



FOUR-STROKES

Street legal or dirt ready, Honda's mini

Okay. So you have your Ground-cruncher motocrosser with umpteen inches of travel. You ride it religiously, every weekend; you spend untold hours working on it in the garage, and you have it ported to perfection. Riding is your life, that's all there is to it.

But don't you feel just a little guilty, heading out on Sunday morning with the wife and kids watching you, teary-eyed, from behind the screen door? Yeah? But what are you going to do? Give the kids rides on the gas tank? Teach your wife how to ride a bike that's easily a foot too far off the ground for her? No way.

If you want to keep everybody happy, here's what you do: Get 'em all an XR80, or 100, and put your conscience to rest.

CAUSING A STIR

We test a lot of bikes here at *Dirt Bike*, and each new model elicits a different reaction from the work crew in our offices. Hairy new motocrossers send our art director into a frenzy. The latest enduro bike sets our publisher to looking for the best price. But what happens when we get in a foursome of four-stroke play-bikes?

The whole place goes crazy.

Secretaries start asking to be test riders. The publisher brings in his kids. The staff of *Motocross Action* lays out an indoor MX course—right through every office in the building. These people are animals when playbikes come through the door.

It's easy to understand. The XR80 and



Put the family aboard, let 'em loose, and we guarantee you'll have to shoot them off the seats. Either that, or wait till they run out of gas!

100 are simply two of the most fun bikes ever to roll out of Honda's factory. Both bikes use torquey, low-revving engines that'll pull around a medium-sized rider all day long without a whimper. They both use five-speed transmissions and knobby tires, and even though suspension travel is limited to five inches in the front and four and a half in the rear, how fast is the rest of the family going to go? You don't need any more travel just to putt around.

Face it, short travel means a low seat height, and for small people, staying low to the ground is an important feature. The XR80 is the real shorty of the group, and although it has long been regarded by wives and girlfriends as the hot ticket for riding, the XR100 is much more comfort-

able to a small yet full-sized rider.

Both bikes do the job making very little noise and causing few problems. The handling is precise and forgiving, and the low weight makes them easy to pick up after the occasional laydown. Have you ever seen a five-foot one-inch 98-pounder attempt to pick up a dropped IT465? Not a pretty picture, we assure you. Also, the 80 and 100cc four-stroke engines only need the weakest of kicks to fire up, which means you won't spend the entire day kicking bikes over for the rest of the family.

STREET-WISE AND SNAPPY

What if you like the idea of an XR or two, but really had in mind something that could wear a license plate for the odd trip down to the 7-Eleven and such? You

An open field and a group of Honda thumpers is an easy way to gather a crowd.



FOR FAMILY FUN

thumpers get the whole clan involved

By the Dirt Bike "family that plays together" Staff



Bigger kids will have the most fun on the XL/XR100. Doesn't this look like fun?

sly dog, you want to ride it too! No problem. Incredible as it may seem, Honda makes an XL80 that is fully street legal, although it must be the littlest street bike in the known world. More comfortable to the bigger (and we would assume *licensed*) street rider would be the XL100. They both share the same attributes as their all-dirt cousins, however there is an increase

in weight due to the extra legal equipment. Also, the XL80 is only a four-speed. Apparently, street riders don't need as many gears.

Both of the "streetable" bikes are just as much at home on the asphalt as they are in the dirt, although we would suggest staying off the freeway with them—they get real busy at speeds over 45 mph. Because of the added weight and taller gearing, expect the XLs to steer a little slower and run a little slower in the dirt. It all goes with the license plate, folks, but it is possible to gear them down for snappier performance.

FAMILY ON WHEELS

With a couple of XRs or XLs in the back of the truck, you no longer have to leave your loved ones whimpering behind the screen. Bring them along! And even if the minibikes aren't quite fast enough to keep up while you go trailriding, everyone can have a ball exploring the immediate vicinity while you're off riding with your friends. All you have to do is fill the bikes with gas, check the oil occasionally, and every now and then adjust the points to keep them running strong.

Now that's not much of a price to pay for a garage full of fun, is it? □

HONDA XR80/XL80S

ENGINE TYPE	OHC 4-stroke
BORE AND STROKE	47.5mm x 45.0mm
DISPLACEMENT	79.7cc
CARBURETION	20mm Keihin/15mm
IGNITION	Flywheel magneto
TRANSMISSION	5-speed/4-speed
FUEL TANK CAPACITY	4.5 L
WHEELBASE	1140mm/1135mm
GROUND CLEARANCE	195mm
SEAT HEIGHT	725mm
WEIGHT (CLAIMED)	146.6 lbs./158.8 lbs.
SUSPENSION:	
FRONT	Telescopic forks, 126mm travel
REAR	Hydraulic shocks, 112mm travel
TIRES:	
FRONT	2.50 x 16 Bridgestone
REAR	3.60 x 14 Bridgestone/3.00 x 14
INTENDED USE	Off-road/street, trail
APPROX. RETAIL PRICE	\$698.00/\$748.00
COUNTRY OF ORIGIN	Japan
DISTRIBUTOR:	
American Honda Motor Company 100 West Alondra Boulevard Gardena, California 90247	

HONDA XR100/XL100S

ENGINE TYPE	OHC 4-stroke
BORE AND STROKE	53mm x 45mm
DISPLACEMENT	99.2cc
CARBURETION	22mm Keihin/20mm
IGNITION	Flywheel magneto
TRANSMISSION	5-speed
FUEL TANK CAPACITY	4.5 L
WHEELBASE	1225mm
GROUND CLEARANCE	255mm
SEAT HEIGHT	800mm
WEIGHT (CLAIMED)	162.1 lbs./176.4 lbs.
SUSPENSION:	
FRONT	Telescopic forks, 126mm
REAR	Hydraulic shocks, 116mm
TIRES:	
FRONT	2.50 x 19 Bridgestone
REAR	3.00 x 16 Bridgestone
INTENDED USE	Off-road/street, trail
APPROX. RETAIL PRICE	\$848.00/948.00
COUNTRY OF ORIGIN	Japan
DISTRIBUTOR:	
American Honda Motor Company 100 West Alondra Boulevard Gardena, California 90247	