

# CR125 ELSINORE

**NEXT TIME YOU PICK UP A MAGIC LAMP AND RUB IT, DON'T BE SURPRISED IF THIS LITTLE POPPER JUMPS OUT AND SAYS: "MAMMY!"**

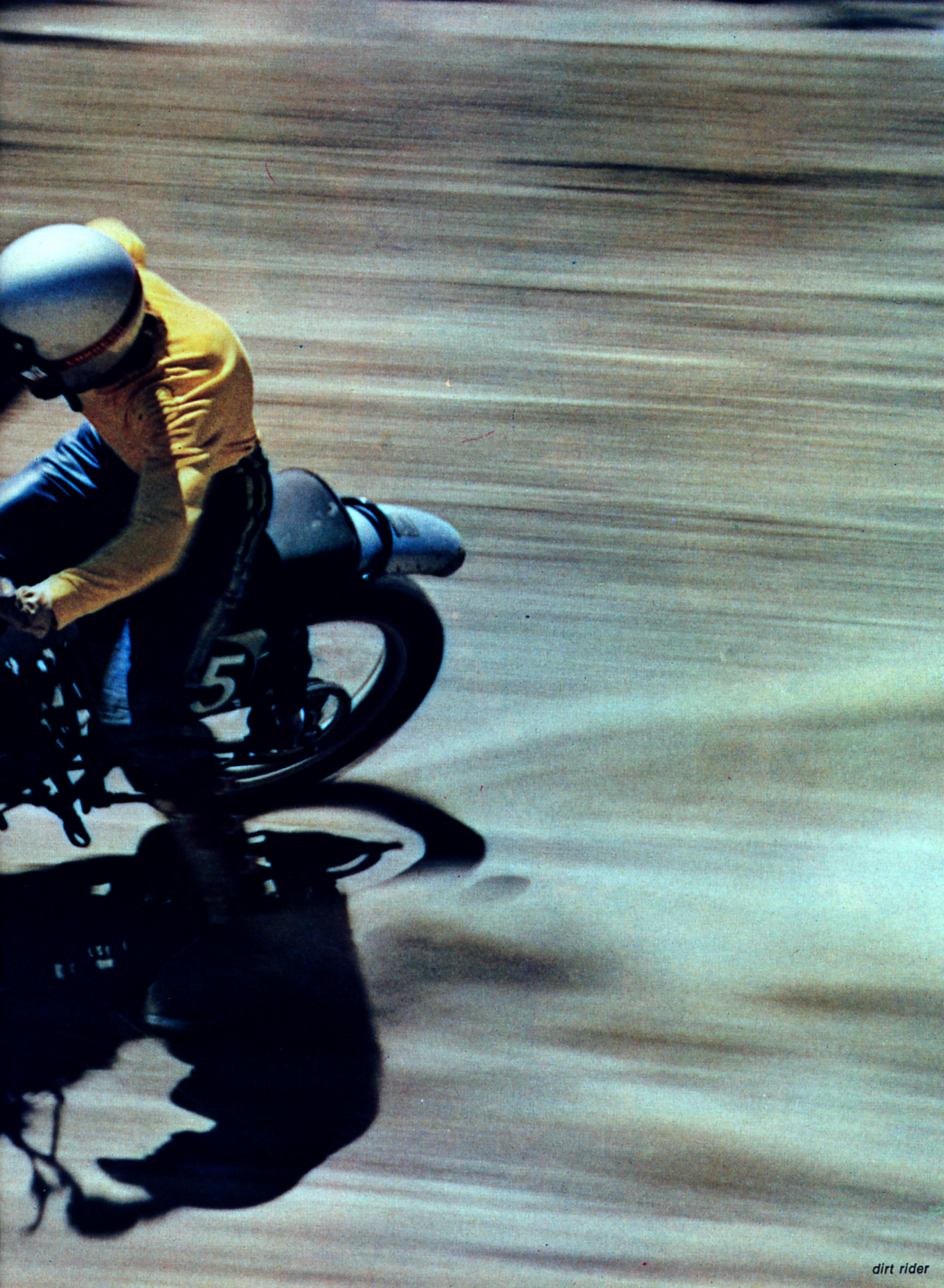
Motocrossers of the world, unite! Something awful has happened. It used to be that in order to race motocross you had to work and slave and save all your pennies and rip off your folks or your old lady to finally be able to go out and buy a gen-yoo-ine fire-breathin' Yer-o-peen moto-exer. Then, once you gethold of it, you had to spend night after night in your dank, spider-

filled garage, taking the thing apart and putting it back together, replacing broken parts, tuning, adjusting, checking, rechecking and otherwise dicking around with your newly purchased status symbol.

Then, after your first outing, you took one look at your blistered hands and another look at all the other bikes on the line and a third look at your machine and the thought hits

**BY THE EDITORS OF DIRT RIDER**







you: "Say, this thing is a pile. Gotta get light."

So, down to the accessory store with a fat roll or one of those frightening pieces of plastic they call Master Charge, get behind a shopping cart and start grabbing: one plastic tank (*ching*), two alloy rims (*ching*), two trick fenders (*ching*), one set alloy sprockets (*cha-ching*), a trick air box w/Filton (*ching-a-ching*), and maybe a super lightweight seat (*ching*). Add the cost of these items to the outrageous cost of the bike (**CHING!**) and you get one vacated bank account.

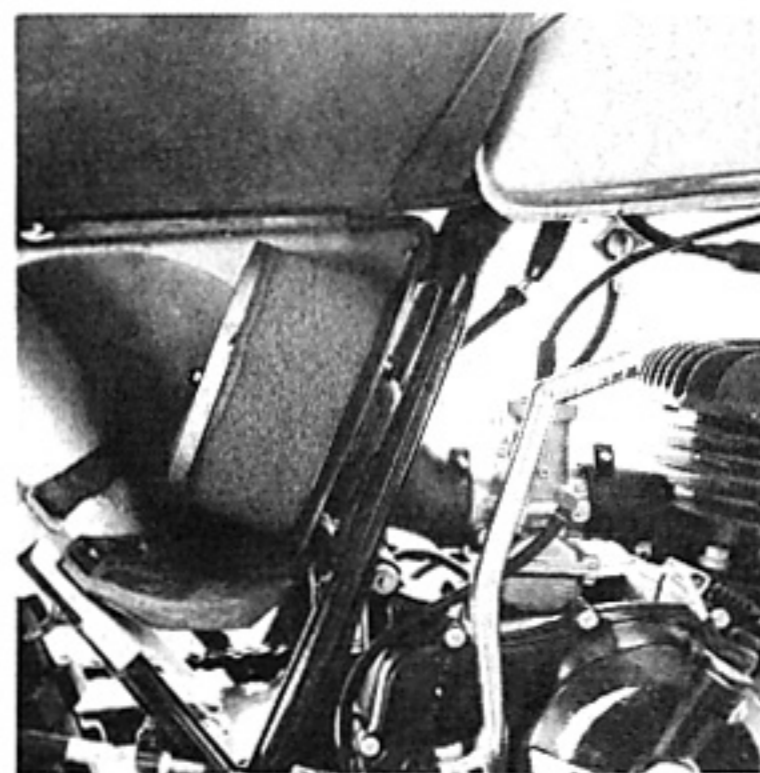
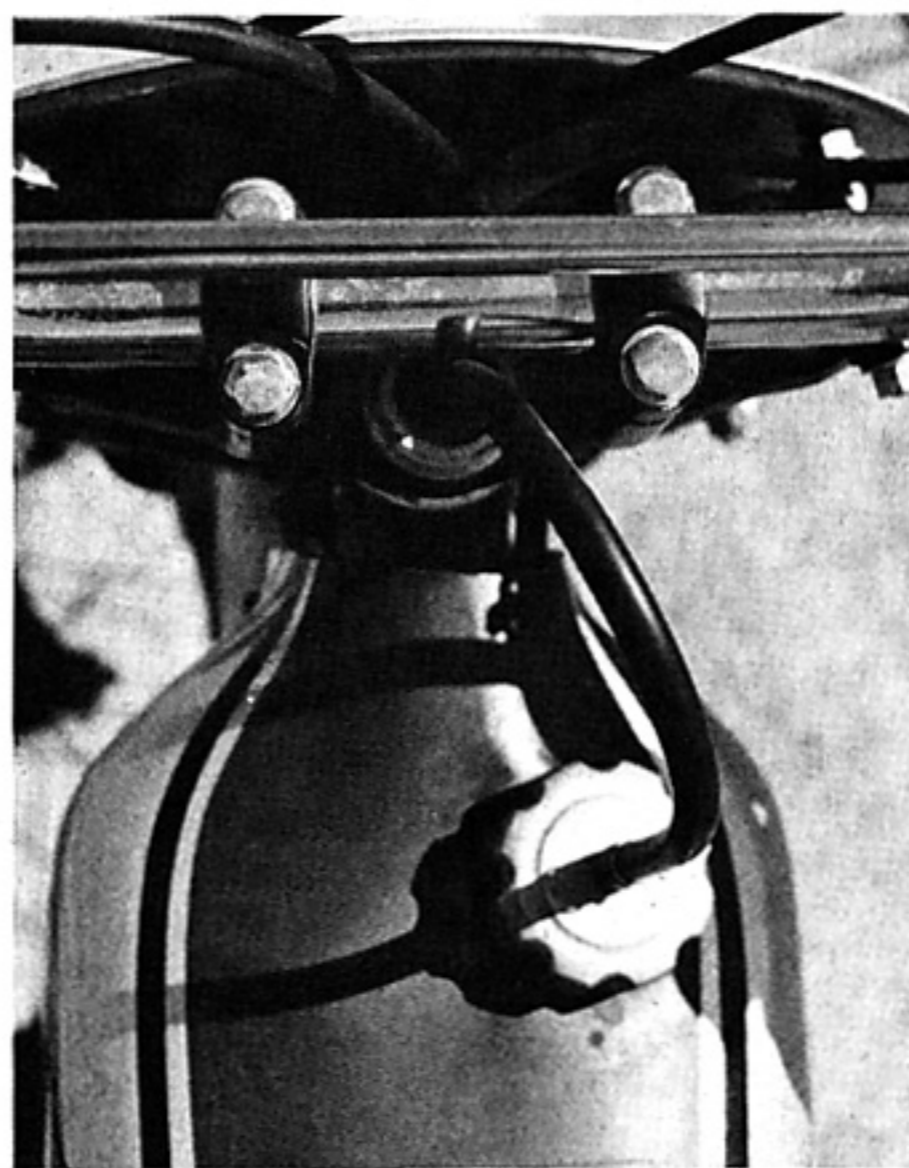
But that's the way it's done. That's the way it's always been done. If you don't suffer a little to get a hot motocross mount, you just won't have any soul for racing. It's the common bond that keeps all us motocross types together; what's the worth of winning a race if you don't have to scrimp on the baby's food or miss a mortgage payment or put off bailing your wife out of the hospital?

Well, like it says in the first paragraph, something awful has happened. This Japanese motorcycle manufacturer, Honda, has built a machine that will put an end to all that is holy in motocrossdom. No longer will aspiring young (or old) kids have to bite on the proverbial bullet and race third-hand cut down Japanese enduros 'til somebody comes up with the jack for a new machine. No longer will the perennial weekend warrior have to play "pay this one, screw that one" the first of every month in order to get to the track. For there at your local Honda dealer, surrounded by grinning salesmen with pens outstretched, sits the CR125 Honda Elsinore, complete with DID rims, chrome moly frame, chrome moly bars, extruded aluminum clamps and levers, plastic fenders, trick pegs, foam filter, six speed gear box, magnesium covers, seven-inch travel forks, out-asight rear shocks, all weighing only a hundred and eighty-five pounds wet

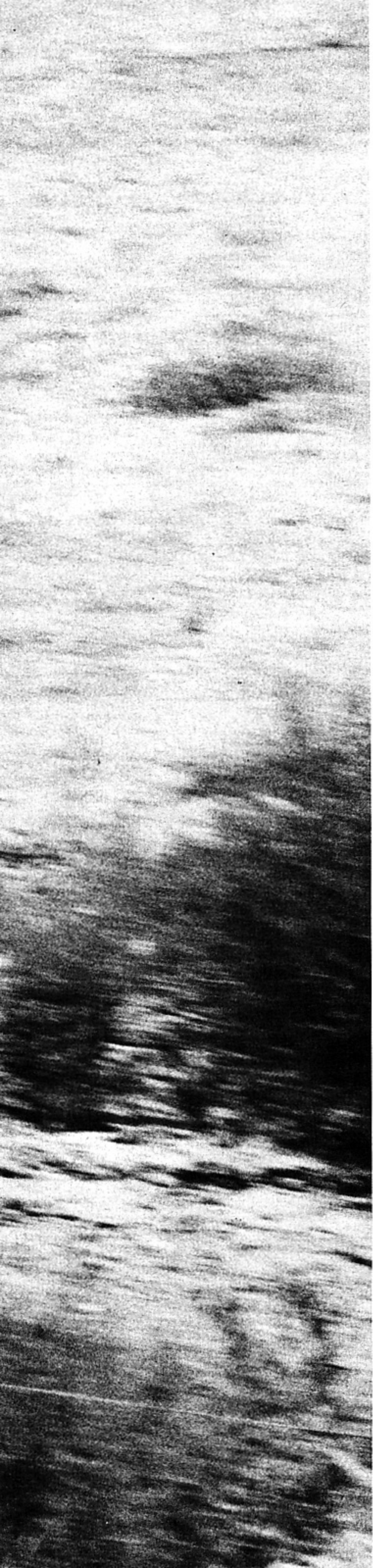


Air box was easy to service and stayed dry as the inside of a tennis ball.

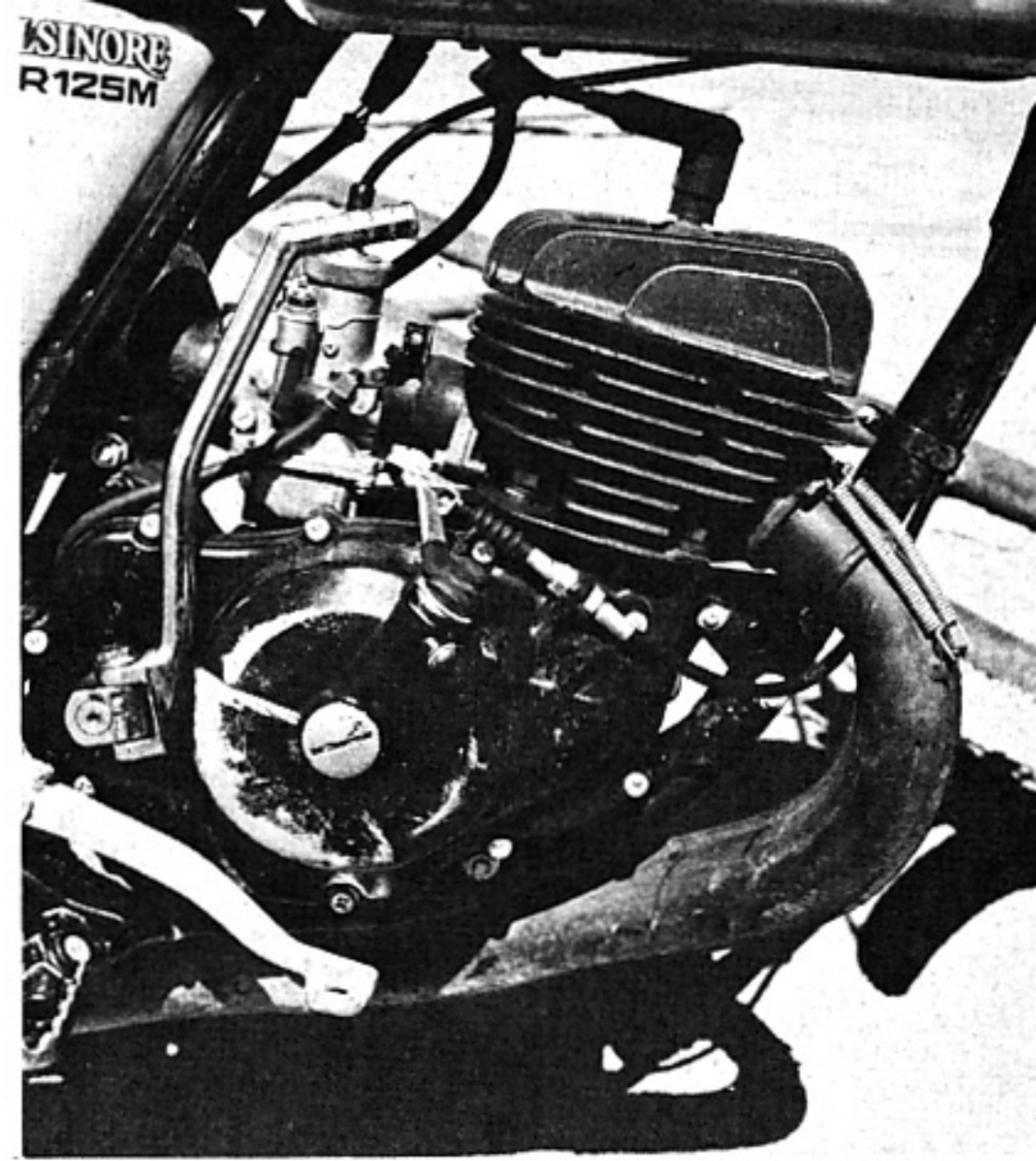
Tight trail due to the fork clamps being farther back makes for good times in the turns.







**Inside this innocent-looking motor is some innocent engineering. It develops more poop per pound than anything on the market.**



and dirty, and costing only seven hundred and forty-nine U. S. dollars.

And it's fast and it handles. We rode the tubes off the little booger, and everybody who set cheek on machine for even one lap, dug it. How would you feel riding something that was at least 30 pounds lighter than any other full-size machine you've ever been on? And the throttle, instant response from the three-sixteenth turn gasser to the 3.50x18 Bridgestone in the back. There's no lag. When you turn up the wick, it's there. You don't have to wait for the revs to build, they build as you turn. If you wait for something to happen, it's already happened and you've over-revved.

The secret to going fast on the CR125 is to keep fanning that gear-box. There's six speeds in there and to get around in good shape you're going to have to use all of them. First gear is fine for starts and very tight turns and last gear is equally fine for going extremely fast on a long straight. Everything else in-between is fine for all the in-between

stuff. But make sure you're in the right gear when you need it, because if you ain't, then you're not going anywhere.

You see, the motor isn't as rip-roaring as some of its European 125cc brethren and if you get under the pipe, there's nothing there but noise. It won't shut off or load up on you if you're jetted right, but it will move the bike less than fast till you get the revs back up where they belong. In this situation, you may have to use the clutch to shift as the gears won't disengage under load because of the dovetailed dogs are designed so's you won't miss shifts. Got that?

What makes the Honda pull a little stronger than most other 125s is not any awesome presence of power but rather an awesome absence of weight. While a snappy-fast 125 may be pulling up to twenty-three horses in a severe state of tune, they have to lug around 200 pounds of machine or better. The Honda, however, only has to put out between 18 and 20 horses to give it the edge because

**Rear wheel assembly is very light and the forty-dollar boingers keep it from floating away.**







it only has to overcome its own featherweight inertia.

And, while other machines are revving up around ten or twelve thou, the Honda slams the power gate at 8000 rpm and doesn't give you one r more. The slower an engine has to turn, the less it tends to eat itself.

Inside the little pooper is nothing special. Just a basic piston port with no reeds or rotors or oil pumps or whatever. Honda has used good design and sound engineering and tossed out everything but the three basic moving parts. The whole unit is small and lightweight, the narrowness of the gearbox belying its six speeds. Sure hope those gears aren't too thin.

The frame is light and strong, made of chrome moly and sharing similar geometry with its 250cc big brother. The wheelbase is between 53 and 54 inches, depending on how often you oil your chain, and gives you a feeling of security lacking in previous 125s from Japan. The long-ish wheelbase blends perfectly with the instant power response, giving you the option of lofting the front end when you want and where you want. Just lean back and gas it. Flash peace signs, wave, smile, blow bubbles, do anything you want



while wagging your 21-incher this way and that. It's a stone gas.

Suspenders on this creation of wonder, are themselves a wonder of creation. The front units do about seven inches, which seems to be the magic number these days, and never once did they top, bottom, tweak, drool or otherwise make any enemies. Contrarywise, they worked beautifully to the point where nobody ever said anything about them, which, in this business, means they work. As for the rear boingers, we had a lot to say about them, like "wow" and "far out" and "gimme two." The Honda CR125 has easily the best rear end in the business. There, how do you like that? But guess how much they cost. Wrong. Forty dollars. Apiece. Don't break them.

And there lies the secret behind the wondrous CR125. It's light, fast, cheap, good looking, handles as uncomplicated as an electric can opener, tracks straighter than a frozen clothesline and makes you go ha-ha in the turns. It's the machine for Everyman, from the first-time squid to the National Champion and will cost neither of them a week's pay-a-week to keep it going. It's the best production motocrosser ever built. ●



# dr TEST

## HONDA CR125 ELSINORE

PRICE: \$749.00

WEIGHT: 184 lbs. net



### SPECIFICATIONS

Engine Type ..... 2-STROKE SINGLE  
 Bore, mm ..... 56  
 Stroke, mm ..... 50  
 Displacement, cc ..... 123  
 Compression Ratio ..... 7.6:1  
 Bhp at rpm ..... NA  
 Carburetor ..... 28mm KEIHIN  
 Ignition ..... HONDA ELECTRONIC  
 Starting System ..... PRIMARY KICK  
 Lubricating System ..... PRE-MIX

### DIMENSIONS

Wheelbase, in. .... 53.5  
 Ground Clearance, in. .... 7.9  
 Peg Height, in. .... 9.0  
 Seat Height, in. .... 32.3

### CAPACITIES

Fuel, gal. .... 1.6  
 Oil, pts. .... IN FUEL

### IMPRESSIONS

	Poor	Good	Excellent
Throttle Response			●
Acceleration			●
Power Band			●
Starting			●
Engine Noise		●	
Muffling	●		
Vibration		●	
Handling			●
Choice of Tires		●	
Suspension			●
Rider Comfort			●
Transmission			●
Instrumentation			
Lighting			
Toolkit			
Paint and Chrome			●
Styling			●
Mileage		●	
Braking			●