

TRAIL TWINS

Trouble-free mini thumpers



The smallest DRs make ideal trail bikes and can still be pushed a bit if the rider's size is matched to the bike.



Slightly more available horsepower makes the DR125 more fun for bigger kids or adults.



Carrying full-sized wheels, the DR125 will comfortably haul around a full-sized adult.

By the DB Editors

You might think that only the latest fire-breathing dirt bikes draw the biggest crowds here at the recently recarpeted DB offices. Not so. When the Suzuki DR100 and 125 were unloaded in the very level parking lot, the pair of trail bikes drew an instant crowd.

Editors from our other magazines jockeyed around: "Say, you don't think I could

Riders under 14 or so will like the DR100 best. It has mini-sized wheels and no bad manners.

borrow one of those for my girlfriend this weekend, do you?" and, "Ooooh. They're so cute and just my size. Can I buy it when you guys are done testing it?" came from one of the ladies in accounting.

Think about it for a moment. What do you teach a new rider on? Certainly not a 12-inch-travel MXer or enduro. Even the current crop of mini 60s and 80s are too

SUZUKI DR100E/DR125E

Engine type	4-stroke, air-cooled single
Bore and stroke	51.0mm x 48.8mm/ 57.0mm x 48.8mm
Displacement	99.6cc/124cc
Carburetion	20mm Mikuni/22mm Telkei
Gas/oil ratio	N/A
Fuel tank capacity	1.5 gals./2.2 gals.
Transmission	6-speed
Ignition	PEI
Suspension:	
Front	5.7-in. telescopic/7.1-in. telescopic
Rear	5.9-in. Full Floater/6.3-in. Floater
Wheelbase	47.7 in./53.0 in.
Ground clearance	8.9 in./10.4 in.
Seat height	29.5 in./31.0 in.
Weight	176 lbs./209 lbs.
Retail price	\$924/\$1089
Country of origin	Japan
Distributor/Manufacturer:	
	U.S. Suzuki Motor Corp. 3251 E. Imperial Hwy. Brea, CA 92621

fierce for wifey or a girlfriend to learn the ropes on.

There is a solid need for mild-mannered, pleasant little trail bikes that let you place both feet flat on the ground, even if you are under five feet tall.

And that's what both of these crisp-looking units are: low-slung, properly powered trail bikes. Consider the DR100: It has mini-sized wheels, with a 17-incher up front and a 14-inch tire on the back, but both are real knobbies. The bike feels roomy, even for a full-sized adult. And with a seat height of 29½ inches, paddling over an intimidating mound of dirt is easily accomplished.

Stepping up in size one full notch, the DR125 has full-sized tires/wheels but still has a low saddle height of 31 inches. A six-footer can ride the 125 without suffering from knees banging in the forehead.

LOW POWER, HIGH FUN

Neither bike is a speedster, but both engines deliver enough smooth low-end power to coax the bikes up most hills. A little tap on the clutch of either bike will bust the rear wheel loose in the bottom three gears.

Nice features include a six-speed gearbox on both machines, well-placed controls (read: "easy to reach" for learners) and one-kick starting, as long as it's done in neutral.

Forget the gas can when you go trail riding on either DR. The miserly four-stroke engines take the nastiest regular gas and get incredible mileage out of a full tank.

At 176 pounds dry, the DR100 is suited for riders under ten years of age. At slightly over 200 pounds dry, the DR125 is just right for learning adults or oversized kids.

The actual performances of the two bikes are surprisingly close, and even though the 125 has a bigger engine, it will not pull the 100 by more than a length or two through the gears with proper-sized riders aboard each bike.

Of the two bikes, the 125 has a suspension that can be pushed a bit. With 7.1 inches in the forks and a workable 6.3 inches in the Floater rear end, some mild whoops can be attacked without fear of death.

The 100 is much shorter-legged, with 5.7 inches in the front and only 5.9 at the rear. It too, though, is a single-shock Floater. When pushed hard by an aggressive young rider, the DR100 will clank and protest the treatment with harsh bottoming.

YOU NEED ONE OF THESE BIKES

You'd better buy one of these pleasant little trail bikes real soon, because you're going to need one and we're not going to lend you ours.

These DRs have been busy every weekend for the past two months, and when they're due to return to Suzuki, there are several people waiting in the wings with checks.

Look, they're inexpensive, run forever with minimal maintenance, and do just what they're supposed to do—which in this day and age is truly amazing! □

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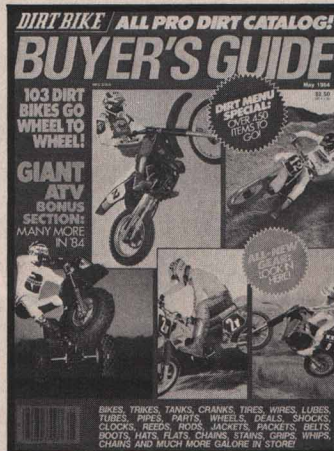
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