

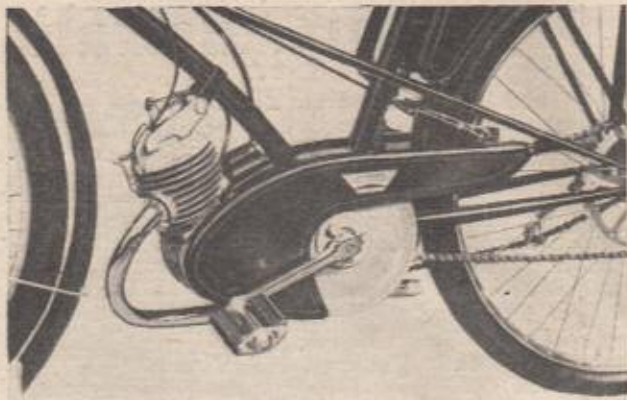
## Netherlands Lightweights

### Kaptein Autocycle and Spring-frame Lightweight

THE Netherlands firm Kaptein, which has for some time been producing French Motobécane models under licence, is introducing two new models for 1950. The first is an autocycle, and the second is a 100 c.c. two-stroke designed to appeal in competitive markets.

Constructed of high-quality steel tubing, the frame of the Kaptein autocycle is notable for its rigidity; the fork follows cycle practice, but is specially built to allow a certain amount of flexing. The 49.9 c.c. Motobécane "Poney" engine is mounted in front of the bottom bracket of the frame, and has a light-alloy cylinder barrel and cylinder head. The steel cylinder liner is cast in position. A single-slide Görtner carburettor

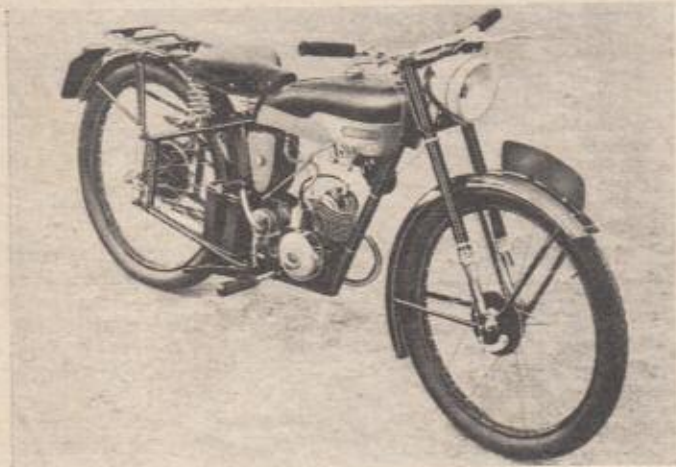
*Primary drive on the autocycle is by vee-belt*



(about £60), which is by far the lowest figure for any similar motor cycle offered in Holland in post-war years.

The engine has a bore and stroke of 45mm and 60mm respectively, and the output claimed is  $3\frac{1}{2}$  b.h.p. at 3,000 r.p.m.

lighting coils, and the lighting equipment incorporates a rectifier and a battery. Petrol consumption is claimed to be 140 m.p.g. Maximum speed is approximately 40 m.p.h. Total weight of the machine is around 125lb.



*Though selling at a keen price the new Kaptein model has a telescopic fork and rear-springing*

is employed, and ignition is by flywheel magneto. Power output of the engine is stated to be 0.6 b.h.p. at 2,800 r.p.m., and the speed range of the machine is given as 4 to 18 m.p.h. Lubrication is by petrol, and fuel consumption is in the region of 200 m.p.g.

Of special interest is the transmission system. There is a vee-belt drive from a small pulley on the engine crankshaft to a larger pulley mounted on a needle bearing carried at the bottom bracket of the frame. Three pins connect this larger pulley with a small sprocket which is coupled to the rear wheel sprocket by a roller chain. By disengaging the three pins, the pulley is disconnected from the sprocket so that the cycle may be propelled easily by means of the normal pedalling gear. The engine driving chain is adjusted by moving the rear wheel in the normal way, and the pedal gear chain is automatically tensioned by a jockey pulley. Total weight of the Kaptein autocycle, including the direct lighting system, is about 55lb. The price in Holland is 375 florins which, at the present rate of exchange, is about £35.

The second new product from the Kaptein factory is a 100 c.c. two-stroke lightweight motor cycle, which has a telescopic front fork and plunger-type rear suspension. This sells at 659 florins

Primary drive is by chain through a cork clutch to a separate three-speed gear box with hand change. Tyres are 2.375 x 24in. Other details are a 2-gallon petrol tank, 5in diameter brakes, and handlebars incorporating built-in controls. The flywheel magneto includes

## 1950 HARLEY-DAVIDSONS

### Modifications to all Models

VARIOUS refinements have been incorporated in the 1950 Harley-Davidsons. The telescopic front fork, called the "Hydra-Glide," is continued on the twin-cylinder models. Inlet port re-design of the Big Twin overhead-valve engine has resulted in, it is claimed, approximately 10 per cent higher power output. These engines also have a new carburettor with a fixed jet and an adjustable jet needle. On the 74 (1,200 c.c.) cubic inch engines, the carburettor bore has been increased in diameter from  $1\frac{1}{4}$ in to  $1\frac{5}{16}$ in.

A new silencer giving quieter exhaust is fitted to the 45 (750 c.c.) cubic inch and Big Twin models.

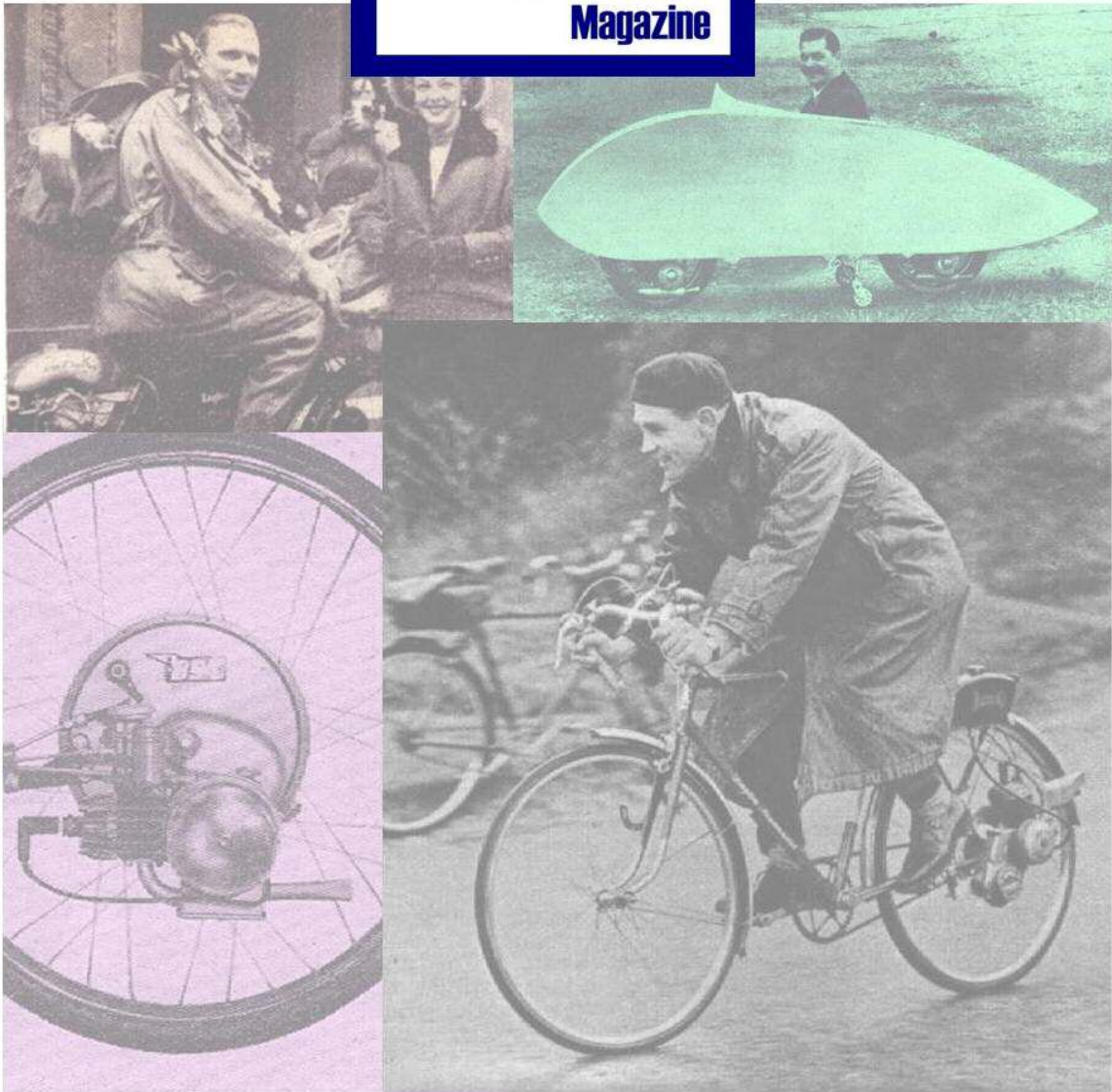
The frame of the 125 c.c. two-stroke has been modified to include a dropped forged steering head. Another change is a redesigned flywheel generator which now has four brushes and an increase of  $\frac{1}{4}$ in in the length of the six pole pieces and larger field coils. These changes give a lower cutting-in speed and a total output of nine amperes; it is claimed that the full lighting and ignition load are balanced at about 15 m.p.h. in top gear. A strong "Jiffy" stand is fitted.

Various attractive colour schemes are available on all models.

*"Hydra-Glide" telescopic fork is continued on the big-twin Harleys. This is the 1,200 c.c. machine*



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