

# A BIG TWIN FOR THE DIRT

*Superspecial*



Enduro machines in most of the world tend to be concentrated in the lower capacity ranges. In Germany, however, the over-500cc dirt bike category has always been a popular one and the "Superspecial" featured in this issue was built specifically with that class of competition in mind.

Hamburg enthusiast Gunther Albrecht chose the Yamaha XS650 twin as the power unit for his special, housing it in a British Wasp frame, with Marzocchi air forks, a KTM Enduro front wheel and brake, and a Yamaha SR500 rear brake laced into a 5.10 x 18 motocross wheel.

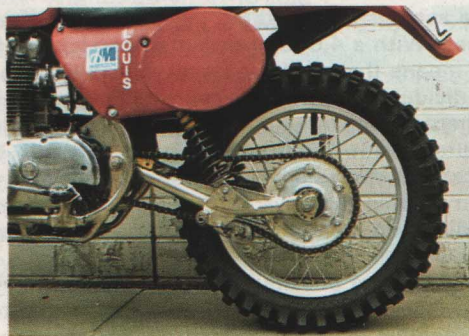
The engine was extensively modified. First of all, the capacity was increased to 750cc and this, coupled with the use of two 34mm Dellorto carburetors, resulted in a power output of 60bhp! Albrecht designed his own exhaust system, utilising parts from a Lada car, which keeps noise down to a legal 98dba.

Biggest modification was the fitting of "pointless"

transistorised ignition. The left-hand end of the crankshaft taper was sawn off, a winding drilled into it and a Krober ignition rotor fitted.

Filled up with petrol and oil, the big Enduro twin weighs in at 154kg. This makes it really competitive... as proved by the fact that Albrecht has twice won his class in only three Enduro outings. Sole disappointment was a broken clutch control on the bike's debut. This part was subsequently strengthened and no problems of any description have been experienced since then.

Aided by Hamburg dealer Detlev Louis, and German Yamaha importers Mitsui Maschinen GmbH, the machine took two months to complete, followed by a long period of intensive testing and modifications. It was time well spent, however, as the "Yamaha XS650 Spezial Enduro" is without a doubt one of the most competitive big-class dirt bikes in Europe.



If you have a machine you feel worthy of the title "Superspecial," please send photograph and short description to: The Editor, Circuit Magazine, P.O. Box 49, Banbury, Oxon.

