

World's smartest Moped

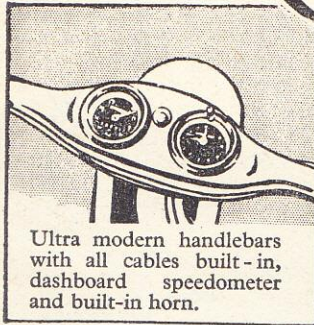
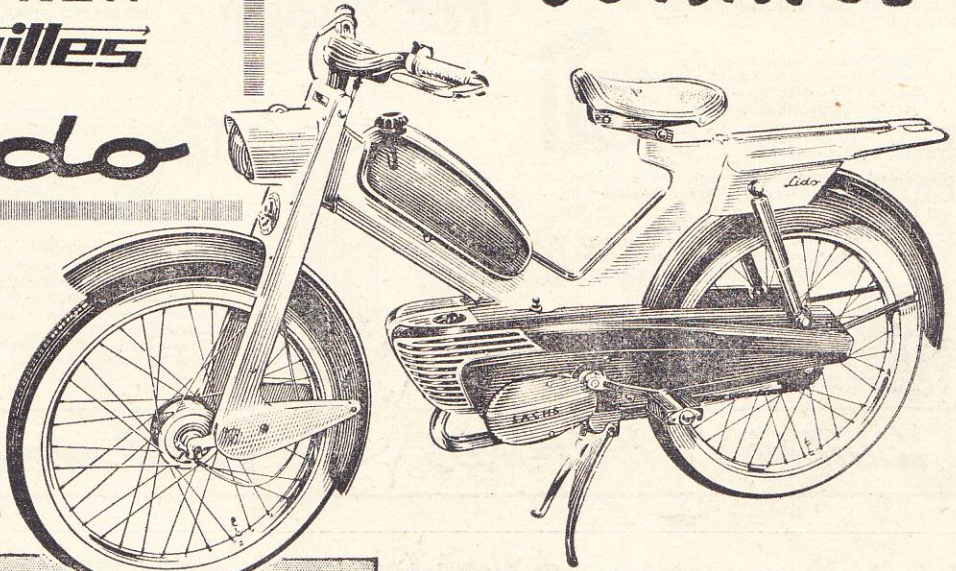
comes to **CURRYS!**

THE NEW
achilles
Lido

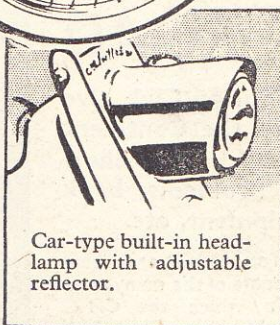
Sachs 2-speed
47 c.c. engine

Sprung front
& rear wheels

200 m.p.g.



Ultra modern handlebars with all cables built-in, dashboard speedometer and built-in horn.



Car-type built-in headlamp with adjustable reflector.

Heavy duty pressed steel frame. Engine cowling gives complete protection. Two-tone green finish. Large luggage carrier. **75 GNS**

or from **£8** deposit
38 WEEKS TO PAY

IMMEDIATE DELIVERY



NAME _____
ADDRESS _____

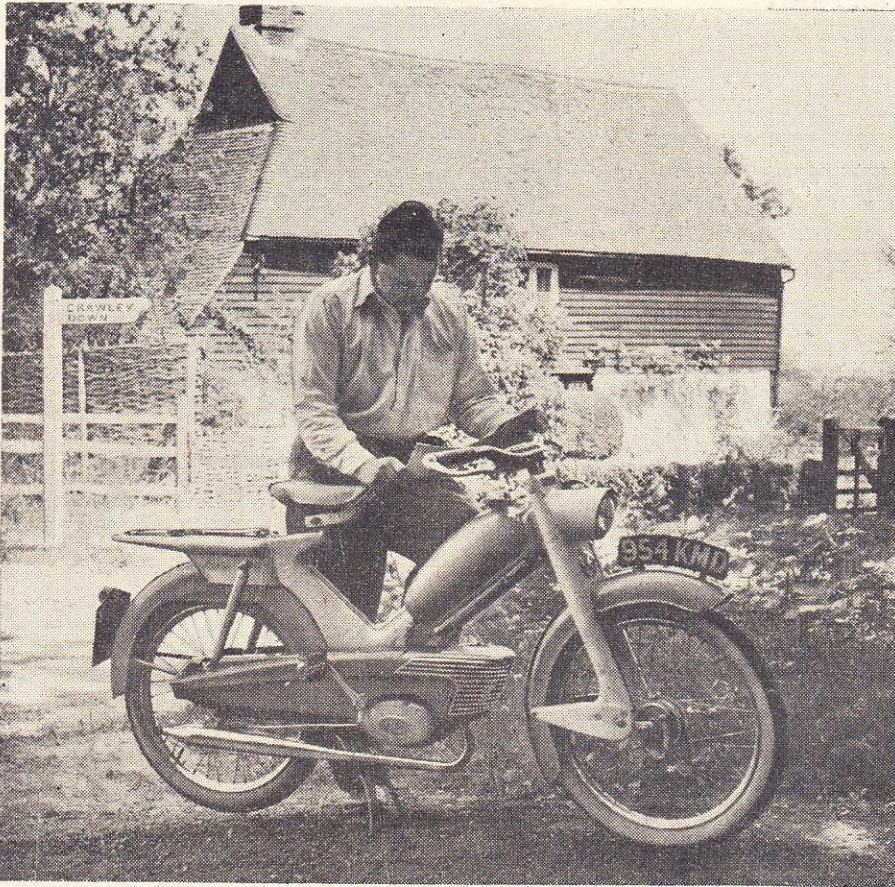
Post this coupon today to Dept. C.1. CURRYS LTD.
HEAD OFFICE: 77 UXBRIDGE ROAD, EALING, W5.

I would like to inspect the Achilles Lido so please send me the address of my nearest Currys branch.

270 BRANCHES THROUGHOUT GT. BRITAIN

ACHILLES "LIDO"

A Well-Cowled German Moped Shows Its Paces



An ideal machine for the touring rider, the Achilles "Lido" attracts attention everywhere, for few other machines can boast such svelte lines and eye-catching *décor* as does this German moped. The model recently loaned to me for test proved, in the course of several hundred miles' riding, that it is well suited for serious excursions, for which its particular virtues may well have been specially incorporated.

Riding comfort is one of its great attractions. The soft, pan-type saddle and the well-balanced front and rear suspension systems combine to insulate the rider almost completely from road shocks, and the riding position is impossible to fault. The handlebars are particularly good, with just the right amount of sweepback, and the whole machine shows signs of much thought having been devoted to this aspect of design. Given these attributes, good handling becomes almost a certainty. This is the case with the "Lido"—it rides beautifully on bad surfaces, and corners with the best.

On the performance side, the Sachs engine gives an average level-road performance, with 25-28 m.p.h. as the comfortable cruising speed, though quite frequently I took advan-

tage of the machine's seductive steadiness to drop down to around the 20 m.p.h. figure and indulge in some sedate lane-cruising, enjoying the scenery and more or less leaving the "Lido" to its own devices!

Hill-climbing is slow, but otherwise average, save that top gear must be disengaged a little earlier than is customary with most machines. Only on one major count does the Sachs appear to fall below standard—though the 20-m.p.h. fuel consumption figure of 150 m.p.g. is good, the steep rise to 90 m.p.g. at 30 m.p.h. is unusual, though inevitable when it is considered that this means virtually that the machine is "flat out." At the normal cruising speeds used, an overall figure of 110 m.p.g. should not be unusual.

Braking performance was marred by the tendency of the front brake to snatch upon initial application—lifting of the front end was inevitable, too, in the absence of a separate brake torque linkage—and by its lack of power as braking progressed. The rear anchor, though better, developed a "glaze" as the test progressed, and was noisy in use as a consequence.

None the less, the Achilles represents a

The ACHILLES at a GLANCE

Maximum Speed: 31 m.p.h. in 33 sec. from rest.
Economy: 150 m.p.g. at 20 m.p.h.
 90 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h.	From 30 m.p.h.
Both brakes, 17 feet.	40 feet.
Front only 37 feet.	76 feet.
Rear only, 25 feet.	56 feet.

Load carried during test: 200 lb.
Engine: Sachs two-stroke; 38mm. bore x 42mm. stroke = 47 c.c.; c.r. 6 to 1; 1.25 b.h.p. at 4,100 r.p.m.

Gearbox: In unit with engine; two speeds, with handlebar twist grip control; chain primary and final drives.

Frame: Welded-up from steel pressings; swinging-fork rear suspension; leading link front forks; engine, transmission and rear springing enclosed by pressed-steel shields.

Tank: 1.1-gal. capacity.

Lights: Built-in head and tail lamps supplied direct from Bosch flywheel magneto-generator.

Wheels and Brakes: Both brakes 34-in. diameter; internal expanding in full-width hubs; chromium-plated rims and rust-proof spokes; 2.00-in. x 23-in. Continental white wall tyres.

Equipment: Electric horn; speedometer; pump; tool kit; in-built tool box with lock; centre stand; luggage carrier, with adjustable strap; steering head lock.

Finish: Duo-tone polychromatic green enamel, with chromium-plated and polished light alloy detail.

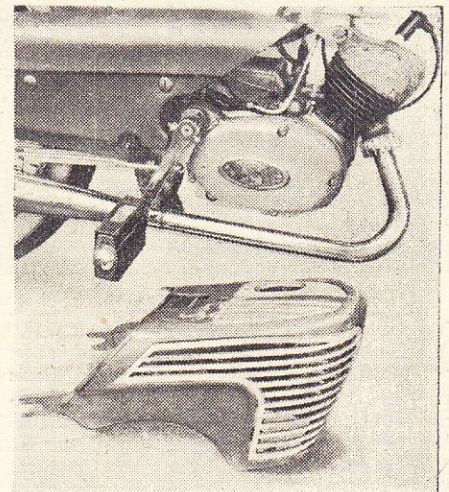
Weight: 116 lb.

Makers: Achilleswerke Weikert und Co. KG, Wilhelmshaven-Langewerth, Germany.

Concessionaires: Currys Ltd., 77, Uxbridge-road, London, W.5.

Price: £78 15s. inc. P.T.

Where now? You are never at a loss with the smart Achilles (left). Below is seen the engine, housed beneath its readily-detachable cowling.



real and creditable attempt to introduce all that is best in modern styling into a moderately priced moped, and to do so without incurring an unbearable penalty in the way of lost performance or added complication. Its consequent popularity is well deserved, and the touring enthusiast or the ride-to-work man will have to look hard to find a machine better suited to his needs than this.

CENTAUR.



228

Your new accessories and equipment reviewed
OVER THE COUNTER

(see col. 1).
tion
don,
bicy
spac
Y
do
reas
two
panner,
and
the
the
ic
LEATHER SHORTS
ding cycle-clothing

ACHILLES CLOCK

NOW available from branches of Currys, Ltd. is a clock specially designed to fit in the handlebar of the Achilles "Lido" moped, a test of which appears in this issue. Inclusive of tax, the clock costs £2 2s. 10½d.

LEATHER SHORTS

CYCLING

50
HARRIS TAKES REVENGE

August 29, 1957

