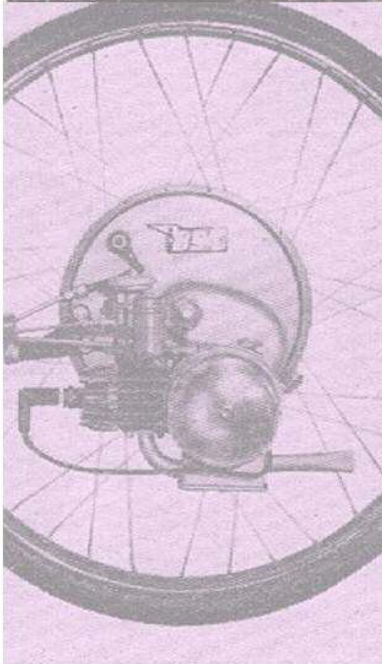


# IceniCAM Information Service



[www.icenicam.org.uk](http://www.icenicam.org.uk)





## AN ARISTOCRAT

### *The Adler Junior*

We first reported on the *Adler* in our February, 1956, issue. Riding the machine again, we remain impressed. The basic price now includes a chromium plated carrier (with an ingenious spring clip at the rear end) and the machine is available in blue, green and maroon. Otherwise there are no changes.

Power is provided by a 98 c.c. *Adler* 2-stroke engine with claimed output of 4 b.h.p. Piston is flat-topped, there is an alloy cylinder head, and bore and stroke are both 50 mm. *Siba* dynastart feeds a 12-volt circuit. Carburetor is an *Amal*. Suspension is by swinging arm units front and rear, with a single damper aft.

We are not protagonists in the wheel diameter controversy but record that the *Adler's* 14in. wire wheels are unlikely to antagonise devotees of either school of thought.

The three-speed gear box is operated by a toe and heel shift on the left hand side of the machine. The toe end is for changing down and it should be noted that neutral is selected by a toe flick after First. This is in contrast to the more usual neutral position between First and Second.

First sight of the *Adler* suggests she

*The Adler's controls. Note elegant tool-box behind shield. Panel in front of saddle gives access to the sparking plug.*

is a quality job. Her lines are neat and there are no excrescences. Characteristic is the neat fairing of the speedometer and the horn and the total enclosure of the secondary chain. Attention to detail is also evident in the decent size and positioning of the horn button and dip switch. Both can be operated easily in thick gloves.

Almost too clever is the way in which the dual seat fixes over the petrol cap. We spent several minutes in unravelling this one, though there is no difficulty once you know the trick. This is to pull the back of the saddle upwards. The saddle then moves forward on a Z linkage, releasing the catch at its front end, and then it can be pushed backwards to reveal the filler cap.

The impression of quality is well maintained with the machine on the road. Kick up the prop stand, push in the key which operates both ignition and lights and the dynastart turns over the light engine effortlessly. Starting is sure though, if the machine has been standing a few hours, use the choke lever, situated on the right hand side of the handlebars.

Acceleration is swift and there is no difficulty in leaving four wheeled traffic behind at crossroad lights. 30 m.p.h. is reached quickly and, flat out, the *Adler* will attain the claimed maximum of 40 m.p.h. but it is the performance between zero and 30 m.p.h. that deserves emphasis.

In this range there is nothing to compromise the pleasure of driving. Low speed pulling power is quite remarkable and the clutch can be engaged at low revs. There is no appreciable vibration and silencing is good. Indeed, if ticking over, the *Adler* can hardly be heard at all. Front or rear, braking is faultless at all speeds.





A cruising speed of 30 m.p.h. can be maintained indefinitely with the extra 10 m.p.h. reserved for overtaking. Between 30 and 40 m.p.h. engine vibration can be felt though at no time is it excessive. The additional load of a pillion rider appeared to alter these performance figures little. The pillion rider, though, was conscious of engine vibration which could not be felt by the driver. Incidentally, when overtaking the horn can be relied upon for a full throated cry.

Gears appear widely spaced so it is important to have plenty of revs before changing down. But on the open road little gear changing is necessary. The *Adler* seems happy in top right down to 10 m.p.h. and will accelerate from this speed, remaining in top, without complaint. Indeed, with so well mannered a machine, one has to be on guard against sloppy driving.

Continental machines are built with the Alps in mind so it almost superfluous to state that British gradients will not worry the *Adler*.

The *Adler* is alone in its class and exploits magnificently the potentialities of the 98 c.c. machine. It is an aristocrat—requiring an aristocratic price.



*The N.S.U. Prima Club out on its first run.*

**Adler Junior, 98 c.c. 2-stroke engine with 3-speed gearbox. Siba dynastart. Transmission by fully enclosed chains. Concessionaires: R & C. Autocars Ltd., 98 Park Lane, W.1. Price £163. 1. 3. inc. P.T.**

#### 50 c.c. RACING

June 10th—Blandford, Dorset  
July 6th—Trophy day at Silverstone, includes 50 c.c. event.  
Results of Crystal Palace 50 c.c. event on May 20th. 1. C. V. Dawson (*Itom*); 2. F. W. J. Launchbury (*Itom*); 3. R. R. Dendy (*Dendy-Ducati*). Photos in July issue.

# ADLER

## “The 98 with 125 Performance”

**STANDARD EQUIPMENT  
INCLUDES**

12 VOLT REMOVABLE  
PRESS SWITCH  
ELECTRIC STARTER

12 VOLT 35 WATT  
HEAD and DIP  
LIGHTING

HYDRAULIC  
SHOCK ABSORBERS

LARGE DUAL SEAT  
LUGGAGE CARRIER



Price  
**£131-10-0**

P. Tax  
**£31-11-3**

“A Quality product throughout”

SOLE CONCESSIONAIRES

★ **R and C AUTOCARS LTD.**

98 PARK LANE, LONDON, W.1.

Telephone: GROsvenor 6968