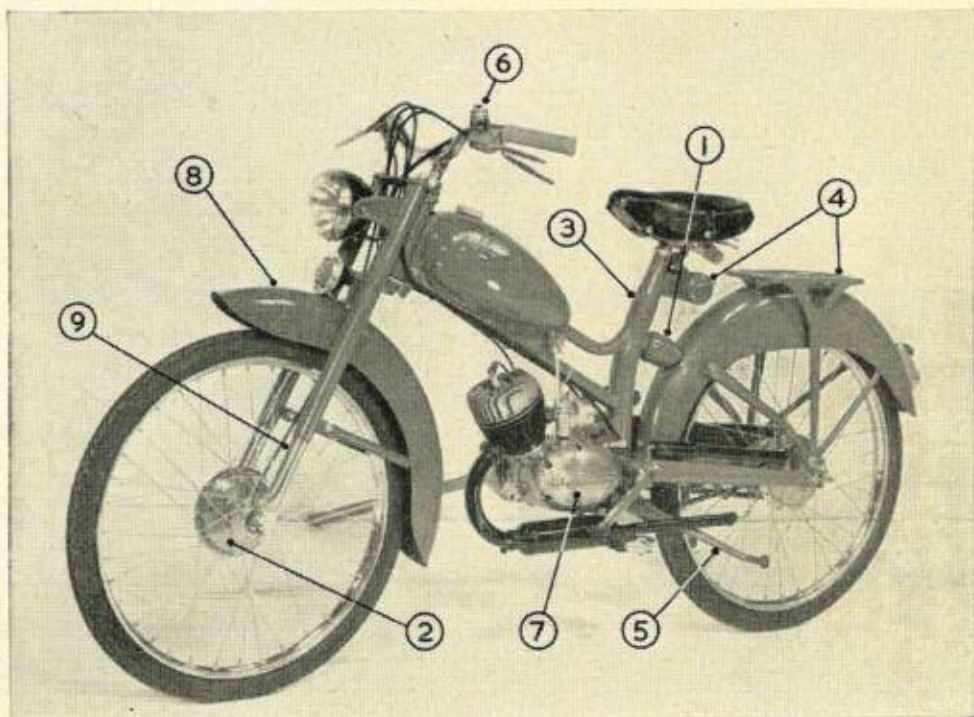


ITOM



The 'Junior' 50 c.c. Single Speed Moped £57.18.0 (inc. £9.13.0 PT)

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2. Powerful internal expanding brakes
3. Tubular frame of immense strength
4. Luggage carrier and toolbox included
5. Central propstand included
6. Lights and horn operated without moving hands from bars
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8. Heavy duty non-rattle mudguards, fully valanced
9. Deep telescopic front forks

The engine of this moped keeps running at traffic halts

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ROAD TEST REPORTS

The ITOM "JUNIOR"

a high grade Italian
single speeder

THE return of a lively demand for lighter, simpler and cheaper mopeds during the past year or so is not by any means confined to this country, although it has been most noticeable here by virtue of the fact that this section of the market has not been adequately supplied. On the continent the same trend has been observable and this has been strengthened in Italy this year by legislation imposing performance limits on mopeds qualifying for full freedom from licencing restrictions.

One of the first Italian manufacturers to produce a new machine to cater for this market is Industria Torinese Meccanica whose *Itom* machines have already earned themselves an enviable name on the roads as well as a dominating position in 50 c.c. racing in Britain and elsewhere. The new "Junior" model appeared in prototype form at Earl's Court last November

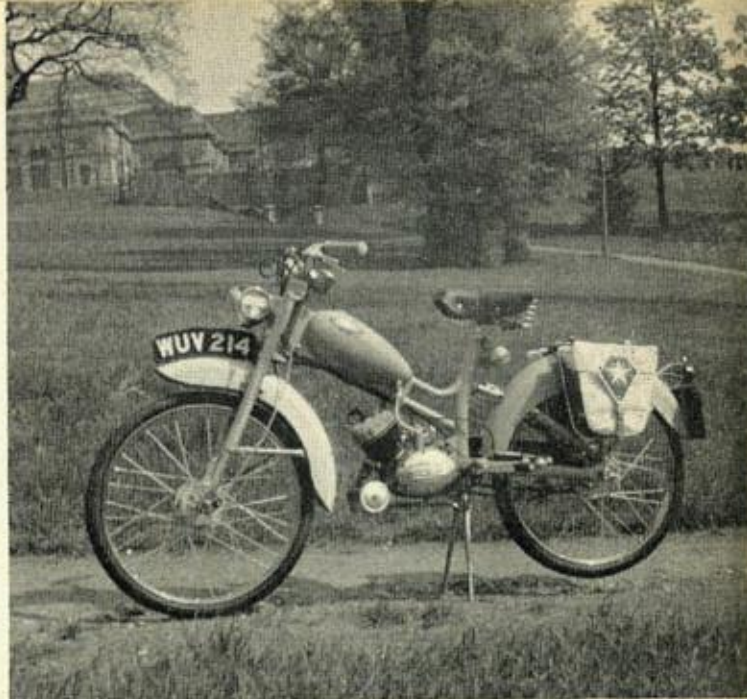
and is now available from stock.

The main frame is of tubular construction with the swinging arm rear forks in channel pressings. Front forks are telescopic and the tank is saddle mounted over the double down tubes. Both saddle and handlebars are adjustable for height. The rear springing is unusual, consisting of a short coil spring, fully enclosed in a telescopic casing and set between the seat tube and heavy and fully valanced mudguard in line with what would conventionally be the seat tubes.

Except for the presence of a decompressor, the top part of the engine is similar to that of the two-speed *Esperia* model already popular here, but the crankcase contains a bobweight crankshaft instead of the padded flywheel of the heavier models and a countershaft carrying the clutch for a single gear drive. The pedal gear is incorporated in this casing and a small lever on top engages or disengages the engine from the pedal gear so that the machine can be pedalled with the engine and clutch completely disengaged. Final drive is by chain with top run guarding. 6-volt lighting and electric horn are standard equipment and there is a metal tool box built on under the saddle.

Same Stable

The appearance of the new *Itom* is most attractive and it attracts much favourable attention when merely being looked at. It is as light and handy as it looks and is easy to pedal although even easier to start on the stand. Naturally, driving off from standstill on the clutch alone without any pedal assistance is relatively slow for the first few yards. The pick-up is good from some 6 m.p.h. upwards and acceleration in the middle and upper part of the rev range is very lively. In practice, of course, most riders will give that two



or three turns of the pedals that make getting away quick as well as easy for the engine but for the sake of the disabled (or plain idle) rider it must be made clear that unassisted starts are quite practicable with this single geared machine.

Once going it becomes apparent that this lightweight is a worthy member of the same stable as the well known *Esperia*, *Astor* and *Tabor* models. The engine has a merry hum and a liking for work, running best when being really used under load. Climbing is first class as long as the revs can be kept up and this snappy engine performance, coupled with exceptional handiness, make the "Junior" a really useful traffic machine.

Maximum speed appears to be a little under 30 m.p.h. but our test machine was not fully run in and this figure might be improved upon later. More to the point is that the engine is obviously under-stressed in its present modified form and so can be cruised indefinitely on full throttle if so called upon. With the throttle well open the exhaust note can be heard but it is never unpleasant and the over-all noise level is reasonable. There is no mechanical noise from the unit whatsoever and indeed, the noisiest thing on the test model was the speedometer drive!

Both brakes are hand operated, the lever for the front brake being on the left handlebar immediately below the clutch lever. This means that the brake and clutch can be handled separately or together with a little practice but it is not a perfect arrangement and we would suggest that coupled braking on the right hand lever would be a desirable optional extra for the rider who really makes full use of the performance. The hub brakes themselves are both very smooth and powerful stoppers and either is



capable of holding the wheel locked against drag.

Clutch operation is also smooth and light, the cork clutch running in oil frees completely when withdrawn and is able to stand plenty of hard usage.

Steering and road holding are well up to standard and the rear springing has more movement than would appear possible from a first look at the compact spring mounting. The front forks give a rather firm ride but can take really big bumps without bottoming.

Apart from the well valenced mudguards which effectively keep mud and water off the rider, there is no attempt at enclosure. This is compensated for by a consequent very good standard of accessibility and by the beautiful finish of the engine unit itself for which all *Itom* machines are well known.

Summing Up

In making an assessment of the "Junior" model one has to be a little careful because the *Itom* range has set very high standards in both performance and workmanship and there is a risk of comparison with the more expensive models in the same range rather than the under-£60 market to which it belongs. Let it be said that the high quality of the rest of the range is still to be found in this modest priced newcomer and is particularly noticeable in the power unit and the wheels.

As far as sheer performance is concerned, the intention of the makers to limit power output to 1.35 b.h.p. to comply with Italian legal requirements still provides plenty of power for our conditions and the reserve of

strength thus provided should make the engine almost indestructible.

The only technical criticism we have to make is that the pedal gearing is rather on the low side so that fast twiddling is necessary to meet the bottom end of the engine's power curve. On the score of comfort we found the saddle rather on the small side (our usual complaint with Italian machines) but we feel that many of the new riders of the "Junior" will be cyclists who will find this saddle quite suitable.

There is, strictly speaking, nothing else in the class of the *Itom*, that is a luxury machine with a simple single-g geared specification, but it does represent a really good value for money buy for those who only want a light and simple mo-ped but want it in high quality.

SPECIFICATION

ENGINE: Two-stroke single, bore 40mm. x stroke 39.5mm., capacity 49.6 c.c. claimed output 1.35 b.h.p. at 4,800 r.p.m. Flywheel magneto with 10-watt lighting coil. "Dell Orto" carburettor T4.135. Compression ratio 7 to 1.

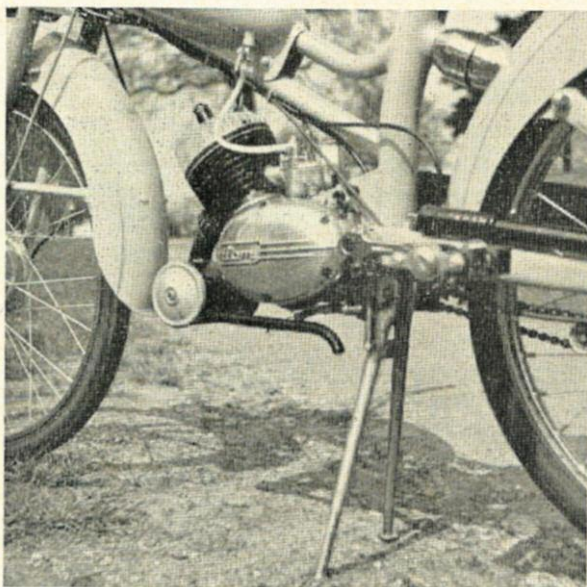
FRAME: Tubular with telescopic front forks and swinging arm rear, undamped. Adjustable saddle and handlebars.

TANK: Capacity 9-pints including 1-pint Reserve.

EQUIPMENT: Electric horn, central stand, carrier, toolbox and tools, rear number plate. Speedometer optional extra.

PRICE: £57. 18s. 0d.

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



The engine is recognisably one of the ITOM family.

Note the neat and compact rear springing unit.

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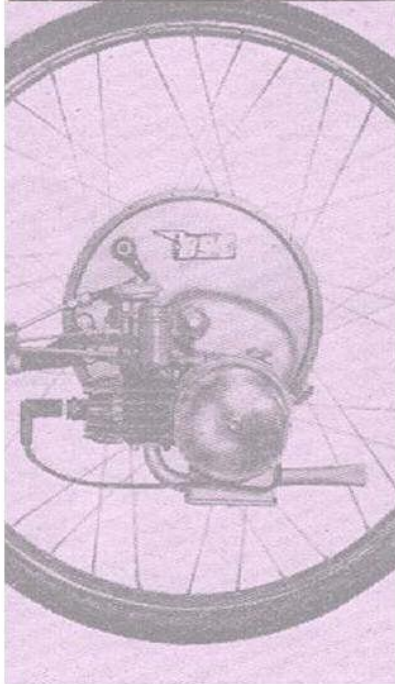
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