

**A**s promised last month, we took our FMF 125 Honda Elsinore out to the races, play riding, practicing and fun-racing to see just what type of rocketship monster we had created. Now, back in the office, with shoulders sore from acceleration, blisters on our hands from riding so much, and smiles on our faces, we're going to try to put in words what it's like to ride a machine that's very capable of winning a 125 National motocross race.

To give you a quick re-cap, we handed over a stock, innocent-looking 1977 125 CR Elsinore, to Flying Machine Factory in Harbor City, California. They held onto it for three days. When it came back, we could barely recognize it.

A new set of Ceriani forks from Hi-Point was installed. In the rear an aluminum swing arm and Luft shocks were attached. The engine got the most attention, including a porcupine head, radical porting, new ignition, piston, carburetor/air filter, and a blood-red downswept pipe. Andre bars, Oury grips and a plastic works replica gas tank were installed.

When we first got the machine on the track, the difference in acceleration was impressive. It would go as fast as we could shift gears. With the new ignition system, and the excellent porting, rpm built so quickly that the machine accelerated down the starting area, digging a small trench, roostering dirt, and going through the gears so quickly that the rider's left foot was constantly in motion.

And then FMF really blew us away by telling us that although our machine is rapid, it's not as fast as physically possible. They have found through their racing research that there is a fine line between lightning-quick speed and self-destruction. They can build an engine to go much faster than ours, but it could self-destruct. In its present state, the machine was quick enough, and it's not going to blow up during each moto.

With the help of the downswept pipe and the large 34mm Mikuni carburetor, we were pleasantly surprised to find that the mid-range power didn't totally disappear from the powerband. Granted, a substantial amount of bottom range power is lost and lots of rpm and horsepower are gained on the top, but you don't end up with a flat-track motor. The FMF Honda still accelerates well out of the corners.

One of our main complaints about the machine in its stock trim is the suspension. It isn't capable of handling the terrain at the speeds attained on the 125 racer. With the Hi-

# “MY GOD, THEY’VE CREATED A MOTOCROSS MONSTER!”



Point Ceriani forks, and the Luft shocks attached to the FMF swing arm, the suspension problems were solved.

The front end no longer tried to do “clickers” in the rough sections, and the distasteful rear end hop completely disappeared. Even without the engine work, the machine with its new suspension would go substantially faster, if only because it stays on the track, the suspension absorbs the bumps, and the rider feels more secure at high speeds.

The new forks also eliminate the triple clamp flexing problems that we had with the stock units. In effect, the machine turns better, and is much more precise in the corners.

We found that the best way to get

up to speed was to hold the throttle at WFO status, shift with the clutch and watch the track quickly appear ahead of the handlebars. We thought the machine was very quick while we were racing it. Then we went to the Hangtown Classic and watched Ron Turner (an FMF rider) at the start. Going into the first corner, Turner was leading. True, he is good at his starts. But when you see a privateer's machine beating *all* the works factory 125s into the first turn by at least *three* bike lengths, you've got to admit that FMF knows how to make their 125 motors quick!

Our bike, in its present modified state, is very capable of winning a 125 National. It's got the speed. It's at least equal to, if not faster than,

# Honda CR125 FMF Racer



# Honda CR125 FMF Racer



the factory works machinery that it's competing against.

The suspension is top rate. Nobody has an edge in that department. The engine is so finely honed that you could pull up to the starting line on this Honda, next to Marty Smith on his works machine, or Bob Hannah on his Yamaha, and know that your machine is capable of doing exactly what theirs can do. And you don't have to go to the expense of buying a works machine, even if you could. Flying Machine Factory will do it for you, at a greatly reduced price.

As we mentioned last month, we are going to give away a Honda CR125 Elsinore and the identical FMF parts kit that we've used for our modifications; all the winner has to do is provide the manpower to bolt these goodies on. You'll find a coupon at the end of this article. Fill it out and send it in. There's nothing to buy.

If you are the lucky winner, you will get one of these rocketships for free. If you aren't so lucky, you now have the information as to what you can do with a stock CR125 Elsinore and FMF's help. Last month we went through all the modifications that were performed on the machine. This month we're again including the parts list, and the address for Flying Machine Factory. If you've got a 125 Honda, Suzuki or Yamaha, and want it to go as fast as ours, check these guys out. They've been building proven winners for years now, and there's no reason why you should be racing at a disadvantage at your local track, simply because you don't have one. **M**

**Flying Machine Factory**  
1416 West 259th Street  
Harbor City, CA. 90710

#### Price List

Porcupine head	\$59.95
Porting job	95.00
Ignition system	59.95
Pipe	49.95
H/D clutch springs	5.95
34mm Mikuni	44.95
Air boot	8.95
Intake manifold	8.95
Swing Arm	
(with bushings)	134.95
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Andre bars	20.95
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Ceriani forks	290.00*
Package Racer Kit	
(minus bike and forks)	\$512.60
Package Racer	
(minus Ceriani forks)	\$1,577

\*price of Ceriani magnesium forks varies, due to different costs in machining work required.

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## WIN A CR125 HONDA AND FMF RACE KIT!

It's simple to enter. Just fill out the coupon and mail it to:

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