

Even riders who aren't dyed-in-the-wool motocross racers know the names of the Honda 125 Elsinore™ and Marty Smith. Marty is the only rider ever to win the United States 125 National Championship not only twice, but twice in a row. And he did it both times aboard a Honda Elsinore.

need to win. My practice bike doesn't just help keep me in shape for the races, it helps keep me in shape to ride the RC. Both of them are light and quick. And the type of power is nearly identical."

Fuller Fuel Charge and More Power.

That's the power that set the 125 class afire when the first CR-125 was introduced. Only now it's

much more potent than even those first CR's. This eruption of power comes from the Elsinore's highly-refined two-stroke engine. Apart from the large intake and bridged exhaust port, there is a total of five transfer ports in the cylinder. The one at the rear of the cylinder is fed from the transfer tunnels on both sides of the cylinder. It acts as a direct boost port to scavenge burnt exhaust gasses out

of the head's combustion dome to provide a fuller fuel charge and more power.

Honda was one of the first major manufacturers to offer a

CR-125M AT A GLANCE.

Engine	Two-stroke, piston-port, single-cylinder
Ignition	Capacitor-discharge ignition
Transmission	Close-ratio six-speed
Front Suspension	Eight-inch travel, offset-axle forks
Rear Suspension	Forward-mounted, gas-filled shocks; seven inches axle travel
Dry Weight	195 lbs.

CR-125M

"Until recently, this kind of power and handling could only be found on a works bike."

-Marty Smith

six-speed transmission to the 125 competitor. Honda's gearbox was then, and still is, probably the slickest-shifting production six-speed in the world. Marty knows the advantages of that. "Hondas shift so boss I almost didn't believe it the first time I rode one. I always get the gear I want. A transmission like that saves time each time you shift. And after a couple of laps, those shifts can add up to a big lead."

Chrome-Moly Frame.

To keep all that power and six-speed acceleration driving straight, Honda surrounded the Elsinore power plant with a sturdy chrome-moly frame. Honda designed in precise steering geometry to enable the rider to apply his particular racing style to the machine rather than be forced to develop a new style in order to adapt.

That geometry comes about, in part, through the use of eight-inch travel, offset-axle forks. At the rear, a pair of gas-charged forward-mounted shocks soak up punishment throughout seven inches of axle travel. With pres-



surized gas shocks, like those on the Elsinore, long motos and fast-paced riding are easier because the shocks resist high-temperature fading.

The Horsepower Chews Up Rear Tires.

"I practice hard on my production bike about three times a week. I ride on a rough track near my home so I'll be in shape for the super-tough tracks we have to ride during the season. And that production 125 has yet to break down. We've changed the rings a couple of times and I think it's finally due for a new piston. But it hasn't let me down once. I do wear one thing out, though. Rear tires. Seems like whatever tire I put on back there, the practice track and the horsepower chew it up."

If you're ready to move up to a fast, sure-handling 125 motocrosser, then get on a new Honda CR-125 Elsinore. A bolt-for-bolt replica of Marty Smith's practice bike. Bright red. Bred to win.



HONDA
GOING STRONG!



an advantage and extract the fullest from it will help make you a winner. Marty is well aware of this. "I'm just like the next guy," he says. "I like to win. And as long as I'm riding an Elsinore, I know I've got a big advantage."

"Light and Quick?"

Against other factory team riders, Marty competes on his RC-125 Elsinore works bike. The racing is fast and furious and it takes a lot of training to stay in shape for that kind of competition. Marty trains several times a week on a production CR-125M Elsinore. "The RC and the CR are really a lot alike," says Marty. "Both bikes feel similar when you're on the gas. Everything falls right into place. Right where it should be. And everything works just like I know it should. There's nothing fancy on either bike. Only the things you



Always wear a helmet and eye protection when riding. 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. DB37, Box 50, Gardena, California 90247. See Yellow Pages for nearest dealer. © 1977 AHM.