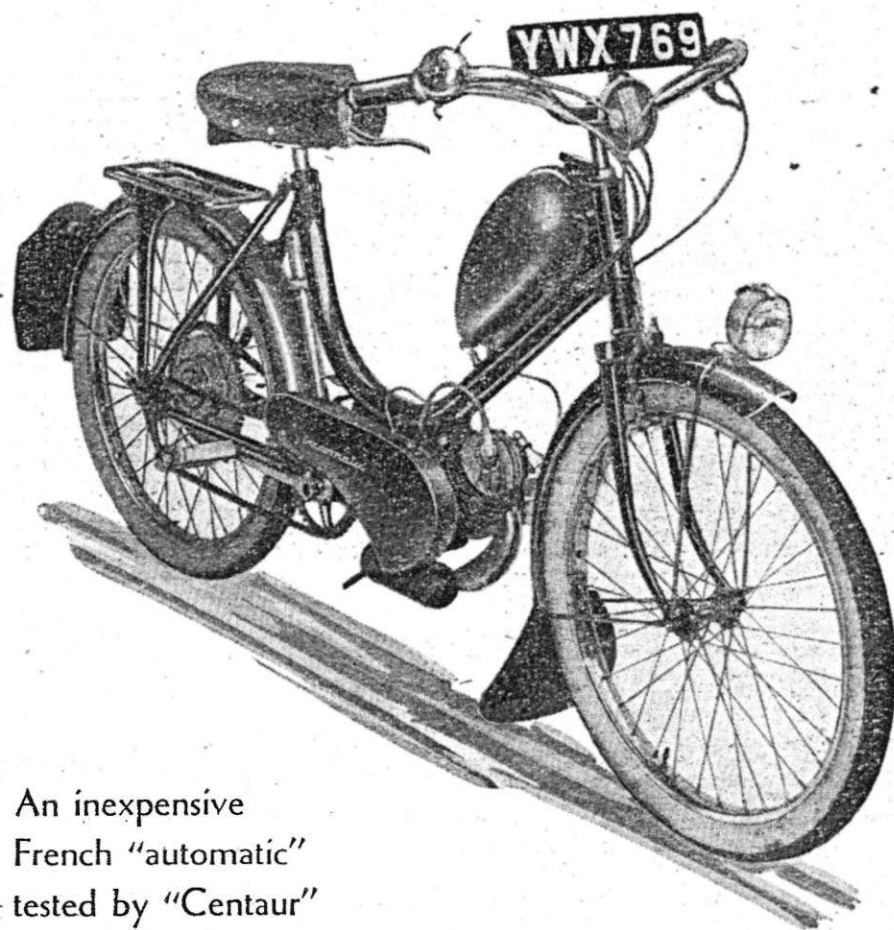


THE TERROT "TERROMATIC"



An inexpensive
French "automatic"
tested by "Centaur"

YES, I have tested yet another moped with an automatic clutch. Despite the fact that I have a leaning towards this type of machine I can assure readers that my selection of road test moped is purely "the luck of the draw" and there is no sinister design to exclude normal single- and multi-speed models from these columns.

At £52 10s. the Terrot "Terromatic" must be one of the cheapest—if not actually the cheapest—mopeds available in Great Britain with an automatic clutch. Naturally this is not a completely luxurious machine and by present-day standards there are one or two things missing, but there could be few grumbles at this price.

As with other machines of this type, starting was a good deal easier and more positive than on the normal clutch-engine arrangement. The petrol was switched on with a very neat and unobtrusive cylindrical tap, and the left thumb depresses the air-control which is within easy reach. The right index-finger hooks in the decompressor and the pedals are turned. Very few revolutions were required to make the engine fire and despite the constant "pull" through the clutch when the moped was stationary the engine stalled very rarely. Cold weather was usually the cause.

The engine proved to be quite "peppy" and there was a good solid cruising level. Flat out along the flying 1/10th mile I recorded a speed of 29 m.p.h., a good four miles an hour faster than the estimated top speed given in the handbook.

The "Terromatic" also proved to be an

eager hill-climber and despite the need for pedal assistance a fast time for the hill was recorded. This was due to the speed at which the less steep sections were covered initially.

There is no suspension on this moped and this raises a rather curious point. Despite this lack and despite the smallness of the saddle I did not feel particularly uncomfortable while I was actually riding it. And this was not because there was an ever-changing panorama to take my mind off bodily aches and pains. I only rode this moped through areas which I knew pretty well already. However, following a sixty mile ride one day, I felt decidedly stiff after I had been out of the saddle for an hour. This was not the case on short runs

when it was possible to forget the lack of suspension entirely.

Alas there is one major quibble. Try as I might I could not improve the braking distances at all and the figure for the rear brake alone is distinctly high. It is quite possible that this brake was sub-standard but with adjustment so tight that there were small scraping noises from inside the drum, I could not make it bring me to a halt quicker. In view of the fact that the front brake is of the normal bicycle caliper type, using slightly longer shoes, 25 feet is quite a good distance. Invariably I used both brakes when I wanted to stop in a hurry and by this method it was possible to produce an average stopping distance.

I was prepared to dislike the front light, which perches in true French bicycle fashion at the end of the mudguard. I felt sure that it would require only a few miles to loosen the mounting, after which an annoying rattle would begin. As it happened the light stayed firm and also gave off a good broad beam which was of considerable assistance when I negotiated the ill-lit entry to the block of flats where I live.

There are several minor points to commend on the Terrot. The fairings are easily removed and are strongly made and rigidly positioned. They do not give off that unpleasant high frequency whine at high speeds. Hanging under the saddle in a rubber tool bag is a selection of tools, a factor I always applaud. A serious attempt has also been made to make the frame of the moped stylish and clean, for special small diameter tubing has been installed to route the cabling in the most inconspicuous way possible.

Another welcome feature is a large flap at the bottom of the front mudguard. This provides spray protection for the engine which is immediately behind and also protects the rider's feet. I also liked the quick release metal strap device which retains the petrol tank. Quite often, the removal of the petrol tank is a fiddling business and this system obviates all difficulties of this nature.

The moped is converted into a bicycle by a large knob located in a slot on the engine V-belt wheel which is moved into the "V" (for velo) position. I found that in this state the Terrot could be pedalled quite comfortably at about 10 m.p.h.

Not being accustomed to it, I did not find much use for the bell though no doubt anybody coming straight from a bicycle to this moped might find it handy. Two stands—a prop stand and a centre stand—seem a little extravagant and I only used the former about twice. The centre stand is easily operated and while the prop stand was quite efficient, I preferred to trust the more normally located device in the centre.

Performance

Maximum speed:

Flying 1/10th mile, 29 m.p.h.

Standing 1/10th mile, 15 m.p.h.

Acceleration:

0-10 m.p.h., 5 sec. 0-20 m.p.h., 24 sec.

Economy:

At 20 m.p.h., 130 m.p.g.

Hill climbing:

Time for hill: 2 min. 4 sec.

Pedal assistance from 0.3 miles.

Test hill 0.5 miles long; max. gradient 1 in 10;

average gradient 1 in 16.

Braking:

At 20 m.p.h.

Front

25ft.

Rear

48ft.

Both

17ft.

Peddalling:

Maximum pedalling speed: 17 m.p.h.

Comfortable pedalling speed: 10 m.p.h.

Tester's rating: good.

Tester's weight: 220lb.

Specification

Engine: Terrot two-stroke, 38 mm. bore x 44 mm. stroke=50 c.c.; c.r. 6.3 to 1.

Gearbox: Single speed; automatic clutch; belt primary chain final drive.

Frame: Tubular construction; rigid front and rear ends; quickly detachable fuel tank.

Tank: Approx. 5 pints.

Lights: Head and tail lights fed directly from fly-wheel-magneto generator.

Wheels and brakes: 23in. x 2.00in. whitewall tyres. front brake bicycle caliper type, drum rear brake

Equipment: Pump, bell, tool-bag, tools.

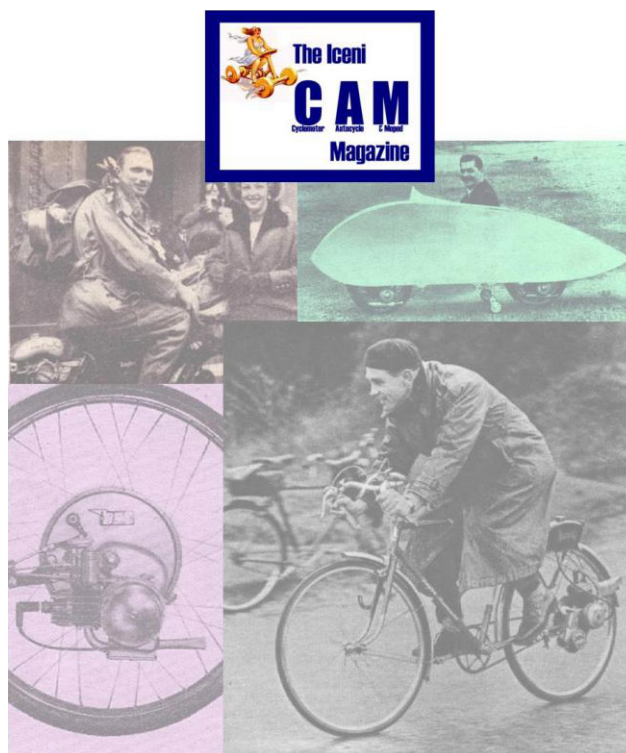
Finish: Black frame, red tank.

Weight: 75lb.

Concessionaires: Phelon and Moore Ltd., P.O. Box 14, Cleckheaton, Yorks.

Price: £52 10s. inc. P.T.

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