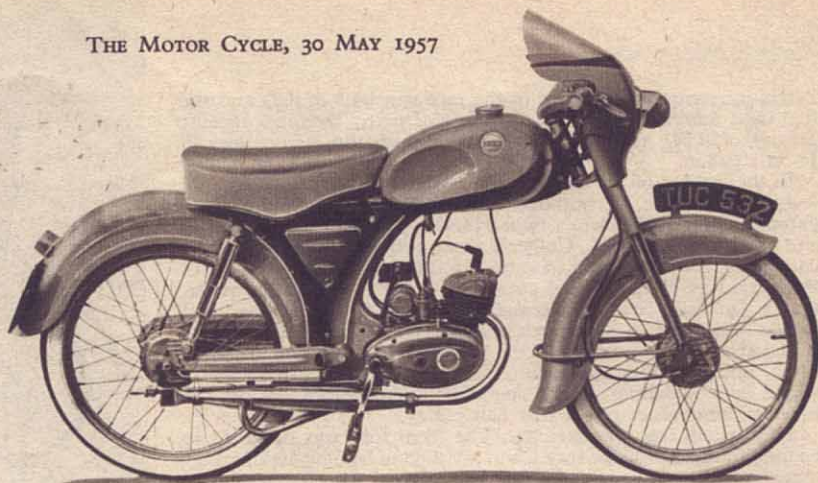


ROAD TESTS OF NEW MODELS

50 c.c. HMW Supersport



Imported Austrian Two-speed Moped Styled on the Lines of a Miniature Motor Cycle

LAATEST trend of development in the moped world is the introduction of machines which, save for the retention of pedals, bear a closer affinity to ultra-lightweight, super-sporting motor cycles than mopeds. The machines are usually equipped with a relatively large fuel tank, a narrow, flat handlebar and full-width hubs, and provide a high performance—maximum speeds in the region of 40 m.p.h. are by no means uncommon. A typical example of this type of machine is the 50 c.c. HMW Supersport.

The spine-type frame is of composite tubular and pressed-steel construction, the rear pressings being extended to form a deeply valanced and effective mudguard. The two-gallon fuel tank (which incorporates a reserve tap providing sufficient fuel for about seven miles) is mounted in the orthodox motor-cycle position and has recesses for the rider's knees. The sporting lines are completed by a racing-type seat, narrow handlebar and a small steering-head fairing embodying a low plastic windscreen. The two-speed gear box is in unit with the peppy two-stroke engine. Movement of a lever sited on the left of the crankcase casting behind the carburettor and turning of the twistgrip gear control into the neutral position enables the Supersport to be pedalled as a bicycle.

Though the telescopic front fork and pivoted-fork rear springing were somewhat firm in action the standard of insulation from road shocks was adequate irrespective of the nature of the surface underwheel. Handling qualities were beyond reproach and the Supersport inspired confidence on such treacherous surfaces as wet stone setts. As might be expected, the positions of the seat, handlebar and pedals require the rider to adopt a semi-racing crouch and much of the weight of his body is taken by the wrists. A more upright and less cramped posture would be better if the machine is used as an orthodox moped for normal runabout work.

Whether cold or hot the engine could always be relied upon to start at the first or second attempt. The procedure was to select neutral and, with the decompressor (operated by a trigger on the left of the handlebar) open, push down smartly on one of the

pedals. The decompressor trigger was released when the pedal crank had completed approximately half its travel. When starting from cold liberal flooding of the carburettor was required.

From rest, acceleration was so brisk that the Supersport would more than hold its own with city traffic. The engine develops its power at relatively high r.p.m. and to achieve a rapid getaway the clutch had to be slipped until a speed of about 7 m.p.h. was reached. Smooth and progressive in its take-up of the drive, the clutch remained unaffected by such treatment. Useful speed ranges in low and high gear were respectively 7 to 18 m.p.h. and 15 to 38 m.p.h. (the machine's level-road maximum). Maximum speed in low gear was 20 m.p.h. In the normal course of events both upward and downward changes were made at 15 m.p.h.

Cruising speed lay anywhere between 20 and 35 m.p.h. and the higher figure could be held indefinitely without the engine showing signs of stress. Power delivery was smooth except for a period of high-frequency vibration felt through handlebar and pedals between 26 and 29 m.p.h. in high gear. Though healthy, the exhaust-note never became obtrusive. Checked in moderate town traffic at a speed of between 20 and 25 m.p.h., fuel consumption worked out at the commendable figure of 168 m.p.g. On the open road and employing full throttle wherever possible, the figure dropped to 104 m.p.g.

One of the most outstanding characteristics of the Supersport was its excellent hill-climbing capabilities. The majority of main-road gradients could be ascended at between 25 and 30 m.p.h. according to their severity. Hills as steep as 1 in 12 were easily surmounted at 17 m.p.h. in high gear. Steepest gradient encountered during the test was 1 in 6—the Supersport romped up at a steady 13 m.p.h. in low gear.

Brakes are of 4in diameter and housed within full-width, light-alloy hubs. Applied together the brakes would bring the machine to rest in 39ft from 30 m.p.h. The stopping distance would have been reduced considerably had the front brake possessed more bite. Spread of light provided by the headlamp was sufficient for full use to be made of the machine's performance on unlit roads after dark. The dipped beam had a sharply defined cut-off and proved inoffensive to oncoming traffic.

Equipment of the Supersport, which is finished in poppy red, black and chromium, includes a speedometer and an effective electric horn.

SPECIFICATION

ENGINE: 50 c.c. (38 x 44mm) two-stroke. Cast-iron cylinder with detachable light-alloy head. Compression, ratio 6.5 to 1. Petroil lubrication.

FRAME: Spine type of composite tubular and pressed-steel construction. Telescopic front fork and pivoted-fork rear springing.

CARBURETTOR: Dellorto with air filter.

IGNITION AND LIGHTING: Bosch flywheel magneto incorporating 17-watt generator for direct lighting. Twin-filament headlamp bulb.

TRANSMISSION: Two-speed gear-box in unit with engine and controlled by left-hand twistgrip. Gear ratios: low, 28.3 to 1; high, 14.4 to 1. Two-plate wet clutch. Final drive by $\frac{1}{2} \times \frac{7}{8}$ in chain.

FUEL CAPACITY: 2 gallons; tank fitted with reserve tap.

TYRES: Semperit 2.25 x 23in front and rear.

WEIGHT: 124 lb.

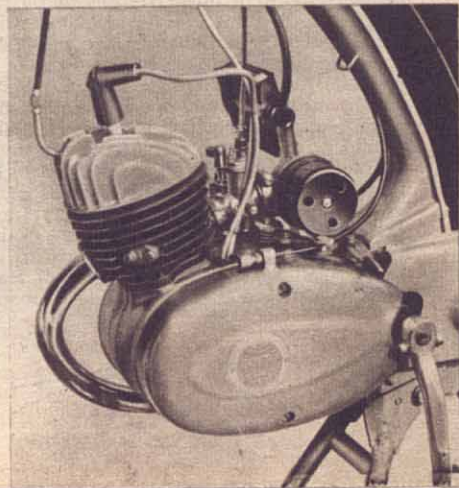
PRICE: £73 1s. 9d. With purchase tax (in Great Britain only), £89 19s. 6d.

ROAD TAX: 17s. 6d. a year.

MANUFACTURERS: Hinterberger, Schreitle and Co., Hallein, Salzburg, Austria.

BRITISH CONCESSIONAIRES: Motor Imports Co., Ltd., 158, Stockwell Road, London, S.W.9.

The two-stroke engine develops its power at high r.p.m. and was unaffected by long spells of hard driving. A detachable deflector plate is fitted at the top of each transfer port in the cylinder casting



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