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MOTORCYCLIST

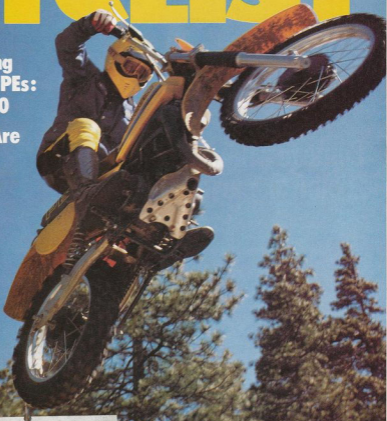
MOTORCYCLIST

AUGUST 1980

**Rough Riding
On Suzuki's PEs:
175, 250, 400**

**How Good Are
Bikes For
Beginners?**

**Tour Test:
Suzuki's
New 1000
Shaft**



KOBATA10R0049218 JAN81
T BLATCHEFORD
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5CF



THE SUZUKI PEs

SUZUKI PE400T

**Got A 37-Inch Inseam?
Boy Have We Got a Bike For You!**

Most enduro bikes have roots in their motocross counterparts. A company takes one of their berm blasters, shortens the suspension a bit, corks up the exhaust system, straps on a headlight and Blammo—Instant Woods Weapon. It might sound like a quick and dirty way of building an enduro, but most of the time it works. If the designers make the right changes during the conversion, the result can be a really remarkable enduro bike.

When Suzuki set out to build a serious open-class enduro machine, they tried a little different approach. True, the new PE400 borrows most of its pieces from the RM motocrossers and the smaller PE250 (which is also based on the RMs). There's certainly nothing new about that concept. What is different from the norm is the unlikely assortment of pieces they chose for the engine.

If you expected to see a slightly re-worked RM400 engine lurking under the PE's diminutive 2.8-gallon gas tank, you're in for a surprise. The 397cc PE engine has nothing in common with the 417cc motocross mill. This new open-classer is really a big-bore RM/PE 250. The stroke is the same at 70mm, and the cases are essentially the same too. Craming 397cc worth of power into a 250-sized package took a good deal of shoe-horning. The PE's cylinder bore is enormous. It would likely take an ant the better part of an afternoon to find his way from one side of the 85mm-wide piston to the other. By comparison, the larger displacement RM has a 5mm smaller bore. The PE400 has a different crankshaft than both the RM/PE250, though the outer diameter on both units is the same. The new crank has a different balance factor to cope with the heavier piston and more flywheel inertia to add a measure of predictability to the short-stroke engine. The big

bike's power is fed through the 250's clutch, but two extra plates have been added to handle the additional strain. Like the RM250, the PE400 has a five-speed gearbox, but that's where the similarity ends. The all-new transmission has burlier gears and different ratios to better complement the PE's power. Both the clutch and the gearbox proved durable during the test.

Suzuki had a couple of reasons for employing this mix-and-match motor approach. First, it provided primary kickstarting (a feature not present on the current RM400). Incorporating that in the design would require an expensive and extensive rework of the RM400 lower end. But the main objective was to build a 400 that made the most power without exceeding certain noise limits Suzuki had set. Testing showed that the longer-stroke 417cc motocross engine required more restrictive muff-

fling to keep the noise below the maximum allowable amount. The short-stroker, on the other hand, ran quieter and needed less power-stealing muffling. So Suzuki went where the horsepower was.

Since the motor has most of the same external dimensions as the PE250's, the Suzuki engineers went ahead and bolted it into a PE250 chassis. Dimensionally, the 400 and 250 are the same in every respect. The only disparity is the additional nine pounds of engine weight that the 400 carries. At 268 pounds fully gassed, the PE400 is three pounds lighter than the Kawasaki KDX but two pounds heavier than the Yamaha IT425. The Can-Am 400 Qualifier undercuts the whole bunch with its 259-pound weight. The PE's Kayaba suspension components keep the Suzuki in the hunt among the other open-classers too. The air/spring leading-axle fork strokes 9.8 inches; only the Can-Am's 10.6-inch travel Marzocchi unit has significantly more. The PE's 10.1-inch rear-wheel travel puts it right up among the big guns in the class too. The drawback to having wheel travel of near motocross proportions is the detrimental effect on seat height. The PE's saddle is 37.25 inches above ground level, which can make the bike feel very awkward during slow going. Only the KDX400 sits higher.

Like the smaller 1980 PEs, the 400 has a quickly removable rear wheel. A lot of worthwhile engineering effort went into the design. Using the easy-access multi-purpose wrench stored alongside the bike's headlight, you remove the rear axle after laying the bike on its left side. Simply slip out one spacer and then you can lift the



wheel away without fooling with the chain or rear brake. It takes the hassle out of wheel removal.

The new quick-change layout is pretty straightforward. Both the drum brake and sprocket and carrier make up a sub-assembly which is secured to the left side of the aluminum swingarm with a large hollow bolt. It is threaded inside to accept the threaded end of the axle. There is another similar unthreaded bolt on the right side of the swingarm. When loosened, these bolts allow for conventional-style chain adjustment. The sprocket/brake assembly and the hollow axle locating bolts need not be disturbed while removing or installing the wheel. The wheel hub itself contains nothing but bearings and rubber cush-drive blocks. The rubber blocks stay in place and have six steel-sleeved holes which mate with corresponding cylindrical projections on the back of the brake drum. Re-installation involves engaging the wheel hub to the brake drum/sprocket carrier, sliding in the one long spacer on the right side of the wheel, and then installing and tightening the axle. It's the slickest set-up we've seen and will be invaluable to hardcore enduro competitors.

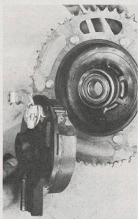
The PE's have non-floating rear brakes and long brake cables that cross over to the left-side backing plate. It's a long and convoluted path, but the brake power and feel was quite acceptable on all three bikes. The 400's rear binder would often chatter just before locking up, but with practice we learned how to keep it under control most of the time. A good full-floating rear brake would be superior, but it would add more weight and complexity to the PE's sprocket/brake assembly. We'd just as soon put up with a little chattering as cough up the extra money for a full floater. That's not to say that the bike is particularly expensive. At \$1899 it is at the lower end of the big-bore enduro spectrum.

So is the front brake. It worked reasonably well when new, but it was all downhill from there. Both of the brakes take a long time to dry out and function properly after a stream dousing, but the front unit was permanently affected. It always had enough power to lock the wheel if the lever was given a hearty squeeze, but there was so little feel that it was next to impossible to use it as hard as traction allowed. On twisty stop-and-go trails it was easy to overshoot the turns and barrel into the bushes. The PE250 is fitted with the same brake, yet it functioned adequately.

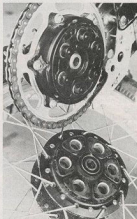
Those tight trails also made another one of the bike's quirks painfully obvious. The 37-inch-plus



Externally the 400 is just about a deadringer for the 250. The chassis is the same.



The brake works well dry, but fades instantly in water. The brake cable stretches quickly, requiring frequent adjustment.



These six lugs on the backside of the brake drum engage the hub's cush drive. Power and braking are fed through them.

seat height is simply too high for most riders. Dabbling your foot to stay on course is chancy since you sometimes can't reach the ground to get solid footing. You do get some help at low speeds in the form of light, responsive handling.

The PE's motor works nicely too. It has enough clean-pulling low-end power and flywheel to keep the 5.10-18 Dunlop churning even at near special-test speeds. As the revs pick up the power builds controllably. The Suzuki can't equal the big Yamaha horsepower-wise, but it can get the job done off the road.

At the faster speeds the engine easily generates, the PE's overall handling is comparable to the Yamaha's and better than the Kawasaki KDX's. The PE's suspension is somewhat softly sprung, so it delivers a pretty cushy ride most of the time. Both ends have just a bit more compression damping than would be ideal, but are fine for most riders. With stock suspension settings the fork bottoms more noticeably than the shocks, but a change in the fork oil level could even things out.

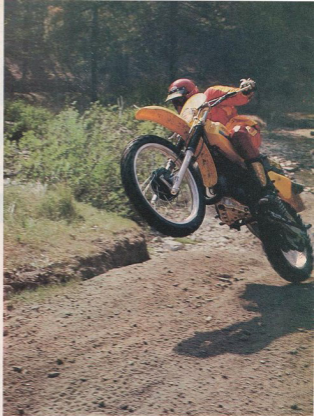
The PE is a comfortable machine to ride if you can live with the tall-

ness. You'll find a decent seat and a spacious riding position. The controls work easily and accurately. Nothing of any consequence broke or wore out during the course of our three days of woods and fireroad testing.

The PE400 is indeed an unusual concoction. It's essentially a big-bore hot-rod PE250—which really isn't all that bad. It's not the fastest or the best handling open-class enduro, but it is nearly the cheapest. Suzuki's enduro team has already proven that the bike can win with the right rider aboard. The PE is a good buy for your enduro dollar. **M**



Splash... Whoops! ... Gurgie gurgie, glub glub. Another semi-competent rider is felled with the help of the PE400's stratospheric seat height. The bike can be hard to keep upright in tight stuff.



THE SUZUKI PE_s

SUZUKI PE250T

**The Factory Finally Got Serious . . .
And It Paid Off.**

Since its introduction some four years ago, we've grown to admire and respect the Suzuki PE250's steadfast reliability and generally pleasing personality. Unfortunately, most "serious" competitors will admit that it has never quite lived up to their expectations as a hard-core, gold-medal winner. Blame the suspension if you will, the lack of certain enduro "delicacies," or the rather weak-lunged engine—but the true fact of the matter is that Suzuki has never totally committed themselves to fully enduro-izing the 250. What effort they did expend was usually funneled toward their smaller, more competitive 175.

This year's 250T marks a substantial change in philosophy for Suzuki: they've finally decided to get serious with their mid-sized PE. Consequently you'll find that the 250T is practically a whole new package, sporting many RM-T motocross components, along with the latest enduro trickery perfected in the battlefield by their factory enduro team. Just how serious did Suzuki get you ask? Well, the new quick-change rear wheel assembly (detailed in the 400 test) is unquestionably the slickest set-up we've seen in a long time. Even a two-fingered chimp could remove it in a half-minute. Then again there's the new straight-pull throttle—an exclusive to the PE series. They're a spitting image of the Magura throttle, using plastic bevel gears to make the 90-degree turn. Another reflection of their seriousness is the smaller competition-size 2.8-gallon plastic tank (last year's had a 3.2-gallon capacity). It does aid maneuverability, but unfortunately at the playrider's expense since this PE only has a range of about 70 miles. Those anticipating longer excursions might start looking for a larger tank.

In the enduro business "getting serious" means adopting motocross

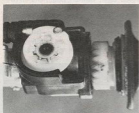
components as quickly as possible—and you'll find the 250T runs almost parallel with the latest RM-T. It has the RM's FIM numberpanels, the longer-and-wider RM-styled fenders, the same basic aluminum swingarm and the MXer's full-width front hub. The PE-T also incorporates the RM250's latest frame and engine case designs which place the engine closer to the swingarm pivot to reduce fluctuations in chain tension. All the PEs are fitted with a similar assortment of plastic chain guides and rollers. Although we didn't experience any derailment problems, we were annoyed with the amount of

noise the chain creates as it scrapes and clangs through its guides. We weren't too crazy about the new aluminum chain guide either: it adds to the racket and is susceptible to shedding its many pieces if the nuts and bolts aren't secured with Loctite beforehand. The whole affair seems sloppy and makes these PEs sound like they're self-destructing.

Considering all the trick new gadgetry, the RM-T has come a long way. Now, if it was substantially lighter and more maneuverable, we'd really be excited—but it isn't. At 259 pounds (just two pounds under last year's bike) the T-model still weighs in like a big, burly open-class machine. Most riders won't find that an overwhelming burden, but unfortunately the T's seat height will be, since it towers 37.2 inches above the earth. From that height we found it difficult to negotiate slippery streambeds and marbly uphill, and concluded that the 250's appeal as a playbike, especially for short-legged novices, was reduced considerably. However for the seasoned veteran the PE-T does offer a side benefit in this skyscraping trend: it has the RM's taller bolt-on pegs and a two-inch increase in ground clearance which is a blessing when avoiding sharp, foot-grabbing obstacles.

Fortunately though, the 250T hasn't lost any of its familiar trail-going predictability. The new front





Straight-pull throttle is a nifty design but since it is all plastic we're still skeptical over its long-range durability. Handgrip is actually vulcanized to the barrel so replacement is really quite a hassle.



All the PEs use identical chain guides—a complicated contraption that makes more racket than a blender full of marbles. We suggest you Loctite all the nuts and bolts, or they'll end up scattered all over.

brake is progressively strong, as is the rear. And although the rear (not a floater) will chatter slightly while braking hard through sharp ripples, rear wheel lock-ups and slide-outs are a rarity. Like past PE250s—which also had long wheelbases pushing 57 inches—the T-model isn't the quickest turner, the most agile or the most maneuverable goat on the mountain. But the steering still remains sharp and accurate, thanks in part to Suzuki's constant fiddling with steering geometry. In '78 the PE's head angle measured 29.5 degrees; in '79 it was bumped to 30 degrees for a bit more high-speed stability; and now, due to the T's taller suspension, they've reverted back to 29.5 degrees. This year the lower triple clamp is also beefed up to help counteract the

twisting forces of longer forks.

At first glance the familiar-looking 246cc case-reed engine appears to be the same aging plowhorse Suzuki has been flogging for the past three years. But believe us, it isn't. This one has some real steam, and it comes by way of some very minor modifications. First there's the RM250T's new cylinder head (which has boosted the compression ratio) and the latest RM expansion chamber body. Inside the barrel they've fiddled with the porting, switching to six independent transfer ports—the old barrel had Siamese ports. There's also new stainless steel reeds (they were fiber material previously) and the reed cage has been redesigned to allow the reeds to move more freely, aiding induction. Finally, the

diameter of the magneto rotor has been enlarged by 12mm to help increase flywheel inertia.

This engine feels a lot stronger than the factory's claimed two-horsepower increase would indicate. The primary reason for this is because the 250T boasts an all new six-speed gearbox. This new gearbox features a taller first gear ratio with third through sixth packed tighter together. The new box has completely eliminated the former bogging between gears and lets the 250T really charge aggressively through the top three gears. The PE still has a good top-speed potential and a reasonable amount of low-speed grunt, but we do think first gear is a bit too tall; it makes clutch slipping almost a necessity when scratching up steep, rocky switchbacks. Otherwise the gearbox ratios are matched perfectly and transmit every bit of the PE's available power. We thought the larger 5.10-18 rear Bridgestone knobby might provide too much bite, but the 250 churns it forcefully, without a hint of strain.

To keep up with the Jones, the 250 naturally received a bump in suspension. Last year the front end stroked 9.1 inches; this year the new air-assisted forks pump out 9.8 inches. They're basically smaller 36mm versions of those on the RM-T with slightly reduced travel. Fork action is fairly soft and responsive and capable of filtering out most sharp bumps quite effectively. With the air-assist they are more tunable this year and can be dialed-in to suit most everyone's type of riding. Out back Suzuki has increased rear wheel travel from 9.2 inches to a generous 10.1 inches by a simple manipulation of the leverage ratio. The increased travel at both ends definitely offers this PE-T more stability and a better cushioning effect when pounding through deep washouts or landing from skyscraping jumps, but at higher speeds in rougher terrain the quality of the rear suspension is still short of being serious. The Kayaba shocks haven't been improved much over last year and still dish out a rather harsh ride which has the back end pounding from one bump to another. They'll provide adequate performance for the playdier (as they always have) but serious top-notch competitors will probably trash-can them immediately.

Suzuki has pretty much fulfilled their goals with this 250. It now has the full complement of enduro trickery it needed and a potent engine to match. There's no question it has elevated itself to more serious ranks. All it needs is a little suspension tuning and you'll be right in there with the big sluggers. **M**

THE SUZUKI PEs

SUZUKI PE175T

It's Special Test Ready, But Is It Right For You?

Suzuki was faced with a dilemma while engineering the PEs this year. Since the improvements in their prototypes directly reflected the success of the American enduro team, many of the changes found necessary by the team's professional riders would limit the PEs' playbike appeal and direct the machine toward a smaller market of "expert" caliber riders. To sidestep this problem, Suzuki introduced an entirely new line of "RS" series machines for the serious playbiker and freed the R&D boys to incorporate into the PE those changes deemed essential to its competitive evolution.

Compared to the somewhat stagnant development of the PE175 since its introduction, the new T-model's update seems like a complete redesign. Suzuki engineers chose this year's RM125 single-downtube frame because of its beefier steering stem and superior rigidity. They covered the new steering head's tapered roller bearings with a rubber seal to protect them from trail grunge and fitted a set of hefty alloy offset triple clamps. An aluminum box-section swingarm pivoting on needle bearings replaced the old oval-section mild-steel unit. Then they added the pieces essential to outfit the frame for enduro use. First came a rear frame loop to support the extra-long round-profile fender. Next an aluminum bashplate replaced the old mild-steel unit and higher, cleated footpegs supplanted last year's pegs which tended to droop either from the rider's weight or because they had snagged a rock from their low position. The new pegs are a full inch higher. One thing that will still etch trailside rocks is the bolt-on motocross sidestand which hangs way out in the breeze, farther even than the footpegs.

Next on the list of improvements was suspension that would provide a

plush ride for all-day competition and enough travel to blast through really nasty special tests—all without raising seat height to a teetering level. The engineers chose hardware from the RM125 and modified valving and spring rates to fit the enduro format. In front 36mm-Kayaba forks sport air-assisted springing and 9.89 inches of travel, up .79 inch over last year. In back the 15.5-inch Kayaba gas-charged shocks bumped wheel travel up from 7.9 inches to 9.7 inches—nearly two inches—yet the PE's seat height only went up one inch. To help compensate for the added height, a narrower seat gives the rid-

er a little easier reach with his legs. Our 5-foot-11-inch testers had no problem planting both feet on the ground. Although the PE's suspension offered a plush ride without bottoming frequently, the rear shocks weren't as responsive to sharp bumps as the forks. They don't feature the RM's remote reservoirs, but they do have tall urethane bumpers to cushion the last inch of travel and three-way adjustable preload for the dual-rate springs. However they lack the versatile damping adjustment of the Yamaha IT175's monoshock. Although they were adequate for our 150-pound testers, riders who weigh more or intend to compete seriously may want accessory units.

Since the PE175's engine was originally designed around the RM125, Suzuki had little trouble sliding it into the latest frame. However because of a swingarm pivot closer to the countershaft's axis, the rear portion of the crankcases had to be sculpted slightly to provide enough clearance.

The enduro team riders found that their 175s had no trouble keeping up with their competitors in tight sections, but some of the other machines, the SWMs in particular, would leave them in the dust on the open trails. To produce more top-end power, the PE's transfer ports now have six separate channels, all with their own port openings as opposed to last year's two sets of bridged ports. A 34mm Mikuni carb replaces





All three PEs share the same plastic headlight housing, numberplate and combination tools. Removal of both the front and rear wheels, plus the spark plug and any 12mm nut or bolt of your choice can be accomplished with these clever tools. Unfortunately they're made of putty-soft scrap metal that deforms long before it loosens tight nuts and bolts.



A rectangular odometer is rubber mounted to sturdy metal brackets and tucked out of harm's way behind the numberplate. The reset knob is large enough to zero the big numbers with gloved hands, but only rotates the digits by tenths. You had better be able to get to checkpoints ahead of schedule, otherwise you will likely spend precious minutes resetting.

The N-model's 32mm mixer and the case-rod's butterfly stopping plate is now perforated to provide excess fuel mist an avenue of escape, allowing the reed petals to open faster. Extra baffles in an RM125N exhaust system satisfy government sound standards. Finally, the right crankshaft seal now mounts outboard of the main bearing for easier access and to separate the bearing from the thick transmission oil which used to lubricate it causing considerable drag. The bearing is now lubed by the gas/oil mixture in the crankcase.

These changes did manage to boost horsepower on the Webco dyno to 22.38 at 9000 rpm. That is

more than the IT's 19.61 and the KDX's 19.26, but there are drawbacks. This high-spinning, desert-strafing potency was achieved at the expense of low- and mid-range power. The PE lags behind the other Oriental enduros throughout the low-range and is actually 1.45 hp down on last year's N-model at 6000 rpm. In comparison to the IT, this deficiency is compounded by the fact that the PE weighs 14 pounds more than the Yamaha. The PE's newly found power has also cut its mileage to 20 mpg (8.6 miles less than the KDX175) and with a smaller 2.8-gallon tank, has shortened its range to 56 miles.

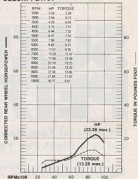
When the PE revs to 8000 rpm, it really begins to flex its powerful muscles. However anyone less than a top-notch enduro rider may have trouble extracting the PE's full power on terrain other than a straight road. It takes a fast boot and lots of concentration to select the right gear, and some serious clutch abuse to keep the motor spinning in certain situations. But even though the clutch was feathered extensively throughout the test, it never showed signs of fatigue.

Besides its precise steering and motocross-like handling characteristics, the PE's finest quality has to be its superb brakes. A full-width hub replaces last year's conical unit and supplies a precise feel. The PE175 shares the same quick-change rear wheel design and brake set-up as the grown-up PEs, but isn't prone to hopping under hard braking.

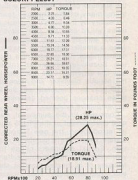
One problem magnified by the explosive powerband was Suzuki's choice of a rear tire. The 21-inch Bridgestone motocross tire up front is acceptable as an all-terrain tire, but the rear tire only worked well in soft, loamy conditions. On hard-pack surfaces, it would slide around like a sauteed oyster every time the power cut in hard. On one slippery uphill section that required a full-goose assault, we used the entire 10-foot wide trail and more than one man's share of adrenalin while cutting a sidewinder path to the top.

The power characteristics are what distinguish the PE175T from your basic playbike. Although the chassis is fully capable of handling the consistently fast pace required to reach the PE's potential, it still requires hard work. Its wide-open riding demands are not what most weekend riders consider fun. But if you're a serious competitor willing to ride the PE175 at mess-in-the-pants speeds, you might be able to make the narrow, but potent, powerband work for you. If you fall into the B-rider category, we suggest you look elsewhere. The PE175 is for very capable riders only.

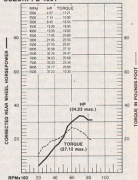
SUZUKI PE175T



SUZUKI PE250T



SUZUKI PE 400T



TESTED ON THE WEBCO DYNO

THE SUZUKI PE's



SUZUKI PE175T



SUZUKI PE250T



SUZUKI PE400T

TEST BIKE	SUZUKI PE175T	SUZUKI PE250T	SUZUKI PE400T
Suggested retail price	\$1379	\$1759	\$1899
Warranty	None	None	None
Number of U.S. dealers	1450	1450	1450
Cost of shop manual	Included	Included	Included
ENGINE			
Type	Two-stroke case-reed single	Two-stroke case-reed single	Two-stroke case-reed single
Displacement	172cc	246cc	397cc
Bore x stroke	62 x 57mm	67 x 70mm	85 x 70mm
Compression	7.6:1	7.7:1	7.3:1
Carburetion	1, 34mm Mikuni slide needle	1, 36mm Mikuni slide needle	1, 36mm Mikuni slide needle
Ignition	PEI (pointless)	PEI (pointless)	PEI (pointless)
Lubrication	Premix	Premix	Premix
Air filter	Oiled foam	Oiled foam	Oiled foam
Battery	None	None	None
DRIVETRAIN			
Primary transmission	Straight-cut gear, 2.761:1	Straight-cut gear, 2.727:1	Straight-cut gear, 2.280:1
Clutch	13 plates, wet	9 plates, wet	11 plates, wet
Final drive	½ x ½ (No. 520) D.I.D., 48/12	½ x ½ (No. 520), 52/13	½ x ½ (No. 520) D.I.D., 46/15
CHASSIS			
Fork	36mm Kayaba, 9.84 in. travel	36mm Kayaba, 9.84 in. travel	36mm Kayaba, 9.8 in. travel
Shocks	Kayaba gas/oil, 9.7 in. travel	Kayaba gas/oil, 10.1 in. travel	Kayaba gas/oil, 10.1 in. travel
Front tire	3.00-21 Bridgestone MX M19	3.00-21 Bridgestone MX M19	3.00-21 Dunlop Sports K290
Rear tire	4.00-18 Bridgestone MX M20	5.10-18 Bridgestone MX M20	5.10-18 Dunlop Sports K290
Rake/trail	29.9°/5.04 in. (128mm)	29.5°/4.92 in. (125mm)	29.5°/4.92 in. (125mm)
Wheelbase	56.3 in. (1430mm)	56.9 in. (1445mm)	56.9 in. (1445mm)
Seat height	36.0 in. (914mm)	37.25 in. (946mm)	37.25 in. (946mm)
Ground clearance	12.2 in. (310mm)	12.5 in. (317mm)	12.5 in. (317mm)
Fuel capacity	2.8 gal. (10.6 liters)	2.8 gal. (10.6 liters)	2.8 gal. (10.6 liters)
Wet weight	241 lbs. (109kg)	259 lbs. (117kg)	268 lbs. (121kg)
Colors	Yellow	Yellow	Yellow
Instruments	Tripmeter resettable by tenths	Tripmeter resettable by tenths	Tripmeter resettable by tenths
PERFORMANCE			
Power to weight ratio	10.8 lbs./hp	9.16 lbs./hp	7.82 lbs./hp
Mileage & approx. range	20 mpg average, 56 miles	25 mpg average, 70 miles	16.9 mpg average, 47 miles
RPM at 60 mph in top gear	7603	6413	5485
Speed in gears at (redline)	(9000) 1st 20.1 mph; 2nd 28.0 mph; 3rd 37.7 mph; 4th 47.8 mph; 5th 59.4 mph; 6th 71.0 mph	(8000) 1st 23.8 mph 2nd 32.5 mph; 3rd 42.1 mph; 4th 51.9 mph; 5th 62.9 mph; 6th 74.8 mph	(7000) 1st 29.0 mph; 2nd 38.3 mph; 3rd 49.0 mph; 4th 62.6 mph; 5th 76.5 mph