

"Power & Pedal"

Vol. II No. 12

November, 1954

Three New

Autocycles

Built - for - the - job on the British Market

IT seems that the cyclemotor industry in Britain has at last decided that it has come to stay and the logical development of machines-for-the-job, long advocated by this journal, is now taking place. We have news of three new under-50 c.c. autocycles that will be seen at Earl's Court and they are all of real interest to a public that is more than ready to receive them. We are pleased to welcome these newcomers, especially as they are all good representatives of their class.

The Phillips

One of the first in the field with a special cycle for use with attachment engines, Phillips Cycles Ltd.,



Catalogue number P0499
Price code A
Date 5 June 2008

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have now produced what is virtually this same cycle with a built-in 49 c.c. engine to form an autocycle of novel and interesting design.

The sturdy 22in. frame has its top tube dropped at the rear end to give the necessary low saddle position for powered riding, 16 gauge fork blades with liners and the well-known girder attachment for extra strength. The 26in. x 1 $\frac{3}{8}$ in. wheels are built up with 13 gauge spokes with the Phillips hub brake at the front and a coaster hub rear. Dunlop *Carrier* tyres are fitted to both wheels. A large sprung saddle is standard equipment as are wide, double-stayed mudguards, number plates licence holder, lamps, stand, pump and tools.

Set fairly high up within the frame is the two-stroke engine of 38.25 m.m. x 40.5 mm. with alloy barrel and head and cast iron liner. A *Bosch* flywheel magneto provides ignition and lighting current and also provides for the electric horn which is available as an optional extra. Transmission is through a multi-plate clutch and $\frac{1}{2}$ in. x $\frac{3}{16}$ th in. chain to a large sprocket on the rear wheel independent of the normal pedalling gear. The fuel tank is set horizontally at the forward end of the top tube and has a capacity of 5 pints. An overdue refinement on all cyclemotors is the provision of a two-way petrol tap which gives both a reserve warning of fuel shortage and freedom from the boggy of pre-mixing petrol and oil at garages.

The machine looks good, is accessible and can easily become a favourite with the sporting type of rider who wants high ground clearance and lively performance for competition work. It may, however, prove less handy for utility riding in ordinary clothing and top coat. The price is right at £49. 15s. 0d. all on (inc. P.T.).