

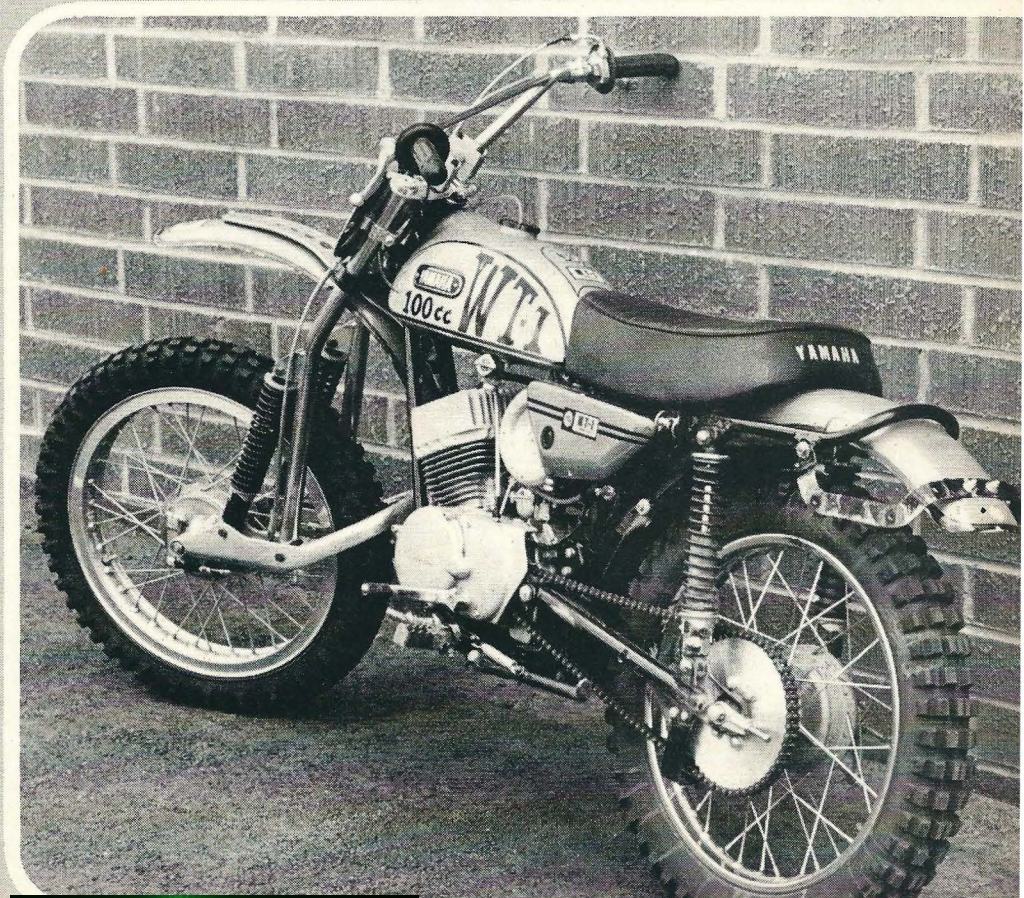


# WEBCO PROJECT BIKE



**The Swenco leading link fork assembly and Koni shock combo does wonders for handling on fast, rough terrain.**

**The attention to small details on any bike can contribute to winning ways. Here soft grips and leather hand protectors keep the rider from getting fatigued.**



Back in our February issue, Tom Woehr went through the steps of building a Moto-Cross bike "by the book." The "book," in this case, was the Webco catalog plus a few miscellaneous items. Unfortunately, we didn't have any completed pictures or proof of its performance at that writing.

Now the bike is complete and has placed fourth on its first outing. (Who knows, it might place first on its fourth outing.) For its purpose, the bike has been a total success. It proves that a truly race-worthy bike can be built using readily available bolt-on items.

The true test then is the rider's ability and stamina. Anyone who can hold a wrench should be able to do exactly what was done here and with the same results.

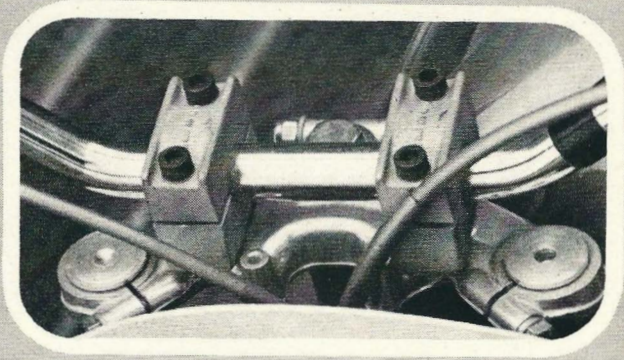
***The Yamaha WT-1 (Nee, AT-1) as built by Webco is a rugged looking piece of machinery. Everything on the bike serves a purpose and there is no dead weight to lug around.***



[www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com)

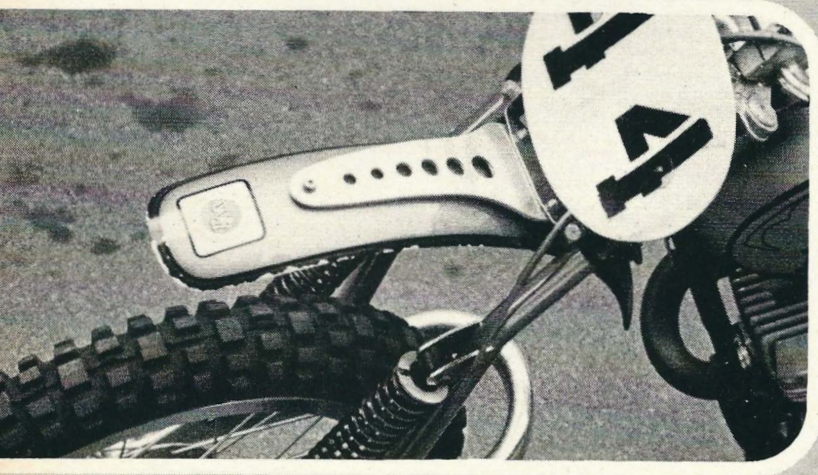
*The wider, cross-braced handlebars look unduly large compared to the slim Yamaha, but they provide better control through increased leverage.*

*Alloy handlebar mounts are a good step in keeping weight off of the top of the bike and are more rigid than stock.*



*The stock seat was retained because it is wide, firm and a pleasure to bounce on.*

*It's difficult to stress the importance of using good shocks on the back of a bike. Koni's can be adjusted over a broad band to accommodate different rider and terrain conditions.*



*A fiberglass fender and alloy fender brace protect the bike without contributing to the overall weight.*

