

Tyran suspension (R.E.H. Front and Girling Rear) handles the jumps and bumps of motocross with ease.

TYRAN

The Pre-Fab Custom Racer

MINICYCLE
test



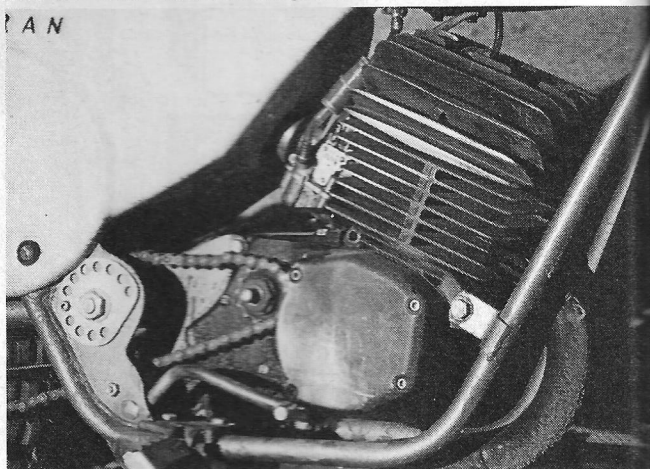
When our *MiniCycle* Test Staff learned that we were going to test the E. C. Birt Modified Tyran 125, we were anything but excited. The world is overrun with cobbled-up dirt bikes with Sachs engines claiming to be "the real trick" and costing an arm and a leg. Most of these "specials" run sort of average, handle sort of average and cost plenty to make them competitive with most of the major brands. And they usually dis-



Here it is! The worst seat we've tried in a long time. Future models will have a much-modified replacement.

Quick handling requires good timing and reflexes for berm-shots like this.

Heart of the Tyran is the six-speed Sachs 125. With the "E.C." treatment it's potent.



appear after a feeble effort or two.

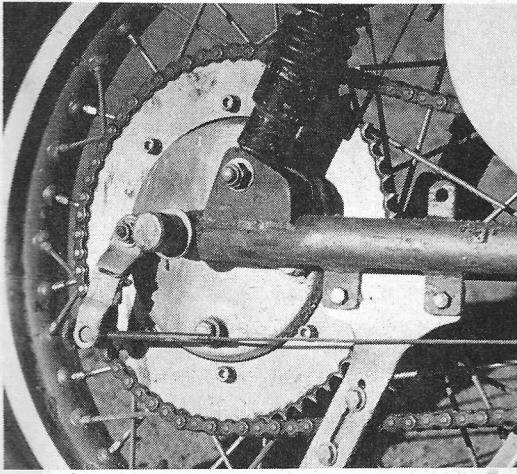
We were pleasantly surprised when we arrived at Indian Dunes to meet with "E. C." The Tyran II or "P. C. Replica" (P. C. meaning Precision Cycle, E. C. Birt's racing motorcycle shop) is a whole new concept in dirt bike marketing. Rather than buy the standard machine and hang half of the standard parts up in your garage to be replaced with appropriate "trick stuff", the dealer is supplied with a basic motorcycle minus most of the commonly replaced items. This gets the basic price of the machine

down to a comfortable level and allows the buyer to outfit the bike to his liking with the left-over money he would have wasted on the unsuitable standard pieces.

In addition to the accessories such as plastic fenders, plastic tank, filtron and chromoly bars, the Tyran II engine is in stock form without an expansion chamber or any trick porting. This allows the buyer to tailor the performance to his needs right from the beginning. The Tyran II Kit is available in three stages of "tune" to suit the needs and capabilities of the rider.

The three different stages, (designated, No. 1 — Enduro and Junior, No. 2 — Intermediate or Expert, No. 3 — Pro MX, TT or Short Track) consist of an expansion chamber and porting diagram, designed for each stage of engine condition, modified cylinder head and bored-out carb. The owner then can either port the cylinder himself or take it to a reliable professional and have it matched to the diagram supplied with the kit. The porting diagrams are precise and well done and complete tuning instructions are supplied with the kit.

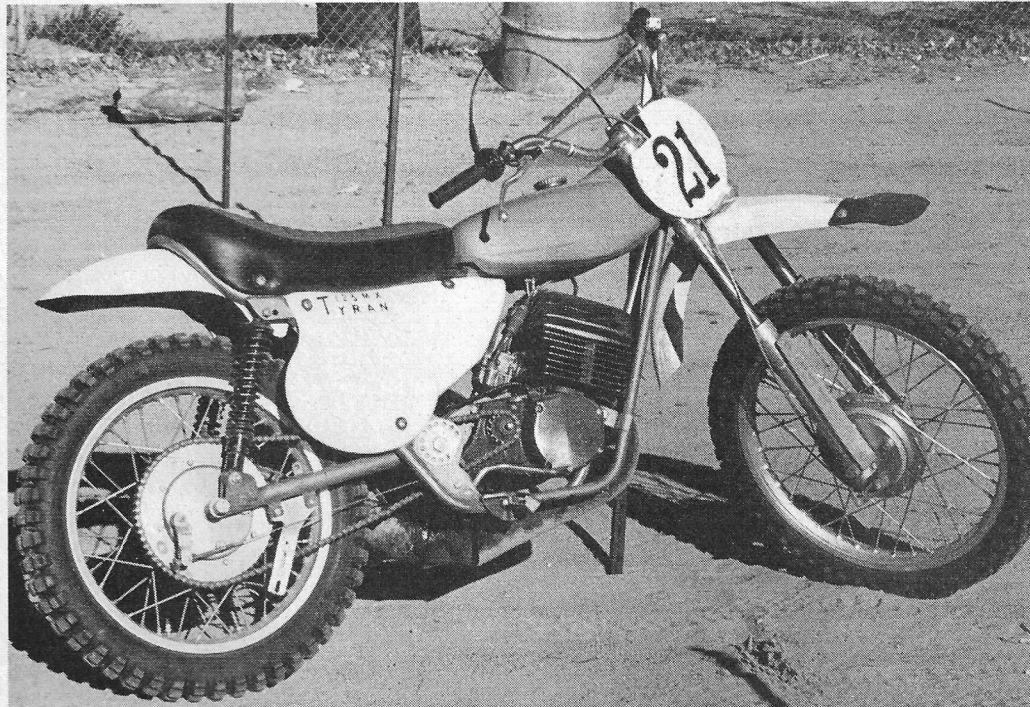
High speed slides on TT type corners are a gas on the Tyran.



Positive chain guide, cable operated brake, D.I.D. rim and Girling suspension round out the rear end.



Plastic fenders, tank and side covers appear indestructible on the Tyran and gives it the single purpose look of a thoroughbred racer.



This approach to buying a racer allows the buyer to practically custom-build the bike for about the same price as many showroom stockers cost before the modifying process begins.

Basically the Tyran itself is one of the aforementioned "average Sachs-powered dirt bikes," but the addition of the Tyran II Kit changes the whole program. We rode a standard Tyran, a Stage II kitted version (the one being campaigned by Dave Camp) and the Stage III version as ridden by Larry Watkins to many recent MX wins in

Southern California Pro Racing.

All three test riders agreed that the seat was horrible. It's tipped up at the rear, TT style, and crowds the rider forward, making sit-down, trail or enduro riding an uncomfortable situation. The seat is being modified for the new models and the one on Watkins' bike had received more padding in the front, improving the ride somewhat. According to E. C., fast guys like Larry Watkins are either standing up or sitting up forward on the tank in the corners so the seat is of little consequence to their

riding style.

In the deep sand and going through the whoop-de-doo's, all three riders thought the bike was a little "squirrely" and felt front-end heavy. The rear end would hop around a lot, either when accelerating or braking, giving the ride an unsettled feeling. However, the bike steers well and will turn on a dime. On the smoother sections of the Indian Dunes Shadow Glen course, the handling was much more stable. No doubt that a flatter seat and different bars would correct that front heavy feeling.



TYRAN 125

Possibly the shock springs were just wrong for our riders' weight, causing the rear wheel hop.

The Sachs six-speed gearbox requires some getting used to, due to the long travel shift linkage, but shifting is smooth. The stage two modified bike has very smooth, constant power, almost impossible to bog and never pipey. At first it doesn't seem like it accelerates very quickly, because it is so smooth but you find yourself really hauling before you notice it. It had the most flexible power band of any 125 two-stroke we've ever tested and its as fast as all but the best modified Hondas and Pentons.

The Stage III bike is faster and at the same time requires more skill to get the power to the ground. It lacks the tractor power of the Stage II model but winds on and on forever at the top end. Definitely for experts only.

Our criticism of the handling must be qualified by stating that none of the three test riders who tried the bikes were expert class motocross racers. Quite often, the quick turning ability that makes the bike feel unstable in the turns to one rider may be just the trick for another whose riding style suits the characteristics of the machine.

We liked the idea of outfitting the machine to the buyers taste and the unbreakable tank and fenders are certainly more practical than the standard alloy parts that are easily damaged and expensive to replace. The cost of the complete "P. C. Replica" kit is around \$200.00. Add \$35.00 to \$50.00 to have the cylinder modified and you have a race ready Tyran 125 for under \$1,100.00, which compares favorably with the base price of many 125 motocrossers. Ride one—it might be just what you're looking for. If you want the cylinder modified by "E. C." himself, you'll have to get in touch with him at his new location. He's moving to Florida and should be there by the time this goes to print. His new address is E. C. and Walker Enterprises, 509 Industrial Avenue, Boynton Beach, Florida 33435.

TYRAN 125 MX

Distributor: Mitsubishi International Corp., 277 Park Ave., New York, NY 10017

ENGINE

Engine type	Sgl. two-stroke	Carb	Bing
Bore	54mm	Ignition	Magneto-generator
Stroke	54mm	Lubrication	Pre-mix
Displacement	122cc	Fuel capacity	1.5 gal.
Horsepower @ rpm	18 @ 8500	Fuel requirement	32:1 reg. gas/oil
Compression ratio	12.1:1		

TRANSMISSION

Transmission type	6-speed constant mesh	Gear ratios:	
Primary	Straight-cut gears	1st	4.60:1
Clutch type	Multi-disc wet	2nd	2.93:1
Final drive	No. 428H roller chain	3rd	2.16:1
		4th	1.72:1
		5th	1.43:1
		6th	1.24:1

CHASSIS

Frame type	Sgl. backbone, dbl. engine cradle loop	Tires:	
Wheelbase	54.5"	Front	3.00 x 21
Overall length	73"	Rear	3.50 x 18
Suspension:		Brakes	Internal expanding
Front	Telescopic forks	Ground clearance	8.5"
Rear	Swing arm, shocks	Seat height	30"
Wheels	Frt. 21", rear 18"	Handlebar height	N/A
		Dry weight	190 lbs.

P. C. REPLICA

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|--|---|
| 1) Porting — Choice of three stages of tune: | 3) Head Machined and modified. |
| # 1 — Enduro and Junior | 4) Carb bored to 28mm. |
| # 2 — Intermediate or Expert | 5) Extra large air filter with washable filtron element. |
| # 3 — Pro MX, TT, or Short Track | 6) Plastic tank. |
| 2) Choice of E.C. pipe. | 7) Rahm Plastic front and rear fenders, side panels and splash shield. |
| # 1 — Enduro | 8) Andre's bars. This bar is a lightweight steel bar using 4130 Chromoly base material. |
| # 2 — Intermediate or Expert | |
| # 3 — Pro MX, TT, or Short Track | |

PRICE AS TESTED \$1146 (See text)