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# **HOT BIKE**

PDC



**TESTS: YAMAHA IT400E,  
KAWASAKI KZ 750,  
MOTO MORINI  
3½ SPORT, And  
SUZUKI'S DIRT  
SCAMP FUN BIKES**

MARCH 1978  
VOLUME 2, NO. 3

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**TRACK TESTING A FOUR VALVE  
JAWA SPEEDWAY BIKE**

**ALCOHOL For Racing Applications**



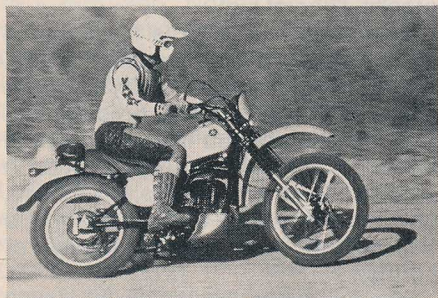
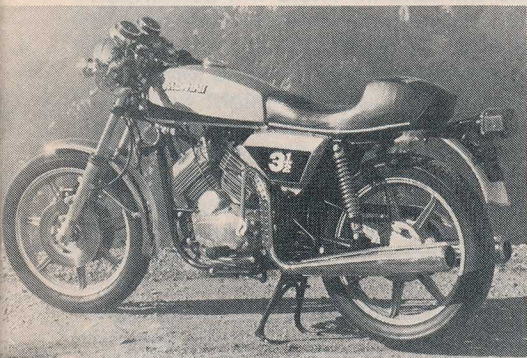


# HOT BIKE

Hot Bike March 1978 Volume 2, No. 3

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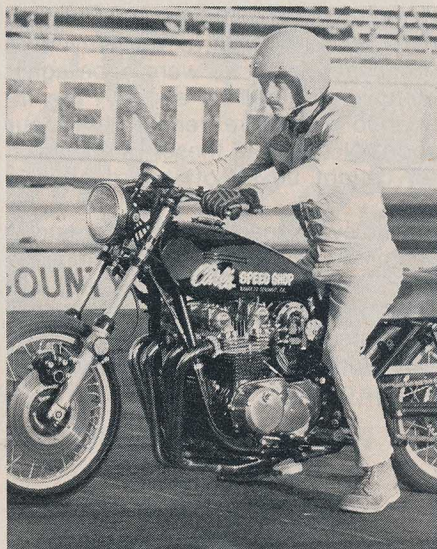
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On the Cover: Yamaha's IT400 was plenty of fun riding through the hills of Malibu. Extachrome by Mike Griffin. The Kawasaki KZ750 was photographed by Dain Gingerelli.

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# THREE FOR THE (OFF) ROAD

Suzuki Gives Us  
the Dirt Scamps,  
For Family Fun.

**S**uzuki's success with the RM motocross bikes has vaulted the firm into the forefront of off-road motorcycle sales. The Suzuki people have earned a title of sorts as off-road wizards. And well-deserved, when one considers they followed the RM series with a spectacular enduro, the PE250. Suzuki gave the off-road crowd both barrels. These bikes are one-hundred percenters, no corners cut.

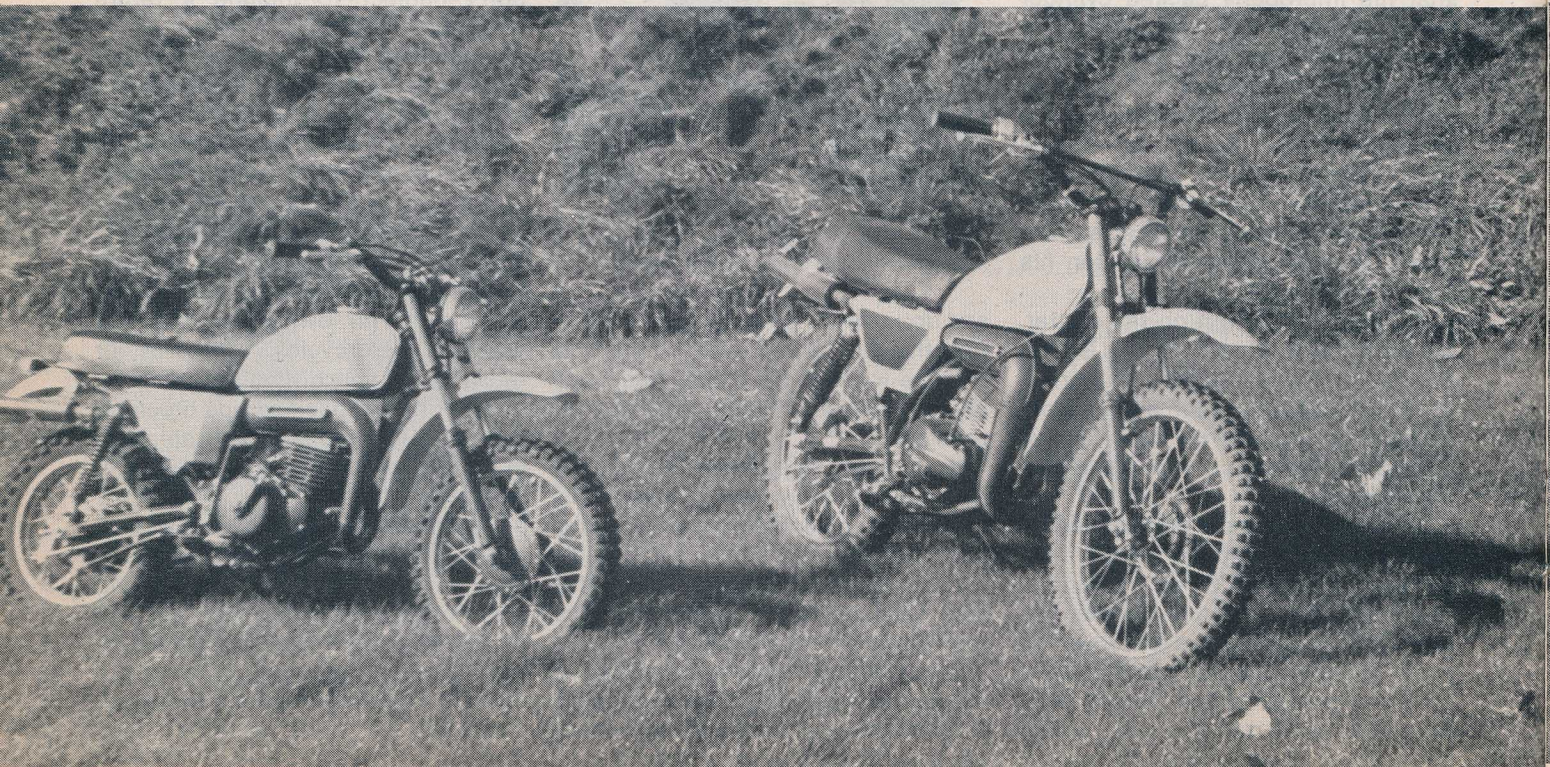
So when they decided to promote their Dirt-Scamps — low buck, low profile recreational dirt bikes — they were entering new territory, and placing their hard earned reputation as wizards on the line. Well, good news, the Dirt Scamps are everything they were intended to be. Nothing more, nothing less. Just three bikes in the small, medium, and large-medium bore classes that are tough and rugged, yet won't throw its rider off in a rebellious wheelie at the crack of the throttle.

There are three Dirt Scamps for every garage. The DS80 for the youngsters, the DS100 for mama to enjoy the off-roads with, and pappa bear's DS185. None are racers. They weren't intended to be. No, instead, Suzuki ran a little market research, and found that most people purchasing enduro motorcycles removed the turn signals, universal tires to be replaced by full knobbies, and stripped as much weight from the bikes as possible.

So Suzuki decided to do the stripping at the factory, and transformed their TS models, which the Dirt Scamps are derived from, into low-key recreational bikes. All three are for fun use only, not competition. And all three are fun. We played with them and everybody that rode the bikes enjoyed them. Readers of last month's HOTBIKE are already a little familiar with the 80 and 185. They were the bikes that joined us on our four-wheel drive excursion. This month we are going to tell you more about the little bikes.

The 185 proved the favorite of our riders with the most off-road experience. Kept within the performance bounds of the bike, it offered plenty of power. In fact it has a very wide power band, for smooth and controlled riding under most conditions. The 100 as might be suspected, just didn't have the poop the 185 offered. As a result, we were least fond of it. But some of our female test riders agree that the bike is just about right for women looking for an off-road bike to ride, but don't want a high standing motocrosser. It's 18 and 19-inch wheels enable a woman of five feet stature to touch both feet on the ground at all times.

The 80? Even though it is a mini-bike, we all loved it. You know how 30 year old boys can be with one of these things. But in all sincerity, it is ideal for the learning rider who is





still a little unsure of himself. The 80 has a rather wide powerband for such a small engine, but doesn't give away too much on the top end for when that youngster gets his confidence and decides to gas it.

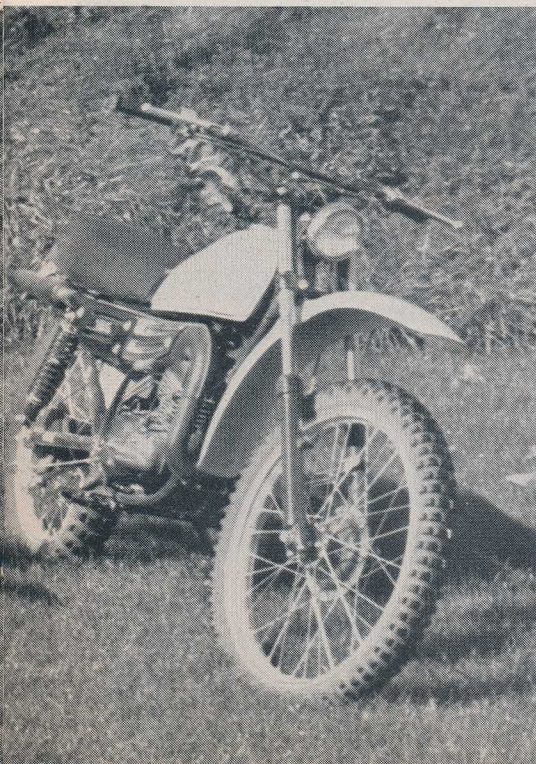
But the bike that will attract the most attention is the 185. It has the largest displacement engine, and will be favored by many. It's \$825 suggested retail price tag will make it a favorite for rec-riders looking for something with good power and handling, yet a price tag below the grand figure.

The DS185 is based on Suzuki's successful TS185 enduro. Both share the same frame and engine, although the DS is modified to keep its owner quite happy. The engine has increased compression ratio of 6.4:1 from the 6.2:1 on the TS. A larger Mikuni carb 26mm vs. 24mm is also used. As mentioned with all the DS bikes, the powerband is excitingly wide, making for a very docile, yet responsive bike.

The suspension of the DS bikes is also based on the TS models. Again, Suzuki has taken the time to increase the amount of travel in the forks and rear shocks, and improved the damping of each system too. This, in conjunction with the knobby tires, makes for nice handling bikes. Of the three, the 185 feels very "bigish". That is, the rider has confidence as he would on a bike of 250cc displacement when pushing through the toughest terrain, or climbing what



Economical off-road transportation, that is the concept behind these three small-bore dirt bikes. The DS80 and 100 make for excellent starter motorcycles for junior and mom. The DS185 is more in tune with the experienced rider. It offers adequate power and the handling of a 250.





# THREE FOR THE (OFF) ROAD

might be classified as steep hills for a 183cc motorcycle.

One fault we did find with the 185 was its willingness to "come around" on us when full throttle was applied. The tail end would begin to hop, and swing forward. During fire road type riding, this is nice, but for fast starts and riding narrow cow trails at rapid rate, the rider had better be prepared. It is also a little difficult to put the bike into a slide due to this drawback.

Again, the 100 is nothing exciting, just a refined bike for the learning or timid rider. Its suspension provides ample travel, but it is not a motocrosser. Keeping these limits in mind, it is a favorable bike for the not-so-particular rider.

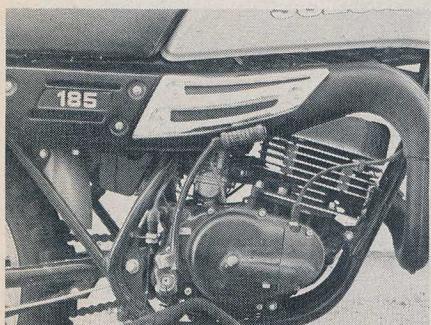
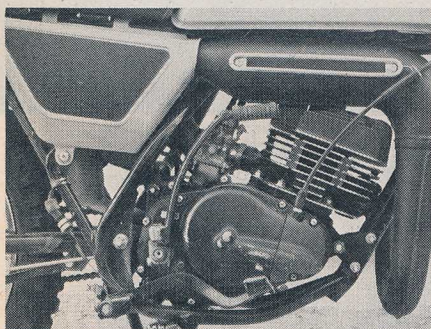
Our junior test rider had nothing but praise for the 80. We kept him off the motocross course, and pointed him to the trail, so he would ride the bike in its intended terrain. His report was as expected. As a side test, and to let him release some hostilities, we gave him the green light on the M-X track. As kids will be, he still thrashed the bike pretty good, and said that the forks would bottom out on the jump. The engine? That

little 79cc motor, with its 6.7:1 compression ratio never hesitated, and pulled him out of some tight corners right with other young riders on what are to be full blown mini-motocrossers.

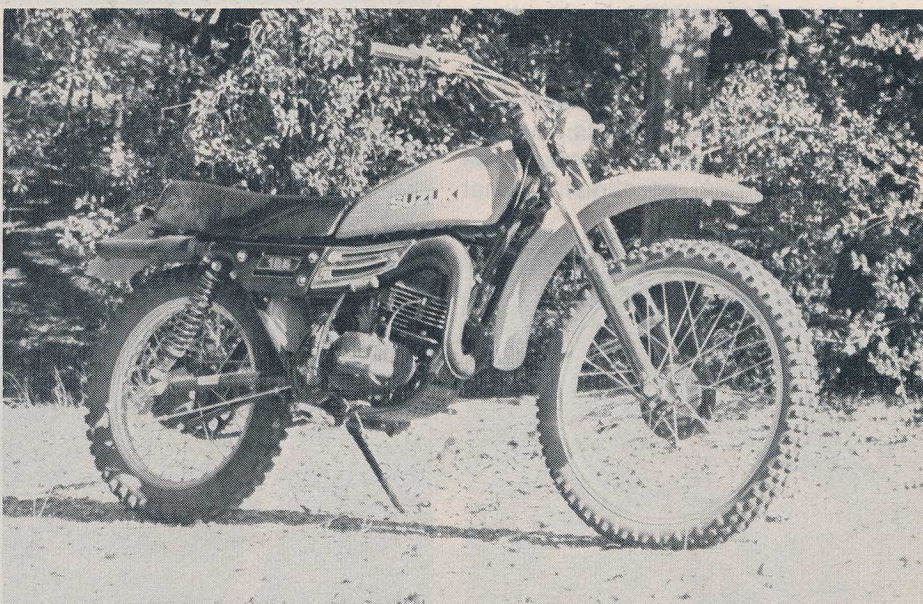
All three bikes utilize Suzuki's CCI crankcase injection system, and have 2.5 pints oil capacity each. There is no pre-mixing necessary, just top up the oil and gas tanks and go. The gasoline tanks are 2.1 gallons for the 100 and 185, while the mini-bike has a 1.3 fuel holder.

To keep the electrics as simple as possible, Suzuki uses PEI electronic ignition, which is essentially a magnetically-triggered CD magneto. The lights work off this ignition system, and have their own switch on the handlebars. A kill switch is provided for on and off of the ignition for the 185 and 100. The 80 has a kill button.

These are the lowbuck family enduros from Suzuki. They are a bunch of fun for the whole family (or taken by more experienced riders) and will live up to their call. Of the three, we naturally prefer the 185. It has the big bike feel, but not at a big bike price tag. The 100 and 80? Well, they are good for mom and junior.

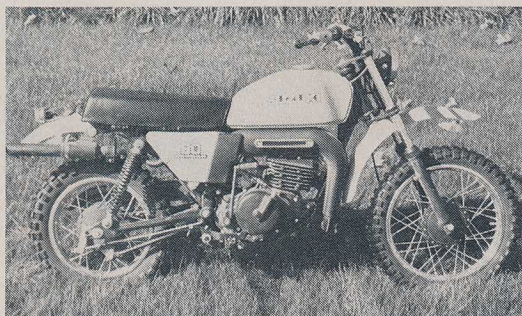


The 100 and 185 engines, above, appear much the same from outside. The small taillight is out of the way in case of crash, yet helps notify rider behind during dark hours.



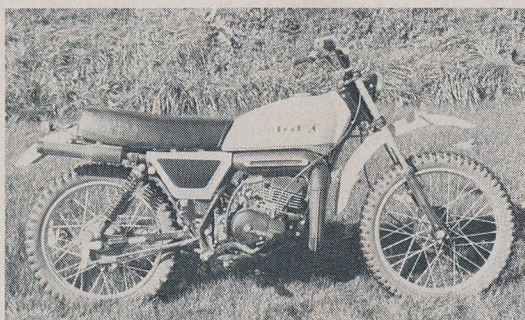


"These are the lowbuck family enduros from Suzuki. They are a bunch of fun for the whole family (or taken by more experienced riders) and will live up to their call."



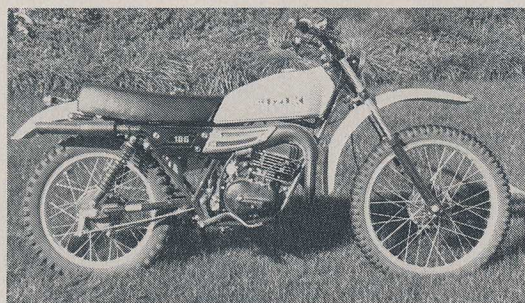
## 80

Price, suggested retail.....	\$495
Displacement.....	79cc
Bore and stroke.....	49mm x 42mm
Compression ratio.....	6.7:1
Starter system.....	Kick
Ground clearance.....	5.9 in.
Lubrication.....	CCI crankcase injection
Transmission.....	5 speed
Fuel tank capacity.....	1.3 gal.
Oil tank capacity.....	2.5 pts.
Dry weight.....	141 lbs.
Color.....	Orange



## 100

Price, suggested retail.....	\$555
Displacement.....	98cc
Bore and stroke.....	50mm x 50mm
Compression ratio.....	6.8:1
Starter system.....	Kick
Ground clearance.....	8.1 in.
Lubrication.....	CCI crankcase injection
Transmission.....	5 speed
Fuel tank capacity.....	2.1 gal.
Oil tank capacity.....	2.5 pts.
Dry weight.....	169 lbs.
Color.....	Orange



## 185

Price, suggested retail.....	\$825
Displacement.....	183cc
Bore and stroke.....	64mm x 57mm
Compression ratio.....	6.4:1
Starter system.....	Kick
Ground clearance.....	9.5 in.
Lubrication.....	CCI, crankcase injection
Transmission.....	5 speed
Fuel tank capacity.....	2.1 gal.
Oil tank capacity.....	2.5 pts.
Dry weight.....	205 lbs.
Color.....	Orange