



## Accent on Springing at Milan Show

**Almost Complete Adoption of Pivoted Rear Fork:  
 Famous Car Maker Enters Motor Cycle Field:  
 New Overhead-camshaft Models**

FIGURES displayed on one of the walls of the *Padiglione della Meccanica* (Pavilion of Engineering), where the 31st International Milan Show opened on Saturday and continues to December 8, indicate that the popularity of motor cycling in Italy is growing at an ever-increasing rate. For the first 10 months of 1953, production figures were: lightweights up to 125 c.c. and scooters, 257,960; larger-capacity motor cycles and side-

cars (the latter treated as separate units), 52,770; cyclemotors, 112,360; commercial three-wheelers, 6,150; lightweight three-wheelers (including commercial sidecarriers), 7,920.

At October 31 last the numbers of machines registered in Italy for the various classes enumerated were: lightweights and scooters, 975,340; larger-capacity motor cycles (including sidecar outfits), 245,100; cyclemotors,

512,090; commercial three-wheelers, 43,070; lightweight three-wheelers, 36,150. These registration figures represent increases for the first four classes of machine of, respectively, 275,340, 74,600, 117,090 and 14,570 over the totals for October 31, 1952. Greatest proportional increase was in the number of over-125 c.c. machines (most of which were under 250 c.c.)—a jump of 74,600 in one year as compared with an increase of only 5,200 for the first 10 months of 1952.

The grand total of registrations for powered two- and three-wheelers as at October 31 last was 1,811,750, as compared with 1,318,500 at October 31, 1952, which represents an increase of nearly half a million (493,250 to be exact) in one year.

Although the total population of Italy at a little over 47 millions is roughly on a par with that of Great Britain, the number of machines in use in Italy is about 800,000 greater.

It is evident at the Show that two at least of the trends in Italian design noted last year have become more pronounced. The pivoted rear suspension and rear suspensions



*Itom Ideal 48 c.c. with pivoted, spring-controlled saddle tube*

and rear suspensions are by pivoted fork controlled by telescopic shock-absorber units.

Micromotor interest is typified by a new 48 c.c. creation by Itom—the Ideal. The frame consists of a single, large-diameter tube which runs straight from the steering head almost to the rear mudguard, where the tube is brazed to a rigid fork of pressed steel; the result is a straight-line frame from head to rear-wheel spindle. A down tube which carries the bottom bracket for the pedals at its lower end depends from the main tube at its joint with the rear fork. Front-wheel springing is by a link-action, pressed-steel girder fork.

Saddle suspension is by means of a shallow S-shape tube more than a foot long which, at its lower end, is pivoted to the main tube. Movement is controlled by pullrods and compression springs contained in small cylinders positioned one on each side of the main tube. The arrangement is such that considerable soft-action travel of the saddle is possible in response to rear-wheel shocks.

The 48 c.c. two-stroke engine differs from the well-known Itom friction-drive cyclemotor only in that it is built in unit with a countershaft which carries a large-diameter cork clutch at one end and a sprocket for the rear driving chain (separate from the pedal chain) at the other. The primary drive is by spur pinions.

Typical of the rest design of many of the new models is the Gloria.