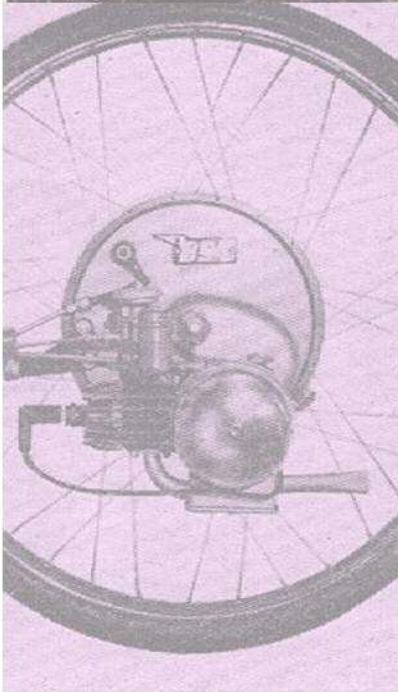
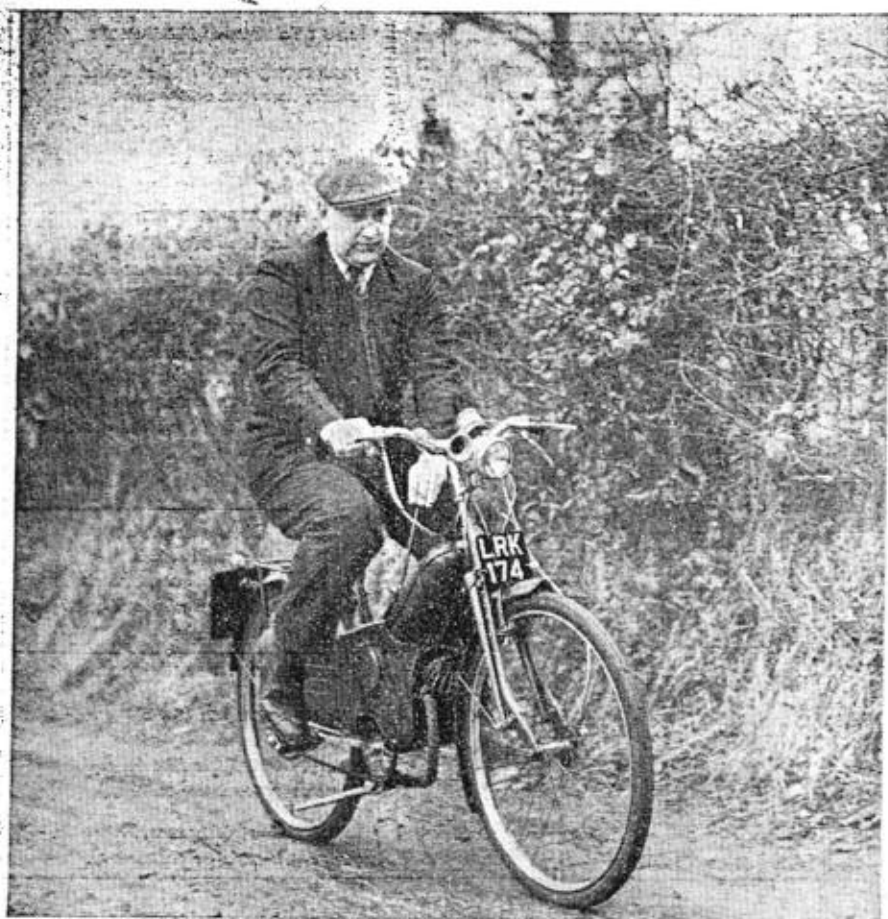


IceniCAM Information Service



www.icenicam.org.uk



TALBOT 2-SPEED

An all British moped offering good all-round performance at a competitive price

ONE of the most interesting and fascinating machines which I tried last year was the Trojan-engined, specialist-built Talbot with two-speed Albion gearbox. This product of H. J. Talbot and Son, the lightweight cycle building concern of Norwood, proved to have so many points of sheer excellence about it that it was a natural choice for re-assessment in our expanded moped test series, and the past few weeks have been spent with one of these excellent — but very "different" mopeds for company.

The Talbot is quite unashamedly a powered bicycle — but a powered bicycle with this difference; that it offers most of the refinements of the "miniature motorcycle" school of thought. It has effective front suspension, by means of Webb forks. It has a two-speed gearbox which is sweet in operation and very, very tough. It has the tough, hard-pulling British engine which, developed from the Minimotor, has behind it some dozen or more years of intensive development. And it has a hand-built frame which really steers. The result is a fine machine for the man who likes something a little out of the ordinary.

To start the Talbot, you pedal off in neutral, push the twist-grip forward, and then use the left hand to flick the long gear lever into its low-gear position. Open the grip, and away she goes. Gear changes can be made by closing

the throttle, withdrawing the clutch, and operating the lever with the right hand; or by making clutchless changes, using the left hand. In each case, engagement is positive, while neutral is invariably easy to find.

Acceleration is brisk, but brings to light — or, rather, to ear! — the Talbot's one bad fault. Silencing is just not up to the standard which

Clearly shown here is the Trojan 2-stroke engine — a development of the well-proven Minimotor power unit. Note also the clutchless gear change made with the left hand.

the latest British and Continental silencers have set. Attention to this point would enhance the Talbot's already considerable virtues.

Slow But Sure

Hill climbing? Slow, but very, very sure. This Trojan engine pulls like a determined cart-horse on gradients, and though the speed will drop down to something around five or six m.p.h. it still keeps going. Thanks to the shock-absorbing qualities of the belt primary drive there is no tendency for judder at speeds as low as this, and consequently low-speed riding with the Talbot is indeed a very pleasurable experience.

Maximum speeds are, really, less important than the sustained cruising speed which, with the Talbot, is in the region of 27 m.p.h. — only a couple of miles per hour below its top speed. Top gear can be held to less than 10 m.p.h., from which speed the machine will accelerate smoothly, thus making for great flexibility in traffic.

Braking is very good indeed. By stopping the engine with the decompressor as the brakes are applied one can obtain a really impressive "crash" stop. For all general purposes, the rear brake alone can provide a satisfactory stop, with the stirrup-type front brake reserved for additional help in emergencies.

120 m.p.g.

On the score of economy, too, the Talbot is well in the running — and, indeed, has had improvements made on this score since I tried the prototype last November. An overall consumption of around 120 m.p.g. is available, with fixed-speed figures which indicate that even 120 m.p.g. could be bettered, given the right sort of driving tactics.

Comfort is a feature of the Talbot which I've mentioned before. It has one of the best riding positions I have ever encountered, and one which allows it to be pedalled, if needs be, without difficulty. Its steering is first-rate, and its finish good. In short, this is a moped which offers remarkably good all-round performance, combined with a competitive price, and the cheapness of maintenance which stems from the use of British components throughout.

CENTAUR.

Performance

Speed:			
Maximum speed, 29 m.p.h. in 36 sec.			
Flying 1/10th mile, 28 m.p.h.			
Standing 1/10th mile, 19 m.p.h.			
Acceleration:			
0-10 m.p.h., 3 sec.	0-20 m.p.h., 14 sec.		
0-15 m.p.h., 5 sec.	0-25 m.p.h., 28 sec.		
Economy:			
At 20 m.p.h., 154 m.p.g.		At 25 m.p.h., 126 m.p.g.	
Hill Climbing:			
Time for hill, 2 min. 35 sec.			
Change, top/bottom at 0.17 miles.			
Pedal assistance not required.			
Hill 0.5 miles long; max. gradient 1 in 10; average gradient 1 in 16.			
Braking:	Front	Rear	Both
At 20 m.p.h.	20ft.	29ft.	13ft.
At 25 m.p.h.	39ft.	56ft.	27ft.
Pedalling:			
Comfortable pedalling speed, 7 m.p.h.			
Tester's rating: easy to pedal.			
Tester's Weight: 200lb.			

Specification

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 bearings; 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: 4-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. x26-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. Smith speedometer £2 17s. 6d. inc. P.T.