

# BRITISH-BUILT and IMPORTED

pushed home. Immediately, the engine started, and pulled away at walking pace; slower, in fact, for the cycle-type speedometer fitted registered only some 3 m.p.h. The ability of the unit to pull at so low a speed is due, in no small measure, to the flexibility of the transmission. This, in turn, means that, in traffic, only the throttle need be operated—a quality which will be well appreciated by the potential but so far unskilled user.

The unit's pulling power and its smoothness were most impressive. A sharp incline was climbed comfortably at a steady 12 m.p.h. against a stiff breeze and, on the downhill side, the speed rose to nearly 20 m.p.h. without any sign of protest. An uphill run with the wind was next made at a steady 15 m.p.h. and then the same climb was tried again, this time throttling down at half-distance until the speedometer registered 0 m.p.h. The throttle was

then opened smartly, and immediately the Cyclaid surged forward until the needle was again near the "15" mark.

The handling of the machine proved to be excellent, feet-up turning under power in a narrow road being quite an easy manoeuvre, while cornering was effortless. Although no opportunity was available to test the Cyclaid's thirst, a fuel consumption of about 300 m.p.g. is claimed. The price, tax free and including fitting is £20.

## THE LATEST ITALIAN CUCCILO

UNIQUE amongst cyclemotors by reason of ingenious design is the Cucciolo 48 c.c. o.h.v. two-speed engine/gearbox unit, an early version of which was tested by "Motor Cycling" last December, details being published in our December 8 issue. The unit is now established on the British market and recently, by courtesy of the main distributors—Britax (London), Ltd., 115-129, Carlton Vale, London, N.W.6—a staff man was able to examine and road test one of the later models.

A number of improvements has been incorporated in the new units, rather with the view to making the engine more attractive to the utility rider by the elimination of certain potential causes of worry than of enhancing an already adequate performance.

The main external difference between the new unit and that tested last year is the crankcase, which is no longer split on an approximately horizontal plane. Instead, the left-hand check is detachable, whilst the cylinder now fitted also is a detachable component. Other new features are the fitting of a forward-facing exhaust port and the re-positioning of the oil filler on the side of the engine, in preference to the forward position previously employed.

Internally, the main alteration is the fitting of cams for both valves.

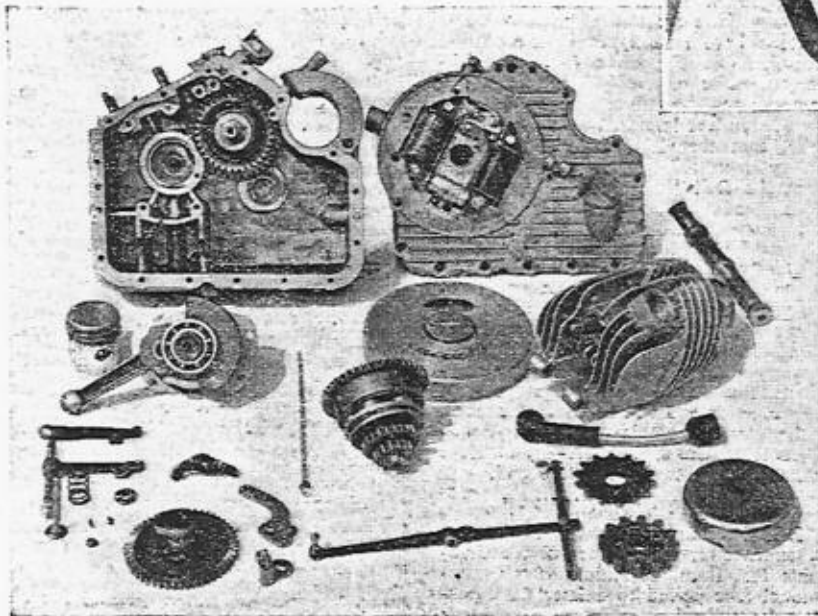
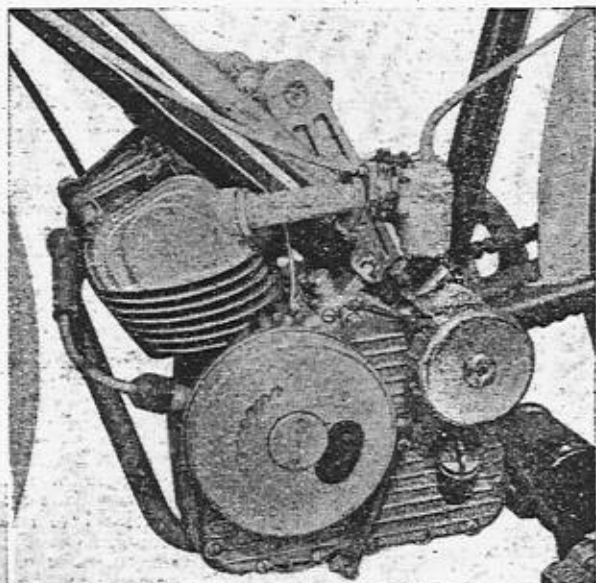
Formerly, the wishbone levers actuating the pushrods operated on each side of a single cam. Modifications have been made also to the free-wheel device embodied in the pedalling crank. The weight of the complete unit, with fittings, is 17½ lb.

The petrol tank position, also, is to be altered. In place of the present type, mounted on the rear mudguard just behind the saddle stays, the new tank will be positioned within the frame, immediately behind the steering head.

The impressions gained during the road-test which was carried out with the Cucciolo unit fitted to a lightweight Rudge pedal cycle, were that the new engine, probably as a result of the improved valve timing possible with the use of separate cams, responded to the throttle far more readily than did the earlier version. Valve noise, too, had decreased, although—a point unavoidable with exposed valves and rockers—it was still quite noticeable.

The gear ratios, too, could with advantage have been closer, although the low bottom gear made it possible to

(Right) Of 48 c.c., the o.h.v. engine of the Cucciolo cyclemotor is built integrally with a two-speed epicyclic gearbox. (Below) The component parts of the unit. Primary transmission is by gears.



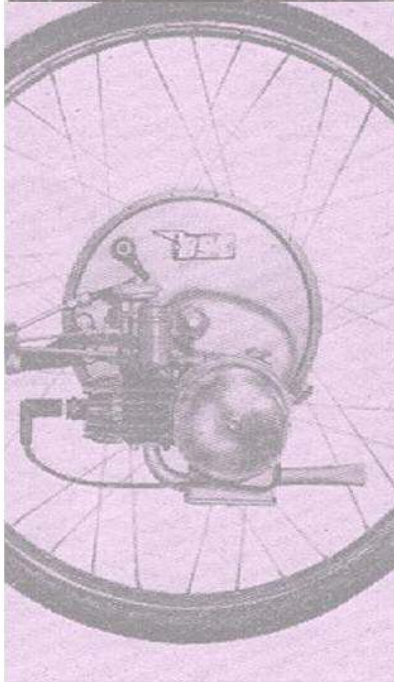
ride the machine almost to a standstill without the necessity for withdrawing the clutch. An interesting point was that, on the machine tested, a three-speed hub gear was fitted, thereby giving a choice of six ratios!

In the course of a comparatively short road test it was not possible to check the fuel consumption, but Britax testers have found that averages of nearly 300 m.p.g. can be obtained—a figure which, assuming average driving conditions, does not seem unreasonable.

Full facilities for overhauls and repairs are being provided at the distributors' premises in London, and it is hoped that it may shortly be possible to arrange for trial rides on demonstration machines for prospective customers.

The price of the Cucciolo—which carries a six-months' guarantee—is £40.

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