

The

GREEN

TEAM



For the 1983 season, Team Kawasaki will field a team of four riders – three of whom will contest the 500cc Grand Prix events, as well as the 500cc British Championships and the 125/250cc National Championships. The fourth will contest the 500cc Support Championships and the 125/250cc National Championships.

The team members are pictured above, namely race technician John McMillan, riders Kurt Nicoll, Howard Lucas and Arran Nicoll (seated) plus race technician Paul Wong, rider Jonathan Wright and Team Co-ordinator Colin Wright (no relation).

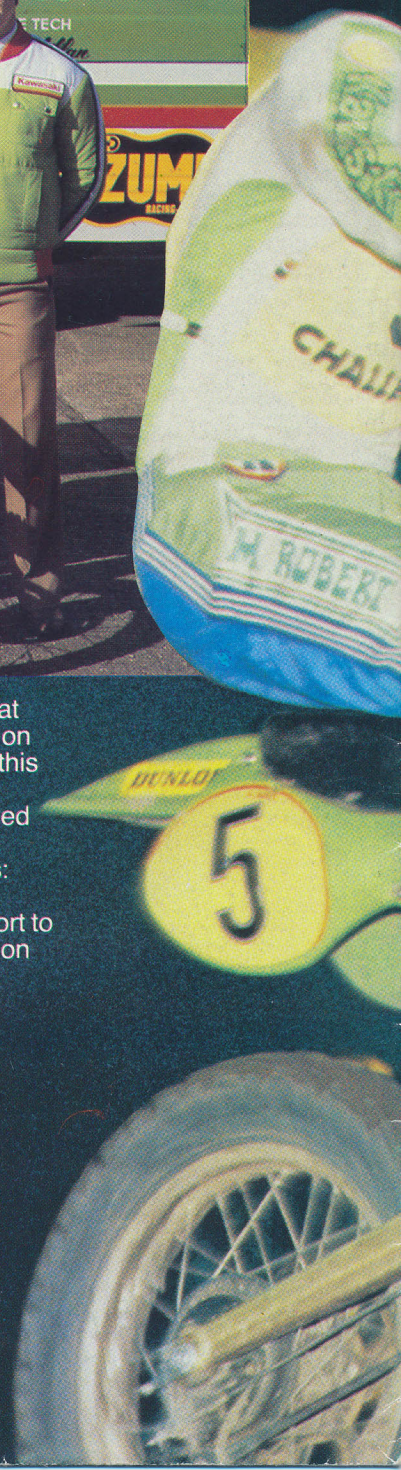
Team Manager Alec Wright has long been involved with the sport of moto cross – both in terms of running Team Kawasaki, and in the promotion of the sport as a whole, and has very definite views on both the future of the sport, and the responsibility of the manufacturers.

“Moto cross is the most exciting sport of all – it combines all the elements of pitting superbly fit and talented men on highly refined machines racing on the roughest, toughest courses that can be devised. It’s spectacular to watch, and fun as well as demanding to compete in – but what British moto cross as a whole lacks is an image of professionalism. And that is where the manufacturers can provide an input, by setting the

standards that can be achieved. I place great emphasis on fielding a smartly attired team on immaculately prepared machines, backing this with race technicians kitted out in matching overalls and with race transporters all finished in the unified colours and style of the Team. The nett result is a team that looks what it is: professional. But there are other ways that manufacturers can create interest in the sport to the uninformed public – and that is to bring-on young British talent.

And that is precisely what we are doing in '83. Our riders are talented – but not yet at the forefront of the sport. However, this season they will be given the opportunity to race in every capacity class at British/National Championship level – with the added bonus of contesting the 500cc Grands Prix, against the cream of the World’s best riders. Such experience will be of undoubted value, both to them as individuals, and the sport as a whole.

And as proof that I am as confident in our production machines as I am in our riders – they will be contesting these events on standard production bikes: literally, the same as you can buy!”



TEAM GREEN

 Kawasaki

Enduro

Motocross

Pro-Racers

1983



PHOTO BY NICK HASKELL

1983 Team Green Sponsors



Racing at the highest levels of British Moto Cross – as well as contesting the Grands Prix events – is an expensive business and Team Kawasaki are grateful to their Sponsors for providing financial support and/or products.

However, it should be emphasised that the overriding consideration of Team Kawasaki is that the equipment supplied should be the very best available. For success in racing is not just dependent on having talented riders on highly competitive machinery – the supporting equipment, which includes lubricants is equally important. The race isn't won until the chequered flag has been past.

Team Kawasaki will, therefore, be relying on the following top quality products during their racing activities in 1983 – and would like to take this

opportunity of thanking the relevant companies for their support, and congratulate them on being industry leaders in their respective fields.



Sparking Plugs



Bowmaker
financial services

Finance



Chains



Tyres



Air Filters



Goggles

1983 Events



500cc GRAND PRIX FIXTURES – 1983

| ROUND | DATE | VENUE |
|-------|----------------|---------------|
| 1 | 10 April 1983 | Switzerland |
| 2 | 24 April 1983 | Austria |
| 3 | 8 May 1983 | West Germany |
| 4 | 29 May 1983 | Sweden |
| 5 | 5 June 1983 | Finland |
| 6 | 19 June 1983 | Italy |
| 7 | 26 June 1983 | America |
| 8 | 3 July 1983 | France |
| 9 | 24 July 1983 | Great Britain |
| 10 | 7 August 1983 | Belgium |
| 11 | 14 August 1983 | San Marino |
| 12 | 21 August 1983 | Holland |

500cc BRITISH CHAMPIONSHIP FIXTURES 1983

| ROUND | DATE | VENUE |
|-------|-------------------|--------------|
| 1 | 20 March 1983 | Salop |
| 2 | 3 April 1983 | Bootle |
| 3 | 15 May 1983 | Ceurdon Park |
| 4 | 22 May 1983 | Elsworth |
| 5 | 28 August 1983 | Saundersfoot |
| 6 | 25 September 1983 | Newbury |
| 7 | 9 October 1983 | Torquay |



Handlebars



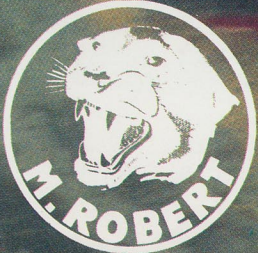
Motocross Accessories



AIR FORKS
SPRINGS
GAS SHOCKS

WHITE POWER HOLLAND

Shock Absorbers



Protective Clothing



Helmets

UK Championships



PHOTO BY JACK BURNICLE

1978/79/80/81/82 School Boy Champions

1979/80/81 AMCA Champions

1979/81 IMBA Champions

1981 125 National Champion

1981/82 250 National Champion

1980/82 500cc British Support Champion



250cc/125cc NATIONAL CHAMPIONSHIP FIXTURES 1983

250cc Class

| Round | Date |
|-------|-----------------|
| 1 | 13 March 1983 |
| 2 | 4 April 1983 |
| 3 | 5 June 1983 |
| 4 | 17 July 1983 |
| 5 | 29 August 1983 |
| 6 | 23 October 1983 |

125cc Class

| Round | Date |
|-------|-------------------|
| 1 | 4 April 1983 |
| 2 | 17 April 1983 |
| 3 | 12 June 1983 |
| 4 | 3 July 1983 |
| 5 | 31 July 1983 |
| 6 | 18 September 1983 |

The above dates for the 250cc and the 125cc National Championships are provisional, and venues have yet to be decided.

DEALER STAMP



Designed & Produced by Heros, Marlow, England.

The 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 supplied for sale. Kawasaki Motors (UK) Ltd reserves the right to alter specifications without prior notice. Prices quoted are inclusive of all taxes and delivery, but are subject to change without prior notice.

The 1983 Range

TEAM GREEN

 **Kawasaki**



KDX250 B3

There's no doubting the excellent pedigree of the KDX250: in 1982 Andy Robertson won the Welsh Two Day enduro on just such a machine! The rugged engine like all Kawasaki off-road racers features an Electro Fusion bore – which has been proven as the best for seizure resistance and longevity, combined with providing maximum efficiency. Power delivery is particularly smooth with a broad torque output across the rpm band. Suspension has been further improved on this latest version: the air adjustable front forks now permit a full 260mm of wheel travel – and this is matched at the rear by the latest single tie-rod Uni-Trak rear suspension, with adjustable damping characteristics. The same smart practical side panels and headlight unit of the KDX200 are employed and overall weight is further reduced.



KDX200 A1

Take a highly successful 175cc pure enduro racer, give it an extra 25cc capacity to boost both torque and power while at the same time completely re-designing the engine to make it still stronger, then give the first class suspension an extra 10mm wheel travel at either end, and the result is a pro-racer, and the latest KDX200. But that is not the end of the improvements, for the weight has been reduced, there's a new box section swing arm, and the Uni-Trak rear suspension has a new single strut connecting the swing arm to the rocker arm. The appearance has changed too, with a neater number plate/headlamp fairing and new side panels incorporating space for a race number. Detail features include a detachable tool bag, dog leg handlebar levers and straight pull throttle, plus a folding tip for the gear pedal lever – bad news for the

KX500

The 'Works' 500cc racer that Kawasaki campaigned throughout '82 (including the Grand Prix events) was not a one-off special, but a pre-production prototype of the all new KX500.

That means genuine Works type performance is available to all KX500 riders – but that does not mean this is a machine that requires a top class rider to handle it. Indeed, power delivery is very smooth, careful attention having been paid to producing a truly broad spread of power right across the rpm band. Low speed urge is there at all times with no sudden "peaky" power band to catch out the unwary.

Rear suspension is via the latest version of the acclaimed Uni-Trak system, while massive (43mm dia.) stanchions aid front end stability.

Practical features include dog-leg handlebar levers, folding gear change pedal plus a rebuildable aluminium silencer and the weight is right on the FIM minimum!



KX250 C1

Any machine raced for long periods on full throttle can suffer from heat build-up, which causes the engine to slow and is extremely detrimental to long engine life.

To overcome this Kawasaki have now added liquid cooling to their 250cc racer – having proved the efficiency of the twin radiator system on their Works racers.

But that's not the only connection that the KX250 C1 has with the factory racers – indeed it is a replica of the machine which dominated the '82 British National Championships.

The completely revised engine produces more horsepower, has greater mid-range performance, and is even more robust than before, and despite the addition of liquid cooling the machine's overall weight is still right on the FIM minimum!

In line with Works experience, the Uni-Trak's single shock absorber has increased stroke to prevent excessive heat build-up. Likewise, 43mm diameter fork stanchions are used, there is a two-stage air filter, a rebuildable aluminium silencer and a disc front brake.



KX125 B2

The victories that have been achieved by Kawasaki 125cc racers in both Schoolboy and Adult classes over the past seasons bear ample testament to its excellence – but Kawasaki are never content to rest on their laurels, as proved by this replica of the '82 Works racers.

If that sounds far fetched, then check the following facts. The weight is now right on the FIM minimum, the front forks have been increased to 43mm diameter, the front brake is a disc unit, the clutch and gears have been strengthened, the engine features liquid cooling to ensure maximum efficiency throughout a race, there is an aluminium torque link for the Uni-Trak rear suspension system, the silencer is of the rebuildable type, and the gear ratios have been revised. And in addition to that liquid cooling, the bore of the KX125 (and indeed all Kawasaki competition bikes) feature an exclusive Electro Fusion coating to minimise the risk of seizure.

Maximum power is up – but at the same time, the mid-range has been boosted in this greatly revised



SPECIFICATIONS

| MODEL | KX80 E1 | KX100 LC | KX125 B2 | KX250 C1 | KX500 A1 | KDX200 A1 | KDX250 B3 |
|------------------------------------|------------|------------|------------|------------|------------|-------------|-------------|
| Displacement | 82cc | 99cc | 124.6cc | 249.2cc | 499cc | 198cc | 249cc |
| Bore x Stroke | 47x45.8mm | 49x45.8mm | 56x50.6mm | 70x64.9mm | 86x86mm | 66x58mm | 70x64.9mm |
| Max. Power | 21.5 hp | 23 hp | 32.5 hp | 43 hp | 57 hp | 30 hp | 33 hp |
| Cooling | Liquid | Liquid | Liquid | Liquid | Air | Air | Air |
| No. of Gears | 6 | 6 | 6 | 5 | 5 | 6 | 6 |
| Fork Travel | 225mm | 225mm | 300mm | 300mm | 300mm | 260mm | 260mm |
| Uni-Trak Wheel Travel | 225mm | 225mm | 300mm | 305mm | 305mm | 260mm | 260mm |
| Front brake dia/type | 90mm/drum | 90mm/drum | 210mm/disc | 210mm/disc | 210mm/disc | 140mm/drum | 140mm/drum |
| Wheel sizes Fr./R. | 17/14in. | 19/16in. | 21/18in. | 21/18in. | 21/18in. | 21/18in. | 21/18in. |
| Seat height | 820mm | 870mm | 955mm | 970mm | 960mm | 940mm | 935mm |
| Wheelbase | 1224mm | 1260mm | 1440mm | 1465mm | 1480mm | 1430mm | 1475mm |
| Dry weight | 61 kg. | 63 kg. | 88 kg. | 98 kg. | 103 kg. | 95.5 kg. | 105 kg. |
| Fuel capacity | 4.7 litres | 4.7 litres | 7.6 litres | 8 litres | 9 litres | 11.5 litres | 12.5 litres |
| Price (including delivery & taxes) | £729 | P.O.A. | £1299 | £1599 | £1699 | £1189 | £1399 |

Dealer Team

CORBY KAWASAKI CENTRE
Wood Street, Corby, Northants
NN17 1PT. Tel: Corby (053 63)
3334/62150

CRADLEY HEATH KAWASAKI CENTRE
St Annes Road,
Cradley Heath, Warley,
West Midlands
Tel: Cradley Heath (0384)
633455

DEVON MOTO CROSS
130 Queen Street,
Newton Abbott, Devon
Tel: Newton Abbott
(0626) 69749

BILL FLEMING MOTORS LIMITED
538 Edgefauld Road,
Springburn, Glasgow G21 4UP
Tel: 041-558 2761

COMPETITION PLUS MOTORCYCLES LIMITED
8 Tatnam Crescent,
Wimborne Road, Poole, Dorset
Tel: Bournemouth
(0202) 685448

AMS MOTORCYCLES
30 St James Street,
Cheltenham, Gloucester
Tel: Cheltenham
(0242) 583985

BILL BROWN MOTORCYCLES
High Street,
Whitehaven, Cumbria
Tel: Whitehaven (0946) 2697

C D MOTO CENTRE
69 Hatfield Road,
St Albans, Herts
Tel: St Albans (0727) 63542

CALLINGTON MOTORCYCLES
5 Fore Street, Callington,
Cornwall PL17 7AD
Tel: Callington (057 93) 2286

E A GRIMSTEAD & SON LIMITED
261-5 Barking Road,
East Ham, London E6
Tel: 01-471 6285 (Sales)
01-471 0923 (Spares)

BILLY GUTHRIE KAWASAKI CENTRE
29 Meghaberry Road,
Moira, Craigavon, Co Down,
Northern Ireland
Tel: Moira (0846) 612245

DOUG HACKING MOTORCYCLES
141-145 Chorley Old Road,
Bolton, Greater Manchester
Tel: Bolton (0204) 491511

JEFF HALL MOTORCYCLES LIMITED
130-142 Langsett Road,
Sheffield S6 2UB
Tel: Sheffield (0742) 333116

HANGER KAWASAKI
Kingsbury Road,
Birmingham 24
Tel: 021-382 2000

HAWK MOTO CROSS
72-76 London Road,
High Wycombe,
Bucks HP11 1DD
Tel: High Wycombe
(0494) 23077

VIC LAMB MOTO CROSS
Carlton Road, Manby,
Near Louth, Lincs
Tel: Louth (0507) 82509

LEE BROS
41-47 Bolton Brow,
Sowerby Bridge, Near Halifax,
West Yorkshire
Tel: Halifax (0422) 31727

NO 1 GEAR
Motocross House, Mill Lane,
Chard, Somerset
Tel: Chard (046 06) 5976

NORTHERN MOTORCYCLES
57 High Street, Emsworth,
Hants.
Tel: Emsworth (024 34) 2166

STUART NUNN MOTORCYCLES LIMITED
44 High Street, Sutton,
Near Ely, Cambs.
Tel: Ely (0353) 778554

PEGASUS KAWASAKI CENTRE
324 Oxford Road,
Reading, Berkshire
Tel: Reading (0734) 51977

ANDY ROBERTON MOTORCYCLES West Street,
Knighton, Powys
Tel: Knighton (0547) 528604

S & S MOTORS
Hope Street, Castletown,
Isle of Man
Tel: 062 482 3698

SMALL WORLD MOTORCYCLES
95 London Road, Horndean,
Hants. Tel: (0705) 598145

TOWN & COUNTRY MOTORCYCLES
136 Buxton Road, Heaviley,
Stockport, Cheshire
Tel: 061-483 2804

CARL WARD MOTORCYCLES
62-72 York Street, Leeds 9,
West Yorkshire
Tel: Leeds (0532) 454591

WEST WALES KAWASAKI
Imperial House, Great North
Road, Milford Haven, Dyfed
SA73 2LJ. Tel: Milford Haven
(064 62) 2481

KEN WHITE MOTORCYCLES
137 Church Road, Redfield,
Bristol
Tel: Bristol (0272) 552813



boosted in this greatly revised powerplant, making it even easier to ride for the non-Pro racer.

KX100 LC

With the new liquid cooled KX80 destined to set the standards in the Junior classes, with its incredible power to weight ratio and long travel suspension, then this 100cc variant will set alight the Intermediate events.

For the KX100 is based on the smaller bike, but adapted in the UK to the needs of those 11-13 year old racers. That means it has larger diameter wheels, a longer swing arm and revised gearing to suit the taller/heavier riders – but the rest of the bike is exactly the same as the KX80, although the extra capacity means there is a power bonus too!

And because this machine is based on its little brother, it is particularly small and light, enabling those riders moving up in the capacity classes to easily adapt to Intermediate racing.

Most of the features on the larger Kawasaki moto crossers are also to be found on this machine – such as a new style box section swing arm, remote reservoir for the single shock absorber and fully floating rear brake.

KX80 E1

While 80cc machines are raced by youngsters of just 8-11 years of age, there is no doubting their highly competitive spirit – and the realisation that to win they need the very best machinery around. And that's just what the all-new KX80 E provides. The recent major technological advances that have been made in moto cross are very evident in this machine – hence it now features liquid cooling, so that the incredible 21.5 hp it puts out is reliable horsepower that does not fade as the race develops.

Matching that power output is a highly refined chassis with long travel suspension, yet despite the nearly 9 in. of controlled wheel travel available from the superb Uni-Trak rear suspension, seat height is modest.

New styling for the seat unit gives added rider protection, weight has been reduced and the exhaust is neatly tucked out of harms way. The nett result is a truly miniature GP style machine that can be comfortably handled by a budding champion.



Kawasaki