



48^{cc}

Britax
Lucati

The DUCATI "48" 48 c.c. o.h.v. 4-stroke engine

Manufactured by the Italian DUCATI concern—famed for fine engineering—the DUCATI "48" is more efficient, more powerful and more economical than any other cycle auxiliary motor on the market. The high initial outlay is inevitable in such a masterpiece of engineering, but the extra cost is more than offset by the length of trouble-free service and low running costs.

A 48c.c. four-stroke o.h.v. engine, the DUCATI "48" incorporates a 2-speed pre-selector gear-box driven through a multiple-plate metal-to-metal clutch running in oil. At 5,250 r.p.m. it develops over 1.25 b.h.p. and, as in the conventional modern motor cycle it has the advantage of direct chain-drive, together with lighting current supplied by a separate L.T. coil. No oil has to be mixed with the fuel: lubrication is entirely independent and fully automatic. Cruising at 25-30 m.p.h. the rate of fuel consumption is approximately 250 miles per gallon.

This sensational little power unit can be fitted to the bottom bracket of any cycle, without modifying the frame, mutilating the mudguards, or dispensing with the existing rear wheel.

SPECIFICATION : Cylinder Bore : 39 mm. Stroke : 40 mm. Compression Ratio : 6.24 to 1. Spark Plug points : 18/20/1000". Spark Plug (14 mm.) : Champion L-10s. Tappet clearance : Inl. .006, Exh. .008. Running-in period : 200/250 miles.

OVERHEAD VALVES
& TAPPET ADJUSTERS

SINGLE-LEVER TWO-
JET WEBER
CARBURETTOR

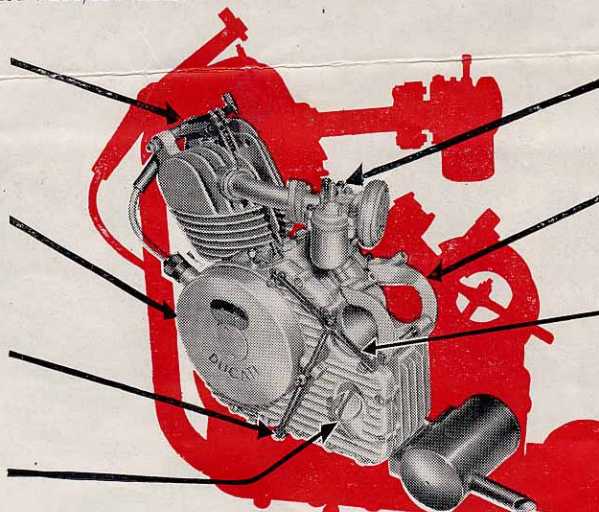
FLYWHEEL MAGNETO
& A.C. GENERATOR

BOTTOM BRACKET
FITTING CLAMPS

CLUTCH OPERATING
ARM.

GEAR SELECTOR
MECHANISM

WET SUMP
(1 PINT CAPACITY)



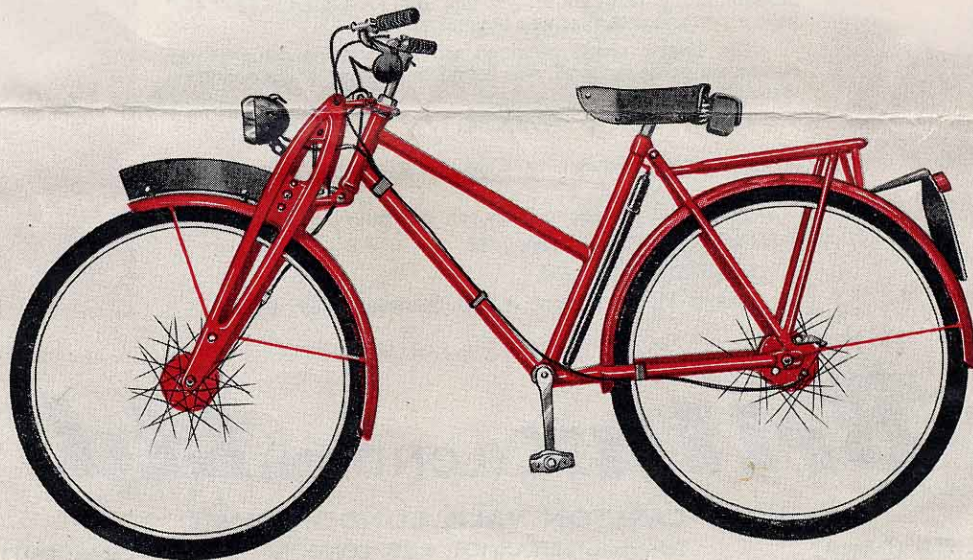
PRICE: £40. Plus P.T. £9.7.2d.

The BRITAX CYCLE

Specially designed to obtain the full benefit of the power and performance of the "CUCCILO," the BRITAX CYCLE gives the additional safety, strength and riding comfort essential to the enjoyment of cycle-motoring.

Sturdily constructed from reinforced heavy gauge steel tubing, electrically welded by the new patent process, its low riding position makes it equally suitable for ladies or gentlemen. The pressed steel girder forks, with rubber suspension and rebound damper, provide flawless steering: the powerful internal expanding hub brakes are capable of coping with any emergency.

SPECIFICATION: Frame 19in. (48c.m.) Bracket height 11 $\frac{3}{4}$ in. (30c.m.). **Wheels:** 26in. x 1 $\frac{1}{4}$ (66c.m. x 4.4c.m.) Ball race journal hubs: fixed sprocket bolted on to hub. **Tyres:** Roadster Balloon 26in. x 1 $\frac{1}{4}$ in. (66c.m. x 4.4c.m.). **General Equipment:** Transmission Chain, Number Plates, Rear Lamp with integral reflector, Front Lamp, Bulb Horn, Carrier, Toolbag and Tools. **Finish:** High gloss maroon enamel on rust proofed surface. All bright parts chromium plated.



SPECIAL FITTINGS



A $1\frac{1}{4}$ gallon capacity fuel tank, handsomely finished in maroon with the name "Britax Ducati" in gold lettering, is supplied with DUCATI "48" units intended for use in conjunction with a new Britax Cycle. This tank is illustrated on the left.

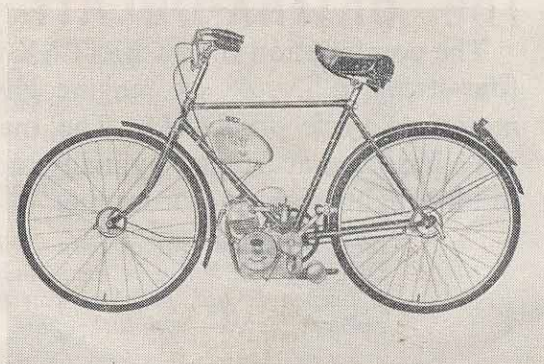


A special 5-pint capacity fuel tank (as illustrated on the left) is supplied with the DUCATI "48" for use in conjunction with cycles other than the Britax Cycle.

DUCATI "48"

The DUCATI "48" four stroke 48c.c. o.h.v. engine can be easily fitted to the bottom bracket of any pedal cycle, without the necessity of modifying the frame or any part of the machine. The five-pint capacity fuel tank supplied with the unit may be attached either to the down tube of the cycle frame or fitted to the rear forks behind the saddle.

(Right) The DUCATI "48" fitted to an ordinary pedal cycle.





Britax
Ducati

The BRITAX-DUCATI MOTORISED CYCLE

The combination of the BRITAX CYCLE and the DUCATI "48" four-stroke o.h.v. 48 c.c. engine gives the *lightest and most efficient motorised cycle produced.** The marriage of these two outstanding units has been acclaimed by many motor cycle experts as the last word in ultra-lightweight motor cycling.

**With a total weight of only 72 lb. (32.5 kgs.), the BRITAX-DUCATI "48" can be man-handled with ease over stairs, etc., and when in use, pedalling can be resumed at will—as on an ordinary bicycle—with little effort.*

Complete Machine Inc. P.T. £69.19.8d.

The **LIGHTEST** and **MOST EFFICIENT** motorised cycle in use!

The BRITAX-DUCATI "48" has been tested under the most severe conditions in the hands of some of Great Britain's leading Motor Cyclists. The results of these tests have justified our claim for this really marvellous unit—The World's Best!



STAMINA! During the course of the strenuous test of the BRITAX-DUCATI "48" at Thruxton, a ramp over a water pipe had to be taken at over 50 m.p.h. causing the machine to jump some 20 feet on each of the 500 laps!

The BRITAX-DUCATI "48" is the only motorised cycle to be featured in the Shell Successes Book.

1,265 MILES IN 32 HOURS (AVERAGE SPEED 39.18 m.p.h.) AT THRUXTON, ENGLAND, 9TH to 10TH OF OCTOBER, 1953.

The objectives of the trial were :

(A) to prove the high standard and performance of the DUCATI "48" Cycle Attachment Motor.

(B) to test the BRITAX CYCLE for rigidity and strength.

Weather conditions were far from good—wet and fog predominating throughout, yet the BRITAX-DUCATI "48" gave a performance that was beyond reproach.

The fastest speed obtained was over 59 m.p.h. yet the engine, on being stripped, was found to be in excellent condition throughout.

FIRST CLASS AWARDS. A.C.U. Trial, 1952.
A.C.U. Trial, 1953.

Completed London to Cardiff run under severe winter conditions.

Completed London to Paris run in 9 hours, February, 1953.

Completed Exeter Trial, 1954.

Lands End Trial 1954.

Bronze Medal Winner, A.C.U. National Rally, 1954.



Howard German riding the BRITAX-DUCATI "48" in the Exeter Trial, 1954.

NO MECHANICAL FAILURES !

Britax (LONDON) **Ltd.**

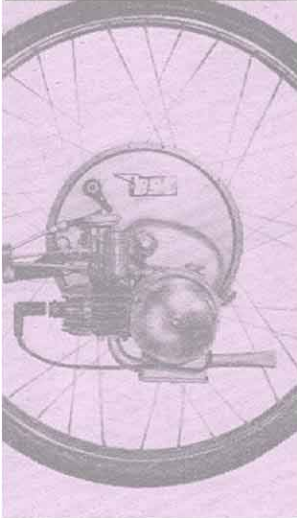
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