

Cyclemotor Trial

First Demonstration Event Proves Interesting and Popular



D. D. Brown pedals his Cyclemaster into life in the starting test



Professor A. M. Low awaits the next arrival for the quietness test

SIXTY competitors assembled in the car park at Wembley Stadium last Sunday for the Motor-assisted Cycle Demonstration Trial, the first of its kind in this country. Organized jointly by the British Two-stroke Club and the A.C.U., the trial was mainly of a "public interest" nature. Certificates were awarded to successful competitors. The 14 makes of cyclemotor represented included two hitherto unknown in Britain—the Jet, a Danish engine of 50 c.c., and the Tailwind, a promising 49 c.c. "two-speed" design.

The Jet is an inverted two-stroke engine mounted behind the saddle; it drives on to the tyre through a milled roller. The Dellorto carburettor is controlled by a twist-grip. Ignition is by Stensholm flywheel magneto. It is expected that these units will be available in Britain shortly. Still in the development stages, the Tailwind is a two-stroke enclosed in a box over the front wheel. A two-diameter, carborundum-coated roller is employed to give a two-speed effect as between the engine and front wheel. A twist-grip control moves the unit sideways to effect "gear changes." The engine is fan-cooled.

The trial opened with a starting test. Each competitor had ten yards in which to pedal the engine into life, followed immediately by ten yards which had to be covered without pedalling. Detailed route cards were issued. The course covered 18½ miles of road with traffic lights, roundabouts, a hill, and similar "hazards," and included one "rough" section—a ¼-mile of unmetalled road abounding in potholes, ruts and puddles. The route had to be covered at an average speed of 12 m.p.h.

At the half-way mark was a hill employed for a climbing test; it was marked out with six lines lettered A to F. Line A was a warning to stop pedalling. After three yards, B indicated that feet must be stationary by this point, and lines C, D, E and F were at 5-yard intervals up the hill. Pedal assistance was permitted after line E, but a stop anywhere in the observed section resulted in loss of marks heavy enough to preclude an award. The lower down the hill the rider had to pedal, the heavier was the penalty. In view of the difference in load in relation to the total weight of machine and rider imposed upon the tiny engines by,

say, a 7-stone rider and a 12-stone rider, this policy seemed a little severe.

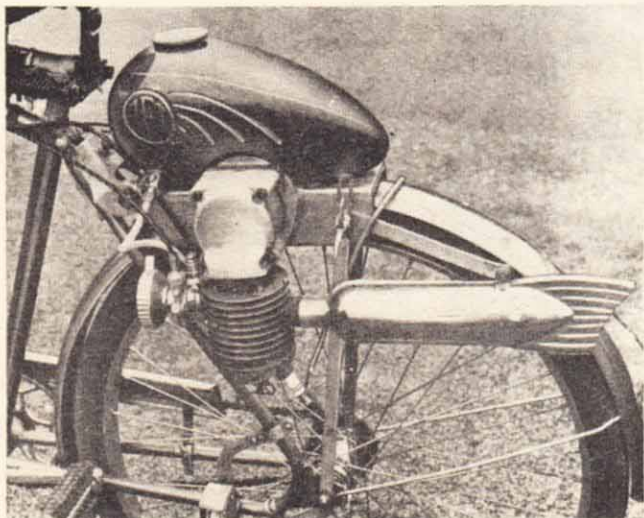
Two further tests followed the check-in at the Stadium at the finish. Professor A. M. Low operated an audiometer to record the degree of silencing, and the readings of the instrument were interpreted in three grades: quiet, reasonable and noticeable. The three Tailwind entries all qualified for the first heading, and Beninis also maintained a high standard in this test.

Rain, which fell heavily in the later stages of the trial, produced interesting results in the second test, which was of brakes. The cycle-type rim brakes let many competitors down, whereas those machines equipped with internally expanding hub brakes, or with coaster hubs, achieved much better results. One Cyclemotor rider had fitted a 4in front brake—just to be sure!

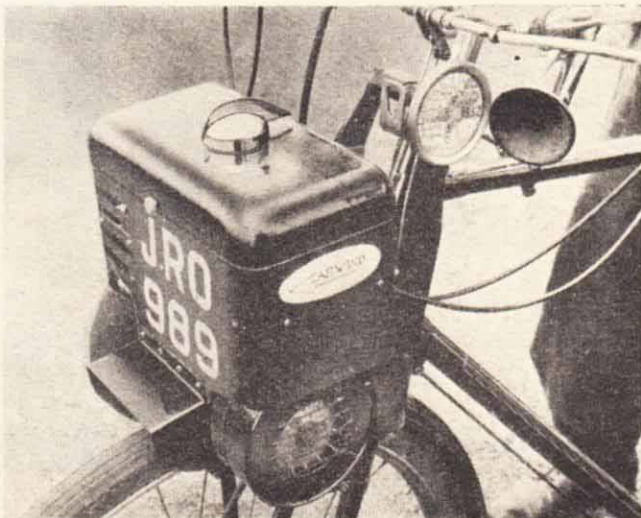
Early arrival at the finish entailed disqualification, but each rider was allowed three



E. Moreman's V.A.P. gives the rider no worries during the road trial



A Danish product, the Jet, was notable for its quiet performance



The new 49 c.c. Tailwind, which performed well on the hill-climb

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minutes after his expected time of arrival. There were two retirements, one through mechanical trouble. The pint of petrol issued to each machine at the start brought all home, though some competitors admitted that the fuel level was on the low side at the end.

First-class certificates were awarded for retention of 90 out of 100 marks, and second-class certificates for an 80 per cent performance. The trial appeared to be highly popular with the competitors, and one even suggested that similar events should be run weekly.

RESULTS

First-class Awards.—F. G. Cosson (38 Bantamotor), R. Denny (48 Cucciolo), K. Poole (48 Cucciolo), A. W. Jones (48 Cucciolo), C. W. Saville (31 Cyclaid), T. Gould (31 Cyclaid), R. Miles (25 Cyclemaster), J. Maciejinski (48 Miller), T. Smith (48 Miller), K. Mercer (49 Mini-Motor), A. Pointer (49 Mini-Motor), P. Allen (38 Mosquito), D. Shallock (49 Power Pak), H. Easton (49 Power Pak), J. Latta (49 Tailwind).

Second-class Awards.—P. Longmore (38 Bantamotor), J. Cooke (32 Berini), I. Caswell (32 Berini), P. Rasch (32 Berini), P. Hodge (32 Berini), T. Gwyther (31 Cyclaid), K. Whiting (25 Cyclemaster), W. Griffith (25 Cyclemaster), J. Meyrick (25 Cyclemaster), B. Bollen (25 Cyclemaster), G. Ryan (25 Cyclemaster), D. Brown (25 Cyclemaster), G. Denton (49 Mini-Motor), R. K. Sergeant (38 Mosquito), B. Sergeant (38 Mosquito), W. Manley (49 Power Pak), C. Cole (49 Power Pak), O. Udall (49 Power Pak), A. Gatto (49 Power Pak), A. Smith (49 Tailwind).

North-West "200"

ENTRIES for the North of Ireland Club's North-West "200," which takes place on the Portstewart-Coleraine-Portrush circuit next Saturday, include H. R. Armstrong (Norton), W. A. C. McCandless (Norton), and G. G. Carter (Norton) in the 500 c.c. class; M. Barrington (Velocette), A. E. Moule (Norton) and A. J. Glazebrook (A.J.S.) in the 350 c.c. class; and R. A. Mead (Velocette), W. Billington (Moto-Guzzi) and W. M. Webster (—) in the 250 c.c. class. The circuit measures 11 miles 130 yards; 500 c.c. machines will cover 18 laps, 350 c.c. machines 17 laps, and 250 c.c. machines 16 laps. All three classes will be run concurrently, and the start will be at 2.30 p.m.

British Industries Fair

THERE is much to interest the average motor cyclist at the Birmingham section of the British Industries Fair, which opened at Castle Bromwich on Monday, and continues until May 16. A surprising number of engines which are familiar as motor cycle power units can be seen adapted to all manner of useful industrial purposes. Royal Enfield two-stroke power units of 98 and 125 c.c., for instance, are shown ready for application to such implements as chain saws, cultivators, winches, lawn mowers and compressors. The famous 122 and 197 c.c. Villiers two-stroke is available for driving—among other things—water pumps, circular saws, mechanical scythes and milking machines. A 395 c.c. Villiers two-stroke has a special reduction gear to make it suitable to power agricultural elevators and concrete mixers. All these engines are air cooled.

B.S.A. 320 and 420 c.c. side-valve industrial engines are seen ready for installation in trucks and winches. A novel and economical method of shunting railway trucks and rolling stock is demonstrated by the B.S.A. truck mover. This is a single-track machine running on a rail and powered by the 420 c.c. engine. The operator walks alongside, controlling the machine from an extended handlebar. A load-moving capacity of 75 tons is claimed for the unit.

An interesting two-stroke engine manufactured by Aspin—a name associated with rotary valve four-strokes—is employed for the Sankey Saw. Castings are in magnesium-electron alloy and the cylinder is fitted with

an alloy-iron liner. Petrol tank and carburettor as an assembly can be rotated round the inlet stub so that the engine will operate at any angle as demanded by the cutting to be done.

Purely motor cycle exhibits are the 250 c.c. side-valve Indian Brave and the Corgi on the Brockhouse stand. On the Lucas stand is the RM12 motor cycle generator which, it will be recalled, is intended to be mounted on the engine shaft. Also on the Lucas stand is an exceptionally fine model of a main road running through a town illustrating the advantages of the double-dip headlamp system for cars.

Oliver Injured

WHILE competing at the Circuit de Bordeaux meeting last Saturday, Eric Oliver hit the straw bales at a corner during the seventh lap of the sidecar race and fractured a leg. His passenger, L. Dobelli, also broke a leg. Both are in hospital but stated to be comfortable. Winner of the race was Hans Haldemann of Switzerland driving a Norton outfit, who averaged approximately 50 m.p.h. for the 30 laps; second was J. Derronne (Norton), and third R. Betemps.

Also injured last week-end was the famous Swiss rider, Georges Cordey, who is in hospital at Neuchatel. Cordey was racing at the Circuit de Vitesse L'A.M.S. when his machine skidded and he crashed into a wall; it is understood that his injuries are serious.

T.T. News

ROLAND PIKE, who has recently joined the development department of B.S.A.s, will ride his own three-fifty and five-hundred B.S.A.s in the Junior and Senior races respectively. His machine in the Lightweight event will be a 1951-type Pike-Rudge.

The Junior mount has a Gold Star engine in a "home-built" frame which employs pivoted-fork rear springing; the fork is fabricated from taper tube, and the plunger-units are Girling. Wheelbase is 53½ in. Mounted in steel straps with sorbo rubber lining, the oil tank is detachable by undoing a single bolt. Twin top tubes of the frame form a platform for the Lita fuel tank; a strap running from front to rear holds the fuel tank in position.

A similar frame and tank are used for the



A great South African star: B. Ferreira (Velocette) at Maritzburg, where he won the Natal Lightweight Championship and the Natal "100"



Press on regardless! J. H. Seth-Smith (Berini) picks his way among the potholes in the Cyclemotor Trial

Senior mount, but the wheelbase has been reduced to 52 in. The engine is a Star Twin with light-alloy cylinders and head.

Tyre sizes on both machines are 3.00 × 19 in front and 3.25 × 18 in rear. Clip-on handlebars, attached to the top of the fork legs, are used. An ingenious front number plate mounting (devised by Brian Hichisson, of Lita tanks), employs two lugs (one on each fork leg) with internal rubber plugs; a bolt passes down the middle of each lug and when the two number plate retaining nuts are tightened up, the rubbers are expanded outward against the inside of the lugs to form miniature shock absorbers.

Police Field Day

A JUDGE'S task is seldom easy, and on Sunday last, when the Bow District Garage Club of the Metropolitan Police held a concours d'élégance and a gymkhana at their Chigwell sports ground, the score of glistening machines lined up for inspection seemed to the casual eye all to be equally pristine. Cabby Cooper, Johnny Monk and their cortège of eagle-eyed assistants were the judges, and they soon began to sort out little defects that even the most exacting of owners had missed!

The gymkhana started an hour or so after the concours. A few minutes later a slight drizzle of rain started which continued all through the afternoon. Some light-hearted surf riding by T. Warner and K. Newman caused a great deal of laughter. Their antics were, however, the result of a great deal of practice and excellent riding ability.

By far the best turn in the programme was the greasy plank ride. The plank was rounded at the top and very well greased! Two schools of thought predominated for tackling this "section." The trials riders stood on their footrests and attempted plonk tactics while the touring men tried rush methods. All were equally unsuccessful! Man after man slipped off the treacherous surface and not one rider made a completely clean run. J. Lapine (Bohemian), D. A. Suskins (Wood Green) and J. Crux (Bow District Garage) made the best attempts.

The rain now became a downpour and completely spoiled the "dressing race"; eventually even the 600-odd enthusiastic spectators were driven from the field.

Results of concours d'élégance were as follows:—

Best Machine.—495 c.c. Sunbeam S7 (S. R. Smith). **Best 1946-49 Machine.**—998 c.c. Vincent (L. J. Insole). **Best Post-1950 Machine.**—1,646 c.c. B.S.A. (I. W. A. Hill); 2,998 c.c. Vincent (A. R. Smith); 3,498 c.c. Matchless (P. Puchalla). **Best Passenger Machine.**—1,998 c.c. Morgan (T. Warner); 2,490 Norton sc (A. R. Rogers).

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