

# HEINKEL "PERLE"

## An Outstanding Alloy-framed German Moped



**R**ARE craftsmanship has gone into the building of the alloy-framed Heinkel "Perle," and combined with it has been a refreshingly original approach to moped problems. The result is a machine which merits superlatives by the dozen—a moped which combines almost every desirable feature, and which is all but devoid of shortcomings.

Heinkel, of course, is an aircraft firm of long standing, and their "know-how" with applied design for light alloy is evident in their machine. The entire main frame, for instance, is one beautiful light alloy casting, with the fuel tank an integral part of it. The rear swinging fork is an alloy casting, one arm of which takes the form of an oil-bath chain case, which incorporates a slipper tensioner for the rear chain. The front fork bridge is of cast alloy; the carburettor side shields are wonderful, featherweight die castings; the wheel rims are light alloy; the engine shields are light alloy; the control levers and cranks are light alloy. So, too, is the seat-carrying "lid" which covers the

That's better! There can be no doubt that the war-time "Hurricane" and "Spitfire" approve of the classic metamorphosis of their old opponent—the Heinkel (above). On the right is seen the manner in which the seat lid is removed to bare the filler cap and tool compartment.

fuel tank-cum-tool recess. In fact, the only steel parts are the obvious ones in the forks, engine and gearbox; the wheel hubs and butted spokes; the cast-in steering head; the deep, efficient mudguards; the handlebars; head lamp; and luggage carrier. The result is a machine which is a joy to examine—smooth contoured, superbly engineered—and a delight to ride.

The swinging-fork rear springing and front telescopes are perfectly matched and wonderfully sensitive. Thanks to this, and to the rigidity of the frame, the steering is faultless; the riding position, among the most comfortable that I have yet encountered on any two-wheeled machine.

Braking is unspectacular, but sure. Neither

### The HEINKEL at a GLANCE

**Maximum Speed:** 33 m.p.h. in 35 sec. from rest.

**Economy:** 180 m.p.g. at 20 m.p.h.

110 m.p.g. at 30 m.p.h.

**Braking:** From 20 m.p.h. From 30 m.p.h.

Both brakes . . . 14 feet. 37 feet.

Front only . . . 27 feet. 75 feet.

Rear only . . . 25 feet. 60 feet.

**Load carried during test:** 200 lb.

**Engine:** Heinkel two-stroke; 39 mm. bore x 41.8 mm. stroke = 49 c.c.; c.r. 6.5 to 1; 1.5 b.h.p. at 5,000 r.p.m.

**Gearbox:** Two speeds, in unit with engine; handlebar twist grip control; gear primary drive; chain final drive.

**Frame:** Of cast light alloy, with integral fuel tank; swinging-fork rear suspension with integral oil-bath chain case; telescopic front forks.

**Tank:** 1-gal. capacity.

**Wheels and Brakes:** Both brakes 3-in. internal-expanding in conical hubs; light-alloy rims with rust-proof, butted spokes; 2.00-in. x 23-in. Dunlop tyres; wheels have knock-out spindles and are interchangeable.

**Equipment:** Electric horn; speedometer; tool box built in; tool kit; pump; prop stand; luggage carrier; number plates.

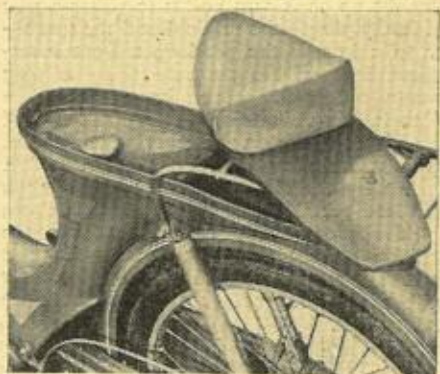
**Finish:** Blue and silver enamel with chromium-plated details. Alternatively maroon and silver.

**Weight:** 72 lb.

**Makers:** Ernst Heinkel a.g., Stuttgart, Germany.

**Sole Retailers:** Pride and Clarke Ltd., 158, Stockwell-road, London, S.W.9.

**Price:** £59 19s. 9d. inc. P.T.



brake is prone to locking, and each pulls its weight. They are quite unaffected by rain.

Though the two-stroke engine is not designed to give a high speed it is capable of keeping the Heinkel cruising at 25/30 m.p.h. indefinitely, and of wafting it up quite steep hills. The only incline which I found requiring pedal assistance was Westerham . . . for about 50 yards at the crest. Another good point about the "Perle" is that effective pedal aid can be given right up to 20 m.p.h.

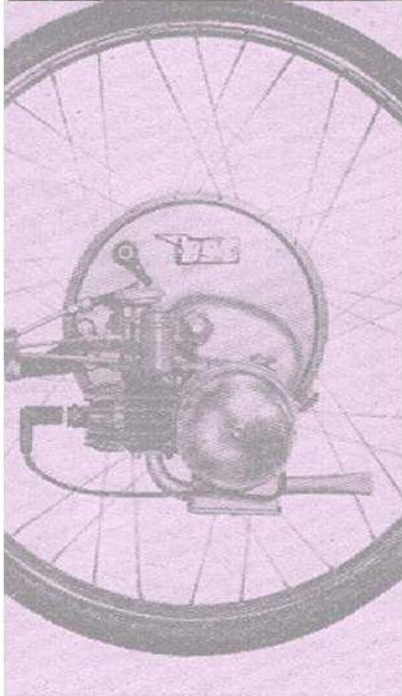
Thanks to the sound-deadening qualities of light alloy, to efficient intake and exhaust silencing, and to the inbuilt smoothness of its engine, the Heinkel is all but noiseless, and totally vibration-free, though the gear primary drive is inclined to be audible. Gear-changing is positive and quiet, and the clutch is smooth. All of which adds up to a machine that is clean to use, easy to ride, safe, smart, and years ahead of its time.

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