

## Scamp — a winner

"So long as it's reliable it's a winner." That sums up the trade's reaction to the new Scamp moped which on Sunday completes a triumphant introductory trade tour of the country. Orders for hundreds of Scamps have been placed with the makers, A. N. Clark (Engineers) Ltd., Binstead, Isle of Wight, and director Alec Clark commented last week that consensus of trade opinion had been extremely favourable.

When the £48 6s 0d Scamp gets into dealers' showrooms in March, it is certain that a very significant percentage of sales will be made to women, for it is at this largely untapped end of the market that the Scamp, designed with simplicity of operation and reliability as the prime considerations, has surely been aimed.

Simplicity of function and line has been achieved, firstly by using what is basically a 17in smallwheel bicycle frame. Fabricated from steel tube, the frame is re-inforced at stress-points and having duplex cross-tubes is said to give excellent lateral rigidity. An important point is that the bottom-bracket is of standard bicycle dimensions, so allowing the rider to pedal more effectively with a straight leg action.

Both 12in heavy duty wheels are fitted with specially designed and made 2in section Avon covers and tubes. The front wheel is spoked (28) and has a Sturmey-Archer 3½in diameter drum brake while the rear wheel is braked by an alloy side-pull caliper.

It is on the near-side of the rear wheel that the two-stroke 49cc engine is mounted. This is a long-stroke unit with a bore of 38mm and stroke of 44mm. A domed piston runs in a cast-iron cylinder-block, while the radially-finned head with centrally mounted plug is in pressure die-cast aluminium. The big-end roller bearing has been designed to dismantle easily in the workshop and has uncaged steel rollers; the little-end is bushed. Like the cylinder-head, the crankcase is in pressure die-cast aluminium.

The engine breathes through a factory-set Del'Orto carburettor. It incorporates a quickly-removable nylon filter and air-cleaner, with replace-

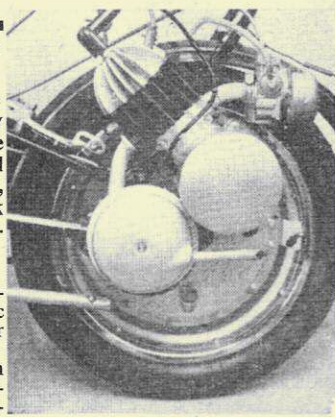
able paper-element. The instrument also has an automatic choke cut-out and tick-over adjustment screw.

Transmission is via an engine shaft fitted with centrifugal heavy duty clutch designed to "come-in" at 1,900 rpm. Drive is through an oil bath lubricated single-reduction gear-train with 10.64:1 ratio.

Electrical equipment includes an Italian flywheel-magneto, a 15W headlamp with detachable plastic covers and brass "chassis" for easy testing, electric horn and 3W rear light.

Conventionally placed handlebar controls comprise alloy brake levers, the right-hand one incorporating twist grip throttle control. On the left is a decompressor and horn and light switches.

The handlebars are adjustable for height, but for additional safety are not QR. The seat pillar has four inches of adjustment and is set free by QR lever. A large and comfort-



TWO STROKE 49cc power unit driving direct to the rear wheel.

ably-shaped saddle is cantilever suspended to cushion road shocks.

Finish is in a choice of green, blue or red with box lining in gold.

Extras include a plastic dipped carrier frame to clip onto the existing carrier at £1 7s 0d and a holdall carrier bag in black with white trim at £2 4s 0d.

Prices will be available later for a speedometer-set and good-quality tool-kit.

C.F.M.

## Launching a moped

### East Anglian dealers receive Scamp with open arms

The choice of venue could hardly have been better for the East Anglian introduction of the Scamp moped: The Garden House Hotel, on The Backs of Cambridge, Britain's headquarters of scientific thought and study, the right place to welcome the first British-engined moped for many a long year.

The 35 two-wheeler dealers of Eastern England, steady, cautious and businesslike to a man, received with suitable scepticism and then open arms

the new Scamp machines amid the sunny verdant lawns of The Backs and gave Alec Clark, its inventor, a friendly welcome that led at the end of the afternoon of February 16 to a good order book for David Bennett, motor-sales manager of A. N. Clark (Engineers), Ltd., of Binstead (Ryde 3691), Isle of Wight.

The Cambridge Scamp gathering came in the middle of a fortnight's series of introductory meetings, following others at Exeter, Tunbridge

Wells and Leicester, leading to the final meeting at Ryde on Sunday, February 25. There have been good orders nearly everywhere, certainly more than enough to take up the first thousand or two of the first weeks' production. Those attending the initial meetings had been drawn there following approaches by R. T. Townson, field sales manager or after seeing notices in the *Trader*.

Alec Clark, a man of between 30 and 40, with a jutting cheekful of Phoenician beard, is so very obviously an enthusiast, so transparently sincere and honest, that his masterly exposition of the Scamp to his Cambridge audience (and doubtless to others) was more in the way of an earnest professor's address to a receptive class than a sales-talk. By the time he had finished—and he took over an hour, with not a moment of tedium—one felt that a new star had arisen in the two-wheeler firmament that was going to do us all a bit of good.

There was a Scamp on a raised display-board, bits and pieces here and there, and two more models outside in the sharp February sunlight. Like an inspired evangelist, Mr. Clark dealt with the design of the Scamp, revealing himself to be exceptionally well-versed in the somewhat woeful story of British mopeds so far, the charms and advantages of such part-British and also foreign mopeds as are available at present (not forgetting to mention them by name and to wish them good luck!) and to the pressing need for a machine combining the simplicity of the bicycle with the ease of a motor cycle.

What was wanted, he felt, and he knew he had got, was a reliable 50cc British-built moped with a British engine. It had to be in dealers' shops for less than £50—the Scamp was £48 6s 0d. Any elaboration would put up the price into the £85 level — "Too complicated, too dear." An automatic-clutch was essential. The Scamp had one—"a good 'un".

The market lay with present-day bicycle users; or those who had given up cycling, calling it "hard work"; or with

the constant stream of young people seeking cheap motorized transport. The chief sales-advantage of the Scamp was that it looked like a bicycle. It was a reliable runner and a quick starter, because the ignition and carburation had from the beginning been designed to provide these.

Tyres had been specially provided by Avon. A maximum speed of 25mph could be reached. The braking-system had been deliberately arranged to give even retardation — caliper rear, hub front. The chainset and bottom-bracket were British and to British standards. A wide, strong, comfortable saddle had been fitted (Mr. Clark regretted that the saddle was Italian; no British maker seemed able to supply a suitable saddle at the right price).

The Scamp had a prop-stand, and a strong carrier on which it was possible to fit a box-carrier as an extra — the last-named would take a bag.

An instruction manual would be supplied with each new machine, deliveries (without delivery charges to dealers) would be by A. N. Clark's own vans and such lines as leg-shields and front carriers would be available as extras later.

Sales-literature was already available to dealers. Advertising would start soon and by next year stereos for 50-50 local newspaper display advertisements would be supplied. Spares would be obtainable by the trade to sell at reasonable prices.

Alec Clark made a firm and favourable impression on dealers attending the Cambridge

introduction. They came from a wide area, as far east as Norwich and Ipswich and as far west as Huntingdon and St. Ives. It is to the credit of Mr. Clark and his three-men-and-a-girl ensemble that so far as the hard-headed easterners were concerned they hardly put a foot wrong. It is a long time since so formidable a British organization was launched on the two-wheeler market. Everyone in the business would do well to take notice of its arrival — and to send to the Isle of Wight for full details.

As a postscript, I would like to say that like most others present at the Cambridge introduction I had a run on the Scamp. It is comfortable to ride, the steering permits safe travel with only one hand in control (as when turning right in traffic with right hand out), there is plenty of "poke" in the engine and engine-starting gives no trouble at all. H.B.

### Selle Royal line

New line which has been taken up by the Industrial Chain Supply Co., Ltd., of Woodside House, The Green, London, N.21, is the Italian-made saddle Selle Royal, which can be obtained through wholesalers.

Four types are being marketed at these retail prices:

	£	s.	d.
Two-coil	14	6	
Girder two-coil	15	6	
Heavy	1	4	0
Juvenile	10	6	

The company acts also as British agent for Schothorst rims.



ALEC CLARK removes the Scamp engine in front of an enquiring audience at Tunbridge Wells, Kent.

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