

ALL-BRITISH AND VINCENT-ENGINED

The AMANDA Water Scooter

THE water scooter idea is spreading and the latest we have tested is an all-British product powered by an engine under a name familiar to cyclemotorists, that of *Vincent*.

This is a fully fledged marine inboard engine built in unit with its automatic, centrifugal clutch and enclosed propshaft. The engine itself is already well known and well tried as an industrial plant used in a variety of light agricultural implements.

It is available either as a 75 c.c. or 100 c.c. job the smaller being used in the *Amanda* water scooter, and is an original design featuring an all-alloy crankcase and barrel cast in one and finned all round, alloy head, iron cylinder liner and single sided main bearing. This engine is flange fitted to the transmission casing that encloses the magneto, clutch and propeller shaft so that the whole forms a single unit as compact as and no more expensive than a similar sized outboard. Starting is by recoil unit with cable and handgrip and the whole exterior is treated by an anodising process to be completely resistant to fresh or salt water.

The first thing we saw on entering the yard of the Vincent works was an *Amanda* scooter in a tank running on full throttle and full thrust. *It had been running like that for 825 hours*, enough to cross the Atlantic and back, without trouble.

The body of the scooter is of

own and then jump on to it from a three foot bank—He doesn't get wet either. It can be ridden sitting, standing or kneeling, facing forwards, backwards or sidesaddle, solo or two up. We tried all ways including lock to lock changes of direction without getting any feeling at all that the scooter would

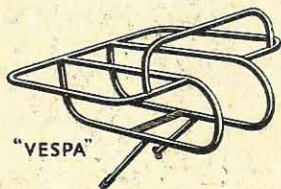


The Editor and Mr. G. Reeves, Designer of the Amanda demonstrate its buoyancy two-up. No water comes aboard at all and no dressing up (or undressing) is needed to enjoy the fun.

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fibreglass re-inforced polyester resin and has very clean lines. A dual seat is standard and the throttle control is lightly spring loaded to prevent the craft running away if the rider goes overboard. Apart from a deliberate take-off, however, this is an unlikely contingency as the craft is remarkably stable and our test was carried out fully dressed in town clothes without collecting a splash.

As a demonstration of stability the designer's method of boarding the *Amanda* is to push it off on its

tip. Just in case the hull should be holed, however, plastic flotation (expanded polystyrene) is built in to provide enough lift to support a waterlogged scooter and two people.

Only control is by twist grip throttle and the automatic clutch is a definite advantage in manoeuvring as the engine keeps running when the drive is cut out and can be "blipped" to swing the stern round as required. Altogether this is a well designed, safe and reliable machine that is by no means expensive at £95.

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