

mance with this unit and the *R.A.P.* would come down to 5 m.p.h. in Top and then pull away smoothly. It was with this kind of driving that the machine's outstanding characteristic became noticeable, its excellent silencing. At low revs the exhaust could not be heard at all from the saddle and the almost 100% mechanical silence made this the quietest modern mo-ped we have ridden. The exhaust noise rose to a healthy buzz at full throttle or near but never became offensive.

Hill climbing is above average and was appreciated both on really steep climbs and by the way the cruising speed could be maintained on long pulls. Standing start climbs on gradients of 1 in 10 could be made with a change into Top gear within fifty yards.

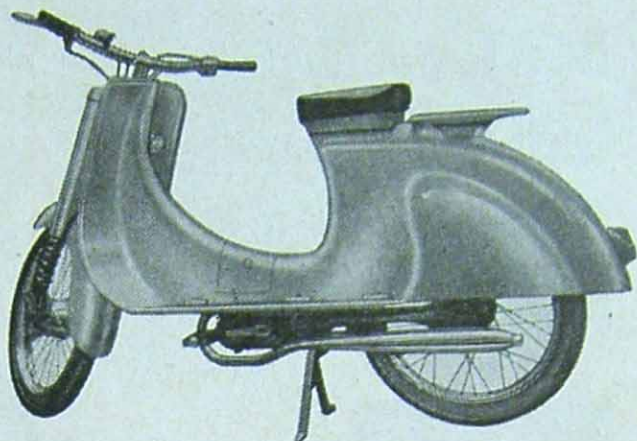
Steering is excellent and the *R.A.P.* could be ridden hands off at any speed over 10 m.p.h. over any surface. Also first class is the braking. Both the full width hub brakes are smooth and powerful stoppers and the telescopic front forks enabled this braking power to be used to the full in safety and comfort. We found we could ride a couple of yards behind a car at 30 m.p.h. and feel secure in the knowledge that we could stop as quickly as he could if required.

The fork springing is adequate and afforded reasonable comfort with excellent roadholding.

Summing Up

From its attractive all cream finish to its high performance and good handling, the *R.A.P.* proved above most of its competitors in the current 2-speed mo-ped market. The only criticism we found at all serious being excessive vibration at high revs. This may, of course, have been a defect on the actual model tested.

On the whole this machine is a valuable addition to the British market and we hope its standards of silence in particular will be noted and emulated by others.



ROAD TEST REPORT

The Estlander "SWELL"

THE evolution of the cyclemotor towards the more elaborate mo-ped is now being continued in its natural direction by the development of the light scooter and in this phase of the change there is particular interest in a recent test we have been able to make of a machine from Denmark.

The *Estlander SWELL* is not so much a hybrid design of mo-ped /scooter as a clever incorporation of the essential characteristics of both types in one machine. It is a complete and modern scooter in appearance, fully enclosed, leg-shielded and smooth lined. It has broad, flat footboards and conventional controls. A point of particular interest is that the "body" is a one-piece assembly in resin bonded glass fibre which provides great strength and impact resistance combined with light weight.

On the other hand the *Swell* is a true mo-ped in that it has a 50 c.c. engine with 2-speed gear and pedals. The footboards fold up to provide access to the pedals and can be kicked down again while riding.

In the course of testing the sample machine brought over from Denmark, by the Termique Company, we found that it is very easy to handle, comfortable, thanks to fore and aft springing and an almost

vibrationless engine, and commendably quiet as to exhaust silencing. The engine is not very powerful but its smoothness and flexibility make it useful and most attractive in traffic.

The wide footboards and full height legshields provide very complete weather protection and the screening of the engine and transmission by the all-enclosing body is absolute. There can be no trace of oil on the rider's clothes from that source.

Criticisms are confined entirely to light but noticeable mechanical whine, apparently from the primary drive and a certain amount of inlet roar when the throttle is well open. These would not be noticed if the exhaust were not so quiet but they spoil the otherwise perfect impression of technical refinement. The rather low maximum power output from the engine limits the machine to local riding in fairly level territory, but the speeds of 17 m.p.h. in 1st. gear and 27 m.p.h. in Top are adequate for the kind of user to whom such machines will make most appeal.

At the time of writing no decision has been made about the importation of this machine into Britain. We will give further news as soon as this is known.

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