

Honda

RED RIDER

Official Publication of the Honda Riders Club of America

No. 115

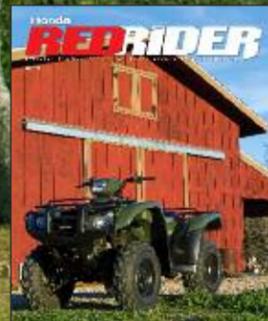


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A big release of 2012 models brings an onslaught of dual-sport and off-road motorcycles, ATVs and the Big Red MUV. If you're going to ride in the dirt, there's likely a pick or two among this bunch—including the FourTrax Foreman pictured on the cover—that will tickle your fancy and deliver grins aplenty for a long, long time to come.



Vol. 20 No. 115 June/July 2011

Publisher - American Honda Motor Co., Inc.

Editorial Office - Vreeke & Associates Inc., 845 E. Easy St., Suite 101, Simi Valley, CA 93065

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2011 Supercross Season Wrap-Up

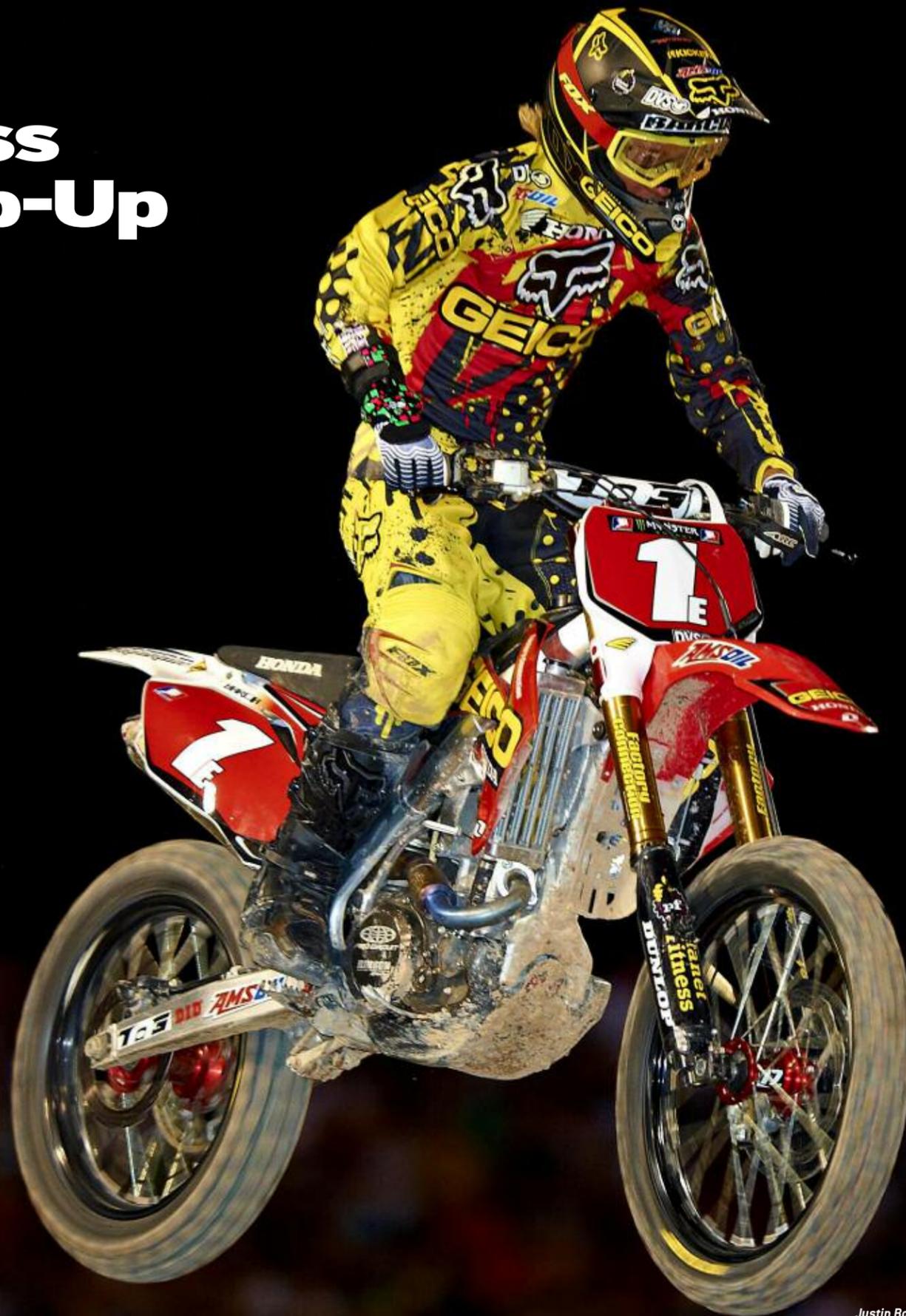


Justin Barcia

The 2011 AMA Supercross Series, an FIM World Championship, has finally drawn to a close following a season of great racing—and great drama. The Honda Red Riders fought valiantly all through a season that showcased some of the closest racing in years, earning a great deal of success along the way including the Supercross Lites East championship for JUSTIN BARCIA as well as the runner-up spots in Supercross by **Chad Reed** and Supercross Lites West competition by **Eli Tomac**.

Early in the season American Honda Racing's JOSH GRANT suffered an injury that kept him sidelined, but teammate TREY CANARD proved himself one of the hottest riders in the Supercross class by finishing on the podium six times in his rookie season, including winning three Supercross events aboard his CRF450R. Canard was positioned fifth overall in the championship, only 20 points out of the lead, when he suffered a crash during practice that resulted in a nondisplaced leg fracture that took him out of the remaining Supercross season.

There were still a number of Honda Red Riders on hand to carry the racing banner forward and Honda newcomer TwoTwo Motorpsports' Chad Reed made the most of his opportunities right up to the finale in Las Vegas where he took his second race win this year, good enough to lock down second



Justin Barcia

place in the championship. GEICO Honda's KEVIN WINDHAM also started strong in the Vegas finale, leading the race early on until a crash took him out of the race while running in second position. Still and all, Windham had a strong season and finished seventh overall.

As the gates dropped on the final Supercross Lites East class main event of the season, series points leader Barcia grabbed the holeshot aboard his GEICO



Chad Reed

Honda CRF250R. While he could have taken the easy way to the title, he came out swinging, opening up a gap over the rest of the field. However, on lap three he went down and relinquished the lead. Still, Barcia was able to recover to finish a strong third and handily capture the 2011 Supercross Lites East championship. Barcia's teammate BLAKE WHARTON ended the season with a strong fifth place in the standings.

In the Supercross Lites West finale, Troy Lee Designs/Lucas Oil/Honda's COLE SEELY led the race while title contender GEICO Honda's Eli Tomac trailed close behind. Within a couple laps Seely crashed while Tomac continued to fight his way to the front, but he ultimately finished fourth, which gave him enough points to finish the year in second place.

Off-Road Community Mourns the Loss of Jeff "Ox" Kargola



Freestyle and off-road racer Jeff "Ox" Kargola, 27, died on April 29 as a result of injuries sustained in an accident while riding with friends and family outside of San Felipe, Baja. Kargola was a two-time winner of the SCORE San Felipe 250, teaming with longtime friend Colton Udall on Johnny Campbell's JCR/Honda racing team.

Follow Honda Online

It's never been easier to get up-to-the-minute news, information, images and videos of Honda street and off-road motorcycle models, plus the very latest in Honda racing news. In addition to the powersports.honda.com website, more and more Honda customers and enthusiasts are tuning in to Honda's social networking pages on Facebook, MySpace, Twitter, YouTube and Flickr to stay informed. Sharing information with friends, family and like-minded people couldn't be simpler.

Click on the icons below to check out Honda Powersports pages:



Click on the icons below for the latest in Honda Fury news and photos:



The VFR1200F has its own Facebook page, just click on the icon below:



Don't get left behind. Visit a Honda social networking page and become a Honda follower today!



Ride for Kids® Is In Its 28th Season

On April 3, Ride for Kids® opened its 28th season with a ride in Deerfield Beach, Florida. More than 650 people turned out to support the Pediatric Brain Tumor Foundation® (PBTF) and raised \$66,828.

The ride was led by seven brain tumor survivors. Afterward, the crowd listened to their inspirational stories, about how one has been cancer-free for two years and another has received a PBTF college scholarship.

Dr. Anne Schaefer and Dr. Iftikhar Hanif of Joe DiMaggio Children's Hospital told the crowd how important their donations are. "With funding drying up for research due to the economy, it is more important than ever for funding to come from other sources," said Dr. Schaefer. "I must encourage you to continue to support events like this and the Pediatric Brain Tumor Foundation."

For more information about the RFK program and to find out how you can participate in one of the rides, please visit the organization's website pbtfus.org/rideforkids.

This Is Not a Drill

Honda Generators Are Indispensable to One of Southern California's Busiest Teams of Volunteer First Responders

Every night, Brad Davis sleeps with a radio next to his bed that's set to the Los Angeles County Fire Department's alert and notification frequency. The radio goes off only when there's a serious call that would involve a battalion chief, so when it woke him up in the wee hours of the morning during Thanksgiving week 2007, he knew the city of Malibu was in trouble. The radio was asking for additional assistance for a second-alarm fire; more equipment was needed on the scene. "I knew right away that it was going to be a big deal," Brad recalled. Within hours, the Corral incident, as it would be dubbed, would become Malibu's worst fire disaster since 1993.

Brad is the emergency services coordinator for Malibu, meaning his primary job is to create and maintain the city's Emergency Operations Plan, keep the city compliant with mandates of the National Incident Management System, train staff for emergency response, and manage alert and warning systems for the public. He knows some disasters will be over quickly. But with others, he can tell instantly they will turn into a multiple-day event. Such was the case with the Corral fire, and Brad immediately dispatched the Malibu Community Emergency Response Team (CERT) to help.

The CERT program was developed by the Los Angeles City Fire Department in the mid-1980s to train volunteer response teams in basic first aid, minor search and rescue, and fire suppression. By 2003, the idea of civilian first responders caught on at a national level with a FEMA endorsement. Soon,



Photos courtesy of Marshall Thompson and Honda Power Equipment



the Emergency Management Institute and the LAFD were preparing CERT members for every possible hazard, including terrorism.

Malibu's own CERT began with only a handful of members in 2003. Brad became team leader the following year, and it has since grown to more than 80 members. Malibu CERT has been utilized during wildland fires, to provide medical assistance, to participate in arson watch patrols and, in the case of the Corral fire, to staff evacuation areas and an overnight shelter. The members' intensive, hands-on training includes putting out small fires, search-and-rescue drills and medical triage, learning to use radios, grief counseling, administering first aid and CPR, and even weather spotting.

Malibu CERT members also oversee the city's disaster supply caches, which include everything from cots, first aid gear, fire extinguishers, backboards and traffic cones, to blankets, bottled water and food. That's in addition to maintaining the personal-protection equipment each volunteer is responsible for having, such as a helmet, a flashlight, masks, goggles, gloves and boots.

Perhaps the most important tools in the Malibu CERT arsenal are Honda EU2000i generators. "Because we have to rely so heavily on our technology, particularly handheld technology, having a reliable power source is more critical than ever during disasters. Having three portable units that can be relocated and easily maintained is also critical," explained Brad. When the team is in a remote location, the generators power the mobile radio trailer that keeps CERT in communication with the city, other team members, ham radio operators and the sheriff's station. And when CERT volunteers are assisting in an evacuation area at night, the generators are used to power the halogen area lights.

Brad added, "The compact size coupled with the low noise make the 2000 an ideal companion for light- to medium-duty assignments. Plus, because the power is so stable, we can power laptop computers from them." The only problem he's run into with these Honda units? "They are constantly being borrowed by other city departments because they are reliable and such a pleasure to use."

And that's the kind of security that allows Brad to get a good night's sleep—as long as that radio doesn't go off.

Honda Profile: Wayne Matlock Racing

Honda ATV desert racer Wayne Matlock, of Wayne Matlock Racing, has been a prominent fixture in the desert-racing scene for more than a decade. The team's goal every year remains the same: to come out on top at every SCORE race, starting with the San Felipe 250 and finishing with the Baja 1000.

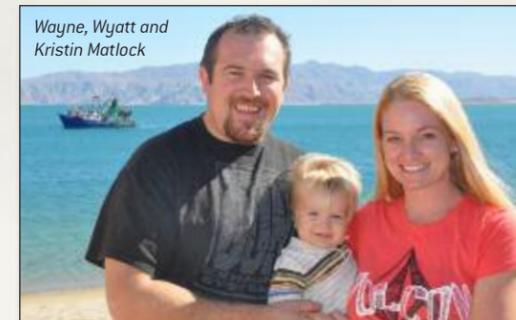
In 2011, Matlock will mark his 13th anniversary competing in Baja. The Honda racer has won 11 SCORE events: three times at the Baja 1000, three at the Baja 500 plus five San Felipe 250 championships. He's also finished the fastest ATV overall at just about all of those races. Adding to his stellar list of accomplishments, Matlock also has three Pro Quad Best in the Desert Series victories and two National Hare and Hound titles. "I raced the Best in the Desert series from 2001 to 2009, and I won three Pro Quad Championships during that time," explains Matlock. "I loved that series. However, it got difficult to race Best in the Desert plus Baja while also having a family to take care of. So my family and I looked at what events were the most fun for everyone to go to and that for us is Baja.

"I love Baja because it's the closest feeling to freedom that you can ever have on an ATV. It's still wild down there, completely untamed. You can ride for 200 miles and not see a single person or structure. I love that place."

Matlock has experienced much success aboard Honda's mighty TRX700XX quad. "I've been a Honda guy for most of my career, and I've been competing with the Honda TRX700XX for many years," says Matlock. "It's an incredibly robust and reliable machine. We really throw a lot at it in competition, we really push it to the limit, and it continues to stand up to the abusive Baja conditions.

"In 2005 American Honda got behind the team, and we received full support. We won the 1000 that year and continued racing with American Honda's support until the end of 2009. We still work closely with Honda today; however, we operate as a satellite team working closely with JCR Honda. Johnny [Campbell] and the team at JCR Honda are great to work with."

Having the best equipment is key to surviving more than 1000 miles of unforgiving Baja conditions. "The terrain in



Baja is extremely rough," notes Matlock. "People don't realize that when we race the 1000 we don't shut the quad off for 24 hours. It's running wide open for 24 hours straight, and we push the TRX700XX as hard as we can until we get every last inch out of it. I don't believe quads are really intended to run on the rev limiter nonstop for that period of time, but we do it. Our success can be attributed to the great support we've received from Honda over the years and from JCR Honda and to being on the best equipment available."

Matlock's attraction to Baja dates back to his childhood when his father Cliff Matlock raced and his family spent their vacations there. "I've been visiting Baja since I was a little kid," Matlock explains. "My dad would take me to the desert back in the '80s when he raced. However, we didn't just visit Baja to race. When I was 12 years old we went on a family vacation, and I remember riding my Honda CR80 at Mike's Sky Ranch in Ensenada, Baja. Baja holds a lot of great memories for me."

Following in his father's footsteps, Matlock brings his own family, wife Kristin and son Wyatt, to events to support his racing efforts. "My wife Kristin actually manages our race team; she too has racing in her blood," says Matlock. Since competing in his first Baja race as a teenager, Matlock's been hooked on desert racing. "I was 19 years old when I raced Baja for the first time, and I paired with a good friend of my father. I rode a Honda TRX250," he adds. "I think we had a little beginner's luck that year because we went on to win it, in my rookie year! Ever since then, I've been hooked."

With the 2011 Baja 500 coming up in June, Matlock's preparations to clinch his 12th Baja championship and the team's fourth-straight Baja 500 victory are well underway. Aboard his TRX700XX and with the support of Honda and JCR Honda, the Wayne Matlock Racing team is confident they can again come out on top.

Eric Kehoe

Inside the Big Red

Behind every top race team is an experienced manager steering the team to success. The driving force behind the winningest team in Motocross, the American Honda Racing team, is former professional racer and longtime Honda rider Erik Kehoe. The racer turned manager knows what it takes to motivate a Motocross team, having competed for more than 13 years at the highest national level. On the eve of his 10th anniversary managing Honda's factory Motocross team efforts, *Honda Red Rider* caught up with Kehoe to find out how things are going inside the Big Red.

Honda Red Rider: *What is your role as team manager with American Honda and how is it different from how you've managed teams in the past?*

Erik Kehoe: *The day-to-day running of the factory team is similar to my days managing the Honda of Troy satellite team. The main difference is the factory team has access to more resources. We still have budgets that we work within though there's more expectation on us to do well. I'm also in direct communication with Japan and responsible for ensuring our testing and development program is on track. The data we gather in development is relayed back to Japan and is ultimately used for further development of Honda's CRF range.*

HRR: *You have two new riders on the team in 2011. Talk about the thought process behind rider selection this year.*

EK: *We've been Trey Canard supporters for quite a while as he was a part of Honda's amateur support program and the GEICO Honda team. He went on to win both the 250 Motocross Championship and Supercross Lites East Championship. We gave Trey the chance to step up and ride the CRF450R for a few races in the Supercross series in 2010, and he did an awesome job finishing on five of six podiums. We knew then that he was ready to move up to the CRF450R full time.*

Josh Grant also came up through Honda's amateur support program, and he too rode for the GEICO Honda team. He was always one of the fastest racers in the Lites competition and was among the top title contenders each year. Josh has shown a lot of speed on a 450 over the past couple of years.

Ashley Fiolek rejoins the American Honda Racing squad for her third season, and we are expecting big things from her this year. Ashley's a two-time WMA Champion, and with the level of commitment she has shown toward regaining the women's motocross title in 2011, we are confident it will be another good year for Honda.

HRR: *Talk about Trey's rookie Supercross season so far.*

EK: *Trey hit all his goals and exceeded our expectations this year. Our approach toward 2011 was for him to gain experience on the CRF450R and go into the second year battling for championships. He accomplished that, despite suffering a leg injury that cut his Supercross season short while in contention for the title. He won three Supercross races his year, and showed the speed to get away from the top riders in the class, which is awesome. Our goal each weekend was for Trey to leave that race having learned something new, so he can improve. By fine-tuning his craft early, we are confident he will win championships—he definitely has the determination and skills to win. It's just a matter of time.*



“An inexperienced racer is going to come on stronger and faster if he/she has confidence in the people around them.”

HRR: *Josh suffered an injury at round two in the Supercross championship. What are your hopes for Josh when he returns to racing in the summer?*

EK: *Our hope for Josh is that he can be up challenging in the top five in the Motocross championship. We supported his decision to get surgery, so he could make a full return to racing in the summer. He definitely has flashes of brilliance winning races on a 450. Josh has all the qualities to be a championship contender.*

HRR: *The American Honda Racing team is made up of a number of very experienced technicians. Talk about the team.*

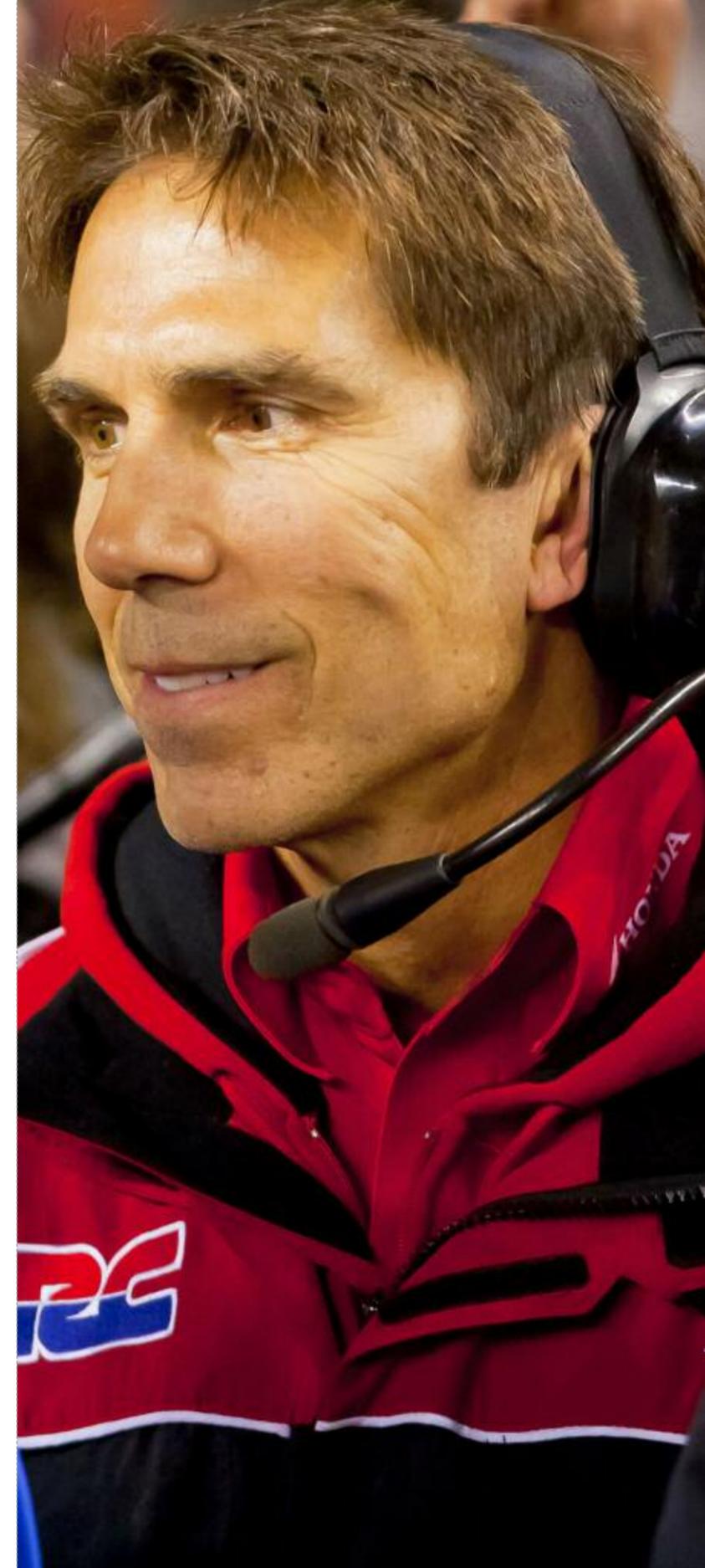
EK: *We have a very experienced and diverse team, especially with technicians like Dan Betley and Shane Drew, who have been a part of Honda's factory racing efforts for many years, working with great Honda racers such as Jeff Stanton, Jeremy McGrath and Ricky Carmichael. We also have a number of newer technicians. Dean Gibson and Nagatoshi Chiba work with Ashley Fiolek. Brent Presnell has been Trey's mechanic through his amateur and professional career. Jason Haines works with Josh, and he's a wealth of knowledge having worked at several different factory teams. Trevor Weiler and Bob Reichman have a background in road racing and vast experience in fuel-injection and data acquisition.*

HRR: *How valuable is that experience especially with several up-and-coming racers on the team?*

EK: *An inexperienced racer is going to come on stronger and faster if he/she has confidence in the people around them. I believe that is why Trey is doing so well. With so many experienced technicians, we've been able to guide him through his first Supercross season and tell him things about what's worked for many top riders over the years. Trey is like a sponge taking everything in. The level of competition is so high these days that riders are pushing harder than ever. And in order for them to push harder and have an edge over the competition, they need to have complete confidence on their bike. That's where a team's experience and support come into play.*

HRR: *The team is entering its third season working with Ashley Fiolek. Talk about working with Ashley.*

EK: *Working with a hearing-impaired athlete definitely has its pros and cons. Getting her to ride in the right rpm range, for example, took time, as she can't hear the bike; Ashley works from feel and vibration. We treat Ashley the same as any other rider. Obviously, there are some differences with her riding a CRF250R versus the CRF450R, but our approach to her program is exactly the same. We don't look at Ashley as a woman racer because to us it doesn't matter whether you are male or female; racers all experience similar challenges on the track, and we are equipped to deal with them.*



A Wealth of Hondas for 2012

Don't touch that calendar! Yes, we remember that it's not yet half-past 2011, but the 2012 model year for Honda motorcycles and ATVs is indeed rolling out with a roar. With this newest update the new season arrives with a huge assortment of dual-sport and off-road motorcycles, ATVs and the Big Red® MUV. The 2012 onslaught includes the CRF450R, CRF250R and CRF150R/RB motocross machines; the dual-sport XR650L; Honda's popular selection of small-displacement recreational off-road bikes, the CRF100F, CRF80F, CRF70F and CRF50F; a host of ATVs including the FourTrax® Foreman® and Rancher® families, the FourTrax Recon®, TRX400X and TRX90X; plus the rugged and versatile Big Red. In addition to these new models, a host of new 2012 Honda Genuine Accessories are available that encompass the quality, performance, and fit and finish you expect of all Honda products.

With so much going on we'll have room in this issue of *Honda Red Rider* magazine to touch briefly on only the newest models featuring the most comprehensive changes. So that means you'll have to get down to your local Honda dealership to see these 2012 machines in person. Or you can go online to powersports.honda.com for more detailed information and images of the latest additions to Honda's model line.



FourTrax Foreman

Over the years, the FourTrax Foreman range of 4x4 ATVs have proven themselves to be hard-working partners that also know more than a thing or two about recreation. For 2012, the Foreman line of ATVs boasts a brand-new liquid-cooled 475cc single-cylinder OHV four-stroke engine that's powerful enough for taking on those extra-tough jobs. The introduction of a new fuel injection system with a 36mm throttle body for instant throttle response, consistent performance at high altitude and hassle-free cold-weather starting adds to the Foreman's performance package. New rugged and tough-looking bodywork adorns the rolling chassis that has been re-engineered as well, featuring an all-new and lighter rear suspension system incorporating a single, high-quality shock for increased comfort, precision and work capabilities, plus a shorter wheelbase for agile handling and a tighter turning radius. With a wide variety of choices in configuration, including manual shifting or Honda's renowned Electric Shift Program (ESP) that delivers push-button convenience for shifting plus the option of Electric Power Steering (EPS), there's a model to suit everybody.



SPECIFICATIONS

FourTrax Foreman 4x4 ES/

FourTrax Foreman 4x4 ES with Electric Power Steering

MODEL: TRX500FE / TRX500FPE (with EPS)

ENGINE TYPE: 475cc liquid-cooled OHV longitudinally mounted single-cylinder four-stroke

BORE AND STROKE: 92mm x 71.5mm

COMPRESSION RATIO: 9.5:1

INDUCTION: Keihin 36mm throttle body

IGNITION: Full-transistorized type with electronic advance

TRANSMISSION: ESP five-speed with Reverse

DRIVELINE: Direct front and rear driveshafts with TraxLok and torque-sensitive front differential

SUSPENSION

Front: Independent double-wishbone; 6.7 inches travel

Rear: Swingarm with single shock; 6.9 inches travel

BRAKES

Front: Dual hydraulic 196mm disc

Rear: Sealed 180mm mechanical drum

WHEELBASE: 50.4 inches

SEAT HEIGHT: 34.7 inches

FUEL CAPACITY: 4.0 gallons, including 1.2-gallon reserve

CURB WEIGHT*: 628 pounds / **644 pounds**

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

RECOMMENDED FOR RIDERS 16 YEARS OF AGE AND OLDER.

FourTrax Foreman 4x4/

FourTrax Foreman 4x4 with Electric Power Steering

MODEL: TRX500FM / TRX500FPM (with EPS)

ENGINE TYPE: 475cc liquid-cooled OHV longitudinally mounted single-cylinder four-stroke

BORE AND STROKE: 92mm x 71.5mm

COMPRESSION RATIO: 9.5:1

INDUCTION: Keihin 36mm throttle body

IGNITION: Full-transistorized type with electronic advance

TRANSMISSION: Five-speed with Reverse

DRIVELINE: Direct front and rear driveshafts with TraxLok and torque-sensitive front differential

SUSPENSION

Front: Independent double-wishbone; 6.7 inches travel

Rear: Swingarm with single shock; 6.9 inches travel

BRAKES

Front: Dual hydraulic 196mm disc

Rear: Sealed 180mm mechanical drum

WHEELBASE: 50.4 inches

SEAT HEIGHT: 34.7 inches

FUEL CAPACITY: 4.0 gallons, including 1.2-gallon reserve

CURB WEIGHT*: 626 pounds / **642 pounds**

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

RECOMMENDED FOR RIDERS 16 YEARS OF AGE AND OLDER.



4x4 with EPS model shown



4x4 ES with EPS model shown



4x4 model shown



4x4 ES model shown

● [Click here to view a video of Honda ATVs "Built to Work: Almond and Pistachio Orchards"](#)



Standard model shown

FourTrax Rancher AT

The FourTrax Rancher 4x4 AT carries an impressive blend of innovation, sophistication and hard-working credentials that make it stand out as one of the best picks in the world of ATVs. Riders have the option of choosing between fully automatic transmission operation and an Electric Shift Program (ESP) mode that allows for easy push-button shifts on command. Also in the mix are an independent rear suspension, selectable 4WD/2WD TraxLok® and a rugged torque-sensitive front differential, plus the option of Electric Power Steering (EPS)—all of which make the FourTrax Rancher 4x4 AT a genuine superstar in the world of off-road riding.

New for 2012:

- New Black wheels on Olive model.

SPECIFICATIONS

FourTrax Rancher AT/ FourTrax Rancher AT with Electric Power Steering

MODEL: TRX420FA / TRX420FPA (with EPS)

ENGINE TYPE: 420cc liquid-cooled OHV semi-dry-sump longitudinally mounted single-cylinder four-stroke

BORE AND STROKE: 86.5mm x 71.5mm

INDUCTION: Programmed Fuel Injection [PGM-FI], 34mm throttle bodies

IGNITION: Full-transistorized type with electronic advance

TRANSMISSION: Automatic / **ESP five-speed with Reverse**

DRIVELINE: Direct front and rear driveshafts

SUSPENSION

Front: Independent double-wishbone; 6.3 inches travel

Rear: Independent double-wishbone; 6.3 inches travel

BRAKES

Front: Dual hydraulic disc

Rear: Single hydraulic disc

WHEELBASE: 49.4 inches

SEAT HEIGHT: 32.4 inches

COLORS: Red, Olive, Natural Gear Camouflage

FUEL CAPACITY: 3.5 gallons, including 1.0-gallon reserve

CURB WEIGHT*: 623 pounds / **642 pounds**

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

RECOMMENDED FOR RIDERS 16 YEARS OF AGE AND OLDER.



4x4 ES with EPS model shown

FourTrax Rancher 4x4 ES

The FourTrax Rancher 4x4 ES comes factory-ready with loads of features that make this remarkable ATV a real winner. Honda's highly regarded Electric Shift Program (ESP) makes gear shifts as easy as touching a button and there's also selectable 4WD/2WD TraxLok, a torque-sensitive front differential, fuel injection and more. Opt for the addition of Honda's easy-steering Electric Power Steering (EPS) and you've got yourself one capable partner for work or play—or both.

New for 2012:

- New Black wheels on Olive model.

SPECIFICATIONS

FourTrax Rancher 4x4 ES/ FourTrax Rancher 4x4 ES with Electric Power Steering

MODEL: TRX420FE / TRX420FPE (with EPS)

ENGINE TYPE: 420cc liquid-cooled OHV semi-dry-sump longitudinally mounted single-cylinder four-stroke

BORE AND STROKE: 86.5mm x 71.5mm

INDUCTION: Keihin 34mm throttle-body fuel-injection system

IGNITION: Full transistor with electronic advance

TRANSMISSION: ESP five-speed with Reverse

DRIVELINE: Direct front and rear driveshafts

SUSPENSION

Front: Independent double-wishbone; 6.3 inches travel

Rear: Swingarm with single shock; 6.3 inches travel

BRAKES

Front: Dual hydraulic disc

Rear: Sealed mechanical drum

WHEELBASE: 49.2 inches

SEAT HEIGHT: 32.4 inches

COLORS: Red, Olive, Natural Gear Camouflage

FUEL CAPACITY: 3.5 gallons, including 1.0-gallon reserve

CURB WEIGHT*: 586 pounds / **605 pounds**

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

RECOMMENDED FOR RIDERS 16 YEARS OF AGE AND OLDER.



4x4 with EPS model shown

FourTrax Rancher 4x4

Thanks to the added traction of 4WD, the full-size FourTrax Rancher 4x4 simply gets the job done, day in and day out. This manual-shift model boasts an impressive list of features including selectable 4WD/2WD TraxLok, a torque-sensitive front differential and a brawny liquid-cooled fuel-injected 420cc powerplant. In addition, the Rancher 4x4 can be had with the ease and convenience of Honda's Electric Power Steering (EPS).

New for 2012:

- New Black wheels on Olive model.

SPECIFICATIONS

FourTrax Rancher 4x4/ FourTrax Rancher 4x4 with Electric Power Steering

MODEL: TRX420FM / TRX420FPM (with EPS)

ENGINE TYPE: 420cc liquid-cooled OHV semi-dry-sump longitudinally mounted single-cylinder four-stroke

BORE AND STROKE: 86.5mm x 71.5mm

INDUCTION: Keihin 34mm throttle-body fuel-injection system

IGNITION: Full transistor with electronic advance

TRANSMISSION: Five-speed with Reverse

DRIVELINE: Direct front and rear driveshafts

SUSPENSION

Front: Independent double-wishbone; 6.3 inches travel

Rear: Swingarm with single shock; 6.3 inches travel

BRAKES

Front: Dual hydraulic disc

Rear: Sealed mechanical drum

WHEELBASE: 49.2 inches

SEAT HEIGHT: 32.4 inches

COLORS: Red, Olive, Natural Gear Camouflage

FUEL CAPACITY: 3.5 gallons, including 1.0-gallon reserve

CURB WEIGHT*: 584 pounds / **603 pounds**

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

RECOMMENDED FOR RIDERS 16 YEARS OF AGE AND OLDER.



Standard model shown

FourTrax Rancher

Over the years, the ready-and-willing FourTrax Rancher has proven over and over again to be an exceptionally dependable riding partner. Whether the day calls for hard work or loads of fun, these hard-working machines simply get the job done thanks to a torque-laden liquid-cooled fuel-injected 420cc engine and more. You can choose between a manual-shift FourTrax Rancher or one with Honda's renowned Electric Shift Program (ESP) to suit your specific riding needs.

New for 2012:

- New Black wheels on Olive model.

SPECIFICATIONS

FourTrax Rancher/FourTrax Rancher ES

MODEL: TRX420TM / TRX420TE (with ESP)

ENGINE TYPE: 420cc liquid-cooled OHV semi-dry-sump longitudinally mounted single-cylinder four-stroke

BORE AND STROKE: 86.5mm x 71.5mm

INDUCTION: Keihin 34mm throttle-body fuel-injection system

IGNITION: Full transistor with electronic advance

TRANSMISSION: Five-speed with Reverse / **ESP five-speed with Reverse**

DRIVELINE: Direct front and rear driveshafts

SUSPENSION

Front: Independent double-wishbone; 6.3 inches travel

Rear: Swingarm with single shock; 6.3 inches travel

BRAKES

Front: Dual hydraulic disc

Rear: Sealed mechanical drum

WHEELBASE: 49.2 inches

SEAT HEIGHT: 32.4 inches

COLORS: Red, Olive, Natural Gear Camouflage

FUEL CAPACITY: 3.5 gallons, including 1.0-gallon reserve

CURB WEIGHT*: 547 pounds / **549 pounds**

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

RECOMMENDED FOR RIDERS 16 YEARS OF AGE AND OLDER.



Standard model shown

FourTrax Recon

Since the inception of this classy mid-sized ATV, thousands upon thousands of riders have made the Honda FourTrax Recon a bestseller, and that's just the way it should be. A remarkably torquey 229cc OHV engine pumps out delightful levels of performance, while its middleweight size enhances its agile handling traits. With the option of a manual gearbox or Honda's push-button Electric Shift Program (ESP) the FourTrax Recon continues to deliver just-right performance that gets the job done seven days a week.

New for 2012:

- New Black front skid plate on Red and Olive models.
- New Black wheels on Olive model.

SPECIFICATIONS

FourTrax Recon ES/FourTrax Recon

MODEL: TRX250TE (with ESP) / TRX250TM

ENGINE TYPE: 229cc air-cooled OHV longitudinally mounted single-cylinder four-stroke

BORE AND STROKE: 68.5mm x 62.2mm

INDUCTION: 22mm carburetor

IGNITION: CD with electronic advance

TRANSMISSION: ESP five-speed with Reverse

DRIVELINE: Direct rear driveshaft

SUSPENSION

Front: Independent double-wishbone; 5.1 inches travel

Rear: Swingarm with single shock; 4.9 inches travel

BRAKES

Front: Dual sealed hydraulic drum

Rear: Sealed mechanical drum

WHEELBASE: 44.5 inches

SEAT HEIGHT: 31.2 inches

COLORS: Red, Olive

FUEL CAPACITY: 2.4 gallons, including 0.6-gallon reserve

CURB WEIGHT*: 439 pounds / **432 pounds**

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

RECOMMENDED FOR RIDERS 16 YEARS OF AGE AND OLDER.



TRX400X

The TRX400X enjoys a well-deserved reputation for bringing aggressive styling and high performance to the ranks of sport ATVs. The bulletproof 397cc RFVC (Radial Four-Valve Combustion Chamber) engine has earned its place as one of the all-time great engines by offering both power and durability in spades. Yet thoughtful amenities such as a five-speed transmission plus Reverse gear and electric starting bolster the fun part of the equation as well. All in all, the TRX400X delivers all the goods for those in search of a performance-packed ATV that also includes Honda's legendary excellence of design.

New for 2012:

- New Black/Red color and graphics.

SPECIFICATIONS

MODEL: TRX400X

ENGINE TYPE: 397cc RFVC air-cooled dry-sump single-cylinder four-stroke

BORE AND STROKE: 85mm x 70mm

INDUCTION: Keihin 34mm throttle-body fuel-injection system

IGNITION: 38mm piston-valve with accelerator pump

TRANSMISSION: Five-speed with Reverse

DRIVELINE: 0-ring—sealed chain

SUSPENSION

Front: Independent double-wishbone with Showa shocks, five-position spring preload adjustability; 8.2 inches travel

Rear: Pro-Link fully adjustable single Showa shock; 9.1 inches travel

BRAKES

Front: Dual hydraulic 174mm discs

Rear: Single 220mm disc

WHEELBASE: 47.9 inches

SEAT HEIGHT: 32.9 inches

COLOR: Black/Red

FUEL CAPACITY: 2.6 gallons

CURB WEIGHT*: 408 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

FOR HIGHLY EXPERIENCED RIDERS 16 YEARS OF AGE AND OLDER.



TRX90X

When it's time to introduce off-road riders to the world of ATVs, the TRX90X serves as the ideal starting point. While the TRX90X carries the same styling cues that place it right alongside its big brother sport ATVs, it also offers a smooth power delivery and Honda's renowned reliability. Factor in the ease of electric starting, Honda's durable automatic clutch and a refined suspension system, and you have the perfect combination for launching a new beginner off to a great start on a lifelong riding career.

SPECIFICATIONS

MODEL: TRX90X

ENGINE TYPE: 86cc air-cooled SOHC single-cylinder four-stroke

BORE AND STROKE: 47mm x 49.5mm

INDUCTION: 15mm piston-valve carburetor

IGNITION: CDI

TRANSMISSION: Four-speed

DRIVELINE: 0-ring—sealed chain

SUSPENSION

Front: Independent suspension; 2.6 inches travel

Rear: Swingarm with single shock; 2.6 inches travel

BRAKES

Front: Dual sealed drum

Rear: Sealed drum

WHEELBASE: 38.7 inches

SEAT HEIGHT: 26.0 inches

COLOR: Red

FUEL CAPACITY: 1.7 gallons including 0.3-gallon reserve

CURB WEIGHT*: 262 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

RECOMMENDED FOR RIDERS 10 YEARS OF AGE AND OLDER.



Big Red

In 2011 Honda brought a load of upgrades to the Big Red Multipurpose Utility Vehicle (MUV), and these changes continue to elevate this hard-working machine way ahead of all other options. Credit its multiple patents and numerous automotive-based technology features for the praise Big Red has garnered for its superior handling, secure feel and comfortable ride. Yet it works harder than ever, thanks to its 675cc liquid-cooled fuel-injected engine, recently upgraded load carrying and towing capacities, revised suspension, contoured bench seat for easier entry and exit and a Roll Over Protection Structure (ROPS) that meets OSHA requirements.

SPECIFICATIONS

MODEL: MUV700

ENGINE TYPE: 675cc liquid-cooled OHV single-cylinder four-stroke

BORE AND STROKE: 102.0mm x 82.6mm

INDUCTION: Electronic fuel injection (PGM-FI), 40mm throttle body

IGNITION: Full-transistorized type with electronic advance

TRANSMISSION: Automotive-style with hydraulic torque converter, three forward gears and Reverse. Three drive modes include 2WD, 4WD and 4WD with all-wheel differential lock

DRIVELINE: Direct front and rear driveshafts

SUSPENSION

Front: Independent double-wishbone; 5.9 inches travel

Rear: Independent double-wishbone; 7.1 inches travel

BRAKES

Front: 200mm hydraulic disc with 51.1mm caliper

Rear: 200mm hydraulic disc with 30.3mm caliper

WHEELBASE: 475.7 inches

COLORS: Red, Olive, Natural Gear Camouflage

FUEL CAPACITY: 7.9 gallons, including 1.5-gallon reserve

CURB WEIGHT*: 1433 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

RECOMMENDED FOR DRIVERS 16 YEARS OF AGE AND OLDER.



CRF450R

In 2012, Honda raises the bar higher yet in the MX open class with a host of improvements that sends the CRF450R to the head of the pack once more. A new, stiffer fork outer tube, among other refinements, brings a more solid feel to the front end, and stiffer fork springs, revised suspension settings front and rear, plus a new shock linkage yield improved tracking, more precise handling and added rider confidence over rough terrain. New, longer and wider footpegs offer more support with a larger platform, and Dunlop's premium MX51 tires add to an overall package that makes the CRF450R the bike of choice in the open class for 2012.

New for 2012

- New, stiffer fork outer tubes and front axle collars bring a more solid feel to the front end.
- Stiffer fork springs, revised suspension settings front and rear plus a new shock linkage yield improved tracking, more precise handling and added rider confidence over rough terrain.
- New footpegs are wider and longer for more support, and are now silver color.
- Premium Dunlop MX51 tires front and rear.
- New chain roller for added durability.

SPECIFICATIONS

MODEL: CRF450R

ENGINE TYPE: 449cc liquid-cooled single-cylinder four-stroke

BORE AND STROKE: 96mm x 62.1mm

COMPRESSION RATIO: 12.0:1

VALVE TRAIN: Unicam, four-valve; 36mm intake, titanium; 30mm exhaust, steel

INDUCTION: PGM-FI, 46mm throttle body

IGNITION: Full transistor with electronic advance

TRANSMISSION: Close-ratio five-speed

SUSPENSION

Front: 48mm inverted KYB Air-Oil-Separate (AOS) with rebound and compression damping adjustability; 12.2 inches travel

Rear: Pro-Link KYB single shock with spring preload, rebound damping adjustability, and compression damping adjustment separated into low-speed and high-speed; 12.5 inches travel

BRAKES

Front: Single 240mm disc with twin-piston caliper

Rear: Single 240mm disc

WHEELBASE: 58.7 inches

SEAT HEIGHT: 37.6 inches

COLOR: Red

FUEL CAPACITY: 1.5 gallons

CURB WEIGHT*: 174 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

Consult owner's manual for optional parts.

CRF250R

Superb handling and excellent power stand as the hallmarks of the 250cc four-stroke class, and the newly revised CRF250R brings plenty of both to the party in 2012. The new cylinder head and 46mm throttle body produce a broadened powerband featuring more low-end and midrange torque for an amazing, right-now hit of power. In addition, new front axle collars and updated suspension front and rear bestow improved tracking and more precise handling upon the CRF250R, enhancements that make a great-handling bike even better than before. In addition to those changes, longer and wider footpegs deliver more support, and Dunlop's premium MX51 tires cap off championship-caliber credentials that make the CRF250R the bike to beat in 2012.

New for 2012

- New cylinder head and 46mm throttle body produce a broadened powerband featuring more low-end and midrange torque.
- Updated suspension settings front and rear for improved tracking and more precise handling.
- New footpegs are wider and longer for more support, and are now silver color.
- New front axle collars add rigidity to the front end, increasing steering precision.

SPECIFICATIONS

MODEL: CRF250R

ENGINE TYPE: 249cc liquid-cooled single-cylinder four-stroke

BORE AND STROKE: 76.8mm x 53.8mm

COMPRESSION RATIO: 13.2:1

VALVE TRAIN: Unicam, four-valve; 30.5mm intake, titanium; 25mm exhaust, steel

INDUCTION: 22mm piston-valve carburetor

IGNITION: Full transistor with electronic advance

TRANSMISSION: Close-ratio five-speed

SUSPENSION

Front: 48mm inverted Showa 16-position rebound and 16-position compression damping adjustability; 12.2 inches travel

Rear: Pro-Link Showa single shock with spring preload, 17-position rebound damping adjustability, and compression damping adjustment separated into low-speed [13 positions] and high-speed [3.5 turns]; 12.5 inches travel

BRAKES

Front: Single 240mm disc with twin-piston caliper

Rear: Single 240mm disc

WHEELBASE: 58.6 inches

SEAT HEIGHT: 37.6 inches

COLOR: Red

FUEL CAPACITY: 1.5 gallons

CURB WEIGHT*: 227 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

Consult owner's manual for optional parts.





CRF100F

Thanks to its renowned 99cc four-stroke engine and a manual clutch with smooth, progressive action—just right for mastering the knack of clutch starts and manual shifting—the CRF100F has long stood as the iconic machine for introducing beginners to the joy of riding. Yet this incredibly versatile little machine has also been put to effective use for helping world-class racers to hone their riding skills. With such wide-ranging credentials, the CRF100F stands tall as one of the most popular off-road bikes in the history of the sport.

SPECIFICATIONS

MODEL: CRF100F
ENGINE TYPE: 99cc air-cooled single-cylinder four-stroke
BORE AND STROKE: 53mm x 45mm
COMPRESSION RATIO: 9.4:1
INDUCTION: 22mm piston-valve carburetor
IGNITION: CD
TRANSMISSION: Five-speed
FINAL DRIVE: #428 chain; 14T/50T
SUSPENSION
Front: 27mm leading-axle Showa fork; 5.2 inches travel
Rear: Pro-Link Showa single shock; 5.8 inches travel
BRAKES
Front: Drum
Rear: Drum
WHEELBASE: 49.2 inches
SEAT HEIGHT: 30.9 inches
COLOR: Red
FUEL CAPACITY: 1.3 gallons, including 0.3-gallon reserve
CURB WEIGHT*: 174 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*



CRF80F

When it's time for beginning riders to step up to a manual-clutch machine, the CRF80F serves as the perfect choice. The 80cc air-cooled four-stroke engine has earned near-legendary status for its toughness and durability, yet it delivers a smooth and tractable powerband uniquely suited to riders learning the ins and outs of manual transmissions. Big-bike styling, nimble handling and amazingly well-balanced performance plus Honda's famous reliability make this versatile little bike a real family favorite.

SPECIFICATIONS

MODEL: CRF80F
ENGINE TYPE: 80cc air-cooled single-cylinder four-stroke
BORE AND STROKE: 47.5mm x 45mm
COMPRESSION RATIO: 9.7:1
INDUCTION: 20mm piston-valve carburetor
IGNITION: CD
TRANSMISSION: Five-speed
FINAL DRIVE: #420 chain; 14T/46T
SUSPENSION
Front: 27mm leading-axle Showa fork; 5.5 inches travel
Rear: Pro-Link Showa single shock; 4.3 inches travel
BRAKES
Front: Drum
Rear: Drum
WHEELBASE: 47.6 inches
SEAT HEIGHT: 28.9 inches
COLOR: Red
FUEL CAPACITY: 1.3 gallons, including 0.3-gallon reserve
CURB WEIGHT*: 163 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*



CRF70F

Because it's equipped with a rugged 72cc SOHC four-stroke engine and automatic clutch, the CRF70F pumps out easy-to-use power that makes it an enduring and popular choice for beginning riders. Add to that a host of low-maintenance features, a low seat height and a three-speed transmission, and you have a dependable little riding partner that's ready for years of faithful service.

SPECIFICATIONS

MODEL: CRF70F
ENGINE TYPE: 72cc air-cooled single-cylinder four-stroke
BORE AND STROKE: 47mm x 41.4mm
COMPRESSION RATIO: 9.0:1
INDUCTION: 13mm piston-valve carburetor
IGNITION: CD
TRANSMISSION: Three-speed with automatic clutch
FINAL DRIVE: #420 chain; 15T/36T
SUSPENSION
Front: 27mm telescopic fork; 3.2 inches travel
Rear: Single shock; 3.5 inches travel
BRAKES
Front: Drum
Rear: Drum
WHEELBASE: 42.0 inches
SEAT HEIGHT: 26.1 inches
COLOR: Red
FUEL CAPACITY: 1.3 gallons, including 0.3-gallon reserve
CURB WEIGHT*: 139 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*



CRF50F

For decades, Honda has offered a full line of off-road bikes stair-cased in size and displacement to meet the specific needs of riders just entering the sport. The renowned CRF50F has long served as an incredibly suitable and efficient first step for beginning riders thanks to a strong and tough 49cc four-stroke engine, automatic clutch and three-speed gearbox, plus an inverted fork. With credentials like these, it's no wonder the dependable CRF50F has been the bike of choice for beginners for more than 40 years.

SPECIFICATIONS

MODEL: CRF50F
ENGINE TYPE: 49cc air-cooled single-cylinder four-stroke
BORE AND STROKE: 39mm x 41.4mm
COMPRESSION RATIO: 10.0:1
INDUCTION: 13mm piston-valve carburetor
IGNITION: CD
TRANSMISSION: Three-speed with automatic clutch
FINAL DRIVE: #420 chain; 14T/37T
SUSPENSION
Front: Inverted telescopic fork; 3.5 inches travel
Rear: Single shock; 2.8 inches travel
BRAKES
Front: Drum
Rear: Drum
WHEELBASE: 36.0 inches
SEAT HEIGHT: 21.6 inches
COLOR: Red
FUEL CAPACITY: 0.7 gallon, including 0.2-gallon reserve
CURB WEIGHT*: 110 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*



CRF150R-Expert/CRF150R

Look at the 2012 CRF150R/RB and you can tell by its new styling treatment that it's an integral part of the CRF MX racing family. And as good-looking as it might be, the CRF150R's racing credentials run even stronger. Thanks to the new cylinder head, piston, camshaft and carburetor, this 2012 model boasts improved power, torque and driveability throughout the powerband. Updated suspension settings front and rear produce improved action through even the toughest track conditions. All of which reinforce the CRF150R's premier position in racing circles.

New for 2012:

- New cylinder head, piston, camshaft and carburetor improve power, torque and driveability throughout the powerband.
- Revised suspension settings front and rear produce improved action through even the toughest of track conditions.

SPECIFICATIONS

MODEL: CRF150RB-Expert / **CRF150R**

ENGINE TYPE: 149cc liquid-cooled single-cylinder four-stroke

BORE AND STROKE: 66mm x 43.7mm

COMPRESSION RATIO: 11.7:1

VALVE TRAIN: Unicam, four-valve; 26mm intake, steel; 22.5mm exhaust, steel

INDUCTION: Keihin 32mm flat slide with throttle position sensor (TPS)

IGNITION: Solid-state CD with electronic advance

TRANSMISSION: Close-ratio five-speed

SUSPENSION

Front: 37mm fully adjustable leading-axle inverted Showa cartridge fork; 10.8 inches travel

Rear: Pro-Link fully adjustable Showa single shock; 11.5 inches travel / **10.8 inches travel**

BRAKES

Front: Single 220mm disc

Rear: Single 190mm disc

WHEELBASE: 50.6 inches / **49.6 inches**

SEAT HEIGHT: 34.1 inches / **32.8 inches**

COLOR: Red

FUEL CAPACITY: 1.14 gallons

CURB WEIGHT*: 187 pounds / **183 pounds**

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

Consult owner's manual for optional parts.

XR650L

In truth, the XR650L has grown to become a legend in its own time—and for good reason. Whether the road ahead holds dirt roads, single-track trails, highways or byways, the XR650L serves as the key that opens the door to riding adventures and good times. For years, devotees of the XR650L have trusted this do-it-all mount to transport them to all kinds of far-flung destinations and back again. And for 2012, the much-beloved XR650L returns to accomplish all kinds of two-wheeled missions once more.

New for 2012:

- Bold new graphics.

SPECIFICATIONS

MODEL: XR650L

ENGINE TYPE: 644cc air-cooled, dry-sump, single-cylinder four-stroke

BORE AND STROKE: 100mm x 82mm

COMPRESSION RATIO: 8.3:1

VALVE TRAIN: SOHC; four-valve RFVC

INDUCTION: 42.5mm diaphragm-type CV carburetor

IGNITION: Solid-state CD with electronic advance

TRANSMISSION: Five-speed

SUSPENSION

Front: 43mm air-adjustable leading-axle Showa cartridge fork with 16-position compression damping adjustability; 11.6 inches travel

Rear: Pro-Link Showa single shock with spring preload, 20-position compression and 20-position rebound damping adjustability; 11.0 inches travel

BRAKES

Front: Single disc with twin-piston caliper

Rear: Single disc

WHEELBASE: 57.3 inches

SEAT HEIGHT: 37.0 inches

COLOR: Red

FUEL CAPACITY: 2.8 gallons, including 0.6-gallon reserve

CURB WEIGHT*: 346 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

California version differs slightly due to emissions equipment.



FourTrax Foreman Accessories

Honda Genuine Accessories



Honda ATV riders are accustomed to owning nothing but the best. And that's why, whether it's work or recreation, the only machine more capable and more dependable than a Honda ATV is a Honda ATV equipped with Honda Genuine Accessories. What follows are new Honda Genuine Accessories available for the all-new 2012 FourTrax® Foreman®—all top-of-the-line quality, fit and finish as every Honda owner expects.

1 - FRONT CARGO BOX

Made from heavy-duty, rotomolded and UV-stabilized polyethylene for strength and durability. A rugged double-wall lid, and a closed-cell EPDM gasket help keep mud, dirt and debris out. The 47.8 liters of maximum storage capacity are secured with two key-lockable latches, mounted with all stainless steel hardware. \$179.95

ATTACHMENT KIT FOR FRONT CARGO BOX

(Not shown) Required mounting brackets for installation of Front Cargo Box. \$25.95

2 - REAR CARGO BOX

Made from heavy-duty, rotomolded and UV-stabilized polyethylene for strength, resilience and durability. A rugged double-wall lid and a closed-cell EPDM gasket help keep mud, dirt and debris out. The immense 129.4 liters of maximum storage capacity are secured with two key-lockable latches, mounted with all stainless steel hardware. \$249.95

3 - FRONT RACK BAG

Made from DWR (Durable Water Repellent) heavy-duty, fade-resistant 600-denier polyester with an extra rugged bottom of 1680-denier ballistic nylon; 34-liter storage capacity with foam liner, mesh lid pockets with zippers, two side zippered pouches, rubber carrying handle and Honda wing logo. \$119.95

4 - REAR RACK BAG

Made from DWR heavy-duty, fade-resistant 600-denier polyester with an extra rugged bottom of 1680-denier ballistic nylon. Sizeable 76-liter storage capacity includes two adjustable interior dividers to help organize cargo. Features include foam liner, mesh lid pockets with zippers, two side zippered pouches, rubber carrying handle and Honda wing logo. \$129.95



5 - FENDER BAG

Made of fade-resistant, 600-denier polyester with a durable, water-repellent coating. Features mesh bottle-holder pockets with adjustable elastic drawstring, easy side release buckle and webbing wrap installation. Branded with the Honda logo. \$49.95

6 - WINCH KIT

2,500 pounds (1,134 kg) of pulling force with an efficient electrical system for less battery drain. Rugged and reliable all-metal, three-stage planetary gear train is fully sealed to help keep the elements out. Features a handlebar-mounted mini-rocker switch that is also fully sealed and a patented disc brake that provides the ultimate in winch control. Winch mount plate and all mounting-kit hardware included. Sealed automotive-grade connectors, no cutting or splicing wires. Limited lifetime warranty. \$549.95

FRAME SKID PLATE

(Not shown) Added protection against rocks and debris for the ATV undercarriage and frame sides. Made of durable, lightweight 0.16-inch-thick 5052 aluminum alloy, with recessed areas for mounting bolts and access holes. \$254.95

REAR SWINGARM GUARD

(Not shown) 0.25-inch-thick 5052 aluminum-alloy armor plate, featuring a gusseted design that adds protection for the rear differential against damage from rocks and debris. \$134.95

7 - FRONT A-ARM GUARDS

Added protection for front and rear suspension components from trail hazards like rocks and logs. These tough, lightweight 0.125-inch-thick 5052 aluminum-alloy A-arm guards feature recessed mounting bolts to help reduce exposure to damage. \$134.95

CENTER HEADLIGHT SWITCH

(Not shown) Allows the option of turning the handlebar-mounted center headlight on or off. \$39.95

RECOIL STARTER KIT

(Not shown) Allows the option to start the vehicle manually. Includes all necessary wiring and hardware. Price TBD

8 - OUTDOOR STORAGE COVER XXL

Water-resistant and fade-resistant, this Honda-branded, heavy-duty, coated-polyester cover keeps your utility ATV out of the weather and sun. Features double-stitched seams for added durability and a shock cord to ensure a snug fit. \$94.95

To view the full collection of Honda Genuine Accessories created for the FourTrax Foreman, go to the Accessories listings at powersports.honda.com.

WARRANTY: Because we're so confident in the quality of each of our Honda Genuine Accessories, we're pleased to offer one of the best warranties in the industry. One-year warranty begins on the day accessories are purchased by the customer.

First Look:
2012 Gold Wing
Press Ride



Although the official, full-on press launch for the 2012 Gold Wing 1800 featuring a multiple-day ride is still weeks away, a few select journalists recently enjoyed an early opportunity to take the newly revised Wing out for a day ride. Representatives from *Cycle World*, *Motorcyclist*, *Rider*, *Ultimate Motorcycling*, *Motorcycle USA* and *Motorcycle.com* comprised the first members of the motorcycling press to wring out the Wing on a loop that encompassed a cross-section of country two-laners, twisty roads and a stint of freeway riding to round out the mix. There was also a selection of 2010-model-year Gold Wing 1800s on hand for the assembly to ride back to back to more accurately judge how the two models compare and contrast. By day's end, although all involved wished they could have spent even more time aboard the newly updated version, this brief sampling allowed sufficient seat time to generate some insightful third-party riding impressions about the 2012 Gold Wing.



While still in the parking lot, journalists offered plenty of positive comments regarding the new GPS navigation system that allows for easy route sharing and quick road-trip programmability via computer downloads from the Honda Trip Planner Website at TripPlanner.honda.com—a site that should be going live as you read this report. Almost every journalist also came prepared with an iPod or MP3 system to test out the Gold Wing's new direct-connectivity advantages, and various tunes issued forth from the big-wattage sound systems as the 2012s rolled down the road.

The mere act of slinging a leg over the 2012 Wing elicited favorable comments from just about every rider about the new level of comfort offered by the



redesigned seat. But it wasn't until we covered some fun back roads and stopped for the first photo session that the most flattering compliments began flying about. One journo summed things up succinctly and accurately by saying, "This new Gold Wing is badass! It's so much fun to ride on twisty roads!" Several commented on their perception of lighter steering effort and more responsive turn-in with the 2012 model, and another rider offered that "the new Gold Wing rails through corners, especially in tight hairpins." The freeway stint also revealed a newfound suppleness in the suspension, yielding a ride that's exemplary for its comfort and long-distance credentials. And some riders also noted that the new fairing design is effective in keeping chilly breezes away from the rider's lower-leg area.

Now understand, that by trade, journalists are inclined to keep their riding observations pretty close to the vest during press rides. That's just the nature of the business; these scribes want to save their best stuff for their readers, which is quite natural and understandable. But the new 2012 Gold Wing loosened their lips just enough that we're confident in reporting that some very positive riding impressions and road tests will undoubtedly be forthcoming in the not-too-distant future. You'll have to tune in to their magazines and Web sites to get their full stories firsthand, but their enthusiastic first reactions seemed to relay a pretty obvious story line; if nothing else, the broad grins on all the faces present served as the key tip-off that plenty of good things await those who get to ride the 2012 Honda Gold Wing.

Click on the bars below to read what the media who attended the 2012 Gold Wing press ride had to say.

[Motorcyclist Online](#)

[Cycle World](#)

[Motorcycle-USA](#)

[Motorcycle.com](#)

[Rider](#)

[Ultimate Motorcycling](#)

● [Click here to see a gallery of images from the 2012 Gold Wing press ride](#)

The Bike That Blew Everything Else Away

Honda's 1987 Hurricane

The Modern Sportbike Takes Form

Honda's CBR600RR is probably the most important sportbike in the world right now. A huge statement, yes, but consider this: The entire Moto2 class in Grand Prix racing is built around its engine. In World Supersport, it's kicked butt and taken names for years now. On the street it's a huge bestseller. The press considers it one of the best middleweight sportbikes ever. And in its revolutionary C-ABS version, it's pointing the way to a future only sportbikes are sure to follow. But to understand where the sportbike world is going, it pays to take a look back 23 years to the bike that laid the groundwork: the 1987 Honda CBR600F Hurricane♣.



1987 Hurricane CBR600

Honda's first CBR600 was a breakthrough machine in a number of ways. To start, its unique full bodywork allowed designers to forego the usual engine and frame cosmetics, and instead devote development dollars to pure performance. The result was 83 bhp from the CBR's liquid-cooled inline-four, superb handling and a dry weight of 396.8 pounds—making the Hurricane the lightest, most powerful 600 available. Such performance alone blew away the competition; with versatility no other 600 could match, the CBR was irresistible.



1987: Honda's Hurricane 600 makes its debut the same year the AMA introduces the 600 SuperSport class. The two make a perfect match, with Honda's newly minted 600 sweeping to victory in all nine races. Doug Polen, the first champion in the 600 SuperSport class, wins seven races in a row to set the first record in the class.

A little background: Honda's perfection of the inline-four concept is well known by most motorcyclists, starting with the 1969 CB750K0. But in the early 1980s, Honda rocked the sportbike world with its V-4 Interceptors. Unless you were riding at the time, it's hard to understand the impact these revolutionary bikes had, positively rewriting what a sportbike was capable of offering by delivering a masterful blend of power and handling. So when Honda walked away from the 500 Interceptor and replaced it with a liquid-cooled inline-four 600, the riding public and press were shocked. How could an inline bike possibly be any better than the perfect Interceptor®?

But it was better. And the shock of the new old-engine layout was quickly replaced by the shock of how capable the new bike was. Named the Hurricane in the US market, the CBR600F immediately redrew the boundaries of the middleweight sportbike. It fell directly between two existing classes (500 and 750), and it often outperformed both of them. Racers took nearly stock CBR600F models and claimed the podium in 750-class events, even with the 20 percent displacement disadvantage.

But the 600 Hurricane was about much more than just how its cylinders were arranged. It sported a 17-inch front wheel, a radical departure from the *comme il faut* 16-inchers the pukka sportbikes of the time used—but the 17 plain worked better, even with the limited tire choice during the first year. The bodywork was more than just a full fairing: It was a super-aerodynamic full-coverage with rounded contours that completely covered the frame spars. The engine (four valves, DOHC, liquid-cooled) was industrial-looking, but since the fairing covered it that was of no consequence. That powerplant pushed out a claimed 83 horsepower, quite an accomplishment at a time when "100 horsepower per liter" was more the norm. With a claimed dry weight of 396 pounds, the Hurricane was also the lightest 600 available. Combine that performance with the CBR's impeccable handling and excellent brakes, and it's clear why the Hurricane literally and figuratively blew away the competition.

Honda CBR600 Timeline



1990 CBR600F
Renamed the CBR600F, the Hurricane's successor featured revisions to the engine that yielded an additional 10 horsepower. Revised porting and cam timing, plus recontoured pistons and combustion chambers, slightly higher compression ratio, recalibrated carb and ignition settings, and a new stainless steel exhaust system made the CBR's inline-four even more muscular. Competitors had to try that much harder to keep up, whether on the street or on the race track.



1991 CBR600F2
A total redesign for Honda's best-selling middleweight produced the CBR600F2. Horsepower leapt to an astonishing 100 bhp, thanks to more oversquare cylinder dimensions, larger carburetors, higher compression and a near-obsessive campaign to reduce internal friction. To provide handling to match its newfound horsepower, the more compact and lighter engine bolted to a new, stiffer frame with revalved suspension, more powerful brakes and RC30-type wheels. The CBR600F2 was again the lightest, quickest and most powerful middleweight money could buy.



1995 CBR600F3
The fourth revision of Honda's middleweight champ sees engineers revisiting some popular themes: More compact combustion chambers and computer-controlled 3D-mapped ignition ensure more complete combustion and more power, to go along with a higher compression ratio, a new Dual-Stage Ram Air intake system and a renewed assault on internal friction. The chassis also benefits from fresh thinking, with recalibrated suspension rates and stronger brakes sharpening the F3's handling edge.



1999 CBR600F4
Honda redesigns its middleweight star from the contact patches up, using the latest in design and manufacturing techniques. An all-new engine features significant reductions in internal weight and friction, more oversquare bore and stroke dimensions and a redesigned Dual-Stage Ram Air system to push horsepower to an incredible 110 bhp. An aluminum Pro Frame® complements the engine revisions, complete with Honda Multi-Action System (HMAS) rear suspension components, race-spec brakes, and radial tires for exceptional handling.



2001 CBR600F4i
High-pressure programmed fuel injection (PGM-FI) puts the *i* suffix on the CBR's designation. Along with a new electronic digital ignition, a revised and larger Dual-Stage Ram Air intake tract and airbox, and a redesigned exhaust, these changes account for a 5 percent increase in peak power from the CBR's inline-four. A stiffer aluminum Pro Frame chassis keeps the F4i's reflexes sharp and confidence-inspiring. Bottom line: A 370-pound package that's the lightest, most powerful middleweight Honda's ever made. The F4i stays in the lineup alongside the all-new RR in 2003.



2003 CBR600RR
The remarkable RR used breakthrough MotoGP technology to completely rewrite the rules for the 600 class. Using technology from the 2002 MotoGP champion RC211V, the 2003 RR was the most advanced Honda production motorcycle to date. The compact inline-four engine uses the RC211V's center-up exhaust and Dual Stage Fuel Injection (PGM-DSFI) technology to produce record horsepower for a Honda 600. The chassis featured a massive 45mm fork and Unit Pro-Link rear suspension—another RC211V breakthrough—that allowed maximum mass centralization and unheard-of design freedom for the all-new aluminum frame.



2011 CBR600RR
No other 600cc machine has won more magazine comparisons and AMA championships than Honda's CBR600. Striking the ideal balance of power and handling, the new CBR600RR blends a light and compact chassis with impeccable power delivery for a combination that's hard to beat. Also available with Honda's unique Combined ABS for the pinnacle of sportbike braking performance, the 2011 CBR600RR continues to set the standard for the middleweight class.

Shooter Dave and His XR650L In Search of America—and Honda Dealers

Part one of a three-part story

On April 2, 2010, 24-year-old David Harrison and his 2002 Honda XR650L set off on a quest: Dave and his Honda planned to travel to the 48 contiguous states. When he left Orange County, California, Dave's goals for the trip included taking a picture at a Honda dealer in every state and seeing a shuttle launch.

He kept a blog during his trip, and here are some excerpts.



ENTRY 1

All right, the time has finally come. I'm going to be taking my '02 XR650L to all the lower 48 states, and possibly more. My XR650L has 1,700 miles on it currently, and I'm looking to put around 20,000 miles on it by the time I'm done. I plan on being on this trip for around four to six months.

ENTRY 7

I stopped by Jorgensen Honda in Richfield, UT. Man, is this place cool. They are really nice people. This place is a man dream. They not only have bikes, both off-road and street, but they have guns, archery, paintball and all sorts of things. This is my one-stop shop. One could definitely live here being that there is a food store right across the street. If you're ever in Richfield, I definitely recommend stopping by.



ENTRY 8

Yay, I finally made it to Jackson, WY. For the last two days, I have been riding with snow along the roads. I've passed over a few high and cold passes, all with spectacular views. Oh, did I mention I don't have any heated anything. I'm kinda wishing I'd installed those heated grips before I left. Oh, well, this is an adventure is it not?



ENTRY 15

I pulled up to the dealer in Joplin, MO, and to my surprise, there were tons of bikes parked out front with tons of people. I was shocked because I thought the store was closed today. As it turns out, I pulled in only an hour before their annual ride started. I figured what the hey, I'll ride it. A lot of people were shocked at what I was doing, but more by what I was doing it on—You're doing that on a what? You rode that thing from where? I guess people don't consider this a touring bike...go figure.

ENTRY 18

I rode in the direction of Orlando to pick up the new rear sprocket I ordered [before heading to the launch]. Once I got to the shore around 11:30, I could see that it was really crowded.

Finally, after waiting a few hours, the shuttle took off. It was amazing. The ride home was insane. There were tons of cars. People literally had just stopped on the side of the road to watch it. I was going down the road on my way to the Kennedy Space Center, and I was dodging cars that had just randomly stopped in the road. My power connector has broken, so I'm going to order a new one so I can charge things. My iPod ran out of juice on the way back.

The next issues of *Honda Red Rider* will cover parts two and three of Dave's story.

● [Click here to read a full account of Shooter Dave's trip, as well as comments from other riders, on the Adventure Rider website](#)

Finally, after waiting a few hours, the shuttle took off.

It was amazing.



The Bike That Never Was: 1979 Mugen Honda RC250 Prototype Racer

During the earliest days of motocross competition in America, two-strokes ruled the roost and racing technology struggled to grow beyond its infancy. Honda introduced the revolutionary Elsinore CR250M in 1973, the company's first production two-stroke and its first purpose-built production motocross machine. It went racing under the American Honda banner as the RC250 in a configuration that was basically stock with a few added-on parts, winning the 250cc National Motocross Championship in 1973 and 1974 in the hands of Gary Jones. By the



end of the decade, however, the state of the motocross art still had not advanced by leaps and bounds; understand that in-house R&D skunk works such as HRC (Honda Racing Corp.) and HRA (Honda R&D Americas) did not exist at that time, so help for American Honda's motocross team came from wherever they could find it. Numerous requests



back to Honda of Japan finally resulted in an unlikely source: Mugen.

Named after the Japanese term for *infinite* or *unlimited*, Mugen was a company founded by Hirotoishi Honda, son of Honda Motor Corporation founder Soichiro Honda. Although not officially contracted for Honda development work, Mugen specialized in creating high-performance modifications for cars and motorcycles, largely for racing. Just as importantly, Mugen was also a Honda vendor and could therefore be authorized to build bikes to Honda specs and designs. And so Honda of Japan gave the nod to Mugen to build a prototype racing RC250 motocrosser.

The end result was indeed marvelous to behold, a hand-built piece of racing artwork that foreshadowed the rapidly approaching era of manufacturer-built one-off specials that would dominate motocross racing in the mid-1980s. The Mugen-built RC250 prototype began with a hand-built chrome-moly steel frame, aluminum swingarm and super-trick Showa suspension. A compact CR125 aluminum fuel tank fed a reworked engine that carried a new cylinder and head, bigger reed valve and specially designed expansion chamber.

All in all, this RC250 prototype was about as trick as things could get in 1979, and when a pair of these gorgeous machines were delivered to the team in the middle of the Supercross season, three-time AMA National Champion Marty Smith and his teammate Steve Wise were thrilled to have such an exotic piece of machinery at their disposal. Or so they thought, right up to their first test ride.

Both riders hated the Mugen RC250 prototype. The bike carried a steeper steering head angle and a shortened wheelbase to yield greater agility on the tight Supercross tracks. However, this revised chassis geometry along with tall overall height that produced a high center of gravity made the bike



The end result was indeed marvelous to behold, a hand-built piece of racing artwork.

overly twitchy and nervous feeling. Smith and Wise both rode the Mugen on a press day prior to a Supercross race and then went straight back to their old bikes. It was the middle of the season, and with no time to perform additional testing and development work, the team had to park the Mugen and get back to the task at hand.

That was that, and the short, happy life of the Mugen RC250 prototype came to an abrupt end. One bike was sent back to Japan, while the second still resides in the USA, stored in the American Honda collection to this day—a beautiful period piece that became an instant battlefield casualty in the unforbearing quest for superiority on the racetrack.



Touring Heaven: Riding New York's Seaway Trail and Hudson River Valley



This aerial view of the verdant landscape around Boldt Castle demonstrates the large scale of nature, history and culture along the Great Lakes Scenic Byway. (Photo courtesy of byways.org)

One of America's most beautiful stretches of road is the Great Lakes Seaway Trail in upper New York State. Designated as a National Scenic Byway, it stretches 518 miles along the shorelines of the St. Lawrence River, Lake Ontario, Niagara River and Lake Erie in New York and Pennsylvania. It begins just west of Barcelona and extends east to Hogansburg. Once a footpath and wagon trail, the road was traveled by Native Americans, French explorers, British soldiers and Dutch settlers before becoming a well-worn thoroughfare for regional commerce. There are so many sights to see that you'd best block out several days or a week to take it all in: lighthouses, quaint villages, farm markets, shops, restaurants, historic sites and parks, plus seasonal festivals and special events.

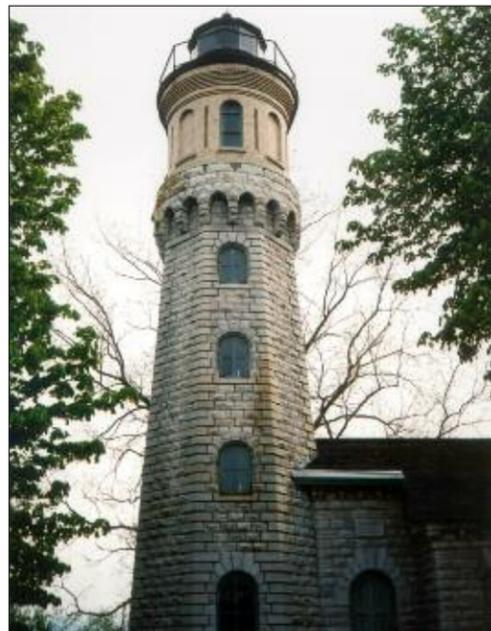
A good place to pick up the Seaway Trail is at the Discovery Center located in Sackets Harbor, New York, a beautiful historic village in the spectacular 1000 Islands area approximately 30 miles from Canada. Housed in the historic Union Hotel (which was built in 1816), the one-of-a-kind museum offers three floors of interactive exhibits. Rooms that formerly served as the dining room, kitchen and hotel rooms now contain exhibits that teach curious visitors about the region's history, nature and culture.



The Great Lakes Seaway Trail Discovery Center houses nine rooms of exhibits showcasing the unique qualities which make up one of America's great byways. (Photo by Kara Lynn Dunn, courtesy of byways.org)



The 90-foot waterfall above the Genesee River at Rochester's High Falls is only part of this National Register Historic District's attractions. Shops, nightclubs and restaurants fill this thriving entertainment area. This photo shows fireworks showering downtown; in the foreground lasers crisscross the waters and a fuchsia light colors a waterfall. (Photo courtesy of byways.org)



Visitors to the Great Lakes Seaway Trail can stop at this delightful lighthouse at Old Fort Niagara. Photo by Kellie Winward, courtesy of byways.org.

Heading west from Sackets Harbor along the shores of Lake Ontario, you'll find Fort Ontario in Oswego—erected in 1755 by the British during the French and Indian War—and for lighthouse buffs, the Old Sodus Lighthouse, the Charlotte-Genesee Lighthouse in Rochester and Thirty Mile Point Lighthouse. Further west is one of North America's most treasured natural wonders, Niagara Falls, with numerous places to sightsee including Old Fort Niagara and the spectacular falls themselves: Horseshoe Falls on the Canadian side, and American Falls and Bridal Veil Falls on the US side.

There are scores more places to see and things to do along the Seaway Trail and information-packed maps can be downloaded from their website. There's no better way to wind towards the Seaway Trail than riding through the gorgeous Hudson River Valley, an area well known to New York City metro area motorcyclists for the diversity of its roads, towns and attractions. The Palisades Parkway takes you from the big city to Route 9W and many of the Hudson Valley's highlights such as the US Military Academy at West Point and Storm King Arts Center at Mountainville. Further north, the same road leads to entry points into the Catskills Mountains Park. Nearly every mile of Route 9W is scenic and twisting, with cliff-top views of the Hudson River overlooking rugged and rocky terrain. The Shawangunks region near New Paltz offers well-maintained roads that wind past horse farms and the southern border of the Catskills. Of course, the

Catskills themselves are worthy of a weekend getaway all by themselves.

The Hudson River cities—Catskill, Hudson, Kingston, Poughkeepsie, Beacon, Newburgh, Ossining, Peekskill—line the river with streets and parks and are great places to stop for meals, shopping or overnight. America's 19th and 20th century aristocracy built huge mansions up and down the Hudson, using the best architects, landscape artists and decorators of the time to stamp their mark on some of America's finest homes. Many of the estates, including Franklin D. Roosevelt's home in Hyde Park, have been meticulously restored and are open to tours.



Visitors can get a good look at how the Champlain Canal's locks operate at Lock 11, located near Whitehall. (Photo by Katie Armstrong, courtesy of byways.org)

Arriving in Albany, you can pick up the pace and easily navigate west for 180 miles to Sackets Harbor on the eastern edge of Lake Ontario. If you're not in a hurry, continue north along the Lakes to Locks, another scenic byway that takes you along the northeastern edge of the state to more great roads and historical sites. Be sure to stop in Waterford, home of the Canal Visitor Center where the Champlain and Erie Canals meet, and Lake George, site of the famous Americade touring rally. Continuing north on US Route 4, you'll pass through Mechanicville, Stillwater and Schuylerville—three of the 32 Lakes to Locks Passage Waypoint Communities. Further north in Whitehall rests the Birthplace of the US Navy, and Fort Ticonderoga, a historic 18th century Revolutionary War battlefield. Lake Placid in the Adirondack Mountains, the site of the 1980 Winter Olympics, is a great place to overnight before heading west 140 miles along Route 3 through the Adirondacks en route to Sackets Harbor.



Fort Stanwix National Monument. (Photo courtesy of NPS.gov)

Other Points of Interest

American Museum of Firefighting

The Firemen's Association of the State of New York Museum of Firefighting was built in Hudson in 1925 to safeguard the heritage of firefighting in New York. With one of the largest collections of firefighting apparatus, equipment, gear and memorabilia in the world, plus floor-to-ceiling displays of historic paintings, dramatic photos, badges, helmets, torches and antique toys, the museum chronicles 300 years of firefighting in America. The museum is located in the Hudson River Valley approximately 130 miles north of New York City. It's open seven days a week from 10:00 a.m. to 5:00 p.m. (closed on Thanksgiving, Christmas, New Year's Day, Easter, Memorial Day and Independence Day).

Saratoga National Historical Park

On the Saratoga Battlefield in the autumn of 1777, American forces met, defeated and forced a major British army to surrender. The crucial American victory renewed Patriots' hopes for independence and secured essential foreign recognition and support. Highlights include the Battlefield Tour, Schuyler House and the 155-foot-tall Saratoga Monument. The onsite Visitor Center is open 9 a.m. to 5 p.m. seven days a week (closed Thanksgiving, Christmas and New Year's Day).

Fort Stanwix National Monument

Located in Rome about 43 miles east of Syracuse, Fort Stanwix was known as "the fort that never surrendered." Under the command of Col. Peter Gansevoort, troops there successfully repelled a prolonged siege in 1777 by British, Canadian and German troops and Loyalists and American Indian warriors. The failed siege, combined with the battles at Oriskany, Bennington and Saratoga, thwarted a coordinated effort by the British to take the northern colonies and led to American alliances with France and the Netherlands. The monument is open daily 9 a.m. to 5 p.m. year round (except for Thanksgiving, Christmas and New Year's Day).

Scootermania: The Wild World of Custom Scooters

Wassup with all these custom scooters? Take a look at the latest two-wheeled trend



Photo courtesy of Scoot! magazine

Ready for the coolest new hipster trend? Forget Facebook and Twitter and the latest app for your smart phone—that stuff's all so 2010. Want to really rattle someone's cage and put a smile on their face? Few things on the road snap the public's collective head around into a double take like a full-on custom scooter. And once they've recovered, the pronouncements pour forth: "Cool." "What kind of bike is that?" But perhaps most telling, "Why?"

Why, indeed. Of course, the standard George Mallory comeback ("Because it's there.") applies, but there's much more going on here. If you're a historical-perspective type, you'll go all the way back to the early 1960s and the customized Lambrettas ridden by England's Rockers and showcased in Quadrophenia. Those little two-strokes positively bristled with rearview mirrors, like so many insect antennae. But this current scooter scene is something totally different.

It's the convergence of several factors. First, in Japan, modifications are tightly restricted for vehicles displacing over 250cc. Thus, the popularity of modifying smaller scooters and motorcycles, and they've become a primary outlet for an entire nation's individual creative need to express themselves.

Second, Honda's small single-cylinder engines have two outstanding attributes: They're absolutely bombproof in their reliability, and the single-cylinder lay-down engine found in machines like the famous Monkey Bike (think Mini Trail 50 or CRF50F here in the US) have been in production since the Earth's crust cooled enough for Mr. Honda to dig some aluminum out of it. Because the engines are so strong, there are lots of people who hop them up. Because they've been in production so long with relatively little change, it makes good business sense for companies (especially in Japan) to catalog hop-up parts.

Third, scooters are the most inexpensive form of motorized two-wheeled transport the

world has ever seen (remember that the Honda Cub® is the most-produced vehicle in the history of the planet), so owners are more likely to experiment with modifications on a scooter, than, say, on a VFR1200F which costs quite a few yen more.

The Ruckus is such a blank canvas for the custom artist: minimal bodywork where the inside has become the outside.



Stock 2011 Ruckus

And since scooters offer such modest performance to begin with, there's plenty of room for performance enhancements.

But the current scooter climate emphasizes bling at least as much as blast. Massive changes in bodywork, custom paint, stretched and lowered chassis, neon lighting, window-rattling sound systems and more are the norm now. And that makes perfect sense, too: Think of all the guys out there and all of the body shops with tons of experience modifying cars, especially lowriders. But who has room for more than one custom car in their garage? There's always room for a scooter, and when that customizing itch flares up again, what better way to scratch it?

Two Honda scooters seem to figure most prominently in the current custom scene: the Helix®, even though it's no longer produced for the US, and the Ruckus®. It's easy to see why in both cases. On the one hand, the Ruckus is such a blank canvas for the custom artist: minimal bodywork where the inside has become the outside. And nothing represents independence to the graffiti generation like a Ruckus. On the other hand, the Helix is already the stretch limo of the scooter world. Its bigger 250cc engine lets you ride it just about anywhere, and that big trunk has room for all sorts of electronic goodies.

Rather than overanalyzing the scene, maybe it's just time to show you photos of some of the cooler scooters out there. With more and more scooter clubs popping up in cities everywhere, maybe it's even time your HRCA chapter added a scooter section.



Photos this page courtesy of Ruckus Life