

All About Mini Bikes



www.AllAboutMiniBikes.Com



The new King of the Junior Minicycles!

THE INDIAN CX-50R



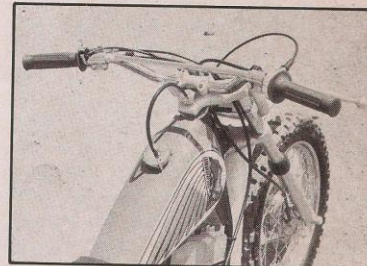
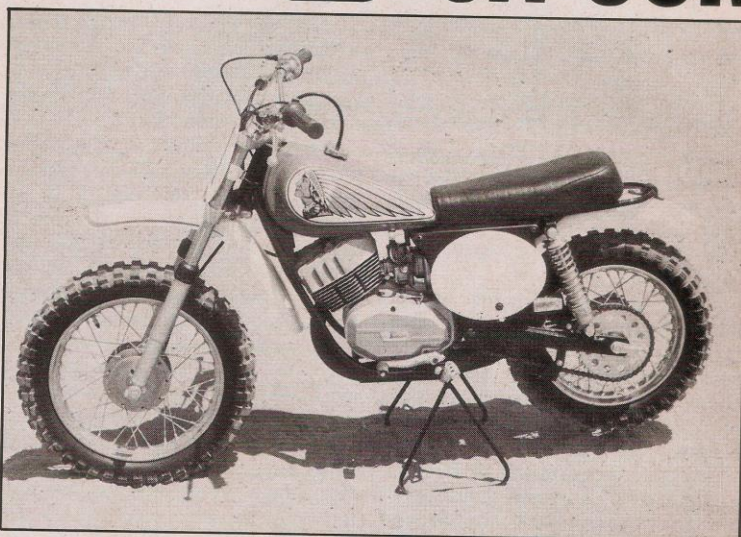
In the December, 1974 issue of *Minicycle Action* we ran a test on a hot little junior minicycle called the Indian JX 50. The general opinion of the test riders who participated in that test was that the JX 50 was the fastest stock junior minicycle then available. Through sheer weight of numbers, and the amount of people devoting time to extracting maximum power from them, the Honda MR 50s have more or less ruled the roost in the junior minicycle class (there's no way to fight the sheer weight of numbers!).

Well, in your hands you're holding the December, 1975 issue of *Minicycle Action* and again we offer a test on a 50cc Indian junior minicycle, and this one is a real world beater. The bike, known as the Indian CX 50R, is one of the most finely detailed machines, regardless of size, that we've ever seen.

The Indian junior minicycle is also one of the most expensive small bikes we've ever come across. The suggested retail price is \$649! Why does it cost so much? Well, when Indian set out to design the CX 50R they decided to build the most sophisticated junior minicycle available. Anyone who's into junior minicycle racing knows just how expensive it can be. You start out with a stock machine and then start adding all the goodies that are needed to make it competitive. By the time you're through, you've got a bundle tied up in what was supposed to have been an economical racer.

The people at Indian researched the market pretty carefully, and then decided to produce a junior minicycle that would need no goodies to make it competitive: an honest, out-of-the-box racer. When a company decides to build a machine of this type, using the best of everything, costs soar. That's why the Indian CX 50R is as expensive as it is. After spending a little time with the machine, we feel it's worth it!

A small handful of CX 50Rs appeared in Southern California about



All of the controls are quality; alloy levers, surgical rubber grips, etc. Bars are a bit too wide, but can be trimmed to size.

The front forks are by Ceriani and offer 4.5 inches of travel. Their action is excellent.

the middle of last August. Since there weren't enough of them in the country to meet the NMA's rule covering stock machines, they were forced to race in the modified class. No sweat! The new little Indian made a very impressive debut. It seems a sure bet that when the CX 50Rs begin arriving in numbers they're going to dominate both the stock and the modified class.

With the help of Ted Moorewood, owner of Cycle Town in Norwalk,

California, we were able to get our grubby little paws on one of the machines that arrived in that first batch. There's an old saying about "first impressions being the most important." Well, gang, our first impression of the CX 50s was . . . WOW! When it comes to visual impact, the Indian 50s got it in spades.

Ted had told us that everything on the CX 50R was top quality and after walking around the bike a couple of times, checking it out, it became





The 49.6cc two-stroke engine is a tight fit in the double-loop frame. A four-speed close ratio gearbox is standard.

The Ceriani shocks deliver 2.5 inches of travel. The pair on our test machine blew on our first test outing.

obvious that he had not spoken with forked tongue. (What Indian dealer would?)

The first thing that hits you is the way the machine looks just sitting there. The gas tank is a bright red with a huge Indian head emblazoned on each side. Red pin stripes highlight the white fiberglass fenders. (We've been told that later models will come with some form of unbreakable plastic fenders. A good idea; fiberglass is light, but it does break easily.) The frame is finished, and well, in a glossy black enamel, the hubs are highly polished alloy, and the engine surfaces have an attractive matte finish.

Because of its "together" look the Indian 50 appears to be a lot bigger than it really is. Actually, the CX 50R is no bigger than any of the other junior minicycles. Overall length is

60 inches, wheelbase is 40 inches, and the seat height is a mere 23 inches. Even though the pipe passes under the engine, the bike still has nine inches of ground clearance. The handlebars are 26 inches wide. (Most riders will want to cut the bars down a bit, but it's better to have them too long than too short.) Wet, and ready to go, the CX 50R weighs-in at 104 pounds.

The suspension on the little Indian is (or should be) top quality. Ceriani forks and shocks take care of the springing. The forks deliver 4.5 inches of travel, and each leg carries six ounces of damping fluid. That 4.5 inches of travel is pretty impressive, particularly when you consider the fact that the forks on the Honda XR 75 give only 4.1 inches of travel! The fork legs are clamped in alloy forgings that are a good combination of

lightness and strength. Fork angle is 30 degrees, a factor that accounts, in part, for the good steering of the bike.

The rear shocks, also by Ceriani, have 2.5 inches of travel, and are three-way adjustable. When we first started testing the bike the shocks worked perfectly, but within 30 minutes, both had blown. While they were working, it was obvious to observers and riders that they were doing a fine job of controlling the rear end movement. (We checked with Moorewood at Cycle Town and found that we had come up with the legendary "lemon." Ceriani is one of the top names in the suspension business, but even they can goof once in a while . . . we just happened to get the one pair of shocks that had been assembled incorrectly!)

Even with the blown shocks the CX 50R continued to be one of the fastest bikes out on our test track. Test rider Kurt Henricksen would come wailing down the straightaway and then pitch the bike sideways to set up for the sweeper. The rear end would chatter like crazy, yet the bike continued to steer in the direction Kurtie pointed it.

Knobby tires are standard on the Indian 50. In the front is a 2.75 x 14. The rear carries a 3.00 x 12. The rubber is mounted on chromed steel rims which are laced to full width alloy hubs. Ten gauge spokes are used in the lacing job and six-inch diameter brakes are housed in the hubs. The brakes work fine . . . they don't grab or squeal or do any other nasty things . . . they just bring the bike to a nice smooth controlled halt.

A good part of the credit for the excellent handling of the bike has to go to the frame design and geometry. The frame is a double cradle affair with a pair of tubes descending from the steering head, passing under the engine, and then curving upward to meet the aft end of the backbone tube. The backbone is made of large diameter tubing, and the area around the steering head is heavily gusseted to keep the front end going in the right direction. The back half of the frame consists of an elongated loop that supports the seat and rear fender, and a pair of diagonal tubes that give the frame the necessary triangulation for strength.

The swinging arm is rectangular in shape and well braced at the pivot point; from an engineering stand-

point it's a good combination of lightness and strength. The bolt on which the swinging arm pivots is screwed into a lug on the right side of the machine, and then a small lock bolt is used to ensure that it can't come loose. It's a pretty neat feature.

One thing, that most people won't even notice, really impressed us. That is the use of tapered roller bearings in the steering head. Even the giants of the motorcycle industry still insist on using loose ball bearings in the steering heads on most of their machines. This arrangement is fine until it's time to do some work on the front end. When this time rolls around, you're sure to find a bunch

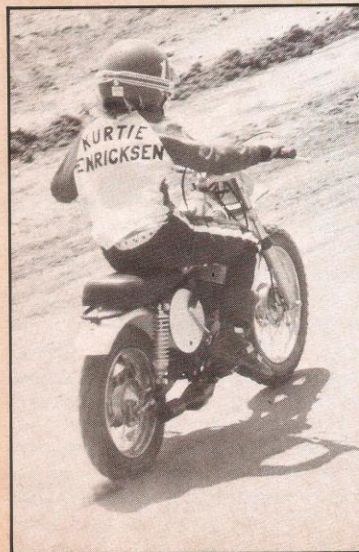
of little steel balls rolling around on the floor of your garage. The tapered roller bearings are the only way to go! The welds on the CX 50R frame are of a surprisingly high quality and the glossy black paint is well applied.

Because of the massive cooling fins on the head and barrel, it looks like the engine was shoehorned into the frame. Both the head and the barrel are alloy castings, and the barrel has a pressed-in iron liner. The fins on the head are angled so that they direct air towards the hottest part of the head: the area around the sparkplug. The bore of the CX 50R engine is 38.8mm and the stroke is 42mm, giving a total capacity of 49.6

cubic centimeters. Compression ratio is 8.8:1 and, as geared stock (14-tooth countershaft sprocket, 40-tooth rear sprocket) the bike will turn an easy 45 mph.

The gas tank has a capacity of 1.6 gallons and the factory recommends a premix ratio of 20:1, that's twenty parts of gasoline to one part of oil. A 19.9mm Dellorto carburetor passes the fuel into the engine. Now we come to one of the very few things we didn't like on the Indian CX 50s; the air cleaner. It too is made by Dellorto and it's stuffed with wire mesh. As a filter it would probably manage to keep out rocks, twigs, and small, low flying birds. It should

Forged alloy triple clamp and crown securely grip the fork legs, helping to prevent any front end wobble.





be a simple matter to replace the stock filter with a foam-type cleaner.

The pipe passes under the engine and then exits on the right side of the bike. Even with the pipe in this location the bike has nine inches of ground clearance. Our test machine had a small silencer welded on the end of the pipe, but we've seen several other CX-50Rs with no silencing at all. We don't like that! Nothing gets a non-motorcyclist up tight quicker than the sound of a yowling two-stroke engine. A silencer should be standard equipment on the little Indian.

Spark is created by a flywheel magneto mounted on the left end of the crankshaft, while primary drive is taken off the right end. A wet, multi plate clutch couples the output of the engine to the transmission. The gearbox is a four-speed close ratio unit. The shift lever, mounted on the left side of the machine, is a sturdy forging that appears capable of taking a lot of punishment. The amount of lever movement needed to make gear changes is minimal and we never encountered any "false" neutrals. The gearbox action on the CX 50R is smooth and very positive.

All of the cables on the Indian 50 are heavy duty items, the control levers are of light alloy, and the grips are hex shaped surgical rubber. The choke control is mounted on the left end of the handlebars, and it's kind of trick. It's a small, spring loaded lever that you press when you want to use the choke. Once the engine is running you slip your thumb off the lever and it snaps to the Off position. No need to worry about riding off with the choke on.

The saddle on the CX 50R has a pebble grain finish. It's well padded, long enough to allow the rider to move around on the machine, and there's no gap where the tank and the seat meet. Folding footpegs are standard and the relationship between the pegs, seat, and handlebars is quite good. Aircraft-type lock nuts are used extensively on the Indian 50, a practice that a lot of other minicycle manufacturers might do well to copy.

As we mentioned at the beginning of this report, our test machine was one of the first in the country. During one of our conversations with the people at the Indian offices we got some surprising information. We were told that all sorts of hop-up accessories would be available for the



Full of gas and ready to go the little Indian weighs 104 pounds. Top speed is about 45 mph.

CX 50R. Things like a complete engine kit, a CDI ignition, a six-speed transmission, and a larger carburetor.

One of the things about the Indian 50 that surprised us was the ease with which the machine started. Sometimes it would take a second kick to get it running, but usually it would light off on the first kick. We asked Kurtie to run the bike at about half throttle for a little while, to allow the ring to seat (and, also, for Kurtie to get the feel of the machine). After

about twenty minutes we flagged our rider in and allowed the bike to cool off as we checked the chain tension and topped up the gas tank.

After the cooling off period we sent Kurtie back out onto the track with instructions to, "wick it!" It quickly became apparent that the CX 50R is a very, very fast machine. It had no problems at all smoking off stock Honda XR 75s and it was capable of keeping up with some of the modified XR's. The close ratio gear-

box made it possible to have good power in hand, regardless of how tight the turn. The handling, before the shocks went belly-up, appeared to be excellent. Several times Kurtie overcooked it in a turn and got almost completely sideways. A quick shift in weight and a little more throttle saved it every time!

The Indian CX 50R is an expensive machine, but it's all there. We shudder to think what it will be like when those hop-up kits reach the market! ●

<http://www.allaboutminibikes.com/jb-racer-ad.html>

Vintage JB Racer Ad from the Aug/Sept 1974 Issue of MiniCycle Magazine.

INTRODUCING THE



JB racers

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.

FROM J&B RACING EQUIP, 5041 West Vermont Ave., Glendale, Arizona 85301. (602) 931-9235
Dealer Inquiries Invited



J&B ELSINORE 100cc & 125cc



J&B XR 60cc, 75cc, 80cc & 100cc



J&B MR 50cc JUNIOR MINI-CYCLE





Thank you for reading and being a member of our mini bike family!

Sincerely,

Dan & Sarah

AllAboutMiniBikes.Com