

Yet another Harley wannabe

The Daystar 125 from Daelim tries hard to look like a Harley

By **TONY WATTS**

IF THERE is one brand of motorcycle that has been copied more than any other in the world, it would have to be Harley-Davidson.

But unlike the real thing, Harley clones come in all shapes and sizes. This is something of a boon to local Class 2B licence holders, who must stick to bikes of 200 cc and below, for the entry level Harley is an 883 cc beast that does not come cheap.

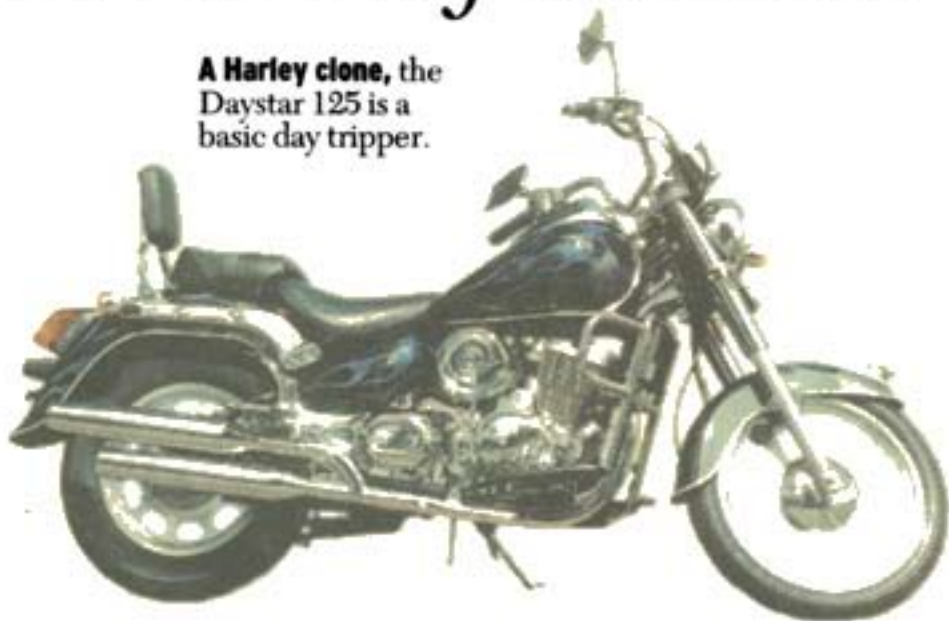
The Daelim Daystar 125, on the other hand, costs \$8,700 on the road, and, with a modest 124 cc engine, can be ridden by all licensed riders here.

The bike supplied to Life! came with no less than \$1,000 worth of extras fitted, including a pillion backrest and footboards, engine crash guard, chrome brake and hub covers, some extra chrome trim on the guards, the eagle head on the front mudguard, and special air-brushed paint scheme.

FAST FACTS: Daelim Daystar 125

Price: \$8,700, including COE
Engine: 124 cc, 4V, air-cooled single
Max power: 13 bhp
Top Speed: 115 kmh
For enquiries: Call Choong Kok Agency on 746- 6386.

A Harley clone, the Daystar 125 is a basic day tripper.



The basic bike borrows unashamedly from the styling of Harley's Softail line, and there are some places where the Daelim designers have had to be creative to make it so.

There is little to be done with the single-cylinder engine to make it look more like the big American V-twin that is the hallmark of all Harleys, but the chrome covers at the back of the engine hide ancillaries rather than the separate Harley-style gearbox they mimic.

This has necessitated a very long wheelbase, fully

14 cm longer than another Daelim motorcycle sharing the same engine.

The lengthy rear swing-arm necessitates an extraordinarily long chain, too, but it is fitted with a chain tensioner, which should reduce maintenance headaches.

Still, with that lengthy wheelbase, the Daelim is remarkably stable on the move.

It is on the move, though, that any comparison with a Harley goes straight out of the window.

The Daelim sings along at 7,500 rpm at 80 kmh, higher revs than you will ever see on a Harley, and with a redline at 10,000 rpm, the Daelim's claimed 115 kmh top speed does look like it involves pushing the little engine right to the redline.

There are surprisingly few vibrations at these engine-speeds, so it is not as uncomfortable as it may sound.

In built-up areas, the engine needs to be revved hard to unleash what potential it has, though that is no differ-

ent from any other 125 cc four-stroke.

Expect to give the gear lever and five-speed gearbox a good workout.

Not helping matters much is a claimed 160-kg dry weight, and that is for the basic bike without all the extras.

Carrying something like 30 kg of flab compared with a regular commuting bike is bound to knock the edge off the performance somewhat and does make the four-valve single work hard.

The engine may have to slog, but it should prove economical if Daelim's claimed 46.8 km per litre fuel economy figure proves accurate.

Combine the low fuel consumption with simple basic maintenance, and the overall running costs should be negligible.

With the small price tag comes a basic list of equipment.

There is a speedometer and tachometer on the bars, and a handy fuel gauge on the tank, but that is about all.