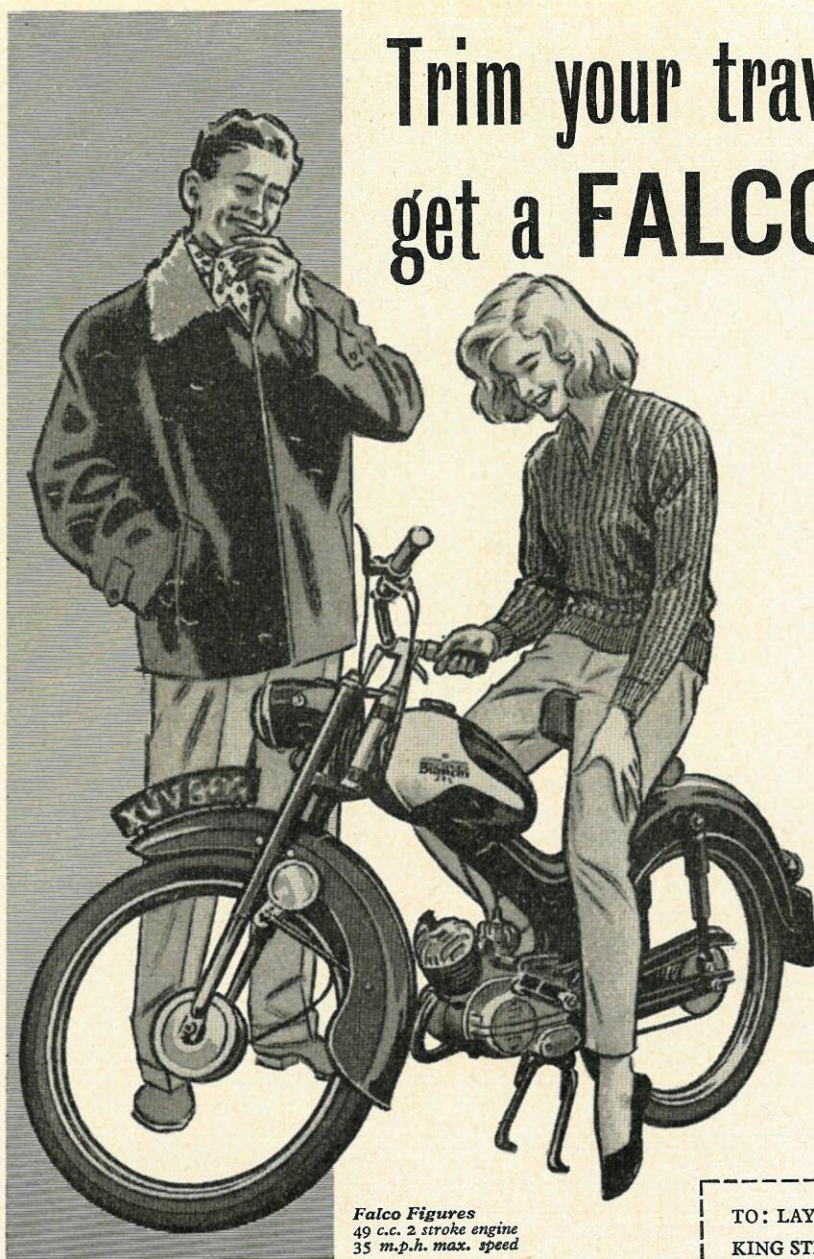


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Falco Figures
49 c.c. 2 stroke engine
35 m.p.h. max. speed

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pp/1

ROAD TEST REPORT:

The BIANCHI "Falco"

**A Lively Italian
Sports Mo-ped**

THE light sporting type of mo-ped has become almost an Italian monopoly. Because of the speed restrictions imposed on the class in Germany and other Central European countries, the higher priced mo-peds have become luxurious, heavy and much enclosed while the Italian designers have put their lively engines and three-speed gearboxes into light, open frames with an eye to optimum performance.

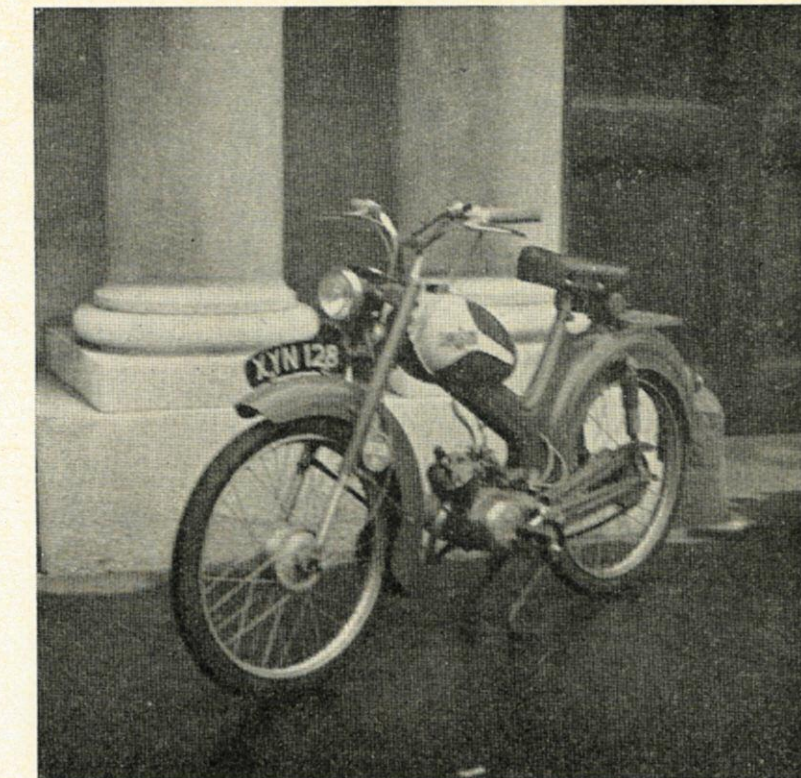
Bianchi, famous cycle manufacturing firm for generations past, have developed their mo-peds along these lines and one of their latest products is the *Falco* handled in this country by Layford (Automotive) Ltd., an N.S.U. associate company.

The machine is a modern beam frame job of all welded construction with the main beam, engine mounting and rear mudguard in a single built-up section. The swinging arm rear fork is sprung on two telescopic, oil-damped suspension units. Front forks are also telescopic and the 2½-gallon tank is saddle mounted over the main beam of the frame. Handlebars are adjustable for height and saddle for both height and angle. A cylindrical tool box and a sturdy carrier are welded on to the rear guard assembly.

Wheels are 19-inch x 2-inch (23-inch tyres) with finned full-width light alloy hubs. The separate headlamp is carried on brackets and contains the illuminated speedometer.

The engine/gear unit is completely unshielded, an advantage from the viewpoints of accessibility and perhaps cooling but the provision of nothing but a skimpy top run guard to the rear chain rather overdoes the accessibility at the expense of exposure.

A conventional two-stroke, the power unit has a bore and stroke of 38 mm. by 43 mm., and a compression ratio of 6.8 to 1. It is designed to rev and peaks in standard tune at 6,500 r.p.m. The flywheel magneto with lighting coils is completely enclosed in



the crankcase/gearcase shell but made accessible through an easily detachable circular panel on the nearside. Primary drive is by helical gears and there is a "crossover" to the final drive sprocket. The three speed gearbox has a multi-plate clutch running in oil.

Roadworthy

As might be expected from a racing cycle stable, the *Falco* is very easy to handle with steering and roadholding of a very high order. It was taken over on wet roads for its first trip across London and within a mile the rider felt quite at home and was, for instance, quite unworried when the new engine tightened up suddenly and locked the rear wheel. Later, with greater familiarity some deliberate liberties were taken including violent braking on alternate wheels. The *Falco* jumped around a bit but did not try to lie down.

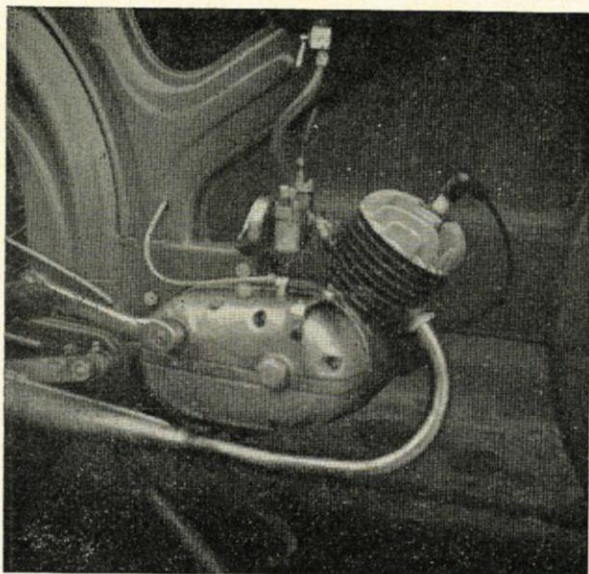
A rather small and hard Italian type saddle spoiled the comfort over any distance but apart from that the riding position could be adjusted to suit almost any size and shape of rider and this, coupled with excellent springing, suggest that real comfort would not be hard to get. Controls are light and easy to hand and driving

is effortless. The only point of criticism in this connection is the usual one with three-speed hand changes—Second is sometimes missed, even when used to it.

Designed as a high revving unit, the engine appeared to be a little over-gearred for maximum speed. 35 m.p.h. in Top was followed almost too closely by 31 m.p.h. in Second while maximum speed on only a slight down grade went well over 40 m.p.h. without apparent over-revving. This gearing is probably a deliberate policy designed to make the machine smooth and reasonably quiet under normal riding conditions as well as economical and it certainly does that. There is very little vibration indeed throughout the speed range and, although such a fast turning engine can be heard, the standards of exhaust silence are good. Mechanical noise is negligible.

Transmission is smooth and quiet in all gears. Changes are fast and easy except for the aforementioned sometimes elusive Second gear. The rear chain is barely shielded by the narrow top run guard and is either left unlubricated or puts some of its grease on to the rider's clothing if care is not exercised when manhandling.

Tribute must be paid to the brakes which are absolutely first-class stop-



The engine is clean, wide open and very accessible

pers from all speeds on all surfaces. They could both lock their wheels if used hard enough but they could also caress the machine to a standstill on the slimiest of roads without a slide.

Dual Purpose

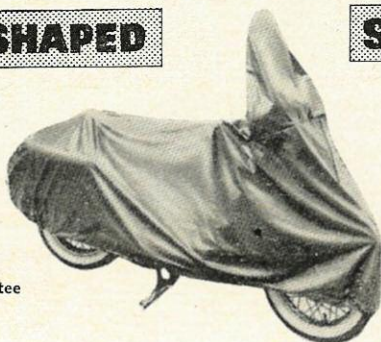
As we have noted with other machines of this type, the pedals are quite useless as the engine will do all that any reasonable person can ask of it on one of its three gears. The *Falco* is, in fact, a very attractive ultra-lightweight motor cycle and as such has its main appeal to the sporting type of rider. Nevertheless it is quite a useful means of personal transport for everyday use and is one of the fastest things on wheels in traffic be-

cause of its extreme handiness and lively performance.

The engine is flexible enough to amble around at quite modest speeds on the higher gears and a change down provides ample power for acceleration and climbing capacities of a useful standard. One point of criticism, however, from the angle of the rider with a lot of parking to do is that the centre stand proved a rather wobbly affair during the test.

For long-range touring the *Falco* should be very good. It has a really strong carrier and a rear suspension system that should carry camping loads without stress to machine or rider. The large capacity fuel tank should provide any day's touring on one fill-up.

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SPECIFICATION

ENGINE: "Bianchi" two-stroke single with iron cylinder, alloy head. 38 mm. x 43 mm., capacity 49 c.c., compression ratio 6.8 to 1, output 2 b.h.p. at 6,500 r.p.m.

TRANSMISSION: Gear primary drive to 3-speed gearbox in unit with engine, 3-plate clutch in oil. Final drive by open chain.

WHEELS and TYRES: 19-inch wheels, plated rims on full-width alloy hubs. Tyres 23-inch x 2-inch whitewall.

FRAME: Pressed steel all-welded single beam type with integral engine bearers and rear mudguard. Swinging arm rear forks with sealed oil-damped telescopic spring units. Front forks telescopic. Finish red.

ELECTRICS: Makers flywheel magneto with lighting 15-watt coil. Double filament headlamp with built-in speedometer. Electric horn.

PRICE: £79 19s. 11d. (including P.T.).

CONCESSIONAIRES: Layford (Automotive) Ltd., 134-136 King Street, London, W.6.

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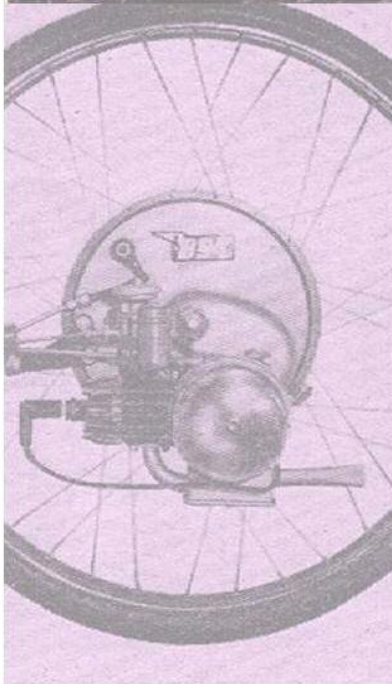
Phone 28532.

ISLE OF MAN RALLY

The 1960 Isle of Man Scooter Rally will run from 25th of June to 2nd of July. At a press conference in London last month, Captain J. M. Cain, Chairman of the Isle of Man Tourist Board, explained that it had not been possible to arrange scooter week so that it followed the TT immediately. The scooter rally was being held a fortnight after the TT with Cycling Week intervening.

Captain Cain said that the rules for the rally would probably be modified to incorporate manufacturers' suggestions but that the main lines would be similar to 1959.

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