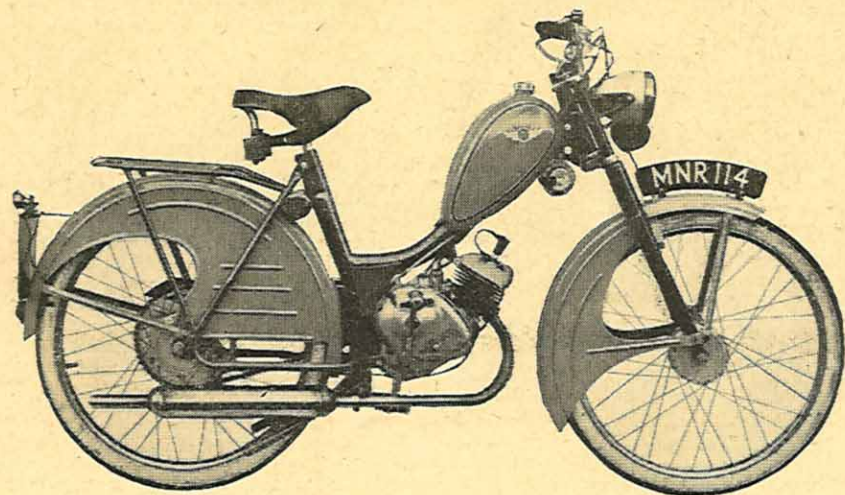


## Impressions of Current Models

## A "TRIPLE ALLIANCE OF MO-PEDS"

"Motor Cycling" Staffmen Report on Recent Belgian, Italian and German Examples of the Most Economical Form of Personal Transport



### The 49 c.c. Royal Nord

IN the Belgian-built 49 c.c. Royal Nord mo-ped, the importers have the handling of a pedal-assisted, two-speed two-stroke that should make a strong appeal to the class of user who desires something a little nearer the conception of an autocycle.

The engine is inclined slightly forward and utilizes a cast-iron cylinder with a light-alloy head. This little unit gave willingly of its ample best; it had the unusual characteristic of running readily up to maximum r.p.m.—if these were required, of course—and holding them, but, no matter what the road conditions, these revs. would not rise. In short, it appeared to have a modest rev. range that even a ham-fisted rider could not persuade it to exceed, and this should make it well-nigh indestructible.

The engine's power output was delivered via a two-speed gearbox. Bottom was low enough to deal with any ordinary hills encountered and top was high enough to give the Royal Nord a useful cruising speed. Because of the apparently "unburstable" nature of the power unit, cruising speed could be up to the machine's maximum. No speedometer is fitted as standard, but, when paced, it appeared quite happy at the legal limit for built-up areas. Whilst doing its 30 m.p.h., exhaust noise was judged to be inoffensive and on a par with the best in this class of vehicle.

Comfort was catered for at the rear by a large well-designed saddle, and at the front by undamped telescopic forks. The latter are available with springs of alternative poundage and the tester—who is by no means a heavy man—would personally have preferred a pair of softer springs.

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Cornering and roadholding were quite satisfactory and the braking particularly was worthy of favourable mention. In spite of the fact that the tester views back-peddalling brakes with trepidation—for no good reason let it be said—this "anchor" did its stuff manfully, and on the score of braking no criticism can be levelled at the Royal Nord.

Neither can adverse comment be made about the starting, whether from hot or cold. This was straightforward and certain. Once the motor had warmed up, the tickover was slow and reliable.

Finish of the machine is in two-tone grey enamel and chrome for embellishment. From either the appearance or the riding aspect, the 49 c.c. Royal Nord mo-ped is quite a pleasing proposition and does credit to both the manufacturers and the concessionaires.

Concessionaires for the Royal Nord are Archie E. Moss, Ltd., of Woodgate, Loughborough. The total price of £85 0s. 7d. includes P.T.

### The 38 c.c. Mosquito

ONE of the pioneer cyclemotor concerns of Italy is the famous Garelli works. Before the Second World War they were noted for the production of a twin-piston two-stroke which gained racing honours. Afterwards, in an impoverished Italy, the need for cheap and economical personal transport led to the production of the first practical modern cyclemotors and amongst the leaders in this field was the 38 c.c. bottom-bracket-fitting Mosquito unit. Developed over the years to a high pitch of reliability the design was modified considerably when, a year or so ago, the capacity was increased and a centrifugally-operated clutch added to the design. This refinement

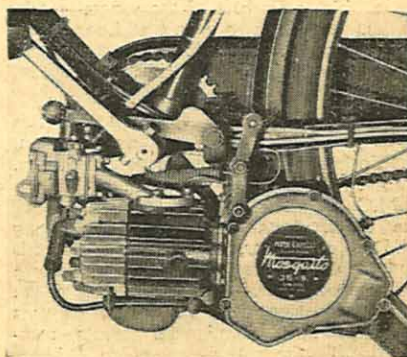


(Above) Even on wet roads, cornering with the Belgian Royal Nord remained a happy business. (Left) Ample valancing improves appearance, as well as rider protection.

naturally has resulted in a unit the control of which is simplicity itself and one ideally suited to the public likely to use such a model.

Take-off is simple—extremely simple. One merely pedals the machine to start the engine and, thereafter, whenever the revs. fall below a predetermined figure, the clutch automatically disengages. Above that there is a progressive engagement of the clutch, giving a smooth and beautifully-controlled getaway.

That this latest unit is highly practical was well demonstrated by an example recently loaned to *Motor Cycling's* staff by the British sponsor of the Mosquito, Mosquito Motors, Ltd., Moorfields, Liverpool.



Close-up of the Italian "Mosquito's" under-the-bracket power unit and automatic clutch.

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