

December 2016, Vol. 1, Issue 12

ON THE PEGS

**DuVall
Clinches
Sprint
Title**



TRIALS IMPRESSIONS
2017 GAS GAS & SCORPA FIRST LOOKS

**DONNER
PARTYING**

“Project Phoenix”



The new Gas Gas EC/XC was the star of the show on the stand of the brand from Girona at the Milan show. The presentation of the new Gas Gas weapon in this tough speciality was by Iván Contreras -CEO & Founder of Torrot Group- together with Miki Arpa and Quim Riera, who shared responsibility for the development of this project, and Jonathan Barragán, World Championship rider for the brand.

A new model developed under the name 'Project Phoenix' – in reference to the bird from classical mythology, which is re-born from its own ashes – and which implies a total renewal for all the brand's enduro models. Gas Gas cherishes a long list of successes throughout its history in this discipline and at the same time this is a fundamental pillar of the re-launch of the brand in the off-road market.

The presentation of the much-anticipated enduro enchanted the passionate public at the great international motorcycle exhibition, as did the new Gas Gas TXT GP, the dark object of desire for trial lovers. A version of the GP bike, with carbon fibre filter box and exhaust cover together with an endless list of new specifications, improvements and components which make this new Gas Gas bike a precious limited racing edition, prepared for the very highest levels of competition. Sales are about to start in the next few weeks.

|| ON THE HORIZON ||

Gas Gas TXT GP

Limited Edition



Gas Gas presents its new TXT GP, limited edition, 100% race specs, direct inheritance from the racing competition department and their enormous experience in worldwide GPs.

It is only within the capabilities of the greatest craftsman to fashion the finest weapons for the fiercest fighters. This season Gas Gas is back in the top division of international trial with

wins in the Trial125 and Trial2 world championships. And we are celebrating our triumphant return with a limited series: the new Gas Gas TXT GP. A high performance machine with competition components for trial's benchmark model for the last two decades; the bike that has made trial history.

The new Gas Gas TXT GP has even more low and medium

end response from its powerful engine thanks to the fitting of Boyesen carbon reed valves and Hidria dual spark ignition. Similarly it has also implemented a new cylinder head system with interchangeable internal heads so that the carburetion can be adapted for different altitudes, assuring the maximum performance from your engine whatever the atmospheric pressure



conditions. And for the same reason, Gas Gas has made a range of two stages of increase in compression and one of reduction in compression for each cylinder capacity.

Both the air filter housing and exhaust protector, made from carbon fibre add to the details of a bike with a stunning thoroughbred racing image. This is a limited series, stylish with its S3 Hard Rock footpegs, GECO bashplate and the same RENTHAL kit (grips, foam protector and handlebar) as their official racing bike parts. This is a special edition recognisable at first glance, spectacular with its red silicon reinforced hoses.

Its competitive spirit is even more obvious if we take a look at the long list of racing items

used by our competition riders, such as the suspension. The new Gas Gas TXT GP has TECH front forks and a REIGER rear monoshock, both fitted with the adjustment system used by the official team, giving this bike a stability and traction which is out of the ordinary.

True to its philosophy of compliance with FIM regulations, the new Gas Gas bike has a man overboard safety system to shut down the engine in case of a fall – and a regulation rear disc... Ready to race!

And to commemorate this special edition, all units of the new Gas Gas TXT GP will have a plate, etched with laser and specially numbered as a sign of distinction for the GP limited edition.

NEW COMPONENTS:

- Carbon fiber exhaust protector
- Carbon fibre air filter housing
- Renthal grips and handlebar
- Tech front fork with race adjusters
- Cylinder head with interchangeable internal head
- Red silicon reinforced hoses
- Hidria double spark ignition CDI
- GECO bashplate
- Boyesen carbon reeds
- S3 Hard Rock aluminium pegs
- Rear disc (FIM regulations)
- Ultra low weight wheels
- Reiger three way shock

|| IMPRESSION ||

2017 Gas Gas

The Comeback Kid



This past October, *On The Pegs* got an exclusive opportunity to check out the 2017 Gas Gas 280 Race, 125 Race and TXT 250 Contact models at a local riding area near Tulsa. Just over a year ago the future seemed somewhat bleak for the Spanish marque, however, thanks to the purchase of the company by

technology firm Torrot, the future couldn't be brighter for Gas Gas. And when it comes to the company's plans for the US market, Torrot has a very ambitious strategy.

Since Torrot's first order of business was getting bikes back into production, the 2017 models have limited changes from the 2015 bikes,

however, the '15 models were already at a high level, so Torrot was starting with a great product from the get-go. Basically, the 2017s (TXT 125, 250, 280 and 300) feature the best of the 2015 Race models with a several new features thrown in, including an external rear brake line, new machined rear rim, updated



BrakeTek master cylinders, and the latest Tech forks.

We took a closer look at the Race model, starting with the suspension. The latest batch of "Gassers" comes stock with Tech forks, replacing the Marzocchi units that were used in the past. According to the factory, the aluminum upper tubes (in Olive-green) make for greater surface hardness, which reduces friction and extends fork life. The lower fork legs are anodized with a natural finish, and feature new anti-friction dust wipers for less drag.

A Reiger 2V rear shock with Link 1, which comes with a bottom oil reservoir, works nicely in concert with the Tech forks to balance out the bike. Not only does the suspension work well in rocky creeks and absorbing impacts, but they also do their job well when it comes to helping the rider get lift and traction when implementing certain techniques, i.e. splatters, zaps, etc.

Other new features include the re-routing of the rear brake hose on the outside of the swingarm, which fa-

cilitates ease of maintenance, ensures a perfect bleed, and features a hydraulic hose specific for this application. A few years ago, Gas Gas moved the rear brake line inside the swingarm to protect it, but for most riders that is not an issue.

The rear brake caliper is part of the auto-stand system, which facilitates ease of removal and installation of the rear wheel, which is another cool feature.

Moving to the front brake and clutch systems, a new master cylinder piston design



ensures better sealing under pressure to offer more direct contact of both the clutch and the front brake. The design helps prevent temperature deformation of the front brake caliper and brake pads. The ergonomics of the lever action has been changed for a better feel, and the manufacturing process for the master cylinder components is now 100% automated for quality assurance.

The '17 models will also fea-

ture CNC machined rear rims, which are black anodized rims with Gas Gas logos.

Moving to the engine, the Racing 300 is powered by a 294cc, 2-Stroke, liquid-cooled, single cylinder engine, with an over-square cylinder bore of 3.11 in and stroke of 2.36 in.

A new water-pump mechanical seal ensures a tighter seal and longer life. Meanwhile, the electrical wiring system comes in two parts

(ignition and loom), which can be unplugged from the engine for those not wishing to run the lights. The ignition is a Hidria dual-spark system instead of the Kokusan used on previous models.

Items carried over from Race and Replica models include titanium eight-segment exhaust pipe and a 25CrMo4 chassis for an extra degree of rigidity that improves stability.

As far as the 2017 Contact

model, this is a bike designed for any rider into trekking or off-road excursions, as well as entry-level trials riding, with it's removable seat and higher volume fuel tank (3.5 liter).

Overall, the 2017 Gas Gas is a well-built machine. The aluminum Tech sliders up front and the new Reiger rear shock work well with the steel tubular frame, giving the Racing model a solid, comfortable feel in unstable conditions.

The big picture takeaway is that if you were already a Gas Gas fan, then you won't be disappointed. If you were not, now is the time to take another look. ■

The Goods:

- Tech front suspension
- New anti-friction dust wipers for fork leg
- REIGER 2V shock with bottom oil reservoir
- New water-pump mechanical seal
- Hidria dual-spark ignition system (HIDRIA DS).
- Titanium front exhaust pipe
- Electrical wiring system in two parts (ignition and loom)
- New GN brake discs
- Rear brake hose on the outside of the swingarm
- The rear brake caliper is part of auto-stand system
- Front brake and clutch: New piston design
- Regina chain
- Rear sprocket built to FIM regulations, black anodized
- Chassis in 25CrMo4
- Ergonomic handlebar used by the racing team
- "Man overboard" kill-button system
- Radiator fan motor SPAL ORDOÑEZ

2017 Gas Gas Contact

