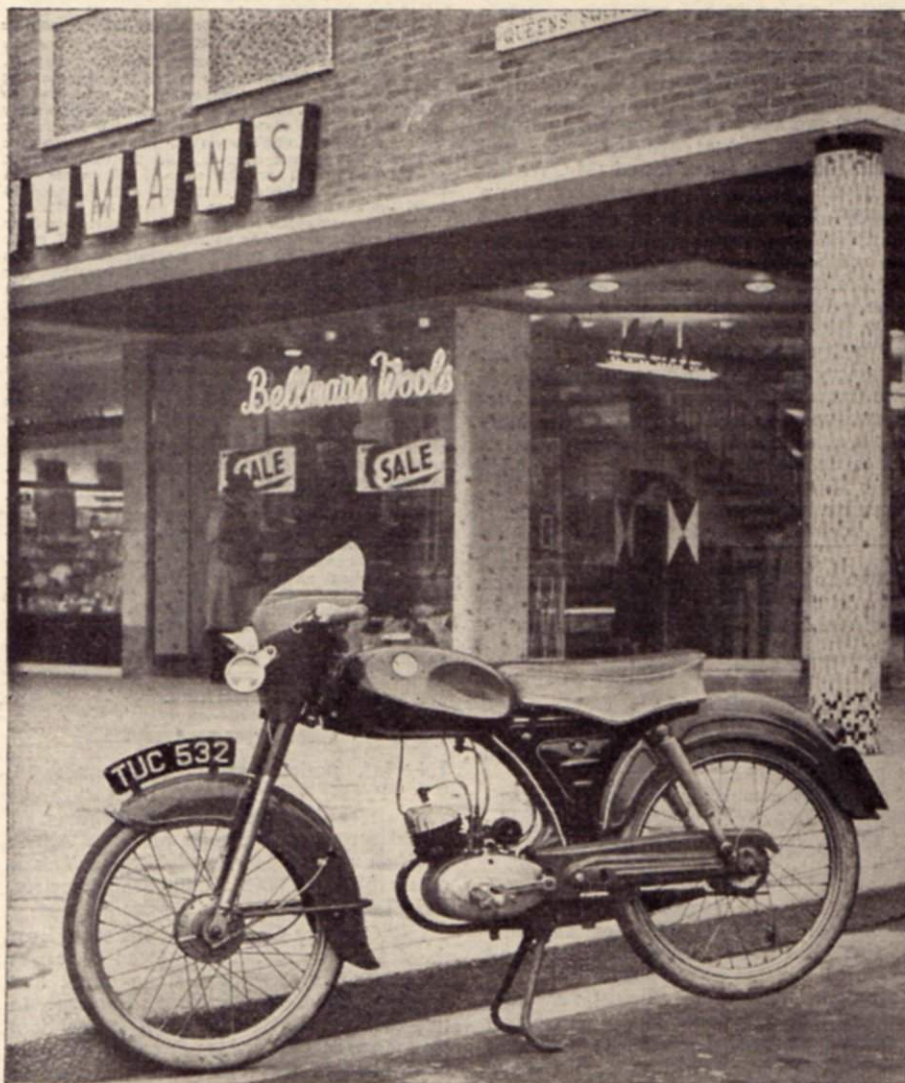


H.M.W. "SUPERSPORT"

Up-to-the-Minute Austrian Moped Tested



IN every field there are folk who like their machines to be on the "racy" side, not only in performance, but in appearance as well. Thus there are sports-style cycles used by tourists; the sports car beloved of the enthusiastic motorist; and, by a natural corollary, mopeds in which the designers have set out to give a sporting "line" in addition to providing a higher-than-average performance. Such a machine—and one of the outstanding examples of the type—is the H.M.W. "Supersport" which, in its two-speed form, I have recently been testing.

Though not a new machine—this particular model was in fact used by CYCLING for a feature story some six months ago—the H.M.W. none the less proved capable of returning the fourth-best speed yet recorded, coupled with equally good acceleration and

a fuel consumption above the average for this class of machine. Hill-climbing, too, was better than that of the general run of mopeds, especially on the speed of the climb.

Endearing, too, was the unobtrusive way in which the "Supersport" provided its performance. It would be a harsh critic indeed who found much to complain of in the machine's exhaust note, or in the smooth delivery of power which is a characteristic of the H.M.W. engine. Only right at the top of the scale does any drumming start—in the celluloid screen of the headlamp fairing . . . a piece of styling which serves little useful purpose and which I found frankly exasperating, though I cannot deny that from the appearance aspect it is far from unsightly.

A sports machine presupposes a sports

The H.M.W. at a GLANCE

Maximum Speed: 35 m.p.h. in 27 sec. from rest.

Economy: 137 m.p.g. at 20 m.p.h.
122 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.
Both brakes .. 12½ feet. 32 feet.
Front only .. 20 feet. 50 feet.
Rear only .. 23 ½ feet. 57 feet.

Load 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 secondary drives.

Frame: Welded-up from steel pressings; swinging-fork rear suspension; telescopic front forks.

Tank: 2-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. Semperit whitewall tyres.

Equipment: Electric horn; speedometer; tools; in-built tool box; tyre pump; centre stand; headlamp fairing with sports windshield.

Finish: Crimson and black enamel, with chromium-plated details.

Weight: 124 lb.

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

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

Price: £89 19s. 6d. (inc. P.T.).

The modern line is typified here, by both the H.M.W. and by this corner of Crawley's new shopping centre.

riding position, and the H.M.W. demands a more than usually compact posture from its rider. It is not uncomfortable, though; the handlebars are beautifully positioned in relation to the cosy, generously-proportioned seat, and the tank is of just the right width to enable the rider to tuck his knees in, thus aiding both comfort and control. A little greater leg room would be appreciated; otherwise the riding position should suit most people.

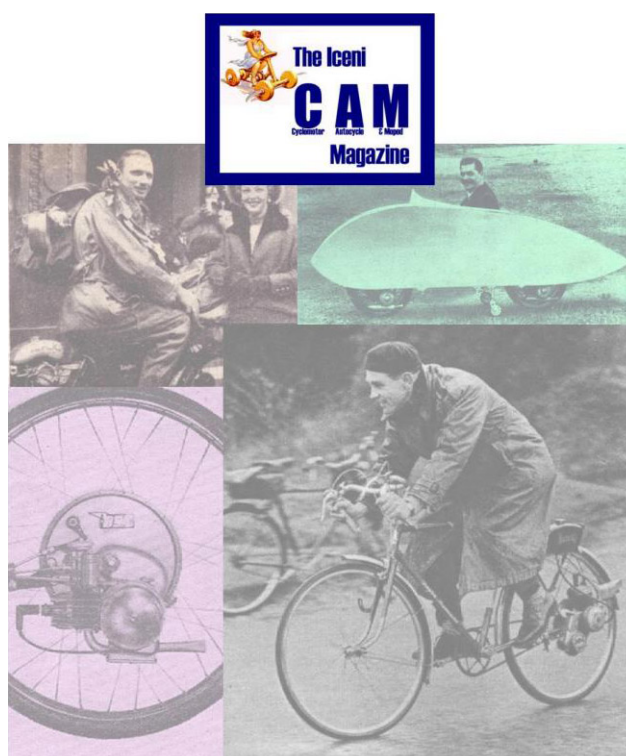
Handling places the "Supersport" up with the *élite*. Thanks to excellent front and rear suspension systems the machine clings to the road like an extra-tenacious leech to a succulent victim, and as a result the machine can be thrown around quite sharp bends at speeds approaching its over-run maximum of 40 m.p.h. The same good suspension characteristics are noticeable under heavy braking, helping to keep both wheels firmly "on the deck" while maximum braking effort is applied.

Sweet in action, the two-speed gearbox appears to be provided with a higher-than-average top gear ratio. The clutch is smooth in take-up, and needed no adjustment throughout the test.

Needless to say, the finish is first-rate—H.M.W. are well-known for the attention they pay to the quality of their machines—thus appropriately rounding-off a well-conceived and well-made moped.

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