

Road Testing . . .

THE ITOM JUNIOR

A sturdy little Italian machine providing above average comfort

FOR the moped rider who is content to cruise at 25 m.p.h. with occasional bursts up to 30 m.p.h., suspension is an all-important factor. It is necessary that the moped should be comfortable even after two or more hours riding, and that vibration should be kept at a minimum to prevent rider fatigue.

The Itom Junior appears to have been built with this principal firmly in mind. The forks are sturdily constructed telescopic which allow the front wheel to be placed exactly where the rider wishes it to be on the road, while the back springing is effected by an encased coil spring placed behind the seat-tube which gives swinging-arm suspension for the rear wheel. Combined, these two factors provide a very efficient cushion between rider and road, and in 90 miles of riding on roads of assorted qualities, I could find nothing but praise for the way I was carried. Suspension is further enhanced by 24 x 1½ in. tyres.

Reduced scream

The 50 c.c. two stroke engine is a hard-working, single speed power unit and carries the rider at an average cruising speed of just over 20 m.p.h. One of its pleasant features is that engine "scream" on over-run is much reduced. On a level country road it is possible to concentrate on the scenery and forget all about the piece of machinery which is doing the work, while in a typical stream of London traffic it is often difficult to hear the exhaust

note at all. Power is transmitted through a smoothly operated multiplate clutch.

One aspect of the Itom which is immediately striking is the lavish way in which the small frame has been put together. The seat tube particularly has been designed for stresses well in excess of those likely to be encountered. The paint-work and finish on all parts is eye-catching and effective.

In keeping with the rest of this well-designed product from Italy the brakes, both of which are internally expanding, have been made for real use. The back brake suffices for nearly

Another item on the shopping list should be the Itom Junior which, with the aid of the "Texan"-style pannier bags, carries an amazing amount of luggage. Good suspension and an energetic 50cc. engine help to make this one of the most pleasant mopeds on the market.

all occasions but in testing it was possible to stop in 18½ feet from 20 m.p.h. In connection with this figure occurs perhaps the only point on which it is possible to criticise the Itom.

The clutch lever, as usual, is on the left-hand side of the handlebars while the front brake is immediately beneath it. Thus it is difficult to manipulate both levers simultaneously with the left hand and the brake is somewhat difficult to access anyway. How this could be corrected is difficult to imagine, but nevertheless the combined action is quite awkward and provides the only real black spot.

Good protection

Although the weather was perfect for most of my testing of the Itom, protection from road-spray when it is raining seems more than adequate and the mudguards are fully valanced.

To disengage the engine permanently and use the machine as a pure bicycle the clutch is held open by a small lever on top of the crankcase. It is possible that this could be improved by incorporating the more usual ratchet device in the actual clutch lever. Holding the engine declutched by hand alone at busy cross-roads can be quite tiring for fingers and wrist.

Equipment on the standard machine includes a dip-switch combined with a penetrating horn of angry-sounding note, a tyre pump, a stout rear carrier, and a small metal box underneath the saddle which carries a plug-spanner and a wire brush for cleaning the plug. For ease of starting and stopping the engine, a decompressor is fitted, and the central propstand is lightly sprung and easily used. The height of both saddle and handlebars can be adjusted as desired.

Although basically a small machine the Itom can be made to suit any rider, and it accommodated a 6ft. 1½ in. tester with ease. Its smallness can also be a virtue. Unable to find a garage open after I returned from the test I installed it for the evening in the back of a small van!

The engine is not enclosed but appearance does not suffer. This moped has clean pleasing lines with the added advantage of ready accessibility to all parts.—Centaur.

Performance

Maximum speed:
Flying 1/10th. mile, 27 m.p.h.
Standing 1/10th. mile, 19.5 m.p.h.

Acceleration:
0-10 m.p.h., 5 secs. 0-20 m.p.h., 9.5 secs.

Economy:
At 20 m.p.h. 152 m.p.g.

Hill climbing:
Time for hill, 1 min. 55secs.
Pedal assistance from 0.4 miles.
Test hill 0.5 miles long; max gradients 1 in 10;
average gradient 1 in 16.

Braking	Front	Rear	Both
At 20 m.p.h.	34ft.	25½ft.	18½ft.

Peddalling:
Maximum pedalling speed: 17 m.p.h.
Comfortable pedalling speed: 7 m.p.h.
Tester's rating: fairly easy to pedal.

Tester's weight: 160lb.

Specification

Engine: Itom two-stroke; 39.5 mm. bore x 40 mm. stroke = 50 cc.; c.r. 7.5 to 1; 1.5 b.h.p. at 5,200 r.p.m.

Gearbox: Single speed with disconnecting device to free engine; oil immersed multiplate clutch; gear primary and chain final drives; kick starting.

Frame: Tubular construction; telescopic front forks; swinging arm rear with fully enclosed shock absorbing coil spring.

Tank: Approx. 1 gallon capacity with reserve.

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

Wheels and brakes: Both brakes 4½-in. internal-expanding in full-width hubs; chromium plated rims with rust-proof spokes; Ceat 1.75-in. x 24-in. matched tyres.

Equipment: Electric horn; tool kit; tool box; luggage carrier; tyre pump; number plates; centre stand.

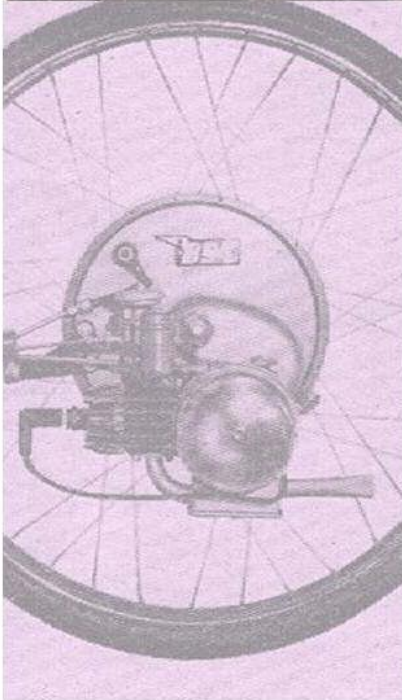
Finish: Choice of red, black and blue enamel with chromium-plated details.

Weight: 96lb.

Coincessionaires: Adimar, 61 Clapham Road, London, S.W.9.

Price: £57 18s. inc. P.T. Speedometer, pannier bags and legshields extra at £2 5s. each inc. P.T.

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