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REAL-LIFE HONDA PROJECTS

Litz and Adams' Honda CRF250Rs

By Karel Kramer

The Litz/Adams-modified CRF250R, under the guidance of Sean Friday, proved to be very competitive both in power and handling.



Jimmy Weinert was a larger-than-life motocross star of the 1970s, with an unusual career that included riding for Kawasaki and Yamaha twice—like a human revolving door. But, he won two 500cc titles and one SX championship in addition to being the first American to win a Trans-USA race against the Europeans. When his son, James, got involved in amateur racing, Weinert got involved with a motocross training camp at South of the Border Motorsports in South Carolina. He wanted to expand into racing by starting with young riders, then grooming a privateer pro team with himself as team owner and mentor to the young talents. One important thing a Supercross race team needs is motorcycles, and Weinert's search eventually resulted in the \$15,000 pro-level package racers seen here. While the team was exploring various brand options, they invited several top tuners to participate in a shootout-style

selection process. Both Weinert's team concept and the shootout idea resonated with Chris Real of DPS Technical Inc., the technical provider for American Honda's amateur motocross track-side program. Real is competitive and finds it hard to resist a shootout. Yet, this project had no corporate Honda budget. So, outside companies were asked if this was interesting to participate in and many companies agreed. Real had specific requirements designed to make certain the modified bikes were a help to the riders and the team, and he insisted they be met during the competition.



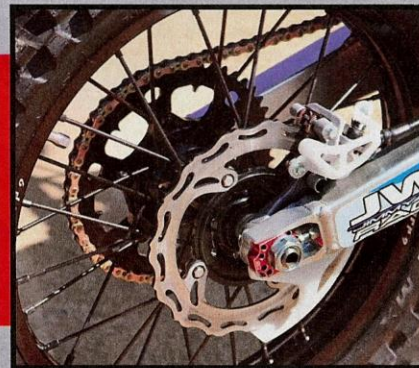
Built for the Weinert Racing/South of the Border team, a Honda CRF250R received heavy doses of Litz's suspension mods, Adam's performance motor mods and a bevy of aftermarket goods.



Motor-wise, the moto machine was strong, a Rekluse standard basket was used and larger ICW radiators were fitted.



Yoshimura pipes were fit to both the MX and GNCC machine. Power gains from mid-to-top peak and a lighter weight were noticed.



Warp 9 wheels are sano; the rotors tear-dropped and was strong in the braking department.

- The package must be reliable enough that a rider could race the bike for several races and live with the maintenance schedule specified in the Honda service manual. (Approximately 10 to 20 hours of use depending on the component.)
- The special parts must be reasonable in price and available to the "on-the-road racer" within 3 to 4 days of their order, and the component provider must provide technical assistance.
- The performance, on-track reliability and on-the-dyno repeatability must be documented. Real would personally observe the dyno and confirm the specifications of the fuel, sound level and weight.

- The package must be legal and meet specifications indicated in the rulebooks of the AMA, CMRC and FIM.
 - The cost of a competitive 250cc motorcycle and performance package must not exceed \$15,000 and be available for a private team to purchase.
 - Real's other goal was ease of adjustment or tuning of the bikes for rider preference.
- The final machine decision for the Weinert team was Honda CRF250R bikes modified by Steve Litz of Litz Racing with engine work by Coby Adams. Litz has had successful teams in Supercross, X Games, Super Moto and GNCC. For this team and for a 2010 GNCC effort out of his shop, Litz had been working with the Mountain

Sean Foos tests the appetite of the Litz/Adams GNCC Honda. He came away impressed with the suspension and loving the Rekluse

COMPONENTS LIST

Motocross Trim

- Warp 9 wheels, HD spokes, hub, rear sprocket
- Litz MX Pro Suspension front and rear
- Cychra plastic kit white
- ICW radiators
- Rekluse clutch
- Rekluse clutch cover
- CV4 hoses and cool fuel tank insulator
- Yoshimura RS4 titanium exhaust system, PIM2 engine tuner
- Moto Tassinari air intake system throttle jockey seat cover
- IMS footpegs
- Works Connection clutch lever and adjuster, master cylinder and engine covers, hour meter, skid plate
- Pirelli Scorpion mid-soft tires

GNCC Trim

- Litz GNCC suspension front and rear
- Cychra plastic kit red
- Rekluse anti-stall clutch, HD cover
- Yoshimura RS4 stainless exhaust system
- IMS fuel tank, anti-slosh foam, footpegs, disc guard
- HRC works skid plate, engine plugs, top triple clamp and bar mounts.
- Devol radiator guards

REAL-LIFE

HONDA PROJECTS



The major differences between the moto wagon and GNCC bikes came in suspension, the larger IMS tank and clutch. The GNCC bike used stock wheels and a stainless steel Yosh exhaust.



IMS' larger fuel cell is crucial for off-road racing.



Driveline by Warp 9 (EK chain) and tires from Pirelli worked well for the test.



Moto Tassinari's air intake system provided big gains and proved to be key in the performance elevation on both bikes.

Motorsports dealership in Tennessee. Litz rider Trevour Bollinger was the top Honda in many 2010 GNCC races.

Litz worked with the noted drag race and engine performance house of Adams Performance in Mooresville, North Carolina. Coby Adams is not a name that you usually connect with motocross, but he is well known in the motorcycle drag racing community.

When we showed up to ride the modified bikes, we didn't know what to expect, but what we got were proven race weapons. One bike was a replica of the GNCC bike, complete with an IMS tank, and the other was one of the team SX bikes. Both bikes had Litz suspension, Adams engine work, Yoshimura pipes, Moto Tassinari intake sys-

tems and Rekluse clutches. The off-road bike had the latest Rekluse Core anti-stall clutch in it, and the MX bike had the Rekluse billet manual clutch installed. Our riders were typical young 250F racers, both weighing in around 150 pounds.

At first, the SX bike attracted all the attention with its trick parts. It had Warp 9 wheels, larger radiators and a mean look the young guys loved. The stock Honda CRF250R is a pretty wicked bike, but the JWS SX bike was more so. The suspension was more aggressive, and frankly, for the Glen Helen chop, was pretty stiff. Our testers never really got comfortable with it, but after tuning with Litz, Sean Friday was able to really trust the action and enjoyed the bottom resistance.

REAL-LIFE HONDA PROJECTS



Tested at Glen Helen's GP circuit, both of our testers actually preferred the GNCC suspension for the moto track; it was plusher with enough mud on full G-loads.

DATA Motocross Trim

Total weight, no gasoline, but with heavy tubes, big rads and skid plate is 224 pounds.
Fuel: ETS Race Fuels USMX specification "Power Blaze" 17. Sound level after five hours of testing AMA 97 dB, FIM two-meter test 114 dB.

GNCC/GP Trim

Total weight, no gasoline, but with heavy tubes, IMS fuel tank with foam anti-slosh, skid plate, hand guards etc. 226 pounds.
Fuel: ETS Race Fuels FIM specification "Power Blaze" R. Sound level after five hours of testing AMA 96 dB, FIM two-meter test 113 dB.

The engine is fully up to the task as well. It pulled fine down low, much like the stocker. That is a good thing, since modified motors too often get finicky down low. For sure, though, the business end of the powerband starts in the mid, and the top end is crazy good. With a 200-pound rider aboard, it would pull light kids on other 250Fs on the hills! Everything on the bike works in harmony. These guys really understand the concept of a race "package."

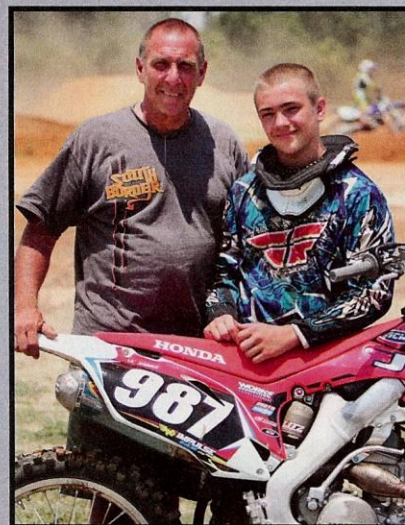
Off-road suspension responds well to Glen Helen's terrain, and the GNCC CRF was no exception. There was no faulting the suspension or handling. The suspension was never upset by harsh chop, either under acceleration or while braking. Despite the fact the action was off-road plush, the bottom resistance was more than fine for the atypically large jumps of the USGP. The power, tuned for less top and more torque, was a hit. The Rekluse anti-stall auto clutch was also a hit, which is an unusual preference for younger motoheads. Both riders were convinced that the auto clutch helped the suspension and made the bike virtually impossible to stall. It was one of the new, relatively inexpensive (\$399) Core anti-stall clutches. It allows use of the stock clutch parts, but you must remove a few stock plates to make room for the Core clutch. As a result, the clutch springs have to be much stiffer. Our riders felt the trade was well worth it.

With the engine management tuned for a little more torque and a lower rpm ceiling, the GNCC bike pulled easily from gear to gear without the rider touching the clutch at all. The high-rpm power was down a bit, but overall this is the perfect setup for a race lasting two or three hours. It worked great on the MX track as well.

Both of these bikes from Litz and Adams can be built with a package that hits exactly where you want it to. Chris Real performed independent dyno tests that certified the bikes at or above 40 horsepower. All that being said, \$15,000, while not at all out of line for a high-end race bike, may still be a hard pill to swallow. Litz Racing has a plan to make the purchase more attractive. If you are interested in a modified bike, you can meet Litz at South of the Border or at a track in Tennessee. Bring your bike and \$500. Litz and team will spend half a day giving you the full factory mechanic treatment and dialing in your bike for you. Finally, after your bike is all tuned up, you get an hour on the fully modified race bike to help you decide if you want to go that route. Whether you pony up for the modded bike or not, a half-day tuning session with a mechanic like Litz is well worth the money. □



Adam's performance mods elevated the bottom performance of the GNCC machine, which makes really strong all-around power.



Jimmy Weinert's team ended up choosing the Litz/Adams modded machines for competition. For the dollars spent, the team qualified and tested every part for durability in order to make the cut.

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