

Ignition and Lighting

Readily Convertible from Direct Lighting to Rectifier-Battery Equipment :

Inexpensive Sparking Plugs

never exceeds 15kv, which is reached at 2,800 r.p.m. The stator plate is only 4½ in diameter and carries the ignition coil, condenser, contact-breaker and other components (except lighting coils) as in the large units.

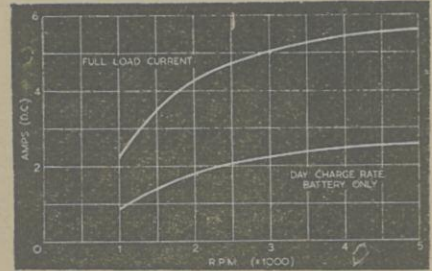
The rotor has a shrunk-in magnet-unit which comprises laminations and two magnet blocks clamped together by riveted circular side-plates in brass. Three holes in the face of the rotor give access to the contact-breaker for adjustments; the gap setting should be 0.18 in. A domed light-alloy cover fits over the rotor and seats in an annular groove in the stator plate; the cover is retained by a wire clip.

A modification for 1951 to Wipac head lamps is that a plastic switch in the head-

lamp shell will supersede the handlebar switch. The new switch has the necessary terminals and contacts to make it suitable for either the direct or rectified lighting systems. With the convertible Series 55 equipment, the lighting harness will include the leads for the rectifier conversion although the set may be supplied initially for direct lighting only.

A new tail lamp has provision for a double-filament bulb with a 3-watt filament for normal purposes and an 18-watt filament brought into operation by a stop-light switch.

Other Wipac products include a full range of sparking plugs, to which has recently been added a new plug for two-strokes and touring-type four-strokes.



Characteristics of the Series 55 Mark VIII magneto-generator with rectifier and battery

This plug, unlike others in the Pacy range, is a non-detachable type and is available in 14mm standard, 14mm long-reach, and 18mm standard sizes; it is not intended for sports-type engines. The price is particularly attractive at 3s 6d.

Makers of Wipac equipment and Pacy plugs are Wico-Pacy Sales Corporation, Ltd., Denbigh Road, Bletchley, Bucks.

A.B.J. Lightweights

An Autocycle and a 98 c.c. Motor Cycle : Details of a New Auxiliary Engine in the Offing

FOR 1951 the two A.B.J. 98 c.c. models—one an autocycle and the other a lightweight motor cycle—continue entirely unchanged. There will, however, be an addition to the range in the form of an auxiliary-engined bicycle. Complete technical details of the new unit will not be available for approximately another month, but the engine is of 48 c.c. and mounted on the front fork, astride the wheel. Drive is by means of a Carborundum roller bearing on the tyre. Current for lighting and ignition are supplied by a new Miller generator. The whole of the unit is enclosed by a neat, sheet-metal cowl.

In the case of the two larger models the engines are Villiers: the autocycle is fitted with the Villiers single-speed Mark 2F engine, and the motor cycle with the Mark 1F, which has a two-speed gear

in unit. Many features of the A.B.J.s are common to both models. For instance, they are fitted with an identical telescopic fork. A novel feature is that, of the two springs contained in each stanchion, the lower one acts on "bump" and the other on rebound. Frames are of the loop type, with brazed, malleable iron lugs at the joints.

Both models weigh about 140 lb. Wheelbase of both is 49½ in, and they are equipped with 1½-gallon capacity fuel tanks. Front mudguards are valanced and mounted on the sprung part of the fork. The rear guard is hinged to facilitate removal of the rear wheel. Tyres are 2.25 x 26 in Dunlops. Mounted on an adjustable stem, the saddle has an adjustment range of 3 in. Brake sizes are 3½ in diameter front and 4 in rear. On the autocycle they are operated by

handlebar levers and cables; brake operation in the case of the motor cycle follows normal motor cycle practice.

The finish is black enamel with gold tank lines and transfers, and there is a chromium-plated exhaust system. Manufacturers are A.B. Jackson Cycles, Ltd., 109-111, Pope Street, Birmingham, 1. Prices are as follows:—

	Basic Price	Total Price
	£ s d	£ s d
Single-speed autocycle	47 10 0	60 6 6
Two-speed motor cycle	55 0 0	69 17 0

"The Motor Cycle" Diary

An 80-page Encyclopædia

THE MOTOR CYCLE Diary makes its appearance for the twenty-fifth successive year. The diary portion is the popular week-at-an-opening, but the little book's unique value to the motor cyclist is in the 80-page encyclopædia. The legal aspect of motor cycling is covered, and included are fault-finding charts, sporting data, touring hints, a maintenance log, lighting-up times, details of famous hills, and a wealth of technical data respecting motor cycles, accessories and tyres. The morocco-leather covered edition costs 5s 6d, and the Rexine-covered, 3s 8d, including Purchase Tax. The Motor Cycle Diary may be obtained from booksellers and newsagents, to whom all copies are being distributed.

BEN Activities

In the Midlands

A BIG share in the Midland activities of BEN, the Motor and Cycle Trades Benevolent Fund, is taken by members of the motor cycle industry. At the A.G.M. of the Birmingham and Midland centre, Mr. C. Gilbert Smith, managing director of Nortons, was re-elected chairman and Mr. L. W. Lambley, B.S.A., honorary secretary and treasurer. Vice-chairman is M. A. Paddon Smith, of Joseph Lucas, the Lord Mayor of Birmingham.

Neat A.B.J. autocycle

