

MAKING THE MONO BETTER

DG's OW REPLICAKIT 125

Water-cooled money-burner

□ You can't afford it! If you could afford it, then it probably wouldn't be worth it. The DG OW Replica kit retails for \$750. The OW kit is a virtual copy of the bike that Bob Hannah rode to his first 125 National Championship in 1976. It is a duplicate of the cylinder, piston, rings, head, radiator, side case and hoses that were driven into exile by

privateers and the AMA claiming rule.

Yamaha was so fearful of losing the water-cooled 125 to Mickey Boone that it has never been raced in America since. The works water-pumper now resides with Dutchman Gerard Rond on the Grand Prix circuit. Not surprisingly, the private Japanese development company of Noguchi, which is an unofficial arm of Yamaha, gathered up the pieces and put the expensive kit together. It bolts directly to any Yamaha YZ125 D or E model.

People notice the bike from a mile

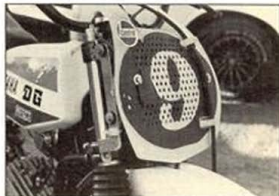
away. It gathers crowds as soon as it is unloaded. Water-cooled heads have come and gone, but a completely water-cooled engine is new to the land of local racing. The chrome-lined cylinder has a water jacket that carries the fluid, either water or antifreeze, down from the radiator into the head, around the barrel and back to the radiator via a crank-driven pump. The water pump mounts in front of the clutch. The kit comes with a totally redesigned right side case.

H20, AIN'T TOO SLOW

The DG Replica is a rocketship. The exhaust note is different from its air-cooled brothers' and you can hear the high-pitched shriek from way down the track. There is more power sooner, and a much broader powerband than the stock curve. The bike literally chewed up the competition down the



From the left-hand side the only giveaway that something is in the works is the bulging, perforated front number plate.



The number had to be cut out of the background and a jillion holes drilled to ensure adequate ventilation. Even this is the minimum airflow level.



The aluminum alloy cylinder is a sandwich of water and chrome. The three hoses aren't the plumber's nightmare they seem to be.

straight, and although the Suzuki R100 pulled stronger off the bottom and out of the corners, the DG OW Replica was more than competitive.

Three problems raised their heads during the developmental time in the States. The test riders complained about the weight of the radiator and its fluid resting on the triple clamps. Yet, Hannah seemed to cope with it back in '76. Secondly, the pump actuator came adrift several times due to a faulty locking pin. DG head wrench Harry Klemm finally manufactured his own pin and reported the solution to Noguchi. The final problem was, in fact, a stumper. The radiators could not take the abuse. For a factory rider with a squadron of radiators and spares resting in his truck, the pinhole leaks and stress fractures weren't a problem, but before DG could sell the kit the breakages had to be eliminated. The aluminum clamps that held the radiator were beveled up first, but the radiator continued to fracture.

The ball was passed back to Japan, where Noguchi vowed to return with a stronger, fully encased radiator to meet the rigors of American motocross. The kit will not be for sale until the Japanese engineers can guarantee a reliable package for the average rider.

No average rider is going to need the OW Replica. The bike is for the connoisseur, the collector, the history buff or the psych-out artist. It is the stuff that dreams are made of.



The new 1979 Yamahas will have Yamaha stenciled on the seats just like this Japanese version. The DG OW replica was outfitted with YZ250 forks and a Luft reservoir.



When you come out for your Sunday strut the OW Replica makes you look good.

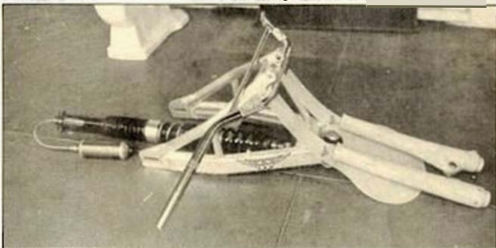
AL BAKER MAKES ENDS MEET

YZ125 suspension kit

□ For Al Baker, life is always a little softer, a little better and a lot plusher than it is for everybody else. Not that Al is the H.L. Hunt of motocrossers, but Baker thinks of every aspect of life in terms of suspension. When a new bike comes out it is immediately taken out to his desert motocross track and whipped to the point of fork and shock frenzy. The mass-produced shortcomings are found, and carefully formulated solutions are applied. No one understands the workings of the front and back of a motocrosser as well as Al Baker.

The YZ125 in stock form has a set of forks that express the elementary designs of hydraulic dampening, and then try to correct for their shortcomings with compressed air. Air forks were once the hot setup, almost the rage of the motocross world. It was a fad that inventive Americans tried. The Japanese saw it as a marketable addition to the line and it is here. Baker tosses the air/spring force in favor of a totally progressive spring matched to exactly machined fork internals.

The stock YZ's forks give slightly more than 8½ inches of travel. The Baker modification increases that travel to a full 10 inches, but more importantly brings about a marked improvement in



Baker R&D can supply anything you need for your YZ125, from fork skins to Broc Glover-endorsed swingarms.

www.legends-yamaha-enduros.com



The special Al Baker fork kit includes new springs, damper rods, oil, and almost two inches more of travel. The stock suspension needs the help.