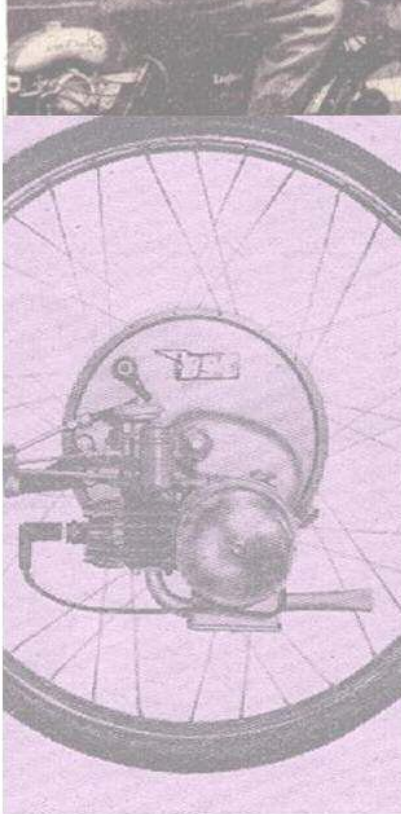


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ROAD TESTS OF
NEW MODELS

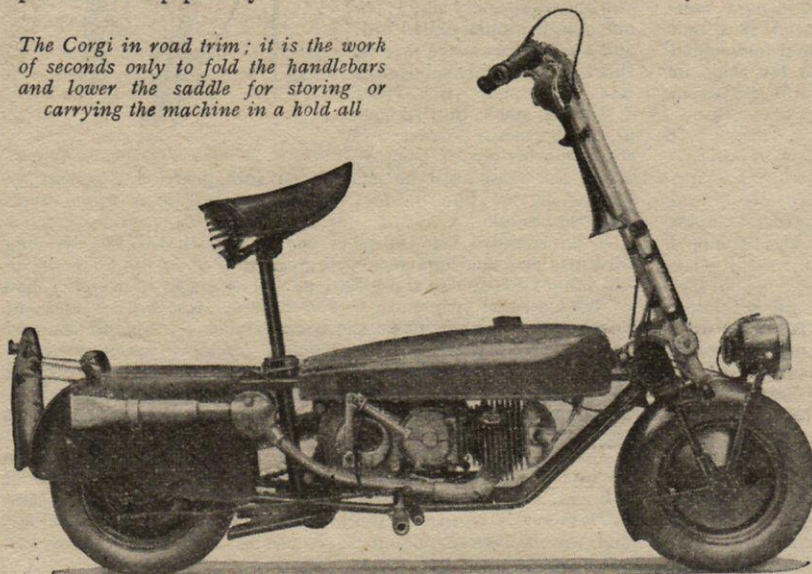
98 c.c. Brockhouse

Lightweight, Runabout that can be Packed

ALMOST anyone from about five to 90 years of age can ride the 98 c.c. Corgi. This is a fact, and it is also the basis of the initial impressions of those who see the Corgi for the first time. There are many reasons for this, but chiefly it is because the Corgi is small, light and low built and there are so few controls.

It was designed to be simple to ride, and to be folded up, pushed into a container measuring 4ft 6in x 20in x 13in and dropped from the air. Now, in its civilian form, it has gained rapid and wide popularity.

The Corgi in road trim; it is the work of seconds only to fold the handlebars and lower the saddle for storing or carrying the machine in a hold-all



A kick-starter is fitted on the latest models. Thus one of the early criticisms (that push-starting was necessary) has been eradicated.

Even during an extremely cold spell there was at no time any difficulty over starting. It was only necessary to turn on the petrol tap, close the strangler by raising the external lever on the carburettor, flood the carburettor, and after setting the twistgrip so that the throttle was about half-open, give a few moderately hard digs at the kick-starter. The engine invariably fired at the fourth or fifth kick. When the engine was hot, first-kick starting was certain.

After the engine had been running for a few seconds the strangler could be opened and forgotten about until the next cold start was necessary.

Tickover, once the engine was hot, was remarkably good, and with the twistgrip turned just a shade off the "closed" position, it was slow, reasonably quiet and 100 per cent reliable. From this speed, if a cold start had been made, two-stroking was slightly uncertain. But as soon as the engine's normal working temperature was reached the engine two-stroked evenly and regularly.

Starting, of course, is carried out with the gear in neutral. That is to say, with the offside footrest folded up in a near-vertical position (the gear selector is operated by a rod linked to the folding part of the footrest). To engage

the gear it is only necessary to set the engine to run slowly, raise the clutch and depress the footrest with the right foot to the horizontal position.

Throughout the period of the test the clutch freed perfectly and took up the drive smoothly and sweetly. It was apparently impervious to abuse and never in some 200 miles required adjustment. Like the only other controls, those for the throttle and brakes, the clutch was pleasantly light in operation.

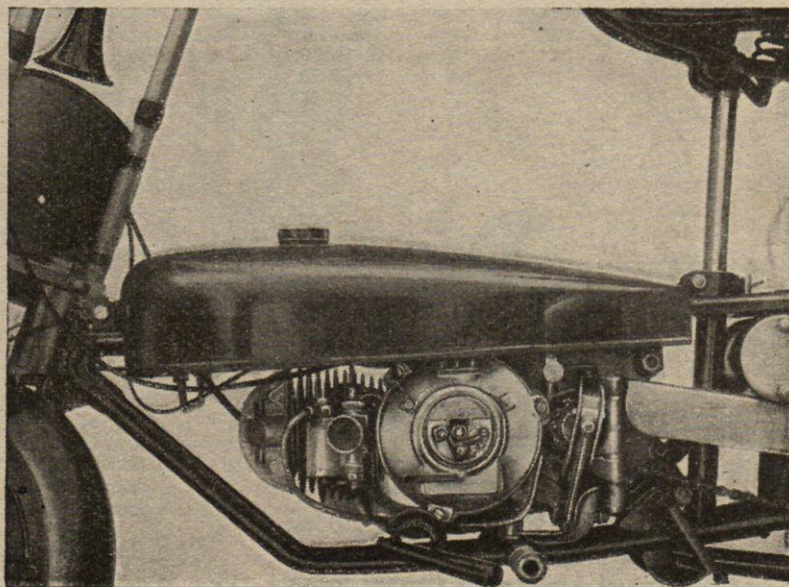
It is due in large measure to the simplicity of the controls that the Corgi is such a handy little runabout. There are other reasons which are equally cogent. "Dressing up" in special clothing is unnecessary. The engine remained commendably free from oily messiness. Though there was a certain amount of blowback from the gauze-covered air intake it never appeared to reach the rider's shoe or trouser leg. There was a slight seep of petrol from the filler cap, but it was not excessive and, again, did not come near enough to the rider's clothing to cause concern.

In Wet Weather

The mudguarding on both wheels is remarkably good and far superior to that on the majority of motor cycles. During one town trip of about six miles over very wet roads, when the rider wore only a mackintosh over a lounge suit, his shoes and trousers were as clean on his return as they were when he set off.

Engine performance is all that is required of a runabout. A useful cruising speed was found to be something between 25 and 28 m.p.h. This could be increased without apparently flogging the engine, but at the higher speeds there was some vibration which could be felt particularly at the footrests.

Acceleration was very good judged by normal traffic standards. As can be seen from the information panel the time taken for the Corgi to accelerate from 0 to 25 m.p.h. was



The 98 c.c. two-stroke Spryt engine is mounted horizontally in the tubular frame. An easily removed cover is fitted to the contact-breaker

CORGI

into a Hold-all

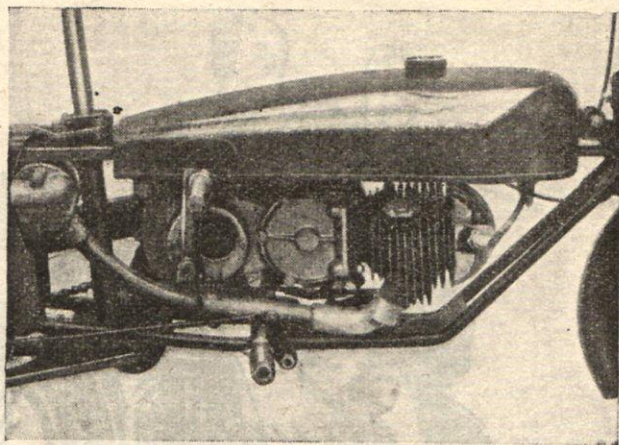
13.6s. Construed in terms of distance, the machine attained 25 m.p.h. from rest, in an average of four tests, in approximately 123 yards. Twenty miles per hour from rest took 10s (63 yards) and 30 m.p.h. from rest 18s (150 yards). The engine was especially lively when the machine was travelling at speeds of between 10 m.p.h. and 30 m.p.h. The time taken from 10 to 25 m.p.h. was only 6.6s.

There was at no time any question of the machine's not being able to keep pace with a traffic stream. It was, indeed, possible to keep ahead of London traffic (a) because the Corgi can accelerate from a stop (as, for example, at traffic lights) faster than the average car is made to in town, and (b) because of its extraordinary manoeuvrability. Town journeys can be accomplished easily, effortlessly and quickly. One town run, for example, from Radlett to Dorset House, a distance of some 16 miles, covered in near-mid-day traffic, took 45 minutes, which is good judged by any standards.

With its single 5.8 to 1 gear the Corgi would not, of course, "go anywhere" under its own power. But it climbed normal main road gradients up to about 1 in 12 or 1 in 13 fairly easily and would climb a maximum gradient of about 1 in 10. To take a concrete example, Petersham Hill, in Richmond, Surrey, has an average gradient of 1 in 13½, rises 1 in 9½ at its steepest part, and is 517 yards long. Approached by the sharp left-hand turn at the bottom, it was climbed to within a yard or two of the top before the engine required the assistance of four prods with the left foot.

The steering, on first acquaintance, gave the impression of extreme lightness and there was a tendency to "over-steer." After a mile or two, however, this feeling was overcome and the steering was, in fact, steady at speeds up to over 30 m.p.h. on reasonably good road surfaces. Over potholes or cobbles the speed, naturally, had to be kept lower as the front fork has no springing, and a certain amount of road shock was transmitted through the handlebars. For good steering, incidentally, it was necessary that the tyre pressures be accurately maintained at 20 and 25 lb per sq in front and rear respectively.

On wet wood blocks and other greasy surfaces the Corgi earned full marks for its stability. There was never the slightest tendency to skidding even when deliberate attempts were made to provoke a skid.



A folding kick-starter is fitted on the offside. Neutral is selected by folding the offside footrest upward

The riding position is commendably good. There are two alternative positions for the height of the saddle. It was found that the higher position gave a good placing of the saddle in relation to the footrests for a rider of average stature. The handlebar grips, too, were well placed, but there would be an improvement if there was a shade more "reach" between the saddle and grips.

The brakes, in delivery tune, were good and well in keeping with the general performance of the machine. They began to lose some of their efficiency, however, towards the end of the test. Front brake adjustment is by means of a normal cable adjuster. Adjustment of the rear brake is by means of screwed yokes on the brake rod and adjustment involves the removal of a small split pin.

Lighting was direct by Wico-Pacy flywheel magneto. There was ample illumination for town riding. A battery in the headlamp provides current for the parking bulbs.

The standard finish is maroon and black with the long handlebars in silver sheen. General construction is extremely robust and well carried out. Wide use is wisely made of aircraft-type lock nuts. In brief, in not too difficult country, the Corgi makes a most useful runabout; one that solves the problem of "no garage space," and is invaluable for short, door-to-door type town journeys.

Information Panel

98 c.c. Brockhouse Corgi

SPECIFICATION

ENGINE: Brockhouse, 98 c.c. (50 mm x 50 mm), single-cylinder two-stroke in unit with primary drive and countershaft clutch. Roller-bearing big-end; ball-bearings supporting mainshafts. Domed-crown aluminium-alloy piston. Detachable aluminium-alloy cylinder head. Petroil lubrication.

CARBURETTOR: Amal needle-jet type with twistgrip throttle control. External lever for cold-starting strangler.

TRANSMISSION: Chain. Primary, $\frac{3}{8}$ x 0.225in, oil-bath chain case. Secondary, $\frac{1}{2}$ x 0.192in. Single gear 5.8 to 1.

IGNITION AND LIGHTING: Wico-Pacy flywheel magneto, with dual lighting coils; 4in headlamp with dry battery for parking.

PETROIL CAPACITY: 1½ gallons.

TYRES: Dunlop, 12½ x 2½in front and rear.

BRAKES: 4in internal expanding front and rear.

FRONT FORK: Rigid, single-tube blades.

WHEELBASE: 39in. Ground clearance, 4in.

SADDLE: Terry, 26½in or 24½in height.

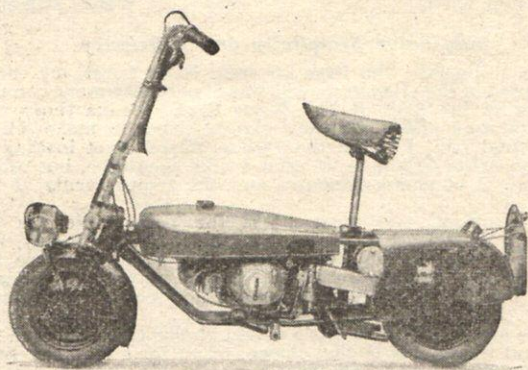
WEIGHT: 117lb fully equipped and approximately ¼ gallon of fuel.

PRICE: £52, plus Purchase Tax (in Britain), £66 0s 10d.

ROAD TAX: 17s 6d a year; 4s 10d a quarter.

MAKERS: Brockhouse Engineering (Southport), Ltd., Crossens, Southport, Lancs., England. Sole world concessionaires: Jack Olding & Co., Ltd., 8-10, North Audley Street, London, W.1.

DESCRIPTION: The Motor Cycle, December 11th, 1947.



PERFORMANCE DATA

MAXIMUM SPEED: 36 m.p.h.

CRUISING SPEED: 25-28 m.p.h.

ACCELERATION: 0-20 m.p.h. 0-25 m.p.h. 0-30 m.p.h. 10-25 m.p.h.
10 secs 13.6 secs 18 secs 6.6 secs

PETROIL CONSUMPTION: 112 m.p.g. at normal cruising speeds.

BRAKING: From 30 m.p.h. to rest, 33ft 6in (surface, wet tar macadam).

TURNING CIRCLE: 11ft 6in.

MINIMUM NON-SNATCH SPEED: 9 m.p.h.

WEIGHT PER C.C.: 1.2lb.