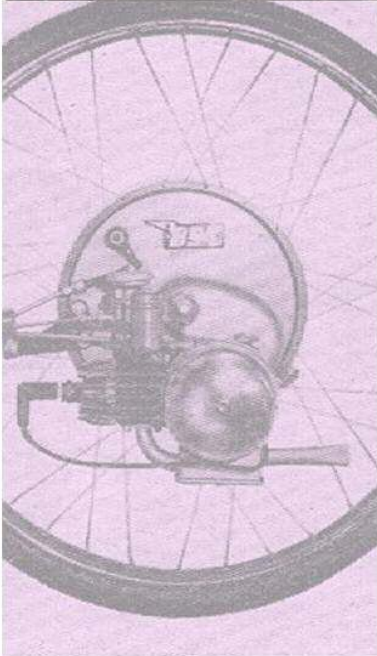


IceniCAM Information Service



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NEW MO-PEDS

ACHILLES

A NEW mo-ped of ultra-modern appearance is to be marketed here by Curry's. It is the *Achilles*, a Sachs engined 47 c.c. 2-speed, rear sprung job with a shell type frame, total enclosure of almost everything, including the control cables and a very full specification at a relatively modest price.

The 9-pint fuel tank is saddle mounted over the main frame member, the headlamp is recessed into a plastic shell and the engine cowling is faired into a shield with detachable panels for access to the rear driving chain. Another major point of cleaning up is the handlebar which takes the form of a pressed panel with provision for the speedometer (standard) and clock (optional extra), inverted lever controls for the clutch and brake and no visible cables whatsoever.

The retail price is 75 guineas, including P.T.

TALBOT

AIMED at the true motorised cycle market, a machine of unusual interest is being produced by Messrs. H. J. Talbot & Son, 7 Central Hill, London, S.E.19.

It has the Trojan *Minimotor* engine modified to drive by belt

and chain, the pedal drive being independent. The straight tube open frame of heavy gauge tubing has the tank set between the down tubes. Front forks are *Webb* springers. Cycle brakes are used and the lighting equipment and number plates are included in the very down-to-earth price of under £50. (tax included).

ABOVE: *The British Talbot*
RIGHT: *The Achilles "Lido"*
(A Road Test appears in our next issue)



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GILBERT-HOBBS IGNITION SYSTEM

AN end to all plug fouling problems is in sight with the invention of a new sparking system now undergoing test and available to manufacturers and public.

The system gets over the trouble of whiskers, carbon or metallic deposits bridging the small fixed gap between the plug electrodes by abolishing the small fixed gap. Instead, the outer electrode of the plug is replaced by one mounted on the crown of the piston itself. The gap thus is opened by the length of the stroke at every revolution and the spark occurs as the "points"

come together.

We tested the device on a Model *D Bond* and tried everything we could pull from the driving seat to foul the plug, including running downhill on full choke with the ignition switched off, but the engine re-started at a touch every time. The reliability of the spark-every-rev characteristic of the system virtually eliminates four-stroking except on the over-run and must provide smoother and more economical performance.

