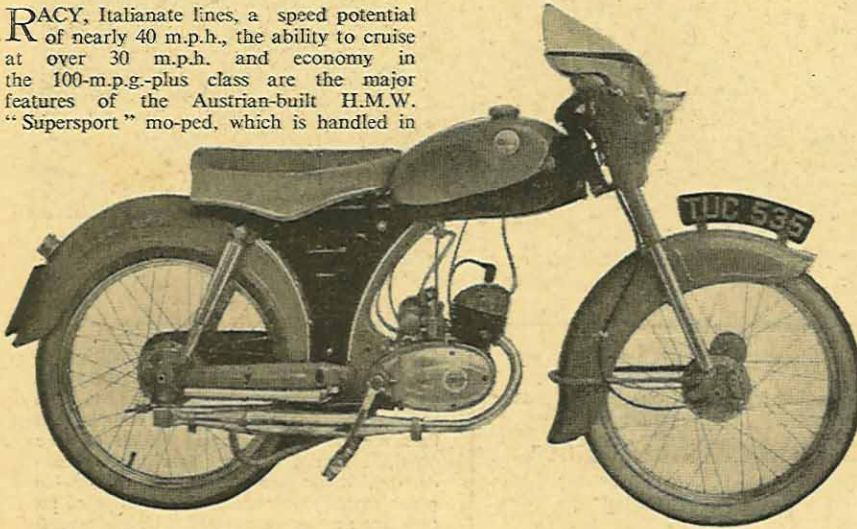


## IMPRESSIONS OF CURRENT MODELS

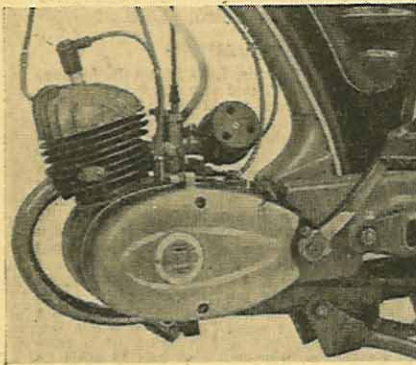
## The 50 c.c. Sachs-powered Two-stroke H.M.W. "Supersport"

*An Austrian Mo-ped in the Italian Style with  
a German Engine and on the British Market*

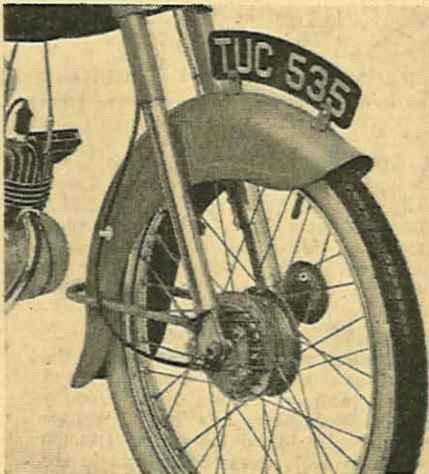
**R**ACY, Italianate lines, a speed potential of nearly 40 m.p.h., the ability to cruise at over 30 m.p.h. and economy in the 100-m.p.g.-plus class are the major features of the Austrian-built H.M.W. "Supersport" mo-ped, which is handled in



£89 19s. 6d. buys this outstanding Continental Mo-ped.



(Above) The Sachs engine and (right) an example of meticulous design, the H.M.W. front brake.



### BRIEF SPECIFICATION

**Engine:** 50 c.c. two-stroke; bore, 38 mm. by stroke 44 mm.; cast-iron cylinder; light-alloy head; C.R., 6.5:1; claimed b.h.p., 2.2/6,100 r.p.m.; Dell'Orto carburetter, type TL12SA.

**Transmission:** Two-speed gearbox in unit with engine; controlled by left-hand twistgrip; ratios, 14.4 and 28.3:1; primary drive by special  $\frac{3}{8}$ -in. 44-link endless chain; final drive by  $\frac{1}{2}$ -in. by 3/16-in. chain.

**Frame:** Spine type of tubular and pressed-steel construction.

**Wheels:** 23-in. rims, carrying Semperit tyres; 2.25 by 23 in. front and rear; hubs incorporate 4-in. brakes front and rear.

**Lubrication:** Petrol; test carried out with 1:20 proportion.

**Electrical Equipment:** 4½-in. dia. 6-v. 15/15-watt headlamp, 2-watt. tail-lamp; horn.

**Suspension:** Telescopic front forks; rear springing by swinging fork, movement controlled by coil springs.

**Tank:** Steel fuel tank, of 2 gal. capacity.

**Dimensions:** Wheelbase, 47 in.; ground clearance, 7 in.; unladen seat height, 32 in.; dry weight, 124 lb.

**Finish:** Poppy red and black and chrome.

**General Equipment:** Full kit of tools; tyre pump; 40 m.p.h. speedometer; pillion footrests optional extra.

**Price:** £73 1s. 9d. plus £16 17s. 9d. P.T. = £89 19s. 6d.

**Annual Tax:** 17s. 6d.

**Makers:** Hinderberger, Schreitle and Co., Hallein, Salzburg, Austria.

**Concessionaires:** Motor Imports, Ltd., 158 Stockwell Road, London, S.W.9.

the U.K. by Motor Imports, Ltd., 158 Stockwell Road, London, S.W.9. Additionally the comfort aspect is well covered by soft front telescopic suspension, supplemented by an efficient rear swinging-fork system. Only in the braking department—which suffers from "sponginess" in the linings—and in the provision of a somewhat inadequate tool-kit does this attractive Continental machine fall short of the very highest standards for its class.

In the course of a test recently carried out by members of *Motor Cycling's* staff, an H.M.W. "Supersport" was put through its paces under conditions which were difficult, for wet roads, heavy traffic, adverse winds and steep hills were all encountered in the 100 miles-plus of intensive road work to which the model was subjected.

Starting is effected by using the pedals as a form of kick-starter, with the model in neutral. Providing the carburetter had been flooded, one dab was normally sufficient to bring the two-stroke engine to life. Thereafter, save as footrests and to operate the back-peddalling rear brake, these appendages could be forgotten. "Light pedal assistance" proved to be quite superfluous.

Clutch take-up was smooth. The change from first to second gear, invariably quick and positive, was normally made at 20 m.p.h., though top gear could be used, if necessary, as low down the scale as 10 m.p.h. On one occasion, the model was ridden almost to a standstill on a steep hill with the gear locked in "top"; a snap change into the lower "cogger" resulted in an immediate bound forward, with plenty of power in hand. On the average main-road incline—1 in 10, say, and a mile or so long—the "Supersport" would haul itself along in top gear at a steady 20 m.p.h., pulling like a little traction engine.

### 35 m.p.h. Cruising

On level roads the top speed of 35 m.p.h. could be maintained almost indefinitely, and from time to time "flash" readings of 40 m.p.h. could be recorded. Thanks to this, and to first-rate handling characteristics, the H.M.W. was found able to pack over 25 miles into the hour with ease, even when half that distance was through heavy London traffic. On country roads, it was not impossible to put 15 miles into the half-hour, and this could doubtless have been bettered had not the engine shown a tendency to choke itself on the over-run, thereby limiting the downhill speeds to the lower forties!

Whether on dry roads or wet, the cornering and road-holding properties of the H.M.W. were exemplary. The steering was light, but steady, and the suspension absorbed all but the most vicious of irregularities. No tendency to "bottom" was experienced.

Unfortunately the front brake was not quite up to the standard of the rest of the machine. Properly adjusted, it was more effective than the rear, though losing efficiency at over 20 m.p.h. The rear unit was smooth and powerful and quite free from fade.

Only one spot of on-the-road trouble was encountered during the test—sediment in the tank, which resulted in a "cooked" sparking plug. Vibration was of a pleasingly low level, though magnified by drumming from the small streamlined cowling around the head lamp, and the speedometer proved to read 10 per cent. fast.



Catalogue number H0414  
Price code B (2 of 2)  
Date 16 June 2002

IceniCAM Information Service

## MOTOR CYCLING

August 8, 1957

### H.M.W. Mo-ped

**T**HE H.M.W. "Supersport" mo-ped, a test report of which appeared in our last week's issue, is fitted with an H.M.W. engine, and not as stated.