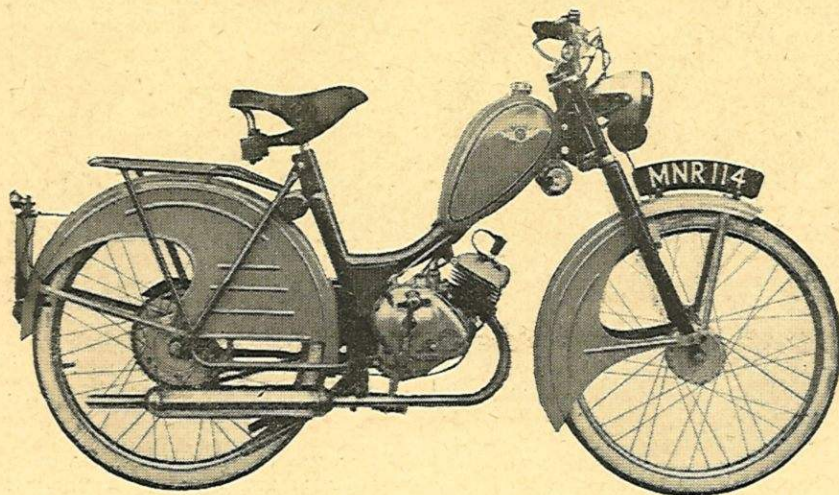


Impressions of Current Models

A "TRIPLE ALLIANCE OF MO-PEDS"

"Motor Cycling" Staffmen Report on Recent Belgian, Italian and German Examples of the Most Economical Form of Personal Transport



The 49 c.c. Royal Nord

IN the Belgian-built 49 c.c. Royal Nord mo-ped, the importers have the handling of a pedal-assisted, two-speed two-stroke that should make a strong appeal to the class of user who desires something a little nearer the conception of an autocycle.

The engine is inclined slightly forward and utilizes a cast-iron cylinder with a light-alloy head. This little unit gave willingly of its ample best; it had the unusual characteristic of running readily up to maximum r.p.m.—if these were required, of course—and holding them, but, no matter what the road conditions, these revs. would not rise. In short, it appeared to have a modest rev. range that even a ham-fisted rider could not persuade it to exceed, and this should make it well-nigh indestructible.

The engine's power output was delivered via a two-speed gearbox. Bottom was low enough to deal with any ordinary hills encountered and top was high enough to give the Royal Nord a useful cruising speed. Because of the apparently "unburstable" nature of the power unit, cruising speed could be up to the machine's maximum. No speedometer is fitted as standard, but, when paced, it appeared quite happy at the legal limit for built-up areas. Whilst doing its 30 m.p.h., exhaust noise was judged to be inoffensive and on a par with the best in this class of vehicle.

Comfort was catered for at the rear by a large well-designed saddle, and at the front by undamped telescopic forks. The latter are available with springs of alternative poundage and the tester—who is by no means a heavy man—would personally have preferred a pair of softer springs.

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Cornering and roadholding were quite satisfactory and the braking particularly was worthy of favourable mention. In spite of the fact that the tester views back-peddalling brakes with trepidation—for no good reason let it be said—this "anchor" did its stuff manfully, and on the score of braking no criticism can be levelled at the Royal Nord.

Neither can adverse comment be made about the starting, whether from hot or cold. This was straightforward and certain. Once the motor had warmed up, the tickover was slow and reliable.

Finish of the machine is in two-tone grey enamel and chrome for embellishment. From either the appearance or the riding aspect, the 49 c.c. Royal Nord mo-ped is quite a pleasing proposition and does credit to both the manufacturers and the concessionaires.

Concessionaires for the Royal Nord are Archie E. Moss, Ltd., of Woodgate, Loughborough. The total price of £85 0s. 7d. includes P.T.

The 38 c.c. Mosquito

ONE of the pioneer cyclemotor concerns of Italy is the famous Garelli works. Before the Second World War they were noted for the production of a twin-piston two-stroke which gained racing honours. Afterwards, in an impoverished Italy, the need for cheap and economical personal transport led to the production of the first practical modern cyclemotors and amongst the leaders in this field was the 38 c.c. bottom-bracket-fitting Mosquito unit. Developed over the years to a high pitch of reliability the design was modified considerably when, a year or so ago, the capacity was increased and a centrifugally-operated clutch added to the design. This refinement

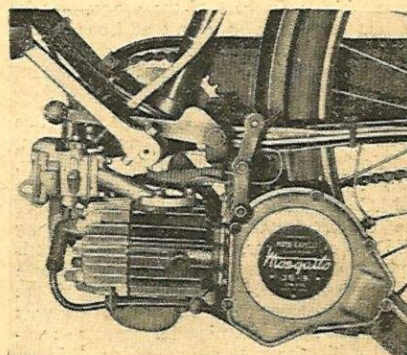


(Above) Even on wet roads, cornering with the Belgian Royal Nord remained a happy business. (Left) Ample valancing improves appearance, as well as rider protection.

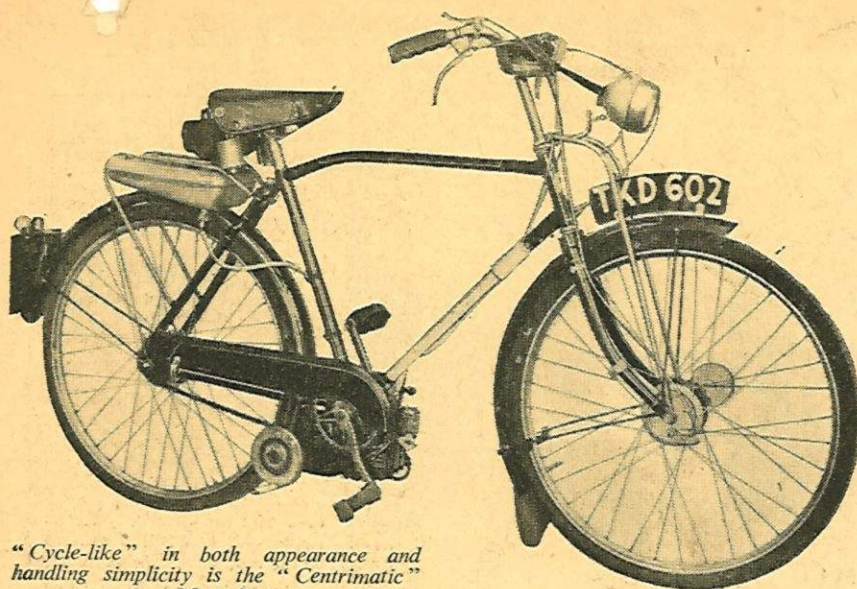
naturally has resulted in a unit the control of which is simplicity itself and one ideally suited to the public likely to use such a model.

Take-off is simple—extremely simple. One merely pedals the machine to start the engine and, thereafter, whenever the revs. fall below a predetermined figure, the clutch automatically disengages. Above that there is a progressive engagement of the clutch, giving a smooth and beautifully-controlled getaway.

That this latest unit is highly practical was well demonstrated by an example recently loaned to *Motor Cycling's* staff by the British sponsor of the Mosquito, Mosquito Motors, Ltd., Moorfields, Liverpool.



Close-up of the Italian "Mosquito's" under-the-bracket power unit and automatic clutch.



"Cycle-like" in both appearance and handling simplicity is the "Centrimatic" Mosquito.

Powerful, flexible, with an ideal weight distribution the "Centrimatic" Mosquito became a great favourite for local journeys, its controllability in traffic, in particular, well fitting it for use in crowded city streets. Not, of course, that one could hope for spectacular get-aways. Equally, the machine was never sluggish and it seemed virtually impossible to stall the engine—save by sheer timidity in the use of the throttle lever. Probably the best bet was to set the throttle for a slow tick-over and, for a fast get-away from traffic lights, to wallop it wide open and leave it to the centrifugal clutch to pick up and start wafting the machine away at a quite smart rate acceleration up to its maximum speed of some 25 to 30 miles per hour. The hill-climbing powers of the unit, of course, were excellent. Italy is a mountainous country and the unit is designed to provide good low down pulling power which enabled all but the worst London hills to be surmounted with the very minimum of pedal assistance. The general handling was excellent, thanks

to the low placing of the unit. Certainly some form of spring fork in place of the braced cycle type components fitted to the Mosquito cycle would be preferable, but at low speeds—20 m.p.h. say—at which the Mosquito would cruise quite happily, there is perhaps very little need for such complications.

Fuel Consumption

Exact fuel consumption figures of this form of unit are almost impossible to arrive at, but it appeared that the "Centrimatic" was capable of returning over 200 miles to each gallon of fuel. Thus economy is added to the attractions of the easy operation and tested reliability of this latest scion of an old-established Italian family which should bid fair to win even greater favour on this side of the Channel. The unit is priced at £58 2s., including P.T., when supplied with a Mosquito cycle.

The 50 c.c. Kreidler

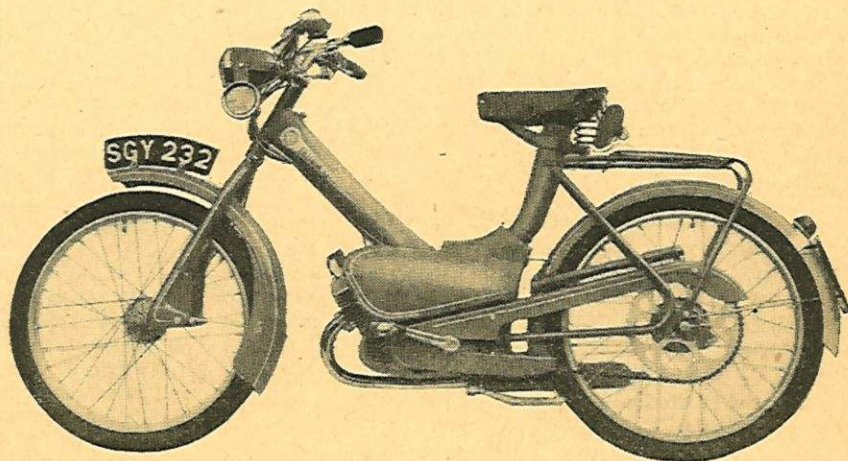
ONE of the best-looking mo-peds seen for some time—that was the opinion of *Motor Cycling* staffmen on the arrival of the German 50 c.c. Kreidler at our London office; finished in coffee-coloured enamel, relieved with gold, it has eye-appeal that is certain to cause comment everywhere. Several features are unusual; the petrol filler-cap is hidden under the saddle, which component hinges forward to give easy access when refuelling. The engine shielding also hinges, upwards and forwards, to give ample clearance for any maintenance and it is necessary to "lift the lid" to operate the petrol tap. Bottom-link front forks are included in the equipment and gave a reasonably smooth ride except for a slight judder, which must be recorded. This was felt only during braking and was probably due to new linings bedding down; certainly the judder became less pronounced later.

The exhaust note, even when the machine was being driven swiftly, proved unobtrusive and the loud squawk of the bulb horn was appreciated on more than one occasion. No speedometer is fitted as standard, but the headlamp has a recess, normally covered by a plastic cap, into which a speedo-head could be inserted; a cruising speed of about 25 m.p.h. could be maintained quite easily.

Starting, with the engine either hot or cold, proved commendably simple and the smooth take-up of the clutch will doubtless be appreciated by discerning mo-ped users. When both brakes were used in unison (the rear one is brought into operation by rotating the pedals backwards) they proved well up to standard. It should be pointed out that the rear brake is not a "coaster-hub" but a motorcycle-type internal-expanding component.

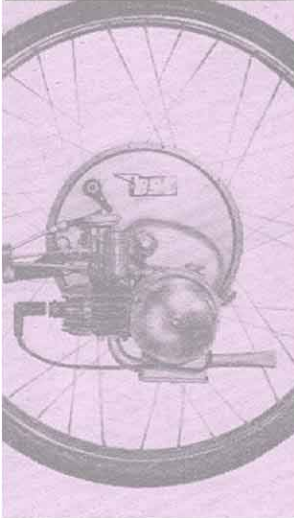
No opportunity arose to check the fuel consumption accurately; suffice it to say that it seemed better than the average for this class of machine—certainly it went a long way on one-third of a gal!

Concessionaires for this charming little mo-ped are Motor Imports Co., Ltd., 158 Stockwell Road, London, S.W.9, and the price is £57 17s. 4d., including P.T.



(Above) Unconventional features of the neat German 50 c.c. Kreidler are the large-section frame member which is also the fuel tank and the hinged enclosure over the "works." (Left) The machine on the road.

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