

# CCM GP450 Adventure

Small but perfectly formed, this could be the adventure bike you really need — and it's British

## SPECIFICATION

### CCM GP450

**Price** £7995

**Engine** 449cc dohc single, 4v per cyl, 1/c

**Power** 40bhp @ 7000rpm

**Torque** 32lb.ft @ 6500rpm

**Transmission** 5-speed, chain

**Chassis** bonded aluminium

**Front suspension** 47mm usd forks, fully adjustable

**Rear suspension** rising-rate monoshock, fully adjustable

**Front tyre** 90/90-21

**Rear tyre** 120/90-18

**Wheelbase** 1510mm

**Rake/trail** 26.75°/108mm

**Seat height** 890mm

**Kerb weight** 135kg

**Fuel tank** 17 litres



Screen and bash plate are standard. Options include classy luggage

PHOTOGRAPH BY MATT HULL

BY **MATT HULL**

**T**HE CCM GP450 Adventure is unique. Designed as an easy-to-ride adventure bike, it looks minuscule yet tall – thin and minimalist, yet purposeful. Michelin enduro tyres, a Tractive shock and Brembo brakes hang off an innovative bonded aluminium frame. The tucked-up sidestand and long swingarm reveal true off-road heritage. Every part oozes quality. It should be sitting in the sand next to a Dakar rider, not outside my house with the shopping to do.

As you sling your leg over, the suspension sags in true off-road style. There's a low-seat option and an all-in weight of just 135kg, so those usually on tiptoes will be very confident. The seat is soft but comfy,

the pegs are wide but high. But the thing about buying a bike made in Bolton is that you can go to the factory, where they will tailor it to you.

Instead of a peanut-sized motocross tank, the CCM has a 17-litre plastic tank capable of a 150-200 mile range. And it's needed – the 450 is so easy to ride you'll just want to keep going. I have no doubt that it will deal with East European potholes and North African sand dunes just as well as it does English green lanes. Don't think little BMW GS, think long-distance enduro bike with a screen and comfy seat.

But surely a 450cc bike can't be any good on the road? This is what CCM are worried potential buyers will think, but they really shouldn't. The engine (from BMW's G450X) is detuned to 40bhp to help reliability, and on standard gearing it will

happily cruise at 70mph for more than 250 miles. But if your adventure involves more road miles then off-road, the motor has enough torque to pull even higher gearing for more relaxed cruising. It isn't going to sit at 90mph across France's peage like a GS or a Ducati Multistrada, but it'd be far more fun using B-roads to get down to Morocco anyway...

CCM don't have a dealer network yet, but if you're interested in the GP450 you can have a demo ride from the factory, where they even take part exchanges and offer finance. You do have to escape a big-bike mindset to appreciate it, which some riders won't be able to do. But if you can, you'll be rewarded with the adventure equivalent of a MotoGP machine. It's beautifully built, can be made to suit your needs and is the most refreshing bike I've ridden in years. **R**