

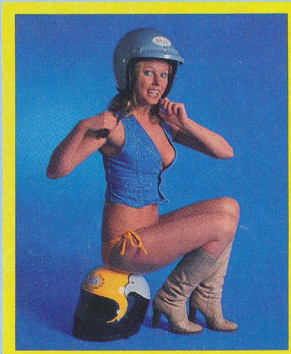
motorcycle MECHANICS

**NEW
LOOK!**



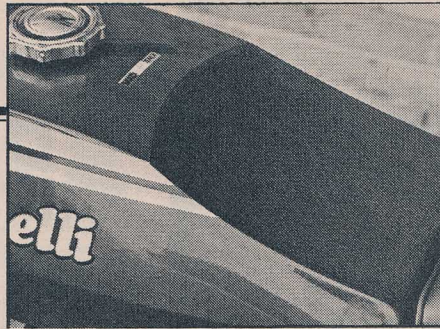
**Suzuki's big shaft-
no sleeping beauty**

**Honda's little and large-
which one for you?**

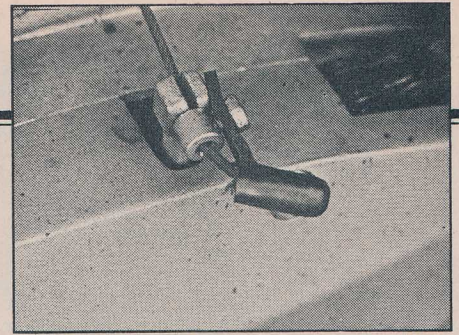


**Win
terrific Bell
helmets**

FREE BOOK!
Sheene's best
road bikes



If you can imagine what it must be like to sit on this vinyl patch on the tank you'll know how hard the seat is.



This solderless nipple on the clutch cable never gave any trouble, but they have a habit of losing their grip. Another cost cutting fitment.

WILLING WORKHORSE

Benelli's 125 Turismo is a lightweight in the European tradition, as Brian Crichton discovers

BENELLI's unostentatious 125 Turismo offers an attractive compromise between performance and economy.

The comparison chart illustrates this point, and it also shows the Turismo is just about half the price of its ostentatious 125 twin brother (tested in the April, 1980 issue).

Yet for a simple workhorse the Benelli Turismo, at £543, is still quite an expensive buy.

The engine is fired by a flywheel magneto with lighting coils. Since the lighting is direct there is no need for a battery. The bike is simplified in this and other respects.

There's no rev counter, no ignition switch, no locking fuel cap, no helmet lock . . . but all the basics are there for a lightweight two-stroke in the European tradition.

The Italian Benelli factory knows something about tradition. Founded in 1911 their first 125cc two-stroke single was built in 1922.

The current 125 Turismo first saw the light of day in 1975 but until now has never been readily available in Britain.

It has the one-up four-down gearchange pattern on the right side with the rear brake on the left.

The suspension is hard for such a lightweight and the seat has virtually no padding. Surprisingly, the ride is quite bearable for 50-mile runs on good roads.

Starting was good at first but deteriorated after 200 miles. Sometimes the motor would go first time. When the engine decided to become petulant one or two onlookers would pause to watch the frantic action on the left side mounted kickstart.

Push starting was made difficult by the tardy clutch action. On releasing the clutch-lever it was possible to run three or four paces before the clutch bit. By this time the

resistance of the slowly engaging clutch almost brought the machine to a halt with the consequence that the back wheel locked.

So it was back to the kickstarter — the path of least resistance.

The big finned engine cooled so quickly that even after a hard run the neat carburettor mounted choke lever had to be engaged.

When it fired on choke the engine sung out like an irate wasp fuming with blue smoke. It wouldn't make friends with the neighbours late at night.

Oddly on the open road the engine would sometimes run better with the throttle not quite fully open which may indicate top end richness.

The gearchange felt long and imprecise to begin with, but it was soon possible to execute swift and positive changes.

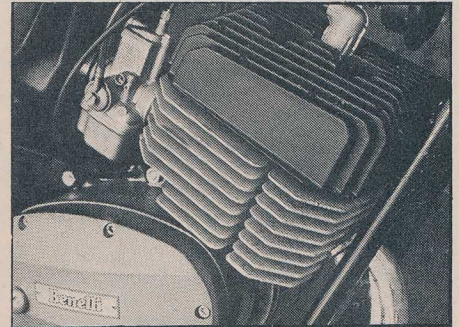
The engine pulled quite hard once in its power band. Headwinds and hills obviously knocked the little machine's pace.

For direct six volt lighting the headlight was fair. Often it was difficult to decide whether the fuzzy range of main was better than the closer intensity of dip.

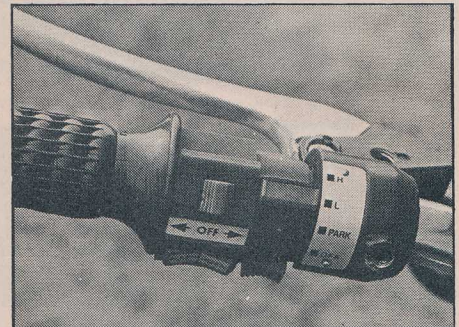
The flasher was something of a joke. It took a second or two for the filament to warm up before the light came on. So pressing the switch to flash produced absolutely nothing. The hooter was the "buzzer" type increasing in pitch with the engine revs.

Handling was hard to fault as you might expect on an Italian lightweight. On a section of road where the top surface had been removed to reveal a tramlined-like layer the Benelli tracked through it denying its existence. Other bikes on test were very sensitive to this grooved surface.

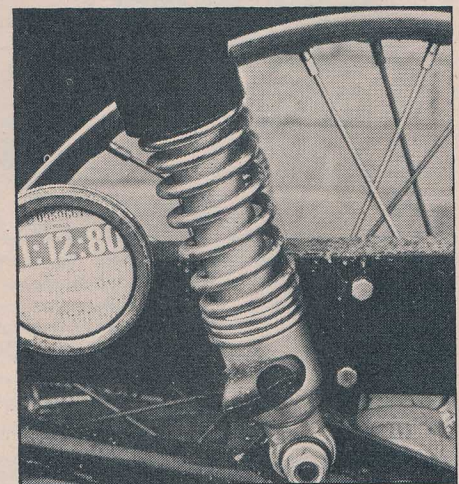
Uncomplicated and unassuming, the 125 Benelli Turismo is fighting but looks as though it has been made down to a price. ●



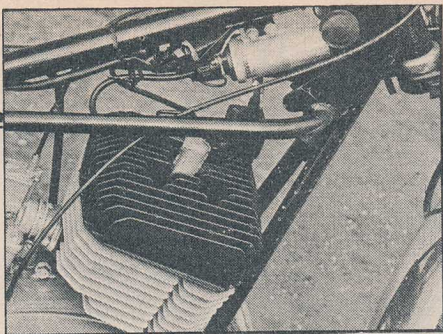
Barrel and head finning is generous allowing use of full power for long periods. Rubber inserts are needed to cut down resonance.



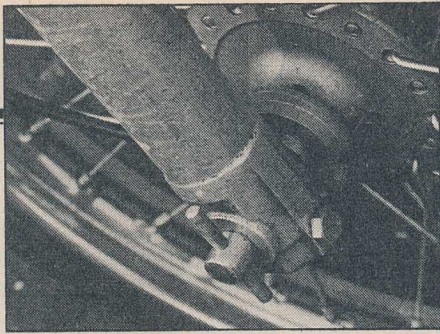
Safety lock light switch allows only high or low beams unless the button at the bottom is pushed left. Other switch is indicators, not ignition/kill.



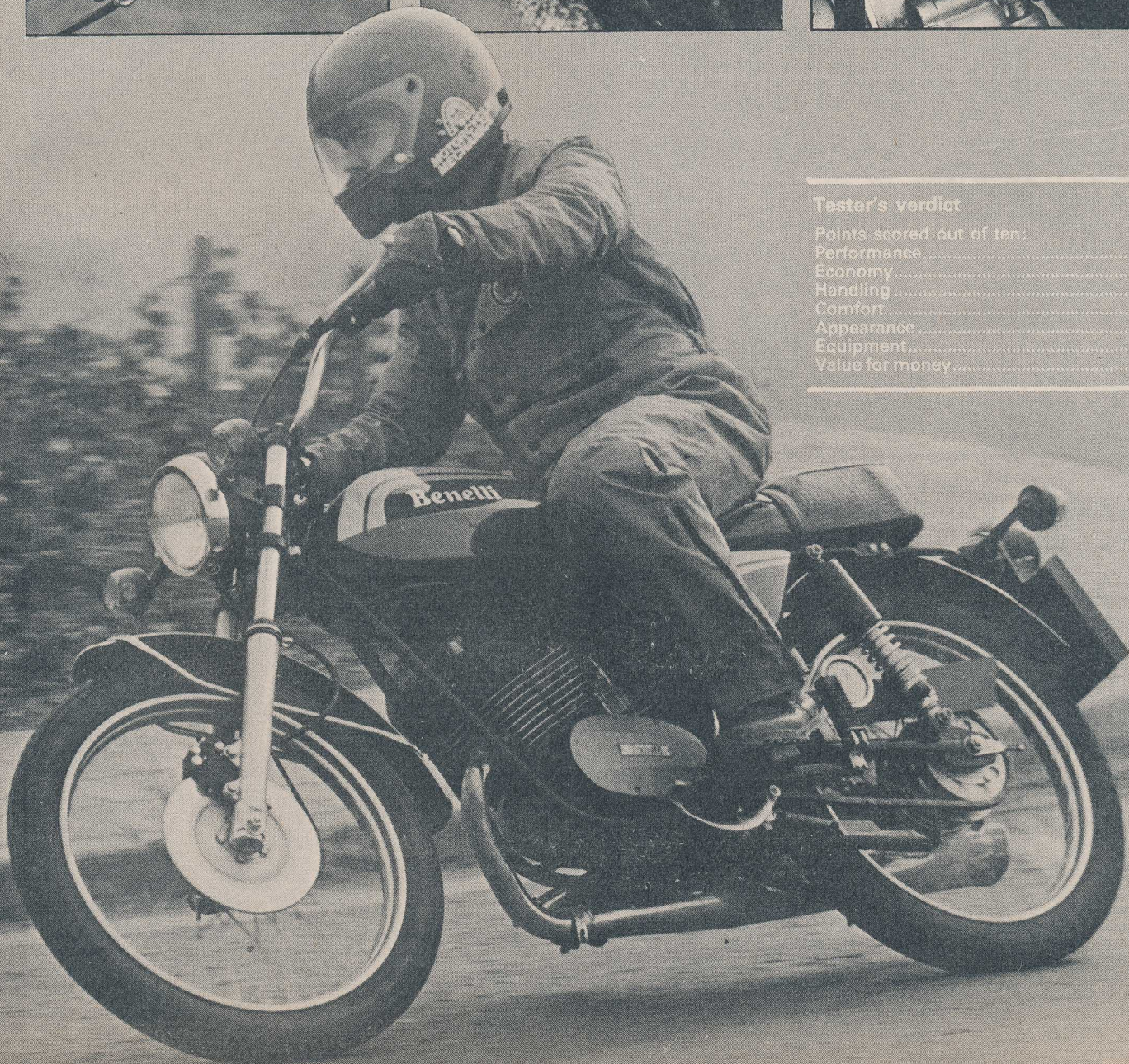
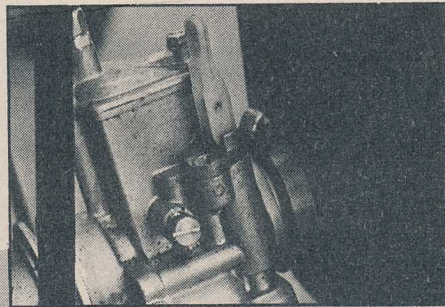
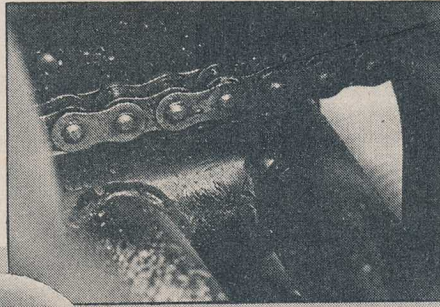
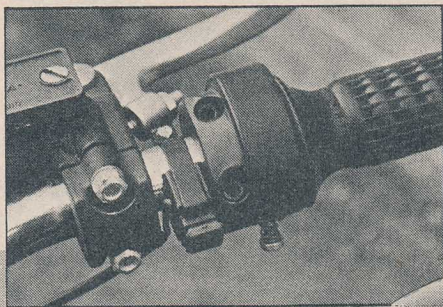
Rear shocks are hand adjustable to three preload positions. Top caps are black plastic which will not rust. Four nuts securely hold chain guard.



A crankshaft flywheel magneto supplies current direct to the six volt coil. Twin downtube frame looks more than strong enough for the motor.

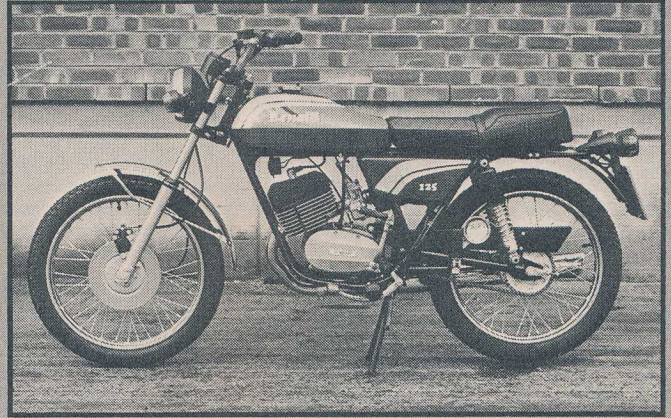
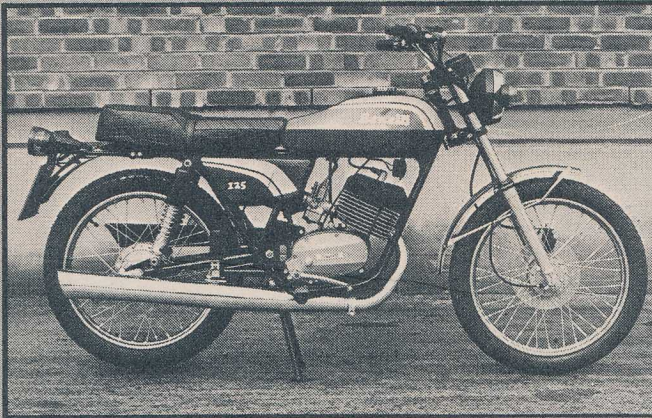


Speedo drive is taken from the 18in front wheel which is quickly removable. The rims are steel and both tyres are the same block pattern.



Tester's verdict

Points scored out of ten:	
Performance.....	6
Economy.....	8
Handling.....	9
Comfort.....	6
Appearance.....	5
Equipment.....	2
Value for money.....	4



ENGINE:

Type piston port two-stroke single
 Displacement 120.62cc
 Bore x stroke 56 x 49mm
 Compression 9.93
 Carburation Dell'Orto VHB 22BS
 Ignition flywheel magneto six volt
 Lubrication petroil 33:1 ratio
 Headlight 35/35watt

CHASSIS:

Forks oil damped hydraulic
 Rear suspension swing arm/oil damped shocks
 Front tyre 2.50 x 18 Pirelli
 Rear tyre 2.75 x 18 Pirelli
 Claimed dry weight 187lb
 Fuel tank 2.3gal
 Instruments speedometer

TRANSMISSION:

Gear primary drive via wet multiplate clutch to five speed constant mesh gearbox and chain to rear wheel. Primary/final reduction 2.833/2.923.
 Overall gear ratios: 24.84, 13.53, 11.65, 9.66, 8.03.

PARTS PRICES inc VAT

£

Handlebar8.73
 Front mudguard16.50
 Piston and ring set13.13
 Complete exhaust system35.78
 Contact breaker set2.20
 Engine gasket set1.38
 List price543.00
 Warranty: six months unlimited mileage
 Importer: Benelli Concessionaires Ltd, 361-5 Chiswick High Road, London W4.

PERFORMANCE:

Maximum speed at MIRA69.1mph
 Standing start ¼-mile18.61sec
 Terminal speed67.0mph
 Speedo error true speed 40.3mph at 50mph indicated
 Fuel consumption88.6mpg
 Range to reserve137 miles
 Max power at rear wheel on LEDAR dyno... 9.7 bhp at 7500 rpm
 Max effective torque at crankshaft.....8.4 lb.ft. at 5200 rpm

BENELLI 125 POWER FIGURES

Max power 9.69bhp at 7,540rpm
 Max torque 8.44lb-ft at 5,200rpm

rpm	bhp	torque lb-ft
3000	2.5	4.3
3500	3.2	4.9
4000	3.8	5.1
4500	5.2	6.0
5000	7.2	7.6
5500	7.6	7.3
6000	7.8	6.8
6500	8.3	6.8
7000	9.3	7.0
7500	9.7	6.8
8000	8.3	5.5

power at rear wheel/effective torque at crankshaft measured on Heenan Froude DPX3 dynamometer at LEDAR, 10 School Lane, Baston, Lincs.

HOW IT COMPARES

ISSUE TESTED:	125 Benelli Turismo May 1980
	125 Benelli Sport Apr 1980
	125 KH Kawasaki Feb 1979
	125 GP Suzuki Feb 1979
	125 SX Harley Davidson Jun 1978
PRICE:	125 Benelli Turismo £543
	125 Benelli Sport £1074
	125 KH Kawasaki £499
	125 GP Suzuki £489
	125 SX Harley Davidson £636
TOP SPEED:	125 Benelli Turismo 69mph
	125 Benelli Sport 70mph
	125 KH Kawasaki 71.5mph
	125 GP Suzuki 76mph
	125 SX Harley Davidson 64.5mph
MAX POWER:	125 Benelli Turismo 9.7bhp
	125 Benelli Sport 13.1bhp
	125 KH Kawasaki 11bhp
	125 GP Suzuki 13.5bhp
	125 SX Harley Davidson 11.2bhp
MPG:	125 Benelli Turismo 89
	125 Benelli Sport 52
	125 KH Kawasaki 55
	125 GP Suzuki 67
	125 SX Harley Davidson 63