

Start as you mean to go on.

You'd love to sling a leg over the new CB1100R, or our V-four VF750S, or maybe one of our meaty dual purpose bikes like the XL500R. Perhaps, even the CX500 Turbo.

Only problem is, you're sixteen and the people at Westminster won't let you.

But you can still be part of the Honda legend. With the MB50 and MT50. The same technology and craftsmanship that went into creating our faster bikes went into creating these two beauties.

Little engine. Big thinking.

You could be forgiven for thinking that, as the engine has to be restricted to keep it legal in Britain, we mightn't have given it our all.



On the contrary. The 49cc reed-valve induction single-cylinder two-stroke engine features a carefully developed 'bell-shaped' combustion chamber for efficient combustion.

The inlet features the same jet stream port scavenging system that was developed on our works motocrossers, and ignition,



triangulated configuration, using straight tubing wherever possible.

Forks on both models are leading axle, with 125mm of travel for the MB50 and 135mm of travel for the MT50, and feature proper damping, unlike a lot of other lightweight.

Like the forks, the five-way adjustable-preload laid-down shocks at the rear feature proper damping, with 90mm of travel for the MB50 and 125mm of travel on the MT50.

like some of the bigger bikes, is CDI with no points to adjust or replace.

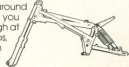
No need to worry about mixing petrol and oil either, as it's all done automatically by a throttle-linked pump that meters out just the right amount of oil for every throttle setting. And, typical of our engineering thoroughness, we were the first manufacturer to fit a two-stroke motor with a balancer shaft to smooth out high frequency vibrations.

Lightweight handling. Heavyweight technology.

Simple and light, the X-type frame was designed along classic racing lines.

Lightweight price. Heavyweight specification.

At around 90mpg* you can laugh at the Arabs, and with a price of £340 for the MT50 and £351 for the MB50 you can laugh at the finance companies.



And if you're still not convinced, here are some more features normally found on bigger bikes: front disc brake, Comstar wheels, rev counter and handlebar fairing on the MB50, and Enduro styling, high level exhaust and knobby tyres on the MT50.

The MB50 and MT50. Serious bikes for serious bikers.



MB50R A £351 MT50S A £340 (Prices include main dealer's 1000 mile Cycle Tax, VAT and 12 month unlimited mileage warranty, exc. PD, no plate, etc.)

HONDACARE

*Source: "Which Bike?" Road test