



# ON THE FOUR WINDS



By "NITOR"

covered 256 miles at 28.4 m.p.h. and 170 m.p.g.; 259 miles at 28.8 m.p.h. and 148 m.p.g.; 333 miles at 36.9 m.p.h. and 111 m.p.g. And only last week, also at Silverstone, three Norman Nippy mopeds were put through their paces in a similar way. One model totted up 263.7 miles, averaged 29.3 m.p.h. and 182 m.p.g. The other two were only slightly less spectacular, one covering 249 miles at 27.7 m.p.h. and the other 240.36 miles at 26.7 m.p.h. They, too, averaged over 180 m.p.g. Moped and scooter enthusiasts may not themselves want to undertake marathons. But it must be encouraging for them to know that their machines are mighty tough little hombres.

public would love it!

## TOUGH HOMBRES

Mopeds and scooters, you say, are utility tools—lightweight, inexpensive-to-run two-wheelers for shopping, for running up to the factory and for shortish weekend trips. But the series of "reliability" tests carried out recently rather prove them capable of sterner stuff. You may recall the Lambretta moped which was driven at Monza without stopping for four days and nights to average 37.65 m.p.h. There have been duration tests with Vespas at Thruxton, with Vespas dashing from Bristol to the Wash and back, with Vespas and Lambrettas scaling Britain's highest peaks. A mere two weeks ago a team of five riders including André Baldet and road racer Joe Glazebrook completed a nine-hour test at Silverstone with three Motobécane products—a 49 c.c. single-speed Mobylette, a three-speed-gear Mobyatic and a 124 c.c. Mobyscooter. When the engines were stopped after nine hours the respective machines had

re-

## FIVE-

Agusti  
Width  
of the  
was th  
five-hu  
brakes  
namely  
out at  
straight  
require  
Braking  
season  
Guzzi r