

## **MINITEST:**

# Honda Motocompo

*You'll find a clever way  
to get inside the city inside the City.*

• Logically, the most expensive OEM option in all of motorcycling ought to be something for a bike in the Big/Expensive/Exotic category. A BMW, maybe, or a full-dress Harley. But as illogical as it may seem, that distinction belongs to a minibike, of all things. It's Honda's Motocompo, the only motorcycle that comes with its own *car!* Automotive types insist that it's the other way around, that the bike is the option and the car the base vehicle, but we motorcyclists know better.

Either way, the Motocompo constitutes one-half (one-third if you're simply counting wheels) of an intriguing personal transportation package. The four-wheeler is the Honda City, a subcompact, front-wheel-drive econocar reminiscent of the Honda 600 Coupe of the early Seventies; and the Motocompo is a 50cc, two-stroke minibike that folds up into a 96-pound rectangle and stows neatly in the rear of the hatchback City.

Commuting, obviously, is the prime objective of this auto-moto combo. The commuter drives the City from suburbia into the, er, city, leaving it at the closest parking area within striking distance of his destination. He then lifts the Motocompo out of the car, sets it up for riding (a simple, 30-second process in which the plastic cover atop the bike's bodywork is removed, the detachable handlebars plugged in and locked in place, the footrests folded down, the fuel valve turned on and the lid replaced) and completes the trip on two wheels. He might even be able to park the bike inside once he arrives, since when folded it takes up little more space than a couple of large attaché cases.

Despite its compactness, though, the Motocompo is exceptionally peppy and surprisingly stable. It's powered by the same basic engine and drivetrain used on Honda's original NC50 Express No-ped, right down to the one-speed transmission, automatic clutch and fully enclosed final drive. But since it is about 20-percent lighter than the Express, it moves out smartly when the twistgrip is dialed open, scooting up to its 30-mph top speed in no time flat.

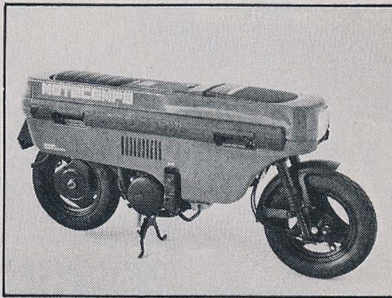
Not that you'd want to mix it up with rush-hour door-slammers on the Motocompo, or ride it long distances; this is a non-combative local shuttle only. But we strapped it on the back of the Harley-Davidson/Cycle-Kamp tour train tested elsewhere in this issue and found that it is a wonderful utility vehicle around a campsite, ideal for chasing snacks and commuting to the hygienic facilities. And



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### City-bred mini Motocompo

*30mph of fold-up fun.*



### Mini-commuter ready to stow

*A Swiss Army knife you can ride.*



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### Honda's City-bred mini Motocompo relaxes in its four-wheeled home

*It's the only motorcycle that comes with its own spare car.*

numerous pilots and boaters who saw the Motocompo expressed great interest in it as a carry-along transpo-device for use at their various ports of call.

That's the good news. And so is the fact that the Motocompo actually is available separately from the City, retailing for about \$350 American. But the bad news is that for the present, at least, both vehicles can be bought only in Japan. That's unfortunate for us moto-enthusiasts on this side of the Pacific, since there's nothing quite like the Motocompo on the market these days, either in quality or performance. By itself, the Motocompo is a practical little vehicle with hundreds of potential uses. And when strapped in the City, it just might be the most sophisticated spare tire ever conceived. —Paul Dean

## HONDA MOTOCOMPO

**Manufacturer:** Honda Motor Company, Ltd.  
27-8, 6-chome Jingu-mae,  
Shibuya-ku, 150 Japan

Category	street
Suggested retail price	\$350 approx.
Engine type	two-stroke horizontal single
Port arrangement	one case-reed intake, two transfers, one exhaust
Bore and stroke	40.0mm x 39.3mm
Displacement	49.4cc
Compression ratio (corrected)	7.3:1
Ignition	flywheel-magneto CDI
Carburetion	one 12mm Keihin slide/needle
Claimed power output	2.5 horsepower @ 5000 rpm
Gearbox	1-speed, centrifugal clutch
Front fork/wheel travel	telescopic/1.2 in. (30 mm)
Rear shocks/wheel travel	single shock, non-adjustable spring preload/1.4 in. (35mm)
Front tire	2.50-8 Dunlop K398 tube-type
Rear tire	2.50-8 Dunlop K398 tube-type
Wheelbase	32.5 in. (826 mm)
Seat height	24.3 in. (617mm)
Weight	96 lbs. (43.5kg)
Top speed (observed)	30 mph (48 kph)
Available color	red only