

## Road Tests of New Models

# 49 c.c. Royal Nord

**A Lively, Comfortable - to - ride Two - speed Moped from Belgium**

**R**ECENTLY introduced from Belgium, the 49 c.c. Royal Nord is a luxury-class moped which reaches a high standard in all respects. Of welded construction, the semi-open main frame consists of two large-diameter tubes. Slung below the front down member is a lively two-stroke engine built in unit with a two-speed gear box; the pedals are also mounted on the unit. Front suspension is by telescopic fork. Full-width hubs and internal expanding brakes are featured. The front brake is operated by handlebar lever and the rear brake, actuated by rod, is applied by backward pressure on the pedals.

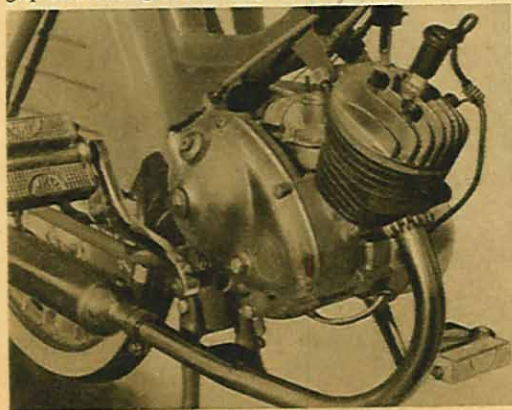
Outstandingly good was the degree of riding comfort, resulting from adequate movement of the front fork and from the use of 2in-section tyres and a larger-than-average saddle supported on coil springs acting in tension. Though some vibration was felt through the handlebar at near-maximum engine speeds it was not sufficiently severe as to be bothersome. Closely allied to riding comfort—which, for instance, made light of stone-sett road surfaces in north London—was the slickness of the twistgrip control for the gear box. Operation of the twistgrip was beautifully light and certain. No finesse was required for silent engagement of low gear from neutral, or of high gear at any speed from 10 to over 20 m.p.h. Downward changes, too, could be made with certainty just as quickly as the controls could be moved.

For engine starting the best method was to put the gear in neutral (which disconnected the pedals from the rear drive but not from the engine) and prod one of the pedals forward kick-starterwise. Normally a single prod was sufficient to bring the engine to life and more than two prods were never needed. Operation of a small handlebar lever held the rear-brake mechanism out of engagement with the pedals, which could then be twirled backward into a suitable position for starting.

Cold starting required closure of the throttle and depression of the choke control on top of the carburettor. Opening the throttle automatically opened the choke. In consequence, on frosty mornings it was necessary to let the engine idle for a short while before it would accept opening of the throttle.

Cruising speed lay between 20 and 30 m.p.h. The higher speed was only fractionally below the maximum available on the level and could be maintained without apparent stress for as long as road conditions permitted. As is usual with two-strokes, there was little to be gained from maintaining full throttle; the speed remained almost constant whether the throttle was three-quarters or fully open, but fuel consumption benefited markedly from the smaller opening. In use which involved negotiation of town traffic and riding on derestricted roads the petrol consumption worked out at 162 m.p.g.

*Primary drive to the two-speed, twist-grip-controlled gear box is by roller chain*



Hill-climbing capabilities were good. A slope with an average gradient of about 1 in 14 would bring the speed in high gear down to 12 m.p.h., when a change into low gear would enable that speed to be maintained easily. The low-gear ratio of 22 to 1 proved a shade high for an effortless getaway from a standstill without use of the pedals, but it was admirably suited to tackling long gradients slightly too steep to be climbed in high gear; in such circumstances 15 m.p.h. could be maintained quite happily. Maximum speed in low gear was approximately 23 m.p.h. and that in high gear (14 to 1) just over 30 m.p.h.

The exhaust note was only moderately subdued but never reached an irritatingly noisy level; it was average among small-capacity two-strokes and deepened to a drone at near-maximum speed. Mechanical noise was negligible.

Of 4in diameter, the brakes proved adequately powerful. Indeed, such was the leverage in the rear-brake operation that it was not difficult to lock the wheel.

### INFORMATION PANEL

**ENGINE:** 49 c.c. (39 x 41.8mm) two-stroke with cast-iron cylinder barrel and detachable light-alloy head. Flat-top piston.

Compression ratio, 7.5 to 1. Petrol lubrication.

**FRAME:** Semi-open type, with large-diameter tubes forming main frame; welded construction.

**CARBURETTOR:** Bing with twistgrip throttle control. Choke control on carburettor. Wire-mesh air filter.

**IGNITION and LIGHTING:** Miller flywheel magneto incorporating lighting coils.

**TRANSMISSION:** Two-speed gear box operated by handlebar twistgrip. Gear ratios: low, 22 to 1; high, 14 to 1. Primary and final drives by chain.

**FUEL CAPACITY:** 11½ pts.

**PETROL CONSUMPTION:** 162 m.p.g.

**BRAKES:** Internal expanding in 4in-diameter full-width hubs front and rear.

**WEIGHT:** 78½ lb.

**ROAD TAX:** 17s. 6d. a year: 4s. 10d. a quarter.

**PRICE:** £68 11s. 5d. With purchase tax (in Great Britain only) £85 0s. 7d.

**MAKERS:** Establ. Hufkens Fres, S.A., Chaussée de Liège, 105-115, Hasselt, Belgium.

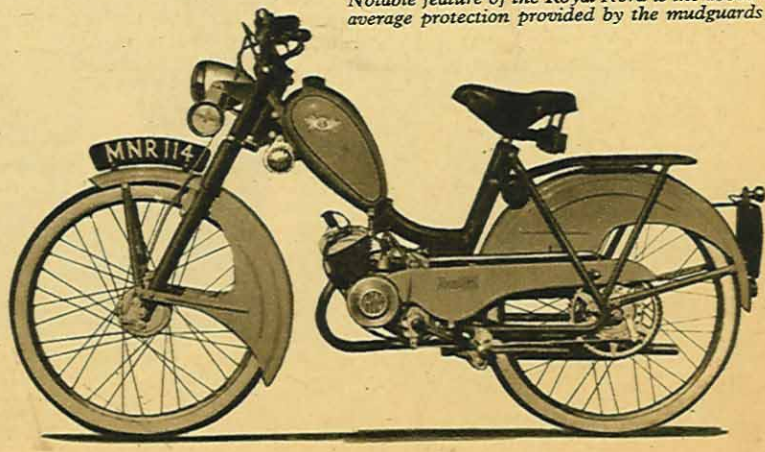
**CONCESSIONAIRES:** Archie E. Moss, Ltd., Woodgate, Loughborough, Leics.

Tested mostly on wet roads, the Royal Nord earned high regard for its unusually good mudguarding. Behind the fork the front-guard valances are really large and served to trap most of the water flung up by the wheel; at the rear the valances are even more comprehensive and, indeed, provide a coat or skirt shield.

Most impressive was the strength of the headlamp beam. Current is taken direct from the flywheel generator and was sufficient to supply a reasonable driving light even at speeds as low as 14 m.p.h. in high gear. When the cruising speed was over 20 m.p.h. the headlamp gave a long, intense beam with a fair spread of light to each side. The lighting switch has a dip position which cut off the long beam and gave a most effective light where it was wanted. Mounted on the top of the switch is the horn button. The A.C. horn had a distinctly individual though not very powerful note.

Finish of the Royal Nord is in grey enamel and chromium. Equipment includes a luggage carrier over the rear wheel, a high-lift centre stand and a cylindrical tool box.

*Notable feature of the Royal Nord is the above-average protection provided by the mudguards*





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