

CLYMER PAPOOSE

ENGINE

Type	single cylinder, two cycle
Bore and stroke	38.8mm x 42mm
Displacement	49.6cc
Compression ratio	10.0 to 1
Max. horsepower	4.9 at 8,000 rpm
Ignition	flywheel magneto
Carburetion	one 19mm U.A. Dell'Orto
Lubrication	oil in gas

DIMENSIONS

Length	60 inches
Seat height	25 inches
Wheelbase	45 inches
Ground clearance	6.2 inches
Dry weight	130 pounds

BRAKES

Front brake	single leading shoe
Rear brake	single leading shoe
Tires	choice of trail or street

TRANSMISSION

Type 4-speed, foot operated
Clutch wet, multi plate
Primary drive gear

PERFORMANCE

Indicated highest one-way speed	47 mph
Acceleration 0-60	none
Braking distance 30-0	31 feet

FRAME AND SUSPENSION

Front suspension	telehydraulic fork
Rear suspension	hydraulic shock
Frame type	tubular backbone

COLORS -- red, blue

PRICE AS TESTED -- \$345.00

DISTRIBUTOR

Floyd Clymer, Motorcycle Division
222 N. Virgil Ave.
Los Angeles, Calif.

PLEASE FILL IN, DETACH HERE AND MAIL TO US **RUSH ORDER BLANK**

MAIL TO: Floyd Clymer, Motorcycle Division
222 No. Virgil Ave., Los Angeles, Calif. 90004

DATE _____

PLEASE SEND: _____ Indian Ponybike (3-speed). Lights & speedometer included . . . \$295.00.
State color, red or gold _____. Trail or regular rear tire _____
_____ Indian Papoose (4-speed). Lights & speedometer included . . . \$345.00
State color, red or blue _____. Road tires only available.
_____ Indian Boy Racer. No lights or speedometer. \$325.00
Color blue and white only.

I enclose \$_____ check or money order. Prices are F.O.B. Los Angeles. Deduct 3% for full remittance with order.

Age group _____ 10-15; _____ 15-20; _____ 20-30; _____ Over 30. Where did you first
hear about new Indians? _____ Magazine? _____ Clymer direct mail? _____ Dealer? Thank you.

NAME

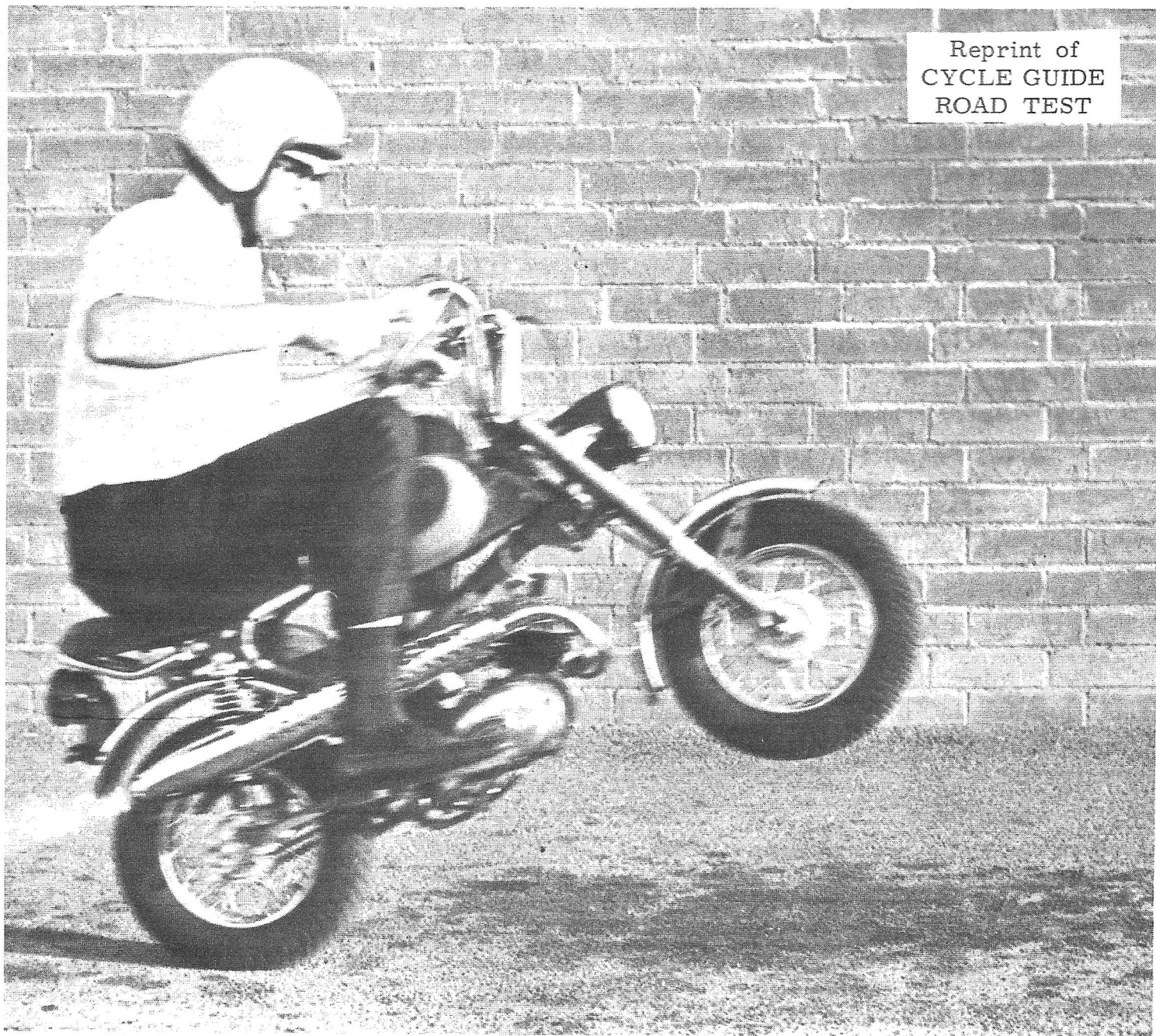
ADDRESS _____

Make a pet of a

PAPOOSE

— it'll grow on you

Reprint of
CYCLE GUIDE
ROAD TEST



THE MINI-BIKE has grown up... courtesy of Floyd Clymer's motorcycle division. His 'Papoose' might look like a mini-bike at first glance but just move a little closer.

The wheels are bigger than the mini-bikes we have been used to, the forks are longer, the frame is taller. In fact, the 'Papoose' is really a small motorcycle styled along 'mini' lines. Or as Floyd says, it's a SUPER mini-bike!

His nicety of definition is backed up by the all-round performance of the 'Papoose.' It will run up to around 50 mph, pulling wheelies in all four gears, it handles almost to big bike standards and is equally at home on street or trail!

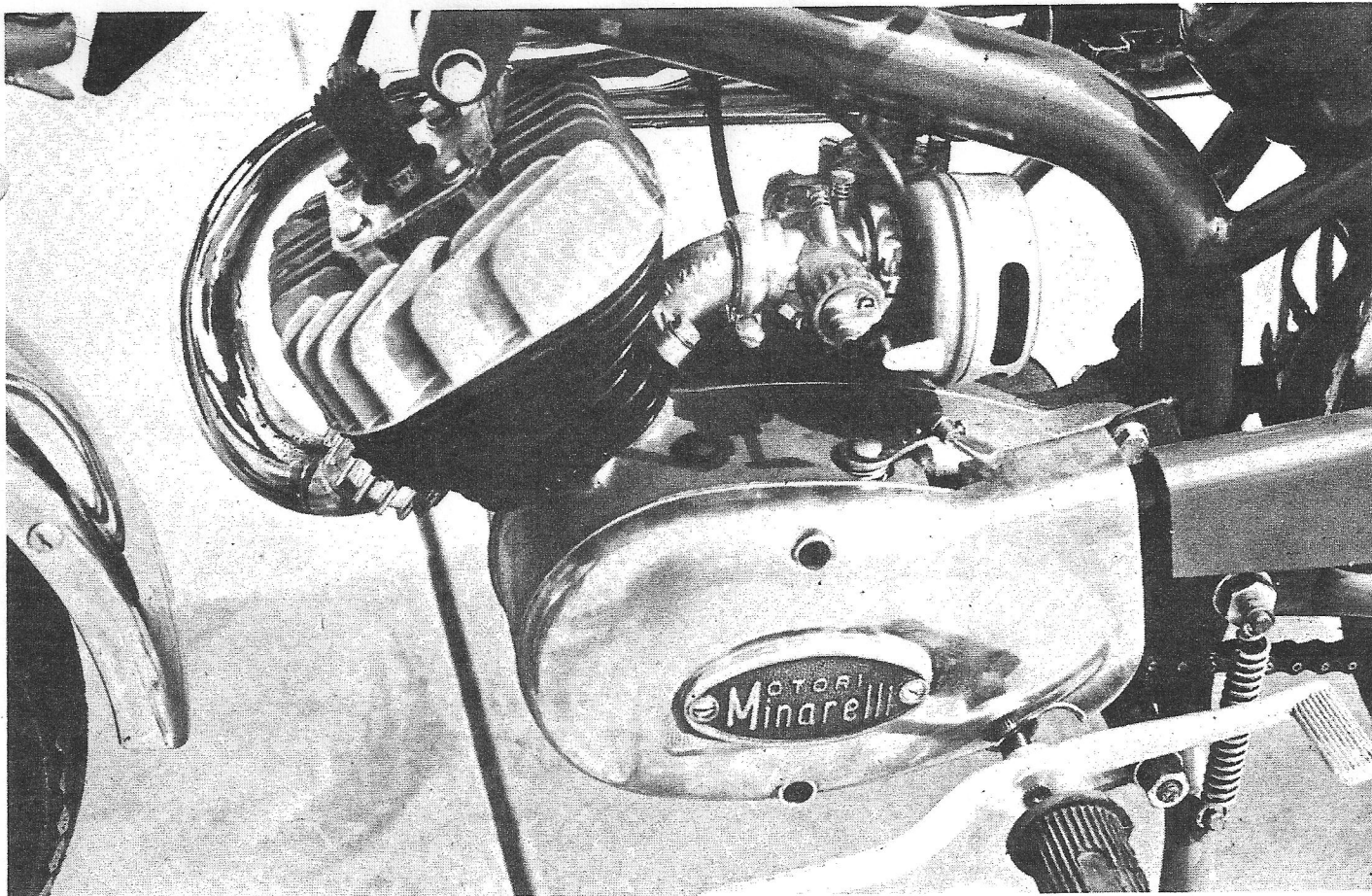
Pushing the 'Papoose' into the SUPER mini-bike performance bracket is a 50cc Minarelli engine built in Italy and basically the same as the unit that

the Italian concern used to set a string of 50cc world speed records a couple of years ago.

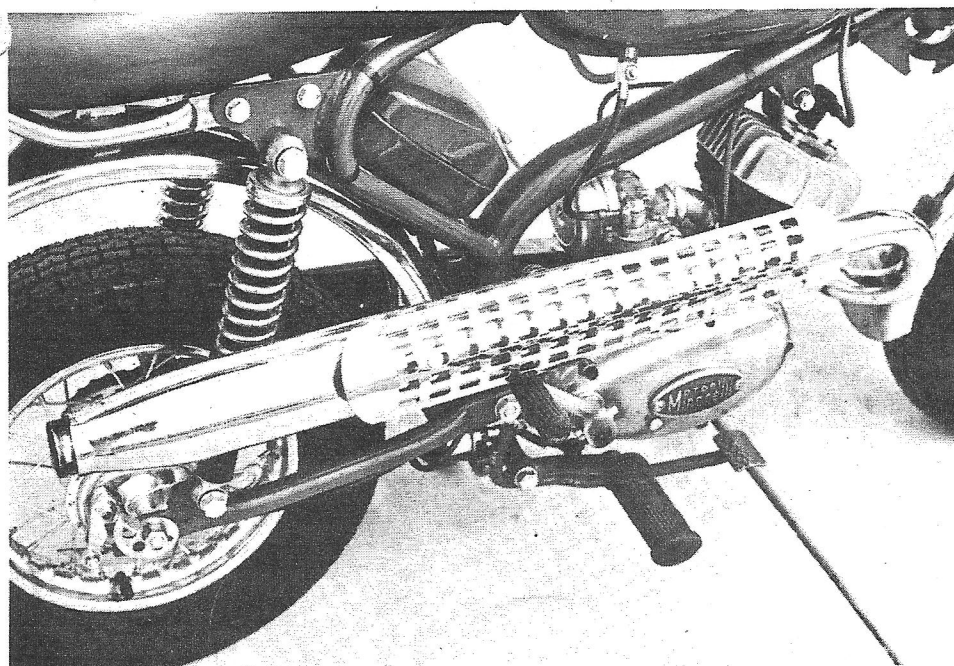
A conventionally-ported two-stroke with four speed gearbox it produces 4.2 bhp and buzzes to 8,000 rpm. Its racing heritage shows in the centrally-mounted spark plug and the horizontal Del'Orto carburetor with remote float chamber.

The exhaust pipe and muffler sweep,

CYCLE GUIDE



The sporty little Minarelli engine with central plug and horizontal carb.



The upswept trail-type exhaust pipe has a heat-shield to protect rider.

trail fashion, up along the right hand side of the bike with a metal heat shield keeping the rider's leg from getting third degree burns.

The muffler is a huge and really effective piece of equipment that dampens down the hornet's buzz exhaust note that is so often an annoying feature of tiny two-strokes.

FEBRUARY 1969

Annoying features are things that the 'Papoose' just doesn't have. There is nothing about which you can really gripe and wail ... it may not be the most spectacular exciter in the world but it sets out to fill a hole in the market and does so admirably.

The seat is comfortable, the brakes work, the engine is zippy ... in a word,

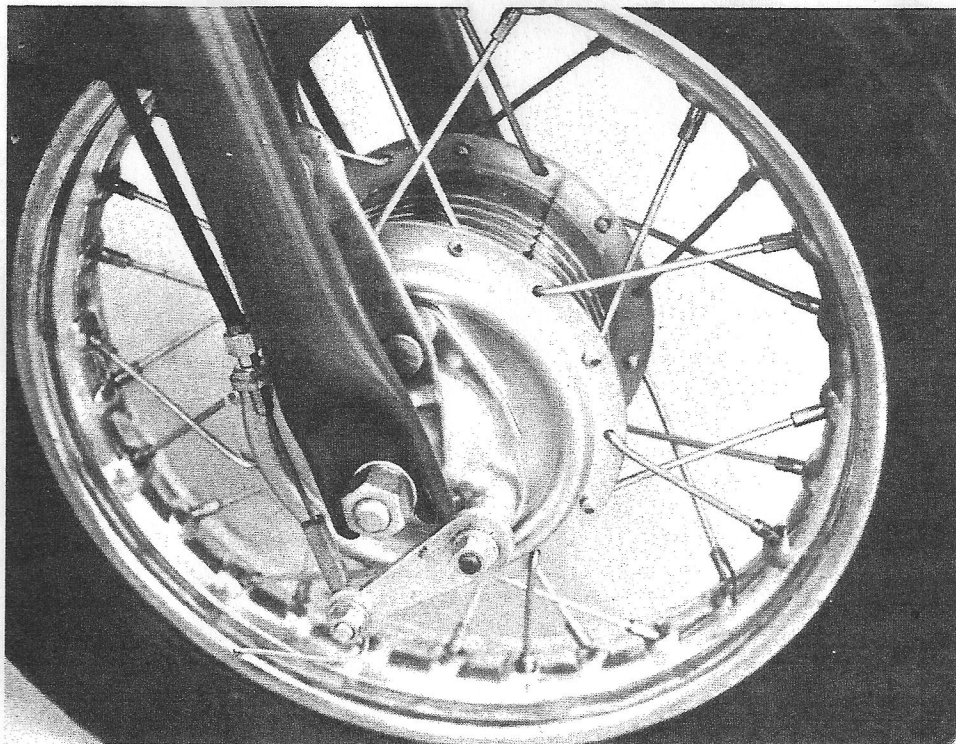
it's FUN.

Unless you're a budding Larry Bergquist the 'Papoose' is a great little performer in the dirt. Included in its purchase price of \$345 are either street or trail tires ... whichever the customer prefers.

We'd go for the trail tires every time. Though it doesn't fold up (it's NOT a mini-bike, remember?) the Papoose is small enough to fit in a good-sized car trunk if the handlebar clamps are slackened off and the bars pushed down. And it's certainly not too heavy that it can't be hung on a set of those rear bumper bike racks.

So load it up and head for the boonies. On the street the 'Papoose' is just another tiny, rather slow motor-bike. Out in the wilds it's a gas!

It will go anywhere that the average rider feels like taking it and where it won't make it you can carry it. Pick up thy 'Papoose' and walk!



Speedo calibrated to 70mph is built in Italy. Bike will hit almost 50mph



Front telescopic forks and the swinging arm rear suspension both have enough travel for some pretty serious rock-bashing and the engine is lusty enough to cope with all but the steepest inclines. So for just pottering around the trails with a minimum of effort and at a fairly casual pace, the Papoose is fine.

The front brake is of the single leading shoe type — most effective!

The Minarelli engine has a bore and stroke of 38.8 mm by 42 mm and runs on a compression ratio of 10:1. Ignition is by flywheel magneto and it has coil lighting. Carburetion is by the Del'Orto UA19S model and transmission is through a wet clutch.

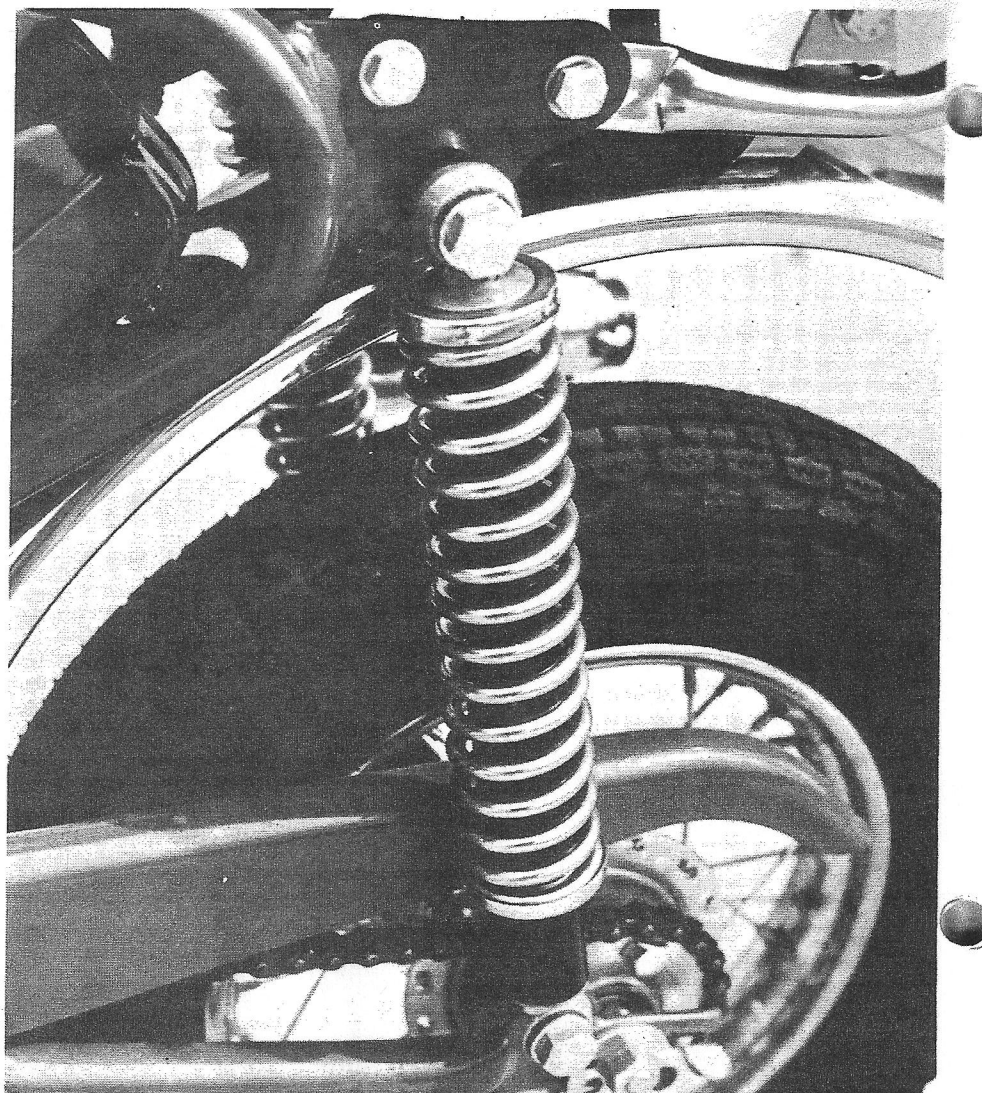
Exposed and chromed springs on the rear shocks give that sporting look.

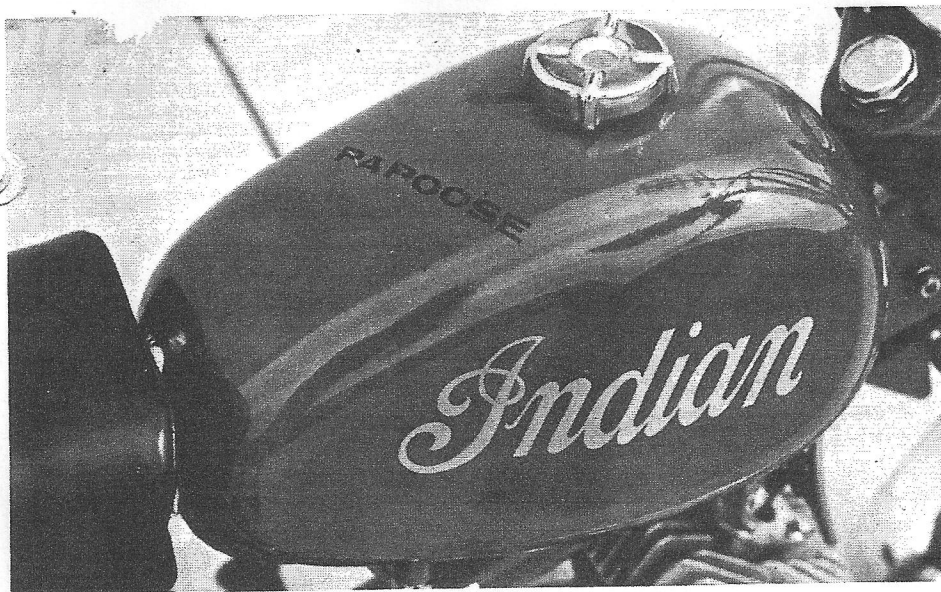
No torque figures are available but the strong little motor has it in spades. Riding it was enough to prove that.

Gas mileage is up around 100 mpg ... as should be expected from a 50cc engine ... and this means that you can fill up the gas tank (just over a gallon) and forget all about it for a month or so.

All controls are just as on a regular motorcycle — rear brake operated by the right foot, rocking pedal gear change on the opposite side, clutch and brake levers on left and right handlebars respectively.

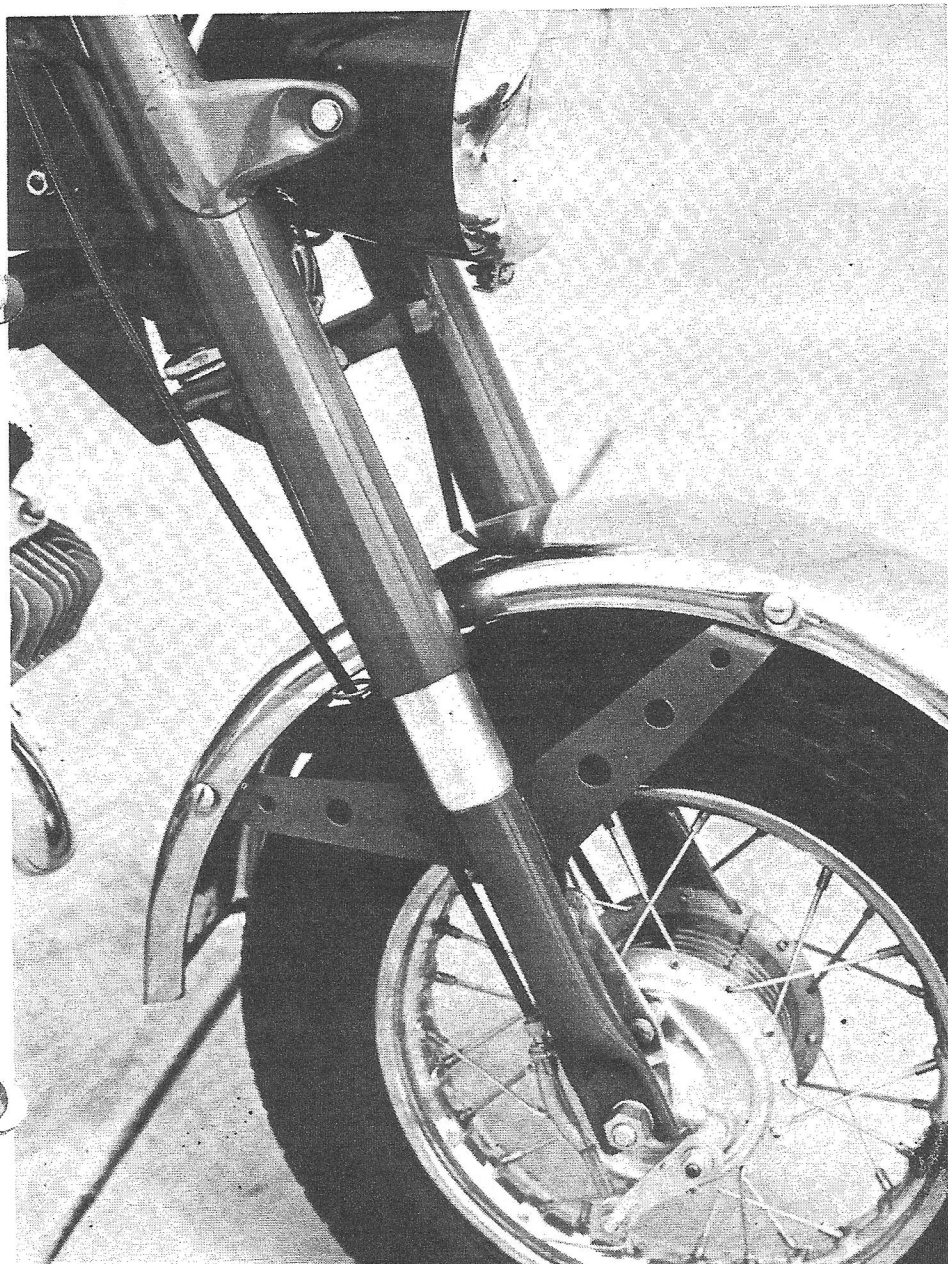
The general finish of the machine is excellent. It comes in either red or blue paintwork which is deep and well-applied. There is enough chrome plating to enhance the looks without mak-





The gas tank holds just over a gallon — enough for a hundred miles riding.

Front forks have enough travel to cope with pretty hefty rocks and gullies.



ing the bike appear grayish and the chrome is solid and of obvious good quality.

Completely exposed, chromed springs on the rear shock absorbers help with the sporty appearance as do the upswept cowhorn bars with knobby moto-cross type handlebar grips.

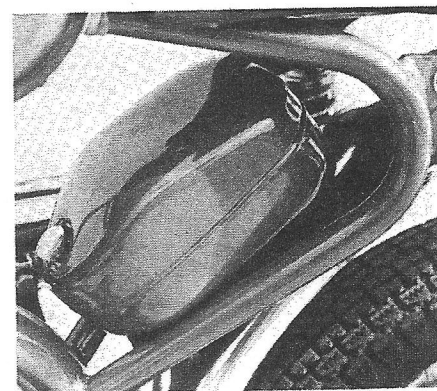
Chain adjustment is by a snail cam at the rear wheel spindle, a simple and foolproof way of ensuring correct chain tension. A neat point here is the serrated flat on the cam that makes it double-easy to push the cam around with one's thumb. Only a small detail point, maybe, but how much easier to operate than some chain adjustment cams that you have to bash around with a hammer and drift!

This is typical of the thought that has gone into the design and manufacture of the Papoose.

Other detail points pleasing to note are things like the sporting ball-ended control levers, the roomy toolbox beneath the seat and the lever-type petcock, so much more convenient than the push and pull type.

The ball-ended levers will particularly appeal to the trail riders. Most dirt riders get off occasionally and no one relishes the thought of a sharp-ended control lever puncturing their skin!

So that's it . . . the Indian Papoose bears one of the most respected and revered names in American motorcycling and it's as different as can be from those Indians of long ago. But that doesn't mean a thing, the design, the quality of production and the performance make the Papoose more than worthy of the Indian name.



The toolbox is mounted under the seat and is big enough to hold all tools needed for general running repairs.

