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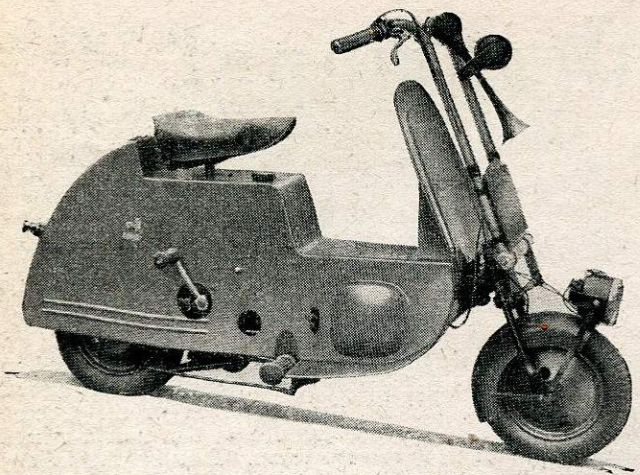
IceniCAM Information Service

What I Rode

in 1950

Interesting Impressions of Machines Ridden
to 1,000 c.c.

Last Year—Models Ranging from 98 c.c.
By "TORRENS"



With the Jack Olding scooter-type shielding, the Corgi has a fresh personality

The fact is that a very high proportion of the five-figure mileage the 37 machines have done is indeed. There has been no complaint for a single experience. This is the machine that you should have a model. It has not been a motor cycle of 125, 150 c.c. In the list of the all, more than 70,000 that please been

production amount of fewer c.c. which seem exceptionally good, economical side

"LOG?" If you were to look over my shoulder as I am riding, you might be taken aback

standably so in view of its excellent performance. Early in the year I tried a Corgi fitted with the Jack Olding scooter-type enclosure. The neatness of the conversion is well known. What came as a surprise to me was that the shielding seemed to improve the whole handling of the little machine. I cannot credit the suggestion that the shape cleaving through

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the air is at the root of this, because there is no question of high velocities. More likely, weight distribution and, possibly, the psychological effect of greater bulk, have something to do with it.

The Corgi is, of course, a Brockhouse production. A year or more ago I visited Brockhouse (Southport) to try some prototype machines. The production-model 248 c.c. Indian was in embryo. It handled well, and if engine and machine were developed skilfully, it obviously had possi-

abilities. That such an excellent 250 c.c. side-valve should be on the market—unfortunately for riders at home, only the U.S. market at present—in a matter of months seems to me to be a very remarkable feat. Frequently one finds that machines are still in the development stages after a year and two years. If the factory can manage this, what will they do next? I am thinking hopefully in terms of new motor cycles, and for home as well as oversea!

Finally, at a tangent, the Moto-Guzzi Galletto. This three-cylinder, 160 c.c. overhead-valve single-cylinder machine has, as