



## ROAD TEST REPORT

# PEEL TRIDENT

SALOON  
SCOOTER



### SPECIFICATION:

ENGINE: Fan-cooled 2-stroke, 4.2 b.h.p.  
TRANSMISSION: 3 forward gears, no reverse, enclosed chain final drive.

TYRES: 3.50 x 5.

BRAKES: Cable operated foot (front)—hand (rear).

ELECTRICAL: Conventional lighting, rectifier and battery for parking lights and horn.

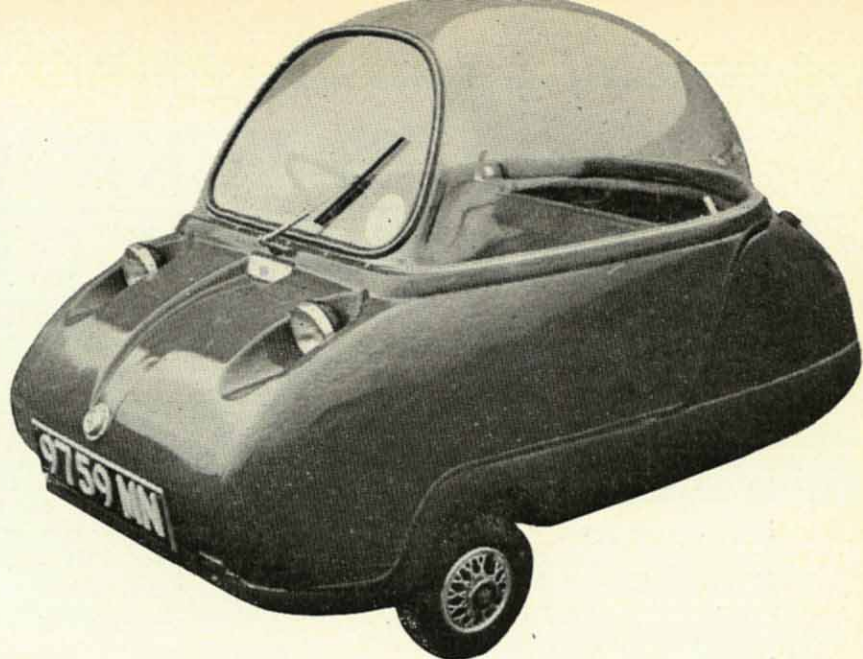
40 m.p.h. 100 m.p.g.

PRICE: £189 19s. 6d.

MANUFACTURERS: Peel Engineering Ltd.

DISTRIBUTORS: Two-Strokes Ltd., Church Road, Stanmore, Middx.

(Report by John A. Cade)



**T**HE Peel Trident Saloon Scooter must be the smallest three wheeler ever to come on the market. Your tester, on the other hand, is over six feet tall with more than his fair share of leg length. When I was asked to test the Trident we already had the makings of a very funny situation.

The *Trident* has no doors as such, the whole dome and front bodywork lifts up and forward giving easy access—looks rather like the gaping jaws of a crocodile. I settled myself in the driving seat and the Two Strokes, Ltd. mechanic tried to fasten down the dome. Nothing doing, my knees were jammed against the dashboard. "Try taking your coat off" suggested the mechanic, trying to hide a snigger. Actually, this did help a little and I was away. However, no really large person could ever drive this vehicle in comfort.

It is quite obvious that the *Trident* is designed for short runs to and from work or the station. Strictly a utility vehicle, the description "Saloon Scooter" is just about right.

### Lever starter

Power unit is the D.K.W. 49 c.c. fan cooled two stroke and, as can be expected, it has not got a lot of pulling power. The lever starter is quite effective as a sort of hand version of a kick-start. It makes for easy starting even with a flat battery and this can be a very useful asset. I found the gear lever had a tendency to slip but understand this fault has been rectified. Foot brakes on the front wheels worked very well but the hand brake was only fair.

I didn't like all the switches for lights, hooter and wipers on the one cluster. Still, any keen do-it-yourselfer could soon spread these out—there is plenty of room on the dashboard.

Steering wheel is rather small but does its work just as well as the larger variety. Steering is very direct and I found that I tended to oversteer at first. Nevertheless, one soon gets used to small details like this.

### No trafficators

The standard model is not fitted with trafficators and I would regard these as practically essential. It is none too easy making proper hand signals through the sliding panel provided. It would be a simple job to adjust the lighting to provide "flashers".

The petrol tank, behind the seat, holds two gallons of mixture and this should give about 200 miles. Petrol level is visible through a rather neat transparent panel. Above the tank is an open boot which is ideal for handbags and brief cases. It would be impossible to carry any really large articles in this position *and* close the top down.

### Fibreglass chassis

The whole body and chassis unit is moulded in fibreglass so there is no danger of rust damage and the *Trident* is easy to keep neat and clean. It is fun to drive—a joy to park—easy on the pocket and very good value for £190. Used as a covered-in scooter for short daily trips to and from the office, the *Trident* should give long and useful service. However, it is not designed for holiday touring or for tall folk!

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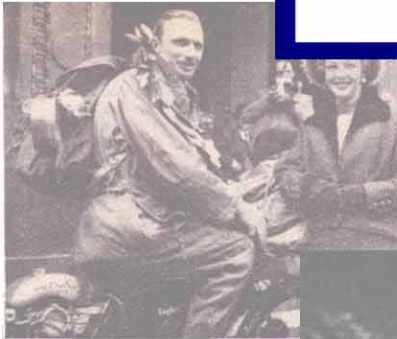
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