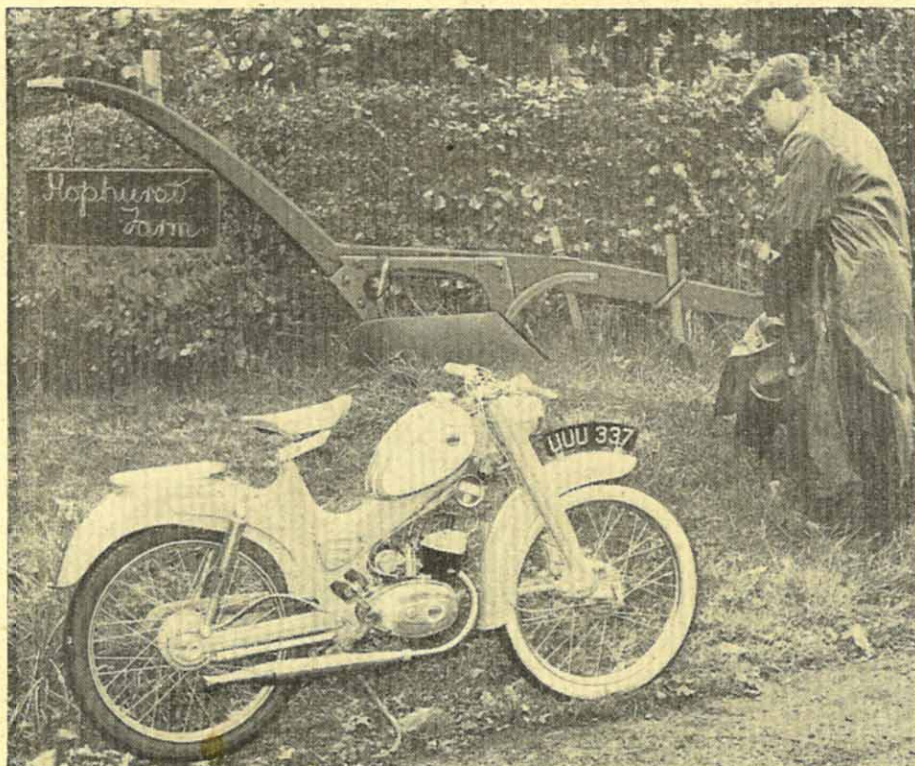


H.M.W. "LUXUS"

A Touring Mount Par Excellence From Austria



AUSTRIA is famed for many diverse things. There is the fairyland enchantment of the Tyrol; the savoury appeal of Wienerschnitzel; the Edelweiss-fragrance of smooth-palated Altwater; the muddy but romantic Danube; and, in the mechanical line, the sheer excellence of her two-strokes.

If Austria has ever produced a road-going four-stroke unit for two-wheelers I have yet to hear of it, but from her factories come two-stroke engines of great refinement and outstanding performance. Of these, in the moped field, none can match the popularity of the H.M.W. range, all of which have high-performance two-stroke engines. Of these machines, possibly the smartest is the touring "Luxus," a moped of the very highest class.

You cannot ride a "Luxus" a hundred yards, before the sheer comfort of it is impressed upon you. The saddle is super-soft, with its own independent springing, and the machine itself is suspended by a sensitive swinging fork at the rear and leading links at the front. As a result, it simply floats along the road, with the rider insulated from bumps, pot-holes and those other refinements of modern arterial roads!

Good suspension usually means good steering; it certainly does so in the case of

the "Luxus," which can be cornered quickly and sharply almost at a nod of the rider's head. Wet roads or dry—it makes no difference to the leech-tenacious road-holding of the H.M.W. And, of course, the way in which the machine hugs the road contours is a guarantee of good behaviour under heavy braking—a very important consideration.

But it is the engine which is the heart of the machine, and a very stout, evenly-beating heart it is. Smooth throughout 90 per cent. of its range, it will waft the machine into the 20-m.p.h. bracket in first gear alone, and a quick flick of the gearchange grip will bring top gear into play for smooth acceleration into the middle thirties. Cruising at 30 m.p.h. is a happy business, for there is no nagging insistence in one's mind that the willing little unit is being flogged. Very far from it... it is purring nicely at about three-quarter throttle.

Hill-climbing, of course, is above average in standard, though the "Luxus" prefers a relatively early change into bottom gear rather than a low-revving climb in top gear.

Thanks to a generous range of saddle adjustment the riding position should prove acceptable to riders of almost any build, though I for one would have preferred the handlebars to be a little further forward. But only one real fault was noted during

The H.M.W. at a GLANCE

Maximum Speed: 34 m.p.h. in 27 sec. from rest.

Economy: 155 m.p.g. at 20 m.p.h.
120 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.
Both brakes 17 feet. 45 feet.
Front only 35 feet. 55 feet.
Rear only 25 feet. 48 feet.

Weight carried during test: 200 lb.

Engine: H.M.W. two-stroke; 38 mm. bore x 44 mm. stroke = 49.9 c.c.; c.r. 6.5 to 1; 2.2 b.h.p. at 6,100 r.p.m.

Gearbox: In unit with engine; two speeds, with handlebar twistgrip change; chain primary and final drive.

Frame: Welded-up from steel pressings; swinging fork rear suspension; leading link front forks sprung by coil springs.

Tank: 1½-gal. capacity.

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

Wheels and Brakes: Both brakes 4-in. internal-expanding in full-width hubs; steel rims and rust-proof spokes; 2.25-in. x 23-in. whitewall tyres

Equipment: Electric horn; speedometer; tools; in-built tool box; tyre pump; luggage carrier; centre stand.

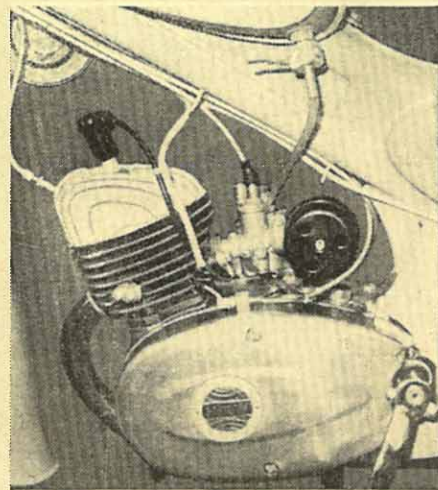
Finish: Blue and cream enamel, with chromium-plated details.

Makers: Halleiner Motorenwerke a.g., Hallein, Austria.

Concessionaires: Motor Imports Co., Ltd., 158, Stockwell-road, London, S.W.9.

Price: £79 19s. 1d. inc. P.T.

The old-fashioned plough contrasts effectively with the up-to-the-minute lines of the Austrian-built H.M.W. "Luxus" (left), the powerful 50 c.c. two-stroke engine unit of which is seen below.



the test—on isolated occasions it was difficult to persuade the machine into neutral when at a standstill.

Tastefully finished in light blue and cream; stoutly built from steel pressings of obvious quality; powered by as stout-hearted a two-stroke as ever fired; and combining in one machine the performance of a sports job with the comfort of a tourer, the H.M.W. "Luxus" is indeed a fine ambassador for its makers.

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