



**and finally . . .
 the mopeds**

THE Netherlands 49 c.c. Berini M21—making its debut at the London Show—with crankshaft-operated rotary inlet valve (Stand 121); the 35 c.c. B.S.A. Winged Wheel with 9in-diameter internal-expanding brake (Stand 148); the sleek 50 c.c. Sachs-powered Norman Nippy (Stand 124); one of the most popular mopeds in



Woodhead-Monroe suspension unit

production today—the 49 c.c. N.S.U. Quickly (Stand 169); the exciting new 49 c.c. Power Pak Mo-ped (Stand 19); the 50 c.c. Excelsior-Heinkel Perle with cast, light-alloy frame (Stand 96); the 47 c.c. Kieft with 49 c.c. Sachs engine (Stand 120); the 49 c.c. Mobyatic with automatic clutch and automatic three-speed gear (Stand 122); the entirely new 48 c.c. Mercury with overhead-valve engine (Stand 119); the 49 c.c. Ducati 55 with o.h.v.-power unit (Stand 117); the 47 c.c. Sachs-powered Bown (Stand 159); the 50 c.c. Zündapp Combinette with two-speed gear (Stand 166); the 49 c.c. Phillips (Stand 149); and the Hercules Grey Wolf (Stand 100).

previously been exhibited in Britain.

KIEFT 120
 FOR the first time the Kieft concern, famous for its small racing cars, is exhibiting at the Motor Cycle Show. On display will be examples of a 191 c.c. scooter manufactured by the Nurnberger-Hercules-Werke, Germany, before being shipped to England for assembly in Wolverhampton.

POWERED by a 191 c.c. Sachs engine-gear unit, the Kieft scooter is equipped with a Siba combined electric starter and generator. Primary drive is by gears and final drive by totally enclosed chain.

QUICKLY detachable and interchangeable wheels, 3.50 x 10in tyres, 6in-diameter brakes and pivoted-fork suspension at front and rear are other features of the design.

LAMBRETTA 162