



# HONDA MOTORCYCLES



1999



**W**elcome to the Honda of today, and tomorrow. Where our 1999 range of motorcycles and scooters says just one thing: that the time for a new Honda is now.

Honda is driven by time. It brought us to our fiftieth anniversary in 1998 but, although the celebrations lasted the whole year, the moment passed. Honda was fifty, for a second, and then time moved on.

Honda may not be the world's oldest motorcycle manufacturer but we certainly invest more time in our product range than anyone else. Because it's time that makes Honda models what they are today.



ONLY FACTORY-TRAINED HONDA TECHNICIANS WORK ON YOUR MACHINE.

It shines through our mechanical and design engineering and becomes clear to anyone who spends time looking at or riding our

motorcycles. Engine developments such as the V4, perfected over time like no other configuration and powering the VFR800Fi, the world's

most refined motorcycle.

Safety developments like Honda's unique Dual Combined Braking System for more assured and more secure stopping power. And chassis developments like our 'Combined Pivot' design, where the swingarm pivots directly on the engine casing, reducing weight and increasing rigidity.

Engineering innovations that you'll find on our 1999 models, whose quality is unquestioned and whose reliability is tested to the limit, time and time again.

But quality and reliability aren't the only parts that go into Honda machines. We test other components

# LOOK FORWARD T

We spend time talking to customers, listening to their needs and developing concepts to satisfy hugely different desires and aspirations. Time goes into designing prototypes, testing them on our own tracks, in wind tunnels, on real-world roads, in computers, and then back on the test track. Again and again.

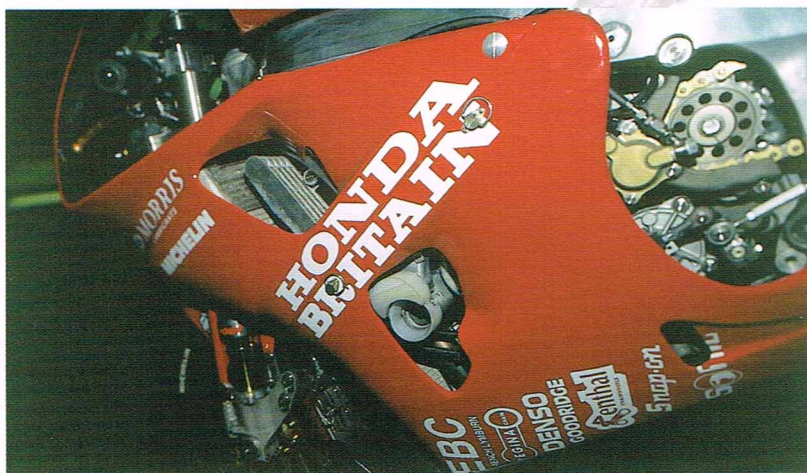
That development time translates into value that our customers attach to Honda motorcycles. Not a monetary value but something worth more. Much more.

Quality. Reliability.

We've been building these fundamental elements into our bikes since we started in 1948 and they're what make Honda motorcycles the best. You might find other manufacturers making similar claims which, understandably, can lead to some confusion.

So RiDE magazine asked its readers - the people who actually buy and use motorcycles every single day - what they thought.

We're pleased that they thought the same as us\*: that when it comes to quality and reliability, ain't nobody comes close to Honda.

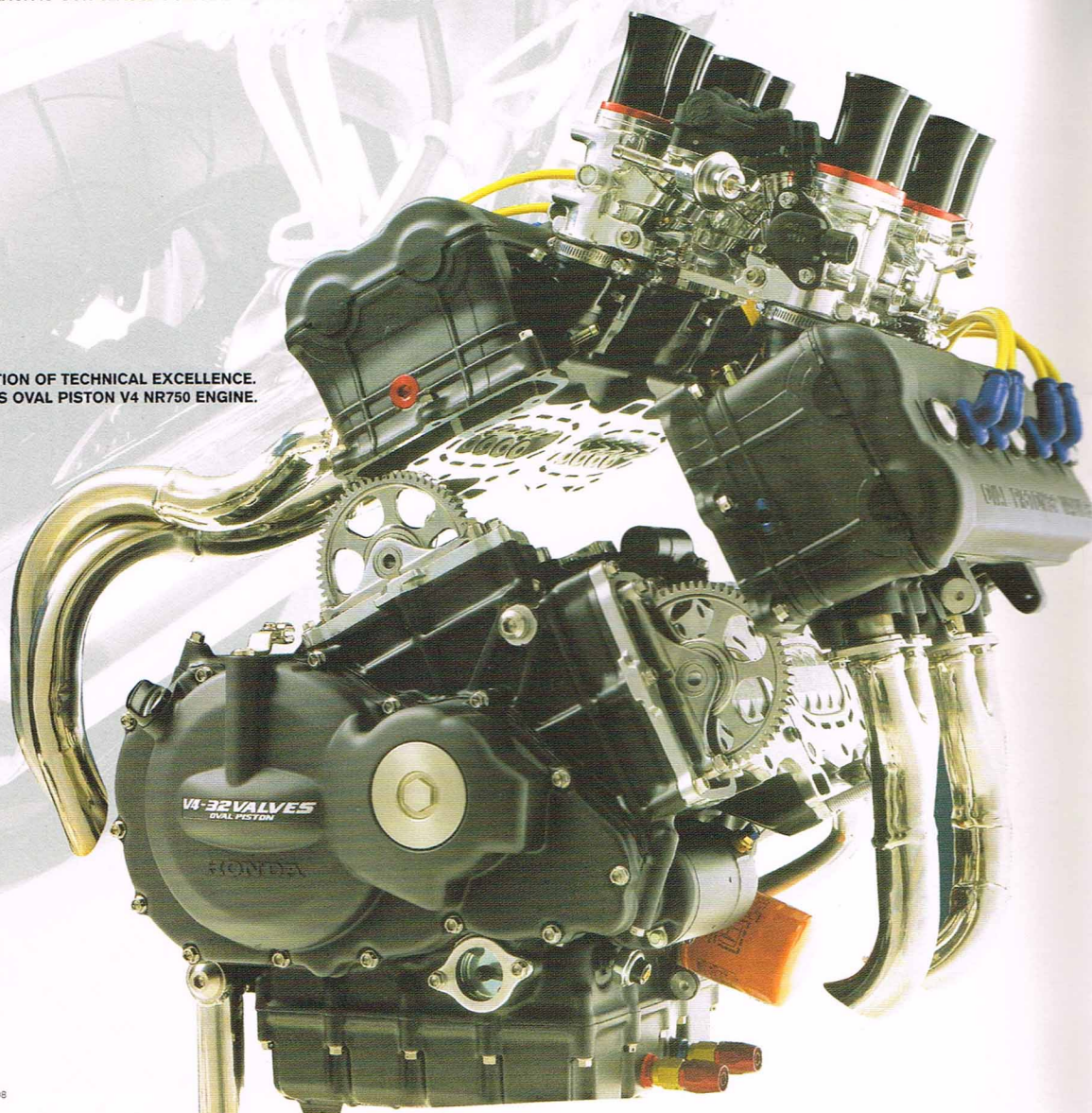


THE RACE TRACK IS OUR CLASSROOM AND THE ROAD IS WHERE WE GRADUATE.

in the cauldron of international motorcycle racing, where time is the most valuable component of all and where a split second can mean the difference between winning and... well, what else is there?

Time means a lot to Mick Doohan. Whether it's five thousandths of a second on the track. Or the five years he's been 500cc World Champion. Or the five decades that Honda has invested in his NSR500. It's all priceless.

A CELEBRATION OF TECHNICAL EXCELLENCE. THE FAMOUS OVAL PISTON V4 NR750 ENGINE.





The same could be said of our environment. But if we continue to burn fossil fuels at our current levels, then time is something the planet could soon be running out of.

It's why Honda is more committed than any other manufacturer to reducing harmful exhaust gases and emissions. Why we've announced an end to the manufacture of all but competition two-stroke powerplants by the year 2002. Why many of the engines found in current Honda models already surpass the stringent Euro-2 emissions standards.

We've achieved this by spending time investigating the source of harmful gases, by improving



OUR VERY OWN CIRCUIT AT MOTEGI.  
WHERE HONDA MOTORCYCLES ARE  
TESTED AGAIN AND AGAIN AND AGAIN.

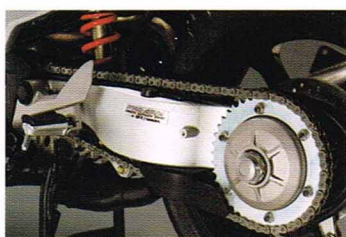
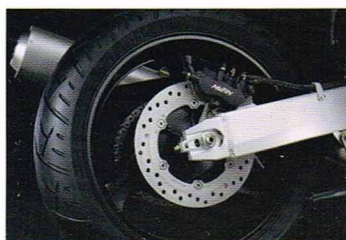
# O A NEW HONDA.

combustion efficiency in our engines and, through innovations like our HECS3 catalytic converter, by cleaning the exhausts that they produce. And we're investing our own time in alternative energy sources such as electricity and natural gas.

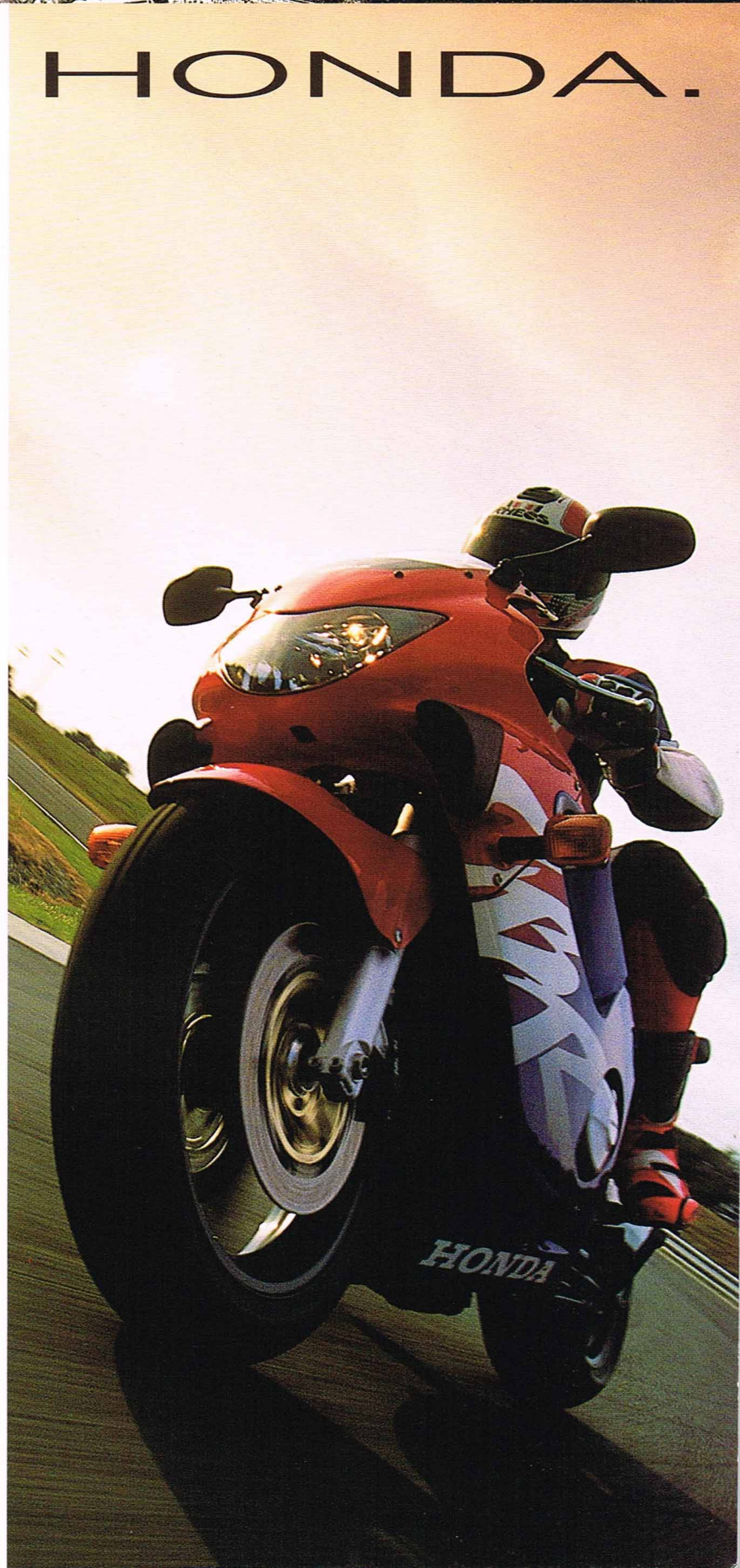
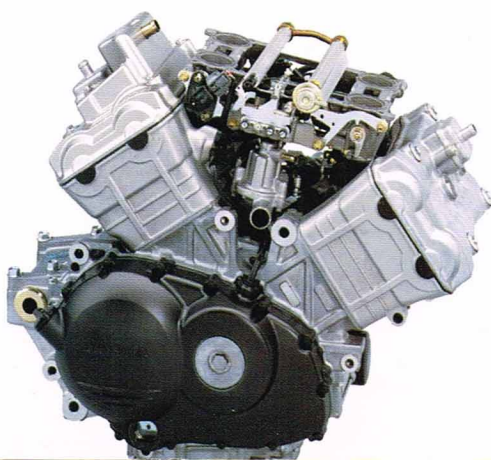
It'll be a while before they find their way into our motorcycles but engines like our +C (Additional Charging) unit may be here sooner than you think. We've taken a 50cc, four-stroke engine and increased its efficiency by 150% through a new 'super-charge' system. The result is a 70% increase in power and torque and a 20% boost in fuel economy.

It's all about investing in our future and ensuring that motorcycling remains the practical, economical and, above all, fun pursuit that it's always been. Because good times aren't only about what happened yesterday. They're about today and tomorrow too.

At Honda, we're as excited about our future activities as we are proud of our past achievements. We're looking forward with a real buzz of anticipation to our next half century with you, knowing that even if we do only half as much as we've done in our first, it'll be time well spent.



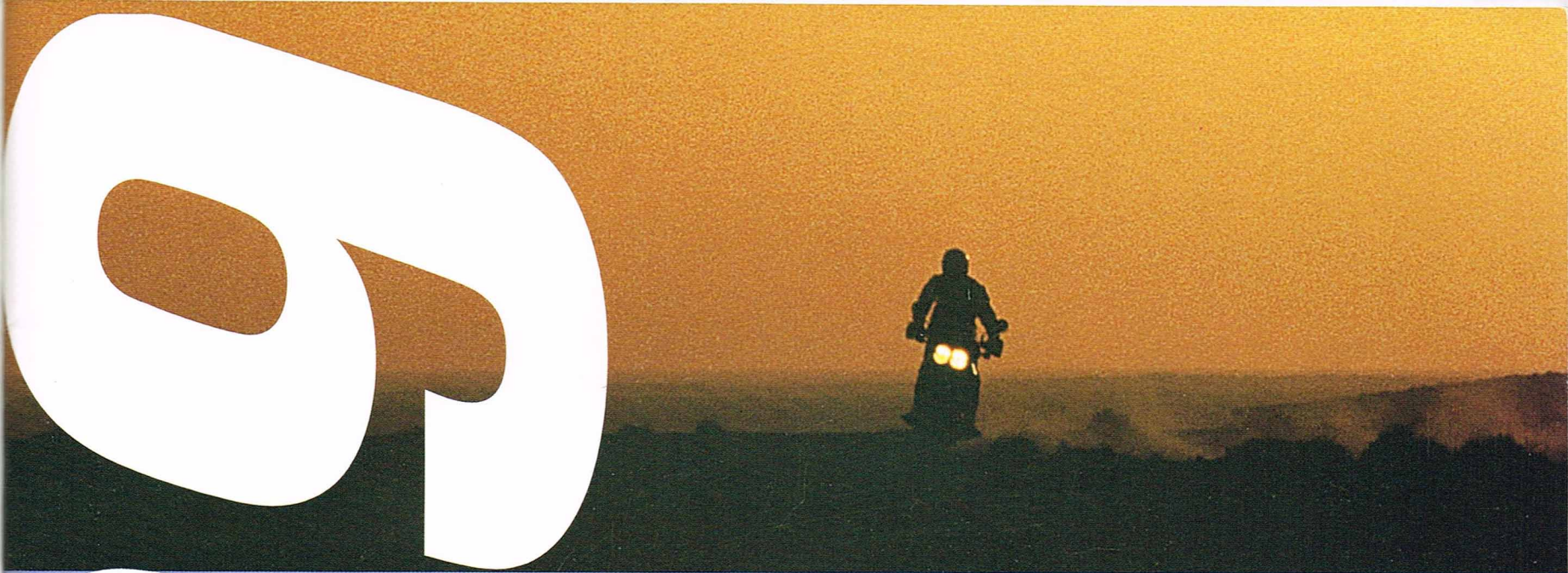
HONDA INNOVATIONS.  
FROM THE TOP: SIDE-MOUNTED  
RADIATORS, DUAL COMBINED BRAKING  
SYSTEM, SINGLE-SIDED SWINGARM  
AND, BELOW, THE VFR800'S REFINED  
V4 FUEL-INJECTED ENGINE.













# F6C







MAKE YOUR F6C STAND OUT EVEN MORE WITH THE MANY ACCESSORIES AVAILABLE FROM HONDA.  
(ACCESSORIES SHOWN: FRONT FENDER CHROME RAIL AND REAR FENDER CHROME COVER.)



Two years after it was unveiled and its sheer scale took everyone's breath away, the Honda F6C continues to impose itself on the heavyweight cruiser category with stunning looks, outrageous performance and handling that belongs in a different class. With its dominating flat-six 1500cc engine, complete with six-into-six exhaust, the F6C simply has no challengers, whether it's standing still or blasting down the open highway.



BLACK WITH PEARL TWILIGHT SILVER

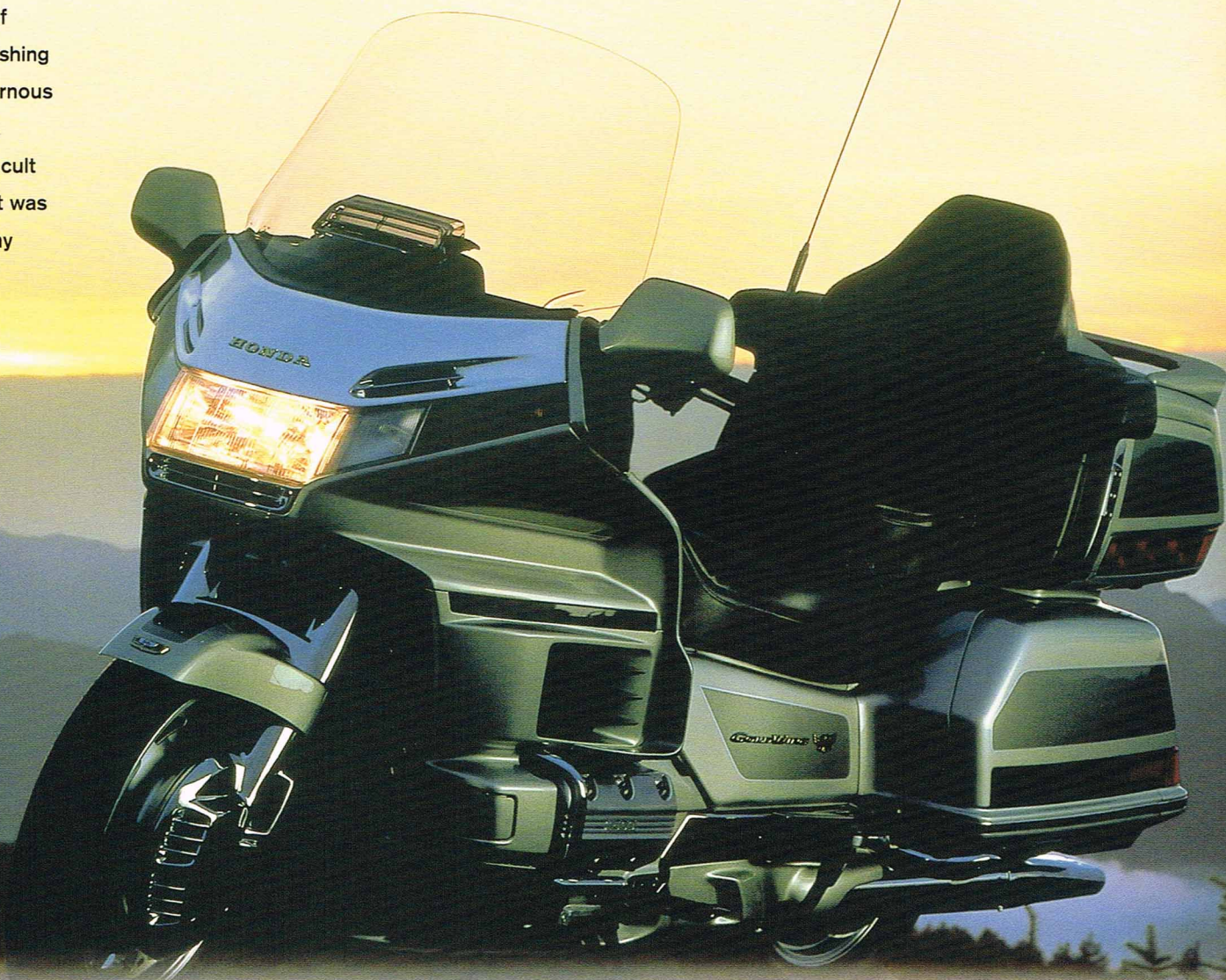


PEARL CORONADO BLUE WITH PEARL IVORY CREAM



# GL1500SE GOLDWING

Honda's legendary GL1500SE GoldWing continues to reign supreme in the luxury touring sector with unmatched levels of comfort and luxury. Its smooth, flat-six 1.5 litre engine invites mile after mile and day after day of effortless cruising, with astonishing levels of equipment and cavernous storage to ease the journey. The GoldWing has earned its cult status simply by doing what it was designed to do better than any other motorcycle.



CANDY SPECTRA RED WITH CANDY GARNET RED



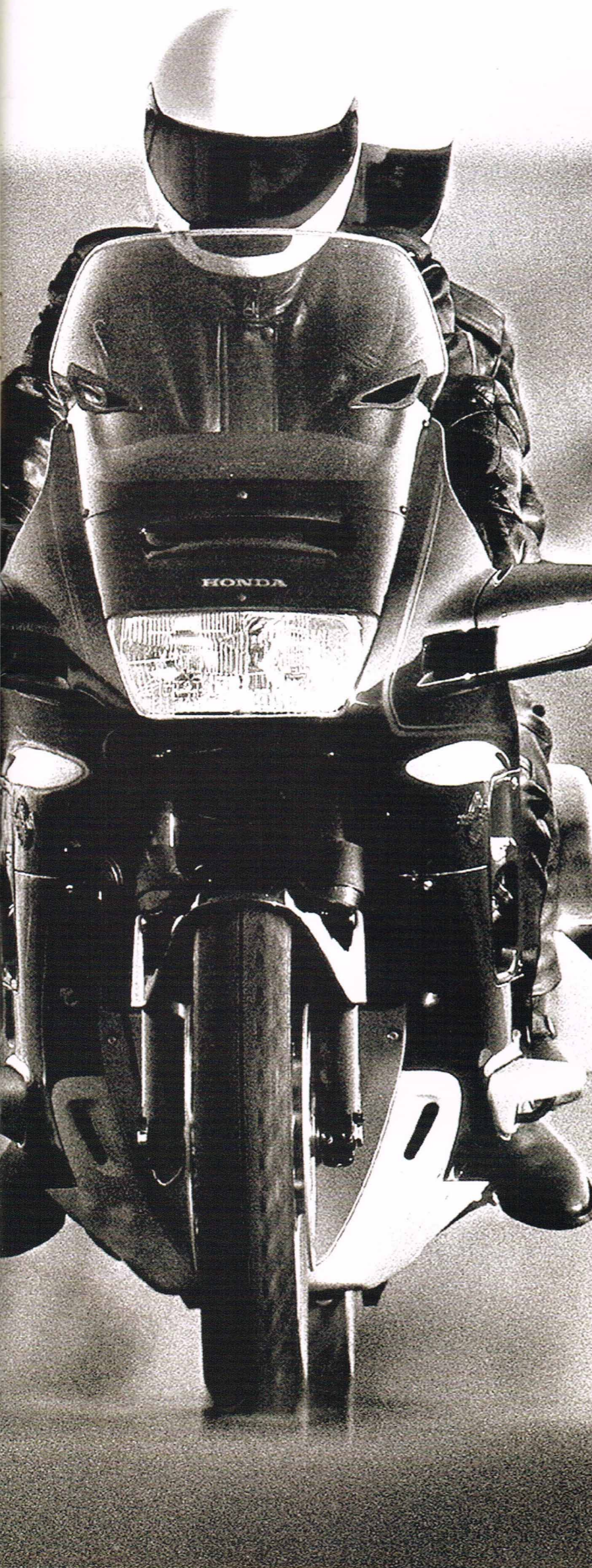
PEARL MERCED GREEN



ASTONISHING LEVELS OF EQUIPMENT ON THE GOLDWING HELP THE MILES FLY BY.



# ST1100 PAN EUROPEAN



MID BLUE METALLIC

Crossing continents in style and comfort is what the ST1100 Pan European is all about. A smooth and versatile, transversely-mounted V4 engine delivers its silken power via low maintenance shaft drive, with long intervals between servicing. Its comfort and practicalities are recognised throughout the UK by police, paramedic, limo-bike and breakdown organisations, as well as ever-increasing numbers of private individuals who keep coming back for more.

The Pan European is also available with anti-lock brakes, featuring Honda's unique Dual Combined Braking System, making it one of the safest as well as the most desirable motorcycles on the road.



CANDY WINE BERRY RED



50TH ANNIVERSARY COLOUR



ST1100 PAN EUROPEAN WITH ABS AND TCS.  
(ALSO AVAILABLE IN CANDY WINE BERRY RED)



AA ROAD PATROL.



PARAMEDIC BIKE.  
CURRENTLY OPERATING IN NINE OF THE 12 AREAS  
WHERE MOTORCYCLES ARE USED.



POLICE SPEC BIKE.  
CURRENTLY SERVING 46 UK POLICE FORCES.

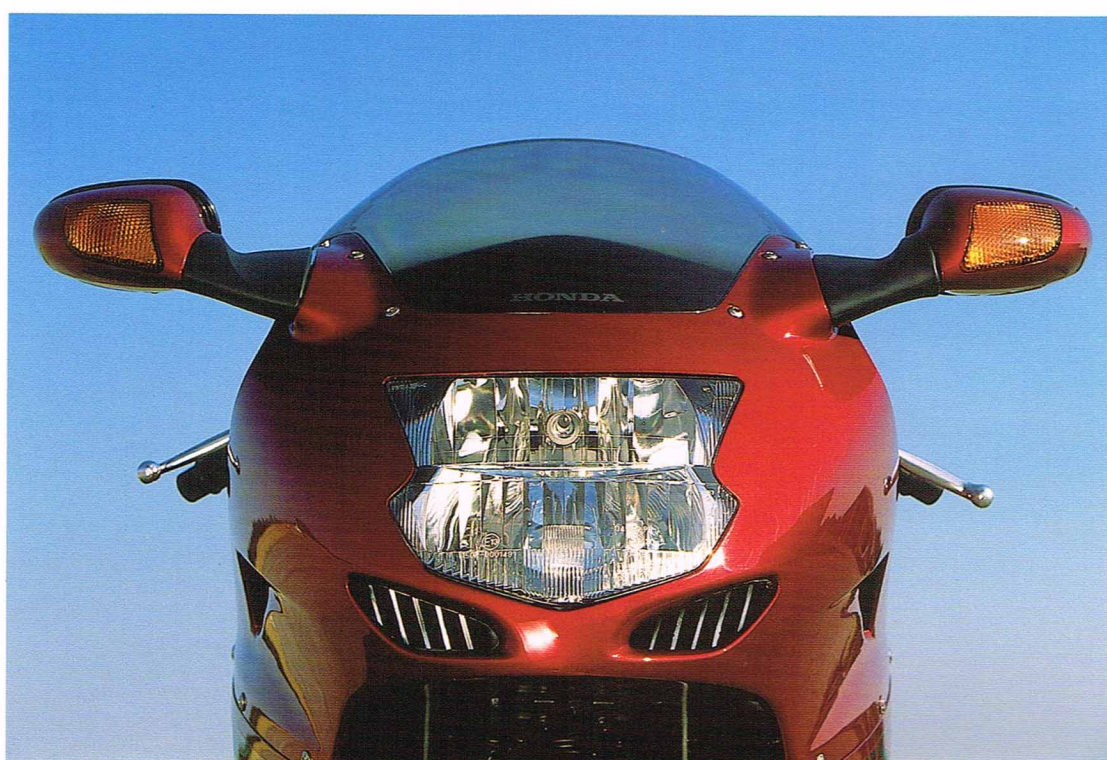


VIRGIN LIMO BIKE.



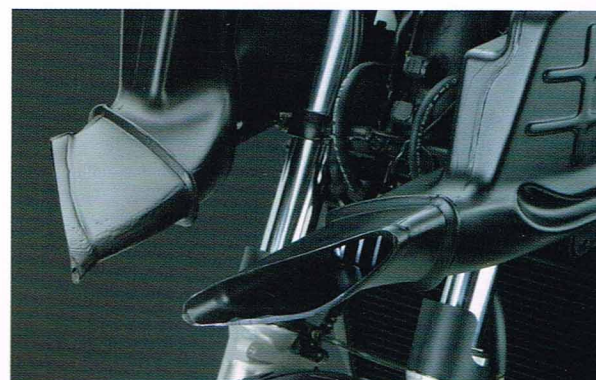


## CBR1100XX BLACKBIRD



NEW DIRECT AIR INDUCTION SYSTEM. TWO PORTS LOCATED JUST BELOW THE HEADLAMP SUCK IN A STEADY STREAM OF COOL AIR.

A host of modifications to the 1999 Super Blackbird take the refined sports tourer to even higher standards of performance and refinement. At its world launch two years ago, the Super Blackbird stunned riders with its intoxicating blend of blistering



SPECIALLY-DESIGNED AIR INTAKE DUCTS FEED LARGE VOLUMES OF HIGH PRESSURE AIR INTO THE CLEANER FOR A MAJOR BOOST IN TOP END POWER.

## CBR1000F



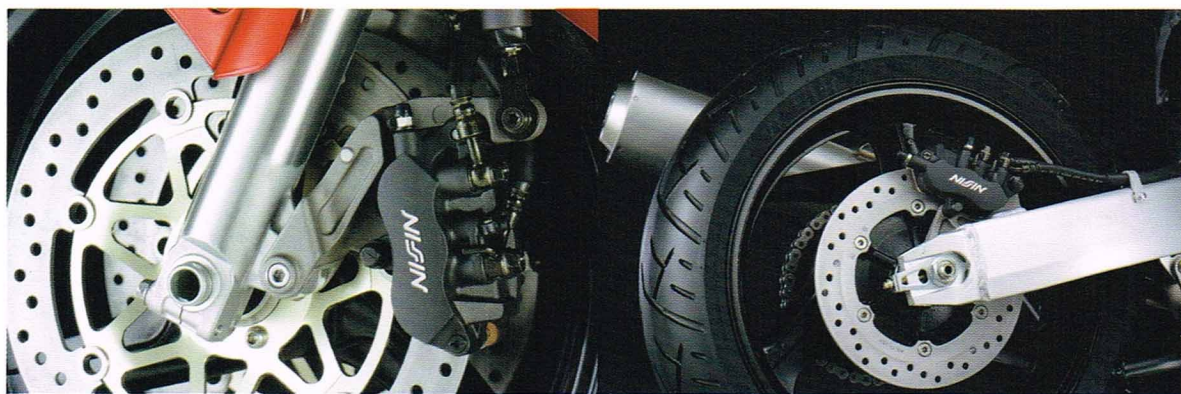
Big on power, big on style, the CBR1000F has been one of the world's finest sports-tourers for more than a decade thanks to its ideal blend of performance, handling and comfort. Its potent, 125bhp engine and crisp handling will satisfy the solo sports rider, while its broad seat and pliant suspension will accommodate rider and pillion for long-haul, two-up touring. The mile-munching package includes Honda's Dual Combined Braking System, and is perfect for all-round riding pleasure.



MUTE BLACK METALLIC

PURE RED





DUAL COMBINED BRAKE SYSTEM.  
EXCLUSIVE TO HONDA'S MOST ADVANCED MACHINES.

SERVO MECHANISM APPLIES CONTROLLED HYDRAULIC PRESSURE  
TO THE REAR BRAKE WHENEVER THE FRONT BRAKE IS USED.



UNDER SEAT STORAGE SPACE IS BIG ENOUGH TO TAKE A TOUGH U-LOCK.

NEW ANTI-THEFT IGNITION SYSTEM MEANS THE ENGINE CAN  
ONLY BE STARTED BY THE BIKE'S TWO ORIGINAL KEYS.

performance and easy comfort. The lowest drag coefficient in its class combined with the most powerful engine ever fitted in a production motorcycle and took the CBR1100XX to the top of the supersports-tourer league.

Secure and assured stopping power is provided by Honda's Dual Combined Braking System and vibration is virtually eliminated by two counter-rotating balance shafts.

Now performance has been boosted even further through the introduction of Honda's programmed fuel injection and a powerful new Direct Air Induction system; and the Blackbird's legs are stretched further with the addition of a larger fuel tank.

Security is tightened, too, with electronically-coded ignition keys and, with three sparkling new colours for 1999, the CBR1100XX Super Blackbird will impress and intrigue more than ever.



CANDY PHOENIX BLUE



CANDY GLORY RED



PEARL PRISM BLACK



# XL10



Adventure Sports is taken into uncharted territory by the new Honda Varadero as it bursts into the 1999 model line-up, maintaining the classic heritage engendered a decade ago by Honda's supremacy in Paris-Dakar rallies.

Built around the proven 996cc V-twin engine that powers Honda's supersports VTR1000F, but tuned for masses of low to mid-range punch, the Varadero also features the VTR's side-

mounted radiators for improved cooling efficiency.

The sturdy chassis is enhanced by Honda's 'Combined Pivot' system where the swingarm pivots directly on the engine, reducing weight and increasing rigidity. Honda's renowned Dual Combined Braking System is also incorporated for safer, more assured stopping power.

The sheer scale of the Varadero is impressive

enough, with a massive 25-litre fuel tank good for 200 miles from one fuel stop to the next and a large, well-padded dual seat and exceptional levels of equipment to keep rider and pillion in luxurious comfort in between.

An impressive instrument panel incorporating two trip meters and a clock boosts the Varadero's touring credentials, along with a host of options such as heated handlebar grips and a range of mighty storage facilities.



THE VARADERO'S 'COMBINED PIVOT' FRAME FEATURES A CANTILEVER DESIGN OF BOX SECTION STEEL TUBES THAT SURROUND THE VERSATILE 1000cc V-TWIN ENGINE.



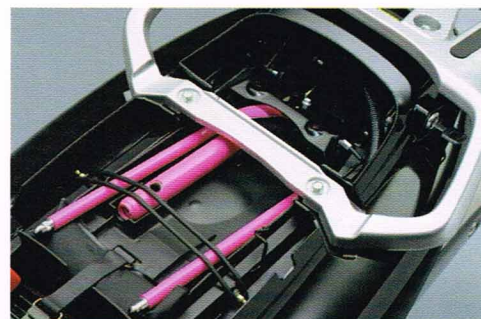
SIENNA GOLD METALLIC  
(WITH SPARKLING SILVER METALLIC)



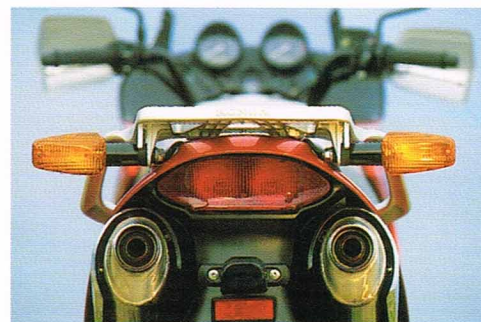
PEARL SHADE BLACK  
(WITH SPARKLING SILVER METALLIC)



A WIDE AND STURDY REAR CARRIER INCORPORATES A COMFORTABLE PASSENGER GRAB RAIL.



KEEP IT SAFE. A SECURITY U-LOCK CAN BE HIDDEN AWAY UNDER THE SEAT.



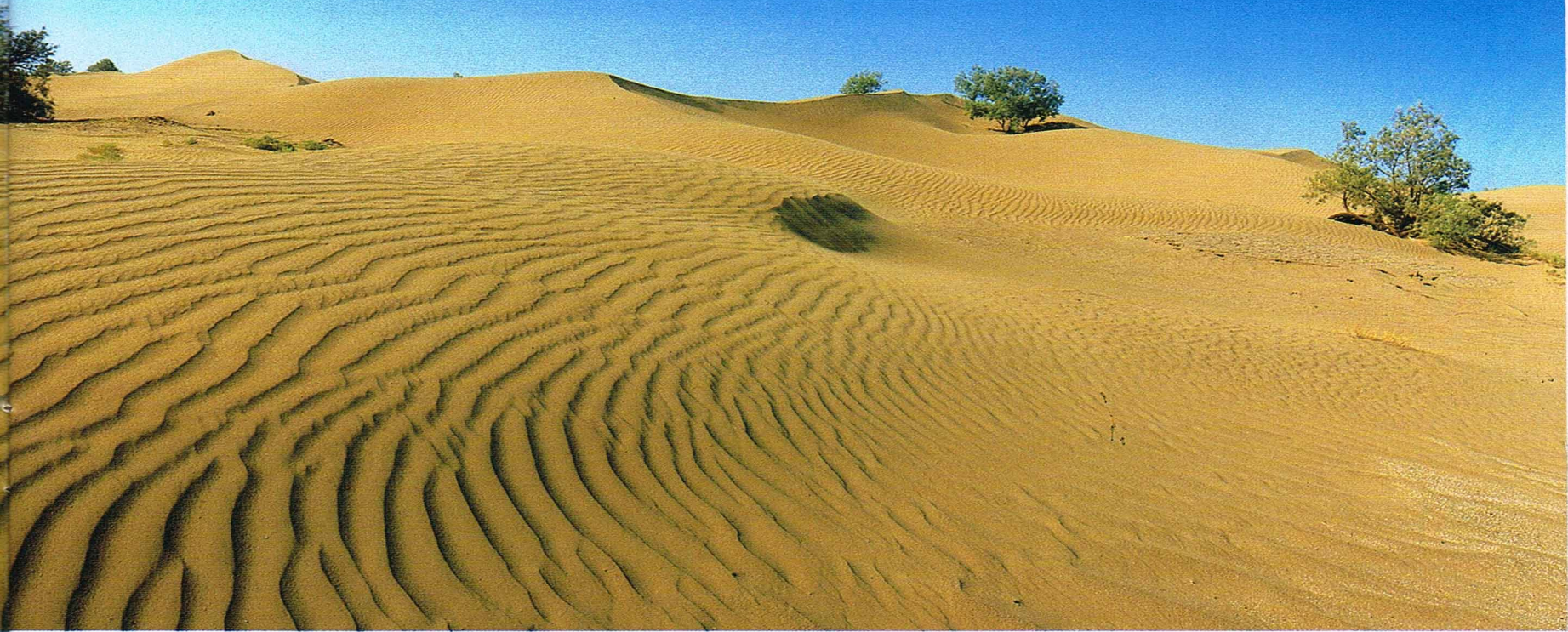
HIGH LEVEL TWIN EXHAUSTS DELIVER THAT DISTINCTIVE V-TWIN SOUND.



FULLY INTEGRATED METER PANEL INCLUDES TWIN TRIP METERS, TEMPERATURE GAUGE AND A CLOCK.



# OOV VARADERO



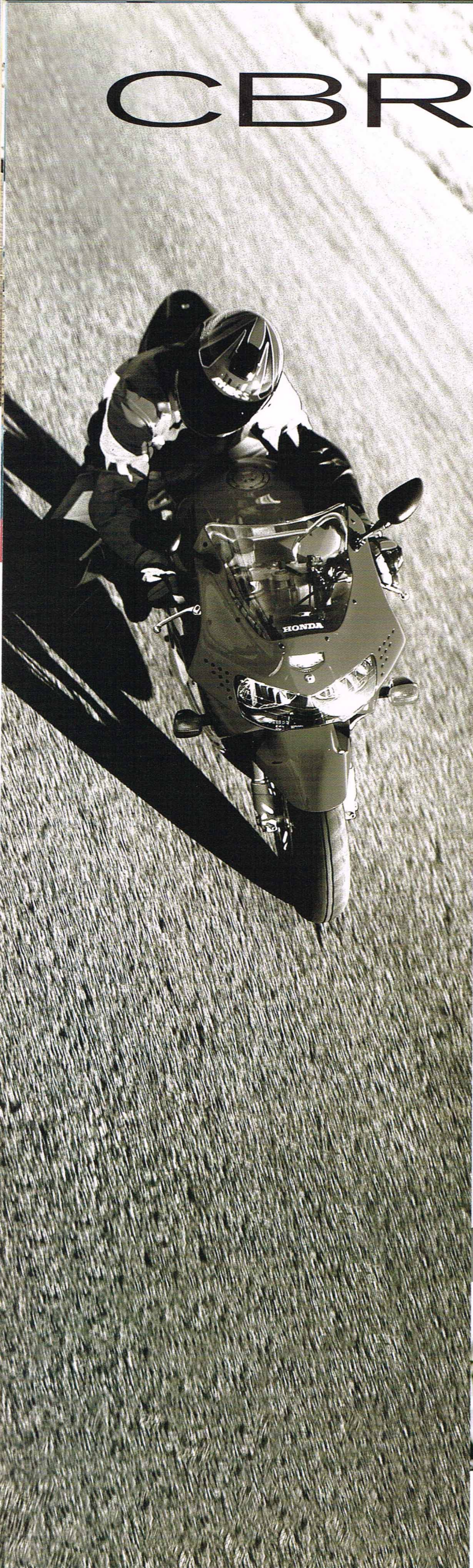
On the open roads of Europe,  
the Varadero really comes into its  
own, delivering smooth power,  
responsive handling and total riding  
satisfaction, and quickly taking you  
wherever you want to go in true  
Adventure Sports style.



CANDY BLAZE ORANGE  
(WITH SPARKLING SILVER METALLIC)



# CBR900RR



JEREZ BLUE WITH BLACK SPARKLING RED



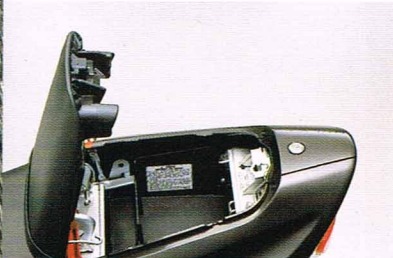
LAPIS BLUE METALLIC WITH ANDES BLUE METALLIC



COLOUR SHOWN: SPARKLING RED WITH ROSS WHITE AND ANDES BLUE METALLIC



SHARP FROM TOP TO TAIL. FLIP UP REAR SEAT PROVIDES HANDY STORAGE AREA.



CLEAN CLOCK LAYOUT GIVES ALL THE INFORMATION NEEDED AT A GLANCE.



JUNE 1998: JIM MOODIE TAKES THE FIREBLADE TO HONDA'S 100<sup>TH</sup> TT VICTORY AND ITS THIRD SUCCESSIVE PRODUCTION TT WIN.



# FIREBLADE

For a leading edge, highly-focused performance motorcycle to have remained for so long at the top of sports riders' shopping lists is testimony to the fact that Honda's designers got the CBR900RR FireBlade right first time.

But there's no resting on its impressive laurels: the subject of continuing modification and fine tuning, the FireBlade's performance from its 918cc engine and handling from its taut chassis are as breathtaking today as they were at its launch in 1992.

At the same time, it remains a seriously practical and comfortable daily transport.

And yet the package is complete enough to have taken the FireBlade to its third successive victory in the 1998 Production TT and total domination of the 1998 British Production Powerbike Championship.

The FireBlade is still No.1 on the road and on the track.







MUTE BLACK METALLIC



MID BLUE METALLIC

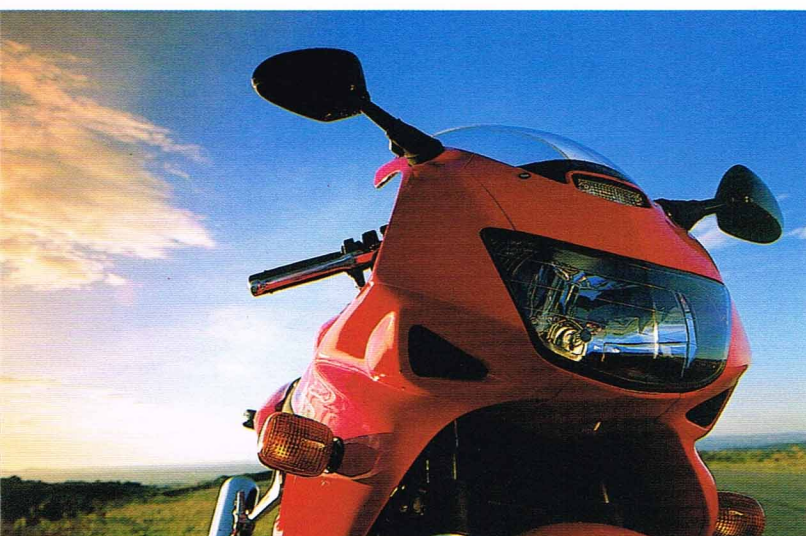
The V-twin, 1000cc engine at the very heart of the VTR1000F FireStorm embodies the spirit of motorcycling. Versatile enough to pull from low down in the rev range, as well as delivering a powerful top end rush, the FireStorm's motor combines with neutral but quick steering and pin-point handling. The resulting package is as appealing to the committed sports rider as it is to those seeking stylish and comfortable daily riding pleasure.



# VTR1000F FIRESTORM



COLOUR: ITALIAN RED



PEARL LIVELY ORANGE



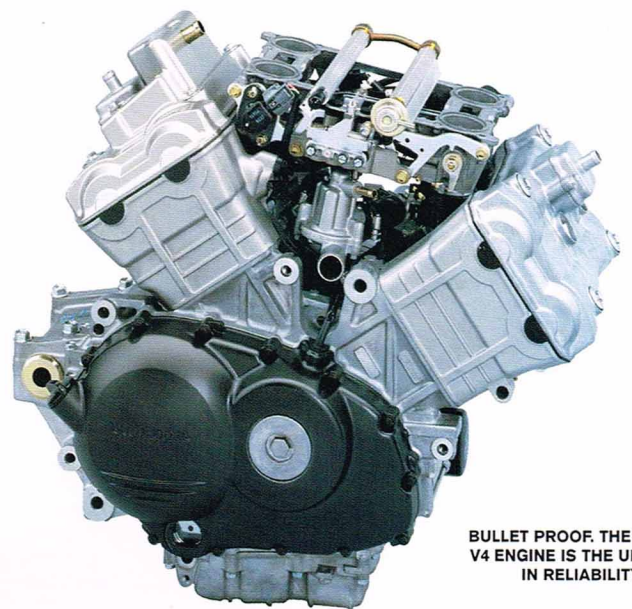


The VFR800Fi, launched in 1998, is widely acknowledged to be the world's finest motorcycle, taking on the mantle from its predecessor, the Honda VFR750F. Featuring a fuel-injected version of the V4 engine that powers Honda's World Superbike Championship RC45s, the VFR delivers smooth, seamless power that is equally adept at urban riding or out of town work. The famous, single-sided swingarm pivots directly on the engine for a lighter, more rigid frame that is



perfect for more aggressive riding. But the VFR's renowned levels of comfort and equipment and its easy riding position put it in a sports-touring class of its own and on an altogether higher plane than any other motorcycle.

## VFR800Fi



BULLET PROOF. THE 110BHP V4 ENGINE IS THE ULTIMATE IN RELIABILITY.



50<sup>TH</sup> ANNIVERSARY ITALIAN RED WITH ACCURATE SILVER METALLIC



ITALIAN RED



PEARL PRISM BLACK



PEARL SHINING YELLOW



# CB SEVEN-FIFTY



COLOUR SHOWN: BLACK

In 1969 Honda launched the world's first superbike: the CB750. Thirty years on, the 1999 CB Seven-Fifty continues the heritage of its antecedent, offering a blend of power and handling that's as suited to commuting as it is to the more invigorating rides needed to blow away the cobwebs of the daily grind.



CANDY BLAZE ORANGE



CANDY GLORY RED

# VT750 SHADOW

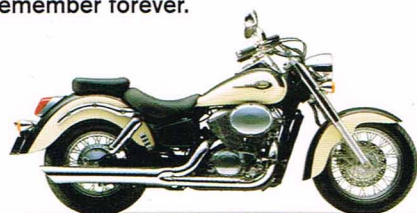
A big-bore, torquey V-twin is the smooth, creamy centre of the VT750 Shadow. A kicked-back riding position and plenty of gleaming chrome complete the visual impact



of cruise motorcycling, while the finer, more advanced aspects of Honda's modern motorcycle technology make every ride one to remember forever.



## VT600 SHADOW



PEARL IVORY CREAM WITH SONOMA GREEN



LIGHT COPPER METALLIC WITH PEARL SEDONA RED



CANDY GLORY RED

A long time favourite of riders seeking the classic custom experience is the VT600C Shadow. The 52° V-Twin delivers ample grunt and a five-speed gearbox adds to the riding enjoyment. Black painted foot levers combine with single colour paint work to enhance that moody presence of a Honda custom.



BLACK



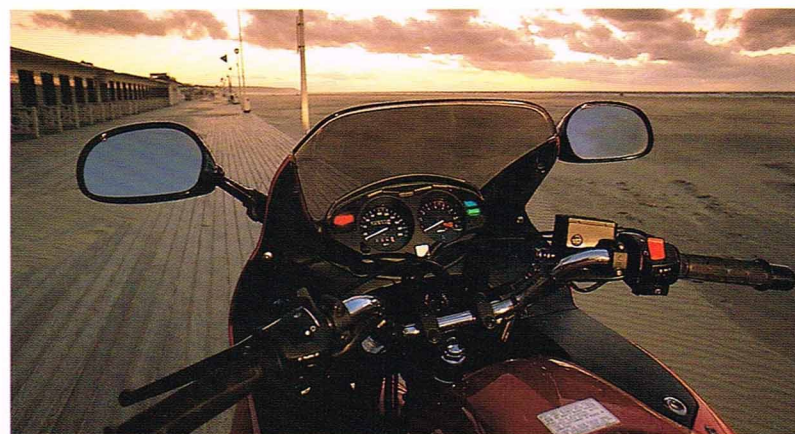
PEARL SIERRA GREEN



# NT650V DEAUVILLE

As urban congestion slows the world, Honda's NT650V Deauville allows you to move at your own pace with its ability to slip through lines of stationary traffic. But its slim profile belies the punch from its V-twin engine that will have you ripping along the open roads as soon as the city limits are out of sight. Smooth power, delivered by low-maintenance shaft drive,

is allied to levels of comfort, equipment and storage found on no other bike in this class. The Deauville's wind-cheating bodywork and easy ride will deliver you at your destination as fresh as when you set out. For 1999 the Deauville also benefits from Honda's electronic secure ignition system.



READY FOR TAKE-OFF. THE COCKPIT HAS EVERYTHING YOU NEED FOR THAT LONG HAUL, WHILE ITS SLIM PROFILE MAKES IT EASIER TO NIP THROUGH LINES OF STATIONARY TRAFFIC.



ELEGANT BEIGE METALLIC



BAGS OF ROOM. TWIN PANNIERS JUST EAT LUGGAGE. (EXTRA LARGE PANNIERS AND AN OPTIONAL CD STACKING SYSTEM ARE ALSO AVAILABLE.)



PEARL RASPBERRY BLACK



PENNANT RED METALLIC



# CBR600F



COLOUR SHOWN: SPARKLING RED WITH PALETTE PURPLE METALLIC



For twelve years, the CBR600F has been the ultimate and, perhaps, the only 'bike for all seasons'. It commutes, it scratches, it tours and it does it all superbly. It has also won more Supersport 600 titles on the track than any other sports middleweight in history.

For 1999, our engineers were briefed to redesign the CBR600F completely; to make it lighter, more powerful, to improve its handling and yet to retain its perfect all-round



SLEEK NEW FAIRING INCORPORATES TWIN AIR INTAKES.

UNDER SEAT SECURITY. LOADS OF SPACE FOR YOUR U-LOCK.



abilities. No easy task.

A lightweight but strong, twin-spar aluminium frame has been introduced and the swingarm now pivots directly on the engine casings. The result is a firm, strong but lighter chassis whose feedback is precise in all riding conditions.

The CBR600F's engine, too, has been the subject of major modifications with a redesigned Direct Air Induction system feeding air to its hungry 36.5mm flat-side carburetors. The engine is fully 3kg lighter than the previous model and produces even more power.

Security has been enhanced, too, with the introduction of an electronically-coded ignition system which means only the original keys will ever fire up that impressive new motor.

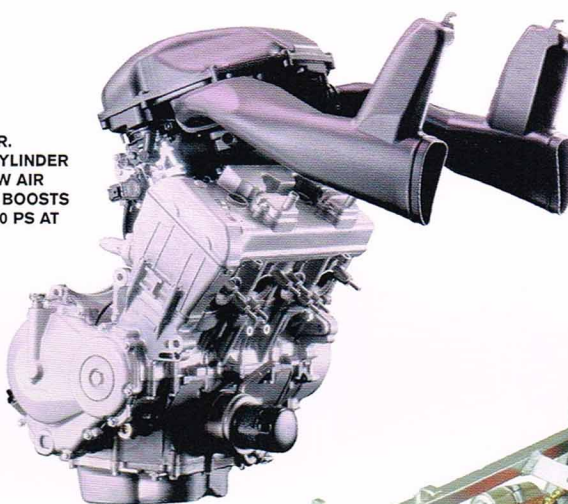
Only the name remains the same for the 1999 CBR600F but it more than lives up to the elite heritage earned by its predecessors on roads and racetracks all over the world.



THE 1999 CBR600F FEATURES A LIGHTER, SLIMMER, ONE-PIECE INSTRUMENT PANEL.

GENEROUS PILLION GRAB RAIL MAINTAINS THE CBR600'S ALL-ROUND SPORTS-TOURING ABILITIES.

MORE POWER.  
THE IN-LINE FOUR-CYLINDER  
ENGINE WITH NEW AIR  
INDUCTION SYSTEM BOOSTS  
MAX POWER TO 110 PS AT  
12,500rpm.



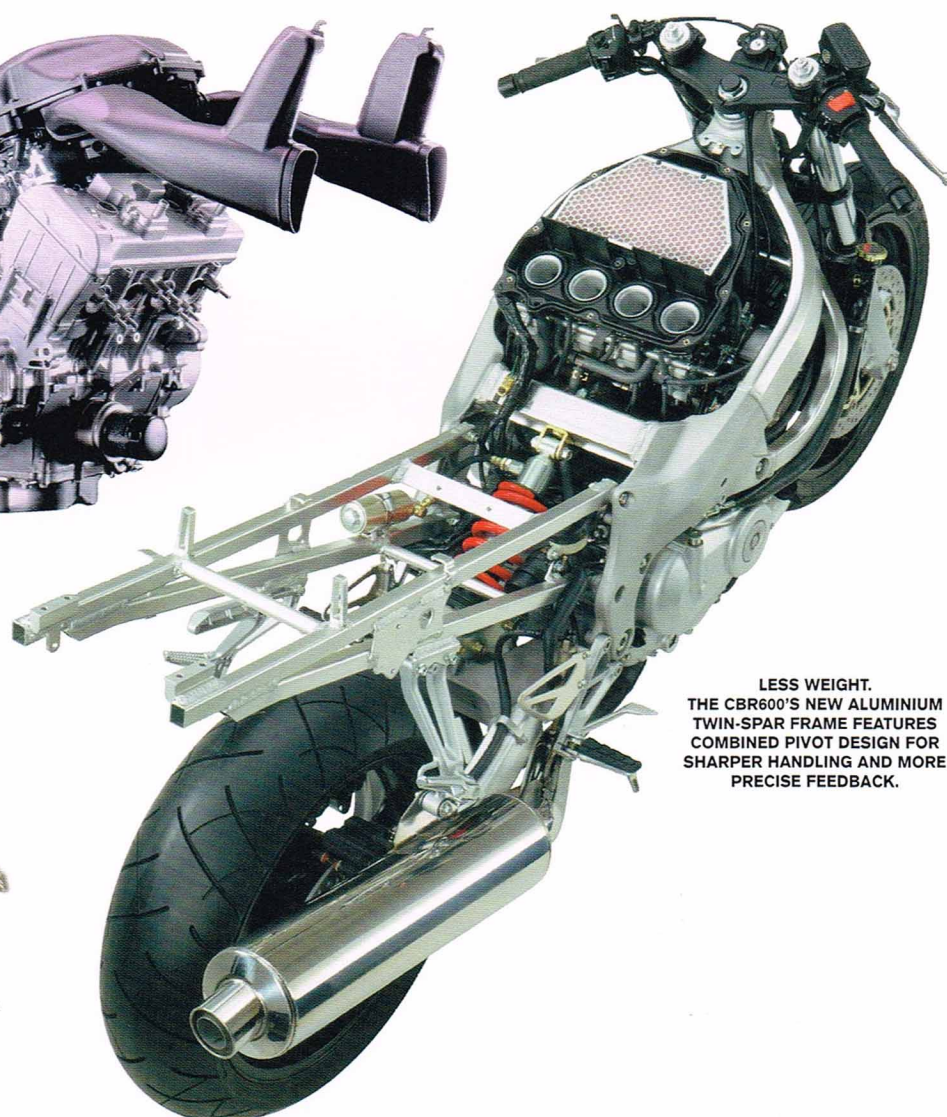
BLACK WITH BOON SILVER METALLIC



PEARL SHINING YELLOW  
WITH JEREZ BLUE METALLIC



ELECTRONICALLY-CODED  
IGNITION KEYS BOOST  
SECURITY.



LESS WEIGHT.  
THE CBR600'S NEW ALUMINIUM  
TWIN-SPAR FRAME FEATURES  
COMBINED PIVOT DESIGN FOR  
SHARPER HANDLING AND MORE  
PRECISE FEEDBACK.





## XRV750

The XRV750 Africa Twin continues to elicit the spirit of freedom found in every motorcyclist, maintaining Honda's Paris-Dakar pedigree. Physically imposing, the Africa Twin pilot sits high above the smooth V-twin engine that will propel rider, pillion and luggage into true dual-sport adventure.

COLOUR SHOWN: ROSS WHITE



## NX650

The sense of fun and freedom engendered by Honda's dual-sport range is encapsulated in the NX650 Dominator. The torque and punch of its big single-cylinder motor is as at home in town as it is on the green lanes and dirt tracks where its sense of adventure kicks in.



## XL600V

The rally-touring concept was created and perfected by Honda's versatile XL600V Transalp, with a silky-smooth V-twin motor harmonising with an adaptable chassis. On fast, straight highways or narrower back roads, the Transalp instinctively knows where riding comfort lies and where real fun is to be had.



## VIGOR

The brand new Honda Vigor bursts on to the street in 1999 as an essential urban roadster but with looks and styling to take it far beyond the city limits. A wind deflecting bikini fairing houses a powerful headlight for reassuring night visibility and its thumping 644cc single-cylinder engine, suspended from Honda's rigid but lightweight mono-backbone frame, provides enough punch for all riding conditions. With street-wise suspension, fat, grippy tyres and solid brakes, the Vigor is a street-bike with attitude and performance, as well as the practicalities of comfort and manoeuvrability.



# AFRICA TWIN



BLACK



SAHARA BLUE METALLIC

# DOMINATOR



BLACK



MAGNA RED



GRANADA BLUE METALLIC  
WITH ACCURATE SILVER METALLIC

# TRANSALP



50<sup>TH</sup> ANNIVERSARY. WINTER LAKE BLUE METALLIC



BLACK WITH METEOR GREY METALLIC



TASMANIA GREEN METALLIC WITH  
PEARL SIERRA GREEN

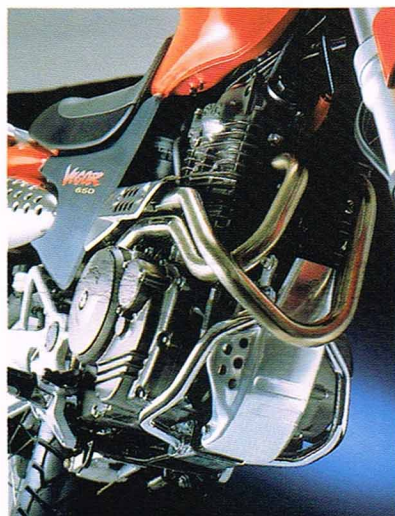


RADIANT RED METALLIC WITH  
REGENT RED METALLIC

# 650

THE VIGOR'S 650CC  
ENGINE HAS BEEN  
TUNED FOR INNER-CITY  
RIDING AND PULLS  
WITH IMPRESSIVE  
TORQUE ALL THE WAY  
TO THE RED LINE.

RIGHT: THE VIGOR 650  
FEATURES A LARGE,  
REMOVABLE  
REAR CARRIER.



# SLR650



COLOUR SHOWN: BEAK YELLOW OTHER COLOURS NOT SHOWN BLACK,  
SPARKLING RED, AND CORSA GREEN



PRIME BLUE METALLIC



SPARKLING RED

A powerful engine and distinct  
off-road styling, with new colours  
for 1999, give the SLR650 a unique  
and individual appeal for urban  
commuters and thrill seeking riders  
everywhere.



## CB500S



RADIANT RED METALLIC

## CB500 CUP



ACCURATE SILVER METALLIC



The CB500 is one of those rare motorcycles that offer practicality, economy, comfort and performance in one, fun-filled package. It's an ideal urban commuter with a parallel-twin engine to deliver power where and when it's needed. It's a comfortable touring machine with a half-fairing option for quicker and easier long-hauls. And it's an accomplished performer on open roads and the race-track as competitors in the astonishingly successful Honda CB500 Cup series of the past two years will testify. Whichever of the

three CB500 options you choose, you'll be on a winner.



BLACK WITH TITANIUM METALLIC



TANGO ORANGE METALLIC

## CB500



CB500 BLACK WITH TITANIUM METALLIC  
(OTHER COLOURS NOT SHOWN TANGO ORANGE METALLIC AND RADIANT RED METALLIC)

## CB TWO-FIFTY



RADIANT RED METALLIC



BLACK

High fuel economy and low down good looks, allied to the spirited performance of its twin-cylinder engine, make the

CB Two-Fifty the top choice roadster for novice and experienced motorcyclists alike.

## CMX250C REBEL



RED



BLACK

Long, low and laid back this bike makes an ideal entry into custom biking. A smooth parallel twin delivers loads of torque

and power while the low seat height gives that essential easy riding look.



# CB600SF

# HORNET

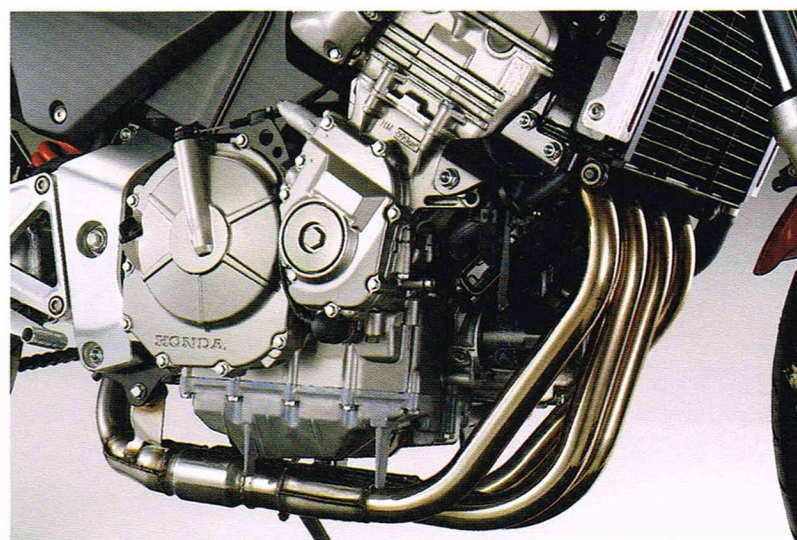


The CB600SF Hornet swarmed into the naked middleweight pack in 1998 and took the sector by storm. Almost 100bhp is squeezed into Honda's innovative mono-backbone frame and married to wheels and tyres from the mighty FireBlade. The rest of the Hornet is a nest of minimalist extravagance, with the only addition being a fun quota of maximum proportions.

The Hornet will set pulses racing even more in 1999 as it centres in a brand new, one-make race series, creating as much of a buzz on the track as it does on the road.



PEARL SHINING YELLOW



CANDY TAHITIAN BLUE



ITALIAN RED



## FES250 FORESIGHT



PURE BLACK

Introduced for 1998, the FES250 Foresight takes luxury scootering to unequalled levels of comfort and style. Easy and fun to ride, the Foresight features safety and practicality too with Honda's Dual Combined Brake System and acres of luggage space. And its

efficient engine and smooth bodywork mean it's as effective at cruising as it is at commuting.



PORCELAIN SILVER METALLIC



CANDY EXTREME BLUE



CANDY GLORY RED

## CG125

This ideal training and commuting tool with its highly economical, single-cylinder, four-stroke engine provides perfect levels of power and acceleration, allied to sure handling and an easy riding position. No surprise then, that the CG125 is the favoured machine for training organisations around the world.



ATESSA BLUE



MAGNA RED

## CA125 REBEL

Low-down good looks and practical qualities appeal to riders everywhere looking for performance and style. Four-stroke economy and custom styling add to its attraction and give it the 'big-bike' feel.



BLACK AND MINT



YELLOW AND WHITE  
(OTHER COLOUR NOT SHOWN: BLUE)



RED AND CREAM



## FES125 PANTHEON

Baby brother to the FES250 Foresight, the 125cc Pantheon features Honda's Active Radical Combustion engine, producing the power of a two-stroke with the fuel economy, low emissions and noise levels of a four-stroke. Comfort and equipment levels match its larger displacement sibling with the biggest storage capacity in its class. The FES125 Pantheon delivers fun, economy, comfort and practicality in equal measures, together with the safety of Dual Combined Brakes.



SPARKLING SILVER METALLIC



RADIANT RED METALLIC



BLUE METALLIC



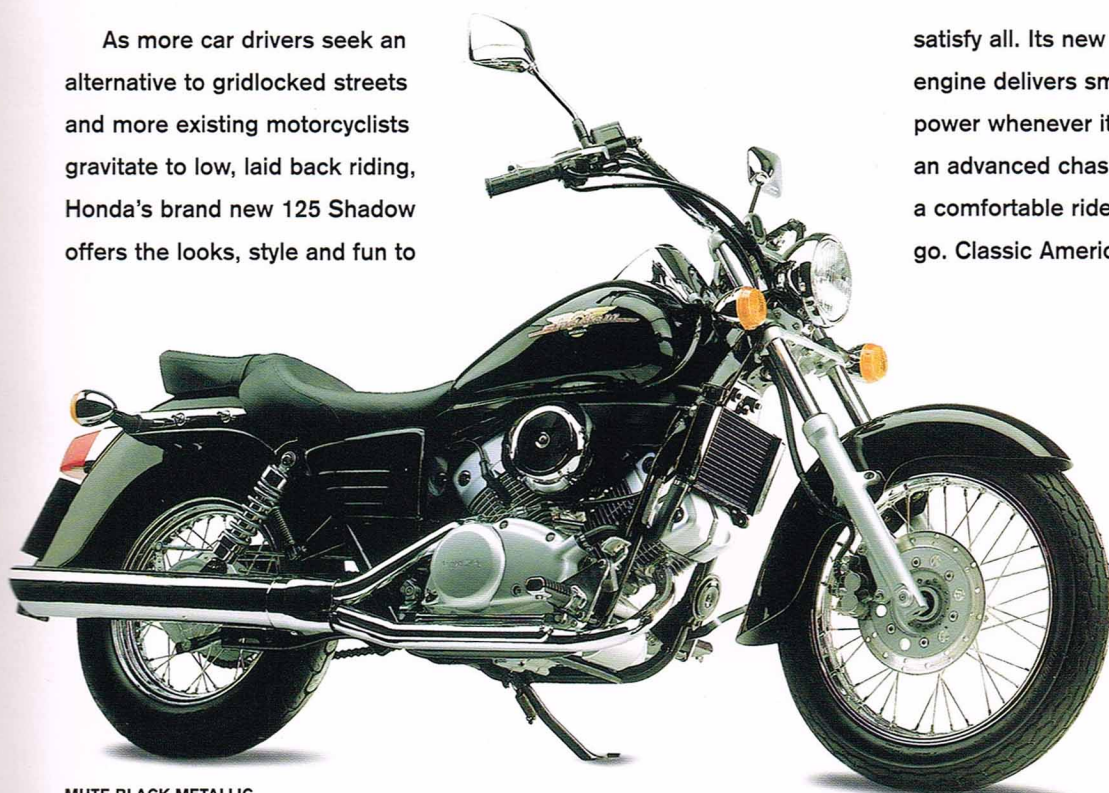
FLIP-UP DUAL SEAT REVEALS CAVERNOUS STORAGE CAPACITY.

DUAL COMBINED BRAKING SYSTEM FOR MORE ASSURED STOPPING POWER.



# VT125C SHADOW

As more car drivers seek an alternative to gridlocked streets and more existing motorcyclists gravitate to low, laid back riding, Honda's brand new 125 Shadow offers the looks, style and fun to



MUTE BLACK METALLIC

satisfy all. Its new 125cc V-twin engine delivers smooth useable power whenever it's needed, while an advanced chassis design means a comfortable ride wherever you go. Classic American styling and

lashings of sparkling chrome complete the package and give the 125 Shadow the imposing and arresting looks of machines many times larger.



CUSTOM TANK DETAIL GIVES THE VT125 THOSE 'BIG-BIKE' LOOKS.



CANDY GLORY RED

# NSR125R

An aggressive looking sports bike with high performance spec means you don't have to be a novice to ride the exhilarating NSR125R.

More experienced riders are drawn to its sporty, aerodynamic good looks, razor sharp handling and responsive 2 stroke engine which provides more than enough power for a thrill-a-minute ride.



SPARKLING RED WITH PALETTE PURPLE METALLIC

New for 1999, are two exciting colour schemes based on the all-new CBR600F.



BLACK WITH BOON SILVER METALLIC

# CLR125 CITYFLY



FLASH RED WITH BRITTANY SILVER METALLIC  
(OTHER COLOUR NOT SHOWN: BLACK WITH BRITTANY SILVER METALLIC)

Dual-purpose, go-anywhere styling mark the new CityFly as a machine on which fun and adventure is to be had. It combines with a rugged, economical four-stroke engine and sure-footed handling to make the CityFly an ideal urban

motorcycle. A comfortable seat, powerful headlamp, rear carrier and large fuel tank give it the range to go further afield too, where twisty back roads or long, straight highways are dealt with equally well.



LARGE DIAMETER 60-55W HEADLIGHT PROVIDES BRIGHT NIGHT-TIME VISIBILITY.

BIG 12-LITRE TANK MEANS DAILY COMMUTERS CAN GO ON AND ON AND ON...

THE 124cc ENGINE DELIVERS STRONG, SMOOTH POWER TO COPE WITH ALL CONDITIONS OF INNER-CITY TRAFFIC.

THE REAR CARRIER DOUBLES AS A COMFORTABLE GRAB RAIL FOR PILLION PASSENGERS.



BRIGHT GREEN WITH BRITTANY SILVER METALLIC



# X8R-S

Sports-bike styling, big wheel stability and a responsive 50cc two-stroke engine make the X8R-S the perfect town scooter for young or old seeking thrills and mobility. Sharp handling and powerful disc brakes complete the stylish package.



PALETTE PURPLE WITH SPARKLING RED



BLACK WITH ANCHOR GREY METALLIC



MOON YELLOW WITH BLACK



NAVONA BEIGE METALLIC WITH VIKING SILVER METALLIC

# X8R-X

If off-road looks are more your thing, the X8R-X will satisfy your needs and attack your senses too with bold graphics and adventure styling. Precise road-holding, secure braking and its quick 50cc engine make the X8R-X perform as well as it looks.



BLACK WITH MOON YELLOW



BLACK WITH SPARKLING RED



ULTIMA BLUE METALLIC WITH WINTER LAKE BLUE METALLIC



## SFX50

Sporty looks, smooth, flowing lines and high levels of equipment make the stylish SFX50 an ideal fashionable transport for town riders. Economy and large, under-seat storage make it practical too.



BLACK



AYRES ROCK ORANGE



NEXUS BLUE METALLIC

## SH50

Perfect as an introduction to the fun, traffic-busting qualities of two-wheel powered transport, the SH50 combines big-wheel stability with an efficient, responsive 50cc engine to make it the ideal choice for any rider.



ATEZZA BLUE



FURY RED

## SJ100 BALI

More than just basic transport, the SJ100 Bali offers a roomy, comfortable ride, spirited performance from its 100cc two-stroke engine and nimble handling for real urban mobility and freedom.



BLUE METALLIC



RADIANT RED METALLIC



TITANIUM METALLIC

## SJ50 BALI

With the same proportions, comfort and equipment levels as its 100cc cousin, the SJ50 Bali features a smooth 50cc two-stroke engine for student riders or frustrated motorists to slice through city traffic.



BLUE METALLIC



BROWN



MUTE BLACK METALLIC



PEARL CONIFER GREEN

## SGX50 SKY

Large wheels, stylish metropolitan looks and an astonishingly low price make the SGX50 Sky the ideal introduction to motorcycling pleasure.



RED (OTHER COLOUR: YELLOW)

## SGX50 SKY FUN

The Sky Fun is available in two striking 'see-through' colour variations to project a young and fashionable image that will stand out in the crowd.



BLUE (OTHER COLOUR: ORANGE)

## SGX50 SKY DELUXE

The new SGX50 Sky Deluxe combines practicality with even more style to make it the perfect, trendy runabout for fashion-conscious youngsters and oldsters alike.



BLACK (OTHER COLOUR: BLUE)

## SGX50 SKY 50<sup>TH</sup> ANNIVERSARY

To commemorate the astonishingly successful Super Cub in our fiftieth anniversary year, Honda introduces the Limited Edition 50th Anniversary Sky in the same nostalgic colour scheme that marked the ubiquitous Super Cub's launch in 1958.



50<sup>TH</sup> ANNIVERSARY COLOUR

## C90 CUB

With 27 million Cubs produced since its launch 40 years ago, it's easy to see how this efficient, reliable and economical machine has done more for global mobility than any other vehicle. Still going strong, the C90 has become a transport icon that looks likely to remain a top seller for generations to come.



RED



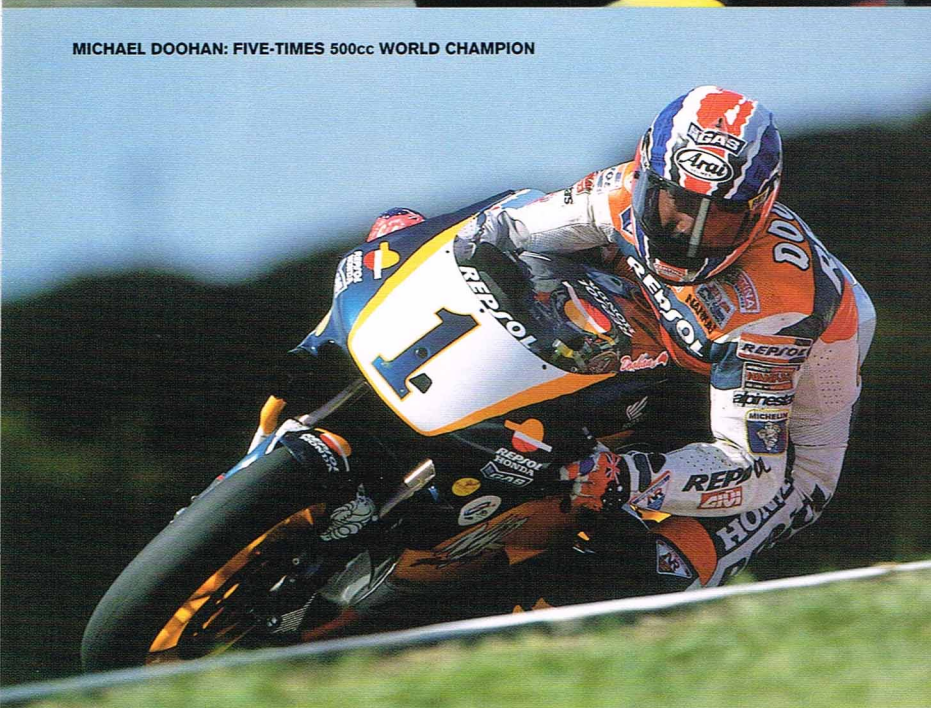
BLUE



# RACE BIKES



MICHAEL DOOHAN: FIVE-TIMES 500cc WORLD CHAMPION



STEFAN EVERTS: FOUR-TIMES MOTOCROSS WORLD CHAMPION

Honda doesn't just make the finest road bikes in the world, our engineering excellence and world championships, too numerous to mention, enable us to offer a range of competition motorcycles that will take racers to the chequered flag in whatever discipline they choose.

On dedicated circuits and the closed roads of the Isle of Man and Ireland, Honda's range of two-stroke missiles offers factory technology for the most ambitious road racer. From the potent NSR500V, campaigned in 1998 by Mick Doohan's Repsol Honda team-mate Sete Gibernau, to the quick and agile RS250R and RS125R, Honda's unrivalled technology and years of winning experience is made available to all.

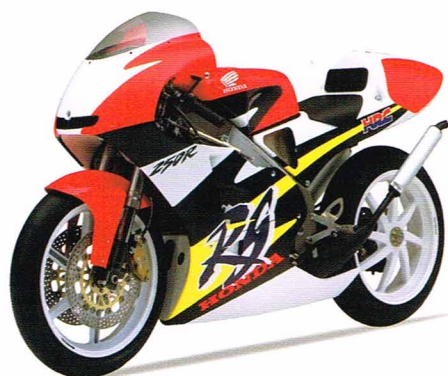
In motocross, the monstrous CR500R leads the way with an awesome blend of power and performance.

The phenomenal CR250R is essentially the same machine that has powered Stefan Everts to world championship glory and the CR125R, featuring the lightweight and rigid aluminium frame introduced for 1998, has taken Dave Thorpe's CAT Honda team to Grand Prix success too.

And for junior racers, the CR80, with big wheel option and an all-new frame for 1999, offers the perfect introduction to top class competition.



RS125R. COLOUR WHITE



RS250R. COLOUR WHITE

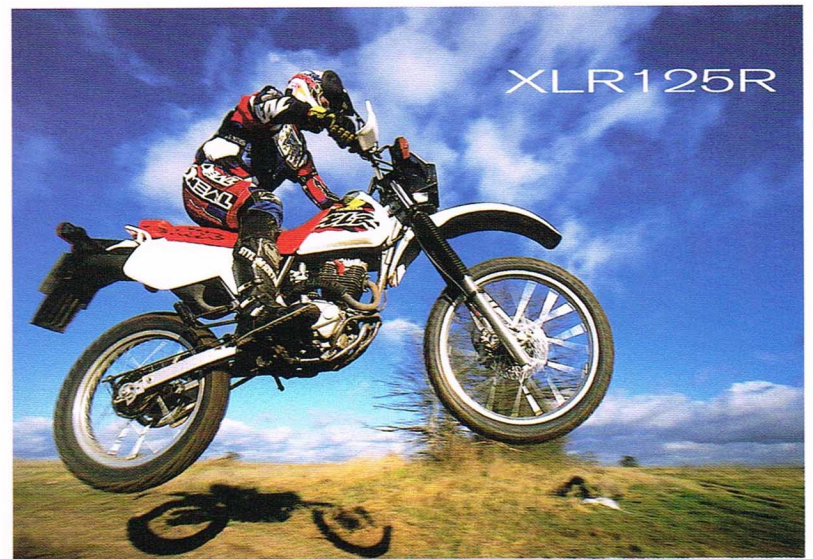


NSR500V. COLOUR WHITE





## ON-OFF ROAD



## XR SERIES

Championship enduro and trail riders are catered for equally well with the rugged and versatile XR400R and XR250R, providing thumping power and nimble handling for the toughest terrain. While the versatile XLR125R turns into a fun-filled roadster to boot.

Budding future champions can get a taste for racing success from an early age too with the XR70R and QR50, the perfect starter for the stars of tomorrow.



XR600R. COLOUR: SHASTA WHITE



XR400R. COLOUR: SHASTA WHITE



XR250R. COLOUR: SHASTA WHITE

## KIDS STUFF



XR70R. COLOUR: SHASTA WHITE



QR50R. COLOUR: SHASTA WHITE



CR500R. COLOUR: NUCLEAR RED



CR250R. COLOUR: NUCLEAR RED



CR125R. COLOUR: NUCLEAR RED



CR80R (BIG WHEEL). COLOUR: NUCLEAR RED  
(SMALL WHEEL ALSO AVAILABLE)



# SPECIFICATIONS















Model	Engine	Bore & Stroke	Displacement	Max. Horse Power PS/rpm	Starter	Transmission	Dimensions LxWxH	Seat Height	Ground Clearance	Fuel Capacity	Dry Weight
F6C	Liquid Cooled 4 Stroke 12 Valve SOHC Horizontal 6 Cylinder	71 x 64mm	1,520cc	100/6,000	Electric	5 Speed	2,530 x 980 x 1,185	740mm	155mm	20 litres	309 kg
GL1500 GOLDWING	Liquid Cooled 4 Stroke 12 Valve SOHC Horizontal 6 Cylinder	71 x 64mm	1,520cc	100/5,200	Electric	5 Speed	2,615 x 955 x 1,495	740mm	115mm	23 litres	372 kg
ST1100 PAN EUROPEAN	Liquid Cooled 4 Stroke 16 Valve DOHC 90° V Four	73 x 64.8mm	1,084cc	100/7,500	Electric	5 Speed	2,285 x 935 x 1,405	800mm	145mm	28 litres	287 kg
ST1100 ABS* PAN EUROPEAN	Liquid Cooled 4 Stroke 16 Valve DOHC 90° V Four	73 x 64.8mm	1,084cc	100/7,500	Electric	5 Speed	2,285 x 935 x 1,405	800mm	145mm	28 litres	297 kg
CBR1100XX BLACKBIRD	Liquid Cooled 4 Stroke 16 Valve DOHC Inline Four	79 x 58mm	1,137cc	164/9,500	Electric	6 speed	2160 x 720 x 1,170	810mm	130mm	24 litres	223 kg
CBR1000F	Liquid Cooled 4 Stroke 16 Valve DOHC Inline Four	77 x 53.6mm	998cc	135/9,500	Electric	6 Speed	2,235 x 740 x 1,215	780mm	140mm	22 litres	235 kg
VTR1000F FIRESTORM	Liquid Cooled 4 Stroke 8 Valve DOHC 90° V-Twin	98 x 66mm	996cc	110/9,000	Electric	6 Speed	2,050 x 710 x 1,155	810mm	135mm	16 litres	192 kg
XL1000V VARADERO	Liquid Cooled 4 Stroke 8 Valve DOHC 90° V-Twin	98 x 66mm	996cc	95/8,000	Electric	5 Speed	2,295 x 880 x 1,460	845mm	195mm	25 litres	220 kg
CBR900RR FIREBLADE	Liquid Cooled 4 Stroke 16 Valve DOHC Inline Four	71 x 58mm	918.5cc	130/10,500	Electric	6 Speed	2,040 x 685 x 1,135	810mm	140mm	18 litres	180 kg
VFR800FI	Liquid Cooled 4 Stroke 16 Valve DOHC 90° V Four	72 x 48mm	781.7cc	110/10,500	Electric	6 Speed	2,095 x 735 x 1,190	805mm	130mm	21 litres	208 kg
CB Seven-Fifty	Air Cooled 4 Stroke 16 Valve DOHC Inline Four	67 x 53mm	747.4cc	73/8,500	Electric	5 Speed	2,155 x 780 x 1,100	795mm	130mm	20 litres	215 kg
VT750C2 SHADOW	Liquid Cooled 4 Stroke 6 Valve SOHC 52° V-Twin	79 x 76mm	745cc	43/5,500	Electric	5 Speed	2,455 x 980 x 1,110	700mm	145mm	14 litres	229 kg
XRV750 AFRICA TWIN	Liquid Cooled 4 Stroke SOHC 52° V-Twin	81 x 72mm	742cc	60/7,500	Electric	5 Speed	2,320 x 905 x 1,430	860mm	215mm	23 litres	207.5 kg
NT650V DEAUVILLE 33	Liquid Cooled 4 Stroke 6 Valve SOHC 52° V-Twin	79 x 66mm	647cc	56/7,750	Electric	5 Speed	2,214 x 780 x 1,261	814mm	144mm	19.5 litres	223 kg
NX650 DOMINATOR 33	Air Cooled 4 Stroke RFVC SOHC Single	100 x 82mm	644cc	43.5/6,000	Electric	5 Speed	2,195 x 875 x 1,242	880mm	250mm	16 litres	167 kg
VIGOR 650 33	Air Cooled 4 Stroke RFVC SOHC Single	100 x 82mm	644cc	39.4/5,750	Electric	5 Speed	2,185 x 765 x 1,140	845mm	200mm	13 litres	161 kg
SLR650 33	Air Cooled 4 Stroke RFVC SOHC Single	100 x 82mm	644cc	39.4/5,750	Electric	5 Speed	2,185 x 765 x 1,140	845mm	200mm	13 litres	161 kg
CBR600F 33	Liquid Cooled 4 Stroke 16 Valve DOHC Inline Four	67 x 42.5mm	599cc	110/12,500	Electric	6 Speed	2,060 x 685 x 1,130	810mm	135mm	18 litres	170 kg
CB600SF HORNET 33	Liquid Cooled 4 Stroke 16 Valve DOHC Inline Four	65 x 45.2mm	599cc	96/12,000	Electric	6 Speed	2,090 x 730 x 1,060	790mm	140mm	16 litres	176 kg
VT600C SHADOW 33	Liquid Cooled 4 Stroke SOHC 52° V-Twin	75 x 66mm	583cc	39/6,500	Electric	5 Speed	2,355 x 840 x 1,120	690mm	140mm	11 litres	199 kg
XL600 TRANSALP 33	Liquid Cooled 4 Stroke SOHC 52° V-Twin	75 x 66mm	583cc	50/8,000	Electric	5 Speed	2,265 x 905 x 1,300	850mm	195mm	18 litres	196 kg
CB500 33	Liquid Cooled 4 Stroke 8 Valve Parallel Twin	73 x 59.6mm	499cc	58/9,500	Electric	6 Speed	2,170 x 720 x 1,050	775mm	145mm	18 litres	173 kg
CB500S 33	Liquid Cooled 4 Stroke 8 Valve Parallel Twin	73 x 59.6mm	499cc	58/9,500	Electric	6 Speed	2,175 x 770 x 1,160	775mm	145mm	18 litres	177 kg
CB500 CUP 33	Liquid Cooled 4 Stroke 8 Valve Parallel Twin	73 x 59.6mm	499cc	58/9,500	Electric	6 Speed	2,170 x 720 x 1,050	775mm	145mm	18 litres	173 kg
CB Two-Fifty	Air Cooled 4 Stroke SOHC Parallel Twin	53 x 53mm	234cc	20/9,000	Electric	5 Speed	2,090 x 755 x 1,090	745mm	165mm	16 litres	132 kg
CMX250C REBEL	Air Cooled 4 Stroke SOHC Parallel Twin	53 x 53mm	233.8cc	17.4/8,250	Electric	5 Speed	2,195 x 835 x 1,080	675mm	150mm	10 litres	141 kg
FES250 FORESIGHT	Liquid Cooled 4 Stroke OHC Single	72.7 x 60mm	249.4cc	19.8/7,000	Electric	V-Matic	2,070 x 735 x 1,425	745mm	140mm	12 litres	150 kg
CLR125 CITYFLY L	Air Cooled 4 Stroke OHC Single	56.5 x 49.5mm	124.1cc	11.03/8,250	Electric	5 Speed	2,070 x 780 x 1,135	815mm	260mm	12 litres	119 kg

L - Denotes Learner legal.

\* ST1100 PAN-EUROPEAN CBS-ABS WITH TCS: Brakes Front and Rear, 296mm Dual Disks with Dual Combined 3 piston Calipers, ABS and Sintered Pads

33 - 33 BHP kits available free of charge.

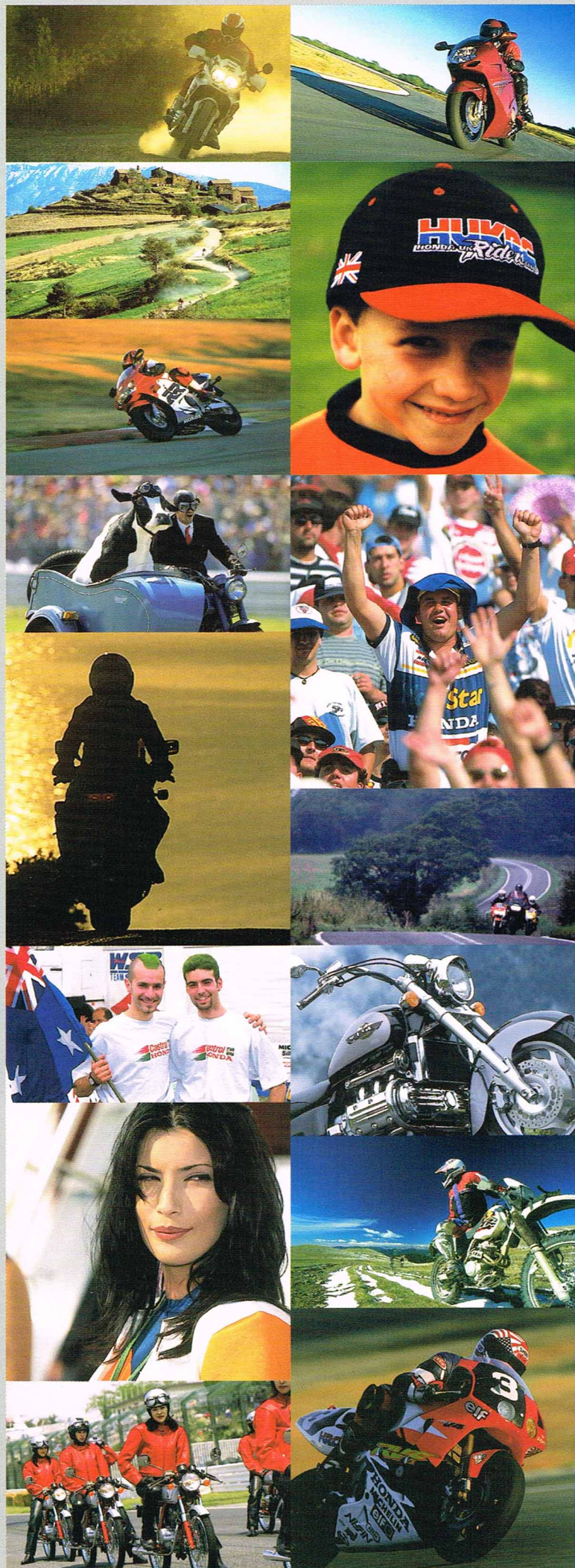


Model	Engine	Bore & Stroke	Displacement	Max. Horse Power PS/rpm	Starter	Transmission	Dimensions LxWxH	Seat Height	Ground Clearance	Fuel Capacity	Dry Weight
NSR125 	Liquid Cooled 2 Stroke Single	54 x 54.5mm	124.8cc	28.5/10,000	Electric	6 Speed	2,010 x 670 x 1,065	800mm	135mm	13 litres	132 kg
SHADOW 125 	Liquid Cooled 4 Stroke 4 Valve SOHC 90° V-Twin	42 x 45mm	124.7cc	15/11,000	Electric	5 Speed	2,291 x 888 x 1,113	680mm	163mm	14.5 litres	145 kg
CA125 REBEL 	Air Cooled 4 Stroke SOHC Parallel Twin	44 x 41mm	124.6cc	11/9,500	Electric	5 Speed	2,185 x 815 x 1,100	675mm	150mm	10 litres	137 kg
CG125 	Air Cooled 4 Stroke OHV Single	56.5 x 49.5mm	124.1cc	10.6/8,500	Primary Kick	5 Speed (constant mesh)	1,985 x 730 x 1,038	771mm	150mm	12 litres	107 kg
XLR125R 	Air Cooled 4 Stroke OHC Single	56.5 x 49.5mm	124.1cc	11/8,250	Electric	5 Speed	2,195 x 842 x 1,180	858mm	293mm	9 litres	119 kg
FES125 PANTHEON 	Liquid Cooled (ARC) 2 Stroke Single	54 x 54.5mm	124.8cc	15/7,000	Electric	V-Matic	2,070 x 735 x 1,425	745mm	140mm	12 litres	144.5 kg
SJ100 BALI 	Air Cooled 2 Stroke Single	51 x 49.6mm	101.3cc	8.37/7,000	Electric Kick	V-Matic	1,765 x 715 x 1,115	775mm	125mm	7 litres	93.4 kg
C90 CUB 	Air Cooled 4 Stroke Single	47 x 49.5mm	85cc	7.5/7,500	Electric Kick	3 Speed Auto Clutch	1,835 x 660 x 1,030	765mm	130mm	3.5 litres	80/82 kg
SGX50 SKY 	Air Cooled 2 Stroke Single	39 x 41.4mm	49cc	2.53/6,500	Electric Kick	V-Matic	1,860 x 665 x 1,080	775mm	135mm	4.5 litres	71 kg
SH50 	Air Cooled 2 Stroke Single	39 x 41.4mm	49cc	4.9/7,000	Electric Kick	V-Matic	1,867 x 698 x 1,091	763mm	121mm	6.3 litres	82.9 kg
SJ50 BALI 	Air Cooled 2 Stroke Single	39 x 41.4mm	49cc	5.4/6,750	Electric Kick	V-Matic	1,765 x 710 x 1,115	770mm	125mm	7 litres	86.5 kg
X8R-S 	Air Cooled 2 Stroke Single	39 x 41.4mm	49.4cc	5.61/7,250	Electric Kick	V-Matic	1,875 x 705 x 1,165	820mm	130mm	6 litres	92 kg
X8R-X 	Air Cooled 2 Stroke Single	39 x 41.4mm	49.4cc	5.61/7,250	Electric Kick	V-Matic	1,875 x 705 x 1,165	820mm	130mm	6 litres	92 kg
SFX50 	Air Cooled 2 Stroke Single	39 x 41.4mm	49cc	4.96/6,750	Electric Kick	V-Matic	1,723 x 636 x 1,064	755mm	116mm	6 litres	71.2 kg
XR600R	Air Cooled 4 Stroke 4 Valve RFVC OHC Single	97 x 80mm	591cc	N/A	Primary Kick	5 Speed	2,250 x 875 x 1,265	955mm	345mm	10 litres	128 kg
XR400R	Air Cooled 4 Stroke 4 Valve RFVC OHC Single	85 x 70mm	397.2cc	N/A	Primary Kick	5 Speed	2,165 x 820 x 1,250	930mm	310mm	9.5 litres	121 kg
XR250R	Air Cooled 4 Stroke 4 Valve RFVC OHC Single	73 x 59.5mm	249cc	N/A	Primary Kick	6 Speed	2,155 x 830 x 1,245	915mm	305mm	9 litres	111 kg
XR70R	Air Cooled 4 Stroke OHC Single	47 x 41.4mm	71.8cc	N/A	Primary Kick	3 Speed	1,543 x 694 x 877	648mm	185mm	6 litres	60 kg
QR50	Air Cooled 2 Stroke Single	40 x 39.3mm	49.4cc	N/A	Primary Kick	Single Speed Centrifugal Clutch	1,225 x 615 x 725	495mm	95mm	2 litres	35 kg
CR500R	Liquid Cooled 2 Stroke Single	89 x 79mm	491.4cc	64.6/6,000	Primary Kick	5 Speed	2,179 x 835 x 1,237	937mm	328mm	9 litres	101 kg
CR250R	Liquid Cooled 2 Stroke Single	66.4 x 72mm	249.3cc	58.2/8,000	Primary Kick	5 Speed	2,183 x 827 x 1,259	944mm	336mm	7.5 litres	97 kg
CR125R	Liquid Cooled 2 Stroke Single	54 x 54.5mm	124.8cc	41/11,500	Primary Kick	5 Speed	2,157 x 828 x 1,269	943mm	338mm	7.5 litres	87.5 kg
CR80R2 BIG WHEEL	Liquid Cooled 2 Stroke Single	46 x 47.8mm	79.4cc	26.9/12,500	Primary Kick	6 Speed	1,905 x 772 x 1,177	877mm	366mm	5.8 litres	67 kg
CR80R SMALL WHEEL	Liquid Cooled 2 Stroke Single	46 x 47.8mm	79.4cc	26.9/12,500	Primary Kick	6 Speed	1,787 x 772 x 1,120	833mm	320mm	5.8 litres	65 kg
NSR500V	Liquid Cooled 2 Stroke Crank- case Reed Valve 100° V-Twin	68 x 68.8mm	499cc	127/10,250	N/A	6 Speed	1,955 x 595 x 1,050	810mm	105mm	26 litres	109 kg
RS250R	Liquid Cooled 2 Stroke Crank- case Reed Valve 75° V-Twin	54 x 54.5mm	249cc	87/12,500	N/A	6 Speed	1,954 x 640 x 1,060	780mm	110mm	20 litres	102 kg
RS125R	Liquid Cooled 2 Stroke Crank- case Reed Valve Single	54 x 54.5mm	124cc	43.5/12,250	N/A	6 Speed	1,800 x 570 x 985	700mm	110mm	13 litres	71 kg

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# HUKRC HONDA UK Riders CLUB



## WITH A N MORE TO

### MOTORCYCLE APPRECIATION COURSE

Since MAC was launched in 1998, literally thousands of Honda customers have taken advantage of the offer of two days training provided by some of the world's finest professional motorcyclists - Class 1 advanced police instructors.

Members of the new Honda UK Riders Club are eligible to go on a MAC course for £295, while anyone purchasing an officially imported Honda over 500cc can gain the experience for just £100.

MAC aims to highlight and enhance vital riding skills such as concentration, observation and anticipation and puts them in real-world riding situations. With no more than two students per instructor, paired on similar levels of skill and experience, you'll learn not only how to really appreciate your Honda but how to enjoy it safely and to the 'MACs'!

### TWO YEARS WARRANTY

Honda has spent many years developing a reputation for quality and reliability that is envied by every other motorcycle manufac-

turer around the world. It results in Honda having the lowest level of warranty claims in the UK\*. But if, as a result of a manufacturing problem, anything does go wrong with your Honda within two years of purchase (one year for machines below 250cc), you have the peace of mind that comes with a warranty direct from the factory. Any faulty items on your machine will be repaired or replaced with original Honda equipment by factory-trained technicians that you will find ONLY in Honda's network of authorised dealers throughout the United Kingdom.

### TWO YEARS FREE AA COVER

To support our manufacturer's warranty, every new Honda of 250cc and above is supplied with two years free membership of the AA, the UK's largest breakdown organisation. It caters for other eventualities not covered by the warranty and means that, even in the event of a puncture or running out of fuel, you'll get to your destination in safety and comfort.

### HONDA UK RIDERS CLUB

New to the value-added Honda line-up for 1999 is HUKRC - the





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HUKRC is more than just doing things with bikes. It's about a lifestyle and attitude that you've already got a taste for because you ride one of the most exciting bikes around. HUKRC will take that taste and turn it into a biking feast that you'll never forget.

Astonishing trips and overseas tours, discounts on Honda's many UK race schools, personal copies of Honda Rider magazine, half price

entry to race meetings like World Superbikes and the British Grand Prix at Donington Park, discounts in a large number of high street retailers through the Countdown card, club merchandise that's out of the ordinary, the list goes on.

HUKRC adds up to a package that will elevate you from an ordinary motorcyclist to an official Honda Rider and after that you'll never, ever look back.



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Schools run from March to October on 1999 versions of  
CB500s, Hornets, CBR600s, FireBlades and FireStorms.  
Courses: Starter, Premier, Elite with one-to-one tuition by arrangement.





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