

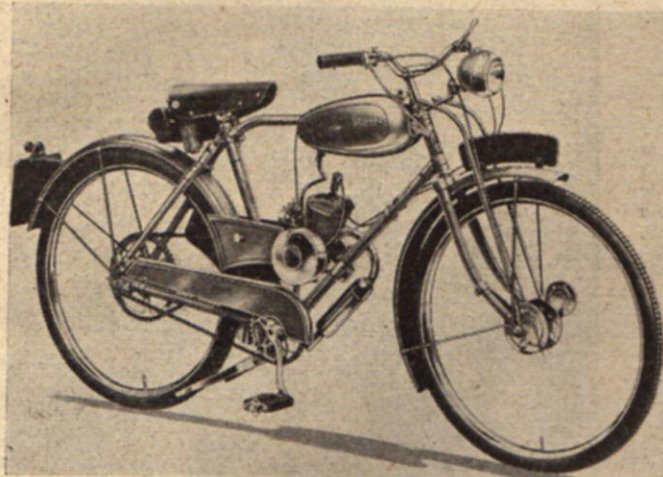
October 7, 1954

MOTOR CYCLING

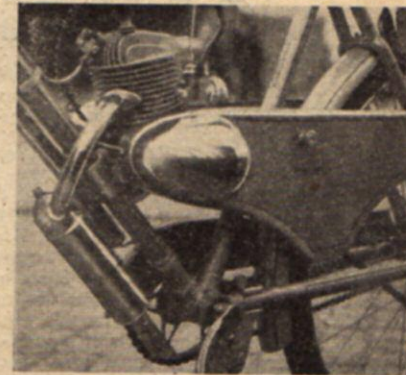
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CYCLEMOTORS GAIN A RECRUIT

A Forty-nine c.c., Two-stroke Powered, Phillips Bicycle to be Exhibited at Earls, Court Next Month.



(Right) A faired and polished primary-drive cover enhances the appearance of the 49 c.c. engine in the new Phillips cyclemotor. Final drive is from a clutch and counter-shaft.



On the left is the latest recruit to the ranks of the "half-hundreds"—from the famous Phillips bicycle factory in Birmingham.

THE fact that Phillips Cycles, Ltd., of Credenda Works, Smethwick, Birmingham, introduced, some years ago, a bicycle designed for use with a "clip-on" motor is now common knowledge. What is new, however, is the announcement that this concern has now marketed a complete *velomoteur* powered by a 49 c.c. two-stroke engine.

Of conventional cycle design, the frame is made from a heavy-gauge tubing designed to cope with the power of a 50 c.c. engine—and has a curved top tube to give a low and comfortable seating position. The front forks and fork crown are both of the strengthened heavy-duty type.

The power unit, situated within the frame

just above the bottom bracket, and between the seat and down tubes, has a light-alloy cylinder barrel and head, the former having a steel liner. Electric current is supplied by a Bosch flywheel magneto incorporating a 6-volt/6-watt lighting circuit.

Engine power is transmitted via a multi-plate clutch, which is cable operated. The control lever has a two-position trigger stop, allowing complete disengagement and freedom from drag when the motor is not in use. Final drive is by chain of $\frac{1}{2}$ -in. by $\frac{3}{16}$ in. The carburetter has a special "rich-mixture" device for easy starting. This is self-cancelling from the throttle twist-grip.

Five pints of fuel can be carried in the

tank, which has a two-way tap to allow a reserve supply for emergency purposes. An important point with this engine unit is the fact that the petrol mixture is of the proportion of 25 parts petrol to one part oil.

The remainder of the cycle parts follow closely on those for a pedal bicycle—chain-wheel, cranks and 4-in. moulded rubber pedals, for pedalling purposes, 26-in. diameter wheels and tyres, 23-in. wide "Allrounder" handlebars and heavy-gauge, extra-wide-section mudguards fitted with double stays. A large spring seat, like a motorcycle saddle in miniature, is provided, as are number plates, licence holder, front and rear lamps, prop stand, tyre inflator, tool-bag and tools.

Stopping power is well catered for by the provision of a hub brake in the front wheel and a Coaster hub (a back-peddalling brake) in the rear wheel.

Finished in an attractive silver-grey enamel, and lined in red, the complete machine, priced at £49 15s. inclusive of Purchase Tax, offers attractive and cheap everyday transport to many thousands of prospective riders.

FOR SCRAMBLERS