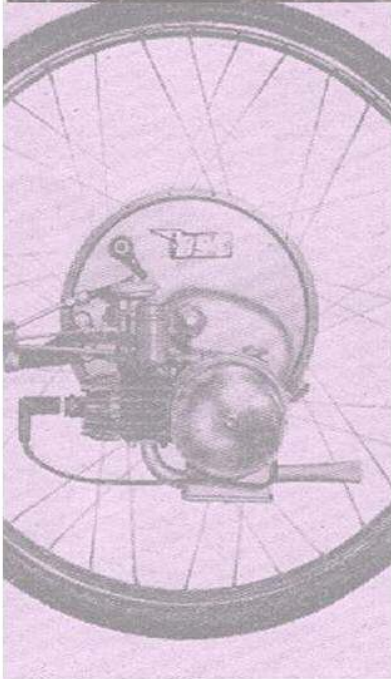


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Road Tests of New Models

49 c.c. Power Pak

A Well-built Unit with Excellent Traffic Manners and Extreme Simplicity of Control

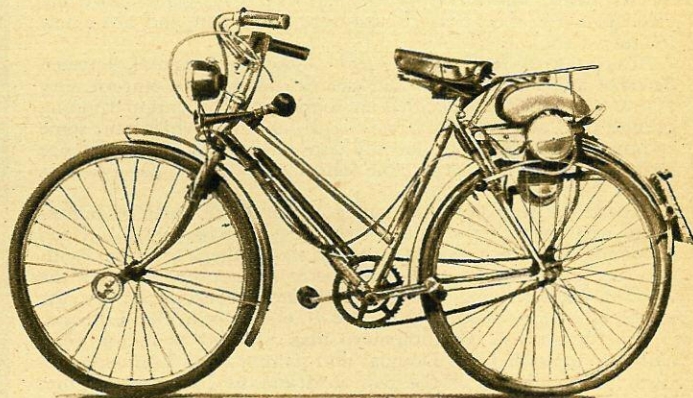
IT has been said that there are four main points to bear in mind when choosing a cyclemotor: the unit should be easy to control; have lusty low-speed pulling; be reasonably economical to run and have good hill-climbing capabilities. To a large extent the 49 c.c. Power Pak possesses all these virtues, and it is unquestionably one of the most appealing cycle engines available in Great Britain.

It would be difficult to imagine a unit more simple to control. Indeed, there is only one control—a twistgrip mounted on the right-hand side of the handlebar. Turning the grip inward opens the throttle; when the grip is rotated the other way, the clutch is automatically withdrawn and the engine allowed to tick over with the machine at rest.

Starting the Power Pak was easy and certain under all conditions. For early morning starts it was necessary to flood the carburettor slightly and close the strangler control on the air intake. Then, with the twistgrip in the "clutch" position, the machine was pedalled off. As soon as a speed of roughly 3 m.p.h. was reached the throttle was opened and, in a matter of a few feet, the engine fired. When the engine had been running for two or three minutes, the strangler could be opened and forgotten for the rest of the day. Even if the machine had been standing for several hours, it was necessary to pedal only for a yard or two before letting in the clutch, when an immediate start was invariable. Thanks to the clutch (known as the Synchronomatic Drive), no more effort than that used on an ordinary pedal cycle was involved in starting the engine.

Once the machine was under way, it would buzz along at any speed up to about 23 m.p.h. The bicycle on which the unit was tested was in poor condition; in consequence, speeds of much over 15 m.p.h. were uncomfortable. There is no doubt, however, that on a good bicycle, the engine could maintain a cruising speed of 20 m.p.h. indefinitely.

One of the most endearing characteristics of the Power Pak is its



delightful manners in heavy traffic. The engine could be throttled back until the speed had dropped to a crawl. Then, with only a trace of roughness, it could be accelerated fast enough to keep up with leisurely driven cars. Occasionally, a few light twirls of the pedals were needed to help the willing little unit at low speeds, but this was necessary only on an incline.

If a complete stop was called for, the twistgrip was turned clockwise and the engine would settle down to a fast but reliable tick-over. When a move was made, it was necessary to start the cycle rolling by pedalling. As soon as the machine was under way (walking speed was quite fast enough) the clutch could be engaged.

INFORMATION PANEL

ENGINE: 49 c.c. (39 x 41 mm) two-stroke, with cast-iron cylinder barrel and detachable, light-alloy cylinder head. Petroil lubrication.

CARBURETTOR: Amal lightweight, with combined air filter and strangler control. Twistgrip throttle control.

IGNITION: Wico-Pacy flywheel magneto.

FUEL CAPACITY: $\frac{1}{2}$ gallon.

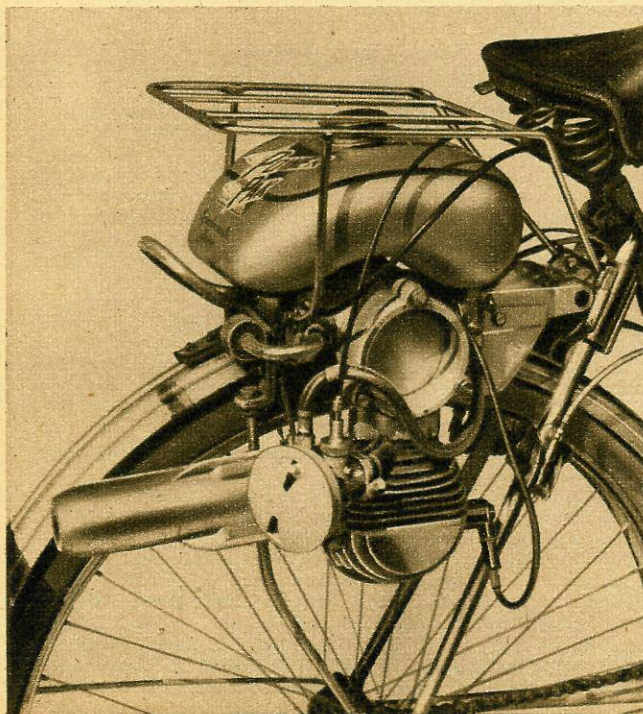
WEIGHT OF UNIT: 25 lb.

ROAD TAX: 17s 6d a year; 4s 10d a quarter.

PETROIL CONSUMPTION: Approximately 155 m.p.g. under hard-riding conditions.

PRICE: £27 6s.

SOLE CONCESSIONAIRES: Sinclair Goddard and Co. Ltd., 162, Queensway, Bayswater, London W.2.



The Power Pak tested was fitted with the now well-known Synchronomatic Drive

Except for periods at the extreme ends of the throttle range, four-stroking was conspicuous by its absence. On the overrun there was inevitably a certain amount of irregular firing of the character associated with most two-stroke engines running under no-load conditions. Another pleasing feature of the Power Pak was that it seemed impossible to over-rev the engine. Even on downhill sections the engine would not scream; indeed, it seemed tireless, in spite of much spirited riding throughout the period of the test.

Main road hills were well within the capabilities of the Power Pak. In order to test the ultimate performance, a hill roughly half a mile long, with an average gradient of 1 in 10, was tackled. This hill forces all but the sportiest of he-man pedal cyclists to walk, but the Power Pak took the first half of the climb in its stride; thereafter, light pedal assistance was necessary for the remainder of the ascent. It should be emphasized that the assistance was really light; in no way could it be compared with the heavy slogging required for an ordinary pedal cycle.

No roller slip was experienced, even in wet weather. No doubt this fact was partly attributable to the Dunlop Motorette cyclemotor tyre, one of which is supplied with each unit. The small weather shield fixed in front of the engine effectively kept road filth from the rider's clothing.

To sum up, the Power Pak is a well-built and delightful little engine from the performance standpoint, and, equally important, it is a unit with which even the most unmechanically minded of riders could feel at home in a commendably short space of time.