

November 19, 1953.

THE 1953

A Stand-to-stand Report of the Motorcycles, Sidecars and Three-wheelers Now on Display at the Earls Court Exhibition in London

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MOTORCYCLING

SHOW REVIEWED

There is also a rigid model paired with a Watsonian "Windsor" lightweight sidecar.

CYC-AUTO

WINSMITH (FINCHLEY) LTD., Finchley, London, N.3.

OUR contributor "Carbon" was in error last week when he wrote that we should see no new additions to the shaft-drive school. He did not know, nor did many other people, that the Scott Cyc-Auto was a surprise saved by WinSmith (Finchley) Ltd., for the Show. This newcomer employs the 98 c.c. Cyc-Auto engine, with the crankshaft in line with the frame, but bolted to the rear is a two-speed gearbox with a transversely working kick-start lever and foot-operated selector control. From the rear of the gearbox extends a cardan shaft

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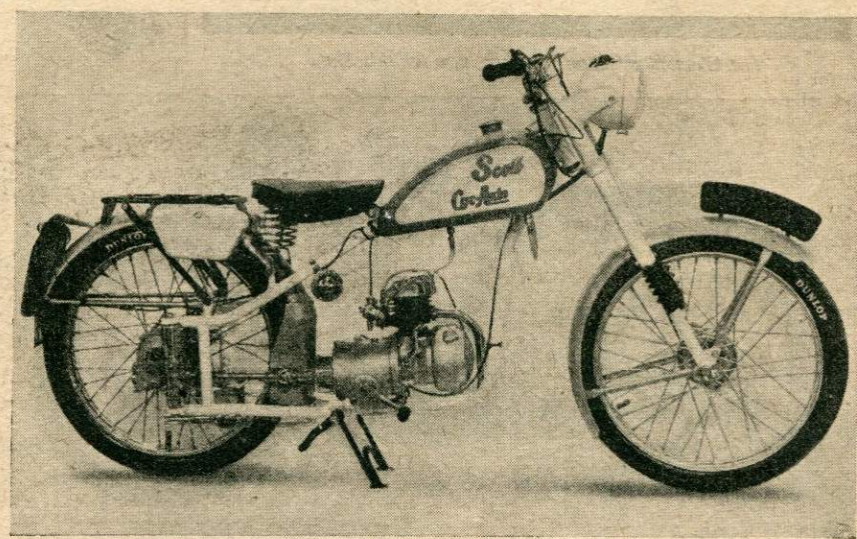
incorporating a sliding joint and two universal joints. Drive at the rear wheel is via a worm and wormwheel encased in a neat aluminium housing which is sprung with the axle on plunger units built into the extremity of the tubular frame. Forward suspension is by telescopic forks, and the price, including a Wico-Pacy "Genimag" lighting set, electric horn and Terry saddle, is £65 plus £13 P.T. The Cyc-Auto "Superior" models, with the familiar worm drive to the bottom bracket, are shown in blue-and-grey finish, while the Tradesman's carrier mount has been modified by the inclusion of a fuel tank mounted above the engine instead of behind the saddle, as previously.

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A Show surprise is the new 98 c.c. Scott Cyc-Auto with shaft-drive throughout and a two-speed gearbox. Plunger type rear suspension is also featured.

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