

"HOLY @ # ★ !!"

"Just the looks of this new thing are enough to scare the squids right off the course.

"The seat's chopped off. The rear fender's a mile up in the air. And the shocks are gas-filled, laid-down, and so far forward they're almost out of sight.

"What it feels like is a spring, all wound up tight, ready to explode if you so much as jiggle it.

"So I jiggled it.

"WAAAAAAAAAAAAAAAAEEEEEEEEEE!

"Oh sure, Suzuki told me that their new porting would give it a lot of snap. But this was ridiculous. We came out of the hole so fast, I just barely hung on.

"And then we hit the whoops.

"At least, they *looked* like whoops.

The only thing was, the wheels didn't seem to know it. They clung to the little ones like a snake going over rocks. No matter how high the frame went, the wheels hung right in there, spitting out power.

"And over the big ones, they didn't fishtail once. We went through those whoops on a line so straight you could hang clothes on it.

"Man, that's handling!

"Up came the first turn. A big hairy sweeper with a super-high berm.

"I tapped the gears, and slammed into it hard. Magic. Right away, it seemed to seek out and lock into the right line all by itself.

"Coming out, I cranked it on, and WAAAAAAAAEEEEEEEE, again. We shot out of that thing like a sling shot, heading for the first jump.

"Surprise.

"We didn't stay in the air nearly as long as I thought we would, seeing how fast we were going.

"And all day long, I found the same thing. The wheels on the RM like to stay in the dirt where they can push... not in the air where they can spin.

"So if you're after a bike for show, this isn't it. This one's for win.

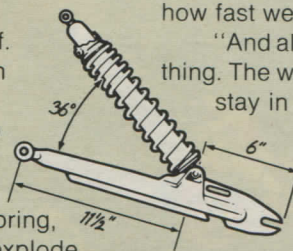
"And my lap time proved it.

"What's its secret?"

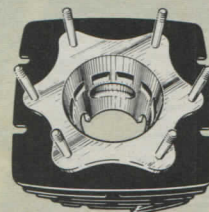
"Handling. It handles like a dream. You don't have to fight it or muscle it or make corrections all the time for goofs.

"You just flow over that course like syrup flows over pancakes.

"Competition, you're in big trouble."



"The transfer ports are so big, they put two bridges in 'em!"



"This is one bike you won't have to port. Suzuki's already done it for you. In fact, they're so big, they're bridged — twice — so the rings won't get hung up. That means you've got 6 holes sucking up the gas/air mixture out of the crankcase into the combustion chamber. This new porting — plus a big, 28mm carb — gives the RM its snap and power."

U.S. Suzuki Motor Corporation, Dept. 8008
Santa Fe Springs, Calif. 90670



Ride safely: wear a helmet, eye protection and appropriate riding apparel.

SUZUKI'S RM-125 IS HERE.

CIRCLE NO. 25 ON READER SERVICE PAGE.

