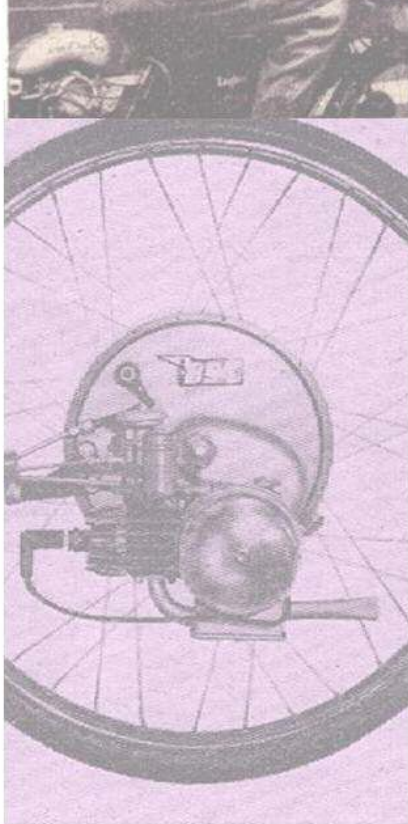


# IceniCAM Information Service



[www.icenicam.org.uk](http://www.icenicam.org.uk)



## TALBOT SINGLE-SPEED

### *Test of the prototype of an all-British hand-built moped*

IT is all too rarely that I have a chance to test a moped which is of all-British manufacture, and—lamentably—more rarely still a hand-built product from one of those homes of craftsmanship, the small cycle builder. For these reasons, this test of the single-speed version of the Trojan-engined Talbot moped is of unusual interest, for the machine is British-made down to the last nut and bolt, and it hails from the Norwood cycle firm of H. J. Talbot. The engine comes from near-neighbours Trojan, who have their headquarters at Croydon, and all the various auxiliary fittings are from British specialist firms. The result is a machine of high promise, and one which in several respects comes close to being outstanding.

I must stress, however, that this is not a test of a final production version of the machine. Such factors as the design of the exhaust system and the overall gear ratio have yet to be definitely decided

upon, and it is quite certain that the gear ratio will be undergoing revision, since the Talbot is at present over-g geared.

Basis of the machine is a bronze-welded frame of conventional open design, equipped with a pair of Webb parallel-action forks, and running on 26-in. wheels. This is a combination which gives superb steering and road-holding—the Talbot glides along with all the majesty of a 4½-litre Bentley—and the high riding position is extremely comfortable, especially as the Lycett saddle, which Talbots have adopted, is amongst the best-sprung components of its type, providing excellent support, and making a sprung rear end quite superfluous.

Hand in hand with good steering and road-holding goes good braking. The stirrup-type front brake, of course, is not notably effective, though it is interesting to record that it is at least as good as some internal-expanding types I have tested. The

### The TALBOT at a GLANCE

**Maximum Speed:** 27 m.p.h. in 25 sec. from rest.

**Economy:** 100 m.p.g. at 20 m.p.h.

**Braking:** From 20 m.p.h. From 30 m.p.h.

Both brakes .. 14 feet. Not applicable.

Front only .. 42 feet. Not applicable.

Rear only .. 25 feet. Not applicable.

**Load carried during test:** 200 lb.

**Engine:** Trojan two-stroke; 38 mm. bore x 44 mm. stroke = 49.9 c.c.; c.r. 6.5 to 1; 1.02 b.h.p. at 3,500 r.p.m.

**Gearbox:** None. Countershaft giving single ratio; belt primary and chain final drives; free-engine device on countershaft; separate pedalling drive with two-speed Cyclo gear.

**Frame:** Bronze-welded steel tubes; rigid rear end; parallel-action Webb front forks.

**Tank:** 1 gal. capacity.

**Lights:** Head and tail lamps fed from Wico-Pacey flywheel magneto-generator.

**Wheels and Brakes:** Front brake of stirrup type; rear brake 4-in. internal-expanding; chromium-plated rims and rust-proof spokes; 2.00-in. x 26-in. Dunlop tyres.

**Equipment:** Bulb horn; luggage carrier; central stand; tyre pump; plug spanner.

**Finish:** Grey enamel on frame parts; maroon tank and shielding, with chromium-plated details.

**Weight:** 50 lb.

**Makers:** H. J. Talbot & Son, 7, Central-hill, Upper Norwood, London, S.E.19.

**Price:** £53, 18s. 6d. inc. P.T. Speedometer £2 17s. 6d. inc. P.T.

A new British moped with which to greet the spring. A favourite Sussex beauty spot—at Turners Hill—makes an appropriate setting for the Talbot.

large, tandem-type rear brake, however, is very good indeed, and the sum total is deceleration which is very slightly above average.

Engine performance I found difficult to assess accurately owing to the overgearing of the belt-cum-chain drive—a 15 to 1 ratio—which imparted a steady 25 m.p.h. cruising speed on level roads, but which made for poor hill-climbing, with considerable pedal assistance required. I would judge that a lower overall ratio would leave the speed attainable quite unchanged, but give the Talbot average hill-climbing abilities. The fuel consumption, too, might well improve with less strain on the engine. At present, a tendency towards dipsomania is one of the few vices of this potentially first-rate machine.

In any case, this Talbot has got features which few mopeds of its price could offer. All good and practical ideas, for instance, are the fitting of a derailleur two-speed pedalling gear; the neat and effective maroon-painted shielding; and the sturdy tubular luggage carrier. All these items, together with the machine's hand-built quality, make it a remarkably good proposition at its price of less than £55, and when the few inevitable snags have been ironed out this, I would say, is going to be a sought-after machine. CENTAUR.