

VILLIERS MOPED ENGINE COMING SOON

Rumour has it that the long-awaited Villiers moped engine is scheduled to go into production early in the New Year.

When approached for verification, Villiers would neither confirm nor deny the rumour, but a spokesman of the company admitted that the design of a moped engine had been completed after more than two years of continual test and development.

For our part, we know that one of the greatest difficulties that has faced Villiers ever since the last war has been the fitting of new projects into a production programme already taxing the factory capacity to a maximum. There has also been the impossibility of recruiting sufficient additional labour in the industrial Midlands.

But during the past few months great changes have taken place in the Villiers set-up. Not only is a fast-growing Australian subsidiary relieving more and more pressure on the Wolverhampton factory, but Villiers has in turn acquired a large Midland pressed-steel concern, created a new machine tool company and absorbed the powerful and long-established J. A. Prestwich Industries Ltd. with factories at Tottenham and Southgate.

All this might well mean that Villiers now has both the capacity and the labour available, and that the road is clear for the moped engine to go into production.

If rumour proves true then it is good news, for

even at this late stage an all-British moped can still make a very considerable impact.

No engine manufacturer in the world can call upon greater experience and "know how" of two-stroke engine design and production than Villiers.

MOTOR CYCLE MATTERS

by Francis Jones

VILLIERS MOPED ENGINE

It can now be taken as reasonably certain that Villiers will be in production with their moped engine early in the New Year: That I rate as the best piece of trade news we have had for a long time.

Rumours have been circulating about this unit for some time. Villiers started working on the project in the early clip-on era. The firm was short of capacity, having no factory space to devote to a further line, nor did it see any prospect of being able to obtain locally the extra labour that would be required.

The position has changed very substantially in the past few months. The take-over of the JAP business, with its factories in North London, opens possibilities for further expansion, as was in fact the idea of the merger. Additionally, Villiers has acquired a large pressed-steel undertaking in the Midlands, and started a subsidiary devoted to machine tools. Yet a further factor is that the output of their Australian plant is steadily rising, thus relieving pressure at Marston Road.

It seemed as well to explain the situation—and thank goodness that Villiers has now solved the problem! For the lack of a proprietary moped engine of British make has been nothing short of a tragedy. It has held up development in the new field, and just at the most inopportune juncture.

However, the handicap will be removed before long, and Villiers can be trusted to turn out the right sort of motor at the right sort of price, and to provide the after-sales service that is so essential. The result should be a nice crop of new British mopeds at the next London Show.

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