

The new Honda CR's aren't exactly new.



CR-125M

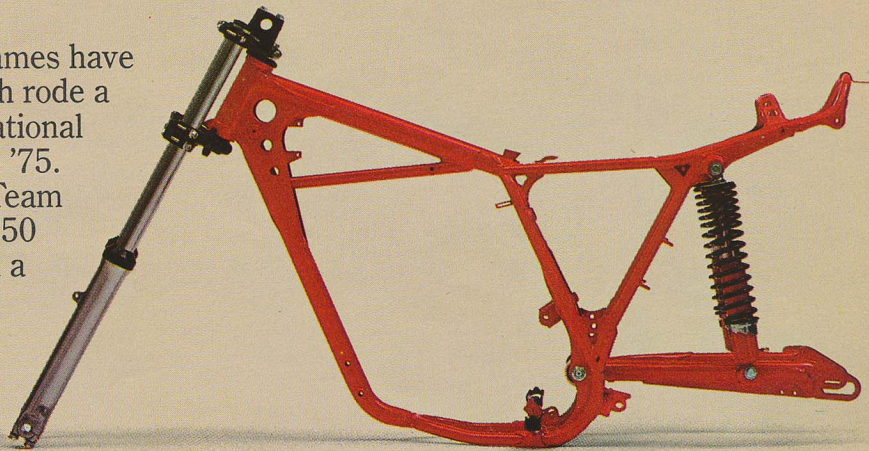


CR-250M

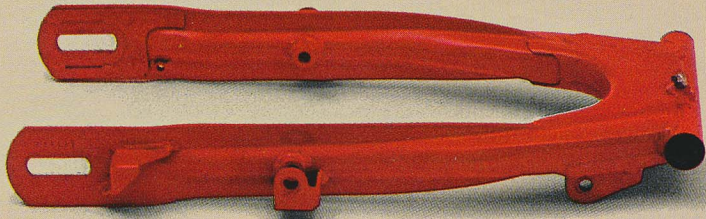


They've been in the works for some time.

The Honda CR Elsinores. Few names have as long a list of victories. Marty Smith rode a 125cc works bike to the AMA 125 National Motocross Championship in 1974 and '75. In 1973, the year it was introduced, Team Honda's top rider won the #1 AMA 250 National Motocross Championship on a CR-250 Elsinore.™ Preston Petty and Dick Miller took a near-stock CR-125 to win their class in the 1974 Baja 500. That same event saw another two-man team win the 250cc class on a CR-250. Elsinore riders also won the 1975 Parker 400.



Added stability and power to the ground are gained from this CR-250M frame, swing arm and suspension developed through Honda racing efforts.



Specially developed new CR-125M swing arm design is stamped steel to provide added strength for serious competitors.

And CR's have won hundreds of motocross victories at tracks across the country. Clearly, the Honda CR's have a habit of winning.

Are they magic? Not quite. Their pedigree of consistent victory comes from years of Honda technical superiority. The result is a winning combination of light weight, power, torque and handling.

The 1976 CR-125M may come as a surprise even to the purists. A revolutionary new one-piece stamped steel swing arm is a lot stronger, for even the toughest competitor. New rear shocks are gas-filled. The carburetor venturi diameter has been increased to 30mm, and the cylinder, cylinder head

and expansion chamber modified for more horsepower, yet with better engine heat dissipation. Additional proven Elsinore features include the six-speed, close-ratio transmission, chrome-moly steel frame and self-cleaning aluminum alloy wheel rims.

As for the 1976 CR-250M, it, too, proves how much you can benefit from what we've learned from our works bikes. We've added gas-filled rear shocks. The 248cc piston port engine is fed by a Keihin 34mm carburetor to optimize accuracy in fuel metering at all rpm levels. And the porting has been designed for a broad powerband which helps deliver smooth, tractable power. The frame has been redesigned for even greater strength. The CR-250M, already a legend, is even better this year.

You're already serious about racing. So your next move should definitely be to your Honda motorcycle dealer's. Examine the new CR's close up.

If you race to win, give them the works.

Rear knobby features variable pitch design to help ensure traction on hard, soft or wet tracks.



Always wear a helmet and eye protection when you ride. Model availability may be limited. CR's are designed primarily for motocross use and are sold "as is" without warranty. For free brochure, write: American Honda Motor Co., Inc., Dept. CV, Box 50, Gardena, Calif. 90247. See Yellow Pages for nearest dealer. ©1976 AHM.

HONDA
First. For good reason.