

# Can-Am 250 street prototype is smoothed-out off-road single

In the July issue we told you about a 250 single street bike Can-Am adapted from a T'NT trail machine. During a recent visit to the Valcourt R & D shop we had an opportunity to ride one, in company with the 500.

The changes are as detailed in the earlier report, basically consisting of a disc brake conversion at the front and rubber mounting for the engine unit. In overall appearance it is still very much like the T'NT.

Riding impressions give a strong sense of déjà vu, being much like those of a friend's Bultaco Metralla, a late-Sixties cafe racer which sprang from similar roots. With its stock 30-hp the bike is extremely quick on acceleration in the lower gears and has a lightness

and agility on the road comparable to the 500.

The rubber mounting of the engine unit isolates vibration to a commendable degree, but by no means eliminates it entirely. The bike is smoother and quieter than the Metralla, but it cannot conceal its dirt bike origin when the single-cylinder engine starts to buzz.

Braking is ample, with a mechanically-operated front disc and the standard drum rear.

The bike won't live with the 500 on the open road, but its performance suffers only by that comparison. Around town its excellent power-to-weight ratio would gun down many larger machines.

Obviously a production version would have less resemblance to an

off-road machine, with a bigger gas tank, dual seat, and number plates removed. More fin dampers would remove a greater amount of mechanical noise from the engine and perhaps a softer rubber compound would achieve greater isolation of the engine from the frame.

Can-Am emphasizes that the 250 was built only as a design exercise; pleasant as the bike is, we can't help thinking that a production street 250 when it comes will take a whole different form from this one.

*Next month we will bring you a look at the men inside Can-Am's research and development department, what they are doing now and what they are working on for the future.*

## Racing begins at Shannonville as Nelson opens track to bikes

SHANNONVILLE, Ont. — "It looks like we've got another road racing circuit in Ontario," said John Nelson, announcing the opening of his long-awaited track here, eight

"went to nothing," according to White, the CRRC will organize the first event.

White obtained the old club

