

TRIM LINES OF THE IMPERIAL can be seen here. Below is a close up of the very serviceable luggage carrier.

OVER the past few years, moped design and performance has advanced by great strides. Only a relatively short time ago, a moped was virtually a bicycle with an engine mounted at the bottom-bracket position; but now these machines have developed a style of their own and few, if any, can be compared with the models of half a decade ago.

One of the smartest mopeds on the roads of today is the Dutch RAP Imperial machine. The model is in itself an essay in modern design. The admiring looks it drew while it was in the *Trader's* hands were nearly enough in themselves to confirm this journal's own opinion that the Imperial will sell. To date, 5,000 RAP's have been sold in this country. The concessionaire is R. S. Stockvis and Sons Ltd., 12-16 High Street, Walton-on-Thames, Surrey.

The Imperial is by no means a low cost moped—it retails at £97 12s.—but what value for money the customer is offered! The engine is a RAP 49cc three-speed two-stroke single-cylinder unit, with a bore and stroke of 40mm by 39.5mm. Schurle reverse-scampering, helical-gear transmission and cylinder ports cast integrally with the cylinder lining, to eliminate distortion, are all features of the engine.

In looks, the machine resembles a small capacity motor cycle, a 2 3/5-gallon tank, dualseat, leading-link front and swinging-arm rear suspension contributing to this impression. The single beam frame is of pressed steel. A toolbox is fitted as are well styled engine shields. The rear chain is fully enclosed by a sturdy chaincase. Other features of this fully equipped model are a large chromium-plated rear carrier, steering damper, pillion footrests and steering lock.

That, then, is a brief description of the machine. What was it like on the road? In two words: very good.

At first sight, one immediately thinks that the Imperial's weight must deaden the performance of the RAP 50 cc engine. This is soon disproved when one finds oneself buzzing along at 30 mph with another few mph still on tap. With an 11-stone passenger (driver's weight 10½ stones), a speed of between 25 and 30 mph could be maintained.

**SOMETHING GOOD TO
SELL IN 1961-62**

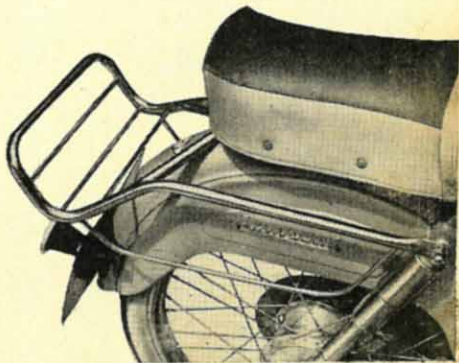
THE RAP IMPERIAL MOPED

**A Dutch three-speed
luxury model**

The three-speed gearbox operated by hand control took some getting used to, changes from second to third being particularly difficult to accomplish without noise. However, with practice, this problem was overcome, the drill being not to overrun the indicated third gear twistgrip position. First gear allowed a minimum non-scratch speed of 5 mph. Second proved useful for overtaking and hill climbing, a maximum of 30 mph being obtainable. In top, maximum was an indicated 38 mph and snatch-free minimum 10 mph.

Handling a light machine is always a delight, and the Imperial was no exception. It could be wound through traffic jams and whipped round corners with ease, its stability giving every confidence to the rider. Handling at over 35 mph, though, deteriorated rapidly. The damper was more ornamental than practical.

(Continued on page 265)



J. C. Whitlock—continued

shows—that “our” show beats the lot. Jack next tacked away towards IA presidents—“I’ve served under 10 of them.” He remembered them all with affection and respect, and had an anecdote about most.

Jack Whitlock recalled that few of them would enter The Towers or Starley House without giving him a look-in and a cheery greeting, even if they had no business to conduct.

Another personality for whom Jack expressed great regard is Major Frank Walker Smith, head of Enfield, who was

IA PRESIDENTS—UNDER WHOM J. C. W. SERVED

C. Gilbert Smith	1939-1940, 1943-1944
J. W. Bryan (the late)	1941-1942
G. H. B. Wilson,	1945-1948
CBE., AFC., JP.	
C. Douglas Terry (the late)	1945-1950
F. A. Kimberley	1951-1952
J. Y. Sangster	1953-1954
H. Evan Price, MBE.	1955-1956
T. J. Boulstridge	1957-1958
D. S. Heather	1959
H. B. Yates, OBE., JP.	1960-1961

president in 1931-32 and has served longer than any other living person on the council of the Association, ever since 1927.

Of Major Watling, Jack Whitlock said

that he believed that no person had done so much for the Association, although he knew that it was perhaps an astounding claim to make. Of the present director, Hugh Palin, he said: “An excellent man for the Association to have at the helm.”

Asked what he regarded as the greatest piece of co-operative working in post-war times between dealers and makers, Jack Whitlock answered without hesitation: “The sale-or-return arrangement devised by Jack Sangster, of BSA-Triumph-Ariel, in 1953 and still working. “It was wonderful,” he commented. No other industry had anything to match it, and it was the envy of the car business.

It was 5 p.m. when Jack Whitlock and I parted at Berkswell on that July afternoon. As I rode home, I turned over our conversation in my mind. . . .

The conclusions that I reached were not dissimilar from what I had expected. Jack Whitlock is a modest man, a background man, a man whose attention to detail has never overshadowed his view of the broad prospect, a first-class organizer—truly, a great son of a great industry.

To Jack, to Mrs. Whitlock, to his two sons and to his tiny grand-daughter, we can only express continuing happiness in future. Jack, you have served the motorcycle and cycle industry faithfully and well, and we love you for all that you have done and for your generous, cheerful and candid self. H.B.

RAP Imperial—continued

Both brakes are full-width finned units, the rear one operated by backward pressure on the pedals. Even with adjustment, the front brake was below standard, the unit lacking bite. The rear brake was, however, good.

The riding position was of the “sit-up-and-peg” variety and if the dualseat had been wider and softer, a most comfortable ride would be possible. As it was, the hard seat made longer trips somewhat uncomfortable.

As said earlier, fuel capacity is 2½ gallons, including reserve, giving the Imperial a range of approximately 350 miles.

Superb lighting is provided by a 17W lighting installation fed by a Bosch generator. Pilot light, main beam and dipped positions are selected by a plastics switch which also incorporates a small horn button.

Greeves

Production of the existing range of Greeves motor cycles (Church Road, Thundersley, Essex) is to continue without alteration for the forthcoming season, because of the continuing popularity of the firm’s machines.

LATEST NEWS FROM . . .**Desmond Cooper**

Following the re-organization of the Midland Gear Case Co., Ltd., reported in the Trader of July 14, Desmond Cooper, for many years the firm’s sales director, has set up as a manufacturer’s agent as Desmond Cooper and Co. Ltd., at 705 Warwick Road, Solihull, Warwickshire. Mr. Cooper holds sole agencies throughout the UK for Midland Gear Case, Latex Cushion and Dewey Waters.

Shortly, Desmond Cooper will be getting in touch with business friends in all parts of Britain, and in thanking them for past support looks forward to continuing the contacts made during his 27 years with Midland Gear Case.

F. P. Heath

After working for the past five years as a manufacturers’ agent for the Excelsior Motor Company, F. P. Heath, of 31 Saintbury Road, Glenfield, Leicester (Anstey 3193) has given up the company.

Mr. Heath is continuing with his other agencies: G and S Valves, Wickall Products and Pearl Electrical (Alite) and will in addition represent the Henley Accessory Co. Ltd., in the West Midlands.

Acton

George Clarke Motors Ltd., established soon after world-war I, is now holding its 38th annual clearance sale of motor cycles.

IceniCAM Information Service



www.icenicam.org.uk