

ROAD TEST REPORT:

Accent on Styling

The ACHILLES "LIDO"

APPEARANCES go along way in selling anything and there are many powered two-wheelers now on the market which shew that much thought has gone into making them look attractive, but for a really bold approach to this objective it has been left to a combination of Italian styling and German manufacture to set the standard.

The machine is the *Achilles "Lido"* handled in this country by Currys. It has a welded steel frame and front fork assembly, bottom link springing to the front wheel and telescopic at the rear, luggage accommodation that is part of the frame itself and deeply valanced mudguards. Most noticeable about the new styling is the enclosure of the engine and transmission in a single full-length panel assembly with the front end grilled for cooling. This completely insulates the rider's clothing from the "works" of the machine.

Maintaining the standard of exterior "cleanness" the controls are also built in rather than on the machine. Clutch and front brake levers are of the reverse type with the cables concealed inside a dash panel that covers the handle bars. In this panel are mounted the speedometer and (as an optional extra) a clock. The gear change and throttle twistgrip controls are similarly concealed as is all wiring so that there are no cables or wires visible on the exterior of the machine whatsoever.

The power unit is the well known 47 c.c. *Sachs* 2-speed job as are the full-width hub brakes, the rear one being back pedal operated.

On The Road

The 9-pint fuel tank has its three-way tap accessibly mounted and the flooding device for starting

is a neat plunger knob that comes up through the engine covering close to the main frame member. There is no choke and a slight flooding of the carburettor was quite sufficient to ensure ready starting at all times. Normal method of starting is by a single forward kick on either pedal with the gears in Neutral.

Except at the very bottom of the rev. range this unit has plenty of power and acceleration in both gears is good. Top speed is around 30 m.p.h. and the minimum in Top gear about 6/7 m.p.h. which means that very little changing is required in normal traffic. Ordinary main road grades are taken in Top while Low gear will climb anything likely to have a road on it.

The silencing standards, although not bad, were not as good as we would have hoped from a machine of this type and there was also some noticeable vibration when revving hard under load but the feeling of "one-piece" solidity imparted by the strong frame design and the good road-holding characteristics of the machine made it very pleas-

ant to handle, especially when putting up fast average speed performances through traffic. The *Lido* could be swung about with full confidence on any good road.

Both brakes were efficient on the machine tested but both took fairly considerable pressure to obtain full power although this might have been just newness. Lights and horn are well up to current standards and it is a neat idea to incorporate an ignition cut-out in the headlamp main switch.

Summing Up

In reality, of course, the only thing that is new about the *Achilles* is its appearance but this is by no means a small matter in itself. The very complete enclosure makes for easy cleaning and the protection afforded to the rider's clothes by the good mudguarding and the shielding of the engine are good sales points.

The performance is adequate for most riders and seemed especially suitable for town riding. Accessibility is better than it would seem at first glance because the main cowling over the engine and transmission is secured by coin-slotted screws so that the panels can be completely removed to make work easier than it would be on many more conventional machines.

The Achilles attracted a lot of attention and favourable comment while it was in our hands.

