

If the spring on the mono doesn't suit the rider, there's a heavier one available. It's part number 3R1-22212-10 and the color code is yellow. Most of the test riders we used seemed satisfied with the standard spring, however.

As with the rear, there's some adjustability with the forks. If a rider detects a sagging, the fork spring collars can be replaced with some optional units.

Oh yes... the spring on the mono is adjustable for preload.

Summation

Even though the YZ80G appears to have cosmetic changes, it actually per-

forms much better than the F-model. We had a fairly fresh F with us on one ride and the difference in throttle response, especially at low and mid-range revs, was more than apparent. A new G will pull a new F by at least two lengths, in our opinion.

So what Yamaha has done is refine their very successful design once more. No really radical changes. Just honing of a very efficient tool. For most mini racers, the YZ80G will be more than enough to do the job. It turns well, is easy to ride and has a very usable spread of power. Like a famous carpenter once said: "Don't swing a hammer that's too big for you." □

Here's what we found out:

The CR80 is blindingly fast. Don't take that statement lightly. The CR80 was fast enough to literally scare full-sized adults with the vicious acceleration. Reliable sources put the horsepower right at 16.5... out of a mere 80cc.

The surge from mid-range on up is almost unbelievable. Anyone less than a very experienced mini rider will either loop the bike out, or be so terrified by the power delivery that he'll load the high-strung engine up quickly.

All of the Elsinores are new this year, with major changes. Still, when you stand back and take a look at their entire off-road line, the CR80 is the closest thing produced to a no-compromise machine. In actual fact, the CR80 may well be one of the most sophisticated machines made. It most certainly is not made for the casual rider, or play riding. Due to the way the blast of power comes on, it is virtually unrideable as a trailbike. Unless, that is, you trail ride above half-throttle all the time.

There's not much punch down low in the CR80. This means that the rider has to scream the revs and dump the clutch to get moving. Once the reeds open up and the engine starts to sing, it becomes difficult to keep the front end down, or the rear end from fishtailing from side to side in less than a perfect traction situation.

Considering the fact that there are six speeds in that gearbox and you get a jolt of power each and every time you slip to a higher gear, you can see that the CR80 will probably outdrag all 100s and many 125s to the first turn.

During our testing period, the CR80 constantly intimidated the lesser-skilled riders. They "lost interest" in the CR80 and their attention drifted to other, milder machines. Machines they could ride without a fear factor of 10-plus.

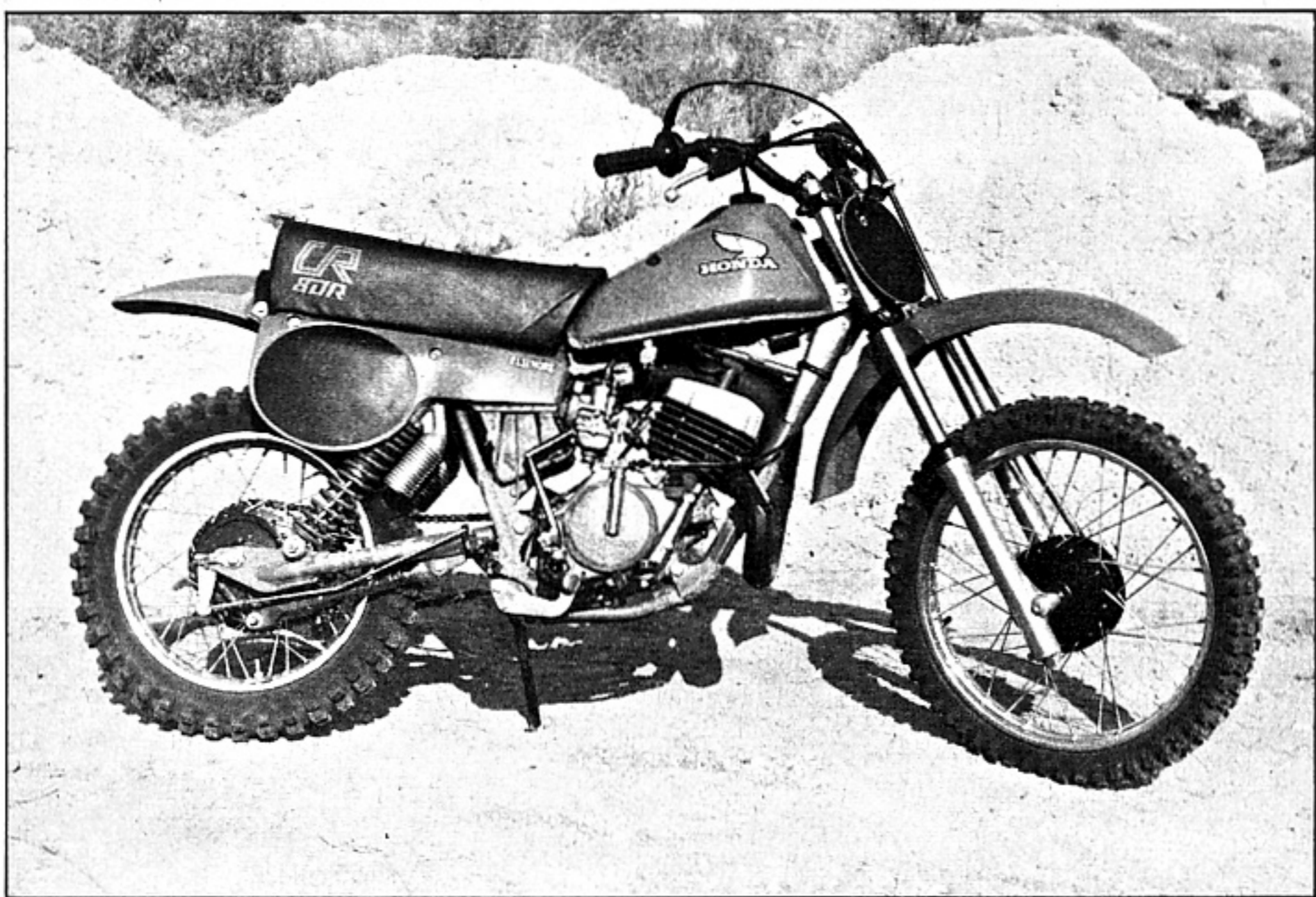
Lots of goodies go with the package... this is not just a killer motor wrapped in an XR chassis. Up front, air-assisted, leading axle forks feature 6.7 inches of travel; plenty for a mini. At the rear, aluminum reservoir gas/oil shocks have a similar amount of travel: 6.3 inches. Those shocks are in a sharp laydown position. Even with all this travel, the CR80 has a surprisingly low saddle height of 28.7 inches.

Bits and pieces

Shifting the CR was smooth. The clutch didn't have to be used as the rider went up through the gears. Ratios were close, so no gap in the gears was encountered.

With no gas in the tank and a dry gearbox and forks, the smallest Elsi-

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EXCLUSIVE FIRST TEST!

1980 HONDA CR80R

It's finally here... but, what's it like?

By The Staff of Dirt Bike

For the last three years, the mini-cycle world has been jabbering about the coming CR80. After all, the XR75/80 was no longer even remotely competitive on the track... even if a bunch of money was invested. The crop of super-minis, led by the fast YZ and the potent RM80, had put the red machine on the trailer.

Sure, the XR was still everyone's favorite pit bike, but you had to forget about racing one.

Everyone knew—they absolutely knew—that Honda would not sit back and take all that abuse from Suzuki and Yamaha forever. However, it did seem

like forever as the public waited year after year after year. Even Kawasaki added fuel to the fire with a very competitive 80 of their own. Would Honda never bring out the much-awaited two-stroke, asked the faithful?

Well, sport, they finally did. This year at the Reno press show, along with the usual gaggle of street iron, Honda unveiled the CR80 two-stroke. It gathered a crowd around it immediately; even folks who were not dirt- or mini-oriented, were more than casually curious about Little Red.

We were, too, and acquired a CR80 for an exclusive test.

MONO MINI

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nore hits the scales at a fraction under 138 pounds.

A large 26mm carb does the mixing and a *very large* four-petal reed controls the intake pulses.

No points are on this mini; a CDI lights the fire.

Other goodies include a primary kickstarter system, plastic everywhere you look and styling like the works bikes of last year. Red is the dominant color, with even the engine completely red.

No chattering was felt from the rear brakes, mostly because of an intelligent brake rod layout, with the actuation happening right over the swing-arm pivot. As per usual Honda practice, the front brake was strong and progressive.

Surprisingly, the CR80 was a very easy-starting bike, requiring only one kick when hot and three or four when cold.

The bottom line

Is it all that good? Yes. The power alone will dominate trips to the first turn. However, and this is most im-

portant, this is not a mini for an unskilled rider. A beginner will get hurt on this bike. Even an experienced mini rider will require a great deal of familiarization with the CR80 before he'll be able to use all the power available. This is the most serious racing mini we've seen to date.

It appears that Honda has kept 'em guessing and waiting for these last three years for a good reason: The new CR80 is a total, full-blown racer. And it works. □

Honda CR80R Specifications

ENGINE	.....79.7cc, reed valve induction, single cylinder, air-cooled, two-stroke
BORE AND STROKE	.....49.5mm x 41.4mm
CARBURETION	.....Single 26mm slide valve type
IGNITION	.....Magneto CDI
TRANSMISSION	.....Six-speed constant mesh
WHEELBASE	.....47.0 inches
TIRE SIZE—	
FRONT	.....2.75x17
REAR	.....3.60x14
SUSPENSION—	
FRONT	.....Air-assisted leading axle forks
REAR	.....Aluminum reservoir adjustable damping shocks
WHEEL TRAVEL—	
FRONT	.....6.7 inches
REAR	.....6.3 inches
GROUND CLEARANCE	.....7.7 inches
SEAT HEIGHT	.....28.7 inches
FUEL CAPACITY	.....1.2 U.S. gallons
DRY WEIGHT	.....137.8 pounds