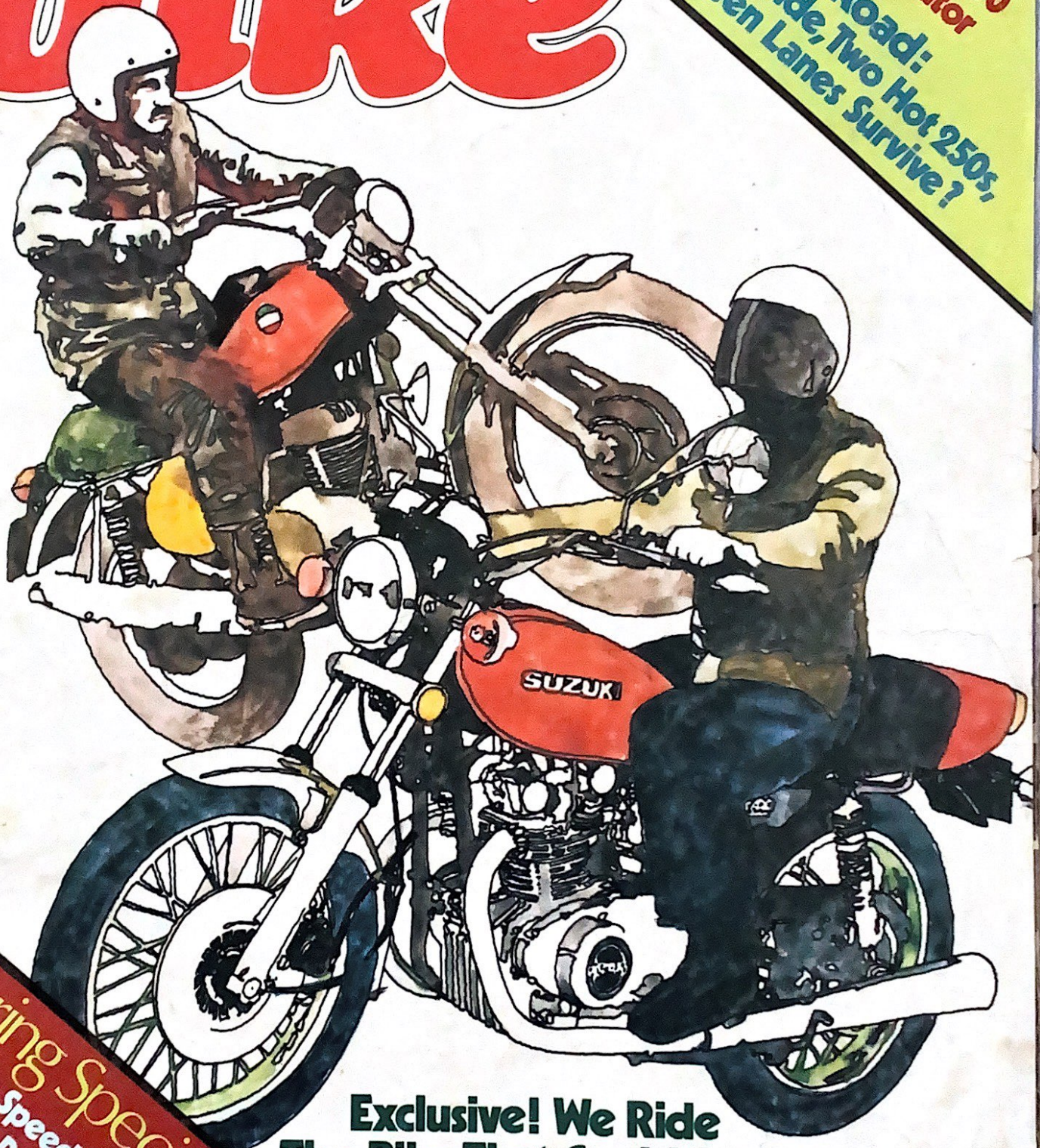


bike

APRIL 1977
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On Test:
Suzuki's GS400
Non-Vibrator

Off-Road:
Product Guide, Two Hot 250s,
Can Green Lanes Survive?



Spring Special
High Speed in
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**Exclusive! We Ride
The Bike That Could Save Norton**

Didja know you can get hub deep in mud no more than half an hour's ride from the Great Metropolis? Bill Haylock and Pete Furlong go exploring with Laverda 2T and Kawasaki KT250 dirt irona.

FROM HIS cramped lock-up in the darkest depths of south east London, Pete Furlong's voice crackled over the phone. "Can't really spare the time to go to Wales... how about doing it down here? There's plenty of good green lanes in Kent."

And so yet another *Bike* project followed the familiar pattern of hasty last minute re-jigs and changes of plans. Originally we'd decided on a long weekend on the dirt with a Laverda 2T 250 trailbike and a KT250 Kawasaki trials bike that had been extensively modified and ridden in the Welsh Two-Day Trial under the Kawasaki banner. Wales had seemed a fairly natural choice, since that was the environment the Kawasaki had been developed for, and besides, we up here on the East Anglian prairie couldn't think of any interesting trail riding terrain anywhere closer to home.

When Pete suggested Kent I was mildly incredulous. Could any good green lanes still be found among the ribbons of motorway engulfing the south east corner of England?

Still, Pete should know. I persuaded myself. After all, we'd decided to recruit him for his wealth of dirt riding knowledge (the fact that he also has a taste for good ale had nothing whatsoever to do with the decision). He's done it in the dirt in places as diverse as the Welsh mountains and the Saudi Arabian desert — and he has quite a bit of enduro competition experience too. And besides, he's a native of Kent himself — so he ought to know the prospects for trail riding down there, if anyone.

Heavy rain was turning the snow that had fallen overnight into a foul wet slush as we left Pete's Blackheath flat with the two bikes in the back of a van and headed towards Maidstone. Out on the A20 a grey, rain-filled sky engulfs the drab winter landscape as the road rose up towards the chalk downs. Photography in these conditions was going to be futile, so we adjourned to the nearest truckers' canteen for a cup of greasy tea. When the gloom became marginally less oppressive we set out again, stopping briefly to look at a death-defying gradient in the woods beside the road, that Pete uses to gauge a bike's climbing ability. To me it looked a near vertical precipice that I wouldn't have attempted on the best of days and the slimy wet chalk sprinkled with a covering of rotting leaves dissuaded even Pete. We got back in the van.

Finally we turned off one of those narrow high-banked Kent lanes onto an unsurfaced track. A couple of hundred yards down here was an area of waste land on the sloping side of the downs. It had been an Army firing range at one time, but now the steep banks are grooved by the tyres of trial bikes rather than cratered by artillery shells.

Now that the prospect of riding through all this rain and slush and mud was imminent I wondered who the hell would want to do this for *fun*, as we unloaded the bikes and got into our gear. First we had to set up some photography before the bikes got covered in mud. The weather was so bad that colour photography of moving bikes was out of the question, so we had to be



56 bike





content with a few static poses of the bikes, and then we got on with the riding.

The Laverda's exotic magnesium alloy motor fired up easily as a couple of prods on the kickstart spun the piston over rapidly with the help of the decompressor lever. After that the starting got progressively more difficult, but more, of that later.

We started to ride circuits of the wasteland, trying to make things look impressive for the camera. But with mud that stuck better than you know what to a blanket, it was a pretty futile attempt. With the 21" trials pattern tyres offering minimal off-road grip, any attempt at rapid riding just resulted in a fountain of muck from the rear wheel and no appreciable increase in forward velocity. Este effectively demonstrated his superior riding skill by taking over the Laverda and storming up a steep bank, managing to produce some kind of dynamic action on the portage-like mud.

Before long the bikes were getting caked with 58 bike

the sticky grey slime. Both the Laverda and the Kawasaki suffered from the same failing of close fitting front mudguards, and eventually the mud got wedged so firmly between tyre and guard that the wheels stopped revolving. You can possibly imagine the consequences of this when the bike is still moving fairly rapidly on a slippery surface.

By this time I was feeling pretty well shattered. The Laverda was slithering around rather more uncontrollably than the Kawasaki, which was shod with moto-cross knobbles, and it was beginning to feel mighty heavy. In fact it is a heavy bike, compared with pukka endurance machinery. But then, the Laverda isn't a pukka endurance bike — more a deluxe, high quality green later built to give a degree of rider comfort on and off the road that serious competition machinery disregards.

I must admit though, it was my riding technique as much as anything that was to blame for my state of total exhaustion after no more than

an hour's riding (well, that and an unhealthy lifestyle). My mistake was trying to fight the bike's slithering antics on the mud and attempting to keep both wheels tracking in a straight line.

When I stopped fighting and let the bike go where it wanted, life became far easier — the 21" handling is good enough to look after itself. All you need to do is point it in the general direction you intend to go and keep the throttle open, for the handling is more suited to hard charging than sedate potting.

Getting pretty bored with grovelling around in our mud bowl, we moved on to some green lane riding. Only it wasn't so green — the puddles were more than a foot deep and sprinkled with the odd car tyre, oil drum and fallen branch, just to make things more interesting. Here the Laverda's electronic ignition system, which fires two plugs simultaneously, proved to be pretty waterproof — but not the brakes. Those single leading shoe drums look beefy for a trail bike.

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but at the best of times they're not effective enough for town or fast road riding, and when wet their retarding effect all but disappears. I was getting to such a stage of exhaustion that when the bike stalled and refused to fire on the kickstart Pete had to come to the rescue — I didn't have the energy to bump-start the bike by myself. Much to my relief we called it a day, planning to do the serious riding the following day without the need to perform for the camera.

Most of the tracks we planned to ride were fragments of the old Pilgrims' Way, which ran from Winchester to Canterbury, and various un surfaced roads which criss-cross it, making it possible to put together interesting circular tours with a minimum of metalled road riding. The Pilgrims' Way runs along the southern scarp slope of the North Downs — the survival of so much of the ancient road system is largely due to the terrain and the poor soil which mean that large tracts of land have been left almost untouched by enclosure and cultivation.

The second day brought weather that was hardly any better, and the mechanics showed as much reluctance to get moving as I felt. The Laverda was becoming increasingly difficult to start, and we discovered that the Kawasaki wouldn't pull top gear on the road.

First on our itinerary was that stretch of lane with the foot deep puddles we'd been splashing about in the previous day. Pete was complaining about the Kawasaki's lack of urge — but I was still having trouble keeping up with him over the slimy mud and the rain. After a short section of metalled road Pete suddenly vanished down a barely distinguishable track leading into a spacious forest of tall beech trees, typical of the

woodland of this area. With the gradient steepening as we climbed the side of the scarp, lack of traction became a serious problem on the Laverda. Seeing that no security bolts were fitted, we were reluctant to let air out of the tubes for fear of tyre creep. I later learned from Laverda importers, Slater Bros, that the deep channel alloy rims they look smart when clean but quickly get full of mud have internal serrations to grip the tyre bead. Wash I'd known earlier — pushing motorcycles up steep hills is the kind of exercise I'd rather do without!

The lanes got progressively narrower and more difficult to distinguish until in places they were no more than a series of deep puddles strung together by a muddy path. And in places the hedgerows blotted out the sky above our heads and brushed the handlebars on either side.

I was feeling more confident — despite careering off into the undergrowth a couple of times I was more or less keeping up with Pete. It was just down the steep, bumpy descents when Pete's pace got uncomfortably hot for me, but I was inclined to blame the Laverda's suspension rather than my lack of courage. A little oilrat maybe — the Ceram rear shoe are on the harsh side, allowing the rear wheel to hop and skitter about, especially if panic induces you to stamp on the brake pedal. I think it's a suspension set-up as long as you get the balls to hold the throttle open.

The last lane of the day was a narrow, steep-banked path that headed straight down the hillside. It was one of those heart-stopping bumpy descents where you get faster and faster,

but you're afraid to slam on the brakes in case that makes the bike even more uncontrollable than it already feels. Just to make things even more exciting, a deep groove worn by running water snaked along the bottom of the track, conspiring to deflect me into the bushes that overhung either side.

Having reached the bottom with man and machine still united — much to my surprise — Pete turned around and charged back up the pretty desperate, but holding the throttle open and gritting my teeth I overtook Pete on the by now, extremely slick Kawasaki and aimed straight up the hill. The Laverda's tractable motor kept pulling hard and strong and the steering refused to be shaken by the wobbleboard humps and rain channels. Before I'd had time to worry about losing grip and sliding back down, I'd made the top.

I congratulated myself on the superb skill and control and speed of my ascent — but couldn't really delude myself. If Pete had been on a bike that hadn't had a clipped motor I wouldn't have seen him for the mud he'd have been kicking up in my face, as he had been doing most of the day. Anyway, I consoled myself, trail riding isn't a competitive sport — it's something you do for the sheer pleasure of riding those fascinating historic roads.

And that's the sort of action the Laverda is built for. It's not a serious enduro racer — Laverda build another version for that market, the 2TR, which is not imported to Britain. Nor is the 2T a street orientated machine merely dressed up in off-road guise, as most Japanese trial bikes are. Its small but reasonably efficient

lights, tyres and instruments all make the 2T a practical short-haul road bike, but the low gearing, the neat way everything is tucked out of harm's way and nice detail points, like the full chain enclosure, demonstrate that it is a bike designed primarily with off-road riding in mind. Ironically in the British market that is bound to limit its appeal, since most trial bikes are bought by riders who don't do enough off-road riding to justify the outlay on an expensive, specialised machine like the 2T. In some ways it seems very little for a lot of money, but then it justifies its price to some extent by offering a degree of quality you won't find in many cheaper off-road bikes. The only real misgiving I have about the 2T is its reluctant starting — a fault that Roger Slater says the factory is conscious of and hopes will be cured by carburettor modifications made since our test bike left the factory.

For anyone who's really serious about their trail riding the 2T offers much the same attractions as the factory's 1000cc Jota does to the road rider — a superb combination of functionality, performance and quality.

Bill Haylock

Trials On The Trail



WHY SHOULD the distributors of Kawasaki off-road competition bikes, namely Kawasaki, try to convert a perfectly adequate one-day trials bike into a highly competitive enduro machine, when there are already a number of purpose-built enduro bikes on the market?

The answer is that the subject of this test, the Kawasaki KT250, is the product of a boom which never materialised. This non-existent market was supposed to emerge in America a couple of years ago, when all the pundits predicted an upsurge in so-called 'English Trials'. The one-day trials bike was going to be all the rage, and the Big Four manufacturers in Japan toolled up to produce such machines in quantity.

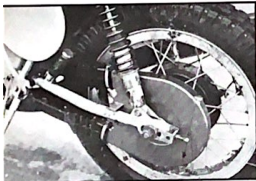
However, someone had read their tea leaves through mud-splashed goggles, it seems, for the boom never happened. Serious trials riders, both in the US and in Europe preferred to buy from the more experienced Spanish factories, and most of the Jap trials bikes were actually bought as play-bikes — especially when the US importers offered large discounts to clear their stocks.

It was in an effort to capitalise on this trend that Kawasaki enduroised three stock KT's in order to publicise the versatility of their product. The idea was to make the KT's faster and better handling, mount three top-class sockets and aim for the team awards at major enduros. And succeed they did, winning Britain's premier enduro, the Welsh Two Days, for the past two years.

However, the very success of the machines, and the hard work to which they have been subjected, proved to be the main stumbling-block to an objective test on them. We tried two of the Kawasaki's, and both were mechanically the worse for wear, indeed one wouldn't even pull top gear! Significantly, the cylinder heads still bore the official seals from last June's Welsh, and obviously had not been touched since.

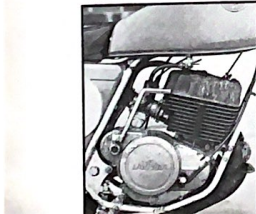
The ensuing lack of power made it difficult to assess the worth of the suspension mods, which were designed to function at higher speeds than the present engines were capable of. Fortunately I have been overtaken enough times in enduros by the Kawasport team to know that they are

bike 61



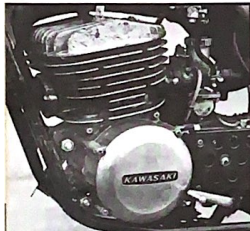
It's sensible extra, like full chain enclosure, that make the Laverda a serious off-road rather than a pretentious plaything.

The Laverda's motor looks good and performs even better — but starting can be a real bitch.

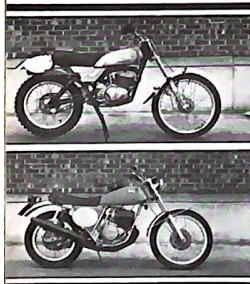




Most drastic of the Kawasaki mods entails the relocation of rear shock mounts, new swing arm and gas fittings.



The exceedingly compact Kawasaki motor, with its flat twin plug (one is a spare) head, allows loads of ground clearance.



62 bike

capable of a fair turn of speed when properly fettled—probably a top end of 75, and acceleration to match.

The KX250 engine is fundamentally reliable, and so the Kawasaki enduro mods were limited to a modest increase in engine output, upgrading the suspension to cope with the higher speeds—coupled with a few subtle geometry changes to improve stability, and increasing the rather minimal rider comfort. Horsepower was boosted by an increase in the compression ratio (which now produces alarming detonations), and modified porting, whilst retaining the standard carb and exhaust. Although the higher output led to a slight loss of torque at very low revs, the low and mid-range punch is still the engine's best feature. Even with the substantial trials flywheel replaced by a lighter motocross unit, the traction available is truly wondrous.

It is in the suspension area that the most radical (and expensive) changes have been made. The front forks are extended and converted to an springing, and the swing-arm lifted from the KX125 Scrambler, thereby giving an extra inch of wheelbase. Gas Girlings are fitted, with the frame being altered to allow the now fashionable 45° laydown position. The wheels and brakes remain standard, with superb DID rim laced to excellent waterproof stoppers, though fitted with large section knobs for extra traction. Indeed, the rear tyre is so fat that the exhaust muffler has been re-routed to clear it.

Rider comfort is excellent, and a big improvement over the stock machine, mainly due to the presence of a thickly padded seat from a KX600 fun bike and the fitting of higher bars—though this does put the rider's bum a long way from the ground. The KX's trials heritage does result in one major snag, however, in that the gear lever is out of reach of even the largest left boot, due to the rearward positioning of the footrests. The extra work involved in each gearshift may be minimal but would surely accumulate during a long enduro.

Riding the KX enduro—both on the road and the rough—tends towards a love-hate relationship, with the bike's many good points

being negated by one or two serious drawbacks. On the plus side is the very flexible engine, which pulls well from low speeds and is capable of extracting man and machine from the deepest mire without resort to unemerald leg work. The suspension was set up for the dry, rocky terrain found in Wales in the summer, and was therefore too hard for muddy Kentish-green lanes, producing a distinctly uncomfortable ride. However, the spring rates are easily adjusted, and this should not be regarded as a criticism, the suspension being a considerable improvement over stock in that it works well at speed.

Going fast on this machine, though, was still a task best suited to the above average rider, because even with the extended wheelbase the steering was still rather quick and nervous, due to the trials geometry, and to screw the bike across the rough flat in fourth would require a stand-up stance and a great deal of concentration. The bike in fact is best suited to tight, twisty woods riding, with plenty of mud, where its torque and agility could be exploited.

However, the bike's main drawback was not its handling, but the gearbox ratio. In a one-day trial, for which the gearbox was designed, the operative speed range is usually between 0 and 20mph, and the first three ratios are therefore very low, followed by a jump to fourth and a quantum leap to top. By raising the overall gearing, Kawasaki has exaggerated the situation, giving only three usable ratios, as first is still very low, yet top is too high for the rough.

True, the wide power band does help, but the gearbox situation definitely detracts from the riding pleasure. It is possible to get over this by interchanging gear pinions with those from the KX250 Scrambler but this sort of mod is going to involve more work and money than the average owner might be prepared to invest.

My advice to someone contemplating buying a KX250 as a green laner, with the occasional ride, would be to leave the engine alone, fit the latter seat, some decent rear shocks, gear it up just a little, and have some fun. But don't go too fast. **Pete Furlong**

Check out

Engine	Single cyl 2 stroke	Kawasaki KX250 (in standard trim)
Bore x stroke	68 x 68mm	Single cyl 2 stroke 69.5 x 64.9mm
Capacity	24.7c	24.6c
Compression ratio	10:1	6.5:1
Carburettor	32mm Dell'Orto	26mm Mikuni
Primary drive/clutch	Gear/wire multiple	Gear/wire multiple
Electrical system	Bosch electronic ignition	CDI ignition system

DIMENSIONS		
Wheelbase	55 1/2 in	51 in
Seat height	31 1/2 in	31 in
Ground clearance	7 1/2 in	11 1/2 in
Weight	216lb (with 7gal fuel)	216lb (with 7gal fuel)
Oil capacity	25.1 petrol mix	1.2 gal
Fuel capacity	2.6 gal	Jap Dunlop 2.75 x 21
Tyres (front)	Metzeler 3.00 x 21	Jap Dunlop 4.00 x 18
Tyres (rear)	Metzeler 4.00 x 18	

PRICE		
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Engine	Single cyl 2 stroke	Kawasaki KX250 (in standard trim)
Bore x stroke	68 x 68mm	Single cyl 2 stroke 69.5 x 64.9mm
Capacity	24.7c	24.6c
Compression ratio	10:1	6.5:1
Carburettor	32mm Dell'Orto	26mm Mikuni
Primary drive/clutch	Gear/wire multiple	Gear/wire multiple
Electrical system	Bosch electronic ignition	CDI ignition system

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