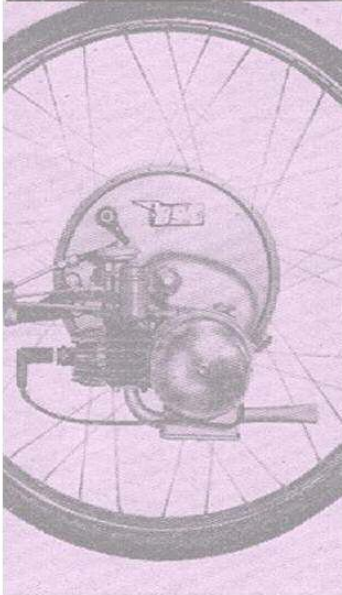


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## ROAD TEST REPORT

# A New British Unit

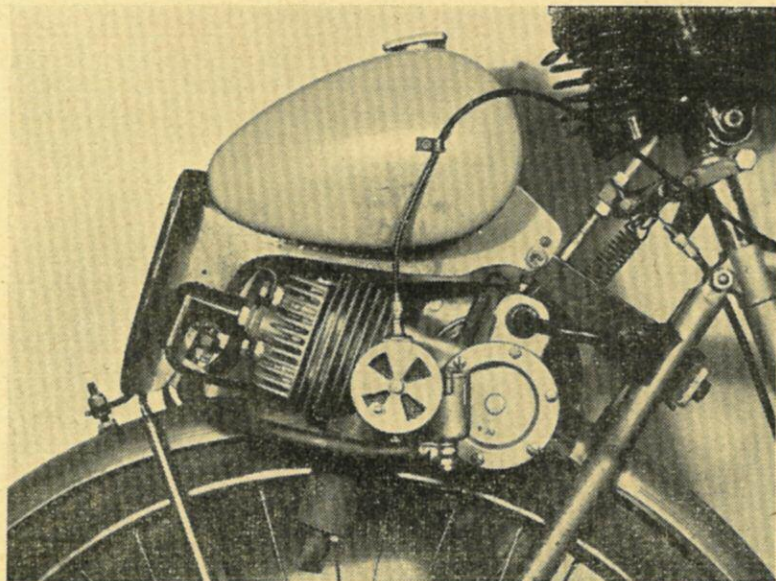
## The 49 c.c. TEAGLE

THE new 49 c.c. *Teagle* is a cyclemotor with a difference, several differences in fact. It is low in price, light in weight, lively in performance. The engine has blower-assisted cooling, high grade materials and an established place in industry before coming into the cyclemotor field at all, and the sales are backed by a first class and already existing service for maintenance *ad infinitum*. Naturally we have been looking forward to testing this unique machine for some time and it is with considerable pleasure that we can now announce the results of our trial.

The *Teagle* is an over-the-rear-wheel unit with the engine set horizontally on the offside of the machine, cylinder rearwards. The cooling effect is given by vanes on the rim of the flywheel magneto and an aluminium duct shrouding the nearside of the engine and carrying the air back on to the cylinder fins, location at the engine end being by two of the cylinder head bolts. Apart from its usefulness, this also "cleans up" the appearance of the unit considerably.

The cylinder, crankcase and outrigger forming the backbone of the unit are all one single alloy casting, a detachable end-plate providing access to the crankshaft and big end, while the gudgeon pin is reached through the inlet port. The head is detachable, spigoted and needs no gaskets. The sparking plug is centrally disposed in the head.

A steel driving roller is mounted direct on to the outer extension of the engine crankshaft and is carried on journal ball bearings at both ends. The big end is a needle roller pressed into the RR alloy con-



necting rod. The expansion chamber is bolted direct on to the cylinder and points downwards with a short stub feeding into the atmosphere. Total weight of the engine, complete with magneto, cooling shroud silencer, plug and lead is only 8 lbs. With  $\frac{1}{2}$ -gallon tank, cycle fittings, handlebar control, glass petrol filter, feedpipe and carburettor the total weight is just 15lbs., a very attractive proposition.

### On the Road

Perhaps because of the accent on cooling, the *Teagle* takes longer to warm up than most cyclemotors we have tested. After about 3/400 yards from a cold start the engine settles down and fires evenly and pulls well.

Maximum mean speed on the prototype tested was 27 m.p.h.

rising to over 30 under favourable conditions. Main road hills were taken mostly at around 18 to 20 m.p.h. and the unit never seemed to tire even after hours of continuous up and down on almost full throttle. It took a really serious grade to bring the speed down to the 8 m.p.h. at which pedal assistance was called for.

Once warmed up the engine was very smooth and even in running with noticeable freedom from four-stroking even when running on down grades at quarter throttle. The exhaust is too noisy in our opinion but mechanical noise did not exist at all unless one counts the slight whine of the steel roller on the tyre. Acceleration from about 12 to 25 m.p.h. was very lively and other traffic could be passed in safety and comfort. The extraordinarily good balance of the



engine was demonstrated by the fact that when the throttle was shut off even at over 30 m.p.h. the engine could not be felt at all on the over-run. We can quite believe the maker's claim that test rigs with this motor have registered over 9,000 r.p.m. It is the best balanced single we have ever met.

No decompressor is fitted and starting is a matter of getting the cycle just moving and pulling in the hard "clutch" control on the left bar. No great physical effort is involved in this and there is the usual trigger control to lock the lever into position. A refinement on the *Teagle* is the provision of a ratchet with alternative positions so that the roller can be run under light load for favourable conditions and pulled in another notch for additional tyre grip in wet weather.

With the roller free the unit could hardly be felt at all on the cycle, thanks to the light weight and the fact that the well-shaped tank is carried well within the wheel-base of the machine. This, of course, is the great advantage of the roller drive machine, that it does not spoil the bicycle as such. The *Teagle* is certainly good that way. No effect on the steering could be felt either free or under power.

This prototype was noticeably reluctant to run at very low speeds and could not be persuaded to "tick over" in neutral but we understand that the production

models have already been slightly modified in this respect. Apart from this and the exhaust noise already mentioned there is little indeed to criticise in this newcomer. A slight tendency to roller slip in wet weather made gentle use of the throttle advisable on the get-away, but the downward slinging of mud which is the common criticism of rear mounted engines was not so bad as most by quite a long way, partly because of careful screening and partly because the roller is only fractionally wider than the tyre tread.

### Past and Present

The *Teagle* has an attractive bright red tank and that gives a clue to its parentage, for it comes from the country and belongs to an already well known agricultural family. The engine was originally designed for agricultural purposes and has been used very successfully for a long time in a hedge cutting machine and as a stationary power plant for pumps, generators and the like.

In this field it has taken far tougher treatment than any cycle-motor is ever likely to get, and has proved itself almost indestructible. It is in this background too that the servicing system has been devised that enables the makers to offer an over-the-counter exchange engine service through dealers at £4 a time or, if the rider prefers to hang on to his own engine, the

overhaul can be carried out at the works in three days plus postage time at a maximum cost of £4.

This is a very real service and the fact that it is already established and working means that it can be relied on from now and not some time in the future. It adds a lot to the attractions of this light but tough little motor and we think there will be quite a lot of those tractor coloured tanks on the roads very soon.

Last but not least, the price is right. The "Super" model as tested retails at 17. 10s. 0d., complete with a set of high grade spanners and a pair of number plates. There may later be a "Popular" model at a still lower price without the blower cooling, tools and number plates. Either can be 10/- cheaper still without lighting coils.

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