

noiseless and robust, as is the clutch, which, however, exhibited a tendency to snatch, due to stiffness in the operating mechanism of this particular example.

**Performance**

Getting 34 m.p.h. from a 49 c.c. engine with the weight of scooter panelling surrounding it must be reckoned as good.

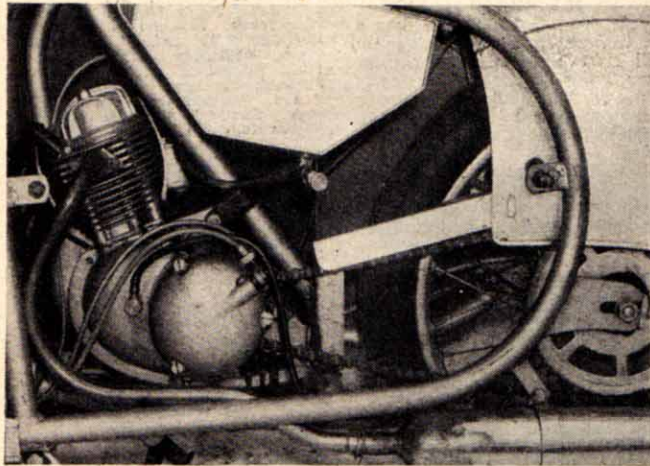
The "Popular" pulls extremely well on hills, accelerates swiftly and keeps its place among city traffic when pulling away from traffic lights. The cruising speed is whatever top speed can be obtained and both gear ratios are correctly chosen.

Obtaining precise all-over fuel consumption figures is not too easy on a machine which has no

speedometer (such a fitting is not required by law with this engine capacity), but by measuring a precise quantity of fuel and driving flat out over a known distance, we arrived at a figure somewhat over 130 m.p.g., and gentler handling would undoubtedly improve on this very considerably—possibly by as much as 40 per cent.

The brakes were quite outstanding and pulled the machine up in a very short distance indeed. One could lock the rear wheel by over-enthusiastic use of the pedal, but the front "stopper" was quite vice-free and gave the rider that highly necessary confidence.

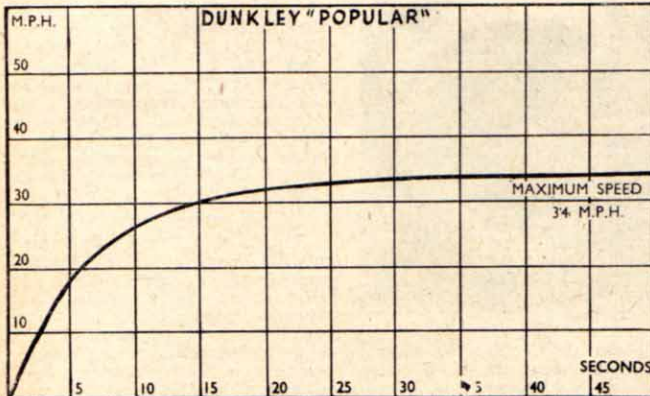
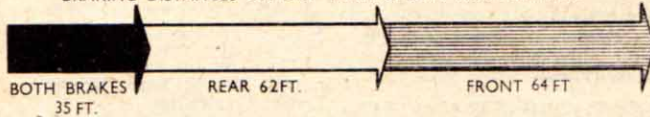
Invariably, the scooter pulled up in a straight line.



The exhaust pipe emerges from the side of the cylinder head and leads to a large and effective silencer. The rear chain, although not encased, is easily reached for servicing and adjustment.

**PERFORMANCE IN A NUTSHELL**

BRAKING DISTANCES ON DRY TARMACADAM FROM 30 M.P.H.



"Now, what was it she told me to get—irises or a geranium?" The "Popular" is ideal for shopping trips and has a large carrier for "bringing home the goods."

**Comfort and Steering**

Bearing in mind that there is no rear suspension, that the front fork is very stiff in action and that the saddle is almost a pedal cycle one, the comfort afforded was good.

Cobblestones could cause juddering, and bumps of more-than-usual magnitude could undoubtedly be felt, but they never diverted the machine from the chosen line.

Here, one must again bear in mind the use for which the "Popular" is intended: riding to work. For this—even up to 10-mile journeys—the comfort is perfectly adequate.

The general handling, steering and cornering were all so good as to bring almost surprised praise from our testers. Everyone agreed this little machine is quite sure-footed, even on slippery surfaces, does what it is told, always, and makes no fuss about the matter whatsoever.

The weather protection was judged "fair," but adding a screen would help immensely.

**The "Electrics"**

Briefly, the lights are quite satisfactory for 30 m.p.h. usage and the whole system is simple and made with the minimum number of working parts and wires. There is little more to write on the subject, for sufficient light is suffi-

cient light and that's the end of the matter! No doubt, a "searchlight" would be welcomed, but the power drain on the 49 c.c. motor would not be justified.

**Accessibility**

It almost goes without saying that a simple machine is simple to work upon. The side panels of the "Popular" are retained by large wing nuts of the sports cycle axle type and with these removed, there is plenty of room for engine tinkering.

The engine can be removed from the frame very simply and quickly and its construction is such that anyone who has the ability to make models with a Meccano set or to dismantle a bicycle can strip it, service it and put it all back together correctly without any pieces being "left in the box."

Both wheels are easily removable and relining the brake shoes would be another simple task.

So what does one get for £75, apart from an enforced, purchase tax-disguised share in Britain's economy?

The answer is: an extremely cheap to run, light, safe and reliable little mount which, while not likely to inspire terrific enthusiasm as an aesthetic masterpiece of stylized engineering should undoubtedly give good service, and, above all, be very useful.