

EVERYBODY'S BUSINESS

discussed by
"CARBON"

the origin.

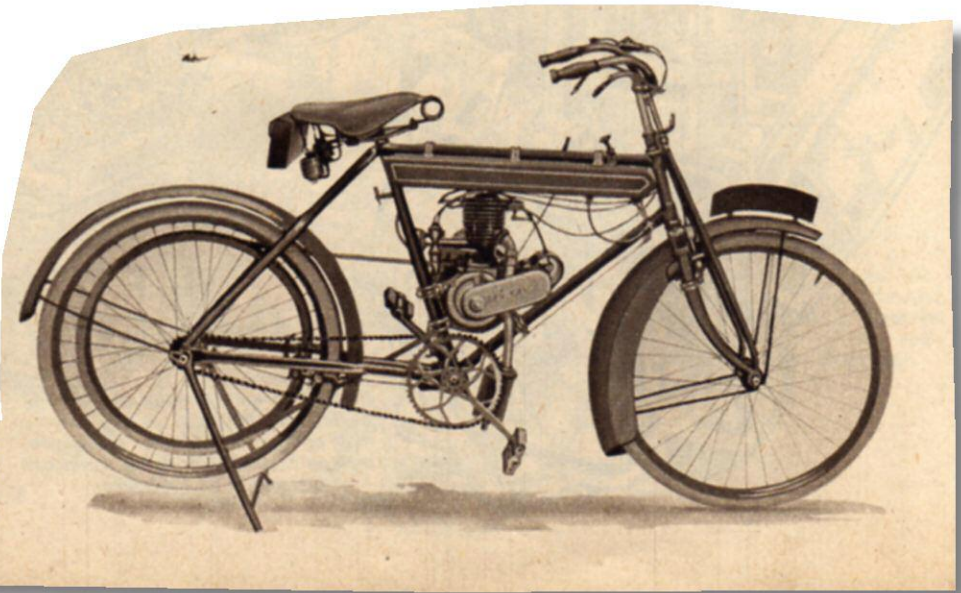
Repetition of History

QUITE evidently the Dayton people do not believe in half measures; they intend going to town with the "Albatross," which is the right way to set about it. Nor is it the first time that this very old-established concern has embarked on a motorcycle venture. I well remember the lightweight they showed at Olympia in 1913. It earned particularly high praise from the critics. You see it illustrated below. It was built at Shoreditch, E. London.

Although the engine had a capacity of 162 c.c., the machine was what we should now call a "built-in." The two-stroke motor was mounted, very neatly, too, inside the frame of the cycle, which was of particularly robust construction. The forks had girders, as you will see in the picture. Transmission was direct, by V-belt, as was usual at the time. And the selling price of the model was only 20 gn.!

As I said, knowledgeable people saw a big future for it. But they reckoned without the 1914 war, which put paid to this along with some other enterprises of promise.

Street Shapes Appear



In our last week's issue we described the new Dayton "Albatross" scooter. Here is the first Dayton machine, a 162 c.c. two-stroke "motorcyclette" which appeared at the end of 1913.

Eightpence Every Thursday

FIRST SHOW NUMBER

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MOTOR CYCLING