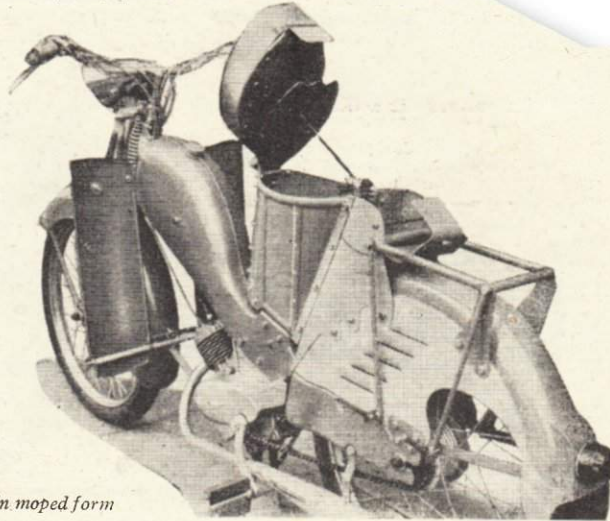


British Moped

A MOPED which can be equipped with any proprietary engine-gear unit or, if required, built as a scooterette has been designed and patented by H. Holt of 399-401, Ilford Lane, Ilford, Essex. Designated the Sherpa, Mr. Holt's moped, in prototype form, is fitted with an N.S.U. Quickly power unit; other engines can be substituted by using different mounting plates.

Legshields, which may be folded back against the spine-type frame, are standardized and it is envisaged that when a power unit without pedalling gear (such as the Villiers 98 c.c. Mark 6F) is fitted footboards will be attached to the lower ends of the legshields and to supports alongside the rear wheel, these supports also serve as pillion footrests or bases for panniers.

H. Holt's prototype model in moped form



scored
year.
"200" and
and Salisbury.
As a result
Hailwood's leg was
In his first season in
achieved the incredible
six seconds and five thirds in

THE MOTOR CYCLE

ened
brake

never
s and
pro-

ormed
s that
ice of
se its
earch

The
eady
to
les.
he
ic

Two pressings, welded along the middle, form the frame inside which is a two-gallon, rubber-insulated petrol tank. Ten bolts secure the steering head to the front of the frame. A Webb pressed-steel, girder-type front fork is at present fitted but alternative types of fork could be used. The rear wheel is unsprung. Both wheels are shod with 2.00 x 23in tyres and embody full-width hubs; mudguards are deeply valanced. Hinged at the nose and resting on two coil springs at the rear, the sponge-rubber seat is mounted at the top of a sheet-steel luggage compartment.

With the exception of the frame, bolted construction is used throughout for ease of packing for shipment. Weight is estimated to be approximately 100 lb.

More Records

The Motor Cycle
31 OCTOBER 1957 NINEPENCE

THE
MOTOR CYCLE