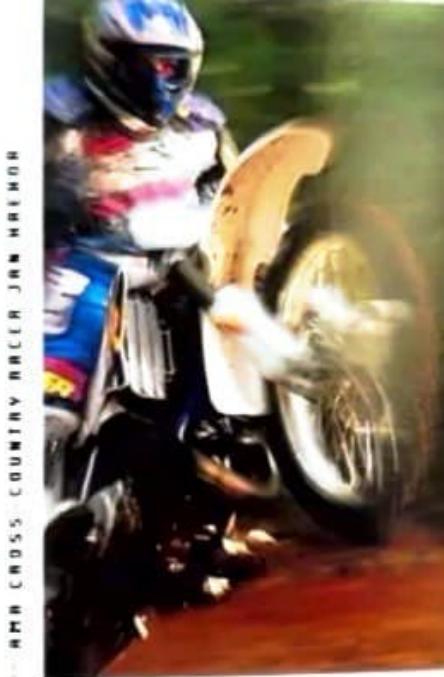


WR250



YAMAHA

Cross country. It's solitude at sonic speeds. You launch off spectacular jumps, drive hard into tight turns and conquer heart-stopping **WR250** obstacles. Yet, the only one who sees you do it is the only one that counts—you.



AMA CROSS COUNTRY RACER JIM HORNOR



The newly designed WR250 has served notice that it's no longer happy to be just one of the top contenders in cross-country competition. From here on in, it's destined to be the dominating factor.

It's a new machine that utilizes the latest technology and racing advancements. Now it runs marathon-length events like a sprinter.

This year's WR250 shares most of its components with the '94 YZ250—with subtle changes that transform it from a berm blaster to a cross-country king. The WR250 shares the same powerful engine as this year's YZ250, with a few exceptions. It's equipped with a round bore carburetor for smoother low RPM acceleration and more precise low end power. The transmission has wide ratio 4th and 5th gears, for higher top speeds used in cross-country events. Plus, it has a 200 watt lighting coil, so adding lights is simple.

The WR250 utilizes the YZ-type suspension, with a set of massive 43mm inverted front forks for precise steering, and

in back a Deltabor swingarm and fully adjustable, progressive Monoshock rear suspension to help soak up the harsh bumps. Both ends of the suspension have received small, precise changes in spring rates and damping, giving the WR a slightly smoother ride in the first few inches of travel, for better performance in the tight, slow sections. A few WR-exclusive features have been retained, including an 18-inch rear wheel, snail cam adjusters for quick wheel changes and a convenient swingarm-mounted sidestand. And even though the WR has a larger gas tank for longer runs between pit stops, it's still a compact machine that lets you move around quickly and easily.

The new WR250. All the race-winning features of the new YZ250, with a few enhancements for long-distance, high-speed off-road racing. //





WP250

Engine Type	Liquid-cooled 2-stroke single	●
Displacement	149cc	●
Bore x Stroke	68.0 x 68.8mm	●
Compression Ratio	9.0 - 11.0:1	●
Carburetion	Mikuni VM 36SS	●
Transmission	5-speed	●
Seat Height	39.9"	●
Wheelbase	56.7"	●
Ground Clearance	12.5"	●
Dry Weight	220 lbs.	●
Fuel Tank Capacity	3.4 gals.	●
Front Suspension	Telescopic 11.8"	●
Rear Suspension	Monotube 12.4"	●
Front Brake	245mm disc	●
Rear Brake	220mm disc	●
Front Tire	80/100-21	●
Rear Tire	110/100-18	●
Colors	Purple/White/French Blue	●

per cent. of the public in Hong Kong were The 1971 census, with a 10-day interval between the two counts, showed

Q I continue to improve the skills and fun of motorcycling, we must continue to do our part and ride responsibly. Please remember to leave your phone at home when you ride. Check all your equipment, always wear an approved helmet, use reflective tape, long-sleeved shirt, long trousers, gloves and boots. Ride your bike and motorcycle. Never ride a WLR or sport bike or public road, never carry passengers, never engage in stunt riding, never exceed speed. We are interested to contact clubs throughout any Province to assist them when setting up a motorcycle riding association or a team. Registrations should be between 18-25, and with a safe distance for manoeuvring and parking. Sleep well and with the safety of your friends, wear personal items. Do not drink and ride. It's illegal and dangerous. Participants when invited to attend a rally, event or the Motorcycles Safety Foundation can engage you to ride along with them. The encouragement for further information regarding the MCF can be obtained at 1-800-227-4100.

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