

ROAD TEST REPORT

ELFI

low-priced, neat,
efficient, Sachs-engined
mo-ped

DURING the 1957 season the accent in new mo-peds has been rather on the luxury machines in the higher price range and there was, therefore, particular interest in the arrival of the *Elfi*, a simple, straightforward mo-ped and at a modest and straightforward price.

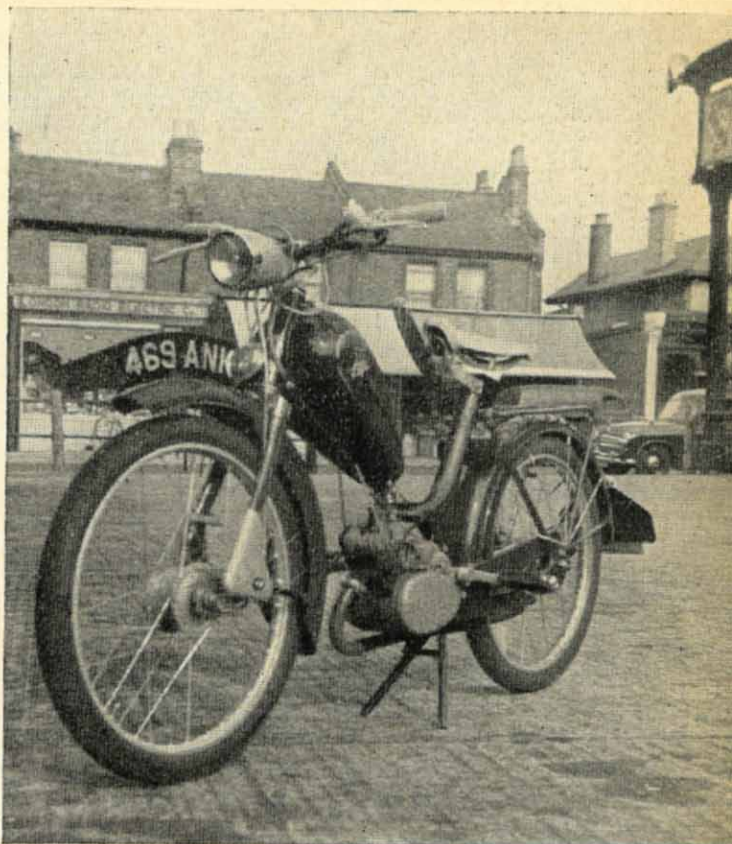
There is nothing in the paper specification to attract special attention: single tube frame, bottom link front forks, Sachs 47 c.c. 2-speed engine/gear unit; but in its handling the machine is quite noteworthy for the quietly efficient way it does its job with a rather above average performance on hills.

Useful Power

The engine unit is in no way special to the *Elfi* but, by use of correct gearing and the mechanical efficiency of the lightweight and fine rigid frame, very good use is made of the power available. Acceleration and hillclimbing are rather above current average for 2-speed mo-peds, starting is easy and certain, and silence standards, high except for a persistent whine in the primary gear drive, not serious but noticeable.

Steering is light and roadholding good if the tyre pressures are correct. As with most rigid frame machines, over-inflation of the 2-inch tyres at either end has a bad effect on both handling and comfort. The comfort of the rider is well looked after by the adjustability of both saddle and handlebars for height. Some vibration is felt at high revs but it never gets to the stage of being uncomfortable, rather like resting a hand on the back of a purring cat. It is not felt through the saddle or pedals. The brakes are adequate but neither of them would lock the wheel on the machine tested. Used together, as they should be, they stopped the machine smoothly and quite quickly.

Very good hill climbing is part of this mo-ped's attraction with light weight and accessibility.



Top speed is a little over 30 m.p.h. on the level but the performance is best appreciated in traffic or on give and take gradients where the acceleration, pulling power and smoothness when over-revving could all be used to advantage. Naturally no rigid frame machine can float over bad roads as a well-sprung job would do but at no time during the test did the throttle have to be cut back for the sake of stability.

Value

Detail work is good and useful. There is a substantial carrier with a spring catch for small parcels or the rolled-up mac. Lamps are efficient and all controls are well made and well fitted. Despite its light weight there is nothing flimsy in the whole machine or its equipment. The finish in red is smart but the enamel did show signs of rubbing in places and some care will be needed to maintain appearance under all-weather conditions. This is the only respect in which the *Elfi* shewed its low price range position. The plating on the other hand, seems very good indeed and should be quite durable.

To sum up, this is a welcome newcomer to the British market in that it

offers very good value for money in performance, appearance and good handling qualities. It is an excellent example of conventional design with that little extra practicability that comes from building with the rider's viewpoint in mind.

SPECIFICATION

ENGINE: "Sachs" 38 mm. x 42mm., 47 c.c. with 6 to 1 compression ratio, giving 1.6 h.p. at 4,675 r.p.m. 2-speed gearbox in unit.

FRAME: Welded tubes with single swan-neck tube main section. Bottom link front forks, shrouded.

TANK: 1½ gallons including 2-pint reserve.

WHEELS: 23in. x 2in. with 4in. full width brakes.

ELECTRICS: "Bosch" flywheel magneto with 17-watt lighting coils. Twin beam headlamp, electric horn and built-in speedometer as standard.

CONCESSIONAIRES: Indian Commerce and Industries, Ltd.,
PRICE: £69. 15s. 0d. (including P.T.).

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