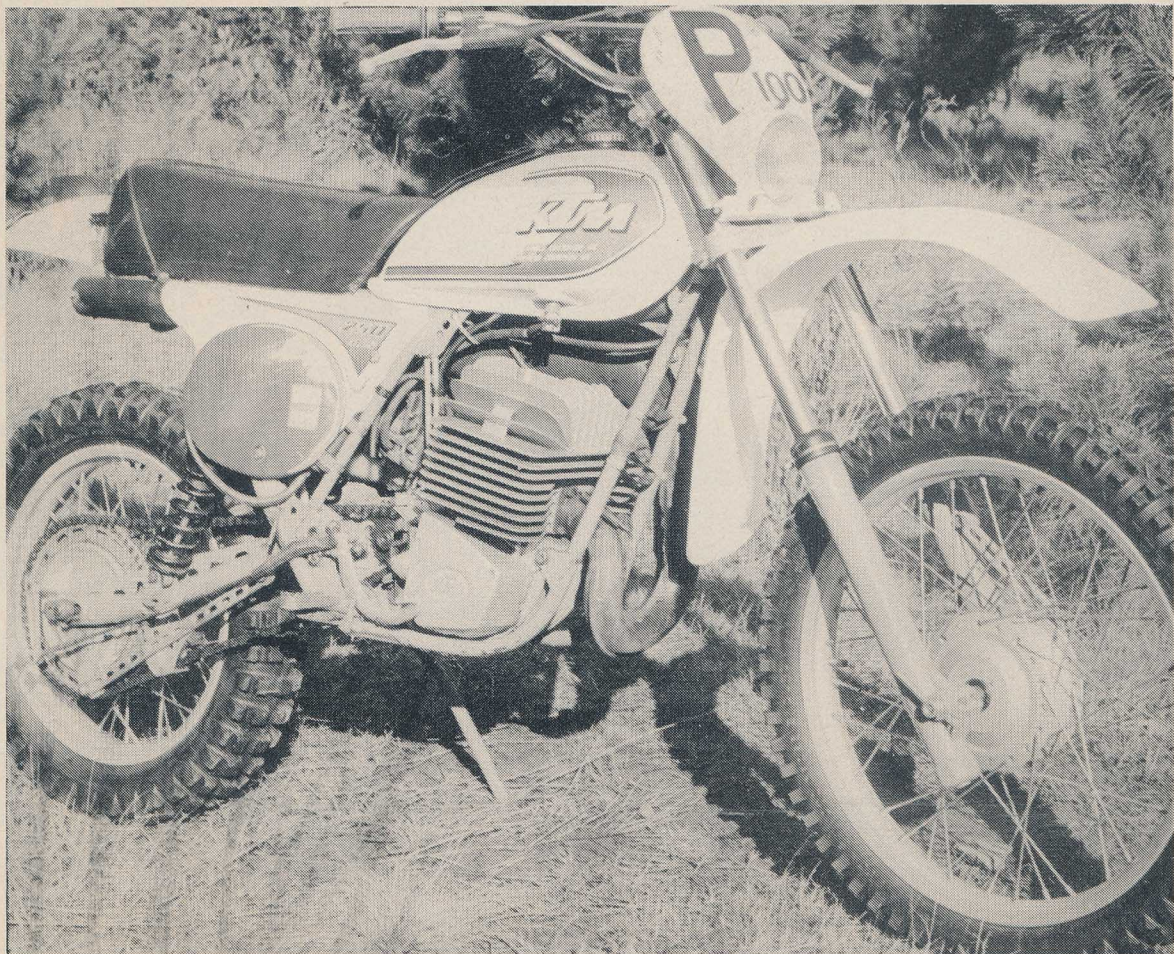
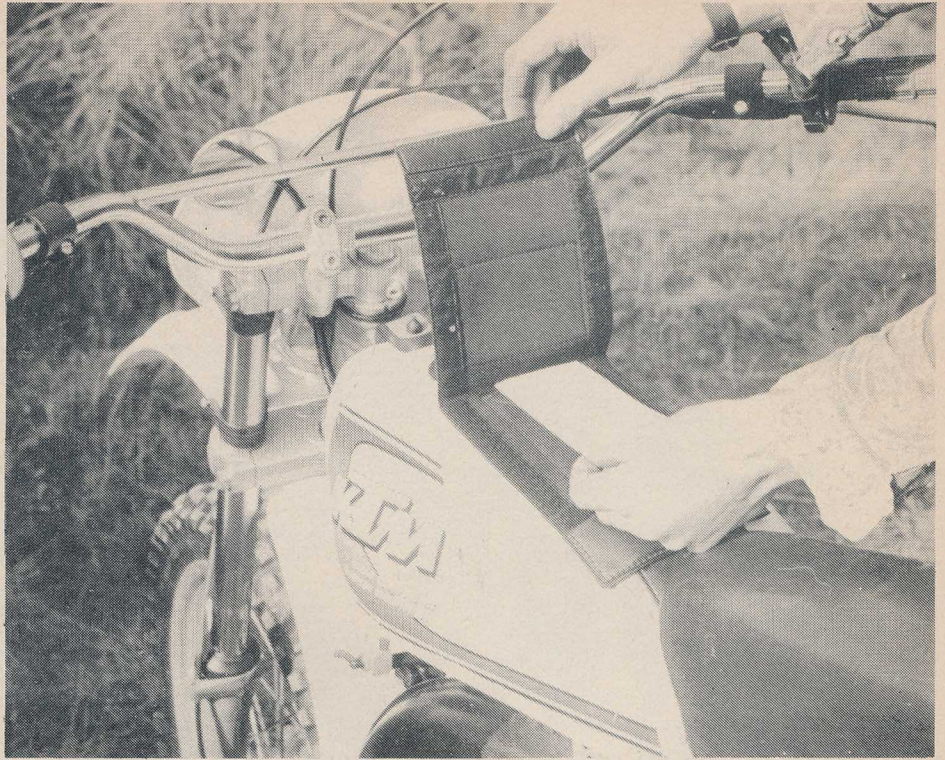
Is it their bikes or is it them?

Well, we at Trail & Track were pondering that question the other day when Bert Flood rang in and offered us a ride on the two K.T.M.'s that Bert had provided for Jack Penton and Kevin LaVoie to ride in the Qantastic Trial Series held in the Bathurst/Orange area early in June.

We were naturally excited by the idea of riding both the 250 of Penton and the 400 that Kevin rode and felt sure we would discover all the magic to make us better riders.

Early the next Sunday we headed for an area nearby to Melbourne, that had just had two days of rain to make it interesting for us. We had several other machines with us to relate the performance and handling too, and this helped not only to evaluate the KTM's but also to see how good the other bikes were as well.

Hopping straight off one bike and then riding another quickly shows up



the characteristics of both bikes. We did this a lot on the day and with a number of riders, accurate impressions can be gained.

Both the KTM's were motocrossers that had been set up as enduro bikes for the events, as LaVoie and Penton both ride these models in the U.S.A. Many points between the enduro model KTM's and the MX'er are identical but we will concentrate on the differences and point out how the bikes were set up.

Swing-arms are longer on the MX'ers and with the axle as far back as possible this gives some difference in the handling in that it increases in line stability. The difference is only 20 mm over the enduro model and if no-body told you about it you probably would not notice it.

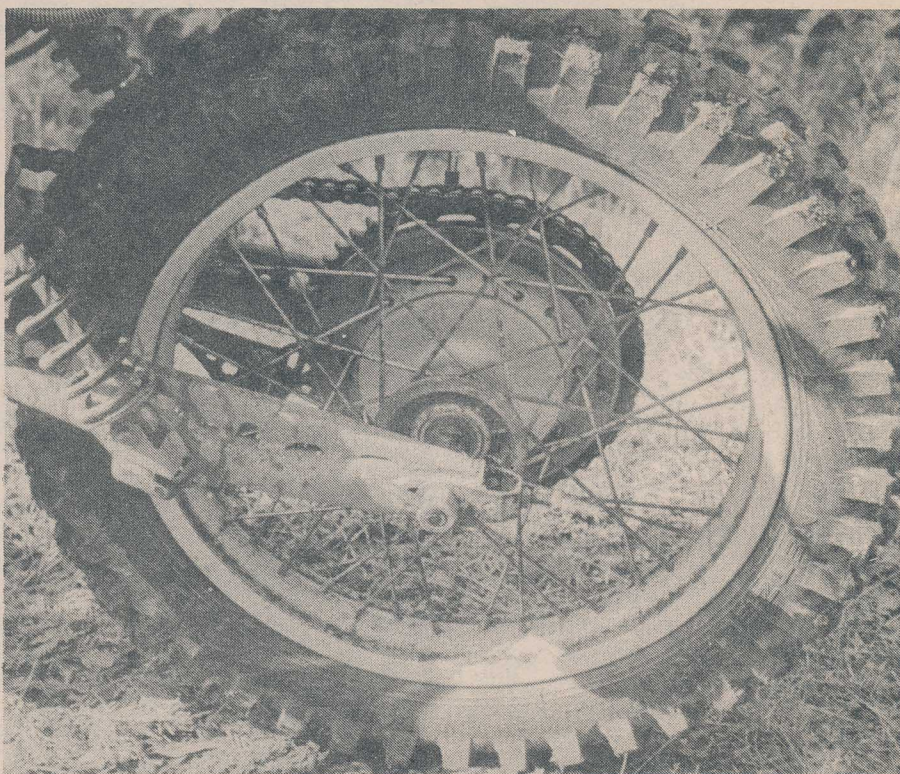
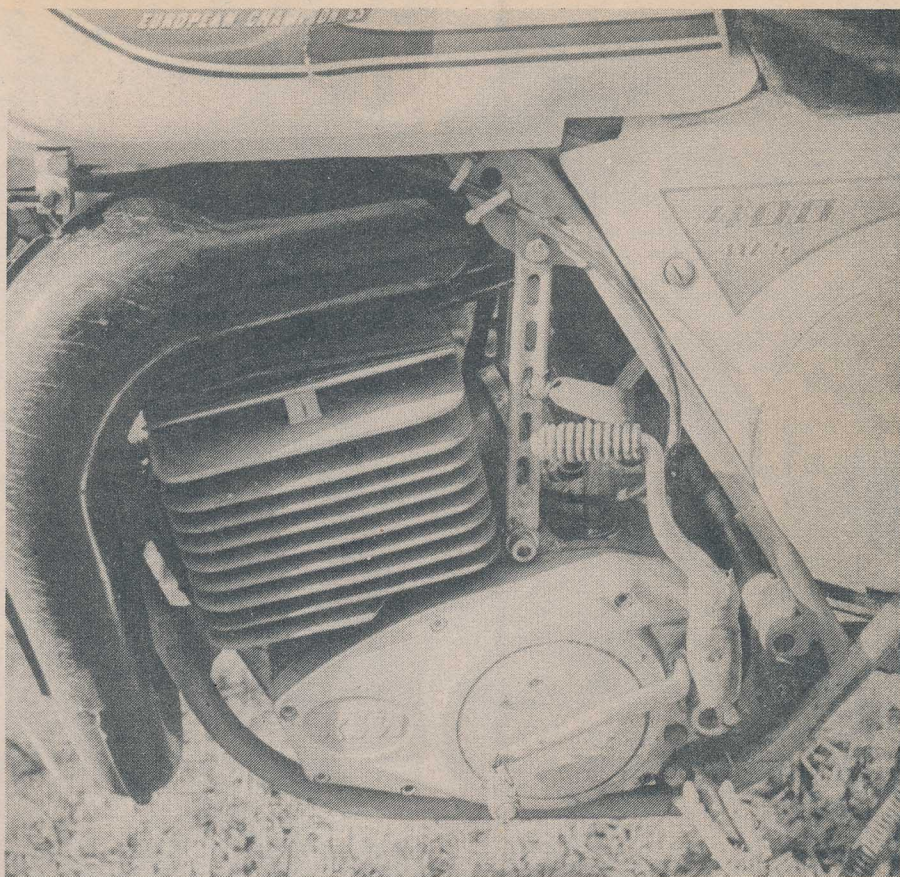
Both bikes were fitted with the new OHLIN remote reservoir shocks and both bikes were superb after the four full days of the Qantastic series plus the Mallee Rally and trail riding as well.

Enduro model KTM's are six speeders whereas the MX'er have five speeds. It's a simple job to insert a pin into the selector drum and hey presto! the five speeder is then a six speeder. Both the bikes had been converted to six speeds, an enduro necessity.

One of the disadvantages of using the MX'ers is that it doesn't have the "through the backbone" air filtration system that enduro KTM's have been famous for. The scramblers have the intake below seat level and some duct taping had been done to seal out water from running down between the seat and tank. In the States many competitors ride the converted MX'er in enduros but they fit an accessory air box which is better suited to the rigours of enduro riding.

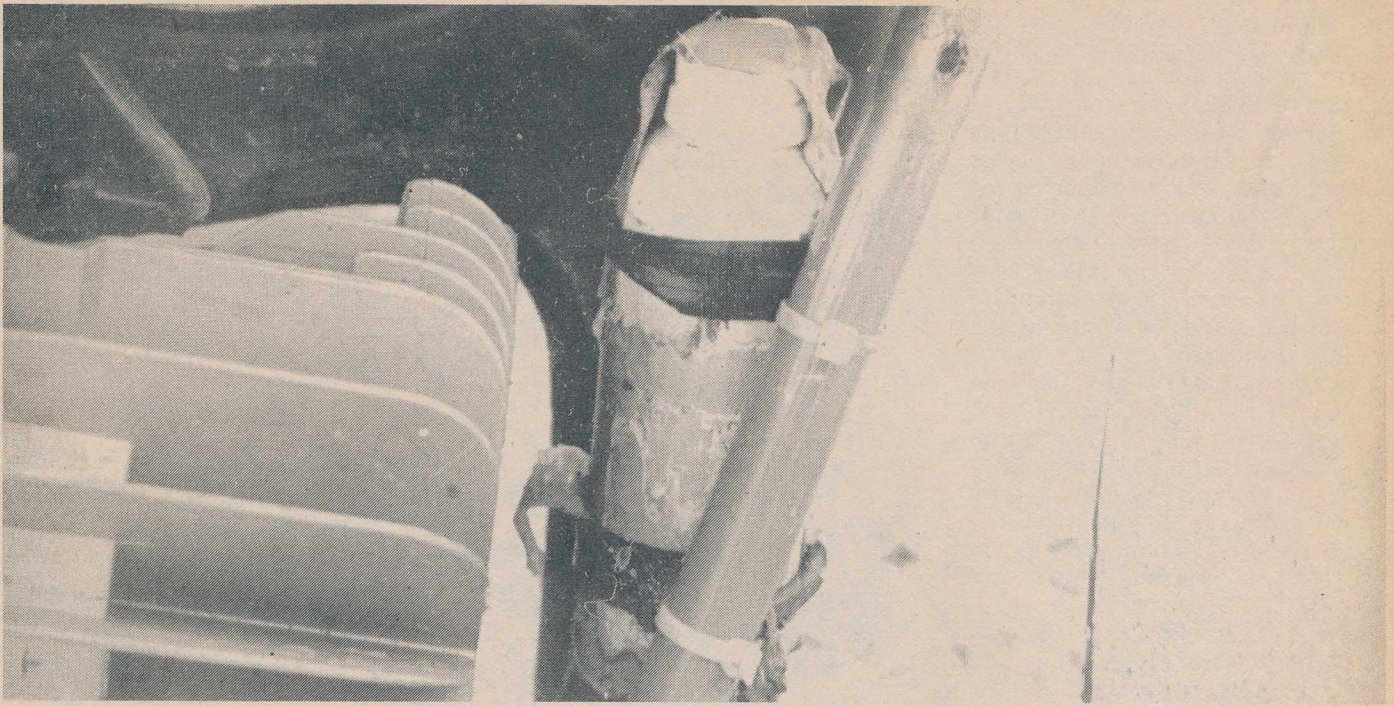
Preston Petty headlights and mudguards were fitted to both bikes with the headlight being hooked up to the lighting coils directly, without the use of switch gear. This both saves weight and also reduces the chance of a fault because of the absence of the switches. The riders even brought their own rear fenders over with them as their personal luggage. All KTM's have the lighting coils fitted so hooking up the lights to a straight forward job. Ignition is by Motoplat.

Frame construction is well proven with curved tubes providing a stress



cradle for the top shock mounts which transmits shock loadings towards the steering head. The curved swing arm pivots on needle

TOP: The powerful 400 motor of the KTM which Kevin Levoie rode. above; Penton's KTM rear wheel set-up.



roller bearings and the rear wheel has approx. 9.8" travel at the rear axle.

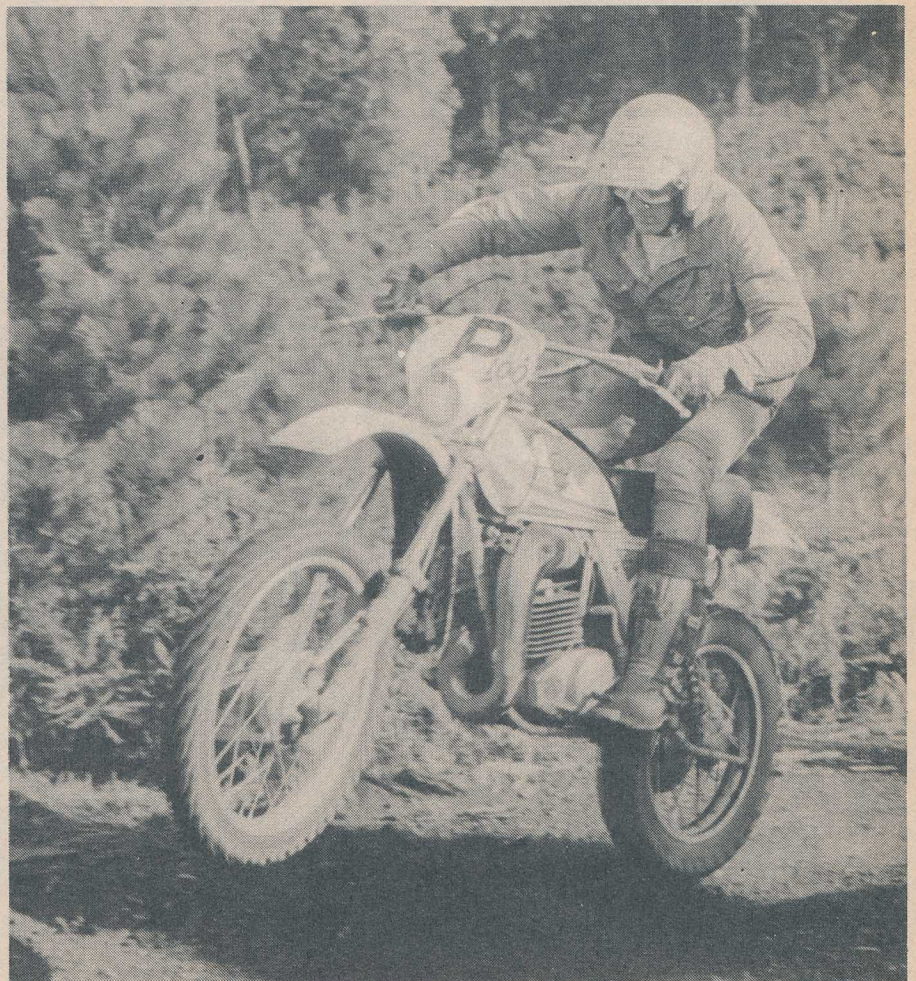
Magnesium Marzocchi leading axle forks connect to the steering head through tapered roller bearings which are sealed by double O-rings at each end. Jack Penton's 250 uses 35 mm diameter forks with 240 mm of travel while Kevin LaVoies 400 has 38 mm dia. forks with an extra 25 mm of travel. The forks are fully extended through the triple clamps on both bikes. This gives an edge in ground clearance and makes the steering steadier at high speed. The larger diameter forks are standard on the 400. Front fork action was superb and a complement to the fine Swedish ohlins fitted to the rear. Travel was approx. 9" at the rear axle.

Seats are thick and well rounded corners make them comfortable for long durations.

Plenty of good gear comes as standard on the KTM's. Magura throttle and levers, both fine. Metzeler tyres never produce a complaint when they come as standard equipment as they do on the KTM's. Buying them can be a bit painful on your wallet. Sun rims, with the pegs around the inside edge also come as standard. The little pegs do a great job of holding the tyres and are much less hassle than the security clamps, they also don't slip until you let the tyre down to around six pounds!

We were surprised to see both

ABOVE: See if you can work out what this small bottle is used for.
BELOW: Penton's 250 KTM performed brilliantly.



bikes fitted with the MX exhaust system as we would have expected them to be too noisy. Actually they are reasonable and no louder than some other European enduro mounts. Of course the M X exhaust is lighter than the bulkier enduro version but does not offer any power advantage.

The Enduro exhaust provides more low-down power and more top end where-as the MX'er has it all in the mid-range.

Both bikes were impressive with a really strong mid-range power. The 400 had to have a delicate touch on the throttle in greasy situations. The

250 seemed to have more mid-range and low down power than the 250 KTM enduro we tested last year for T & T. Penton had fitted his bike with a 38mm Lectron carburettor instead of the 36mm Bing. This gave him a lower fuel consumption and he was able to use the small MX tank which





he preferred.

Kevin LaVoie's bike retained the standard Bing carburettor and was fitted with the larger enduro tank.

Sidestands were fitted not the enduro model centrestands. No chain tensioners were used either as the non stretching "O" ring chain was on both bikes. Even if the chain does become a little slack there are two strong guide blocks fitted, one in the guide in front of the rear sprocket and the other on the top of the swing arm

near the pivot point. Chain is 530 which is the heaviest you can get on any dirt bike.

Both bikes could be described as being extremely powerful and also extremely stable with a front wheel which tends to follow the line of sight of the rider. Stability at high speed is superb and cornering is easy either riding the outside or cutting sharply to the inside.

We were impressed with the KTM's, both of them. In this case

they were two champion motor cycles ridden by champions and they performed according winning the 250 and unlimited classes at the Qantastic Trial.

It also should be noted that some of our own riders were not far behind on similiar machines.

Penton's and LaVoie's machinery were both individual but they still were close to basic machines. The bikes help but we still think the final factor is the rider.