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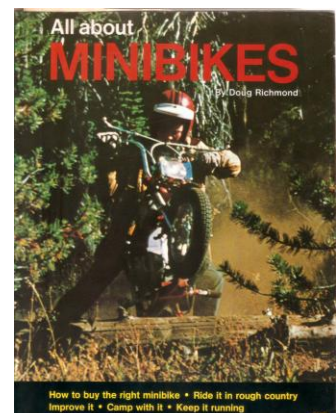


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The first book I ever read on mini bikes back in 1973. I got it at the Library. I bought the kids a mini bike for Christmas several years ago, [Sarah loved riding](#) and I got back into mini bikes. Hence, the name of our FaceBook page and Website... "All About Mini Bikes" thought you might get the connection. Thanks for your patronage in our hobby and feel free to write us anytime at Przyojski@Yahoo.Com

Your Mini Bike Friends,

Dan & Sarah



MiniCycle

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APRIL 1974/75¢

K47745

GENE McCAY: He's No. 1 / MR-50 HOP-UP
HELMETS: Fitting Small Heads / ATV RACES: 3, 4, or 6 Wheels
HARLEY-DAVIDSON Z-90 / HUSQVARNA & YAMAHA MX-125's



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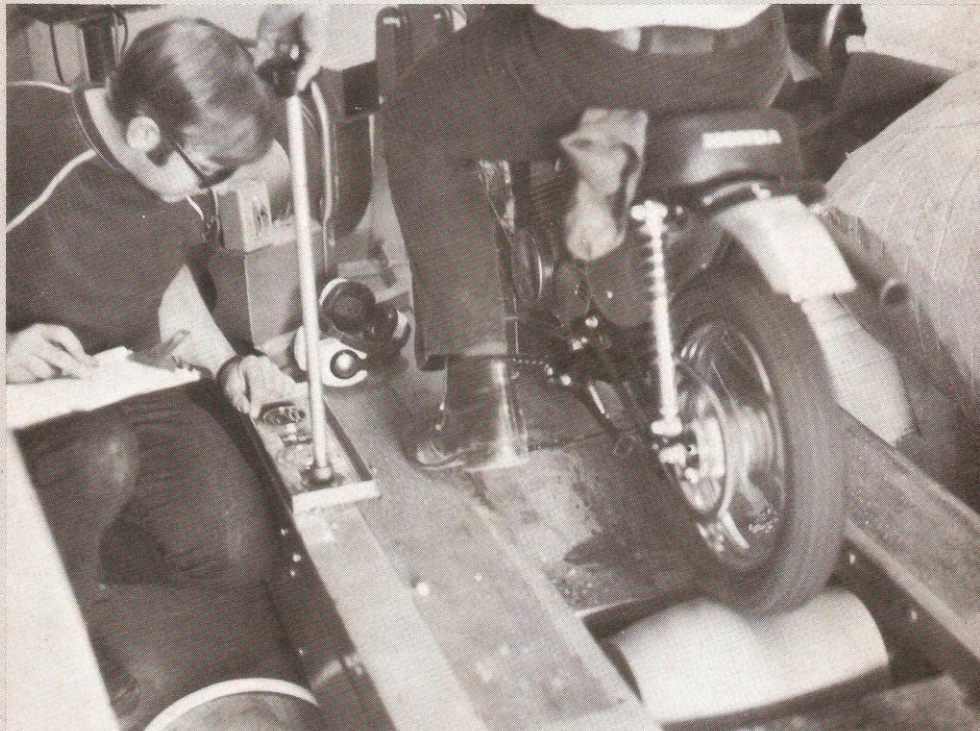
Minicycle

VOLUME 6, NO. 4/APRIL 1974/AMERICA'S FIRST MINI-CYCLE MAGAZINE



MR 50 HOP-UP

Hot Honda From The Hacienda



Dyno testing is a valuable tool in any hop up job. Here Paul Kaitz wrings out the modified version for Tech. Editor Tom Mohr.

Honda's Elsinore series M/X bikes have been around long enough now to begin receiving "the treatment" from the many private tuners, accessory manufacturers and other assorted speed merchants. The newest Elsinore, the MR-50 mini-racer, is no exception. For a look at what's happening to the little varmint, we were invited out to Hacienda Honda's R&D Department to watch Paul Kaitz prepare an MR-50 for the Mini Grand Prix at Indian Dunes, California.

As in any hop-up job at Hacienda Honda, the first step was to set up a new machine and service it to standard specs. Next, it gets a few easy miles on it to

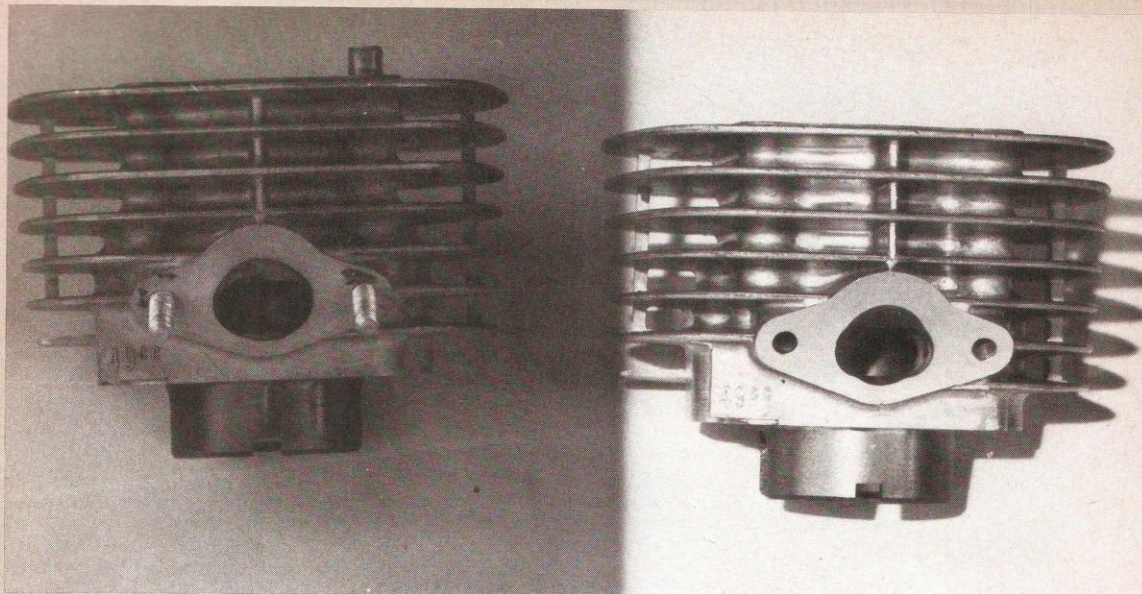
get things loosened up before initial dyno testing is begun. Once on the dyno, Paul puts it through "the numbers" to get an overall picture of the machine's performance characteristics. All the data is recorded on a graph to be studied for possible improvement and to establish a "yardstick" by which to measure the effect of the step-by-step modification of the machine.

Since Honda really prepared this machine for very young, beginning riders, everything about the engine is in a very mild state of tune, leaving lots of room for improvement by those riders who can use the additional power.

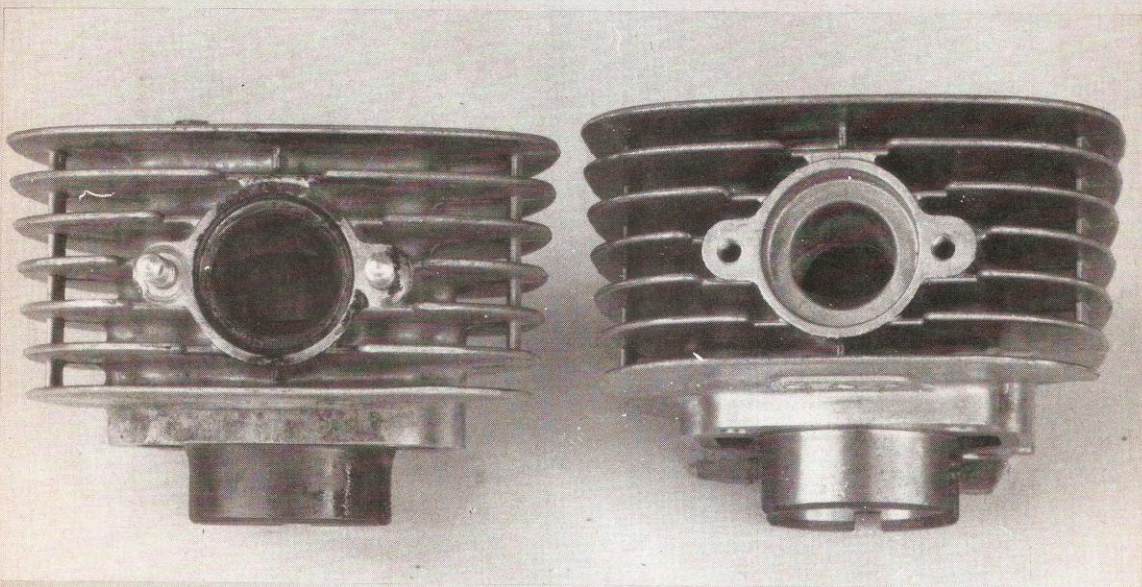
At this stage, the engine is torn down and the size and shape of the cylinder ports as well as the port timing, carb size, compression ratio and exhaust system are measured and studied for improvements.

First step in the hop-up was to modify the port timing to more race-worthy specs. Improved breathing was obtained by raising the exhaust port and extending the intake port duration by lowering the port opening and slight shortening of the piston skirt on the intake side. The exact dimensions are not for publication at this time, as the final configurations will have to be determined by more test-

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Modified cyl. on left shows difference in port shape. Std port shape is cheap to machine but lacks flow efficiency.



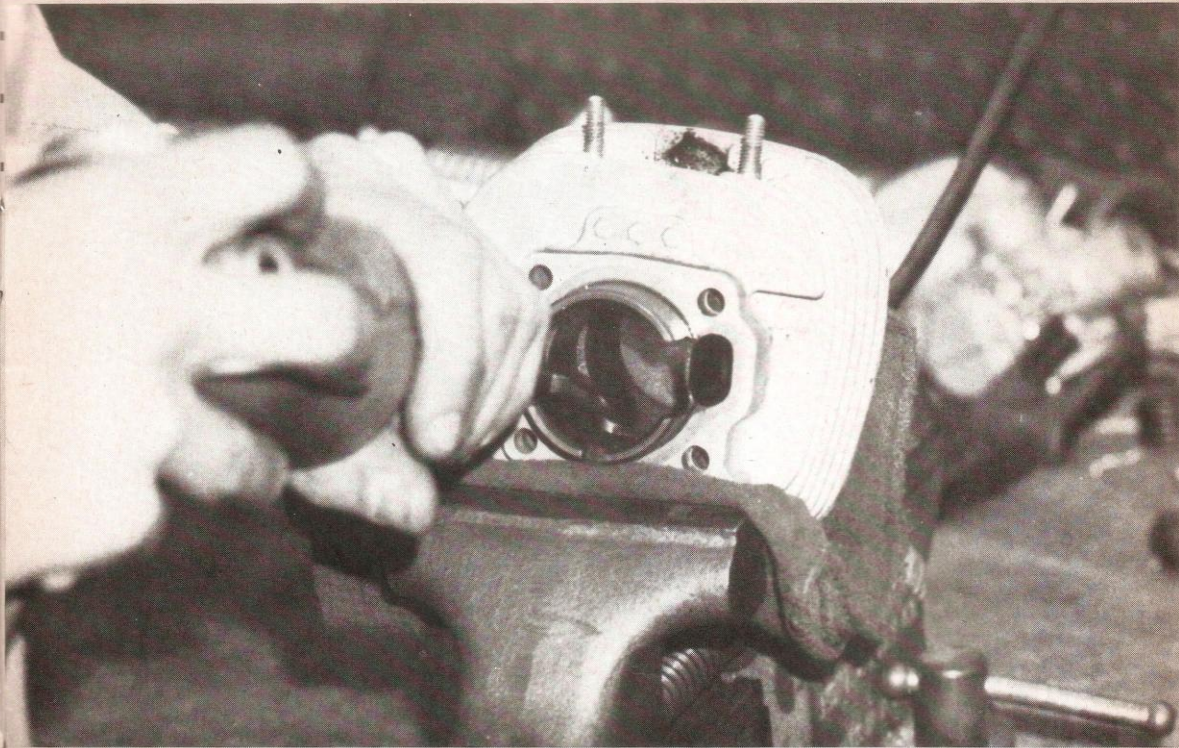
Increased exhaust port area on L/H cyl aids flow efficiency and changes power peak upward.



ing and actual race experimentation. Inspection of the transfer ports revealed that more transfer area could be utilized by grinding two transfer grooves into the cylinder wall located on either side of the intake port. While not actually being bonafied fifth ports, these grooves, matched to holes in the piston skirt, do aid in transferring more mixture to the combustion area in the amount of time allowed by the duration of the transfer port openings. This adds to the engine efficiency without any loss of power at either end of the rpm range. Paul found

that the extra work required to make the 5th port grooves resulted in appreciable gains in the torque and so this modification is included in the hop-up package on an exchange cylinder basis along with the other port modifications.

The widely spaced ratios of the standard 3-speed gearbox demand a rather wide power band in order to get any useful power to the ground. In keeping with the wide power spread required, Paul elected to use an expansion chamber with a long head pipe and slow taper cones, allowing the power to be spread

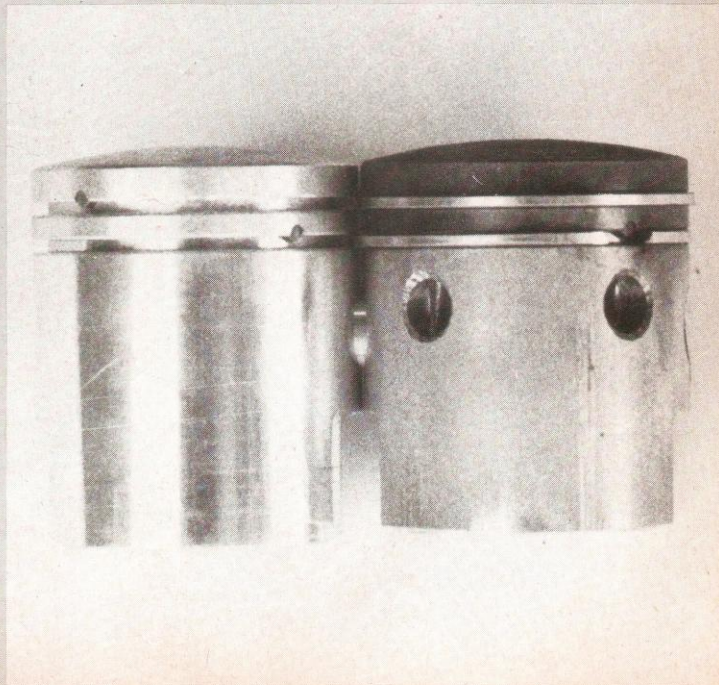


Here, Paul demonstrates grinding technique used to machine 5th port grooves in cylinder wall.

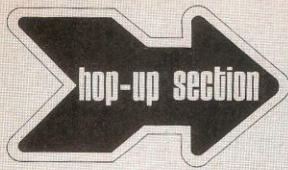
over a greater portion of the rpm range. The new pipe tucks nicely under the tank and seat on the right side of the bike, and has a good heat shield for burn protection. The silencer is a glass pack core, welded right onto the rear cone. The exhaust note is raspy but subdued enough to meet noise specs at most tracks and motorcycle parks. A spark arrestor would have to be added to be legal for national forests and most other trail riding areas.

The standard carb is replaced with an 18 mm Mikuni of the same type found on early Honda 100's. The stock Keihin item has only a 10 mm Venturi and is not sufficient for the modified engine due to the increase in volumetric efficiency obtained in the reworked cylinder and exhaust system. A special manifold was made up to accommodate the larger carb. At the same time, the stock air filter/airbox was exchanged for a simple sock type filter. The stock set up is a very leaky proposition offering poor filtering and restricting the intake flow too much to be used on the modified engine.

The cylinder head was left untouched as was the lower end assembly. All of the modifications will be available as a bolt on kit, with cylinder work being on an exchange basis. It is a simple, straightforward job to install the modified pieces



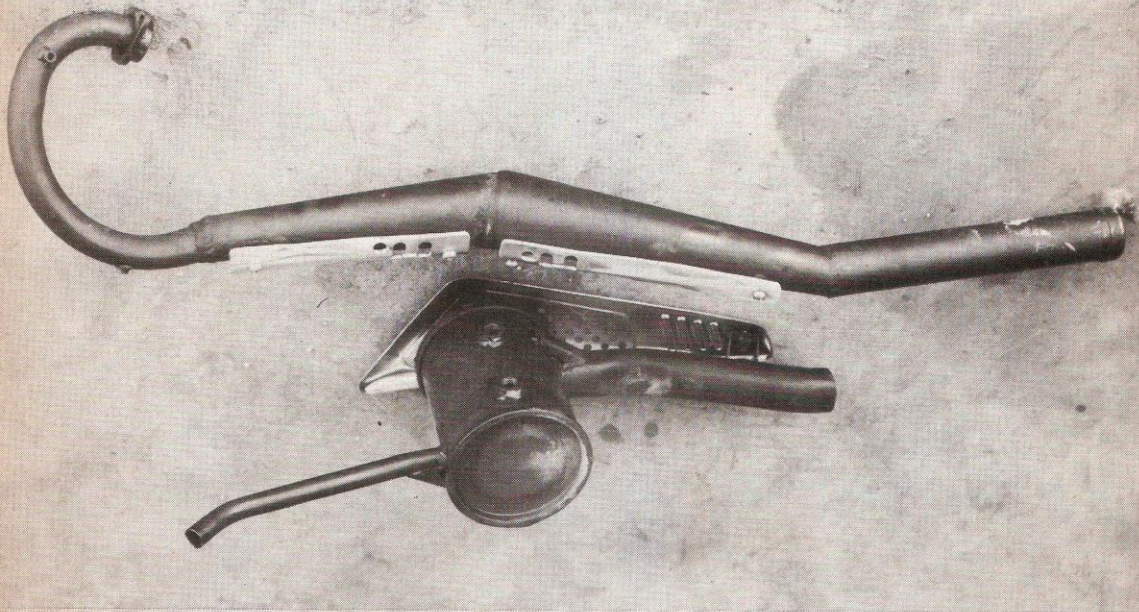
Std piston is drilled for transfer passage and intake skirt shortened for longer int. port duration.



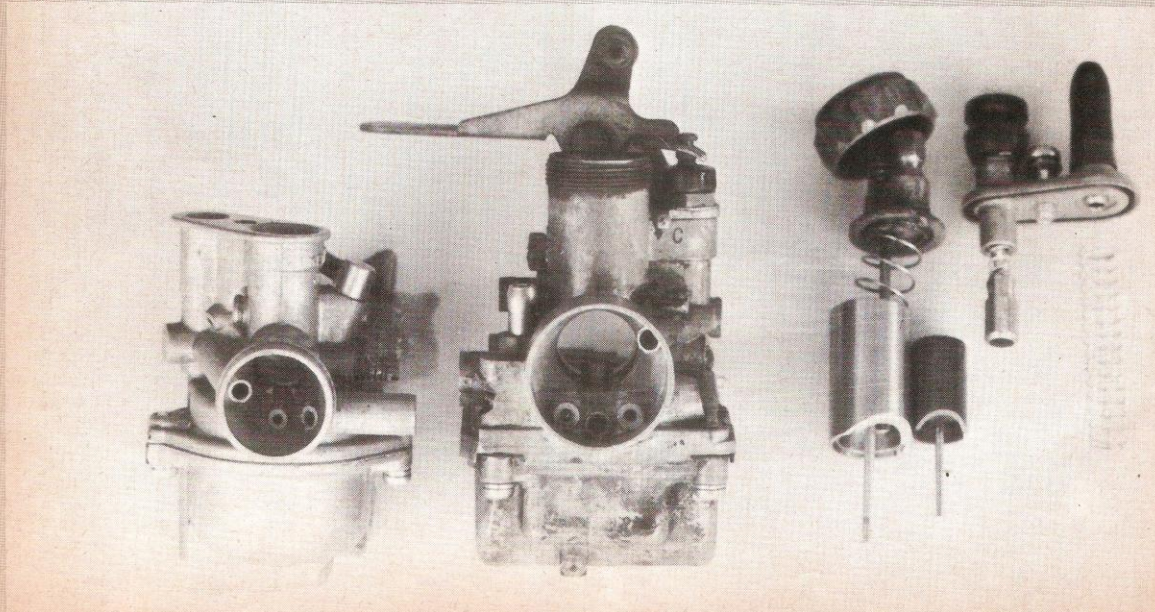
and the lack of super-special machine work or radical modifications should keep the price well within the reach of the average mini-cycle racer. Does it work? Well, the dyno says so. According to the tests we saw, the modified bike produces a whopping three times the output of the standard machine. It is not so radical that it is any more difficult to ride than the stocker, even with the

miserable gear box ratios and lack of a 4th gear.

The MR-50 is such a unique little machine, the National MiniCycle Association had to set up a new racing class for it. We will have to wait to find out if the Hacienda Honda mods will outrun the other hot set-ups. Meanwhile, they make the little bike more fun to ride, and isn't that what it's all about? □



Std pipe is quiet, arrests sparks, and gives little to engine efficiency. Slow taper cones and long head pipe on exp. chamber give good performance over wide range. Integral silencer doesn't hurt performance but helps tame the bumble bees.



Vast difference in carb turnout size is evident.

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Check Out Our YouTube Channel for some great mini bike videos!

https://www.youtube.com/channel/UCSfQbGyWgUKm9OTIUyzYvKQ?view_as=subscriber

Sarah's first ride on a mini bike (Honda QA50) with a transmission

<https://www.youtube.com/watch?v=RiHh-Obvtg>

Build Your Own Mini Bike Video...

<https://www.youtube.com/watch?v=lr9M3GCQF-U&t=225s>



COMPLETE VINTAGE PLANS HOW TO BUILD A MINI BIKE PLUS.. "RUTTMAN MINI BIKE STYLE PLANS"

<http://www.allaboutminibikes.com/vintage-mini-bike-plans.html>

Original Plans from "Boy's Life Magazine" 40 years ago.

You might have to explain to a young person what this is. But if you grew up in the 1950s, '60s, or 70s – you saw this exact Mini Bike all over America. It was frequently constructed by kids working with their Dad. It usually had a lawnmower motor on the Mini Bike and made a lot of noise as it screamed down the block. But it was COOL!

I did some research back in the 1990s and actually found the guy who created these plans. These exact plans were the ones sold in Boy's Life Magazine for 40 years. Yes, THIS is the Mini Bike you remember seeing and loving as a kid.

Please take a moment to look at the image up close. You can get a good idea of how this is built. It wouldn't be much work to make one of your own, especially when you have the FULL ORIGINAL PLANS.

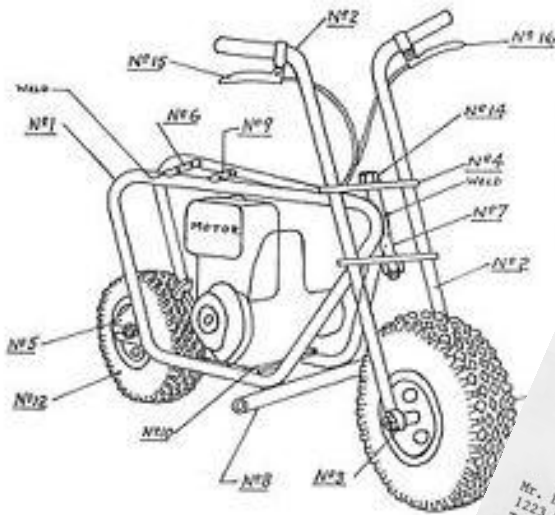
You can modify the plans to the size you want just like we did on the pictured MiniBike!

Take a trip back in time. Or simply share an important part of Americana with your kids or grand kids. Back when having a Mini Bike was the most fun a kid could have.

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MINI-BIKE
Plan No. 1



VINTAGE JB RACING AD FROM 1974

Popular 1970's Ad From MiniCycle Magazine

This is a clean copy of the JB Racers ad that was in the Aug/September 1974 MiniCycle magazine, NOT the original, ad copy. It was an ad that was two pages when you opened up the magazine. I had the center crease photo shopped color filled in because the original ad is on two pages. Suitable for framing. Would look great in your den or garage. Ad will be shipped in a tube so there will NOT be a fold. P.S. THE WATERMARK IS NOT ON THE COPY YOU WILL RECEIVE. Thank you, Dan. <http://www.allaboutminibikes.com/jb-racer-ad.html>



INTRODUCING THE

RACE READY, TRACK & DYNO PROVEN
J&B Racers are based on three of Honda's best...the CR-125; the XR-75; and the MR-50. But, aside from their excellent handling characteristics, the J&B Racers have little in common with the stock machines.
In the J&B Racer line-up there are two versions of the CR...a 125cc and a 100cc. The XR comes in four versions...a 60cc, a 75cc, an 80cc and a 100cc. Our Junior Mini-cycle, the MR, is a 50cc screamer.
The J&B Racers are not toys. They are full-house racing machines, track-developed by the J&B racing team (Brad Dutoit, Jeff Ward, Dave Carlson and Brian Myerscough) and dyno-refined by the J&B tech crew. With the right rider, J&B Racers are winning machines. The record proves it.

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