



"This dramatic stop-action photograph gives no hint of the embarrassing incident about to take place."

Dear Hodaka: Your "Road Toad" is all the dirt bike I need!



"No offense to the guys who name your bikes, but I think they blew it on this one!"

"Sure, the Toad is street legal. But calling it a road bike is like calling an exotic Euro-

pean GT an economy car — it may get good mileage, but that's not the main reason for having one!

"My reason for having a Road Toad is simple: I think it's the best thing going for what I like to do, which is explore back country trails. It's at home in the dirt like the best pure trail machines I've tried, but when I have to cross a stretch of civilization the fact that I'm legal on the street comes in mighty handy!

"I checked out a lot of bikes before I bought my Road Toad. Compared 'em feature for feature and spec for spec. Learned some interesting things, too. For instance, you don't have to go to big displacement to get exciting performance. But if you stick with a light, maneuverable 100cc, you might get stuck with a kid-sized frame.

"That's why I like my Toad so much. It's big and comfortable with plenty of power, but it still handles the tight spots almost like it's a part of me.

"Another thing I like is what the Toad does to people's ideas about bikes. They see a 100cc dual purpose machine and figure it must be a little on the tame side. They get surprised a lot (I've left my share of 125's in the dust).

"I've even been surprised a few times. Like once when I was demonstrating some *real* riding to a certain lady friend. I came blasting through this little stream, and before I hit the far bank I downshifted and grabbed a big handful of throttle. Very impressive stuff, for sure, but I wasn't quite ready for all the power the Toad can crank out. When the back tire hit solid ground and took hold, up came the front end and . . . well, just say the demonstration ended a little sooner than I planned!

"No question about it — the Road Toad is one hell of a dirt bike. With one oddball name!"

The No-compromise Compromise

To some people, street/trail bikes are a kind of unhappy compromise — not really at home either on the road or off it.

We say nonsense. As you might know, our background is mainly in trail bikes. In fact, Hodakas have earned an enviable worldwide reputation for off-road performance and dependability.

We're proud of that reputation, and we're not about to do anything to change it. So when we decided to build the Road Toad, we were determined not to sacrifice its performance off the road.

Moral: We don't compromise, so why should you?

Beginning Toadology

Maybe you already own a street bike that you like just fine, but you're finding that the idea of trail riding appeals to you more and more. Say you're not out to race — you just want to spend some time off the asphalt enjoying yourself. What do you look for in a bike?

Somewhere near the top of your list you'll probably put performance, dependability, and comfort. And the Road Toad is loaded with all three.

The Toad's Performance comes from the 100cc oil injected engine and rugged 5 speed gearbox. Together they give truly amazing pulling power over an extremely wide speed and RPM range. So you've always got instant throttle response — whether you're really scrambling or just poking along taking in the sights.

Dependability comes standard with every Hodaka, and the Toad is no exception. Hodaka Dependability starts with a time-tested design that's sturdier than it has to be, and ends up setting incredible endurance records like Frank Wheeler's: ten thousand miles around Australia in 21 days — on a Hodaka 125 loaded down with 6'6" of rider and 200 pounds of gear!

Hodaka Comfort starts with a man-sized frame that won't cramp your style, a rear suspension that sets up six different ways for different load and riding conditions, wide 35 $\frac{1}{2}$ " MX-type bars, and steering geometry that's designed so you don't need a wrestler's arms to keep the Toad pointed in the right direction.



Comfort means freedom from eye-strain, too, so we gave the Toad a powerful headlight with an electronic voltage regulator for steady, even brightness. It also means peace of mind, which is why our extra-big 2.8 gallon tank is there (check the tank sizes on the competition).

Advanced Toadology

Now that you have some idea of the philosophy behind the Road Toad, we'd like to call your attention to a few of the many refinements that help turn

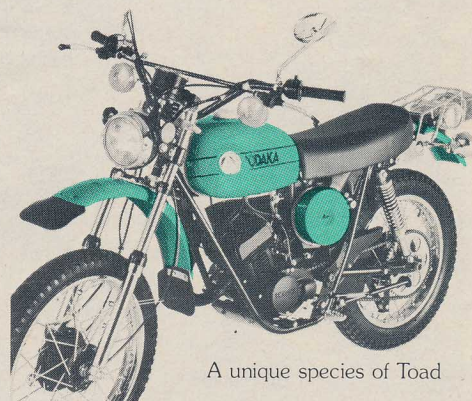
that unique philosophy into a truly unique motorcycle.

Take our Alumiferic cylinder, for example. We use a special patented process that lets us make the cylinder liner *and* all the port passages out of a single Mehanite iron casting. Then we bond the aluminum outer jacket (which contains the cooling fins) around the iron center. The result is a cylinder that has the long wearing properties of cast iron with the improved cooling of aluminum.

The Toad's engine also features reed valve induction for more torque at low RPM, and a big 26mm Mikuni racing carburetor that helps deliver the Toad's hot top end.

The drive train uses a heavy-duty DAIDO chain protected by a braced guard with a tough nylon idler. An oversize rear tire puts all that Toad power where it belongs, while the big front shoe with conical hub brake gives you stopping and turning power to match the Toad's go power. And the rim locks front & rear and extra heavy-duty 9 gauge spokes let the Toad take hard knocks without breaking its stride.

There's no lack of convenience features, either — with a sturdy luggage rack, enduro speedometer with trip mileage meter, mud flaps, large tool box with tools, turn signals, mirror, kill button, and oil level dipstick all standard equipment.



A unique species of Toad

The Clincher

How much will it set you back to sit on all this class and refinement? Well, during Hodaka's inventory clearance sale, you can bag a Toad for only about \$529! (suggested U.S. retail at West Coast port of entry, not including transportation, dealer setup, state & local taxes.) Better hurry, though, because they won't last long at these prices, and chances are they'll never be this low again.

HODAKA

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