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Motor cycling

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Mopeds-road impressions

**BATAVUS
HS 50**





Mopeds - road impressions

BATAVUS HS 50

Would you like to put your leg over rather than through? Have the look and feel of a motorcycle yet the simplicity and economy of a moped? 'Something between the knees' seems to make all the difference — and so it was that we obtained for a short test a basic automatic single-speed moped that looked good and was fun to ride.

The Batavus HS50 — made by Holland's biggest moped factory — has the kind of appeal that makes you want to have a 'go' on it just to see if it all works. And it all does, of course. Underneath the two hand-operated brake controls there are two others — one a choke and one a starting

lever — and if they are both applied at the same time, and are accompanied by a healthy pedal, the 48cc engine will sparkle into life almost immediately.

It's as economical as only a moped can be — fuel consumption topping an estimated 105mpg — and it's fairly nippy for a speed-restricted moped. A good twist of the throttle will create the lively pattering of the Laura M48 engine — which runs on 2-stroke mix — as it accelerates to its indicated maximum speed of 33mph. The high torque reed-valve induction engine produces 2.4hp at 5000rpm, so acceleration is brisk.

The HS50 gave a fairly easy-going ride, though its extremely basic rear 'cush-ride' suspension and gaitered telescopic

forks leave great room for improvement as far as comfort goes. On the other hand, it was easy to control and manoeuvre (remembering it is only a moped) — having a very good steering lock for traffic dodges, though the rider felt a little insignificant on the roads and took a while to adjust to its petiteness.

Brakes were easy enough to operate and were adequate enough to cope with performance; and if the engine did break down there wasn't any fiddly bother when changing over to manual — though as is customary the manual pedalling is very low geared. The HS50 looked very flashy with its brilliant red 'Durolon' finish and Niros chrome mudguards, the racing type seat and 5-litre fuel tank completing its sporty appearance.

And, believe it or not, there is a tool kit attached in case of emergencies; so before you get involved with a long and frustrating game of 'hunt the plug spanner' try looking in the small black tube under the seat-support-cum-mini-rack, and you'll be pleasantly surprised!

A flick of a switch with the engine running will set the lights

aglow — though the rear lamp seemed hardly adequate, looking more like a cherry spangle than a bright indication to be seen by. Harglo/OEV flasher sets are available for £22.75, though now all HS50's sold by Harglo Ltd. (sole UK concessionaires) to their dealers will include the flasher sets in their price. They sell the HS50 at £195 inc VAT, making it the lowest-priced motorcycle-style moped on the UK market.

SPECIFICATION

Engine: Two-stroke, 48cc Laura M48-2; reed valve; petrol lubrication.
Carburettor: Encarwi S22/25
Generator: Bosch 6v 17/5w
Spark plug: Bosch W240 T1
Transmission: Automatic, single speed

DIMENSIONS

Overall length: 64in. (162.5cm);
Overall height: 38in. (96.5cm);
Seat height: 28in. (71.1cm); **Dry weight:** 85-90lb (38.5kg); **Tyres (front and rear)** 16 x 2.00.

Test machine supplied by: Banbury Motorcycles, Quill Mill, Lower Churchwell St, Banbury. Tel: Banbury 58966.