

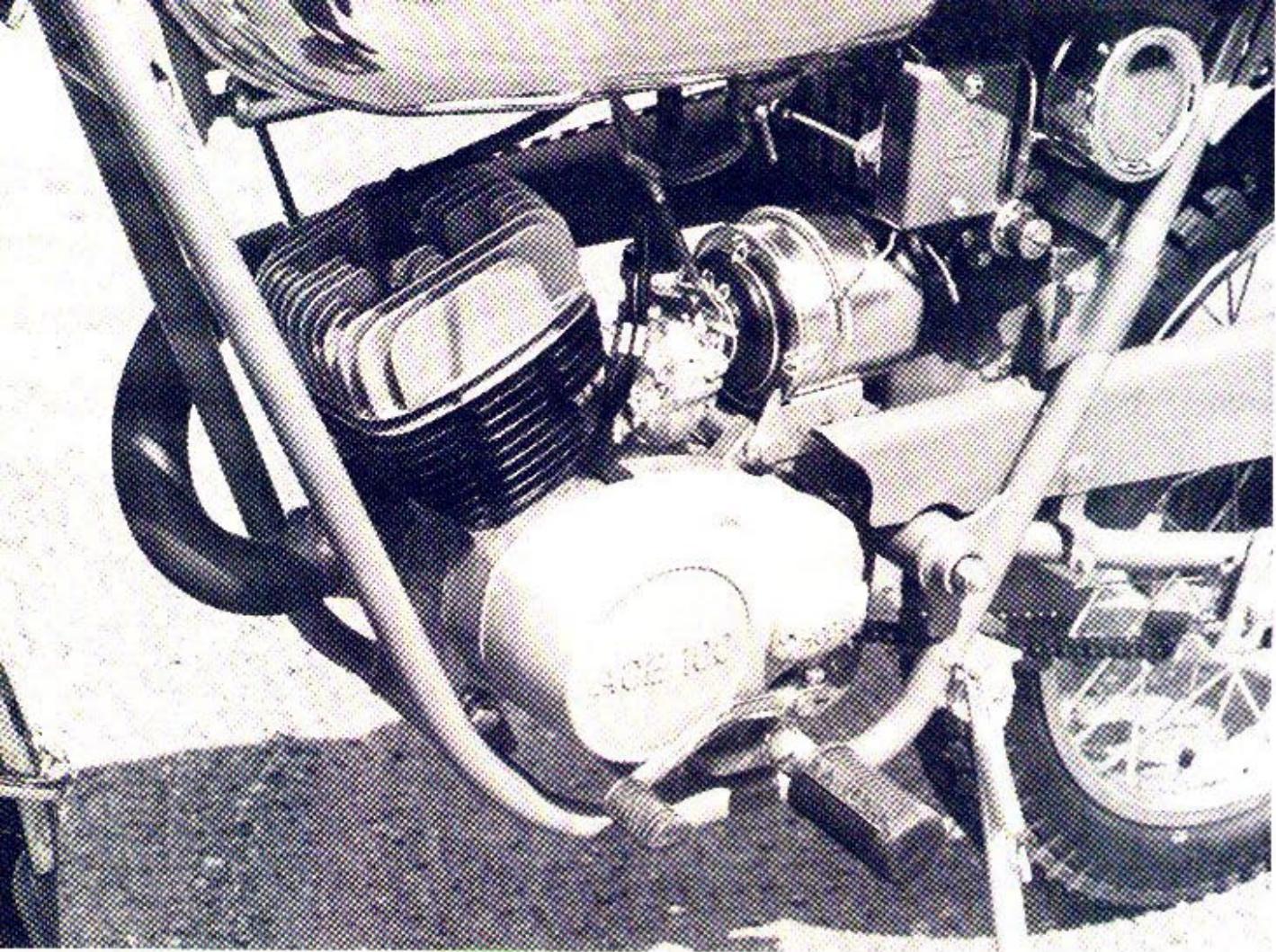
IT'S STILL A TRAILBIKE STANDARD

***Although You Can Still
Only Get it in Red with a
Chrome Tank, The New
100B Is a Much Improved
Version and Is Still One
of our Favorite All-Time
Trail Bikes***

It would be a pretty safe bet that if a poll were taken among all the leading competition riders, we would find that all of them, to a man, at one time or another had raced a Hodaka. It's also a safe bet that over the last five years, the Hodaka has emerged as probably the most popular trail bike introduced in this country. This is a pretty strong statement, but nonetheless, one that we feel is 100% correct. Up till just a short time ago, the trail bike class was virtually all Hodaka. Hodaka motorcycles have been

the basis for successful winning machines in virtually every form of competition: enduros, trials, road racing, scrambles, TT, flat track, and just about any other form of competition you want to name.

Our first introduction to the Hodaka took place about five years ago. It was only a 90cc engine then, but it was still one of the strongest running trail bikes of that time. We put a set of big tires on it and over the next year and a half, rode the thing till we thought the wheels

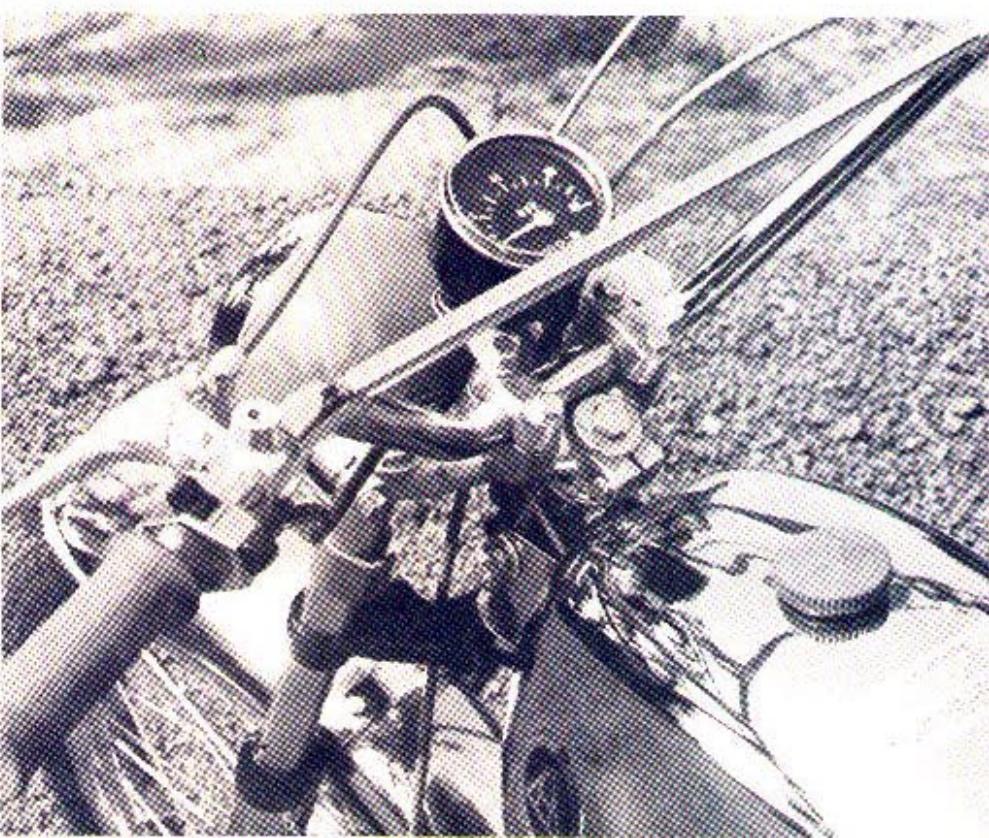


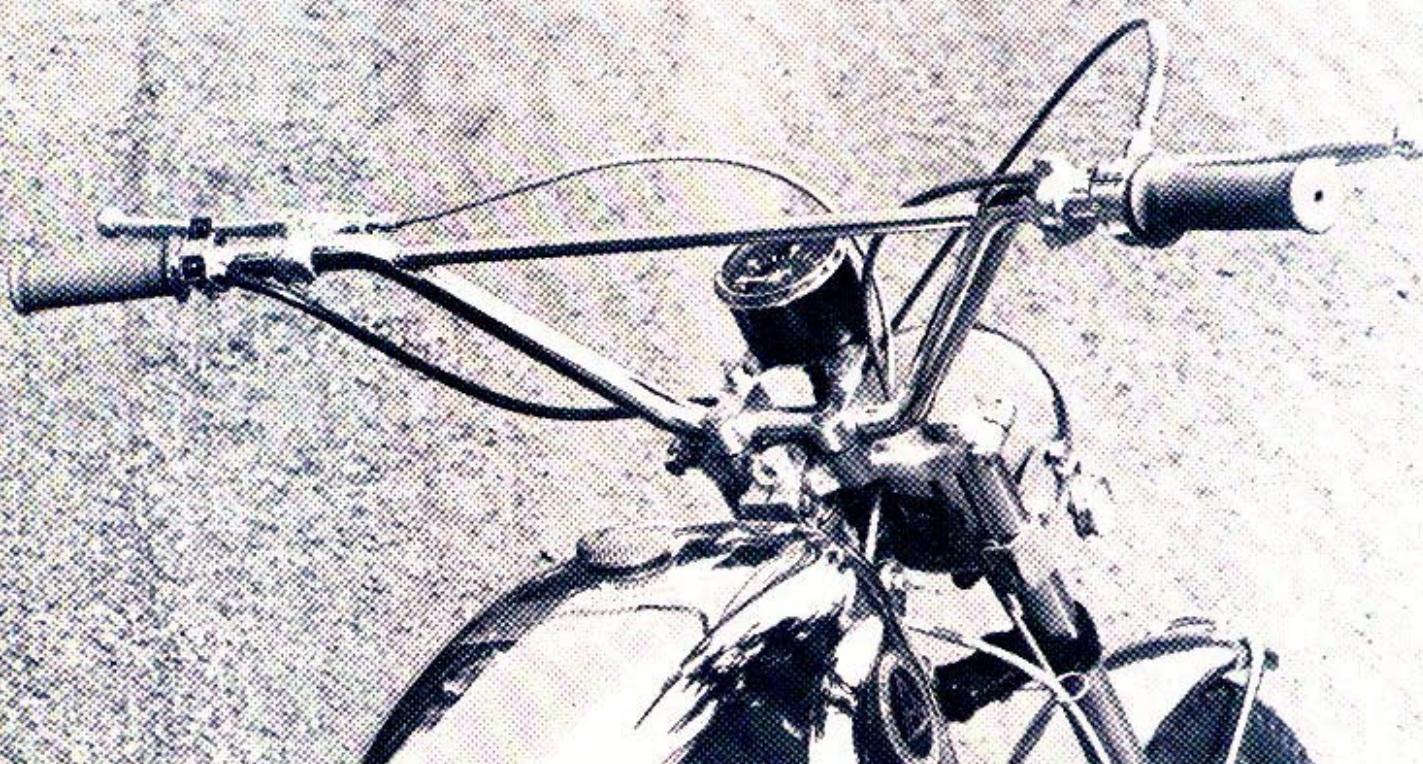
The tried and true 100cc Hodaka powerplant is virtually unchanged since last year. It starts with one kick regardless of temperature.

All the electrical controls are within easy reach. The speedo face is large and very legible.

would fall off, only to have the motorcycle come back for more. The only problem we ever had with the bike was that every so often the clutch would give up and we'd have to put some new plates in it. Outside of that, everything else was great. Over the ensuing years, little by little, the product has been updated, improved, until today the Hodaka 100B emerges as still one of the most delightful trail bikes one can buy.

The 100B is very much unlike the Super Rat tested several months ago. The B model is extremely docile, and much more stout-hearted in the lower rpm ranges. The same general engine construction holds true for the 1970 models as compared to the '65 version. Over the years, there has been no vast sweeping changes, only the subtle engineering advancements that have re-





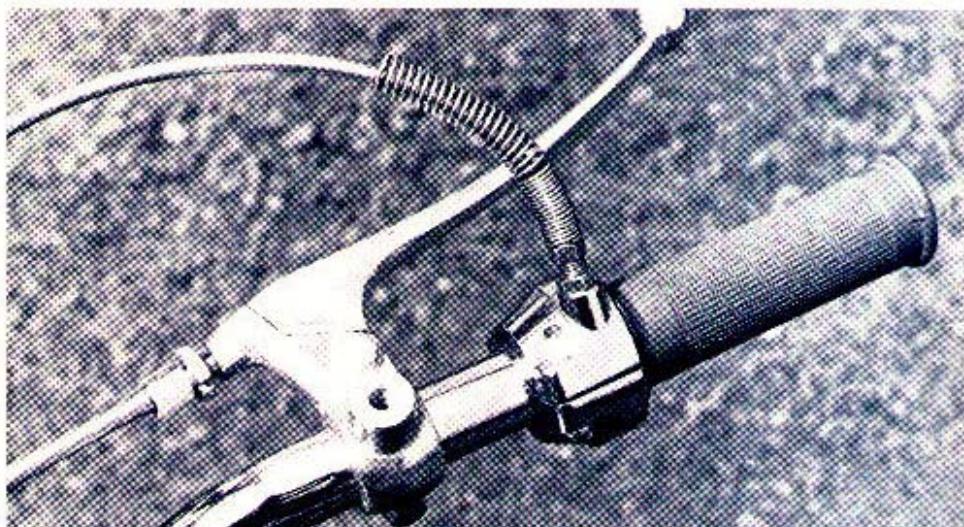
You'll like the new handlebars.
They're wide and very
comfortable. The wider bars mean
less rider effort off the road.

**Here's one idea we wish a lot of
other people would look at. This
spring protecting the throttle
cable will prevent cable damage.**

sulted in more engine longevity (not to mention the clutch and gear box) as well as refinements in the chassis.

The new forks and shocks are a far cry from their predecessors. While the old ones worked fairly well, it was still necessary to change them if any serious effort of a competitive nature was anticipated. You don't have to do this with the new one. Unless you're the type of rider who demands the ultimate in sophisticated equipment, or you're going so fast that it's absolutely necessary to get that last 2% in damper efficiency, we doubt very much if it would be necessary to alter the forks or shocks.

The individual buying the 100B probably is not looking for a racer. If he were, he'd buy the Super Rat, and as such, we feel it would be foolish to buy the B and then start cutting it up for racing purposes. The low speed pulling power of the Hodaka B has all the earmarks of a small train. This has always been one of its strong points. A lot of off-road riders learned how much fun trail riding can be aboard one of the earlier models. The 100B is even more fun yet because of the improved components and increased engine output. The only thing that we would like to see incorporated into the new model is perhaps a longer wheel base. We have always felt that



the majority of small trail bikes suffer greatly when it comes to the wheel base department. While there's certainly no argument about the shorter wheel base being more agile in tight going situations, the majority of riders could use another couple of inches of wheel base without any problem. This would result in a lot more stability at higher speeds where a number of these bikes are now being ridden. As things stand now, the wheel base is 50" and we feel a minimum of 52 should be considered. A couple of years ago, one of our friends had a going business of doing nothing but lengthening Hodaka swinging arms. For most applications, however, the chassis is adequate as is. The frame is still the same fantastically strong item that there always has been, as well as the rest of the motorcycle being able to withstand punishment without protest.

One thing we didn't like at all about the new machine was the placement of the stop light switch. The switch in question is anchored to the front back- ing plate, and a couple fast trips through heavy brush would be sure to wipe the switch right off the wheel. Not too good.

Making the wheels follow over heavily rutted ground proved to be no problem because the front and rear dampers did a surprisingly good job of keeping both wheels on the ground. There was none of this leaping about as the chassis tried desperately to get both feet back on terra firma.

We have found that the Hodaka is almost an institution in motorcycling here in the United States. There is hardly anybody involved with motorcycling today (unless he's been riding motorcycles for less than 24 hours) who is not familiar with the virtues of this red

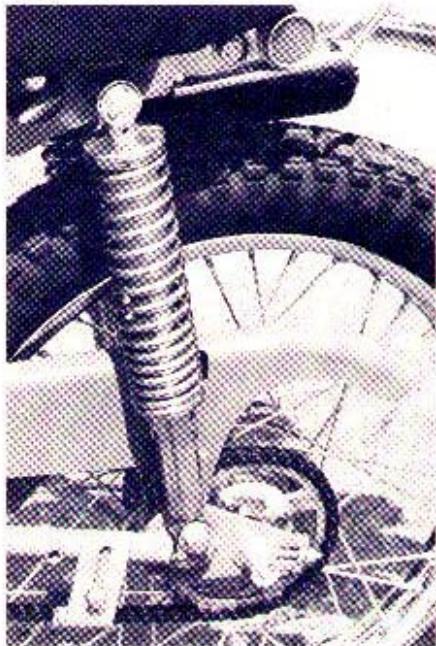
HODAKA



Rack is fine for carrying your lunch, but little else because of its size. Large tail light can be seen from a long way off.

and chrome bike from Japan. There are several ways of attacking this trail bike scene. One is to produce a new model every couple of years and thereby hope to attract a prospective buyer. Another approach is to adopt a basic design concept and then continue to improve it. Henry Ford and Volkswagen have proven the validity of this line of attack. By adopting one basic design concept and continuing to improve it, the chances are quite good that within a few years you can plan on emerging as one of the leaders in your field, providing of course, you learn your lessons well, and apply what you learn to the product. There's another advantage to this type of philosophy also. The dealers will be much happier about the whole deal too, since they only have a minimum of parts to restock every year.

Pabatco informed us the new spark arrester equipped exhaust system has added almost another $\frac{1}{2}$ horsepower, so here again is another case where continuing research has paid off. As well as being fine for off road use, the 1008 is a delightful machine for use for short haul transportation. It's not too good for riding two up, since the saddle is too short. The second passenger will find it necessary to ride with his feet dangling down without any place to rest them, but then this is no big deal because the Hodaka was designed initially as a solo bike anyway. Just to the rear of the seat you'll find a small luggage rack (?). Although we have been told on occasion this rack is strong enough to hold a deer, the size of it alone would discourage us from putting anything other than a lunch box on it.

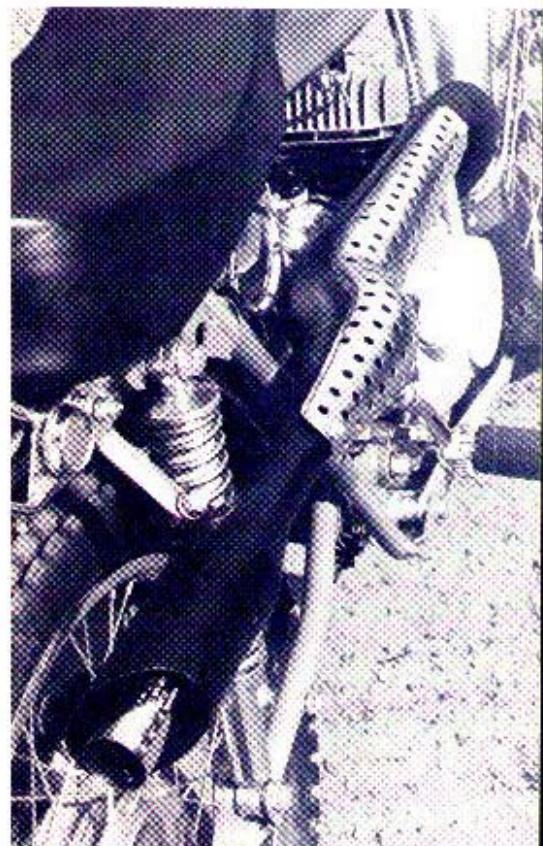


New shocks (these are the same ones as found on the Super Rat) work very well in a variety of situations.

The truthfulness of the new speedometer is a bit more encouraging. Some of the older ones were either wildly optimistic or very slow to react. Also, the new clock is certainly a lot easier to read. Another treat is the addition of larger cross section tires this year. The 19" wheels are shod with a 300 front and a 3.25 rear. This is something we felt needed changing a long time ago. Glad to see they finally did it. Another thing we liked were the handlebars. Wider handlebars mean more leverage, and this in turn means less effort on the part of the rider so it is now possible to ride the bike for a longer period of time and get less tired in the bargain.



The stop light switch mounted on the front backing plate is not long for this world. Switch is in a vulnerable spot.



The new exhaust system has a spark arrester built in and the factory claims almost a half horsepower more.

If after reading all of these comments we have made about the 1008 you're waiting for what it was we didn't like about it, you're going to be disappointed. There really wasn't much in the way of adverse comments we could muster about this newest Hodaka. It's made very well, and except for a small number of flaws that we feel are easily

corrected, it would be difficult to find fault with this red/chrome wonder. Few motorcycles will take the merciless beating the Hodaka will.

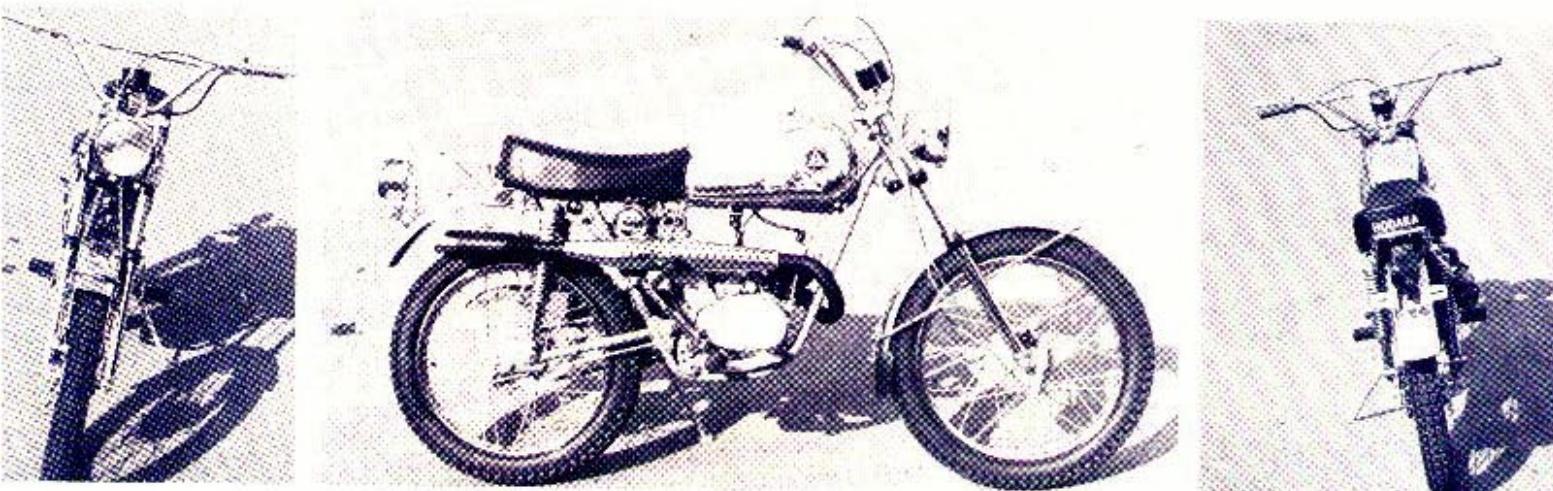
There is however, one small area that we feel Hodaka has been very lax about correcting. Anyone who has ever owned a Hodaka has learned to curse the shifting mechanism the first time they went through mud or sand. While the basic gear box design is solid and quite sound, the actual shifting mechanism is located

on the left side of the engine right next to the countershaft sprocket, and as such it has proved to be a source of bother to the serious off road enthusiast. The casual week-end trail rider will probably never have problems with it, but it is one area we feel that has needed correcting for a long time. But for some strange reason, nothing has been done about it. Maybe next year — ?

As it comes equipped from the crate,

there's nothing more to buy. It's fully equipped for riding both on and off the pavement. There's no need to go out and buy special tires, forks, shocks, etc., etc. Everything the rider needs comes with the motorcycle. This in itself tells us a lot. The proof of the pudding is in the eating and the fact that all the lads at Pabatco are enthusiasts themselves clearly shows with the introduction of this new B model, Hodaka's newest and finest yet.

—Bob Braverman



HODAKA 100B

ENGINE

Type	single cylinder piston port two stroke
Bore and stroke	50 x 50 mm
Displacement	98 cc
Compression Ratio	10.0:1
Max. Horsepower	9.8 at 7,500 rpm
Max. Torque	6.7 ft. lbs. at 5,500 rpm
Ignition	flywheel magneto
Carburetion	19 mm Mikuni concentric
Lubrication	premix gas/oil

DIMENSIONS

Length	73 in.
Seat height	32 in.
Wheelbase	50 in.
Ground Clearance	11 in.
Dry weight	183 lbs.

WHEELS AND BRAKES

Front tire size	2.75 x 19 in.
Front brake type	internal expanding
Rear tire size	3.00 x 18 in.
Rear brake type	internal expanding

TRANSMISSION

Type	ball lock 5 speed
Clutch	wet multi plate
Internal gear ratios	
Std.	1st, 30.49; 2nd, 18.64; 3rd, 13.07 4th, 10.37; 5th, 8.71
Trail	1st 42.39; 2nd, 25.92; 3rd, 18.17 4th, 14.41; 5th, 12.11
Countershaft sprocket	15T
Rear wheel sprocket	36 or 50T

PERFORMANCE

Indicated highest one-way speed	66 mph
Acceleration 0-60	9.8 sec.
Braking distance 30-0	28 ft.
Quarter-mile acceleration:	
Top speed	66 mph
Elapsed time	19.9 sec.

GENERAL

Air Filtration	washable foam
Battery type	6V-4 AH

CAPACITIES

Fuel tank	2.75 gal.
Gear box	600 cc

FRAME AND SUSPENSION

Front suspension	telescopic oil damping
Rear suspension	adjustable shocks
Frame type	tubular double cradle

COLORS: Red

PRICE AS TESTED — \$465 FOB Glendale

DISTRIBUTOR

Pabatco
P.O. Box 327
Athena, Oregon 97813