

FLOATERIZED FUN BIKE

A good weapon for the beginner, a fun toy for the cruiser

By the Staff of *Dirt Bike*

Usually, testing a bike like the Suzuki DR100 is a task. We know it shouldn't be, but when you have all of the latest berserk motocrossers and enduro bikes staring you down, slinging a leg over the tame little fun bikes just doesn't seem too appealing. As we said, this is usually the case. As it turns out, the DR100 is one of the most popular bikes here at the well-lit but carnage-infested offices of *Dirt Bike*.

Every once in a while a fun bike comes along that just tickles the entire staff's fancy. We used the DR as a pit bike, girlfriend bike, trail cruiser, and head-to-the-river-to-fish bike. It does it all. Because it is low, docile, a six-speeder, and actually has a decent amount of suspension, everyone liked the bike. As an entry-level machine, you could hardly pick an easier bike to ride. It lugs around at zero and fewer rpm, never fouls plugs and hardly needs a wrench thrown at it.

MOTORWISE

Yes, the DR is a six-speed machine. The gearing suits the needs of the bike and accommodates riders who aren't interested in testing Bob Hannah's skills on a track. First is very low, second through sixth have a nice spread and give the DR a top end that is plenty fast. Starting up the little stroker requires no more than hitting the choke and jabbing the kickstarter once or twice. A low gurgle greets the rider until it's warmed up; flip off the choke and a pleasant four-stroke hum takes over.

A quick trip down the trail shows that the DR has enough poop to scare a Beginner if he's not careful. Remember, it's a 100, and although the response doesn't rip you off the back of the seat, it does pull abruptly off the bottom. Actually, anyone with some riding experience will have no real grief with the Suzuki. Because the engine hits very low and pulls slowly, and with some strength, you're not bored by an overly soft motor.

FLOATERIZED

Sure, the DR is an entry-level cruiser, but that doesn't mean it's equipped with garbage suspension. The front bongers are leading axle units and the rear is a Full Floater. Considering the demands put on



The DR is a perfect girlfriend's bike, cruiser machine, or backyard mauler.

the bike, the chassis was designed dead-on. Small ruts, bumps and jars are handled fairly well. Only the biggest hits make your hair stand on end. We all overdo it sometimes.

The rest of the chassis and bolt-on paraphernalia fit the bill. Up front, there's a little enduro-type light that won't quite make it in Baja. Also, there's a small PE-type light on the rear fender. More show than go. A neat PE-type odometer is snuggled up top—perfect for riders interested in "family"-type enduros. With a long, low seat and a small tank, the DR is also comfortable. Its low seat height and short chassis are fine for smaller up-and-coming riders.

RACE READY?

Don't think that the DR is "the Bomber" Barnett's practice bike. It's not. The bike is small and short, with just the right amount of motor. From Beginners to Experts, it's a fun, versatile playbike. Entry-level riders will love the DR, but the hardest part of riding this bike will be getting it away from their parents. □



With a low seat height and a sweet chugging motor, the DR100 is a favorite among the DB staff. The suspension is advanced, even for a little bike. Floater rear, leading axle front bongers.

DR100 SUZUKI

Engine type	4-stroke	Ground clearance	226mm (8.9 in.)
Bore and stroke	51.0mm x 48.8mm	Seat height	750mm (29.5 in.)
Displacement	99.6cc	Weight	176 lbs.
Carburetion	20mm Mikuni	Intended use	Off-road
Gas/oil ratio	Straight gas	Country of origin	Japan
Fuel tank capacity	5.7 L (1.5 gals.)	Suggested retail price	\$880
Transmission	6-speed		
Ignition	CDI	Distributor:	
Suspension: Front	148mm (5.7 in.)	Suzuki Motor Corp.	
Rear	150mm (5.9 in.)	3251 E. Imperial Hwy.	
Wheelbase	1211mm (47.7 in.)	Brea, CA 92621	