

READER'S TEST REPORT: THE HONDA C100

4 stroke with
automatic clutch

ON close inspection the C100 appears to be a well made luxury moped with a kickstarter and automatic clutch.

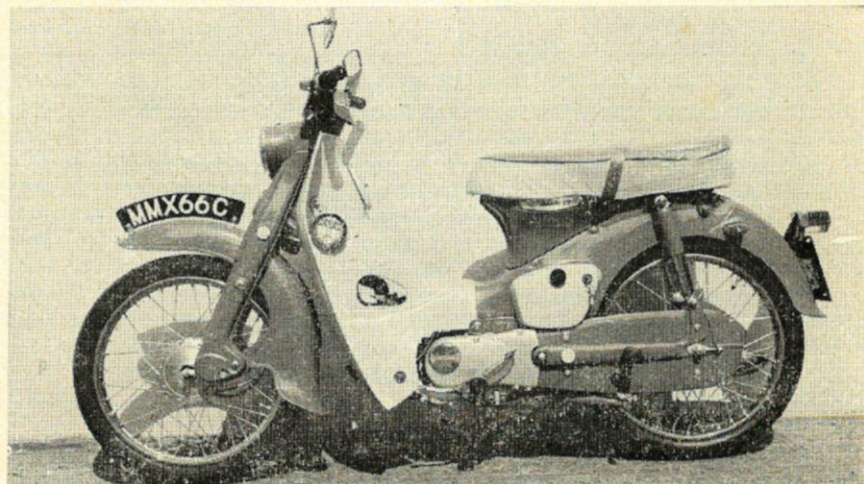
The machine comes in two-tone colours equipped with dual seat, leg-shields, speedometer, fully enclosed chain, winkers, twin mirrors and steering lock.

The machine is comfortable to ride, the dual seat is well shaped and sprung and the legshields, which are not quite wide enough, succeed in keeping most of the wind and rain off the rider.

On the right hand side of the body under a moulded "polythene" cover the tiny battery and rectifier are housed. Under a similar compartment on the left-hand-side the tool kit is housed. The main switch protrudes from the tool compartment. I do not claim there are spanners to fit all the nuts but the tool-kit comprises of 13 tools wrapped in a neat holdall.

The main switch, operated by a key which also fits the steering lock, has three positions, one switches everything off, the second operates the ignition, horn, winkers and stop light whilst the third operates everything including the head, tail and speedo-lights. A minor disadvantage is the fact that the main switch is set low down which makes it difficult to operate when in motion.

Starting the engine is achieved by opening the fuel tap on top of the float chamber and depressing the



tickler until the fuel flows out of the overflow pipe, turning the ignition on, and giving one good prod on the kick-starter with the throttle slightly open.

It starts well

A choke is provided but doesn't seem to be needed even in the coldest conditions.

A maximum speed of 43.4 m.p.h. is claimed but a 50 m.p.h. can be achieved when descending a hill. The engine is flexible, (this should please Clip-on) and top gear will smoothly propel from 5-50 m.p.h. You can start in 2nd gear. and reach 30 m.p.h.

Smooth clutch

The automatic clutch is smooth, it will permit a good gear change and will disengage without stalling the engine. To get a good gear change you use the throttle exactly as you would on a manual-clutch machine.

Gear changing

The gear change rocker is on the left-hand side and the brake pedal on the right. The automatic clutch even permits push-starting in an emergency.

Neutral gear is allocated between first and second gears as the rider is expected to normally use only second and top gear. Two movements on the gear lever are therefore necessary to change from first to second gear. A neutral gear indicator lamp is fitted into the headlamp nacelle. First gear is used only when climbing hills and carrying a passenger.

Easy to ride

The automatic clutch and flexible engine make it easy to ride.

The "extras" included in the modest price give it the feeling of being something special. The electric system is one of the best found on 50 c.c.'s certainly superior to anything available before the Japanese arrived on the scene. A fuel consumption of 130-190 m.p.g. can be relied on depending upon the conditions. As the oil has to be changed every 500-600 miles it does not need topping up and 1½ pints for every 600 miles the fuel costs are slightly under that of a petrol-lubricated two-stroke. So with everything considered we have a machine with light weight and engine flexibility to suit Clip-on and a bargain at 90½ Gns.

SPECIFICATION:

ENGINE: Air-cooled, 4-stroke, o.h.v., single cylinder 50 c.c., bore 40 mm, stroke 39 mm, compression ratio 8.5 to 1. Claimed output 4.5 b.h.p. at 9,500 r.p.m.
TRANSMISSION: 3 speed, constant mesh, foot change gearbox, automatic clutch running in oil. Final drive by fully enclosed chain.

ELECTRICS: 6 volt system, flywheel magnet with external h.t. coil, direct lighting to headlamp (15v, 15w), tail-lamp and speedo lamp, 6v 2amp/hr, battery supplies stop light, winkers, horn and neutral gear indicator lamp, battery vent pipe to atmosphere.

SUSPENSION: Front, leading link, rear, swinging arm, both have hydraulic dampers.

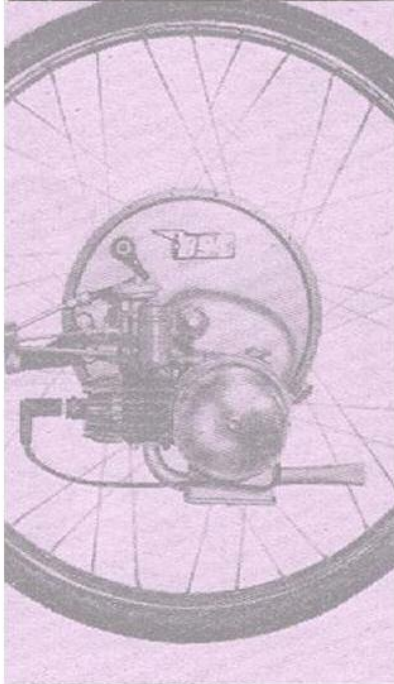
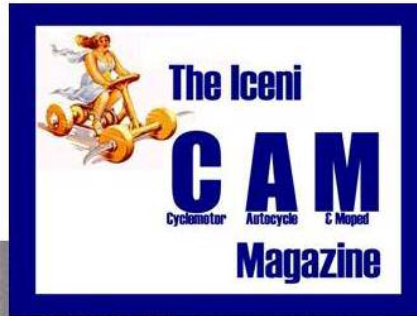
WEIGHT: 143 lbs.

PRICE: £95 os. 6d.

Electric starter version available at £103 19s. od.

(by J. M. Smith
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