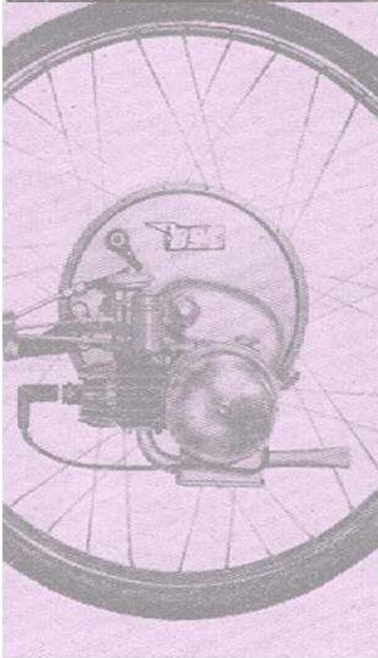


IceniCAM Information Service



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IN the mountains of Austria the Steyr-Daimler-Puch works turns out a large range of vehicles which all have something in common, an inherent toughness well suited to mountain terrain. This on the *Nomad* mo-ped is also achieved with a light and graceful appearance and a high standard of rider comfort.

There are unusual features in the specification, of which the most obvious is the fully cowled, blower cooled engine which enables the full power of this very lusty unit to be used continuously under the most arduous conditions. Primary drive is by chain, as opposed to the gear drive of the 2-speed models, through a multiplate clutch to the three-speed gearbox which is conventionally controlled from the left hand twistgrip.

The main frame assembly is virtually a single built-up unit in welded pressed steel with swinging arm rear suspension controlled by "teledraulic" legs and telescopic front forks, also hydraulically damped. The oval shaped fuel tank holds 1½-gallons of petrol, including a two-pint reserve. Unusual nowadays but most commendable, both handlebars and saddle are adjustable for height and this is a mount that can be made comfortable for riders of all shapes, sizes and leg-lengths. A smallish but strong carrier is fitted integrally with the well valanced rear mudguard.

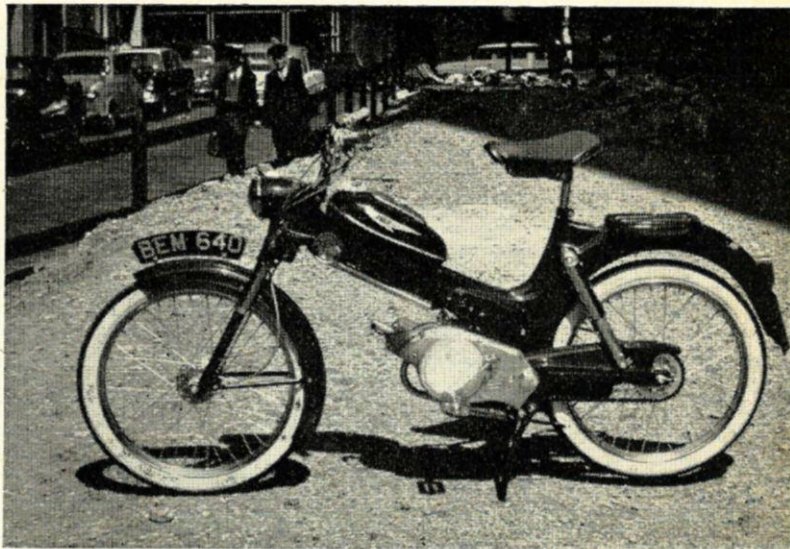
Ignition and lighting current is provided by a *Bosch* flywheel magneto and the large, double-filament headlamp is very neatly cowled into the top section of the front forks. The 2-watt tail lamp is moulded on to the rear guard and it is a point worth noting that it gives quite a good light even at a tickover. The switch unit is neat and can be operated with a gloved hand without fumbling as can the car-type choke control near the centre of the handlebar.

A *Bing* carburettor feeds draught to the well inclined cylinder and induction is through a large and accessible air cleaner/silencer in the lower part of the main frame beam under a detachable cover. The tool kit is in a limited but easy-to-get-at space recessed into the top of the fuel tank.

Especially Upwards

Starting is easy by a single kick of either pedal in Neutral with the machine on or off the stand, or it can be done by pedalling away in gear and dropping the clutch when moving. No decompressor is fitted or needed and there is a kill-button on the handlebar switch for stopping the engine.

Power comes in immediately any throttle is opened and some rather



Widely-adjustable saddle and handlebars are part of the clean, simple lay-out of this Austrian hill-climber

ROAD TEST REPORT

The Austrian Puch NOMAD

casual handling of the clutch resulted several times in the front wheel leaping smartly off the ground. Changes are fast and fairly certain, although Second can be missed going up at times. Acceleration is well above mo-ped average and the 0 to 25 m.p.h. figures are probably as good as any standard 50 c.c. engine has ever turned out.

It is in climbing, however, that the *Nomad* really shews its paces. The machine swept up hills in top gear that no moped in our experience has ever done this way before and the modest claims in the maker's manual of 1 in 4 for first gear and 1 in 6 for second were easily accomplished. Indeed, we would say that no hills where vehicle roads exist would stop this little mountain cat from climbing.

There is no doubt that some of this remarkable hill-climbing performance is due to very low gearing, probably to meet the legal speed limit requirements of the Austrian home market.

This, of course, has its disadvantages and both cruising and maximum speeds are lower than they would be if the ratios were a little higher. On its mean maximum of 28 m.p.h. the *Nomad* was revving mightily and also producing a lot more noise than we liked.

This noise is entirely mechanical as the exhaust is well silenced and the effective air filter system makes induction almost inaudible. Furthermore it must be admitted that the noise did not disturb pedestrians at a range of thirty yards or so, but to the rider it took quite a lot of the pleasure away if the cruising speed was kept at over about 22 m.p.h. and we feel that a cog or two off the rear sprocket would make the *Nomad* a more attractive proposition where mountain climbing is not on the daily itinerary.

Apart from this, the standard of comfort is well above average. There is a comfortable pan saddle, soft but firm, and the real blessing of being

able to put it and the handlebars just where they suited best. Springing at both ends is on the hard side, more useful over big bumps than little ones especially at low speeds. However, it suits the handling qualities of the machine excellently and roadholding is first class. Even when using the brakes hard on a downhill rush there is no tendency to snake or judder and the steering at all speeds cannot be faulted. A somewhat limited steering lock makes little difference on the road but is a minor nuisance when wheeling the machine in a confined space.

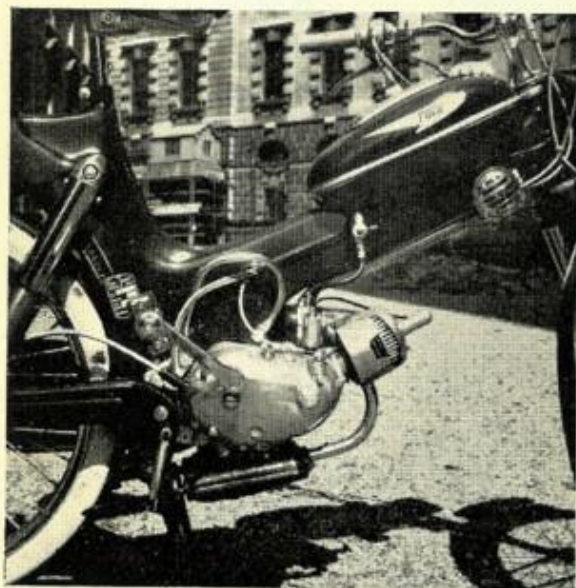
Quality Engineering

At eighty-odd pounds the *Nomad* is not a cheap machine but anyone with an eye for machinery can see that there is real quality in the engineering behind it. This also applies to the finish which is up to high

standards for enamel, plated and polished parts. Spokes are rustless steel and whitewall tyres are standard equipment so that appearance has been well studied.

Both wheels are detachable by knock-out spindles and general standards of accessibility are good, if not exceptional. An illustrated manual gives detailed instructions for routine maintenance, something many other mo-peds could do with.

This is not an everyman machine and not intended for pure hack work but rather for serious use by enthusiastic riders. We have made the point that the *Nomad* can go anywhere its wheels can roll and we doubt if any mo-ped on the British market is so obviously designed for tough conditions. For more normal use we feel that the low gearing is a matter that should be changed so far as Britain is concerned but even as it stands there are many attractions about this unusual and interesting machine.



Close-up view of main beam pressing and engine mounting. The efficient engine cowling includes a plug protector, and the exhaust system is particularly accessible.

SPECIFICATION

ENGINE: Punch two-stroke single, bore 38 cc. x stroke 43 mm., capacity 49 c.c., compression ratio 6.5 to 1, output 2.3 b.h.p. Bing 12 mm. carburettor with frame-housed demountable air cleaner.

FRAME: Beam type monocoque construction in welded pressed steel with separate fuel tank, capacity 1½-gallons including Reserve. Front forks telescopic with hydraulic damping, rear suspension by swinging arm sealed teledraulic legs. Adjustable handlebars and saddle.

WHEELS: 23-inch by 2.25-inch,

plated rims, stainless steel spokes, full width light alloy brake drums, 4¼-inch diameter internal expand-in brakes, rear back-pedal operated. Whitewall tyres standard.

ELECTRICS: Bosch A/C flywheel generator, output 6-volt/17-watts. Headlamp 15/15-watt, tail 2-watt, illuminated speedometer in headlamp.

PRICE: £82.10.0. (Including P.T.)

WEIGHT: 121 lbs.

CONCESSIONAIRES: Ryders Auto-service, 215-217, Knowsley Road, Liverpool 20.

FLASHES

Road Casualties—March

Five hundred and six people died as a result of accidents on the roads of Great Britain during March. Of this total, 213 were pedestrians, 174 were drivers or passengers in cars and other vehicles, 81 were motorcycle, scooter or mo-ped riders, and 38 were pedal cyclists.

In addition, 5,840 persons were seriously injured, and 17,918 slightly injured, making a total for all road casualties of 24,264.

Fairing for Tina

To give more protection to riders of Triumph Tina scooters, Blacknell Motors Ltd., of Arkwright Street, Nottingham have produced a *Riviera* fairing. It is attached by six existing bolts and sealed with rubber bedding.

The fairing weighs 2 lbs. 6 ozs., measures 20 ins. wide by 30 ins. deep and costs £5 15s.

New Registrations April

Motor Cycles: Not over 50 c.c., 3,777. Over 50 c.c., 12,746. For April 1961, 22,850.

First-aid kit offer

Despite the recommendation in the Highway Code and the enormous publicity given the Campaign by the Royal Society for the Prevention of Accidents, it is established that even at this date, only one motorist in sixty does, in fact, carry a first-aid kit.

Autobrite now enable any motorist to purchase a well-equipped first-aid kit for 9s. 11d. with a coupon removed from an *Autobrite* Pack. The makers claim that the first-aid kit is worth £1. and they hope that this will induce many motorists to carry a first-aid kit in future.

Northern Safety Campaign

Members of the Motorcycle Section of the Motor Agents' Association and the motor cycle and scooter industry nationally have co-operated in the first major provincial safety campaign for two-wheeled motoring.

The campaign, included a film show and rally at the City Hall, Newcastle, demonstrations of the R.A.C./A.C.U. Training Scheme, competitions, a Rally dance, and a special demonstration by the Royal Artillery Motor Cycle Display Team.