

# Bikes Get Bigger

By Wayne Thoms



**SUZUKI TS-250 II Savage** sells for \$779, gets a top of 80 mph out of its 23-hp engine. Bike features separate oil tank, meaning no pre-mix of fuel.

**W**HEN the motorcycle phenomenon broke loose a few years ago, it was because low-cost, modest-performing, high-quality imported bikes were readily available. Most were Japanese and they got several thousand Americans up on two wheels. Many people in the motorcycle business thought the lightweights a fad, but they weren't. Solid citizens, young and old, became hooked on the sport and utility of motorcycling and have stayed with it.

Now the second generation of light-weight motorcycles has appeared—bikes



**DUCATI Desmo 350. L** sells for \$849, the **Jupiter 250** for \$799. Both are hot bikes.





**YAMAHA CT-1A is a born enduro bike, sells for \$599, gets 65 mph from 15.6-hp engine.**



**BULTACO Matador Mk. 3 features five-speed gearbox, optional hop-up kit, costs \$858.**



**HARLEY-DAVIDSON SS350 Sprint offers good balance, agility, 90 mph, costs \$793.**



**KAWASAKI A1 Samurai will do over 100 mph, weighs only 319 lbs., is priced at \$695.**

with more performance than the 50 and 100cc units that started the whole thing, yet no more difficult to ride than low-powered motorbikes and only slightly larger in overall size.

Registration figures tell the story. Ten years ago there were only 300,000 motorcycles registered in the U.S. But at the end of 1969 there were about 2.7 million, and sales are booming at better than 500,000 a year. Obviously, most of these buyers are first-time owners who wisely buy the smaller, easier-to-ride machines. But apparently these buyers



**BSA Starfire 250, an outstanding touring bike, weighs 302 lbs. and sells for \$695.**



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don't stay with the little ones very long; they move up and into the increasingly popular midrange of power, performance and price.

Motorcycles are relatively inexpensive and owners find it easy to trade up to the "intermediate range" spanning engine displacement from approximately 175 to 350cc and horsepower from 15 and 45. The spread is approximate because there are no firm limits. It all depends on what the rider wants for his money.

Much of the thrust in this mid-range is directed at the rider who wants a dual-purpose bike—one he can ride both on the street and in rough trail country. Suzuki, for example, has tailored its 1970 advertising campaign around bikes "built to take on the country."

There is an upsurge of motorcycling as a Sunday sport for the entire family. Dealers to whom *MI* spoke cited numerous cases of families with three or four machines that get transported to the country each weekend for group outings. Families have found motorcycling to be good clean fun, as safe as any of the currently fashionable action sports.

So okay, what to buy? A bike owner stepping up in size has a good idea of the market. Like car owners, there is a tendency toward brand loyalty, staying with a given make. But there is no reason why a first-time owner shouldn't start right out in the "step-up" class. The intermediates are as easy to ride as the small ones. Thus the question, which one? At the moment the choice is between Japanese, American, Italian, British and Spanish makes, and each can be satisfactory in its own way.

In general, the intermediates offer top speeds from 65 to 115 mph. Some are geared in a compromise of dirt and street performance, which reduces top speed. Those with street gears, however, will keep up with any traffic situation. Weights will be from just over 200 to better than 350 lbs. The lighter the weight the better the maneuverability, but weight can also mean sturdier construction and such desirable extras as electric starting.

The choice [Continued on page 119]



**TRIUMPH Trophy 250** is similar to BSA Starfire, weighs more, is slower, costs \$725.



**OSSA Pioneer Enduro** is from Spain, offers great off-road performance. Cost is \$795.



**HONDA SL350** is a dual-purpose bike with a top speed of 80 mph. Retail price is \$795.



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between two and four-cycle engines must be made by the rider. Both types have their advantages. With the two-stroke engine, oil must be mixed with gasoline (some Japanese exceptions feature separate oil tank feed). Yet these engines tend to give more power for their size. Four-cycle engines obviate the oil-gas mixing job, but have the extra complexity of a valve train.

Price is nearly always negotiable, especially if the customer is a 'shrewd bargainer. Most of the manufacturers simply suggest retail prices and you can expect to see intermediates tagged from \$600 to \$850.

Let's take an alphabetical look at some of the more popular intermediates:

**BULTACO**—The reputation of this Spanish-built machine was made on dirt, and its sturdy construction is a result of this heritage. Bultaco offers a range from very small engines on up, but of interest to us are two—the 175cc Campera (\$698) and the 245cc Matador Mk. 3, which has a suggested retail price of \$858. Both engines are two-cycle singles, 14 and 23 hp each at 5,500 rpm, with a hop-up kit available that raises the Matador to 30 hp at a screaming 8,000 rpm.

**BSA**—One of the most respected names in British motorcycling, BSA offers a full line of bikes. The model that best typifies the intermediates, however, is the Starfire, a 250cc machine with an overhead valve, single-cylinder engine developing 24 hp at 8,250 rpm. Conventional in every way, it's a comfortable touring bike with added open-country potential. Top speed is 87 mph and it will run a standing quarter mile in 17.5 seconds at 75 mph, better than, say, a Volkswagen. Dry weight is 302 pounds. Suggested retail price is \$695.

**DUCATI**—Italian through-and-through, with graceful styling and advanced engineering, the Ducati is much-respected for off-road durability. Engines are all single-cylinder with overhead cam, essentially racing designs capable of high rpm. Ducatis come in 250 or 350cc sizes (also a 450cc). The Desmo is a further option. Desmo stands for "desmodromic valve gear," a positive actuating mechanism normally seen only on exotic racing motorcycles. The Jupiter is the dual-purpose Sports

[Continued on next page]



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duros. Ossa builds several models of scrambler, enduro and street machines, including the Pioneer Enduro in both 175 and 250cc versions. A great off-road bike with lots of power at low rpm, Ossa claims it is so stable it has good balance at one mph. Engines are single-cylinder two-strokes, and the price for either size Pioneer is \$785.

**SUZUKI**—From Japan, and with an engine size to suit nearly any need, Suzuki is making strong inroads into the American market by emphasizing its trail and enduro machines. Two in the mid-range are the T-250 II Hustler and the TS-250 II Savage. Both have two-stroke engines with separate oil tanks (no mixing of oil and gas), but the Hustler is a 33-hp twin, while the Savage—an off-roader—has a 23-hp single. The Hustler, with its six-speed transmission, lives up to its name—105 mph top speed and the quarter-mile in 15.1 seconds. Tops for the five-speed Savage is about 80 mph. Hustler weight is 315 lbs., Savage 266. Suggested Hustler retail is \$689, the Savage \$779.

**TRIUMPH**—Look closely and you'll find very little difference between Triumph's Trophy 250 and BSA's Starfire 250. The machines are nearly identical with only subtle engineering variations. Triumph claims 22 hp for the 250cc ohv single (two less than BSA). At 312 pounds, weight is slightly more. Suggested retail is \$725.

**YAMAHA**—You can cover the field with Yamaha. This Japanese firm has so many models they can become confusing. In the middle range, Yamaha builds 175s, 200s, 250s and 350s in varying trim for street and dualpurpose street-dirt riding. One is the CT-1B, a 175cc (actually 171cc) enduro bike that takes naturally to the trails. Its two-stroke single develops 15.6 hp and its top speed is 65-plus. Transmission is five-speed, weight 211 lbs. Suggested retail is \$599. In the 250cc class is another enduro, the DT-1C, also a two-stroke single with five-speed gearbox offering 70-plus mph for \$779. A 250cc street machine—the 30 hp DS6-C that does better than 90 mph—is priced at \$669, while the 195cc 22-hp street-scrambler CS3C is \$599.

Obviously, there's a wealth of choice in the intermediate bike field. About the only advice we can give you is to look all of them over, take demonstration rides, then select the one that turns you on. \*

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