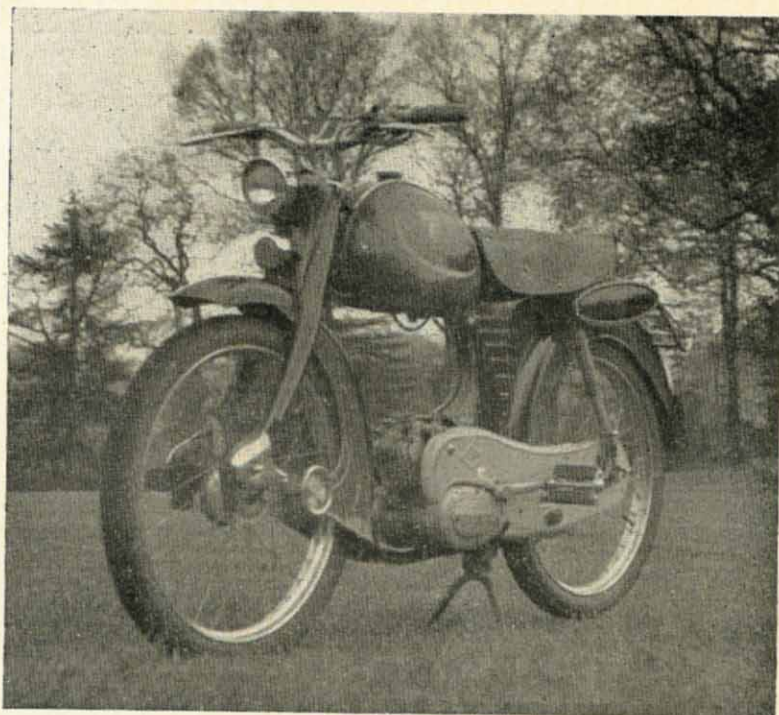


ROAD TEST REPORT :

A tough and  
lively sports  
mo-ped,

The  
47 c.c. SACHS engine  
**PRIOR**

*The Prior  
has clean bold  
motor cycle  
lines.*



FORMERLY marketed here under the name of *Kieft* and known in its native Germany as the *Hercules*, the *Prior* mo-ped is a modern machine in the Italian style, despite its Fatherland. Frankly a sports job, it falls into the light-motor-cycle-with-pedals category and is a beam frame three-speeder with a *Sachs* engine, a high performance and handling characteristics to match. That it is intended for serious road work is indicated by the two-gallon petrol tank and it is a full sized machine capable of providing comfort for a six-foot rider for long spells in the saddle.

The actual machine we had in our hands had already been "tested" in a manner far beyond the limits of normal usage and shewed some signs of it, but it still functioned well; nothing had broken and no more than a few adjustments were called for to put it into good condition again.

As one expects of the *Sachs* "50" engine, starting was good and performance lively. A mean maximum speed of 33 m.p.h. is achieved without excessive revs and with little vibration or fuss and this speed could be handsomely exceeded on favourable grades with the same smoothness. The three gears are well chosen so that there is a good margin of overlap in the performance on each. This means that upward changes can be made while climbing

and acceleration figures are good under almost all conditions.

The gear change is by the conventional left twistgrip and is easy and positive throughout provided one remembers to select neutral just before coming to rest rather than at a standstill. The gearbox itself and the gear primary drive also were notable for absence of whine and the clutch was smooth and progressive in spite of the heavy handling it had received.

It should be noted that the sports styling, specification and performance did not detract from the traffic handling of the *Prior* in the least. In fact it is a very good traffic mount apart from the low handlebars which demand a slight crouch from a rider of the straight back school.

#### Built Solid

Of welded pressed steel, the frame is a very solid job that imparts real rigidity to the whole machine, a characteristic which is reflected in the sense of stability felt under all road conditions. Some really hefty bumps and holes were encountered on an unexpected stretch of under-repair road in the course of the test and, although the rider was completely taken by surprise, the machine held a straight course and only

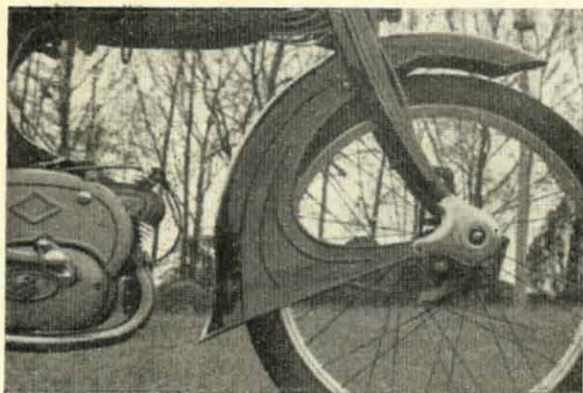
some clashing of the front forks betrayed the extent of the hammering.

These trailing link forks provide good steering but the travel is somewhat limited, more so than the swinging arm rear suspension which appeared to take everything in its stride even with a heavy rider up. We gained the impression that road holding and comfort would be improved by slightly up-turned handlebars as the standard fitments are not adjustable for height and only slightly for angle.

Both outward appearance and cleanliness for machine and rider are afforded by the shapely and well valanced mudguards, the rear one being a part of the main frame structure, and the generous shielding of engine and transmission. Large metal shields, matching on both sides of the machine, enclose all but the cylinder and head of the engine and keep the carburettor out of the way of all outside sources of dirt. The rear chain is also completely enclosed and there is nothing on the outside of the machine that cannot be kept clean with a quick wipe down.

A very large oval shaped tool and glove box with locks usefully fills the space under the dual type saddle and behind that there is a small but adequate parcel carrier with a spring clip. Detail work on the machine throughout is well carried out. Finish is of high quality and the general appearance of the





*The engine is well protected from dirt but the plug is quite accessible.*

machine attracted favourable comment from members of the public.

On the machine tested the front brake was frankly poor but as the rear one was good the total effect in crash stop tests using both together was quite adequate. It seems probable that this braking fault applied only to the particular machine and with a good front and stopper the overall braking figures would have been very good indeed.

Engine silencing is good and mechanical silence also but the adjustment of the rear chain is rather critical if some clatter on the chain case is to be avoided.

#### Road Machine

The *Prior* is not a machine for day to day utility use even though it might well carry out such duties admirably. It is essentially an out-of-town pleasure machine by design and its price at nearly £100 makes it an enthusiast's choice.

We feel that more attention to riding position should be given as the non adjustability of a dualseat make it all the more important that handlebar position should be just right. The seat itself is a good one of its type and at least offers the advantage that some

change of position is possible while riding. The *Prior* is a road machine with particular interest to the off-the-beaten track kind of rider and offers remarkable economy with high performance and the sheer strength to take it and keep on taking it as few lightweight machines can.

#### SPECIFICATION

**ENGINE:** "Sachs" two-stroke. 38mm. x 42mm. 47 c.c. output 1.6 b.h.p. at 4,750 r.p.m.

**TRANSMISSION:** 3-speed gearbox with hand control. Gear primary drive, chain secondary.

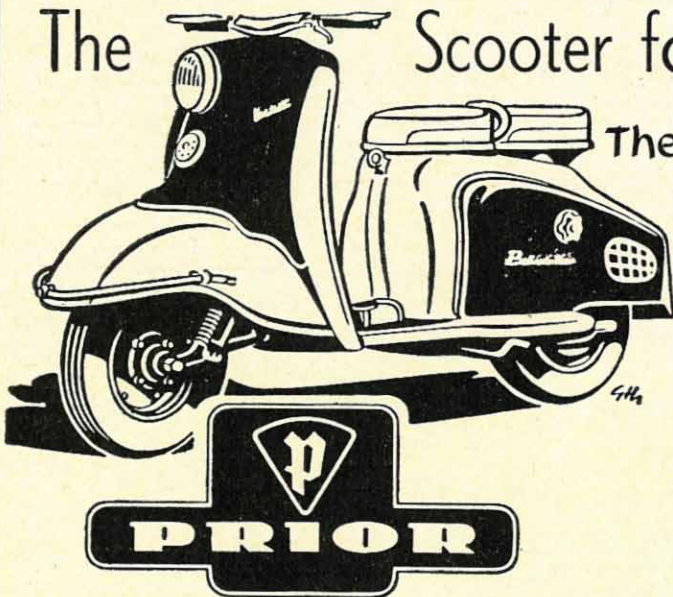
**FRAME:** Welded steel pressings, backbone type with saddle mounted 2-gallon tank. Trailing link front forks and swinging arm rear, both with coil springs.

**WHEELS:** Full width hubs with internal expanding 4-inch brakes and 23in. x 2½in. tyres.

**PRICE:** £99. 19s. 6d. (Including P.T.).

**CONCESSIONAIRES:** B.P. Scooters, Ltd., No. 10 Bldgs, The Airport Wolverhampton.

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