ROAD TEST REPORT:

The 50 c.c. K.T.M PONNY de Luxe SPECIAL

AT last year's German motorcycle show we spotted an unusual 50 c.c. scooter with double headlamps (*October 1960 issue*) made by KTM of Austria and using a Puch engine—but we little thought it would reach the British market. However, the Messerschmitt car importers, Cabin Scooters (Assemblies) Ltd., have acquired the concession and are now importing the Ponny (*Sachs* engine version) to Britain.

A test model was readily available and we have been able to give the *Ponny* a thorough try-out. The bike we used was one of the first to arrive and later models have a slightly more powerful engine (developing a claimed 3.8 b.h.p.) and the flashing indicators on the sides of the legshields instead of in the headlamps.

The Sachs 47 c.c. two-stroke engine is cowled and blower cooled, drawing air through a grill by the left footboard. The compression ratio is 8.7:1 and it develops 3.2 b.h.p.

There is a 3-speed gear box, controlled from the handlebar and fitted with a folding kick-start pedal. The carburettor has an air cleaner and silencer, a "tickler" but no choke.

The 6-volt electrical circuit on the *Ponny* has plenty of work to do, supplying the double headlamps (main and dipped), the flashing indicators (front and rear), rear lights, stop light and horn. Ignition and lighting is by flywheel magneto/generator with a 32-watt coil supplying the battery.

A pressed steel frame forms the basis of the scooter and onto this are bolted the body panels. The bodywork to the rear of the engine, including rear light unit and carrier, is in one piece and can be removed whole, after taking off the hinged dual seat and several bolts.

Inside the locker on the legshields are the seat catch lever, the steering lock and an electrical master switch. Battery and fuel tank are beneath the seat.

The wheels are polished aluminium discs with 3 in x 12 in whitewall tyres and cast-in brake drums—the brakes have conventional controls. Front suspension is by swinging forks and telescopic springs, and the rear is by undamped swinging forks with a single horizontal spring.

The Ponny's first gear guts were proved by a trip up the side of an old quarry

First time starts

The ease with which the *Ponny* starts makes one wonder why people ever grumble about two-stroke ignition—even on the coldest mornings, it was simply a case of turning on the fuel (the tap lies behind a hole in the bodywork) and, with throttle closed, pressing the kick-start pedal sharply down. The throttle could not be opened fully (a very short movement) for a moment or two, but then the engine responded and could be raced quickly up to full revs.

The gear change is our only major grumble with the *Ponny*, as, despite the luxurious impression of the machine, the selection of gears is little better than on the average moped. However, downward changes were quite easy and with some practice, it was possible to become fairly dexterous in changing up. The gears are well chosen, being close enough for engine speeds to be kept well up and supply sufficient power throughout the range.

It soon became obvious that the engine thrived on revs. and that power increased with engine speeds. We proved the claimed high power output by riding the bike, two-up, up a 1 in 4 hill. Thus encouraged, we went on and amazed ourselves by riding (one man only) straight up the side of a disused quarry, an incline of about 1 in 2. All this was done in first gear and with the engine maintaining a steady unwavering whine.

Road-handling qualities of the *Ponny* were quite satisfactory, the 12 in wheels and lightweight giving a feel akin to that of a moped. Top speed was around 40 m.p.h. and the *Ponny* cruised comfortably at about 30 m.p.h.

On long journeys, the lack of damping in the suspension became prominent, although the dual seat helped to give a comfortable ride. A pillion passenger had sufficient room and comfort, though vibration in the footboards was noticeable. Also, when riding two-up, ground clearance was considerably reduced, keeping banking over to a minimum.

Both brakes were very effective, and an induced skid was very easily

corrected. No "curtseying" occurred when using the front brake.

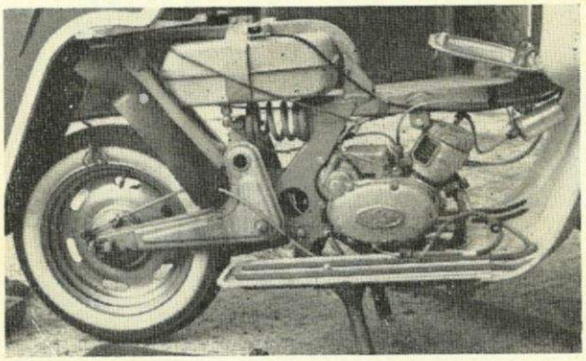
Hard Working Electrics

Despite its many functions, the electrical system worked quite well. But the arrangement of the controls is not good—the horn and cut-out buttons are identical, need a hard push and are only half-an-inch apart; the hand has to be removed from the twist grip to reach the indicator switch.

It was possible to use full headlights, indicator light, brake light and horn all at once with reasonable efficiency. The headlights gave excellent illumination, comparable with a full-sized scooter, and the indicators were bright and easily seen—a warning light on the lamp cowl shows when they are in use.

Items for minor criticism on the *Ponny* were: the motor position—while the right hand side blew hot air over one foot, the blower fan on the left sucked our shoe-laces through the grill and nibbled the ends; the legshields, which are too small by scooter proportions, provided only just enough weather protection; the speedometer, which was again too small and was very subject to condensation.

On the credit side, we liked: the front locker, which was roomy and could be locked with the three anti-thief devices inside; the neatly styled rear carrier, fitted with a spring-loaded clip; the manoeuvring handle on the side, and the sturdy full-width stand, the attractive and well-finished bodywork, sensibly designed and pleasant to use despite its futuristic looks.



"Covers-off", the Ponny makes interesting viewing. Note the legshield locker the unusual horizontal-spring rear suspension and the big mud flap

SPECIFICATION:

ENGINE: Sachs, 47 c.c. developing 3.2 b.h.p.; 2-stroke, blower cooled. Compression ratio 8.7:1. 3 speed twist-grip. Controlled gear box. Bing carburettor with air cleaner and silencer.

ELECTRICS: 37 watt magneto for ignition, 32 watt generator supplying lighting circuit. 6 volt battery. Twin headlights, rear lamp, stop light, horn and flashing indicators.

FRAME: One piece pressed steel main frame, with bolted-on panels.

WHEELS and SUSPENSION: 12 in. wheels with 3.00 x 12 whitewall tyres. Wheels of polished aluminium with cast-in brake drums. Swinging fork suspension front and rear.

EQUIPMENT: Dual seat, speedometer, luggage carrier, centre stand, steering lock, seat clip, parcel locker with lock, 1.2 gallon fuel tank with reserve.

DIMENSIONS: Length 70 in.; width 25 in.; height 38 in. Weight 173 lbs.

PRICE: £122 17s. (a lower-priced model, the De Luxe, with single headlamp, less powerful motor and no indicators, is available at £110 5s.)

CONCESSIONAIRES: Cabin Scooters (Assemblies) Ltd., 11 South Wharf Road, London, W.2.

Readers Use Report: KREIDLER R50

I was interested to read in your article "Where Did They Go", of many models no longer on the market.

My first venture into the motorised field was a *Cyclemaster,* vintage 1950, 25 c.c. and No. 218 off the production line, this served me reasonably well until 1959 when early in the year I decided to purchase a *Kriedler R.*50.

One reason for the choice of this machine was the write up it received in the "Road Test", another was the clean lines and weather protection, far more than can be obtained by fitting a moped with leg shields.

I have never regretted my choice, in daily use, through rush hour traffic to the City and back, (about 22 miles) and for round trips of up to 160 miles it has behaved admirably.

The low gear free wheel proves its worth in heavy traffic while a steady 30 m.p.h. can be held on the open road, hills are taken at a steady 25 without any strain on the engine.

In 2½ years my mileage has totalled just over 20,000 miles and although the engine is inclined to be more noisy than when new this is only to be expected as the only replacements have been a new plug and a set of clutch plates. Cables I make up myself and five bob's worth of inner cable goes a long way. I have had one new chain, two new tyres, original tubes still fitted, brakes have been relined at a saving of roughly 75 per cent on agents price for new shoes.

I had to fit a new rear light bulb but the front one is the original, having survived two smashes, one of which resulted in having to have new front forks fitted. The only other replacement was a new ball race in the rear hub, servicing, de-cokes, cable lubrication, minor adjustments, oil changes etc. are normally carried out at 2,500 miles, or as necessary.

I believe, a new set of points are indicated and as soon as these are obtainable, they will be fitted, until then I hope to chug along merrily, one thing I must mention is that in all these miles, I have never had a plug whisker, the first plug was a "Beru", and the replacement a "Boche", fuel is Shell T2 or B.P. Zoom as served from the dispenser.

My one complaint is the rear brake, it screeches. I have tried three or four different types of lining, but after about ten days back comes the screech, frequent cleaning has been my only answer. Generally speaking, I consider it a very robust machine, clean and comfortable to ride in all weathers, the paint work has suffered, but only from minor scratches and a couple of dents, the chrome, I'm sad to say, hasn't weathered too well but being forced to leave the machine out of doors only covered by a plastic sheet hasn't helped.

On summing up I can only think of two improvements, the first is a three speed gearbox as power output seems more than adequate for this, the second is rear springing, a luxury maybe, but a help to comfort and roadholding.

I have always enjoyed reading P&P and only wish you could see your way clear to publish say once fortnightly, however, until that happens I shall still look forward to the first of the month.

D. J. CREED,
London, S.E.9.

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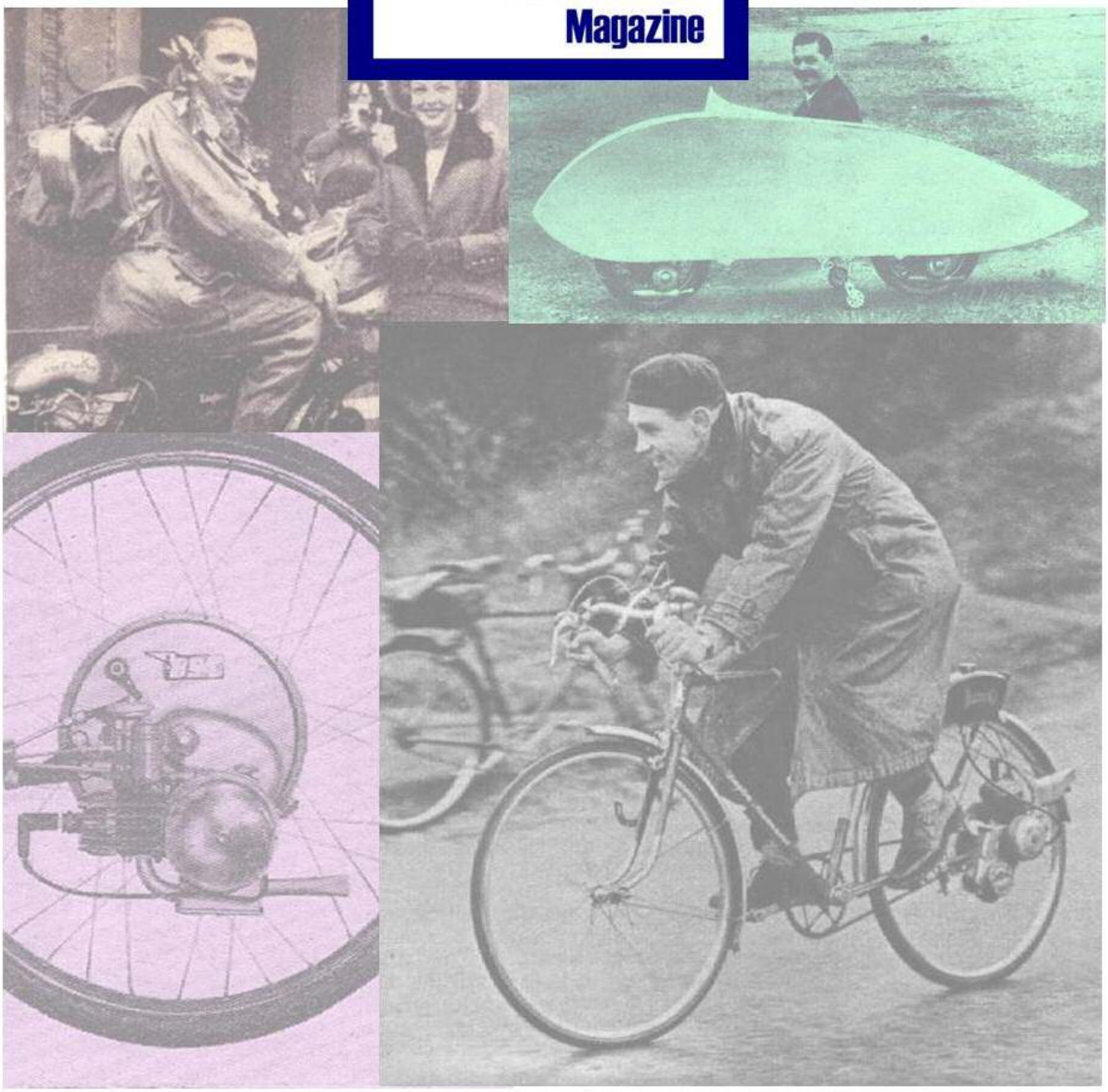

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