

FACTORY MACHINES

THE RC HONDAS

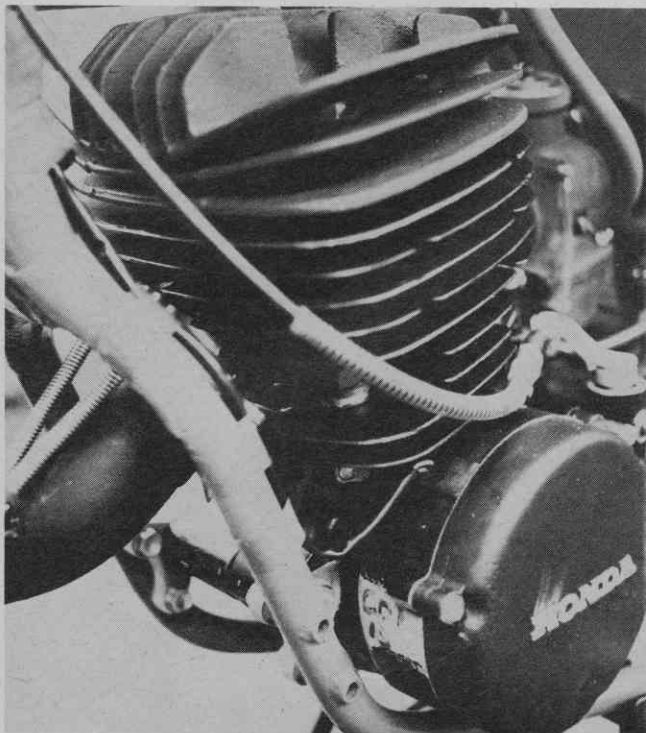
Welcome to the L.A.F.D., the nickname bestowed upon the American Honda racing team because of their fire-engine red racers. Fire Chief is John Blum. Team Manager is Dennis Blanton. On July 5, 1974, a bunch of crates arrived at American Honda's Gardena racing stable. Inside them were the most outrageously trick machines ever built for motocross. Each one handmade. Each part hand-machined. Every nut and bolt created for a single purpose. Conceived and executed by one Miacosi and his team of a thousand little Japanese engineers with chrome moly brains, reed valve hearts and titanium souls, these RC Hondas are the ultimate in technical achievement. Check 'em out.

**Right out of "Star Trek,"
these units have more tricks
than Houdini**

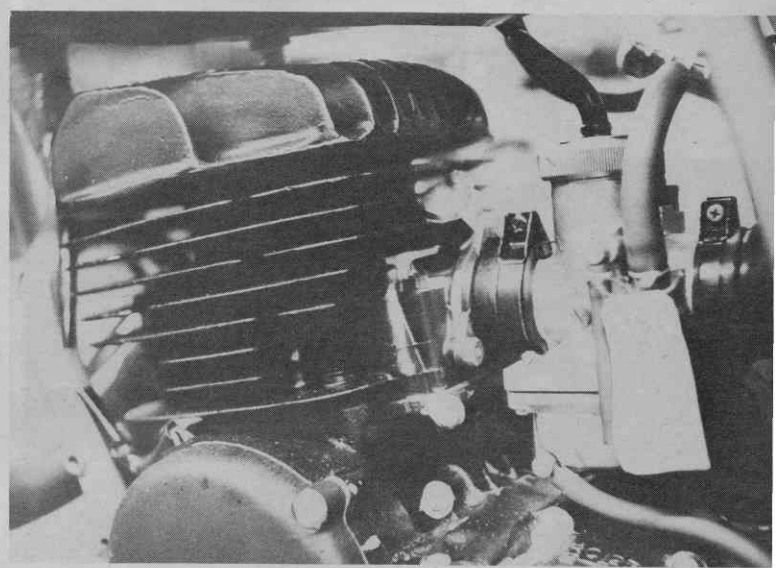
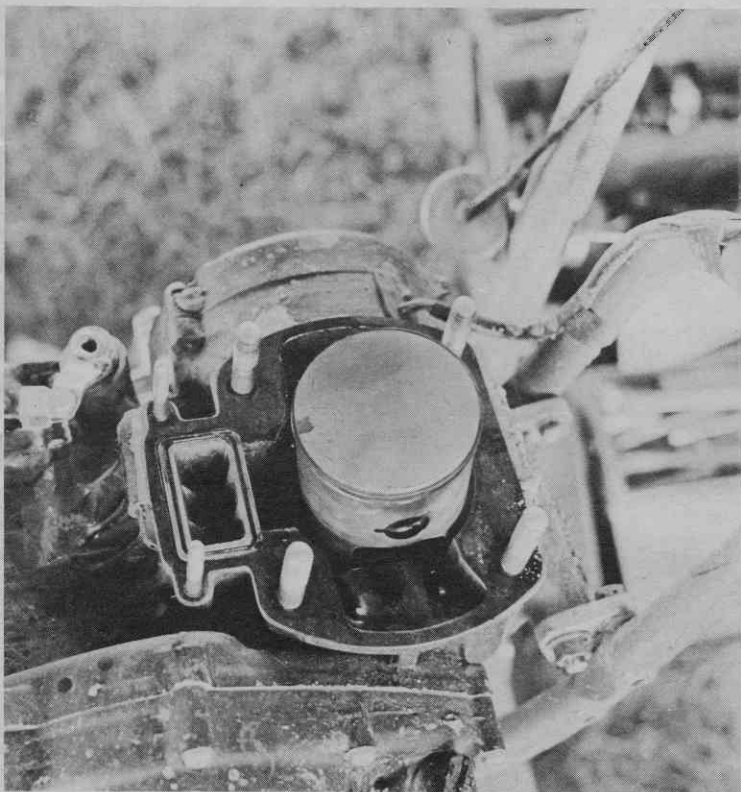
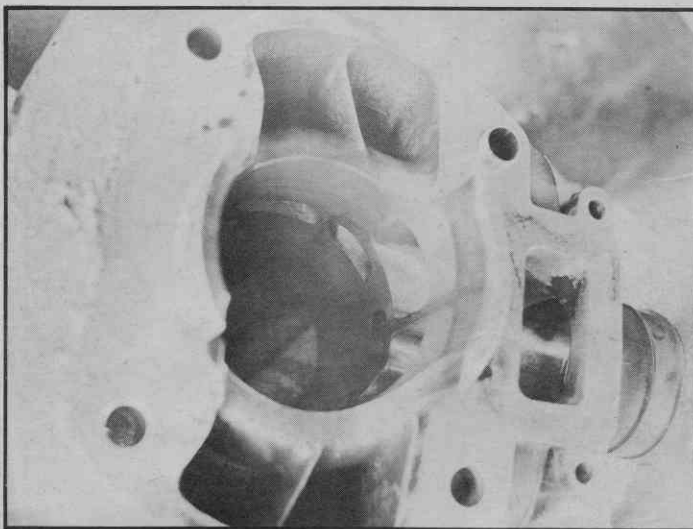
*The Stable. Four 250s and
four 125s. About a million
dollars' worth of equipment.*



Honda experienced early frame breakage but solved the problem by using better materials and a few well-placed struts. Different flywheel weights are used to suit rider preference.



Seven ports, including the tiny booster above the intakes, produce outrageous power. That square hole between the intake manifold and the cylinder is the reed port.



The RC125. The little capped boss above the intake tube will someday hold a fuel injection nozzle. The injector pump will run off the plate you can see behind the carb. There will be no carb. The head is cast from solid copper to aid cooling.

The reeds vent directly into the case, leaving the main intakes wide open all the time.

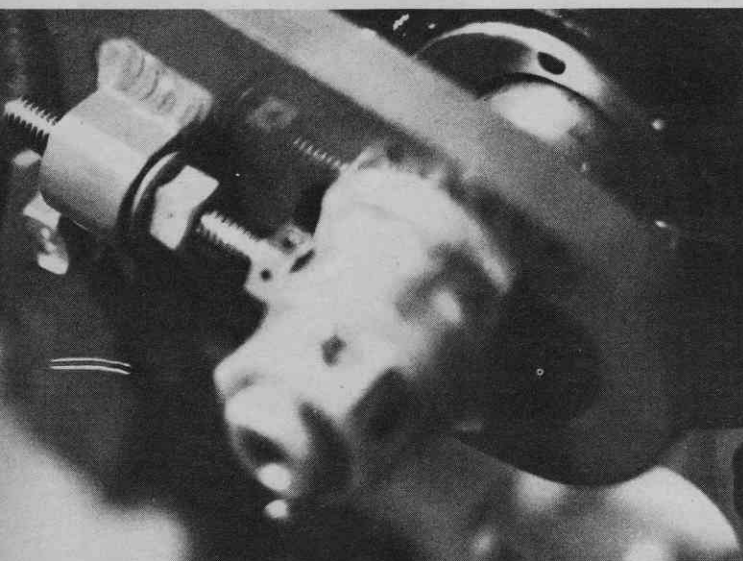
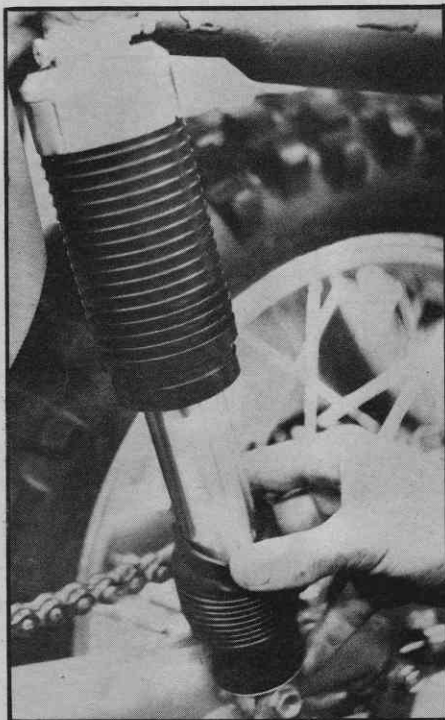
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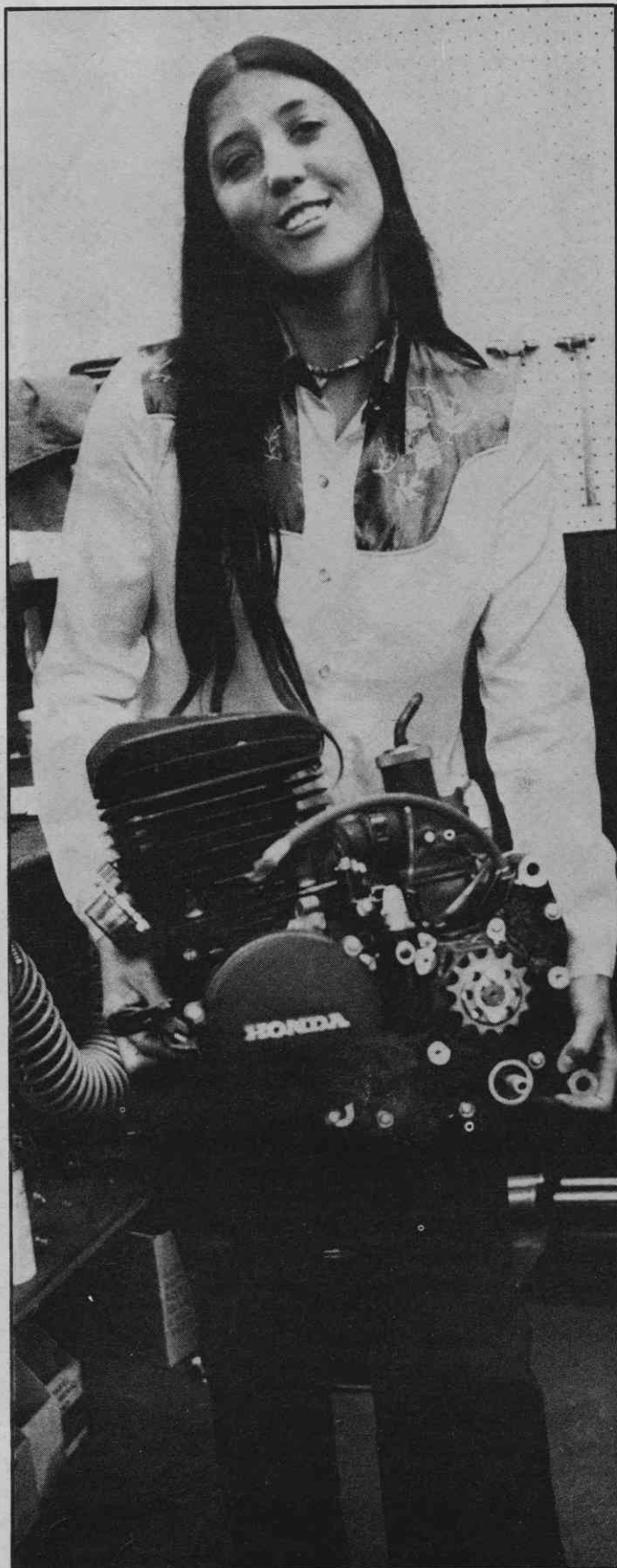
Complete 250 engine with magnesium carburetor weighs under 35 pounds.

Rear shocks have no springs either, are gas suspended.

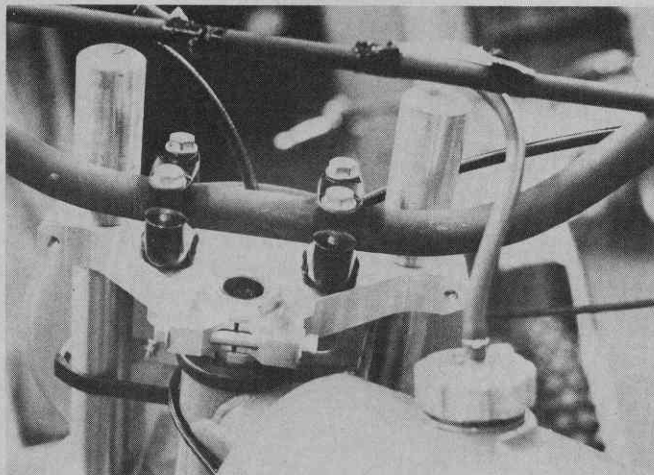
Aluminum top mounts proved too weak and had to be refabricated with steel. Swingarm is incredibly light, made from aluminum.



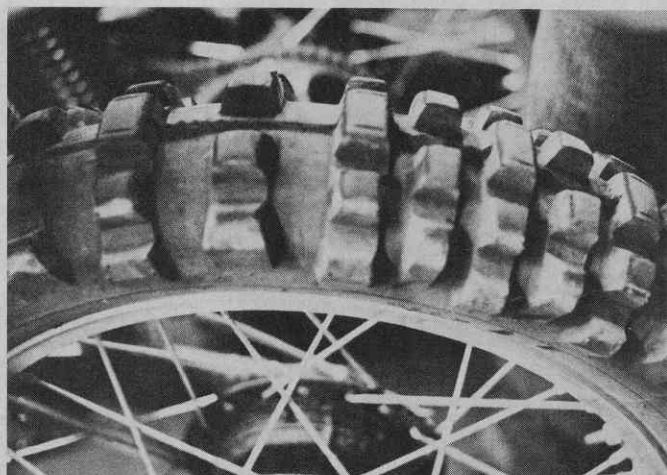
This neat little titanium chain adjuster bolt was hand-machined to be a chain adjuster bolt.



Forks are sprung by gas pressure. These forks have already been replaced by newer, even trickier units — 8½ inches.



Even the tires are trick. Each quadrant on this Bridgestone 3.50 has a different knob pattern for better traction on changing surfaces.



The RC250. Rich Eierstedt says it's the fastest, best handling motorcycle he's ever ridden.

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