

Kawasaki Off-Road '80



The
Champions
Choice

Uni-Trak Suspension

THE rear suspension on an off-road competition motorcycle is a highly critical area, for poor suspension means that the power cannot be fed to the ground efficiently, and the rider is rapidly fatigued by the continual battering he receives when travelling at high speed over rough ground, or landing after a big jump.

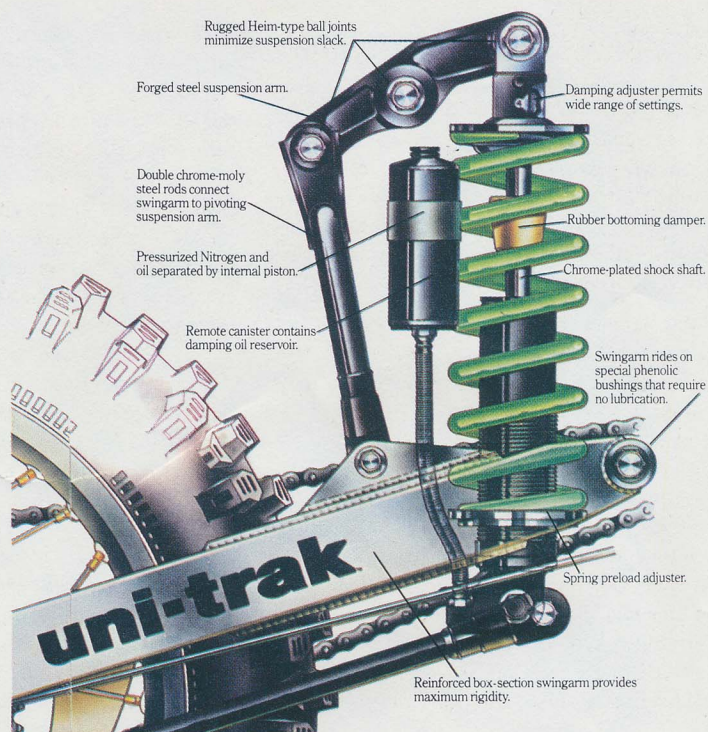
Consequently, suspension has been the subject of much research in recent years, although most has centred around updating existing systems. While improvements have been made, certain basic flaws still remain. With the dual shock absorber system there remains the problem of matching the damping of the individual shock absorbers, while laying the units down to improve the wheel travel places more strain on them and results in non-progressive spring rate, which gives a softer action as the suspension is compressed — the exact opposite of the ideal. Additionally, there are still problems with swing arm rigidity.

Another approach has been the single shock system, which does provide a flex free rear end, but which places the body of the shock absorber high up over the engine and results in a heavy swing arm arrangement.

Kawasaki's approach is the unique Uni-Trak — a system which has been pioneered on both the company's road racing machines (four World Championships in two years!) and the Works KX420 machines, campaigned very successfully by Brad Lackey and Dave Thorpe during '79. Now this suspension of the future is available on four production machines!

The system is simple in concept, yet overcomes all the inherent faults of the conventional single and dual shock systems. There is just one shock absorber connected to the swing arm via a rocker arm, and located low down, behind the engine. Thus there are no problems of uneven damping, the centre of gravity is kept low, and the shock is kept well ventilated and clear of engine heat.

Rear wheel movement is parallel to the shock body to give smooth operation and avoid placing undue stress on the shock's shaft. As the suspension pushes the rear wheel down to the ground, so the vertical forces on the shock also act in a downward



direction helping to keep the wheel in firm contact with the ground. And that's where the traction lies — not in mid-air! Contrast this arrangement with the normal single shock arrangement where the shock's forces operate in a horizontal mode.

In riding, the advantages of the Uni-Trak are soon obvious. There is a strong feeling of stability at high speed no matter the terrain, the weight is located low down so that there is no feeling of being 'pitched forward' by the impetus of the bike, and of course the rear wheel is in contact with the ground for far longer than with any other form of suspension. There's more power to your back wheel with Uni-Trak.

On a practical note, there is adjustable spring pre-load on every model, while the moto crossers also have three way adjustable damping. You can therefore set up the machine to suit your weight and the track.

Electro Fusion Bores

DISPENSING with a two stroke's separate iron liner and instead applying a hard wearing surface directly to the aluminium cylinder brings with it many advantages, not the least being a useful weight saving. More importantly though is the fact that the problems of mis-alignment between the ports cast in the cylinder and cut in the liner are removed.

Frequently, the aluminium cylinder walls are hard chrome plated. Unfortunately chrome plating is not the complete solution; it is by definition merely a plating and can thus flake-off the bore.

Kawasaki's (patented) solution is the Electro-fusion bore, and is to be found on all their competition two-stroke machines. Like the chrome plate idea, it has all the advantages of discarding a liner, but at the same time this coating is impregnated under great force into the aluminium cylinder, gives better lubricating properties and indeed better cooling characteristics than chrome plating. Tests show that Kawasaki Electro fusion bores resist seizure and wear better than any other type of liner.

Just how is that coating bonded to the bore? Actually, the coating is the result of fifteen separate explosions of wire suspended within the cylinder, the wire being exploded by the application of some 16,000 volts.

The first three explosions are from pure

molybdenum wire to act as a strong key between the lining and cylinder. The next six blasts alternate between molybdenum wire and high carbon piano wire, then the final six coatings are made with carbon wire. Each wire explosion coats the cylinder with .0005 mm of particles — and the finished product is only 70 microns (0.007 mm) thick after honing, which helps account for the excellent heat dissipation.

Actually, despite the separate wire explosions, the carbon and moly particles impregnate one other and form a unified mix; the high carbon wire particles making for a hard wearing surface, the molybdenum aiding lubrication. This is one coating that will not separate from the cylinder surface, it is literally fused to it.

KCD Kawasaki COMPETITION DEALER TEAM

'WELCOME TO THE TEAM' – that is the message to all of you who buy a Kawasaki competition machine. And it's no empty-meaning phrase, for when you ride Kawasaki you will enjoy the many benefits of having joined a highly professional team; a team with a difference.

We believe that the machine you choose from the Kawasaki range to be the best available in its class, having been developed by a dedicated team at the factory, working in close association with a number of highly skilled riders. Every single part of your machine has been thoroughly race tested to prove its worthiness.

However, we fully appreciate that even the very best machines are useless without the necessary support from the manufacturers/dealers, and this is where the value of the 'KCD Team' comes into its own.

The dealer you buy your machine from

Team Kawasaki MOTO-X Team Kawasaki MOTO-X

To say that the 1979 season was a successful one for the officially backed Team Kawasaki riders would be an understatement! For in every class of moto cross contested, the Green Meanies were regularly first past the chequered flag.

In the Schoolboy field, Kawasaki riders won nine National Championship Awards on 125cc machines, including the three main Expert Championships – the British 2-Day, ACU and BSMA National events. In the early part of the season our Junior class rider was literally unbeaten for several months, and he won the Junior title at the BSMA National Championship.

Gary Evans contested the AMCA events on a standard KX250, and was leading their 250cc Championship series right until the end of the season when a broken collarbone robbed him of the title – but not before he had already clinched the international IMBA championship! He was also battling for the lead throughout the season riding on the same 250 in the AMCA Superclass, where machines of up to 750cc are eligible.

is an important person – and a comparatively rare person, for there will only be 20 Kawasaki Competition Dealers to serve the whole of the country. The reason why there are so few dealers is simple; a tightly knit team operates much more efficiently than a large unwieldy one. We know the dealers personally, and can insist that they maintain our standards – and that is where you benefit.

For a start, all the dealers are experts on off road machinery – and fully committed enthusiasts too. So you can seek their advice, and know that it is worth having – very important for the novice.

Then there is the matter of spare parts; a fast bike is pretty slow when sidelined for the lack of a spare! All KCD Team dealers are obliged to carry comprehensive stocks of spares to keep your racer on the tracks where it belongs.

As KCD Team dealers are enthusiasts, you will often find them with their vans at the local tracks – complete with a stock of 'emergency' spares which you may find necessary to keep you in the action. What's a new clutch lever worth on a Sunday afternoon!

Should a dealer not be able to supply a spare from stock then he can place an emergency order with KMUK headquarters at Slough, from where it will be despatched within 24 hours of receipt of the order.

Once you have purchased a Kawasaki,

Meanwhile, Dave Thorpe completely dominated the ACU under Eighteens Championship riding his KX420 Uni-Trak to victory undefeated, and also comfortably won the important British Support Championships.

I am firmly convinced that Schoolboy sport is the ideal breeding ground for future World Champions; and proof of that conviction can be seen in my choice of Works riders for 1980, they are all riders who have dominated the Schoolboy Classes, and the result is a very young but determined Team Kawasaki!

Dave Thorpe will contest the prestigious British Championship Series on a KX420 Uni-Trak, this being his next step towards attaining Grand Prix status. Gary Evans – at eighteen the eldest team member! – will ride an identical machine in the ACU British Support Series, while the newest recruit of all, Jeremy Whatley, fresh from a whole series of victories in his last year of Schoolboy racing, will be riding a KX250 Uni-Trak in the ACU Junior and supporting events.



ALEC WRIGHT, Competition Department Manager.

we do not lose interest in you! Far from it – indeed we will mail you a regular Newsletter so that you can follow the fortunes of the Works riders, learn useful tips concerning the bikes you ride, be informed of new developments that take place and generally keep in touch. And its free!

Kawasaki are poised to become the Number One manufacturer in British off road motorcycle sport during 1980 – make sure that you are a member of the No. 1 team – the KCD Team, of course.

Of course, we will be supporting the Schoolboy classes once again, but in 1980 we will also be entering an enduro team on an exploratory basis.

Naturally a successful team needs more than just the best machinery, riders and mechanics – it also needs support from enthusiastic sponsors, whose products we use and thoroughly recommend. Let's face it, in racing, the stakes are high, and we cannot afford to be let down by poor equipment – and that refers to mechanical parts as well as protective clothing. The fact that we win – and consistently too – shows that we are more than satisfied with the products of our sponsors, namely Shell (lubricants), Dunlop (tyres), Champion (spark plugs), Izumi (chains), Twin Air (filters and filter oil), Stadium (helmets), TT Leathers (clothing) and Alpine Stars (boots). Thank you gentlemen for your continued support.

Alec Wright



 DUNLOP

CHAMPION



Twin Air
sportfilters

Stadium

Leathers
INTERNATIONAL

alpine stars

The vehicles in this brochure are competition models only, and are neither intended, nor legally permitted, to be used on streets, roads or highways. All specifications mentioned apply to, and have been achieved by, production models under standard operating conditions. We intend only to give a fair description of the motorcycle and their performance capabilities, but these specifications might not apply to every machine offered for sale. All Kawasaki competition machines are supplied without warranty, but this in no way affects the statutory rights of the consumer. Kawasaki Heavy Industries Ltd. reserves the right to alter specifications without prior notice.

KX80

Engine: Reed valve 2-stroke, bore/stroke 47.0 x 45.8 mm, c.ratio 7.7:1. Primary Kickstart. Ignition: electronic CDI. Transmission: 5 speed gearbox with wet multi plate clutch. Suspension: Front — leading axle, 200 mm stroke. Rear — twin laid down gas shock absorbers, adj. pre-load, 190 mm wheel travel. Dimensions: w/base 1,190 mm, ground clearance 265 mm, seat height 770 mm, dry weight 63 kg, fuel tank 5.1 litres.

First launched a year ago, the KX80 proved an instant success, notching up wins all over the country, including the Junior class of the BSMA's national championships.

Now that flexible, easy to handle, motor produces another brake horse power, while there is an extra 30 mm of suspension movement front and rear. That means the leading axle front forks now have a 200 mm stroke, while the laid down rear shocks give 190 mm of rear wheel movement to soak up the bumps. Also new on the KX80 is the box section swing arm and FIM-legal rear number plates.

This is a thoroughbred racer, built to win. But it is also fine for the novice to competitive riding. The solid state ignition system (CDI) is virtually maintenance free, a primary geared kick starter permits in gear re-starting, the high level exhaust system is tucked well out of the way, and of course the plastic mudguards are almost unbreakable: Power is fed to the track via a slick action five speed gearbox, while weight saving conical hubs are laced to larger than average (17in front, 14in rear) alloy rims in the interests of better steering and tracking characteristics.

Nothing has been skimmed on this machine except for the overall size which has been kept down to suit the average 8-10 year old. It forms the ideal introduction to moto cross, and the winner's circle.



THE JUNIOR CHAMPION'S CHOICE

KX125

Engine: Reed valve 2-stroke single, bore/stroke 56.0 x 50.6 mm, c.ratio 7.6:1. Primary kickstart. Ignition: electronic CDI. Transmission: 6 speed gearbox with wet multi plate clutch. Suspension: Front — leading axle, air assisted, 280 mm stroke. Rear — Uni-Trak with remote reservoir gas shock absorber, adjustable pre-load/damping, 280 mm wheel travel. Dimensions: w/base 1,470 mm, ground clearance 330 mm, fuel tank 8 litres.

In the past couple of years, Kawasaki 125cc racers have been the top performing machines in the Schoolboy classes — the '79 season ending with the KX125 winning eight British Championships, the Scottish Championship and four Northern Ireland Championships. Now for 1980 this proven winner has the advantage of Uni-Trak rear suspension — and that really is an advantage; testing on US tracks has shown that any of the factory riders could cut three seconds per lap off their previous best times! Imagine the sort of lead that can give you over the opposition.

The engine puts out an incredible amount of power, but there is plenty of low down torque thanks to the use of reed valve induction. CDI ignition ensures good reliable sparks under all conditions, and a six speed gearbox helps lay the power to the ground.

Nothing has been skimmed on the machine. The frame is from chrome-moly tubing; expensive, but it has immense strength and reduces weight, properties shared by the extruded alloy box section swing arm. The long travel, air adjustable front suspension ideally complements the novel Uni-Trak with a full 280 mm travel.

Neat touches abound; a nylon guide helps ensure that the chain stays in place, while a nylon roller above the swing arm pivot takes up any slack during extra long suspension travel. A fully floating rear brake reduces hopping and snatching tendencies, while the single KYB De Carbon rear suspension unit is six way adjustable for internal damping as well as spring pre-load.

The KX125 has always been a winner — but now victory will come more easily.



PASSPORT TO THE WINNER'S CIRCLE

KX250

Engine: Reed valve 2-stroke, bore/stroke 70.0 x 64.9 mm, c.ratio 7.6:1. Primary kickstart. Ignition: electronic CDI. Transmission: 5 speed gearbox with wet multi plate clutch. Suspension: Front — leading axle, air assisted, 300 mm stroke. Rear — Uni-Trak with remote reservoir gas shock, adjustable pre-load/damping, 300 mm wheel travel. Dimensions: w/base 1,520 mm, ground clearance 355 mm, dry weight 105 kg, fuel tank 9 litres.

Kawasaki's 250cc 'Green Meanie' has always been a very competitive machine, but the improvements made to this latest version make it even more potent. Naturally, the most obvious change is the adoption of Uni-Trak rear suspension with all its inherent advantages, but the good news does not end there.

For example, despite the staggering amount of rear wheel travel (a full 300 mm!), uneven chain tension is no problem, as the engine rear mount and swing arm pivots share a common axis. A nylon guide and a nylon roller wheel make sure that the chain stays safely in place too.

Rear wheel hopping under hard braking is a thing of the past thanks to the use of a fully floating rear brake assembly, while high speed handling is courtesy of a flex free, chrome-moly frame mated to a lightweight, alloy, box section swing arm.

Tuning the machine to suit the track and your weight is no problem — the leading axle front forks are air adjustable, while the single rear suspension unit features variable spring pre-load and damping.

The five speed gearbox has a new selector mechanism for even more positive movement. The use of fewer moving parts bring the bonus of greater reliability and a more compact arrangement, which in turn means that the housing is reduced in size, and the engine reduced in width. Naturally, weight is saved too.

The KX250 gives factory-type performance on the track just as it comes, straight from the crate.



A WINNER STRAIGHT FROM THE CRATE

KX420

Engine: Reed valve 2-stroke, bore/stroke 83.0 x 78.0 mm, c.ratio 6.9:1. Primary kickstart. Ignition: electronic CDI. Transmission: 5 speed gearbox with wet multi plate clutch. Suspension: Front — leading axle, air assisted, 300 mm stroke. Rear — Uni-Trak with remote reservoir gas shock, adjustable pre-load/damping, 300 mm wheel travel. Dimensions: w/base 1,520 mm, ground clearance 355 mm, dry weight 105 kg, fuel tank 9 litres.

This is the one all of you Open class racers have been waiting for! During '79, Dave Thorpe campaigned his factory prototype around the British tracks and won virtually every event contested — indeed, he finished the whole of the British Under Eighteens Championships with a perfect score! Now you can buy virtually the same machine with its proven performance and reliability.

The frame is shared with the KX 250, which helps account for the low overall weight — although this is also aided by the use of magnesium alloys for the engine side covers and housings, plus the backing plates of both front and rear brakes.

The engine has been designed to give a broad spread of power throughout the rev range, the reed valve induction helping especially at the bottom end. Naturally, all that power (44 bhp) is no good to you if it cannot be contained and used effectively. The Uni-Trak rear suspension ensures that the power gets to the ground — and stays there — while the fine handling frame and ideal weight distribution means that you stay in control at all times. The extruded box section swing arm is virtually indestructible, yet is light and very rigid. No scope for the accessories manufacturers here!

The front suspension is by the highly acclaimed Kayaba leading axle units with beefy (38 mm) stanchions and with infinitely adjustable air springing. They give a full 300 mm of wheel travel — the same as available at the rear.

This is the Works machine you can buy — and can afford.



KING OF THE OPEN CLASS

KDX175

Engine: Reed valve 2-stroke single, bore/stroke 66.0 x 50.6 mm, c.ratio 7.6:1. Primary kickstart. Electrics: CDI ignition, 6v lighting. Transmission: 6 speed gearbox with wet multi plate clutch. Suspension: Front — leading axle, air assisted, 250 mm stroke. Rear — Uni-Trak with gas shock absorber, adjustable pre-load, 250 mm wheel travel. Dimensions: w/base 1,460 mm, ground clearance 300 mm, dry weight 99 kg, fuel tank 10.5 litres.

Enduro racing has rapidly grown in popularity — and competitiveness. While there are a small number of riders capable of handling the explosive power of a full bore racer, the majority campaign expensively modified trail bikes, as they are easier to handle.

The all new KDX 175 gives this latter class of rider a whole new approach. It is race ready — and competitive — yet it has been designed for the clubman rider who wants to race comfortably within his own limits. It would also be ideal for the novice who wants to increase his riding skill without being intimidated by a peaky, full-race engine with its accompanying hard-to-handle characteristics.

Not that the reed valve engine is low on power — it puts out 24bhp — but it has a wide spread of power with a relatively soft delivery. Putting those horses onto the ground is a six speed gearbox aided to no small extent by the very latest advance in rear suspension — Kawasaki's Uni-Trak.

The handling helps make the KDX 175 super competitive — the frame being the same as featured on the KX125 moto-crosser. Comfort is provided by nearly ten inches of wheel travel front and rear, and of course the suspension can be readily 'tuned' to suit the conditions — the front forks being air-adjustable.

It's fast, turns quickly, has good ground clearance, features all components tucked neatly out of the way, and weighs just 218 lbs. On the practical side the primary geared kick start permits in-gear restarts, there is maintenance-free CDI ignition, hard wearing electro-fusion cylinder bore, QD headlight unit and easily re-settable odometer.



THE CLUBMAN'S CHOICE

KDX400

Engine: Reed valve 2-stroke, bore/stroke 80.0 x 78.0 mm, c.ratio 6.8:1. Primary kickstart. Electrics: CDI ignition, 6v lighting. Transmission: 5 speed gearbox with wet multi plate clutch. Suspension: Front — leading axle, air assisted, 260 mm stroke. Rear — twin laid down gas shock absorbers with remote reservoirs, 230 mm wheel travel. Dimensions: w/base 1,450 mm, ground clearance 305 mm, dry weight 109 kg, fuel tank 11.3 litres.

If you are serious about enduro racing, then this is the tool for you. It's an out and out competition machine, with an engine and frame combination capable of taking on any of the competition — and winning.

See what the Press have to say about the engine! *Motorcyclist* magazine commented: "The KDX engine is deceptively powerful; on the dyno it made mincemeat of Maico's and Husky's 400 enduro engines by out-torquing and out-horsepowering both of them throughout its entire powerband". *Dirt Bike* magazine agreed adding "No grabbing or snatching is felt at the lowest imaginable rpm. It's almost like the KDX was an electric motor."

The frame, made from chrome-moly 4130 tubing is stiff and flex-free thanks to careful triangulation in the construction, and a particularly well braced headstock. The swing arm is an I-section alloy casting — light and very strong. Front suspension is by the highly acclaimed Kayaba air-assisted leading axle units, with beefy 38 mm stanchion tubes. These are complimented at the rear with laid down KYB units.

As for handling, *Dirt Bike* has this to say "We found no bad habits with the turning and cornering manners of the KDX. Its right at the point where bikes still turn. Travel at both ends is enough to get the job done, with 10.2 inches in the front and 9.1 at the rear. . . stock is correct."

Dirt Bike summed up the KDX nicely "When you stand back and take a long hard look, you realise that the KDX is a superior enduro weapon. In actual fact, its equal to the . . . which is the reigning king of enduro bikes."



FOR THE SERIOUS COMPETITOR ONLY

KLX250

Engine: SOHC 4-stroke, bore/stroke 70.0 x 64.0 mm, c.ratio 8.9:1. Primary kickstart, wet sump lubrication. Electrics: CDI ignition, 6v lighting. Transmission: 5 speed gearbox with wet multi plate clutch. Suspension: Front — 1/axle, air assisted, 250 mm stroke. Rear — twin remote reservoir gas shocks, adj. pre-load, 250 mm wheel travel. Dimensions: w/base 1,420 mm, ground clearance 305 mm, dry weight 106 kg, fuel tank 9.5 litres.



THE ENTHUSIAST'S DREAM

The perfect mount for the 'clubman' enduro rider who yearns for the low down pulling power which only a four stroke single can deliver. The KLX 250 also blends the virtues of superb handling, utter reliability and a 'soft' power output resulting in a machine which is a real pleasure to ride. In short Kawasaki are catering for the breed of rider who has until now been totally ignored: the dedicated off road motorcyclist who now and again has the whim to go racing, but above all rides for the love of it. The KLX 250 is his perfect answer.

Half the secret of the first class handling lies in the low overall weight, just 234lbs. That's due to the neat, moto cross frame with a tremendously strong yet light I-beam swing arm.

The suspension gives around 10 in of wheel travel at either end — and the leading axle moto cross front forks have adjustable air springing. 'Dirt Bike' magazine rates the suspension 97/100!

Reliability of the motor is assured, as it has already proved itself in the KL250 trail bike. In this model though, it has been treated to a larger (32mm) carb, a high level exhaust pipe and revised engine castings for improved service-accessibility. CDI ignition is now employed.

Detail features abound, such as the use of conical wheel hubs, re-settable easy-to-read odometer plus total mileage recorder, a fold-back gear lever and deeply padded saddle.

Cycle World magazine's opinion was that the KLX 250 has "near perfect chassis, excellent suspension, and an understressed four stroke engine that will probably run for ever".

CLOTHING

NOW a KCD Team rider, why not dress accordingly and match your machine? Better than that, your whole 'pit crew' can be colour co-ordinated for that truly professional look with a new range of exclusive clothing available only from our Competition dealers.

If you wear body-armour, there is a cool ventilated nylon racing shirt, but if you are not a member of the plastic age, then an ACU approved padded racing jersey helps reduce the bruises and scratches.

A pair of strong, padded nylon moto cross jeans with flame-retardant lining to comply with ACU regulations, also keep the bruises at bay and are machine washable — the plastic shin guards are easily removed. Completing the protection theme are super soft leather gloves with Velcro fastening, padded finger-backs and anti-blister patches on the palms.

To cart all your riding gear to the meetings, what's better than the jumbo-sized kit bag? Made of nylon, it is easily cleaned after mud contamination!

Meanwhile, your envious non-riding friends can keep warm with a V-neck pull-

over, a zippered sweater or even a quilted waistcoat!

Now there is no reason not to be smartly dressed, as well as warm, comfortable and protected. And that goes for riders/helpers of any age, for all items are available in Extra Small, Small, Medium, Large and Extra Large sizes.



KCD

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Keep in Touch with the KCD Team!

1980 is going to be a great year for Kawasaki; there are seven new machines, and every one is a winner. If you would like to keep in touch with all the latest news on Kawasaki bikes and accessories, as well as learn useful hints and tips from the works riders and mechanics, then complete the form below (block capitals please) and we will send you copies of the team newsletter as they appear throughout the year — free of charge!

NAME: _____

ADDRESS: _____

CURRENT BIKE: _____

AGE: _____

WHICH KAWASAKI WOULD
YOU MOST LIKE TO OWN? _____

Please send this form to Competition Department, Kawasaki Motors (UK) Ltd.,
748/9 Deal Avenue, Trading Estate, Slough, Berks.