

Raga Replica Gas Gas

SPANISH OFF-ROAD specialist Gas Gas is celebrating their second World Indoor Trials Championship won by factory rider, 22 year-old Adam Raga. Taking the Spanish Junior Trials Championship in 1997, he has steadily honed his style and ability under the watchful eye of ex-multi World Champion and Gas Gas employee Jordi Tarres.

Gas Gas is obviously delighted with this latest achievement, and have just announced a limited production run of 400 "TXT Pro 300 Raga Replica" machines. Based on the normal TXT300 machine, this model incorporates the changes made on the machine Adam has used to achieve his World Championship win.

Base model specs are a 294.1cc (79mm x 60mm) two-stroke single with direct reed valve induction, a Keihin carb, a hydraulic clutch and 6-speed gearbox, in an elliptical-section chromoly tube frame, fitted with Marzocchi D40 forks.

The Raga Replica comes with magnesium crankcase, clutch cover and swingarm, Ducati racing digital ignition, tapered handlebars, special wheel spindles and a revised clutch, an Öhlins shock, a Raga exhaust system and other detail changes, which should prove popular with Gas Gas riders worldwide. It weighs in at just 67 kilos (147.4 lbs.).

Gas Gas now has offices in Tampa, Florida, so we should expect that some of these Raga Replicas will soon be on US soil!



—Doug Jackson

Final MV Agusta 750 Rolls Off The Production Line

MV 750 is *finito!* MV Agusta has announced the end of their 750cc range, now concentrating on the 1000cc line-up, with one last model being produced in limited numbers.

Basically it is the F4S but with subtle differences and dubbed the F4 SR meaning "Special Racing," the engine unit coming from the F4 SPR producing 146 HP @ 13,000 rpm at the crankshaft, the displacement is 749.4cc (73.8mm x 43.8mm), a 16-valve DOHC with radial valves. Compression is 12:1, and Eprom engine management is used while torque is given as 59.3 lb./ft. @ 11,000 rpm.

Chassis is current MV F4S, using 49mm inverted forks and single sided swingarm with an adjustable monoshock at the rear, with 17" "Star"-pattern alloy wheels. The fairing is thermoplastic, and dry weight is just 420 lbs. Instrumentation is unique with a stop-watch function, and the white-faced rev-counter carries the signature of Agostini, while silencers have what MV describe as "titanium shining treatment," giving it a different look from its predecessors. Undoubtedly there will be hordes of buyers worldwide, anxious to have one of the last of these classic 750s.

—Doug Jackson



2005 Husqvarna Two-Strokes In Production

HUSQVARNA HAS ANNOUNCED their new 2005 two-stroke 125 and 250cc CR and WR-models. The CR-Cross and WR-Enduro machines have a multitude of detail improvements over the 2004 line.

Obvious are the new fenders, number plates and graphics, but the mechanicals have received considerable attention, too. The chassis' have revised rear suspension geometry and new Sachs shocks with a counter-spring system. Handling is much improved, particularly under heavy braking, and new "solid" rear brake discs are fitted, while up front are new Brembo calipers. A production "first" is the standard fitting of a spring-loaded fork "hook" to prevent fork extension during starting (a popular after-market item previously) which will also be given to the four-stroke line for 2005. Powerbands have been improved with revised exhaust systems.

Engines are 124.82cc (54mm x 54.5mm) and 249.3cc (66.4mm x 72mm) with reed valve

induction and an HTS valve on the exhaust ports, with 8.8:1 and 8.4:1 compression, respectively. TMX38 Mikuni carbs are used exclusively on all models, likewise the CDI electronic analogic type ignition with variable advance. A 6-speed gearbox is used on the 125cc and 5-speed on the 250cc models. Also standard are inverted 45mm Marzocchi forks with 300mm of travel (11.8"), and the Sachs rear shock giving 320mm (12.6").

—Doug Jackson



KTM Two-Wheel-Drive Prototypes



WELL AWARE OF the progress in the development of 2-wheel-drive motorcycles by Yamaha, KTM has decided to test the waters by producing their own ideas on the subject, using an enduro bike as a test bed.

Information on the KTM 2WD is minimal, however, project leader Wolfgang Felber reveals that it is a "mechanical/hydraulic" system, and that there is pre-set differential torque spread between the front and rear wheels, which are always in "Drive." The photos show the hydraulic drive to the prototype front wheel hub, and also a housing mounted on the left hand side of the engine on top of the gearbox, obviously enclosing either some sort of transmission components and/or the hydraulic pump for the front wheel.

The KTM system has already had considerable time spent on it, but there is still room for improvement, like reducing the weight and other changes not revealed.

Tested by experienced riders like Kurt Nicoll, the feedback is very encouraging, with much-increased acceleration out of corners, as well as real advantages in wet conditions and steep climbs (as shown).

Once the system has reached a stage where Wolfgang and his team are satisfied with their development, a small batch of 2WD models will be built for further heavy and serious testing in all conditions. But only after this can we look forward to buying 2WD KTMs off the shelf, but so far it certainly does promise to be well worth the wait, with the factory rumored to consider using it on a wide range of models.

—Doug Jackson



Monstermob Replica Ducati



DUCATI UK AND Paul Bird Motorsport have joined forces to produce replicas of the World Superbike Monstermob race bikes currently ridden by Sean Emmett (999) and Michael Laverty (749). The 999S Monstermob Ducati Replica is based on the Ducati 999S, its L-twin Testastretta twin producing 136 bhp @ 9750 and coming with fully adjustable Öhlins suspension. Finish is in full Monstermob colors.

The 749S Monstermob Ducati Replica follows the same style, and of course, is based on the 749S with 110 bhp @ 10,500 rpm from the Testastretta engine. The suspension is adjustable but not Öhlins.

Every model produced has a "Certificate of Authenticity" and is available now in the UK through Ducati stores and dealers.

Prices: The 999S model is \$25,568 and the 749S is \$18,260.

—Doug Jackson

CCM's R30 Mamba Supermotard



CCM CONTINUES TO produce their popular line of Supermotards (supermoto), with the R30 models moving off the dealers' floors as fast as they are delivered.

Now the factory is producing a "Limited Edition" called the "R30 Mamba," which has the same spec as the existing models with Suzuki power, but this one finished entirely in black, including even the alloy wheels and swingarms.

Just 90 units are being produced and are expected to sell very quickly, especially as CCM has set the retail price at \$9500 (on the road) some \$900 less than the other R30 models.

—Doug Jackson

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