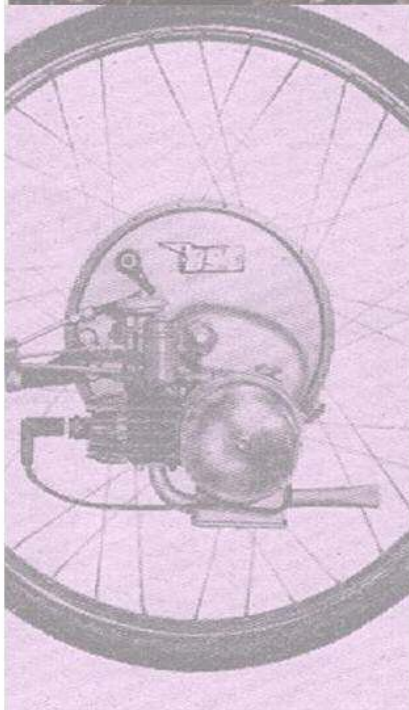


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# A Miniature with Pressed Steel Frame.

**A Scooter with its Engine Hidden below the Platform.**

**A**LTHOUGH designed to meet anticipated demand for motor scooters the little machine illustrated is to all intents and purposes a miniature motor cycle, as the capacity of the engine is 232 c.c. and a saddle is provided.

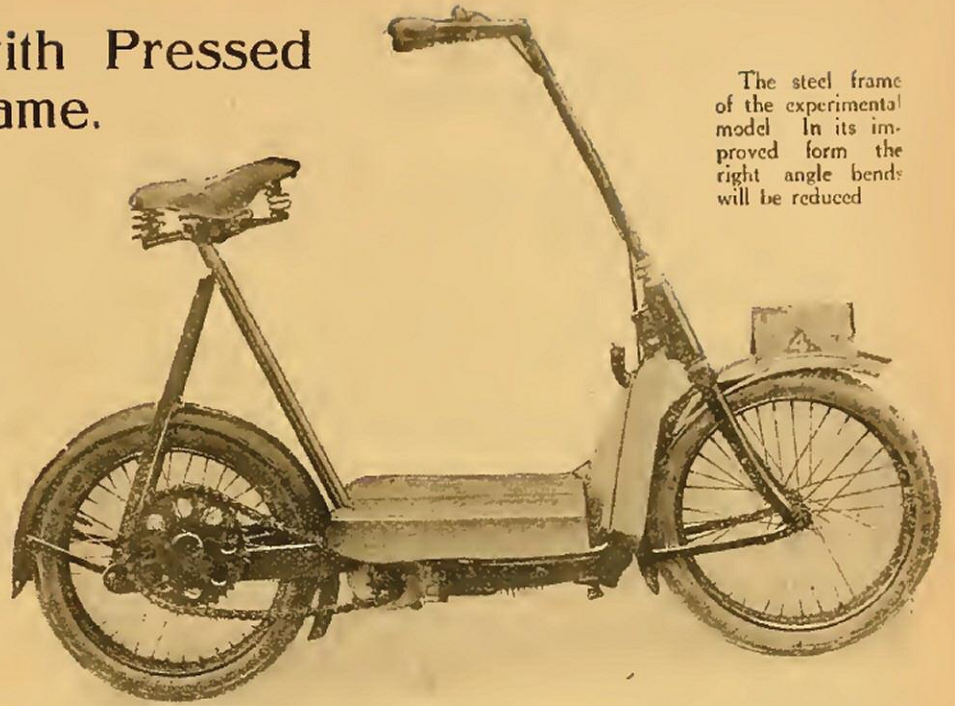
In designing the Marseel scooter, as it is named, the makers have aimed to produce a light runabout machine, comparatively cheap to buy and run, and extremely simple in operation. Bearing in mind that the potential buyers of such machines are not mechanical, the designers have endeavoured to make the mechanical elements as inconspicuous as possible. Thus when seen from the eye level of an adult the machine has the appearance of being a seat type scooter minus an engine. This is due to the fact that the power unit is located below the platform, and the tank takes the form of a shallow box acting as a front shield.

The experimental machine illustrated has been on the road nearly twelve months, and in the "production" models, which, it is expected, will be ready next month, there will be several improvements, including a "cleaner" design frame of pressed steel.

### A Simple Frame.

It will be observed that the frame is composed of two steel members, which are bolted to the cast steering head and splay out to enclose the approximately triangular tank. From this point they form the supports for the platform, converging again to the crank case of the engine which acts as cross members. At the rear of the engine the steel plates form the chain stays. In the experimental frame there are an unnecessary number of right-angle bends, but in the improved model these will not appear, the two side plates being shaped in sweeping bends.

The engine—a two-stroke with roller bearings throughout—lies horizontally in



The steel frame of the experimental model in its improved form the right angle bends will be reduced

the frame with its exhaust pipe on top, a recess being made in the platform to receive it. The C.A.V. magneto is coupled directly to the crankshaft through a leather joint, and is carried on an aluminium plate supported from the crank case. Located alongside it, and also under the platform, is the carburetter—a single-lever instrument of extremely simple design.

Chains are used for the transmission, the main drive being from the crankshaft to a small countershaft running on a bronze bearing contained in a quadrant plate pivoted on the right side "chain stay." Chain adjustment is effected by swinging the plate slightly.

A compression release is fitted on the cylinder head, and is operated by a small pedal intended to be actuated by the right heel.

To provide support for the saddle, a tube is used, triangulated with the chain stays by two flat steel strips. This support has a lug on its lower end connecting with the main frame by one of the engine

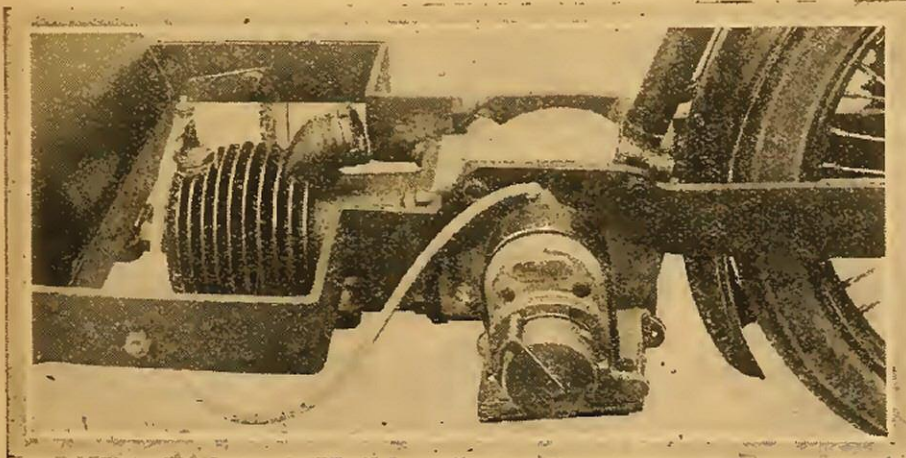
bolts. The price of the machine is £33. and the makers the Marseel Engineering Co., Victoria Park, Coventry.

The design is fully covered by patents, both as regards the frame construction and the countershaft adjustment.

## AVERAGE SECOND-HAND PRICES.

**A**S is often the case at this time of year, it has not been possible to give such a complete list as is usually presented. In all probability those riders who have machines on order are retaining their present mounts until they see some definite signs of the delivery of the new ones; owing to this state of affairs, there is likely to be a keen demand for the good second-hand machines available. Most wise riders at the present time are holding on to their machines in the belief that a 'bus in the garage is worth two on a waiting list.

A.J.S., 1914 6 h.p., sidecar .....	£99
" 1919, 6 h.p., sidecar .....	£180
Allon, 2-stroke, 2-speed .....	£64
B.S.A., 4½ h.p., 3-speed, sidecar .....	£100
Calthorpe-Jap, 2½ h.p., 2-speed .....	£42
Clyno, 2-stroke, 2-speed, 1914 .....	£42
" 5-6 h.p., 3-speed, sidecar, 1914 .....	£85
Douglas, 2½ h.p., W.D. .....	£72
" 4 h.p., 3-speed, sidecar, 1919 .....	£130
Enfield, 2½ h.p., 2-stroke .....	£48
" 1916, 3 h.p., twin, 2-speed .....	£65
" 1916, 6 h.p., sidecar .....	£120
Harley-Davidson, 3-speed, sidecar, 1916 .....	£130
Indian, 1914, 7-9 h.p., 2-speed, sidecar .....	£95
" 1919, 7-9 h.p., 3-speed, sidecar .....	£178
James, 2½ h.p., 2-stroke, 2-speed .....	£50
Levis, 2½ h.p., 2-speed .....	£50
Matchless, M.A.G. and Victory Models, sidecar ..	£145
New Imperial, 2½ h.p., 2-speed, 1919 .....	£70
P. & M., 1919, 3½ h.p., solo .....	£90
" 1919, 3½ h.p., sidecar .....	£105
Rudge-Multi, 3½ h.p., 1919 .....	£90
" 5-6 h.p., and sidecar, 1916 .....	£85
Scott, solo, 1919 .....	£115
Sunbeam, 1915-8, 3½ h.p., sidecar .....	£140
Triumph, 3½ h.p., single-speed .....	£38
" 3½ h.p., 3-speed hub .....	£57
" 1915, 4 h.p., 3-speed countershaft, solo .....	£68
" 1919, 4 h.p., 3-speed, countershaft, solo .....	£90
" 2½ h.p., 2-stroke .....	£56
Zenith, 4 h.p., solo .....	£55
" 8 h.p. countershaft, and sidecar .....	£120



The Marseel miniature, in which the engine is placed horizontally under the platform.