

**ROAD TEST REPORT:**

# The 50 c.c. H.M.W. 'Supersport'

**T**HE borderline between the light motor cycle and the sports moped has now disappeared except for the single item of pedals or footrests. This H.M.W. "Supersport" has pedals but in all other respects it looks, feels and performs like a motor cycle and, we understand, a kickstart version is now being prepared.

An all-welded single beam frame forms a single composite structure, including the fully valanced rear mudguard with telescopic front forks and pivotted arm rear. The two-gallon fuel tank has a half-pint reserve and is mounted motor cycle style between saddle and steering head. There is a neat cowling with a dummy racing windshield around the headlamp and the dualseat is standard equipment.

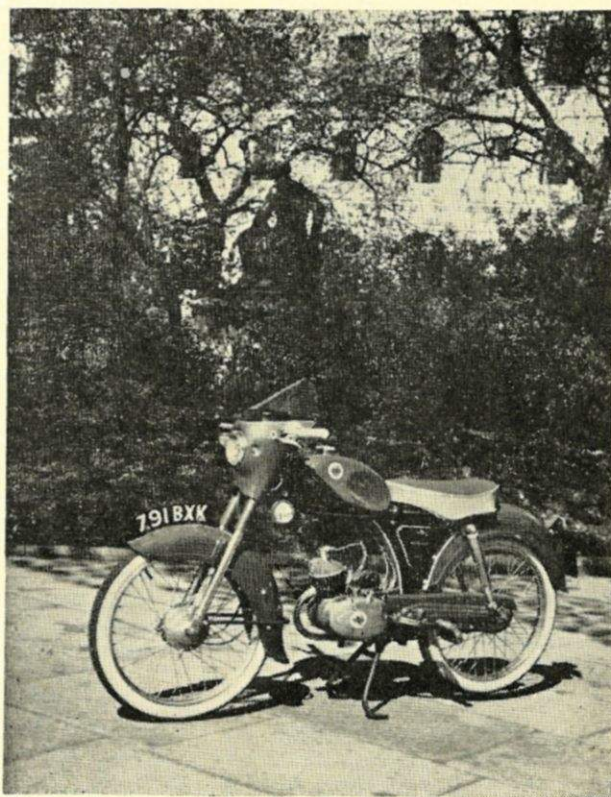
A power output of 2.2 b.h.p. puts the H.M.W. engine well into the sports class. The unit is conventional except for a rather unusual arrangement of the transfer ports and has a longish stroke/bore ratio (44 mm x 38 mm) by current average standards. The 3-speed gear box with two-plate clutch is hand operated.

Large section whitewall tyres are mounted on 23-inch wheels with full width light alloy hubs and the speedo drive inside the front hub. Apart from the top run chain guard there is no shielding or removable paneling and the finish on the engine/gear unit is of a very high standard.

### Useful Power

An improvement on the earlier types of this model is that the real power is available over most of the rev range with plenty of sheer guts at the lower end. This enables quite fast getaways to be made without too much clutch slip or too much noise. There is no need to scream the unit before each upchange to get good acceleration and even in top gear the machine pulls away well and

*The racy lines of the 'Supersport' stand-out well against the sombre background of a London garden*



moves quietly at low speeds.

This characteristic is naturally reflected in better than average climbing for 50 cc, a speed range between 20 and 25 m.p.h. affording really useful top gear climbing on most normal main road hills. The lower gear ratios are well chosen and Second gear would do almost anything from walking pace to 25 m.p.h. with ease, but the gear change is not of the positive stop type and some practice was needed to find either Second or Neutral without looking at the grip.

Springing at both ends is on the firm side and gives its best at fairly high speeds on fairly good roads while taking full care of really bad stuff off the beaten track. In between these extremes bumps can be felt at both handlebars and saddle. The dualseat is much better than most of those we have met on sports mopeds, being both wider and softer than the average, but it still has the inbuilt disadvantage that it cannot be adjusted to suit the rider's height.

Despite this and the low set sports type handlebars, the H.M.W. is by no means an uncomfortable machine except that the pedals are set so high (for good ground clearance and "in-line" transmission) that the legs are rather curled up when riding. This

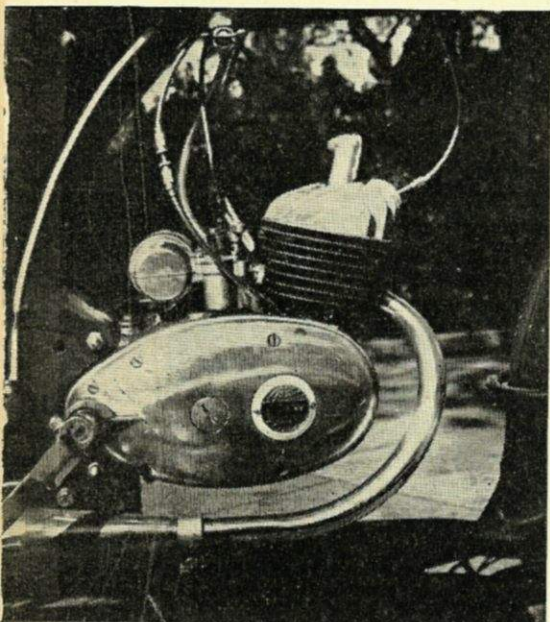
we found set the limit to enjoyable riding time rather low, at least for a tallish rider. The obvious remedy is to use footrests.

Steering is well above average, hands-off at all speeds being safe and comfortable, fast cornering a pleasure and wet roads no trouble at all. Braking is also well up to the lively performance of the machine except for real difficulty in making full use of the rear brake because of the high pedal position. However, the front brake took care of all normal stops and the back pedal business could be kept for emergencies.

Both mechanical and exhaust silence standards are good for a sports type machine, that is to say they did not disturb the non-riding public as long as the machine was properly ridden for the circumstances prevailing. However, this machine is obviously designed mainly to attract a youthful section of the market and a slight improvement in exhaust silence would be a useful modification.

### The Next Step

The only real point of criticism of the H.M.W. is that it is a mo-ped. This original design is laid on in Austria by the workings of the law which demand pedals as part of the



Practically all-round accessibility is possible with the 50cc. H.M.W. motor. All cables are easily reached

specification. The machine is really a motor cycle, however and a change-over to kick start and footrests is no more than a logical move. It would be much more comfortable and one would be able to make full use of the rear brake without standing up on the pedals. Minor points are that the reserve capacity of the fuel tank is very small, about 6 miles at a guess, and that the ornamental racing windshield obscures the speedometer dial when normally positioned.

#### SPECIFICATION :

**ENGINE:** Two-stroke single Bore 38 mm. x stroke 44 mm., capacity 49.9 c.c. C.R. 6.5 to 1, claimed output 2.2 b.h.p. at 5,500 r.p.m. Chain primary drive, 2-plate cork clutch in oil, 3-speed gearbox twistgrip operated.

**FRAME:** Beam type all-welded steel pressings with integral rear mud-guard. Separate saddle tank, capacity 2-gallons, including  $\frac{1}{2}$ -pint reserve. Swinging arm rear fork with oil damped spring units, Telescopic front forks with cowed

headlamp and screen.  
**WHEELS:** Chromed steel rims on full-width alloy hubs with 23-inch x 2.25-inch Semperit whitewall tyres.  
**ELECTRICS:** Bosch flywheel magneto with 18-watt lighting coil. 6-volt 15/15-watt Bilux headlamp, 2-watt rear illuminated speedometer in headlamp cowling.  
**EQUIPMENT:** Foam rubber dual-seat, built-in tool compartment pump, speedometer, horn.  
**PRICE:** £72.7.6. (including P.T.).  
**CONCESSIONAIRES:** Atlas Motor Company (London) Ltd., Berkshire Road, Hackney Wick, E.9.

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## CLUBS PROTEST ON CRONIN BILL

**E**ASTBOURNE "Sovereigns" have taken strong objection to the Motor Vehicles (Passengers Insurance) Bill. In a letter to *Power and Pedal* they say: "We regard the bill as a serious deterrent to scooterists remaining vehicle owners. We are seriously against the proposed bill and after serious discussion at a special club meeting, we have decided to take the following actions: to organise a petition of all scooterists in this area to register their protests;

to lobby our M.P. and invite him to a special meeting;

to write letters of protest to the Press;

to inform N.S.A. of our intentions and to seek support for all member clubs to take similar action.

to propose to the N.S.A. that a National Protest rally be held in Hyde Park prior to the third reading of the bill.

We are convinced that if all clubs support this protest the rejection of the bill will result."

The letter is signed by S. R. Brown of 22 Motcombe Road, Eastbourne,

Sussex.

The "Prima Eagles" held a protest meeting in Forest Gate, London, during March.

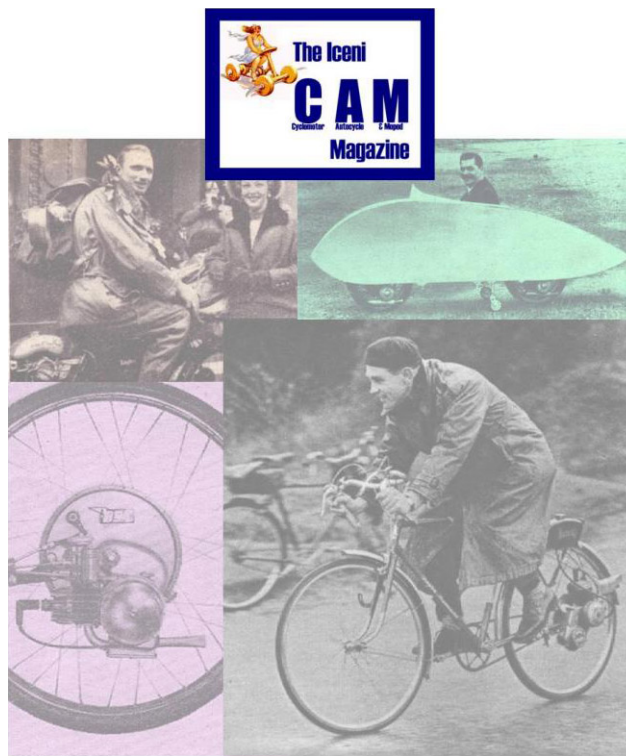
#### Clip-ons offered

In your article in the April issue of *Power and Pedal*, "Clip-on Days" you mention a cyclist requiring a reasonably priced second-hand attachment engine. I have a 1958 49 cc Vincent *Firefly* unit complete with embossed number plates. He can have it for £2, or I also have a 1959 49 cc *Teagle* (like *Power Pak*) fitted to a B.S.A. cycle with Webb sprung forks. The tyres etc., are as new—not used for over a year, all for £7. This machine is really good, climbs hills with ease and is very reliable. The makers do motors for agricultural machinery etc. I hope this information will help this chap.

My congratulations on a very good book.

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