

DO YOU ever feel like one of the underprivileged? One of those sad souls whom life with all its dazzling splendour has passed by? I mean, do you ever suspect that this whole game is either a terrible mistake or somebody's idea of a joke and would you really want to be seen riding home two up in the rain on an 80cc monkey bike down a crowded dual carriageway? Would you? I didn't, not at first, not at all.

It took at least a week for the initial irritation to wear off but when you car's just been ripped off and your bike's got cancer of the carburettor, you gradually get to be grateful for small mercies (with an emphasis on the small).

I might as well admit it now; by the end of the second week I was actually enjoying the monkey's habits and even looking for excuses to ride it. Only trouble was, I couldn't prise it away from my wife most of the time (that's her in the pictures) because she'd got to like it pretty much as well.

The only machine easier to ride that I've ever come across is a single speed moped with a centrifugal clutch. The Chappy has a two speed automatic transmission with a choice of High or Low ratios. Down on the left hand side of the frame is a small lever with three positions Low, High and Neutral. Once you've kicked the motor into life, you just select the ratio you want by shifting the lever as appropriate, twist the throttle and move off. In High ratio when you reach about 20mph you feel a slight lurch as the automatic box takes second which flat out will give you a top whack of around 40per.

In Low ratio the change occurs at about 12 mph. To prevent accidental mayhem you can't select the Low ratio until you've depressed a release lever located behind the main shifter. But, you can cheat the transmission the *other way round* from Low into High. This is really a trick for the fatuous minded road tester... what you do is start off in Low on full throttle, lifting the front to ape a wheelie if you want to be really daft, then, when you're flat out in Low, slide your left leg back, kick the shift lever through Neutral into High while keeping the gas full on and you will then have got the quickest acceleration that this monkey is capable of delivering. (What's that you said about no more test bikes Mr Yamaha?) On balance though it's not a trick to be recommended, you'll probably break something.

Small diameter, single leading shoe drum brakes are fitted to the pressed steel wheels and cope adequately with the meagre performance-ferocious application can lock the wheels quite easily.

The balloon type tyres offer sufficient grip on most surfaces but their profile makes you want to take deviations from the straight very cautiously when there's water about. Tyre changing is much simplified by the two piece rims. All you have to do is hoik the offending roller out of the bike, undo the bolts that hold the wheel rim halves together, pull the halves apart and that's it.

The frame is very simple. It's just a piece of heavy gauge bent tube with all the necessary lugs for the steering and suspension attached to it. On top there's a generously padded seat that carries one body in perfect comfort and which is just about acceptable for two bodies as long as those bodies don't want to travel further than ten miles, after which the discomfort can be excruciating.

The direct lighting system was far more

JUST A MONKEY

Monkey bikes are OK. At least when you ain't got a choice they are — Jim Lindsay takes to the trees.

efficient than I'd expected it to be, I could actually see where I was going after dark.

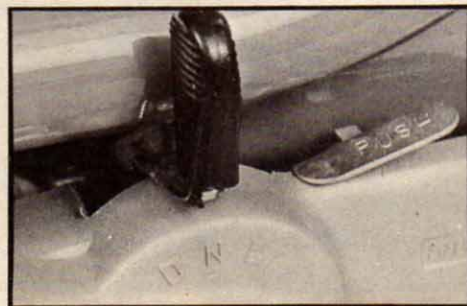
Leafing through the owners handbook one lazy evening I came across a small section entitled 'Off-road riding'. 'Just going to get some fags' I mumbled as I disappeared through, the front door and headed for the nearest piece of wasteground.

'Well, that wasn't one of my better ideas,' I reflected as I picked myself out of the dirt having been caught out by the limited ground clearance for the fifth or sixth time. But, if you want to just amble down tame unmetalled roads with nothing more severe than the occasional six inch hump then a Chappy in Low ratio mode will just cope.

What it's best for though are tediously short journeys to the off licence or wherever you need to go within a five mile radius of home. I found it a lot handier and cheaper than my gas guzzling Dolomite Sprint and considerably easier to kick up than my recalcitrant Yamaha SR500 (anyone wanna buy it?)

The monkey is much more fun than the obvious alternative, a single speed step-through moped or a Honda 50 for that matter. At over 100 miles to the gallon you won't be filling up the small tank under the seat very often and the same goes for the two-stroke oil tank. Throughout the test the monkey started and performed reliably, the one problem coming from the exhaust header pipe which unscrewed itself from the flange on the barrel.

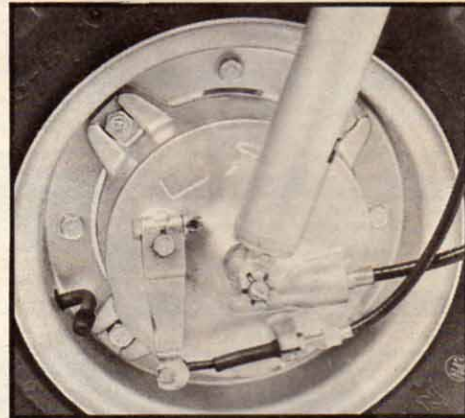
I liked it. The howls of derision from onlookers melted into the background after a while but I never got to like the name. Chappy, why call it that? Perhaps next year they'll bring out a sister machine called Lassie, or even an old dog called Yeller, or Rover... better stop right here before this nomenclature (dictionary job) gets out of hand.



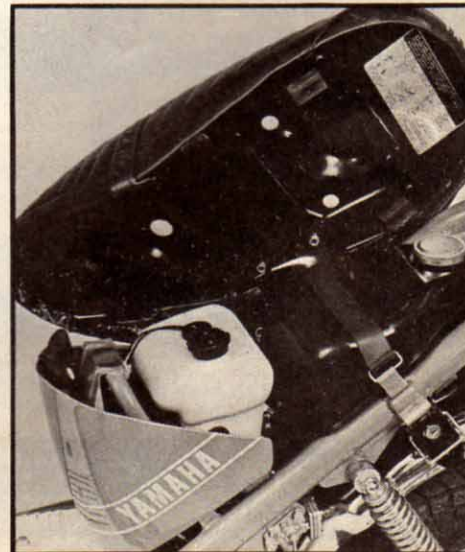
Desired ratio selected by this lever. See copy for details of brutal transmission cheating.



Fearless Cheryl Lindsay makes a fast take-off en route to beat up a few mods down the local burger bar.



Single leading shoe brakes are well up to the lack of performance. Two piece wheel rims make tyre removal easy.



Small fuel tank and two-stroke oil thimble nestle under the lockable seat.



Test Specifications

Yamaha LB2 Chappy

Recommended retail price £447
 Warranty 12 months/unlimited mileage
 Availability immediate

PERFORMANCE

Top speed (in low ratio) 27.1 mph (43.63 kph)
 (in high ratio) 41.09 mph (66.15 kph)
 Standing start ¼ mile 27.81 s at 39.88 mph (64.36 kph)
 30 mph top gear roll-on ¼ mile 23.19 s at 41.09 mph (66.15 kph)
 Overall fuel consumption 103.2 mph (36.45 km/litre)
 Average tank range 79.2 miles (127.75 km)

ENGINE

Type single cylinder two-stroke
 Bore x stroke 47 x 42 mm
 Piston displacement 72 cc
 Compression ratio 5.8:1
 Fuel system one 16mm Mikuni 55100
 Ignition system flywheel magneto
 Exhaust system one into one
 Lubrication autolube total loss
 Starter kickstart

TRANSMISSION

Gears two speed automatic with choice of
 High or
 Low ratios
 Clutch automatic
 Primary drive gear
 Final drive chain

CHASSIS

Type single tubular backbone
 Suspension
 front telescopic fork
 rear swing arm
 Front tyre 4.00 x 8 2PR
 Rear tyre 4.00 x 8 4PR
 Front brake 4.3 inch (110 mm) drum
 Rear brake 4.3 inch (110 mm) drum

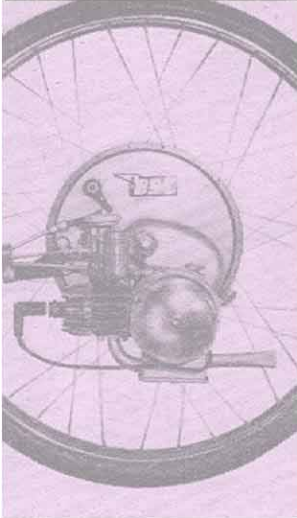
DIMENSIONS

Wheelbase 41.3 inch (1050 mm)
 Length 61.8 inch (1570 mm)
 Dry weight 160 lb (73 kg)
 Fuel capacity 0.77 gallon (3.5 litres)
 Oil capacity 0.3 gallon (1.4 litres)

TESTER'S VERDICT

Good points good cheap fun
 Bad points none obvious
 Performance what do you expect?
 economy OK
 Handling acceptable
 Comfort fine one up
 Braking good
 Equipment average
 Value competitive

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