

The hardest part was explaining what the bike was. The most dreaded question was, "What are you riding, anyway?" Those simple words required a good ten minutes of explanation.

"Well, it's mostly a Kawasaki KX125," we would start. Then, inevitably, the interruption would come.

"Wow, that thing sure doesn't sound like a 125."

"Well, it's not," we would have to explain. "It's got a KDX200 motor in it."

"An enduro bike? It sure doesn't run like an enduro bike, either."

More explanation. "The motor has been bored out to a 240. It's got a larger carb and some rather extensive porting. . . ." on and on. A simple "What are you riding?" could turn into a virtual FBI interrogation. Finally, the last question would be, "Why not just get a KX250?" That provokes an even longer answer.

The bike was John Greenway's KX/KDX240. Greenway is the man behind Klemm Research, a company that specializes in making little bikes into not-so-little bikes and big bikes into bigger bikes. We tried the



THE WORKS

Mix a little KDX200 with KX125 & some KX250, & what do you get?



Klemm 240 kit on an otherwise fully stock KDX200 earlier in the year. We liked it. It was a simple way of turning a pleasant little trail bike into a *competitive* pleasant little trail bike. As for the project you see here, it's a natural extension of that bike. When you rode the original 240, you couldn't help but wonder how the bike would handle if it could shed about 20 pounds and get full-on modern suspension. In other words, what would it be like if you stuffed it into a KX125 chassis?

So Greenway did just that. The KDX motor didn't just fall into the existing KX engine mounts—it took a lot of welding and refiguring to make things work. Within the engine, there's a lot of work, too. The crank was lightened and, of course, the top end was resleeved and a Wiseco piston was found that would do the trick. Admittedly, the bike sounds like the hard way to get a KX250 but, in reality, the bike is nothing at all like the

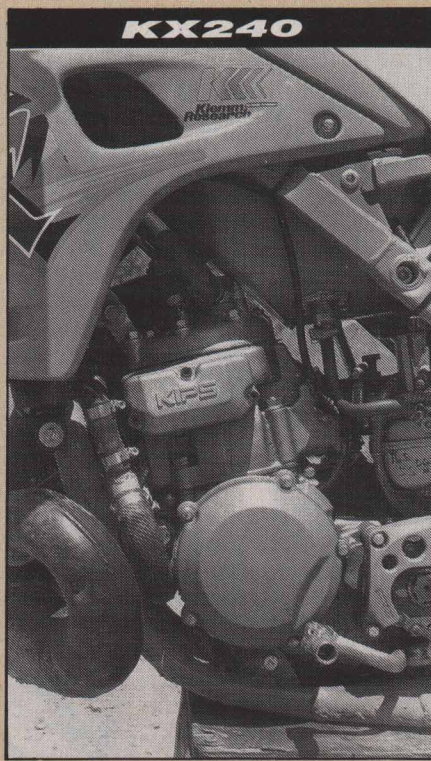
The KX250 (hidden) is still faster, but the Klemm KX240 has the smoothest motor on Earth. ▶

◀ Do you get 250 power in a 125 chassis with the Klemm bike? No. The KX240 is neither 125, 200 nor 250. It's like nothing else on the track.



mid-sized KX. It's different enough to justify its existence, anyway. For one thing, it's lighter, narrower and smaller than a KX250. That was our biggest complaint about the KX in our 250 shootout—probably the reason it didn't win the shootout. The bike was big, wide and clumsy-feeling. Nothing could be further from the way the Klemm bike feels. Even though the KX125 is by no means a small 125, it's still a light, narrow bike by 250 standards. The 240 feels like it weighs absolutely nothing. Actually, it weighs about 220 pounds (about ten pounds lighter than a KX250 and around 20 pounds lighter than a KDX200). Also, the bike is narrower than either the KX250 or the KDX200.

By far, though, the most striking characteristic of the machine is its smoothness. Despite the lighter crank, the engine still has a lot of flywheel effect. The engine also has the low-end power to pull all that flywheel, so the end result is a delightfully smooth and predictable motor. You can enter turns with the throttle half-open with no trouble—the bike doesn't do anything strange. In fact, there's probably no other bike you can find that will allow as high an entry speed into turns as the Klemm machine. It's the *exit* speeds that aren't so good. At the time we rode the machine, it wasn't making a whole lot of top-end power. A stock KX250 would walk away from it with no trouble. Unless our collective memories have gone com-



It's a tight fit but it can be done. The KDX200 motor WILL fit into the KX125 frame.

pletely amok, even the 240 we rode a few months ago in the 200 chassis was stronger. That shouldn't be the case, considering the

bike lost so much weight. Greenway was still in the process of testing when we tried the machine, so more horsepower still might be lurking in there somewhere.

Regardless of the power output, though, the bike can still turn a pretty good lap time. On a tight track it will turn quicker laps than a KX250. You can go so much further into the turns with the throttle open on the 240 that it would take a pretty long straight for the stock KX to get back into the hunt. We were worried that the gear ratios in the KDX motor might be a little wacky on a motocross course, but we never had trouble. You wouldn't dream of using first—it's just too low—but otherwise the gearbox is well suited to MX.

So what does all this mean in the real world? Is Kawasaki going to build a Klemm bike of its own? Afraid not. This is a project strictly for someone with a lot of time on his hands. We know of several people who have created similar machines. One guy purchased two new bikes (a KX and KDX), then sold the KX motor to a cart racer and sold the KDX chassis to a KDX owner who wanted to give new life to his worn-out enduro bike. That way, the project only cost him a small fortune in cash and time. Would we take on a KX/KDX project? Probably not. There are too many great stock motorcycles out there, and we are fundamentally lazy—but we're glad that Greenway wasn't. □

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