



HODAKA SUPER RAT  
NOW ONLY  
**\$399**

"That's me on the left with my Hodaka Super Rat.  
On the right is Charlie with his Super Combat."

HODAKA SUPER COMBAT  
NOW ONLY  
**\$549**



# "How Hodaka helped me lose 650 cc's (... and find the real fun of cycling.)"

How?

"Like a lot of people who get into cycling, I went the big bike route for a while. Enjoyed that — until the novelty of beating sports cars away from the stoplights wore off. Finally had to admit to myself that for me, owning a big street machine just wasn't worth the big investment in money and time.

"Didn't know what to do after I sold that bike. Even thought about getting out of cycling altogether.

"Then one day my buddy Charlie bought himself a new Hodaka 125 Super Combat dirt bike. I kidded him about getting a 125 because he's pretty big. But he just smiled and told me to try it out.



"As soon as I sat on the bike I knew it was different from other lightweights. It felt different. Not heavy, but solid, like a bigger bike. And when I put it in gear and took off, I thought the factory must have put a 250 engine in it by mistake! I never knew how great off-road riding could feel on a machine that really handles.

"Well, the next day I went out and bought my own Hodaka — a 100 Super Rat. As far as I'm concerned, it's as close as you can get to pure fun. It's more hassle-free than I figured any bike could be. And at the prices they're selling right now, I'd be crazy to have anything else!

"And you know, I never miss those 650 cc's I lost."

## The Hodaka Philosophy

At Hodaka, we've noticed off-road riding has really opened up, and more people are including it in their outdoor activities. We're glad they're discovering the fun of a sport that's been our favorite for 12 years.

That's how long ago we set out to develop the Ultimate Trail Bikes. We set up operations in the small town of Athena, Oregon, site of the National Bad Rock 2 Day Trials and smack in the middle of every conceivable kind of off-road terrain you might run into. Cow trails. Forested mountains. Open dirt roads. Rocky streams. You name it.

We've put a lot of miles on Hodakas around Athena. And made a lot of design improvements based on what we've found out. What we've arrived at is a group of exceptionally refined off-road performers

that still have all the virtues of simplicity. Only one plug to change. No multiple carbs to synchronize. Parts that don't cost a mint. And ease of maintenance that's designed into every bike we build.

Now we'd like to introduce you to a very special offer on two very special Hodakas: the 100 Super Rat and the 125 Super Combat — the High Performance Adult Dirt Bikes.

## The Motorcycles

Don't let the racy good looks fool you. These aren't tweaky, high-strung mounts designed to go like hell for an hour and then be torn down and rebuilt.

What they are is a happy combination of race-bred performance and handling plus traditional Hodaka reliability — all tucked into tall, tough, man-sized frames that are more reminiscent of a 250 than the 100's and 125's you're used to seeing.

## The Performance

From the minute you first sit on one of these machines and snap the throttle open, you'll know these are no ordinary lightweights. The exclusive Hodaka Alumiferic engine has amazingly quick response and gutsy performance over a wide RPM range. And it's coupled to a 5 speed gear box that lets you pick your ratio for any kind of terrain and any kind of riding.

But don't take our word for it. Check the record Hodaka has piled up in competition. Not only have Hodakas won hundreds of national and international events, but the same basic engine and frame have won all kinds of events. Motocrosses. Scrambles. Hill climbs. Trials. Even road races!

Like we said, not ordinary lightweight motorcycles.

## The Reliability

In November of 1972, big six foot, six inch Frank Wheeler rode a Hodaka 125 all the way around Australia — 10,000 miles — in 21 days! Man, machine, and 200 pounds of gear averaged an incredible 475 miles a day over the rugged terrain. That's 2 or 3 years of average use squeezed into 3 weeks! Not the sort of punishment most light bikes take kindly to. But then, most bikes aren't built like Hodakas.

The extra quality that starts in our advanced power train carries right through to every detail of the Super Rat and Super Combat. Take the rear suspension, for instance. Its light alloy shocks have cooling fins to prevent fade when you're loaded down and in a hurry.

Full knobby tires are standard, too. So are super-strong alloy rims that are

light in weight to get you over obstacles easily. And don't forget the folding, enduro style footpegs. A braced chain guard. Unbreakable plastic fenders front and rear, with front mud flaps. A responsive progressive-action throttle that comes on smoothly from idle to full bore. Improved brake linings. And lots more.

## Something Special—On Special

We hope you've gotten the picture that the Super Rat and Super Combat are very special machines. Now get hip to the other half of the story — the price. Because for a limited time, these hot-performing bikes are on sale at prices you'll have to look twice to believe — just \$399 suggested retail for the Super Rat and \$549 suggested retail for the Super Combat! (West Coast P.O.E.)\*

If you've been considering a 250 dirt bike, you know a good one will cost you around twice these prices and possibly a lot more. Think about that for a while: two great bikes for the price of one. Then think about the things you can do with two bikes that you can't do with one.

Because if one Hodaka is a great investment in fun, two Hodakas can compound the rewards!

But hurry — this sale can only last until current inventories are gone.

## A Hodaka exclusive: the Alumiferic Cylinder

Before Hodaka, 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 cylinder 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 Alumiferic 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!

# HODAKA®

Box 327, Sherman Road Athena, Oregon 97813

\*U.S.A. prices not including shipping, dealer setup, state & local tax.