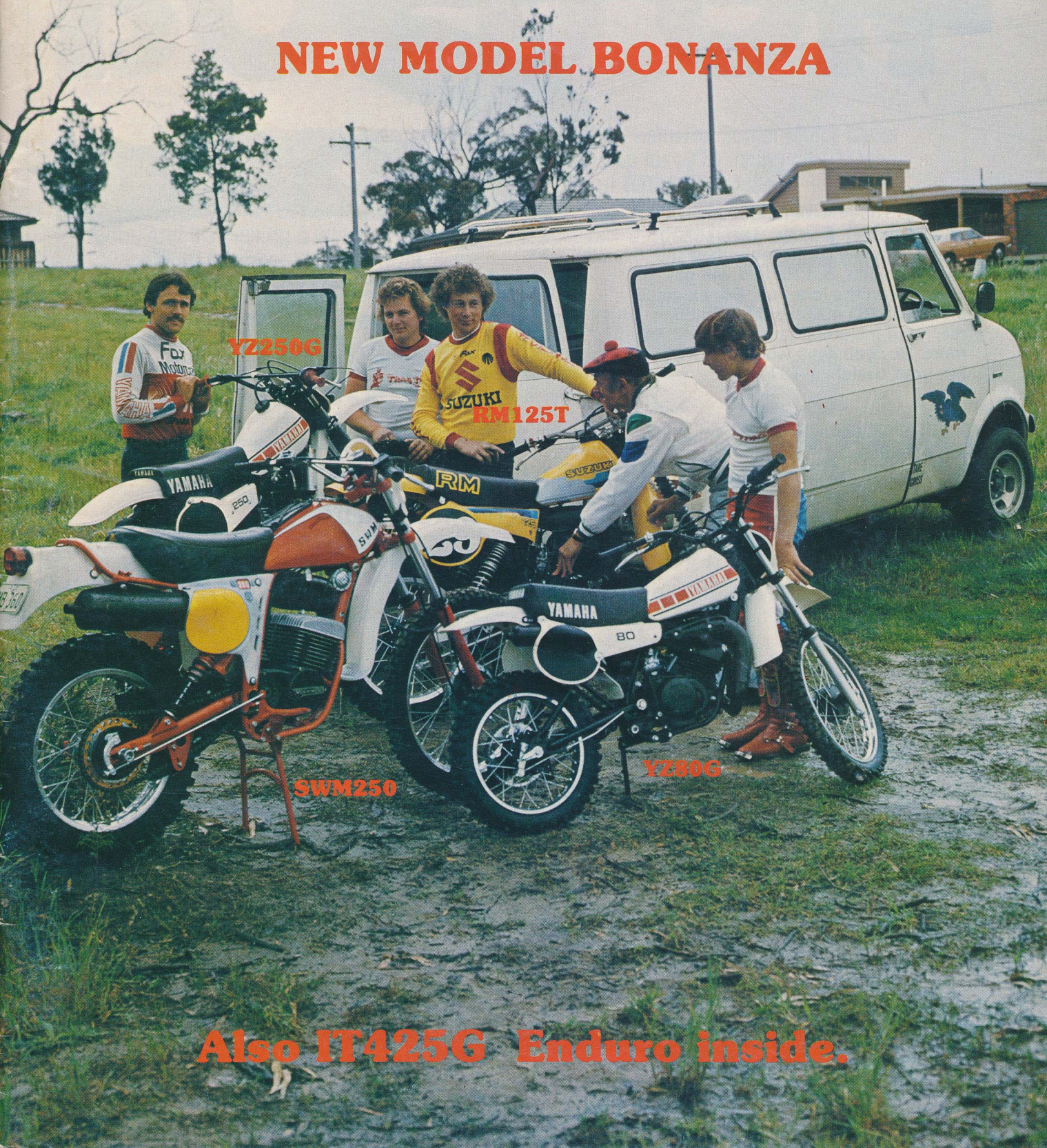


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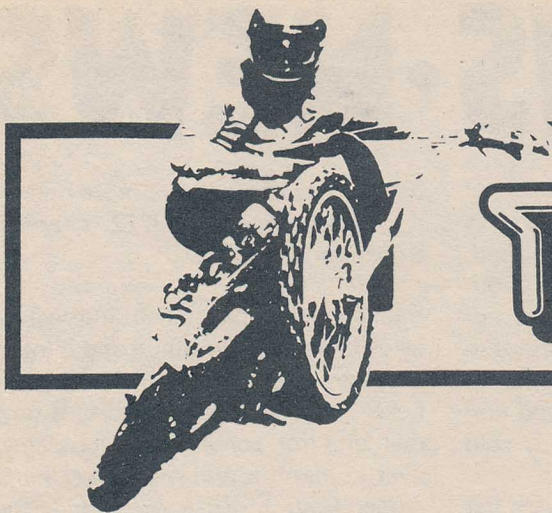
TRAIL & TRACK

November 1979 - \$1

NEW MODEL BONANZA



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.

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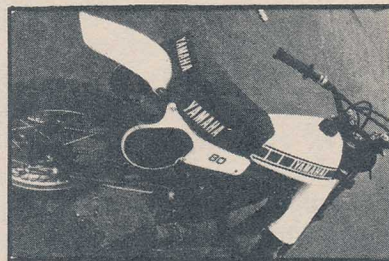
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SWM250 ENDURO.



YZ80G Mini MXer.



RM125T MXer.



IT425G ENDURO.

REGULARS

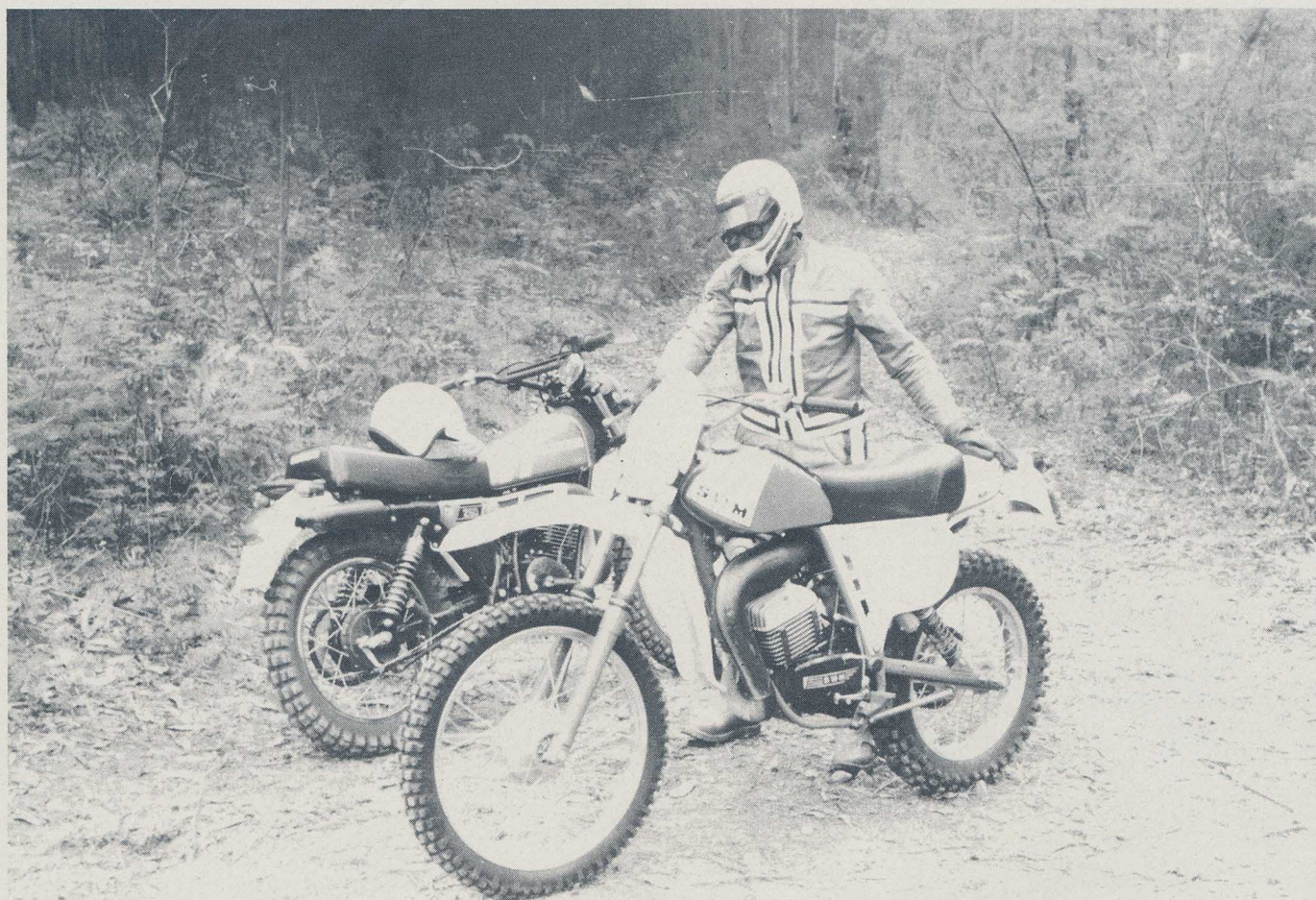
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S.W.M. 250 Enduro.

**The Real thing behind a red facade
It's all there at a price...**

**I.S.D.T. S.W.M.
R.S. 250 G.S.L.**



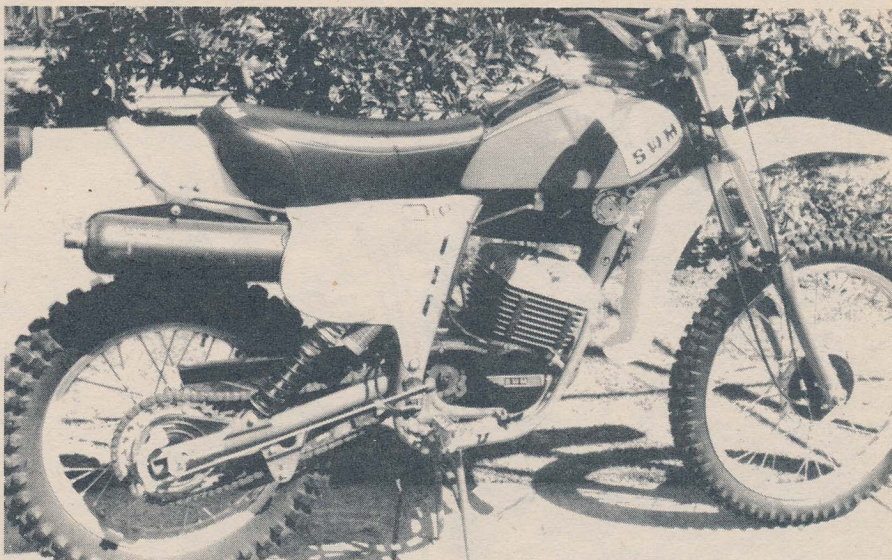
I was surprised to find out how many motorcyclists have not heard of S.W.M. and how many trail riders did not know what the letters S.W.M. stood for.

Speedy Working Motors have been around for many years, competing in International Six Day Trials back in 1972. Each year they improve their placing in this illustrious event. This year it was the Trophy they won, in 1975 they won the Silver Vase. The Italian team took this main event, three riders were on S.W.M., three on K.T.M.

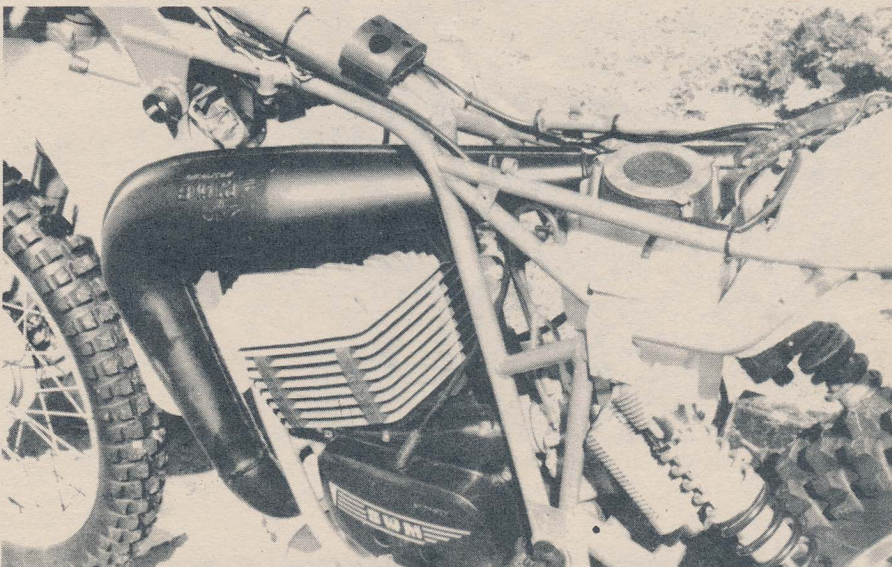
Norm Watts from Maffra-Sale club gained a Silver medal and the only part he replaced on the motor in the whole Six Days was an air filter element. Norm is the kind of rider who can ride straight up the side of a mineshaft with one hand whilst adjusting the trip meter with the other one. He first rode a borrowed S.W.M. in Czechoslovakia at a previous trial and after that ride he said "I must get one of these". You don't have to add any trick bits, all the go-fast stuff is right there. The only thing you might like to do is to fit rim-pins to lock the Pirelli's, although rim-lock security bolts are fitted standard.

At the small Italian factory they assemble, regardless of cost, all the parts they believe will combine to make the best Enduro trail bike. The motor is made in Austria especially for S.W.M., and their initials are cast into the magnesium sidecases. Most other components are Italian manufacture. The structure of this machine is unusual, not the kind you can view down at the local dealer. Bert Flood is the only Victorian dealer, but most states have one agent where you might be lucky enough to see one. We were very lucky to have a friend and benefactor like Henry Wilson, a gentleman whose S.W.M. had just 50km on the speedo, yet said "Take it, ride it, test it, share my enjoyment of it."

The beautiful Italian-racing-red and white steel tank is eye-catching, and the frame is bright red as well. G.S.L., says the label - the L. means Long Stroke. This has allowed the makers



The Speedy Working Motor in toto.



No need to remove seat to get at air cleaner. Thorough frame design shows.

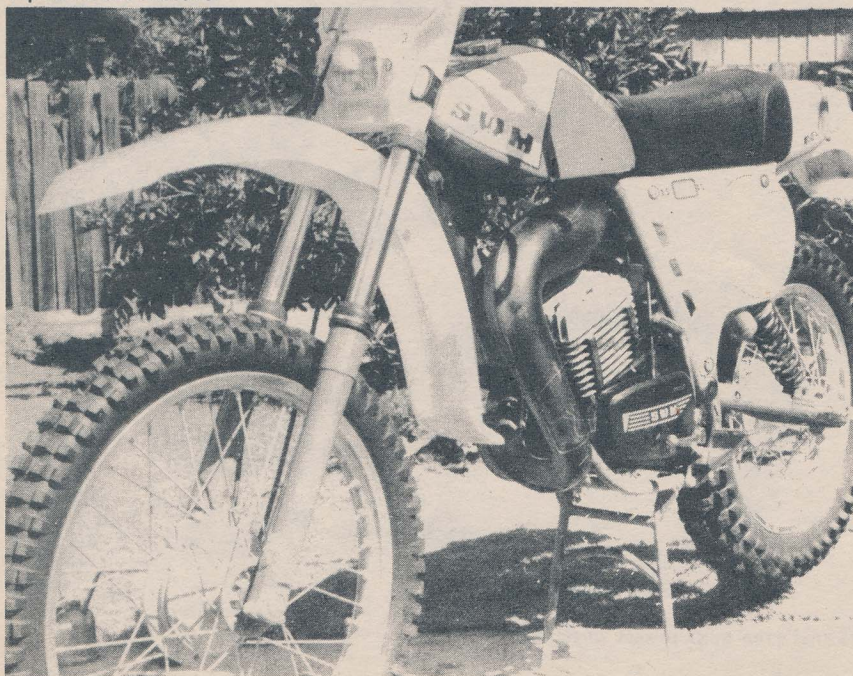


This is what a real quick-release wheel looks like.



Leave the bike do the work on country like this.

Expensive but effective.



to drop from six speeds to five with the better pulling power of this engine. It is a rotary disc valve. This type of motor seems to be returning now that a slim motor can be made. It's well known they are efficient, but no-one wanted a wide motor, especially for trail-riding.

The carburettor was previously set at 90degrees to the frame line; this motor has the carby well out of the way behind the motor with the induction tract running in parallel with the frame line. The engine doesn't appear to be very large externally, though wide cylinder finning extends laterally across the frame for better cooling in the air stream.

Marzocchi forks at the front have a long action. These are air/oil damped, and valves are situated at the top of the legs. Here you check the pressure, and pump them up if needed; no maintenance is necessary in normal circumstances.

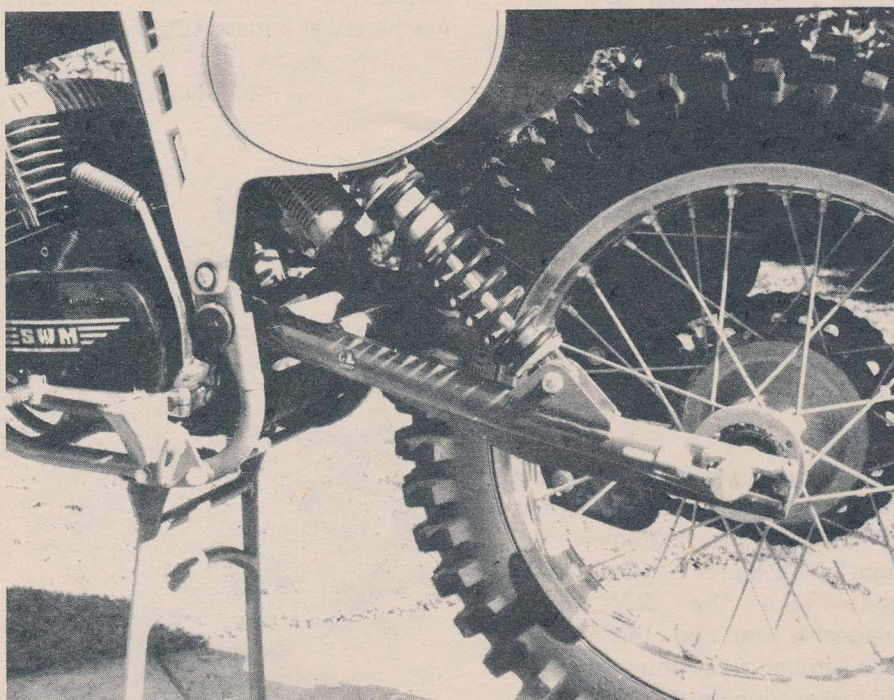
S.W.M. have retained the centre-axle in this model as it is reputed to be more stable over rocks. The next model may go to leading-axle. In fact, it doesn't matter where the axle is if it is counter-balanced by the fork rake. Rear suspension is also Marzocchi, again air/oil combination. Ignition is pointless electronic Bosch system, no worries there.

Small riders ahve a bit of hassle with high seats. Some stand alongside and leap aboard as they let the clutch out and move off. We have had worse than this one. It is 90cm in height, the foam is firm and fairly thin. It is still comfortable, and you don't sink into it but can move along it fore and aft at will. There is no sidestand, but this centrestand works well. Ample room at the mudguard stay enables your hand to fit in, and a moderate pull swings it's light weight easily onto the stand. In this position it is easy to remove the wheels, but watch out the ground is firm and flat. We feel larger sole plates would help avoid sinking into soft earth.

All that is needed to remove the wheel is a bar; unscrew the axle and withdraw it. Out comes the wheel



Terrain like this can be left to the bike to worry about.



Watch the ground hardness when you use the centre-stand.

leaving the chain and brake undisturbed. This operation takes about 20 seconds. Replacing the wheel took a little longer as the spindle was reluctant to enter the back plate. Grinding the shoulder to a taper solved the problem, much easier.

Remove two capscrews and the seat pulls off backwards, showing the air cleaner. Access to this is without tools. A rubber strap secures the nylon cap and three springs hold the foam element - very practical. Air breathing is upwards into the box before going down to the carburetor, so you may be able to ride through water even over seat height as long as you kept moving. The gear lever is small, spring loaded at the business end. A rod operates the rear brake, with a rigid back plate. During the test we found no more traumas with locking the wheel than cable operated machines or those with a pivoted back plate. It seems the suspension is the most important part in this sphere. There is no chain tensioner. The chain runs through a strong guide over rubber blocks, and swing arm and brake mounting are likewise protected by rubber plates. A well guided chain is essential, as it must be run fairly slack to allow for the long swing arm travel.

Mudguards are sturdily constructed of polyurethane in a translucent neutral shade. As well as being cunningly grooved to deflect water, added strength is obtained by a nylon block supporting the underside of the front guard. Recessed into the tank top is a neat tool box housing the set of tools in a leather cloth roll. A little better than average, it contains also tyre levers and a tyre-pressure gauge which reads in both psi and Kpa.. The headlamp is small and looks almost indestructible in its nylon number-plate case on the fork legs. This threw a good white light, adequate for riding in the bush at moderate speeds. No traffic indicators are fitted. A small speedo is mounted behind the lamp, calibrated in MPH....

Horn tone is positively sick. The S.W.M. motor runs two-mix at 2-to-3 per cent, and claimed consumption is 5.6lt. per 100kms.

Flip the little choke lever on the side of the 34mm Dell'Orto carburetor. A Magura twist-grip pulls the cable along the bars parallel, and this dials up the revs with a quick action; the cable is the best point, unobtrusive and away from trees and bushes. It is excellently made.

The lever is only small, with a short kick-starter stroke; you don't need to be tall to get a clear go at the lever, and it will kick over in gear too. The motor lights up easily enough. The familiar rings and rattles associated with big-finned motors were evident, and resonance echoes upward from the big pipe you can see looking down, but the noise (exhaust note) could not be termed offensive. With a tweak on the twist-grip, the sounds combine to spell excitement.

The clutch is firm to pull, it goes home rather suddenly and the action commences. The motor loads up a bit, especially on a new bike, and take-off is in a cloud of light haze and a spate of four-stroking. It clears shortly, and the revs mount up crisp and clean. Vibration was just average, increasing as revs ran up either in neutral or on the bitumen, but on the trail it went un-noticed so much was the intrigue instilled by its other attributes.

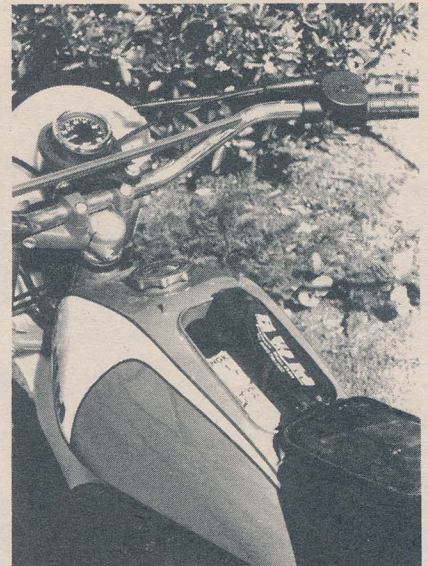
Elatedly riding in the morning sunshine was great but there was a first touch of disappointment. Sure, it goes well, but not all that well, was the first impression. You could ride this machine for quite a while and not appreciate the potential, then suddenly - go, as you give it a full twist. As the revs run past 5000 or so, the strong-arm stuff starts. The bike leaps, and it had better be pointed in the right direction with somewhere to go as the corners come up very quickly. It's mainline stuff. The front picks up, the tail squirms so you have to hang on, hoping you have the ability to enjoy it.

Maybe we could say it's the most fun you could have without laughing.....

Wheelbase is 143cm., a good average length, long enough to ensure good control drifting corners and short enough for good traction. It accelerates with little wheelspin and no shower of stones or hole-digging but going nowhere, as in some other bikes we have ridden. This is because there is adequate power at low revs, and the extra power does not come on till the bike has reached a good road speed. Once on the pipe it fairly whistles over the terrain, and aggressive riding makes for even more thrills. Claimed maximum speed is 145kph. During the Special tests in the I.S.D.T., S.W.M. showed superior acceleration to all other makes. The rotary-valve motor is most efficient in this sphere.

Handlebars are set fairly high in comparison with seat height, but as competent riders change from seat to pegs alternatively, this position makes the change easier. Front forks give a good ride with their long powerful action, although we felt they were a bit stiff on loose rocks. A more expert rider or a heavier rider, with faster travel still would not bottom them. Up a steep rocky hill the S.W.M. pulled strongly at minimal revs, allowing dropping down to first and slow travel. It isn't a peaky motor with no low-end torque, but when it is on the pipe there is so much power on tap it is only the rider's ability or lack of it which would stop this machine.

Both brakes were smooth in operation, not prone to lock-up at all. You will need long legs, or a quick transition to Experts class to stop on an off-camber. It is not as tall as some, but you cannot have it both ways - long travel suspension and low seat height. It's extremely light weight of 102 kg for a 250cc machine helps make the S.W.M. so manageable. Don't buy this bike for a status symbol if you intend paddling over rocks, slipping the clutch when the going gets tough. There are



Neat toolbox fitted into recess in tank, side-pull throttle.

plenty of other machines if you plan to ride that way. Though this is a vital dynamic machine for the good rider, it is unusual in having enough low-down grunt to help the rider just above average with his riding till he makes the upper class.

A new model has just become available with even more improvements - the fork clamps are now magnesium, and it is altered to give a 2cm lower riding height, and longer travel. The price for this top-class machinery is a mere \$2895.....

Norm Lindsay.

