

Flashback. The months magically reattach themselves to the calendar, the sun of California summer changes, becoming the suns of California spring, winter, fall. The torn but regal *Dirt Rider* chair passes backward two editors. Schoonmaker and Woods are seen thrashing a shy but compliant XL 125 about the trails of Gorman Mountain.

Slowly, reluctantly, the months are torn free again, perhaps to the accompaniment of artificial wind sounds, with billowing puffs of smog for effect.

The little Honda, gradually becoming more bold, phone-booths into Eco-Bike, undergoes changes.

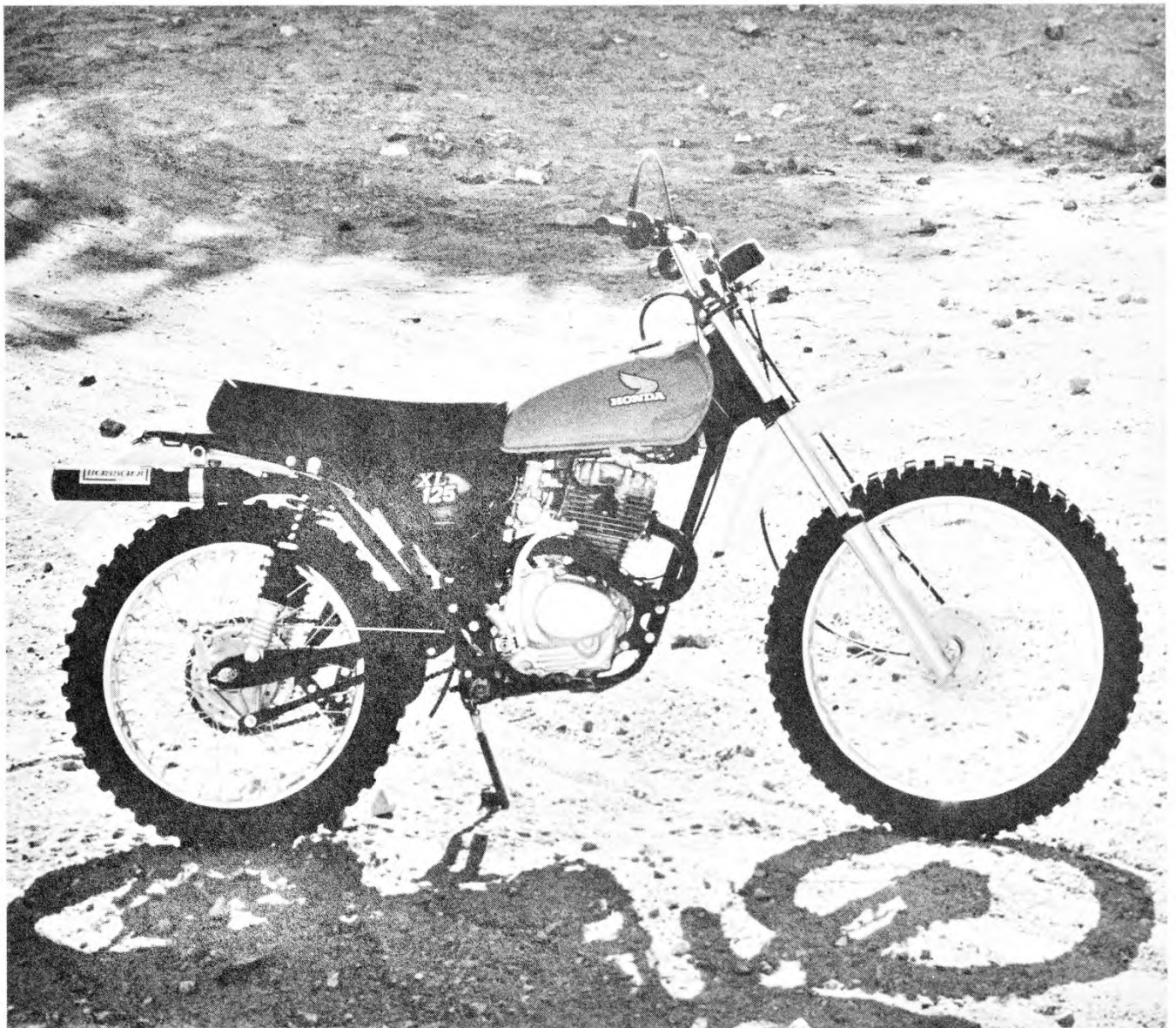
She is seen stripped of her lighting, roaring victorious in a drag race against a friend's Honda.

With suspension changed, and answering to a familiar "Eco," we see her slithering home triumphant from the Rainbow Falls ice races, having met

AND, IN CONCLUSION . . .

# ECO-BIKE, STAGE WHATEVER

**It's not a big motorcycle,  
It's a groovy little motorbike . . .  
Beach Boys, "Little Honda"**



there contributor Chet Carman, himself unaware of the greatness that lies ahead of him.

Then, with pipe by Bassani and Ignition by Anderson we see Eco, mounted by suddenly-editor Woods, bounding to a painful DNF at the Red Garter National, and later emerging intact and happy from the forrests of the 49ers Enduro.

And what is that red streak flashing across the desert? Eco again, with her mighty Powroll heart, leveling the whoopdies and shortening the straights.

So we reach the present. A full compliment of three editors stand in spirit, fighting a communal sob, as the hulking Honda truck pulls up to cart her away.

One does, you see, become attached to a motorcycle after a time. Eco has been a pleasant, rewarding, and instructive project. Let us recap what we have learned.

First and foremost, the Honda XL 125 is basically an amazingly fault free package.

The engine, though underpowered, is nigh unto unbreakable and will make deceptively quick time when kept singing in the upper reaches of its rpm range.

The frame works well, excellently, in fact, within the confines of power easily obtainable from the 124cc powerplant.

Suspension, though above average for a Japanese "trailbike," needs work for go-fast enduro work. The Works Performance shocks and Number 1 kitted forks did the job, and then some.

By opening up the exhaust pipe and fitting a *good* accessory spark arrestor/silencer low end pull is increased substantially while noise output remains among the lowest available.

Harold Anderson's CDI unit has

proven reliable and well worth the investment. It has resulted in increased performance and easier starting in those awkward trail situations we all know and love.

The Powroll 122cc racer package is expensive and more delicate than stock, but is the ultimate answer for those seeking maximum power while remaining in the 125cc class.

Sun Rims sit on the right wheel of God.

Other than the oft bitched about chain adjustors nothing stock broke on the Honda. Nothing, through three quarters of a year of certainly abnormal abuse.

We liked it a lot, had come to think of it as a personal machine. For the casual trail rider, or the beginning enduro buff, we can think of few if any finer mounts. Really. It can, as has ours, grow with you. ●

