

two wheels

40c

THE
MAGAZINE
OF
MOTOR-
CYCLING

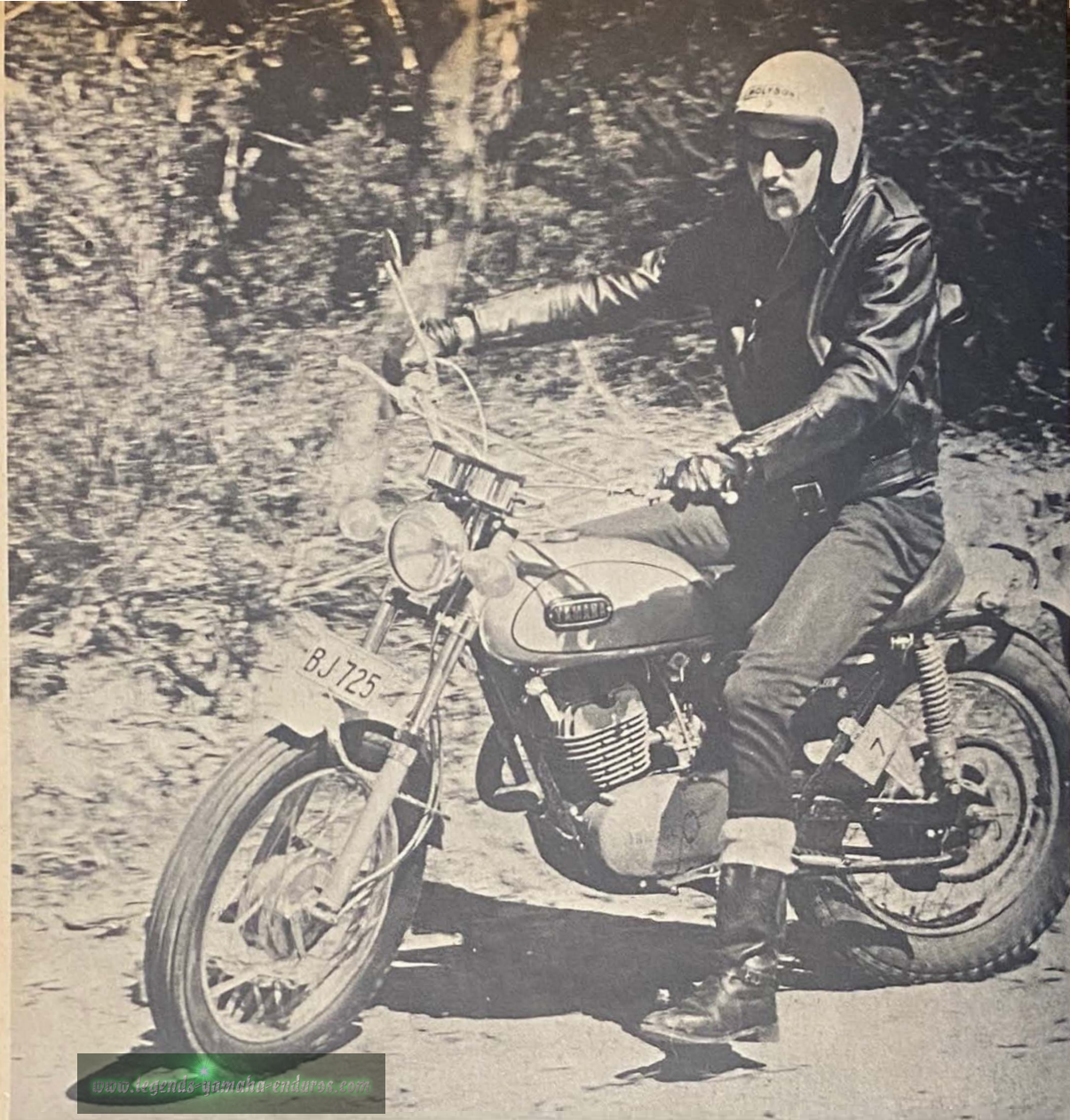
DECEMBER, 1969

**THREE BIG
NEW BMWs**

TESTS:
Norton Mercury
Yamaha v Triumph
Suzuki Hustler
Zondapp Race-winner

www.legends-yamaha-enduros.com

◀ **YAMAHA
DTI SA**



TWO WHEELS Comparison Test: two top scramblers

YAMAHA DT1SA and TROPHY TRIUMPH 250



You may be excused for thinking that the only similarity between the subject bikes for this comparison is the fact that they are both 250 cc single cylinder types. But read on, check our reasoning, and see just how compatible we found them to be.

IT has been some time since TWO WHEELS ran a comparison test, so we decided to rectify the situation and got hold of a Yamaha DT1SA and a Triumph Trophy. But AHA, you say, they are nothing alike!

At first glance, this is so.

The DT1 is a Trails machine, and the Trophy could loosely be described as a "street scrambler". However, we thought that with the increase in the number of street scramblers being made available by the cycle manufacturers it would be interesting to compare one with a road/off-road trailer.

That's why we selected the DT1 and the Trophy. Actually the DT1SA is a new model. Finished in a good-looking gold color, it is supplied with a wide-ratio gearbox intended primarily for agricultural use. Indeed it is available less sales tax to property owners. However, what was intended as a modification for property owners works out very well for trailers.

Looking at the two machines side-by-side, they represent two completely different approaches to building a motorcycle. The Yamaha is a spindly, two-stroke single 250, the Triumph a neat, very pretty

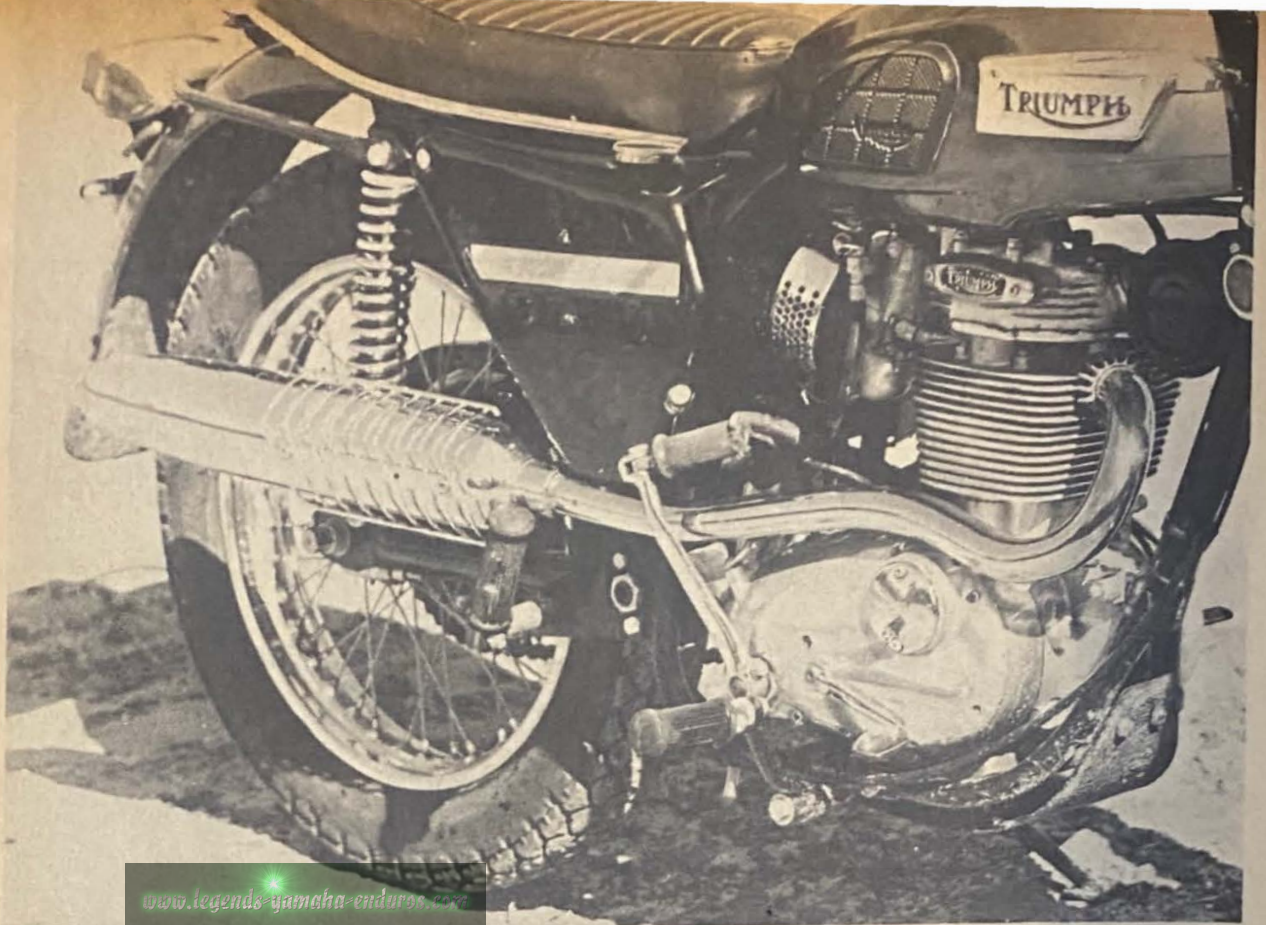
single ohv 250. The Yamaha has a five-speed gearbox, the Triumph four. A look at a side-by-side specification panel is interesting:

	<i>Yamaha DT1SA</i>	<i>Triumph Trophy 250</i>
Engine type	2-stroke, single cyl	ohv, single cyl
Bore x stroke	70 mm x 64 mm	67 mm x 70 mm
Capacity	246 cc	249 cc
Compression ratio	6.8:1	8.5:1
Bhp at rpm	21 at 6000	22 at 8250
Gear ratios: 1	24.64	20.79
2	17.41	12.90
3	12.69	9.75
4	9.73	7.34
5	7.45	
Wheelbase	53.6 in.	52 in.
Weight—dry	232 lb	285 lb
Ground clearance	9.6 in.	7.5 in.

The gear ratios are the only difference between the normal DT1 and the SA—

	<i>DT1</i>	<i>DT1SA</i>
1	20.25	24.64
2	14.75	17.41
	<i>DT1SA</i>	<i>DT1</i>
1	24.64	20.25
2	17.41	14.75
3	12.68	10.99
4	9.73	9.08
5	7.46	7.50

From the point of view of ratios the DT1 and the Trophy are closer together, but the DT1SA is intended for more normal riding and I think the comparison is quite reasonable.

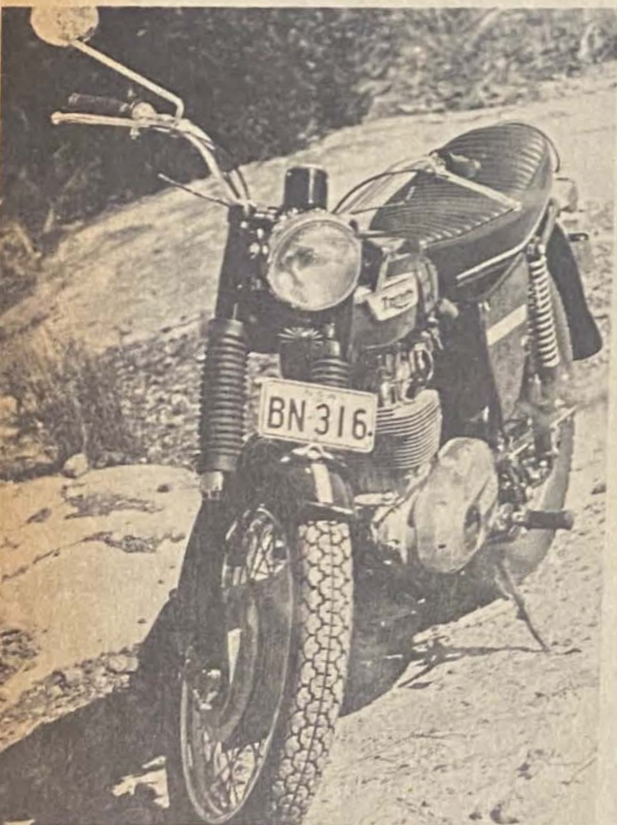


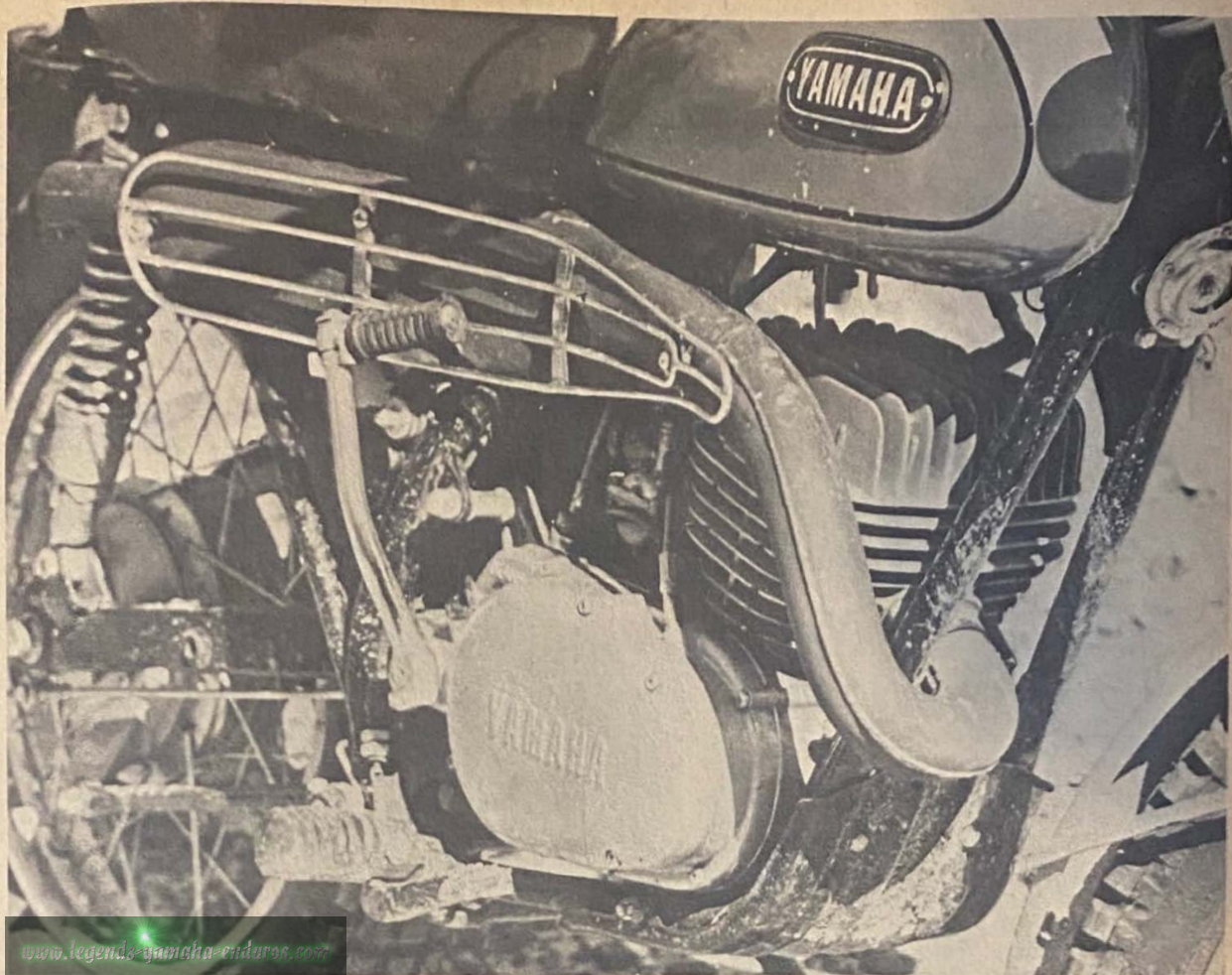
www.legends-yamaha-enduro.com

The engine is an ohv single which is easy to start and, as is usual with Triumph unit construction, is a thing of beauty as an engineering job.

Construction of the Trophy is sturdy, but for real off-road work the front forks need to be true trail type.

Seating position is good, and the wide bars are fine for bush bashing, although the position is very upright and feels a little strange for road riding.





Simple 250 cc two-stroke single puts out 21 bhp and more than enough torque to push the machine through the most impossible country.

Basically, of course, the market aim is completely different. The Yamaha is intended for the rider who likes to go bush bashing but must ride his machine on the road. The Trophy, on the other hand, is intended for the rider who mostly rides on the road, but occasionally likes to go off the beaten track. This may sound like quibbling, but actually the two aims are poles apart.

Each succeeds admirably. The Triumph is faster and more comfortable to ride on the open road, the Yamaha is easier and more comfortable to ride along rough bush tracks.

On the TWO WHEELS test track, we found that the Trophy would go almost anywhere that the DT1SA would, but the rider was working a hell of a lot harder. Some of this can be attributed to the extra weight (53lb), but mostly to the suspension.

The Yamaha's long front suspension travel enabled it to ride over bumps for which the rider of the Triumph had to physically lift the front wheel. We found that the 2 in. difference in ground clearance did not make a great deal of difference. The 7½ in. of the Trophy was adequate for most conditions.

Both machines were able to slog along quite comfortably in first gear without showing signs of distress. The very low first on the DT1SA is intended for pottering along behind a mob of woolies, a job it should do admirably. Acceleration was much of a muchness, the extra torque of the Yamaha off-

setting its lower gear ratios. While the Trophy develops its power at high revs it is quite strong low down and there is never the feeling that one has to rev its guts out to get any place.

On the bitumen there are differences, a lot attributed to the block pattern tyres fitted to the DT1. The Trophy definitely handles better and can be cornered at higher speeds. Both are too noisy and at around 8000 rpm the racket is considerable.

Around 60 mph on the Yamaha there is a lot of vibration felt by the rider and the old rear end gets a little numb from it after a while. The Trophy is definitely more comfortable to ride on the road.

Of course, the road tyres fitted to the Trophy and which make it so pleasant on the bitumen are a handicap in the dirt and sand. Pushing quickly through loose dirt or sand the DT1SA belted through well under control without a foot down. The Triumph, on the other hand, was sliding vigorously all over the place with the rider doing a fairly good imitation of a speedway rider.

Where the difference between the two concepts shows though is when the going is really tough. The Yamaha will climb through broken rocks where we were not game to even attempt to take the Trophy. Mind you, it would probably make it but the wear and tear on the cycle would not be worth it.

Another place the Triumph lost out was in among the sand dunes. We felt it was not worth the risk with the Trophy but we had a ball with the Yamaha. Nothing stopped it. Soft loose sand on the steep slopes of a dune were traversed almost as easily

(Continued on page 63)

YAMAHA DT1SA AND TROPHY TRIUMPH 250

(Continued from page 39)

as the firmer-packed sand along the water's edge. The machine only bogged down once and that was due to rider error. He went head over heels into the sand, while the machine lay on its side idling happily in neutral—evidence of a missed shift.

From the point of view of rider comfort and habitability it again depends on which side of the coin your interest lies. If it's taking a bird to the beach on the weekend, forget the Yamaha. It has provision for fitting footpegs, but nowhere for a passenger to sit. You'd be better off with the Triumph, which has a reasonable dual seat, although the tail pipe-guard is well designed for snagging nylon stockings.

Similarly the Trophy is preferable at high speeds on the road. Off the road, though, the Yamaha is miles ahead. The seat is wide and soft and the long suspension travel both front and rear cushions the rider from all but the biggest potholes. On the Triumph anything much bigger than a pebble is felt through the seat of the pants.

Hand controls on both are a delight to use. The clutch is light in feel and so is the hand brake. The horn on the Triumph is good but Yamaha has to be kidding with its effort. The light and dipper switches on the DT1SA are fine, but the Triumph is fitted with a funny push button on the headlamp nacelle which is the dipper—just about right for a person with arms about twice as long as normal. The lights of both are good and in keeping with the performance.

Brakes are good on both machines. The Triumph has a twin leading shoe 7in. front brake, while the Yamaha's is a 6in. single leading shoe unit. It doesn't matter much. The Yamaha stops well and there is no appreciable difference up to the speeds both machines are capable of.

The gearboxes are both good, with the DT1SA's probably the better because of its ultra short movement. Both are positive in action, and a minimum of effort is needed to change gear.

Yamaha has built a very good machine for its intended purpose (and I'm not sure that it really had the cockies in mind) of low speed, trouble-free running in absolutely any sort of country. Incidentally, the DT1SA is an Australia-only machine as it

www.legends-yamaha-enduros.com



"I just got done by a trident!"

when you buy a product
you pay for service.
when you buy from us
you get it.

buy your

YAMAHA

from

BAILEY MOTORCYCLES

(RETAIL) PTY. LTD.

48 YOUNG ST., FRANKSTON, VIC., 3199. TEL.: 783-2626

AND BE SURE OF YOUR SERVICE

Service and Repairs to all makes of
small Motors.

**D.LEWIS-The World's Largest Mail
Order Motor Cycle Clothing Specialists
OFFER YOU A...**



FROM THE MOST FAMOUS SUPPLIER OF THEM ALL!
Send 20 cents for illustrated catalogue of top quality
motor cycle and high-speed clothing with carriage-
paid Australian prices clearly marked.

For all motor cycle sports including Circuit, Road and Drag Racing,
Rough Riding and Bush Bashing, etc., and the everyday rider.

★ RETURN DELIVERY (AIR MAIL IF REQUIRED). ★ FINEST BRITISH
QUALITY MANUFACTURE ★ REALISTIC PRICES — SAVE YOU MONEY



DEPT. ATW,
124 GREAT PORTLAND STREET,
LONDON, W.1, ENGLAND.

is specially made for Australian distributors at their request.

Property owners have the advantage of being able to potter along at a walking pace and to cover big distances across the flat at a fair speed, although I feel that fifth could be geared up even more—70 mph is about 8000 rpm and at that speed the engine sounds as if it wants to fly apart.

It has a few faults. It still kicks back viciously when trying to start it, and the starting lever is still too long. A few inches lopped off would not harm its starting ability and would save a lot of riders on belts on the leg. And it's a damn tall machine. Anyone with shortish legs has trouble reaching the ground (the AT1 or the CT1, of course, are the answer to this).

However, for really rough going it has few peers and the change in gear ratios makes it much more pleasant on the bitumen, so it is an excellent choice for the rider who must spend much of his riding time in the rough, but often has large distances to cover before he reaches the broken ground.

Triumph's baby, the Trophy, is a delightful motorcycle. It has almost no vices and is fine for everyday riding. It is not as fast as the Japanese street-scramblers but does have a high degree of built-in reliability. It is superbly finished in a bright red with good brightwork and is a beaut "pose" machine. Basically intended for the road, it can be ridden off the beaten track with a fair degree of success. But this is not really its forte. If the largest proportion of your riding is off the road, but the DT1SA. If it's mostly street riding, you would probably be much happier with the Trophy.

There is little to choose between the two on performance in a straight line, finish—for the Yamaha



www.legends-yamaha-enduros.com

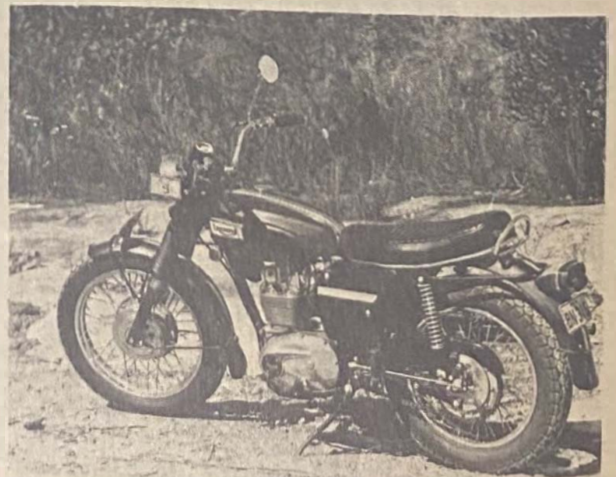
Cerani style front forks have adequate travel, and full width alloy stopper is very effective. Engine is well protected with a sturdy bash plate. Whole machine is solid, rugged and purposeful.

is very well finished too—or price. The Yamaha retails for \$639 (\$573.32 if sales tax is not applicable) and the Triumph costs \$695. Actually the choice depends entirely on use.

Triumph Trophy supplied by Hazell and Moore, Campbell St, Sydney.

Yamaha DT1SA supplied my McCulloch of Australia Pty Ltd. #

Riding position is very good. The handlebars — of a type described by the makers as "western" (?) — are very comfortable. Lack of a tachometer is disappointing, but not really disabling.



*Christmas
Greetings to all from
OMODEIS*

YES! Before much longer, Christmas holidays will be upon us — SUNSHINE, CLEAR BLUE SKY, FREE TIME, THE OPEN ROAD and the JOY of "TWO WHEEL" OUTINGS.

● *Gifts for Christmas?*

CHOOSE from OMODEIS big RANGE.

● *Holiday Needs?*

OMODEIS stock all essential accessories, spares and wearing apparel. INSPECT NOW.

W.F. OMODEI
PTY. LTD.

471/5 Pitt ST, SYDNEY, 2000. PARK FREE