

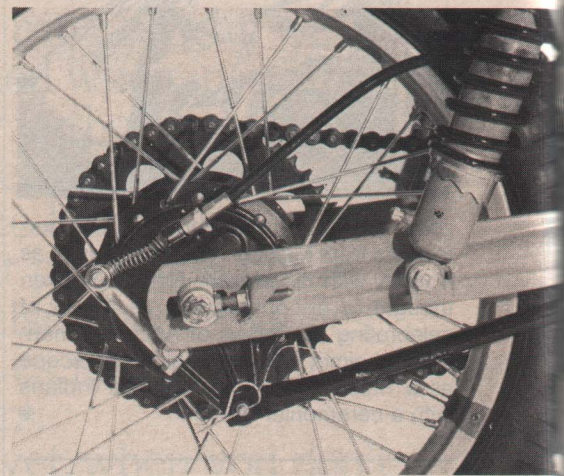
HONDA'S SIX-DAY CR



To build a Six Day bike for the U.S. Qualifiers, American Honda started with a CR125M motocrosser and dressed it up with various accessories and MR175 parts.



Rick Munyon leads Dane Leimbach at the Trask motocross test, but later crashed heavily while trying to win.



The quickly removable brake-stay retaining pin is connected to a wire on the frame so it won't get lost.

● HONDA IS DIPPING A TOE IN THE ISDT ocean. The move was inevitable because the market for Six-Day-type equipment will be huge within two years and because off-road competition is presently the only area of motorcycling not dominated by the Japanese. Honda must have a series of true-enduro/Six-Day-type bikes to round out its line. As a start the factory authorized American Honda to develop this 125 for the 1976 U.S. Two-Day Qualifier series.

The project was commanded by Bob Nickelsen, American Honda's Trials/Enduro Coordinator. The rider was Rick Munyon, a 19-year-old Southern Californian who had been campaigning District 37 enduros as a member of the Honda Enduro Team on an MR175. Several major changes to a CR125 motocrosser re-

sulted in the machine pictured here. Young Mr. Munyon rode hard in the Qualifiers and the bike placed fifth overall in the 125 class behind two Pentons and two Hercules GSs. In the motocross special test at Bad Rock, Oregon, Munyon even beat Dane Leimbach, the Penton rider who won the 125 class overall.

Converting the pure-bred CR motocrosser was not easy, and not totally successful. Gearing was, and still is, a major problem. The stock CR six-speed close-ratio gearbox did not have a low-enough first gear for chugging through mud or a high-enough sixth speed for fast roads. After much gearbox testing, the CR box was replaced by a five-speed wide-ratio transmission from an MT125 because its lower first gear was the only one able to handle slow terrain without exces-

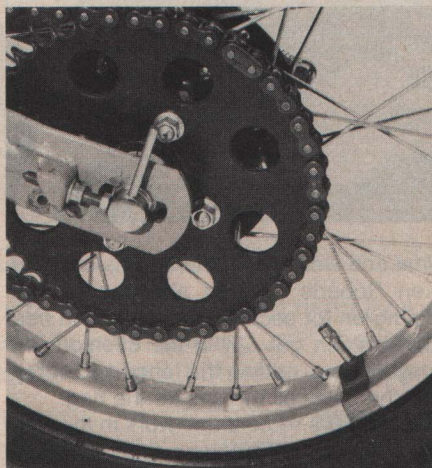
sive clutch slipping. But the wider spaces between the MT's ratios left the pipey MX engine flat after shifting. To compensate the powerband was widened by fitting a 1974 cylinder at the suggestion of Jon Rosenstiel, Marty Smith's tuner. Gearing is still not perfect because the Honda has only a 63 mph top end compared to 80 mph for Penton and Hercules. This is primarily due to a loss of peak hp from widening the power range and less effective individual ratios than the six-speed Penton and seven-speed Hercules.

Other changes to the engine included an up-pipe built by Don Emler of the Flying Machine Factory. The pipe didn't bolt on: Ron Murakami, resident engineer and fix-all at Honda, had to completely refabricate the air box to make it clear the pipe. A Skyway silencer/spark arrester enabled

Two flat tires kept it from a perfect record at the U.S. Two-Day Qualifying Series.



The air box and numberplate required much modification to accommodate the high pipe. Note cutaway on countershaft cover for quick access to the front sprocket.



Note stripe painted on rim to help locate the valve stem quickly and pop rivets holding Metzeler tire.



A folding brake lever is rarely damaged by rocks or branches. A rubber band helps the brake lever return.

the bike to pass all the qualifier sound tests. An MT125 flywheel magneto with lighting coil was switched to CDI for better performance, but that left the lights with no power supply. Honda cleverly bolted a dry cell battery to the frame and Munyon switched-on the lights only when the tech inspectors asked him to. A Preston Petty headlight/numberplate was used in front and an MR175 fender/taillight in back.

For more fuel range Honda fitted an MR175 tank, upon which sits a Hi Point tool pouch. The stock 1/2-inch-pitch chain was replaced by a sturdier 5/8 chain now accessible at all points because the countershaft cover is cut away. Other items that hasten trailside repair are T-handles on both axles, pop rivets to hold the tires instead of security bolts and valve stem locations marked with a bright red stripe

across the rim. Munyon didn't have the benefit of quick-change wheels, a feature necessary for the four-minute tire change. Flat tire problems lost him Gold Medals in two events. Next year's bike will have different hubs.

Primarily because politics has infested team selection this year, Rick Munyon will not ride the Six-Day CR in Austria. But the bike still marks the first effort of a manufacturer which will someday build Gold Medal winning motorcycles—by the tens of thousands.

The Honda's Qualifier Record

Fort Hood	10th in class	Silver Medal	(Flat tire)
Cal City	9th in class	Silver Medal	(Flat tire)
Olympia	2nd in class	Gold Medal	(No problems)
Trask	4th in class	Gold Medal	(No problems)
Bad Rock	2nd in class	Gold Medal	(No problems)