

**ROAD TEST REPORT:****A QUALITY MO-PED****THE  
PRIOR  
"219"**

WHEN a mo-ped of apparently conventional specification is priced at nearly £90 there should be something about it that the ordinary run of machines does not possess and in the case of the model 219 *Prior* the sheer quality of design, material and workmanship is plain to see.

The machine has clean, strong lines and first class finish to attract the eye in the first place but closer examination shows also such items as the unique "drawn rocker arm" bottom link front suspension, hand wheel brake adjusters and a built-in tool compartment with a proper lock and a real kit of quality tools, stainless wheel rims and firm but easily removable side panels. It is a mo-ped designed and built as a high grade engineering job on proven lines.

In the two-speed model which we tested the power unit is the well known *Sachs 50/2* with gear primary drive. Rear drive is by fully enclosed chain. The frame is of welded pressed steel with a single main beam extend-

ing from the steering head in a wide sweep to a rear section that includes the saddle pin mounting, tool box and deeply valanced rear mudguard. The swinging arm rear fork is particularly neat with curved tubes rising into direct line with the telescopic sealed spring/damper units. A neat but strong carrier (strong enough to carry a passenger if desired) has the detail refinement of integral elastic parcel straps.

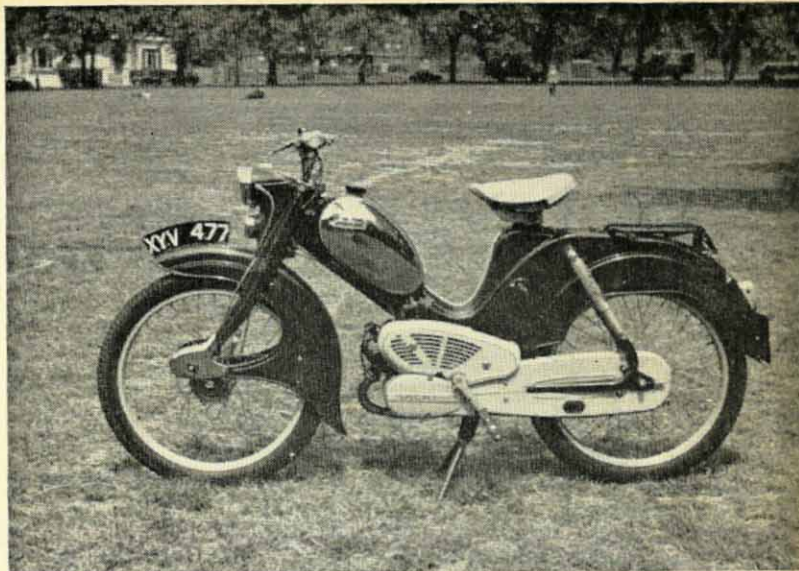
Pressed steel front forks have chromed shields to cover the bottom linkage and a sleek cowling extends to form the body of the headlamp. A steering lock is built in. The fuel tank is large by mo-ped standards, over one and a half gallons with Reserve.

The soft topped, nose hinged saddle is adjustable over a rather limited degree for height and the handlebars for angle.

Stainless steel rims and spokes are featured on the wheels with full width hub brakes 4½-inch in diameter. Both wheels are quickly removable, that at the rear coming away without disturbing the chain and sprocket.

**Performance**

It appeared to us that the *Sachs* engine would have pulled a rather higher gear easily but the effect of the ratio used is to provide a very lively performance with unusual flexibility. Top gear could be used from a fast walking pace up to a maximum of slightly over 30 m.p.h. and the acceleration from 10 m.p.h. upwards is very brisk indeed. First gear was used during the test only for getting away from standstill, ordinary cornering, traffic work and hill climbing being taken in Top without any effort on the part of machine or rider. The clutch is sweet in action and the twist grip gear change requires no physical strength to operate.



The good traffic manners of the *Prior* attracted our attention to another good point about its handling, the very good low speed steering. Time after time we sat almost stationary waiting for pedestrians to cross zebras or traffic lights to change our way, with our feet still on the pedals and the machine apparently balancing itself. At the other end of the speed range the same sound steering characteristics are noticeable, plus the above average standards of rider comfort and road holding provided by the suspension systems. The slightly unorthodox front end springing works excellently and deals equally well with big bumps and small ripples in the road surface. It also enables the powerful front brake to be used to its maximum capacity.

**Top Class**

In this price and quality range there obviously should not be much to criticise and we can only fault this machine for the rather limited range of saddle and handlebar adjustment which means that it can only be really comfortable for people in the medium height and build range.

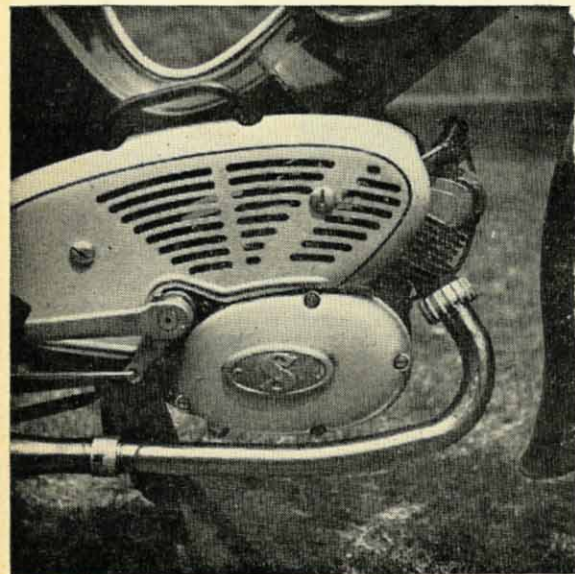
Despite its luxury specification and strong construction the *Prior* is not as heavy as many machines of

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similar paper specification and it can be wheeled and parked easily even in confined garage space. It is capable of long range, full load touring service with a good safety margin and certainly has long life and reliability built in.

For those who like quality and are prepared to pay for it this is a very good buy.

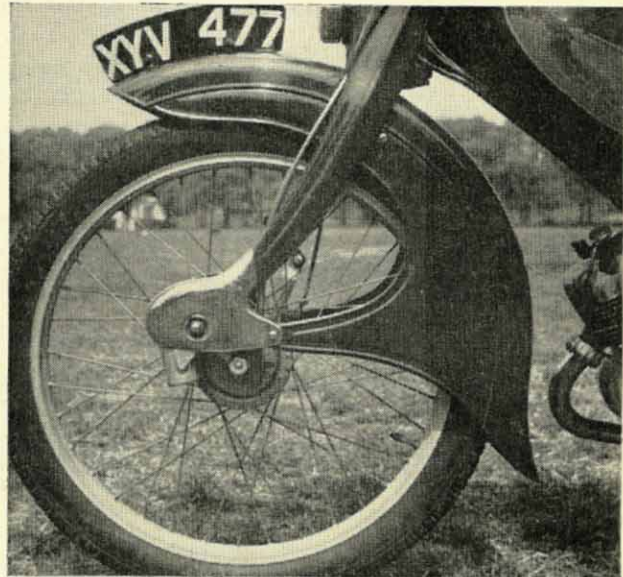
**SPECIFICATION**

**ENGINE:** "Sachs" 50/2 two stroke single. Bore 38 mm. x stroke 42 mm., capacity 47 c.c. Compression ratio 6 to 1, output 1.6 b.h.p. at 4,500 r.p.m. Gear primary drive to 2-speed gearbox with 2 plate cork insert clutch. Final drive by fully enclosed chain.

**FRAME:** Pressed steel all welded single unit with separate fuel tank, capacity 12½-pints. Swinging arm rear suspension with oil damped telescopic spring units. Bottom link front forks.

**WHEELS:** 23-inch x 2.25-inch quickly detachable, drop-out front, knock-out spindle rear removable with chain in place. 90 mm. brakes

*The unusual  
but very  
efficient  
bottom link  
front suspension*



in full width finned alloy hubs. Stainless steel rims and spokes.  
**ELECTRICS:** "Bosch" flywheel magneto, 4-inch headlamp 15/15 watt. Illuminated speedometer. Tail lamp.

**PRICE:** £88 16s. 0d. (3-speed model £92 0s. 9d.) Inc. P.T.

**CONCESSIONAIRES:** Industria (London) Ltd., 248 Holloway Road, London, N.7.



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