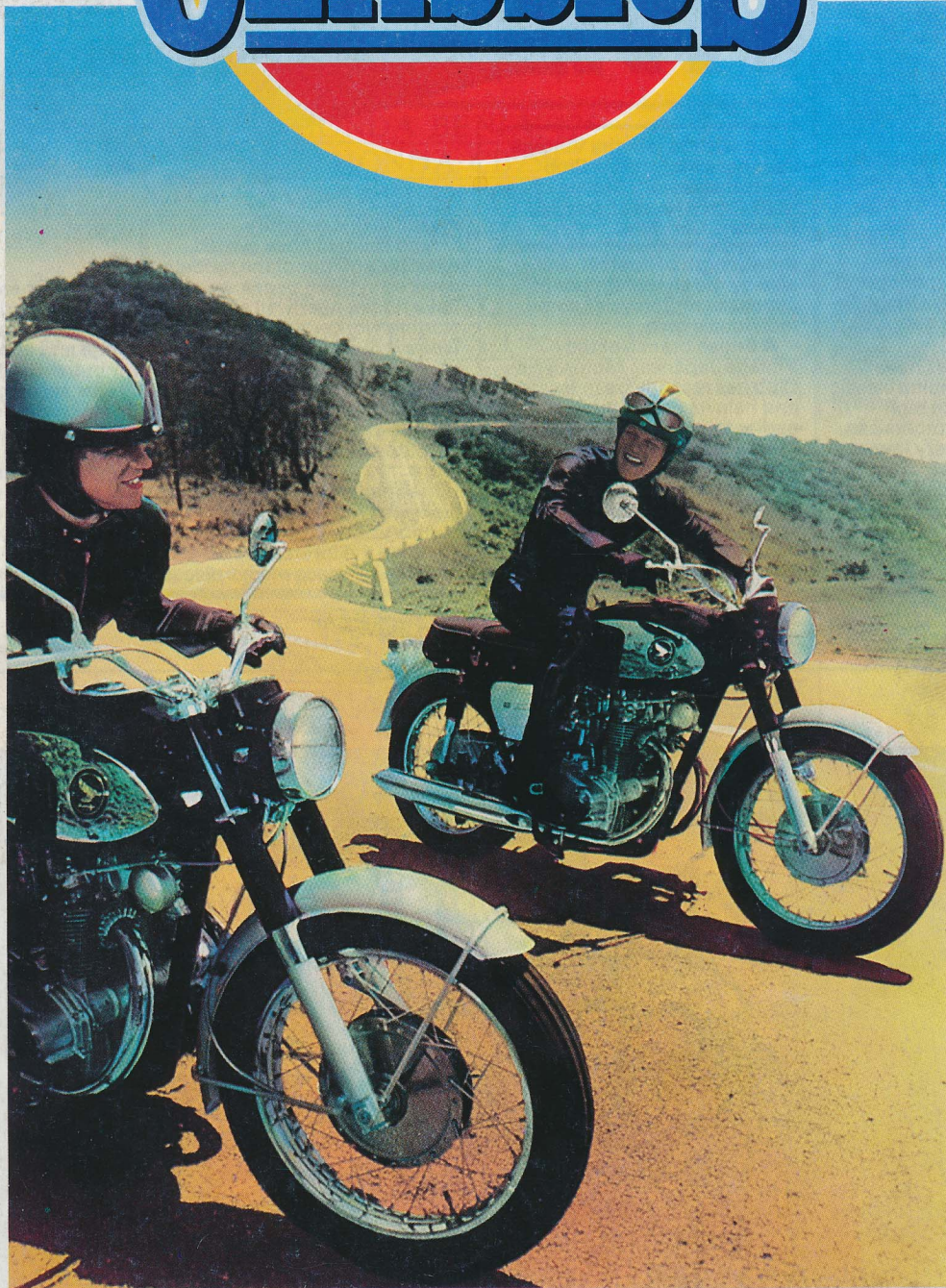


# JAPANESE CLASSICS



20 Golden Greats  
from the Land of  
the Rising Sun  
1960-'72

# JAPANESE CLASSICS

## CONTENTS

**Editor:**  
Brian Crichton.

**Designed by:**  
Creative Publishing Services,  
Peterborough 253203.

**Publisher:**  
Bob Berry.

HONDA BENLY 125 ...	4
HONDA CB750 ...	9
KAWASAKI SAMURAI 250 ...	12
KAWASAKI H1 500 ...	16
HONDA CB450 ...	21
SUZUKI STINGER 125 ...	25
YAMAHA XS-1 650 ...	27
SUZUKI GT750 ...	30
HONDA CB72 250 ...	34
YAMAHA YR350 ...	38
KAWASAKI Z1 900 ...	41
SUZUKI SUPER SIX 250 ...	44
HONDA CB500 ...	48
SUZUKI GT380 ...	51
YAMAHA TX500 ...	53
HONDA SUPER CUB 50 ...	55
SUZUKI COBRA 500 ...	58
HONDA XL250 ...	61
BRIDGESTONE GTR350 ...	66
YAMAHA YDS250 ...	69

**Japanese Classics** is a Motor Cycle News magazine published by EMAP National Publications, Bushfield House, Orton Centre, Peterborough PE2 0UW. Telephone 0733/237111.

**Typesetting**, colour and mono origination by East Midland Litho Printers, Woodston, Peterborough.

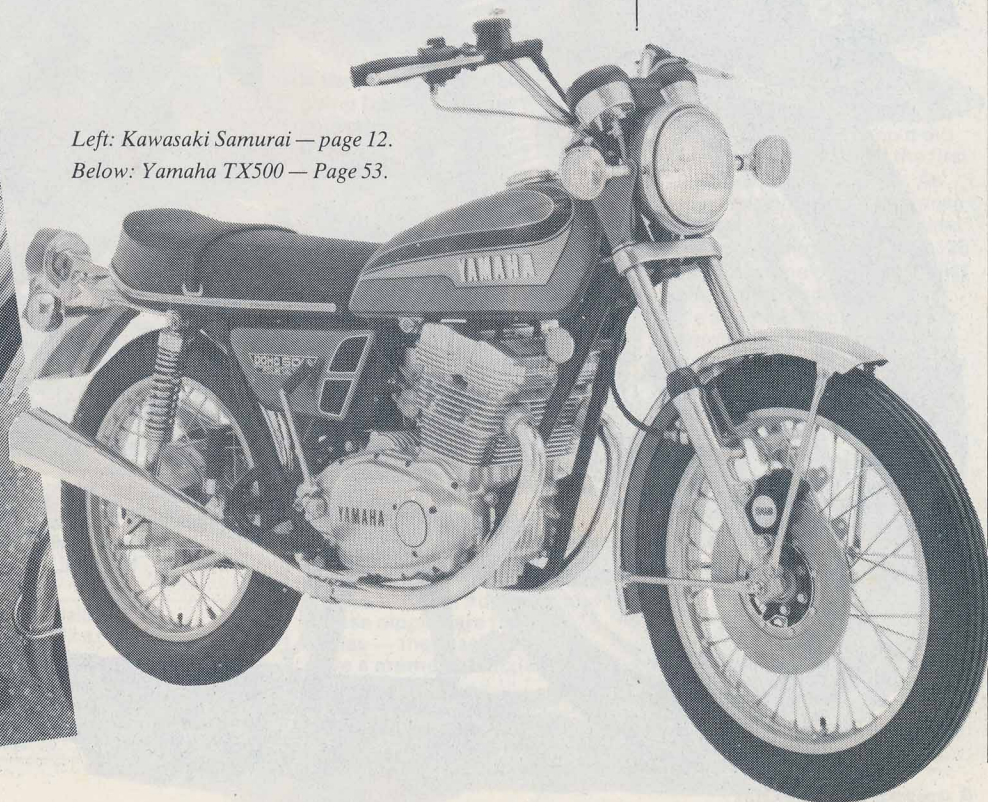
**Printed** by Alabaster Passmore and Sons, Tovil, Maidstone, Kent.

**Copyright**, EMAP National Publications.

**emap.**  
NATIONAL PUBLICATIONS LTD



*Left: Kawasaki Samurai — page 12.  
Below: Yamaha TX500 — Page 53.*



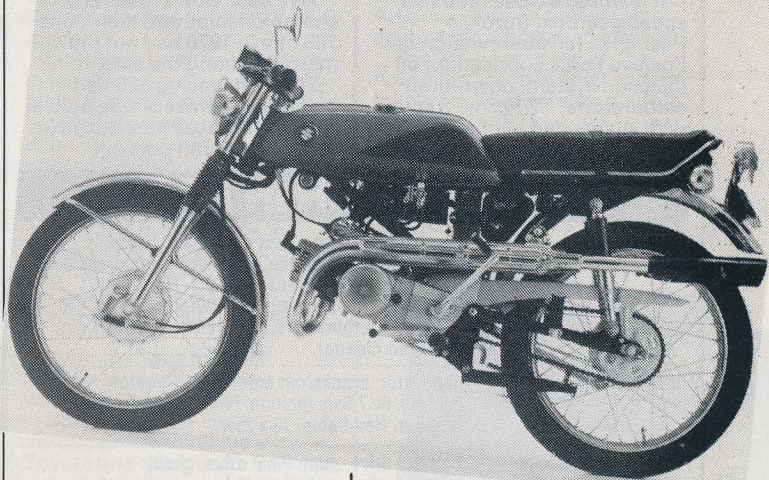
SUZUKI T125-II

# THE STINGER

“The Stinger brightened up the lightweight class at a time when superbike mania was sweeping the country.”

Called the Stinger, Suzuki's T125-II of 1970 looked and sounded rather like a wasp with a sting in its tail.

Its ultra modern styling still looks fresh. And just like the 125 Honda Benly it would surely make 125cc restricted learner riders champ at the bit if it were available today.

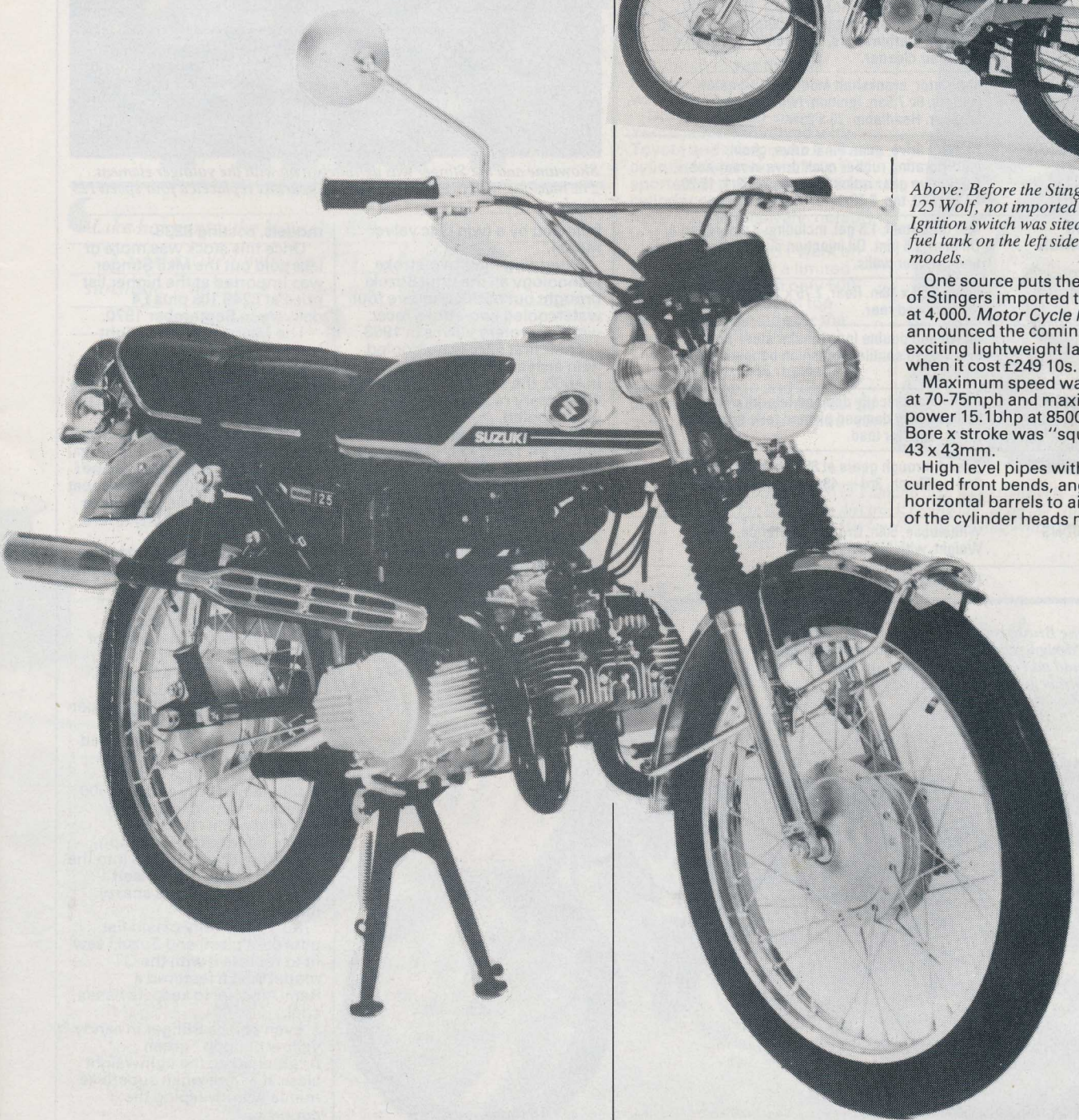


Above: Before the Stinger was the 125 Wolf, not imported to Britain. Ignition switch was sited under the fuel tank on the left side on both models.

One source puts the numbers of Stingers imported to Britain at 4,000. *Motor Cycle News* announced the coming of this exciting lightweight late in 1970 when it cost £249 10s.

Maximum speed was quoted at 70-75mph and maximum power 15.1bhp at 8500rpm. Bore x stroke was "square" at 43 x 43mm.

High level pipes with tightly curled front bends, and the near horizontal barrels to aid cooling of the cylinder heads made the



## SUZUKI T125-II

# THE STINGER

Stinger look very special.

And it not only looked different. Its specification was special too.

It featured a close ratio five speed gearbox, Suzuki's Posi-force (an abbreviation of Positive Force Lubrication) oil injection system, down-draft carburettors, "Triform" frame with suspended engine, indicators and, for UK riders,

twin rear view mirrors.

Weighing 211lb, the Stinger's racy image was helped by Barry Sheene's British championship 125cc titles for Suzuki in 1970 and '71 on an ex-works machine.

At the time of the Stinger's introduction Suzuki had already built up an enviable competition record for their lightweight two-strokes.

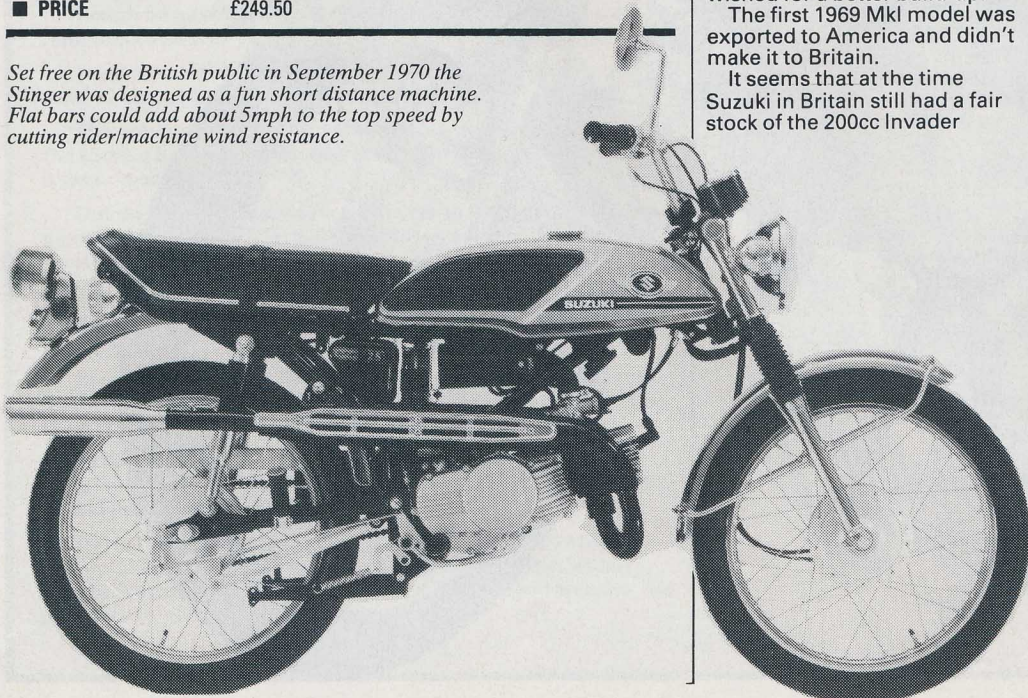
Five 50cc world road race championships and their third 125 title in 1970 had put the marque among the elite.

Their first racing 125 had been a two-stroke single built in 1955. A twin was introduced in 1960 with piston porting,

## SPECIFICATION IN 1970

■ ENGINE	parallel twin, piston port controlled. Capacity, 124cc. Bore and stroke, 43 x 43mm. Compression (from exhaust port closure) 7.3:1. Maximum claimed torque, 9.98ft/lbs at 700rpm. BHP 15.1 at 8500rpm. Carburettors, twin 18mm Amal MD with paper air cleaner.
■ ELECTRICS	generator, crankshaft mounted alternator. Battery, 6v 7.5ah. Ignition, twin coil and contact breaker. Headlamp, 25 x 25w.
■ TRANSMISSION	Primary drive, gear. Final drive, chain, incorporating rubber cush drive in rear hub. Final drive gear ratios; bottom, 24.88:1, 16.20, 12.21, 9.70, top, 8.53:1.
■ FUEL AND LUBRICATION	fuel tank steel, 1.5 gal, including 3 pint reserve. Oil tank, 2.5 pint. Oil injection direct to crankshaft and cylinder walls.
■ WHEELS	Front, 2.50 x 18in. Rear, 2.75 x 18in. Brakes, 5.5in sis front and rear.
■ FRAME	all welded double loop tubular steel. Engine suspended cantilever fashion beneath lower loop.
■ SUSPENSION	front, hydraulically damped tele-fork. Rear, hydraulically damped pivoted fork, adjustable three ways for load.
■ PERFORMANCE	Speed through gears at 8500rpm, 1st — 24mph, 2nd — 37mph, 3rd — 49mph, 4th — 61mph, 5th — 69mph.
■ DIMENSIONS	Wheelbase, 50in. Ground clearance, 6.5in. Weight, with full tanks, 230lb.
■ PRICE	£249.50

Set free on the British public in September 1970 the Stinger was designed as a fun short distance machine. Flat bars could add about 5mph to the top speed by cutting rider/machine wind resistance.



Showtime and the Stinger was definitely a hit with the younger element. The machine with five speed close ratio gearbox replaced a four speed 125 single.

followed by a twin disc valve model.

Extending their two-stroke technology all the time Suzuki brought out a 250cc square four watercooled two-stroke racer with four rotary valves in 1963.

Their first 50cc watercooled twin arrived on the race scene in 1965, the same year that the 125 factory racer was watercooled.

Then came the watercooled 90deg V4 125cc two-stroke with four disc valves in 1967. Rated at 42bhp at 16,500rpm its maximum speed was 137mph and it featured a 12-speed gearbox.

The Stinger couldn't have wished for a better build-up.

The first 1969 Mkl model was exported to America and didn't make it to Britain.

It seems that at the time Suzuki in Britain still had a fair stock of the 200cc Invader

models, costing £238.

Once this stock was more or less sold out the MkII Stinger was imported at the higher list price at £249 10s plus £4 delivery in September 1970.

The MkII underwent slight cosmetic changes as it progressed through R and J models, making its exit after the 1972 season. It was replaced by Suzuki's GT125 twin.

Not quite such a high revving machine as you might have expected the Stinger's red line was drawn at 8500rpm. One test reported a sporadic reluctance of the Stinger to rev anywhere near this level.

And another test reported that the small fuel tank, 1.25gal before reserve, made long journeys rather tedious.

Fuel consumption figures quoted varied from a worst of only 41mpg as a result of flat-out riding, to a best of 57, and an average of 50. Oil consumption was 300 miles per pint.

One tester managed a timed top speed of 68mph at 8100rpm. But since this machine had only covered 600 miles he felt that with a few more miles on the clock it would have bettered 70mph.

So the Stinger buzzed into the bike world and made itself known because of its snazzy appearance.

But the novelty of laid flat pots didn't last, and Suzuki saw fit to replace it with the GT model which featured a Ram-Air cowl to keep its heads cool.

Even so, the Stinger in candy yellow or "pop" green brightened up the lightweight class at a time when superbike mania was sweeping the country. □