

2013

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RIDE GUIDE



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CB500F
CB500X**

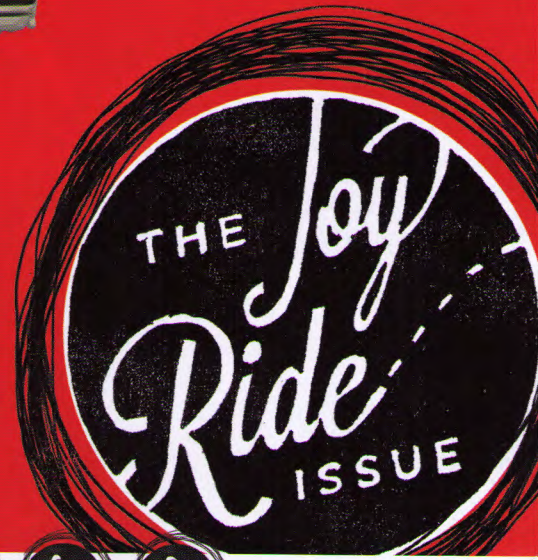
**CRF250L
DUAL SPORT
CHALLENGE**

**MOTO
AVENTURA**

MEET THE MAN WHO COULD WRITE
THE BOOK ON MOTORCYCLE TRAVEL
RUDI ZASCKO

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You know what you want in a motorcycle. You hate being forced to accept what others have decided is best for you. You want to choose your own way to ride. Honda's all-new family of advanced 500 cc bikes breaks the mould of conventional thinking, and in the process opens up exciting new options for riders who want a bike that suits them to a T—no compromises. Riders just like you.

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**> YOUR RIDE HAS
ARRIVED.**



honda.ca/500

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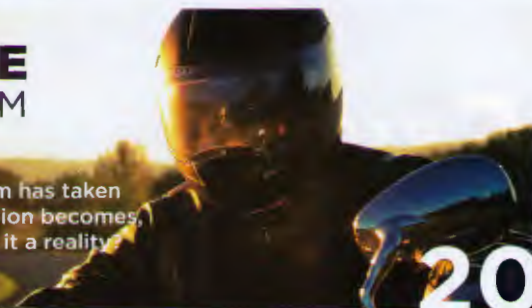
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LETTER FROM THE

PRESIDENT AND CEO



Welcome to the Honda Ride Guide.

My name is Takashi Sekiguchi. I am the President and CEO of Honda Canada and an avid rider. I have been a proud member of the Honda team for 30 years and have been fortunate enough to work in several countries around the world including Japan, the Philippines, Thailand and the United States.

Since arriving at Honda Canada just over a year ago, I have had the opportunity to travel this beautiful country and it's very clear to me that Canadians are passionate about Powersports. At Honda we share that excitement and have infused that passion into our newest motorcycles and ATVs.

This year, we are proud to introduce the all-new 500 series. The CBR500R is sporty with an emphasis on performance. The CB500F is modern, sleek and fun, and the CB500X is for the adventurer who wants a smooth ride. The sleek design and superior craftsmanship of these bikes complements our current lineup and provides riders with even more options to meet their riding needs.

Honda's storied history began with motorcycles and we are proud to have the ground breaking 1969 CB750 as the inspiration for our new CB1100. This bike is reminiscent of the superbikes of the past but performance is entirely modern, using some of the best technology available today.

As a legendary nameplate in the industry, riders expect nothing less than the highest quality from a Gold Wing and the all-new F6B delivers just that. A leaner design keeps riders in touch with their environment while providing Gold Wing comfort and performance, making this a premium cruiser worthy of the name.

We are also thrilled about the continued success of the CBR250R and the influx of new riders it has introduced into our community. As you look through the Ride Guide I hope that the stories and articles inform and inspire you and get you excited for the road ahead.

TAKASHI SEKIGUCHI



STACEY NESBITT

2012 CBR250R CHAMP

By David Booth



Stacey has come a long way in such a short time, learning how to ride a motorcycle and win a championship almost simultaneously. The most amazing thing about Stacey Nesbitt isn't that she's a young woman riding a motorcycle. It's not that she's a wee wisp of a thing, barely 45 kilograms soaking wet on a 5-foot-5 frame. Nor is it that she's only 15 years old, a mere babe in the woods when it comes to motorcycle racing. It's not even that she was the first woman to win a fully accredited national road racing series in Canada (and, some have contended, the world). Or that she won the 2011 Honda CBR125R Challenge and then followed it up with the 2012 CBR250R Championship.



No, the most amazing thing about Stacey Nesbitt of St-Lazare, Quebec is that she's only been riding a motorcycle

for three years. No riding of minibikes since she was a toddler in diapers, no father pushing her into junior motocross when she could barely walk nor even a whole bunch of time playing pillion behind Dad on his bike.

Oh, there is the fact that her first family outing when she was but four days old was to a Joey Dunlop (the Emerald Isle's most famous road racer) charity exhibition back in her homeland of Ireland. But, as Grant, her father, retells it, she took to the sport rather reluctantly. Her first foray onto the track ended up with her running off the tarmac at a Racing Associates Canada Events (RACE) School that is a prerequisite for actual competition.

"She frightened herself," says Nesbitt pere, a lifelong motorcycle enthusiast but never a racer. "She didn't want to go back out, and that first year [2009], only our oldest daughter, Toni, raced."

It was hardly a surprise since Stacey's total sum experience in motorcycling up until that point had been a few spins around the driveway on a pocket bike and watching races from the stands. With no experience with a clutch, both kids had to be pushed off from the starting line.

"That's how bad they were," says the now-beaming dad. "They really

didn't know how to ride a motorcycle. Stacey learned to ride a motorcycle on a race track."

It was only after a year of watching her sister compete in the CBR125R Challenge that Nesbitt bugged her dad for another chance. Her first foray was a race at Shannonville Motorsport Park near Belleville, Ont. at the end of 2009. Soaking wet, racing in a downpour in what was essentially her first real ride on a motorcycle, she finished next to last.

It's been a steady rise to the top of the heap since then. Last year was a learning year, says Nesbitt, who went from finishing at the back of the pack to "being able to run with the boys in front."

The turning point was a visit to Michel Mercier's FAST Riding School at the end of 2010. And even though her lap times were slower on the Kawasaki 250 than on her own 125, both father and daughter credit the school with teaching her how to ride better and, perhaps more importantly, how to analyze her technique and improve her riding style.

"I really didn't know the basics of riding a racing motorcycle," admits Nesbitt. "I knew how to change gears and open the throttle, but I didn't know anything about throttle control, turn-in points or even what or where an apex was." She obviously took instruction well: She was in second place in her next race before falling.

Nonetheless, Nesbitt's goal at the beginning of 2011 was only "to become the first girl to reach the podium in the CBR125R Challenge." She exceeded that by some margin, winning the second race of the series and going on to win five of the championship's 10 races, taking first overall by more than 50 points. In 2012, she won two races, was on the podium for all ten rounds and won the CBR250R championship by 23 points.

Nesbitt wants more. She even admits to dreaming about some day racing in MotoGP "or at least Moto2 [MotoGP's feeder series]."

To that end, Nesbitt took part in the tryout for the prestigious 2013 Red Bull MotoGP Rookies Cup in Spain and was granted a wildcard entry to the last round of the Asia Dream Cup at the Losail International Circuit in Qatar, marking the first participation from a Canadian rider in the PETRONAS Asia Road Racing Championship. **HRG**

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COME RIDE WITH US CALENDAR

Take a Joy Ride with Honda! Take a test ride at your participating Honda dealer. More options, more fun — Come Ride With Us. Honda is here to help you make the best decision. It's all about the Joy of the Ride.

To find out more about other Honda events visit **Honda.ca**

ALBERTA

MAY 2013

- Lethbridge Honda: Lethbridge, May 23
- CGY North PHD†: Calgary, May 24
- Rocky Mountain Honda PHD†: Calgary, May 25
- Turtle Brothers: Red Deer County, May 28
- Riverside Honda: St. Albert, May 30
- Scona Cycle PHD†: Edmonton, May 31

JUNE 2013

- Honda Extreme PHD†: Edmonton, Jun 1
- Wetaskiwin Honda: Wetaskiwin, Jun 4
- Edson Honda: Edson, Jun 6
- Lloydminster Honda PHD†: Lloydminster, Jun 8
- Rider's Connection: Cold Lake, Jun 11
- Power Merchants: St. Paul, Jun 13

JULY 2013

- Medicine Hat Motorsports: Medicine Hat, Jul 3
- All Season Cycle: Brooks, Jul 4
- Rocky Mountain Honda PHD†: Calgary, Jul 6

BRITISH COLUMBIA

APRIL 2013

- SG Power: Victoria, Apr 26
- Action Motorcycle: Victoria, Apr 27
- Courtenay Motorsports: Courtenay, Apr 29

MAY 2013

- VI Honda PHD†: Nanaimo, May 1
- Carter Motorsports: Vancouver, May 3
- Holeshot PHD†: Langley, May 4
- Honda Centre: Burnaby, May 5
- Big Top Powersports: Chilliwack, May 7
- RTR Performance: Kamloops, May 9
- Cycle North PHD†: Prince George, May 11
- Kelowna PHD†: Kelowna, May 14
- Penticton Honda: Penticton, May 15
- Main Jet Motorsports: Nelson, May 18
- Peak Performance Motorsports: Cranbrook, May 21

JUNE 2013

- Action Honda: Burnaby, June 26

MANITOBA

JUNE 2013

- Bill's Cycle: Steinbach, Jun 21

NEW BRUNSWICK

JULY 2013

- Toys for Big Boys: Moncton, Jul 13
- Eldridge's Honda House: Saint John, Jul 15
- Edmundston Honda Powerhouse: Edmundston, Jul 17

NEWFOUNDLAND

JUNE 2013

- Honda One: Mount Pearl, Jun 21
- Twin Peaks: Corner Brook, Jun 24
- Thruway Recreation: Grand Falls Windsor, Jun 25
- Clarenville Honda Powerhouse: Clarenville, Jun 26
- Honda Town: Carbonear, Jun 27

NOVA SCOTIA

JULY 2013

- Ceilidh Honda Powerhouse: New Glasgow, Jul 2
- Bridgewater Honda Powerhouse: Bridgewater, Jul 4
- Pro Cycle: Dartmouth, Jul 6
- GW Sampson: Kingston, Jul 8

AUGUST 2013

- Wharf Rat Rally: Digby, Aug30-Sept 1

ONTARIO

APRIL 2013

- KW Honda: Waterloo, Apr 20
- Dewildt Honda: Hamilton, Apr 26
- Milton Honda: Milton, Apr 27

MAY 2013

- Markham Outdoor Power: Markham, May 4
 - Ready Honda: Mississauga, May 10
 - Clarington Honda: Bowmanville, May 11
 - Brampton PowerSports: Brampton, May 18
 - Clare's Cycle: Fenwick, May 23
 - Sturgess Cycle: Hamilton, May 24
 - Northstar Recreation: Sudbury, May 25
 - Orillia Powersports: Orillia, May 31
- ### JUNE 2013
- Barrie Honda: Barrie, Jun 1
 - Irwin Supply: Cornwall, Jun 6
 - Ottawa Powersports: Ottawa, Jun 7
 - Kanata Honda: Kanata, Jun 8
 - North Bay Cycle: North Bay, Jun 12
 - Hudson Motorcycle: Tilbury, Jun 14
 - Ride for Sight: Toronto, Jun 14-16
 - West City Powersports: Belleville, Jun 22
 - Great Lakes Honda: Sault Sainte Marie, Jun 26
 - New Liskeard Bikers Reunion: New Liskeard, Jun 28-30

JULY 2013

- Lindsay Cycle: Lindsay, Jul 6
- Loiselle Sports: Embrun, Jul 18
- Motorsports Plus: Kingston, Jul 19
- Brockville Honda: Brockville, Jul 20
- Burlington Cycle: Burlington, Jul 26
- KW Honda: Waterloo, Jul 27

AUGUST 2013

- CSBK National Championship Final @ Canadian Tire Motorsports Park: Bowmanville, Aug 9-11

Vintage Road Racing Association

@ Mosport: Bowmanville, Aug 24-25

SEPTEMBER 2013

Dewildt Honda: Hamilton, Sept 19

PEI

JULY 2013

DBL Dream Machines: Charlottetown, Jul 10

QUEBEC

MAY 2013

- Sport 100 Limites: Drummondville, May 8
 - Moto Thibault Maurice 1992 Inc: Trois-Rivieres, May 9
 - RM Motorsport Inc: Victoriaville, May 10
 - La Centre Honda Excel Moto: Ville Mont-Royal, May 11
 - Pinard Auto Inc: Sainte-Julienne, May 15
 - La Centre Lavertu Honda: Breakeyville, May 16
 - Dany Girard Inc: Roberval, May 17
 - Équipements Villeneuve Inc: Saguenay, May 18
 - Marina Tracy Sports Inc: Sorel-Tracy, May 22
 - Jobidon Marine Sports St. Gabriel/J'M.S: Saint-Gabriel-De-Brandon, May 23
 - Laliberté Moto Sport Inc: Acton Vale, May 24
 - La Centre Chambly Honda: Chambly, May 25
 - Motoroute Des Laurentides: Mont-Tremblant, May 29
 - Nadon Sport Lachute Inc: Lachute, May 30
 - Moto Ducharme Inc: Joliette, May 31
- ### JUNE 2013
- Moto Repentigny Inc: Repentigny, Jun 1
 - Le Centre Honda Degiro: Montmagny, Jun 6
 - Le Centre Thetford Honda: Thetford Mines, Jun 7
 - Le Centre Magog Honda: Magog, Jun 8
 - Honda Récréatif Sept-Iles: Sept-Iles, Jun 11
 - Hamilton Bourassa (1988) Inc: Baie-Comeau, Jun 12
 - Prestige Moto Sport Inc: Saint-Georges, Jun 14
 - Le Centre Moto Rive Sud: Pintendre, Jun 15
 - Jean Morneau Inc: Saint-Pascal, Jun 19
 - Jean Morneau Inc: Rivière-du-Loup, Jun 20
 - Amable Caron et Fils: Matane, Jun 21
 - André Hallé & Fils Ltée: Amqui, Jun 22

SASKATCHEWAN

JUNE 2013

- Meidl Honda PHD†: Saskatoon, Jun 15
- Schrader Motors: Yorkton, Jun 18
- Alsport Sales: Regina, Jun 25
- Regier Honda PHD†: Swift Current, Jun 27

†PHD = Honda Powerhouse Dealer. At these revolutionary facilities you'll find the full range of award-winning Honda products, including Honda cars and trucks at many locations. All backed by the elevated sales and service experience that you deserve. It's the kind of welcoming, friendly environment you expect from Honda.





A premium cruiser like nothing else on the road.

Think of it as the Gold Wing's bad-boy cousin. The all-new Honda Gold Wing F6B takes the superb six-cylinder engine and advanced chassis of the touring legend, then strips off the rear top box, chops down the windscreen, and covers everything in midnight black to create a premium cruiser like nothing else on the road.

Long, low, lean and mean, the F6B is built for the boulevard, and built to turn heads. Thanks to its touring-bike underpinnings, it hasn't forgotten how to carry you long distances in ultimate comfort. Where the Gold Wing coddles you and your passenger in a luxurious cocoon, the F6B lets the wind and the scenery wash over you. The fairing still protects you from the elements, but the

shorty windscreen gives you an unobstructed view of the road ahead. And the F6B's sleeker bodywork contributes to an overall weight reduction and remarkably limber handling, making it as easy to ride in the city as it is to cruise on the open road.

The F6B's slimmer design and legendary 1,832 cc six-cylinder engine even more impressive when you twist the throttle. It produces a silky-smooth feel, and immediate, arm-stretching acceleration. Ask any Gold Wing rider—once you've experienced six-cylinder power, you're spoiled for life.

Four-speaker sound system with iPod® and USB interfaces, Dual-Combined Braking System with ABS, spacious saddlebags... the all-new Honda Gold Wing F6B leaves other premium cruisers behind.

COLOUR

GRAPHITE BLACK

INSTRUMENT PANEL

Contributing to the F6B's leaner look is a newly designed instrument panel that keeps you fully informed of the bike's operation.

SEATING

You've never experienced a seat this comfortable on any other cruiser. Rider and passengers can cruise all night.

SMOOTH RIDE

The front and rear suspension systems have been calibrated specifically for the F6B's lighter weight, providing a smooth, controlled ride.

WINDSCREEN

Want a taller windscreen, a little bit of chrome or other ways to personalize your F6B? See your Honda dealer to find out about the wide range of Honda Genuine Accessories.





A legacy dipped in gold.

When it comes to combining the best in performance, comfort, convenience and safety features, there simply isn't anything like the legendary Honda Gold Wing. It's absolutely, positively the most comfortable and luxurious way to travel on your next big two-wheeled touring adventure.

The Gold Wing has set the standard for what a long distance touring bike should be for more than 35 years, and the 2013 Gold Wing proudly continues this legacy. In addition to its powerful and super smooth 1,832 cc six-cylinder engine and remarkably composed handling, the Gold Wing features incredibly luxurious accommodations for both rider and passenger, including Honda's latest generation of sophisticated electronic amenities. The user-friendly navigation system allows you to share favourite routes with friends and other riders, and there's also a built-in MP3/iPod® interface and a SRS CS Auto™ technology surround-sound system for a premium listening experience.

And with the Gold Wing Airbag model, you get the added safety benefit of the only fully-integrated rider airbag on a motorcycle.

With its progressive styling, ample luggage capacity, superior protection from wind and weather, independent heated seats, Dual Combined Braking System with ABS, and plenty more, the Gold Wing's reputation as the most celebrated two-up machine in motorcycle history remains unchallenged.

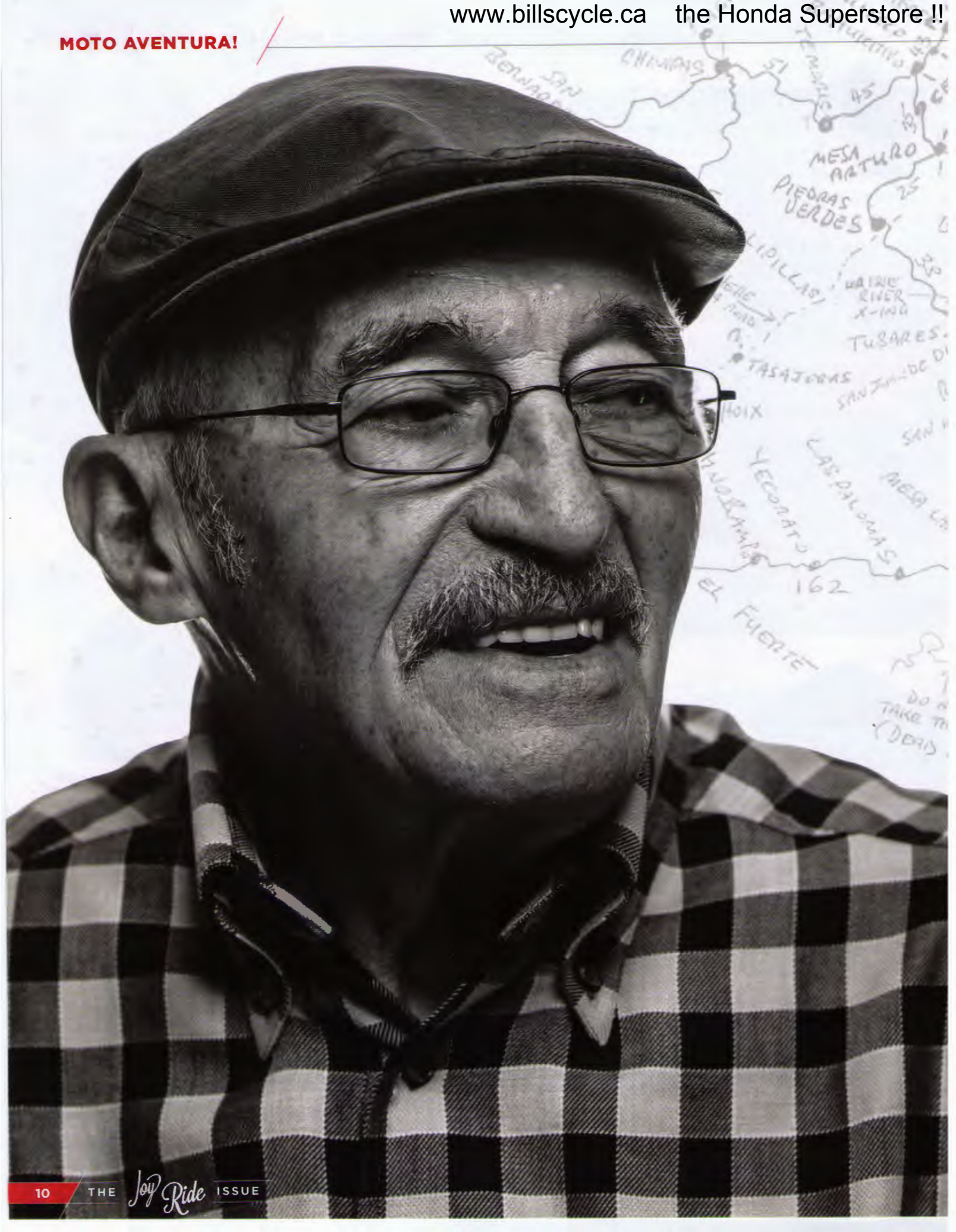
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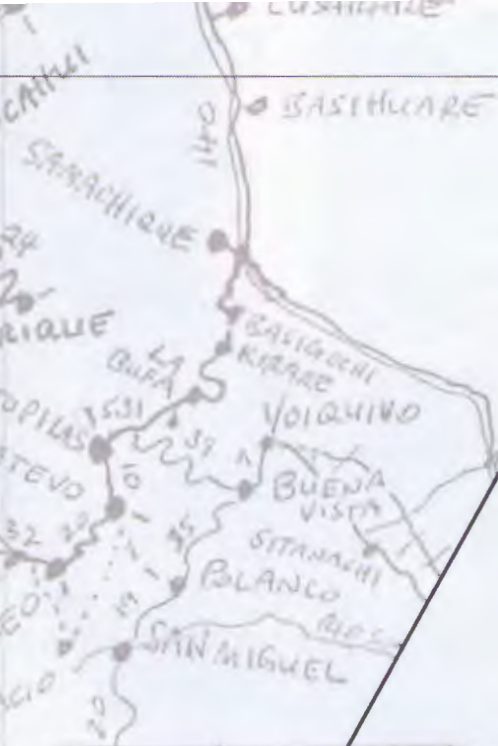
CANDY RED
(AIRBAG)

DIGITAL SILVER
METALLIC



MOTO AVENTURA!





MOTO AVENTURA!

Honda dealer Rudi Zacsko could write the book on motorcycle travel in Latin America. And he's not done yet.



250 cc Greeves
"Hawkstone", Rainbow Valley 1962

Mexico's Copper Canyon is seven times bigger than the Grand Canyon and 1,400 feet deeper. A remote, arid wilderness, webbed with dirt roads and donkey trails, it's a fantastic place to ride an off-road motorcycle—and an easy place to get lost.

Canyon maps are notoriously vague. But if you buy a drink for a certain truck driver in a local cantina, he might reach into his pocket and show you his battered and sweat-stained prized possession: a remarkably accurate drawing of the Canyon's trails, made some years ago by a Canadian motorcycle traveller named Rudi Zacsko.

The man behind the map experienced his first incredible journey 10,000 km from Mexico, near the picturesque city of Budapest, Hungary. Like many young Hungarians, Rudi was part of the revolutionary movement that rocked the Soviet empire in October 1956. A motorcycle enthusiast even then, he roared

through the cobblestone streets of his hometown on a 1929 "F-Head" Harley sidecar rig, a submachine gun strapped to his chest.

Tragically, on November 4, 1956 his country's hopes for freedom were dashed. "One morning we heard a rumbling sound," says Rudi. "We looked out our windows and saw thousands of Russian tanks crossing the Danube River, heading towards Budapest." The Soviets crushed the uprising, killing tens of thousands. Soon Rudi's friends in the movement began disappearing. It was time to get out.

In January 1957, Rudi and his then-pregnant wife Margaret, fled across the border to Austria with four other families. Europe was filled to bursting with refugees, but Australia, the US and Canada offered to take them in. Rudi lobbied hard for Canada, and won the debate. Eager to be near the mountains, the group of friends settled in Edmonton, Alberta.



MOTO AVENTURA!

Rudi and Margaret had barely unpacked when he convinced her he needed a motorcycle. "I picked up a Norton ES2 for \$50. I think I got it before we even had furniture," he laughs. Together with his brother-in-law Zoli Berenyi, Rudi joined the Edmonton Motorcycle Club and started competing in scrambles and hill climbs. He soon traded his road bike for a purpose-built Greeves two-stroke, and made a name for himself in regional and national-level off-road competitions. In 1963 Rudi claimed second place in the expert class of the Canadian scrambles championships, the same year Zoli took number one spot in open class. A year later, Rudi travelled to England to represent Canada in the Motocross des Nations team competition—the first time a Canadian team had participated.

Living in a land of opportunity, and fuelled by their love of motorcycles, Rudi and Zoli opened Scona Cycle in 1968. Scona soon became a full-fledged Honda dealership that also sold Jawa and CZ motorcycles from Czechoslovakia, Spanish Bultacos and Italian Moto Guzzis. Over the years they dropped the other brands and Scona became a single-line dealership, moving to its current location in 1979.

In 1990, at age 59, Rudi decided it was time to hang up his motocross goggles. "I took my bumps and my injuries on the track," he says. "A motocross is like a rodeo...you get thrown off. It's amazing that I can still get around like I do." The ever-restless Rudi instead turned his attention to adventure touring.

The first series of big trips were to the legendary Copper Canyon. While Edmonton was covered in snow, Rudi and his buddies would tow their bikes down to Arizona, then ride across the border and spend weeks exploring the Canyon's dusty trails and native Tarahumara villages. Rudi was amazed by what he experienced. "The people are so wonderful," he says. "If they see you on a

motorcycle, they love you. You're one of the guys, not some gringo from a cruise ship."

It was on one of those trips that Rudi drew his carefully detailed map of the area. "My friend borrowed it, and showed it to a local truck driver. The guy couldn't believe it. He asked, 'Where did you get this?' My friend said, 'From an old Canadian guy!' The trucker borrowed the map and drove 20 kilometers to a village, to get the local priest to photocopy it for him."

In total, Rudi made twelve trips to Mexico. He had long-standing plans for a "bucket list" trip to Australia, but his love for Spanish-speaking culture instead led him further and further into Latin America. In 2001, Rudi and two companions rode 11,000 km from Texas to Panama and back again. Later that year, he and some riding buddies crated their Honda XR650s and set off for Santiago, Chile. They rode across the Andes into northern Argentina, then into the high altiplano of Bolivia at over 10,000 feet above sea level. "We crossed Lake Uyuni, the largest salt flats in the world," says Rudi. "It's easy to get lost up there, but we followed the jeep tracks until we found a hotel constructed



Crossing the Rio Urique near Tubares. Year 2000

Rudi has clocked more than 100,000 Km south of the US border



130 Kms across! Where are we? Salar De Uyuni (Bolivia)

entirely out of blocks of salt. It was amazing.”

After crossing into Peru to see Macchu Picchu, and riding through Chile's lake district, the riders returned to Santiago. The owners of his hotel were also motorcyclists, and were fascinated by Rudi's stories. “We'd been to parts of South America they'd never seen,” says Rudi.

As it turns out the Chileans were dreaming of their own motorcycle journey, to Alaska. Rudi invited them up for a visit, rented them XR650s, and gave them a tour of America's northern frontier. The next year, Rudi flew back to Santiago with his friend Mike and son-in-law Kornel. Rudi returned the Chileans' bike rental fee; in exchange, the Canadians borrowed three motorcycles for an epic ride all the way to Tierra del Fuego in Argentina, the southernmost point on the continent. The return journey took them north along Patagonia's infamous Ruta 40, where the howling winds blew the riders to the very edge of the road again and again.

Now 81 years old, Rudi is still riding big miles in remote places. This summer he and a group of friends traversed the rugged Gray Creek pass in BC's Kootenay region, negotiating washouts and landslides with logs piled as big as houses. “Thankfully some quadders had cut through the worst of it with chainsaws,” says Rudi. “But it still took us five and a half hours to ride 116 kilometers.”

He also takes great pride in his collection of 39 vintage motorcycles. Many are vintage Hondas, such as a 1975 Goldwing and a 1969 CB750, but he also owns exotic antiques such as a 1936 Norton International and an 1140cc Royal Enfield. Rudi's favourite bike, however, is still the tank-like Honda TransAlp. He's owned several, and toured across Europe on one in 2009. “It was a wonderful dual sport bike,” he says. “More enjoyable on the highway than a single-cylinder bike, but you could still

ride it on sand in Baja.”

Even now, Rudi's love affair with Latin America continues. He has clocked more than 100,000 km south of the US border, and continues to ride in Costa Rica every winter. Over the years he has mastered Spanish, which makes him the unofficial tour leader and interpreter for his friends. Rudi points out they've had no problems with crime or police harassment in his travels. “Everyone's friendly down there...even the police,” he says.

In fact, Rudi probably gets more grief from his riding buddies. Although most of them are now over 70, they love to remind him that he's the oldest guy in the group. “There was one time I had a flat tire in the Costa Rican jungle,” he says. “As I was changing the tube, buzzards were flying around overhead. My friends said, ‘Hey Rudi, they're watching you.’”

Still, Rudi prefers the company of his friends on his adventure rides, both for safety and companionship. “I wouldn't be afraid to travel alone, but I rarely do,” he says. I'm lucky that I have so many friends who like the same kind of riding. We love the little villages, the back roads. That's where the people are the most open...that's where the real beauty is.” Rudi's inspiring stories are contagious in the ever-growing riding community. The places he has yet to see are what motivate him to continue riding and encourage every rider touched by his journeys to find their own adventure. As Rudi pursues new routes, he continues to be proof that passion can really take you places. **HRG**

*Now 81 years old,
Rudi is still
riding big miles...*



*Copper Canyon View Point (3 XR650s)
March 2006*

*Rudi takes great
pride in his
collection of 39
motorcycles. Many
are vintage Hondas.*



2013 CB1100A

NEW
for
2013

It's like the bike you dreamed about when you were younger, but never got to ride.

It's an homage to more than 40 years of Honda motorcycling history, with modern execution.

It captures the mystique of the seminal 1969 CB750 Four, in both its timeless design and its distinctive riding experience.

It's the new Honda CB1100A, and it's ready to take you on a retro ride through the past and all the way into the future.

If you ever had a poster of the original CB750 pinned to your wall, then you're sure to recognize the CB1100A's large round headlight, analog instruments, slim seat, chrome front and rear fenders and other classic elements. The scalloped fuel tank proudly detailed with the

Honda Wing badge goes back even further to the very first CB—the Benly CB92.

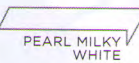
And just like the CB750 and other superbikes of the past, the CB1100A is powered by an air-cooled engine with an out-front auxiliary oil-cooler—it's exquisitely crafted using new production methods to help ensure a flawless finish to the finning and cases. The DOHC fuel-injected inline-four has a classic look, sound and feel, with huge torque and smooth power anywhere from near idle to the 8,500 rpm redline. It's old-time superbike power at its creamy, effortless best.



Double-cradle steel-tube frame, box-section swing arm, twin Showa rear shocks, conventional telescopic fork... the chassis stirs memories of how motorcycles used to look, while handling with a composure that riders of yesteryear could only dream of.

Honda has always believed that motorcycles make a personal connection with their owners, and are much more than mere transport. That's never been more true than with the Honda CB1100A.



COLOUR  PEARL MILKY WHITE

ENJOY VERSATILITY

It's sporty, without being a sportbike. It can tour, without being a touring bike. The CB1100A's versatility comes from its strong engine, well-balanced chassis and sensible ergonomics. It's a bike to be ridden and enjoyed, not just polished and admired.

FUEL ECONOMY

Efficient PGM-FI fuel injection uses four 32 mm throttle bodies for excellent fuel mileage and crisp throttle response.

SMOOTH RIDE

The CB1100A's classic double-cradle frame grips the engine with four solid and two rubber mounts, which combined with the internal engine balance shaft helps ensure that harsh vibration will never spoil your ride.

SAFE BRAKING

Three-piston Nissin calipers up front and Honda's Combined Braking System with ABS help to bring you to a stop quickly and safely.



THE ORIGINAL - 1969 CB750FOUR



2013 FURY



Yes, it's a Honda.

The in-your-face VT1300CXA Fury may look like a mega-buck chopper-style custom, but it steers and rides with the same sort of user-friendly predictability that's a hallmark of all Hondas.

The Fury's 1,312 cc V-twin engine is jam-packed with high-tech features, including PGM-FI electronic fuel injection and three-valve cylinder heads with dual spark plugs. It's designed to produce strong low-end torque and a satisfying rush of top-end power, with a throaty sound every time you crack the throttle. And if you need to stop in

a hurry, Honda's Combined Braking System with ABS is designed to provide both the operating ease of linked brakes and the control of an advanced anti-lock braking system.

So don't settle for ordinary. Ride the bike that sets you way apart from the crowd.



Non-ABS model shown

COLOURS



MAGNA RED



GRAPHITE BLACK

2013 STATELINE

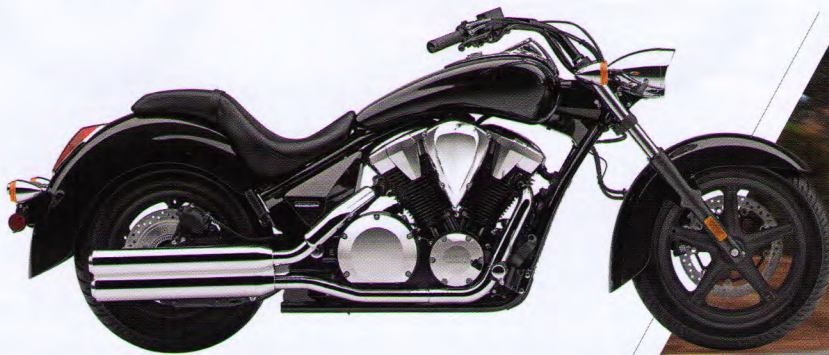
Bold presence and a big appetite!

The Honda VT1300CRA Stateline's bold presence reflects its big appetite for taking you on big motorcycling adventures.

The dramatic styling is part Fury and part classic roadster, complete with seductively flared fenders, beefy front and rear tires and a beautiful chrome instrument nacelle that sits atop a curvaceous fuel tank. But it's the Stateline's ride that will really win you over, thanks

to its roomy, stretched out seating position with an easy reach to the ground, and its 1,312 cc fuel-injected engine that sounds and feels like a big V-twin should.

Quiet, clean shaft drive, Combined Braking System with ABS, road-holding and compliant suspension... the Stateline has everything you need to turn the open road into your personal playground.



COLOUR

GRAPHITE BLACK



STATELINE



PHANTOM

2013 PHANTOM

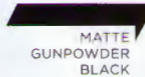
Its looks are raw and elemental. Back-to-basics. All business.

The Honda VT750C Phantom's classic black-on-black styling stands out precisely because of its subtlety. But there's nothing subtle about the way this cruiser performs.

The Phantom's 745 cc liquid-cooled V-twin engine features Honda's PGM-FI electronic fuel injection system, three-valve cylinder heads and a long-stroke cylinder configuration, so you know there's always plenty of power and torque when you twist the throttle. And a low seat height of just 655 mm combines with an upright riding position to help motorcyclists of all sizes feel comfortable and in control.

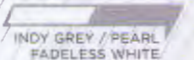
If you're looking for a bike with a tough look but an easy-going attitude, the Honda VT750C Phantom is exactly the ride for you.



COLOUR  MATTE GUNPOWDER BLACK



2013 AERO

COLOUR  INDY GREY / PEARL FADELESS WHITE

Take a closer look.

Sweep your eyes over the rich chrome, the boldly valanced fenders, the wide tires rolling on shiny spoke wheels, the deeply dished seat and the imposing V-twin engine. The Honda VT750C Aero gives you the head-turning look and fun ride of a classic cruiser, all at a price that's bound to make you smile.

The Aero doesn't overwhelm you with its size and weight the way some big-bore cruisers can, and even smaller riders will feel comfortable and confident thanks to its low seat height. Want Honda quality and performance, in a bike that won't break the bank? You can't afford not to take a close look at the Honda VT750C Aero.





The revolutionary way to ride.

The innovative Honda NC700S and NC700X are unlike anything else out there — they really are a whole new way to ride. The innovation begins with the 670 cc liquid-cooled inline-twin engine, which is designed to be light and compact, extremely stingy on fuel and to conserve resources during manufacturing. To give the engine a satisfying and distinctive sound and feel, engineers thought way outside the box. A 270-degree crankshaft combined with a uniaxial primary counterbalance shaft creates a pulse much like that of a big V-twin, and the intake-port layout inside the cylinder head was carefully designed to create an intentional interference between adjacent ports, which results in subtle combustion variations. In addition, the timing for the opening and closing of the intake valves was set separately for each cylinder. The result? An engine that lets you know what it's doing every time you twist the throttle.

The strong low-end and midrange torque from the engine allows you to navigate through the city without having to constantly shift gears. And, these same characteristics produce the strong acceleration that feels so satisfying when you're pulling out onto the highway.

The engine's forward-canted cylinders and compact overall size allow it to be mounted in a way that not only contributes to a low centre of gravity for light, nimble handling, but also opens up a huge storage space where the cylinders and gas tank would be on a conventional bike — plenty big enough for a full-face helmet and possibly even more. The sensible, upright seating position and an easy reach to the ground make the NC700S and NC700X comfortable and confidence-inspiring to ride. And the Combined Braking System with ABS helps to provide safe, sure stops under hard braking and on wet or slippery roads.

The S and X version each share the same base, however the NC700X differs by adding long-travel suspension, extra ground clearance and a larger protective fairing and windscreen to create a bike with a bold, adventurous, can-do spirit.

The riding position on the NC700X is designed to allow a higher eye point, with a slightly taller seat height and different handlebar position compared to the NC700S. The ergonomics of NC700X allow you to ride standing up if the conditions require it.

Looking for a bike that will put the fun back into your riding? Get ready to be amazed by the innovative Honda NC700 series.



NC700X



STORAGE

Where the fuel tank would be on most bikes, the NC700S and the NC700X instead have a large-capacity (21 litres) lockable utility compartment that's big enough to hold a full-faced helmet. Don't want to carry all your gear when you arrive at your destination? This handy compartment allows you to quickly stash your helmet, gloves and more. Need to hop down to the corner store for a few dinner supplies? The NC700S and NC700X make it easy.



FUEL ECONOMY

Through the use of friction-reducing technologies, integrated components (such as running the oil pump using the counterbalance shaft and the water pump using the camshaft, which reduces the number of shafts required), precise PGM-FI electronic fuel-injection and efficient combustion, the NC700S/NC700X engine delivers exceptional fuel economy.



MANOEUVRABILITY

Although lightweight, the diamond-shaped steel-tube frame was carefully designed to be very sturdy while also allowing just enough flexibility to respond smoothly to changing road surfaces. This "tuned flexibility" produces a smooth ride while also letting you feel what the bike is doing. The result? Comfort when you're just cruising, and a sporty, fun ride when you're on your favourite twisty backroad.

COMFORT

The shape of the seat and its low height help to make it easy for you to extend your legs and reach the ground. And the handlebar position provides room around your knees and arms for freedom of movement.



COLOURS

X MAGNA RED

S PEARL SUNBEAM WHITE



Honda Powersports Community

JOURNEY WITH US



Updates, photos, contests & more!



@HondaPowerCA



Honda Powersports Canada

On Instagram @hondapowerca

WHERE

FREEDOM

By: Trevor Dech

BEGINS

A motorcycle is one of the few things that inspire dreams of freedom. All it takes is one moment—the sound of a distant motor, the sight of a gleaming motorcycle in a friend's garage—to send you riding down an imaginary winding road towards a distant horizon.

Once the dream has taken hold, the question becomes, how do I make it a reality?

The answer is really quite simple, take a professional rider training course. The hard



part is finding the right one. Motorcycling is a journey, and the dream of riding is only the first step. I've had the joy of coaching riders for more than 22 years, from raw beginners to experienced racers. In that time I've learned that everyone, no matter what his or her skill level, benefits from coaching and consistent practice.

The National Technical Information Service summarizes annual cause factors of motorcycle accidents, and their statistics prove that rider training matters, especially for new riders. Approximately 92% of riders involved in an accident are self-taught or have learned from family or friends. That means if you're professionally trained, your risk of getting into an accident drops significantly. A good riding course is about much more than simply passing your licensing test. It will teach you how to become more visible to other motorists, how proper use of your eyes (where and how to look) can keep you aware on the road, as well as the skills you will need to constantly practice to always ride safe.

Look beyond accident prevention, and you'll find that motorcycle training is confidence inspiring and flat-out fun. Almost every single one of our students comes back from their first road ride absolutely elated. They feel empowered with their new skills, prepared for their first solo or group ride and ready to take on the world.

As instructors, we can also provide advice about which motorcycles are appropriate for which riders. The right bike always makes a better rider. I remember one occasion in particular: I was riding with a friend that had

just earned her license; she had purchased a 650 middleweight motorcycle from a friend, and it was just too much for her. She tipped over a few times while manoeuvring the bike and lost her confidence, and even worse, she lost the desire to ride. After an honest discussion with her, I discovered she bought the bike to help out a friend, not because it was the right motorcycle for her.

Once she tried the Honda CBR250R with ABS, she absolutely fell in love with it, and as a result she knew the CBR250R was the bike she needed to buy. What added to the whole experience, I was able to join her on her first ride. When we stopped I asked her if everything was okay. She said, "This bike gives me exactly what you've been telling me that riding gives you — freedom! When I was riding I wasn't thinking about work, relationships, nothing! It was just about the ride. It recharged my smile!"

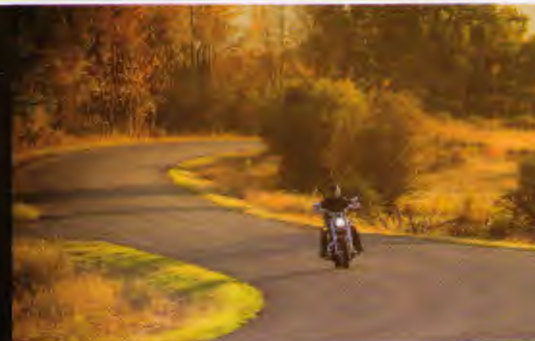
Whether you're dreaming of lonely desert highways or remote forest trails, you can

THIS BIKE
GIVES ME EXACTLY
WHAT YOU'VE
BEEN TELLING
ME THAT RIDING
GIVES YOU -
FREEDOM!



take the first step in a lifetime of motorcycle journeys by calling your local motorcycle-training experts. You'll be chasing those distant horizons before you know it. **HRG**

Visit MMIC.ca for information on rider training across Canada.



2013 CBR250R/RA (ABS)



Non-ABS model shown

Join R Generation.

The bike that has taken the motorcycling world by storm is back for 2013, and it's ready to make even more friends thanks to its user-friendly operation, comfortable size and weight and fun personality.

The Honda CBR250R is such a blast to ride, and so economical to own and operate, you'll find you'll want to ride it everywhere — city, highway, maybe even on the track! Its 249 cc liquid-cooled single-cylinder engine features PGM-FI electronic fuel injection, DOHC four-valve cylinder head, a 10,500 rpm redline and more. It's a true high-performance Honda sportbike engine, with a wide spread of power that makes the CBR250R easy and confidence-inspiring to ride in both stop-and-go situations and on the highway, while also returning very impressive fuel economy.

The compact size of the engine was a key element in allowing engineers to create a sporty chassis and rider ergonomics that comfortably fit riders big and small. With its centralized mass, sporty wheelbase, full-size 17-inch wheels, nimble steering geometry and light overall weight, the CBR250R achieves that magical state of feeling like it's responding to your very thoughts.

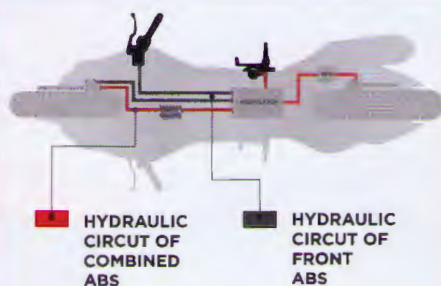
Beginner-friendly features, combined with expert-level excitement. Hop on a Honda CBR250R and discover just how much fun motorcycling can be.

COLOURS



ABS

The CBR250RA is the most affordable ABS model available on the market today, and the only bike in its class to offer the additional security of combined braking system (CBS).



FEELIN' RACY?

Check out the new optional Repsol colour scheme for 2013, which makes your CBR250R look like it just rolled out of a MotoGP paddock.

FEELIN' REALLY RACY?

The Honda CBR250R series is an exciting one-make race series designed to help young riders hone their skills. Visit the motorcycle section of honda.ca for more info.

STYLED FOR CONFIDENCE

Narrow width, a low seat height and light weight all contribute to outstanding manoeuvrability while also making the CBR250R confidence-inspiring to ride.



From left: CB500F,
CBR500R, CB500X

NEW
for
2013

You know what you want in a motorcycle. You hate being forced to accept what others have decided is best for you. You want to choose your own way to ride.



CBR500R



CB500F



CB500X

Honda's all-new family of advanced 500-class bikes break the mould of conventional thinking, and in the process opens up exciting new options for riders who want a bike that suits them to a T—no compromises. Riders just like you.

Not too big, and not too small. Powerful high-tech engine, but easy to operate. Lightweight and responsive handling, yet plenty stable. Racy styling, with a relaxed riding position. Feature-rich and Honda-tough, yet surprisingly affordable to own and operate. The all-new

CBR500R, CB500F and CB500X provide the answer to the question: If I could create my own personal perfect motorcycle that I'd never get bored of, what would it be like?

All three bikes share the same 471 cc liquid-cooled parallel-twin engine, lightweight diamond-shape frame, and an easy-riding, user-friendly character. But from there they veer off in decidedly different directions.



2013 CBR500R/RA (ABS)

NEW
for
2013

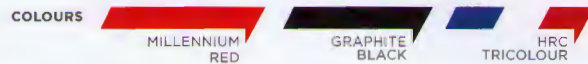


The **Real** You.

The CBR500R is a true mid-size sportbike, purpose built for riders looking for a fun combination of power, handling, racy excitement and everyday usability. Its light and compact DOHC fuel-injected engine emphasizes strong low and midrange power, using a blend of all-new technology and features developed for the CBR600RR and CBR1000RR. A sleek, aerodynamic fairing inspired by the CBR1000RR and sporty 17-inch wheels with a unique Y-shaped spoke design make it easy to mistake the CBR500R for one of the bigger-displacement CBRs, but light overall weight and a narrow width help to give it a

nimble personality all its own.

And with a seating position that's more relaxed than on most sportbikes, the CBR500R is perfectly happy to take you to work on the weekdays and then head far from home on the weekends. This is a bike with almost limitless potential; a bike that you'll continue to find new ways to enjoy, year after year after year. It's available with or without ABS brakes.



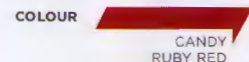
2013 CB500F

NEW
for
2013



The **Free** You.

Maybe you lean toward a bike with a more stripped-down, streetfighter persona. Check out the all-new CB500F. It begins with the same strong engine and sporty chassis as its CBR cousin, then adds a big helping of in-your-face attitude. The CB500F's "naked" styling, combined with a stress-free seating position, a superbike-bend handlebar and an easy reach to the ground seat height make it ideal for the cut-and-thrust of urban riding. And with standard ABS braking, it can help you ride with confidence in traffic or poor weather.



NEW
for
2013



The Xtreme You.

Or maybe you want to head out on the road less travelled, on an adventure bike that's way lighter and easier to handle than those big-bore monsters. The wild new CB500X gives you the freedom to chase your dreams to the end of the road and beyond. A bigger gas tank than its 500 cc siblings the fuel-efficient parallel-twin engine to take you far between fill-ups, and the engine's internal counterbalancer plus an upright seating position help to keep you comfortable even on long-distance adventures. The compact fairing

with adjustable windshield provides just enough weather protection without being cumbersome, adding to the CB500X's lightweight feel and handling that's nimble and confidence-inspiring. Plus, ABS brakes provide superior stopping performance on almost all road surfaces — pavement, gravel, dirt, whatever you encounter.



Plenty of power, just the right size, easy handling and rock-solid durability. The Honda CBR500R, CB500F and CB500X have developed a new formula for fun in the mid-size class. Which one is right for you?



FUEL INJECTED ENGINE	CHASSIS	BRAKING	FUEL EFFICIENCY
The all-new DOHC liquid-cooled parallel-twin engine uses a square bore & stroke of 67 mm x 66.8 mm for an optimum combination of strong low-end torque and horsepower and excellent top-end performance. The 67 mm bore size is the same as used on the CBR600RR.	The lightweight diamond-shaped steel frame was designed to allow a certain degree of yield, which enables it to better respond to changes in the road surface and to transmit just the right amount of feedback to the rider.	Twin-piston brake calipers up front and a single-piston caliper at the back—both with wave-style rotors—provide strong but easily controlled stopping power. Plus, ABS gives you extra peace of mind on reduced-traction road surfaces. (The CBR500R is also available with non-ABS brakes.)	While the fuel tank on the CBR500R and CB500F looks sleek and sporty, it can still hold a generous 15.5 litres. Combined with the engine's fuel-efficient performance, this translates into excellent range. The CB500X boasts an even bigger 17-litre tank for even more riding fun between fill-ups.





CELEBRATING FREEDOM

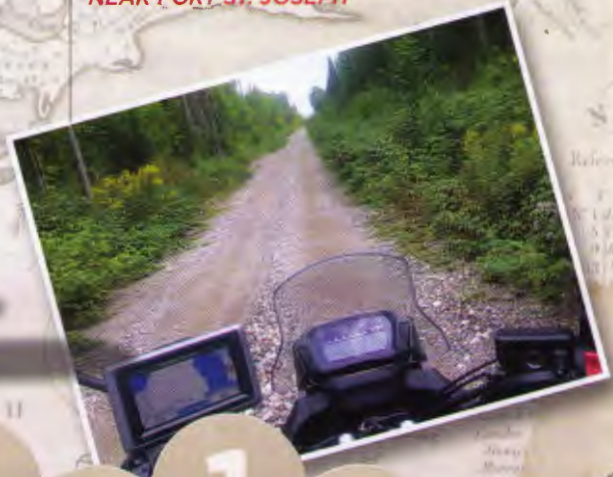
A motorcycle Journey Around The War of 1812.

By: Warren Milner

W A R
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NEAR FORT ST. JOSEPH

NC700X...MY TRUSTED STEED FOR THIS FREEDOM JOURNEY



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THE NC700X POSES AT FORT GEORGE, IRONICALLY THE FORT WOULD ULTIMATELY BE DESTROYED BY CANNON FIRE.

When the media blitz started on the bicentennial of the War of 1812, I suddenly realized that I really didn't know that much about the war. I quickly, and conveniently, blamed

my ignorance on not being born or raised in Canada, although I'd lived in Ontario for the better part of 30 years.

A cursory investigation revealed that most of the battles that guaranteed Canada would remain a sovereign state had happened right here in Ontario. Feeling somewhat ashamed, I decided to further my understanding by riding a motorcycle to the various battlegrounds, learning by immersion if you will.

I would follow the path of the war as closely as possible as it zigzagged back and forth across Ontario living simply, much as a rank and file soldier would have back in 1812. Before setting off however, I would first have to choose a suitable steed to accompany me on my journey. Knowing that I'd be travelling great distances in unpredictable conditions, I chose a comfortable, versatile mount that would require minimal feeding — I chose the NC700X.

My all-encompassing journey would end up including highways, secondary roads, dirt roads, single-track trail, grassy fields and three separate ferries. Just under three weeks and six thousand kilometers later I completed my education. What I'd like to share with you here are some of the highlights of my travels.

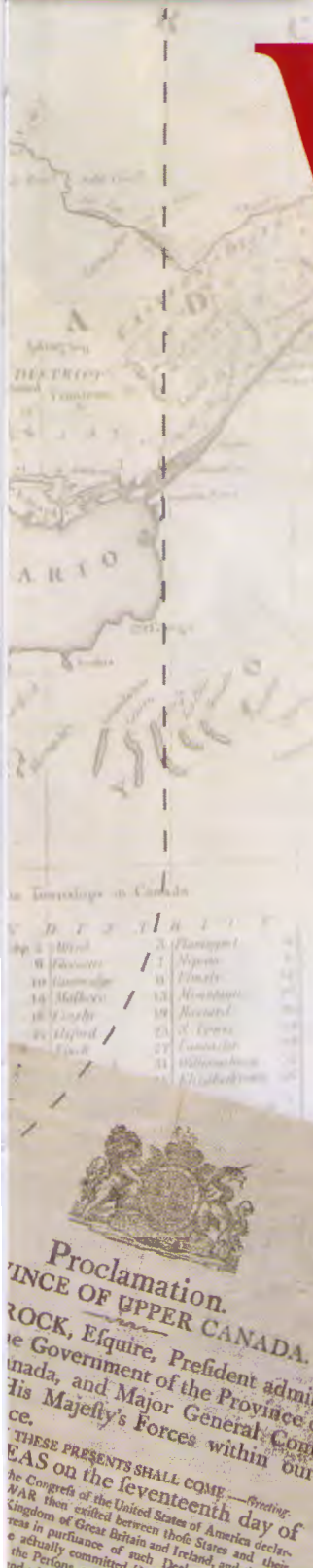
When War was declared on June 18, 1812, General Isaac Brock, leader of the British forces in Upper Canada (Ontario), was stationed at Fort George on the Niagara peninsula, so I started my journey there.

At the Fort, I learned that one of the first things Brock did was send word to far away Fort St. Joseph, near Sault Ste Marie, telling them to attack and take the opposing American Fort Mackinac, some 40 kms away. Brock reasoned correctly that the American Fort might not even know that war had been declared and could be taken by complete surprise. Victory hinged on Brock's messenger getting there before the Americans received word, so he used the mail system of the day

— the voyageurs. They transported a British officer by canoe across Lake Ontario, continuing up the Humber River, portaging their way where necessary into Georgian Bay and across Lake Huron. The voyageurs averaged 45 strokes per minute for the entire trip, so the message got to Fort St Joseph a scant week later



ALTHOUGH MUSKETS WERE UNRELIABLE AND INACCURATE, THEY WERE CONSIDERED STATE-OF-THE-ART AT THE TIME.



CELEBRATING FREEDOM

– well ahead of the American message, which had been dispatched by regular mail.

So off I went to visit Fort St. Joseph. With the NC cantering obediently beneath me at about 4000 strokes per minute, I followed the course of the Humber River for as long as I could, then took the appropriately named Chi-Cheemaun (big canoe) ferry across Huron from Tobermory. Travelling through Ojibwe territory on



PALISADE WALLS WERE USED TO PROTECT FORTS AND KEEP OPPOSITION OUT DURING THE WAR.

Manitoulin Island, I arrived at the Fort nine hours later.

In 1812 Fort St. Joseph had been lightly garrisoned. Nonetheless, the commander of the Fort, Captain Roberts, was able to quickly put together an attack force comprised of about 200 British regulars and local militia and several hundred First Nations warriors. The assembled army under cover of darkness then sailed the 40kms to attack Fort Mackinac.

Departing Fort St. Joseph, I staged my own invasion of the US. Taking a ferry to Mackinac Island, I learned that Captain Roberts had indeed been successful capturing Fort Mackinac. So surprised were the Americans, they surrendered without firing a single shot. This would greatly further the British cause.

The war then moved on to the Detroit/Windsor area so I did the same, travelling south through Michigan. Although the NC700X seemed to run just fine on ethanol laced American fuel, I was not faring as well.

Driven back by the savagery of American coffee, I retreated back to Canada to tour Fort Malden in quaint Amherstburg. It had been at Fort Malden that Brock met Tecumseh, the charismatic leader of the First Nations tribes. The two forged a strong alliance that would prove vital to the successful outcome of the war. A small display at the Fort today pays tribute to the great aboriginal leader.

Soundly beating the Americans at Fort Detroit with Tecumseh's help, Brock then returned to Fort George to begin preparations for the inevitable US invasion somewhere along the Niagara River. I returned to Niagara to pick up the story.

On October 13, 1812 the attack came at Queenston Heights, near Niagara on the lake, about 12 kilometers from Fort George. An American advance force rowed across the river and attacked the British encampment there. Brock had only a small force stationed on the heights, so when he heard the roar of the cannons from Queenston, he saddled his horse and took off at top speed, ordering the army at Fort George to follow as fast as they could.

The Americans, initially pinned down by British marksmanship at the base of the heights, were able to find a path through the woods outflanking the British guns. The Americans successfully took the heights and captured the guns, then quickly sent word across the river to send reinforcements. Brock, in the mean time, had arrived, and recognizing the importance of holding the high ground, immediately led a counterattack to try and retake the heights. Brock was killed in the assault, but his troops rallied and with help from their First



MAJOR-GENERAL
SIR ISAAC BROCK



CANNONS WERE CALLED "SIX-POUNDERS" OR "TWELVE-POUNDERS" AND SO FORTH, REFERRING TO THE WEIGHT OF THE SOLID SHOT (CANNON BALL) IT FIRED.





BROCK'S MONUMENT, DEDICATED TO THE MAN WHOSE DEATH BECAME A UNIFYING FACTOR FOR MANY CANADIANS.



SOLDIERS DID NOT WEAR THEIR ICONIC RED COAT WORKING BECAUSE THEY COULDN'T BE WASHED (THE DYE WOULD RUN).

Nations allies and the reinforcements arriving from Fort George, successfully retook the heights. American reinforcements never arrived; the war cries of the First Nations warriors and the wounded soldiers coming back from battle so badly unnerved the American militia that they refused to cross the river. Canada had successfully survived the American invasion but at a high cost, losing the brilliant Commander Brock.

As I hurried along much the same path from Fort George to Queenston Heights, I couldn't help but wonder what might have happened if Brock had waited for reinforcements to arrive from Fort George before leading the counterattack. Although the twelve kilometers only took minutes on the NC, it would have taken over an hour for the troops even at the quick march. Maybe he couldn't have waited after all.

The next segment of my journey would take me as far east as Chateaugay,



TECUMSEH, SHAWNEE WAR CHIEF

Quebec. I was tempted to do the highway burn to save time, but opted instead to follow the shore of Lake Ontario staying true to the 'following the war' premise. Shortly after visiting the Crysler's Farm Battlefield near Morrisburg, Ontario,

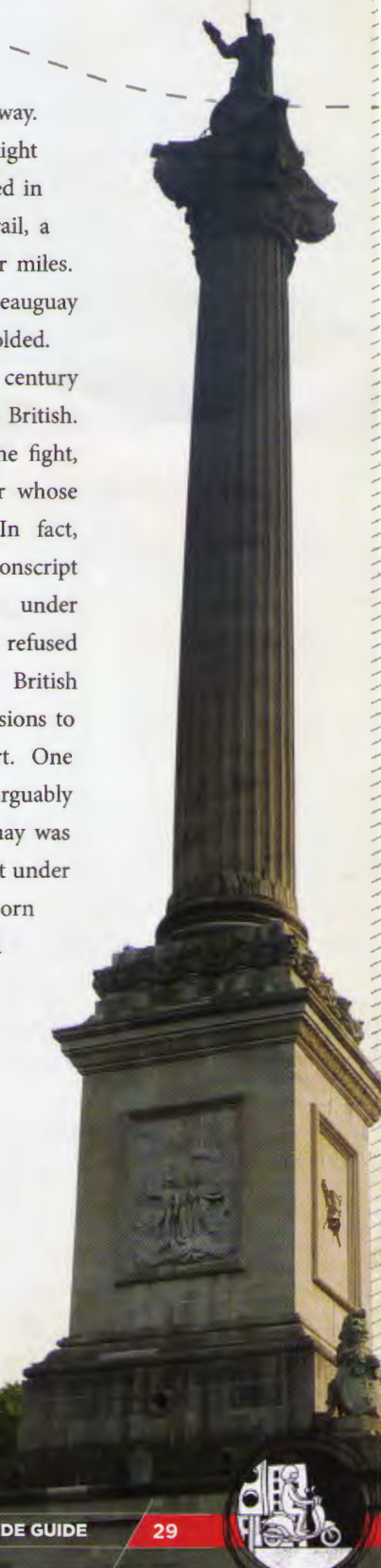
I ended up on the picturesque Long Sault Parkway. I stopped for a roadside picnic in a setting straight out of a fairy tale. The enchantment continued in Quebec, as I found myself on the Paysan trail, a narrow road that snakes alongside a river for miles. The Paysan trail took me right to the Chateaugay Battlefield where another interesting story unfolded.

As you might imagine, the 17th century French were not overly fond of the British.

So when called upon to join the fight, there was some concern over whose side they would choose. In fact, when the British tried to conscript French Militia to fight under British officers, many refused to join. Eventually the British made a number of concessions to encourage French support. One of the concessions that arguably won the Battle of Chateaugay was that French Militia would fight under

French leadership. Canadian born Colonel Charles de Salaberry led the battle of Chateaugay. The fearless leader had under his command a mix of French

Canadian Militia, English speaking Militia and First Nations' warriors. It was one of the few major battles of the war fought almost entirely by Canadians, without the assistance of British army regulars. It was also one of the most lopsided encounters of





SACKETS HARBOR IS NEIGHBOURLY TODAY; UNLIKE IT WAS DURING THE BRITISH RAID BACK IN 1813.

the war, with a massive American force of almost four thousand, squaring off against a force less than a third of that size. The American Commander sent an officer demanding Salaberry's surrender, Salaberry answered by shooting the officer himself. Under Salaberry's brilliant leadership the Canadians doggedly turned back numerous attacks and eventually the Americans had to retreat.

As I made my own retreat back to Ontario, the NC purring along happily, something was nagging at the back of my mind.

I had noticed that over and over again in the description of battles, there was mention of the great contribution by First Nations warriors. These accounts often indicated that the First Nations warriors made up the majority of the British forces or suffered the highest casualties or were sometimes almost solely responsible for victory. I don't think it is unreasonable to suggest that if it were not for the contribution of the First Nations, Canada would not exist today. Why then had so little been done to recognize, commemorate or understand their involvement? I mean Isaac Brock, hero of the British side, has a giant monument erected in his honour at Queenston Heights and even a bronze bust among the Valiants at the War Memorial in Ottawa.

Tecumseh on the other hand, has no such honours bestowed. I resolved to try to find out.

I asked one of the friends I'd made at Fort St. Joseph about the lack of recognition for aboriginal warriors and enquired if there was a local First Nations representative that I could talk to for more information. I was referred to Alan Corbiere, a resident of Manitoulin Island.

Manitoulin Island has long been a preferred destination for motorcyclists, with its rolling hills, winding roads and stunning scenery proving irresistible, so I was more than happy to return. I met with Alan, who describes himself as an Anishinabe cultural historian, to try to further my understanding. The Anishinabe assemblage includes, among others, the Ojibwe, Odawa, and Potawatomi peoples so I felt that Alan could provide valuable insight.

My full interview with Alan is covered in the long version of this story but two of the more interesting findings were in the answers to two simple questions.

First, had the aboriginal peoples living in Upper Canada always lived there or had they been driven there by the encroachment of the Americans or British?

Secondly, did the First Nations people feel a sense of pride in the fact that they had successfully fought for what today is Canada, or did they regret having

**OUTNUMBERED, BUT NOT
OUTFOUGHT, THE BRITISH
SUCCEEDED IN DEFEATING AN
AMERICAN ARMY AT THE BATTLE
OF CRYSLER'S FARM.**



been involved?

Leaving Manitoulin, I returned to the Niagara region to cover the final chapter of the story. Some of the bloodiest battles of the war happened along this narrow corridor, including the final major encounter at Lundy's Lane.

Today the scenic Niagara Parkway winds along the bank of the Niagara River from Fort George, past Queenston Heights, past Lundy's Lane, past Chippawa Creek to Fort Erie, all major battle sites. Ride it sometime, and try to imagine the desperate struggles that occurred here. Perhaps because the battle happened in a cemetery, or perhaps because the cemetery is right in the middle of the thriving town of Niagara Falls, whatever the reason, the Lundy's Lane battlefield moved me the most. This somber place somehow seemed to sum up what the fighting was all about and the terrible price that was paid for our freedom.

My journey is nearly at its end now, as I mount the NC and head back to Toronto enjoying the last stretches of open road. My mind drifting, I hear the faint war cries of First Nations warriors, the sound of musket fire, General Brock's hoarse voice ordering an immediate attack at Queenston Heights — I snap back to reality as I approach city limits and hit a stoplight.

Out of the corner of my eye, I see a Canadian flag



gently waving in rhythm with the evening breeze. I'm temporarily mesmerized. That maple leaf sure looks spectacular as I reminisce on my journey with a new appreciation

and understanding of how this great freedom we enjoy came to be. Canada successfully defended their country against an aggressive enemy, coming together as a nation of diverse people working towards a common goal during The War of 1812. Perhaps this was the beginning of the multicultural nation we are today, the one that welcomes immigrants from less fortunate countries with open arms. I can only hope others appreciate this as much as I.

Suddenly, I hear the horn beep on the car behind me. Traffic starts to move again and I can't help but smile as I twist the throttle to accelerate from the intersection.

What a journey it's been. **HRG**

The full story on Warren's journey of discovery can be read at motorcycle.honda.ca/news and includes details of the battles, what life was like for the participants and how well the NC fared.



Laura Secord's heroic trek saved British and Canadian forces from an impending American attack.



REDESIGNED
for
2013

Perfection, improved.

What do you get when you blend elements of a MotoGP winner, an open-class leader, and one of the most critically acclaimed middleweight sportbikes ever? You get the 2013 Honda CBR600RR, that's what.

We've taken a bike that was equally at home on the street or on the track, and made it even better for both. How? By improving engine performance, handling and aerodynamics without changing the CBR600RR's unique ability to be practical and comfortable during everyday riding.

You can't miss the CBR600RR's aggressive new bodywork — it was inspired by Honda's RC213V MotoGP racer, and it not only reduces drag by 6.5 percent, it also better routes cooling air to the engine compartment while directing heated engine air away from the rider. A new Showa Big Piston fully adjustable fork and distinctive 12-spoke wheels from the CBR1000RR combine with an upgraded aluminum frame and lighter aluminum swing arm to improve handling — especially under the heavy loads produced by cornering or hard braking.

The high-revving DOHC engine didn't escape the attention of our engineers, either. Revised settings in the Programmed Dual Stage Fuel Injection (PGM-DSFI) system improve performance below 7,000 rpm, while a carefully retuned air-intake system improves torque above 7,000 rpm. Even the Intake Air Control Valve (IACV) that adjusts air volume at small throttle openings was improved — it now works at all rpm and not just at idle speeds, resulting in more stable combustion and smoother engine operation under both acceleration and deceleration.

Plenty of changes, for sure. But what we didn't change was the CBR600RR's sensible riding position that allows you to tuck in tight for racing or track days with your friends, but doesn't force you into an uncomfortable crouch the way so many sportbikes do when just cruising on the street.

Perfection, improved. That's the 2013 Honda CBR600RR.



IMPROVEMENTS

The new Showa Big Piston fork features a larger damping volume to effectively reduce the hydraulic pressure generated as the fork legs compress and extend. The result is more precise action during the initial stroke and smoother damping action for improved handling, enhanced front-end feedback, and a more solid feel during hard braking.

BRAKING

The world's first Electronically Controlled Combined ABS brake system for sportbikes brings world-class stopping power and control to your fingertips.

MAX PERFORMANCE

Lightweight stainless steel exhaust system features a valve inside the muffler to control exhaust pressure for maximum performance.

STEERING

Honda Electronic Steering Damper (HESD) automatically adjusts damping force to suit the bike's speed.

CBR600RRA

COLOURS

MILLENNIUM
RED

HRC
TRICOLOUR



Total Control.

Racy performance, combined with real-world rideability and intuitive, Total Control operation.

You've never experienced an open-class sportbike quite like the Honda CBR1000RR.

Sure, winning races was a key objective for the CBR1000RR's engineering team, but equally important was creating a bike with superior comfort and control during everyday street riding. That's a tough assignment, and there are plenty of sportbikes that have tried and failed in the attempt. But the CBR1000RR's engineers pulled it off by strictly adhering to a Honda design philosophy called Total Control, which mandates that the rider must feel completely connected with every aspect of a bike's operation. And that means the bike must be light and manoeuvrable, with a sensible riding position, intuitive controls, predictable handling, superb braking, and more.

Total Control can be seen in the CBR1000RR's lightweight and

compact fuel-injected 999 cc engine, which produces a seamlessly smooth powerband that's perfect for a lazy afternoon ride on your favourite twisty road, but is also plenty capable of winning you bragging rights during a fun track day with your friends. The Total Control philosophy is also why the CBR1000RR comes equipped with Honda's Electronically Controlled Combined ABS—the first Anti-lock Braking System designed specifically for the unique demands of sportbikes—premium Showa suspension, an Assist Slipper Clutch, a Honda Electronic Steering Damper (HESD), and the kind of seating position that allows you to enjoy the ride, not long for the next rest stop.

Want to feel in Total Control of your riding experience? Swing a leg over a Honda CBR1000RR, and become one with your motorcycle.

COLOUR  REPSOL



INSTRUMENTATION

Stay fully informed with the CBR1000RR's LCD instrumentation, which includes a lap timer, trip and fuel-consumption computer, five-level customizable shift indicator, gear-position indicator, and peak-rpm memory function.

IMPROVED HANDLING

The CBR1000RR's 43mm Big Piston fork from Showa features a large damping volume to effectively reduce hydraulic pressure as the fork legs compress and extend for improved handling, enhanced front-end feedback, and a more solid feel during hard braking.

AERODYNAMICS

The layered fairing design improves the flow of air through the cooling system and also creates a large pocket of calm air around the rider for better comfort. An integrated chin spoiler in the nose reduces aerodynamic lift to improve handling.



2013 CB1000RA



Part high-performance sportbike,
part mean-and-lean boulevard warrior.

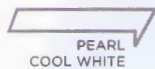
Take one look at the Honda CB1000RA, and you'll know it right away: this just might be the most fun you can have on two wheels.

And when you crack the throttle and the CBR-derived 998 cc fuel-injected engine roars to life, you'll know it for sure. An extra measure of low-to-midrange torque gets you going right now, and the excitement continues as the revs rise and the engine really shows its stuff. This is Superbike-level performance, tuned to be easy to use in the real world.

Same thing with the chassis. The aluminum mono-backbone frame is visually hardly even there, letting the engine remain front and centre. But it's plenty capable of harnessing all that horsepower, and the frame connects the distinctive single-sided Pro-Arm swing arm and fully adjustable 43 mm inverted fork to create a chassis that's stable when you need it to be, and nimble and responsive when you want to take it up a notch. Plus, the chassis design allows you to sit comfortably upright, making the CB1000RA perfectly practical for chasing your motorcycling dreams to the edges of your map.

Naked aggression in a user-friendly, fun-to-ride package: that's the outrageous Honda CB1000RA.

COLOUR



INLINE-FOUR ENGINE

The CB1000R is built around a Superbike-strong 998 cc DOHC inline-four engine that's perfect for street riding, with plenty of torque and top-end power on tap. It's also plenty smooth for longer rides, too.

COMBINED BRAKING

This bike pulls no punches in the braking department either, with Honda's Combined Braking System with ABS letting you ride with confidence even when the road surface is less than ideal.

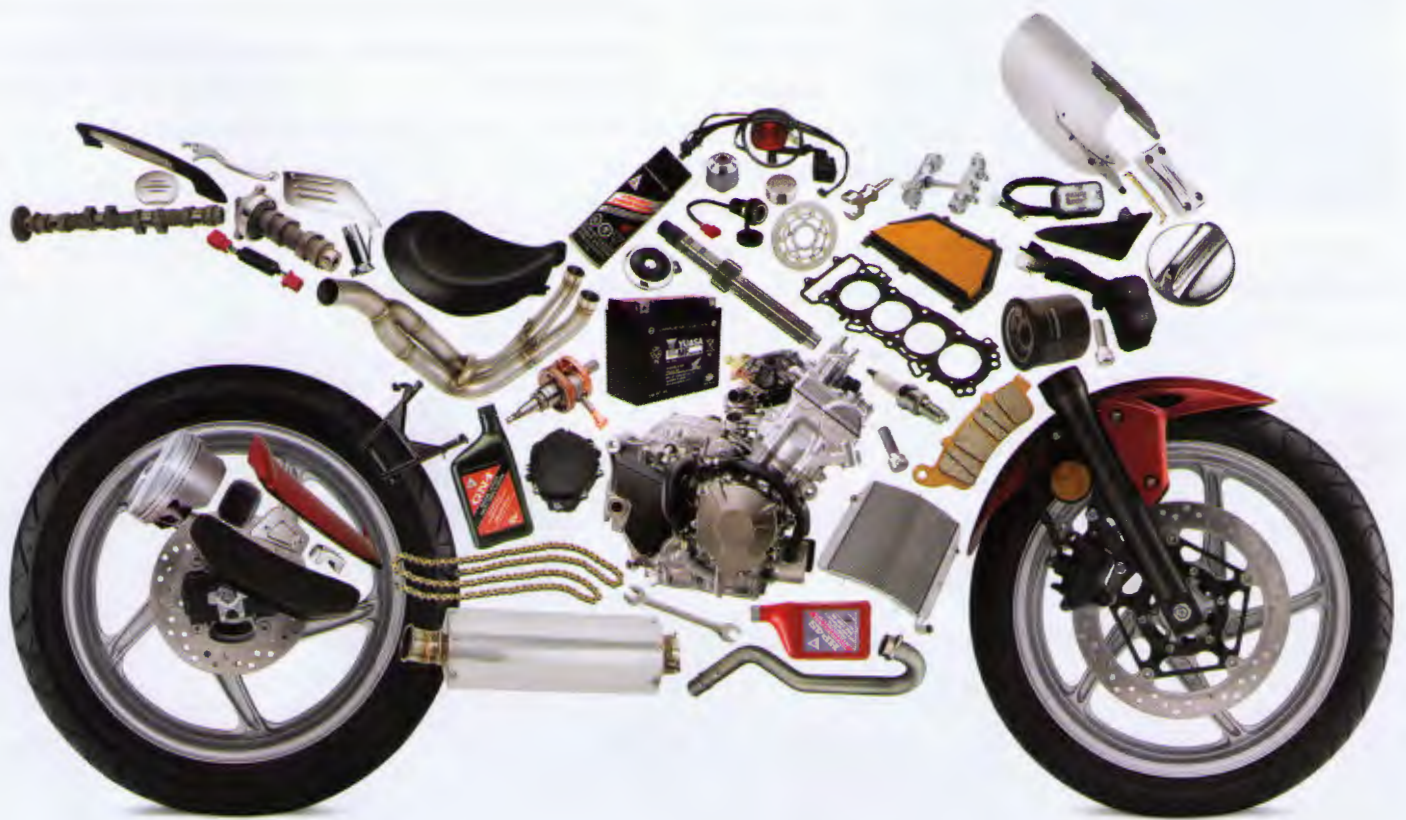
STREAMLINED DESIGN

The short, slim seat and sleek, upswept tail cowl take their design cues from the CBR1000RR and Honda's RC213V MotoGP race bike. The seat is roomy and tapers toward the front, integrating smoothly with the side covers for a compact profile and a comfortable riding position.



Non-ABS model shown

PROTECT YOUR INVESTMENT >



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honda.ca

2013 VFR1200FA/DCT



Revolutionary. Radical. Choose your superlative.

No matter what the descriptive word you choose, chances are it applies to the incredible Honda VFR1200F. If you love the sort of super-trick technology found in a MotoGP or Formula One paddock, you've got to check out the newest VFR.

This is a bike that oozes high-tech cool. From its compact Unicam valve train that cuts weight and adds combustion efficacy, to its unequal length exhaust headers that improve power output and produce a sweet, throaty sound, to its Throttle By Wire and Traction Control systems, the VFR1200F is nothing short of a technological marvel.

And the rest of the bike is just as advanced as the engine. A lightweight shaft-drive system routes the shaft below the swing arm pivot point to help eliminate the squat and lift of conventional shaft drives without resorting to the complex and heavy countermeasures used by some competing models. And for extra peace of mind in difficult conditions, the VFR1200F comes equipped with Honda's proven Combined Braking System with ABS.

HONDA TECHNOLOGY

The 1,237 cc liquid-cooled V-4 engine with a narrow 76-degree V angle was inspired by Honda's V-4 MotoGP technology. It incorporates a unique cylinder layout with the rear two cylinders placed side by side and the front two more widely spaced. This, plus the use of Unicam cylinder heads allows the engine to be short and very narrow between the rider's legs while also improving mass centralization.

AERODYNAMICS

The beautiful layered-concept fairing offers a smooth, unified, fastener-free surface – never have aerodynamics and aesthetics worked so well together.

There's plenty more advanced thinking everywhere you look, including the innovative Dual Clutch Transmission found on the VFR1200F DCT model (the VFR1200F uses a conventional clutch and foot-shift gearbox). Based on technology borrowed from high-end sports cars, DCT provides two automatic shifting modes in addition to a paddle-shift six-speed manual mode. You get to choose: effortless operation in the stop-and-go of the city or when cruising on the highway, or sportbike-like paddle shifting on your favourite backroad.

Whether you're a technophile, or just someone who likes to ride the best, this is the bike for you. Because when you're behind the handlebars of a Honda VFR1200F, you're riding into the future.





COLOUR **GRAPHITE BLACK**



Designed and built to make long-distance adventures fun, comfortable and safe as possible.

There's a whole wide world of wonder out there, and we think a motorcycle provides absolutely the best way to soak it all in. This sport-touring bike was built precisely for those riders suffering from a serious case of wanderlust: the Honda ST1300A.

Every component of the ST1300A was designed and built to make long-distance adventures as fun, comfortable and safe as possible. Lots of super-smooth power? You bet, thanks to a 1,261 cc V-4 engine with Honda's PGM-FI electronic fuel injection. Tight mountain pass ahead? The twin-spar aluminum frame and sport-tuned suspension contribute to agile, sporty handling, while the Dual-Combined Braking System with ABS lets you explore new roads with added confidence. Packing for an extra-long trip? You'll love the spacious, weather-resistant hard saddlebags that lock on or clip off with a single latch, and the electrically adjustable windscreen that raises or lowers at the push of a handlebar-mounted button.

One part long-distance tourer, one part twisty-road ace. The versatile ST1300A combines Gold Wing-inspired comfort with CBR-derived performance. When you want to take the road less travelled to a place you've always dreamed about, there's no better way to go than on a Honda ST1300A.



HONDA ENGINE

Nobody understands V-4 engines like Honda. The 90-degree V-4 that powers the ST1300A delivers a wide spread of power to the rear wheel via dependable shaft drive, and features dual counterbalancers for superb smoothness.

HEADLIGHTS

A convenient push button located on the left side of the fairing electrically adjusts the headlight height over a 2.5-degree range.

COMFORT

Tailor the riding position just the way you like it, thanks to the plush, supportive seat with three height settings and three fore and aft positions.

WINDSCREEN

A motor-driven adjustable windscreen offers 188 mm (7.4 inches) and 13 degrees of adjustability for greater wind protection and touring comfort.

FUEL TANK

A big 29-litre fuel tank allows more riding fun between gas stops, and lets you explore out-of-the-way places with confidence.



NEW
for
2013

Live the Moment.

Smart. Practical. Fashionable. Fun! The Honda Giorno marries European style with fuel-sipping economy, super-easy operation and Honda's renowned reliability. The result? Just about the coolest thing on the road, that's what.

You can't miss the Giorno's sensuous styling, but this scooter is way more than just a pretty face. Its 4-stroke engine has such high-tech features as fuel-injection for crisp performance and amazing fuel economy.

And with its automatic transmission, all you need to do is twist the throttle and go—no shifting required, ever.

The Giorno is so light and easy to handle that zipping through the city or squeezing into a tight parking spot is absolutely no sweat at all. Pretty soon you'll be riding it everywhere—to work, to visit your friends, to pickup take-out dinner... you name it.

And the Giorno has a practical side, too, thanks to a huge storage area under the

seat that swallows up a helmet, and a handy storage bin just in front of your knees that can easily hold your water bottle or other items.

So hop on the Giorno's roomy seat, press the start button, twist the throttle and go. Getting around town has never been so much fun.

FUEL INJECTION

Programmed Fuel Injection (PGM-FI) delivers excellent throttle response over a wide variety of riding conditions.

ENGINE

The Giorno's clean, quiet, reliable 50 cc OHC 4-stroke engine with electric starter provides ample power for around-town trips while also keeping the fun factor high.

STORAGE

Spacious inner storage bin can hold a 1-litre bottle, and a convenience hook allows you to conveniently secure a bag. And there's plenty of room in the lockable storage area under the seat, too.

COMFORT

The Giorno's roomy seat and wide floorboards ensure a comfortable ride—way more comfortable than the bus.



GIORNO

COLOURS

AZUKI BROWN METALLIC

WHITE WITH RED GRAPHICS

It's the scooter with out-of-this-world looks and down-to-earth performance.

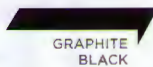
The Honda Ruckus may look wild and crazy, but it couldn't be easier to ride, or easier on your wallet.

Oversize deep-tread tires, a bare-bones frame and big twin headlamps set the Ruckus apart from anything else out there, but beneath its radical styling you'll find the quality, durability and ease of use you've come to expect from Honda. The thrifty 49 cc 4-stroke engine uses very little gas, and combined with the V-Matic automatic transmission, you get crisp acceleration, seamless power and no shifting—ever.

The Honda Ruckus makes it easy to experience an exciting new world of two-wheeled fun and freedom. What are you waiting for?



COLOURS



GRAPHITE
BLACK



SHASTA WHITE
WITH RED



Your schedule can wait

Explore your urban playground and Live the Moment on the newest retro-inspired scooter, the 2013 Honda Giorno. Meet friends, shop, park and play—it's all easy to do on the Giorno. Experience freedom on the scooter that accommodates your life, no matter how spontaneous.



honda.ca/giorno

2013 PCX150

NEW
for
2013

The do-everything scooter.

The stylish Honda PCX150 really delivers for running errands in the city, but it's also fully equipped for taking long highway trips out of town. It's so easy and fun to operate you'll want to ride it everywhere, plus it's big enough and powerful enough to bring a friend along for the ride.

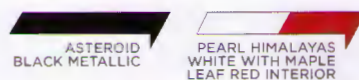
And best of all, the PCX150 does all this while being thrifty to own and operate.

Everything about this mid-sized scooter is designed to make it as user-friendly as possible. The 153 cc liquid-cooled 4-stroke engine with fuel injection drives a no-fuss V-Matic automatic transmission that provides seamless acceleration along with twist-and-go simplicity - you never have to shift, not even into Park. Honda's unique Combined Braking System helps provide balanced braking force between the front and rear wheels for strong stopping power and enhanced safety. And the full-length

floorboards and step-through design make getting on and off a breeze. The PCX150 also offers two ways to park: a centrestand for when you're staying a while or parking on an incline and a sidestand for when you're just making a quick pitstop.

With comfortable seating for riding solo or two-up and a spacious underseat storage area that easily holds your helmet, groceries or an overnight bag, the Honda PCX150 will quickly become an indispensable part of your busy lifestyle.

COLOURS



ENGINE

The PCX150's reliable 4-stroke engine features a single overhead camshaft and fuel injection for spirited performance, excellent fuel economy and efficient operation.

HONDA V-MATIC

Honda V-Matic automatic transmission provides seamless acceleration along with twist-and-go simplicity.

STORAGE

Got stuff to carry? The PCX150's large 25-litre lockable underseat storage space can hold a helmet and more, plus there's a handy storage compartment under the dash for additional items.

BRAKING

The Combined Braking System (CBS) features a 220 mm front disc brake with hydraulic three-piston caliper plus a rear drum brake for strong, balanced stopping power.

PCX150



Go from point A to point B—or all the way to point Z.

Your active lifestyle keeps you constantly on the go. Slow down? That can wait for later. Much later.

It's not easy finding one vehicle that fits all your get-around needs. Until now. The new Honda Forza is just the ticket for anyone looking for an easy-to-use, fuel-efficient, convenient and super-fun way to get from point A to point B—or all the way to point Z.

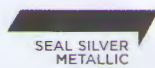
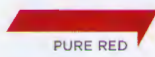
Light and sporty for limber handling on a quick blast across town, the Forza is also plenty roomy and powerful enough to take both you and a friend on a far-away adventure. And whether you're heading to the office, grabbing some groceries, or packing for a weekend getaway, you'll be amazed at how much you can cram in the huge storage area under the seat—it's big enough to fit even two full-face helmets plus a bit more.

With 279 cc of smooth and reliable Honda 4-stroke power, a V-Matic automatic transmission, a sleek protective fairing, Honda's renowned Combined Braking System with ABS, and lots of other cool features, the Forza will quickly become the favorite part of your day.

Slow down? No way. Grab a Forza, and kick your life into an even higher gear.



COLOURS



2013 CRF250L

NEW
for
2013

Made to play. Every day. Any way.

Motorcycling is all about freedom and fun and dreaming about new adventures, then making them happen. Want a bike that can do all this, and more? You've got to check out the exciting Honda CRF250L.

This is a Dual Sport bike that really can take you just about anywhere you can imagine. In the city or on the open road, its proven liquid-cooled, fuel-injected engine provides plenty of smooth power, while hardly ever needing to visit a gas station. And when the pavement turns to gravel or the road ends and the trail begins, you'll love the strong low-down torque that produces instant acceleration out of tight corners and plenty of oomph to carry you up a rocky incline or through a muddy washout.

The same light and nimble handling and comfortable ergonomics that help make carving through the urban jungle so effortless, also gives you the freedom to explore well beyond the end of the road. Honda has a long history of building great-handling Dual Sport bikes, and the CRF250L continues that legacy with an all-new chassis outfitted with a beefy 43 mm Showa fork and Pro-Link rear suspension. Full-size wheels with aluminum rims spin special deep-tread tires—they run smoothly on pavement, and you'll be amazed at how hard they grip in the dirt too.

Disc brakes with works-style rotors front and rear, electric start, full instrumentation, even passenger accommodations... the Honda CRF250L leaves nothing out. It includes everything you need for everyday commuting, and it's a blast to ride on the trail or around the cottage, too.

One bike; infinite possibilities.



ENGINE PERFORMANCE

Compact and sophisticated 249 cc liquid-cooled 4-stroke engine with dual overhead cams produces smooth and consistent torque at low rpm, plus excellent high-rpm performance and impressive fuel economy.

POWER

The engine's wide spread of power makes the CRF250L easy and confidence-inspiring to ride, whether you're new to motorcycling or an experienced rider.



COLOUR  FIGHTING RED



CRF250L



Freedom times two.

Want to double your fun? Hop on a Honda XR650L, and enjoy the freedom of being able to ride just about anywhere, on-road or off.

This legendary dual-sport bike has true dirt credentials—it was designed first and foremost to be a great off-road bike, and only then was it given the equipment to become a great street bike, too. The XR's potent 644 cc OHC engine with its patented Radial Four-Valve Combustion chamber (RFVC) churns out huge low-end torque, which is just what you need for taming the toughest trails. But it's also strong and smooth at higher revs for everyday street or highway riding. A light, sturdy chassis and long-travel suspension help to keep everything under control, on pavement and off, and electric starting lets the fun begin at the push of a button.

Can't decide what you like better, street riding or dirt riding? When you own a Honda XR650L, you don't have to choose.

COLOUR  FIGHTING RED

FUEL INJECTION

Honda's Programmed Fuel Injection (PGM-FI) continuously monitors several variables to ensure the correct fuel mixture for the current riding and atmospheric conditions, thereby delivering optimal performance and remarkably crisp throttle response over a wide range of operating conditions.

ERGONOMICS

The comfortable seat and relaxed ergonomics make the CRF250L ideal for extended road rides, while also allowing the proper riding position for sitting or standing when on the trail.

INSTRUMENT PANEL

Digital multi-function instrument panel includes a fuel-level gauge and clock, and the CRF250L comes fully equipped with lights, turn signals, mirrors... everything you need for the street.

SMOOTH RIDE

A gear-driven counterbalance shaft helps to reduce engine vibration for a smooth ride, on-road or off-road. It's located so close to the crankshaft that the balancer weight passes between the two crank weights to keep the engine as compact as possible while improving mass centralization.

NEW CHASSIS

A brand new chassis developed specifically for the CRF250L provides excellent stability and agility, on the street or in the dirt.



JOURNEY WITH US

Join the **Honda Powersports Community**

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On Instagram @hondapowerca

DUAL SPORT, THREE WAYS

By: Paul Bremner

A WEEKEND WITH HONDA'S CRF250L

TIn my daydreams, I have a garage full of motorcycles. Not a Jay Leno-style aircraft hangar filled with antiques, but a small stable of bikes perfectly calibrated to my tastes and riding style. Alas, like most riders, I have the room—and budget—for only one motorcycle. Which means compromise. Or does it?

On a blustery autumn morning I find myself standing in front of the newest contender for the “do-all” motorcycle title: the CRF250L. Even with its entry-level price point, Honda has gifted it with some serious technology. There’s an inverted Showa fork, rear Pro-Link suspension, aggressive tires, and a high-output, fuel-injected motor. And there’s something else, as well... something about the CRF’s angular proportions and sharp lines. This bike projects attitude.

I turn the key and hit the starter. No choke to worry about. Nice. A bike like this begs for a few special tests.





CHALLENGE #1

DELIVERY

It's a sunny Saturday morning in Toronto, and the city's hopping. I'm at a local coffee shop where bike messengers gather for high-octane coffee. My companion is a veteran bicycle courier by the name of Ioana (ee-wanna) Stanca. Like the CRF, Ioana is small but mighty, with bulging quadriceps and an impressive set of dreadlocks spilling out from under her helmet. She's been riding professionally for three years and has never crashed. That's quite a record in this city.

I'd asked Ioana to devise a head-to-head motorcycle vs. bicycle challenge that will test the CRF's abilities in traffic. She's proposed a timed run through town to an office building in the city's fashion district. We'll each devise our own route; when we get to our destination we'll pick up a package and head back. Rules of the road must be obeyed.

I break out my phone and start planning a route. Ioana's sending us into the middle of a heavily congested grid of one-way streets and no left turn signs. Tricky girl. It's a clear attempt to negate my power advantage. Still, I'm determined to make the challenge as fair as possible, so I volunteer to stay off the expressway and stick to city streets. "Okay," she says with a small smile. Uh oh, I think. She seems entirely too confident.

With a mutual friend waiting at the pick-up point, we set our timers and head out. Ioana turns south, while I ride north a few blocks.

The road winds steeply down into the valley that cuts through the city, then connects with a direct route south. This road is my secret weapon—it's a bit out of the way, but it has few traffic lights and a healthy speed limit.

The CRF's motor sings a sweet song as I fly towards downtown, and the tall suspension gives me a clear view of surrounding traffic. In fourth gear at 70 km/hr there's minimal vibration and plenty of passing power. I'm making great time—now this is what city riding's all about! In short order I arrive at my exit and suddenly realize it's closed for construction. Oops. I continue south, then loop back up again to a stoplight. I've lost at least 2 minutes.

I head west into the core, turning north onto a four-lane, one-way street that cuts through the financial district. It's a great plan, but traffic is getting denser by the block. No problem—I use my superior vision and the Honda's punchy 250cc motor to navigate my way through traffic. The only thing moving faster might be a courier in a dedicated bike lane. This is going to be close.

As it turns out, I'm off by four minutes. When I arrive to pick up my package, Ioana has already come and gone. Change of plan: For the return leg I take a more direct route, a three-lane one-way running west to east. But construction brings me to a crawl, so I point the CRF north. I need to find a way east.

Remembering a taxi driver's short cut, I follow a tiny side street, then zip across to the other side of the craziness of Yonge Street. With its wide handlebars and super lightweight, the CRF is beyond nimble—as soon as my brain can plot out a new route, the little red rocket is already taking me there.

I zip back across the valley over the bridge, arriving back at the coffee shop in time to see Ioana getting in line to order a tea. I notice she's covered in sweat—hey, at least I made her work for it.

I join her in line and buy her a cup of tea. Once we sit down I ask for a breakdown of her secret route. It turns out she didn't have one. "The fastest way to get through traffic is to have a direction in mind, but be ready to change your route at a moment's notice," she says. "You want to be moving all the time...you can go slow if you need to, but you've got to avoid stopping."

Though Ioana finished slightly ahead of me, I came away impressed with the CRF250L's abilities as an urban commuter. The feather-light steering makes tight u-turns easy, and the narrow profile, supple suspension and tallish saddle are distinct advantages on congested city streets. There are not many bikes that are going to get through downtown traffic like a rider on a Honda CRF250L.

Provided they take the right route, of course. Next time, Ioana, I'm taking the expressway. >



DUAL SPORT, THREE WAYS

CHALLENGE #2

DISCOVERY

The following morning I head north out of the city. Storm clouds are heading in my direction, and wind gusts are rippling the long grass by the side of the highway.



I'm on my way to picturesque Caledon, Ontario, home of rolling hills, horse farms and the best twisty roads within a day's ride. There's an old ruin up there, the remains of a turn of the century brickworks. Somewhere nearby there's a buried treasure, and I aim to find it with my fancy new GPS.

Despite the hammering wind, the CRF allows me to maintain a stable, steady course. I tuck low against the tank and listen as the tall sixth gear settles the motor into a relaxed lope. I'm pleasantly surprised by how comfortable

I am. The CRF's riding position provides plenty of room for my rickety left knee, and the flat seat provides decent support. After almost an hour on the highway my rear end has no complaints.

I exit the highway and follow a series of side roads and town lines towards the village of Cheltenham. The roads alternate between pavement and gravel, and the CRF seems to like both. On twisty asphalt, it feels positively sporty; it's quick to turn in, and stable as it tracks through corners. The motor has remarkable mid-range punch for a 250, flinging me around bends and over hills with an enthusiastic howl. On gravel lanes I move close to the tank for stability, floating over ruts and potholes. When the gravel deepens I stand on the pegs and gas it, freeing the bike's rear tire to hunt for traction underneath me. The CRF makes me feel like a better rider than I probably am. I can't remember the last time I had so much fun on such technical roads.

I arrive at the Cheltenham Brickworks just before noon, a collection of spooky red brick buildings looming behind a chain link fence. The factory was founded in 1910, to take advantage of the area's "medina shale" clay. It was Canada's first mass production brickworks, churning out more than 90,000

bricks per day from its seven massive kilns. The factory shut its doors in 1958, but the buildings remain here by the foot of the Caledon Trailway.

I park the CRF by the entrance to the trail and consult my GPS for directions. The game is called geocaching. There are tens of thousands of caches (small treasure chests) squirreled away in city parks and trail systems all over the country. Cache owners post coordinates and clues online, and challenge others to find them. When you find a cache, you sign its logbook, take an item and leave something else.

I follow my compass back and forth along the trail, until it occurs to me that the name of the cache provides the answer: "Resting in Loving Arms." I soon find it hidden in the arms of a large tree—a small plastic container covered in camouflage fabric. I sign the logbook and inspect the contents of the cache. Among the usual kids' toys and tchotchkes is a pack of dental floss. Thanks, but no thanks—I'll buy mine from the drugstore. Before replacing the cache and zooming off on the CRF, I leave a gift of my own for the next geocacher: a small button that reads, "You meet the nicest people on a Honda."



Adding a little touch to the cache



CHALLENGE #3

DOWN N' DIRTY

Despite the big grins I've had exploring Caledon's gravel backroads, I have to be honest—I'm an enthusiastic but decidedly amateur dirt rider. To explore the CRF250L's real capabilities, I need to turn it over to someone with some skills. I point the Honda northward once again, towards a friend's farm in the Shelburne, Ontario area.

By the time I arrive at the farm I'm good and wet. The sky is a blue-grey patchwork of storm clouds, and I've had rain on and off for the last half hour. I'd be happy to turn the CRF over to my buddy Sean, but he's got someone else in mind—teenage dirtbiker Kyle Bichard, who some say is a phenom. Kyle has been riding since he was three and is one of Ontario's top enduro racers. His idea of a good time is riding his Honda racebike through forest trails and muddy tracks and over slippery logs. If anyone can take the measure of the CRF, it's him.

As Kyle straps on his helmet, we pile into Sean's pick-up truck for a short drive across the farm. There's a pen with horses, a grove of pine trees with a treehouse, and even a dirt track for radio-controlled four-wheelers. Sean, a father of two, has my vote for dad of the century. "We're in the business of having fun," he says proudly.

The best bit is the homemade European-style grass track that has been mowed out on the far side of the farm. It's an amazing bit of work, with curves and corners like a Moto GP track on turf. Within moments Kyle arrives on the CRF and enters into the track, still glistening from the recent rain. My

eyes widen, and I start thinking of how Kyle's ability to handle this bike is obvious.

But Kyle is just getting started. As his comfort with the CRF grows, his laps get faster and faster. I marvel at how relaxed he looks. In one fast sweeping left, the back end of the CRF slides out again and again; Kyle simply adjusts his body position, gooses the throttle and powers forward. Trying the same corner at the same speed would land me in the weeds about 20 yards downfield.



After a few laps Kyle rolls in with a big smile on his face. As a kid who lives for competition, he wasn't sure what to expect from a street-legal dual sport. But he's clearly having a good time. "The motor's so smooth. It's almost like it's electric. There's no vibration at all. And the brakes are really good." Kyle also gives the suspension a thumb up. "It's really firm. I'm kind of surprised."

I look at the formerly pristine CRF250L, now plastered with mud and spiky weeds, and think, I'm surprised, too. Despite my daydreams of a garage full of bikes, to have crazy adventures in the city, the country and the dirt, it turns out all you need is one really good motorcycle. Big fun requires no compromise. **HRG**



Kyle Bichard lives for competition.



2013 CRF450R

NEW
for
2013Win more races
with less effort.

Say hello to the quickest, easiest-to-ride CRF450R ever.

The amazing new CRF450R allows you to go faster, for longer, thanks to its completely re-engineered chassis and improved engine performance. For starters, check out the all-new KYB PSF® (Pneumatic Spring Fork) air fork front suspension. Way lighter than a conventional coil-spring fork, it offers easier adjustment and produces less internal friction. An all-new twin-spar aluminum frame was designed specifically to work with the new fork — the twin spars have been repositioned to lower overall centre of gravity and improve handling. At the back, a compact KYB shock that sits lower in the frame is connected to a brand new aluminum swing arm. The result of all these upgrades? Improved suspension action, steering feedback and chassis compliance. Or put another way: faster lap times.

The changes to the Unicam fuel-injected engine are equally exciting. A new cylinder head with larger exhaust valves, increased compression ratio, a heavier flywheel, a reshaped airbox, a redesigned clutch, and other improvements add up to major gains — with no loss of top-end power.

And check out the CRF450R's new exhaust system, which moves the mufflers way closer to the bike's centre of mass. They're super short and compact, and work in concert with the new bodywork to help make this the most flickable CRF450R ever.

Dial it in to perfectly suit your riding style, and the new Honda CRF450R will make getting to the top of the podium easier than ever.





NEW AIR FORK

The new 48 mm inverted air fork is almost a kilogram (2 pounds) lighter than a conventional fork, is super easy to tune (all you need is an air pump) and totally eliminates internal spring-to-fork-leg friction.

UNICAM ENGINE

The Unicam engine features a new piston with increased compression ratio (to 12.5:1 from 12:1), a new two-hole oil jet that adds extra cooling to the piston's underside, a new cylinder head with revised porting and larger exhaust valves (to 31 mm from 30 mm), revised cam timing, and lots more.

NEW & IMPROVED

New aluminum frame and swing arm, new and lighter subframe, new radiators, new front and rear brake-rotor covers, improved footpeg mounts with a patented debris-shielding design... it's an all-new way to get to the checkered flag first.

PROGRESSIVE STEERING DAMPER

Developed by the factory racing team, the Honda Progressive Steering Damper is lightweight, compact and enhances cornering ability while reducing rider fatigue.

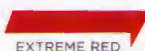
MUFFLERS

Twin mufflers are shorter, lower and tucked in much closer to the chassis, which helps make the CRF450R even more agile while also contributing to the engine's improved power. They're quiet, too, at just 94 db.



CRF450R

COLOUR



EXTREME RED



2013 CRF250R

Change is good for the CRF250R.

Large gains in on-track performance often come from many small, important changes. Nowhere is this more true than with the Honda CRF250R, which incorporates numerous upgrades to its engine and suspension that help kick it up to the next level for 2013.

The CRF250R's engine is already known for its broad powerband and right-now throttle response, but recalibrated fuel-injection settings result in an even bigger hit and better response in the low-end and midrange. Superb handling has also been one of the CRF250R's key advantages, and now new damping circuitry front and rear, plus new fork springs with a stiffer rate, deliver better bump absorption, improved tracking and more precise handling through extra-rough sections of track. And, new-generation Dunlop Geomax MX51FA tires improve traction and feel, while the rear tire also reduces unsprung weight for even more-responsive handling.

In the motocross world, if you're not constantly improving, you're going backward. So hop on a Honda CRF250R, and go forward. *Fast.*

COLOUR

EXTREME RED

2013 CRF150RB

Small size. Big punch.

Don't let the smaller size fool you. The Honda CRF150RB is a serious motocross bike jam-packed with the same high-tech engineering that makes the bigger CRFs the choice of winners worldwide.

Serious riders will appreciate the high-revving 149 cc liquid-cooled Unicam engine, which produces the type of broad powerband that makes learning easy, and winning even easier. And with the handling benefits of a semi-double-cradle frame with aluminum swing arm and Showa suspension, you'll quickly learn the fastest way through the toughest sections. Plus, wheel sizes of 19-inch front and 16-inch rear make the CRF150RB the perfect fit for smaller-sized riders or those just getting up to speed.

If you want to win while you learn, and learn while you win, the Honda CRF150RB is serious about helping you out.



COLOUR

EXTREME RED



CRF450X

COLOUR

EXTREME RED

Built to win.

Whether you ride off-road for trophies, for training, or just for fun with your friends, here are two bikes that are loaded with everything you need to help you ride your best: the Honda CRF450X and CRF250X.

These are pro-level enduro machines, built to win, with DNA from the potent CRF450R and CRF250R motocrossers. The Unicam 4-stroke engine in each bike has been tuned specifically for the unique demands of enduro competition and aggressive trail riding, producing immense torque for the most muddy and rocky sections, and thrilling top-end power for when the trail straightens out. Lightweight titanium intake valves, a high-compression slipper-type forged piston, and a Keihin FCR-type carburetor with an accelerator pump, all contribute to engine performance that's crisp, strong and easy to modulate. And getting them fired up couldn't be easier – just press a button and the electric starter takes care of the rest.

The fully adjustable Showa suspension has also been specially calibrated for the harsh existence of an enduro bike — the CRF450X even boasts the same Honda Progressive Steering Damper (HPSD) and similar aggressive chassis geometry found on the CRF450R for amazing agility, superior high-speed stability, and reduced arm fatigue. Tight turn ahead? Factory-style brake rotors slow you in a hurry while also lowering unsprung weight.

And of course, the enduro halogen headlight, LED taillight and resettable odometer are all race-ready.

When it comes to serious fun, you're always a winner on a Honda CRF450X or CRF250X.

DURABILITY

An enduro bike leads a tough life, which is why you want one that's built to the highest standards of quality and reliability. A bike that has proven itself in places like Baja. It's why you want a Honda.

MAXIMUM POWER

The engine's Unicam valve train provides the lightweight of a compact single-cam design and the optimum combustion chamber shape for maximum power.

ERGONOMICS

Ergonomics are optimized by adapting the handlebar, seat and footpeg height to place the rider's legs at the narrowest cross-section of the frame for improved comfort and handling.





Choose the CRF that suits you, or your youngest rider, best. Then get ready to enjoy a sport like no other.

Of course, you know how much fun it is. But just think of all the other great benefits of off-road motorcycling. For starters, it's terrific exercise and a wonderful way to hone your hand-eye coordination and other physical and cognitive skills. And it teaches life lessons — everything from decision-making, to the etiquette of correct trail manners, to the importance of wearing the right protective gear and maintaining your bike properly.

Best of all, you can share all these benefits with your entire family, thanks to Honda's CRF-F collection of fun, user-friendly and reliable off-road bikes.

Each bike in the CRF-F family is just a bit bigger than the one next to it in overall size or power, and has just a few more features and requires just a bit more skill to operate. Each is built to the same high standards as every other Honda motorcycle, with advanced design and engineering, high-quality metallurgy, impressive fit and finish and careful attention to safety issues. These are true Honda motorcycles in every respect, not flimsy toys.

For the young riders in your family, the CRF50F and the new CRF110F both feature an automatic clutch that virtually eliminates stalling when accelerating from a stop, plus a throttle limiter and

keyed ignition for an extra measure of safety. The CRF110F replaces the popular CRF70F, gaining a little extra user-friendly power, a four-speed versus three-speed gearbox, the convenience of electric start, improved handling and much more.

For bigger, more-skilled riders, the CRF80F and CRF100F graduate to a manual clutch and a smooth-shifting five-speed transmission. Their quiet, reliable, 4-stroke engines have a wide, user-friendly powerband and are difficult to stall, making these bikes easy to ride for novices and experienced riders alike. The CRF80F has a more compact stature thanks to its smaller 16-inch/14-inch wheel sizes, while the CRF100F rides on bigger 19-inch front and 16-inch rear wheels.

The CRF150F provides yet another step-up in both overall chassis size and seat height, and it comes equipped with a hard-stopping front disc brake, electric start and premium Showa suspension. And at the head of the CRF family you'll find the CRF230F, with its appealing blend of small-bike agility and extra power. It boasts most of the same features as the CRF150F, including electric start, but rides on full-size 21-inch front and 18-inch rear wheels.

Choose the CRF-F that suits you or your young rider best, then get ready to enjoy a sport like no other.



COLOUR  EXTREME RED



CRF110F



110 CC ENGINE

New air-cooled single-cylinder 4-stroke 110 cc engine is tuned for the beginning rider, it's designed to be easy to operate.

EASY SHIFTING

Four-speed gearbox with automatic clutch teaches your young rider the fundamentals of shifting without needing to master a manual clutch.

MATCH RIDER ABILITY

Adjustable throttle limiter allows parents to tune performance to match rider ability.

ELECTRIC STARTER

Convenient electric starter with kickstart backup lets the fun begin with the push of a button.

HANDLING

New backbone frame and swing arm blends a high degree of rigidity with a certain amount of tuned flex for excellent handling. The frame also incorporates safety covers at heat points and carrying handles for easy transport.

COLOUR



GETTING READY TO RIDE

As part of our Safety For Everyone philosophy, Honda CRF-Fs include numerous design elements and components that are important to consider when choosing an off-road motorcycle for a new or young rider. You can find some of these listed in the chart below—it's arranged in order of models that will fit a rider as he or she grows and learns, from the small CRF50F all the way to the full-size CRF230F.

Although the physical matching of a young rider to his or her bike is very important, there are other factors to consider, including coordination, judgment, emotional development and more. If you are already confident in your child's physical ability, please also ensure that he or she knows and understands the rules for riding and that

certain limits are necessary for safe bike operation. A youngster who can't or won't follow parental directions probably isn't ready for an off-road motorcycle. Try to be honest when you evaluate riding readiness. If a young person is too small, has poor coordination, takes unnecessary risks or doesn't make good judgments, perhaps more time is needed for him or her to mature before riding off-road. But don't worry, because kids grow quickly and you all should be riding together before long.

When your youngster is ready to ride, Honda will be there to help. Honda's Junior Red Riders program has given thousands of kids their first taste of off-road fun in a safe, controlled environment. Visit honda.ca/motorcycleevents for more info.

Feature	CRF50F	CRF110F	CRF80F	CRF100F	CRF150F	CRF230F
OVERALL DIMENSIONS (shown in length x width x height)	1,302 x 581 x 774 mm	1,560 x 686 x 912 mm	1,749 x 727 x 995 mm	1,853 x 786 x 1,046 mm	1,945 x 786 x 1,117 mm	2,059 x 801 x 1,167 mm
RIDER RECOMMENDED WEIGHT	Less than 40 kg	Less than 100 kg	Less than 100 kg	Less than 100 kg	Less than 100 kg	Less than 100 kg
SEAT HEIGHT	548 mm	667 mm	734 mm	785 mm	832 mm	878 mm
SEAT-TO-PEG DISTANCE	339 mm	415 mm	463 mm	467 mm	494 mm	513 mm
WHEEL SIZE	10 in. front 10 in. rear	14 in. front 12 in. rear	16 in. front 14 in. rear	19 in. front 16 in. rear	19 in. front 16 in. rear	21 in. front 18 in. rear
KEYED IGNITION	Yes	Yes	Yes	Yes	Yes	Yes
STARTING SYSTEM	Kick	Electric	Kick	Kick	Electric	Electric
AUTO CLUTCH	Yes	Yes	No	No	No	No
ADJUSTABLE THROTTLE LIMITER	Yes	Yes	No	No	No	No
FOLDING, NON-SLIP FOOTPEGS	Yes	Yes	Yes	Yes	Yes	Yes
DURABLE PLASTIC BODYWORK	Yes	Yes	Yes	Yes	Yes	Yes



2013 ATV TECHNOLOGY

BETTER BY DESIGN

There's a reason you see so many Honda FourTrax ATVs on job sites, farms and trails right across Canada. In fact, there are plenty of reasons.

ELECTRIC POWER STEERING

Adapted from the proven systems developed for Honda automobiles, Honda's Electric Power Steering (EPS) works so well and provides so many benefits, we know you'll be won over after your very first ride. EPS uses sensors to measure both the ATV's ground speed and the amount of effort exerted by the rider at the handlebar. A computer takes that data and instantly instructs a compact electric motor to help the steering shaft turn the front wheels. The motor provides little or no assistance when you're cruising down a flat, straight trail and you don't want a small or unintended movement of the handlebar to cause you to turn, but it provides maximum assistance when you're crawling through a tight, muddy or rutted section and you need to crank the handlebar hard. Not only can you easily turn the handlebar to steer around obstacles, the system also acts like a steering damper to help minimize kickback at the handlebar.

BRAKES

On some ATVs, debris collected in the rims can damage the rotors or calipers, or result in inconsistent braking performance. With Honda's patented built-in scraper system that helps keep mud and snow from building up inside the wheels, debris doesn't get a chance to make a mess of your brakes.

Sudden jolts or excessive shaking of the front wheels can cause the brake pads to be pushed away from the rotor surface, requiring you to "pump" the brake lever to get the brakes working again. On a Honda FourTrax, a flexible mount at one end of the caliper damps out steering-shake force



to allow the brake pads to better follow the disc at all times.

To extend the lifespan of the brake pads, we've used pads that are twice as thick as most and more durable. We've even equipped the pads with an audible wear indicator that warns you when they may need replacing.

Honda's exclusive torque-sensing front differential greatly reduces torque steer and steering effort, improving handling and reducing rider fatigue.

The switchgear on all Honda ATVs is protected by rubber boots and neatly tucked away, and wiring harness connectors are marine grade.

Honda's unique floorboards have deep wells with steel-toothed footpegs for control when sitting or standing.



TRANSMISSION SYSTEMS

Honda offers a range of different transmission systems, each matched to the ATV's intended purpose and the type of riding you do most often. No other company gives you so many transmission options.

A tried-and-true foot-shift gearbox with automatic clutch is hard to beat for simplicity and durability, which is why you'll find it on hard-working ATVs such as the TRX500FPM Foreman, TRX500FM Foreman and the TRX420FM. Or choose the TRX500FPE Foreman or TRX420FPE, which combine the durability of a manual gearbox with the convenience of Honda's innovative Electric Shift Program™ (ESP)—you shift with the push of a handlebar-mounted button, rather than with your foot.

For riders who prefer fully automatic shifting, Honda developed a transmission with many of the benefits of the heavy-duty hydraulic systems found on construction equipment, all packed in a compact, light weight housing. The Hondamatic™ transmission used in the TRX500PG

Canadian Trail Edition Rubicon employs a small hydraulic pump that efficiently converts power from the engine into power at the wheels. Because it doesn't use a belt,

All Honda FourTrax ATVs feature liquid-cooled engines that run at a more consistent operating temperature, which permits tighter tolerances during manufacturing, and in turn produces more horsepower and improved durability.

it won't wear or slip like some other ATV automatics. Plus it's smooth and quiet, and it even provides true engine braking for those tricky downhills. And to make this system even better, you can also use ESP to override the automatic settings and manually shift into one of five preset ratios.

For the TRX680F Rincon, Honda engineers decided that another transmission design was required to provide smooth but sporty shifting much like a car's. With a hydraulic torque converter and three independent hydraulic clutches, the Rincon's transmission automatically selects the gear ratio that's appropriate for the conditions, or you can use ESP to override the automatic settings. It's so smooth, you'll hardly feel it shift. And like the Hondamatic, the Rincon's transmission is durable, highly resistant to dirt and water damage, and has no belts to burn out or replace.

To give riders the performance, durability, efficiency and direct feel of a manual transmission with the ease-of-use of an automatic, Honda engineers came up with another innovation: the twin-clutch automatic transmission used in the TRX420PG Canadian Trail Edition. This constant-mesh, sequential-shift transmission uses separate clutches for odd and even gears—one clutch for first, third and fifth, and another for second, fourth and reverse. This allows for almost instantaneous, seamless shifts into the next gear, because the system is always ready to engage the next shift, providing both a sporty feel as you accelerate and true engine braking as you decelerate. Plus, the twin-clutch automatic transmission operates at very high efficiency, meaning very little of the engine's power is wasted.

Better ways to shift, designed just for you and the way you ride. Only from Honda.



REAR SUSPENSION

Honda's hardest-working ATVs—like the TRX500FPE Foreman shown here—use a solid-axle rear-suspension system calibrated specifically for working conditions. A solid-axle rear end retains consistent ground clearance and can handle more predictably when carrying or towing a load—particularly on sidehills or other difficult terrain.

The Independent Rear Suspension (IRS) systems used by the TRX680F Rincon and TRX420PG Canadian Trail Edition have been carefully engineered to maintain the stability that Honda ATVs are famous for, plus provide isolation from rough terrain in some conditions. On both systems, high-quality shocks ensure superior comfort so you'll still feel fresh even after long hours of work or play.

WEIGHT

Why is light weight so important to Honda? The lighter the ATV, the faster it can accelerate and the quicker it can stop. A lighter ATV also corners with more precision and stays more composed over bumpy terrain. A light weight ATV also puts less stress on its engine and chassis components, so durability is improved. Steering is easier, flotation over mud, snow and other soft terrain is improved, and the ride is less tiring and more comfortable. Light weight also means you can carry extra gear on the front and rear racks without exceeding the tires' load capacity, and you can squeeze more kilometres of work or more hours of recreation out of the same amount of fuel. Climbing or descending hills is easier, too. For so many reasons, a lighter ATV is a better ATV. That's why Honda ATVs continue to be the light weight leaders in class after class.

ENGINE MOUNTING

The longitudinal engine mounting used on all Honda FourTrax ATVs eliminates the need for heavy, complex, horsepower-robbing bevel gears to transfer power from the engine to where it's needed: the front and rear axles. Not only does this improve powertrain efficiency and cut weight, it also allows more leeway to position the engine precisely where it provides the best machine balance and centre of gravity. Weight is divided more equally over all four wheels, which improves manoeuvrability, cornering, braking, traction... you name it.

Honda's PGM-FI electronic fuel injection system enhances starting, drivability, fuel economy and emission control performance, and is the only ATV system that will allow pull starting when the battery is dead.



2013 TRX680F RINCON



It's the sport-utility ATV that punches way above its weight.

The Honda TRX680F Rincon may not be the biggest open-class ATV out there, and it's certainly far from the heaviest. But pound for pound, nothing performs better.

The Rincon's impressive power-to-weight ratio is just one of the reasons for its trail superiority. Honda engineers worked hard to keep everything as light as possible, and based on simple physics, that means the Rincon's sophisticated 675 cc fuel-injected liquid-cooled engine can outperform the bigger engines in those heavier ATVs. Improved fuel economy and better durability are nice side benefits of a smaller engine too.

This same design philosophy can also be seen in the Rincon's durable automotive-style transmission. It's compact, protected from the elements and has no belts to burn out or replace. It's fully automatic, but if you feel like shifting manually, the integrated Electric Shift Program (ESP) lets you choose a specific gear with the simple push of a handlebar-mounted button. You get all the benefits of an automatic transmission, combined with the advantages of a manual.

Of course, lighter weight also has huge handling benefits when you're tackling a tight or bumpy trail, and here the Rincon really shines. Independent front and rear suspension systems have been specially designed to provide a smooth ride without compromising the stability that Honda ATVs are famous for. Plus, strong front and rear disc brakes have been engineered to work predictably in the toughest conditions and to keep pad wear to a minimum.

You can buy a bigger open-class ATV, but you can't buy a better one. One ride on a Honda TRX680F Rincon, and we know you'll see the light.



EFFICIENCY	ENGINE	TRANSMISSION
Fuel-injection helps to ensure crisp throttle response, rapid warm-up and a stable idle, while also adjusting automatically for changes in temperature and altitude so the engine always operates at peak efficiency.	The powerful 675 cc liquid-cooled engine sits with its crankshaft oriented longitudinally in the chassis so it points to the front and rear axles, eliminating the need for horsepower-robbing bevel gears and saving weight.	The rugged automotive-style automatic transmission incorporates ESP, switchable 2WD/4WD and an easy-to-use reverse.

TRX680F

COLOUR PATRIOT RED

Selecting the right Honda FourTrax utility ATV can be a daunting task.

All offer excellent versatility with a large overlap in function, but each model has its special features and strengths that make it best suited to certain applications.

That's where this handy chart can help.

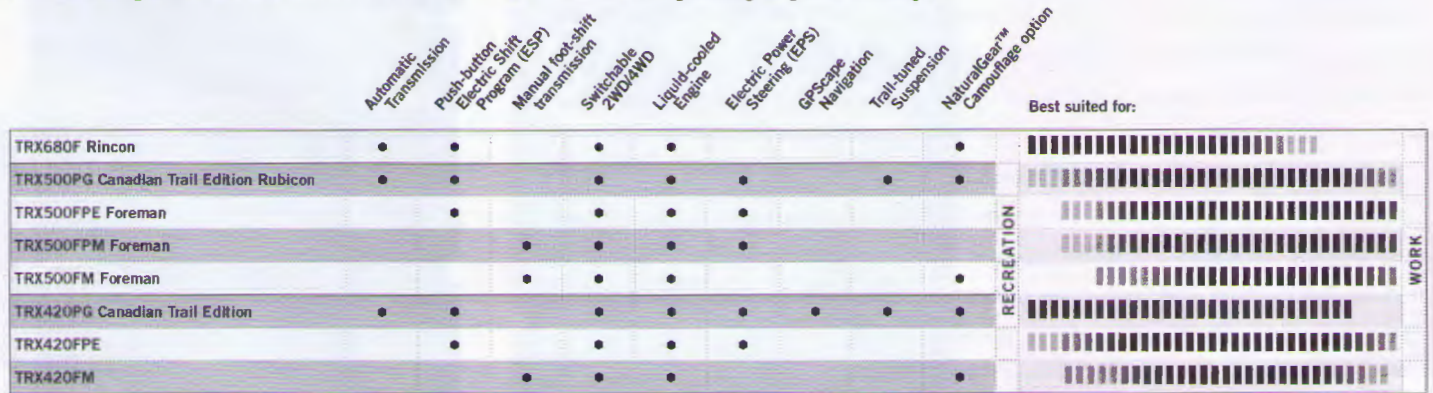
We've listed every FourTrax utility model, along with selected features and a scale that indicates whether the ATV is "best suited for" recreation or hard work. The thickest and darkest part of the bar shows the ATV's

primary suitability.

For example, the closer the bar stretches toward recreation, the better it will be for long-distance trail riding or fun use around the cottage—it will be easy to operate, comfortable, and have special features that are important for recreation, such as GPScape or trail-tuned suspension. The closer the bar stretches toward hard work, the better the ATV will be for pushing a plow, towing a

heavy load, or taking on rugged chores on the job site. An ATV that falls somewhere in the middle will offer slightly less trail comfort or fewer features, or slightly less towing performance or engine power.

Start your search for the perfect FourTrax right here, then visit your local Honda ATV dealership to get a closer look at everything Honda FourTrax ATVs have to offer.



ATVS ARE NOT TOYS

ATVs are wonderfully fun and versatile vehicles.

They can help out with chores around the farm or cottage, tackle tough jobs on the work site, or bring friends together for fun days on the trail. But there is one thing that ATVs are not: They are not toys.

Most ATV injuries occur where the rider wasn't using the ATV the way it was intended to be used, wasn't obeying the law, wasn't wearing the recommended or required equipment, or simply wasn't giving it the respect it deserves. These situations could result in serious injury or death.

Ride an ATV too fast for your capabilities or the terrain, and it can go off the trail. Load it improperly and it can become unstable. Put a small rider on a full-size ATV, and it can become hard to control.

Like any motor vehicle, ATVs require training and must be used with care. At Honda, we put safety first in the design and construction of all our ATVs. And we continue to believe that talking openly about ATV safety is the best way to get the message out that, well... ATVs are not toys.

Here are a few reminders about how to use your ATV properly:

- Never put a youngster on an ATV designed for an adult. The weight of a full-size ATV can easily crush a small person.
- Honda's ATV lineup includes a range of models, including one that is suitable for riders as young as 10 years of age. Still, not every 10-year-old is ready to ride an ATV. Or 13-year-old. Or 15-year-old. As a parent, ask yourself: Are they large enough and strong enough to reach and operate all the controls? How well developed is their hand-eye coordination, agility and balance? How is their problem

solving and judgment? Can they recognize unsafe actions or risks? Do they understand consequences? Can they follow instructions?

- Proper adult supervision of young or learning riders is necessary on every ride. If you can't personally ride with or supervise your youngster, make sure a qualified, caring adult will be there.
- Always wear a helmet and other protective gear, for example eye protection, gloves, long pants, a jacket, boots, etc. Too many ATV fatalities involve riders who weren't wearing a helmet.
- Honda believes that current ATV design cannot safely accommodate a passenger. An ATV passenger will raise the centre of gravity, move the centre of gravity rearward, and increase overall weight, negatively affecting lateral stability. An ATV passenger may also physically interfere with the operator, which may limit safe and proper control. Honda recommends that you do not carry a passenger on any type of ATV.
- Higher speeds require faster reaction times and higher skills. Consider skill level, terrain, and the conditions when setting your pace.
- Steep hills or sidehills can result in the ATV rolling over, which is a primary cause of injury. Avoid this type of terrain.
- ATVs should not be operated on paved or other high-traction surfaces. If an ATV must be operated on a high-traction surface, reduce your speed significantly and use extreme caution.
- Alcohol is a factor in many off-road accidents. Never ride when under the influence of alcohol or drugs.



2013 TRX500PG RUBICON CANADIAN TRAIL EDITION

The Honda TRX500PG Canadian Trail Edition Rubicon wears the maple leaf with pride.

Developed for the Canadian riding style, and tested in the toughest conditions right here in Canada, the Canadian Trail Edition Rubicon is the first ATV built just for you. With its special adjustable suspension, light overall weight and a low centre of gravity, the Rubicon is designed to provide a stable, confident, comfortable ride over just about any terrain you're likely to encounter.

The fully automatic Hondamatic transmission with switchable 2WD/4WD works effortlessly and reliably (with no belts to replace or burn out) to transmit power from the longitudinally mounted 499 cc liquid-cooled engine to the wheels. Or if you want to shift yourself, the Electric Shift Program's (ESP) push-button control allows you to override the automatic settings and manually shift into one of five preset ratios. Auto or manual — you choose.

And when the going gets really tough, we know you'll love the Rubicon's Electric Power Steering (EPS) system that greatly reduces steering effort and improves stability with its hard-stopping and durable front disc brakes.

Want an ATV that's ready and willing to take you on your next great Canadian adventure? Just look for the maple leaf on the front.

COLOURS

PATRIOT RED



NaturalGear™ CAMO

**EFFICIENT & LIGHTWEIGHT**

The Rubicon's rugged 499 cc liquid-cooled 4-stroke engine is mounted longitudinally in the frame, allowing direct driveshaft alignment to front and rear wheels for improved drivetrain efficiency and reduced weight.

BRAKING

Dual front disc brake calipers feature a patented built-in scraper system to remove mud and snow from inside the front wheel to help prevent build-up of debris between caliper and rim, helping to ensure consistent braking performance.

NaturalGear™

Choose red or NaturalGear™ camouflage—it provides superior camouflage performance in a wide variety of conditions, and a special application process ensures superior durability.

HONDA GENUINE ACCESSORIES

Easily dig yourself out of winter's worst with this durable ATV snow plow, equipped with a corrosion resistant blade and components. Its 54-inch metal blade has a scraper bar, adjustable skid heights and five angle positions. Includes a quick-set turntable-style plow base and a cable hook/unhook attachment for ease of use. Corner markers and blade upper apron also available. Visit honda.ca or your local Honda dealer for more details.

From the Arctic to the oil fields, from the forests to the farms—and just about everywhere in between.

The Honda TRX500 Foreman has earned its rock-solid reputation the hard way, through hard work in some of the hardest conditions imaginable. From the Arctic to the oil fields, from the forests to the farms—and just about everywhere in between—the Foreman has proven its worth over and over and over again.

Everything you need to get the job done quickly and easily, you'll find on the Foreman. Its 475 cc liquid-cooled engine is equipped with electronic fuel-injection for strong, consistent performance regardless of altitude or temperature, plus reliable cold-weather starting. When you're traversing really tough terrain or towing or carrying a big load, many avid ATV riders prefer the ease-of-use that a manual transmission offers. The Foreman's engine drives an incredibly rugged, but smooth-shifting, five-speed gearbox with fully automatic clutch.

And in the toughest conditions, and when carrying the biggest loads, nothing beats a solid-axle rear suspension for stability, predictable handling and consistent ground clearance. We've also made sure that the Foreman's combination of light weight solid-axle rear end and independent double-wishbone front suspension—all with adjustable shocks—provides a comfortable ride all the way from the beginning to the end of a long dawn-to-dusk workday.

Dual front disc brakes, high-performance Maxxis tires, multi-function LCD digital instrumentation, durable bodywork with excellent splash protection... it all adds up to an ATV that you can rely on, day in and day out. That's the Honda TRX500 Foreman.



COLOURS

PATRIOT RED

NaturalGear™ CAMO

TRX500FM

A tried-and-true foot-shift gearbox and non-assisted steering—the traditional favourite.



COLOUR

PATRIOT RED

TRX500FPM

All the many benefits of Electric Power Steering, combined with conventional foot-shift operation of the five-speed gearbox.



COLOUR

PATRIOT RED

TRX500FPE

You get the push-button convenience of Honda's Electric Shift Program for operating the gearbox, plus Electric Power Steering for reduced arm fatigue and even better control over rugged terrain.



FOREMAN



2013 TRX420PG CANADIAN TRAIL EDITION



Work to be done?
No sweat!

Fully equipped for fun on the trail or medium-duty work, the Honda TRX420PG Canadian Trail Edition is such a versatile performer, you'll find yourself dreaming up new ways to put it to use.

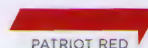
This is a midsize ATV that can do almost anything a bigger ATV can do. Its light weight and comfortable size make it a perfect fit for all types of riders, and all types of riding.

Heading out on a weekend trail ride with your buddies? The TRX420PG CTE's Independent Rear Suspension (IRS) and Electric Power Steering (EPS) will keep you out in front through the tightest, gnarliest trails. Suspension settings developed through extensive testing right here in Canada help to ensure a smooth, comfortable ride. With an IRS system that is specially designed to soak up bumps while maintaining the low centre of gravity, minimal body roll and overall stability that Honda ATVs are famous for. And if your trail-riding adventure takes you into unfamiliar territory, you can rely on the built-in GPScope global positioning system to help you get there and back. No problem.

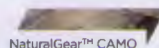
Work to be done? No sweat for the fuel-injected and liquid-cooled 420 cc engine, which is mounted longitudinally in the chassis for reduced weight and complexity and improved efficiency. This is just one of the ways Honda engineers managed to keep the TRX420PG CTE so light, which helps it make short work of terrain that would bog down a bigger, heavier, lesser-equipped ATV.

Practical and playful, the Honda TRX420PG Canadian Trail Edition can't wait to show you all the ways it can make your work easier and your weekend adventures even more fun.

COLOURS



PATRIOT RED



NaturalGear™ CAMO

TWIN-CLUTCH

The innovative twin-clutch automatic transmission gives you the performance, durability, efficiency and direct feel of a manual transmission with the ease-of-use of an automatic. You feel the system shift smoothly through its five gears like a sports car, yet you never have to worry about using a manual clutch lever or being in the wrong gear. And, of course, there are no belts to slip or wear out.

BRAKING

Front and rear disc brakes are designed to deliver consistent braking performance in all sorts of conditions, and to minimize pad wear.

TRX420PG

No complaints. No excuses.

The Honda TRX420FPE and TRX420FM share a hard-working, do-anything character that's just what you need to make chores around the house, cottage, farm or job site easy and fun. And when the workday is done, they're both more than willing to let loose for a little trail-riding excitement, too.

It's the predictable, secure handling of these ATVs that makes them so competent, versatile and easy to ride — and so popular in such demanding lines of work as surveying and ranching. The solid rear axle, front and rear adjustable suspension, light weight and low centre of gravity combine to produce confidence-inspiring stability over all sorts of tough terrain. The 420 cc liquid-cooled engine is also designed to get the job done in a no-nonsense manner — it's fuel-injected for consistently strong power in all conditions, and it sits longitudinally in the frame to improve efficiency and reduce weight and C of G even further. You also get an easy-to-use 2WD/4WD shifter, plus front disc brakes with long-life pads and a special scraper system to help prevent damage.

On the FM, a tried-and-true foot-shifter operates the durable five-speed transmission. On the FPE, Honda's Electric Shift Program (ESP) lets you upshift or downshift with the simple push of a handlebar-mounted button. And for the ultimate in ease of use and control, the FPE also comes equipped with Honda's Electric Power Steering (EPS) — it makes long days of play or work a lot less tiring.

The Honda TRX420FPE and TRX420FM: Two tough-as-nails ATVs; countless ways to put them to work.

AUTO CLUTCH

The heavy-duty automatic clutch with a low rpm engagement point provides excellent driveability and towing capability.

2WD/4WD

Easy-to-use 2WD/4WD shifter stays in the mode you select even after the ATV has been turned off.

LIGHT WEIGHT

Lower vehicle weight gives you more control, as well as making the ATV easier to load and unload from a trailer.



TRX420FM

COLOURS

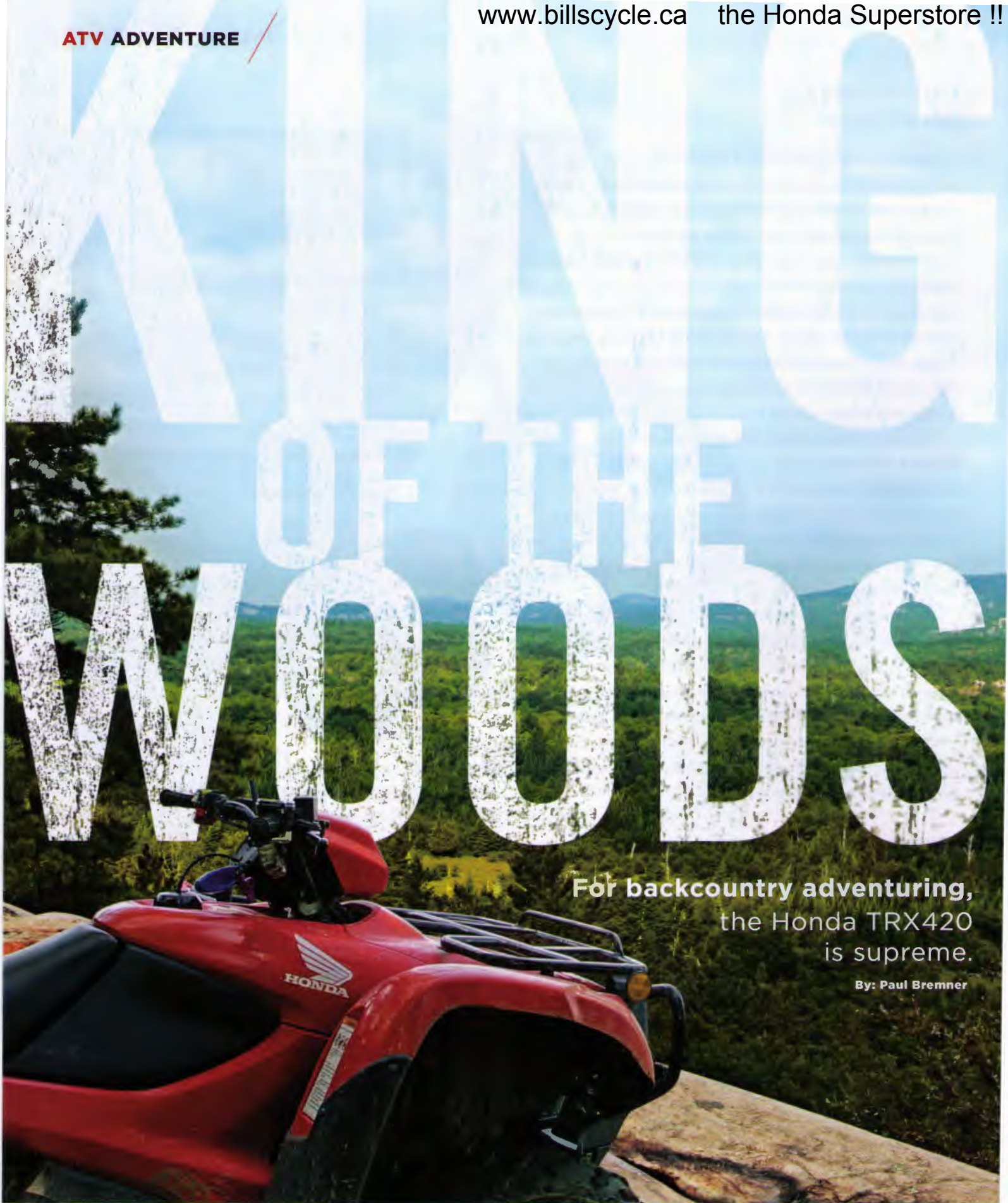

 PATRIOT RED


 NaturalGear™ CAMO


TRX420FPE

COLOUR


 PATRIOT RED

For backcountry adventuring,
the Honda TRX420
is supreme.

By: Paul Bremner

W

ith a raised hand, our guide, Kevin, signals us to stop. We come to a halt behind him, a half-dozen of us on Honda four-wheelers, strung out along the narrow forest trail. We're riding the backwoods of the Muskoka region of Ontario with BearClaw Tours, and if you want to enjoy all that an ATV (All Terrain Vehicle) has to offer, this is the place to be.



Kevin spins around on his seat to look back at us. "The next section is pretty rough," relays back to the idling group. "At the top of the hill, on the right hand side, there's a big rock. I want you to aim for that rock with your right front tire. Turn left when you reach it and sneak through the gap between the trees and the rocks. No problem—just take it slow."

The fact that he has singled out this hill for special attention has me worried. We're only a half hour into a four-hour adventure, and we've already tackled some of the steepest, stoniest, most waterlogged trails I've ever seen. How could this be any more intense?

Kevin roars ahead, seeming to shoot almost vertically up the trail. Woah, that is steep. And slick. I can see now that the "hill" is essentially a giant hunk of Canadian Shield granite. Kevin turns at the big rock on top of the hill and successfully advances to the other side.

My turn. Following that morning's training, I stand up on the Honda's pegs, thankful for the unique and ingenious floorboard design, and shift my weight forward as if to 'kiss the headlights'. Then I press my thumb against the throttle control and the crisp, fuel-injected motor boosts me forward, easily propelling me up the hill's stony face. I wince as I glance off the big rock on top (as opposed to the really big rock I've just climbed), but feel no more than a gentle nudge. I effortlessly crank the handlebars to the left, slipping between the trees and follow the trail and down into the gully below.

Like the man said—no problem.

ATV riding offers a rare opportunity to experience Canada's vast wilderness, forests and mountain trails.



ATV ADVENTURE

For those seeking adventure with a sharper edge, ATV riding offers a rare opportunity to experience Canada's vast wilderness, forests and mountain trails in a whole new light. Today, we're located just 15 minutes from Parry Sound, Ontario, roaming more than 1,100 private acres of untamed forest, trails and lakes. You won't find other people on this wild patch of land, but you'll have a good chance of sighting whitetail deer, or even moose and black bears. It's absolutely beautiful.

It's not just advances
in the machines; it's
where they can take you.

Though beautiful it's also quite rough and rocky. Head guide Kevin Grice and BearClaw boss Andrew Ryeland are veteran riding instructors who recognize ATVing for what it is: a serious sport. Every tour begins with a thorough briefing that teaches riders how to safely operate these advanced machines and to navigate the obstacles they'll encounter on the trail.

Today we're riding Honda's TRX420PG Canadian Trail Edition, a state-of-the-art and very rider-friendly machine. It brings an advanced level of technology to the sport of ATVing, with exceptional comfort and efficiency thanks to power steering, independent rear suspension and the industry-exclusive twin-clutch automatic transmission. This remarkable transmission uses high-performance automotive technology for the durability and direct feel of a manual with the ease-of-use of an automatic – Honda doesn't rely on vulnerable rubber belt technology like the competition.

The TRX420 is also slightly smaller and lighter than competing machines, for better

control and manoeuvrability in the bush, and a reduced impact on the trails. And trust me, being light and efficient on the trails are very welcome attributes when discovering and maintaining the beauty of Canada's backcountry.

After testing us to make sure we could operate the brakes and other controls, Andrew and Kevin lead us down a gravel road and into the forest. Plunging into the woods for the first time, I'm less focused on the Honda's capabilities than I am on my own limitations. I ride motorcycles on the street, so these trails seem crazy rough, a combination of football-sized rocks, sharp granite ledges, gnarled tree roots and slippery mud. I shift my body back and forth as I pilot the Honda around the obstacles.

I glance behind me at Samara, a petite 20-something who's half my size. She's having a blast. ATV adventures are clearly a sport for anyone looking for a little excitement in their life.

With the Honda TRX420PG's Electric Power Steering, it's easy to turn the handlebars from one side to the other in tight manoeuvres. I relax my body as the independent suspension absorbs the impact of logs and rocks, and offers confidence at what I perceive as extreme lean angles. The more I allow the Honda to do what it's designed for, the easier things get.

And better yet, the more I can enjoy the pristine wilderness we're exploring.

As our group rides on, the trails wind through stands of birch and spruce. I take in deep breaths of cool, pine-scented air, and listen to the blue jays chirp as they flit between the trees. We soon emerge from the forest, and find ourselves beside a huge, flooded meadow—the



Follow
the leader.
It's the best
way to learn.



handiwork of a local beaver. We find a crossing point in the trail, at a small stream and splash across, skidplates ready to protect against any submerged stones, before clambering up onto a shelf of rock on the other side.

With its highly specialized tires and Canadian Trail-tuned suspension, the TRX420 creates an amazing feeling of connection with the trail. It's like wearing moccasins or barefoot running shoes—I can sense every rock and every dip, but nothing seems to upset the Honda's balance or comfort. And the traction is simply incredible. "The tires are inflated to only 4 psi," Kevin tells me later. "They're so soft that they mold to the shape of whatever you're climbing over."

After traversing a few flooded sections of trail, thanks to some recent heavy rains, Kevin brings us to a halt one more time. The trail has disappeared under a long stretch of olive-green water.

"We can't go through this section," says Kevin. "It's too deep, and we'll damage the trail. So we're going around on the left trail. Take it slow." I follow Kevin's lead, aiming my left tires as close to the surrounding trees as I can. My right side is angled down towards the mud. I can feel the Honda squirming and tracking, searching for grip. For a brief moment I think I've lost it, that I'll slide down into the ooze, but then I clear the far edge and roll all four wheels back onto dry land. I look back as the others follow our lead, and see big grins all around. These machines are amazing and tough.

A few hours later, over coffee at BearClaw's lakeside HQ in Seguin, Ontario, I ask Andrew what's driving the increasing popularity of ATVing. His response: it's not just advances in the machines; it's where they can take you. "We have people on our tours who've never really

been out of the city," he says. "They couldn't tell you a beaver dam from a birch tree. But they're fascinated by the wilderness. ATVing gives them what I call the 'ten year-old effect'. They feel like kids again."

Speaking of kids—Andrew says putting tech-obsessed youth on a Honda TRX420 is a great way to connect them to the magic of the great outdoors. "Anyone over 16 can safely operate an ATV," he says. "When you put them on their own machine in the woods, they absolutely love it...they just come alive. They start re-engaging with mom and dad, wanting to ride longer and farther with them."

ATVing gives them what I call the 'ten year-old effect'. They feel like kids again.

ATVing is accessible and relatively easy to learn, which may explain why the sport is growing in popularity.

"In our country there is so much available space, so many trails, and so much natural beauty. But much of it can be very difficult to access (with anything other than an ATV or off-road bike)," notes Andrew. "A machine like the TRX420 can take you to places you could never get to without committing to several days of challenging hiking. And because of its size and light weight, you can get through some of the tightest trails. If you're looking for adventure, you can definitely find it on a Honda."

For more information about ATVing and where you can take your Honda ATV please contact the COHV at <http://www.catv.ca> HRG





There's a Honda Sportrax ATV for every kind of rider. Each ATV is engineered to be user-friendly and built to Honda's high standards of quality, reliability and safety.

2013 TRX90X

The start of something good.

ATVing is a wonderful family activity that can be the start of a lifetime of outdoor fun, so you want to make sure your young riders have the proper equipment to ensure a safe introduction to the sport. And that's exactly what the Honda TRX90X was designed to do.

The TRX90X comes standard with a removable ignition key and an adjustable throttle limiter for parental control, predictable sealed drum brakes, a dependable and quiet 4-stroke engine, full floorboards, low centre of gravity and a wide stance for stability. Plus, convenient electric start lets the fun begin at the push of a button, and roomy ergonomics mean your young riders can continue to enjoy their TRX90X as they grow.

Add up everything the TRX90X has to offer, and you get an ATV that packs a whole lot of quality engineering into a mini package. It's the start of something great.



TRX90X

COLOUR  NITRO RED

2013 TRX250X

Honda tough. That's the good stuff.

Engineered from the tires up to operate in a predictable, user-friendly manner, the Honda TRX250X has a blend of balance, light weight and agility that makes it confidence-inspiring and fun to ride, whether you're a long-time ATV enthusiast or just getting started in the sport.

The good stuff begins with the longitudinally mounted engine that produces a wide, smooth powerband and loads of torque right when you need it. The engine transmits its power through Honda's innovative semi-manual SportClutch, which combines the benefits of an automatic clutch for stall-free starts and stops with the sporty feel of a handlebar-mounted clutch lever for quick gear changes. Shaft final drive helps provide years of trouble-free fun, and of course the rest of the TRX250X is built Honda tough so you can spend your time riding, not wrenching.

Perfect for new riders, and a whole lot of fun for experienced ATVers too. No wonder the TRX250X is such an enduring favourite among sport riders everywhere.



COLOUR  NITRO RED

The heart of a racer.

Looking for a sport ATV that's sure to put a smile on your face? You can't beat the fast and friendly Honda TRX400X.

Under its aggressive-looking bodywork beats the heart of a racer: a high-revving 397 cc RFVC four-valve engine that has torque and horsepower to spare. A no-fat chassis boasts a one-piece cast-aluminum swing arm for reduced weight and increased rigidity, and premium Showa shocks control an impressive 231 mm (9.1 in.) of rear-axle travel and 208 mm (8.2 in.) up front.

It's right at home on the track, but the TRX400X has a practical side to it too, with handy features such as standard reverse and electric start that make it ideal for everyday trail riding.



COLOUR

NITRO RED

2013 TRX450R



COLOUR

ROSS WHITE

Performance at its sportiest.

By winning in almost every form of ATV racing — including a string of exciting victories in the gruelling Baja 1000 — the Honda TRX450R has rightfully earned the respect of ATV enthusiasts who demand peak performance and ultimate excitement. But the real beauty of the TRX450R is how its predictable handling, broad powerband, and rock-solid durability make it a great choice for recreational riders as well.

The TRX450R's high-tech 449 cc four-valve Unicam 4-stroke engine gets its DNA from Honda's awesome CRF motocross bikes, but has been

carefully adapted for the unique demands of ATV use with a special piston and camshaft and a heavy-duty clutch. The light weight chassis is just as high-tech, with a racy one-piece cast-aluminum swing arm, a removable aluminum subframe, double-wishbone front suspension, and hard-stopping triple disc brakes.

No matter what you have planned for your weekend of riding, you can count on the TRX450R to make it a winning experience.



2013 BIG RED



Work or play – what will it be today?

Sure, there are plenty of side-by-sides on the trails today, but not all are created equal. The Honda Big Red is built tough, equipped with innovative technology and provides plenty of safety features.

The Big Red's class-leading features begin with a rugged automotive-style automatic transmission – it's the only transmission of its kind in the industry. With no belts to wear out or require replacement, it reliably and efficiently transmits power from the brawny 675 cc fuel-injected engine through your choice of three selectable drive modes: 2WD with open rear differential for sensitive terrain or lawns, 4WD with rear-differential lock for rough terrain while retaining easy steering effort and 4WD with all-differential lock for towing heavy loads uphill or other extreme situations where optimum traction is required.

All-wheel independent double-wishbone suspension, a wide bench seat, premium Maxxis Big Horn tires... the Big Red's wide-track chassis and spacious cab provide a controlled, comfortable ride. And a safe one, too, thanks to an innovative balanced braking system that ensures front and rear braking even in the event that one brake line fails, automotive-type three-point Emergency Locking Retractor seatbelts, four-pillar Roll-Over Protection Structure, integrated headrests, high sill side doors, protective door nets and much more.

It's all part of our commitment to safety in everything we build.

Add up everything that the Honda Big Red offers, and we think you'll agree: this is one side-by-side that stands well apart from the crowd.

LOAD

Got heavy stuff to transport? The tilt-assist cargo bed can handle a full 454 kg (1,000 lb). Equipment to tow? The Big Red can pull up to 680 kg (1,500 lb).

SUSPENSION

Even when it's hard at work, the Big Red remains stable and comfortable, thanks to its fully independent front and rear suspension and roomy cab with rubber-mounted seat.

SAFETY

The Big Red's emergency brake can hold its maximum vehicle payload and its maximum trailer load up to a 30-degree incline for secure peace of mind in off-road situations with a full load.

COLOURS

PATRIOT RED






ADVENTURE GREEN






	Gold Wing / Gold Wing Airbag	Gold Wing F6B	CB1100A	Fury	Stateline
ENGINE TYPE	Liquid-cooled horizontally opposed six	Liquid-cooled horizontally opposed six	Air-cooled inline-four	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin
DISPLACEMENT	1,832 cc	1,832 cc	1,140 cc	1,312 cc	1,312 cc
BORE & STROKE	74 mm x 71 mm	74 mm x 71 mm	73.5 mm x 67.2 mm	89.5 mm x 104.3 mm	89.5 mm x 104.3 mm
COMPRESSION RATIO	9.8:1	9.8:1	9.5:1	9.2:1	9.2:1
VALVE TRAIN	Chain-driven SOHC, 2 valves per cylinder	Chain-driven SOHC, 2 valves per cylinder	Chain-driven DOHC, 4 valves	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder
FUEL DELIVERY	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
TRANSMISSION	Five-speed including overdrive, plus electric reverse	Five-speed including overdrive, plus electric reverse	Five-speed	Five-speed	Five-speed
FINAL DRIVE	Shaft	Shaft	O-ring-sealed chain	Shaft	Shaft
FRONT SUSPENSION	45 mm cartridge fork with anti-dive system; 122 mm (4.8 in.) travel	45 mm cartridge fork with anti-dive system; 122 mm (4.8 in.) travel	41 mm telescopic fork; 107 mm (4.2 in.) travel	45 mm fork; 102 mm (4 in.) travel	41 mm fork; 102 mm (4 in.) travel
REAR SUSPENSION	Pro-Arm single-sided swing arm with Pro-Link single shock with computer-controlled preload adjustment and two memory presets; 105 mm (4.1 in.) travel	Pro-Arm single-sided swing arm with Pro-Link single shock with computer-controlled preload adjustment and two memory presets; 104 mm (4.1 in.) travel	Dual shocks; 100 mm (3.9 in.) travel	Single shock with adjustable rebound damping and six-position spring preload adjustability; 95 mm (3.7 in.) travel	Single shock; 100 mm (3.9 in.) travel
TIRES	130/70R - 18 radial front; 180/60R - 16 radial rear	130/70R - 18 radial front; 180/60R - 16 radial rear	110/80 - 18 front; 140/70 - 18 rear	90/90 - 21 front; 200/50R - 18 rear	140/80 - 17 front; 170/80 - 15 rear
BRAKES	Front dual 296 mm discs with triple-piston calipers; rear 316 mm disc with triple-piston caliper. Dual-Combined Braking System with ABS	Front dual 296 mm discs with triple-piston calipers; rear 316 mm disc with triple-piston caliper. Dual-Combined Braking System with ABS	Front 296 mm disc with triple-piston calipers; rear 256 mm disc with triple-piston caliper. Combined Braking System with ABS	Front single 336 mm disc with triple-piston caliper; rear 296 mm disc with dual-piston caliper. Combined Braking System with ABS (Anti-lock Braking System)	Front single 336 mm disc with triple-piston caliper; rear single 296 mm disc with dual-piston caliper. Combined Braking System with ABS (Anti-lock Braking System)
SEAT HEIGHT	740 mm (29.1 in.)	725 mm (28.5 in.)	795 mm (31.3 in.)	685 mm (27 in.)	680 mm (26.8 in.)
WHEELBASE	1,690 mm (66.5 in.)	1,690 mm (66.5 in.)	1,490 mm (58.6 in.)	1,805 mm (71.1 in.)	1,785 mm (70.3 in.)
CURB WEIGHT	417 kg (919 lb); Airbag model: 423 kg (933 lb) including required fluids and full tank of gas - ready to ride	385 kg (849 lb) including required fluids and full tank of gas - ready to ride	248 kg (547 lb) including required fluids and full tank of gas - ready to ride	308 kg (679 lb) including required fluids and full tank of gas - ready to ride	311 kg (686 lb) including required fluids and full tank of gas - ready to ride
FUEL CAPACITY	25 litres	25 litres	14.6 litres	12.8 litres	16.5 litres
COLOUR	Digital Silver Metallic; Airbag model: Candy Red	Graphite Black	Pearl Milky White	Magna Red, Graphite Black	Graphite Black

	Phantom	Aero	NC700X/S	CBR250R/RA	CBR500R/RA
ENGINE TYPE	Liquid-cooled 52-degree V-twin	Liquid-cooled 52-degree V-twin	Liquid-cooled parallel-twin	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled parallel twin
DISPLACEMENT	745 cc	745 cc	670 cc	249 cc	471 cc
BORE & STROKE	79 mm x 76 mm	79 mm x 76 mm	73 mm x 80 mm	76 mm x 55 mm	67 mm x 66.8 mm
COMPRESSION RATIO	9.6:1	9.6:1	10.7:1	10.7:1	10.7:1
VALVE TRAIN	Chain-driven SOHC, 3 valves per cylinder	Chain-driven SOHC, 3 valves per cylinder	Chain driven SOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves	Chain-driven DOHC, 4 valves per cylinder
FUEL DELIVERY	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
TRANSMISSION	Wide-ratio five-speed	Wide-ratio five-speed	Six-speed	Six-speed	Six-speed
FINAL DRIVE	Shaft	Shaft	O-ring sealed chain	O-ring-sealed chain	#520 O-ring-sealed chain
FRONT SUSPENSION	41 mm fork; 117 mm (4.6 in.) travel	41 mm fork; 117 mm (4.6 in.) travel	41 mm telescopic fork; S Model - 120 mm (4.7 in.) travel; X Model - 153.5 mm (6 in.) travel	37 mm telescopic fork; 130 mm (5.1 in.) travel	41 mm telescopic fork; 108 mm (4.2 in.) travel
REAR SUSPENSION	Dual shocks with adjustable spring preload; 89 mm (3.5 in.) travel	Dual shocks with adjustable spring preload; 89 mm (3.5 in.) travel	Single shock, Pro-Link swing arm; S Model - 120 mm (4.7 in.) travel X Model - 150 mm (5.9 in.) travel	Pro-Link single shock with spring preload adjustment; 104 mm (4.1 in.) travel	Pro-Link single shock with spring preload adjustment; 119 mm (4.7 in.) travel
TIRES	120/90 - 17 front; 160/80 - 15 rear	120/90 - 17 front; 160/80 - 15 rear	120/70ZR - 17 radial front; 160/60ZR - 17 radial rear	110/70 - 17 front; 140/70 - 17 rear	120/70ZR-17 front; 160/60ZR-17 rear
BRAKES	Front single 296 mm disc with dual-piston caliper; rear drum	Front single 296 mm disc with triple-piston caliper; rear single 276 mm disc with single-piston caliper.	Front 320 mm wave disc with triple-piston caliper; rear 240 mm wave disc with single-piston caliper. Combined Braking System with ABS	Front 296 mm disc with triple-piston caliper; rear 220 mm disc with single-piston caliper. RA Model - Combined Braking System with ABS	Front 320 mm single wavy hydraulic disc with triple-piston caliper; Rear 240 mm single wavy hydraulic disc with single-piston caliper. RA Model - ABS
SEAT HEIGHT	655 mm (25.8 in.)	660 mm (26 in.)	S Model - 790 mm (31.1 in.) X Model - 830 mm (32.7 in.)	775 mm (30.5 in.)	785 mm (30.9 in.)
WHEELBASE	1,640 mm (64.6 in.)	1,640 mm (64.6 in.)	S Model - 1,525 mm (60 in.) X Model - 1,540 mm (60.6 in.)	1,370 mm (53.9 in.)	1,409 mm (55.5 in.)
CURB WEIGHT	249 kg (549 lb) including required fluids and full tank of gas - ready to ride	262 kg (578 lb) including required fluids and full tank of gas - ready to ride	S Model - 215 kg (473 lb) X Model - 218 kg (480 lb) including required fluids and full tank of gas - ready to ride	R Model - 162 kg (357 lb); RA Model - 166 kg (366 lb) including required fluids and full tank of gas - ready to ride	R Model - 194 kg (428 lb); RA Model - 196 kg (432lb) including required fluids and full tank of gas - ready to ride
FUEL CAPACITY	14 litres, including 3.5-litre reserve	14 litres, including 3.5-litre reserve	14.1 litres	13 litres	15.5 litres
COLOUR	Matte Gunpowder Black	Indy Grey/Pearl Fadeless White	X Model: Magna Red S Model: Pearl Sunbeam White	R Model - Tricolour RA Model - Millenium Red, Repsol	Tricolour, Graphite Black, Millenium Red

	CB500F	CB500X	CBR600RRA	CBR1000RRA	CB1000RA
ENGINE TYPE	Liquid-cooled parallel twin	Liquid-cooled parallel twin	Liquid-cooled inline-four	Liquid-cooled inline-four	Liquid-cooled inline-four
DISPLACEMENT	471 cc	471 cc	599 cc	999 cc	998 cc
BORE & STROKE	67mm x 66.8 mm	67mm x 66.8 mm	67 mm x 42.5 mm	76 mm x 55.1 mm	75 mm x 56.5 mm
COMPRESSION RATIO	10.7:1	10.7:1	12.2:1	12.3:1	11.2:1
VALVE TRAIN	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder
FUEL DELIVERY	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	Dual Stage Fuel Injection	Dual Stage Fuel Injection	PGM-FI electronic fuel injection
TRANSMISSION	Six-speed	Six-speed	Close-ratio six-speed	Close-ratio six-speed	Six-speed
FINAL DRIVE	#520 O-ring-sealed chain	#520 O-ring-sealed chain	O-ring-sealed chain	#530 O-ring-sealed chain	#530 O-ring-sealed chain
FRONT SUSPENSION	41 mm telescopic fork; 108 mm (4.2 in.) travel	41 mm telescopic fork; 125 mm (4.9 in.) travel	41 mm inverted Big Piston fork with full adjustability; TBD travel	43 mm inverted Big Piston Fork with full adjustability; 110 mm (4.3 in.) travel	43 mm inverted HMAS cartridge fork with full adjustability; 120 mm (4.7 in.) travel
REAR SUSPENSION	Pro-Link single shock with spring preload adjustment; 119 mm (4.7 in.) travel	Pro-Link single shock with spring preload adjustment; 118 mm (4.6 in.) travel	Unit Pro-Link HMAS single shock with full adjustability; 130 mm (5.1 in.) travel	Unit Pro-Link Balance Free Rear Shock with full adjustability; 138 mm (5.4 in.) travel	Pro-Arm single-sided swing arm with HMAS single shock with preload and rebound damping adjustment; 128 mm (5 in.) travel
TIRES	120/70ZR-17 front; 160/60ZR-17 rear	120/70ZR-17 front; 160/60ZR-17 rear	120/70ZR - 17 radial front; 180/55ZR - 17 radial rear	120/70ZR - 17 radial front; 190/50ZR-17 radial rear	120/70ZR - 17 radial front; 180/55ZR-17 radial rear
BRAKES	Front 320 mm single wavy hydraulic disc with triple-piston caliper; Rear 240 mm single wavy hydraulic disc with single-piston caliper; ABS.	Front 320 mm single wavy hydraulic disc with triple-piston caliper; Rear 240 mm single wavy hydraulic disc with single-piston caliper; ABS.	Front dual 310 mm discs with radial-mounted four-piston calipers; rear single 220 mm disc with single-piston caliper. Electronically controlled Combined ABS	Front dual 320 mm discs with radial-mounted four-piston calipers; rear single 220 mm disc with single-piston caliper. Electronically Controlled Combined ABS	Front dual 310 mm discs with triple-piston calipers; rear single 256 mm disc with dual-piston caliper. Combined Braking System with ABS
SEAT HEIGHT	785 mm (30.9 in.)	810 mm (31.9 in.)	840 mm (32.3 in.)	820 mm (32.3 in.)	825 mm (32.5 in.)
WHEELBASE	1,409 mm (55.5 in.)	1,421 mm (55.9 in.)	1,370 mm (53.9 in.)	1,410 mm (55.5 in.)	1,445 mm (56.9 in.)
CURB WEIGHT	193 kg (425 lb) including required fluids and full tank of gas - ready to ride	197 kg (434 lb) including required fluids and full tank of gas - ready to ride	185 kg (410 lb) including required fluids and full tank of gas - ready to ride	211 kg (465 lb) including required fluids and full tank of gas - ready to ride	222 kg (489 lb) including required fluids and full tank of gas - ready to ride
FUEL CAPACITY	15.5 litres	17 litres	18 litres	17.7 litres	17 litres
COLOUR	Candy Ruby Red	Candy Ruby Red, Matte Gunpowder Black	Tricolour, Millenium Red	Repsol	Pearl Cool White

	VFR1200FA/DCT	ST1300A	Giorno	PCX150	2014 Forza
ENGINE TYPE	Liquid-cooled 76-degree V-4 with asymmetrical front/rear cylinder layout	Liquid-cooled 90-degree V-4	Air-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke
DISPLACEMENT	1,237 cc	1,261 cc	49 cc	153 cc	279 cc
BORE & STROKE	81 mm x 60 mm	78 mm x 66 mm	37.8 mm x 44 mm	58 mm x 57.9 mm	72 mm x 68.5 mm
COMPRESSION RATIO	12:1	10.8:1	10.1:1	10.6:1	10.5:1
VALVE TRAIN	Chain-driven SOHC Unicam, 4 valves per cylinder	Chain-driven DOHC, 4 valves per cylinder	SOHC, 2-valves	SOHC, 2-valves	SOHC, 4 valves
FUEL DELIVERY	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
TRANSMISSION	FA Model - Six-speed. DCT Model - Dual Clutch Transmission with two automatic shift modes and a manual shift mode via paddle-style shifters	Five-speed	Automatic V-Matic	Automatic V-Matic	Automatic V-Matic
FINAL DRIVE	Shaft	Shaft	Belt	Belt	Belt
FRONT SUSPENSION	43 mm cartridge fork with spring preload adjustability; 108 mm (4.3 in.) travel	45 mm HMAS cartridge fork; 108 mm (4.3 in.) travel	Twin downtube fork; 53 mm (2.1 in.) travel	31 mm fork; 89 mm (3.5 in.) travel	35 mm fork; TBD travel
REAR SUSPENSION	Pro Arm single-side swing arm with Pro-Link single gas-charged shock with remote spring preload adjustability and rebound damping adjustability; 130 mm (5.1 in.) travel	HMAS gas-charged single shock with five-position spring preload adjustment; 123 mm (4.8 in.) travel	Single shock; 58 mm (2.3 in.) travel	Single shock; 79 mm (3.1 in.) travel	Twin shocks; TBD travel
TIRES	120/70ZR - 17 radial front; 190/55ZR - 17 radial rear	120/70ZR - 18 radial front; 170/60ZR - 17 radial rear	80/100 - 10 front; 80/100 - 10 rear	90/90 - 14 front; 100/90 - 14 rear	120/70 - 14 front; 140/70 - 13 rear
BRAKES	Front dual 320 mm discs with six-piston calipers; rear single 276 mm disc with two-piston caliper. Combined Braking System with ABS (Anti-lock Braking System)	Front dual 310 mm discs with triple-piston calipers; rear 316 mm disc with triple-piston caliper. Dual-Combined Braking System with ABS	Front drum; rear drum. Combined Braking System	Front single 220 mm disc with triple-piston caliper; rear drum. Combined Braking System	Front 256 mm disc with dual-piston caliper; rear 240 mm disc with single-piston caliper. Combined Braking System with ABS
SEAT HEIGHT	810 mm (31.9 in.)	790 mm (31.1 in.) adjustable +/- 15 mm (0.6 in.)	719 mm (28.3 in.)	759 mm (29.9 in.)	716 mm (28.2 in.)
WHEELBASE	1,545 mm (60.8 in.)	1,491 mm (58.7 in.)	1,181 mm (46.5 in.)	1,315 mm (51.8 in.)	1,546 mm (60.9 in.)
CURB WEIGHT	Including required fluids and full tank of gas - ready to ride. FA Model - 268 kg (591 lb) DCT Model - 278 kg (613 lb)	331 kg (760 lb) including required fluids and full tank of gas - ready to ride	81 kg (179 lb) including required fluids and full tank of gas - ready to ride	130 kg (286 lb) including required fluids and full tank of gas - ready to ride	194 kg (428 lb) including required fluids and full tank of gas - ready to ride
FUEL CAPACITY	19 litres	29 litres	4.5 litres	6 litres	11.6 litres
COLOUR	Candy Prominence Red	Graphite Black	Azuki Brown Metallic, White with Red Graphics	Pearl Himalayas White with Maple Leaf Red 'interior', Asteroid Black Metallic	Seal Silver Metallic, Pure Red






	Ruckus	CRF250L	XR650L	CRF450R	CRF250R
ENGINE TYPE	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Air-cooled dry-sump single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke
DISPLACEMENT	49 cc	249 cc	644 cc	449 cc	249 cc
BORE & STROKE	37.8 mm x 44 mm	76 mm x 55 mm	100 mm x 82 mm	96 mm x 62.1 mm	76.8 mm x 53.8 mm
COMPRESSION RATIO	11.9:1	10.7:1	8.3:1	12.5:1	13.2:1
VALVE TRAIN	SOHC, 2 valves	Chain-driven DOHC, 4 valves	SOHC, RFVC 4 valves	Unicam, 4 valves	Unicam, 4 valves
FUEL DELIVERY	18 mm CV carb with auto choke	PGM-FI electronic fuel injection, 36 mm throttle body	Single 42.5 mm CV carb	PGM-FI electronic fuel injection with 46 mm throttle body	PGM-FI electronic fuel injection with 46 mm throttle body
TRANSMISSION	Automatic V-Matic	Six-speed	Five-speed with manual clutch	Close-ratio five-speed	Close-ratio five-speed
FINAL DRIVE	Belt	#520 chain; 14T/40T	#520 O-ring-sealed chain; 15T/45T	#520 O-ring-sealed chain; 13T/48T	#520 chain; 13T/49T
FRONT SUSPENSION	Twin downtube fork; 56 mm (2.2 in.) travel	43 mm Showa inverted fork; 250 mm (9.8 in.) travel	43 mm Showa cartridge fork with compression damping adjustment; 260 mm (10.2 in.) travel	48 mm inverted KYB Pneumatic Spring Fork with rebound and compression damping adjustment; 310 mm (12.2 in.) travel	48 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 310 mm (12.2 in.) travel
REAR SUSPENSION	Single shock; 66 mm (2.6 in.) travel	Pro-Link Showa single shock with spring preload adjustment; 240 mm (9.4 in.) travel	Pro-Link Showa single shock with spring preload, compression and rebound damping adjustment; 280 mm (11 in.) travel	Pro-Link KYB single shock with spring preload, 20-position rebound damping adjustment, and compression damping adjustment separated into low-speed and high-speed; 315 mm (12.4 in.) travel	Pro-Link Showa single shock with spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 313 mm (12.3 in.) travel
TIRES	120/90 - 10 front; 130/90 - 10 rear	3.00 - 21 front; 120/80 - 18 rear	3.00 - 21 front; 4.60 - 18 rear	80/100 - 21 front; 120/80 - 19 rear	80/100 - 21 front; 100/90 - 19 rear
BRAKES	Front drum; rear drum	Front 256 mm disc with dual-piston caliper; rear 220 mm disc with single-piston caliper	Front 255 mm disc with dual-piston caliper; rear 220 mm disc with single-piston caliper	Front 240 mm disc with dual-piston caliper; rear 240 mm disc	Front 240 mm disc with dual-piston caliper; rear 240 mm disc
GROUND CLEARANCE	N/A	255 mm (10 in.)	330 mm (13 in.)	329 mm (13 in.)	322 mm (12.7 in.)
SEAT HEIGHT	735 mm (28.9 in.)	875 mm (34.4 in.)	940 mm (37 in.)	953 mm (37.5 in.)	951 mm (37.4 in.)
WHEELBASE	1,265 mm (49.8 in.)	1,445 mm (56.9 in.)	1,455 mm (57.3 in.)	1,491 mm (58.7 in.)	1,488 mm (58.6 in.)
CURB WEIGHT	88 kg (194 lb) including required fluids and full tank of gas - ready to ride	145 kg (320 lb) including required fluids and full tank of gas - ready to ride	158 kg (348 lb) including required fluids and full tank of gas - ready to ride	110 kg (242.5 lb) including required fluids and full tank of gas - ready to ride	103 kg (227 lb) including required fluids and full tank of gas - ready to ride
FUEL CAPACITY	5 litres	7.7 litres	10.5 litres, including 2.8-litre reserve	6.4 litres	5.7 litres
COLOUR	Shasta White, Graphite Black 	Fighting Red 	Fighting Red 	Extreme Red 	Extreme Red 



	CRF150RB	CRF450X	CRF250X	CRF230F	CRF150F
ENGINE TYPE	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke
DISPLACEMENT	149 cc	449 cc	249 cc	223 cc	149 cc
BORE & STROKE	66 mm x 43.7 mm	96 mm x 62.1 mm	78 mm x 52.2 mm	65.5 mm x 66.2 mm	57.3 mm x 57.8 mm
COMPRESSION RATIO	11.7:1	12:1	12.9:1	9:1	9.5:1
VALVE TRAIN	Unicam, 4-valves	Unicam, 4-valves	Unicam, 4-valves	SOHC, 2 valves	SOHC, 2 valves
FUEL DELIVERY	Keihin 32 mm flat-slide carb with throttle position sensor	Keihin 40 mm flat-slide carb with throttle position sensor	Keihin 37 mm flat-slide carb with throttle position sensor	Single 28 mm piston-valve carb	Single 22 mm piston-valve carb
TRANSMISSION	Close-ratio five-speed	Wide-ratio five-speed	Wide-ratio five-speed	Six-speed with manual clutch	Five-speed with manual clutch
FINAL DRIVE	#420 chain, 15T/56T	#520 T-ring-sealed chain; 13T/51T	#520 T-ring-sealed chain; 14T/53T	#520 O-ring-sealed chain; 13T/50T	#520 O-ring-sealed chain; 13T/47T
FRONT SUSPENSION	37 mm fully adjustable inverted Showa cartridge fork; 275 mm (10.8 in.) travel	47 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 315 mm (12.4 in.) travel	47 mm inverted Showa cartridge fork with 16-position rebound and 16-position compression damping adjustment; 315 mm (12.4 in.) travel	37 mm leading-axle Showa fork; 216 mm (8.5 in.) travel	35 mm leading-axle Showa fork; 207 mm (8.1 in.) travel
REAR SUSPENSION	Pro-Link fully adjustable Showa single shock; 283 mm (11.1 in.) travel	Pro-Link Showa single shock with spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 313 mm (12.3 in.) travel	Pro-Link Showa single shock with spring preload, 17-position rebound damping adjustment, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 313 mm (12.3 in.) travel	Pro-Link Showa single shock with spring preload adjustment; 230 mm (9.1 in.) travel	Pro-Link Showa single shock; 227 mm (8.9 in.) travel
TIRES	70/100 - 19 front; 90/100 - 16 rear	80/100 - 21 front; 110/100 - 18 rear	80/100 - 21 front; 100/100 - 18 rear	80/100 - 21 front; 100/100 - 18 rear	70/100 - 19 front; 90/100 - 16 rear
BRAKES	Front 220 mm disc; rear 190 mm disc	Front 240 mm disc with dual-piston caliper; rear 240 mm disc	Front 240 mm disc with dual-piston caliper; rear 240 mm disc	Front 240 mm disc with dual-piston caliper; rear drum	Front 240 mm disc with dual-piston caliper; rear drum
GROUND CLEARANCE	336 mm (13.2 in.)	346 mm (13.6 in.)	346 mm (13.6 in.)	305 mm (12 in.)	257 mm (10.1 in.)
SEAT HEIGHT	886 mm (31.4 in.)	963 mm (37.9 in.)	958 mm (37.7 in.)	878 mm (34.6 in.)	832 mm (32.8 in.)
WHEELBASE	1,285 mm (50.6 in.)	1,480 mm (58.3 in.)	1,480 mm (58.3 in.)	1,372 mm (54 in.)	1,328 mm (52.3 in.)
CURB WEIGHT	85 kg (187 lb) including required fluids and full tank of gas - ready to ride	122 kg (269 lb) including required fluids and full tank of gas - ready to ride	115 kg (253 lb) including required fluids and full tank of gas - ready to ride	113 kg (249 lb) including required fluids and full tank of gas - ready to ride	106 kg (234 lb) including required fluids and full tank of gas - ready to ride
FUEL CAPACITY	4.3 litres	7.2 litres, including 1.6-litre reserve	7.3 litres, including 1.6-litre reserve	7 litres, including 1.3-litre reserve	7 litres, including 1.6-litre reserve
COLOUR	Extreme Red 	Extreme Red 	Extreme Red 	Extreme Red 	Extreme Red 

	CRF110F	CRF100F	CRF80F	CRF50F	TRX90X
ENGINE TYPE	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke
DISPLACEMENT	110 cc	99 cc	80 cc	49 cc	86 cc
BORE & STROKE	50 mm x 55.6 mm	53 mm x 45 mm	47.5 mm x 45 mm	39 mm x 41.4 mm	47 mm x 49.5 mm
COMPRESSION RATIO	9:1	9.4:1	9.7:1	10:1	9.2:1
VALVE TRAIN	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves	SOHC, 2 valves
FUEL DELIVERY	Single 13 mm piston-valve carb	Single 20 mm piston-valve carb	Single 18 mm piston-valve carb	Single 13 mm piston-valve carb	Single 15 mm carb
TRANSMISSION	Four-speed with automatic clutch	Five-speed with manual clutch	Five-speed with manual clutch	Three-speed with automatic clutch	Four-speed with automatic clutch
FINAL DRIVE	#420 chain; 14T/38T	#428 chain; 14T/50T	#420 chain; 14T/46T	#420 chain; 14T/37T	2WD; O-ring-sealed chain
FRONT SUSPENSION	31 mm telescopic fork; 100 mm (3.9 in.) travel	27 mm leading-axle Showa fork; 132 mm (5.2 in.) travel	27 mm leading-axle Showa fork; 123 mm (5 in.) travel	Inverted telescopic fork; 87 mm (3.4 in.) travel	Independent with Showa hydraulic shocks; 65 mm (2.6 in.) travel
REAR SUSPENSION	Single shock; 87 mm (3.4 in.) travel	Pro-Link Showa single shock; 148 mm (5.8 in.) travel	Pro-Link Showa single shock; 110 mm (4.3 in.) travel	Single shock; 70 mm (2.8 in.) travel	Swing arm with single Showa hydraulic shock; 65 mm (2.6 in.) travel
TIRES	70/100 - 14 front; 80/100 - 12 rear	70/100 - 19 front; 90/100 - 16 rear	2.50 - 16 front; 3.60 - 14 rear	2.50 - 10 front; 2.50 - 10 rear	20 x 7 - 8 front; 19 x 8 - 8 rear
BRAKES	Front drum; rear drum	Front drum; rear drum	Front drum; rear drum	Front drum; rear drum	Front dual sealed mechanical drums; rear sealed mechanical drum
LENGTH	N/A	N/A	N/A	N/A	1,489 mm (58.6 in.)
WIDTH	N/A	N/A	N/A	N/A	895 mm (35.2 in.)
GROUND CLEARANCE	175 mm (6.9 in.)	252 mm (9.9 in.)	218 mm (8.6 in.)	146 mm (5.8 in.)	100 mm (3.9 in.)
SEAT HEIGHT	667 mm (26.3 in.)	785 mm (30.9 in.)	734 mm (28.9 in.)	548 mm (21.6 in.)	660 mm (26 in.)
WHEELBASE	1,064 mm (41.9 in.)	1,250 mm (49.2 in.)	1,209 mm (47.6 in.)	911 mm (35.9 in.)	983 mm (38.7 in.)
CURB WEIGHT	74 kg (163 lb) including required fluids and full tank of gas - ready to ride	77 kg (170 lb) including required fluids and full tank of gas - ready to ride	75 kg (165 lb) including required fluids and full tank of gas - ready to ride	50 kg (110 lb) including required fluids and full tank of gas - ready to ride	119 kg (262 lb) including required fluids and full tank of gas - ready to ride
FUEL CAPACITY	5 litres, including 1-litre reserve	5 litres, including 0.7-litre reserve	5 litres, including 0.7-litre reserve	2.6 litres, including 0.7-litre reserve	6.3 litres, including 1-litre reserve
COLOUR	Extreme Red	Extreme Red	Extreme Red	Extreme Red	Nitro Red

	TRX680F Rincon	TRX500PG Rubicon CTE	TRX500FM Foreman	TRX500FPM Foreman	TRX500FPE Foreman
ENGINE TYPE	Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke
DISPLACEMENT	675 cc	499 cc	475 cc	475 cc	475 cc
BORE & STROKE	102 mm x 82.6 mm	92 mm x 75 mm	92 mm x 71.5 mm	92 mm x 71.5 mm	92 mm x 71.5 mm
COMPRESSION RATIO	9.2:1	9.2:1	9.5:1	9.5:1	9.5:1
VALVE TRAIN	OHV, 4 valves	OHV, 4 valves	OHV, 2 valves	OHV, 2 valves	OHV, 2 valves
FUEL DELIVERY	PGM-FI electronic fuel-injection	Single 36 mm CV carb	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
TRANSMISSION	Fully automatic electronically controlled automotive-type three-speed with selectable ESP and reverse	Fully automatic electronically controlled hydromechanical with selectable ESP and reverse	Five-speed with automatic clutch, reverse and ultra-low first gear	Five-speed with automatic clutch, reverse and ultra-low first gear	Five-speed with automatic clutch, selectable Electric Shift Program (ESP), reverse and ultra-low first gear
FINAL DRIVE	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing front differential
FRONT SUSPENSION	Independent double-wishbone with adjustable hydraulic shocks; 175 mm (6.9 in.) travel	Independent double-wishbone with adjustable hydraulic shocks; 170 mm (6.7 in.) travel	Independent double-wishbone with adjustable hydraulic shocks; 171 mm (6.7 in.) travel	Independent double-wishbone with adjustable hydraulic shocks; 170 mm (6.7 in.) travel	Independent double-wishbone with adjustable hydraulic shocks; 171 mm (6.7 in.) travel
REAR SUSPENSION	Independent double-wishbone with hydraulic shocks; 203 mm (8 in.) travel	Swing arm with dual adjustable hydraulic shocks; 170 mm (6.7 in.) travel	Swing arm with single adjustable hydraulic shock; 174 mm (6.9 in.) travel	Swing arm with single adjustable hydraulic shock; 175 mm (6.9 in.) travel	Swing arm with single adjustable hydraulic shock; 174 mm (6.9 in.) travel
TIRES	25 x 8 - 12 front; 25 x 10 - 12 rear	25 x 8 - 12 front; 25 x 10 - 12 rear	25 x 8 - 12 front; 25 x 10 - 12 rear	25 x 8 - 12 front; 25 x 10 - 12 rear	25 x 8 - 12 front; 25 x 10 - 12 rear
BRAKES	Front dual 180 mm hydraulic discs; rear single hydraulic disc	Front dual 180 mm hydraulic discs; rear sealed mechanical drum	Front dual 196 mm hydraulic discs; rear sealed mechanical drum	Front dual 196 mm hydraulic discs; rear sealed mechanical drum	Front dual 196 mm hydraulic discs; rear sealed mechanical drum
LENGTH	2,113 mm (83.2 in.)	2,108 mm (83 in.)	2,127 mm (83.7 in.)	2,127 mm (83.7 in.)	2,127 mm (83.7 in.)
WIDTH	1,189 mm (46.8 in.)	1,188 mm (46.8 in.)	1,205 mm (47.4 in.)	1,205 mm (47.4 in.)	1,205 mm (47.4 in.)
GROUND CLEARANCE	234 mm (9.2 in.)	190 mm (7.5 in.)	194 mm (7.6 in.)	194 mm (7.6 in.)	194 mm (7.6 in.)
SEAT HEIGHT	875 mm (34.5 in.)	861 mm (33.9 in.)	881 mm (34.7 in.)	881 mm (34.7 in.)	881 mm (34.7 in.)
WHEELBASE	1,289 mm (50.8 in.)	1,286 mm (50.6 in.)	1,281 mm (50.4 in.)	1,281 mm (50.4 in.)	1,281 mm (50.4 in.)
CURB WEIGHT	294 kg (648 lb) including required fluids and full tank of gas - ready to ride	294 kg (648 lb) including required fluids and full tank of gas - ready to ride	286 kg (630 lb) including required fluids and full tank of gas - ready to ride	293 kg (646 lb) including required fluids and full tank of gas - ready to ride	293 kg (646 lb) including required fluids and full tank of gas - ready to ride
FUEL CAPACITY	16.3 litres, including 4.3-litre reserve	15 litres, including 2.5-litre reserve	15 litres, including 4.6-litre reserve	15 litres, including 4.6-litre reserve	15 litres, including 4.6-litre reserve
COLOUR	Patriot Red	Patriot Red, NaturalGear™ Camo (optional)	Patriot Red, NaturalGear™ Camo (optional)	Patriot Red	Patriot Red



	TRX420FM	TRX420FPE	TRX420PG CTE	TRX250X	TRX400X
ENGINE TYPE	Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke
DISPLACEMENT	420 cc	420 cc	420 cc	229 cc	397 cc
BORE & STROKE	86.5 mm x 71.5 mm	86.5 mm x 71.5 mm	86.5 mm x 71.5 mm	68.5 mm x 62.2 mm	85 mm x 70 mm
COMPRESSION RATIO	9.9:1	9.9:1	9.9:1	9.2:1	9.1:1
VALVE TRAIN	OHV, 2 valves	OHV, 2 valves	OHV, 2 valves	OHV, 2 valves	RFVC, SOHC, 4 valves
FUEL DELIVERY	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel-injection	Single 20 mm carb	Single 38 mm carb with accelerator pump
TRANSMISSION	Five-speed with automatic clutch, reverse and ultra-low first gear	Five-speed with automatic clutch, selectable Electric Shift Program (ESP), reverse and ultra-low first gear	Fully automatic five-speed with selectable Electric Shift Program (ESP) and reverse	Five-speed with semi-manual SportClutch and reverse	Five-speed with manual clutch and reverse
FINAL DRIVE	2WD/4WD; direct front and rear driveshafts with 2WD/4WD shifter and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with 2WD/4WD shifter and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with 2WD/4WD shifter and torque-sensing front differential	2WD; direct rear driveshaft	2WD; O-ring-sealed chain; 14T/39T
FRONT SUSPENSION	Independent double-wishbone with adjustable hydraulic shocks; 160 mm (6.3 in.) travel	Independent double-wishbone with adjustable hydraulic shocks; 160 mm (6.3 in.) travel	Independent double-wishbone with hydraulic shocks; 160 mm (6.3 in.) travel	Independent double-wishbone; 150 mm (5.9 in.) travel	Independent double-wishbone with adjustable Showa hydraulic shocks; 208 mm (8.2 in.) travel
REAR SUSPENSION	Swing arm with single adjustable hydraulic shock; 160 mm (6.3 in.) travel	Swing arm with single adjustable hydraulic shock; 160 mm (6.3 in.) travel	Independent double-wishbone with hydraulic shocks; 160 mm (6.3 in.) travel	Swing arm with single hydraulic shock; 145 mm (5.7 in.) travel	Cast-aluminum swing arm with fully adjustable single Showa hydraulic shock; 231 mm (9.1 in.) travel
TIRES	24 x 8 - 12 front; 24 x 10 - 11 rear	24 x 8 - 12 front; 24 x 10 - 11 rear	24 x 8 - 12 front; 24 x 10 - 11 rear	22 x 7 - 10 front; 22 x 10 - 9 rear	22 x 7 - 10 radial front; 20 x 10 - 9 radial rear
BRAKES	Front dual 180 mm hydraulic discs; rear sealed mechanical drum	Front dual 180 mm hydraulic discs; rear sealed mechanical drum	Front dual hydraulic discs; rear single hydraulic disc	Front dual 174 mm hydraulic discs; rear sealed mechanical drum	Front dual hydraulic discs; rear hydraulic disc
LENGTH	2,055 mm (80.9 in.)	2,055 mm (80.9 in.)	2,055 mm (80.9 in.)	1,739 mm (68.5 in.)	1,822 mm (71.7 in.)
WIDTH	1,172 mm (46.1 in.)	1,172 mm (46.1 in.)	1,172 mm (46.1 in.)	1,062 mm (41.8 in.)	1,155 mm (45.5 in.)
GROUND CLEARANCE	165 mm (6.5 in.)	165 mm (6.5 in.)	231 mm (9.1 in.)	146 mm (5.7 in.)	105 mm (4.1 in.)
SEAT HEIGHT	822 mm (32.4 in.)	822 mm (32.4 in.)	822 mm (32.4 in.)	797 mm (31.4 in.)	821 mm (32.3 in.)
WHEELBASE	1,249 mm (49.2 in.)	1,249 mm (49.2 in.)	1,255 mm (49.4 in.)	1,124 mm (44.3 in.)	1,217 mm (47.9 in.)
CURB WEIGHT	265 kg (584 lb) including required fluids and full tank of gas - ready to ride	275 kg (606 lb) including required fluids and full tank of gas - ready to ride	291 kg (642 lb) including required fluids and full tank of gas - ready to ride	171 kg (377 lb) including required fluids and full tank of gas - ready to ride	185 kg (408 lb) including required fluids and full tank of gas - ready to ride
FUEL CAPACITY	13.3 litres, including 2.6-litre reserve	13.3 litres, including 2.6-litre reserve	13.3 litres, including 2.6-litre reserve	9.5 litres, including 2.6-litre reserve	9.7 litres, including 1.6-litre reserve
COLOUR	Patriot Red, NaturalGear™ Camo (optional)	Patriot Red, NaturalGear™ Camo (optional)	Patriot Red, NaturalGear™ Camo (optional)	Nitro Red	Nitro Red
					

	TRX450R	Big Red
ENGINE TYPE	Liquid-cooled single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke
DISPLACEMENT	449 cc	675 cc
BORE & STROKE	96 mm x 62.1 mm	102 mm x 82.6 mm
COMPRESSION RATIO	12:1	9.2:1
VALVE TRAIN	Umicam SOHC, 4 valves	OHV, 4 valves
FUEL DELIVERY	Single 40 mm flat-slide carb	PGM-FI electronic fuel-injection
TRANSMISSION	Five-speed with manual clutch	Automotive-style with hydraulic torque converter, three forward gears and reverse
FINAL DRIVE	2WD; O-ring-sealed chain; 13T/38T	2WD/4WD and 4WD with all-wheel differential lock; direct front and rear driveshafts
FRONT SUSPENSION	Independent double-wishbone with fully adjustable Showa hydraulic shocks; 215 mm (8.5 in.) travel	Independent double-wishbone; 150 mm (5.9 in.) travel
REAR SUSPENSION	Cast-aluminum swing arm with fully adjustable single Showa hydraulic shock; 237 mm (9.3 in.) travel	Independent double-wishbone; 180 mm (7.1 in.) travel
TIRES	21 x 7 - 10 radial front; 20 x 10 - 9 radial rear	25 x 10 - 12 front; 25 x 10 - 12 rear
BRAKES	Front dual hydraulic 174 mm discs; rear 190 mm hydraulic disc	Front dual 200 mm hydraulic discs; rear 200 mm hydraulic discs
LENGTH	1,862 mm (73.3 in.)	2,913 mm (114.7 in.)
WIDTH	1,177 mm (46.3 in.)	1,626 mm (64 in.)
GROUND CLEARANCE	111 mm (4.4 in.)	262 mm (10.3 in.)
SEAT HEIGHT	833 mm (32.8 in.)	863 mm (34 in.)
WHEELBASE	1,275 mm (50.2 in.)	1,922 mm (75.7 in.)
CURB WEIGHT	176 kg (388 lb) including required fluids and full tank of gas - ready to ride	650 kg (1,433 lb) including required fluids and full tank of gas - ready to ride
FUEL CAPACITY	10.3 litres, including 2.9-litre reserve	30 litres, including 5.7-litre reserve
COLOUR	Ross White	Patriot Red, Adventure Green
		

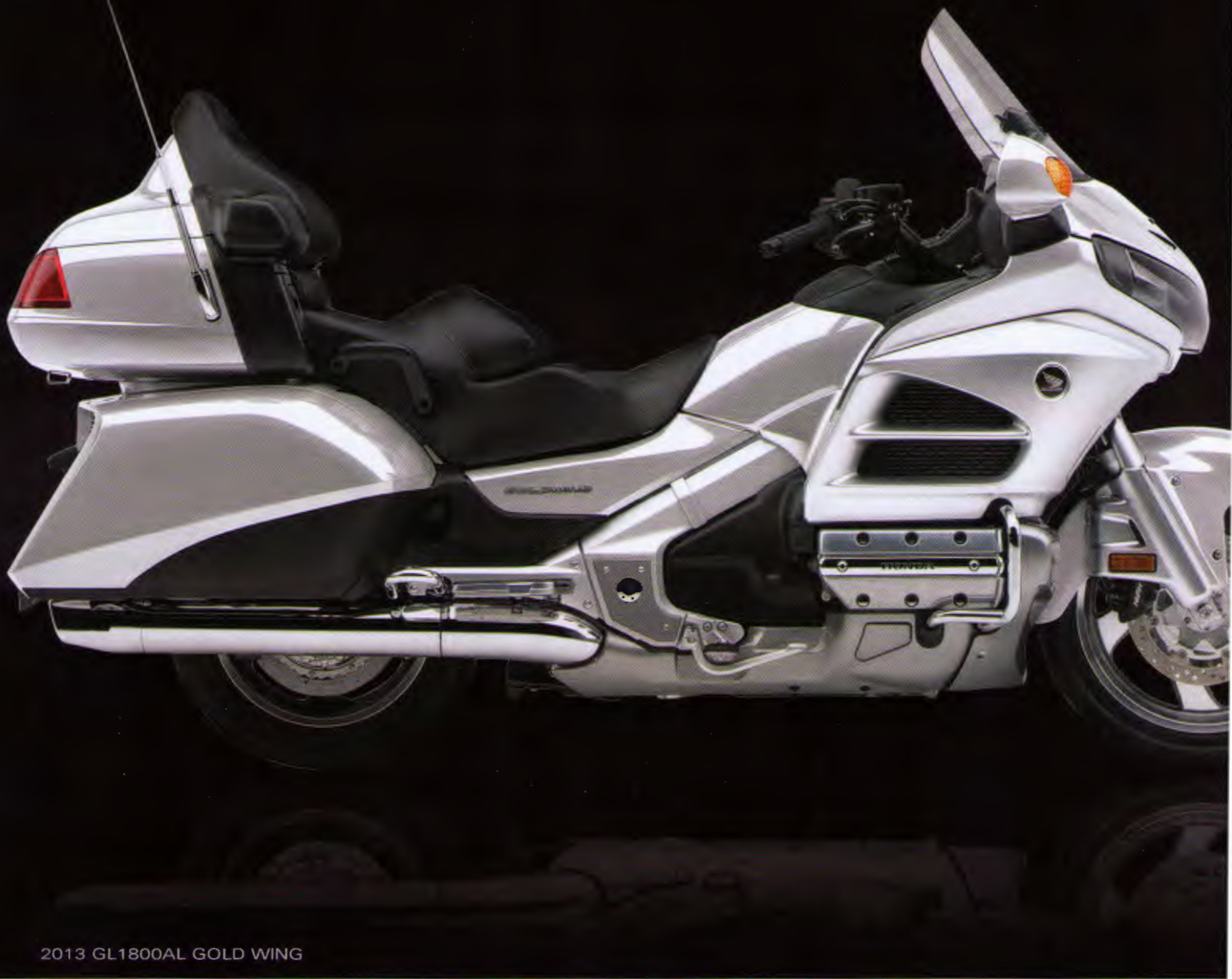
Riding a motorcycle, ATV or side-by-side can be hazardous. For your safety always wear a helmet, eye protection and protective clothing whenever you ride. Never ride under the influence of drugs or alcohol. Never engage in stunt riding. Inspect your vehicle before riding, read your owner's manual, and Honda recommends that all riders take a rider training course. Always obey local laws, use common sense and respect the rights of others when you ride. Whenever you ride off-road, always stay on established trails in approved riding areas. Make sure you obtain written permission before riding on private land. Keep your riding area clean and never modify the spark arrestor or exhaust system. Remember CRF-Rs are designed exclusively for off-road, operator-only use in closed-course racing events. CRF-Fs and CRF-Xs are designed for off-road, operator-only use. Parents need to consider their youngsters' age, size and maturity before allowing them to ride. Make sure you have the proper licence when riding a motorcycle on public roads and obtain written permission before riding on private land. Never use the street as a racetrack.

When riding an ATV, never ride on paved surfaces or public roads. Never carry passengers, and never engage in stunt riding. Avoid excessive speeds, and be particularly careful on difficult terrain. Remember, the TRX450R is recommended only for highly experienced riders 16 years of age and older. The TRX90X is recommended only for riders 10 years of age and older; TRX90X riders younger than 16 years of age must be supervised by a knowledgeable adult. All other ATV models shown are recommended only for riders 16 years of age and older. Regulations for younger riders vary by jurisdiction; consult your local authorities for more information.

The Honda Big Red side-by-side is recommended for riders 16 years of age and older, and is for off-road use only. Specifications, descriptions and illustrations contained in this brochure are based on information believed to be correct at the time this publication was approved for printing. Although descriptions, specifications, model images, colours and accessories are believed to be correct, accuracy cannot be guaranteed. Errors and omissions excepted. Specifications are subject to change without notice. All specifications in this brochure apply only to models sold and registered in Canada by an authorized dealer. Some of the models and/or accessories may not be exactly as shown. Some or all of the accessories described or illustrated in this brochure may not be standard and may be available only at an extra cost. See your Honda Motorcycle, ATV or Honda Powerhouse dealer for details. See your Honda Motorcycle, ATV or Honda Powerhouse dealer for Honda's warranty policy.

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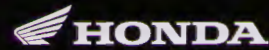


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