



Kawasaki Off Road '81

*The best in moto cross
and enduro racers*

“The Kawasaki Way”

Kawasaki have always been innovators in the sport of moto cross, whether it be with a technical first such as Uni-Trak suspension, or a sporting first such as training camps for riders. Whilst other manufacturers have followed our lead, we have not sat still!

Indeed, for 1981 we set the pace again with two more imaginative and innovative schemes, namely: up to six months warranty on all 1981 machines sold, and a mobile Kawasaki off-road training team offering top level advice to all factions of off-road sport.

Perhaps the more radical of the two schemes is the Comp-Cover warranty. No manufacturer has ever offered such a policy before, but we feel it makes our machines even better value for money, and shows the confidence we have in our products!

As more and more people are taking to off-road sport, it is clear that not many have the knowledge and skill to fully enjoy the sport. Our contribution (co-sponsored by Shell) to help both them and the sport as a whole, is in the Team Green Training unit staffed by Vic Allan and John McMillan. In these individuals, we have an unrivalled combination of expertise and technical skills, which can be taken to any group or organisation requiring expert guidance on motorcycling.

Both of these ideas are extensions of the thinking which has taken Kawasaki closer to being the country's No. 1 manufacturer of competition machines, and behind our success are two key words: Professionalism and Teamwork.

The Kawasaki Competition Dealer network is one big unique team, from dealers to riders, and technicians to sponsors, which has proved itself



Alec Wright at work.

successful time and time again — and we consider it to be the most professional in moto cross today.

This year the network of dealers has been extended somewhat to give better machine availability and the service they can offer is being increased still further by the introduction of spare parts distributors — as detailed on page 19.

We are particularly pleased with the 1981 range which is strong throughout — from the “GP look-

alike” KX80 for the junior rider to the mighty KDX420 enduro racer.

In general there are very few drastic changes, which I feel is a good thing — the machines are simply superior, refined products. The bikes are lighter *and* more powerful, the Uni-Trak suspension is even better than before, and both frames and gearboxes are stronger, throughout the range. Small detail changes have been made to improve the bikes' performance — and also your enjoyment of them.

A lot of the information we use to improve our bikes comes from the works Kawasaki moto cross team, and our involvement this year runs right through from Schoolboys, to our own British based National and GP team, detailed on page 5.

It has always been a long term policy of ours to encourage young talent in moto cross and in addition to our Adult team, we have a four strong Schoolboy team. I am sure you will not need reminding that Kawasaki have won all the major Schoolboy Championships in the last three years!

For 1981, in addition to the official team, Kawasaki Motors (UK) Ltd., is assisting the Kawasaki Dealer Team with the availability of production machines for their own sponsored riders. This is another indication of the faith we have in the machines that *you*, the customer, will purchase.

The riders have been selected by the Competition Dealers not only for their speed and promise, but also for their professional approach. We are confident that these riders will achieve their objectives by enthusiasm and dedication. Remember, to



Vic Allan (left) and John McMillan who will be operating the Team Green Training Unit (see page 16 for full details).

become a KCD team rider, you need to demonstrate the *total* qualities required in off-road riding.

Having made ourselves as professional as possible, it is in everyone's interest that the sport itself puts on a more professional image. To this end, we are jointly sponsoring the British Championship, and the new National 125 and 250cc Championships with other major manufacturers.

As you can see, the world of the Kawasaki Competition Dealer Team is a fast moving exciting one — and most definitely a winner!

ALEC WRIGHT, Competition Dept. Manager.

The vehicles detailed in this brochure, with the exception of the KDX175B and KLX250B1, 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 motorcycles and their performance capabilities, but these specifications may not apply to every machine offered for sale. The machines are supplied with a limited 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.

Comp Cover

- a unique moto cross warranty

In a pioneering move, Kawasaki are now offering a full warranty on all '81 moto cross and enduro machines — at no cost to the customer.

The scheme is now in operation throughout the nationwide Kawasaki Competition Dealer network proving conclusively the absolute faith which Kawasaki have in their products.

As Competition Department Manager Alec Wright explained, *"We are introducing this Comp-Cover warranty because we feel that one of the main problems people face when buying a competition machine is a lack of any protection.*

"Under our Comp-Cover scheme, a customer can feel a lot more secure and also feel that he has spent his money wisely and carefully."

The expertise which Kawasaki have in the moto cross field is illustrated by the way the warranty itself operates, as customers who buy their machines before the season commences are still covered when they start competing!

Operating on a sliding scale, the length of *Comp-Cover* alters with the date of purchase of a machine. This table illustrates the warranty periods offered, and shows that the maximum warranty period is *six months!*

Date of Purchase	Length of Warranty
November 1980	6 months
December 1980	5 months
January 1981	4 months
February 1981	3 months
March 1981 onwards	60 days

The aim of this sliding scale is in fairness to a customer who buys a machine in November, when there is little opportunity to race: the *Comp-Cover* warranty will still be in operation when the season gets into full swing in March, giving the rider ample time to test and set-up his machine while still under warranty. It covers all parts for replacement or repair, the authorised Kawasaki Competition Dealer being the first rung in the ladder to action on a claim.

Once again Kawasaki are leading the moto cross world with the introduction of this warranty — so you can race hard and still feel safe in the knowledge that your machine is covered.

TEAM Kawasaki Moto Cross



Dave Thorpe



Jonathan Wright



Kurt Nicholl

DUNLOP



RACING ON Shell Oils

KOHO



Spearheading the Kawasaki interest in the world 500cc Grand Prix series is 18 years old Dave Thorpe, who has been the team's number one rider for the past two seasons, and who previously achieved unequalled success in the Schoolboy ranks.

Race technician for Dave will be Keith Thorpe. Keith has been selected for this position because of his high standard of preparation, particularly of off-road racing machines, and his dedication to all aspects of moto cross racing. His professional approach is typically Team Green.

The bikes themselves are full works prepared machines, supplied to Kawasaki Motors (UK) Ltd by the factory in Japan and will be full 500cc capacity; they have been developed from the machines raced by Brad Lackey to second place in the '80 World Championship. Dave flew out to Japan in December to have the bikes set-up to his own specification, ready for the start of the season.

Now fully recovered after his unfortunate injury, which effectively kept him away from competitive riding for six months, Dave will be up against some very tough opposition in the world championships,



Keith and Dave Thorpe.

Kawasaki's long term policy of encouraging promising young riders is reflected in their choice

of Kurt Nicholl as a member of the 1981 adult squad. Kurt has won the British Schoolboy Championship in only his first full season of competition, and at the age of 16, obviously has a bright future in the sport.



Kurt and Dave Nicholl.

He will be ably assisted during the year by his father Dave, who as a former top British GP rider (and present British Moto Cross Team Manager) has plenty of experience at all levels of moto cross.

Though Kurt has competed very successfully on the smaller machines, a session at the Kawasaki Training Camp on a big 420 was enough to persuade Team Manager Alec Wright that though he could race in Schoolboys events for another two seasons, he would be better suited to moving up into the adult class. Consequently he will ride in the Junior adult class for the first part of the year until he has amassed enough points to grade him into the Experts category; which he will then compete in, until the end of the year.

His machinery in both categories will be KX250 and KX420 standard Production machines.

For their main attack on the British National championships, Kawasaki have chosen a young and talented rider/race technician team of Jonathan and Colin Wright respectively.

Jonathan Wright at the age of 21 has already served three years as a works rider with another manufacturer and is the present British 250cc Manufacturer's Champion.

His race technician for the season is Colin Wright (no relation) who although just 20 years old is very experienced in the preparation of MX machinery. He has worked at GP level, and also dealt with the preparation of the 'works' water-cooled 125cc racer which was sent to this country for evaluation from Japan.

The main targets for the 'Wright' duo will be the new 125 and 250cc National Championships, plus the British Championship and selected 125cc GPs.



Colin and Jonathan Wright.

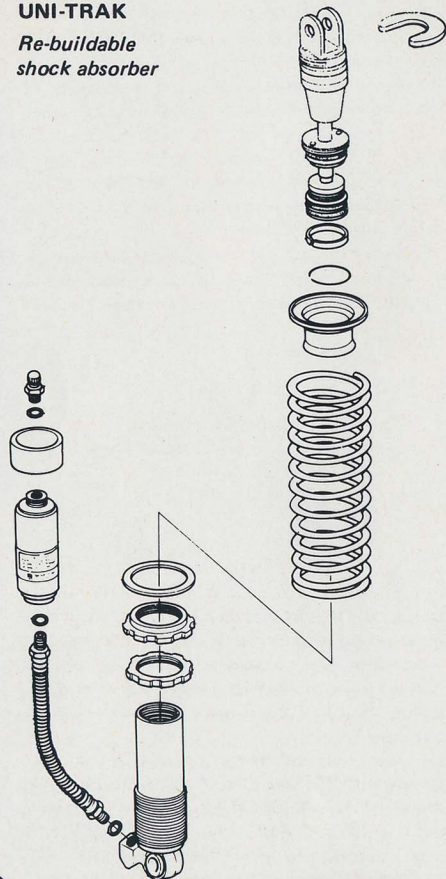
* * * * *

No team can succeed if its equipment is anything less than the best available (and that refers to mechanical parts as well as protective clothing and lubricants) so Team Kawasaki are more than pleased to have the support and products of a number of top concerns, namely Shell (lubricants), Champion (spark plugs), DG (team clothing), Koho (protective wear), PJI (chain lubricant), Izumi (chains), Finna (air filters), Dunlop (tyres) and Nolan (helmets). These products are all used by Team Kawasaki and thoroughly endorsed.

Technically Speaking

UNI-TRAK

*Re-buildable
shock absorber*



Kawasaki machines are all improved through competition—the toughest test bed of all, and one area which has benefited greatly from this is the unique Uni-Trak rear suspension system.

Last year's machines were the first batch of production moto crossers to have the system fitted, so the feedback from the works team and from individuals has been vital in developing this 'second generation' unit.

The main development is that now damping is easily adjustable in situ and the single KYB De Carbon style shock absorber can be taken apart and fully serviced.

A new lighter and progressive spring completes the shock absorber unit. A quick adjust ring on top of the shock absorber alters the damping, and the unit itself is now made of aluminium alloy instead of steel to save weight.

Various other 'works' items have been included on the new Uni-Trak—the rubber damper above the Uni-Trak arm has been thickened to make it last longer and the design of the bellcrank and links have been changed to strengthen them while losing weight at the same time.

ELECTRO FUSION BORES

Few high performance two stroke engines these days feature separate cast iron liners: instead the aluminium barrel is cast as one piece with the cooling fins, and then bored to accept the piston—the internal wearing surface being hard chrome plated. This has several advantages, namely reduced weight, an increase in efficiency due to the fact that there is no possibility of ports cast in the cylinder and those cut in the liner being mis-aligned, and an increase in overall cooling efficiency.

However, chrome plating itself is not the perfect

solution, as it can flake off the bore, with obviously disastrous effects, and has no oil retention properties—essential if seizures are to be avoided.

Kawasaki's solution is to take all the advantages of dispensing with a separate liner, but to use their patented Electro Fusion process for the hard wearing bore finish.

This process involves some fifteen separate explosions of wire suspended within the cylinder. The wire—which alternates between molybdenum and high carbon piano wire—is exploded by means of the application of 16,000 volts, and the result is a mixture of carbon and moly particles thoroughly impregnating the aluminium bore's surface.

In effect, this bore treatment is literally fused to the cylinder's surface, and cannot separate from it.

The advantage that this system provides is that the high carbon particles make for a particularly hard wearing surface, and the moly particles aid lubrication under even the most extreme conditions. The system works exceptionally well—tests showing that Electro Fusion bores resist seizure and wear better than any other types of finishes, while this has been borne out in practice by both Kawasaki's Works road racing and moto cross machinery, as well as all production Kawasaki moto cross machinery over the past few years.

BOYESEN REED VALVES

One of the fastest-selling 'goodies' to be marketed during the late 1980's was the Boyesen reed valve, which many found to give much better all round performance from their race wear.

Kawasaki owners however found no such advantage—for their machines have long been fitted with these special reed valves as standard!

Now with
uni-trak



KX 80 D1

For 1981 Kawasaki's mini-marvel, the KX80, has 'grown up' completely and now features all the race winning elements of its bigger brothers, including for the first time the unique and highly successful Uni-Trak rear suspension system.

In fact so much has been altered and improved that this 'GP look-a-like' now bears little resemblance to its predecessors, yet is still the right weight and size for the average junior racer.

Visibly the biggest change is the use of Uni-Trak, as the single damper rear suspension system, connected to a tough box section swing arm gives a huge 8.3in (210mm) of wheel travel.

Engine: Reed valve two stroke, bore/stroke 47 x 45.8mm, compression ratio 8.0:1, primary kickstart. **Ignition:** electronic CDI. **Transmission:** six speed constant mesh with wet multi-plate clutch. **Suspension:** Front, air adjustable with 8.3in (210mm) stroke, Rear, Uni-Trak with 8.3in (210mm) wheel travel. **Dimensions:** wheelbase 48in (1220mm), ground clearance 11.4in (290mm), seat height 31in (790mm), dry weight 138 lbs (63 kg), fuel tank capacity 1 gallon (4.6 litres).

And with this second generation of Uni-Trak, as well as ensuring the power is transferred to the ground efficiently and smoothing out the bumps, the damper is adjustable by means of a quickturn ring on the bottom of the unit.

Suspension at the front matches the rear, the 8.3in (210mm) of wheel travel achieved by leading axle forks, which like all the big bikes are air adjustable to suit rider or track.

Power from the 79cc reed valve two stroke engine has been upped to give an output of over 18 bhp and this combines with a new six speed gearbox to ensure power output is at a maximum all the time.

Solid state ignition (CDI) is virtually maintenance free and a primary geared kick starter allows starting in gear, for those awkward moments, while like all the Kawasaki range of moto crossers, the engine features the unique race developed and proven electro fusion bore for maximum efficiency and most importantly a longer life—as it is less prone to seizure.

In an effort to keep down weight (the machine tips the scales at 138 lbs, 63 kg), both wheels feature aluminium rims, and completing the moto cross styling are the tough plastic mudguards, 'GP' style rear guard and number plate combined and also new for '81 a plastic 1 gallon (4.6 litre) fuel tank.

More power



KX 125 A7

Every manufacturer likes to describe their machine as 'A Winner Straight From The Crate', but very few can back up their claims with any evidence.

With their latest KX 125 'Champion of Champions Replica', however, Kawasaki have the best proof of all — victory in the annual Schoolboy classic through Mark Fulton, who raced a machine assembled on the day from an unopened crate.

The '81 machine showed a clean pair of heels to everyone including the latest water-cooled racers from other manufacturers, and to follow that up, in its first adult outing, at Hawkestone Park, Jeremy

Engine: Reed valve two stroke, bore/stroke 56.0 x 50.6mm, compression ratio 7.7:1, primary kickstart. Ignition: electronic CDI. Transmission six speed constant mesh with wet multi-plate clutch. Suspension: Front, air adjustable leading axle with 11in (280mm) stroke, Rear, Uni-Trak with 11in (280mm) wheel travel. Dimensions: wheelbase 57.8in (1470mm), ground clearance 13in (330mm), seat height 37.5in (955mm), dry weight 198 lbs (90 kg), fuel tank capacity 1.75 gallons (8 litres).

Whatley took the A7 to victory again.

Of course success in this category is nothing new to Kawasaki, who can now claim victory in the major Schoolboy Championships for the last three consecutive years.

The engine is a 124cc unit with reed valve induction, tuned specifically for extended high revs and giving an outstanding power output. CDI ignition ensures reliability, there is primary geared kickstarting and of course the electro-fusion bore

Now the damper body is built of aluminium for

lightness while it has 'works' type links. Damping is now easily adjustable by a quick adjust ring.

Engine brackets, footrests plus front and rear brake cam levers are now aluminium alloy, while the six speed gearbox has been strengthened.

Built of light, tough chrome moly, the frame has been further reinforced at stress points.

An example of improvement by competition is the second generation of Uni-Trak suspension which on the 125 gives 11in (280mm) of wheel travel, matched by the air adjustable front forks.

More fun



KX 250 A7

Acknowledged as one of the most competitive machines in its class, backed up by a long list of championship victories, the KX 250 returns for '81 having lost weight and gained power—a sure recipe for even more success.

In the super competitive lightweight classes, a good power-to-weight ratio is essential, so Kawasaki have gone to great lengths to keep down the weight of the KX 250.

Side panels, mudguards and the 2.4 gallon (11 litres) fuel tank are all moulded from high impact

Engine: Reed valve two stroke, bore/stroke 70 x 64.9mm, compression ratio 7.6:1, primary kickstart. Ignition: electronic CDI. Transmission: 5 speed constant mesh with wet multi-plate clutch. Suspension: Front, air adjustable with 11.8in (300mm) stroke, Rear, Uni-Trak with 11.8in (300mm) wheel travel. Dimensions: wheelbase 59.8in (1520mm), ground clearance 14.0in (355mm), seat height 38.7in (985mm), dry weight 216 lbs (98 kg), fuel tank capacity 2.4 gallons (11 litres).

plastic, both wheel rims are alloy and the engine side covers and housings are magnesium alloy—as are front and rear brake backing plates.

New additions to this catalogue of weight savings are aluminium alloy folding footpegs and an 'I' section forged aluminium alloy swing arm controlled by the Uni-Trak rear suspension, which itself offers a weight saving—and a lot more besides.

The latest version of Kawasaki's pioneering rear suspension system is now easily adjustable (via a ring on top of the aluminium bodied unit) and it gives 11.8in (300mm) of wheel travel, which is

matched by the air adjustable leading axle front forks.

The frame is built of chrome moly and for this year has been given extra strength at stress points while other features developed from 'works' bikes include the chain guide and rubber roller above the swing arm pivot which takes up any slack during extra long suspension travel.

Engine performance has been upped and the reed valve 249cc unit turns out its power through a new five speed gearbox, which has been strengthened internally for a longer life.

The big one



KX 420 A2

Kawasaki's big one—the KX 420—is every open class rider's dream, a factory developed big bike with the dimensions of a 250 racer.

This combination of raw power and light weight have been tried and tested on the toughest proving ground of all—the tracks of the World 500cc moto cross Grands Prix in the hands of American Brad Lackey and also in the British Championship by our own team rider Dave Thorpe.

The 420 shares the same tough chrome moly

Engine: Reed valve two stroke, bore/stroke 83 x 78mm, compression ratio 6.9:1, primary kickstart. **Ignition:** electronic CDI. **Transmission:** 5 speed constant mesh with wet multi-plate clutch. **Suspension:** Front, air adjustable with 11.8in (300mm) stroke, Rear, Uni-Trak with 11.8in (300mm) wheel travel. **Dimensions:** wheelbase 59.8in (1520mm), ground clearance 14.0in (356mm), seat height 38.7in (982mm), dry weight 229 lbs (104 kg), fuel tank capacity 2.4 gallons (11 litres).

frame and running gear with the KX 250, and this year's frame has been made even stronger, and to ensure that weight is kept down, the bike is bristling with weight saving materials.

And for '81, extra weight saving comes in the shape of aluminium alloy footpegs and an 'I' section forged aluminium alloy swing arm on the rear Uni-Trak suspension for strength and lightness.

Power from the 422cc engine is fully usable and 'comes in' evenly across the wide power band, the

reed valve induction helping particularly at the bottom end. The design of the air filter housing and density of the filter have also been changed to aid engine 'breathing'.

Tuning the machine to suit a rider or track conditions is no problem on the KX 420. The rear Uni-Trak system has easily adjusted damping, and the aluminium unit can be taken apart for parts or oil replacement, while the leading axle front forks are air adjustable, and in both cases they give a massive wheel travel of over 11.8in (300mm).

New model



KDX 250 B1

Kawasaki's 250cc enduro machine comes to this country for the first time but with a thoroughbred pedigree earned in the tough world of American enduros, where it is rated as possibly the best machine available in its category.

Aimed purely at the enduro enthusiast, the KDX combines all the race proven features from the range of moto cross machines with a host of enduro extras.

Power comes from a reed valve 249cc two stroke engine, which instead of having a 'harsh' moto cross

Engine: Reed valve two stroke, bore/stroke 70 x 64.9mm, compression ratio 7.3:1, primary kickstart. Ignition: electronic CDI. Transmission: 6 speed constant mesh with wet multi-plate clutch. Suspension: Front, air adjustable with 10.2in (260mm) stroke, Rear, Uni-Trak with 9.4in (238mm) wheel travel. Dimensions: wheelbase 59.8in (1520mm), ground clearance 12.4in (315mm), seat height 37.2in (945mm), dry weight 240 lbs (109 kg), fuel tank capacity 3.2 gallons (14.6 litres).

type power output has been altered to give a smoother, torquier power output which when mated to a new six speed gearbox gives plenty of useable power.

The frame is constructed of chrome-moly and is based on the '81 moto cross chassis, with the addition of both a hefty bash plate to protect the engine and a side stand.

Suspension is more than adequate for enduro racing. At the rear the Uni-Trak system has a new forged aluminium swing arm and the lightweight

damper unit (which now has an easy adjust system) gives 9.4in (238mm) of wheel travel—while at the front a similar amount of travel is obtained through air adjustable leading axle front forks.

Enduro features include quartz-halogen headlight, quick re-set odometer, detachable tool bag, tough plastic mudguards, sidepanels and fuel tank plus a hinged gearshift lever.

Both front and back wheels are fitted with a quick-detach system so that a wheel can be removed in seconds and replaced just as quickly.

New model



KDX 420 B1

For the serious top level enduro competitor, Kawasaki have created the KDX 420—a superb blend of their moto cross and enduro experience which is capable of taking on the opposition, and winning!

At the heart of the bike is the immensely powerful and torquey 422cc engine with a Boyesen reed valve for low down pulling power, electro-fusion bore for maximum power and long life and a wide ratio, strengthened, five speed gearbox.

Suspension is another department where the KDX scores highly, offering long travel, easily adjustable suspension all round, with the added

bonus of the weight saving scored by the unique and highly successful Uni-Trak system at the rear.

At the front, a pair of air adjustable leading axle front forks give 10.2in (260mm) of wheel travel, while the second generation Uni-Trak, now featuring an easy-adjust aluminium bodied damper gives 9.4in (238mm) of travel at the rear.

The frame is constructed of tough chrome moly and is based on the '81 moto cross chassis, with the addition of a bash plate to protect the engine crank-case plus a useful sidestand.

In an attempt to keep down weight and improve durability, high impact plastic is used for the

moulded side panels, mudguards and fuel tank, while the 'I' section Uni-Trak swing arm is forged from aluminium and there are alloy rims on both wheels.

All the usual enduro extras are included such as quartz halogen headlight, quick re-set odometer, detachable tool bag, hinged gear shift pedal and a grab rail behind the seat for hauling the machine out of trouble.

An important item for the serious enduro ace is the fitting of quickly detachable wheels front and back, while nice touches abound such as the routing of the rear brake rod above the swing arm, to keep it out of trouble.

STOP PRESS

NEW MODEL

just announced . . .

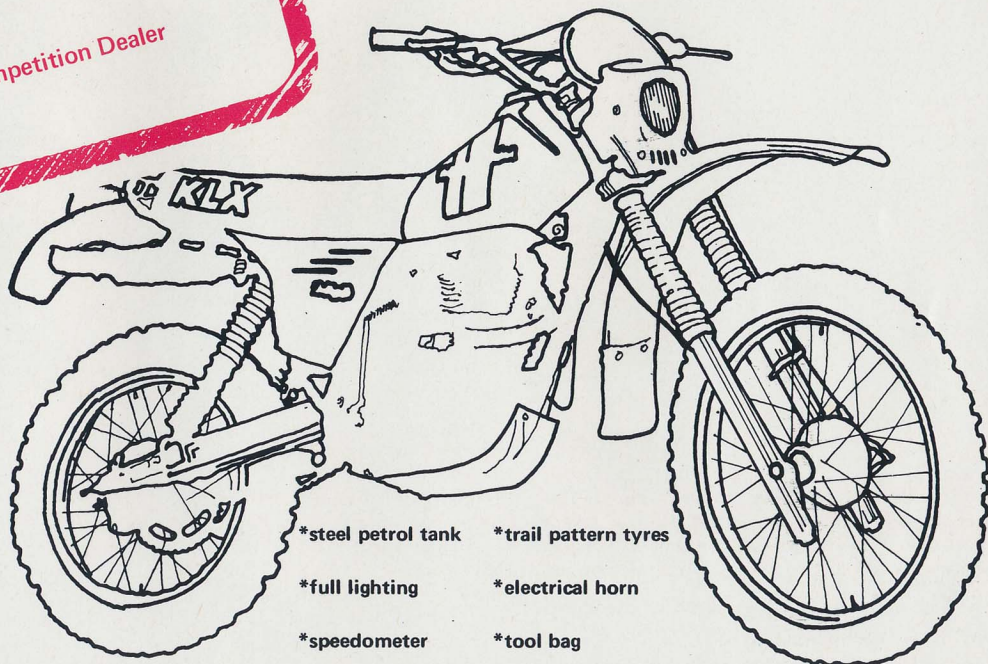
— contact your Kawasaki Competition Dealer
for details . . .

Street legal

KLX 250 B1

Take a reliable, 'torquey' single cylinder four stroke engine, equip it with a high level exhaust system and CDI ignition, mount it in a moto cross chassis conceived for a 125cc engine — and the result is a KLX250: a machine which is light, handles superbly, and is great fun to ride.

It's the perfect mount for the clubman rider who now and again wants to try his hand at enduro racing, but above all appreciates the virtues of plenty of low down pulling power and a bike that will truly go anywhere. And now that this latest version of the great fun bike is fully street-legal, he really can ride ANYWHERE! An enthusiast's dream.



- *steel petrol tank
- *full lighting
- *speedometer
- *trail pattern tyres
- *electrical horn
- *tool bag

Engine: SOHC 4-stroke, bore/stroke 70 x 64mm, compression ratio 8.9:1, primary kickstart, wet sump lubrication. **Ignition:** electronic CDI. **Transmission:** five speed constant mesh with wet multi-plate clutch. **Suspension:** Front — leading axle air assisted with 9.8in (250mm) stroke, Rear — twin gas shocks with remote reservoirs with 9.8in (250mm) wheel travel. **Dimensions:** wheelbase 55.9in (1420mm), ground clearance 12in (305mm), dry weight 233 lbs (106 kg).

28 bhp



KDX 175 A2

When Kawasaki announced their first 175cc enduro machine last year the bike was aimed at the clubman rider, who wanted to race comfortably within his limits.

Now for '81, all the features proven in a year of competition remain or have been improved on, but the power from the reed valve 173cc engine has been increased so that now the bike is an out and out racer and fully competitive in any company.

Engine: Reed valve two stroke, bore/stroke 66 x 50.6 mm, compression ratio 7.6:1, primary kickstart. Ignition: electronic CDI. Transmission: six speed constant mesh with wet multi-plate clutch. Suspension: Front, leading axle air assisted with stroke of 9.84in (250mm), Rear, Uni-Trak with 9.84in (250mm) wheel travel. Dimensions: wheelbase 57.5in (1460mm), ground clearance 11.8in (300mm), dry weight 218 lbs (99 kg), fuel tank capacity 2.3 gallons (10.5 litres).

Putting the power onto the ground is a six speed gearbox, aided of course by Kawasaki's unique Uni-Trak rear suspension system, giving almost 10in (250mm) of wheel travel. This is matched by the air adjustable leading axle front forks, so both can be adjusted to suit rider or conditions.

Sure footed handling is assured by the chrome-moly frame which is identical to that on the 125cc moto cross machine, but with the addition of a

bash plate and a side stand.

Enduro features include high-impact plastic side-panels, mudguards, fuel tank and front number plate/quartz headlight housing, plus a detachable tool bag, and rear grab rail for lifting the machine from trouble.

In line with all the Kawasaki enduro machines, the engine has maintenance free CDI ignition, primary geared kick starting and an electro-fusion bore for maximum performance and long life.

STOP PRESS

Street-legal version
just announced . . .

— contact your Kawasaki Competition Dealer
for details . . .

Street legal

KDX 175 B1

*steel petrol tank

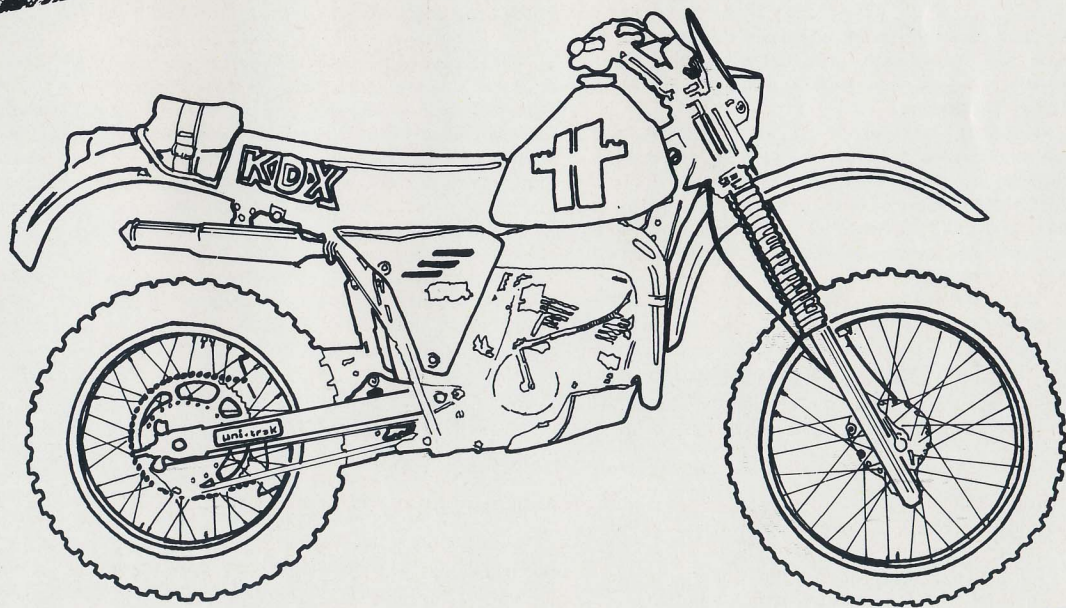
*trail pattern tyres

*full lighting

*electrical horn

*speedometer

*tool bag



Team Green Training

by courtesy of Shell/Kawasaki

To succeed at any sport, one needs to acquire both skill and experience, but unfortunately, these attributes take a considerable amount of time—and money—to achieve.

However, motorcycle sport is a fast and exhilarating pastime, and few newcomers have the patience to learn their skills without guidance. Fortunately, there is an alternative, and that is to learn the craft of fast and safe riding from fully experienced riders who have reached the top of their profession.

To help riders reach their full potential as swiftly as possible, and at the same time become able to extract the full performance and enjoyment of the machines that the factory has developed, Kawasaki pioneered the formation of training camps. Staffed with the very best riders acting as instructors with plenty of practical and valuable advice to offer, Kawasaki have enabled many up and coming riders to achieve excellent results.

Now Kawasaki—in conjunction with Team Kawasaki sponsors Shell—have undertaken another unique scheme, offering an even better service to existing competitors, and would be competitors.

For instead of just offering a training camp, they will be launching a new scheme, whereby a mobile unit manned by leading experts and equipped with the full range of Kawasaki off-road competition machines, will be available to visit clubs or organisations who wish to make use of their services on a local basis.

And the people in charge of this mobile unit certainly do have the qualifications to provide practical assistance. For the mainstay of the scheme is Vic Allan, who has around 20 years experience of top moto cross racing behind him, having ridden for many Works teams. Supporting him will be John McMillan, a distinguished MX rider and also a factory trained technician, currently employed by Team Kawasaki!

SERVICES PROVIDED

These two individuals will be provided with a large machine transporter and a mobile office, which they will take to anywhere in the country where there is a demand for their advice. The scope of the scheme is wide ranging, and will depend on the requirement of the organisation concerned.

For example, topics covered can be altered to suit schoolboy riders, novices or experienced competitors. Should a Youth Club or similar organisation require help, then the schedule can be arranged to suit the basic methods of getting introduced to motorcycling. In addition to the moto cross and enduro machines being detailed, Vic and John will also have the very latest Kawasaki 'sixteener' mopeds with them to show how to take to the roads for the first time in safety.

A "SCHOOL DAY"

With the whole concept of the *Team Green Training* being based on flexibility to suit the requirements of the organisation hosting the occasion, it is impossible to give a detailed description of a

days' activity, but should, for example, a Schoolboy moto cross club require a visit, then the format would be approximately as follows.

Firstly, John McMillan would outline the importance of machine preparation, and detail how machines must be set up to suit different circuits and riders. He would also discuss fitting out a race transporter, the tools required, and provide a check list to ensure that maintenance is carried out on a methodical basis. Then Vic Allan would go over the paperwork side of joining a club and getting entries accepted, before describing starting techniques, race tactics, physical fitness programmes and conduct at meetings.

With the rapid growth of Schoolboy racing, it has become very apparent that there is a very strong need for PARENT training. Consequently, Vic will at some length stress the importance of the fun element for the young racers, and advise parents on how to effectively coach their off-spring without putting pressure on them. Further, parents will be taught maintenance on machines (Shell will be issuing special booklets on the essential lubrication requirements of Kawasaki race bikes), be given a full background knowledge of the sport, the assistance they can offer race organisers, and the essential part that volunteer officials play in the furtherance of the sport.

INTERESTED?

If you would like a visit by the Shell/Kawasaki sponsored *Team Green Training* unit, and you represent any organisation such as a youth club, motorcycle club or school, your local Kawasaki Competition Dealer will arrange this for you. By courtesy of Shell and Kawasaki, *Team Green Training* will visit any organisation that can benefit from practical and friendly advice.

Team clothing

Team Kawasaki have always been leaders in presenting a professional image to the sport of moto cross – and their turnout at a meeting has always been very important.

As well as machines and transporters looking immaculate, riders, technicians and back-up personnel are always dressed in team clothing so that the smart image extends right throughout the team.

This season, the entire Kawasaki team will be supplied with a full range of new, top quality stylish moto cross clothing by team sponsors DG Performance Specialities UK Ltd., who are acknowledged as one of the leading specialist companies in the clothing and accessories field.

And if you own a Kawasaki and want to wear the gear that the team riders do, then you can – it will be on sale throughout the nationwide Kawasaki Competition Dealer network, or direct from DG, at their headquarters – 426 Limpsfield Road, Warlingham, Surrey.

Team riders Dave Thorpe and Jonathan Wright are pictured wearing just a small selection of the Team Kawasaki clothing which will be available.

Dave (far right) has on the Koho-Kawasaki face guard, DG Kawasaki 100 per cent cotton 'werk' race shirt (an ACU approved shirt is also available), Koho Kawasaki moto cross jeans in tough durable nylon with leather pads on the knees and inside leg, and finally the DG gloves with leather palm and cool vented cotton padding on the backs.

Jonathan (top right) is wearing the DG Kawasaki Team Cap, MX85 body protector in high impact polystyrene with plastic shoulder pads, and DG all-leather padded moto cross gloves.

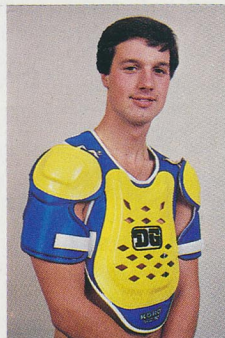
In the picture bottom right, Dave is wearing the ultimate in chest and shoulder protection, the MX90, which has high impact polystyrene backing, with ventilated plastic chest piece and shoulder pads.

The guard is also available as MX91, with a back protecting panel too.



DG
Clothing

Available from
Kawasaki Competition
Dealers or direct
from: DG Performance
Specialities
UK Limited, 426
Limpsfield Road,
Warlingham, Surrey.



Where to Join the



While we are proud of our reputation for fair prices and availability of spare parts, we are making efforts to further improve all aspects of parts supply. For our customers the only satisfaction is 100 per cent supply — on demand.

We at Kawasaki, with the assistance of our Dealers, have changed our parts system for 1981 to enable us to continue to offer off-road riders a service that is second to none. Thus we have introduced Parts Distributors, located in suitable geographic areas, to serve our Competition Dealer Network. The net result is that there are more spare parts available, spread throughout the country, so that if you need any spares or assistance then your nearest Competition Dealer will be able to help you.

We know that with the level of service our Competition Dealers provide, together with the very competitive spare parts pricing policy, you can enjoy off-road riding or racing with minimal expense or fuss.

Our Dealers will be pleased to show you the best way to go racing: namely with machines that are **COMPETITIVE AND COST EFFECTIVE.**

The following is a complete list of Kawasaki Competition Dealers — to discover your nearest dealer use the key on the map provided. The nine specialist Parts Distributors are also clearly marked:

- | Map Key No. | Dealer |
|-------------|--|
| 1 | Bill Fleming Motors Ltd.,
538 Edgefauld Road,
Springburn,
Glasgow, G21 4UP.
Tel: Glasgow (041) 558 2761 |
| 2 | Billy Guthrie Kawasaki Centre,
Competition Department,
29 Meghaberry Road,
Moira, Craigavon,
Co. Down, Northern Ireland.
Tel: Moira (0846) 611535 |
| 3 | Bob Gallier Motorcycles,
22-23 Berrington Street,
Hereford,
Herefordshire.
Tel: Hereford (0432) 68813 |
| 4 | Brian Wright Motors
(Mancetter) Ltd.,
Manor Road,
Mancetter,
Nr. Atherstone, Warwickshire.
Tel: Atherstone (08277) 3749 |
| 5 | Burton Motorcycle Centre Ltd.,
Stanley Street Garage,
Stanley Street,
Burton-on-Trent, DE14 1DY.
Tel: Burton-on-Trent (0283)
68742 |

- | | |
|----|--|
| 6 | CD Moto Centre,
69 Hatfield Road,
St. Albans,
Herts.
Tel: St. Albans (0727) 63542 |
| 7 | Competition Plus Motorcycles
Limited,
8 Tatnam Crescent,
Wimborne Road,
Poole, Dorset.
Tel: Poole (02013) 85448 |
| 8 | Corby Kawasaki Centre,
Wood Street,
Corby,
Northants, NN17 1PT.
Tel: Corby (05366) 3334 |
| 9 | Cradley Heath Motorcycles Ltd.,
St. Anne's Road,
Cradley Heath, Warley,
West Midlands.
Tel: Cradley Heath (0384)
69366/60078 |
| 10 | DG Performance Motorcycles
Limited,
DG House,
426 Limpsfield Road,
Warlingham, Surrey, CR3 9LA.
Tel: Upper Warlingham (08832)
6221 |
| 11 | DMX Devon Moto Cross Ltd.,
130 Queen Street,
Newton Abbott,
Devon.
Tel: Newton Abbott (0626)
69749 |
| 12 | Doug Hacking Motorcycles,
141-145 Chorley Old Road,
Bolton,
Greater Manchester.
Tel: Bolton (0204) 491511 |
| 13 | Doug Hacking (Northern) Ltd.,
Roundhouse Garage,
Whelley,
Wigan, Lancs.
Tel: Wigan (0942) 491061 |
| 14 | Hawk Moto Cross,
72-76 London Road,
High Wycombe,
Bucks., HP11 1DD.
Tel: High Wycombe (0494)
23077 |
| 15 | Lee Bros.,
41-47 Bolton Brow,
Sowerby Bridge,
Nr. Halifax, West Yorks.
Tel: Halifax (0422) 31727 |
| 16 | Mr. Bike Ltd.,
6 Pelham Terrace,
Lewes Road,
Brighton, Sussex.
Tel: Brighton (0273) 681035 |
| 17 | No. 1 Gear,
Motocross House,
Mill Lane,
Chard, Somerset.
Tel: Chard (046 06) 5976 |
| 18 | Pegasus Kawasaki Centre,
324 Oxford Road,
Reading,
Berks.
Tel: Reading (0734) 51977 |
| 19 | Roadtrack Motorcycles,
186 West Road,
Westcliff-on-Sea,
Nr. Southend-on-Sea, Essex.
Tel: Southend-on-Sea (0702)
331569 |

- 20** S & S Motors Ltd.,
Hope Street,
Castletown,
Isle of Man.
Tel: 062 482 3698
- 21** Stuart Nunn Motorcycles Ltd.,
44 High Street,
Sutton,
Nr. Ely, Cambridgeshire.
Tel: Ely (0353) 778554
- 22** The Moto Cross Shop,
18 Portsmouth Road,
Woolston,
Southampton.
Tel: Southampton (0703)
435043
- 23** Vic Eastwood Ltd.,
London Road,
Swanley,
Kent, BR8 8BW.
Tel: Swanley (0322) 69469
- 24** Vic Lamb Moto Cross,
Carlton Road,
Manby,
Nr. Louth, Lincs.
Tel: Louth (0507) 82509
- 25** Armstrong Racing Develop-
ments Ltd.,
185 Westgate Road,
Newcastle, NE4 6AA.
Tel: Newcastle (0632) 614579

'P' denotes Parts Distributor.



Where to Join the
KOD
Kawasaki

COMPETITION DEALER
TEAM

Your Nearest Dealer

