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Dutch Motorized Cycle

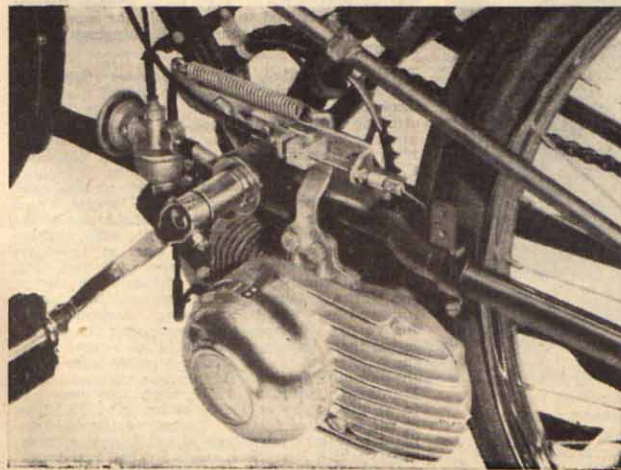
LAATEST motorized cycle to go into quantity production in Holland is the Cyclestar, turned out by N. V. Motoren-fabriek Pluvier, of Rotterdam, originators of the Berini and Cyclemaster designs. The Cyclestar is produced as a complete machine; simplicity is the keynote.

The open-type frame is noteworthy for its twin upper tubes which run from the top of the steering tubes head to the rear fork-ends. Front wheel suspension is by a bottom-link fork; wheel vertical movement is controlled by rubber bands looped between the wheel spindle and extensions of the fork legs. Brakes are internal-expanding front, back-peddalling rear.

Slung below the cycle-frame bottom bracket, the engine is a 32 c.c. (36 x 32 mm bore and stroke) two-stroke with flat-top piston and two transfer ports. It has a rotary inlet valve—a disc driven by the crankshaft. Power output is said to be 0.6 b.h.p. at 3,600 r.p.m. A Bing carburettor and a Bosch flywheel magneto are fitted. Incorporated in the throttle-slide is a choke which is operated by moving the handlebar throttle lever downward and sideways to the right. When the engine has started, the lever is turned to the left and clicks back into normal position for operating the throttle alone.

Transmission is by means of roller-chain, running in an oil-bath, to a countershaft-mounted friction roller of large diameter; the latter drives on to the rear tyre. The engine is mounted on a spindle and is capable of being swung through approximately 10 degrees to effect engagement and disengagement of the roller drive. A spring-loaded cam in the control lever enables the engine to be kept in either position; in the driving position the engine is locked so that bounce cannot occur.

Petrol (three pints) is carried in a neat tank fitted behind the saddle tube; the proportion is 1 part of S.A.E. 30 oil to 25 parts of petrol. Consumption is in the region of 200 m.p.g. The speed range is from 5 to 20 m.p.h. Total weight of the Cyclestar is 66lb.



Left: Power unit of the Dutch Cyclestar has chain primary drive to a large friction roller. Below: The Cyclestar is notable for its sturdy frame and leading-link, rubber suspension of the front wheel

