



100 MX SHOOTOUT



Zeal and Bobby shooting out.



Zeal still has another foot before the Hodie bars burrow in.

In one corner, the Yamaha MX100B. In the other, the Hodaka Super Rat. Yeah, but where's the Suzuki TM100? Good question. Maybe, someday, the test bike will show up.

Let's take a quick look at what's new on the 1975 versions. First, the Yamaha. Paint. White tank this year with black and orange trim. Minor modifications on the crank for better fit. Leaner main jet.

How about the Super Rat? It's a new bike replacing the old Super Rat. Pabatco dropped the ball and didn't come up with a new name for it, but maybe they shot their wad

*Screamin'
White Zonker
Meets Race Rodent*

HODAKA SUPER RAT VS.

YAMAHA MX100B

by
the Staff of DIRT BIKE

dreaming up Thunderdog for their new 250. Or maybe they just like the Super Rat monicker. Does kind of grab you.

Anyway, the new Super Rat is a blue-frame, orange-tank and fender Super Combat with smallerfications. Different cylinder, head, and carb.



Even 100s can throw a lot of dirt.

The Rat's mixer is reeded, unlike the Combat's.

**SPECTATING WHILE THE BIKES
ARE STAGNATING BESIDE
THE TRUCK**

Frames. Double loop mild steel for both. Yamaha built a smaller frame for their hundred. Hodaka uses their 125 frame.

Wheels. Steel for the Yamaha and DID alloy for the Hodie. Both shoulderless.

Rubber. Different spokes for different folks. Up front, 2.75x19 (yes, 19) Yokohama for the Yam. The Super Rat uses 3.00x21 Nittos.



Hot setups for Hodakas mentioned in December apply, but Hodaka warns that they are not responsible if you blow everything up with these mods.

The Yamaha uses a 3.00x18 out back while the Hodaka uses a 3.50x18.

Kill buttons, left side, on both bikes.

Rear brakes on both are rod-operated.

Footpegs on both are looped, serrated, spring loaded and folding.

Pipes. Both have internal silencers. The Yamahammer also has an approved spark arrestor for trail riding. The Hodarodent's downpipe does not have a bash plate. Ground clearance is a little over seven inches. The Yazoo has two inches more ground clearance.

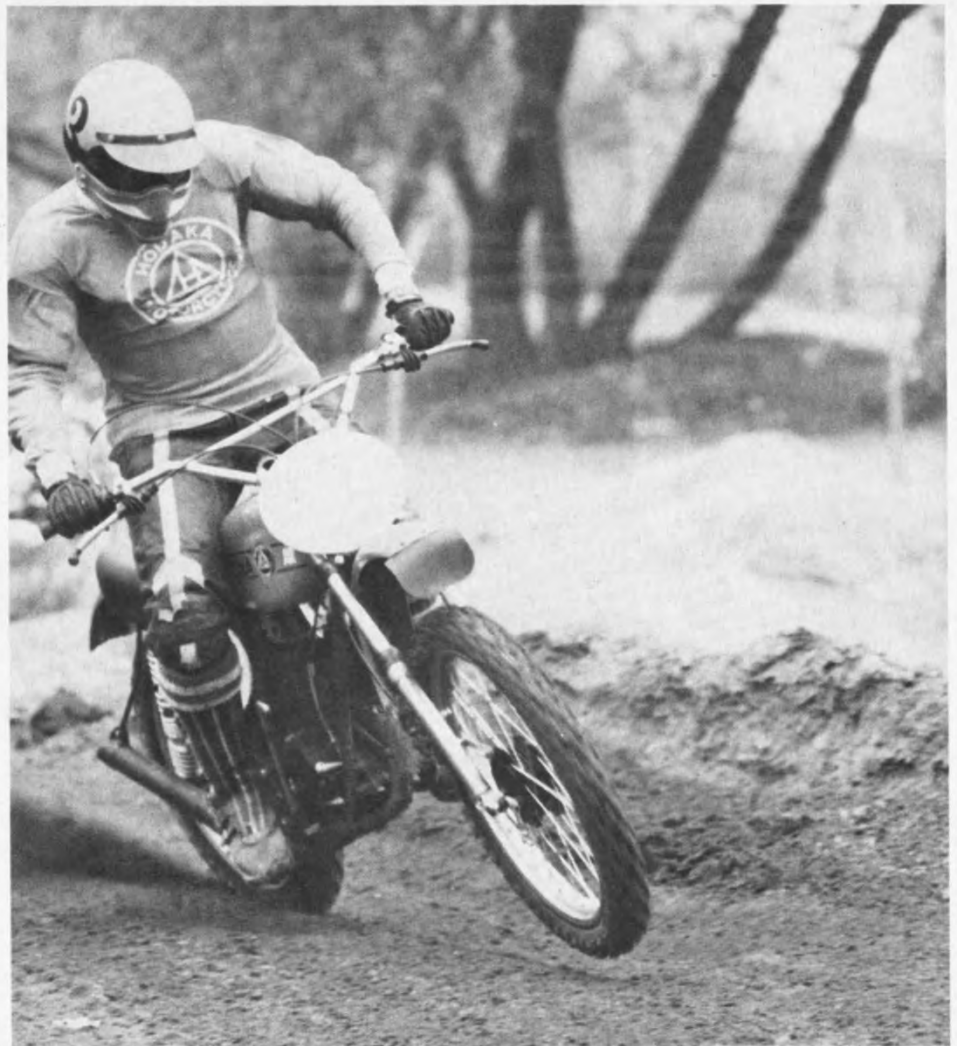
Fenders. Plastic for both bikes.

Tank. Steel for both bikes. The Yellowstone holds 1.6 gallons. The Hellzapoppin holds an even two.

Countershaft sprocket changing. Case is split on the Yenta so you don't have to pop the cover off the flywheel. You gotta do that with the Heddison.

Shocks. Both bikes have things bolted on at the rear. The Harvey's shocks have large alloy bodies with cooling fins. There are two top mounting positions, one at the bottom just in front of the axle. The Yorba Linda has the ever ubiquitous Thermal Phase Flows mounted in the traditional as-far-back-as-possible position.

Engines. Little screamin' boogers. Both of 'em. Hereford elected the perfectly square 50 x 50mm configuration that computes out to 98cc. Compression ratio is 8.0 to 1. The Yardley uses a 52 x 45.6 bore and stroke that yields 97cc. Compression is 8.3 to 1. Carburetion is by Mikuni



Chet got his race face on.



Scintillating Hopetown action shot.

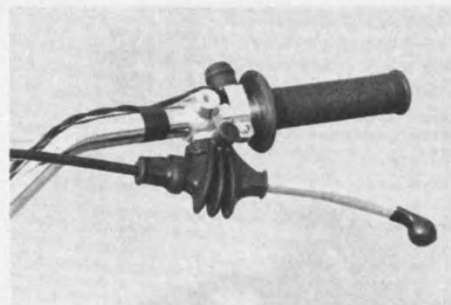
for both. The Super Rodent crams two millimeters more fire power into the fray with a 28mm number. Both use reed valve induction. The Hodcarrier has an alumiferrous fusion process cylinder.

Gearing. Both use 14 on the counter. The Mellow Yellow has 52 out back. The Harding has 12 more.

Transmissions. Both have five-

speed boxes. The Yorty ratios are: 2.83, 1.88, 1.37, 1.09 and 0.96. The Hindenburg ratios are: 2.90, 2.00, 1.50, 1.29 and 1.17.

Ignition. Both kinds. Flywheel magneto with points for the Japanese bike. CDI rotor for the other Japanese bike, the one that comes down via Oregon where everyone runs around in blue and orange



jumpsuits, chasing elves in the woods and dreaming up weird model names.

Air filtration. Oily foam for both. To service the Hodahaki remove two bolts from each side panel and release two tension springs and you got it. For the Yardbird, twist the Dzus fastener on the right side to remove the panel. Then peel off the

rubber cover held in place with grease and twirl the wing nut that releases the filter. Only it's not that easy.

Fuel. Air mostly. Some gasoline. The Harvard uses pre-mix, the Yale uses pre-mix and oil injection.

Parking. Kickstand for the Yippee. Fancy racing stand for the Hodgekiss which comes with the bike at no

additional charge. The stand is too small to be used for 400 CZs, by the way.

Warranty. None. Pabatco will stand behind obvious defects although they don't put it in writing.

Cost. Suggested retail on the Hodie, \$995. The Yams fluctuate around \$786.

COMPARING THINGS WHILE THE BIKES ARE KAZOOMING, WHOOMFING, AND SPINNING THEIR GUTS OUT AROUND THE TRACK.

Let's put the summation here. For racing, the Hodaka got the nod. Polling our panel of impartial judges, we got such scores as 59/41, 60/40 and 65/35 in favor of the blue and orange racer. It's a bad year for white maybe? Several riders said they thought the Rat handled better than the Combat even though the frames and suspension are supposed to be identical. Even the small guys like Bobby and Zeal thought the Yam was too small. Expressions like *it's a stunted motorcycle* or *it's like a toy*

HODAKA 100 SUPER RAT

PRICE: (retail, approx.) \$985 East Coast,
\$995 West Coast

ENGINE TYPE: Two-stroke, reed valve,
single cylinder

DISPLACEMENT: 98cc

BORE & STROKE: 50mm x 50mm

COMPRESSION RATIO: 8.0:1

CARBURETION: 28mm Mikuni VM28SC

HP @ RPM: No figure claimed

CLUTCH: Wet, multi-plate

PRIMARY DRIVE: Gear, 2.81:1

TRANSMISSION RATIOS:

- 1) 2.90:1
- 2) 2.00:1
- 3) 1.50:1
- 4) 1.29:1
- 5) 1.17:1

FINAL DRIVE: 428 Daido chain
(4.57 ratio)

14-tooth countershaft

64-tooth rear sprocket

AIR FILTRATION: Oiled foam

ELECTRICAL SYSTEM: Rotor CDI

LUBRICATION: Pre-mix 20:1

RECOMMENDED FUEL: Premium

RECOMMENDED OIL: None specified

FUEL CAPACITY: 7.5 liters (2.0 gallons)

FRAME: Mild steel, double loop

SUSPENSION: 15.4cm travel (6 inches)

9.0cm travel (3.5 inches) Kayaba;

measured at the rear axle

WHEELS & SPOKES: DID alloy,
shoulderless

TIRES:

3.00x21 Nitto knobby

3.50x18 Nitto knobby

DIMENSIONS:

Wheelbase: 132.9cm (51.8 inches)

52.4 claimed

Clearance: 18.7cm (7.3 inches)

Seat height: 82.1cm (32.0 inches)

Handlebar width: 90.6cm (35.3 inches)

Weight: 93.4kg (206 pounds);

weighed with oil and one gallon of gas

42.2% on front wheel

57.8% on rear wheel

BRAKES: Cable-operated drum, front

Rod-operated drum, rear

INSTRUMENTS: None

LIGHTS: None

SILENCER: Internal

SPARK ARRESTOR: No

PRIMARY KICK: No

WARRANTY:

None, will stand behind

obvious defects

PARTS PRICES:

Piston assembly: \$21.92 (incl. pin)

Rings: \$4.64 (chromed)

Clutch cable: \$4.70

Cylinder: \$88.23

Shift lever: \$5.05

Brake pedal: \$9.38

Clutch lever: \$2.28



Said the Yamaha was a lot of fun to ride but he wouldn't want to race it. Suggested changes were a fork kit, laydown Boges and strengthening the swingarm to reduce the flex. The Yamaha has steel fork sliders. That means the Number One Products kit won't work.

Everybody picked the Yamaha for trail riding though, because of its wider, come-on-lower powerband and wider tranny ratios. The Hodie is more the typical hundred. Scream the hell out of it 'cause the power's all on the top.

Both bikes ran fairly clean. The Yam's plug finally started to give up the ghost after two months.

Surprise! The Yamaha rear brake wasn't as bad as most. It didn't want to seize up as soon as applied. The front brake got the nod as the stronger stopper. We broke two Rat brake levers, the result of mild getoffs.

The Hodaka was easier to shift but getting it off the line wasn't as easy. The clutch has an on/off quality that puts the damper on slipping-type activities. Result. Lots of wheelie poppin!

Let's talk about dirt. The Rat had some dirt problems. Crud got into the rear brake, diminishing its performance. Those who had ridden it when it worked couldn't figure out why later riders were so down on it 'til they took a second turn. Mud made its way into the air box, through the filter and into the carb, making for rather ratty Rat performance. The mud also caked up around the countershaft sprocket, to

YAMAHA MX100B

PRICE: (retail, approx.) \$786

ENGINE TYPE: Two-stroke, reed valve,
single

DISPLACEMENT: 97cc

BORE & STROKE: 52mm x 45.6mm

COMPRESSION RATIO: 8.3:1

CARBURETION: 26mm VM 26SC Mikuni

HP @ RPM: No figure claimed

CLUTCH: Multi-plate, wet

PRIMARY DRIVE: 3.894:1 helical gear

TRANSMISSION RATIOS:

- 1) 2.83:1
- 2) 1.88:1
- 3) 1.37:1
- 4) 1.09:1
- 5) 0.96:1

FINAL DRIVE: DID 428

14-tooth countershaft

52-tooth rear sprocket

AIR FILTRATION: Oiled foam

ELECTRICAL SYSTEM:

Flywheel magneto

LUBRICATION: Yamalube injection and
30:1 pre-mix

RECOMMENDED FUEL: Premium

RECOMMENDED OIL: Shell Super M,

Castrol R-30, Pentolube RX700

FUEL CAPACITY: 6.018 liters

(1.59 gallons)

FRAME: Double cradle, mild steel

SUSPENSION: Yamaha forks

14.5cm travel (5.6 inches)

Yamaha Thermal Phase 9.9cm travel

(3.8 inches); measured at the rear axle

WHEELS & SPOKES: Steel

TIRES: 2.75x19 Yokohama knobby

3.00x18 Yokohama knobby

DIMENSIONS:

Wheelbase: 130.3cm (50.8 inches)

Clearance: 23.3cm (9.1 inches)

Seat height: 79.3cm (30.9 inches)

Handlebar width: 87.2cm (34 inches)

Weight: 88.0kg (194 pounds);

weighed with oil and one gallon of gas

41.2% on front wheel

58.8% on rear wheel

BRAKES: Cable-operated drum, front

Rod-operated drum, rear

INSTRUMENTS: None

LIGHTS: None

SILENCER: Yes

SPARK ARRESTOR: Yes, approved

PRIMARY KICK: Yes

WARRANTY: None

PARTS PRICES:

Piston assembly: \$11.78

(incl. pin and circlips)

Rings: \$4.84

Clutch cable: \$3.08

Cylinder: \$54.38

Shift lever: \$3.88

Brake pedal: \$5.28

Clutch lever: \$3.20

spewed forth from the back of the mighty DB Yellow Van as the Commissar nailed the pedal to the floor. Riders moving up from 80cc minicycles will probably fit better on the smaller Yamaha.

Billy Barlow, he of "hey, that dude's gonna bite his tongue off" notoriety from last November's cover, rode the bikes at Saddleback.

the point that it hardly wanted to turn at all.

The smaller front wheel on the Yammer adds to the feeling of smallness. In turns it tends to want to drop into holes more so than a 21. Zeal mentioned he really had to watch out for the hook bumps, whatever they are. Chet says they look like waves. Len wanted to





in eighth Amateur. The only change we made was slipping on a pair of 12.9-inch Konis and some of Preston's grips and covering it all over with blue tape, plus the all-too-common change of fork oil. Zeal said the Konis worked super, the rear end didn't kick up and try to buck him off like the stock shocks delight in doing. He said the forks beat his arms something fierce, though. The stock engine was able to pull some of the trick bikes running in the 100 class at Hopetown. At first he felt the Yam had more power than the Rat, but then he wasn't so sure. We didn't dyno them, but seat of the leathers picked the Hodaka by a slim but not unanimous margin.

The Rat turns like the Combat. It'll give you change back from the dime you're turning on. Keep those r's up and do the old billiard ball number scooting from berm to berm. No berms? Doesn't matter too much. Square it. Cube it, if you have a mind to. Things start getting busy on the longer straights, particularly if they're seriously bumpy, but on the tight courses just twist it and tour. Our big bore

know if you can windsurf hook-bumps. George just kept on truckin'. Anyway, the front suspension, in need of help, and the smaller wheel make for boingy behavior out front.

We received the Yamaha a couple of months earlier than the other bikes . . . er bike, the Suzuki never did show up. It got a good workout. Zeal raced it at Hopetown and came

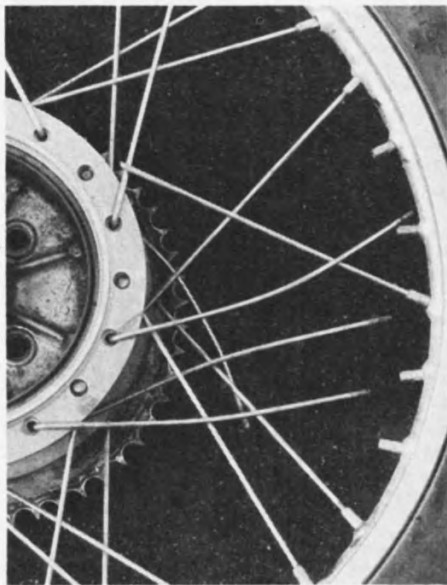


specialist, George, rode both bikes at Saddleback on a day that the track looked like nobody had touched it since they laid Ferdinand von Zeppelin to rest in 1917. Pure rutted concrete. Takes about two days, actually. Conclusion. The Hodaka has no suspension, but the Yamaha has less.

BITS & PIECES

Hodaka has baaad black hubs. Dazzling.

Both bikes have rubber dust



What you see here happened about an hour after tightening all spokes.

covers fitted to the hand levers.

Dual fuel petcocks for the Hodie.

The Hodaka has several handy nipples for easy access greasing.

The Yamaha has 12 rubber bushings fitted between the fins to cut down on noise.

Primary cover on the Hodie is from the old 90s. Pabatco likes to boast that nothing gets outdated when you buy their machines.

No rim locks on the Yamaha wheels.

Less than an hour after tightening all the spokes on the Yamaha one of our riders loosened them up enough to break a couple and pull several others out of their nipples.

Hodaka will share hop-up info with owners. Contact Jim Gentry at Pabatco, P.O. Box 327, Athena, Oregon 97813.

SUMMATION

We've already said it. We'd pick the Hodaka for racing and the Yamaha for cowtrailing. The Hodie suspension is better. While it doesn't

pull as low as the Yamaha, it just feels more like a racer. Both are fun little bikes, run 'em wide open and feel like you're flyin'. The absence of at least comparable suspension on the MX100B just makes things too unpleasant.

We had the Yamaha for quite some time and it held up well, another reason why we picked it as the better cowtrailer. Typical Yamaha put-gas-and-oil-in-it-and-ride type behavior.

If you're really set on getting a Yamaha, you might want to wait for

the '76. It's supposed to be a monoshocker and most likely will be available before the year's end.

If you're hot to pop for a racer right now we'd recommend the Hodaka over the Yamaha. Or you can wait and see if that Suzuki TM100 test bike ever shows up. Indian has a 100 too. Some guys are sleeving down the Elsinores. (D&G and J&B have kits we know nothing about.) There may be a CR100 next year, rumors have it. Where does it all end? What's a fellow to do? Get somethin' and gas it, that's what. ❁

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The VDO Enduro is designed for off-road riding where accuracy is important. 3 1/8" diameter, it includes an odometer and resettable trip counter which reads in tenths, settable forward and backward. It's housed in a rugged black case with lighting.

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