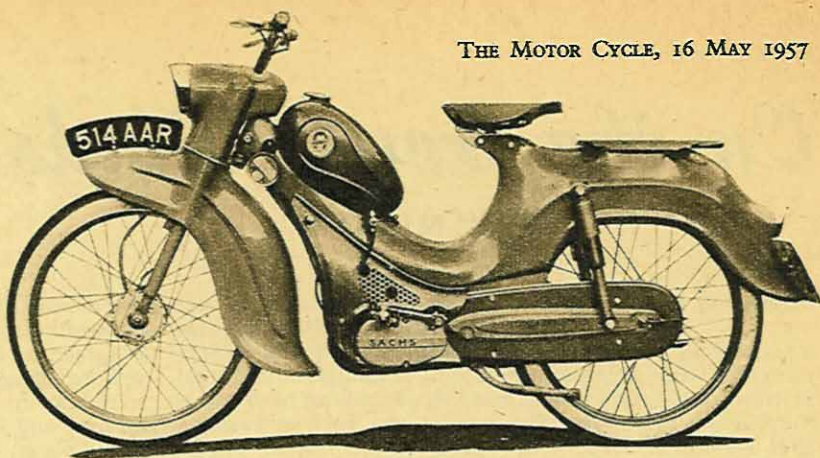


ROAD TEST OF NEW MODELS

Magneet Moped



New Dutch Model with Welded Pressed-steel Construction and Ultra-modern Styling

IN their earliest days, mopeds were built down to a price. Specifications were simple. There was no rear springing, mudguards were unvalanced, tyre section was usually 2in. Fuel capacity was invariably under a gallon and weight rarely exceeded 75 lb. Many makers, indeed, still market such models; but the rapid boom in the popularity of mopeds has been accompanied by a trend towards more elaborate specifications with the accent on enhanced comfort and protection from road filth, more comprehensive enclosure and curvaceous styling. Inevitably, weights have risen.

The luxury trend was well in evidence at the Amsterdam Show last March, where one of the most impressive-looking newcomers was the Netherlands Magneet. Incorporating an unusually deep rear mudguard, the open, spine-type frame is made from a single steel pressing, cut in halves and welded along the top edge. The front mudguard, too, has really generous dimensions; it enshrouds the upper portion of the telescopic front fork and blends with a steering-head cowling in which the headlamp and speedometer are mounted. Rear springing is by pivoted fork with hydraulically damped shock absorbers. The driving chain is completely enclosed and large side panels almost conceal the Sachs two-speed power unit.

Though a shade firm in action, the front and rear springing, combined with the 2½in-section tyres, served to smooth out the vast majority of road shocks. Initially the front-fork legs and the rear shock absorbers leaked oil in use but the bother ceased when 100 miles or so had been covered. No adjustment is provided for the sprung, rubber-top saddle and its position was felt to be rather too low. While it was possible for even a short-legged rider to place both feet firmly on the ground during traffic halts, the leg supported by the rear pedal was somewhat cramped and pedalling, on the rare occasions when it was required, was uncomfortable.

Engine performance was about average for a moped. In other

words, there was a useful speed range between 5 and 21 m.p.h. in low gear and 10 and 31 m.p.h. in high. A pleasant and economical cruising speed, with plenty of power in hand, was 20 to 25 m.p.h. and the engine made no fuss when 30 m.p.h. was maintained for long periods. When moving off from rest it was necessary to slip the clutch but not excessively so—say, for the first four or five yards on a level road. It was usual to change up at about 15 m.p.h. when accelerating and to change down when speed fell to 10 m.p.h. Gradients of a severity up to 1 in 8 were surmounted easily; on steeper climbs it was necessary to assist the engine by light pedalling as soon as speed fell to 8 m.p.h.

The power unit was virtually vibrationless except for a slight tremor, felt through the saddle, when the engine was pulling hard at 26 m.p.h. Mechanical noise was never obtrusive and confined to a not-unpleasant whine from the gears. The exhaust was apparent as a subdued drone. On severe bumps the driving chain rattled against the inside of its case in spite of correct tensioning. Cleanliness of the power unit fell a little short of the standard expected, for oil dripped to the ground whenever the model was parked at the end of a journey. Engine starting seldom required more than one thrust on the forward pedal (with the gears in neutral). Ample flooding of the carburettor was a necessary preliminary to a cold start if response to throttle opening was to be unhesitant during the first few hundred yards. Two-stroking was good and idling unusually slow and reliable.

Used alone, either brake was powerful enough for all normal occasions. Applied together, they stopped the Magneet in 42ft from 30 m.p.h. A spring interposed in the rear-brake control makes it almost impossible to lock the wheel on normal road surfaces. Intensity and spread of the headlamp beams was more than adequate for 30 m.p.h. riding on unlit roads after dark. A knurled wheel, protruding through the top of the rim, enables the rider to adjust the beam setting while riding. The note emitted by the horn was feeble and the forward-facing button awkward to operate.

On removal of a wing-nut the saddle may be hinged upward to expose the tool compartment. The standard kit contained no spanner to fit the wheel-spindle nuts nor a key for the steering lock. No tyre inflator is supplied, nor is there provision for carrying one. A useful lifting handle is incorporated in the parcel rack. The finish, in two-tone grey enamel, is extremely smart.

SPECIFICATION

ENGINE: Sachs 47 c.c. (38 x 42mm) two-stroke. Cast-iron cylinder with detachable light-alloy head. Compression ratio, 6 to 1. Petrol lubrication.

FRAME: Open spine type of welded, pressed-steel construction. Telescopic front fork and pivoted-fork rear springing.

CARBURETTOR: Bing with air filter.

IGNITION and LIGHTING: Bosch flywheel magneto incorporating 17-watt generator for direct lighting. Twin-flament headlamp bulb.

TRANSMISSION: Two-speed gear box in unit with engine and controlled by left-hand twistgrip. Gear ratios: low, 24.25 to 1; high, 15.44 to 1. Two-plate wet clutch. Final drive by ½ x ⅝ in chain.

FUEL CAPACITY: 1½ gallons.

TYRES: Vredestein 2.25 x 23in front and rear.

WEIGHT: 115 lb dry.

PETROL CONSUMPTION: 160 m.p.g. at 20 to 25 m.p.h.

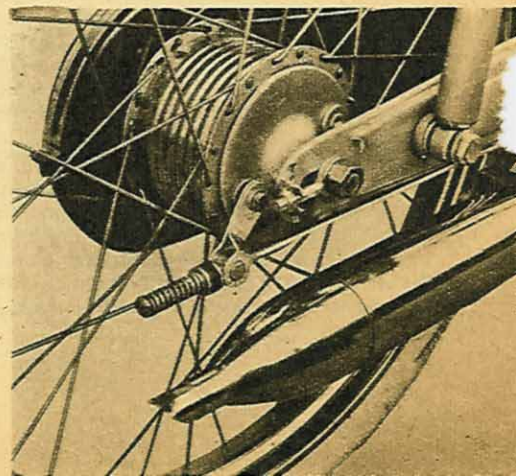
PRICE: £80. With purchase tax (in Great Britain only), £99 4s.

ROAD TAX: 17s 6d a year; 4s 10d a quarter.

MANUFACTURERS: Magneet Rijwielen en Motorenfabriek N.V., Weesp, Holland.

CONCESSIONAIRES: Indian Commerce and Industries, Ltd., 29 Ludgate Hill, London, E.C.4.

The rear brake rod operates the cam lever through a coil spring; without impairing brake efficiency the scheme prevents accidental locking of the wheel



IceniCAM Information Service



www.icenicam.org.uk