

# Indian: PONYBIKE AND PAPOOSE

One little, two little fifties from the Clymer-Munch tribe...

ONE LITTLE, two little... Ah, it's well known that there exist Zuni, Arapaho, Yavapi and Umatilla. But, Clymer-Munch is a relative newcomer among the names on the tribal roll. And, Papoose and Ponybike are the braves of that latter tribe.

Floyd Clymer, long-time two-wheel entrepreneur, Freidel Munch, West Germany's Mammothman, and assorted British, Italian and Czechoslovakian representatives of manufacturers of proprietary motorcycle, moped and minibike components have commingled to produce machinery, escalating from 50 cc, through mid-range displacements, to the mammoth 1000-cc Mammoth. The 50-cc segment includes the aforementioned Papoose and Ponybike.

This pair of machines can be classed as belonging to one of two categories—small, vest pocket motorcycle, or large, overdressed minibike. Both are distributed through franchised dealers by Floyd Clymer's Motorcycle Division, Los Angeles, Calif.

The Ponybike and Papoose share a number of features. Both are equipped with telescopic forks and swinging arm rear suspension; both are equipped with

full (magneto type) lighting; both are fitted with internal expanding brakes, front and rear. Beyond this, the similarities become a bit broader, and outright differences begin to appear.

The Ponybike is based on a single truss frame. The 50-cc Jawa/CZ two-stroke engine is suspended beneath this single downtube from a pair of welded-on plates, stamped deeply for stiffening. The Czech powerplant, on 9:1 compression, develops 4.8 bhp at 8000 rpm. Power is delivered through a gear primary drive, through a three-speed gearbox and multi-disc wet clutch, to a single-row chain final drive.

The Papoose, on the other hand, is powered by a B.F. Minarelli engine of 49.6-cc piston displacement and 10:1 compression. Likewise, the 4.19-bhp engine, which also peaks at 8000 rpm, has a gear primary drive. However, the gearbox is a four-speed unit. The Papoose's clutch also is a multi-plate, wet assembly; and, final drive is by single-row chain. The engine-gearbox is suspended from a single downtube by an inverted-U yoke arrangement.

Both engines operate on regular grade fuel, with a 20:1 oil-in-fuel mix. Both employ magneto ignition and folding crank kick starters.

The machines investigated and ridden by CYCLE WORLD crewmen both showed a degree of workmanship and attention to detail not found on the domestic minibike.

Paint on the fire engine red Papoose and the bronze, gold and white Ponybike appeared flawless.

Cables, clutch and brake levers (ball end on the Papoose, blade end on the Ponybike), lighting equipment, and handlebar grips all are recognizable as items drawn from that vast well of motorcycle components that is Italy. These things complete the slick, finished aura of the Clymer superminis, as compared with the rough welded, backyard mechanicals of the domestic product.

Performance of the Ponybike and Papoose are indistinguishable one from the other. Both approach the 50-mph mark for top speed. Both exhibit the excessively quick steering that is directly associated with small diameter wheels, though the control ratio isn't as abrupt, say, as with the 6-in. wheels of the true minibike. Both machines go well on pavement and on hard off-road surfaces. In sand, unfortunately, neither the Jawa/CZ nor the Minarelli engine is capable of sufficient torque delivery to permit continued progress. In sand, unfortunately, these machines invariably bog down to stay. The Ponybike is offered with optional block tread tires. These would do little, without sufficient power to make the added traction worthwhile.

List price of either machine is in the \$300 bracket—something more than the average minibike, something less than the average motorcycle, which is what the Papoose or Ponybike buyer expects for his money. And, this purchaser, in addition to acquiring one of the cutest of the sub-motorcycle range, also will acquire title to that once-magic, ever-nostalgic name, Indian.

## CYCLE WORLD IMPRESSION



