



Could cycling's toughest 125cc touring bike also be the toughest 125cc off-road racer?

It sounds crazy, but here it is:

Some time ago, we told you the story of Max Bubeck of Glendale, California, and how he rode a stock Hodaka Wombat from Los Angeles to Denver and back. That's almost 2,400 miles through everything from deserts to 11,000 foot mountain passes—with no maintenance except a couple of spark plugs!

Which has to qualify the Wombat as the toughest 125cc touring bike on the road.

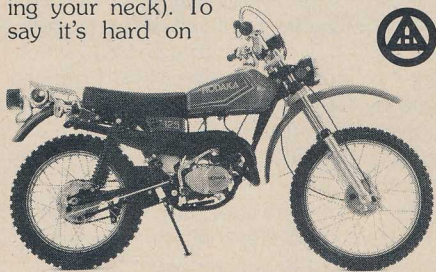


Well, just as we were getting over being amazed at Max's feat, we got word of another Hodaka triumph—this time in the SCORE Baja 1000! There, a Hodaka dealer named John Townsend and his buddy Bob Brownell raced a Wombat to a second place (in class) and 11th (overall) competing against highly modified machines costing several times as much.

What it did

For those unfamiliar with the Baja 1000, it's the kind of event that's normally entered only by masochists and those who enjoy the sound of tearing metal.

The "course" consists of roughly 600 miles of some of the roughest terrain to be found on earth, and the object of the game is to get through it at breakneck speed (preferably without actually breaking your neck). To say it's hard on



machinery is like saying a forest fire is hard on trees.

To give you an idea just how hard, consider the fact that of the 40 bikes entered (in 125, 250, and open classes), only 19 managed to finish. The Wombat took 17 hours to make the circuit, stopping only long enough to gas up. Almost half the race was run at night.

Who did it, and how

The perpetrators of this amazing Hodaka performance sell other makes of bikes besides Hodakas.

But rather than take an exotic, high-priced European machine to Baja, the two gentlemen from Santa Ana, California, decided to see what they could do with the all-purpose, reasonably priced Wombat.



Reaching deep into their bag of tricks, Townsend and Brownell came up with a number of modifications for the bike to adapt it to the incredible punishment of Baja:

- a larger gas tank (it's a long way between stops).
- knobby tires (lots of sand to cover).
- a high intensity headlight (recommended for crossing uncharted wilderness at 50 mph in pitch darkness).
- heavy duty "Works" shocks (not a bad idea for nonstop 17 hour races).

If right now you're saying "Wait a minute, is that all?" you'd be reacting exactly the same way most people do. Notice: no engine modifications, no transmission modifications, no fork or frame modifications, and practically no suspension tinkering!



Most bike builders would be happy to have a "95% stock" bike finish the Baja 1000: the fact that the *street-legal* Wombat took second in its class has us positively delighted.

Which brings us back to the question we asked in the headline: *could cycling's toughest 125cc touring bike also be the toughest 125cc off-road racer?*

You decide.

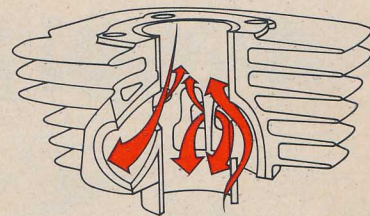
What does it all mean?

The point we hope we're making with all this is: if you're looking for the most versatile and dependable light motorcycle you can find, you need look no further than the amazing Hodaka Wombat.

In the last Wombat ad, we gave you a long list of "extra-cost" features that come standard on this bike, so we won't repeat them here (In case you missed that ad, drop us a line and we'll be happy to send you a reprint—just ask for "Max's story".)

All we'll say about it now is that if you check the price of a Wombat, then compare it with another bike after you've added all these nice options, we think you'll end up in our corner.

Which is a pretty nice place to be.



A Hodaka exclusive: the Alumiferric cylinder

Before Hodakas, the best bike engines usually had cylinders that were made in two pieces: an aluminum outside with a cast iron sleeve slipped into it. The aluminum was great for light weight and fast heat dissipation, but didn't wear well, so the cast iron liner was added for durability.

The problem is, the iron sleeve has to have "windows" cut in it for the port openings. And, with normal manufacturing tolerances, these windows often don't line up perfectly with the ports in the aluminum cylinder. This creates irregularities. Irregularities create turbulence. Turbulence interferes with the smooth, laminar gas flow that's essential for peak performance.

Hodaka's patented Alumiferric fusion casting process eliminates this problem.

That's because our iron liner isn't just a slipped-in sleeve — it includes the port passages, too, so there are no irregularities to restrict flow. The aluminum exterior is then bonded onto the iron core to form a cylinder that has the advantages of both metals — with none of the disadvantages of conventional engines!

For more info on the exciting Wombat and other Hodakas from 100 to 250cc, plus the name of your nearest dealer, write to:



HODAKA

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