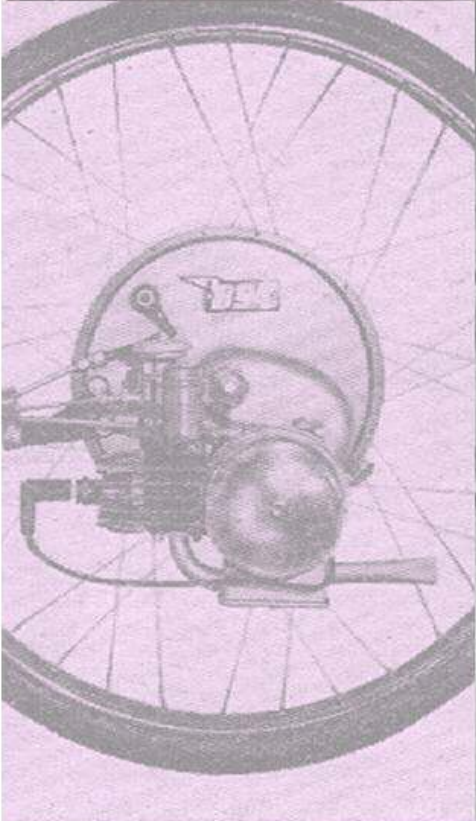


IceniCAM Information Service





On a short test run, minimum non-snatch speed was found to be about 5 m.p.h., and maximum speed approximately 20 m.p.h.

PROTOTYPES of a new motor attachment for cycles—the Cymota—made a novel public appearance a few days ago at the Fulham, London, branch of Blue Star Garages, Ltd. Cycles fitted with the attachment have been made available for trial runs. In this way public reaction is being gauged.

Basically, the unit is a conventional roller-drive attachment straddling the front wheel. It has a single-cylinder 45 c.c. (38 mm x 40 mm) two-stroke engine with a detachable, aluminium cylinder head, cast-iron cylinder barrel, and light-alloy crankcase. An extension of the nearside half of the crankcase carries at its outer end a Miller flywheel magneto incorporating lighting coils. A carborundum-faced roller between the crankcase and the flywheel magneto bears directly on the front tyre.

Pressed-steel Bearers

The engine-unit is carried in two pressed-steel bearers; on each side, two set-screws hold the unit in the bearers, which are slotted at the front holding screws to enable the engine to be pivoted about the rear (and thus clear of the tyre) when the engine is not being used. Two coil springs in tension provide driving contact between tyre and roller. The bearers themselves are mounted on a metal bulkhead—in turn clamped to the cycle handlebar stem and to each leg of the front fork. Also mounted on the bulkhead is a 3pt petrol container which feeds the single lever Amal carburettor by gravity. A combined strangler and air filter is fitted to the carburettor air intake.

At the rear of the bulkhead is attached a case carrying the dry-cell, parking-light battery. The leads from the battery are taken to a four-point socket on the forward side of the bulkhead, where the leads from the dynamo also terminate. Here the current is taken, via a plug, to a three-position switch mounted in the streamlined cowling which completely encloses the engine and fuel tank.

A cycle head lamp is built into the cowl (which on the production models will be a one-piece pressing), but it is so

Cymota Cycle Attachment

Neat Cowling Encloses 45 c.c. Two-stroke Unit

fitted that the beam may be instantly adjusted in a vertical plane to suit the rider's requirements. Only one control is mounted on the handlebar; this is the combined decompressor and throttle lever. A slight forward movement of the lever operates the decompressor and, when a pedalling speed of approximately 5 m.p.h. has been reached, the lever is released and then pulled back to operate the throttle.

When *The Motor Cycle* representative took out a machine fitted with a Cymota it was on a decidedly chilly day, yet, with the strangler closed, less than half



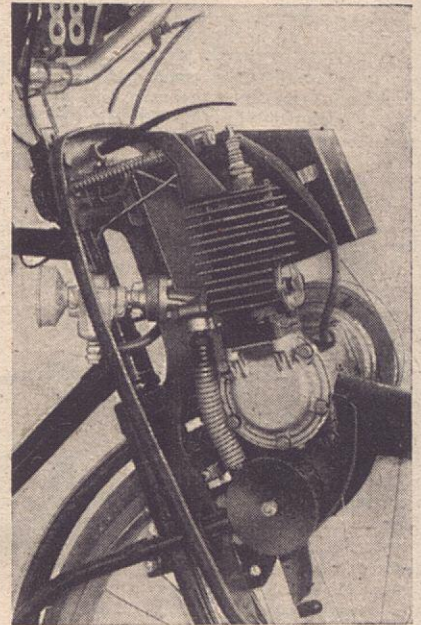
A small head lamp is built into the neat cowling

a dozen revs of the pedals were necessary before the engine fired, and the strangler was opened after about 10 yards had been covered. Such was the quietness of the exhaust and the smoothness of the initial take-up that only by ceasing to pedal could one tell whether the engine was running or not. On full throttle only

Sidecar Forks

A SPECIAL sidecar version of the Royal Enfield telescopic front fork is available for the 500 c.c. Model J2, the one Royal Enfield at present officially recommended for sidecar work. This gives 1½ in less trail than the standard solo fork; has stronger springs, and, in its latest version, includes a steering damper.

If a Model J2 is ordered for sidecar use, this fork is fitted when the machine is built, thus saving the purchaser subsequent trouble and expense in changing over. A solo fork, if in good condition, will be exchanged for a sidecar fork at a cost of £3 3s, plus £2 labour charges where the change-over is carried out at the Royal Enfield factory. Sidecar steering is recommended by Royal Enfields in cases where the machine will be used both solo and with sidecar. The resultant solo handling, it is said, is reasonably good, but there is not quite the same feeling of



Close-up of the engine unit with the cowling removed

was the exhaust note audible. The front fork mounting of the attachment did not hamper steering or impair the manoeuvrability of the cycle. Minimum non-snatch speed was about 5 m.p.h., and maximum speed approximately 20 m.p.h.

The Cymota is being built by Clifford Motor Components, Ltd., and subsidiary companies; Blue Star Garages, Ltd., High Street, Hampstead, London, N.W.3, are the sole distributors for Great Britain. Although it is not yet in production, orders are being accepted for deliveries starting in June or July. The price of the attachment is £18 18s.

“on rails” cornering that is obtained with normal solo steering.

A.C.U. International Meeting

ON Saturday, April 29, the A.C.U. will hold an international road-race meeting at the Blandford Camp circuit, Dorset. The supplementary regulations have now been issued and are available from the Secretary, A.C.U., 85, Pall Mall, London, S.W.1.

The regulations provide for six solo events: 1, 3-lap Ultra-Lightweight (100-125 c.c.) race; 2, 8-lap Lightweight (175-250 c.c.) race; 3, 10-lap Junior (250-350 c.c.) race; 4, 10-lap Senior (350-500 c.c.) race; 5, 10-lap “1,000” (500-1,000 c.c.) race; 6, 10-lap Handicap race. There will also be one 5-lap scratch race for sidecars and three-wheelers having engines under 1,200 c.c. Entries close at noon, April 12.