

THE MOTOR CYCLE, 15 JANUARY 1953

Trends in

Concluding Article by K. B. HOPFINGER, M.S.A.E.,
Silencers : Saddles : Sidecars :

ciently extended up the walls to allow cornering at an angle
ne region of 45 degrees, comparatively thin side walls to
mon. Ribbed rear

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Germany Today

M.S.I.A. : Tyre Research : Ignition and Lighting :
Cyclomotors—Part 3

employed, most tanks are stiffened with two or three per-
forated internal partitions.
Producing an average of 40,000 motor cycle sil-
more than any other firm, the factory of Esslingen, is devoting

... example as that of an equivalent ignition-fired petrol
engine.

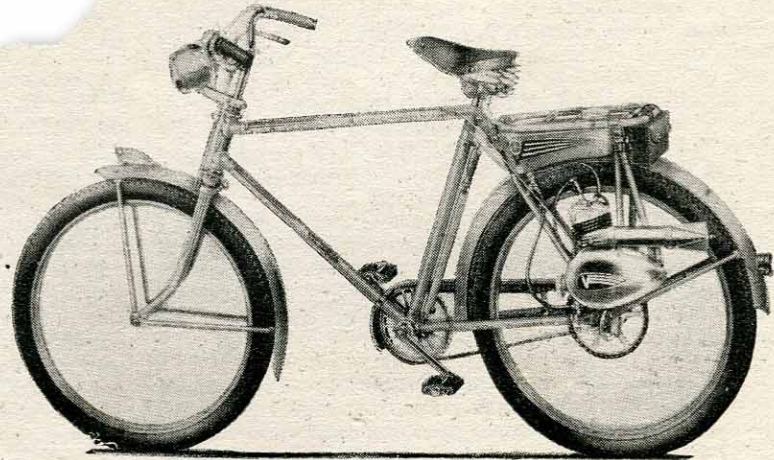
Potential Customers

A typical German cycle engine with rear-wheel drive is
the Victoria, of which, in 1951, 22,768 were produced.
Mounted against the rear wheel, this 38 c.c. unit has a two-
speed gear box and will shortly be available with a dynamo.
German motor cycle manufacturers display keen interest in
cycle engines, as the users are potential customers for
scooters or lightweight motor cycles.

The German motor cycle industry displays considerable
vitality. It is true that the major part of the output is of
the light type, but it is interesting to observe that it is this
type which is widely favoured in many world
markets.

German engineers are attempting to obtain
better roadholding, more low-speed power and

... is now devoting
markets. From almost nothing, the industry
has been built up in five years with remarkable speed
and enterprise.



Typical of German cyclomotor design is the 38 c.c.
Victoria, which incorporates a two-speed gear box
and has chain drive to the rear wheel. Shortly, the
unit will be available with a dynamo