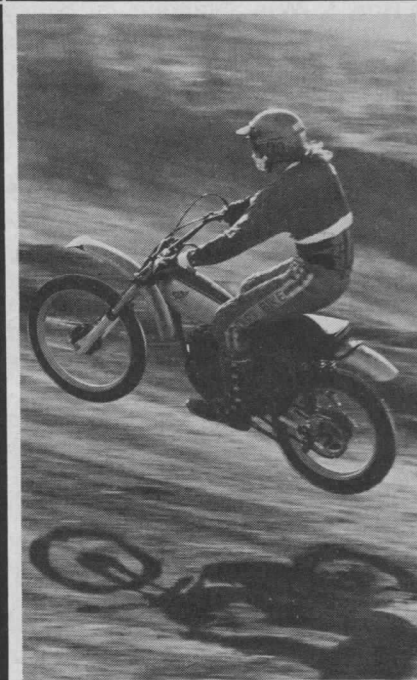


125 MOTOCROSS SHOOTOUT



Welcome to Wide World of Shootouts. This is Maurice Motormouth speaking to you from Tombstone, Arizona. We have a really big one for you. The bikes have been meticulously prepared by R&R setups and await their riders. We can see the Hondas over by the water trough. The Yamahas are up by the livery stable. Looking across the O.K. Corral we can see Team Honda forming up.

"Oh, Doc. Doc Holliday. Have a minute before the showdown?"

"(Hick!) Why (cough) sure."

"Doc, if we can get you away from the trophy stand and Miss Oui for a moment and over here by the camera."

(Hick. Stumble. Cough.)

"Yup." (Cough.)

"Are you all set, Doc?"

"Wyatt and me are ready for a fight if those Clantons want one.

And we don't care whether they ride MXs or YZs. Our (cough) Elsie's will (hack) buzz 'em off." (cough)

"Wyatt, Wyatt Earp. Over here please, Wyatt. You had the best qualifying time yesterday. Ready to put it to them?"

"Yup."

"Looking forward to a good shootout?"

"Yup."

"I notice you switched from the

Two Yamahas and a Winner

YZ vs. CR vs. MX

by the Staff of DIRT BIKE

shaggy chaps you wore in practice yesterday. Is that because they caught in your countershaft sprocket?"

"Yup."

"Just a minute, Wyatt. I have word that the Clantons have just appeared at the opposite side of town and are walking toward the corral. For a further report on that, take it away George Blimpton, in the Wells Fargo airship."

"I'm just sittin' on a fence, people say I got no sense . . . what, what, oh, I'm on camera? . . . Looking down I can see Ike Clanton leading the way. Everyone in the gang has on brand-new Bell Stetsons looking for that big contingency paid to all survivors. Young little Billy Clanton is sneaking a few last-minute glances at *How to Win Shootouts* by Bailey the Kid and Carl Shipman. They're walking over to the Yamahas now and there seems to be some confusion over who is going to ride the YZs. Ike just pistol-whipped Billy who is evidently not going to be riding a YZ after all. Far out. Back to you, Maurice."

"We have just a few minutes here before the shootout begins. Let's tune in our remote microphone and see if we can pick up some last-minute conversation."

"Dammit, Virg, I told you not to wear your spurs. Morgan, where's your Hang Ten bib?"

"Quit (hack) (cough) (cough) complaining, Wyatt. The boys'll do OK. Let's get this over with. The Oly's (hack) waiting."

"Doc and the Earps have kicked over their Elsinores, adjusted their Jofas and tied down their holsters. We'll be cutting away to George now for an aerial play-by-play. May the best bike win. Take it away, George."

WHAT'S NEW ON THE 1975 HONDA CR125M ELSINORE

Porting has been changed.

Stouter shafts for the shocks. Internal damping remains the same.

The non-metallic swingarm bushings have been modified for closer tolerances in an effort to eliminate the wiggles.

The new swingarm is thicker walled for more strength.

Lighter DID aluminum alloy rims.

The kickstarter pedal has been widened.



There's a new spark plug cap.

A larger foam air filter.

The side covers, red with a black number oval, pop on with a stout rubber tension band, which replaces the two bolts used last year.

The new pipe is shorter and has an internal silencer.

Spring-a-ma-things have been fitted over the rubber accordion dust covers at the bottom end of both brake cables.

The chrome moly bars are painted black this year.

There's a kill button, not a switch, mounted just in from the left handgrip.

Tops of forks (externally) have been changed.

Gas tank striping is red.

WHAT'S NEW ON THE 1975 YAMAHA MX 125B

Aluminum rims (DID) replace steel items.

The paint is white with red and black trim.

WHAT'S NEW ON THE 1975 YAMAHA YZ125B

The paint is yellow with black and white trim.

HOW THE YAMAHAS DIFFER

Paint.

Weight. The YZ is nine pounds



and plain old steel on MX.

Price. The YZ costs \$99 more.

COMPARING THE MACHINES OBJECTIVELY

All three engines use the 56 x 50mm bore and stroke configuration, which figures out to 123cc. The carburetors are all 28mm. Yamaha uses Mikuni. Honda uses Keihin. The CR and YZ use pre-mix. The MX uses oil injection and pre-mix.

The YZ has the lowest (highest numerical) gearing with a 14/47 ratio that figures out to 3.36. Next comes the CR with a 3.27 (15/49 ratio). The MX has the tallest gearing, a 3.13 (15/47) setup.

The CR has a six-speed tranny. The Yamahas are five-speeders. First, second, third and sixth gears are taller on the CR. YZ ratios are: 2.83, 2.07, 1.61, 1.32, 1.14. MX ratios are 2.83, 1.88, 1.37, 1.09, 0.96. CR ratios are 2.13, 1.61, 1.30, 1.09, 0.95, 0.88. That explains everything, doesn't it?

The YZ and CR have lighter, stronger (right up to the moment they snap) chrome moly frames. MX uses good old mild steel tubing. It's heavier but it will bend before it will break, generally.

CDI on the CR and YZ. The MX uses points.



lighter.

Porting. The YZ pulls more rpm and makes more power. The MX has a milder, wider power response.

Frame. The YZ is chrome moly. The MX is mild steel.

Engine lubrication. The YZ is pre-mix. The MX uses oil injection and pre-mix for racing.

Gearbox. Same first gear. Second through fifth are higher in the MX. Ratios are closer in the YZ.

Gearing. MX is geared taller.

Gas tank. YZ has zooty strap number that holds .15-gallon less.

Ignition. YZ is CDI. The MX is flywheel magneto.

Little bits and pieces. Made out of aluminum and magnesium on the YZ

All three bikes have aluminum alloy wheels. The Honda has re-designed lighter DID's. The YZ has Takasagos; the MX has DID's. All three bikes have two rimlocks on the rear. Both Yamahas have two locks up front, Honda only has one. Wheels on all three bikes shed mud.

Both Yamahas have up-pipes. The YZ's has an internal silencer. The MX has an approved spark arrestor/silencer welded on the end of the stinger. The new CR pipe is a down number with an internal silencer.

With one gallon of gas the CR is the lightest at 187 pounds, followed by the YZ at 190 pounds and the MX at 199.5 pounds.

Left-side kill buttons on all three



Y2 125 IS



bikes.

Fenders are flexible plastic on all three bikes.

Suggested retail prices on the West Coast provided by the manufacturers were: CR \$892, MX \$896 and YZ \$995. Bite into a marshmallow, polish your WIN button and compare them to the suggested retail for the 1974 models: MX \$708, CR \$749 and YZ \$820.

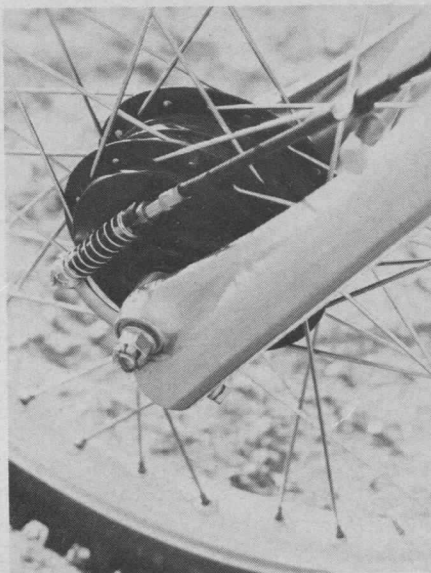
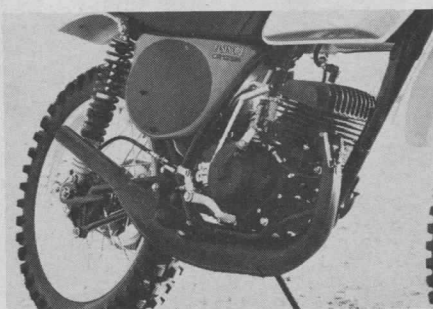
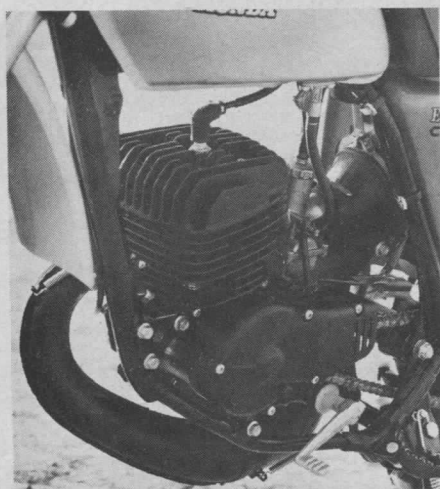
COMPARING THE MACHINES SUBJECTIVELY

The MX has the widest power range by far. The YZ comes on a bit sooner than the CR but the CR comes on stronger when it comes. Both the YZ and CR like to be kept in their power ranges, otherwise they will bog. The new pipe on the Honda does help; it pulls lower than last year's model, making it less likely to instantly bog if you drop off the pipe. It seems very similar to one of last year's models with a Skyway or J&B torque pipe attached.

While the YZ got on the pipe sooner, the CR power was more responsive and thus smoother, or as they say, it put it to the ground. Through the whoops the Why Zed had a tendency to pick up revs and go crazy at the least likely moment — much to the rider's bewilderment or panic, depending on personal stage tuning. Everybody seemed to feel that the power range of this year's YZ was much better than last year's, when it turned into a screaming yellow zonker at about 8500 rpm with little happening before. And yet, according to Yamaha, there have been no changes in the engine. Peculiar.

The MX has a trailbike power range and Yamaha has thoughtfully provided the spark arrestor to make just such an application hassle-free from the feds, provided you don't litter. The wider transmission ratios help out for trail applications too. Throttle response on the MX was noticeably sluggish when compared to the other two bikes. The autolube is the main suspect. The throttle is mechanically stiffer to turn, and the rider tends to twist it with less vigor against a greater resistance.

Drag racing saw the CR a slim winner over the YZ, with the MX in firm control of third spot. The YZ could handle second-gear starts. First was used with the CR; it was the more difficult to get off the line



with consistency.

We also dragged the Elsinore against a Kaw 125. We let a couple of Baja winners, Al Baker and Dick Miller (who races with his more obscure riding partner, Preston Whazzhisname) handle the chores. Twenty six hundred passes proved that the two bikes were about even, but the Kaw with its grunt was easier to get off the line consistently. Finally we all walked away yawning a lot, leaving Dick and Al alone for another 1211 passes. They may be out there yet.

Suspension. Bravo Honda. Boo Yamaha.

The Yamaha forks are not impressive. The Honda's are good. In fact, Tim Witham, resident suspension wizard at S & W, took a look at the readout on his suspension dyno a while back and decided he'd be wasting his time trying to come up with an accessory fork kit for the CR125, so he made one for the 250 instead.

The YZ forks were softer and worked better than those on the MX. The CR riders didn't have to absorb front-end jarring through the handlebars like the Yamaha riders did. The hot riders didn't want to try tucking the front end into a turn with the MX. When they did with the YZ, it wanted to wash out. The MX forks kept bottoming and topping. They definitely need heavier springs.

We felt that the shocks on last year's Elsinore were possibly the finest stock item available. This year's utilize the same internal damping with stronger shafts. Just climb aboard and boogie. If you crash it's your fault.

Which leads us to a discussion of the Yamaha shocks. Same old bleep. We got hydraulic lock on both Yamahas. They're also outrageously oversprung, even for 200-pounders. Try to follow the CR aboard a Yamaha down a whoop section. If you can stay with it with the stock shocks, all it proves is that you have more spheres and an abounding lack of interest in survival. No comparison at all.

Front binders on all three machines are strong and responsive. Yamaha front stoppers have long been admired and the Honda CR items are on a par with them. It's a toss-up, really.

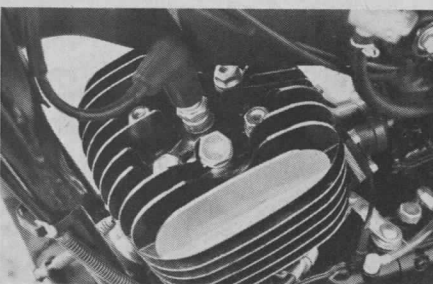
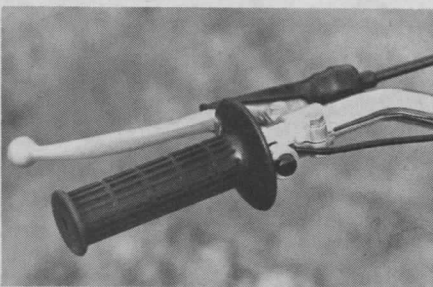
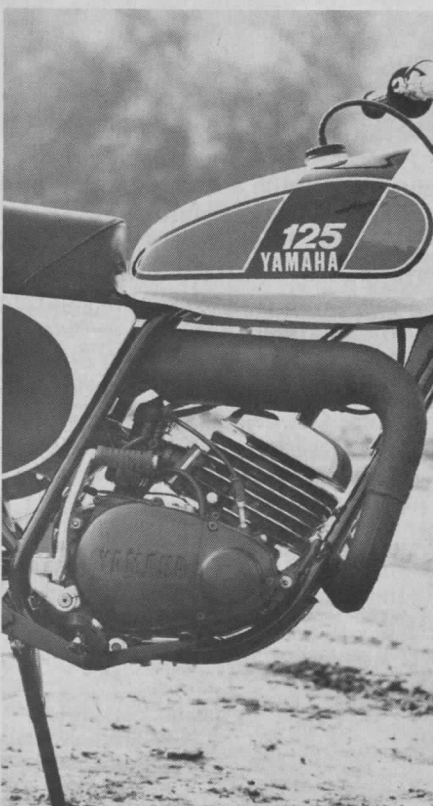
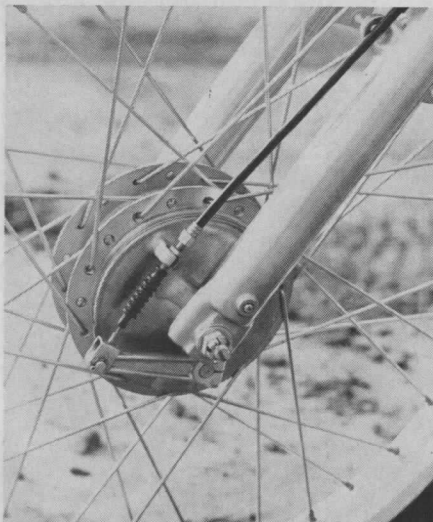
Sternward, however, it's a different situation. Honda's cable

setup beats the Yamaha rod numbers. Oh, the Yammies are strong enough, but proceed from off to lock-up at a geometrically progressive rate. The CR's offer a good feel. The Yamaha's brakes require some concentration to avoid stalling the engine (particularly the YZ) or scooting the rear end out too far during hard cornering applications. There are numerous alternatives for curing the rear binders on the Yams. File grooves in the friction surface, bend the rod, shorten the rear hub brake lever (see Bits & Pieces, November, 1974) or switch brake components (see Hot Setups this month). With so many alternate solutions floating around it's obvious there are a lot of folks not all that happy with the production setup.

Heeding feedback, no doubt, Honda went to a larger, better-breathing air cleaner this year. Only problem is they had to fit it in the same cavity where last year's smaller item resided. Result, the larger foam filter requires a surgeon's touch to install or remove.

Getting to the filter on any of the bikes is a snap. It's a snap literally with the Honda. A large black rubber band snaps off two hooks and that's it. One Dzus fastener secures the Yamaha side panels. Then you peel off a rubber cover held on by the magic bonding power of grease to get to the filter. Spinning off a wing nut releases the filter. You need very long, weird jointed fingers to loosen that wing nut. It's simpler to remove the seat. You'll probably want to keep an eye on that rubber arrangement with the Honda, particularly in smoggy locales. Rubber rots out here in sunny So Cal, along with, unfortunately, our lungs.

All three bikes use 2.75 x 21s up front and 3.50 x 18s on the rear. Our Honda had Bridgestones on it, the MX had Yokohamas and the YZ had Dunlop Sports. Jim Connolly gave the side knobs on the Bridgestone a careful examination. He felt that they actually stuck a bit too much for some maneuvers. He talked about having the CR laid over and still getting enough bite to almost bog the engine. He said he could keep revving the Dunlops because they weren't grabbing. The super-fast riders agreed that the YZ would be better for sliding smooth corners because the CR gave them too much traction



All the bikes were easy starters. The MX never came close to loading up. The CR loaded once when the rider allowed it to bog on a steep, sharp, uphill turn. We also had a curious experience with the CR the first time out. Everybody was standing in line holding their numbered stub waiting for their ride on the CR. (Very popular bike.) Rider A would come in, turn it off while Rider B would leap to his feet salivating noticeably, pour in some gas, give the external working parts a quick cursory glance to make sure the swingarm hadn't fallen off or something equally drastic, and then boot away. About a half-dozen times during the day the bike started all loaded up and it would take about a minute or a minute and a half to clean out. It never did it again after the first day.

Only waterproofing problem we had was with the YZ. Running through a puddly portion of whoops it would sputter, clear itself out and do it all over again the next time round.

Almost forgot to mention the things like clutches and shifting gears. No complaints at all. Hardly anybody missed any shifts anytime. The CR got the nod for best shifter. It is advisable to back off a nanosecond when shifting the CR under power without the clutch. Some riders mentioned they couldn't feel the YZ shift.

Rider comfort is a personal-type thing, but almost everybody hates pain. A form of pain is induced by the Yamaha hand grips. The Doherty replica Honda grips were much softer and didn't chew up anybody's hands. Some riders thought they were too narrow.

One tester recommended the Yamaha gas tank design for the Eunice Eunuch Memorial Crunch in the Corners Award. Most felt the Yamaha MX pegs were too high, giving a squatty sitting on top of the bike feel.

COMPARING THE RIDE

"Aw, it's bitchen," is how George put it when pressed for a comment or two on the Honda. Charlie took it to the site of the First and Last Annual Riverbottom Grand Prix and came back muttering it was better in the sandy berms than his Hare Scrambler. Al Baker rode it and rode it and when asked to critically

comment he said the grips were too narrow.

It would shake its head a bit in the sand at speed but nothing to get uptight about. Neat whoopdie machine. The suspension lets you gas it over the bumps almost like it had the rear end moved up. Make a mistake and just flick the front end around. It just may be the ultimate Feather Flicker, buzzing from corner to corner. Keep the power on and you can slide it until you get the giggles, it feels so good. Or give it the old square-off treatment and bazooka to the next corner. You don't necessarily relax on it and it seems like you're always shifting, but you sure can have fun.

When it came to riding the stock Yamahas, there was quite a line waiting for the Honda. The Yamaha suspension really wears you out.

MISS AND POAN DEPARTMENT

The Honda had a burr on the kickstand that made it stick out like an outrigger. Also, the adjuster bolt for the rear brake loosened up and backed out, locking up the rear brake on a downhill, much to George's consternation. Then there were the Yamahas. Both bikes had to go back after one day of riding for some more fettling. While kicking through the YZ, something went amiss. The idler gear, which apparently had been tightened too much at the factory, froze on the shaft.

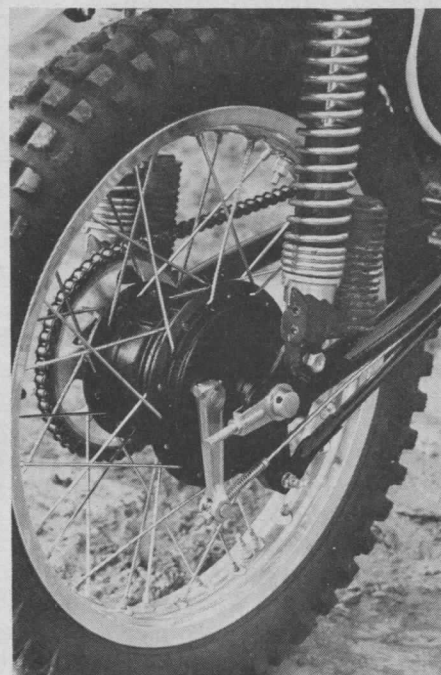
The situation with the MX was a bit different. The throttle stuck wide open on a fast section of the track with Charlie aboard. Being a clever young fellow, our Bits & Pieces Editor immediately went for the kill button. It was then that he learned the kill button was not hooked up and that a Bell Star does wonders at protecting your bridgework after a short trip over the bars. The kill buttons on both Yams weren't hooked up. Since the crash tweaked the forks it was necessary to return the MX too. It was then that we noticed that the swingarm bolt was also missing on the MX. Oh, well.

Oh, yeah. When we got the MX back the choke didn't work.

BITS & PIECES

Saddles on all bikes were unobtrusively acceptable.

CR still has all its forged aluminum



goodies. Clutch and brake levers and pedals, and triple clamp.

There's a white plastic doodad wrapped around the shifting shaft on the CR to protect against chafing by the chain.

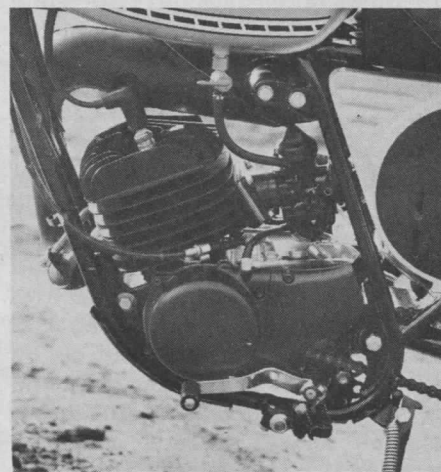
Folding footpegs on the YZ fold a little. MX pegs fold about 45 degrees; CR pegs about 90 degrees.

MX is quietest, YZ and CR are piercing on the ears.

MX and CR tanks hold 1.6 gallons. YZ holds 1.45 gallons.

No warranty on any of the bikes.

In 1882, Tombstone was the third largest town west of the Rockies.



HONDA CR 125 M1 ELSINORE

PRICE (retail, approx.) \$892
ENGINE TYPE: Two-stroke single
DISPLACEMENT: 123cc
BORE & STROKE: 56mm x 50mm
COMPRESSION RATIO: 7.6:1
CARBURETION: 28mm Keihin
HP @ RPM: No figure claimed
CLUTCH: Multi-plate, wet
PRIMARY DRIVE: Helical gear, 4.00:1
TRANSMISSION RATIOS: 1) 2.13:1
2) 1.61:1
3) 1.30:1
4) 1.09:1
5) 0.96:1
6) 0.88:1

FINAL DRIVE: 428
15-tooth countershaft
49-tooth rear sprocket
AIR FILTRATION: Oiled, polyurethane
foam, looks like Twin-Air replica
ELECTRICAL SYSTEM: C.D.I.
LUBRICATION: Pre-mix
RECOMMENDED FUEL: Premium
FUEL CAPACITY: 6.06 liters (1.6 gallons)
FRAME: Semi double cradle
SUSPENSION: Honda forks
18.21 cm travel (7.1 inches)
Honda shocks
10.51 cm travel (4.1 inches); measured
at the rear axle (claimed)
WHEELS & SPOKES: DID aluminum,
steel spokes

TIRES:
Bridgestone 2.75x21
Bridgestone, 3.50x18

DIMENSIONS:
Wheelbase: 137.22 cm (53.5 inches)
Clearance: 19.75 cm (7.7 inches)
Seat height: 82.84 cm (32.3 inches)
Weight: 81.6 kg (180 pounds);
weighed with oil and one gallon of gas
45.6% on front wheel
54.4% on rear wheel

BRAKES: Cable-operated drum, front
Cable-operated drum, rear

SILENCER: Yes, fairly loud

SPARK ARRESTOR: No

PRIMARY KICK: Yes

WARRANTY: No

PARTS PRICES:

Piston assembly: \$10.03
Rings: \$7.34
Clutch cable: \$4.70
Cylinder: \$63.98
Shift lever: \$14.36
Brake pedal: \$14.93
Clutch lever: \$3.78

YAMAHA MX 125 B

PRICE: (retail, approx.) \$896
ENGINE TYPE: Two-stroke, reed valve,
single
DISPLACEMENT: 123cc
BORE & STROKE: 56mm x 50mm
COMPRESSION RATIO: 8.0:1
CARBURETION: 28mm Mikuni VM 28 SC
HP @ RPM: No figure claimed
CLUTCH: Multi-plate, wet
PRIMARY DRIVE: Helical gear, 3.894:1
TRANSMISSION RATIOS: 1) 2.83:1
2) 1.88:1
3) 1.37:1
4) 1.09:1
5) 0.96:1

FINAL DRIVE: 428
15-tooth countershaft
47-tooth rear sprocket
AIR FILTRATION: Oiled foam rubber
ELECTRICAL SYSTEM:
Flywheel magneto
LUBRICATION: Yamalube injection and
30:1 pre-mix
RECOMMENDED FUEL: Premium
(Shell Super)
RECOMMENDED OIL: Castrol R-30,
Yamalube injection
FUEL CAPACITY: 6.06 liters (1.6 gallons)
FRAME: Double-cradle, mild steel
SUSPENSION: Yamaha forks
Yamaha Thermal Phase

WHEELS & SPOKES: DID aluminum;
steel spokes

TIRES:
Yokohama, 2.75x21
Yokohama, 3.50x18

DIMENSIONS:
Wheelbase: 134.4cm (52.4 inches)
Clearance: 25.1cm (9.8 inches)
Weight: 90.5kg (199.5 pounds);
weighed with oil and one gallon of gas
44.4% on front wheel
55.6% on rear wheel

BRAKES: Cable-operated drum, front
Rod-operated drum, rear

SILENCER: Yes, not very quiet

SPARK ARRESTOR: Yes, approved

PRIMARY KICK: Yes

WARRANTY: None

PARTS PRICES:

Piston assembly: \$13.84 (incl. pin and
circlips)
Rings: \$4.86
Clutch cable: \$3.08
Cylinder: \$96.00
Shift lever: \$3.88
Brake pedal: \$5.28
Clutch lever: \$3.20

YAMAHA YZ 125 B

PRICE: (retail, approx.) \$995
ENGINE TYPE: Two-stroke, reed valve,
single
DISPLACEMENT: 123cc
BORE & STROKE: 56mm x 50mm
COMPRESSION RATIO: 8.0:1
CARBURETION: 28mm Mikuni
HP @ RPM: No figure claimed
CLUTCH: Multi-plate, wet
PRIMARY DRIVE: Helical gear 3.894:1
TRANSMISSION RATIOS: 1) 2.83:1
2) 2.07:1
3) 1.61:1
4) 1.32:1
5) 1.14:1

FINAL DRIVE: 428
14-tooth countershaft
47-tooth rear sprocket
AIR FILTRATION: Oiled foam rubber
ELECTRICAL SYSTEM: C.D.I., pointless
LUBRICATION: Yamalube injection and
30:1 pre-mix
RECOMMENDED FUEL: Premium
(Shell Super)
RECOMMENDED OIL: Castrol R30,
Yamalube injection
FUEL CAPACITY: 5.49 liters
(1.45 gallons)
FRAME: Double-cradle, chrome moly
SUSPENSION: Yamaha forks
14.62cm travel (5.7 inches)
Yamaha Thermal Phase 10.5cm travel
(4.1 inches); measured at the rear axle
WHEELS & SPOKES:
Takasago aluminum, steel spokes

TIRES:
Dunlop, 2.75x21
Dunlop, 3.50x18
DIMENSIONS:
Wheelbase: 135.9cm (53.0 inches)
Clearance: 26.1cm (10.2 inches)
Seat height: 81.3cm (31.7 inches)
Weight: 83kg (183 pounds);
weighed with oil and one gallon of gas
43.2% on front wheel
58.6% on rear wheel

BRAKES: Cable-operated drum, front
Rod-operated drum, rear

SILENCER: Yes, fairly loud

SPARK ARRESTOR: No

PRIMARY KICK: Yes

WARRANTY: None

PARTS PRICES:

Piston assembly: \$13.84 (incl. pin and
circlips)
Rings: \$5.84
Clutch cable: \$3.08
Cylinder: \$98.00
Shift lever: \$3.88
Brake pedal: \$5.28
Clutch lever: \$3.20

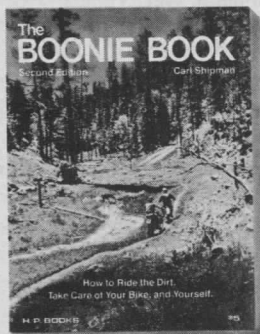
BONUS POINTS

CR — best gas cap breather holder 1
MX — exhaust didn't stain fender 1
YZ — pretty striping 1
CR — six-foot-tall, color-coordinated Marty Smith inflatable doll 1

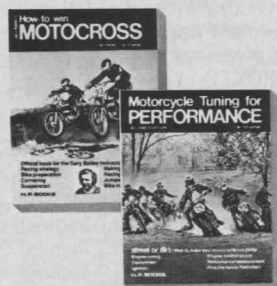
PENALTY POINTS

CR — tank decal crooked 1
YZ — no Ride Safely Preserve Nature decal 1
CR — no ads of Marty Smith running on beach 1
MX & YZ — no heat-absorbing glare-reducing black bars 1

SUCCESS DEPENDS ON HOW YOU DO IT!

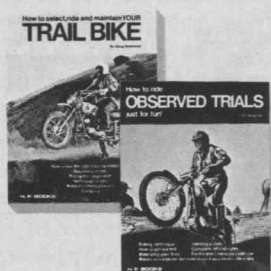


THE BOONIE BOOK is the best on off-road fun. How dirt bikes work and how to ride them. **SATISFACTION GUARANTEED!** \$5.95 plus 30¢ shipping. \$6.25 pp.



Gary Bailey tells you **HOW TO WIN MX!** Cycle News says "You won't be disappointed." Moneyback guarantee. \$6.25 pp.

MOTORCYCLE TUNING FOR PERFORMANCE by Carl Shipman. New Second Edition. **Solves your tuning problems or money back.** \$6.25 pp.



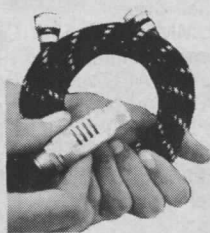
TRAIL BIKE—How to get there and back. \$6.25 pp.
OBSERVED TRIALS in the USA. How to ride, score, lay out sections, start a club, improve your bike. Goody by Shipman. \$6.25 pp.

RAP-ON FORK COVERS save seals. Install in 5 minutes, no disassembly. **Practical protection that works.** State make and model. Most bikes \$5.95 postpaid. Maico \$6.95.

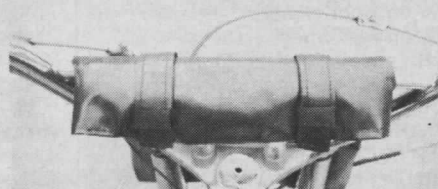
THE DIRT RIDER



With The Dirt Rider's **CHAINLUBE MIX**, you add oil to solid lubricant powders, shake and giggle. Chain chuckles. **Guaranteed best!** Try it \$2.95 pp.



Original **POCKET TIRE PUMP** works off engine. **Fits all bikes**, street or dirt. Practical, only 7 ounces. \$6.95 pp.



CROSS BRACE BAG is the one others try to copy. Three compartments for tools. Velcro straps, waterproof, durable. Carry everything you need **for trail or enduro.** \$6.95 pp.

THE DIRT RIDER

PO Box 26705
Tucson, AZ 85726

Please send: _____

Allow 3 weeks. MONEYBACK GUARANTEE!

Name _____

Street _____

City _____ State _____ Zip _____

My bike is: Make _____ Model _____ Year _____

NEW CATALOG—50¢ or FREE WITH ORDER
Enclosed is \$ _____ by check, MO

PHOOF

In summation we'd like to summarize as conclusively as possible our conclusion. We came up with three different categories because we realize not everyone is a professional class rider and different strokes for different folks and all that. After all, where would the world be without a good bike for a novice? Here are our winners:

Best Cowtrailer — Yamaha MX
Best Reed Valved Racer — Yamaha YZ

Best Econo-Racer — Honda CR
Noticing that we came up with a tie we selected more categories:

Best Handler — Honda CR
Best Oil Injection Racer — Yamaha MX

Best Zooty Tank Strap Racer — Yamaha YZ

Phase three of our sudden death confrontation yielded these results:

Favorite Bike of Every Tester — Honda CR

Best White Racer — Yamaha MX
Best Yellow Racer — Yamaha YZ

So there you have it. Our comparison test produced a tie. Is this where we say it's up to you, the buyer? Maybe we better go to the lap time points system:

1:26 George

4:16 Chet (removed helmet for national anthem)

4:18 Len (removed helmet and gloves for national anthem)

17:16 Charlie (throttle stuck, endo'd, pushed back to pits)

This conclusively proves something.



SUMMATION

Yamaha has indicated that they will be going to the monoshock chassis for the 1976 125s. Maybe you should wait. In the meantime, different handgrips, accessory

DIRT BIKE

shocks, a Number One Products fork kit, modified rear brakes and Skyway's sixth gear pipes can make the Yamahas actually fun to ride rather than a chore. What's another \$150 for a pair of bikes that cost more than the Honda to begin with?

As far as the Elsinore is concerned, there isn't much to change on it. Jim Connolly's advice for new owners is to just ride it stock for a couple of months instead of being in a hurry to change things around. Al Wurtzel told us the 30mm Mikuni really makes them go. The Miller/Petty Baja winner had a 30 Mikuni on it. Miller mentioned the livability of the Elsinore. The engine has proven its durability over the past year. In summing up we offer what the number one plated 125 racer in District 37 had to say about the Honda: "It's the nicest working stock bike I've ever ridden." We'd have to agree, Jim.

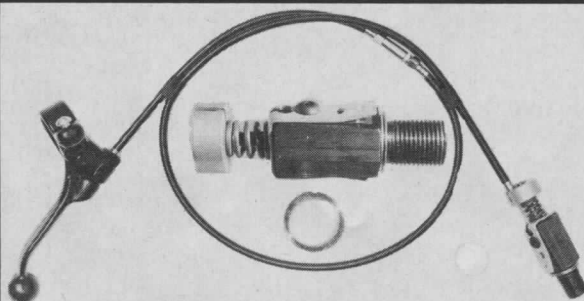


EPILOGUE

Well, that certainly was some Wide World of Shootouts Show-down, wasn't it, George? I thought you did a brilliant play-by-play. You really showed you're a real professional when that stray bullet from Wyatt's Buntline Special pierced the shell of the Wells Fargo blimp, sending it hurtling to the ground in flames. But like the true professional that you are you kept on reporting right up the point of impact."

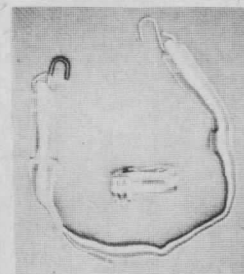
"Ohhhhh."

"Thanks for those closing words, George. Looking over the town, now I can see the residue of combat, the bent forks, broken chains and sacked shocks. There's Ike Clanton hightailing it for the border on Billy's MX. Billy won't be needing it. I can see the Earp brothers changing their fork oil. Doc Holliday is heading over to the Longbranch with Miss Oui. We'd like to thank all our technical advisors and leave you with these parting words: "Look at Tripes go! Come on, Marty!"



New Adjustable Compression Release uses reed valve so you can tailor the stopping power to fit your motorcycle. This *one way* compression release keeps your cylinder dirt free. Size: 14 mm. Complete kit \$19.95.

Fully guaranteed for 5 years (body only).



Our popular red, white & blue

Tie Downs
only \$7.95
per pair

G.E. SUPPLY CO.

P.O. Box 104
Boring, Oregon 97009

I'm enclosing \$_____ Please rush my order for
TIE DOWNS _____ REED VALVE C.R. KITS.
Add \$1.00 handling on orders under \$15.

DB

Name _____ pc

Address _____

City _____ State _____ Zip _____

AERO-P.A.
HAS THE FABULOUS
C.C.M.

250cc
500cc
600cc
MX or Trail



WEIGHT
215
pounds

FOR THE 1st TIME A VERY COMPETITIVE 4-STROKE

CALL, WRITE OR VISIT US AT •
4452 W. Idyl Dell Rd.
McHenry, Illinois 60050
(815) 385-4661

• We will deliver bikes and
parts to you, anywhere in the
country.

IT'S VERY, VERY FAST AND RELIABLE

MOVING?

Mail form to
DIRT BIKE Magazine
Subscription Dept

Box 317,
Encino, CA 91316

Use this form to notify us at least 6 weeks
before you move. Attach address label
from a recent issue or print your name
and address exactly as shown on the label.

Current Address

Name _____
Address _____
City _____
State _____
Zip _____

New Address

Name _____
Address _____
City _____
State _____
Zip _____