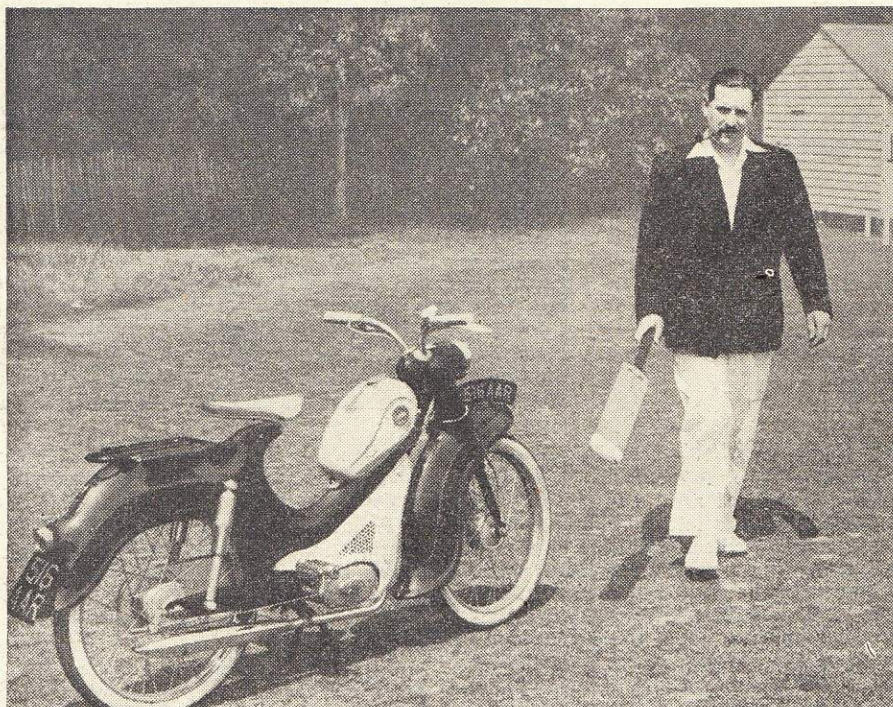


The 47 c.c. MAGNEET

A Luxurious Cosmopolitan from Holland



A MOPED you can ride in cricket flannels, thanks to its well-designed shields and mudguards—that's the Magneet! Produced in Holland by an inter-marriage of Italian cycle parts to a German engine, and distributed in Britain by Indian Commerce and Industries Ltd., the Magneet can claim to be truly cosmopolitan in make-up. It is a real luxury machine too, bearing to the ordinary run of mopeds much the same relationship which is attained by, say, the Aston-Martin in the car world.

When riding this beautifully-styled Continental model it is difficult to realize that one is astride a two-wheeled machine, and not floating along on the feather-bed springs of a big American car. It has superlative suspension at both front and rear, and with the added resilience of the fully-sprung, rubber-faced pan saddle the comfort angle is catered for beyond any possibility of reproach.

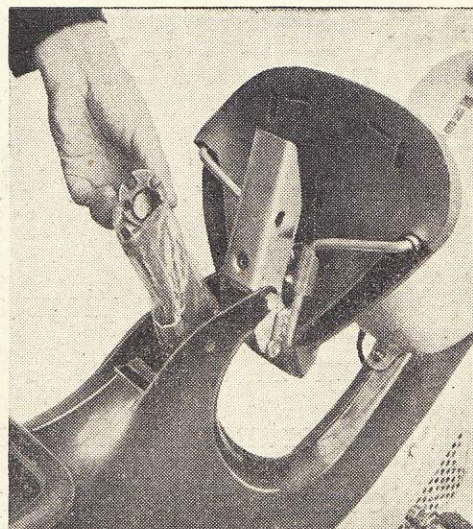
In choosing the well-tried Sachs engine-gearbox unit to power the machine its designers have done well, for this peppery 47 c.c. two-stroke not only lends itself admirably to the layout but also provides a good usable top speed with the very minimum of fuss. Though comparatively new when the machine was tested (figures were taken when only 200 miles had been logged, and the engine was consequently still on the stiff side) it would enable the Magneet to gallop along at a steady indicated 30 m.p.h., and return something like 130 m.p.g. overall.

Only on hills did the added weight in-

The match is over—the Magneet is waiting. This is a moped which you can ride in cricket flannels, thanks to its excellent shielding. The picture on the right shows how the tools are carried in a special frame compartment below the saddle.

separable from the various refinements tell, and, of course, the newness of the engine played a part, too. As a result, top-gear performance was slightly below that usually attained with Sachs-powered machines. The second gear ratio was noticeably low, giving a slower climb. No hill except CYCLING's special test incline, however, required pedal assistance, for the Magneet would pull down to just under five m.p.h. before the rider need trouble to spin the cranks.

There are other counts to be considered in assessing a machine, of course. In all of them the Magneet shows up well. The riding position is excellent, and the adjustable, straight handlebars far better for the job than the general run of cycle-type bends. The tool compartment, hidden within the body beneath the saddle, is a first-rate idea, and the incorporation of a lifting handle behind the sturdy luggage carrier obviates the need for holding sharp press-work edges when easing the machine on to its stand. Complete enclosure of the rear chain not only offers protection for that often-nard-done-by component, but also ensures that it cannot distribute oil over the machine and rider. The full-width hub brakes do their job well; the hydraulic



damping of the suspension cuts out oscillation on bad surfaces and helps ensure first-rate steering; the shielding deadens engine noise. Only one omission could be found in the whole design—the lack of any provision for carrying a tyre pump! This, however, is in hand at the factory, and the latest Magneet machines will all have a place for the inflator. This model will then be an even more serious contender for consideration as one of the most practical, as well as one of the prettiest, machines in its class.

CENTAUR.

The MAGNEET at a GLANCE

Maximum Speed: 33 m.p.h. in 38 sec. from rest.
Economy: 170 m.p.g. at 20 m.p.h.
 115 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.
 Both brakes, 12½ feet. 36 feet.
 Front only, 18 feet. 45 feet.
 Rear only, 22½ feet. 60 feet.

Load carried during test: 200 lb.

Engine: Sachs two-stroke; 38 mm. bore x 42 mm. stroke = 47 c.c.; c.r. 6.1 to 1; 1.6 b.h.p. at 4,750 r.p.m.

Gearbox: In unit with engine; two speeds, with handlebar twist-grip change; chain primary and final drives, both totally enclosed.

Frame: Welded-up from steel pressings which include rear mudguard; swinging-fork rear suspension with hydraulic damping; telescopic front forks.

Tank: 1½-gal. capacity.

Lights: Head lamp built into fork shrouds, with integral fog visor and screw-type adjuster for reflector tilt; built-in tail lamp; current supplied direct from Bosch flywheel magneto-generator.

Wheels and Brakes: Both brakes 4½-in. diameter; internal-expanding in full-width hubs; chromium-plated rims and rust-proof spokes; Vredestein 2.25-in. x 23-in. white-walled tyres.

Equipment: Electric horn; tool kit; centre stand; luggage carrier; built-in speedometer; pump.

Finish: Black frame and mudguards; dove grey fuel tank; chromium-plated details.

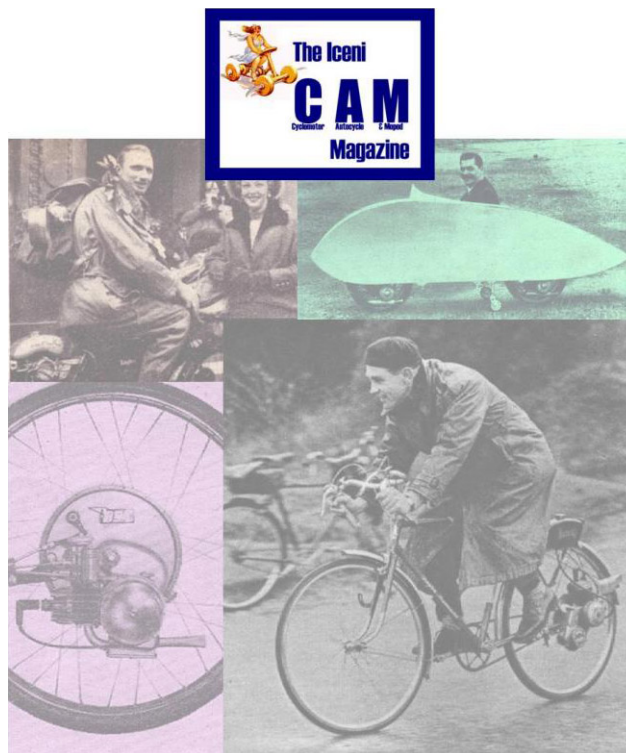
Weight: 115 lb.

Makers: Magneet Rijwielen en Motorenfabriek N.V., Weesp, Holland.

Concessionaires: Indian Commerce and Industries Ltd., 29, Ludgate-hill, London, E.C.4.

Price: £99 4s. inc. P.T. Dual seat extra.

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