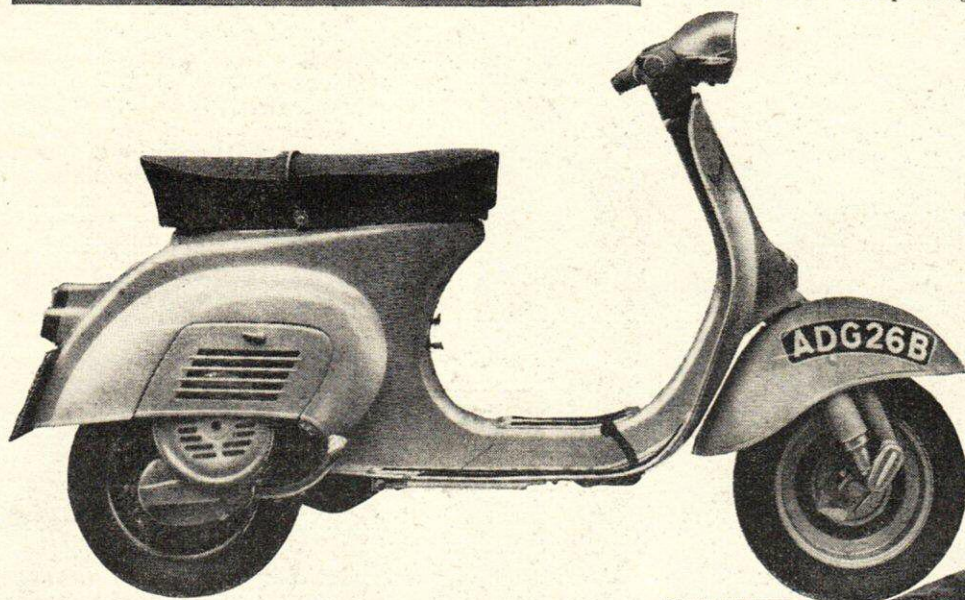


GAY NINETY



OFF the stocks comes the latest model to be added to the Vespa range in Britain—the Vespa 90. Joining the 146 cc Sportiques and the 159 cc GS, the 90, weighing a mere 157 lb, is a charming tiddler in every way.

Typically Vespa in appearance, the machine has stressed bodywork and the 88.5 cc fan-cooled, rotary valve, two-stroke engine is mounted under the offside blister. However, unlike on bigger Vespas, the blister is an integral part of the bodywork; the grille comes away for access to the sparking plug and contact breaker.

Suspension is by hydraulically damped pivoted arms, front and rear. The rear arm is formed by the engine-transmission assembly, pivoted to the frame just astern of the footboards.

The interchangeable wheels are fitted with 3.00×10in Ceat tyres and are fixed to the hubs by means of four studs.

Access to the filler cap of

the 10-pint (1pt reserve) fuel tank is gained by lifting the dual-seat forward. A convenient plastic bin for tools and small parcels fits into the well under the nose of the seat.

Removal of this bin leaves enough room for carrying out adjustments to the carburettor beneath.

All controls are conventionally sited with the gear-change twistgrip (three speeds) mounted on the left handlebar stub. On the right is a neat control cluster incorporating

lighting and main-dip switches plus the horn and magneto cut-out buttons.

A stop light and speedometer with mileage recorder are fitted as standard.

TRANSMISSION

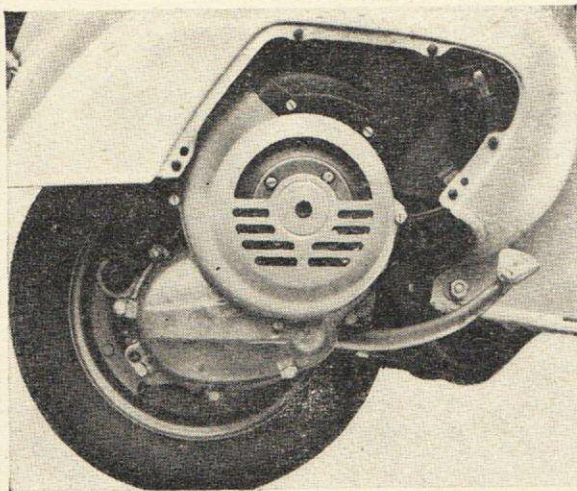
The engine - gear unit broadly follows established Vespa practice with the cylinder inclined forward at an angle of 45 degrees and the rear wheel mounted on an extension of the gear-box output shaft. Primary transmission is by helical gears.

The engine breathes through a rotary valve formed by a flywheel and is fed by a long induction tract from the carburettor mounted near the front of the main body. An air cleaner is fitted.

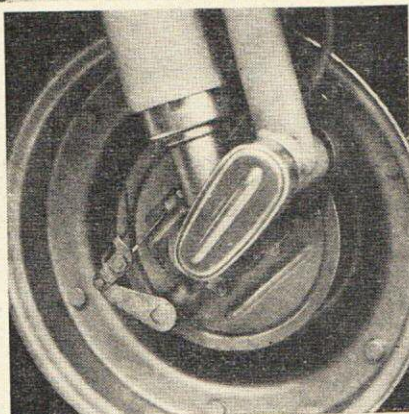
Bore and stroke are 47×51 mm (88.5 cc) and the compression ratio is 7.2 to 1. Claimed performance is an output of 4.1 bhp at 4,500 rpm and a



Typically Vespa, the 90 is comfortable and has plenty of urge. Colour is Fiesta Blue



Above: The grille removes to allow access to the sparking plug and contact breaker. The blister does not come off as on larger Vespas. Right: Wheels are of 10in diameter. Action of the trailing-link suspension arm is controlled by a spring-and-hydraulic strut



maximum speed of about 43 mph. Lubrication is by petrol in the ratio of 50 to 1 (two per cent oil).

Overall gear ratios are 6.12 to 1 (top), 9.66 to 1 (second) and 17.18 to 1 (bottom).

All electrical equipment is fed from a six-volt, six-pole flywheel magneto with lighting coils. There is no battery.

SPRIGHTLY

A short spin showed that the new Vespa is comfortable and sprightly. It would buzz up to 40 mph readily; braking was excellent. The starter was easy to operate while standing astride the machine. The gear change was positive and quiet.

Whichever way you look at it the Vespa 90, selling at £114 19s 6d, is a welcome addition to the lightweight scooter field.

Concessionaires are Douglas (Sales and Service), Ltd, Kingswood, Bristol.

Free Rides

PLANNED for many agricultural shows and carnivals this year are arenas where young enthusiasts (from 14 years) can try out bikes under 100 cc.

Organized by the Industries Association with the co-operation of RoSPA and the RAC-ACU Training Scheme, the first of these free riding arenas will be a special feature of the Solihull Carnival in Tudor Grange Park this Saturday.

The IA says that any youngster who can ride a bicycle will soon learn to handle one of these lightweight. Parents, too, will be welcome.

For those who produce provisional licences there will be a few demonstration two-fifties available.

OUR sister journal *Flight* publishes today a special issue to coincide with the introduction of the new VC10 into airline service. Among the special features is a test by an airline captain.

Copies of this number are on the bookstands, price is 1s 6d.

Battling with a Gale

MOST of us are content not to split hairs—but the sprint boys split seconds by the hundredth; nothing hit or miss about this game. That's why George Brown's effort in the Sunbeam Club's meeting at Ramsgate last Sunday was a mile from his previous course record (0.11s, to be precise!); yet it was remarkably close taking into account the fact that the mighty supercharged Vincent had to face a gale and a half.

Right down the course blew the wind, adding a chill to the brilliantly sunny day and undoubtedly adversely affecting all times. But for that wind it is almost certain that George would have at least shaken his 11.08s record.

But if last Sunday was no day for records, the burning off made up the thrills to compensate. Arthur Breeze, for instance, piloted his five-hundred JAP to the finish in 13.33s on his first run (0.06 ahead of Alec Bascombe)—then, on his other runs, had arguments with his gear box and added a second in each.

Right to the end of the day first place in this 500 cc class was very much in balance, with Bascombe, trying as he might, just failing to beat Breeze round the dial of the stopwatch.

250 cc Class.—1, G. Young (Greeves), 15.54s; 2, B. E. Keys (Yamaha), 15.66s; 3, J. L. Fincham (FN Special), 15.74s.

350 cc Class.—1, D. Lecoq (AJ'S Special), 14.55s; 2, E. J. Hurley (Manx Dragster), 14.62s; 3, Keys (Norton-AJS), 14.82s.

500 cc Class.—1, A. E. Breeze (JAP Special), 13.33s; 2, A. K. Bascombe (Gilbert Triumph), 13.39s; 3, R. S. May (RSM Triumph), 14.17s.

750 cc Class.—1, W. D. Bragg (649 Blue Peril), 12.50s; 2, R. C. Gilbert (649 Nortumph), 12.83s; 3, J. A. Winfield (649 Triumph Fairy Cycle), 14.15s.

1,000 cc Class.—1, G. Brown (Vincent), 11.19s; 2, E. A. Woods (JAP Special), 12.18s; 3, Keys (JAP Norton), 12.75s.

Sidecar Class.—1, D. Bryant (646 Matchless), 14.48s; 2, F. Booth (498 Matchless), 15.42s; 3, Bragg (649 Yellow Peril), 15.45s.

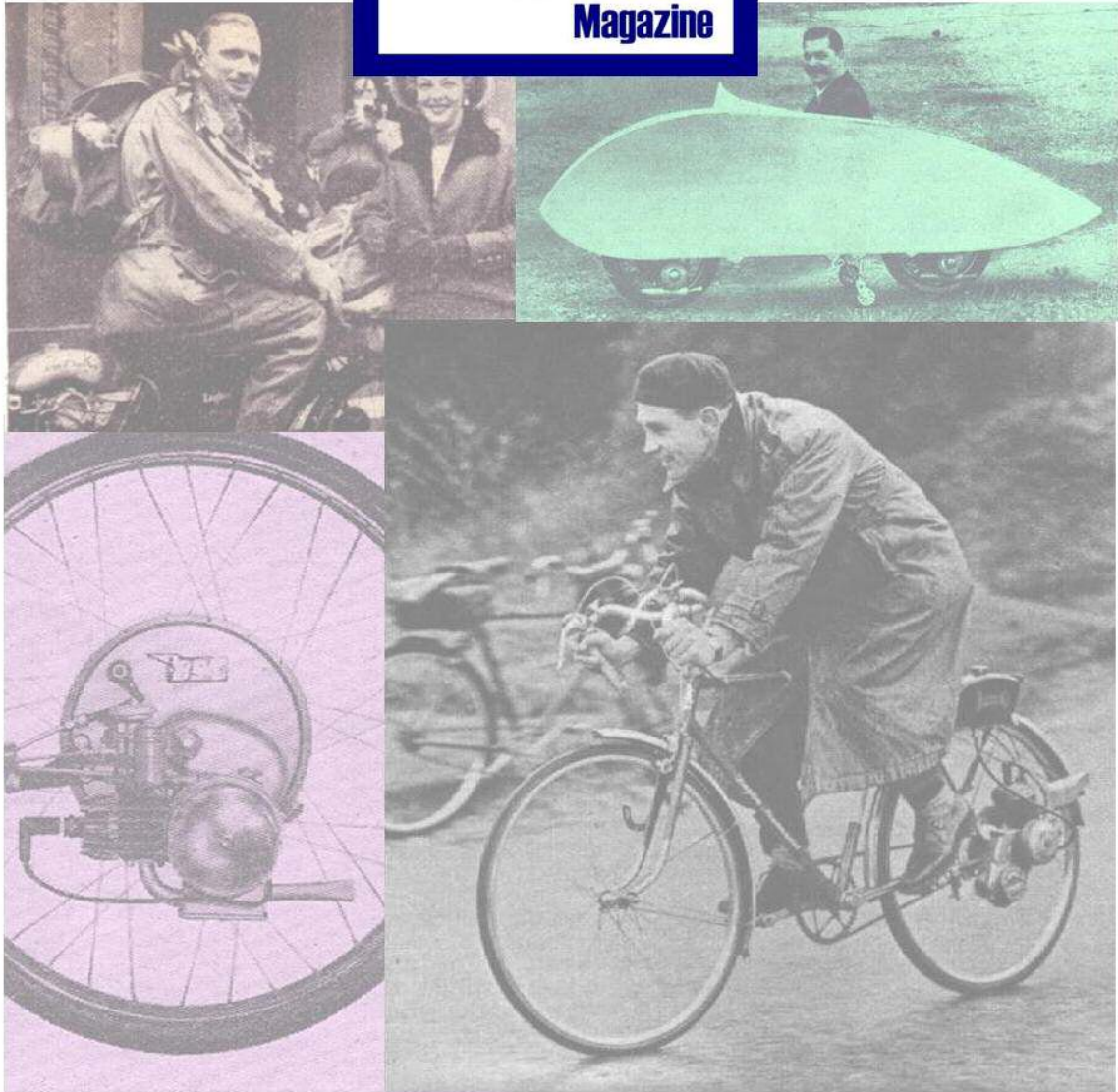
Sprint Record Cup (nearest to record).—Brown, 0.11s. Best Time of Day.—Brown, 11.19s. Gatwick Cup (unsupercharged machine nearest to record).—Woods, 1.1s. Petrol Trophy (best time on petrol).—Lecoq, 14.55s.

Consistency Award (most consistent times for three runs).—J. Elliott (348 Velocette, 1927), 0.15s. Novice Award (best time).—J. Lutchford (649 Triumph), 14.55s. Vintage Award (nearest to record).—R. Hersey (449 Ariel, 1928), 2.58s.



George Brown, man of the day—but a tenth of a second outside the record for the Ramsgate quarter-mile

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