

ROAD TEST REPORT :

The EXPRESS MO-PED

A recent importation of high class finish and good road manners

NEW mo-peds still keep coming on to the market to add to the bewildering array of apparently identical specifications already available, but the overall tendency is for standards to improve steadily and the latest machines usually have somethings their predecessors hadn't got. One of these is the *Express* from Germany.

It is a straightforward 2-speed mo-ped, sprung fore and aft, and in its sports form as tested it has a cushion seat that looks like a rather small dual-seat. A close examination shews several interesting points in design. The main frame consists of a pair of oval section tubes curving from the bottom of the steering head to a point behind the gearbox and level with the leading rim of the rear wheel. From there tapering gracefully, they turn upwards and follow the curve of the rim to a little beyond the rear hub line and provide the support for the telescopic rear suspension units.

At the front end suspension is by telescopic spring units inside the pressed steel fork members with bottom trailing links. The finish, black on the test machine, is remarkable for its deep and lustrous quality.

The engine/gear unit is a conventional single cylinder two-stroke with a

continuous output rating of 1.2 b.h.p. Tyres are wide section *Dunlops*.

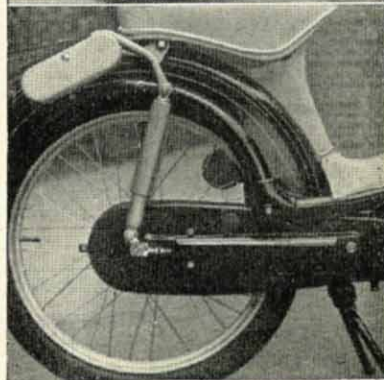
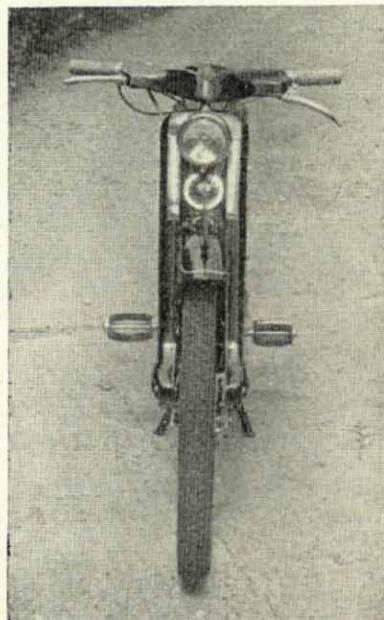
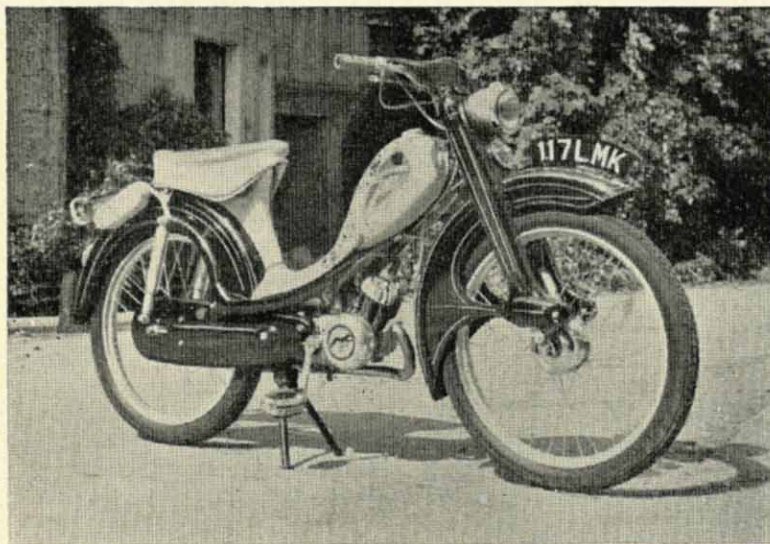
Road Manners

First impression of the *Express* on the road is its quietness. It moves away in low gear without fuss or effort reaches peaks, revs quickly and takes over into Top so smoothly that each getaway from standstill is a pleasurable experience. The gearbox is also quiet on both ratios and there is a pleasant feeling of tautness about the whole power and transmission assembly that suggests quality materials and fine limit workmanship throughout. Bottom gear, incidentally is spring loaded so that finding it moving or at a stand still is no bother at all.

Sheer performance is not very high but the engine is capable of taking full load indefinitely and the easy way it deals with its work suggests that it is deliberately designed to do just that. Pulling power low down in the rev range is good and climbing ability about average without hard revving.

Full width hub brakes provide smooth and effective stopping power and the front linkage cuts out the rising front end effect that is too com-

Views of the Express shewing clean styling, full mudguarding & enclosed transmission.



mon on many bottom link fork machines. The effect of this on stability in a crash stop is well worth while. Steering is good but the positioning of the semi-dualseat on the test model was fairly low and called for a longish reach to the handlebars. We understand that this is being altered and so the machine will be more comfortable for taller riders but presumably less so for short ones. In this connection, however, it is worth noting that the slightly cheaper "Standard" model in the same range has a proper saddle with full range of adjustment.

All Good

Equipment is complete and useful. A large and efficient rear carrier looks after luggage problems; electric horn and speedometer are built-in as standard and the handlebar is shrouded so that all cables are protected and out of sight. The rear driving chain is enclosed in a handsome case which is independent of the tubular member of the swinging arm rear fork.

Our summing up on this test is that the *Express "Luxus"* as this model is called is a good and really modern moped with above average standards in silence and appearance. The use

of the currently fashionable fixed cushion seat sets a physical limit to its range of potential riders but to anyone whom it fits it offers efficient transport with that little extra pride of ownership that a distinctive vehicle has to give.

SPECIFICATION

ENGINE: EXPRESS M53, Bore 42 mm. x Stroke 36 mm. 49 c.c. Comp. ratio 6 to 1. Output 1.2 b.h.p. at 5,600 r.p.m. *Pallas* Carburettor with handlebar starting mixture control. *Noris* flywheel magneto with 17-watt lighting coil. 2-speed unit gearbox with spring loaded 1st gear selection, ratios: 14.9 and 25.4 to 1. Primary gear drive.

FRAME: Oval tubes, welded. Bottom link front forks and swinging arm rear with telescopic spring units.

WHEELS: 23in. x 2.25 in. with *Dunlop* tyres. 4in. i.e. brakes in finned light alloy hubs.

TANK CAPACITY: 10 pints with 1-pint reserve.

EQUIPMENT: Central stand, two toolboxes, speedometer, headlock horn, pump, lamps and number plates.

PRICE £97. 3s. 0d. Concessionaires: *Stuart & Payne, Ltd.*

Patrol

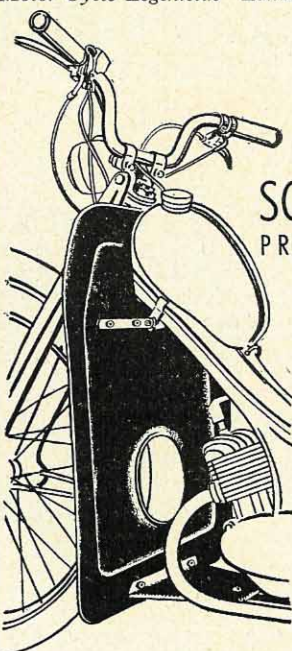
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