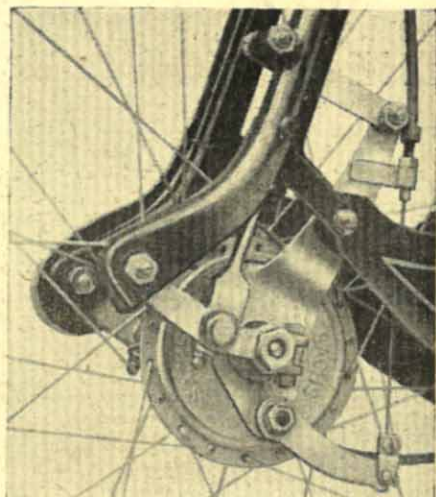
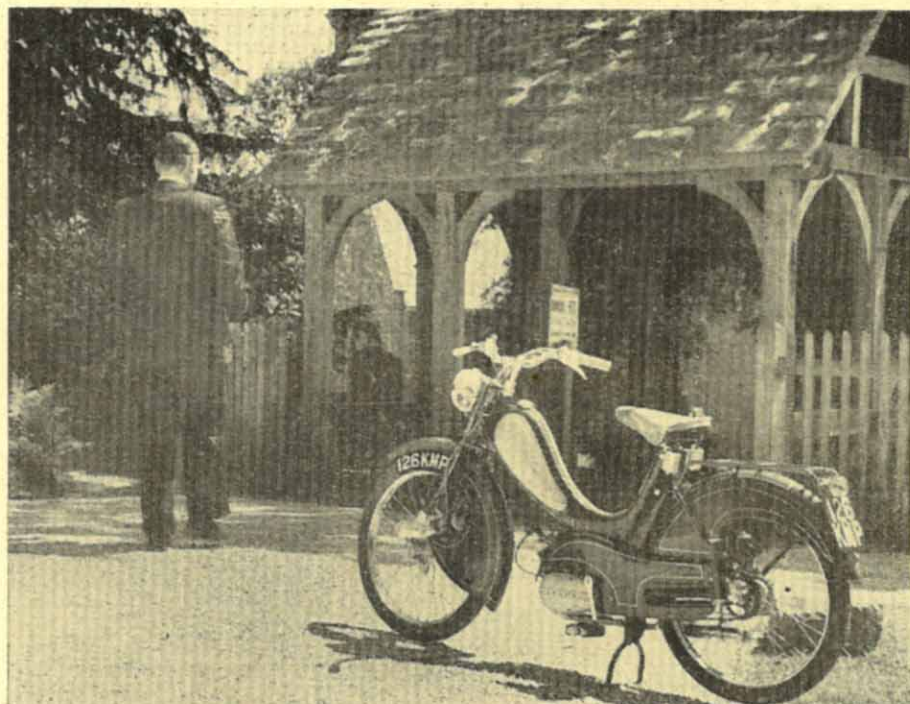


The BOWN SPRINGER

A Well-Shielded, Welsh-built Moped



Country churches are often inaccessible by public transport. This Bown moped has brought its rider right to the lych-gate cleanly, and in good time. (Above) The trailing-link front suspension of the Bown, seen with its light alloy shielding removed. Note the parallel torque linkage for the brake arm.

and lettering proved to be the envy of some less-fortunate moped riders.

With such a catalogue of qualities to its credit, this much-in-demand, Welsh-built thoroughbred should continue to prove attractive to the ever-increasing company of power-pedallers!

CENTAUR.

EXTENSIVE shielding and deep, effective mudguarding make the Sachs-engined Bown Springer moped virtually scooter-like in its cleanliness. On test, it proved to be an ideal machine for "best suit" journeys, while the comfort offered by its well-balanced front and rear suspension systems argued a model with which week-end touring would be a real pleasure.

Trailing-link suspension is a system which has numerous theoretical advantages, but which has seldom been employed in the past—a result of practical difficulties. In the Bown design these have certainly been overcome. Shielded by neat, shaped alloy covers, the trailing links pivot on substantial bearing surfaces contained in the forward-swept fork legs, and are connected to the springs by rods actuated through sturdy shackles. In action, they are really first-rate. The movement is adequate, and beautifully controlled, and by cunning design any tendency for the machine to dip, and then rebound, under hard front-wheel braking has been almost completely eradicated.

Nice judgment, too, is evident in the choice of spring rates for the plunger-type rear suspension. Between them, the two systems deftly remove road shocks, and taken in conjunction with the low-placed engine they give superlative steering. Once, by way of experiment, I deliberately locked the rear wheel on a wet road. As I had expected, the front wheel continued to point dead ahead, though the rear end naturally swung down the camber. But—again, as anticipated—there was not the slightest danger of a bad

skid developing, so good is the road-holding of this model.

Unfortunately, the Sachs engine was carburetted on the rich side, and though the machine would simply romp up to the 25 m.p.h. mark, and hold it, the next five m.p.h. came but slowly, with the unit four-stroking on its surfeit of fuel. This also had its effect upon the economy—the figures recorded during our test could easily be bettered if a smaller main jet were fitted than the "56" with which the published results were obtained.

Gear changes with the Bown could be made noticeably quicker than with some other Sachs-engined machines, thanks to the different design of twist-grip employed. The choice of gear ratios, too, adds to the charm of the machine . . . they appear to be just right for the job in hand, yet allow a considerable latitude in driving technique. Changes from first to top can be made at any point between 14 and 20 m.p.h.; downward changes can be made early, if one wishes, or delayed to below 10 m.p.h.

Hill climbing is of average standard, though a little hampered by the over-rich mixture already noted; the riding position good; and the soft, well-sprung saddle comfortable under all conditions.

Bown products have a fine reputation for finish, and this moped is certainly no exception. Its smart, but restrained, maroon and grey colour scheme evoked admiration from more than one layman, and the obvious quality of its enamel and of the gold lining

The BOWN at a GLANCE

Maximum Speed: 30 m.p.h. in 40 sec. from rest.

Economy: 165 m.p.g. at 20 m.p.h.

105 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.

Both brakes, 12½ feet. 42 feet.

Front only, 33 feet. 62 feet.

Rear only, 20 feet. 60 feet.

Load carried during test: 200 lb.

Engine: Sachs two-stroke; 38 mm. bore x 42 mm. 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 change; chain primary and final drives.

Frame: Welded-up from steel pressings; plunger-type rear suspension; trailing-link front forks; integral fuel tank.

Tank: 1½-gal. capacity.

Lights: Head and tail lamps fed direct from Bosch flywheel magneto-generator.

Wheels and Brakes: Both brakes 3½-in. diameter; chromium-plated rims and rustproof spokes; Dunlop 2.00 x 23-in. tyres.

Equipment: Electric horn; pump; tool kit; tool box; centre stand; luggage carrier; built-in speedometer; number plates; licence holder.

Finish: Maroon and grey enamel with gold lining and chromium-plated details; alternatively Kingfisher blue or duo-tone blue enamel.

Weight: 90 lb. at gross.

Makers: Aberdale Cycle Co., Ltd., Bridport Works, Edmonton, London, N.18.

Price: £75 12s. inc. P.T.