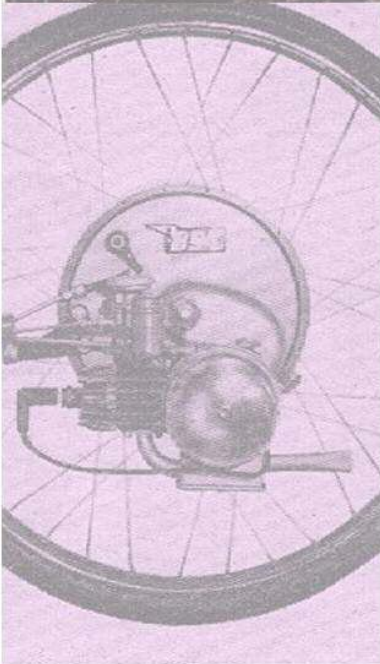


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The TALBOT

A rugged British "50" in the autocycle tradition

BETWEEN the wars almost entirely and still quite a lot nowadays the lightweight bicycles of the enthusiastic cycling clubman were built by individual craftsmen in small establishments all over the country. One of these "local builders" is H. J. Talbot of Norwood who has been making bicycles there for 40 years. Recently he turned his attention to motorised machines built to the same standards and in the same way as the pedal machines.

The first batch were single speed clutchless models but experience convinced the designer that a clutch was a necessity, at least for London conditions, so he built a countershaft drive with a clutch. The cost of this arrangement, however, proved to be nearly that of providing a gearbox so the current models appear as two-speeders.

In almost all respects the *Talbot* differs radically from other machines on the market. The hand built tubular frame is bronze welded with an integral carrier and is fitted with *Webb's* spring forks. In appearance the bicycle part is conventional bicycle, light and sturdy. Wheels are 26-inch x 2-inch with 13 gauge spokes. Front brake is of the stirrup type normally fitted with those forks and the rear is 4-inch internal expanding.

The 49 c.c. *Trojan* engine is completely separate from the gearbox and is mounted in front of the down tube. The *Albion* gearbox which was originally designed for a 98 c.c. light scooter, lies above and behind the engine so that the Vee belt primary drive goes upward to the countershaft pulley which is almost directly above the normal chainwheel of the independent pedal gear. Final drive is by chain with conventional adjusters the pedal chain being tensioned by jockey sprocket.

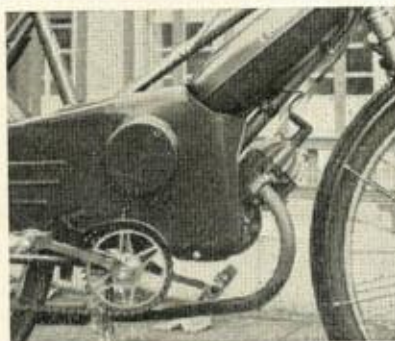
The saddle is a *Lycett L.100* and both this and the handlebars are adjustable for height and angle. Finish is in grey for the cycle parts and deep red for the 6-pint fuel tank and the enclosing side panels.

Power Output

No figures for output at peak revs are available but the makers publish

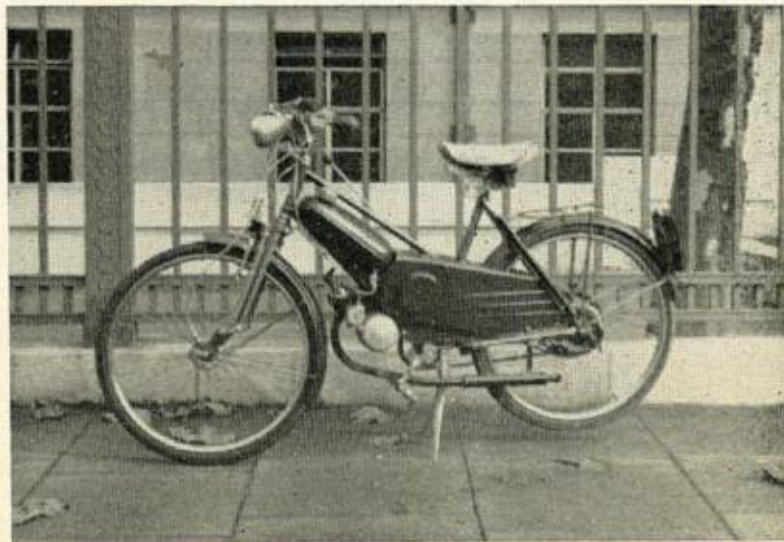
the rather more useful claim of 1 b.h.p. at the modest speed of 3,000 revs per minute which is equal to about 18/20 m.p.h. on the 14 to 1 top gear. On the road this means that the engine is flexible and pulls well from 10 m.p.h. upwards in Top.

On hills the speed drops back from the flat road maximum of 28 m.p.h.



Side Shields are effective and leave the engine cooling fins clear.

BELOW: *Familiar bicycle lines are retained.*



as the gradient is felt and then settles down to pull at a steady 20 m.p.h. without fuss. Low gear is rarely used except for starting.

The gear change is by a long lever lying above the fuel tank and pulled up for Low and down for up changes. The system has the advantage of avoiding complicated linkage or cables but it does mean that a hand has to be removed from the bar to make the changes. Changes can be made with either hand—Right hand using the clutch or Left if the change is made on the decompressor. The gearbox seems to be quite happy either way. There is no mechanical noise from the transmission and changes are absolutely certain up or down. The arrangement of two hand brakes, clutch and separate gear lever, however, do keep the rider pretty busy at times.

Braking is adequate, although we cannot pretend to like the stirrup type front brake in principle. It did stop the machine smoothly and in a reasonable distance. Both brakes together with the clutch left alone and the twist grip throttle pushed right back to the decompressor position provided a really good emergency stop.

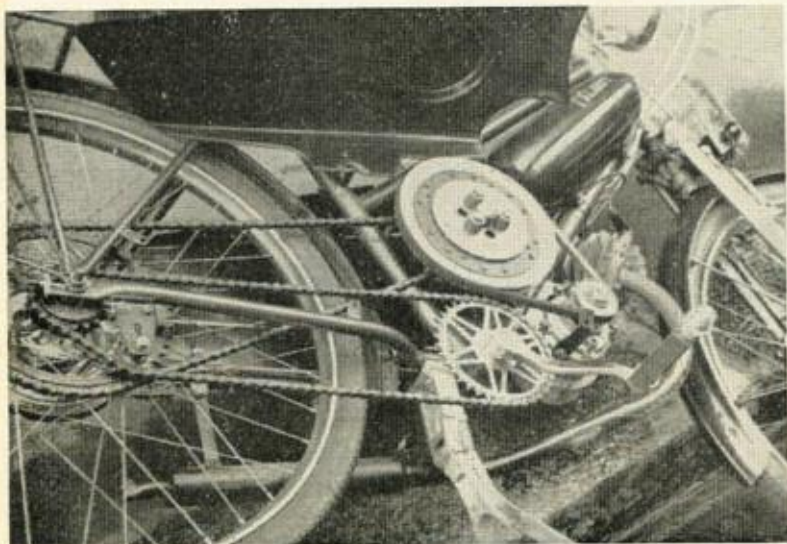
The *Lycett* saddle is, of course, most comfortable and the full adjustability

of the riding position to suit individual build is a point worth noting.

By modern mo-ped standards the silencing is poor and the exhaust noise alone attracted enough attention to make the use of the "squeaker" bulb horn unnecessary. Another point of criticism is the method of fixing the side panelling by bolts and nuts. On undoing the bolts with the spanner provided the nuts and washers fall to the ground and can only be wriggled back into place at the expense of dirty

The large number of riders who stuck faithfully to the 98 c.c. autocycle until it finally disappeared from the market will like the *Talbot*. It has as much usable power in much the same form as the autocycles, similar appearance and the advantages of accessible proprietary units that can be removed for repair or servicing separately.

Furthermore the bicycle part of the machine is capable of being pedalled and is equipped with battery standby lighting to provide complete independ-



Unusual transmission layout with gearbox at frame centre

hands, too much time and more patience than most modern owners will be prepared to give. These points need attention immediately.

Special Market

Apart from these mainly detail criticisms the *Talbot* does its job efficiently enough and must be assessed against the background of the market to which it is designed to appeal.

PALMERS

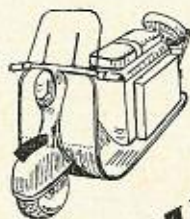
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ence from the engine. Running and maintenance costs should be low as is the initial price. These factors may well attract buyers more than the sleeker and quieter continental type mo-peds.

SPECIFICATION

ENGINE: "Trojan" 38 mm. x 44mm., 49 c.c. Compression ratio 6.5 to 1, claimed output 1 b.h.p. at 3,000 r.p.m. "Wipac" fly-wheel magneto with lighting coil "Amal" 360 carburettor.
FRAME: Tubular cycle type bronze welded with brazed up rear end and built on luggage carrier. "Webb" spring forks.
FUEL TANK: 6-pints, no Reserve.
WHEELS: 26in. x 2in., 13 gauge spokes, "Dunlop" Tyres. Stirrup front and internal expanding rear brakes.
EQUIPMENT: Lights, bulb horn, pump, spanners, carrier.
PRICE: £59. 10s. 4d. (Including P.T.) Speedo £2. 17s. 6d. extra.
MAKERS: H. J. Talbot and Sons, 7, Central Hill, London S.E.19.

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