

Betamotor Attacks The Enduro Market With KTM's Help For 2005

ITALY'S BETAMOTOR FACTORY has always been active in the trials scene, where their machines have beaten the world's best on many occasions. But, up until now, the Enduro market had not been a major target, perhaps because they were unable to compete with the resources of so many larger factories already contesting it at the highest level.

But times change, and there have been strong rumors of a link-up with KTM, although so far there have been no definitive statements. However, as perhaps a hint of what's to come, Betamotor has just announced a brand-new line of enduro machines called the Beta RR Enduro in 250, 400, 450, and 525 designations—all using 4-stroke engines, and all made by KTM! The photos here are the first to be released, the bikes making their official debut at InterMot.

The bikes all share a common rolling chassis with a wheelbase of 1500mm (except for the 250 which has a 1490mm wheelbase). Dry weights are very light, ranging between 257 and 259.6 pounds. The frames are in chromoly oval-steel tube, with a light alloy rear sub-frame in rectangular section tube. Swingarms are in one-piece cast alloy (using no welds), saving, they say, 9.45 lbs. over comparable fabricated items.

In the suspension department, Sachs has supplied the rear monoshocks which are fully adjustable in rebound, compression and preload, while the forks are the 45mm Marzocchi Shiver units



BETA RR Enduro 525

with cartridge damping and 300mm of travel.

The wheels utilize DID alloy rims with special lightweight spokes, and are mounted with 90/90-21 front and 141/80-18 rear tires.

The brakes feature wavy discs; 255mm up front and 240mm at the rear gripped by double and single piston floating calipers, respectively. Braking is reported to be exceptional, and allied to the good handling, makes for a very competitive package.

But decent engines are needed too, and KTM's best have been further improved by the Betamotor engineers.

The quartet of four-stroke motors are all 4-valvers, all liquid cooled, and equipped with both kick and electric starting. For the record the 250 is a true 250cc at 75mm x 56.5mm, the 400 a true 398cc (89x64), the 450 a 448cc (89x72) and the 525 a 510cc (95x72). The larger sizes use a 11:1 compression ratio, while the 250 is 12:1. All have DC-CDI with digital ignition timing made by Kokusan. Induction is via Keihin carburetors, and the gearboxes all have six ratios. Betamotor has produced their own exhaust systems and air boxes to suit each engine, and other engine tweaking has been done, including specially designed intake and exhaust porting.

So, here we have a new machine ready for top flight enduro competition in 2005. Betamotor's project has taken time but these bikes are fit to do combat with the best—watch them closely.

—Doug Jackson

Te 250 Enduro 4-stroke



Te 450 Enduro 4-stroke



Husqvarna's 2005 Models

HUSQVARNA'S 2005 TEN-MODEL range has just been revealed in advance of their official debut at InterMot Munich. It includes two-strokes in 125cc and 250cc capacities in Cr and Wr form (motocross and enduro), and four-strokes in three sizes: 250, 450 and 510cc in both (moto) Cross and Enduro styles.

The top-of-the-line Te510 and Tc510 share the same 501.03cc (97mm x 67.8mm) DOHC 4-valve motor with 12:1 compression and CDI ignition with digitally controlled advance. Keihin MX41mm carbs are also shared, but whereas the Enduro has electric and kick starting, the Cross has the electric only, and also runs a 5-speed gearbox rather than the 6-speed of the Enduro models. Sachs rear suspension is common on all models, as are Marzocchi forks and Brembo brake systems—a 260mm disc up front on all, and in back, a 220mm on the Enduro or a 240mm on the Cross. Wheels are specified as 21"/18" front/rear on the Enduros and 21"/19" on the Crossers, and dry weights 116.5kgs Enduro and 110.7 Cross.

The Te450 and Tc450 follow the same pattern, but utilize the 449cc (97mm x 60.76mm) motors, also having 12:1 compression, the same carbs, ignition, etc., and the same 6 and 5-speed gearboxes.

The smallest 4-strokes, the Te250 and Tc250, stay with the same frame design as their bigger brothers and rolling chassis components, while the 249.5cc (76mm x 55mm) motors sport a slightly higher 12.5 to 1 compression. Unfortunately, the hp-output is not revealed for any of the range.

The Cr250 and Wr250s use the well-proven 249.3cc (66.4x72mm) two-stroke motor with reed valve induction and the HTS valve on the exhaust port, and are water-cooled with twin radiators. Both have five-speed gearboxes and kick-starting only. The final duo, the Wr125 and Cr125 could easily be mistaken for the 250s, except for the 124.82cc (54mm x 54.5 mm) barrels. —Doug Jackson

Sherco Expanding Four-stroke Enduro Line For 2005

THE BARCELONA BASED Sherco factory has just announced their 2005 line, and in addition to maintaining their successful line of trials and supermotard machines, they have embarked on an expansion of the 4-stroke enduro models.

The 2005 "4.5i Enduro" model is top of the line, and is fitted with Sherco's own designed and built, liquid-cooled, 4-valve, SOHC motor featuring a capacity of 448.6cc (94.5mm x 64mm), 11:1 compression, a Magneti Marelli electronic injection/digital engine management system, electric starting (plus kick) and a 180W alternator to power the additional lighting. The clutch is a wet multiplate unit, the gearbox a six-speeder and the exhaust system is made in stainless steel and fitted with a light alloy silencer.

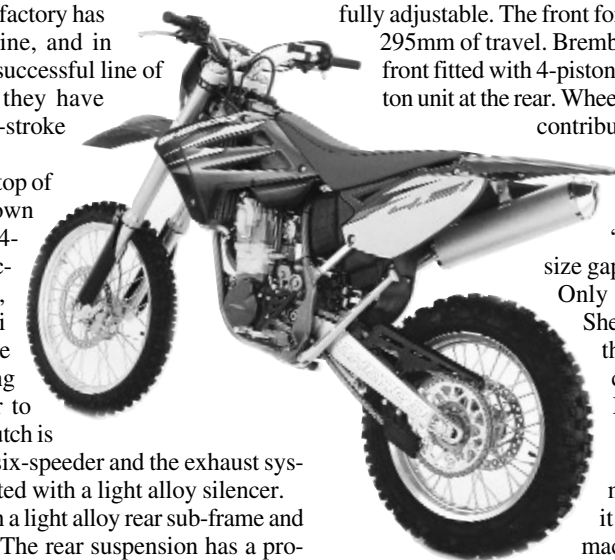
The frame is in chromoly tube with a light alloy rear sub-frame and uses an aluminum alloy swingarm. The rear suspension has a progressive linkage and is controlled by a Kayaba monoshock, which is

fully adjustable. The front forks are 46mm Paioli inverted units with 295mm of travel. Brembo supplies the brakes, a 270mm disc in front fitted with 4-piston caliper, and a 240mm unit with a 2-piston unit at the rear. Wheels are 21" and 18" with Excel alloy rims, contributing to a dry weight of only 239.8 lbs.

The other existing enduro bikes from Sherco are in the 50cc and 125cc classes, but a new 250, called the "2.5i Enduro," will serve to bridge the size gap and should be introduced at InterMot.

Only computer generated shots of its new Sherco engine are revealed, but it is known that it is a 4-valve, DOHC unit, liquid-cooled and again utilizes a Magneti Marelli EFI system, and claimed to be the lightest 250 enduro motor on the market. The rolling chassis is likely to mirror the 4.5i with subtle changes, but it promises to be a very competitive machine, just like its big brother.

—Doug Jackson



Gruter+Gut Street-legal "QUAD" Finally In Production



ONE OF THE surprises at the last Munich InterMot exhibition in 2002 was a prototype high performance "Street Quad" from the Swiss Gruter+Gut company, well known for their high quality motorcycles, sidecar outfits and components—often built around BMW products.

The "Quad" was a sensation, but before it could go into production, had to face rigorous TUV testing, plus even more serious work to attain type approval and conformity with strict vehicle legislation, particularly in Switzerland and Germany.

But now, two years later, the Quad will again appear at InterMot, but now as a production model, and the company will be taking orders. The 1150cc BMW twin is producing 95 hp @ 6750 rpm with 72.3 lbs./ft. of torque @ 5250 rpm complete with a catalytic converter, six-speed gearbox and a differential drive to the rear wheels. More than enough power for the job, but suitably harnessed in GRUTER+GUT's own chassis incorporating alloy wheels with trapezoidal alloy cross members and independent adjustable struts. Certainly it handles well, and can be driven quickly, but it does need to stop, too, and here the company has given it the "treatment" with four 270mm floating discs hauled down by GRUTER+GUT's own 4-piston calipers. Tires are 195/40-16 up front and 225/40-16 at the rear and for the record tank capacity is 20 liters (5.2 Gal.) and dry weight 375 kilos (1004.7 lbs).

Capable of 160 km/h (99.4 mph) the G+G Quad must handle, and reports are that it holds the road well and allows the driver to corner with enthusiasm without any problems, and with 100mm of wheel travel the comfort level for driver and passenger is exceptional.

Built to order, you can expect a wait of two to three months for delivery direct from the factory and at a cost of 26,000 Euros (\$32,044.96), although new importer distributors are required worldwide with Walter Gruter waiting to hear from any interested companies.

—Doug Jackson



For more information on bikes or parts featured in World Motorcycling, you can fax the World's Motorcycles News Agency at: 011-441584-876419, e-mail to: wmcna@btopenworld.com, or write to: WMCNA, 51 Greenacres, Ludlow, Shropshire, England SY8 1LY.