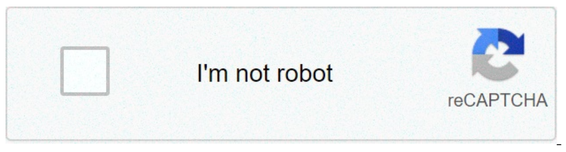

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Apollo 70cc dirt bike near me

Dirt bikes are lightweight, off-road motorcycles built with a rugged frame, special tires and stiff suspension to navigate hilly, rough terrain in all types of weather. Dirt bikes are used in motocross racing events held in North America, Europe and Asia. Adverse conditions require these bikes to be specially constructed, with many high-performance components incorporated into street motorcycles, including cruisers and sports bikes. Dirt bikes are used with an emphasis on agility and lightweight maneuverability, and as a result they have an engine size less than 500cc. The bikes are powered either by a two-stroke or four-stoke engine with the smaller two-stroke mixing oil and gas simultaneously, while a four-stroke reuses the oil much like an automobile. Dirt bikes are not licensed because they are illegal on streets and highways, but some U.S. states require a sticker registration fee. The father of the modern dirt bike is the British-made BSA, which was the leading dirt bike among American riders when motocross became popular in the United States in the late 1950s and 1960s. By the 1970s, Japanese motorcycle makers muscled out the British bikes with Yamaha, Suzuki, Kawasaki and Honda leading off-road competition. Compared to street bikes, dirt motorcycles have stiffer suspension with extended forks for more travel when executing jumps, knobby tires for traction on soft surfaces, and high ground clearance to navigate hilly terrain. Kawasaki began building motorcycle engines in 1949 as an offshoot of its aircraft engine operation. The company, as Meihatsu under the Kawasaki umbrella, began producing motorcycles in large numbers beginning with a 148cc, 4-stroke bike in 1953. For the next 10 years, the Kawasaki Motor Company built standard street motorcycles. In 1963, it developed the off-road dirt bike B8M Motocrosser. The Red-Tank Furore, the 1963 125cc B8M motocrosser, cemented Kawasaki's off-road credentials by winning the Fukui Prefecture Motocross and Hyogo Prefecture Motocross tournaments in Japan. The Kawasaki 250cc 2-stroke F21M model, the offspring of the famed Red-Tank Furore, debuted in 1967, winning a series of off-road races throughout Japan. The 120cc 2-stroke Kawasaki C2SS, also known as the 120 Roadrunner, ended production in 1968 after a 6-year production run. The 1970s brought to prominence the KX dirt bikes, including the KX100 racing in the mini cycle classes, and the KX250F. One version of the KX250F was a product of a 2002 partnership between Kawasaki and Suzuki in which the motorcycle possessed identical Kawasaki KX250F mechanical components but rebadged as the trademark yellow Suzuki. The KX250F and KX450F endure today with their overall appearance remaining essentially the same, but redesigned with a new gearbox, shift drum, stronger engine mounts and a heavier flywheel. Riding a dirt bike can be an exciting pastime. There is nothing quite like zipping along through trails and seeing who can make the highest jumps off of homemade dirt ramps. Some people who ride dirt bikes professionally have made up tricks to do on their bikes that are absolutely spectacular and dazzle spectators of all ages. If this excites you, then you are probably ready to build your own dirt bike and join the action. Follow these steps. Pay a visit to your local junkyard or auto auction and find an old dirt bike. Look for a frame that is still in decent shape and doesn't have much rust on it. It is ideal to try and find a bike with no rust at all, but a little rust is manageable. Drain the engine of any and all oil and other fluids. Take the whole engine apart and clean each individual part, making sure to remove all dirt and dust. Use paint remover to remove the old coats of cruddy paint off the body of the dirt bike. Make sure to wear a mask to protect you from any fumes caused by any cleaning products you might be using on your dirt bike. You may need to use some sandpaper to sand any slight rust spots the body might have under the paint as well. Coat the dirt bike body frame in primer and then paint the body any color of your choice. Painting the frame can be difficult and frustrating and requires you to spray the body from multiple angles to make sure that the whole thing gets evenly coated in paint. Rebuild the engine putting the clean and dried parts back together. You may want to have someone who is experienced in rebuilding these type of engines help you put it back together to avoid problems. Replace the old suspension with new shocks. Don't use the old shocks that may have been on the bike as these may be damaged and could cause you to have an accident. Purchase and replace the old wheels and rims. This includes purchasing brand new tires as well, and make sure that the tires are properly filled with air. Test your dirt bike and make sure that everything is up to par and working properly. Always make sure to wear the proper safety gear, such as a helmet, when testing out your brand new homemade dirt bike. Enter a race and make sure to have a good time. dirt bikes in the air image by MAXFX from Fotolia.com Dirt bikes are lightweight motorcycles that are intended for riding off road. Most designs include rugged tires and suspensions. Dirt bikes are made to handle riding cross-country over rough terrain like dirt, mud and rocks. Dirt bikes are available with two-stroke and four-stroke engines and may have several different features but are usually grouped into four categories. Motocross bikes are designed for racing in closed-course competition. They utilize single-cylinder engines that are designed for fast speeds and their suspension systems have to be able to handle the jumps and the rapid acceleration required on a motocross track. Motocross bikes are built light, without speedometers, lights, kickstands, mirrors or electric starters which weigh the bike down and aren't needed on the race track. This style of dirt bike usually has a long, flat seat which allows the rider to shift his weight rapidly to give more traction around corners. Riders in motocross races are usually standing so comfort is not a huge consideration in a motocross bike's design. An enduro bike is similar to a motocross bike in appearance but it is designed for a slightly different purpose. With a lighter frame, enduro bikes are typically used for longer races that combine street racing with off-road racing through rough terrain. Enduro bikes offer different features than the motocross bike such as turn signals, mirrors, headlights and silencers that reduce engine noise in order to enable riders to ride on asphalt surfaces. However, because of their minimal personal comforts and abundant suspension, enduro bikes aren't really suited for casual long-distance road travel. Trail rider bikes are designed to handle long rides through rough terrain. They are not designed for high-speed racing like motocross bikes are and don't jump well. Trail riders look very similar to enduro bikes. The foot pegs are located in a more natural position to allow for a comfortable ride and handlebars are placed higher to make turning at slow speeds easier. Trail riders are lightweight with minimal plastic framing, long suspensions and larger tires. This style of dirt bike rides better over a variety of dirt surfaces than anywhere else. Dual-sport bikes are equipped with headlights, turn signals and mirrors as well as speedometers in order to make them street legal. They can be ridden over dirt or asphalt surfaces and are designed to run better than a street bike over rough terrain and be smoother and quieter than a dirt bike on asphalt surfaces. Most dual-sport bikes use single-cylinder engines because of the simplicity and lighter weight which is useful over rugged terrain but the dual-sport bike is usually heavier than the enduro or motocross bikes, because they aren't really designed for competition. This type of dirt bike is ideal for new riders to learn on because the controls are in plain sight and because they're easier to balance than other types of bikes. Because they don't use a lot of plastic and chrome, dual-sport bikes are also less expensive. Longhair, Creative Commons Attribution Discovering the inventor of things is often not that easy. For instance, Thomas Edison did not invent the movie camera, even though that invention is attributed to him. William Dickson invented the movie camera while working for Edison. Things become much trickier when attempting to find who invented the dirt bike. Suffice to say that several candidates have come forward and the question may never be answered to one's utter and complete satisfaction. As with many inventions that bear a strong resemblance to something that already exists, the invention of the dirt bike is attributed to evolution by some. Almost from the very invention of the motorcycle itself did some riders begin to modify the bike by putting on tires more adaptable to off-road traction, as well as improving suspension. Unknown riders throughout the early decades decreased the weight of their bikes by removing superfluous items, such as the horn and even the headlamp. Some attribute the invention of the dirt bike, or at least the most notable inspiration for what would become the modern day dirt bike to two German inventors named Gottlieb Daimler (yes, that Daimler) and Wilhelm Maybach. In 1885 these two men created a bike powered by gasoline, but it was much closer to a moped than an actual motorcycle. This dirt bike precursors was called a Reitwagen, which is German for "riding car." The most common attribution of the invention of the dirt bike goes to Siegfried Bettman. Bettmann was working on motorcycles for Triumph in 1914 when he modified the existing models to create what bears a very strong resemblance to the dirt bikes of today. Bettmann's dirt bike was a dirt motorcycle in a much truer sense than the motorized bicycle that Daimler and Maybach created. The features of the earliest dirt bikes, including that invented by Bettmann as well as those modified by everyday drivers, were not far removed from the features of road bikes. It would not be until the 1940s that dirt bikes that were not just modified street bikes became the norm. Again, there is little evidence of a definite and specific individual who can be called the inventor. These bikes made especially for driving off-road were the result of an evolution of the vehicle. Honda is given the nod as the true inventor of the dirt bike as it applies to motocross racing. In the late 1950s and early 1960s Soichiro Honda transformed the motorcycle itself from something that only thugs and bikers were riding at the time into a more mainstream vehicle. Over time, as motorcycles became a daily part of the existence of more and more people, the urge to ride them off the street and toward fishing spots and picnic spots and other areas for social congregation became overwhelming. Although Honda was not the inventor of the dirt bike itself, his design improvements included a making suspension stronger and adding larger tires with improved tread patterns to increase traction like never before. For others the real inventor of the dirt bike was not a man, but a company and the invention has less to do with modification of existing models than with the way the bike revolutionized the sport of motocross racing. Yamaha introduced its DT-1 bike in the mid-1970s and it changed the sport forever and became the standard by which all future dirt bikes would be judged. The DT-1 was the first dirt bike to almost be capable of being ridden in any kind of terrain. The term dirt bike was forever changed by this bike that allowed bikers to take their motorcycle just about anywhere that could be walked. Share Pin it Tweet Share Email Bikely is a new site to share bike routes. It’s so simple, and yet, it’s really useful. Seeing a MAP of a route is of little value to me, because I don’t know from the map whether the route will be scenic, whether there are elevations that are going to force me to over-use my Granny gears. But a site that simply lets you share the routes you like? Put very simply, Bikely helps cyclists share knowledge of good bicycle routes. It can be quite tricky traversing a car dominated city such as Melbourne on a bike, particularly when you need to travel an unknown route to a new destination. But the chances are, someone has cycled that way before you. Bikely makes it easy for him or her to show you the best way. Bikely – [via Daily Mashup] Share Pin it Tweet Share Email Page 2 I’m home with my six month old son today. My wife has my daughter, so I’m in charge of this ball of energy and non-communication. He’s having a tough time sleeping, which means I’m having a tough time working. I just tried laying down with him to take a nap with him, to see if that made a difference. And out of this, came some visualization and relaxation tips: Take six deep breaths– After you get comfy, take six really deep, slow, breaths. If you can, breathe in from the nose, and out through the mouth. Nice, slow, easy. Feel your aches– Without moving, take a quick inventory of the aches and pains you feel, especially around the face, the neck, your jaw, and your lower back. Think of warmth– Imagine sending liquid warmth through those parts, such that the warmth pours over the aches, and washes them down out of your body, off the bed, and onto the floor. Release your worrisome thoughts– Say to every bothersome thought that comes into your head, “I can’t fix you right now. I’ll get back to you later.” Everything that comes up isn’t meant to be solved right now. Your brain’s just trying to get rid of them. Even reminders. “I’ll remember you when I wake up.” Let them all go. Assure yourself you’ll wake up on time– This is important for nappers, but also for people who have trouble waking up. Just give yourself a quick reminder of when you want to wake up. Think of the numbers on the clock. Think of a hammock– You’re up off the ground, wrapped in a cocoon of comfort, swaying gently in the open air. The sun is warm on your face, and there’s a breeze blowing you back and forth. This visualization helps you “see” what sleep’s reward will be, getting you more in the mood to sleep. Visualization has proven helpful in developing the appropriate brain wave patterns to achieve restful sleep. The more you practice these techniques and build them into a ritual, the better your opportunity for repeatable success. I’ve found that the speed at which I get to sleep after practicing these improves as I move forward, not that speed sleeping is a goal. It’s just nice to see the practice paying off. –Chris Brogan is awake and dreaming of new ideas at [chrisbrogan.com].

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