

NKF FACTORY AT
UDEN, where RAP and
Amstel machines are
made.

RAP RANGE OF THREE MOPEDS

Imperial, Matador and Rocky for UK

SINCE March 13, distribution in the UK of Dutch-made RAP lightweight mopeds has been in the hands of the British headquarters of R. S. Stokvis and Zonen, NV, of Rotterdam. Three models, all of 50 c.c., the Imperial, Matador and Rocky, are available.

The British Stokvis organization is situated at 12-16 High Street, Walton-on-Thames (26576), Surrey and moped sales are in the charge of E. L. Porter, who is sales manager of the British Stokvis motor division, itself a part of the impressive Stokvis network in Holland and elsewhere in Europe. Stokvis is one of the largest manufacturing and trading enterprises in Holland.

The RAP agency in Britain is an open one; dealers need not be signatories. Mr. Porter is at present appointing agents throughout Britain—interested retailers are requested to write to Walton-on-Thames for full particulars of main or sub-agencies. Dealers placing orders are expected to contract for a minimum of four mopeds.

Later, national and local public Press advertising, as well as TV promotions, will be provided to assist dealers to sell RAP mopeds. Coloured catalogues and price-lists are already available, and a comprehensive repair manual in English will be supplied. Full spares stocks will be available to dealers, together with service tools. A school will be set up for dealers, mechanics.

Modern plant at Uden

RAP mopeds are made at the NKF's Uden factory, established as a cycle works in 1950 and extended in 1955 to make mopeds and motor cycles as well. Plant includes ultra-modern electronic-welding instruments for completing the extensive and distinctive shielding on RAP models, as well as up-to-date spraying and drying installations.

At Uden, the NKF factory covers an area of 5,000 square metres; extensions to give a



PART OF THE STOKVIS STAND at the recent RAI Show in Amsterdam, with RAP and other mopeds.

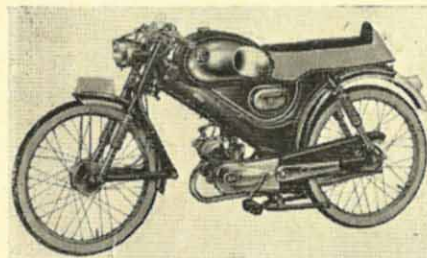
further area of 2,800 square metres are at present under construction. All the 180 workers in the factory are men—no women are employed, except in the offices.

The parent Stokvis organization employs 2,900 people and has 15 branches, all based on the Rotterdam headquarters.

THE RAP RANGE

The RAP range of three models which are available to British dealers, the Imperial, the Matador and the Rocky, have a common power unit, of 49 c.c. The cylinder ports are cast integrally with the cylinder lining and transmission is by helical drive.

Bosch flywheel ignition is used, air-intake for the carburettor is through the frame-tubes, there is a multi-plate clutch, and an extended silencing



The RAP Imperial

system eliminates discharge on rear tyre and rim.

Other features are leading-link front-fork, full-width rear hubs, steering damper, 17W lighting, sturdy chaincase, heavy mudguarding with rear coat-guards, 23 in. by 2 in. by 2.25 in. tyres (except on the Rocky), swinging-arm rear suspension, handlebar lock, twin-legged centre-stand and speedometer.

From the foregoing, it will be seen that the models in the RAP range are of modern design and construction. Finishes are equally noteworthy, generally of two-tone shading.

Imperial

The boldest moped of the three available in Britain is the Imperial, which sells at £96, in-



The RAP Matador

KNOWLEDGE OF CYCLING

The publishers of *Knowledge* describe it as a "magazine which grows into an encyclopaedia". The ninth issue, dated March 6, 1961, dealt with the bicycle.

It reported that the bicycle originated in France in 1790, and that Pierre and Ernest Michaux applied pedals to "the hub of the front wheel" in 1855. That was "really the birth of the bicycle" and "the first time that man's physical energy was used to move a vehicle". Then we are told, the bicycling craze spread everywhere and in Scotland the velocipede was developed by Kirkpatrick Macmillan.

Quite apart from the mystery of how bicycles were moved by man before he applied his physical energy to the task, as the Michaux invention of the pedal occurred in 1861, whereas Macmillan was riding round Dumfries in 1839, one is left wondering where on earth *Knowledge* gets its information.

It is certainly original: As for instance, the revelation that when the boneshaker evolved into the penny-farthing "only quite tall men could ride them at all (short men were now forced to make use of the tricycle)".

On the practical side, we are told such things as "the front sprocket-wheel has 44 sprockets", and to make this point clear there is a diagram of what seems to be an inch-pitch chainwheel labelled "44 cogs". Another diagram reveals that the handlebar stem is otherwise known as the steering column.

Knowledge appears every Monday at 2s. and is published by Purnell and Sons Ltd., of Paulton, Bristol.

RAP range—continued

cluding tax. Its specification includes a three-speed engine, a tank holding 2½ gallons, a long dualseat, and chromium-plated tank panels and luggage carrier. The Imperial is probably the best-looking European moped available in Britain at the present time—its lines are truly motorcycle ones.

Matador

The Matador sells at £91. It also has a three-speed gearbox, and a 1 4/5 gallon tank, enclosed chaincase, a more open frame and a single-saddle (a pillion seat and luggage carrier are available as extras). A two-seater Matador sells £94.

Rocky

The Rocky sells at £96 and is a sports model with a hotted-up engine. Tank size is 2 3/5 gallons, a large dualseat and a sports bend are fitted, the mudguards are chromium-plated, tyres are 23 in. by 2 in. and the enclosed frame gives a very rakish appearance. The only finish available is red.

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