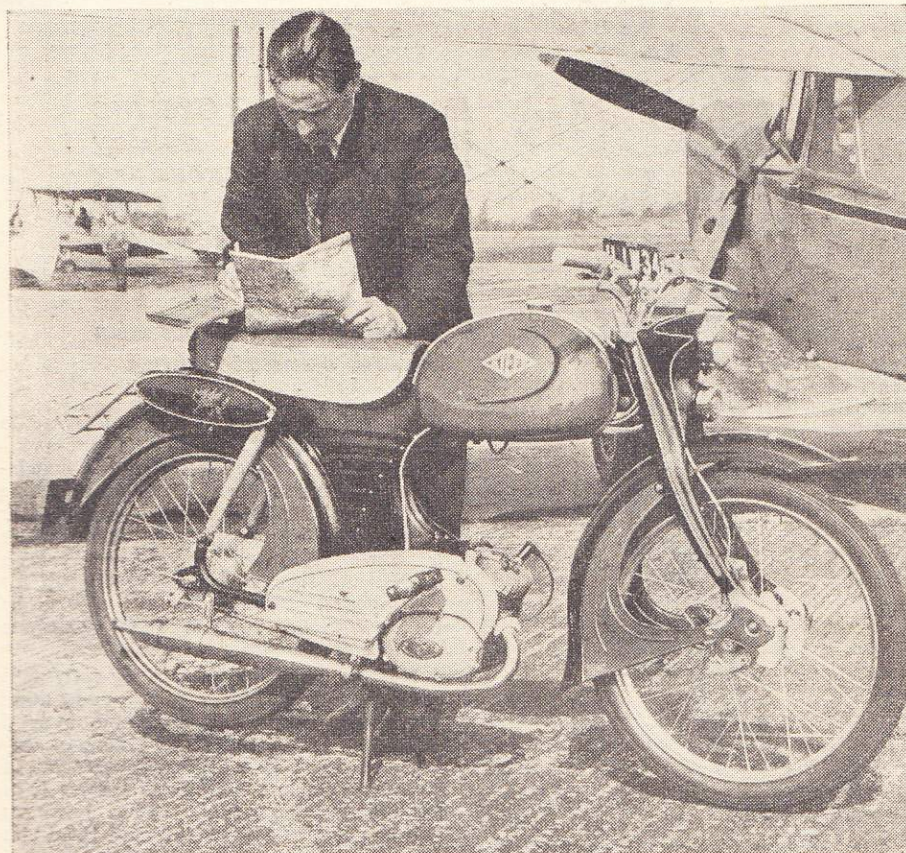


# PRIOR "SPORT"

## New British Three-speeder Tested



**L**ATEST British moped to be announced, and the first machine fitted with the lately introduced gear-drive Sachs three-speed engine-gearbox unit to be assessed by CYCLING, the 47-c.c. Prior "Sport" is a moped to delight the heart of the enthusiast.

The addition of an extra ratio to the Sachs box has had the effect of guaranteeing unassisted hill-climbing. On our test incline, top gear was held for roughly one-third of the climb, and second gear engaged at the point where, on a two-speeder, bottom gear would be brought into play. Second gear and bottom gear were then used as required for the remainder of the distance, the lowest gear sufficing to waft the model round the "agony corner," with its increasing gradient, and away up the hill with the pedals still unspun. No incline encountered during the test called for pedal assistance, and on most main-road climbs it was unnecessary to drop below second gear.

Acceleration is not noticeably improved by the addition of an extra gear. Perhaps the split-second needed to make another change accounts for this; what is obvious is that the same acceleration as with a two-speeder can be obtained with far less wear and tear on the engine, the changes being made at lower road speeds and at lower revs. The new second gear also provides a useful ratio for

slow traffic cruising, being effective between 10 and 25 m.p.h.

Economy has benefited to some extent, for the figures obtained are quite creditable for a sports-class engine, and the comparatively small jump in consumption between 20 and 30 m.p.h. must be directly attributed to the extra gear. So far as the speed potential is concerned, the Prior can cruise happily at 30 m.p.h. and will maintain this speed on a level road in bad conditions.

Though superficially of motor-cycle style, the Prior is in actual fact a good example of a moped designed for a specific job. The front forks, for instance, use a unique system of suspension, with rocker-arms—formed on the ends of the trailing links—bearing on short coil springs, enclosed in casings forward of the fork legs. The rear springing is of swinging-fork type, with the engine unit mounted on an extension of the fork, so that it pivots with the swinging member. Constant chain tension is thus assured. Both systems work smoothly and give excellent steering and road-holding characteristics. There is no noticeable rebound during braking, which is of average standard, though marred by a weakish front brake.

Though the edges of the built-in seat tend to feel a little hard, on first acquaintance,

### The PRIOR at a GLANCE

**Maximum Speed :** 33 m.p.h. in 36 sec. from rest.

**Economy :** 120 m.p.g. at 20 m.p.h.

110 m.p.g. at 30 m.p.h.

**Braking : From 20 m.p.h.**

Both brakes, 17 feet

Front only, 26 feet

Rear only, 22 feet

**From 30 m.p.h.**

37 feet

75 feet

48 feet

**Load carried during test :** 200 lb.

**Engine :** Sachs two-stroke; 38 mm. bore x 42 mm. stroke = 47 c.c.; c.r. 6 to 1; 1.6 b.h.p. at 4,750 r.p.m.

**Gearbox :** In unit with engine; three speeds, with handlebar twist grip control; gear primary drive; chain final drive.

**Frame :** Welded-up from steel pressings; swinging-fork rear suspension, with pivoted engine unit; trailing-link front forks, sprung by coil springs.

**Tank :** 2-gal. capacity.

**Lights :** Built-in head and tail lamps fed direct from Bosch flywheel magneto-generator.

**Wheels and Brakes :** Both brakes 4-in. diameter, internal expanding in full-width hubs; chromium-plated rims and rust-proof spokes; 2.25-in. x 23-in. Phoenix tyres.

**Equipment :** Horn; luggage carrier; tool box; tool kit; glove locker; centre stand; speedometer; head, toolbox and locker security locks; number plates; licence holder.

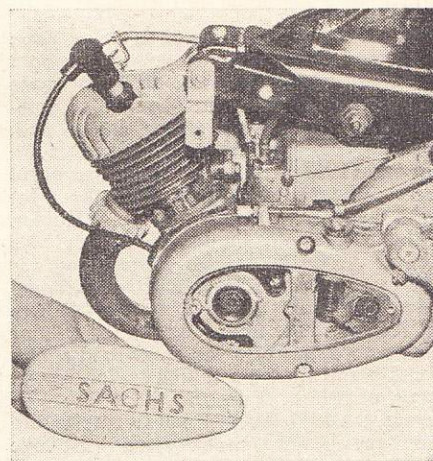
**Finish :** Black frame and forks, with cherry tank and chromium-plated details. Beige engine shields.

**Weight :** 114 lb.

**Makers :** B.P. Scooters Ltd., No. 10 Buildings, The Airport, Wolverhampton.

**Price :** £99 19s. 6d. inc. P.T.

A sportsman's mount, the Prior is seen (left) in a typical setting. Below is the new three-speed Sachs unit, showing how access to the magneto is obtained by removing a single plate.



the riding position is good, and the deep, narrow tank ideal for knee-grip. The handlebars, too, are nicely placed and well shaped, making the Prior one of the most comfortable machines I have yet encountered.

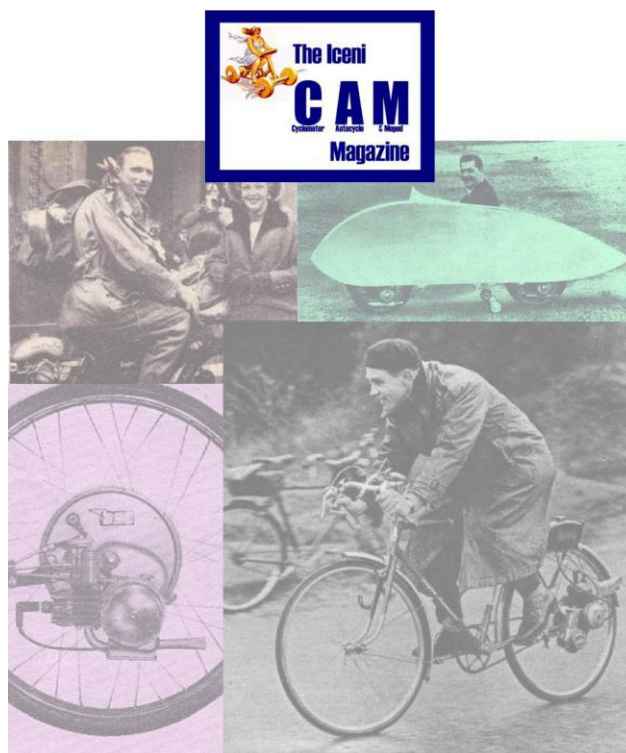
Additionally, it has such refinements as extensive tool and glove lockers; deep mud-guarding; a smart yet restrained colour scheme; and an ancestry—it was formerly the Kieft—guaranteeing high quality. This sportsman's mount is a welcome newcomer to the British market, and a valuable addition to the all-too-slim list of sporting mopeds.

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