



*It will be interesting to see if the model offered for sale comes over here looking like these pre-production samples. Our guess is there won't be much difference.*

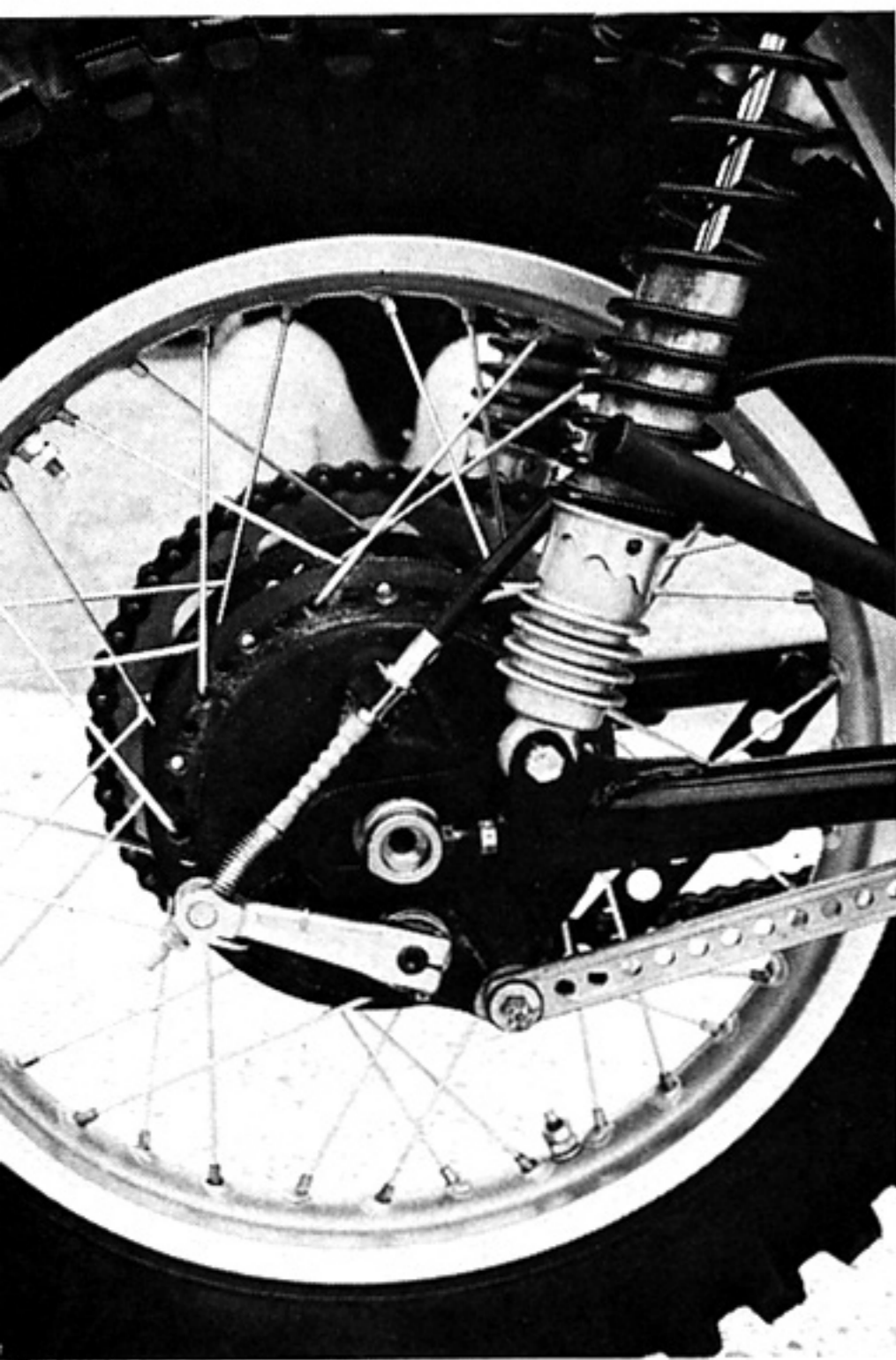
# **A WELL KEPT SECRET -** **HONDA'S NEW TWO STROKE** **MOTOCROSSER**

*Despite the rumors, it looks as though Honda is quite serious about producing a two stroke after all.*

*by Bob Braverman*

Received just before deadline time were these photographs with a brief bit of technical information about this newest of all Hondas. What appears to be a production version (at last) of the earlier two cycle motocross machine, workmanship seems to be

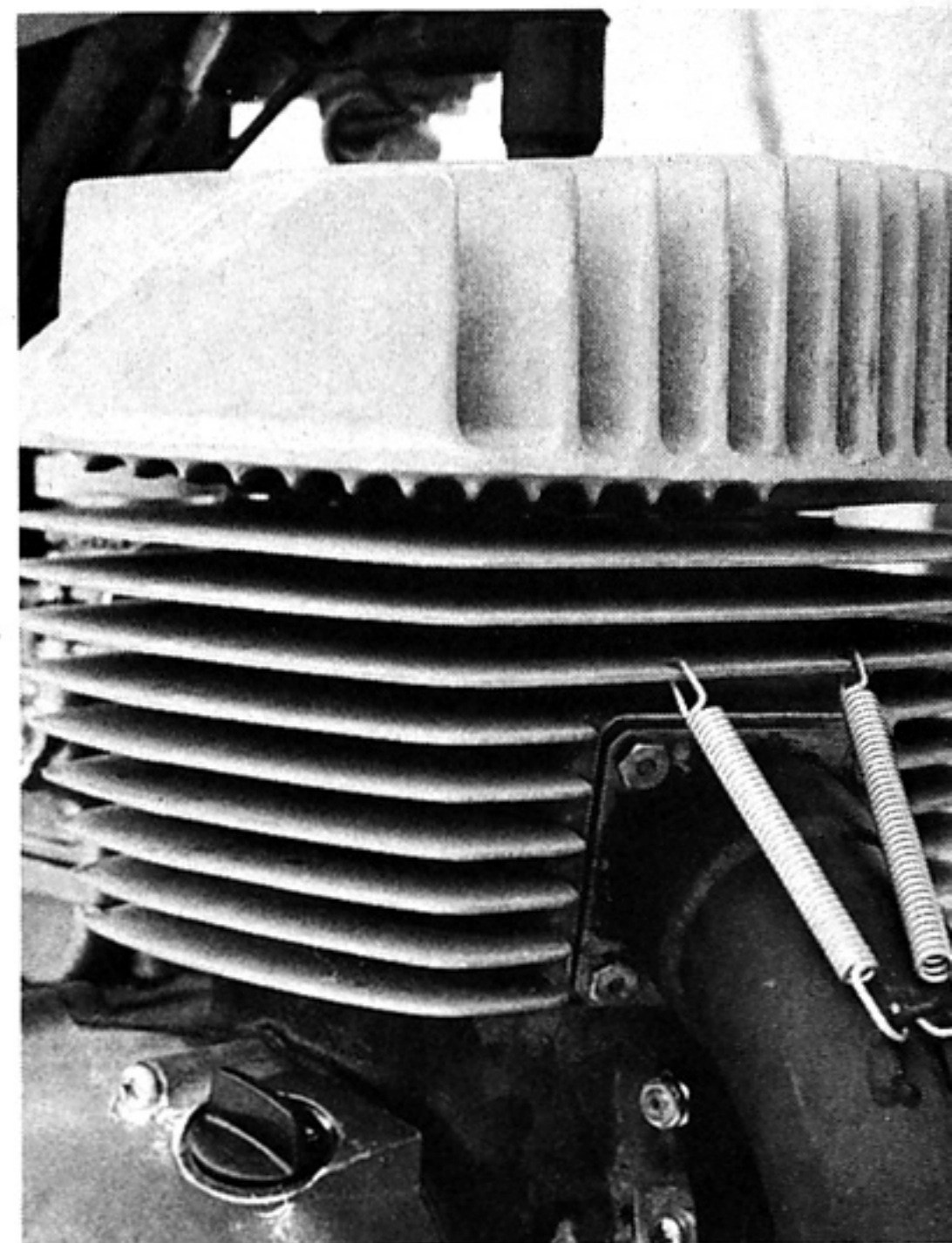




*The cable-operated rear brake is utilized along with what appears to be the same alloy rims Honda uses on its four stroke 250 single.*



*The rear dampers use a progressively wound spring of few turns. We can't quite figure out what those fins around the bottom of the shocks are for. Note the extensive use of lightning holes.*

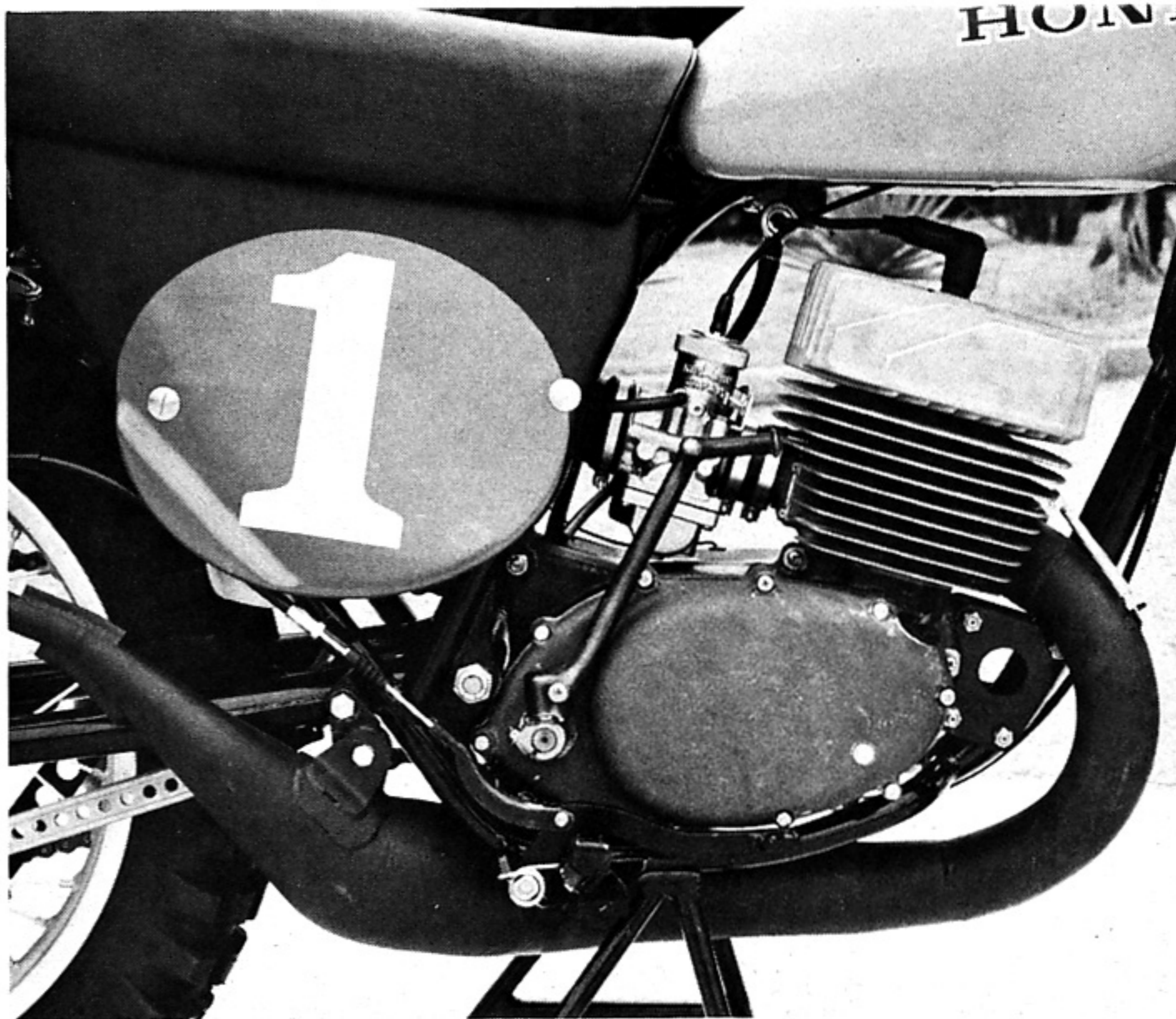


*The head and cylinder both have plenty of fin area. The large header pipe spigots onto a special flange bolted to the front of the cylinder and springs hold the head pipe in place.*

about on par with their other related products.

Following the lead of other contemporary manufacturers, Honda has elected to build a conventional single cylinder two stroke of piston torque design. The bore and stroke (74 x 64.4mm) ratio indicates the 30 claimed horses take place at 8000 rpm. The basic chassis design is rather orthodox and nothing really tricky is in evidence here. The suspension looks pretty much like components one would expect to find on this type of motorcycle. There seems to be ample finning on both the cylinder and head with what appears to be a rather large head pipe diameter terminating into a conventional looking expansion chamber.

Our guess is it won't be too much longer before Honda elects to market a two cycle powered machine of this type. There is certainly no question any more that the Honda motor company is seriously interested in off road competition. To be truly competitive, it would seem they feel it's necessary to reduce the weight of the machine as much as possible. With the conventional four stroke powered machine this is very difficult if not impossible to do. It would not surprise us in the least to find this particular model in their 1973 lineup of new machinery at the next new model unveiling. Time will tell. **CG**



*The 248cc power plant probably utilizes magnesium castings in much the same manner as Honda's four stroke version. The expansion chamber tucks up tight underneath giving the bike ample ground clearance.*





*It would appear that Honda has been keeping up with what the two stroke machinery makers have been producing. This new entry is clean and very light looking.*

## **HONDA MOTOCROSSER 335C**

### **ENGINE**

Type..... single cylinder,  
two stroke

Bore and stroke .... 70x64.4mm

Displacement ..... 248cc

### **DIMENSIONS**

Total length ..... 83.1 in.

Overall width ..... 33.5 in.

Overall height..... 42.9 in.

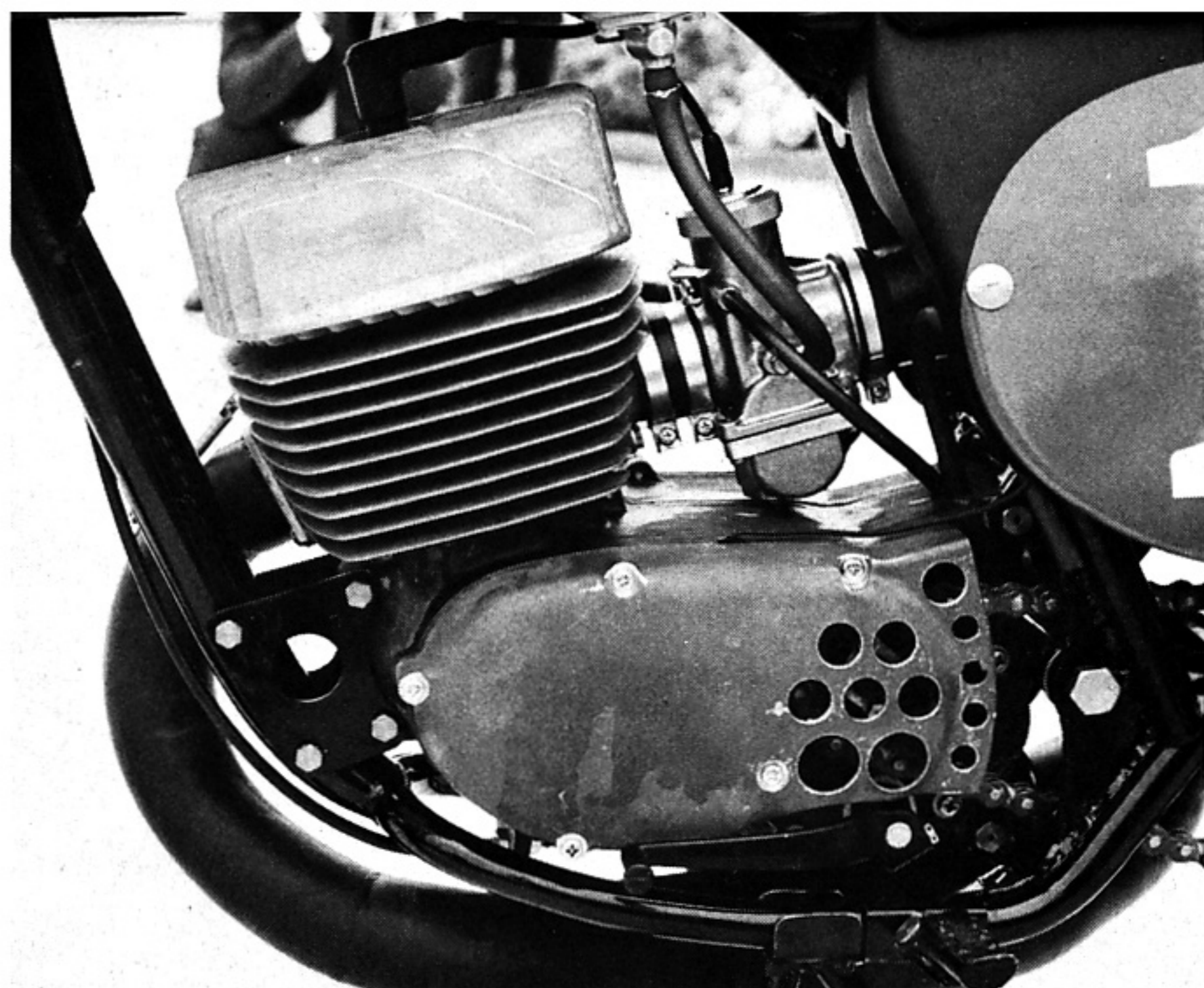
Wheelbase ..... 55.9 in.

Weight ..... 185 lb.

### **PERFORMANCE**

Claimed horsepower..... 30+  
at 7500-8000 rpm

Max. Torque..... 20.3+  
ft.-lbs.



*The frame cradle is not unlike most other machines of this type. The carburetor appears to be a very large item.*