

CENTRO DE LUXE

Comfortable and Economical Transport
for Two Provided by Dutch Moped



ONCE the moped had proved itself as a practical means of transport in single-seat form, the obvious follow-up was to attempt to widen its range to take two people—a proceeding which only a few years ago would have been laughed to scorn. Such is the progress which has been made in small engine design, however, that one of the first Continental two-seater mopeds to appear in this country—the H.M.W.-engined Centro—proved itself capable, during our recent test, of equalling, two-up, the performance of the average solo machine!

An unusual frame design has been adopted—unusual, but practical, for thanks to the use of a looped main tube with welded-on rear extension both driver and passenger seats are mounted on the main frame, though the pillion passenger's footrests are located on the swinging fork. Its rigidity ensures good handling with full load though, understandably, there is a tendency for the front wheel to run a little light under these conditions. Cornering, nonetheless, was good; with the driver alone aboard, excellent.

Riding comfort for both is first-rate, thanks to well-proportioned, soft seating and good suspension. In fact, the seats are better-designed than those on most motor-cycles or scooters, and my passenger was able to report a fatigue-free journey after a full morning's motoring. In the course of the trip the Centro, with the minimum of pedal assistance, took its combined load of 300 lb.

"Have a good time!" The Centro (above) can provide holiday-tide transport for two, and the sturdy, fold-away rear carrier (right) is capable of accommodating a fair-sized suitcase with ease.

up hills of roughly 1 in 6 gradient, and cruised at around 25 m.p.h. without showing signs of strain. On the level, a two-up speed of 33 m.p.h. could be recorded; the same figure was reached solo, but with an obvious bonus in acceleration.

With one up, the Centro conquered CYCLING's test hill with ease, its performance being well above average. With a passenger aboard, it produced the result which is normally gained by a middling solo moped—one-third the way up in top gear; the three-quarter mark reached in bottom; and pedal assistance for about 10 yards on the steep right-hand corner leading out of the climb.

The most amazing aspect, however, is the effect upon fuel consumption of passenger-carrying. It may be that the little two-stroke prefers collar-work, for careful tests showed that with a passenger aboard the fixed-speed consumption actually *improves*, albeit only slightly.

Brakes are of great importance when a heavily-loaded machine is to be used for everyday work, and in this department the Centro seemed just a little below par, judged by moped standards, though average

The CENTRO at a GLANCE

Maximum Speed: 33 m.p.h. in 27 sec. from rest.
Economy: 150 m.p.g. at 20 m.p.h.
116 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h.	From 30 m.p.h.
Both brakes, 17 feet	37 feet
Front only, 37 feet	68 feet
Rear only, 27 feet	55 feet

Load carried during test: 200 lb.

Re-tested with Passenger

Maximum Speed: 33 m.p.h. in 38 sec. from rest.
Economy: 155 m.p.g. at 20 m.p.h.
118 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h.	From 30 m.p.h.
Both brakes, 32 feet	47 feet
Front only, 52 feet	105 feet
Rear only, 42 feet	90 feet

Load carried during test: 300 lb.

Engine: H.M.W. two-stroke; 38 mm. bore x 44 mm. stroke = 49.9 c.c.; c.r. 6.5 to 1; 2.2 b.h.p. at 6,100 r.p.m.

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

Frame: All-welded structure, utilising oval-section tubes; swinging-fork rear suspension; telescopic front forks.

Tank: 1½-gal. capacity.

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

Wheels and Brakes: Both brakes of 3½-in. diameter internal-expanding in full-width hubs; chromium-plated rims and rust-proof spokes; 2.00-in. x 23-in. white-wall tyres.

Equipment: Electric horn; tool kit; tool box; pump; folding luggage carrier; speedometer; sponge-rubber driving and pillion seats; pillion footrests; Centro pennant.

Finish: Light grey or light green enamel, with chromium-plated details.

Weight: 120 lb.

Makers: Centro Fabrieken, Schiedam, Holland.

Concessionaires: Anglo-S. American Trading Co. Ltd., 73 Moorgate, London, E.C.2.

Price: £92 18s. 6d. inc. P.T.

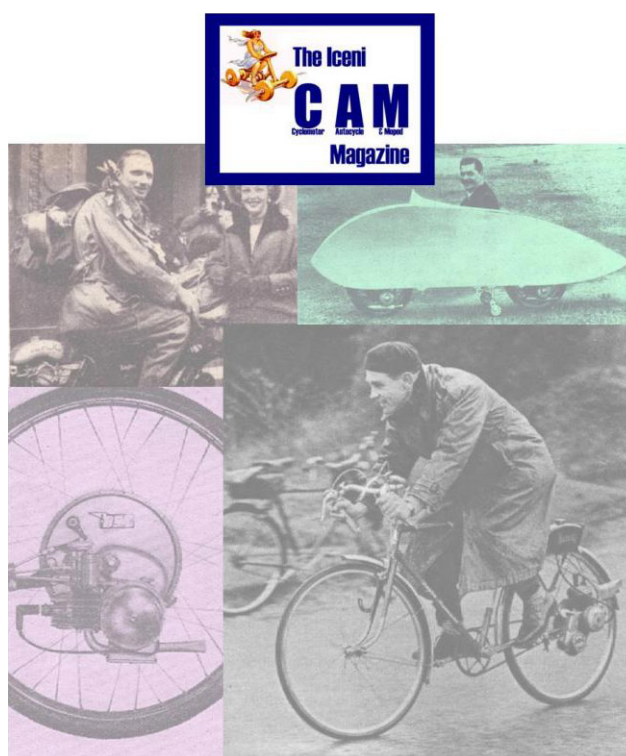


if the yardstick of the car or motor-cycle worlds is employed. Its stopping power was marred by a front brake which was simply not at its best. Attention to this would result in stops equal to the best yet recorded.

With a sensible luggage-carrier, capable of accommodating a well-loaded suitcase; a cruising speed ample for serious touring; and a degree of economy which would enable two folk to journey from London to the Highlands and back for 50s., the Centro has an obvious future with the moped-conscious British family man.—CENTAUR.

ALL

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