

ERIC GREEN *trys something unique on the moped scene, the . . .*

HONDA P50

● Yes, over 200 miles per gallon is the claim Honda makes for their new P50 'Mokick'. Over the fifty miles or so I had it on test, I didn't manage to use even half a gallon, so I can't verify! But I can well believe it to be true.

The P50 is designed for the ladies, and for those with a short ride to work, particularly through town. The machine is built just like a push-bike. It has adjustable handlebars and saddle height, two plastic brake levers in their usual place on the handlebars. It also has a simple clutch trigger on the engine which enables you to pedal to a garage if you run out of juice, or if you want to wheel it through the traffic jams or between shops.

Splash lubricated

With clutch trigger engaged, a push on the pedal, using the neat exhaust lifter lever, brings the 49cc overhead camshaft engine to life. Then you listen carefully to see if it's running. Being a four stroke engine, it only uses regular grade petrol — no oil mixture.

The lubrication is in the engine

sump itself. There is a plastic dipstick to show when there is enough oil in it and all the engine and gearbox is splash lubricated. An oil change now and again, of just over a pint, is all that is needed plus a daily check on the dipstick to check level.

The engine is governed to 28 mph so you cannot possibly overrun a safe speed. This governing also prevents the feeling, noticeable on some mopeds, that the gearing is too low, and needs 'changing into top'.

There is plenty of room for the shopping; seven pounds on the built-in, plastic covered front carrier and up to twenty pounds on the half gallon petrol tank carrier. No rear springing is fitted, but the tyres are low pressure type and short journey comfort is very good. The single rear chain adjusts itself automatically. Plastics are extensively used for engine covering, mudguards, headlamp and the like, keeping the weight down to 90 lbs, so it is easy to handle.

The Honda P50 is full of ideas that I have seen before, but skilfully woven into a first class machine for the busy housewife, girl secretary, or college

student. For £52 it is also well within reach of most people's pockets shopping for a moped.

WHAT YOU GET

Engine: 49cc. Overhead camshaft. Bore and stroke, 42 x 35.6mm. Compression, 9 to 1. Wet sump, holding 1.2 pints of oil. Ignition, flywheel magneto. Plug C-6HB, gap, 24-28 thou.

Wheels: 17 inch, tyres, rear—2.25 inch; front—2.00 inch, low pressure. Pressures, f.—19 lbs, r.—24 lbs. Brakes, f. — internal expanding; r. — external contracting.

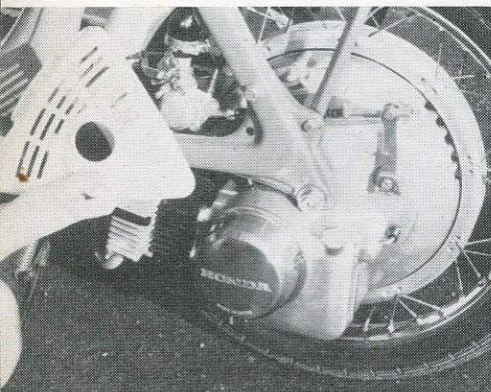
Lights: Headlamp, 6v. 10w., Rear, 6v. 5w., direct lighting.

Controls: Two handlebar brakes, lamp switch, horn button, exhaust lifter, choke, clutch disengaging lever, fuel filler cap, fuel tap.

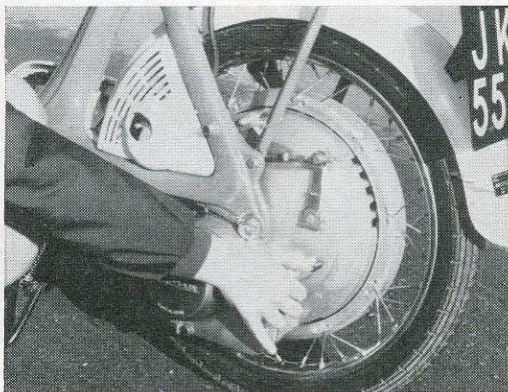
Tools: Spanner for plug and front wheel spindle, screwdriver. 10 x 14mm double ended spanner in plastic container.

Price: £52. 0s. 0d.

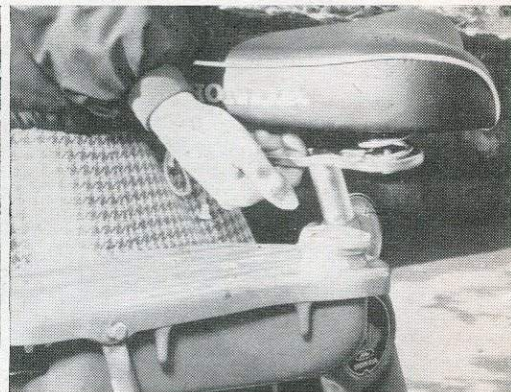
Suppliers: Honda (UK) Ltd,
4 Power Road,
Chiswick, London, W4.



Plastic engine cover clips on and off. Over 200 miles per gallon is claimed from this unique overhead camshaft fifty cc.

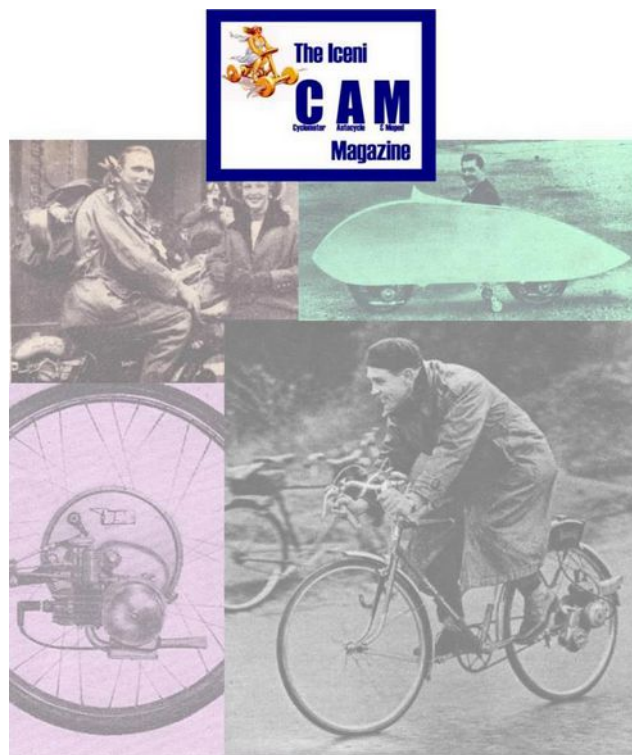


Click! it is a pushbike, click! again, and you are motorcycling. This easy to operate catch engages engine drive.



To help ease the moped onto its stand is the under saddle handgrip. Lugs under tank top are to secure parcels up to 20 lb.

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