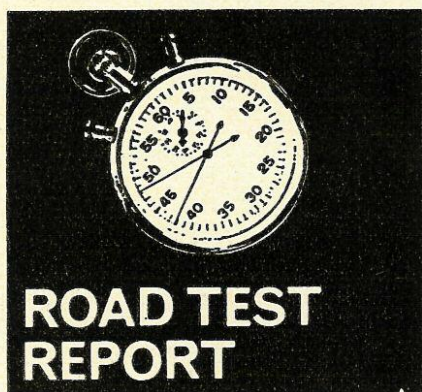


# A bike for your boot



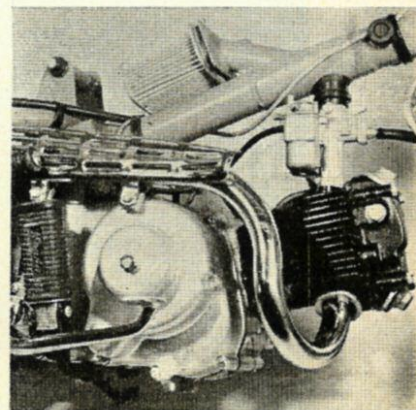
THE HONDA  
MONKEYBIKE



**Y**OU put the *Honda Monkeybike* in your car boot," said Bob Smith, the Dartford agent's manager, "then you park anywhere between Woolwich and Wapping, remove the *Monkeybike* and ride to your City office. Result? A saving of £2 a week in parking fees." "You're joking, of course" our tester said, looking over the tiny red Japanese 'fifty'. "Try it for yourself," said Bob. "I will!" (Our tester's like that.)

So off we went the other Sunday morning. Our tester, complete with brief case and 'City' clothes, regretted he had no bowler hat. The *Honda* snuggled behind the back seat of our Austin A40 and there it sat all the way to London.

The *Honda* is really a miniature motor cycle. The steering head is welded to a short, heavy frame tube under the 1½ gallon petrol tank. Below the seat nose, a welded box structure bears the engine/gearbox unit and two tubes, one either side, loop up from the bottom of this box unit and meet under the saddle. Apart from the rigid tubular forks and quickly detachable handlebars, fixed by two hand nuts, that's all there is to the frame. The five inch wheels have 3.50 inch by 4 ply tyres and 4½ inch brakes. The front hub carries a speedometer drive whilst the rear has the chain sprocket.



The engine unit is virtually the same as the C100 *Honda*. An overhead valve four stroke of 49 c.c., it has a cast iron cylinder head which carries the valves direct in the casting; no valve guides. The coil which boosts the direct flywheel ignition is beneath the saddle and supplies a 10mm. sparking plug. Electrics are also direct. Switched from a key slot by the saddle, they have three positions: Off, Ignition only, and Ignition and lights. There is



no dipping beam and no battery, but an electric horn is a standard fitting.

### Keihin carburettor

The *Keihin* carburettor has a choke, plus a tickler and tap on the float chamber top. Another petrol tap is fitted to the tank. A dry type air filter is placed under the fuel tank. The exhaust pipe is guarded by a legshield and the chrome silencer runs across the frame, acting as part of the rear mudguard. The three gears have an automatic clutch and are operated by a near-side heel-and-toe pedal. All gear positions are positive-stop. After starting the engine in neutral, pressure with the heel engages bottom. On the move, two presses with the toe are required to engage second gear. (One for neutral, one for second). One further press gets top. Changing down is the reverse. On the detachable handlebars, a twistgrip throttle, front brake and horn are the only controls.

### Boot and saddle

We had to lift the *Honda* into our A40 whilst the rear seat was folded forward. It then fitted neatly into the boot space without trouble, but a bigger booted car would have been more suitable. It wasn't difficult to

extract and our tester did it himself. However with best suit and a really wet day, we don't think he'd have fared so well. Out of the car, with petrol on and choke shut, the *Monkeybike* started first kick every time.

With knees almost at handlebar height, the gears were surprisingly easy to find. A too-quick winding of the twistgrip in bottom lifted the front wheel, speedway fashion, right off the ground. The makers recommend second gear for starting. Once away, with cameras clicking and passers-by smiling, it handled quite well. The saddle was comfy, and one quickly forgot that there was no frame or fork springing. With such an audience, there wasn't much time for thinking, anyway. His brief case on a neck strap, our man rode around the St. Paul's Cathedral district for a while. With a throttle safety stop limiting the top speed to 29 m.p.h. (thank goodness), he wasn't even gonged once by the police.

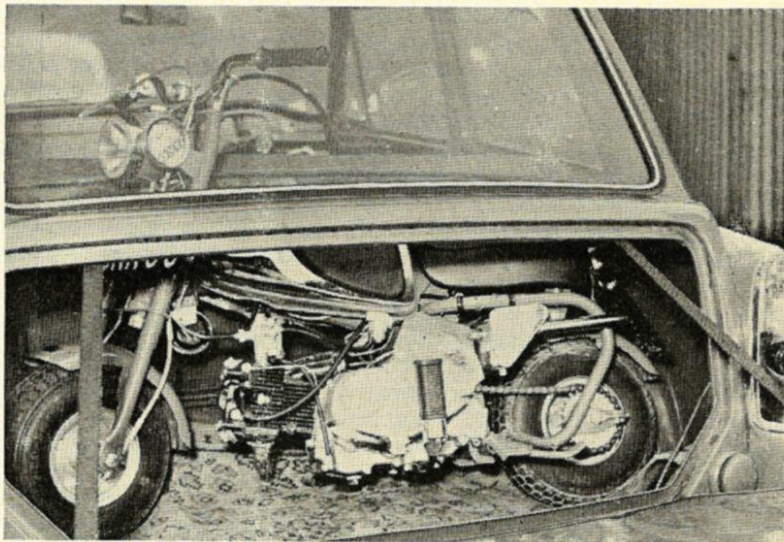
The *Honda* managed Ludgate Hill with ease, but acceleration through the gears was limited, again due to the throttle stop. The brakes were excellent, but rarely needed. All that was usually necessary was to shut off the engine and stand up. (In a serious traffic jam you can pick the bike up and walk away with it).

We let him do about three laps of St. Paul's then called him in, putting him and the *Monkeybike*, back in the car. On a later test, in the rain, he noticed that, due to his being level with the tops of lorry wheels, a faceful of spray from each of them was not unusual. The headlamp beam was excellent as were the general handling and road holding qualities of the machine.

There was, however, a frightening sense of 'smallness' when passed by anything bigger than a 'Mini', which could only be overcome through dogged determination. It's a well-built machine, and has practically no design faults whatever.

We think it could be used by:—small boys in large gardens, small messengers in large factories and smallholders on large chicken farms . . . . Perhaps even by small nurses in large hospitals!

We proved that it can also be used by City gents who want to park at Wapping. For the benefit of those who work in tall buildings, our tester carried it up twentyfive steps . . . . non-stop . . . . and he's over 40. The only thing is that, on the road, it took nearly half an hour to do seven miles . . . all due to the throttle stop, (thank goodness).



### SPECIFICATION

#### WILL IT FIT YOUR CAR BOOT?

LENGTH: 44½ inches. WIDTH, with folded footrests: 15 inches. HEIGHT: To tank, 23 inches. With handlebars OFF, 27½ inches. OVER handlebars, 31 inches. GROUND CLEARANCE, 3 inches. Machine kindly loaned by P. A. & J. Morrissey Ltd., Dartford.

ENGINE: OHV single cylinder, air cooled. Bore 40mm., Stroke 39mm., 49 c.c. Compression ratio: 8.5 to 1. Output: 4.5 h.p. at 9,500 r.p.m. Limited maximum speed: 29 m.p.h.

FRAME: Single tube backbone, welded box and tube rear frame. No springing.

TYRES: 3.50 by 5 inch. 4-ply rating. WHEELS: 5 inch solid, split-rim type. 4½

inch brakes.

TRANSMISSION: Three gears, foot change, automatic clutch. Final chain ½ inch by ¼ inch.

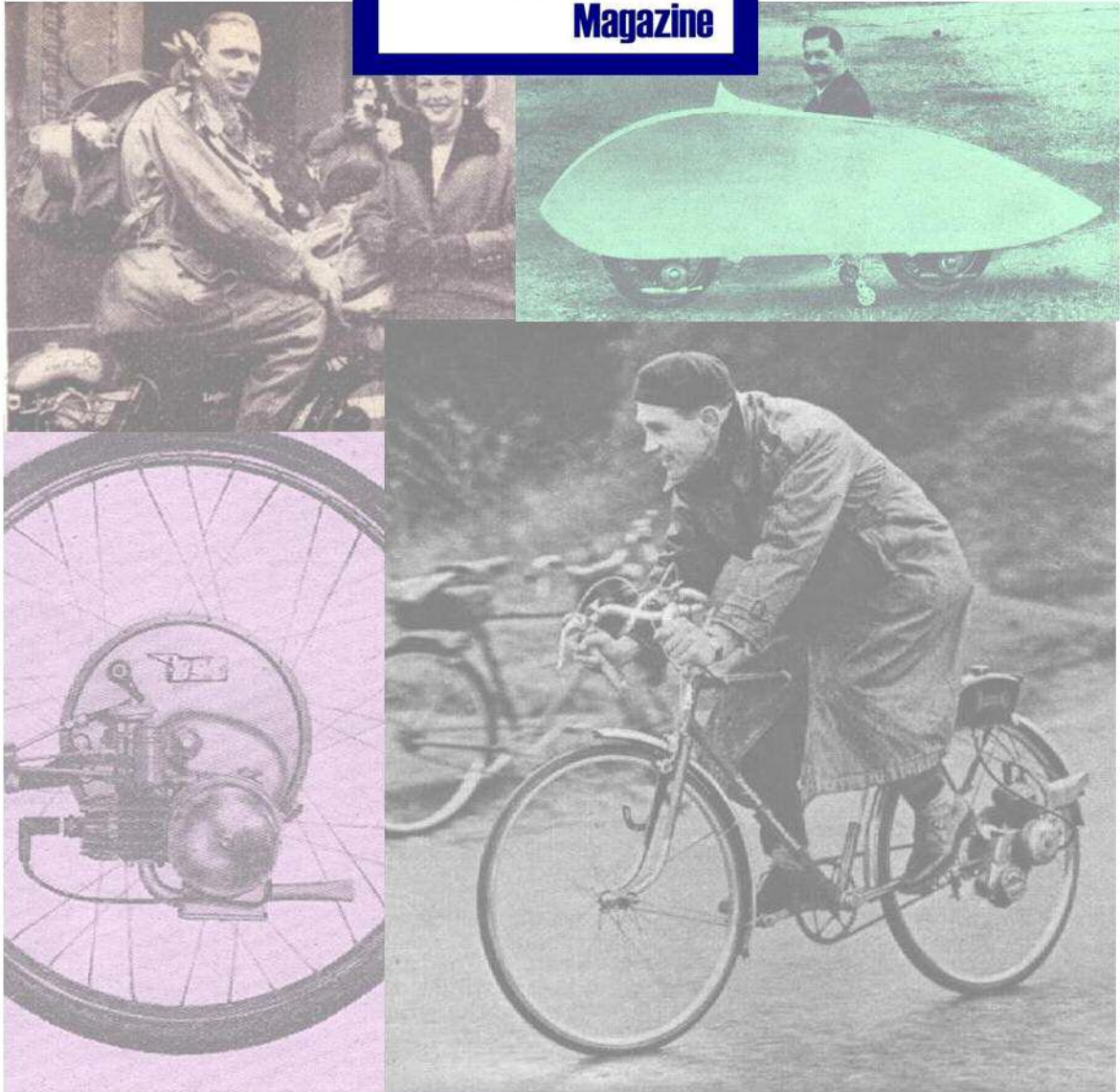
ELECTRICS: Flywheel magneto with direct lighting. No dipping. Electric horn.

PRICE: £89 5s. od.

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



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