

HONDA CR125 ELSINORE



Drool. This is what nine out of ten kids under the age of 47 would like to have in their garage.

The standard of the industry

PROBLEMS

Any racing machine, even the Honda Elsinore, is going to develop problems, and we had a few.

(1) *Crashing.* We crashed a lot on the CR125. That is not to say the bike spit us off with any alarming frequency, but we did get off more than normal. It wasn't so much the bike as it was the riders. The Honda instills such confidence in the riders that we found ourselves way in, far over our heads most of the time. Riding the ragged edge is where the fun is in motocross and the Honda lets you ride there lap after lap. Unfortunately, there are two sides to said edge and the MX ACTION test crew more than once visited the other. John Hately berserked into a very high, curled-over berm so fast that the bike did a barrel roll, side over side, dumping John on the track first and then leaping upon him,

covering him like a blanket. Said John, after brushing back the Honda like a bed sheet and walking away: "Shoot! If that had been my Maico, I'd still be lying there." Our main complaint about the crashes was that the bike would not start cleanly after such upsets, which brings us to problem number . . .

(2) *Loading up.* If we laid it down and stalled it, it loaded up. After a lot of boo-ba-booba-booboo-boo with the fuel taps shut off, it would recover, but the spark plug would lose its starch and a new one would have to be popped in. We're not down on crashing, in fact it gives us great material for columns and such, but the loading up and plug fouling that follows can become most disconcerting. We recommend getting a bunch of jets when they become available and becoming closer acquainted with the Keihin.

(3) *Misc.* The grips were nicely shaped but the material was some

dingleberry rubber that peeled off like a week-old sunburn. When you adjust the brake pedal way down, like for when you're breaking in a new set of boots, the kickstarter hangs up on it. One of the little rubber bands that hold on the side cover broke. The right side mounted kill switch is insane and didn't work half the time. The gas tank filler hole is too small for standard size gas can spouts so refueling is a two-man operation. Everything else on the bike is absolutely one hundred percent boss.

You say life is gettin' ya down because you finished 24th in the beginner class which you've been riding for two years. And your Plug-popper 125 just got eaten alive in a dead pull with an eight-year-old on a Bird Minicycle. And when you brought it down to have it weighed, the guy said no 'cause his scales only went up to 260 pounds. And even then it's still faster to carry it over



Clutch thingy works great for cheating with your foot.

the whoop-de-dos and your ol' lady's beefin' ya cause it's no fun to go to the races anymore. Is that what's makin' it hard to get up on Sunday mornings lately?

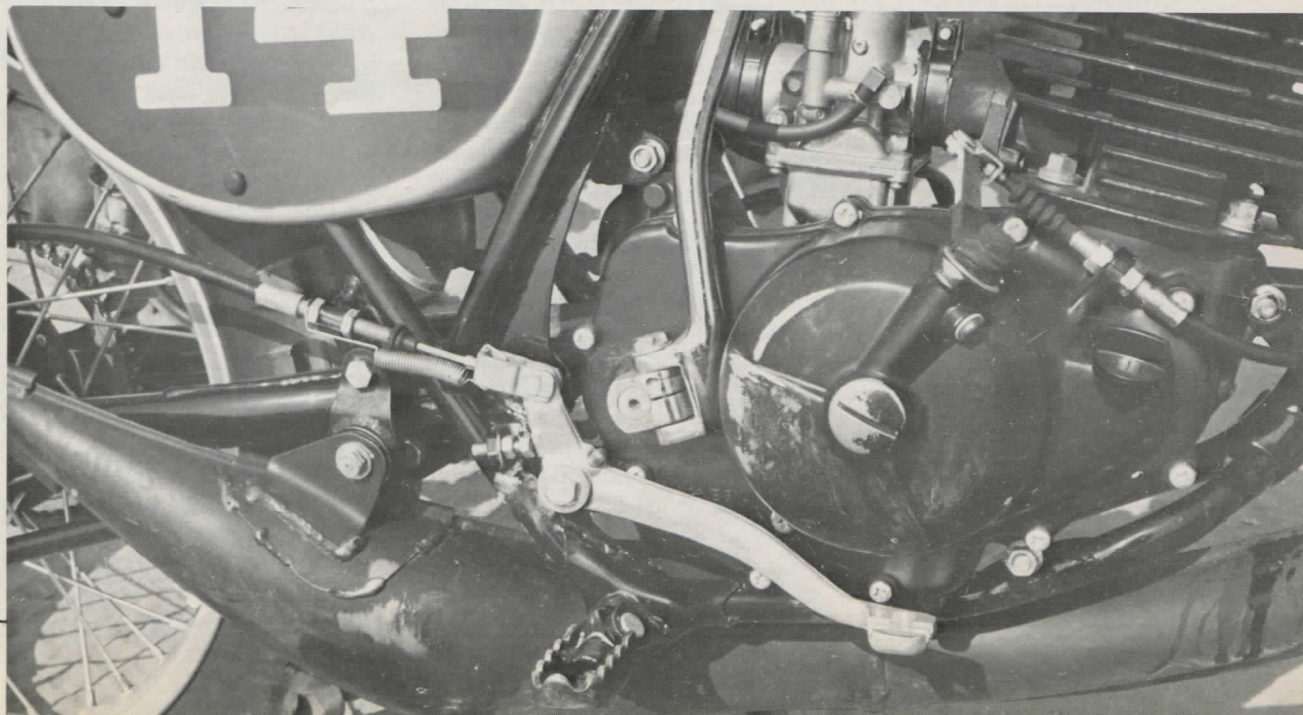
Well, then, trash that old pork pounder and get out your check-book, 'cause Honda's got a new whoopie machine that'll re-jet your brain and put the mmmmm back in motocross: the CR125 Elsinore.

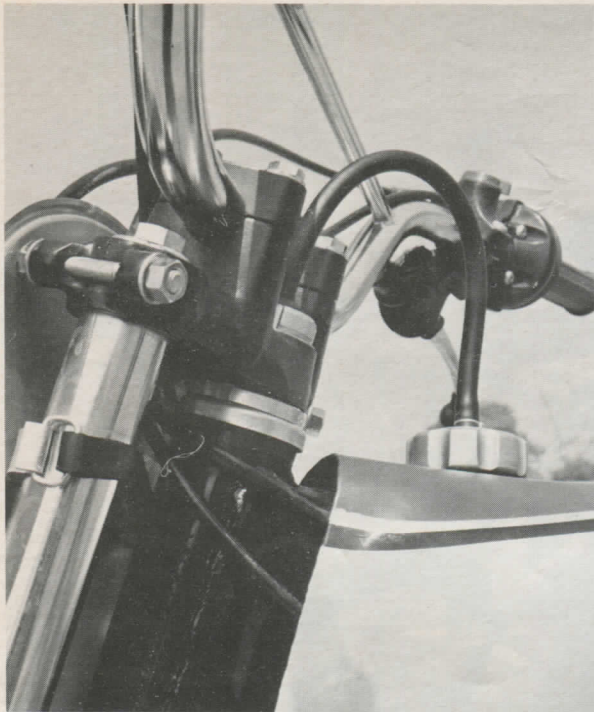
It took us a while before we realized exactly what it was about the machine that made it such a trip to ride. It is fast beyond imagination. It makes motocross racing more thrilling than ever because the CR125 brings you closer to that final disastrous misjudgement than you could come with any other stock machine. At the end of the day your hands are blistered and raw, your eyes are like two poached eggs, your



Front axle mounts forward like Bultaco enduros. (Thought we were going to say Maico, didn't ya.)

Boss brake lever works, pegs work, pipe works, everything works.





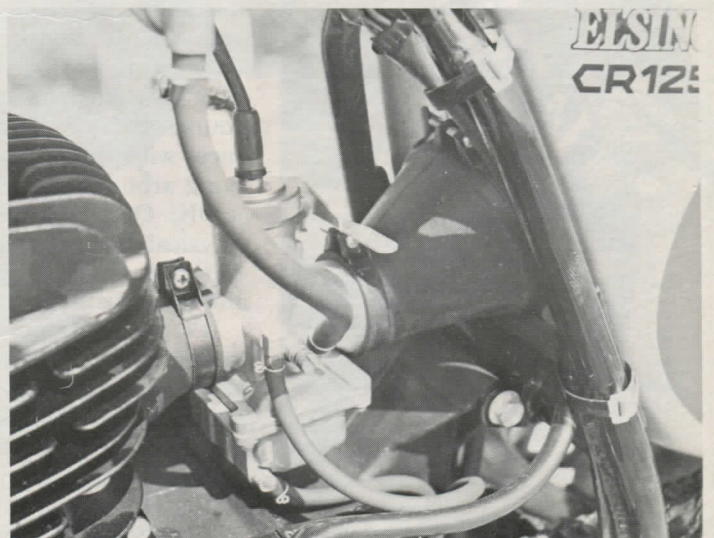
Fork crowns are tight to make up trail on the forward axle.



Real slick hubs and DID rims keep unsprung weight down, and the stock shocks are dialed right on.



Riding position is perfect.



Keihin carb is a jewel, but may need jetting.



It weighs less than many riders.

When you hit the gas, things happen.



jaw is weak from teeth-clenching and your throat sore from yelling "AZUNGA!" through the turns. But your soul is alive and on fire, waiting for the sun to rise again so you can pull on your sweaty jockstrap, your outrageously cruddy leathers, your horrendously filthy helmet and go out and do it all again. Far and away, the world's first true jolly bike, fun to ride on a motocross course and, oh yeah, you can win races with it. Got a thousand bucks lying around?

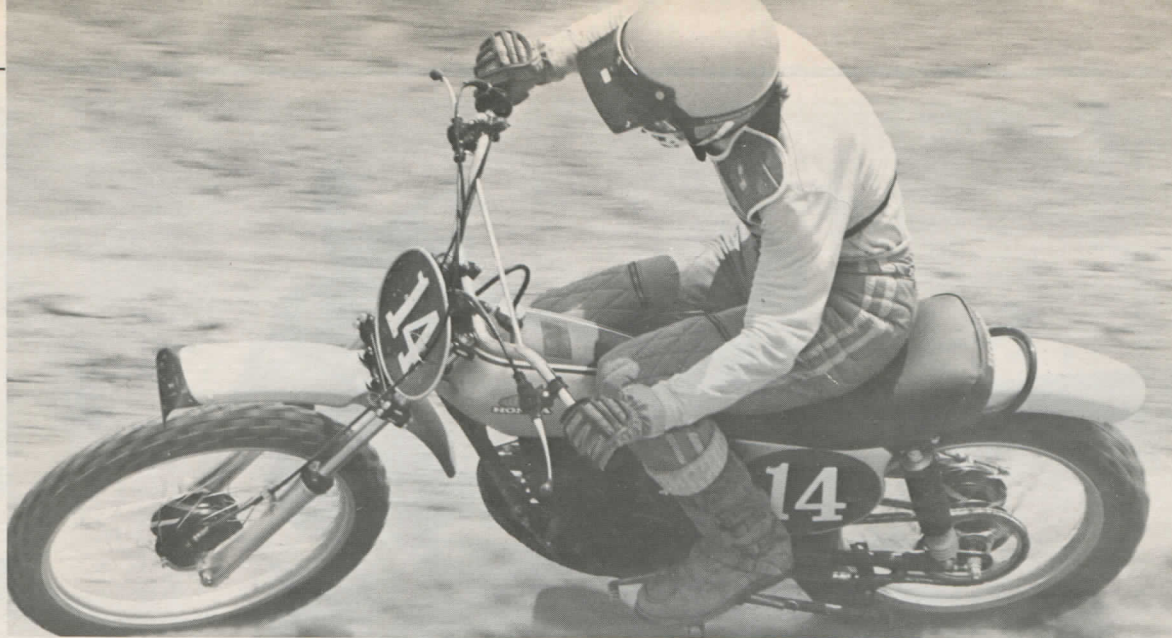
OK, OK; enough of this metaphysical garbage and let's get down to the nuts and bolts, boot draggin' and gas twistin'.

It's a cold-blooded little booger, taking about five or six light prods of the starter to get fired and about five minutes of annoying pit "bringahs" to get it running crisp on all the jets. Then, away you go, much to the relief of your pit assemblage, who've been standing with their thumbs in their ears during your warm-up period.

Cont'd. on page 76







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**HONDA CR125 ELSINORE
SUGGESTED RETAIL PRICE: N/A
ENGINE TYPE, INDUCTION:**

Two-stroke, piston port
**ACTUAL DISPLACEMENT: 123cc
BORE AND STROKE: 56.0mm x
50.0mm**

COMPRESSION RATIO: 7.6:1

CARBURETOR: Keihin, 28 mm

**CLAIMED HORSEPOWER/RPM:
21 @ 8000**

PRIMARY DRIVE: Gear

**GEARBOX/SHIFTING: Six-speed,
left side**

GEARBOX RATIOS:

- 1) 2.133:1 2) 1.611:1
- 3) 1.300:1 4) 1.090:1
- 5) 0.958:1 6) 0.880:1

AIR FILTER: Foam

ELECTRICAL: CDI

LUBRICATION: Pre-mix

FUEL CAPACITY: 1.6 gallons

SUSPENSION: Honda

TIRES/RIMS

front: 2.75x21

Bridgestone/DID Alloy

rear: 3.50x18

Bridgestone/DID Alloy

WHEELBASE: 53.5 inches

Seat Height: 32.3 inches

WEIGHT:

actual: 184 pounds

claimed: 179 pounds dry

front wheel: 82 pounds/45
percent

rear wheel: 102 pounds/55
percent

STARTING: Primary kick

COUNTRY OF MANUFACTURE:

Japan

DISTRIBUTOR:

American Honda Motor Co., Inc.

P.O. Box 50

Gardena, California 90247

COST OF REPLACEMENT

PISTON, RINGS: N/A

**COST OF REPLACEMENT LINER
AND/OR CYLINDER: N/A**