



SAFARI 3-SPEED

A Newcomer to the British Market
Gives Excellent Performance

IN the new Safari moped, introduced at the 1958 Earls Court Show, Stuart and Payne Ltd. appear to have a real winner, for this German machine — powered by the well-tried Sachs engine in either two- or three-speed forms — offers a superb performance, coupled with a simplicity of design which argues both durability and freedom from adjustments.

At a price of 70 guineas, the three-speed version is one of the cheapest multi-speed mopeds on the market today, and it was this model which I chose for test. My immediate impression was that here we had a moped which was really light and handy — its unique twin-tube frame with rigid rear end ensures that the weight is kept down — and that its range of handlebar and seat adjustment would make it a favourite with women, who often dislike the "built-in" riding positions favoured on many current machines.

Kick starting is employed on this machine, and providing the tickler on the carburettor was depressed for a few seconds to provide a rich mixture the machine would fire first time.

Thanks to its relatively low weight, the Safari would fairly leap away, and its rate of acceleration was very creditable up to a speed of nearly 35 m.p.h. Second gear — often a little tricky with three-speed jobs — could be found with a fair degree of ease, and this fact, coupled with smooth and effective brakes, made the Safari an excellent town mount.

My first real eye-opener, however, came

A20

when I took the machine off on a hill-climbing expedition. On one longish hill which I use for comparative purposes it was still pulling merrily in top gear a hundred yards beyond the point where previous machines have demanded second "cog," and it all but climbed it without the use of bottom gear. A second hill which is normally on my "middle gear" list was climbed in top without a murmur of protest, and then the Safari provided a real

On safari with the Safari! "Centaur" discovers an oasis during part of his road-riding on this remarkable new moped with its surprising performance

surprise by taking me up a tricky 1 in 4 climb without pedal assistance. There is only one word for such a machine — outstanding! And the performance is all the more remarkable for having been made when the engine had covered only 50 miles running from new.

A normal cruising speed of 30 m.p.h. could be maintained on level roads, and given a slight downhill run this responsive moped would slip happily over the 40 m.p.h. mark though, unfortunately, high-frequency vibration set in above 30 m.p.h. and caused a considerable amount of needle oscillation in the speedometer. Some of this vibration, too, could be felt through the saddle.

Steering and handling are both good. I rode over 100 miles on wet roads — 60 of them through pouring rain — and had no anxious moments. Naturally, the rigid rear end tended to be a little skittish on bad surfaces, but the front forks kept the wheel on the ground tenaciously, and bend-swinging was a delight, thanks to the responsive but steady steering.

This same downpour also served to show that the designers have provided brakes which are impervious to water. Neither "anchor" lost power, and both were safe to use on slippery surfaces.

Of the riding position I have already spoken.

I was able to set it to suit myself, and experienced no discomfort on any trip. The saddle is soft and well-sprung, atoning for the lack of rear springing, and the bars are comfortably shaped and placed.

Lighting is of a good cycle standard, but I felt that with a machine of the Safari's potential some improvement in this department would not come amiss. A lens giving a longer, more penetrating beam would be desirable, and so would the provision of a dipswitch.

A feature of the Safari is the use of glass fibre for the auxiliary cowlings. These provide just the right amount of shielding, and are rattle-free. However, I soon fractured the cover of the tool compartment, which appears to be rather brittle.

This one minor point excepted, I found no weakness in the machine, and were I advising a beginner on the choice of a machine — or an experienced rider on changing his mount — this "low-priced but good" moped would be one suggestion I could hardly omit.

CENTAUR

Performance

Speed:			
Maximum 34 m.p.h. in 20 sec. from rest.			
Flying 1/10th mile, 32 m.p.h.			
Standing 1/10th mile, 20 m.p.h.			
Acceleration:			
0-10 m.p.h. 11 sec. 0-25 m.p.h. 9 sec.			
0-15 m.p.h. 3 sec. 0-30 m.p.h. 16 sec.			
0-20 m.p.h. 7 sec.			
Economy:			
At 20 m.p.h., 162 m.p.g.; at 25 m.p.h., 150 m.p.g.;			
at 30 m.p.h., 135 m.p.g.			
Hill Climbing:			
Time for hill, 1 min. 26 sec.			
Middle gear engaged at 0.3 miles.			
Bottom gear not required.			
Hill 0.5 miles long; max. gradient 1 in 10; av.			
gradient 1 in 16.			
Braking:	Front	Rear	Both
At 20 m.p.h.	15ft.	23ft.	12ft.
At 25 m.p.h.	35ft.	37ft.	24ft.
At 30 m.p.h.	42ft.	52ft.	44ft.
Pedalling:			
Comfortable pedalling speed, 5 m.p.h.			
Tester's rating: fairly easy to pedal			
Tester's Weight: 200lb.			

Specification

Engine: Sachs two-stroke; 38 mm. bore x 42 mm. stroke = 47 c.c.; c.r. 6 to 1; 2.2 h.p. at 4,750 r.p.m.

Gearbox: In unit with engine; three speeds, with handlebar twist grip control; gear primary and chain final drives; kick starting.

Frame: Welded up from steel tubes with glass fibre fairings; rigid rear end; swinging link front forks.

Tank: 1½-gal. capacity.

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

Wheels and Brakes: Both brakes 4-in. internal-expanding; rims enamelled; 2,000 in. x 23-in. tyres with white walls.

Weight: 87lb.

Equipment: Speedometer, centre stand, luggage carrier; tyre pump; tool kit; in-built tool compartment.

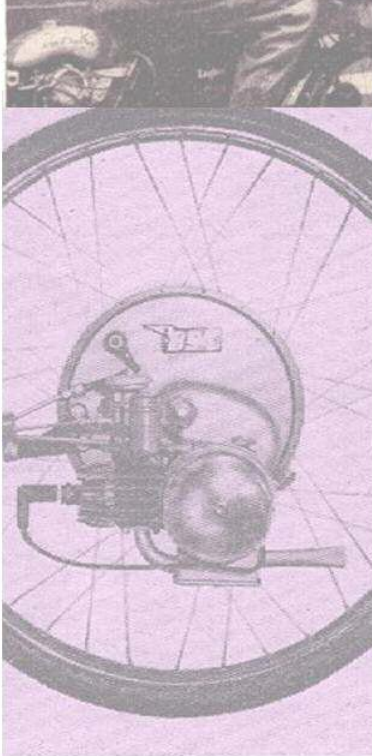
Finish: Red and grey or blue and grey enamel, with chromium-plated details.

Makers: Geier-werke a.g., Lengrick, Germany.

Concessionaires: Stuart and Payne Ltd., 4 Broad Street Place, London, E.C.2.

Price: £73 10s. 0d. inc. P.T.

IceniCAM Information Service



www.icenicam.org.uk