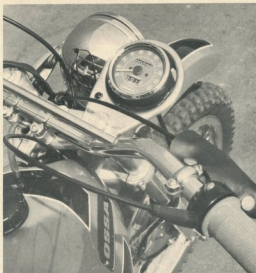


CYCLE GUIDE

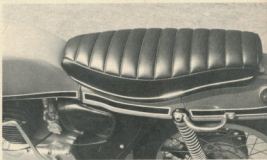
TEST  
●  
REPORT





*The enduro type speedometer is rubber mounted in an elastic cord affair and is free to float over rough ground. It is also quite accurate.*

*Although the cushion is thick enough, we would prefer having a wider saddle—something that has been sorely needed for a long time. Fiberglass work is excellent.*



# THE SPOILER

**Regardless of what they say, there is no substitute for quality or performance.**

It's an irrefutable fact of life that when you are competing in an open market with the big boys, and you're a little guy, then you have to give the customer a lot more for his money. It's certainly no secret that Ossa is not one of the giant motorcycle manufacturers of the world. Likewise, it's no secret that Ossa produces fine products. This is clearly borne out year after year as the cloverleaf medallioned bikes from Spain improve in both performance and reliability.

The new Ossa Pioneer is not much different than the model we tested last year. There were a few changes mostly for the law's sake, but there were a couple of improvement modifications that are noteworthy.

Unlike some of the Ossas we have tested in the past, this one had only about 100 miles on it the first time we took it out. We learned quickly that it is imperative that the Ossa be given ample opportunity to loosen up before expecting great things from it.

The first 100 miles had been put on by our friend Ken Clark from the Yankee Motor Company, but chances

are they had been fairly easy miles. When we received the motorcycle, it was not running too well and still a bit on the stiff side. Thirty or so miles of wide open desert usage quickly remedied the situation. In no time at all the machine was running like a top, but it still took a bit longer before the bike loosened up satisfactorily.

There are several areas in which the Pioneer shines head and shoulders above many of its contemporaries. The engine is both strong and reliable. It also has an enormous power range. The chassis is rugged and virtually unbreakable. Not only that but it handles beautifully. The suspension system does everything asked of it with very little back talk. Also, the quality of the glasswork is improving as well as its performance off the road.

As a dual purpose motorcycle the Pioneer leaves something to be desired. The knobby tires are certainly not the type of rubber one would use for commuting purposes. On the other hand, the choice of tires is ideal for the off road enthusiast who uses his machine primarily for dirt digging. If

the Pioneer is used as transportation from your home to the jumping-off place for a day of fun and games in the dirt, fine; but unless you are willing to forego freeway travel and riding in wet weather, perhaps another bike or different tires are worthy of consideration.

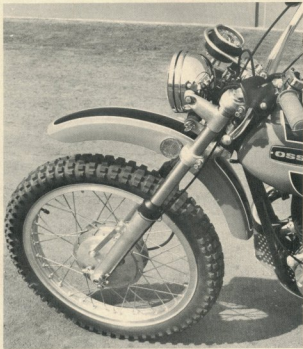
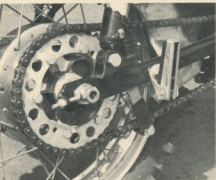
As long as we are talking about the minuses, we must mention here that at one point we found ourselves in a most difficult and uncomfortable situation. It necessitated a severe application of the front brake, at which point the cable pulled out of the brake lightswitch that is mounted in series in the front brake cable housing. Fortunately, the rider was able to take avoiding action. Consequently, no damage was done. Upon closer examination it was discovered the cable end had pulled out of the cable itself. The only other problem we encountered was a loose wire in the headlight switch circuit. The first time we went to use the lights they didn't work. After a little fiddling we discovered the loose connection and once made right we had no further problems. These were the only drawbacks we found after a severe testing session that covered everything from riding flat out down the highway to covering mile after mile of powdery sand, some of it riding double.

One of the people along on one of our days of testing in the dirt had the misfortune of running out of gas. This was on the edge of a huge dry lake that had a surface composed of deep,

*The entire front end is one of Ossa's more redeeming qualities. Directional control in even the more difficult situations is always far above average.*

*For highway use the knobby front tire was not the hot setup. The front brake, although a single leading shoe item, was more than enough for off road use, but on pavement it was not the best stopper in the world.*

*Standard equipment on the Pioneer includes passenger pegs and a chain brush guard.*



soft sand underneath a firm crust. It meant starting from a dead stop and holding the throttle wide open for a considerable distance while trying to build up speed. It would be one thing to ride across this type of terrain solo. That would be brutal enough, but to ride double and having to start from a dead stop, this would have to be the absolute acid test for an engine, clutch and gearbox as far as we are concerned.

When we first acquired the test bike, it was reluctant to start, although after that first day in the dirt it never took more than one stab at the kick lever.

Though the Pioneer has undergone some revamping in the saddle department we still feel the seat should be wider, but it need not be any thicker. There are some people who do not have well padded posteriors. As a result, they must depend on the motorcycle manufacturer to provide adequate cushioning for rough riding. Perhaps if the press keeps after Ossa

long enough maybe they'll do something about it.

As mentioned before, the 250 power plant has a more than adequate power band. Likewise, no amount of abuse or usage seems to dim its enthusiasm to keep running and pumping out power. This is one of those motorcycles that seems to have a real personality of its own. The more you ride it, the better you seem to like it. (The editor has been riding a Pioneer for nearly two years, and he says he wouldn't dream of getting rid of it.)

When the going gets really tough, that's when you really appreciate the handling qualities that Ossa delivers. It does more than take you where you point the front wheel. It delivers a degree of nimbleness, agility and surefootedness that very few motorcycles can deliver. At the same time the steering is not overly sensitive so as to present a problem when running at high speed in the dirt. It's a perfect machine for those who like cow trail-

ing on a Sunday afternoon and perhaps the following weekend competing in a serious enduro. The bike seems equally at home in both situations.

The handlebars, seat and foot pegs are ideally placed and allow the rider to stand for long periods of time without getting a backache or having his arm muscles tire prematurely.

In no time at all we found that the Pioneer is one of those motorcycles you can run at flank speed across a desert in deep sand without jeopardizing life or limb. There aren't many machines that can lay claim to doing this.

The ratios in the transmission for the most part are quite good, but we feel we would prefer seeing second and third gear a bit closer together. This is because traversing sandy or muddy situations is likely to bog the engine slightly when going from second to third speed unless the engine is spinning pretty good when going into third. The clutch is super rugged,

and we once found ourselves in a pickle where it necessitated using ample doses of clutch slippage to work ourselves free. At no time at that point or since did the clutch ever seem to act as though it were protesting. This really surprised us. There are very few bikes that would give us this type of performance and still absorb the same degree of punishment.

While the tires weren't exactly the hot setup for pavement use, they did the job in the dirt. Traction was never a problem, and we never found a hill we couldn't make. There was one occasion, however, when one of the testers became careless and, because the bike seemed to top every hill, regardless of how soft, very easily, he allowed his guard to drop while ascending a very steep sand dune. The result was the engine lost fire, and all forward motion came to a halt. Needless to say, there was a more than surprised look on the rider's face. It was also touched with a shade of red. This was the only experience we had where we were able to load the engine to the point of stalling.

The lighting was just so-so. It was

okay for average situations, but it was by no means the type of illumination we would like to have for regular highway use. Also, you enduro riders will really like the reset type speedometer which is shock mounted in a neat rubber band setup that protects the delicate instrument from damage.

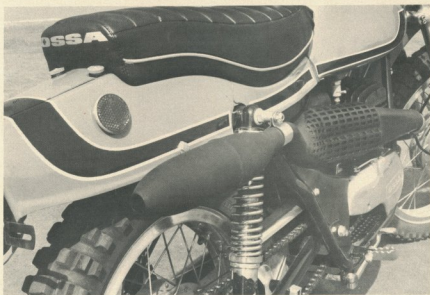
As might be expected, the IRZ carburetor and the electronic type ignition system both contribute greatly to the performance potential this motorcycle can deliver. The carburetor is about as sensitive as a stone axe and required about the same amount of maintenance. The same thing can be said of the ignition system. As long as we have ridden Ossas with this ignition, we have yet to have our first problem.

Over the past few years Ossa has striven mightily to overcome the problems of yesteryear. This year Ossa has taken the bull by the horns and eliminated the possibility of any excessive noise bothering the neighbors. The muffler, which once was removable, is now welded as an integral unit to the main body of the exhaust system. The result is a quiet,

pleasant tone that nobody can object to. Another improvement we noticed is in the rear damper department. By changing the rear end geometry slightly, it was found that the rear wheel tends to stay on the ground in choppy conditions. From all we were able to detect, the shocks themselves are identical to last year's version.

Although fenders and fuel tank, as well as the seat base, are constructed of fiberglass, the material used is of amazing strength. We found it virtually impossible to break the front fender. Even the fuel tank did not seem to object to an occasional fall in rocky country. The material seems to be flexible enough to absorb hard blows without fracturing and causing any leaks. Also, the seat base is of such construction that the molded section located directly below the saddle is substantial enough to withstand even the worst pounding a heavy rider can administer. We have never heard of anyone damaging this portion of the fiberglass on any Ossa, regardless of the application.

Both brakes proved to be more than adequate (until the front brake cable



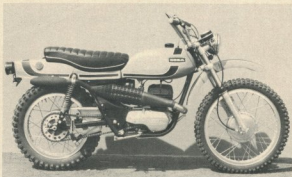
*The muffler that was at one time removable is now welded on as an integral part of the silencing system.*

broke). In the dirt, the rear binder can pull the bike up short with no problem. The interesting thing about the Pioneer's personality is that it is equally at home in the hands of an experienced rider or a beginning dirt rider. It is forgiving enough to allow a novice to make many of the mis-

takes we all made as beginners. In the hands of an experienced or dyed in the wool dirt enthusiast, the Pioneer becomes a precision tool which can be guided through the roughest and worst terrain imaginable.

The Ossa Pioneer is one of those few motorcycles we can recommend,

without reservations, to our friends. It does everything asked of it without costing a king's ransom to maintain. At the same time, it provides a measure of performance few people could find argument with. It's a lot of motorcycle for the money. *Bob Braverman*



## OSSA 250 PIONEER ENDURO

### ENGINE

Type	single cylinder, piston port, two stroke
Bore and stroke	72x60mm
Displacement	244cc
Compression ratio	12.3:1
Ignition	solid state
Carburetion	29mm double needle IRZ
Lubrication	pre-mix gas/oil

### DIMENSIONS

Length	83.5 in.
Seat height	31 in.
Wheelbase	54.5 in.
Ground clearance	9.5 in.
Dry weight	228 lbs.

### WHEELS AND BRAKES

Front tire size	3.00x21 in.
Front brake type	internal expanding
Rear tire size	4.00x18 in.
Rear brake type	internal expanding

### TRANSMISSION

Type	5-speed constant mesh
Clutch	wet, multi-plate
Internal gear ratios	1st, 3.60:1; 2nd, 2.44:1; 3rd, 1.82:1; 4th, 1.35:1; 5th, 1:1
Final ratio	3.33:1

### PERFORMANCE

Indicated highest one-way speed	80 mph
Acceleration 0-60	7.6 sec.
Braking distance 30-0	38 ft.

### GENERAL

Air filtration	dry paper
Battery type	6V, 5AH

### CAPACITIES

Fuel tank	3.2 gal.
Fuel reserve	.5 gal.
Gear box	1 qt.

### FRAME AND SUSPENSION

Front suspension	telescopic double damping
Rear suspension	adjustable spring over shocks
Frame type	tubular double cradle

### COLORS

Orange/black

### PRICE AS TESTED

\$998.00

### DISTRIBUTORS

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Gardena, Calif. 90247

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