

INTRODUCED AS THE SHOW OPENED

A Further Phillips Moped

A late introduction by Phillips is a new moped. Powered by a 49 c.c. engine, with a two-speed gearbox in unit construction, it will retail at £68 15s. 0d., including tax. The model will be going into production early in the New Year, the present motorised bicycle continuing.

Bore and stroke of the newcomer's engine are 40 mm. by 35.5 mm., both the cylinder and head being of aluminium-alloy with a cast-liner. B.h.p. is given as 2.1 at 6,000 r.p.m. A Bosch 175 plug is fitted.

A feature of the model is that the engine may be kick-started by the pedals when in neutral gear with the cycle stationary.

Lighting is by means of a rotary fly-wheel magneto giving an output of 17 watts at 6 volts. The clutch is a two-disc oil bath type. A telescopic front fork is fitted of the same type as recently introduced on the motorized bicycle. Wheels are 23 in. by 2 in. Petrol

BSA Silver Prince

A more attractive version of the BSA 600 Junior model has been introduced at Earls Court; the machine has its complete frame and brake-parts chromium-plated. The retail price (including tax) is £15 15s.

This new model has decorative transfers on the seat- and down-tubes; saddle, saddle-bag and moulded bar-grips are in beige; the mudguards and chainguard in cream, red-lined; choice of coloured tyres; and both boys' and girls' models are available.

Cibie Lens on Walker Stand

New on the stand of Walker Brothers are miniature motor-cycle spot-lamps, with 3½ in. lens.

The lenses are French-made by Cibie, for which concern Walker Brothers are sole British concessionaires. The spot-lamps retail at £1 16s. each, and will fit ½- or 1 in. lens.

Also new by Walker is an improved version of the Roadmaster motor-cycle propstand, retailing at 18s. 6d., compared with the present price of £1 2s. 6d.



SHOW FOCAL POINT—
The 70 c.c. BSA Dandy,
an all-British product (see
pages 146 and 147).

tank capacity is 7 pints. Dimensions are: Length, 71 in., ground clearance 7½ in. and minimum saddle height 26 in.

Lycett Saddle With One-Piece Top

The well-known S21 Lycett saddle is on view in a new form. Featuring a one-piece leather cloth top, it will be available in a range of colours including green, light and dark tan, and black. Retail price is unchanged at 17s., with a chromium-plated undercarriage extra. The main feature of a one-piece top is the elimination of stitched gussets, resulting in improved appearance.

Busmar Astral Sidecar

Shown by Busmar at stand 154 is the new Astral family saloon body, a fully-streamlined model, of oval shape.

The finish is in two-tones (including upholstery and carpet), and the model is complete with shelf and ashtray. A feature is all-round visibility.

Duroflex Wright Saddle

New on the Wright stand is a narrow racing saddle, with Duroflex plastic-top. The top is impervious to water. At the nose, the fixing is by means of a U-clip, which moves freely on the undercarriage, and allows the top, in effect, to float.

The lateral springs below the top are adjustable for tension by means of a pin.

Retail price, £1 2s. 6d.; chromium-plated undercarriage, 4s. extra.

Wassell Quickly Accessories

W. E. Wassell has a new Perspex screen for the NSU Quickly. The screen is 21 in. deep and 15 in. wide; it has a PVC apron and chromium-plated rods and sliding trunnions; retail price, £2 8s.

There are also on the Wassell stand new Fry-style legshields for the Quickly at £2 5s.

Vic-Tree Improvements

The Vic-Tree Spring-ring bell is shown in a redesigned form. It now has a universal-fitting clip, in which there is a limiter which prevents the striker from going back too far.

The Vic-Tree Claritone bell (revoiving dome) is also seen in a redesigned form, which confers a louder ring.

BSA scooter and revolutionary 70 c.c. ultra-lightweight

THE keenly anticipated BSA scooter made its debut today at Earls Court; with it is also introduced a further surprise—an ultra-lightweight motor cycle powered by a 70 c.c. two-stroke engine. Both models bristle with ingenious design features which should place them in the forefront of their respective classes. Named the Beeza, the scooter is powered by a 198 c.c. high-angle valve, four-stroke unit, employing rocker-gear and a separate camshaft, and features shaft-drive and an electric-starter. Production of the two new models will start in the New Year.

A welded and brazed frame is employed on the scooter, with a 2½ in. by 15-gauge main-tube welded to the steering-tube and two 1½ in. by 15-gauge D section tubes brazed into the main-tube which extend rearwards to form a bottom-loop. A single sub-frame tube bolted to the D tubes sweeps upwards and backwards to support the battery carrier, petrol-tank and rear mudguard. The complete power-unit and shaft-drive housing—which also forms the support for the stub axle rear wheel—pivots from lugs on the D-section tubes.

High-duty bronze bushes are employed at the pivot-spindle, which passes through a tube cast into the crankcase-casting. Bolted to the main D-section rear-loop on the offside are two triangular-pressings which form supports for the sub-frame; one of these also carries the top anchorage for the single rear telescopic shock absorber.

The bottom leading-link front-fork is also formed from D-section tubing and pivots on two large springs supported by scrolls. Both the front and rear wheels are 3.50 in. by 12 in., but since the rear wheel is carried on a stub-axle they are not interchangeable.

One-piece casting

The power-unit is air-cooled, its light-alloy head having a cast-in iron liner and valve-seats. The cylinder-barrel and crankcase are a one-piece casting. The engine lays transversely across the frame with the cylinder-head on the offside of the machine. Bolted-up in unit construction with the crankcase is a single large alloy casting which houses the flywheel, car-type single-plate clutch, incorporating a rubber shock-absorber, four-speed gearbox, and the shaft-drive. Bore and stroke are 66 mm. by 58 m.m. A double gear oil pump driven from the camshaft is employed and the oil-tank capacity is 3½ pints. The carburettor, a stub-mounted Amal Monobloc, has an integral air-cleaner. The combustion chamber is of the squish type, and the piston pentagonal-crowned.

The shaft-drive is carried at its forward end, on two ball-journal bearings, and at the rear on a ball-and-roller bearing. A spiral bevel-gear bolted to the stub-axle takes the drive from the shaft.

A large capacity AC generator provides cur-

rent for the lighting and ignition; the electric starter is the new Lucas M3, announced last week. A 5½ in. shrouded front headlamp is fitted and a combined stop and tail light.

The gear ratios are 5.26-, 7.33-, 10.51- and 16.2 to one, a heel-and-toe gearchange pedal being mounted on the offside footboard.

The main bodywork consists of two welded pressings with a styled pressed-front weather-apron. Two detachable side-pressings provide access to the crankcase on the carburettor side and to the sparking-plug, on the other side, and incorporate hot-air vents. The front wheel is shrouded by a deep mudguard. The Sorbo rubber dualseat—which is attractively styled—is hinged to provide access to the petrol tank, which has a capacity of 1½ gallons and to the battery and tool box.

The handlebars are formed of two pressings, and incorporated in the top one is a speedometer. A steering headlock is fitted. All cables are concealed, that for the speedometer running off the front wheel. The ammeter is

SHOW BULLETIN

The *Trader Show Bulletin* will be circulated among exhibitors at Earls Court every morning.

Items for inclusion should be written or typed, and left at stand one, not later than 5 p.m. on the previous afternoon.

located in the headlamp shroud and the ignition-switch in the centre of the left side of the front-apron. The starter-switch is on the right. Brake sizes are 5½ by 1 in. front and rear. The rear brake-pedal is located on the nearside footboard. Provision is made for a kickstarter. Total weight will be approximately 270 lb.

Employing an open frame, the ultra-lightweight model—named the Dandy 70—bears many resemblances to a moped; it has, however, no pedals—footrests being provided where these would normally be—and its riding position is similar to that of a motor cycle. It is, therefore, more correct to class it as an ultra-lightweight machine.

The 70 c.c. two-stroke power unit has a bore and stroke of 45 mm. by 44 mm. and a compression ratio of 7 to one. Aluminium-alloy die castings are employed for the cylinder, cylinder-head, crankcase and gear box housing. The unit is arranged in a U-shape around the rear wheel with the cylinder-head pointing rearwards on the offside, the crankcase running transversely across the machine and the gear-box housing extending rearwards on the near side. There is a dry-plate clutch and the final drive is by chain. The carburettor and inlet

port are enclosed within the crankcase on the offside, access being through a detachable, cast-aluminium, cover which incorporates an air cleaner.

As with the scooter, pivoting suspension is employed at front and rear. The complete engine gear unit pivots in torsionally resilient rubber and steel bushes from the frame. There is a leading bottom-link front fork. Range of movement at the wheel is $2\frac{1}{2}$ in., front and rear. Pressed-steel members, bolted to the cylinder head on the off-side and to the gear box housing on the other, extend rearwards to carry the wheel-spindle; that from the gear-housing also forms a chainguard. From these two pressings brackets extend upwards and support two coil-springs which provide the rear suspension and which are anchored at their top ends to the frame.

The open loop-type frame is constructed of two large steel pressings, seam-welded together, and welded to the steering head tube. The six-pint fuel-tank is attached to the frame and provides the mounting for the saddle. A parcel carrier is provided, and a toolbox is built into the frame.

A feature of the machine is the two-speed pre-selector gearbox, the pre-selector lever being mounted on the handlebars, which are up-swept. Mounted on the handlebars in a single streamlined housing are a $3\frac{1}{2}$ in. headlamp incorporating a standby battery and an electric horn.

A starting-lever which can be operated by either foot or hand is provided which operates on the gearbox final drive shaft. Wheels are 20 in. by $2\frac{1}{2}$ in., and brake sizes 4 in. by $\frac{1}{2}$ in. The gear ratios are 8.9 to 1 top and 17.3 to 1 bottom—the small wheel size should be remembered when comparing these ratios. Dimensions are: wheelbase 45 in., saddle height 28 $\frac{1}{2}$ in., ground clearance 4 $\frac{1}{2}$ in., height 33 $\frac{1}{2}$ in. and length 67 in. The weight will be less than 85 lb.

Ease of servicing is an important point with both machines—in both cases the complete power-unit and gearbox, together with the rear wheel can be detached from the frame by undoing the pivot-bolt. In the case of the Dandy, by the release of three bolts the engine-unit, including the generator and clutch-housing, can be separated from the gear unit.

From the brief description of the Dandy it will be seen that the machine has many other unusual features; it undoubtedly compares very favourably with anything the Continent has to offer both in simplicity of design and appearance and will be highly competitive in price. BSA would appear to have provided the answer to criticisms levelled at British manufacturers of being behind the times, says our Midland editor, Michael Lock.

Retail prices: Beeza scooter £165 (purchase tax, £39 12s.), total price £204 12s. Dandy 70 lightweight scooter £60 (purchase tax, £14 8s.), total price £74 8s.

“HAVE YOU SEEN JAMES?”

—Theme at stand 95

THE James Cycle Company “comes out fighting” for 1956 to challenge others in the industry.

The James programme is a particularly well-balanced one, consisting of:

- 2 Roadster Models with Roller-Lever Brakes.
- 2 Light Tourist Models.
- 2 Club Sports Machines.
- 2 Juvenile Models.
- 2 Carrier Models.

The outstanding model is undoubtedly the new Olympic Ace.

The growing sports-tourist market is also adequately met by the new Comet Sports Tourist.

It would not be surprising if the slogan—“HAVE YOU SEEN JAMES?” becomes extremely well-known during the Show.

James prices will be found on page 157.



NOTABLE JAMES: The Comet Sports Tourist—an ideal present for a girl.

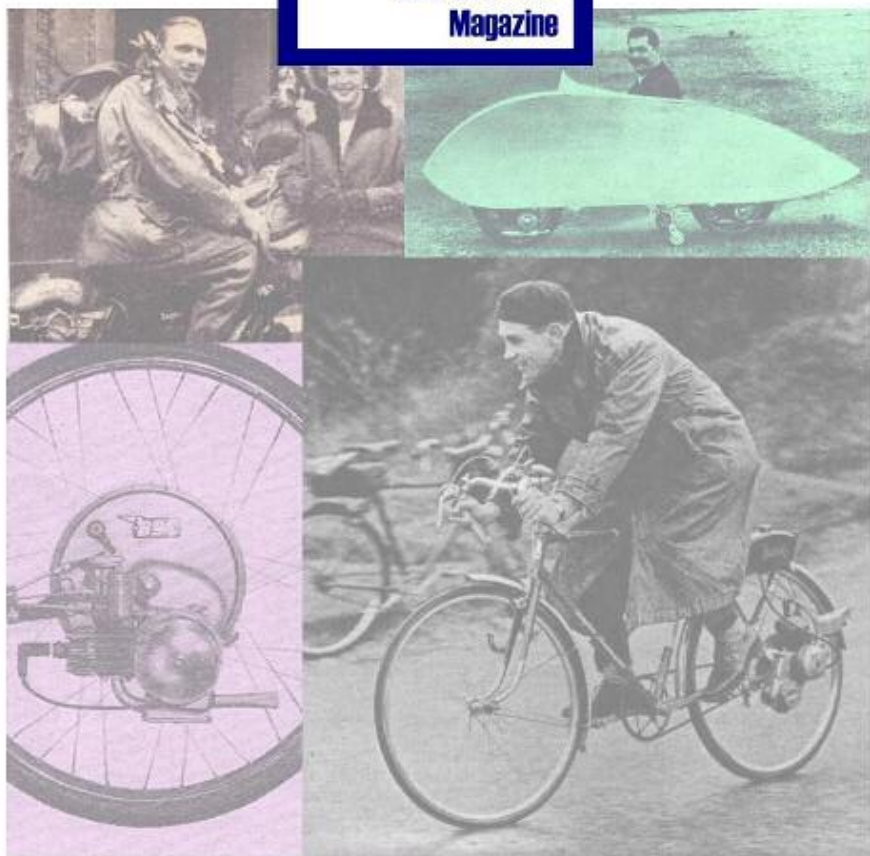
SHOW PROGRAMME—1s 6d

THE official Show programme, price 1s. 6d., obtainable at the main entrances, has 64 pages, and is once more in magazine form.

Contents include articles by Harry Louis, editor of *The Motor Cycle*; by Reg Harris, the Raleigh sprinter; by Sir Adolphe Abrahams; by Hugh Palin, Union director; and by Bert Findlay, president of the Australian motor cycle importers. The Show details and plans are of admirable clarity.

As a souvenir of Show week, the official programme is a publication that should be acquired by every dealer attending Earls Court.

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