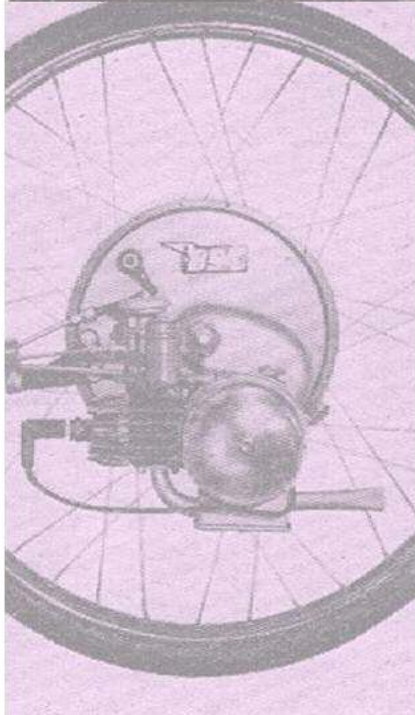
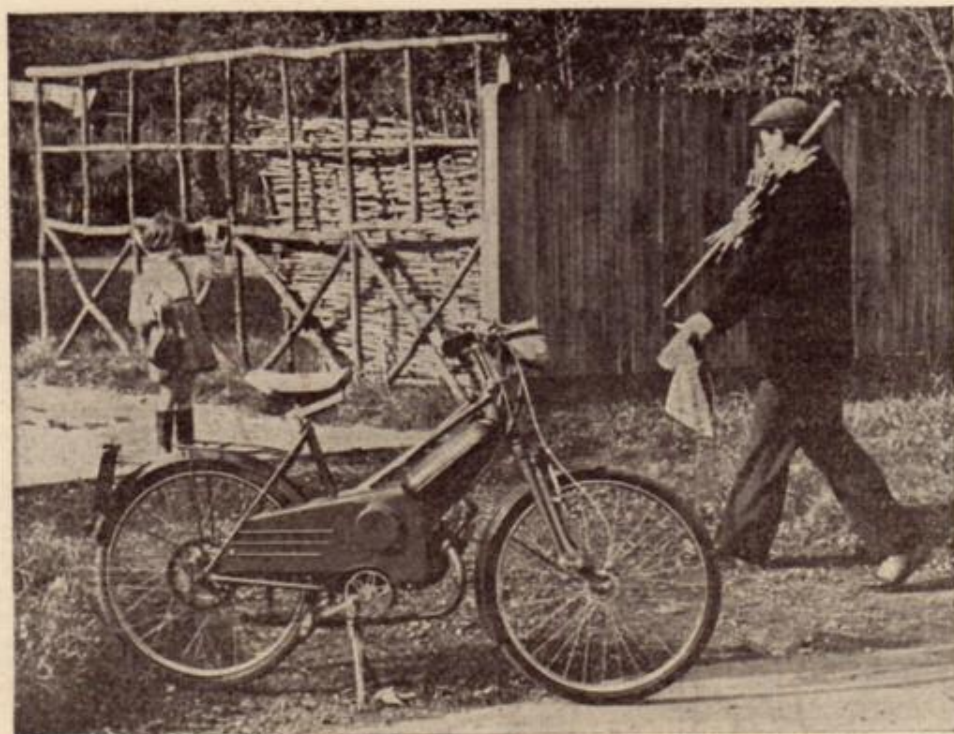


IceniCAM Information Service



www.icenicam.org.uk



TALBOT TWO-SPEEDER

Cheapest production two-speeder in Britain
is latest model from specialist maker

A REALLY rational moped — that is my impression of the two-speed Talbot, the Trojan-engined machine produced by light-weight cycle specialist H. J. Talbot at his works in Norwood. Not only rational, either; at the price of £59 10s. 4d. it is — “knock-down” offers apart — the cheapest two-speed moped on the British market.

Basis of the Talbot is a bronze-welded open frame of high-quality tube, basically similar to that of the single-speed model which was tested in CYCLING earlier this year. Front suspension is by Webb link forks, and the power is supplied by a Croydon-built Trojan two-stroke engine, mounted in an inclined position below the front down tube. This drives, by means of a vee-belt, the separate Albion two-speed gearbox, which is carried on a channel-member welded between the top tube and the seat tube, the final drive being by chain. There is independent pedalling gear; a sturdy clutch; and adequate engine and transmission shielding.

The advantages of the configuration are obvious. Work on the clutch or gearbox can be done with no need to dismantle half an engine unit beforehand, and there is thus a valuable saving in labour costs if repairs become necessary. Designed as a cycle, the machine is easy to pedal if the occasion arises, and replacement parts for the cycle side of the machine are standard cycle components, with advantages in the way of availability and cheapness. The British-built engine can be maintained with the greatest facility, since it is accessibly mounted, and the spares cost less than half the price of equivalent Continental components. The machine is thus ideal for the man who wants a mount that is cheap to buy and run, yet capable of doing a man-sized job.

That, the Talbot most certainly will do! On level roads, it will cruise happily at between 25 and 30 m.p.h., purring up to 35 m.p.h. down-

hill. Top gear can be held down to 10 m.p.h. if the rider wishes, without vibration or transmission snatch, while in bottom gear one can trickle along at walking pace quite easily with the clutch fully home and the engine barely ticking over. Acceleration is good, and it is possible to whip up to nearly 20 m.p.h. in bottom gear before engaging top.

Gear Lever Position

Gear control is by means of a long lever mounted on the right of the top tube, and therefore one hand must be taken from the bars when changes are made. I soon discovered, however, that it was unnecessary to use the clutch when “swapping cogs”; instead, I simply used my left hand to flick the beautifully-positioned lever into whichever gear I wanted. So cunningly has it been placed that there is no need to look for it, and the click-action of the Albion selector mechanism makes it difficult to miss a gear even when making quick changes. Thus the clutch was used only when starting. After that, I flicked into neutral on the approach to traffic stops, and braked to a standstill. To restart I gave a couple of turns on the pedals to get the Talbot on the move, and then tapped the lever into bottom gear to motor away. Emergency stops could best be made by twisting the grip forward to bring in the decompressor, and braking with a dead engine for a first-class halt. Just for the form of the thing, though, I also ascertained that the clutch gives smooth take-ups if one prefers to use it for moving away and changing gear.

Comfort on the Talbot is first-rate, thanks to a good riding position, soft and well-sprung saddle, and the Webb forks. These were adequate on anything but completely unmade surfaces. Braking was good though — a small point currently receiving the maker's attention

The “Talbot” at a Glance

Maximum Speed: 29 m.p.h. in 39 sec. from rest.

Economy: 120 m.p.g. at 20 m.p.h.

Braking:	From 20 m.p.h.	From 30 m.p.h.
Both brakes	15 feet	Not applicable
Front only	22 feet	Not applicable
Rear only	30 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: Albion two-speed gearbox mounted on channel-section bearers; lever control; belt primary and chain final drives; dry clutch; separate pedalling gear; pedal starting.

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

Tank: 1-gal. capacity.

Lights: Head and tail lamps fed direct from Wipac flywheel magneto-generator.

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

Equipment: Bulb horn; luggage carrier; centre stand; tyre pump; plus spanner.

Finish: Grey frame and forks, with maroon tank and shielding, and chromium-plated details.

Weight: 95lb.

Makers: H. J. Talbot and Sons, 7 Central Hill, Upper Norwood, London, S.E.19.

Price: £59 10s. 4d. inc. P.T. Smiths speedometer £2 17s. 6d. inc. P.T.

Lucky guy! An armful of rockets; an appreciative young daughter; and a moped—the Talbot—which needs no fireworks to make it attractive.

— savage front-wheel braking caused the ridge on the front guard to lock against the cylinder of the engine. Neither brake showed any tendency to cause a skid.

Overall averages of roughly 115 m.p.g. were obtained from the machine, used in hilly country. Hill-climbing was considerably better than that of the average single-speeder, but with a rider of Centaurian proportions was not of the same standard as that of the normal Continental-engined two-speed moped. However, a lighter rider found the pedals superfluous and in any case Talbots offer a unique service in giving a choice of gear ratios, so that the heavier man — or the chap living on the side of a mountain — can opt for a machine with lower-than-standard gearing.

Here, then, we have a machine which comes close to the ideal of a utility model, yet is offered at a price which is more than just competitive. And since the manufacturer has such confidence in his workmanship that the frame is guaranteed for five years the buyer of this “bargain basement” moped knows that he is getting quality as well! — CENTAUR.

MOPED MAINTENANCE HINT

WHERE a two-speed moped has suffered a clutch cable breakage which cannot be fixed on the spot, it is still possible to reach home under power, providing a decompressor lever is fitted. Engage top gear, and — using the decompressor — pedal away. Drop it to start the engine, and when you wish to stop, close the throttle, operate the decompressor, and apply the brakes. In effect, your two-speeder will be a pedal-boosted single-speed machine of the clutchless type.

It is also possible to apply a similar remedy in the case of a broken throttle cable. Set the throttle slide adjuster so that the engine runs fast enough to give you a speed of about 15 m.p.h. You can then drive it on this fixed throttle opening, controlling your speed either by means of the decompressor or — better still, if you are fortunate enough to have one — by means of the electrical cut-out button.