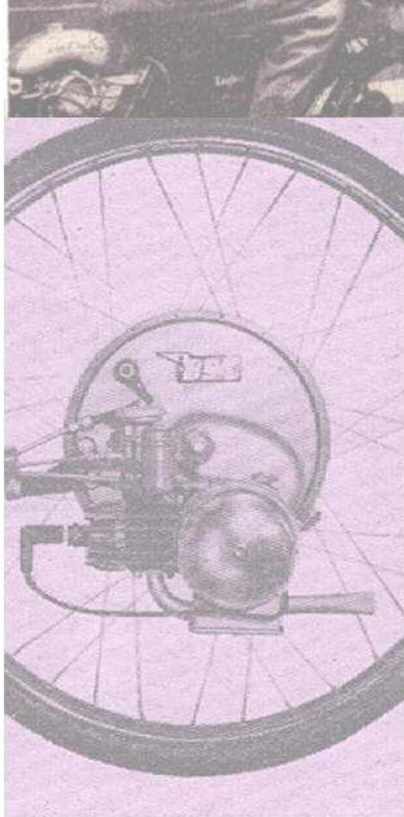
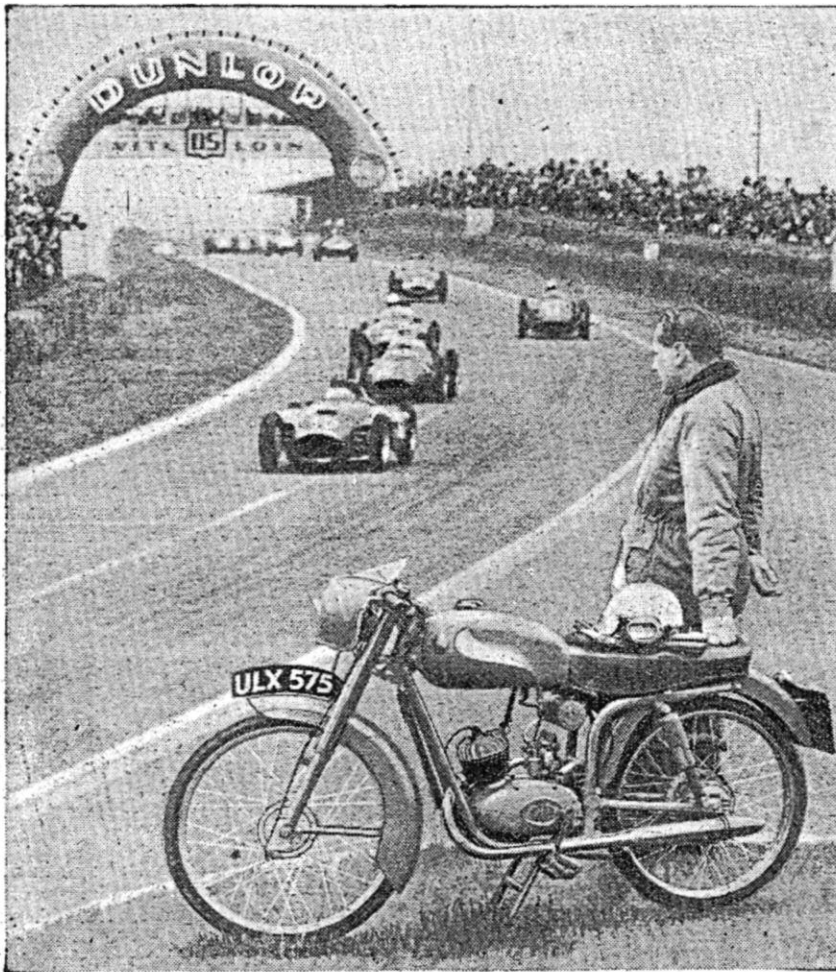


# IceniCAM Information Service



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## MASERATI 50-T2-U

*Italian Moped from Famous  
Racing Factory Tested*

**M**ASERATI! What does that name conjure up? Visions of screeching Grand Prix cars power-sliding the bends of circuits famous the world over? Top-class sparking plugs? Or mopeds? To the enthusiast, probably, all those—for Maserati are at the top of the tree in all three fields, and rightly so to judge from the touring moped which I have recently been riding.

Steering is the Maserati's outstanding characteristic—hair-line steering which is so good that even a sudden "flat" in the rear tyre failed to make the machine quaver. I must have ridden for a mile with the rear tyre steadily deflating before it occurred to me that the rear end wasn't quite as steady as before—a couple of twitches, barely perceptible—and subsequent inspection revealed an all-but-flat tyre. There are very few machines indeed which would have been so stable under these circumstances, and fewer still which

could hope to approach the Maserati in tautness of handling as a general rule of life.

Good suspension, of course, goes with good handling, and though the springing seemed to be heavily damped it would absorb all but the worst bumps. Needless to say, no jolt was sufficient to shift the Maserati "off line."

Upon initial acquaintance, I'll confess, I thought the machine to be on the sluggish side—an illusion due partly to a speedometer which proved to be reading six per cent, slow, and partly to the unusually high top gear—almost an over-drive—which the Maserati pulls. To obtain best results one must motor the machine up smartly in second gear, using the third ratio to hold the speed thus attained. Just over 30 m.p.h. can be recorded in "second"; the remaining five miles per hour, gained in "top," come rather tardily, thus accounting for the apparently slow acceleration figures recorded. Gear-changing was quite slick,

### The MASERATI at a GLANCE

**Maximum Speed:** 36 m.p.h. in 47 sec. from rest.  
**Economy:** 133 m.p.g. at 20 m.p.h.  
 100 m.p.g. at 30 m.p.h.  
**Braking:** From 20 m.p.h. From 30 m.p.h.  
 Both brakes . . . 10 feet . . . 27 feet  
 Front only Not applicable Not applicable  
 Rear only Not applicable Not applicable  
**Load carried during test:** 200 lb.  
**Engine:** Maserati two-stroke; 40 mm. bore x 39.5 mm. stroke = 49.635 c.c.; c.r. 6.35 to 1; 1.9 b.h.p. at 6,000 r.p.m.  
**Gearbox:** In unit with engine; three speeds, with handlebar twist grip change; chain primary and final drives.  
**Frame:** Duplex type, welded-up from steel tubes; swinging-fork rear springing; telescopic front forks.  
**Tank:** 3 gal. capacity.  
**Lights:** Head and tail lamps fed direct from flywheel magneto-generator.  
**Wheels and Brakes:** Both brakes 4-in. internal-expanding in full-width hubs; chromium-plated rims and rust-proof spokes; 1.75-in. x 20-in. Ceat tyres.  
**Equipment:** Speedometer; electric horn; head-lamp fairing; tool kit; tool box; tyre pump; central stand.  
**Finish:** Scarlet and cream enamel, with chromium-plated details.  
**Weight:** 110 lb.  
**Makers:** Fabbrica Candele Accumulatori Maserati s.p.a.; Via Generale Paolucci, 165, Modena, Italy.  
**Concessionaires:** G. Nannucci, 8 Windmill-street, Tottenham Court-road, London, W.1.  
**Price:** £105 inc. P.T.

A moped from a factory which has won top-most honours in the cut-and-thrust of Grand Prix car racing—is not this the sort of vision conjured up for the sportsman by this sleek Maserati machine?

and the clutch nicely progressive and very firm in operation.

Coupled brakes are used on the Maserati—a system of doubtful legality in Britain, though one which is remarkably efficient. I gather that this point is receiving attention; a pity in many ways, for the above-average 10-ft. stop from 20 m.p.h. which I obtained is a striking illustration of the power of a pair of lock-free, coupled brakes.

Though the riding position is very definitely sports-style—the Italians are very keen on making their mopeds look and feel like miniature racing motorcycles—it is none the less comfortable even though I would prefer a trifle more leg-room. However, the narrow handlebars and indented tank, coupled with the long and cosy dual seat, give a braced position which is ideal for control.

Power from the two-stroke engine is produced with the very minimum of fuss and bother. There is no vibration worth talking about; the exhaust note is restrained; mechanical noise is non-existent. Finally, the finish. This is so good that I am almost tempted to class this as the best-finished moped I have yet examined. I shall be very surprised indeed if the Maserati does not become the yardstick by which the sports-class, road-going moped comes to be judged by the quality-conscious rider.

CENTAUR.