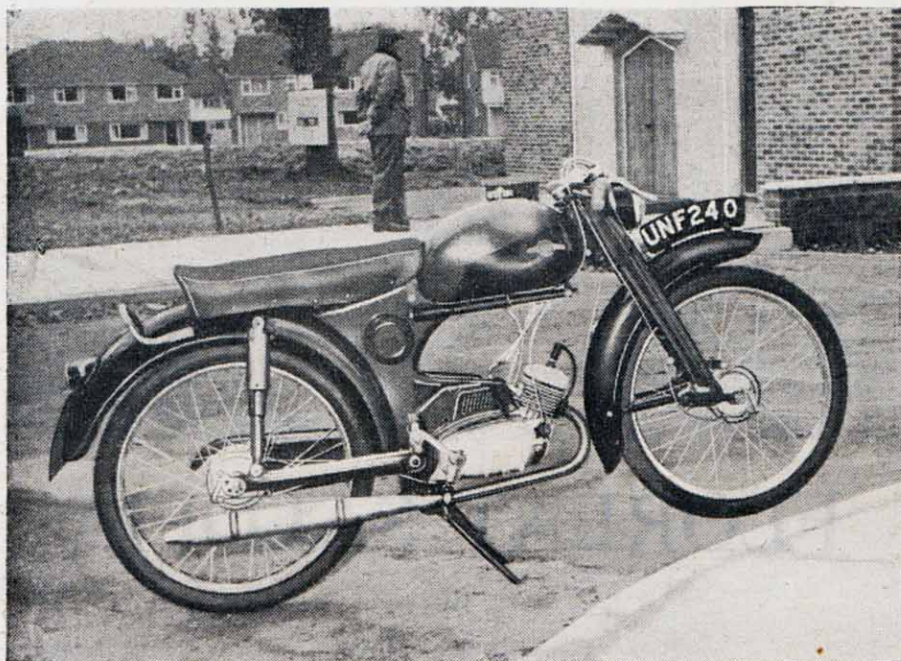


# DOT-VIVI "RACER"

Sports-style Moped Offering  
First-class Handling



**SUPERB** steering and road-holding, coupled with a cruising speed of over 30 m.p.h., a "120 m.p.g. plus" overall fuel consumption, first-rate springing and "top drawer" comfort. Those are the attributes of the Dot-Vivi "Racer," the lively Anglicized Italian from Manchester.

This was another of those more-than-usually-interesting tests in which the model used was one which had already done yeoman service with CYCLING colleagues—in this case, moped enthusiast John Thorpe, who used the Dot for his 315-mile day's outing earlier in the year, and liked it so much that he took it over as his staff machine. Since then, it has covered many hundreds of miles with virtually no bother.

It is the sporting riding position which strikes you immediately you straddle this compact, red and black moped, with its racy lines. It is typically Italian in "feel" . . . a little bunched-up, but excellent for control, with a long seat to permit changes of position during a run. Since the tank holds sufficient fuel for 300 miles non-stop riding, if required, these are points as likely to appeal to the tourist as to the more sporting-minded rider.

To over-exaggerate the value of the beautifully taut steering would be impossible. The machine seems to corner at a nod of the head. Put it on the right "line" and it will stick to it like a postage stamp

to an envelope. Go into a corner on an impossible "line" and the Dot-Vivi will cheerfully bear any amount of rough handling to get you out of your predicament. Without doubt, it is one of the best steering mopeds that I have yet encountered.

Much of the credit must be due to the finely balanced front and rear suspension systems, which remove the sting from all but the worst bumps and, at the same time, never seem prone to such misbehaviour as oscillation.

When the machine first joined the staff, high-frequency vibration through the handlebars gave rise to some hard thoughts. However, the trouble was easily rectified, for it was found that the engine bolts were overtight, thereby locking the rubber mountings almost solid. Attention to this has made the Dot-Vivi as near vibrationless as one need wish.

Hill climbing is above average in standard, but one fault noted here is that the pedalling gear is so low that it is all but impossible to give any effective assistance when speed falls off, and on any hill which the machine cannot surmount in bottom gear—something around 1 in 5—the only alternative is to hop off and walk alongside.

Again, it is a shame that the braking performance should be spoiled by a front "anchor" which has little more than a

## The DOT-VIVI at a GLANCE

**Maximum Speed:** 37 m.p.h. in 40 sec. from rest.

**Economy:** 150 m.p.g. at 20 m.p.h.  
100 m.p.g. at 30 m.p.h.

**Braking:** From 20 m.p.h. From 30 m.p.h.  
Both brakes . . . 17 feet. 42 feet.  
Front only . . . 42 feet. 90 feet.  
Rear only . . . . 20 feet. 50 feet.

**Load carried during test:** 200 lb.

**Engine:** Victoria two-stroke; 38 mm. bore x 42 mm. stroke = 48 c.c.; c.r. 6.8 to 1; 2.3 b.h.p. at 5,700 r.p.m.

**Gearbox:** In unit with engine; two speeds, with handlebar twist grip control; gear primary drive; chain final drive.

**Frame:** Welded-up from steel pressings; swinging-fork rear suspension; leading link front forks controlled by coil springs.

**Tank:** 1½-gal. capacity.

**Lights:** Integral head and tail lamps fed direct from Bosch flywheel magneto-generator

**Wheels and Brakes:** Both brakes 4-in. internal-expanding in full-width hubs; chromium-plated rims and rust-proof spokes; 2.00-in. x 23-in. Ceat tyres.

**Equipment:** Electric horn; tool box; tool kit; tyre pump; centre stand; lifting handle.

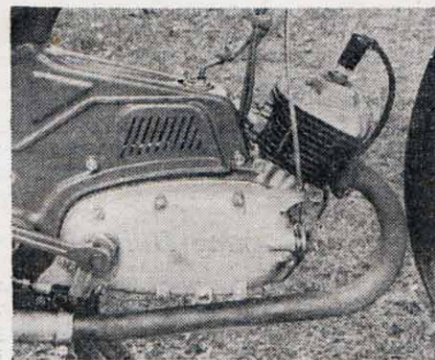
**Finish:** Red and black enamel; chromium-plated details.

**Weight:** 92 lb.

**Makers:** Dot Cycle and Motor Manufacturing Co., Ltd., Arundel-street, Manchester.

**Price:** £82 19s. inc. P.T.

The sleek and elegant shape of the Dot-Vivi is seen to advantage alongside the sharply contrasting, but symmetrical lines of this new church. Below is seen the neat lay-out of the Victoria two-stroke unit.



nuisance value. Soft linings and a spongy cable seem to be the causes of this. A more efficient front brake would bring the Dot-Vivi's "stoppers" into the same high class as the rest of the machine, for the rear brake is smooth and powerful, and almost vice-like. The centre stand, also, is too narrow to give peace of mind to the owner.

To sum up, this is a moped which will appeal to the connoisseur . . . to the man who is looking for a machine capable of hard work over long distances as much as to the rider who is seeking a safe and comfortable mount for city work, and who places value for money above mere first cost.

CENTAUR.

# IceniCAM Information Service



[www.icenicam.org.uk](http://www.icenicam.org.uk)