

# LILLIPUTIAN

MICHAEL EVANS tries a Honda Fifty

# HERCULES

**T**HE Honda Cub Super Sports is no toy; last month's reliability test at Goodwood proved that. The road test Honda fifty did everything expected of it—and more. No clutch slipping was necessary to get under way, even when a 10-stone passenger was carried; and real power was not confined to the higher r.p.m. range as might be expected from an engine peaking as high on the graph as 9,500 r.p.m.

Nine-and-a-half thousand! Yet the valves are pushrod operated, unlike those of the bigger Hondas which are actuated by overhead camshafts. The horizontal power egg has little family resemblance to the o.h.c. units but, looks apart, the machine is all Honda.

Throttle response was excellent and exhaust muffling very effective. The gear box was a delight to use. Operation is by means of a conveniently placed rocking pedal.

Second-prod starting was usual on the coldest of November mornings and the air slide could be opened almost immediately. Idling, even with the engine cold, was slow and utterly reliable.

The Honda was used for a 12-

mile journey across London every morning for six weeks. My verdict was that it proved a close-to-ideal travel-to-work medium.

## HOW GOOD?

The main attraction of the Honda, of course, lay in its lightness—a mere 146 lb—and its correspondingly good power-to-weight ratio.

But the basis of any test is all-round performance. Just how good is the 50 c.c. Honda? The test machine was driven hard over some 1,000 miles, and on the open road it was cruised at its maximum speed.

Although the speedometer needle was urged round to 55 m.p.h. on a straight, flat, windless stretch of road, a more representa-

tive maximum would be just under fifty.

Naturally the wind proved critical. A normal top-gear cruising speed was 40-45 m.p.h., but a strong wind could reduce this by

as much as 10 m.p.h. Happy changing-up speeds were approximately 15, 25 and 35 m.p.h. Average fuel consumption over the whole test worked out at 120 m.p.g. and one pint of oil was used.

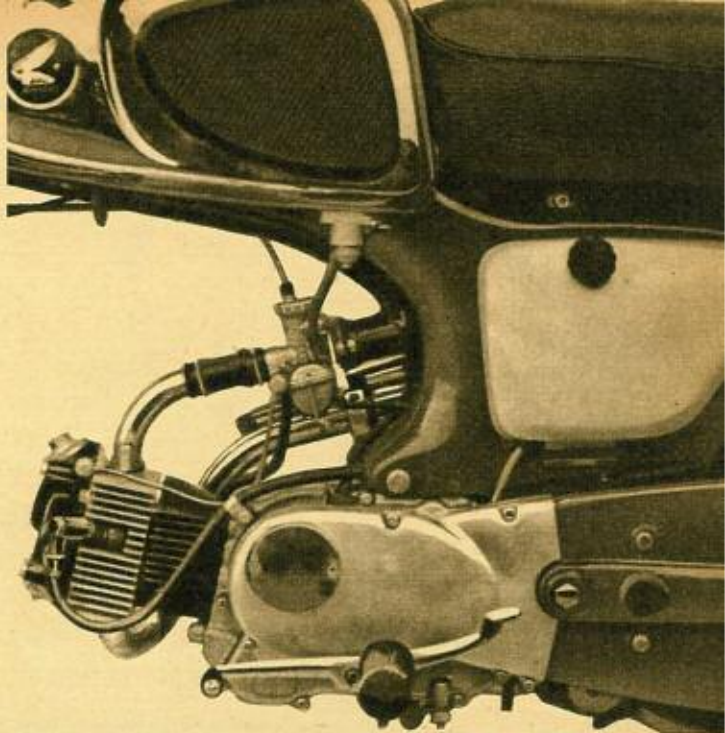
There was no doubt that the machine would go—but the stopping power was hardly in keeping with the performance. The braking figure was 37 feet from 30 m.p.h.

## A WINNER

No criticism could be levelled at the handling. The suspension provided a comfortably soft ride and yet, on corners, the little machine never wavered from the chosen line. Most impressive, also, was the big-bike riding position and the fact that the dual-seat justified its title.

The engine is accessible and all routine chores could be carried out in minutes.

Yes, the Honda Super Sport is a winner—in every sense of the word!



## Specification

**ENGINE:** Honda 49 c.c. (40 x 39mm) o.h.v. single. Compression ratio, 9.5 to 1.

**LIGHTING AND IGNITION:** Coil ignition with battery charged through a.c. rectifier. Direct lighting. Twin-filament 15/15-watt main bulb. Trafficators standard.

**TRANSMISSION:** Four-speed gear box with rocking pedal control. Gear ratios: top, 11.73 to 1; third, 14.53 to 1; second, 19.64 to 1; bottom, 33.9 to 1. Primary drive by spur gear, final drive by chain.

**FRAME AND SUSPENSION:** Pressed-steel frame, hydraulically damped leading-link front fork, pivoted rear fork with friction damping. Steering head lock standard.

**TYRES:** Yokohama 2.25 x 17in front and rear.

**WEIGHT:** 145.5 lb. with no fuel.

**PRICE:** £109 19s including British purchase tax.

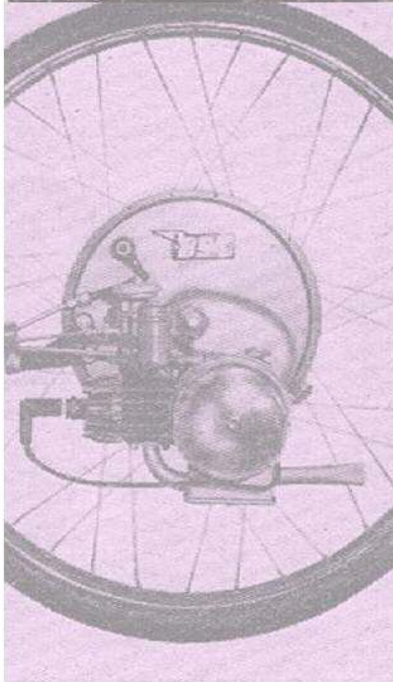
**ROAD TAX:** £1 a year.

European Honda Motor Trading Company, 2, Manorgate Road, Kingston-upon-Thames, Surrey.

Offside view of the model C110. Low-level exhaust layout is available at no extra charge



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