



Looking all the world like a highly prized Honda works bike, the new CR125R, or RC125ME, or RC125MF, whatever its designation, is an eye-pleaser.



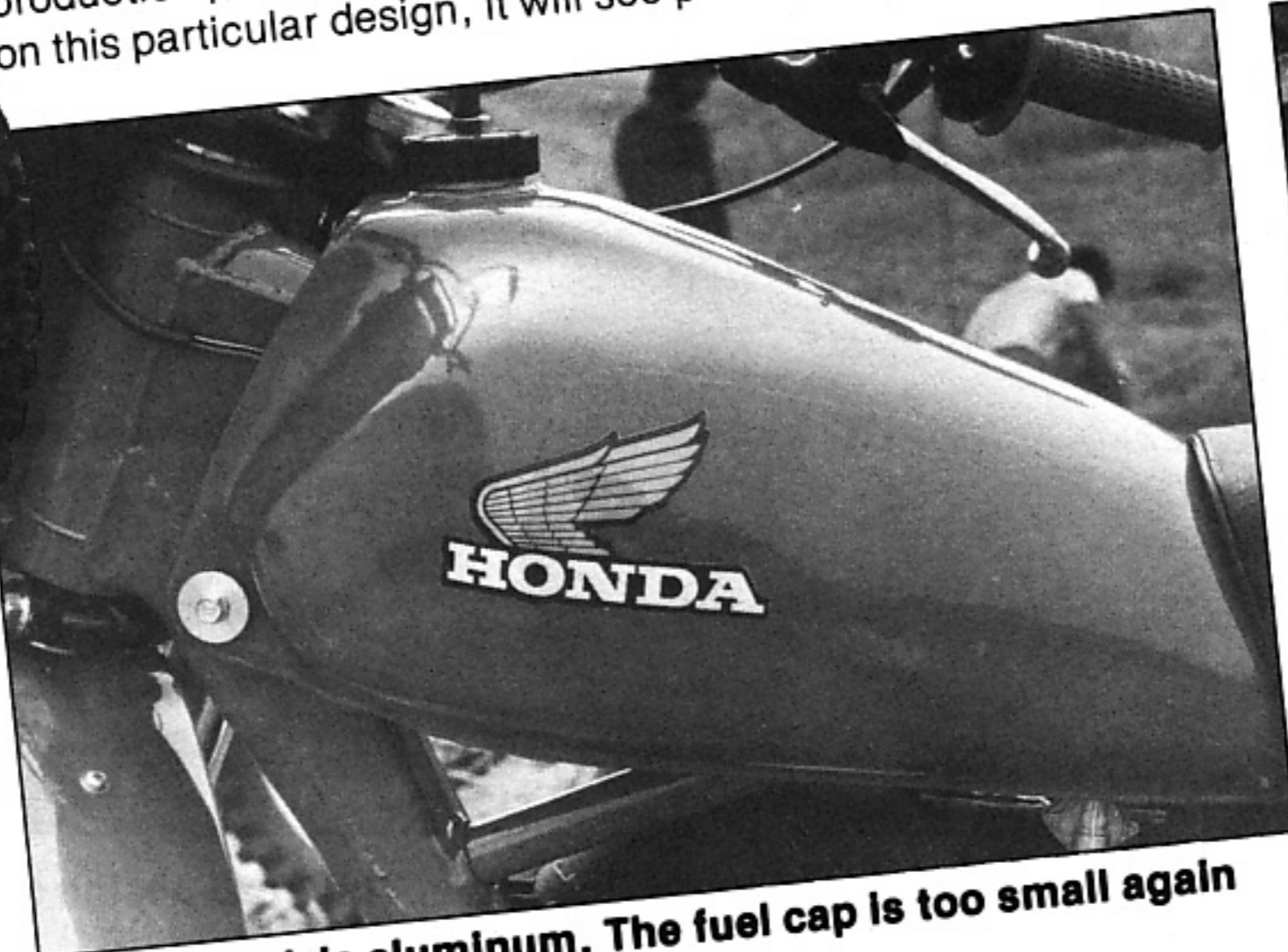
The shocks and forks are made by Showa and provide 11 inches of travel in the front and 10 1/2 in the rear. The shock is connected to the shock body. The rear wheel is a 23-inch Yokohama and does not use air pressure.

INSIDE HONDA'S SECRET CR125

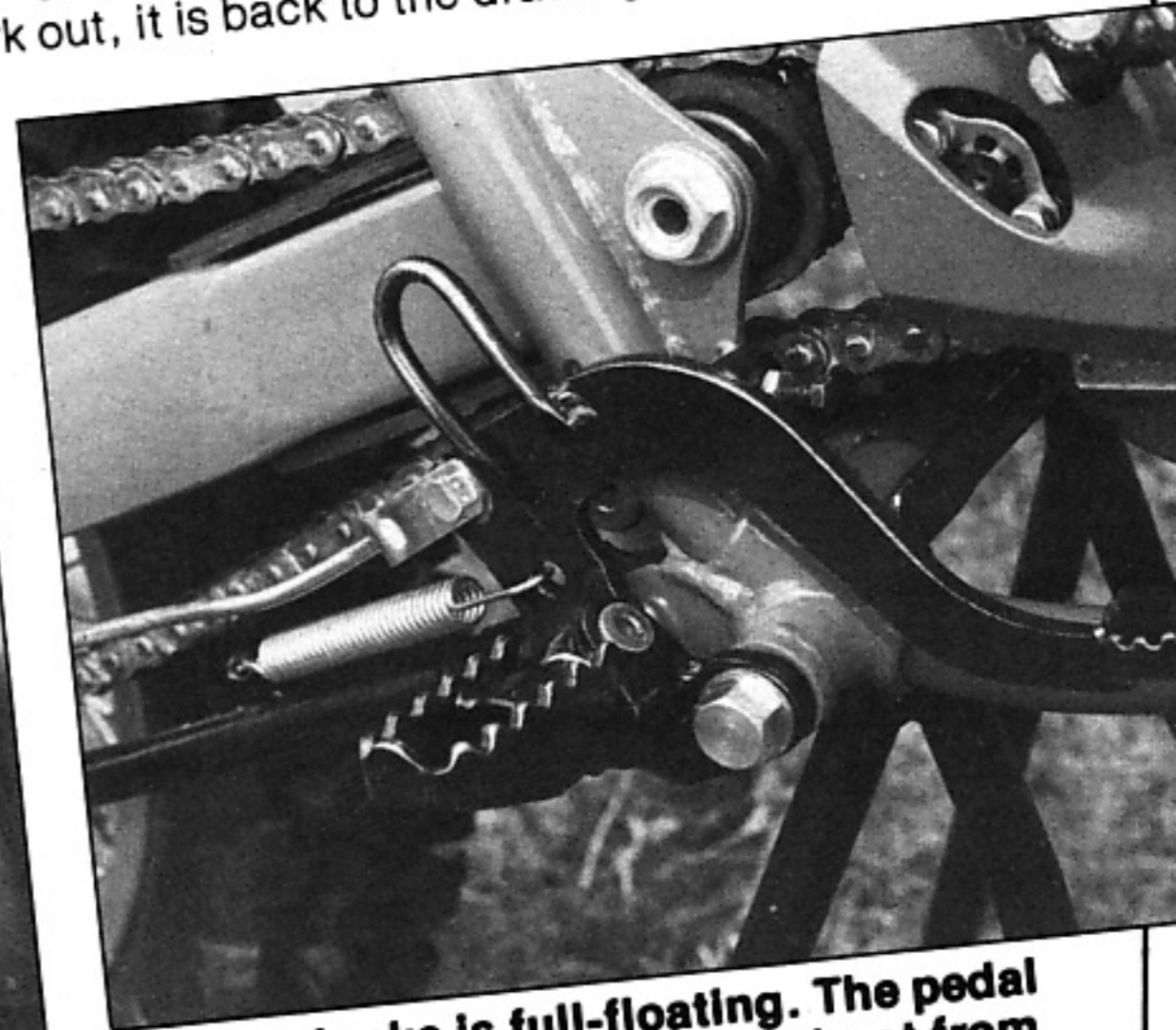
Do not open until? By Jody Weisel

□ Since Honda Motor Corporation is in the business of selling motorcycles to the masses, it has stood as an unanswered paradigm as to why they have not released a new CR125 motocrosser. The answer is simple. As long as the old one was selling, why make a new one? The reason they will soon be coming out with the first significant model change in beaucoup years is because the ubiquitous CR125 finally died a slow (slow is the correct word) death on the showroom floors. Honda has seemed timid when it comes to proffering motocross models up to an anxious and drooling public. The success of the new CR250R must have loosened up the marketing analyst's digital readout blockage.

If you want to know when the bike will be in the showroom, you will be disappointed. The powers at Honda prefer to spring at the proper moment. We are not privy to their deepest secrets. The bike presented here is a pre-production prototype. In the semi-scientific jargon of the factory engineers, that means that if everything works out on this particular design, it will see production. If things don't work out, it is back to the drawing boards.

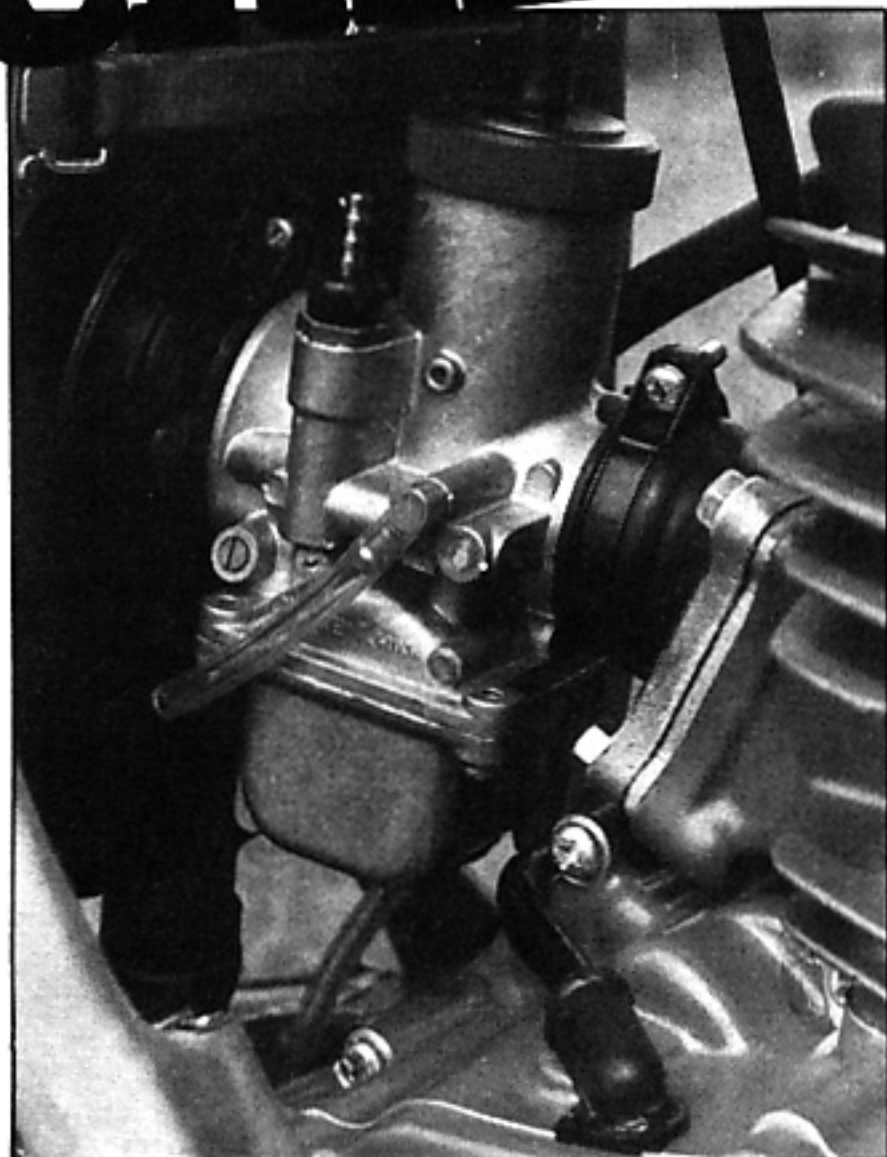


The gas tank is aluminum. The fuel cap is too small again this year.



The rear brake is full-floating. The pedal has a guard on it to keep your boot from snagging. The bike weighs 198 pounds without gas in the tank.

INSIDE HONDA'S SECRET CR125



The carb is a 32mm Keihin. A 34mm was tried, but the 32 gave the best overall performance. It feeds through reed valves into a chrome bore.



Although the engine is identical in appearance to the works engine, it is different. It will not fit into the works bike frame because of offset motor mounts.



The air box hides inside the multi-braced frame; access is through the side panel. The swingarm is aluminum, although the factory is still testing.



The new rear tire is being tested by Team Honda. The tread design is irregular and the rubber compound is extremely soft. Several tire companies are beginning to experiment with tire designs that could bring massive improvements in motocross speeds.