



BINETTA SUPER SPORTS de LUXE

*Latest German Three-speed Moped
Impressive on Test*

ONE of the best all-round mopeds I have yet ridden. That is my verdict on the three-speed Binetta Super Sports de Luxe, powered by the 1.6 b.h.p. Sachs engine, which I have recently been testing. In every way, this machine scores. The suspension is perfectly balanced—I can recall few machines on which the spring rates have been as well chosen. Steering is first rate. Comfort is above average. So is hill climbing. So is economy. So is the speed and acceleration. The finish is tasteful; the styling restrained and practical. Only 30 m.p.h. braking seems to be below par, but it should be noted that the roads were damp when these figures were obtained, and it is probable that under dry conditions an improvement could be expected.

My introduction to the Binetta came on a

day when conditions tested both the machine and myself! Within minutes of taking delivery, I was battling through a minor blizzard, and when I was still 10 miles from home the Binetta was ploughing its way through several inches of virgin snow. None the less, I was able to keep it stepping smartly along at an easy 25 m.p.h. without any cause for alarm—that moped cornered as if the roads were surfaced with emery cloth!

Next day, I rode it on slippery, packed snow, again without the trace of a skid, and then tried it in foot-deep drifts on a nearby country road without requiring more than the odd foot to the ground to keep upright. Only a machine of the finest quality could have performed as the Binetta did.

Dry-road riding revealed the full extent of

The BINETTA at a GLANCE

Maximum Speed: 36 m.p.h. in 33 sec. from rest.

Economy: 162 m.p.g. at 20 m.p.h.
142 m.p.g. at 30 m.p.h.

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

Both brakes . . . 15 feet. 40 feet.

Front only . . . 22 feet. 50 feet.

Rear only . . . 37 feet. 77 feet.

Load carried during test: 200 lb.

Engine: Sachs two-stroke; 38 mm. bore x 42 mm. stroke = 47 c.c.; c.r. 6 to 1; 1.6 b.h.p. at 4,750 r.p.m.

Gearbox: In unit with engine; three speeds, with handlebar twist-grip change; gear primary and chain final drive.

Frame: Welded-up from steel pressings; swinging-fork rear suspension; leading-link front forks controlled by coil springs.

Tank: 1½-gal. capacity.

Lights: Integral head and tail lamps fed direct from Bosch flywheel magneto-generator.

Wheels and Brakes: Both brakes 3½-in. internal-expanding in full-width hubs; 2.25-in. x 23-in. Continental whitewall tyres; chromium-plated rims and rust-proof spokes.

Equipment: Electric horn; tyre pump; tool kit; inbuilt tool compartment; speedometer; centre stand; lifting handle; luggage carrier.

Finish: Maroon and grey enamel, with chromium-plated details.

Weight: 110 lb.

Makers: August Rabeneick GmbH, Fahrrad- und Motorradfabrik, Friedrichsdorfer-strasse 80, Brackwede i.w., Germany.

Concessionaires: Stuart and Payne Ltd., 4, Broad Street-place, London, E.C.2.

Price: £87 3s. inc. P.T.

Just the machine for donkey-work is the Binetta Super Sports de Luxe, seen here in its latest three-speed form with the well-tried Sachs engine.

the Binetta's virtues. At its full cruising speed of over 30 m.p.h. the model could be driven over a sunken drain without my feeling the jar. Bottoming must be next-door to impossible with this suspension. Save for one slight period at 25 m.p.h. there was no objectionable vibration in the power unit, and the shielding was almost free from drumming.

However, either engine or road vibration caused speedometer oscillation at top speed, and the instrument was consequently not completely reliable over 30 m.p.h.

Clutch take-up I found to be smooth, and the three-speed gear-change quick and reasonably positive. The braking performance, already noted, was enhanced by the refusal of the "anchors" to lock the wheels save under extreme provocation.

With fine performance and handling coupled with such design points as a rubber seat which is really comfortable and warm, a nicely-positioned lifting-handle and smartly concealed tool compartment, this latest Binetta should emulate the popularity already achieved by earlier models from the same factory.

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