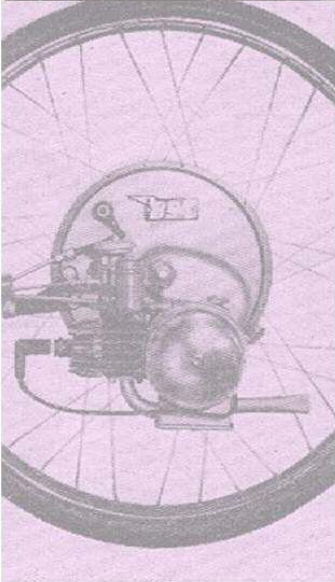


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READERS EXPERIENCE

"WINGED WHEEL"

I notice that very little has been written to date on the subject of the *Winged Wheel* by B.S.A.—possibly because they have not yet been retailed in any quantity. So perhaps a few words on this model would not be amiss.

I should state that I'm not a newcomer to the road, in fact I've progressed from considerably more than four wheels up to two—with a peppercorn engine. When the time came for my choice I contacted *Power and Pedal* by phone, explained my interest in the B.S.A. and asked for comment. With their usual friendly interest the publishers dispatched a back number at no cost which gave me the road test of the *Winged Wheel*. Obviously they were not impressed with this unit. So I bought one.

Well now, starting with the disadvantages, here are my findings after six months' running.

I purchased the unit and fitted it myself. Before running I found—The petrol float had been inserted upside down in the chamber, the contact breaker gap measured approx. $\frac{1}{8}$ -in. The feed lead from the lighting coil had not been soldered to the terminal and that the inlet nipple of the carburettor petrol feed was incapable of adequately taking the flexible pipe—petrol fairly gushed out.

After running I found that the free wheel assembly had been mal-adjusted before leaving the works, had seized and blown up. Guarantee claim after one day's use! A most impressive start, indicative I think of very loose inspection at the sub and main assembly stages of production.

Life settled down after this and my other complaints are directed mainly at the designers. Firstly,

the normal engine noise is terrible. Whilst the silencing as such is fairly effective the carburettor bark is most distracting. I proved this by "boxing" the carb. and the noise reduction was most surprising. The alloy transmission casing, too, actually seems to develop noise instead of reducing it. This noise problem has me quite worried and I'm solidly behind *Power and Pedal* in their campaign against it.

Secondly my unit has a decided tendency towards four-stroking no matter how I tinker or vary the brand of fuel. I suspect the *Wipac* Ignition Unit here—it occurs to me that it may not be capable of delivering a quality spark as quickly as demanded by an engine reaching peak revs. of 6,000—higher than most other units fitted with identical ignition units. I notice that the latest units out of Waverley Works are now fitted with a British Miller ignition unit. I wonder if B.S.A.'s have found the same trouble?

On the point of accessibility I'll say no more than that I don't think this model any more accessible for maintenance than the average, possibly less—unless one has tools of the weirdest type and shape.

After this long groan one would not think there were anything left to praise. But there is. Being modest I won't go into diatribes over them. Shortly but sweetly they are:—Ease of fitting—surely the quickest unit to fit. Petrol consumption—a genuine 200 per. Transmission—solid and sweet, no chains and completely enclosed. Clutch—no acrobatics to disengage and no effort to ride dead. (I frequently do so being rather forgetful in matter of petrol). Rear brake—wonderfully smooth and sure, I never use my front brake.

Choke—fitted to handlebar. No acrobatics here either. Power—quickly developed and of the non-fade variety. Decoking—does a very real 2400 (as claimed). None of this every 600 miles skylark. Service—the very best of all—courteous, prompt, efficient and cheap.

Summing up, I should suggest that whilst B.S.A.'s may not have put all the knowhow and experience that they undoubtedly have at their command into this job, they certainly have turned out a very attractive, reliable and soundly engineered unit at a reasonable price. The *Winged Wheel* may not outshine all the other makes on the market, but I contend that it is equally as good—good enough to hold its own against all, including its type competitor. After all, has any model yet reached the perfection demanded by the average rider?

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