The Ten Best Test Bikes Of The Year

Some Pretty Good Bikes Got Beat Out By These

They may not be the fastest in their respective classes, may not be the best buy economically or may not win the "never break—run forever" class. But these machines, in the *Motorcyclist* staff's opinion, are the ten best test bikes we've encountered in the 1977 publishing season.

How did they win? Easy. We went through our list of test machines for the year, then marked down the ones we didn't want to give back, the ones we fought over to ride and the ones that always generated an extra bit of our attention. They're the machines that we'd like to have (and in some instances *do*), would buy if we had the bucks and the bikes that spawned the most ridiculous excuses when the manufacturers asked them to be returned. The ten winners were typically listed as: keepers, non-returnables, never sitting still at lunch time, yet to grace the *Motorcyclist* shop on weekends, on their second set of tires and always gone when you thought it was your turn to ride. Here they are:

YAMAHA IT175

It costs less than a grand ($998), and thus is disposable after a year of riding—but that isn't why we chose it. It handles well, goes fast, maneuvers readily and is a bike easy to get radical on while still retaining your composure. The six-speed gearbox gives you the powerband when needed. The IT's porting layout is a tuner's delight, possessing even further horsepower and rpm possibilities. Good suspension (though a tad soft up front), 125 MX-ish handling and season-long dependability are some of its strong points. The incredible trickness of folding foot levers and a genuine quick-change rear wheel will continually dazzle everyone who sees them. We've seen people fold the gear shift lever back-and-forth for several minutes straight, hypnotized by the fact that such a neat idea could be found on a stock motorcycle. Throughout the year we had three of them to keep the staff happy—and only until we were promised a new IT175E did we surrender the last unit—reluctantly.

SUZUKI PE250

Sure it's not the fastest, best handling or most impressive mount around. But the Suzuki is dependable, easy to ride and uncomplaining. It slides well, turns good, and if you're not a professional trail rider, will easily match your capabilities. Many will never find the breaking point, both mechanically or performance-wise. It's a bike on which you adjust the chain, fill the tank and go—all day long. For $1450 the PE delivers 7½ inches of travel at both ends and a torquey powerband with enough snap in the mid-range to feel genuine acceleration. Any lack of ultimate performance is superseded by dependability and fun.

MALCOLM SMITH 250 REPLICA

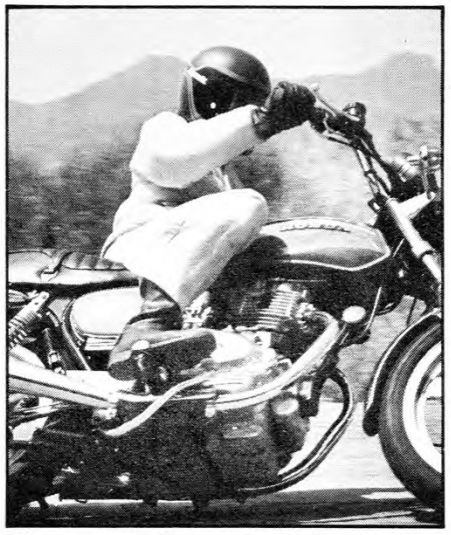
When we wanted to play hero and make believe we were winning the ISDT, this was the mount of our fantasies. It's fast, very stable and puts a thrill in your heart when you discover that you're going *that* fast. By merely twisting the throttle a little more, you can go *even faster*—without requiring the fabled change of leathers and heart resuscitation machine. If that's not enough, be impressed by the fact that it's a six-speed, complete with good Mikuni carb, Curnutt shocks, famous Husky forks, Motoplat ignition, Barum tires and a $1795 price tag. Don't forget to remind the little lady that it's from the same factory that offers the best sewing machines in the world.

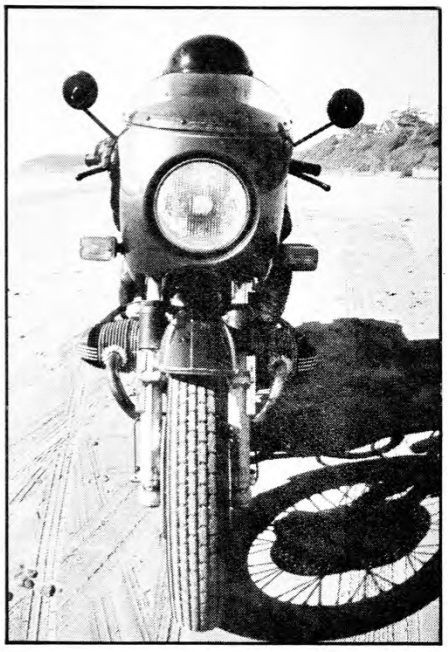
YAMAHA YZ250D

No one can dispute this selection when reminded that Bob Hannah used a *stock* YZ to capture most of the victories in his incredible 14-moto win streak during the Stadium Series. Last year's complicated air forks and a sitar-shaped monoshock were replaced with simpler units on the D model. The new monoshock can be adjusted for spring preload, and by clicking a castle nut with a screwdriver can be adjusted for more or less damping. Once set-up the suspension doesn't require much fussing at all, even for the pickiest motocross fanatic. You'll probably want to change the stock tires, and after that the $1400 machine requires no further investment to be competitive. Several locals we know have gone a season without repairs. Reed-valve power is plenty and not particularly pipey. Dollar-for-dollar the YZ was probably 1977's best buy for berming your way into motocross, if you could find one. Most dealers were sold out by mid-summer.

HONDA HAWK II

Clark Kent rides one to the *Daily Planet,* and he doesn't really care about the three valves per cylinder, the good street suspension, the nice gearbox or all that ground clearance. Nor does it matter that it's fairly priced ($1300), chintzy on gasoline and will probably last longer than Editor-in-Chief Perry White. All Clark knows is that it's a nice commuting bike. When he hears Lois Lane screaming for help once again, he can hop on his Hawk II after a brief stop at the public phone booth and drag pegs with the best of them. The Hawk is a real sleeper because it serves *both* Clark Kent and the Man of Steel perfectly well.

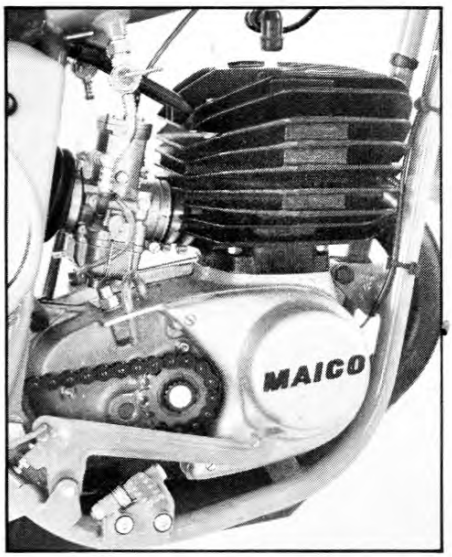




BMW R100/S

The BMW owner probably wouldn't buy a solid gold toothpick from Tiffany's—not because he can't afford it—but because he doesn't want it. But he knows value when he sees it, and doesn't balk at paying the price of excellence. The BMW is expensive, yet there are no frills. Instead, all the parts (and *only* the parts) required for a top-notch machine are there. It knows the meaning of handling, acceleration, stopping power and thrills. Good quality controls, strange shifting, and status are all included with the high, but for many justifiable, asking price of $4295.

The Ten Best



MAICO AW 250

Every dirt nut should have at least one Maico. It pumps the motocross ego because you can go faster on it than most other bikes. Those who have ridden the West German machines tend to ignore the antiquated carburetor and ignition system, don't complain about the high maintenance and love to point out that even though Maico is a little slow in getting its five-speed gearbox introduced, it was always the "Meister" of suspension. After all who was first to offer the revolutionary forward-mounted shocks? Maico will even agree with you about the mediocre clutch, middle-of-the-road shifting and cheap backing plate. But you can't ignore the fact that you're almost guaranteed to go faster on the Maico than on your present mount—because, according to Maico lovers, it's simply a Maico.

SUZUKI GS750

For the man who wants everything. The GS is king of the 750 multis—from its quick acceleration, good brakes and nice handling, right down to the well-matched Mikuni carbs and shimmed valve adjusters. The GS is the machine for the macho-minded who wants the fastest 750 stocker on the market, for the canyon racer who wants the best handling 750 stocker available or for the touring buff who wants a 750 stocker that can rival the bigger, heavier 900s and 1000s. Versatility is the GS's strongest virtue amidst many. At just barely one year old it had the advantage of being the newest of the many Japanese four-cylinder road bikes, and consequently has engineered-away many of the breed's deficiencies. There's still a touch of drivetrain snatch and an occasional blurry image in the mirrors, but the GS has mastered all the important areas of performance. And reliability. And easy maintenance. And resale. And original price—$2195.

YAMAHA XS750E

This bike is a lot heavier than the GS750 Suzuki and less sporting in feel and appearance, so it offers a different package which also has a niche in the 750 class. Yamaha has taken the three-cylinder shaft-drive approach to attract customers normally conditioned to think "four" in the 750 class. The shaft probably wins-over more buyers than engine configuration, however, because it provides a maintenance-free drivetrain that doesn't fling oil on your back. The XS750E delivers the touring ability and comfort of larger bikes for $600-$700 less money, and that's a sales advantage tough to match. About $2198 brings you 45 mpg, triple discs, cast wheels, a 12.94 quarter-mile e.t. at 102.56 mph and aside from a dragging centerstand, excellent handling.

YAMAHA TT500

Ah yes, the winner of the giggle award. The TT500 has a massive, single-cylinder four-stroke motor that brings former big-block Chevy owners out of the woodwork and gives them moist eyes after riding the TT and re-experiencing what *real* horsepower and acceleration were like—before the invasion of "them plug-fouling, bad-smellin', blue-smokin' teew-strokers." The TT won't win awards for handling or suspension from the racer ranks, but for fun potential, it's chock full. Straight gas, no fiddling, lots of real rear-wheel spin and serious brakes are all included for the $1439 price of admission. It may be heavy, awkward at times, and occasionally tricky to start, "but 'sheesh ma, ain't this lizard a hollerin blast fer ridin'?" Yep.*M*


DIRT
TEST

Yamaha TT500

A BIG-BORE FOUR-STROKE SINGLE HAS MANY ADVANTAGES OVER A TWO-STROKE POWERPLANT. HERE'S WHAT THEY ARE AND WHY THEY'RE IMPORTANT TO THE PLAYRIDER...

Not many of the people who buy motocrossers or ISDT bikes ride them at Unadilla or Trask Mountain. Most dirt bikes get used for banging around the woods or exploring desert trails in the activity commonly known as playriding. The TT500 is a darn good playbike. Yamaha advertising doesn't come right out and say, "this is a playbike," but that's its market and the bike is its own best ad.

The British-built Ariel, AJS, Matchless, Enfield, BSA and Velocette four-strokes had been thundering along basically unchanged for two decades when the two-strokes began throwing strikes. British factories have never pulled the opposition's pitches to left field. If they swung at all, it was usually a miss or a weak bouncer to the first-base dugout. In the end the English just stood there and went out on a called strike three. Lethargy and lack of foresight by British industry brought extinction to big-bore four-stroke singles more than any inherent weakness the motors had as off-road powerplants. The suitability of a big thumper for the dirt never died, it just laid in limbo until there arose a benefactor to transfuse it with modern technology. Enter Yamaha in 1976. Hello TT500.

Why does a full 500cc four-stroke single make such a good playbike? There are five basic reasons:

(1) It's more reliable than a two-stroke.

(2) There's more low-end torque and a wider powerband.

(3) It gets better gas mileage.

(4) It has more engine braking.

(5) Hop-up components can deliver further power without jeopardizing reliability or power characteristics.

Let's examine each of these reasons individually:

Reliability: Two-strokes have one major disadvantage which is a constant threat to their continued operation, and that is extreme susceptibility to overheating. This is partly because they have a heat-producing power stroke with every crankshaft revolution instead of every other revolution as in a four-stroke. Secondly, the area of the piston adjacent to the exhaust port is blasted by fire each time the port opens. This heat has the unfortunate tendency to convert oil from the fuel/air mixture into gum, which collects in the tiny clearances around the piston ring. The ring is one of the most critically important components in the engine and must have unhampered movement in its groove to seal properly. Gum build-up in the ring groove soon leads to improper ring sealing and subsequent blow-by of hot gasses which further raises piston temperature, thus promoting more gumming, less sealing and eventually a piston seizure. The two-stroke ring also suffers by being pinned in place so its ends won't snag in a port. Therefore it isn't free to rotate and help scrub away the accumulation of gumming oil.

These factors which greatly threaten a two-stroke's reliability are of minor consequence to a four-stroke. This is because a four-stroke engine runs cooler in the first place, has no oil mixed with its gas and has three piston rings, including an oil scraper which prevents all but a thin film of oil from ever reaching the ring grooves. Problems unique to four-stroke failure, such as burned valves, cam chain breakage, galling valve guides, etc., occur far less often than piston seizure in a two-stroke.

This is not to say a two-stroke can't be made as reliable as a four-stroke. It's just that they are far more sensitive to departures from the perfect state of tune necessary for equal reliability. For instance two-strokes are far less tolerant of riding abuses such as lugging or sustained full-throttle operation. They are more easily irritated by altitude changes, shifts in timing, dust build-up on the air cleaner, etc. They're allergic to the wrong type of oil, improper mixture ratios and bad gas. A four-stroke shrugs off these problems and keeps running.

Low-end torque, wide powerband: Through sheer size—there being no substitute for cubic inches—the TT500 begins with an enormous advantage (20 percent) over the 400cc Open class two-strokes. (Maico's limited-production 450 is an exception.) Torque is traditionally described as the source of a four-stroke single's "stump pulling," "tractor-like" power which "rotates the earth." Though somewhat flawed, this contention definitely describes the sensation that results from a twist of the TT's throttle. Big-bore two-strokes can be made to equal the Yamaha's torque output, but never over such a wide powerband. This is partly because the torque-producing pressure in a two-stroker begins escaping halfway down the piston's travel when the exhaust port opens, while in a four-stroke pressure is exerted on the piston through much more of its descent. Furthermore maximum output in a two-stroke cannot be reached until engine revs coincide with the point where inlet and exhaust pulsations most efficiently charge and scavange the cylinder. The laws of physics limit this match-up to a rather narrow spread of revs by four-stroke standards. The Yamaha puts out pretty close to its maximum torque over a 3500-rev spread, an achievement which produces bright green envy in Husky's 390, the king of the two-stroke torquers. A bike which pulls as hard and long as the Yamaha requires less clutch slipping, less shifting and is generally easier to ride than one with a narrower powerband. All of these are obvious advantages to the playrider.

Better gas mileage: During most conditions the TT500 will easily deliver 100 miles of trail riding from its 2.3-gallon tank. By comparison we've emptied the 2.6-gallon tank on a 250 Hercules after only 35 miles. IT400 Yamaha's are notorious gas guzzlers, sometimes averaging below 20 mpg. Anyone who buys a 390 Husky or 400 Penton will have to fit one of the bulky accessory tanks to get a 100-mile range. Two-strokes have mileage problems because so much of the incoming charge is short-circuited out the exhaust port. In a four-stroke the exhaust valve is closed during most of the time the intake valve is open, so fuel waste is minimal. Every playrider eventually begins taking long loop rides which require 150 miles or more of range. The relatively new sport of "bike packing" often demands that machine, rider and camping gear be carried deep into wilderness campgrounds, with further sidetrips beginning there. Fitting a larger accessory tank to the TT will end any worry of gas shortages.

PHOTOGRAPHY: DALE BOLLER AND PAT BROLLIER

Yamaha TT500

More engine braking: When rolling off the throttle a four-stroke provides noticeable engine braking which is useful on downhills and in setting-up turns. This slowing does not result from the engine pumping air as many people think, because the carburetor slide is closed, preventing the entry of air. The braking effect comes mainly from the friction of moving parts. The only resistance a two-stroke offers is friction from the gearbox, primary drive and piston ring(s). In a four-stroke additional friction from valve springs, cam chains, cams, three piston rings, etc., amounts to considerable braking effect, especially at high engine speed.

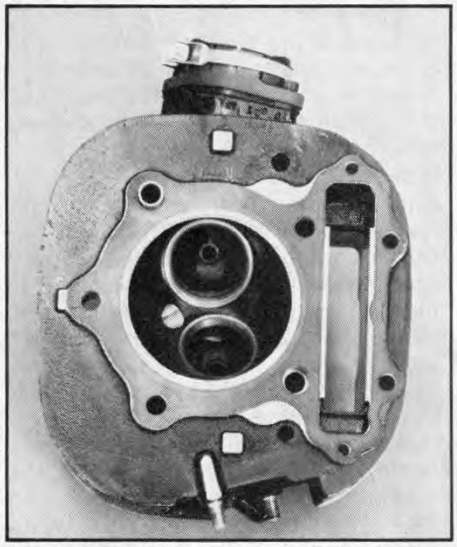
Hop-up potential: Both the Astrodome National TT and Ascot 100-lap TT have been won on Yamaha 500 singles against a field including 750 twins. No further endorsement of the thumper's potential for more performance is necessary. What's important is that hop-ups don't necessarily result in less low-end or narrower powerbands as is the case with performance mods to most two-strokes.

It all sounds like roses based on the above theoretical suppositions. In the interest of equal time, here are a couple of the TT500's disadvantages as a playbike:

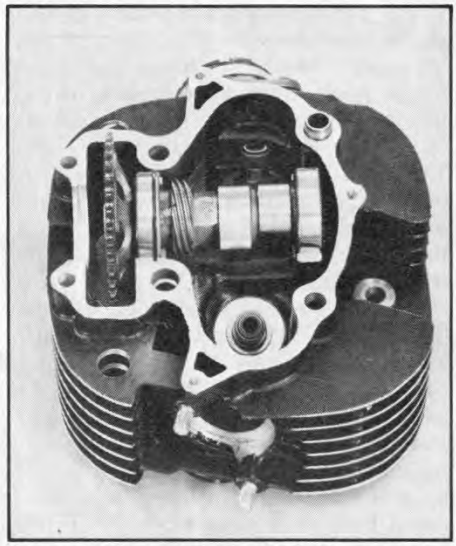
The first is *weight.* At 296 pounds with a full tank of gas, the TT definitely feels big. Not bulky, not ungainly and not awkward, but not nimble either. Anyone 5 feet 10 or above will acclimate quickly, and though he'll never deny the advantage of lightness, he won't turn away from the Yamaha because of its weight. Rick Hocking, the TT500 rider who won the Ascot 100-lap TT, barely stands 5 feet 8 and weighs 150 with a full stomach. His Yamaha flicked around the track like a bobsled. Part of the TT's weight contributes to its durability. Thick-wall frame tubes, a skid plate, fat spokes, steel sprockets, huge axles, etc., all back the TT's reputation for surviving abuse and neglect.

Tricky starting: In spite of the little window which tells you where to position the piston for easier starting and less danger of kickback, the big TT can be a pain to fire. Usually one or two kicks will light it off, but they must carry enough punch to crumble a brick wall. Pansy pokes won't even trigger the spark plug, and a half-jab can leave a kickback dent in your foot. At worst the TT takes six or seven tries to stir. A Matchless owner would call that progress, but his perspective doesn't count in an era of handlebar buttons and two-strokes which spring to life with a nudge.

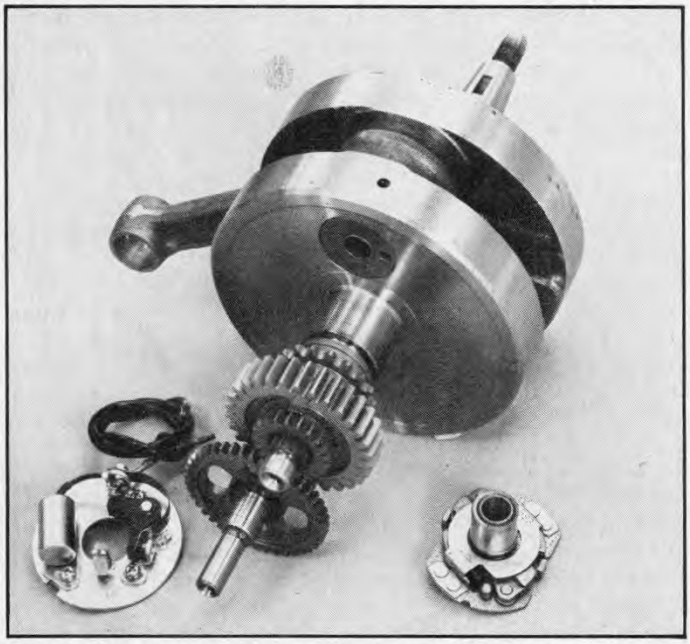
Our 1978 test bike, the TT500E, remains basically unchanged from last year. Larger fins on the head and cylinder are a spillover from the XT



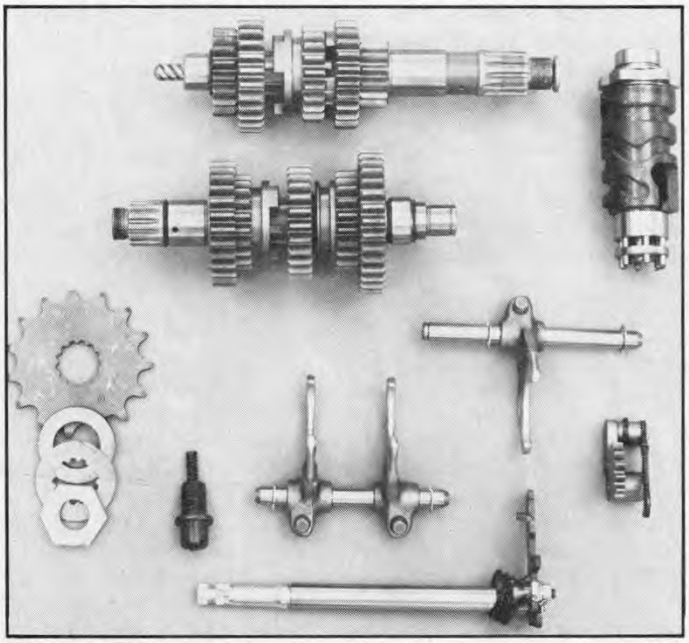
Big valves feeding a hemispherically-shaped combustion chamber combine with a center spark plug location to give ideal theoretical standards for lots of power. The TT has plenty.



Instead of spinning directly on the cylinder-head casting as in the case of Honda XLs, the TT cam rides in ball bearings and thus eliminates the Honda problem of seizing on the head.

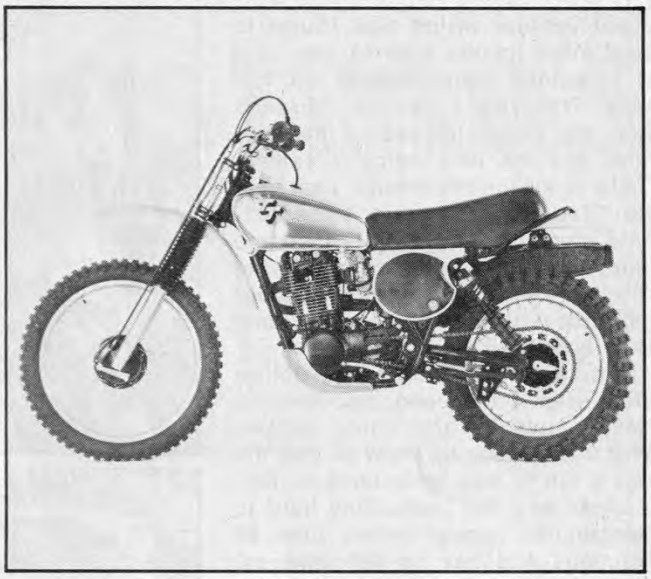


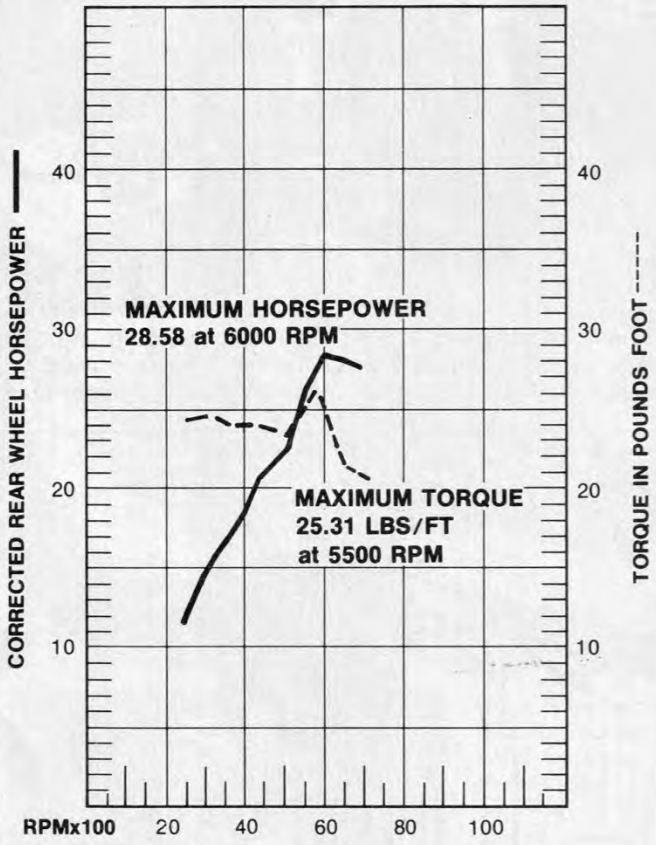
Large 5½-inch-diameter flywheels help the TT keep slugging at low revs. Yamaha has wisely retained a magneto ignition with mechanical points in lieu of CDI. This system can usually be repaired on the trail.



Gear ratios are fairly close in spite of the engine's wide powerband so ready power is always there. A standard rotary drum activates three shifting forks. If you wield a heavy boot, the TT shifts well without the clutch.

YAMAHA TT500





TEST BIKE: 1978 YAMAHA TT500E

Price, sugg. retail.....$1439

ENGINE

Type.....Four-stroke SOHC single
Bore/stroke.....87x84mm (3.42x3.30 in.)
Piston displacement.....499cc (30.45 ci)
Compression ratio.....9.0:1
Carburetion.....Mikuni VM 34 SS
Air filtration.....Oiled foam
Ignition.....Flywheel magneto
BHP @ rpm.....28.58 @ 6000
Torque @ rpm.....25.31 lbs/ft @ 5500
Lubrication.....Dry sump, trochoidal pump
Battery.....none

DRIVETRAIN

Primary transmission.....Spur gear (2.566)
Secondary transmission.....DID 520 T chain (3.466)
Gear ratios, overall...1st 20.973; 2nd 13.840; 3rd 10.592; 4th 8.156; 5th 6.920

CHASSIS & SUSPENSION

Suspension, front.....Telescopic fork, 7.67 in. travel (195mm)
Suspension, rear.....Swing arm, 6.29 in. travel (160mm)
Tire, front.....3.00x21 Dunlop Sports Senior
Tire, rear.....4.60x18 Dunlop Sports Senior
Brake, front.....5.12 in. dia. (124x22mm)
Brake, rear.....6.30 in. dia. (161.4x25mm)
Brake swept area.....33.32 sq. in.
Rake/trail.....30°/5.19 in. (132mm)
Wheelbase.....56.2 in. (142.7cm)
Seat height.....33.4 in. (84.83cm)
Handlebar width.....34.5 in. (87.63cm)
Ground clearance.....9.0 in. (22.86cm)
Instruments.....none
Stands.....Side
Tire retention device(s).....Security bolts; one front, two rear

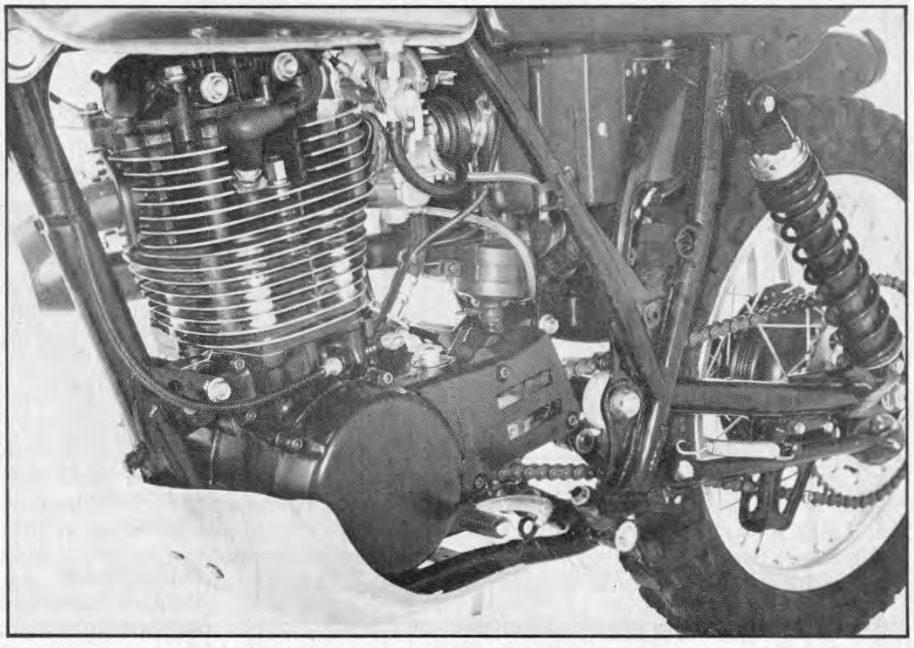
WEIGHTS & CAPACITIES

Fuel capacity.....2.3 gal (8.7 liters)
Oil capacity.....2.6 quarts (2.46 liters)
Weight, wet, unladen.....296 lbs (134.26 kg)

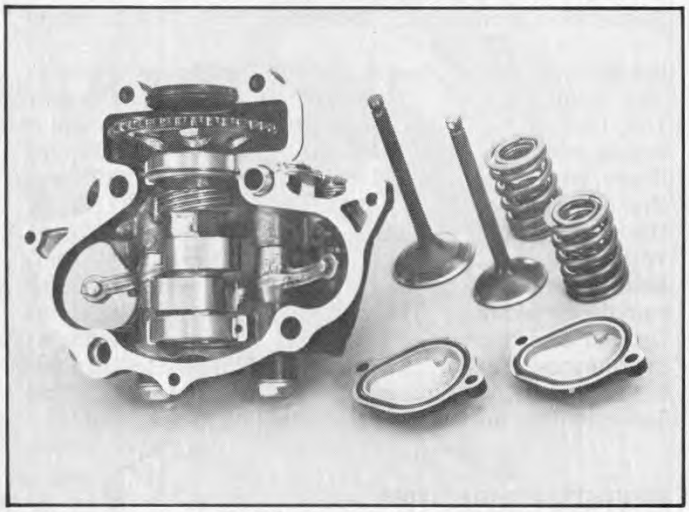
Yamaha TT500

street version which was found to need more finning area to stay cool at sustained high speeds on hot days. This year's gas cap threads from the inside instead of the outside, and the new color is yellow. That's it for improvements. Last year the TT underwent major modifications which put real performance into what debuted amidst considerable criticism. Subsequent sales success and critical acclaim convinced Yamaha to leave well enough alone.

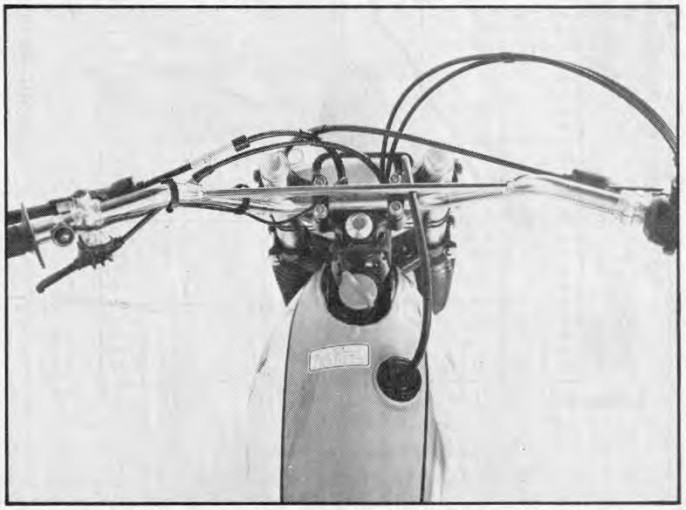
Details of the bike's construction and design have been discussed in these pages several times before. What's important to know is that the bike is fun to ride, quite durable, fairly priced and not particularly hard to maintain. Its appeal comes from all directions and has no definitive explanation. Even youngsters are awed by the traditions which spawned it, though their diapers weren't even shop rags yet when the singles ruled. The feel of big power and raw acceleration, the challenge of taming the beast and mastering its weight, the five-foot rooster tails and easy wheelies, the tinkering with valve clearances and cam chains, the hills suddenly climbed that were never climbed before—all the things that are exciting and different about the bike's personality contribute to its appeal. Whatever mystical attraction that made thumpers all-powerful for 20 years may be found today only in the TT500. Everybody ought to try one once, if for no other reason than to find out if there's a shred of substance in the legend, or if it's nothing but a bunch of sappy nostalgia. Fun research it'll be. *M*



That great lump of finned metal gives the Yamaha its personality and also contributes to its weight problem. But few who ride the TT would want less weight if it meant less power. Fin buttons help make the Yamaha super quiet.



The cam is driven by a chain which must be adjusted externally for slack every 300 to 500 miles. Very simple screw-type valve adjusters are accessible after removing two inspection covers. Gear on cam drives XT tach.



A narrow engine and tank leave plenty of room for using body english to good advantage. Plastic cap adjacent to the steering head covers the filler hole of an in-frame oil tank. Lower lever at left controls a compression release.