

ROAD TEST REPORT

The CENTRO Two-Seater

A 49 c.c. mo-ped built to carry two adults

THE cult of the 50 c.c. two-seater is not yet well established in Britain. This is partly because very few really "built-for-two" machines have been marketed here but a not inconsiderable factor is that there are many people among both dealers and users who frankly do not believe that an engine of this size can do the job.

These people are definitely wrong and the *Centro* two-seater we have just tested is evidence enough in itself.

Made in Holland and fitted with the Austrian-designed H.M.W. engine, the *Centro* is already popular in its own country and well proven for performance. It has a specially designed frame of heavy gauge and large oval section tubing. Telescopic spring suspensions are featured front and rear, the fully enclosing chaincase forming part of the swinging arm unit.

The riders sit on separate deep cushion seats and the pillionist has folding footrest pedals correctly placed directly below the front of the seat. Mudguards are wide and fully valanced and the fuel tank capacity is 1½ gallons.

Claiming 2.2 b.h.p. at 6,100 r.p.m. the H.M.W. type FON engine is above average for performance in its class. The Bosch flywheel magneto carries 17-watt lighting coils; the multi-plate clutch runs in oil and the two-speed gearbox provides overall ratios of 14.4 and 28.3 to 1. Carburettor is a Dell'Orto incorporating a fuel filter in addition to the one in the tank.

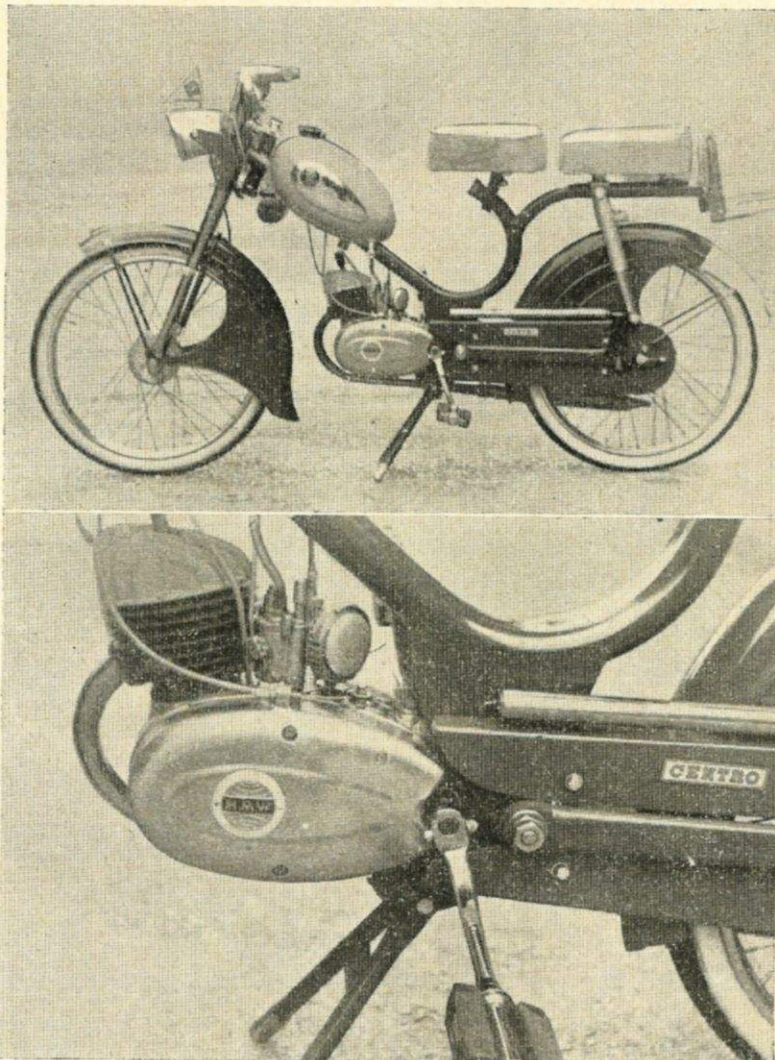
For the two-seater model the rear wheel is built up with 11-gauge spokes; tyres are 23in. x 2in. and full width alloy hub brakes are fitted on both wheels.

Mounted behind the engine on top of the gearbox casing is a short lever which

disengages the pedal drive from the engine altogether so that the machine can be pedalled freely if the need arises.

From first impression to last the *Centro* makes itself noticed as something

different from all ordinary mo-peds. Its very sturdy build, firm handling and comfort go well with the surprising performance of the engine and the general feel of the machine is much nearer that of a good quality light



The Centro's robust tubular frame has an extremely distinctive silhouette. The H.M.W. engine is perhaps the most powerful 50 c.c. unit on the market.

motorcycle than the normal powered bicycle.

Starting is effected by simply kicking down either pedal and the clutch then takes up the drive smoothly to move off without effort under a double load. With two full sized people up the get-away on the level or ordinary main road up grades was easy and confident without the need for prolonged clutch slipping and the engine picked up smartly in bottom gear to enable a change up to be made within about thirty or forty yards.

With this reserve of power for two up riding, the handling of the machine ridden solo is quite exceptional; acceleration and hillclimbing are of a standard that beat most normal town traffic while the confidence imparted by the rigidity of the frame and the general feeling of stability encourage the full use of the performance.

The two separate cushion seats of thick foam rubber are much better than any dual seat both for comfort and stability. There is no roll and the driver's position is not affected by the weight of the pillion rider. The machine behaved well under heavy braking either solo or two up and the brakes proved adequate for all required stops but needed rather a heavy physical effort to get full power.

Mechanical silence is very good, there being a really noticeable absence of whine or rattle from either engine or transmission, but the same could not be said of the exhaust which, although not offensive was definitely noisier than the best of today's machines when the throttle was well open.

Sheer speed is not a matter of major importance to most mo-ped users but for those who do want it the *Centro* has plenty to spare. A mean maximum of 36 m.p.h. on the flat could be pushed to over 40 m.p.h. under favourable conditions and the excellent handling qualities of the machine made this quite safe and pleasant. Indefinite cruising at around 30 m.p.h. tired neither machine nor rider and the good lighting arrangements enabled this speed to be maintained at night also. The engine is capable of pulling hard low down the rev. range as well as when running fast so there is no need for frequent gearchanging. There is sufficient over-lap between the gears for upward changes to be made on hills after a standing start in First.

appreciation of the *Centro* is that it is designed to do a specific job and does it very well.

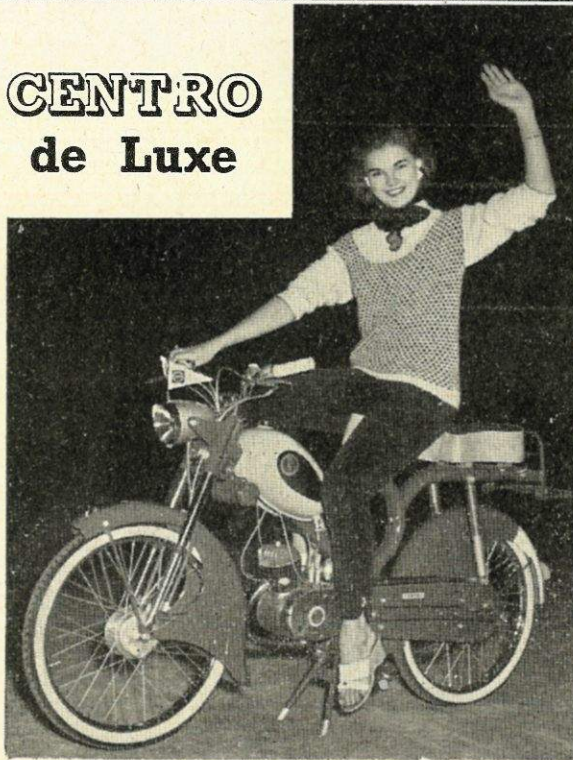
By comparison with conventional mo-peds it is heavy and expensive but it is still one of the lightest and cheapest means of safe and reliable transport for two that exists to-day. Appearance and accessibility are excellent and the quality of all small fittings, controls and minor attachments is above average, thus doing away with one of the commonest complaints in the mo-ped field. The one exception to this standard was the centre stand which slowly died during the course of the test. Apart from this and the matter of exhaust noise already mentioned, there is little to criticise in this machine. It is now well established in its country of origin where two-seater mo-peds are known and accepted and there should be little doubt as to its reliability and efficiency.

There must be many people here who will be glad to have a machine that can provide transport for two with the familiar handiness of the mo-ped class and with notably high standards of personal comfort. The retail price at £92. 18s. 6d. is not low but the value for the money is there.

Summing Up

The important factor in making an

CENTRO de Luxe



The ONLY Mo-ped with a frame
designed for two

Complete with Luggage Carrier and accessories.

Adjustable Passenger seat.

H.M.W. 2-stroke 2-speed engine.

Power output 2.2 h.p. Hill climbing 1 in 4 in 1st gear with two adult passengers.

Fuel consumption 200 m.p.g.

Pedal kick starter. Cats eye pedals.

Adjustable telescopic front and rear suspension.

Heavy gauge spokes. Reinforced back tyre.

88½ guineas Inc. P.T.

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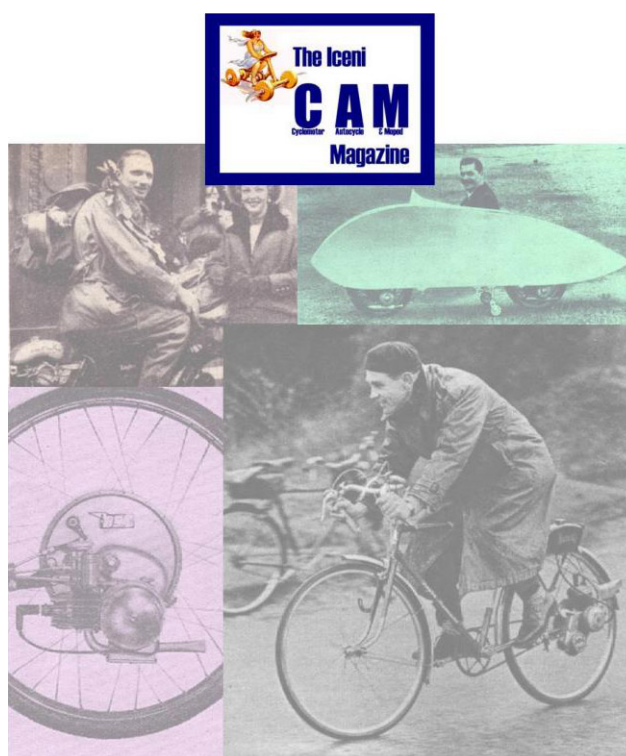
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