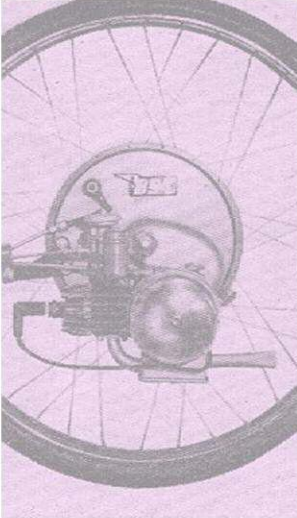
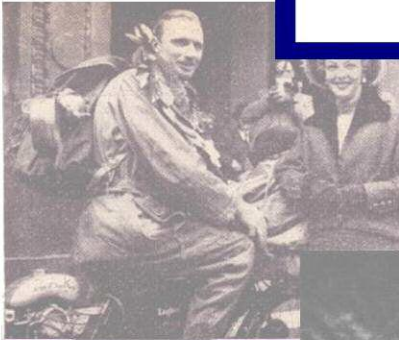


# IceniCAM Information Service



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**Reliable, Robust & Efficient**

100 per cent  
BRITISH

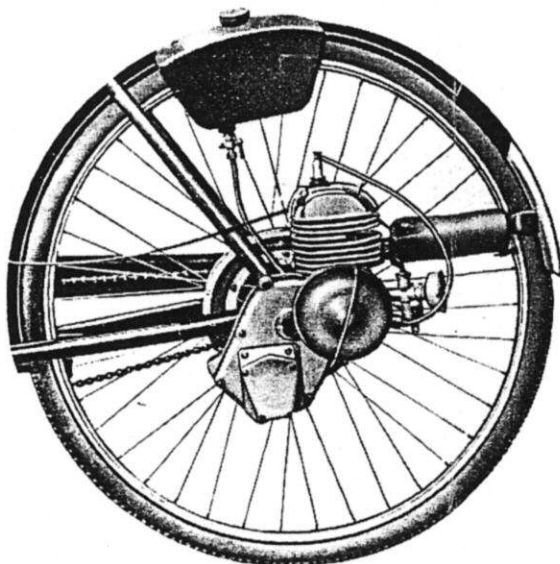
The "BANTOMOTO"

MOTORISE  
Your Cycle the Easy Way

**Easy Starting, Gear Driven**

# BUILT TO BRITISH STANDARD SPECIFICATION

## DIRECT DRIVE TO REAR WHEEL HUB



## THE CONNOISSEUR'S CHOICE

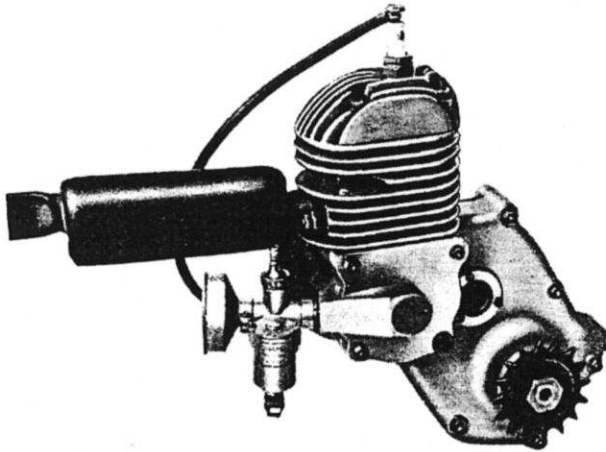
This 40 cc. two stroke engine is unique in its design. The starting and driving control is of the simplest. The drive is an engineering principle, robust and efficient. The cycle frame is not subjected to any abnormal strain. The speed is not excessive, and is normal to the average cyclist.

The engine is mounted on an axle which is screwed to the bicycle rear wheel spindle. Provision is made to give the correct alignment of the driving sprocket and the drive ring.

### Engine Specification

Bore .. .. .	38 m.m.
Stroke .. .. .	34 mm.
C.C. .. .. .	40
Spark Plug .. .. .	Standard 14 mm.
Fuel Consumption .. .. .	250 m.p.g.
Weight .. .. .	16 lbs. approx.
Petrol Tank .. .. .	4 pints capacity

## The triumph of the BANTOMOTO is in design & efficiency



### Component parts

- (A) High tension ignition by flywheel magneto—Wico.
- (B) Aluminium cylinder with special C.I. Sleeve.
- (C) Rotary Sleeve valve obviating the necessity of a Third Port in the Cylinder.
- (D) Engine mounting hub.
- (E) Drive Sprocket.
- (F) Carburettor. Amal.
- (G) Gear transmission. The gear box consists of 4 gears transmitting from driving pinion on crank shaft to driving sprocket—ratio 26 to 1.

The speed of the engine is 5 to 17 m.p.h. and its hill-climbing powers are excellent. It is light and its low position on the bicycle keeps the centre of gravity down. Its driving action is so "Silky" that there is no tendency to skid and the rider enjoys that effortless gliding sensation.

**Petrol consumption 250 m.p.g.**

The position of the engine makes it impossible for any dirt or oil to get on the rider's clothes. The exhaust gasses cannot become objectionable.

# BANTOMOTO

*Adjudicated by experts to be one of the foremost units in its class*

Very easily mounted on any standard bicycle without alteration to existing component parts.

## DIRECT DRIVE

The drive ring is bolted to the spokes and is kept central by means of alignment plates which clip around the hub.

The driving sprocket on the engine and the drive ring are always engaged when the cycle is propelled by the rider.

In order to release engine from driving ring, loosen the alignment screw, thereby disengaging the sprocket.

The bicycle may then be pedalled in the ordinary way.

## FUEL

This is a mixture of petrol and oil, known as petroil. The correct measure is 1/20 oil to 19/20 petrol. All new Bantomotos must be "run in" for a distance of 300-400 miles. Mix the oil and petrol before filling the tank. Capacity of tank is equivalent to 125 miles.

## STARTING

Close air strangler on carburettor. Mount the machine, open the throttle lever (on right hand side of handle bars) not less than half, pedal off at normal speed, with decompressor lever engaged, which must be released after a few revolutions when the engine will readily start.

## DRIVING CONTROL

The speed of the Bantomoto is controlled by the throttle lever which operates the throttle slide and allows more or less petrol mixture to be sucked into the engine.

When necessary to stop the engine in traffic close the throttle. Starting should be affected as described above, except that once the machine is warmed up, the air strangler should be left open.

## STOPPING THE ENGINE

Fully shut the throttle. It is advisable always to turn off petrol tap if you are stopping for any extended period.

## THE NEW EFFORTLESS ECONOMICAL TRAVEL

*Produced by :*

**LETTINGTON ENGINEERING CO., LTD.**

**16 BRUNEL ROAD, EAST ACTON, LONDON, W.3**

Telephone : Shepherds Bush 5376

Distributor :

# MARK II. "BANTOMOTO" AUXILIARY CYCLE ENGINE.

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Fitted with Clutch operated Two Speed Gear Box and Neutral.

Gear Ratio 3 to 1

Speed—Top Gear 24 m.p.h. Bottom 8 m.p.h.

M.P.G. 175

Engine Specification similar to "Bantomoto" Mark I.

The change speed is effected and designed on Epicyclic principles embodying "Sun & Planet" Gears. This system has been employed in the Engineering Industry for many years with great success, and offers simplicity in design and operation.