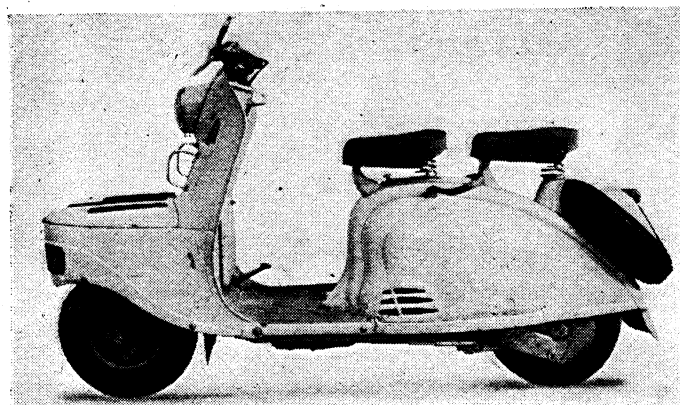


IMPRESSIONS OF CURRENT MODELS



The 147 c.c. Two-stroke Model S.157

PEUGEOT

A Lively French-built Scooter with Delightful Handling Properties

Sensibly styled, the Peugeot has excellent all-round attributes.

PRODUCED by one of France's famous vehicle factories, the Peugeot scooter is notable for original thinking in its design. The "nose" luggage compartment, the high and wide handlebars, the rubber-band trailing-link front fork and the high torque of the engine all combine with excellent handling to make a most interesting machine.

Starting is relatively simple, provided one stands on the right of the machine, facing the rear, with the twist-grip in the right hand. Though starting is quite possible from the more normal position, the rearward approach is preferable for first-of-the-day starts. The motor settles down to a reliable tick-over and the choke control, mounted on the dash, can be pushed home immediately.

Slightly on the noisy side, as far as the exhaust note is concerned when four-stroking, the Peugeot power unit is exceptionally flexible and free from vibration. It will pull like a cart-horse in top gear from very near to a standstill and yet buzz happily at high revs. when asked. The three speeds supplied are quite enough for this unit and, in fact, it was felt that the fitting of a fourth ratio would merely be an unnecessary complication—as it was, the rider often went straight through from first to top on level roads. Hill-climbing was splendid.

Gear-changing is by means of a grip on the left handlebar. A certain amount of practice was required to make the "hitting" of second gear position an every-time proposition. Despite this (the knack was quickly acquired), the gear-change was very pleasant to use, especially in thick traffic.

The Peugeot handles like a good light-

weight motorcycle, the comfort is of a high order, and neither pitching nor weaving made itself felt under any conditions. The only handling snag, so far as the model tested was concerned, was that the front brake tended to lock the wheel; in fairness, one should add that the machine had not done many miles and the linings may not have bedded down. The rear brake was smooth and progressive under all conditions.

A surprising feature was the complete lack of any provision for fuel reserve, or means of gauging the tank contents whilst on the move, but models for sale in Britain are to have this attended to; the on-off fuel tap was in the form of a pull-push knob on the dashboard, matching with the choke control. Luggage accommodation in the nose was of a useful size, although, on this particular machine, somewhat restricted by the carrying of a container for reserve petrol. The tools live in the same compartment and a jack is included for wheel-changing. The normal stand is of the prop type, fitted on the left; it is rigid, holds the machine firmly, and is easy to operate with the toe.

Engine accessibility, as far as plug-changing and carburettor adjustments were concerned, was good, and the various adjustments advised in the instruction book were all simple enough to carry out.

The direct lighting fitted, like all of its type, made it necessary to keep the engine revolutions reasonably high if the maximum headlamp beam was desired and, on twisting roads unknown to the rider, it was sometimes necessary to change down to second, merely to keep the cadmium-yellow

bulb burning at full intensity. A more powerful pilot light bulb would have been appreciated for traffic work. A battery-fitted model is to become available.

Riding in rain revealed that the road-holding on wet surfaces was good, and that the frontal apron not only afforded good protection for the legs, but had the sensible addition of a gutter round its upper and side edges, which effectively prevented water from blowing over into the rider's lap.

Other little features, such as the lockable glove compartment, baggage hook, suit-case rubbing strips on the nose, built-in wind-screen lugs and lack of difficult-to-clean parts all combine to make the Peugeot a likeable machine which scores points for performance as well as handiness in town.

The rear-facing method of starting.



BRIEF SPECIFICATION

Engine: 147 c.c.; bore 56 mm. by stroke 60 mm.; single cylinder two-stroke with light-alloy cylinder head; C.R. 6.25:1; claimed b.h.p., 6.6 at 4,500 r.p.m.

Transmission: Gearbox in unit with engine; twist grip control; ratios, 5.23, 7.85 and 13.9:1; primary drive by enclosed chain; final drive by semi-enclosed chain.

Frame: Tubular.

Wheels: Pressed steel split disc-type carrying 4-in. by 8-in. Dunlop tyres; hubs incorporate 5.1-in. brakes front and rear.

Lubrication: Petrol; test carried out with 1:20 proportion.

Electrical Equipment: 12v. flywheel generator; electric horn; Marchal sparking plug.

Suspension: Trailing-link front forks of Neiman design controlled by rubber

bands; rear springing of swinging-arm type controlled by bonded rubber bush; chain adjustment by means of eccentric.

Tank: 1.65-gal. fuel tank.

Dimensions: Wheelbase, 50 in.; ground clearance, 5 in.; unladen seat height, 29 in.; maker's dry weight, 250 lb.

Finish: Various colours, unspecified.

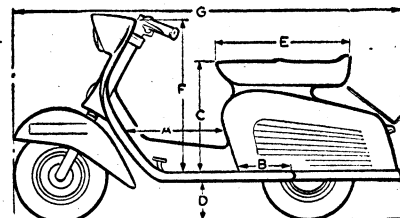
General Equipment: Full kit of tools, jack, 60 m.p.h. speedometer, spare wheel.

Price: £148 3s. 9d. plus P.T. £35 11s. 3d. = £183 15s.

Annual Tax: £1 17s. 6d.; quarterly, 10s. 4d.

Makers: Société "Cycles Peugeot," Beaulieu-Valentigney, France.

Concessionaires: Christie and Sadler, Ltd., Pluto House, 68 Finsbury Pavement, London, E.C.2.



A, 15 in.; B, 21 in.; C, 19 in.; D, 9½ in.; E, 26½ in.; F, 26½ in.; G, 71 in.