

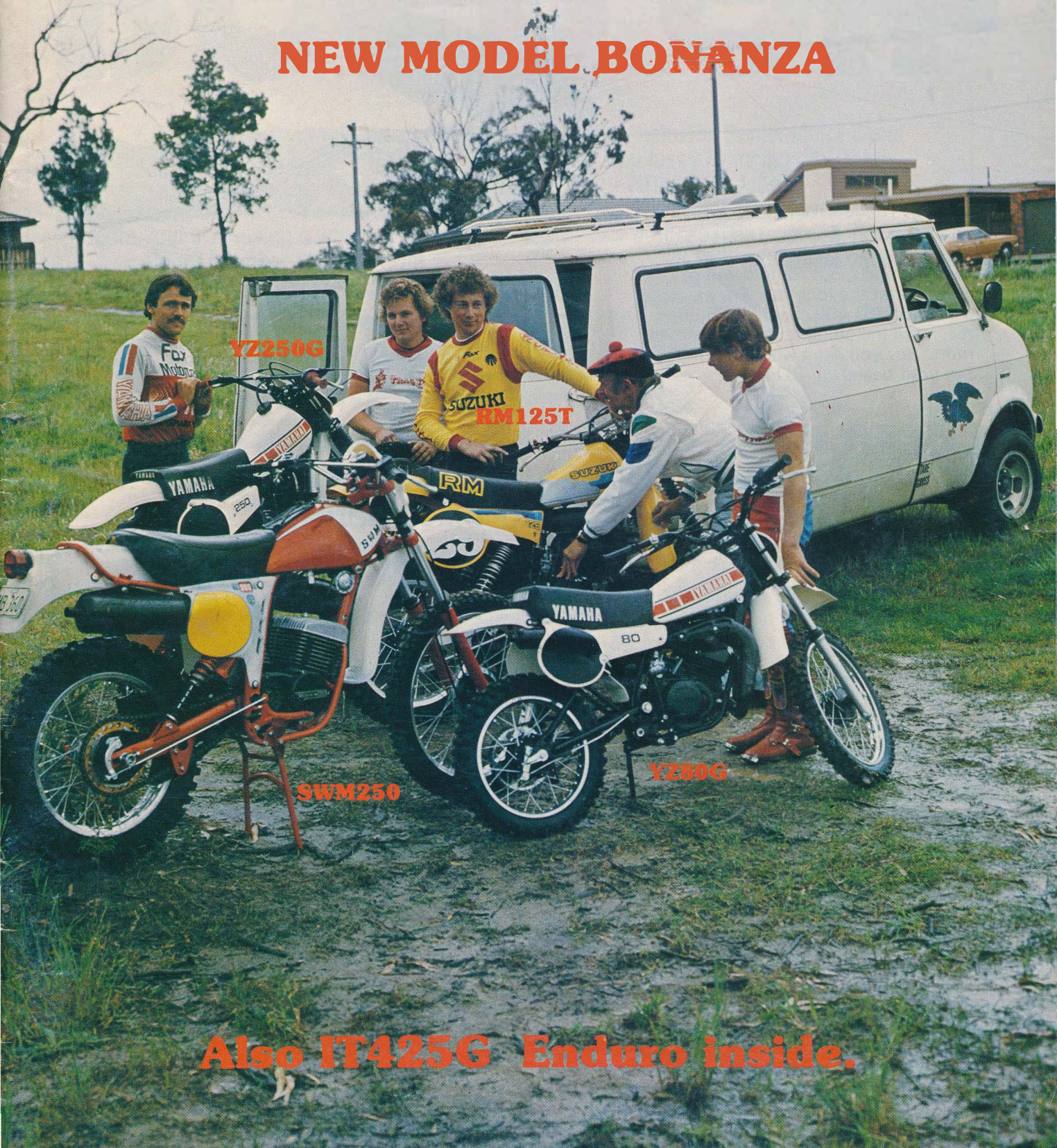
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# TRAIL & TRACK

November 1979 - \$1

## NEW MODEL BONANZA



YZ250G

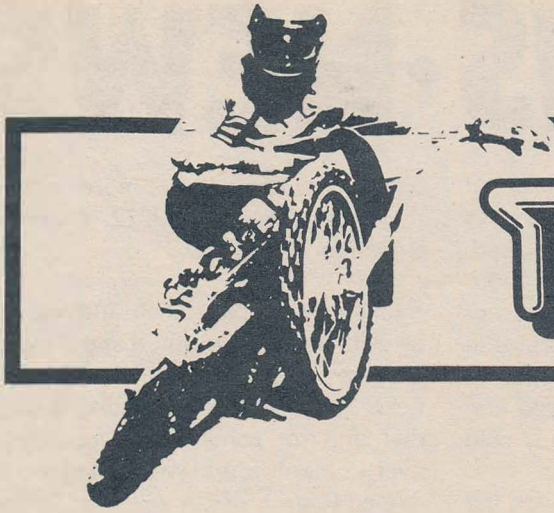
RM125T

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.

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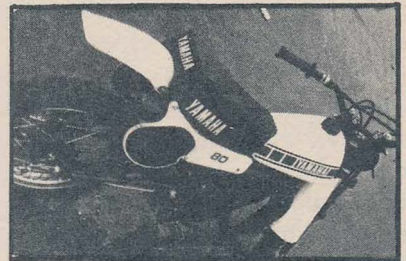
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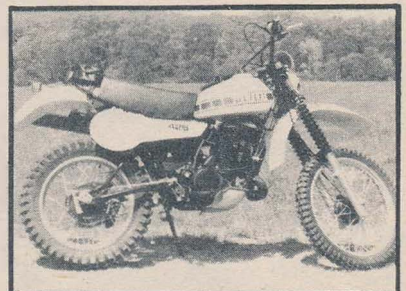
SWM250 ENDURO.



YZ80G Mini MXer.



RM125T MXer.



IT425G ENDURO.

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**YZ250G, rider MIKE LANDMAN.**



# YAMAHA

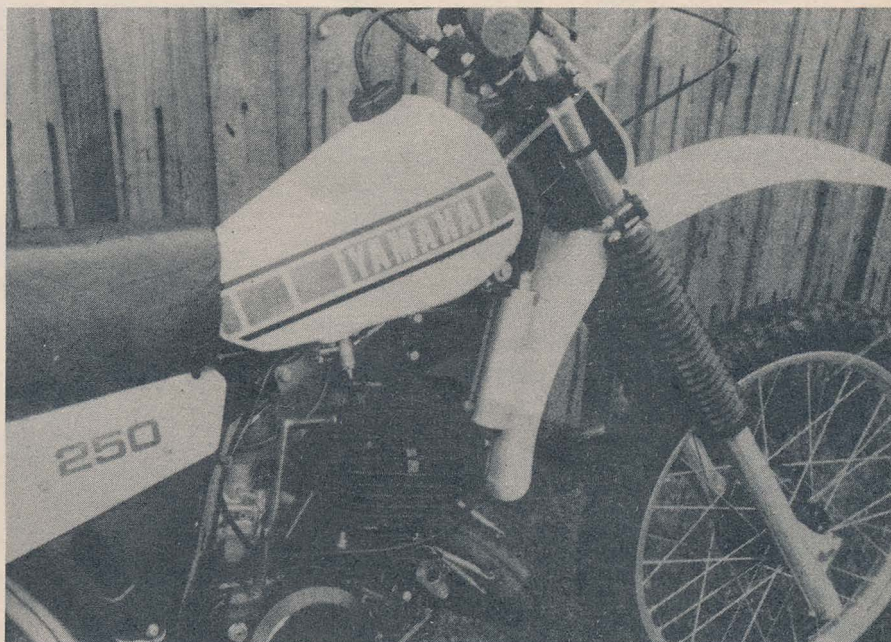
# 250 G

Well, apparently Suzuki didn't want the Monoshock, and seeing how it compared with last year's competition, maybe we don't blame them. Things have certainly changed though, with this year's production model. When Yamaha acquired Mikkola, maybe they also got the Husky R&D department, for the new frame of the G model is almost identical to the Husky 250.

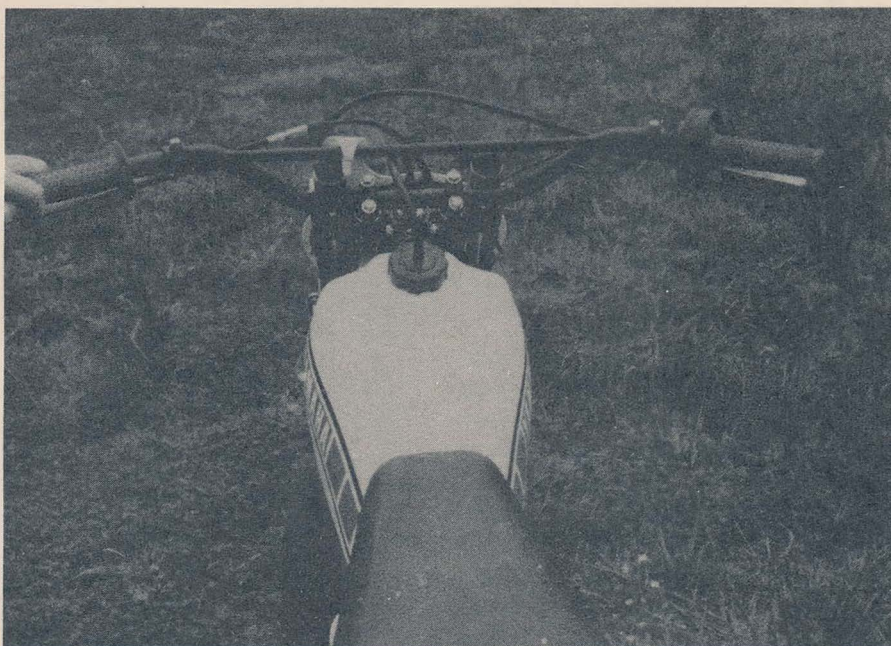
In 1975 when Yamaha's OW26 was brought in as a Works bike, it had the front double downtubes, with the associated penalty of requiring a heavy frame backbone. In the interests of a lower centre of gravity, less weight and better monoshock breathing a tubular steel semi-double cradle frame was adopted by Yamaha. This design means the front of the frame's single downtube is in the way of the exhaust, so the engine has to have an off-set exhaust port, so ultimately it makes tuning of an engine take frame layout into consideration.

The final result is the G model, and a good result it is too. This new machine has improved, and makes the F model look antique. Sure, without much work the F can be made competitive, but as stock the fading rear end was a back-breaker. The heavy front was a wrist-wrencher and to make matters worse, the powerband introduced itself with a certain amount of aggression.

Although the new model does look similar to earlier ones, under a mild look it is easily seen this one is quite different. There doesn't seem to be one item which hasn't been either modified or improved. From the fuel tank to the engine to the guards it is new. It is like no other Yam except in overall looks. Firstly, the bike is an inch taller. This includes the seat and



Power from this motor comes in low down with quick power for off-line speed.



This bike has the same idiot throttle cover as the bigger IT425G, it's a nuisance.

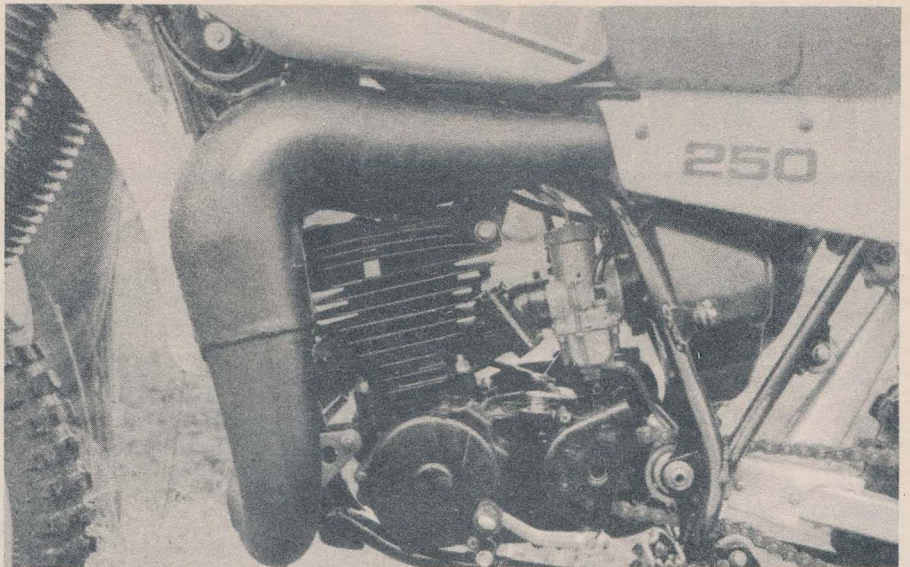


ground clearance. The weight is down to a respectable 97kg claimed dry, about 2kg less than the F model. It weighs about the same as Suzuki's 250N. Most importantly, the lower centre of gravity means a much lighter feel.

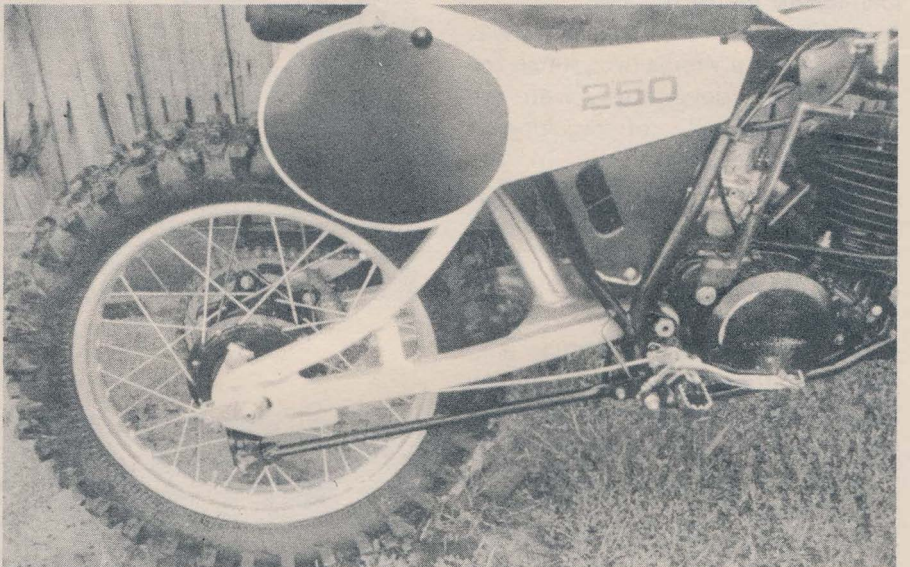
This makes the machine handle like a completely new kind of bike, almost but not quite in the Husky class. In handling terms, it steers by the rear wheel; the front feels very light and floats along the surface, and in the corners it pivots like a Husky. Mike Landman, who helped considerably in evaluating this bike's performance, was quite pleased with it's handling. As he hurled it round the practice track, both ends soaked up the terrain with controlled ease. Steering showed precise feel when he came through the whoops within a few inches of a fuel drum, moving across to sit just off line to it, without slowing at all. Apparently the bike was tracking straight and in complete control.

We were anxious to get the mitts on this machine, and watching made it worse. Letting it cool off for a bit, Bernie Ryan photographed the bike, and he seemed to take ages to do it. With a few clues and advice from ML we headed out on this thing, and the first thing noticed was the savage acceleration with a small amount of revs. This required some concern, especially in tight corners where free use of the front brake was a necessity, not a desire. Fortunately, the front brake is as powerful as the acceleration.

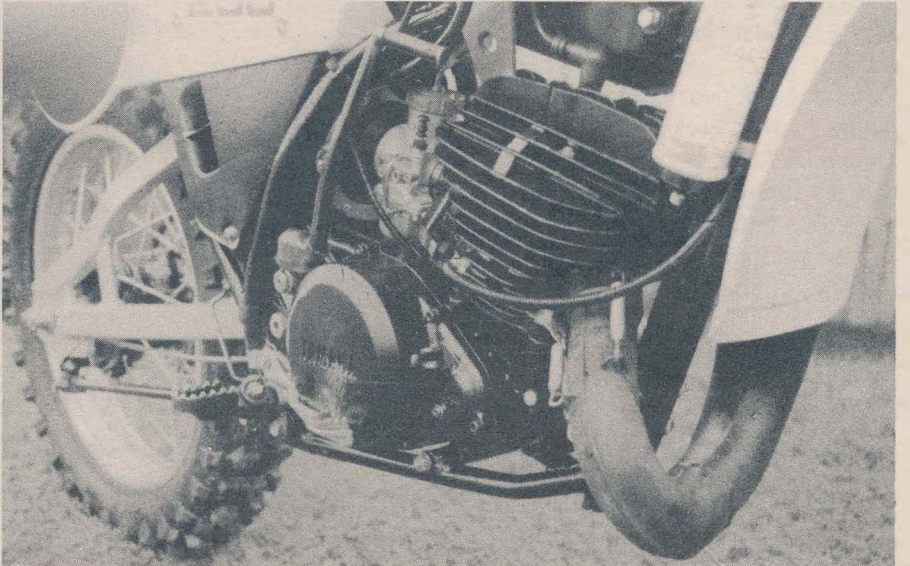
The low-rev power means the rider has to short-shift the gears to keep revs down and power alight. This becomes evident in the higher gears as the bulk of the power is in the mid and bottom of the range. Thankfully Yamaha have raised the overall gearing using a smaller rear sprocket. Internally, the gearbox has it's third, fourth and fifth gears lowered. This keeps the acceleration at a very high level. Further to the low-rev power, there is a fairly dramatic increase in torque to drive the larger 5.10x18 rear



Virtually the same looks as the Enduro version, well designed.

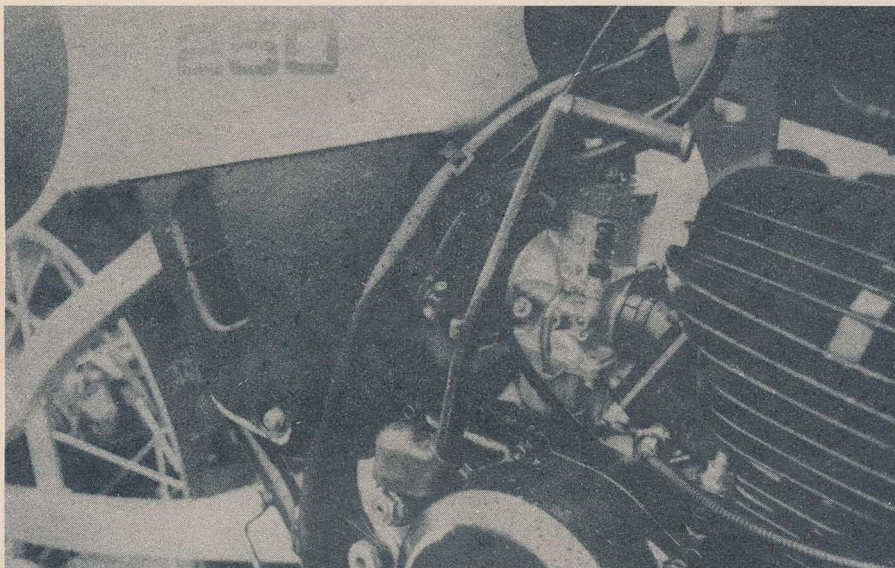


Finally, the fading problems have been solved with the rear end.

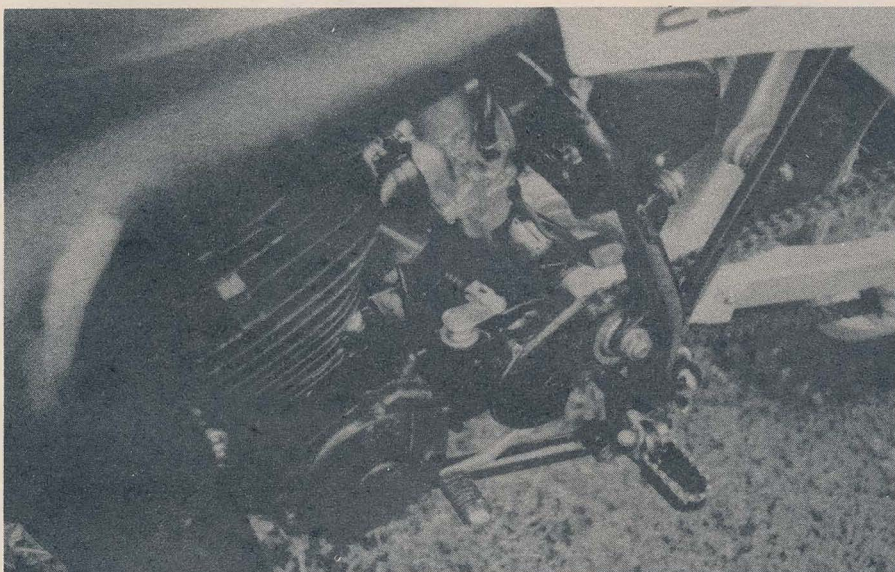


Rear brake is so-so but is not really intended for hard use - this helps keep the revs up.

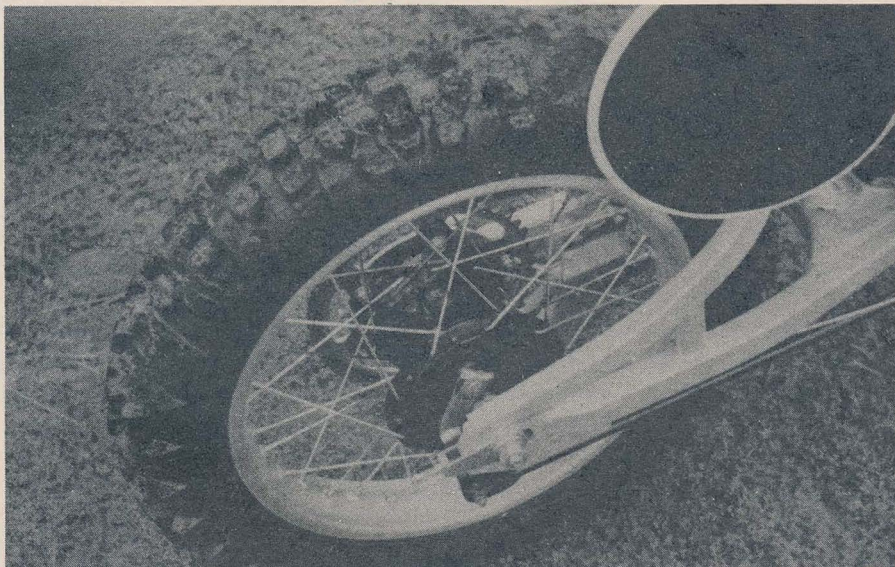




The fuel useage is fair through the big Mikuni.



See the gear-lever? Get used to finding it, it has to be worked.



New claw-pattern rubber seems effective and works well.

tyre. The design priority for Yamaha was to get to the first corner first with the low-rev pull. That it should easily do, as it comes on like a big-bore open machine. Short-shifting the box smartly by a good rider will get this bike out of the corners very very fast.

Matched to this power is the best suspension yet seen on a production Yamaha. Up front there now is 11.8 inches of travel, and to match up at the rear there is a new type of monoshock unit that also gives 11.8" wheel travel. The 14" spring on the unit is taper-ground to provide a progressive spring rate. To eliminate the fading so often growled about due to heat lowering the viscosity of the oil, a remote reservoir is incorporated. It is still the usual nitrogen/oil with a floating piston.

Damping rates are variable by turning the shock cap left or right for softer or stiffer. Adjustment should be made notch by notch and the bike test-ridden after each alteration. Spring preload can be adjusted using a tool from the kit provided. This is done by undoing a locknut and rotating the adjuster nut.

In setting up the front forks an important point is the first few inches of travel are affected mainly by air pressure, and the last few inches by the oil viscosity. As the front end is light it might be wise to set the first few inches a little soft to provide good traction and comfort. Setting up the rear is a little more difficult, there are 24 adjustment locations. A guide is to run it as soft as possible, to allow maximum traction over all surfaces. When it is set right the rear tyre should not deform on contact with rough ground.

On the incidentals, the tank is re-shaped to provide enough fuel for a Grand Prix of 40 minutes. Our Grand National would be equivalent to one of these. Mike Landman, last year's winner, found he had to tie a container on the front of the old model to have enough fuel to finish. Actual capacity is 7.6 litres, 100 cc more than the F. The front mudguard is designed to provide a smoother surface hopefully so that mud won't





The view which Yamaha want seen by other machines....



Mean and lean, Yamaha's new YZ250G.

adhere itself. The airfilter box is redesigned to fit inside the cradle above the swing-arm pivot. It contains a double-layer element, access by removing the right sidecover and two wingnuts.

The countershaft sprocket now is close, shortening the arc of wheel travel as a help in preventing chain derailment. The chain slips over nylon roller wheels which provide less drag and horsepower loss. An important benefit of having the sprocket close to the swing-arm which is often not realised is the power loss through chain flex and movement, this is considerably reduced now.

A point to note is the reed valve action can be improved, as stock, they are nowhere near as sensitive as those on the Hondas. For about \$5 they can be replaced by DG items which are engine-digestible, and which provide better fuel-metering as well as improving the torque output. The front brake is very powerful and

almost had Mike doing a front-wheel mono when he first rode the bike. Feel and progression is matched to the acceleration, providing good stop-action with no pitching to left or right. The rear is nowhere near as powerful. This indicates the bike has been intended for a rider with good ability, one who uses the engine to the fullest without braking piston motion by rear-brake application. The overall effect gained here is that the rear revs then won't need to be built back up again after braking.

The big difference about the G model is the state of tune produced by the very large cones in the centre of the pipe, producing negative pulses to give a strong low-end performance, and mid-range bite. So, from the rubber-mounted bars right back, the bike is well thought out, and will give the winning rider or potential winner an excellent vehicle. No mistake though, it is meant for winning and nothing else. This bike is

demanding and domineering, and tells the rider how to ride it. It has to be short-shifted, it has to be front-braked, and above all it has to be steered from the back wheel as the acceleration is so sharp it points the front wheel to where the throttle turns. The only way round this is to keep weight over the machine and body lean the bike.

Overall the bike feels very light; smaller sidecases, smaller engine physically and elimination of the old heavy backbone did this. Last year we did criticise the F model, we can now say that the new G is a competitive machine which favours the Expert, as it is really specially made for that rider level. If you have the skill, it will get you to the corner first without fuss, as all other 250's have power higher in the rev range. If you like working the gearbox and the thrill of fast fast acceleration this is the one for you.

John Mirabile.