

Which Bike?

APRIL
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COMMUTERS CUT THE ROUGH**

**SUZUKI'S GS425 EN
MORE POWER, SAME BIKE**

**ON THE ROUGH WITH BETA'S
BIGGEST AND MONTESA'S MIGHTIEST**

Which Bike?

APRIL 1979

No.33

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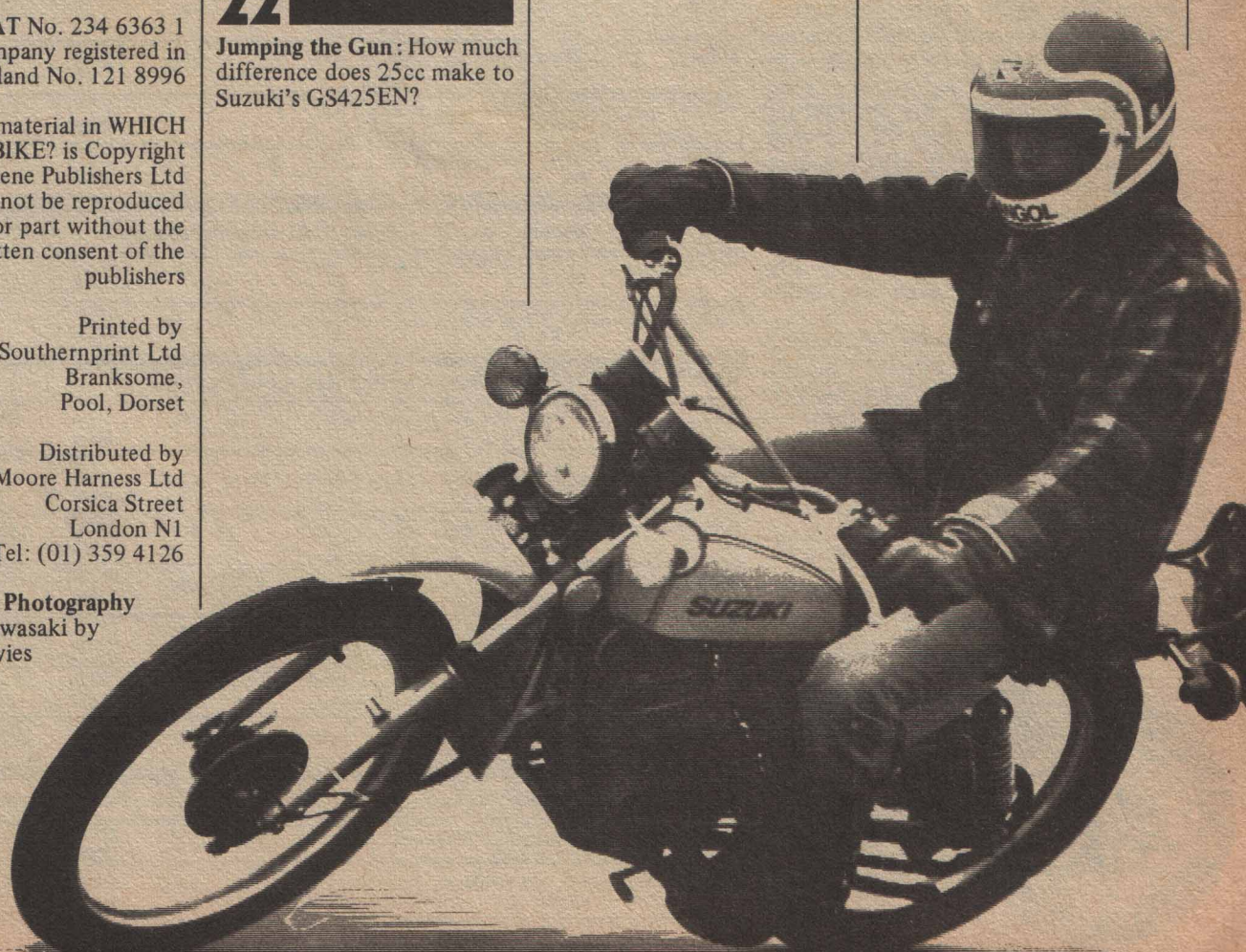
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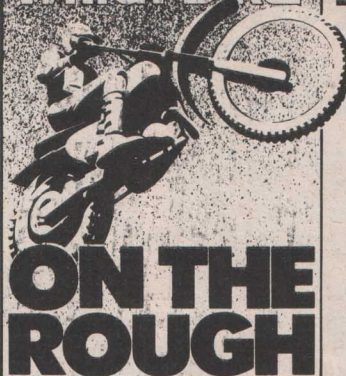
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Which Bike?



HONDA XL185 SUZUKI TS185

KAWASAKI KE175 YAMAHA DT175

TURF OR TARMAC? - A TRICK OF THE TRAIL

The introduction of Honda's XL185S adds a new dimension to the 175cc trail bike class. For a start it's a four-stroke, the only one offered in its size. But which way does the Honda swing - towards the truly dual-purpose DT175 Yamaha with racing potential or the more cosmetic intent of the Kawasaki KE175. *Mark Williams* measures the potential of the Honda against the Suzuki TS185, the Kawasaki and the Yamaha. Photography by *Ian Dobbie*.

Little bikes, little bikes, little bikes. . . if we're honest about it, we hate them. What we want is great big, fire-breathing litre plus monsters that we can ride up and down the by-pass in a loud and offensive manner, terrorising lesser mortals who simmer along 2mph below the required speed limits in their Austin Maxis and Datsun Cherries. The old cliché is indeed true (most clichés are); when girls grow up they become women, possibly even ladies, but when boys grow up, they remain boys. And whilst finances, imposed moral indignation or even a genuine concern for mankind's corporate safety might reduce us to compromise gestures of limited displacement, show me a man who does not, deep down in the darkest recesses of his heart, hanker for several jam-jar sized cylinders of raw power . . . and I'll show you a heinous fibber.

Be that as it may, these trade-offs have to be made. You may want a GS1000 buddy, but your bank manager and insurance broker are more disposed to seating you on something of the order of a 250 twin. You know the whole pitiful story, right? Well it comes in other guises, too.

A lot of off-road fans would love to tear through the shrubbery on a big bore KTM or Maico, you know, the sort of bike that looks as though it'd maul tigers and sip their blood if it ran out of fuel. The brutal fact of the matter is that even if we could afford the thing, chances are we couldn't ride it properly.

So, if we're still committed to doing it in the dirt, we settle for something less than our available fantasy. Often a lot less. Something that's got enough power to pull us out of a scrape, but something that isn't going to break

our necks with an over-abundance of power - or our bank balance with a leaden price tag. Something like a 175cc trail bike, in fact.

Now let's return for a moment to the young gent who fancies a heavy-duty road-burner but is outlawed by grim reality. Should he settle for the Honda Benly or a Z200 that he can realistically afford, or what?

The 'what', in a good many cases, also turns out to be a trail bike, a machine which elevates him from the commuting masses into a world where 175 or 125cc in the right hands, is utterly respectable, nay desirable. Ask Dai Jeremiah. Moreover, a trail bike of *whatever* capacity, stands out in a crowd - just like a GS1000 - whereas a CZ250 patently does not.

There are yet further justifications for running a Super-test of 175 and 185cc trail bikes, which, stripped of any sociological rhetoric or romantic nonsense, sound simple enough.

First, Honda UK have just entered the fray with their XL185 which slots neatly twixt their 125 and 250cc models. This looks like a direct affront to Yamaha who've had this sector of the market very much their own way for a number of years, hence reason number two; Yamaha have brought out a re-vamped version of their cantilever framed DT 175 MX. And as we've contrived this battle of the giants, we figured it might be a smart move to size up the opposition from Messrs Suzuki and Kawasaki. That's reason three, if you were counting.

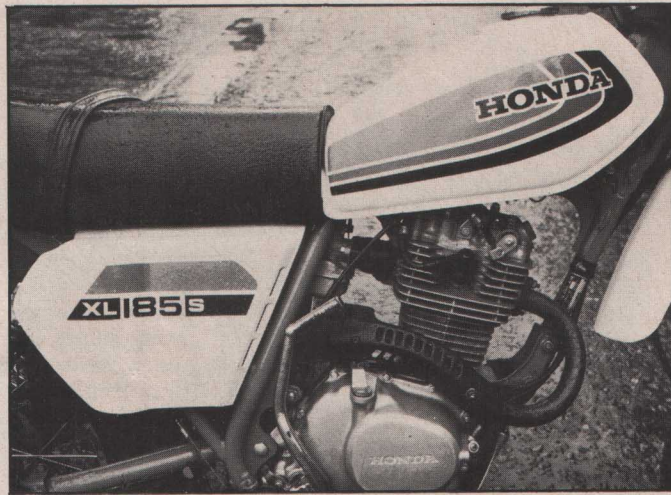
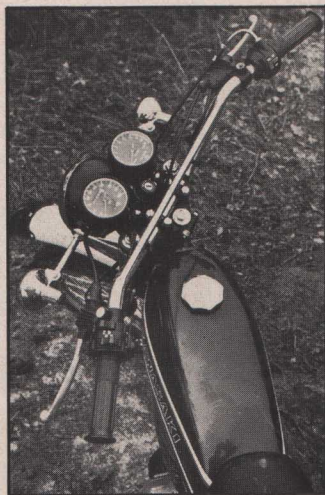
KAWASAKI KE175

Kawasaki's KE175 is the oldest of the machines tested here, in the sense that since its introduction in 1974 it's undergone the fewest





KE's disc valve motor proved most docile but the all-new Honda handled better.



changes. Even its physical appearance has changed little in the past five years.

This in itself is unusual for the cosmetically conscious Japanese, but in the case of the KE175, they were largely justified in not tampering with what is a very sound product. You see the KE range are the only disc-valve aspirated trail bikes on the market, and disc-valves are arguably the most efficient means of endowing a small capacity 2-stroke with a wide powerband. Piston porting is certainly the simplest method of fuelling such engines, but if a designer goes for max. power at the top end, he sacrifices torque in the middle and lower registers — and vice versa. Sticking a reed valve forward of the inlet port improves low-end heft of a 'stroker ported primarily for top end poke, but the reed valve itself provides resistance to the fuel-air mixture even before it reaches the crankcase. Which is why it's far from straightforward tuning a reed valve aspirated engine for more power because the energy absorbing factor of the reed valve is hard to quantify. (The same can be said of the disc valve, of course, but in this case the rotating disc doesn't offer any resistance to the charge).

The principle of the disc valve is simple. Instead of drawing the charge through holes in the piston and transfer ports down into the crankcase, thereby creating several opportunities for inefficient wastage of gas (and thus energy), the charge goes directly into the crankcase whenever the cut-out section of a crankshaft rotated fibre disc permits it to do so.

This has an obvious draw-

back, namely that the carb has to be very near the crankshaft and that means extra width which, on an off-road machine, could cause problems. However by keeping their primary drive compact and cannily keeping everything very narrow around the bottom end; the KE's rotary valve engine is in fact no wider than the Yamaha's at just 11 inches.

The KE's engine performance feels quite similar to the DT's in practise, even though it's achieved in very different ways. The Kawa's bore and stroke is almost square at 61.5 x 58.8mm, whereas the Yam's has a significantly shorter stroke of 50mm. Compression ratios are close at 7 to 1 (KE) and 6.8 to 1 (DT) and they both peak out at 7000rpm, although Kawasaki claim two more brake horse for their machine than Yamaha's fifteen, which partially bears out the disc vs. reed-valve theory propounded above.

I say partially, because it's possibly to make a noticeable increase in output by simply enlarging the air intake orifice on the DT's air filter box although this, naturally, accompanies an increase in decibels. The Kawasaki breathes more freely than the DT (and indeed Suzuki's TS185) and it also was the cleanest running of the 'strokers we tested. It is also the quietest. An awkward, manually held lever on the nearside 'bar operates the choke, but it can be dispensed with after thirty seconds from cold. The KE is then ready to go places.

The KE175 doesn't rev as freely as its smaller 124cc brother, (see issue 16), but the lower half of the rev-

band is full of torque and, unlike the TS185 tested alongside it, there's no sudden surge when the tachometer hits a specific point on the dial. That said, I must record that both the TS185 and DT175MX were faster bikes overall even though I doubt Suzuki's claim that their engine produces 17 bhp at only 6,500rpm — 7,500 would seem more likely. But the Kawasaki's power delivery was predictable and easier to cope with than all three of its competitors, XL185 included. It also delivered superior fuel consumption figures to the other three, a grand total of 60.5 mpg overall and 72 mpg if ridden only on the tarmac, (we only had time to check the Kawasaki and the Suzuki's mpg exclusively on the road. The Suzi's tarmac-only figure was 69).

Whilst we're on the road, I reckon the KE175 is second only to the Honda as a road bike. It's the most stable at high speed, its brakes are only marginally less effective than the excellent six inch Honda units (but then they are smaller), and its riding position and roadholding are very comfortable. And if roadwork is going to dominate your time aboard a trail bike, remember the KE is a lot cheaper than the XL.

However the Kawasaki starts showing its age when pushed hard on the rough. The KE's front forks permit just 6.1 inches of movement and they're not damped well enough. This bald statement is justified by the ease with which they bottomed out on even lightly rutted surfaces when the bike was ridden as hard as its handling permits (which is not as hard as any

of the others, despite its longish wheelbase and low centre of gravity). The rear end was far more efficient in its absorption of bumps and suchlike, but this imbalance only amplified the steering deficiencies caused by the soggy forks. It was harder to control the Kawa on slippery or loose going and though unladen ground clearance was the same as the Suzuki's, the weaker sprung KE caused a few problems when surmounting logs or boulders. What's really required is a front-end update, but as Kawasaki seem to be phasing out two-strokes altogether, I guess they won't bother. Sad in both cases.

Minor aspects of the Kawasaki's inventory are fine, except that the main ignition switch has to be given an extra turn to bring on the lights and the trafficators are still stuck on long and highly vulnerable chrome stalks. It comes with a good toolkit, though and is generally as well equipped as the other four bikes so at £569 its value cannot be ignored.

HONDA XL185

When I tested the XL250S in our December '78 issue, I concluded that although burgeoning with nifty technical ideas directed primarily at the off-road rider, it concedes too much to road use to make it a great trail bike. I'm delighted to say that this is less true in the case of the XL185S.

This is the result of many things, the most obvious of them being a 10 per cent reduction in dry weight. 'Ah', you will say, armed with the



spec. table and a pocket calculator, 'but the 180cc engine puts out 20 per cent less power than the XL250S.' But in reality the power-to-weight discrepancy goes into the dumper, for the smaller engine's output characteristics enable the bike to be ridden in a very different manner to the XL250.

Explanations start here:

By utilising the same stroke as the 249cc engine, but doing away with the counterbalance arrangement and two of the four valves, Honda engineers have come up with an engine that is not only lighter and less internally stressed, but one that revs more freely. Maximum power is claimed as 16 bhp at 8,000 rpm, and because the motor actually feels happy racing around in its upper registers, the XL185S can be ridden more like a two-stroke than some two-strokes!

The XL's 22mm Mikuni is the smallest carb to be found on our test quartet, but it chucks fuel into the hemispherical combustion chamber in sufficient quantities to stoke up a lot of usable horses. But don't expect much plonk from this four-stroke, the only way to approach bogs or steep hills is much the same way as on the TS185; with a spirited charge. It'll deal adequately with most of these hazards too.

What's more, the 185 starts easily (it's got magnetically triggered ignition and the same kick-start activated exhaust valve lifter as its elder stablemate) and accelerates crisply on the road, although not quite so rapidly as the 'strokers tested here. Neither is it as frugal as some of them, although of course it doesn't use engine oil to anything like the same extent.

The gearing on the 185 is also noticeably different. Primary transmission is by the common method of gears, but the secondary ratios are unusual in that although there are five of them, there's a bigger gap between second and third than on the more evenly spaced two-stroke gearboxes. This is undoubtedly a sop to road riders who want a decent cruising speed and a useful set of ratios for urban work. Which is what

they'll get, but an annoying buzz in the 'bars and footpegs at around 7000 rpm deters long periods of travel above about 60mph. This contrasts with the Suzuki, Kawasaki and Yamaha, all of which can be ridden more or less flat-out until you run out of road, or fuel.

When you get into the handling department, though, the Honda really shines. It's got the shortest wheelbase of the bunch, but leading-axle forks with almost eight inches of travel and refined, progressive damping give the bike adequate castor and trail for both steadfast handling on difficult terrain and berms, as well as easy, slow-speed steering in tight situations. The 185 doesn't have the 23 inch front wheel of the 250, but it wears the same 'sucker' pattern Yokohama tyres. The rear wheel carries at 4.10 instead of a 4.60, incidently.

Whilst it's true that the life expectancy of these covers is likely to be rather limited if used largely on the tarmac, their adhesion does seem superior both on and off the Queen's highway, especially in the wet.

The XL's rear end isn't as torsionally stiff as the 250's (or the Yam and Suzuki tested here, for that matter), but the shocks are angled steeply enough to match the travel of the front forks.

Excepting the TS185, all four bikes have single downtube frames, but the XL breaks rank by utilising the engine as an essential element of the chassis. Honda have added cosmetic trendiness to clever design by coating the XL's tubework with red paint. Indents in the plastic rear fender just under the upper rear sub-frame allow the hapless rider room to grip the bike if he has to haul it out of the mire. A nice touch.

Lighting on the XL, as on all trail bikes, is six volt and not really up to illuminating the bike's path on unlit roads. The trafficators, too, only really shine at high revs - a criticism applied to the KE and, with less emphasis, to the TS and DT. But the stalks they sit on are ultra flexible; Kawasaki and Suzuki take note.

The XL's seat is arguably the best upholstered amongst

its direct competition, but to a lanky bloke such as myself, the riding position is a tad cramped for comfortable control off-road, a situation reflected aboard the Kawasaki but which in no way detracts from the ease with which either bike can be piloted on the road.

SUZUKI TS185

You may recall that our test of the TS250 in the November issue seriously questioned the bike's suitability as an off-roader. Well, it's amazing how much difference a smaller engine and chassis can make, for the TS185 is, subjectively speaking, the best trail machine of the bunch.

For starters, it's slightly lighter and more powerful than the others, and both the frame and the engine really feel as though they were designed with performance as a prime factor. The engine in neither a bored-out or sleeved-down version of Suzuki's 125 or 250 trail bikes, being slightly undersquare at 64 x 57mm. Compression ratio is the lowest of the lot at 5.9 to 1 (from exhaust port closure), and the ignition occurs by courtesy of a 26mm Mikuni carb and a PEI ignition system. The engine thrives on revs despite the fact that Suzuki have added a reed-valve to the induction system. This endows it with a certain amount of torque at the lower end of the scale, although not as much as either the KE or the DT. But when the tachometer registers around 4500rpm, the engine surges upwards with a bit of a jolt and never lets up until it reaches almost 8000 rpm. Once on the pipe, the TS185 will sail up hills in second or third that would force lesser machines to drop a cog. This makes it a slightly more demanding bike to ride, but a faster and more satisfying one. With a maximum speed of 68mph at 7500 in top, it's a useful tool for the road, too.

Like the rest of our test bikes, the Suzuki is built around a frame that is very obviously mass produced from regular steel tubing.

Welding isn't of an especially high standard neither is the finish, (although the rest of the paintwork and plating most definitely is, ditto the Honda, Kawa and Yam). However the Suzuki has a duplex frame which is essentially stronger and more rigid than the others and this undoubtedly accounted for a secure, solid feel to the TS that belied its lightness.

This isn't a blanket condemnation of single downtube frames, for many pukka enduro and motocross machines have 'em, but these are domestic trail bikes built down to a price; the parameters are different. However like all the bikes here, the TS had taper roller bearings in the headstock and a bushed swinging arm.

The only real legacy it shares with the TS250 are the front forks, although they are comparatively better damped. Nevertheless they didn't bottom-out, but they sometimes caused the Bridgestone-shod front rim to jounce off a line when the surface got a bit too rough. This was fortunately off-set by geometry that favoured slower but surer steering which had its advantages on the road, too. The relationship between 'bars and footrests, (like all the bikes, save the KE which had slippery rubber covered ones, these were serrated and hinged), also allowed the TS to be ridden more confidently on the dirt. Whether standing or sitting, the bike felt significantly more controllable at speed that all the others, save the Yam. The eagerness of the engine meant that the front-end could be aviated without a second thought, in which respect it once again pipped the other three, and throttle-response in the upper regions of the powerband complimented this perfectly.

Like all these bikes, the TS185 didn't object to clutchless gearchanges, although clutch action was light if a little more sudden in its disengagement than the rest. Only the Kawasaki needed any real adjustment to the clutch cable during our test, incidently.

One criticism of the Suzuki was the rear brake, which locked almost whimsically until I got used to the





Instruments are neat, but tacho didn't work!

limited amount of lever travel and pressure required to use it sensitively. In comparison the front anchor was all you could expect of a domestic trail bike and seemed to resist water better than the rest. Both 185 and 250cc TS's appear to have the same rear shockers, fitted with a single rate spring — only in the case of the smaller machine the unit is not inverted for mud-free adjustment. But the difference in damping twist this and the bike we rode last year was quite amazing. (In fact with the benefit of hindsight I'm concluding that the 250 was, shall we say, fitted with rather well-worn units in comparison to this 185, and the same might be said of the swinging arm bushes).

The back-end stayed on the ground, breaking traction only when the bike was deliberately locked up and swished around a lippery corner or gunned across a particularly uneven section of terra firma. And it was comfortable too, even for two-up riding. An added bonus when the bike held a confident lead as an off-road performer.

YAMAHA DT175

The main changes to the DT175 for the '79 model are visual, something both Yamaha and Suzuki are fond of. It's now blue where it was white and there have been minor alterations to the design of the plastic ware that's liberally hung all over the characteristic cantilever chassis. Viz; the front fender is now serrated to 'assist engine cooling' (!) and there's padding on the cross-bar to protect your false teeth in the event of a loop-over.

The Yam is the only six-



speeder amongst this little lot, but the extra gear favours the off-road rider who needs as many ratios as is reasonably possible to cope with a wide variety of conditions. It is thus only fractionally faster in top gear than the others and its reed-valve engine delivers less clout than the others, 15 bhp maximising at 7000 revs (but see my comments in the descriptive of the KE175).

In its basic state, the DT's engine doesn't rev as freely as either the Suzuki or the Honda, but it's got a strong wide powerband which rarely falters. In truth, the six rather closely spaced gears aren't required save in enduro

conditions — which of course is where you find more DT175 Yams than any of the other makes tested here. From personal experience, however, I find the DT's 24mm Mikuni carb more sensitive to adverse conditions than the carbs on the other machines. But then I've not had the opportunity to ride the rest of them in competition, where delicate tuning can make all the difference between misery and mastery. No worries about the CDI ignition though, for the DT started first or second kick, cold or hot. (Pity that the new exhaust system precludes use of the old twin-plug head

though; the Kawasaki is the only one of the pack still boasting this useful facility).

Clutch action is, if anything, improved from last year's model and despite all the bits turning around inside, the rotary-drum changer never left me in doubt about a cog swap — and the same goes for locating neutral. Final transmission benefits from a nylon block sprung tensioner and a nylon roller around the bushed swinging arm bearing. The DT175 remains the only trailster in its class to have snail-cam chain adjusters . . . when will the others catch up?

The same comment might



*DT wears its new blue suit well.
Note serrated fender!*

be applied to the Yam's rear suspension — certainly by those who fancy Yamaha's chances in world motocross this year. On a domestic off-road machine where rear wheel travel is limited by expense rather than technical opportunity, it's still a moot point, however. 5.7 inches is what you get at the back end which is more than the Kawasaki and Suzuki, but less than the Honda. The difference between the Yamaha and the rest is really noticed, however, when the rear wheel reaches the limit of its travel. In the Yam's case the force of the wheel's upward path is felt by the steering head

rather than the upper rear sub-frame, and only individual riding styles determine whether you favour this or not.

Put it this way, as far as I'm concerned the Yamaha's suspension is superior until you're pushing it to extremes, and then it can have adverse effects on steering and therefore handling. It is of course debatable whether the average trail rider will punish the suspension hard enough to confront this problem, but at least it's worth a mention. Also, adjustment to the single De Carbon type shocker necessitates removal of the seat — and that means

undoing two bolts.

The Yamaha's front forks are excellent and the only ones to benefit from a protective gaiter; longer seal life is therefore inevitable. Like all our contenders, the DT's steering head is fitted with taper roller bearings for smooth operation and long life (if properly cared for). At speeds up to about 30 mph on the rough, but faster if the surface is relatively even, the DT holds a line better than any of the others which has a lot to do with the rigidity of the cantilever chassis. Above that speed, I found it was no more — or no less — stable than either the Honda or the Suzuki

(which were both slightly better in this respect than the Kwacker). I've mentioned this before in *Which Bike?* and after heated discussions with other DT owners, I am prepared to accept that this may have a lot to do with my height, riding style and weight distribution: Whereas I find the DT175 distinctly capricious under the aforementioned conditions, other, but shorter chaps tell me the bike feels solid as a rock. Horses for courses, I guess.

What is not in contention is that the design of the DT's chassis disposes more weight towards the front end of the bike and its designers have endeavoured to compensate for this by reducing the trail and increasing the castor. (Certainly in comparison to the KE175 which has an almost identical wheelbase). This has the effect of reducing steering input at the theoretical expense of a certain amount of cost to tracking stability — or the extent to which the rear wheel follows the front when the chassis is cranked over. So my theory must hold *some* water!

And the DT's fuel tank holds neat petrol, of course, but only 1.5 gallons of the stuff, which isn't as much as the more frugal Suzuki and only a shade more than the Kawa. Prudent riding on or off the beaten track would doubtlessly return a better figure than the 62mpg we got. But even that figure is a great improvement on the 45.4mpg I got when I first rode the bike last year, but then I was using that test as a rehearsal for the Welsh 2-days!

Save for the KE, all our test bikes had rubber gaiters on their handlebar levers,

and rubber mounted instruments were common throughout. However the Yam somehow looks more like a purpose built off-roader even though the TS185 was marginally a superior tool for the job. The plastic headlamp with its stoneguard, the chain tensioner, the snail cam adjusters and other little enduro-inspired paraphernalia are the reasons why. Yet the Yam makes a good roadster — though less suited for pillion work than the others due to the limited padding towards the rear of the seat. It's lighting equipment is somewhat better for road riding too as more current gets to the trafficator bulbs at low and medium revs.

CONCLUSIONS

This dissertation on the relative merits of four 175/185cc trail bikes once again underlines the fact that the Japanese are working very much towards the same goal in every capacity class and with every type of machine. A difficult task was made even tougher by the appalling weather conditions of mid-February, meant *extensive* testing on both on and off-road was not possible and so it was necessary to draw from past experience, where appropriate, to a greater degree than is usual. However some fairly firm conclusions can be drawn, and here they are.

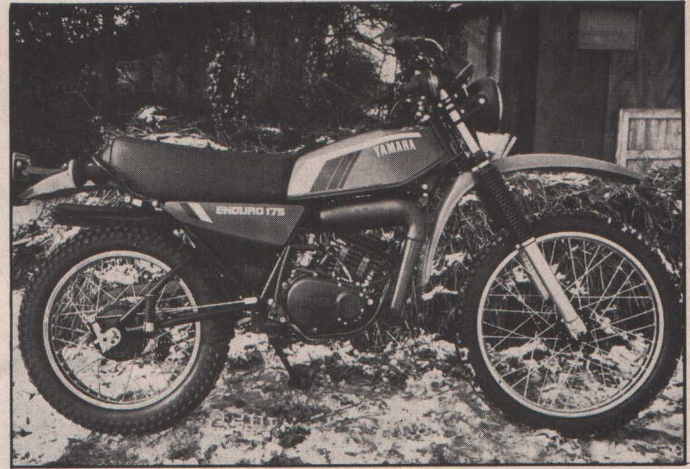
The Kawasaki, almost the cheapest to buy, would probably turn out the cheapest to run (with the Honda four-stroke a close second) and was the most comfortable on the road. Unfortunately it was the least desirable on the rough, due to poor front suspension — a pity in view of its sturdy engine and wide powerband. As a good all-round buy it must rank better than the rather costly Honda, unless perhaps you consider limited maintenance of prime importance — and there's nothing wrong with that, of course. But why not buy a straightforward road bike with longer lasting tyres, better brakes etc., etc?

The Suzuki and the Yamaha are somewhat more specialised than the preceding pair, with performance clearly weighted in the direction of the dirt. Of the two, I honestly expected to prefer

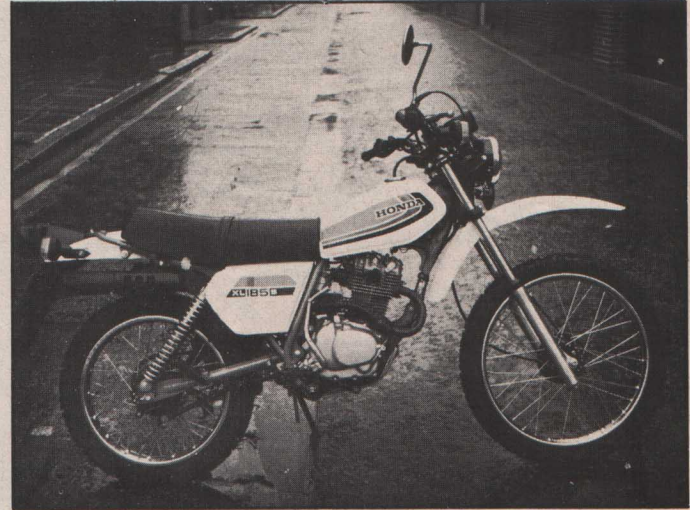
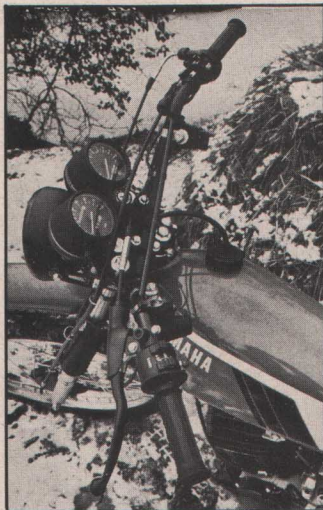


(Top left) Yam engine starts easy, pulls well. Note serrated fender, designed to pour mud all over fins! Slim Suzy tank needs key to fill 'er up (above left), DT's cantilever rear-end and snail cam adjusters are the bizniz (above right).





Unlike Suzuki, both Yam and Kawa had rubber sheathed levers but Yam 'bars and controls were overall tops (padding is missing from 'bars).



the Yam, but ended up casting my vote in the Suzuki's favour. It proved an immediately more accessible machine to come to terms with off-road, despite an engine that was distinctly peaky, but not intimidatingly so. Its handling wasn't fantastic, but then neither was the Yam's, but it was capable of dealing with unexpected twists, turns and changes in surface in a more competent fashion than the Yam. I don't wish to demean a bike I once considered to be the best in its class, for with a few cheap and simple mods, the Yam can be wrought into a more *competitive* off-road hustler than the Suzi — something few would consider undertaking with the TS185 because its too big for the 175 class and not powerful enough to compete with 250s.

But what we are dealing with is dual purpose machines and in this respect I'm afraid I can't really choose between the two. Price and personal preference to a particular brand might help you accomplish what I've failed!

	KAWASAKI KE175B3	SUZUKI TS185	YAMAHA DT175MX	HONDA XL185S
Price:	£569	£550	£660	£659
Engine:	Disc valve, 2-st single	Reed valve, 2-st single	Reed valve, 2-st single	Overhead cam single
Capacity:	174cc (61.5x58.8mm)	183cc (64x57mm)	171cc (66x50mm)	180cc (63x57.8mm)
Lubrication:	Oil injection	Oil injection	Oil injection	Wet sump
Comp Ratio:	7 to 1 (corrected)	5.9 to 1 (corrected)	6.8 to 1 (corrected)	9.2 to 1
Carburetion:	26mm Mikuni	26mm Mikuni	24mm Mikuni	22mm Keihin
Ignition:	C.D.I.	P.E.I. Electronic	C.D.I.	C.D.I.
Max Power:	16bhp at 7,000rpm	17bhp at 6,500rpm	15bhp at 7,000rpm	16bhp at 8,000rpm
Primary Drive:	Gear	Gear	Gear	Gear
Gearbox:	5-speed	5-speed	6-speed	5-speed
Clutch:	Wet multi-plate	Wet multi-plate	Wet multi-plate	Wet multi-plate
Final Drive:	Chain	Chain 520	Chain	Chain
Electrics:	6v. battery, flywheel mag	6v. battery, alt	6v. battery, flywheel mag	6v. battery, flywheel mag
Fuel Capacity:	1.4 gals	1.8gals	1.5 gals	1.5 gals
Frame:	Single downtube cradle	Twin downtube cradle	Twin downtube cradle	Single downtube integral motor
Suspension:	Kawasaki telescopic (f) Swing arm (r)	Suzuki telescopic (f) Swing arm (r)	Yamaha telescopic (f) Cantilever (r)	Honda telescopic (f) Swing arm (r)
Tyres:	2.75x21 (f) 3.50x18 (r)	2.75x21 (f) 3.50x18 (r)	2.75x21 (f) 3.50x18 (r)	2.75x21 (f) 4.10x18 (r)
Brakes:	Drum (f & r)	Drum (f & r)	Drum (f & r)	Drum (f & r)
Wheelbase:	53.9ins	53.1ins	53.1ins	51.6ins
Seat Height:	n/a	n/a	33.3ins	n/a
Grnd Clearance:	9.3ins	9.1 ins	10.4ins	n/a
Dry Weight:	231lbs	227lbs	221lbs	236lbs
EQUIPMENT				
Toolkit:	Yes	Yes	Yes	Yes
Chain Tensioner:	No	No	No	n/a
Centre Stand:	No	No	No	No
Security Bolts:	No	No	No	No
Comp.No.Plates:	No	No	No	No
Trip Meter:	Yes	Yes	Yes	Yes
PERFORMANCE				
Top Speed:	n/a	68mph	70mph	65mph
Fuel Consumption:	68 mpg	69mpg	62mpg	80mpg (est)
Range:	85 miles	124 miles	93 miles	120 miles (est)
Importer:	Kawasaki Motor UK Ltd, Deal Ave, Trading Est., Slough	Heron-Suzuki GB Ltd., 87 Beddington Lane, Croydon, Surrey	Mitsui Machinery Sales Ltd., Oakcroft Road., Chessington, Surrey	Honda UK Ltd Power Road London W4