

with

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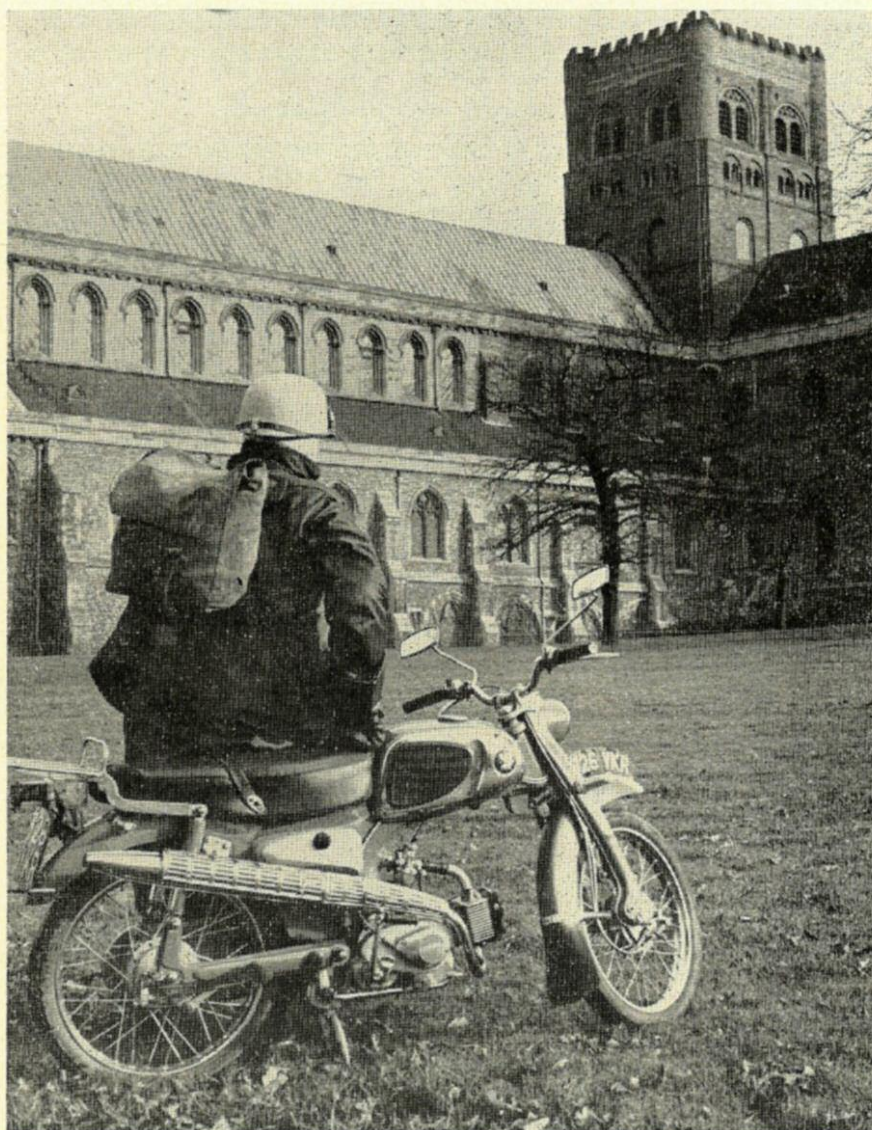
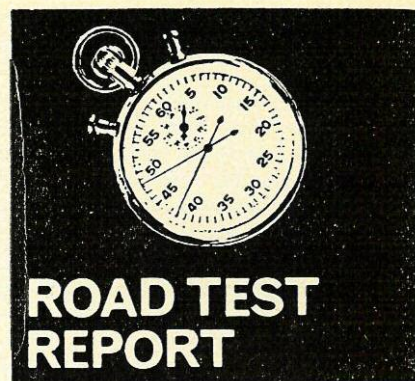
Continental
trip

Club News

*Right: Our test rider
on the Derbyshire
Firestone course with a
Honda C110*



HONDA SPORTS C110



Sixteen stone of rider and luggage, with the C110 in Verulam Park, beside St. Albans Abbey, Herts. Our front cover shows the same machine in less pastoral surroundings

H'ONOURABLE HONDA'. Two words bringing thoughts of Japan; both applicable to the 50 c.c. *Sports Honda*. This machine is intended for riding to work, sporty open road performance, and competition riding. That it really does all three was the aim of our prolonged test. Results show that it passed . . . honourably. One of five 50 c.c. models from the *Honda* factory, the Sports is marketed with upswept exhaust pipe as the C110, and with downswept as C114. Both are available in red or blue.

A pressed steel spine frame carries a one gallon petrol tank with reserve tap and removable filter. Rear suspension is by swinging arm, front by leading link forks. A plastic cover above the well-guarded high level exhaust pipe houses the dry type air filter, whilst a nearside duplicate contains a 6v. 2ah. battery with visible electrolyte levels, and a fully comprehensive toolkit. The dualseat is covered in really tough plastic; passenger footrests are standard. Flaps are attached to the ends of both sprint mudguards, effectively protecting engine and rear numberplate from excess splashes.

Cast, light alloy drums contain full width brakes, anchors of which are rubber bushed. The chrome rims carry 2.25-inch by 17-inch tyres; ribbed front and studded rear. Back chain is fully enclosed, but hand lubricated through an inspection cover. Ball ended levers control front brake and hand clutch. A right hand thumb switch works the trafficators, whose action is indicated by a warning light in the headlamp top. Left hand switches serve dipper and horn. A neutral gear indicator light is fitted. The rear brake has a built-in stoplamp switch, and the nearside heel-and-toe pedal changes the four gears.

Bolted to the frame, the carburettor

is connected to the engine inlet pipe by a flexible plastic tube. The float chamber has a quick release spring clip for easy cleaning. A hand choke lever is fitted. The iron cylinder carries a light alloy head and an iron rocker box. Two removable covers give access to the overhead valve rockers, which are pushrod operated from a camshaft below the engine mainshaft. The 9.4 to 1 compression ratio gives 5 b.h.p. at 9,500 r.p.m. Engine lubrication is by splash feed, a pick-up 'ear' on the big-end bearing simply dipping into the oil in the engine-gearbox and splashing all moving parts. A dipstick shows the level in the one pint sump. The 10 mm. sparking plug has its timing fixed at 35 degrees before top dead centre, and the flywheel magneto also supplies direct lighting and charges the battery through a selenium rectifier. The four gears are in constant mesh, and the clutch is of wet, single plate manually operated type. The offside engine cover plate conceals a clutch pushrod adjuster whilst that on the nearside gives access to the contact breaker and flywheel. The latter has ignition and tappet settings clearly marked.

Weekend tour

Testing the validity of the maker's claim, we set off in late November on a round trip of 378 miles from Rochester to Mid-Derbyshire, home of Reliability Trials. The engine wasn't fully run-in, so third gear was used on slight main road rises in the early stages. Rider and luggage weighed 16 stones, and precautionary stops were made during the first 100 miles. Beyond Northampton, the engine 'loosened up' and more sustained top gear work was possible. Steering was positive, inspiring confidence and the comfortable dealseat allowed changes of riding position. It seemed impossible to 'crash' the gears, and the foot change could be operated either by heel-and-toe, or more conventionally by toe only. The clutch was smooth, the brakes first class.

Forks and rear suspension gave a comfortable ride over the 186 miles. Eight hours riding time was recorded: a good performance considering London traffic, excessive weight, and running-in.

Next day, several stiff second class road hills were taken two-up; the cameraman riding pillion. Provided revs were kept up, nothing was too

steep for the *Honda*. The extra power developed by this sporty four-stroke should *only* be used in this way; slow, hard, slogging being detrimental to this type of engine.

On the rough

When the *Honda* climbed 'Firestone', well known Derbyshire trials hill, the six inch ground clearance was adequate. Standing on the footrests, it was possible to pick a path amongst the rocks. Springing coped well, and the forks didn't 'bottom'. For serious trials riding, a lower bottom gear would help, nevertheless there was ample power on tap.

Slipping the clutch mercilessly to allow the slowest possible speed brought no protest from the transmission, and the consequent high revs in bottom gear neither discoloured the exhaust pipe nor the black paint on the cylinder barrel. There was no sign either, of the overhead valves bouncing.

Bad weather

Returning southwards, the weather was icy and foggy. Roadholding was first class, though there was perhaps too much leverage on the long rear brake pedal, making this somewhat fierce. As conditions improved, the *Honda* would rocket to 30 miles per hour in Second, 40 in Third and 47 in Top. We had the impression this was much nearer the 50 mark than the unsteady speedo needle suggested.

In torrential London rain, the bike coped well. The sprint mudguards gave better protection than most. Built-in trafficators and rear view mirrors were a boon in the heavy traffic. The indicator switch though, was sloppy, and it was difficult to find the 'off' position with gloved hand. Shielded by the handlebars, there is no distracting glare from the front flashers. The illuminated speedometer is easy to see, lights and horn are good, the dip-switch first class.

A puncture en route spotlighted the excellent quickly detachable rear wheel, but what a pity there is no tyre pump provided; luckily we carried one. We also checked all routine adjustments; tappets, ignition and clutch and found them easy to do with the tools provided. Oil consumption was negligible.

It's a bike which you *can* use for everything; inexpensive and solidly reliable.

Specification:

ENGINE: OHV single cyl., air cooled: Bore 40 mm. Stroke 39 mm. capacity 49 c.c. Compression ratio 9.5 to 1, output 5 HP at 9,500 r.p.m. Alloy cylinder head. Max. speed 52 m.p.h.

TRANSMISSION: Four speed constant mesh, foot change, hand clutch. Final chain, $\frac{1}{2}$ in by $\frac{1}{4}$ inch, totally enclosed. Gear ratios: 1st. 33.9, 2nd. 19.64, 3rd. 14.53, Top 11.73 to 1.

FRAME: Pressed steel welded spine. Leading link forks, swinging arm rear. One gallon petrol tank. One pint oil sump in engine. Dualseat, flashers, mirrors, rear footrests fitted.

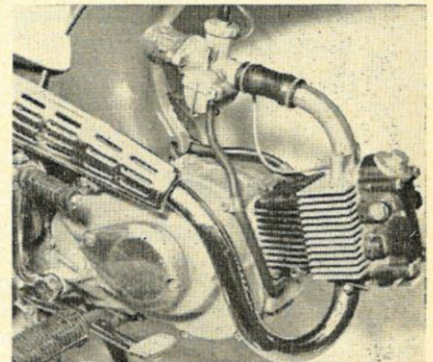
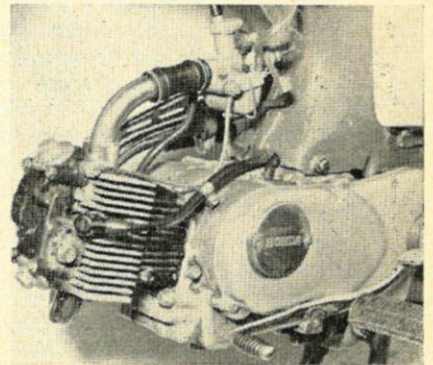
WHEELS: 17-inch chrome rims, alloy hubs, 2.25-inch by 17-inch tyres; ribbed front, studded rear.

ELECTRICS: Flywheel magneto with direct lighting and rectifier. 6v. 2a.h. battery. 10 mm. spark plug C7HW (NSK) Ign. timing fixed, 35 degrees. B.T.D.C. Headlamp 6v. 15/15w.

WEIGHT: 145 lbs. Ground Clearance: 5.91 inches.

PRICE: £103.19s.0d. inc. tax.

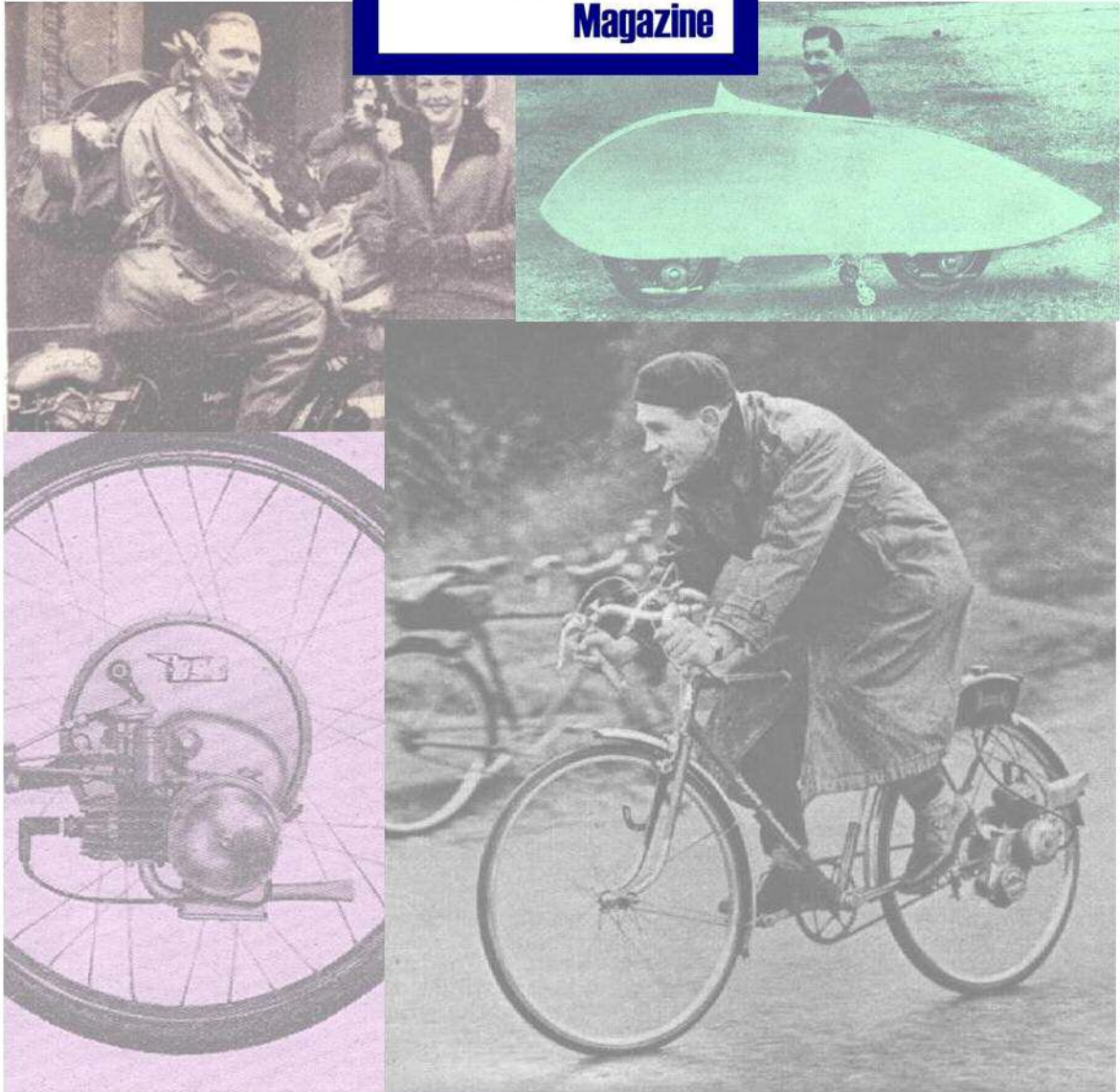
CONCESSIONAIRES: European Honda Trading, Ltd. Power Road, London W.4.



Two close up views of the tiny four-stroke engine. It claims 5 b.h.p. at 9,500 revs.

Machine kindly loaned by P. A. & J. MORRISSEY LTD. of Dartford.

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