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Finality in Moped Design Reached

and Over-reached: Hydraulically-controlled Rear Springing and Twin-seats On Many 50 c.c. Models

Among the models displaying some originality of thought is the Netherlands-made Sparta G.50 VA on which the engine pivots with the rear fork. There would appear to be no reason for this complication apart from the fact that it simplifies construction of the rear chaincase. The engine-gear unit is attached to the frame by means of a spindle operating in plain bushes located in the frame pressings. Of fabricated construction, the rear fork employs a separate pivot, from which tubular arms extend forward and upward to pick up pivotally (in rubber bushes) to the cylinder head. The chaincase is split horizontally and the halves are located by means of a single $\frac{1}{8}$ in nut and bolt at the rear. There is hydraulic, two-way damping of front and rear suspension systems.

Other variants from the general theme are the twin-seat-equipped Novy on which the rear mudguard forms an integral part of the frame pressing; the Centro which employs a frame of Picasso-like tubes and has a pillion seat included in the standard specification; the Netherlands H.M.W. which is equipped with an H.M.W. engine; the German Panther on which the frame pressings are flared outward to form a nose for the sponge-rubber seat; the Berini M22 which is powered by a Berini engine with two-speed gear.

Most fantastic of all the mopeds is the Typhoon Lux which has a pressed-steel frame of lightweight motor-cycle proportions, a pressed-steel front fork and mudguard formed in one, a twin-seat and enclosed rear chain, full-width hubs with finned brake plates. The power unit is a 50 c.c. Italian Mosquito.



Netherlands H.M.W. moped