

AUSTRALIAN

TRAIL & TRACK

November 1979 - \$1

NEW MODEL BONANZA



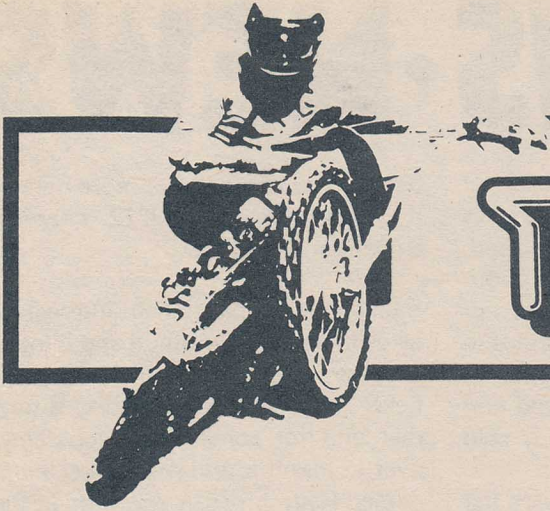
YZ250G

RM125T

SWM250

YZ80G

Also IT425G Enduro inside.



TRAIL & TRACK

NOVEMBER 1979 - No. 74

COLOUR PHOTO'S - L.W. and the Mamiya, busy with new machines.
Including ML, Mark Hill, Peter Whittington, Norm Lindsay, an SWM, plus Yamaha's YZ80G and YZ250G, and Suzuki's RM125T.

MANAGING EDITOR
Les Swallow.

FEATURES EDITOR
John Basham

CONTRIBUTORS
Norm Lindsay
Rod Tingate
Mike Landman
John Mirabile
Trev Reynolds
Stephen Gall

GRAPHIC ART
Vince D'Angelo

OFFICE AND ADVERTISING
1a Station R.,
CHELTENHAM 3192 Vic.
Phone - 550-2351
PUBLISHER
Les Swallow
L.W. & T.S. Nominees
Tootal Park
Tootal Rd.,
DINGLEY Vic. 3172

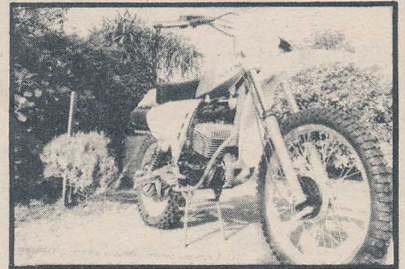
Reg. Category B for posting as a periodical at G.P.O. Melbourne.
All material is copyright and cannot be used without prior written permission.

Contributions are welcome.
They should be accompanied by a stamped self-addressed envelope for return. Photos accompanying articles should be black and white, and must have sender's name and address on back.

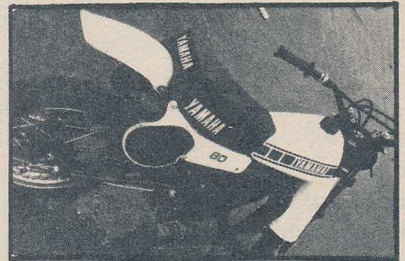
Distributed Australia and New Zealand by Gordon and Gotch.

FEATURES

SWM250 ENDURO - Red and white Italian flair	13
RM125T - when you're on a good thing, etc.	40
IT425G - Yamaha's Gold Medaller, maybe	22
YZ250G - finally, a better machine	52
YZ80G - still the baby to beat	59
PROJECT SUZUKI - a little care goes a long way	35
NEW BIKES, NEW BIKES, and so on	8
PRODUCT EVALUATION - Viscotene - chain lube of a different kind	



SWM250 ENDURO.



YZ80G Mini MXer.



RM125T MXer.



IT425G ENDURO.

REGULARS

NEWS NEWS NEWS - who, what, where, and also why	6
HOLESOT - the return of Nasty	9
LETTERS - we read what you think	57
STEPHEN GALL -	31
MIKE LANDMAN	11
ENDURO NEWS	27
MX REVIEW	28
D.N.F.'s - It's only mechanical, it's fixable	45

Suzuki's Yellow 125

At the end of '69, Suzuki acquired a wealth of knowledge in the form of one Joel Robert. This was the lead-up to the building of the finest Works bike ever. To further establish Suzuki's stronghold on the market of International competition, they entered the open Class. The whole tide was changed by one bike, against the field of Maico's, Husqvarna's and CZ's. When the 125 class was started for International competition, it was no surprise when Suzuki and Gaston Rahier took it out. To Suzuki's credit, they have never lost the title.

Inevitably, this winning was fed back to production machines, and when the RM series was released they dominated the local tracks. At almost any MX track, spots before the eyes were Yellow. Last year the RM125N was a copy of Gaston Rahier's RA125 Works bike, or as close as normal production methods would allow.

The RM125N was, as we said in T&T for March '79, a well engineered trick motorcycle in more ways than one, which will keep the opposition honest. So it really should have too - it came with the best action in suspension, and with the Yamaha, had the best power delivery at peak revs. Topping this off, it was also the lightest.

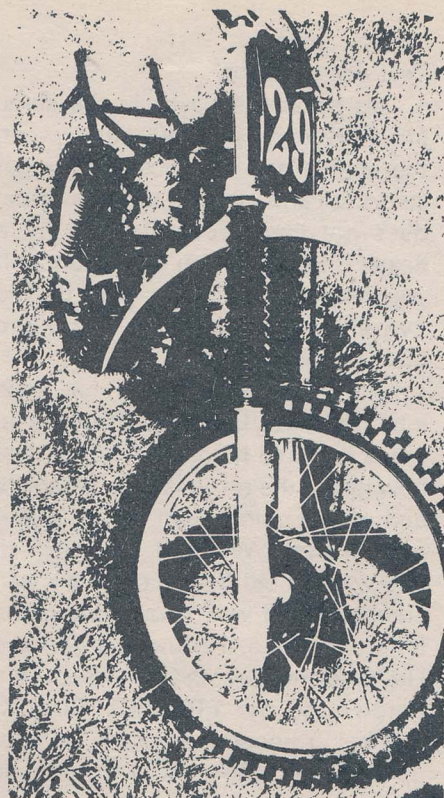
Now we have the T-model Suzuki 125. We believe we are first to test this machine in Australia, and print it like it really is - good, bad or so-so.

Would you believe the new T-model is water-cooled, has trick fuel injection, thirteen inches of travel and weight is only 160lbs...? As well, it's made of unbreakable plastic.....

Unless your name is R. Crusoe, you should know we are having a lend of you. No, the new T model is a better N and is not really very radical at all. At eye level there seems to be less bike due to the simpler styling. Basically there is less plastic used in the side covers and rear guard. It looks like it's moving just sitting there, and the slight changes like the RM lettering on the seat and the flashes of colour just indicate it isn't last year's model.

The frame is identical with the N having a large frame downtube and heavy triangulation at the shock mount. Triangulation like this is part of the technology used in MX and some of the benefits are, in this case, dispersion of rebound compression into the frame and added frame rigidity. The technology continues with Suzuki's Power-reed, used since the first RM arrived. It has two purposes. One is to feed the mixture back into the crankcase at high revs and the other is to prevent blowback of fuel. Thus, in mid-range it allows a greater torque output, keeping to moderate inlet port-timing. Ultimately this gives a wider power range, which is easier to use on tight tracks.

This T model has the broadest power spread these 125's have yet had. Although the output is the same as the older version, it stays on longer. Maximum torque is 13.3lbs.ft. at 10,000rpm, and there is an additional 250 rpm if you can use it. What does this all really mean? OK, as the internal ratios are identical to last years, the slight amount more force turning the gears drives the rear wheel for a slightly longer time. In

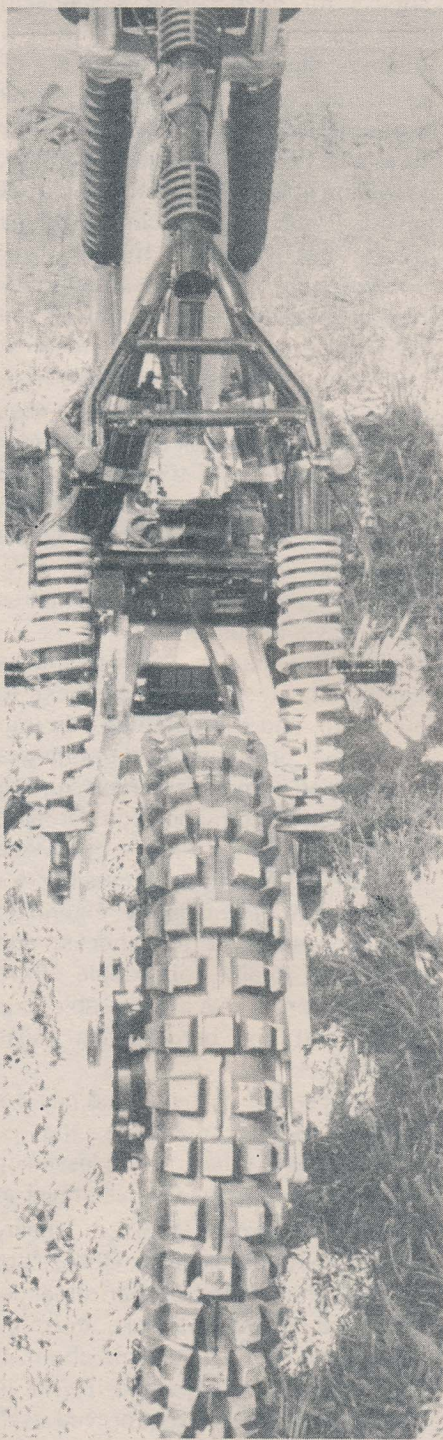


theory the gearshifting is reduced, making for an easier, less fatiguing bike to ride.

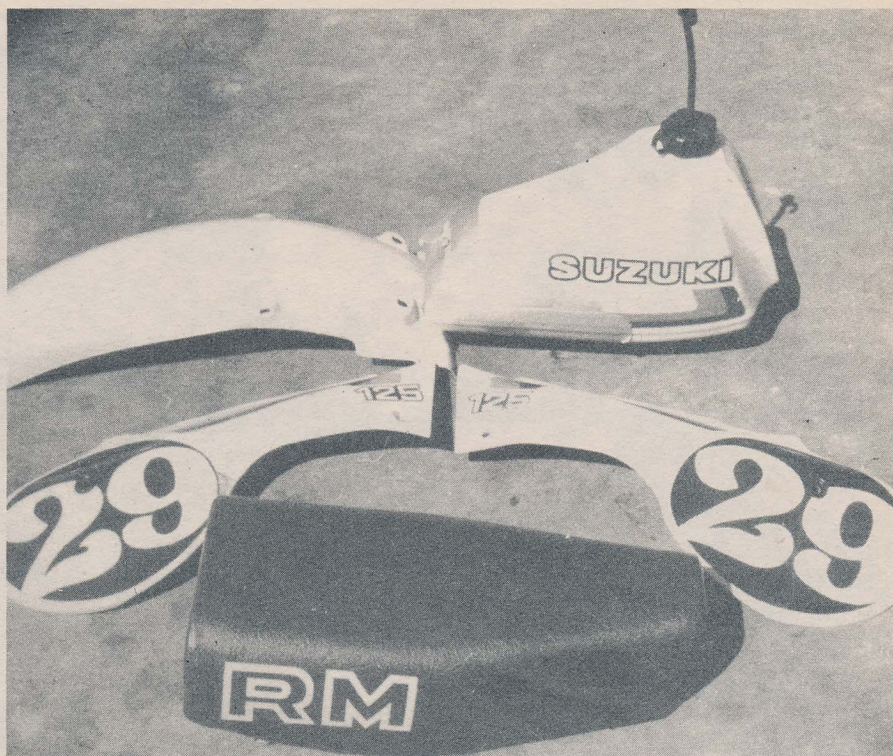
Power out is identical to last year's model, and some is lost in the heavier 520 chain instead of the older 428 size, this eats away some power. Still, the power stays on a bit longer. Last year it died about 9700rpm, with peak power developed at 9500 of 26bhp - now it will stay till just on 10,000rpm. A subtle altering of the angle of the exhaust tract, and a four-degree advance in the timing. Transfer port changes can be seen only with a micrometer. Another engine spec change is a slight drop in compression ratio from 8.1 to 8.0.

We arranged to meet Mark Hill at a practice track out of Melbourne with his new acquisition, the RM125T. Mark needs no introduction, he has established himself with skill and style as one of our finest MXers. As Mark unloaded, we checked the track. This looked like an endless series of waves of sand, just like the sea but slightly more solid. This bike had never been ridden before so it was checked over, then Mark rode it for a while to loosen it up for our evaluation and testing.

Jetting, stock and untouched, seemed spot on. After the bike cooled, we rode it. Several touches were apparent. Kickstarting it was done from a sitting position, even though the seat is now 37.4" instead of 36.2". This was no problem, and a first-kick start seems the normal



The heart of the go-faster - top suspension.



Lots and lots of light-weight plastic.

thing. Gear engagement is light and snicked in with no real effort.

Many people line up Suzuki with Honda, Kawa and Yamaha, but this might not really be so for it has little in common with them in it's background. Like Husky, Suz have adopted a hardline attitude towards racing, both holding a large percentage of World titles. When Suzuki were spending money storming the world's MX tracks, the others were catching the lucrative U.S. market, with little comparative effort in developing race machines. Honda and Kawa have, in comparison, only recently entered the racing scene heavily. Yamaha seemed to have been there all along, but Suzuki was the trend-setter over-all.

So, thinking things like this, we went for a ride on this machine. Checking out the number of different loops available, we picked one with an oval shape and endless whoop-de-do's. After only two loops one thing was clear about the back end of this T model - it really works. Crossing large sandwaves the rear did not pitch or jolt, and the tracking was straight with superb damping, leaving

the impression of riding over almost flat ground. Usually when the throttle is opened on a racing machine the expected result is the front to lift on a 125. This doesn't happen here, the back drops in hard and damped and keeps driving along faster.

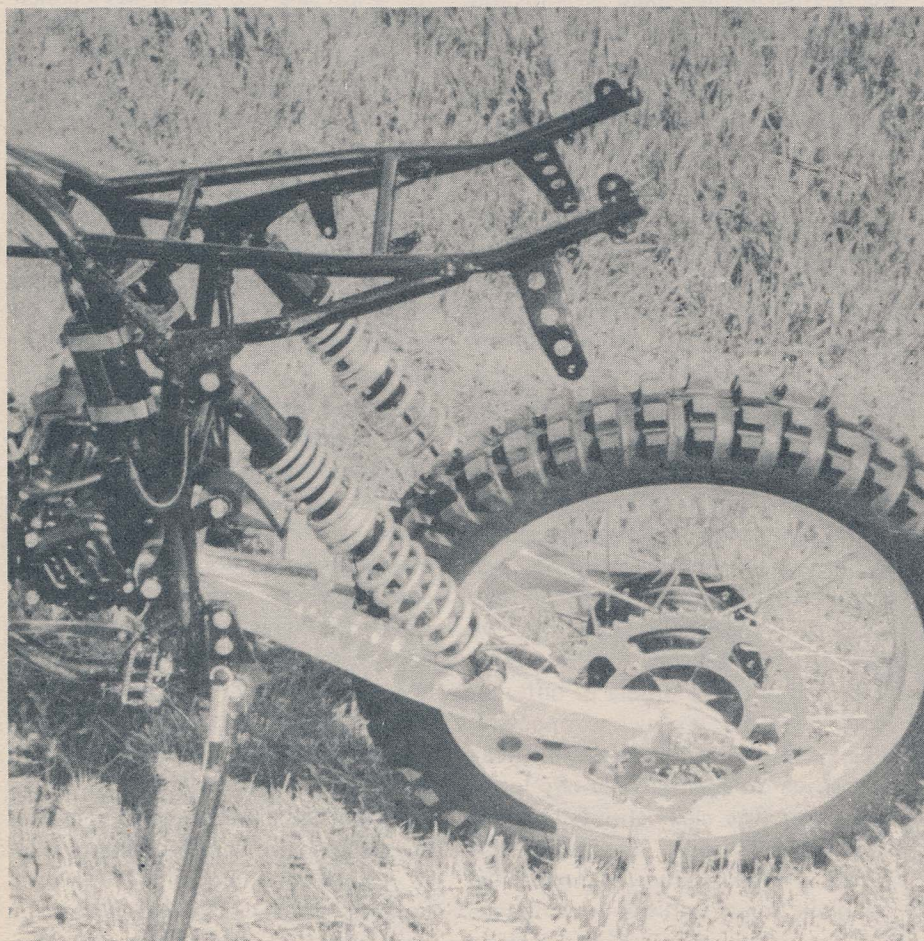
The wider torque lets gearchanging become easier, with more drive to the ground and not loss in sloppy shifting. Steering in corners is accurate, unaffected by the rebound springing of the shocks as the loads are transmitted into the frame and not the headstem. Trying out some unmarked tracks, we found both ends soaked up everything in the path. This is different to the Yam Monoshock which seems to have some trouble with squarish steep-sided ruts. This particular bike is so easy to handle over the unmade stuff, it would make a good Enduro mount, especially with it's wider powerband. Weight is up 2lbs, but it felt very light at 194lbs dry weight.

Incidentals like the seat and tank are quite good, the tank allows a lot of rider positioning with it's proven tapered shape. The seat was a bit hard but this might soften with age.



"Now, I can reach the tyre on the van, I'll have to be quick on the bike tyre...."

Totally rebuildable rear shocks, available with two optional spring sets.



Still, using the bike to it's fullest means little sitting down anyway. Seating positioning on this sled is high and the rider is a fair way above the bars, so this brings up the point of possible lowering of the footpegs.

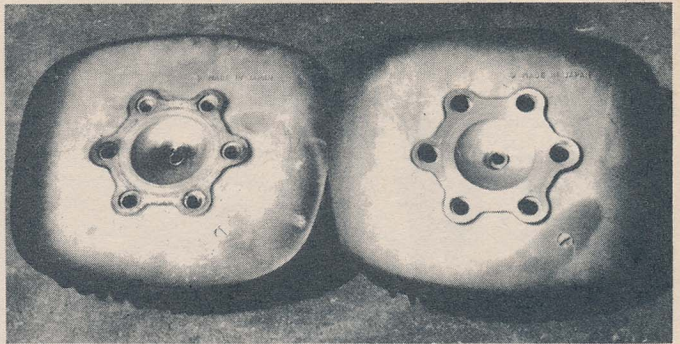
From the suspension angle, we found superb springing as stock, these leave a lot of the after-market shocks for dead. Front suspension has 38mm stanchions, and a theoretically limitless variation of pressures in combination of air/oil pressures and levels. Standard, they have 10psi and an oil level of 170mm, providing about 11.4" of travel. To set up the front properly certain things must be known. Initial fork compression of travel is affected by the air pressure independent of the oil. This oil controls the final stages of travel, and once the oil is raised from stock level, the compression rises markedly over a small amount of fork stroke at the end of the travel. There is apparently no difference between these forks and those of the previous Kayabas except for the new dampening rods and a few millimetres more travel in suspension.

Spring preload to the rear shocks can be adjusted to three positions to suit taste, and the damping has four alternative positions. A nitrogen-gas pressurised remote reservoir further aids shock performance and damping consistency. Good design has made the oil and nitrogen accessible for replacement, significantly extending the service life of the shocks, and they are totally rebuildable. Two optional spring sets are available, one softer and one harder than those fitted stock.

Replacement of the oil and gas is a good idea, as after use the oil deteriorates in effect, giving lessening of shock damping. Overall travel at the rear is almost 11.5" in quality travel. They are close to Ohlins, but without their fade-free performance. Attached to these shocks must be one of the best swing-arms about. It is aluminium, crossbraced, pivots in needle bearings and had proved itself completely flex-free. Not exactly the worst in the world, no sir. In looks, it

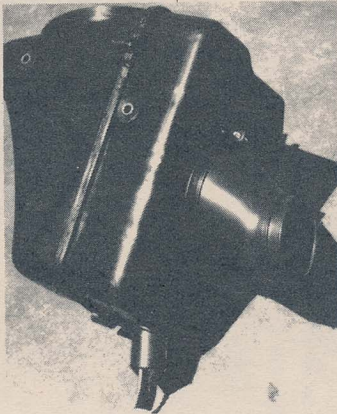


More finning round the block for better heat stability, also round the head.



is the same as last years, but now has a large chainguide enclosing the sprocket lower edge, stopping chain derailments. Up front, the swing-arm is protected by a nylon pad, and a redesigned tensioner incorporating a wheel rotating on bearings. There is a wheel-roller mounted on the frame for full compression situations.

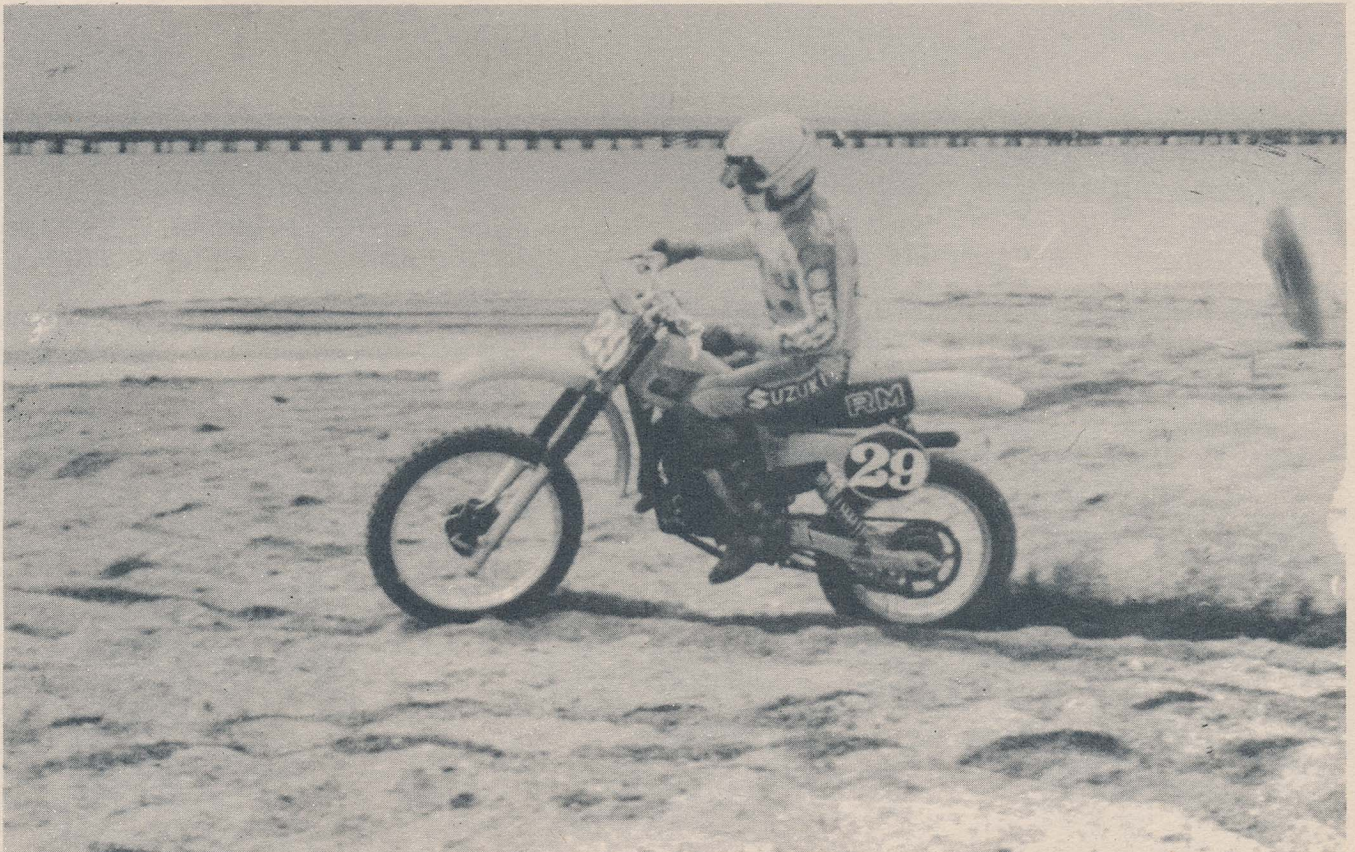
Both end brakes feel powerful and progressive, work as well as they feel, and the rear is now cable-actuated. The cylinder head has



Big effective air box.

been improved, and the larger central fins are noticeable. All these points come across as turning the old N into a much improved 1980 T model. We feel it is an easier bike to ride than before, the wide powerband is more useable, and the critical components like suspension make the bike complete, a package needing no after-market mods whatsoever. Suzuki hold bulk world titles, and their slogan is - The best in quality. If, by some miracle, a competitor

Mark Hill keeping the new RM125T honest.

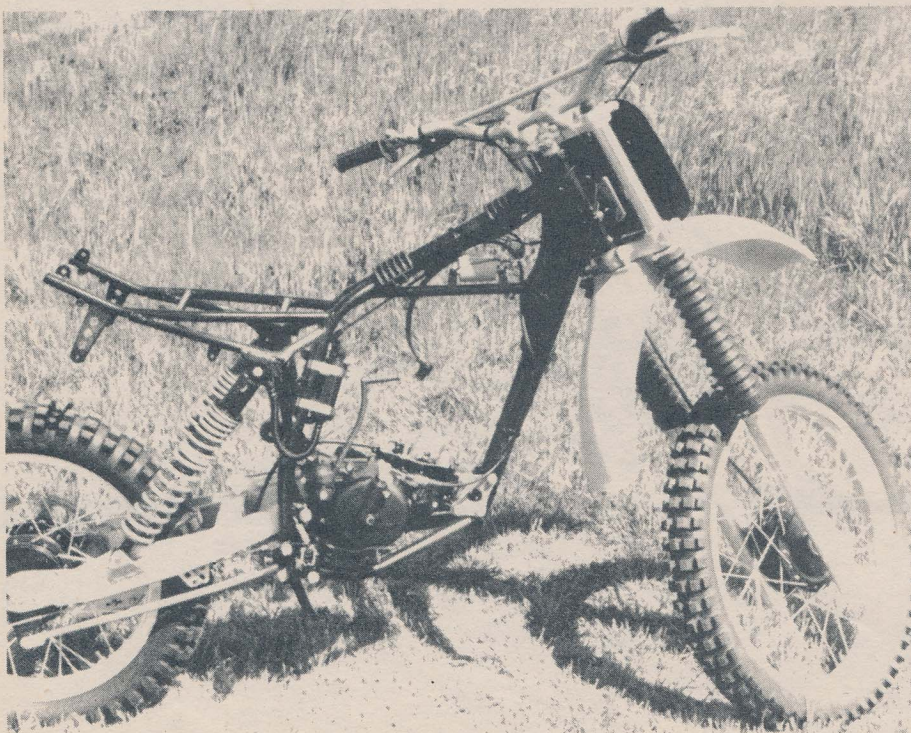




The better mousetrap.



It is easy to do this on a bike with good control.....



produces a better bike, look to Suzuki to bring out a model half-way through the year.

We have used quite an amount of dyno- and track-testing on this machine through the courtesy Ian and Mark Hill, with their combined skills and our thanks to them for their willing co-operation.

John Mirabile.

