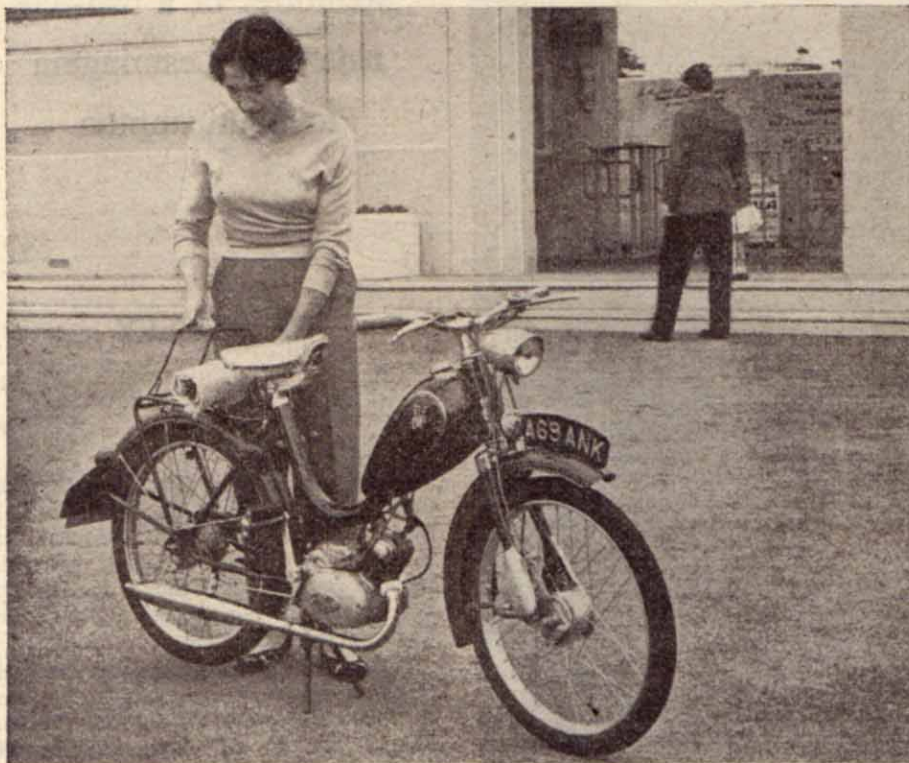


The U.T. "ELFI"

Hill Climbing and Acceleration Distinguish
this Simple German Moped



FAIRLY frequently I make a 14-mile journey from central London to the outer suburbs by moped. Time taken? Before the U.T. "Elfi," on average, 40 minutes—21 m.p.h. On the U.T. "Elfi," 35 minutes—24 m.p.h.! And, with two out of three mopeds marketed in Britain costing more than £70, this small-boned, big-hearted German model is, at £69 15s., in the medium price-range!

Surprising? You may be even more surprised to know that the time difference has nothing to do with maximum speed. The marrying of the two-speed Sachs 47-c.c. power unit with simple frame and forks has produced a top speed, immediately after running-in, of 33 m.p.h. That's about normal. But it has also produced acceleration and an appetite for hills that is little short of amazing.

My 14-mile run is along one of those traffic-choked corridors to a major Metropolitan dormitory, zebra-crossed and fairy-lit with traffic lights, and including two notable hills. Full-throttle work is restricted to about three miles, so it is entirely in sharp getaways and splendid hill-climbing that the U.T. saves minutes, making it, indeed, an almost perfect moped for town travel.

Not that it is any less a live-wire in more normal conditions. With 12 stone aboard,

the needle never dropped below 15 m.p.h. on the Surrey test hill, and although bottom gear was engaged for half of the climb the U.T. would probably not have baulked too badly at staying in top until the final short "agony" corner. Acceleration was equally exceptional on the level-road test—from rest to 33 m.p.h. in 15 seconds, time after time, without a false note.

But, unfortunately, you can't have such power and a foam-rubber ride for £69. The front leading-link suspension is excellent (and neatly cowled), but the rear end is rigid, and despite the wide, sprung-rubber saddle, vibration is inclined to irritate a little at maximum revs.

Handling, too, needs some getting used to. It would seem that the angle of the forks is a shade steep and the front tyre pressure critical. The model goes round corners smoothly enough if the pressure is right, but with the throttle full open one wonders what would happen upon encountering a sizeable bump with one hand off the handlebars (a very comfortable straight pair) and an over-inflated tyre.

Braking is average, the front anchor being a little "soft," and the rear a shade sharp if not applied smoothly, but accessibility for maintenance rates full marks, an achievement indeed on so compact a machine.

A real boon is the ample tubular carrier,

The U.T. at a GLANCE

Maximum Speed: 33 m.p.h. in 15 sec. from rest

Economy: 120 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, 15 feet. 27½ feet.

Front only, 30 feet. 50 feet.

Rear only, 25 feet. 47 feet.

Load carried during test: 170 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; two speeds, with handlebar twist-grip change; chain primary and final drives.

Frame: Of welded tubular construction, with rigid rear end; leading link front forks.

Tank: 1½-gal. capacity.

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

Wheels and Brakes: Both brakes 4 in. diameter internal expanding in full-width hubs; light alloy rims and rust-proof spokes; 2.00-in. x 23-in. Odenwall tyres.

Equipment: Electric horn; pump; tool kit; tool box; luggage carrier with spring retainer; speedometer.

Finish: Maroon enamel with gold lining; chromium-plated details.

Weight: 85 lb.

Makers: U.T. Motorradfabrik, Stuttgart, Germany.

Concessionaires: Indian Commerce and Industries, Ltd., 29, Ludgate-hill, London.

Price: £69 15s., inc. P.T.

All set for the plunge? She won't go far wrong with the U.T., an ideal ladies' moped (left). Below is seen the smart front suspension.



with its spring-loaded luggage retainer. It is big and strong enough to convey most miscellaneous articles, and is simply ideal for a businessman's briefcase or a lady's handbag.

Yes, come to think of it, definitely for a lady's handbag. Petite and pertly elegant in appearance, the elfin "Elfi" has a constitution to compare with the best. The combination, I think, makes it an ideal ladies' moped. After all, it attracted more than a passing glance from Mrs. Centaur. And that is a compliment indeed!

CENTAUR.

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