

WEBCO: PROJECT



The folks at Webco have traditionally been pioneers in the development and marketing of high performance products for motorcycles. In recent months, Webco has been engaged in an extensive research and development program aimed at various high performance items for moto cross racers or dirt bikes in general. Now, at long last, the development work is completed and the results of the project are ready for public display.

To serve the function of both displaying the new performance items, and to provide actual testing under competition conditions, Webco has incorporated many of their new performance items into a moto cross racer which they are currently campaigning. Webco is, and has been for many years, deeply involved in the motorcycle sport. This current project bike amply illustrates this involvement, as well as the genuine enthusiasm that

the Webco team has for motorcycling. It was not enough to simply start bolting goodies on the nearest thing with two wheels. Webco, instead, purchased a brand new Hodaka powered Rickman Micro-Metisse to serve as the basis for the project bike. The Metisse was first stripped down, and then re-assembled into a super moto cross racer. In true Webco tradition, special attention was given not only to performance, but to appearance as well. A quick glance at the accompanying pictures will bear out this fact.

Engine modifications are the heart of this Webco project. Serving as a base for the engine modifications, was a standard 100cc Hodaka Super Rat engine. The Hodaka Super Rat engine has proved to be a strong, dependable engine with good performance charac-

teristics, even in its standard form. Webco entered an expensive development program aimed at extracting even greater performance from the Hodaka engine, while at the same time retaining a high degree of reliability. One of the biggest disadvantages that the Hodaka has in standard form is that the light weight class in most moto cross competition allows engine sizes up to 125cc while the Hodaka displaces slightly less than 100cc.

The first step in the development process, then, was to design and build a cylinder, piston, head, that would bring the Hodaka displacement closer

MOTO CROSS

Start with a first-class chassis and a popular engine, add a basket-full of specially developed performance parts, and finish the whole thing off like a show bike. It's the Webco way to fly.

to the allowable limits. The result of that project is the beautifully designed alloy cylinder, head, and piston that are fitted to the project bike. This combination results in a total displacement for the improved and performance is increased greatly.

To compensate for the increased displacement, a 26 mm Mikuni carburetor was fitted to the engine. Clean air to the carburetor is assured by a specially designed air cleaner cannister from Proto Products. The new air cleaner offers better sealing than the standard item and provides an ample supply of air. Torque engineering of Northridge, California, designed an expansion chamber especially for the Webco 125 Hodaka.

Close ratio gears are fitted to the Hodaka transmission, and a standard Super Rat clutch is used on the project bike. In order to take up some of the extra strain which results from the increased power, a Yamaha CT-1 rear wheel was fitted to the Metisse. The Yamaha wheel has a rubber shock mounted sprocket which helps take up some of the strain from the drive train.

Suspension on the Webco project bike is provided by Ceriani forks in front and Koni shocks in the rear. In addition to the major changes, a number of small items were added to the project Metisse. A flexible front fender is mounted on a Webco light weight alloy underbrace. The new front fender set-up is light weight, and resists damage, both features which benefit the moto cross racer. Webco moto cross footpegs were also fitted to the project bike. To finish off the project in style, Jack O'Brien of Santa Monica, applied the bright red, white, and blue paint job, which makes the bike an eye catcher as well as a hot performer. All of the special items used on the Webco project bike are now available through Webco dealers. For further information you can write: Webco, Inc., Box 429, Dept. MC, Venice, California 90291.

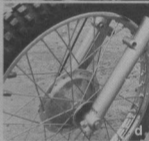
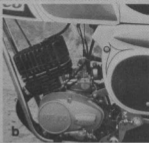
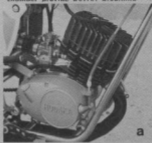
a The new cylinder and head, developed by Webco, increase the Hodaka to near 125cc in displacement, with a corresponding increase in power.

b A 26mm Mikuni carburetor and a Torque Engineering expansion chamber provide better breathing

for the new, larger Hodaka engine.

c A Preston Petty flexible front fender is mounted on a Webco alloy fender brace. The combination is light weight and resistant

d The front suspension is handled by Ceriani front forks. Front wheel is standard on the Micro Metisse.



e Webco used a Yamaha AT-1/CT-1 rear wheel on the bike. Its rubber shock-mounted sprocket helps relieve some of the strain from the added power. Koni shocks were used on the rear.

f Standard pegs were replaced with these Webco fold-up moto cross foot pegs.

Months of development went into the design of the new Hodaka 125 kit. Head has specially designed fins for better cooling, and a super-efficient combustion chamber.

After its first outing in competition, Jeff Heininger reported that handling and performance were super.