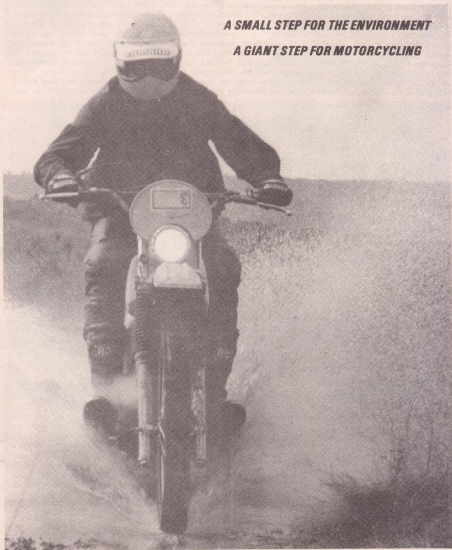




SUZUKI PE250C

A SMALL STEP FOR THE ENVIRONMENT

A GIANT STEP FOR MOTORCYCLING



Suzuki's second generation PE250 is here, and it comes at the commencement of a whole new off-road ballgame. For legal trailriding, a registered machine is a must. For serious trailriding, the necessary machinery has never quite achieved the legal requirements.

So the manufacturers of off-road machinery were faced with a dilemma. They could meet the ADR's (Australian Design Rules) or they could ignore them. If they modified their serious enduro machinery to meet ADR's the bikes would be

to motorcycling. We're not going to mention them should any of our irresponsible fringe dwellers take advantage of the situation.

So we have two distinct paths for the manufacturers to follow and both of the major dirt sellers have reached the fork in the road.

Suzuki have decided upon having ADR compliant machines. Reliable sources predict that the performance conscious Yamaha concern will opt for the alternative. These sources indicate that their new IT which will land early this month, will

On checking the PE250C we found the porting to be identical to that of the PE250B. How then could the PE meet ADR's? The answer lies in two small metal plates. These plates restrict gas flow in both the exhaust and inlet tracts. Exhaust noise is subsequently reduced. So too is intake noise, the bane of quiet two stroke engine performance. Not surprisingly the upper power has been cut but the increased back pressure has resulted in a much wider power spread, a substantial improvement over that of the PE250B. The 36mm carb has been



choked of their competitiveness. If they didn't, the buyer would be forced to do one of two things.

His first choice would be to obtain the required documents from an engineer then wade through the costly, time consuming paperwork of registering the machine himself.

The second and less attractive option is to ride the machine in an unregistered state and take his chances. There are several other options open, all of them highly illegal and all of them potentially damaging

not be compliant.

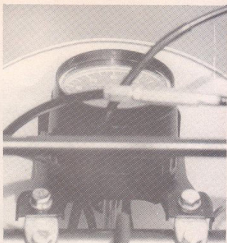
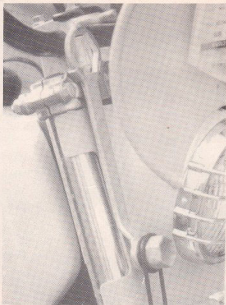
When we first heard of the PE's compliance we couldn't possibly imagine what could have been done to the bike to make it compliant without cutting away vast portions of that highly marketable quality, performance.

We'd forgotten that other facets of enduro machinery, suspension compliance for example, were unrelated to ADR's. What we'd pictured was a cosmetically doctored, painfully slow PE250B.

retained although the jet sizes have dropped in accordance with the increased back pressure.

Last year's model suffered from a slightly mis-spaced gearbox with some ratios being a trifle wide for the engines useful rev range. Third gear ratio has been altered slightly to bring this into line and a drop in overall gearing has eliminated these dead spots in the bikes straight line performance range.

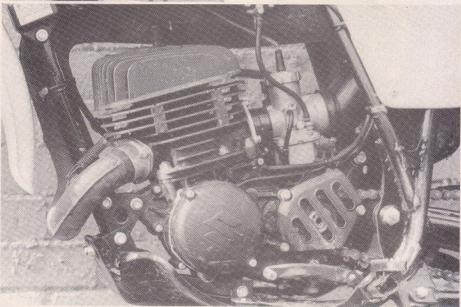
The gearbox is consequently matched well to the PE250B motor or



ABOVE: The speedo could be angled towards the rider more.

LEFT: Note the special tool attached to the fork leg.

BELOW: The new PE 250 now contain restrictor plates to conform with ADR 3.







the PE250C model minus the restrictors. With the broader spread of the standard PE250C motor the bike takes on the guise of a very good trail bike.

A motor which will pull as strongly as any 250 dual purpose machine with all the enduro trimmings. Light, precise, unbreakable; indeed is head and shoulders above its nearest contender in the trail class. This is a remarkable metamorphosis indeed. Suzuki's sorcery has transformed a mean, no holds barred, winning moto-X machine into a thoroughbred trailbike in the space of two years.

If considered as a trailbike, the advantages are many. A large 12 litre



plastic tank will see you into, and out of the most inaccessible and, within reason, distant areas. The tank is rubber mounted, a nice piece of preventative engineering.

The air cleaner system would be a credit to any ISDT machine. The unit is waterproof to the Nth degree and breathes from just beneath the seat giving the bike quite a chance of negotiating even the deepest water crossings. If the bike does submerge

then you really are in trouble. The unit is only accessible by removing the seat, so getting the motor firing could be a long tedious affair.

As the bike just scrapes through registration requirements there are no unnecessary vulnerable extremities awaiting destruction. Even the tail-light is moulded into the protective surrounds of the plastic rear guard.

Two improvements on the C model have made a considerable difference

to riding performance.

The first and by far the most important is in the suspension area. The gas/oil damped suspension at both ends has had travel lengthened considerably. The resultant long legs have made the whole machine far more able to cope with rough terrain. The rider too, enjoys the decrease in buffetting. The extra travel has also resulted in increased ground clearance, a worthwhile by-product.

The other improvement has been the addition of a lighter conical brake on the front.

The riding and seating position is also pure enduro on the PE. The bars are an improvement over the B, being slightly wider.

The seat height, although marginally shorter than that of the B is still tall, in keeping with the basic parameters of the machine.

Indeed, an objective inspection of the machine would arrive from all angles at a competition keynote, with one exception; The restrictor plates. With those two small pieces of pressed metal removed the performance is rejuvenated and a mild mannered trailbike becomes a visitor from another sport, a fierce competitive enduro machine. At its first attempt, the PE scored beyond expectation in the 1976 ISDT. In its unrestricted form this PE250C is better.

The truly unfortunate catchline is that the removal of those plates would mean illegal riding. Several of these new PE's have already hit the National enduro scene and from the way they've been performing I seriously doubt that they contain the plates we've pictured elsewhere in this article.

So there's the story. Suzuki have come up with an Enduro bike which can win in the right circumstances (an event such as the B.P. Hattah Desert Rally) or can double as an enduro oriented trail machine. We at T & T wouldn't like to see riders removing the plates as the resulting noise could seriously harm our recreation. If Suzuki thought that the procedure may become widespread they would take more permanent action next time. Don't force the situation and spoil it for the competitor. Accept the PE for what it is: A gem of a trail bike.

