

H.M.W. SUPERSPORT

Three-speed version of sporting moped from Austria is tested

MANY knowledgeable moped enthusiasts prefer the three-speed machine to the two-speeder, and this is acknowledged in many manufacturers' ranges by the inclusion of machines in which one basic design appears in both two- and three-gear forms. Such a range is the Austrian H.M.W., in which the highly popular Supersport models are offered in both categories. The two-speeder was the subject of a CYCLING test some weeks ago, and it was with great interest that I collected a three-speed Supersport for some prolonged roadfaring, for I was anxious to compare notes on the two models.

Obviously, there is no difference in handling between the two—as with the previous model tested, it is excellent. Aided, no doubt, by good suspension at both front and rear, the Supersport can be placed to an inch on the road, and once placed will hold its line come what may. I have yet to discover the bump which is savage enough to throw the machine off course, or to “bottom” the suspension. These desirable characteristics also ensure, of course, that the rider is well-insulated from the vagaries of road surfaces. Thus the

soft, sponge pad-type seat fitted is adequate for rider-comfort.

The riding position, too, is good—comfortable, compact, and excellent for control, though my personal preference would be for a little more leg-room if it could be obtained without sacrificing the machine's “tailored to fit” feeling.

Braking from 20 m.p.h. is well up to standard, but from 30 m.p.h. it is less impressive, owing to the inexplicable loss of power in the front brake as the speed rises. Had the front brake retained its power as well as the rear did the braking distance from 30 m.p.h. would have been reduced by ten feet.

So far, all the characteristics noted have been equally applicable to two- and three-speed Supersports. When you get down to sheer hagginess, however, the three-speeder gains all along the line. Though I found second gear just a little difficult to locate on more than one occasion, the possession of three ratios was a boon in traffic, and a blessing when the late February snowfall ordained that I should ride on slippery roads. Under these conditions, the use of second gear gave adequate speed with the minimum of engine revs. Where

The H.M.W. at a GLANCE

Maximum Speed: 34 m.p.h. in 42 sec. from rest.	
Economy: 168 m.p.g. at 20 m.p.h. 113 m.p.g. at 30 m.p.h.	
Braking: From 20 m.p.h. From 30 m.p.h.	
Both brakes .. 12½ feet. 37 feet.	
Front only .. 32 feet. 77 feet.	
Rear only .. 30 feet. 60 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; three 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 proofed 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: £94 19s. 4d. (inc. P.T.).	

It is proposed to merge the Sadler's Wells and Covent Garden opera companies but nobody is going to grumble about the economy provided by the H.M.W. Supersport.

a two-speeder would have offered me the choice between crawling in top or over-revving in bottom, the three-speed H.M.W. unit was perfectly happy at about 15 m.p.h. in second, giving that delicacy of control which the conditions demanded.

Not all riding is done on slippery roads, of course, but a lot of moped territory must include hills. Here again I think this three-speeder scores, for it is a formidable hill-climber, and one which should be capable of tackling really steep hills without demanding assistance from its rider.

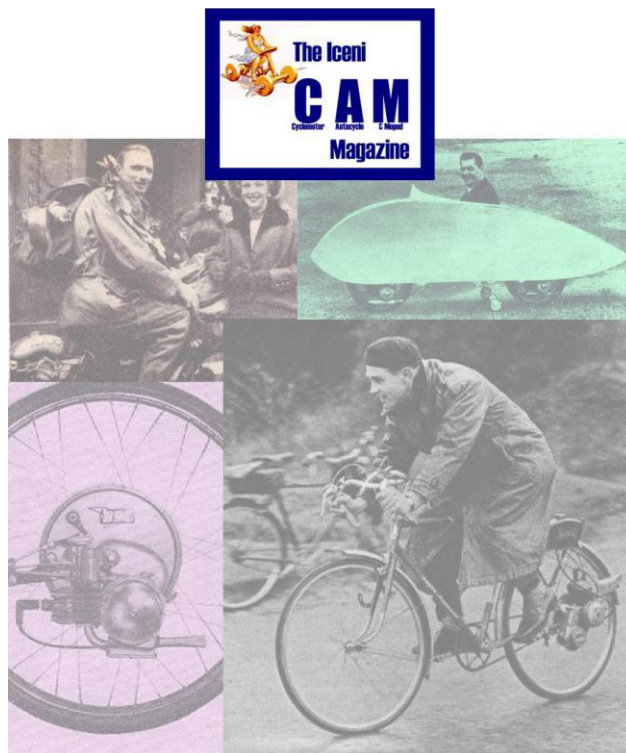
Vibration in the engine, I found, was confined to a narrow range around 20 m.p.h., when a tremor could be felt through the fuel tank. This did not interfere with my comfort, especially as the cruising speed is nearer 30 m.p.h. than 20—from 28-32 m.p.h. on give-and-take going can be maintained as a general rule, with a couple more miles an hour in hand, and the ability to slide smartly up to 40 m.p.h. on downhill stretches.

Finish on the H.M.W. is all that one could wish, and the general cleanliness of the machine is enhanced by the deeply-valanced mudguards which are a feature. The headlamp cowling, of course, is more decorative than useful, but I was pleased to notice that the latest type of sports screen fitted to it does not obscure the rider's view of his speedometer.

Agile, comfortable, well made, the three-speed H.M.W. Supersport is without question one of the finest all-round designs of moped on the market today.

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