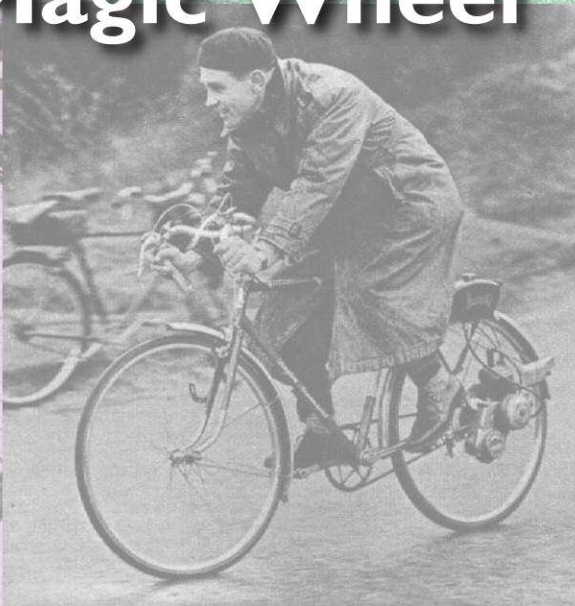
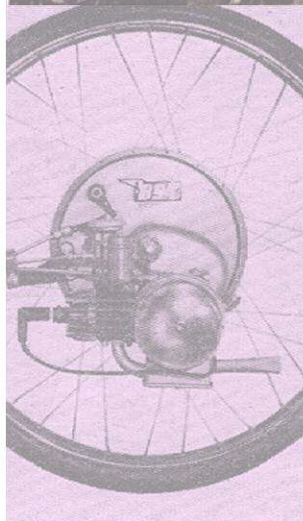


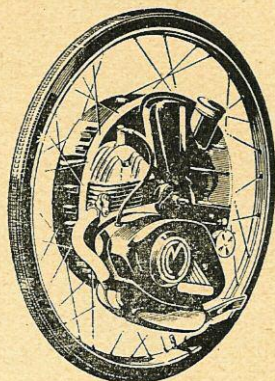
IceniCAM Information Service



The Magic Wheel



THE MAGIC WHEEL



A QUARTERLY MAGAZINE
FOR CYCLEMASTER OWNERS

VOL. I No. 1

PRICE SIXPENCE
(Annual Subscription 2/6 post free)

APRIL 1953

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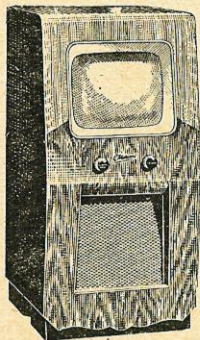


SEE IT ALL

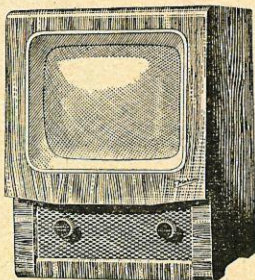
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THE MAGIC WHEEL

A QUARTERLY MAGAZINE FOR

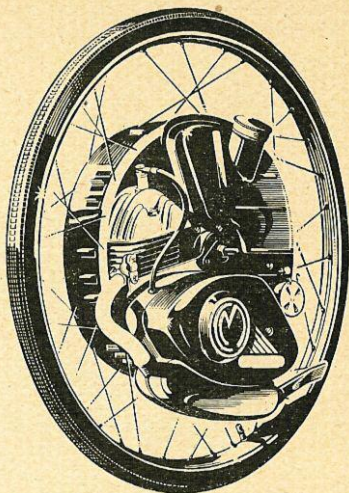
Cycle**master**

OWNERS

VOLUME I

NUMBER I

APRIL 1953



This is YOUR IDEA!

It is a bit difficult to realise, sometimes, that three years ago not a single Cyclemaster had been made, let alone sold, and that only a dozen or so people had ever heard of "the Magic Wheel".

Production actually began in June, 1950. Since then, over 107,000 have been sold—75,000 in this country alone—and now (with acknowledgements to the makers of Bedford trucks) "you see them everywhere".

It was, perhaps, hardly surprising that a good many owners should write to us suggesting a magazine, but, honestly, we did not expect anything like so many letters as we actually received. They began to arrive in the very early days, and they are still coming.

The idea appealed to us immediately, but it was obviously impracticable to start a magazine until there were sufficient Magic Wheels in use to ensure a reasonable

demand for it. But now the time has come, and here is the first number of the magazine for which you have been waiting.

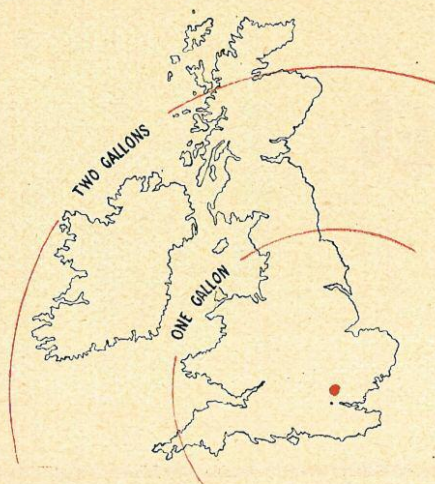
* * *

We hope you'll like it, and we are quite sure you will appreciate the wisdom of starting in a small way. A bulky magazine costing a shilling or so a time would have been nice, but we want The Magic Wheel to be easily within reach of every owner, and half-a-crown a year for four issues (including postage) ought to ensure that.

From now on it is up to you. We want you to tell us of your experiences, and send us your snapshots. Pass on your hints and tips and tell us any amusing and interesting cycle-motoring stories.

But do write to us. If you have any queries, we will answer them immediately by post, and then, if they are of general interest, publish them later on. Any suggestions you make for the improvement of your magazine will be very welcome indeed, and you may be sure, carried out if possible.

Good luck to you all—and happy days with your Cyclemasters.



JUST TICKING OVER

Odds and ends of gossip,
collected by The Idler

One or two of us were chatting idly the other evening, and the conversation drifted on to petrol consumption and distances. As two of us are Cyclenaster owners, 230 m.p.g. inevitably cropped up, and somebody wondered in how many directions it would be possible to cycle that distance in a reasonably straight line from London.

So a map was produced, and the answer is interesting: in nearly every direction you finish up in the sea!

If you are careful to keep west and very slightly south, you can get almost to Land's End: if you start going due west, or west by north, you fall into the sea off St. David's Head, or Aberystwyth, Holyhead, Liverpool or some place like that.

You can travel 230 miles to any of the places across the narrow neck of England—Ambleside, Penrith, Durham, Sunderland. But from Sunderland the 230 mile

circle goes off into the sea, and doesn't touch land until it gets round to Cornwall again.

If you were able to keep going southwards (if we had a Channel tunnel, say), 230 miles in a reasonably straight line would take you well past Paris. In other directions you could go to Amsterdam, Brussels, Cherbourg, and dozens of other fascinating places and still have some of your gallon left!

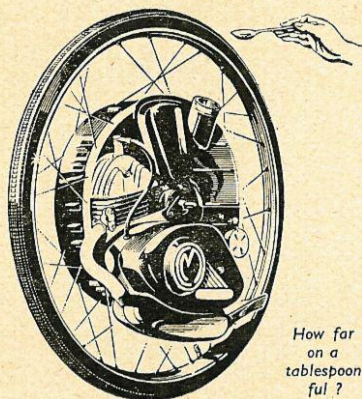
Two gallons—460 miles—would take you into the sea on the far side of Ireland; you could just stay on land if you headed for the extreme tip of Scotland, while in other journeys you would get almost to Spain, the edge of Italy, more than half way across Switzerland, or well on the way to Berlin.

Not bad, on under ten shillings.

That led us, in the way that these discussions go, to the opposite extreme, and we figured out that as there are eight pints in a gallon, a pint tankard full of fuel would

take a Cyclmaster owner just under 30 miles, and it would cost about 6d., against anything up to 1s. 6d. for a pint of beer!

Then someone remembered that there are 20 fluid ounces in a pint, so that one ounce equalled $1\frac{1}{2}$ miles. The usual rough-and-ready measure is two tablespoons to the



ounce: therefore, on one tablespoonful of fuel a Cyclmaster engine will carry the complete bicycle and rider three-quarters of a mile—a distance it would take him at least a quarter of an hour to walk.

Makes you think, doesn't it?

To be given editorial mention in "The Spectator" must surely be rated as one of the achievements in life. You can imagine my feelings then, when I saw the Magic Wheel not only mentioned in that dignified review (in an article on cyclomotors generally) but read the flattering words "the real masterpiece in this field is the Cyclmaster."

Incidentally, there was also an oblique, but unmistakable, "mention" in Punch, which published a drawing of a window cleaner on a bicycle carrying a long ladder and the inevitable pail. On the

end of the ladder was a notice "No Signals"—the joke being that both his hands were pretty fully engaged.

The back wheel of his machine was powered by an engine which could not have been anything else but a Cyclmaster.

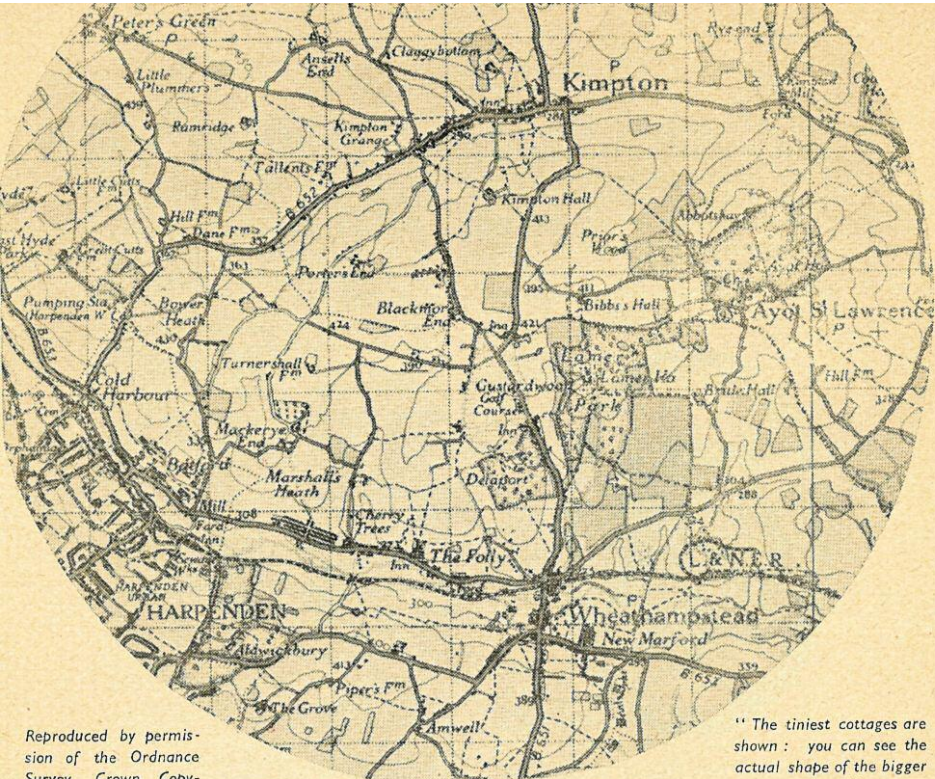
You may have noticed, too, that National Benzole advertisement (one of the "Motor How You Will" series) which showed a groundsman using a colossal roller powered by a Cyclmaster engine.

Even "Lee" of the "Evening News" has shown a Cyclmaster in his "London Laughs" series. His drawing appeared when the Persian oilfields were red-hot news, and showed several types of cyclomotor in use. A pedestrian was saying it would be a "bit of a comedown if they 'ad to start pushing again!"

A friend sent me a copy of the "Southend Times" recently, with an article marked. It told how an ex-Serviceman, suffering from a complicated illness, found the journey to and from work on a bicycle increasingly difficult. The time came when he would have to resign his job unless suitable and convenient transport could be arranged.

The British Legion came to his assistance, and provided a Cyclmaster. "This proved to be the complete solution to the problem" the newspaper says, "and in consequence of the Legion's assistance he was able to retain his employment and all that it meant to him and his family."

I have also heard of how a clergyman was mechanised. He is the vicar of Blean, near Canterbury, and his parishioners clubbed together to buy him a Cyclmaster to enable him to cover his parish without pedalling up hill and down dale.



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"The tiniest cottages are shown: you can see the actual shape of the bigger houses."

ONE INCH to the mile

By The Editor

Whenever I plan a holiday, or even a week-end, one of the first things I do is check up to see whether I have an inch-to-the-mile Ordnance Survey map of the district to which I'm going. Generally I have, because I have been collecting them for a few years now, but if I haven't—then I make a point of getting one.

They are very inexpensive indeed, and are beautiful productions, but that isn't why I buy them. To me they are indispensable because they reveal such a wealth of fascinating information about the countryside.

The ordinary touring map will show the motorist the quickest way to get from Here to There—but the cyclist wants more than that. He can take life in a more leisurely way, and wander around to have a "look-see," either from home or holiday centre.

It is surprising what new worlds of interest the inch-to-the-mile maps open up. With such a scale it is possible to show not only every road, track and footpath, but very much more detail besides. In country districts, for instance,

the tiniest cottages are shown, and even the outlines of their little patches of garden. You can see the actual shape of the bigger houses.

The Ordnance Survey maps do not stop at just indicating a church, but show whether it has a spire, a tower, or neither! They mark a post office in such a way that you can see at a glance whether you can telephone from it, or send a telegram.

Steep gradients are shown; mileage in single miles is given along main roads, and at very frequent intervals the height above sea level is stated.

* * *

There are many other symbols, for such widely different things as toll gates, level crossings, woods, windmills, orchards, ferries, county and parish boundaries, parks and even (in coastal districts) lighthouses, lightships, sandhills, and rocks!

Within a few miles of my house the Ordnance Survey maps show me so many interesting things that I could devote the rest of my week-ends and holidays to exploring that tiny area only.

* * *

I don't propose to do so, but a fine afternoon in spring will tempt me to find out exactly what there is to see at "Offley Holes," just as I was tempted to Devil's Dyke (a huge ditch constructed in the days of Boadicea), Icknield Way (a wonderful stretch of almost original Roman road), the ford at Waterend (one of the prettiest sights for miles), and the mill at Lemsford — another beautiful picture.

The fact that that mill was the original of "An Old Mill by the Stream, Nelly Dean" was not marked on the Ordnance Survey map, but I found it out in—you can guess where!

Even the names of the places draw me to them. Barley Beans; Diamond End; Whiteway Bottom; No Mans Land; St. Ippolitts; Slaughter Wood—and behind every one is a story.

What an excellent way of spending some of those beautiful summer evenings, which (we hope) are now making their way towards us.

Get an inch-to-the-mile covering the district in which you live, and either actually, or in imagination, draw a circle of a few miles' radius either from your home or from that favourite little country spot to which you sometimes run out if you are a town-dweller.

On a rainy day you can study that circle, and choose the parts of it you are going to explore when next the weather tempts you out for a run on your Cyclemaster.

I'll guarantee you'll soon be drawing a bigger circle and planning visits to other spots over the week-ends when there is more daylight to be used up!

* * *

But the ancient traces of our history "get" me more than anything else. The inch-to-the-mile maps show them all in very old-fashioned lettering — cromlech, tumulus, camp, moat, stone circle, and so on.

What are they? What do they look like? Well, I found out, and I'll try to tell you something about them in a future article.

In the meantime, will you do me a favour? If you haven't an inch-to-the-mile map of your district, do get one. Any good bookshop will have a supply—or they will soon get one for you if they haven't. From the moment you open it for the first time you'll find a new interest in life—and wherever you may decide to spend your holiday this year, by the seaside or in the country, you'll make it your first job when you are settled in to get a map of that district, too.

CYCLEMASTER



They're off to a fine start.

on the cinders . . .

Twenty thousand people crowded the Edinburgh Speedway Track one gala night during last season.

After the final heat of the regular events, the crowd was treated to a new form of sport.

Over the loudspeakers came the announcement that the Grand Prix was the next item on the programme. It was to consist of two heats of one lap each, and a final, with four famous speedway riders riding on bicycles fitted with Cyclemasters. The first two home in the first two heats were to ride off in the final to decide the championship.

The only change from the published programme was that Johnny Green, the Monarchs' reserve rider would come in for

Dick Campbell, who had been injured earlier in the meeting.

There was a burst of applause; the tapes went up and the first heat was on. Round the 363-yard track sped the Cyclemasters, and the crowd roared its approval.

* * *

In the final heat Johnnie Green lapped in 44.2 seconds and carried off the honours. In traditional style the laurels were hung round his neck, he was presented with a prize, and he did another circuit to thunderous applause.

Each machine took part in all three heats, with only a brief breathing space, and no attention in between. A gruelling test for the Cyclemasters, but they came through with flying colours.



The winner of the cinder track event, Johnnie Green, as he parades round the track with his laurels

and on the grass track

Other novelty races followed, but the Cyclemaster event stole the show.

The dirt track racing was so popular in Edinburgh, that a Perth Club, the Jeanfield Swifts Junior Football Club decided to follow suit at a Grass Track meeting they were staging. What Edinburgh could do on the cinders, Perth made up their minds they were going to do on the grass.

So, on October 25th, the crowds rolled up again. This time, however, the weather decided it would have some sport too—and down came the rain. But the spectators wouldn't budge.

Four Cyclemasters went into the pits alongside the motorcycles for their final tuning up. Dick Campbell of the Edinburgh Monarchs was there amongst the machines—

perhaps he was tipping off the riders which was the fastest Cyclemaster!

Competing in the first heat of the Cyclemaster race were officials of the Motor Club, and the first competitor home was the well-known Beaton Lindsay of Manx Grand Prix fame. The second heat was contested by grass track riders, and D. Yeaman was the winner.

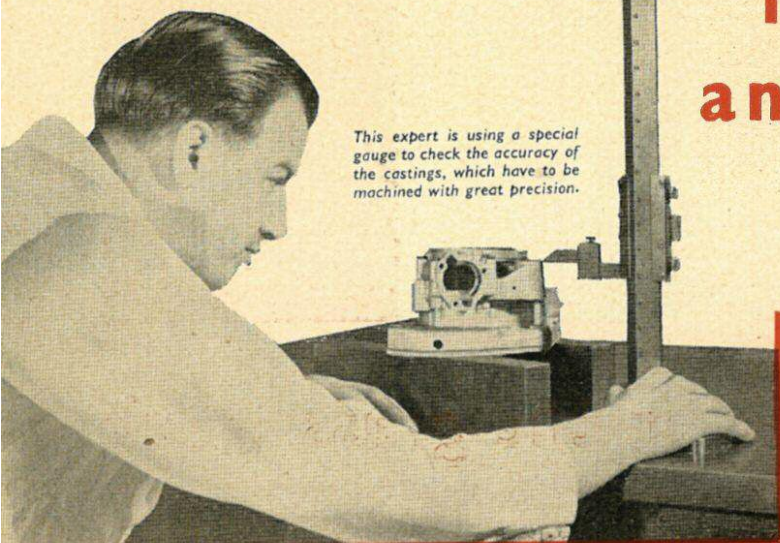
In a very exciting final, during which the spectators yelled and cheered themselves hoarse, D. Yeaman just beat Beaton Lindsay over the line, and so became the first Cyclemaster grass track champion!

In spite of the fact that the track was soaked with rain and had been churned up by the previous motor cycle racing, the Cyclemasters behaved perfectly.

HOW

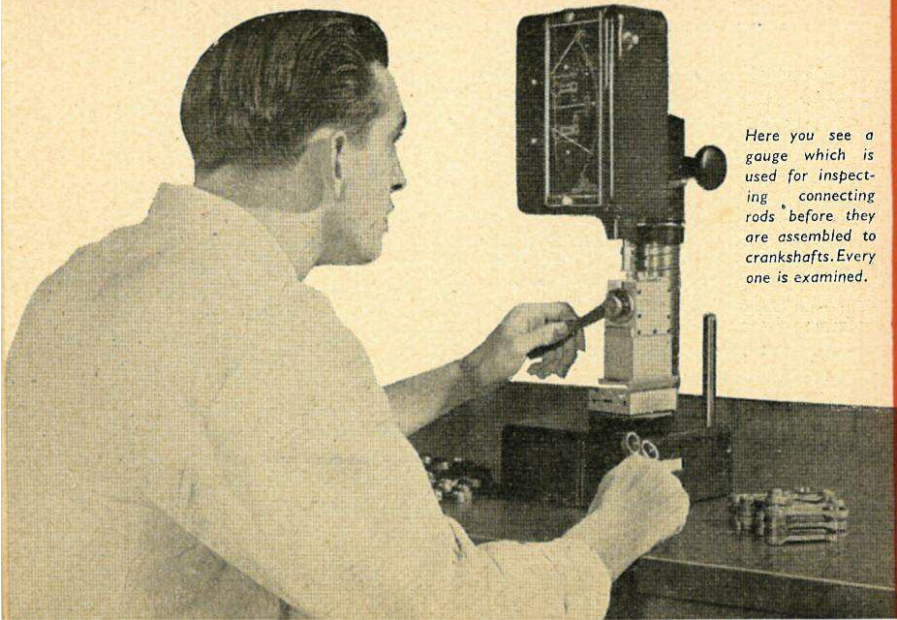
Cyc

is made and tested



This expert is using a special gauge to check the accuracy of the castings, which have to be machined with great precision.

*On the right
machines up
are bored.*

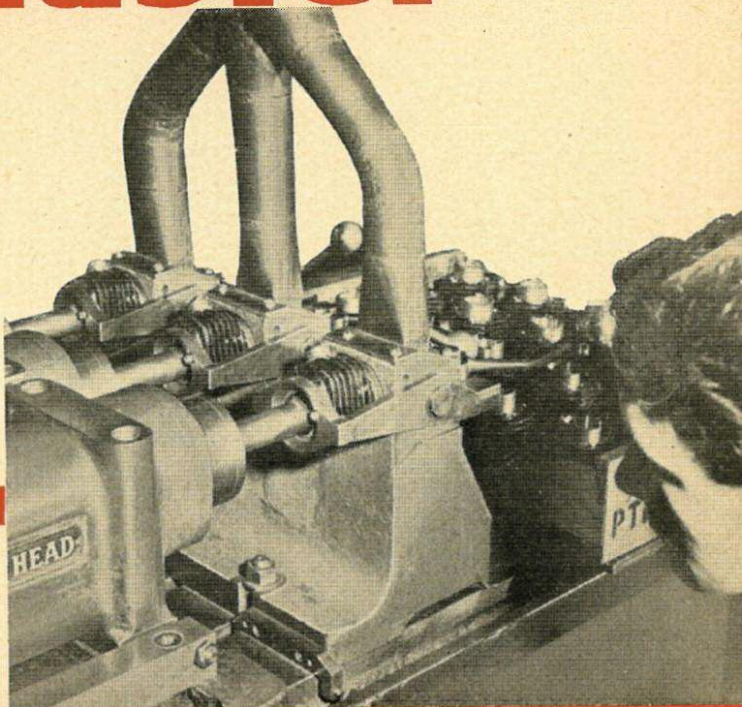


Here you see a gauge which is used for inspecting connecting rods before they are assembled to crankshafts. Every one is examined.

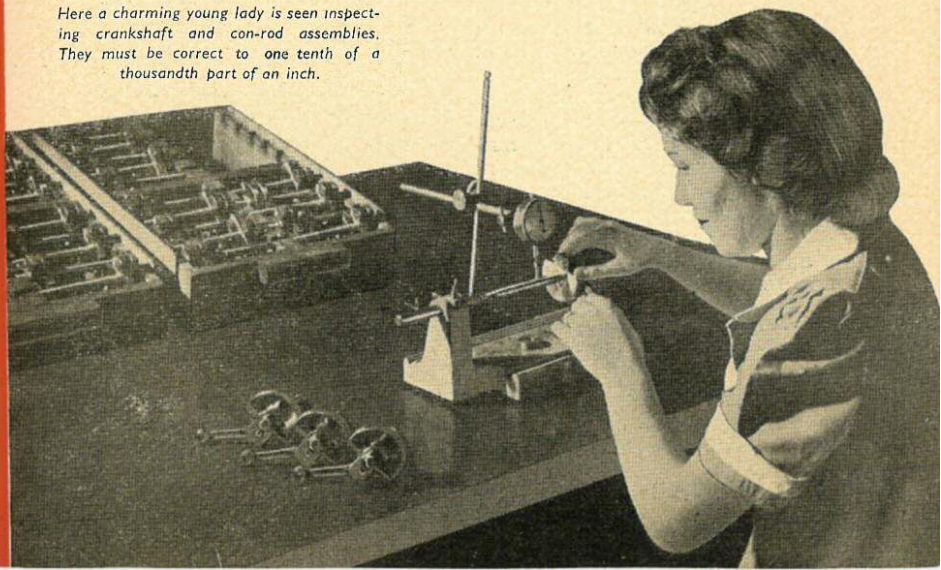
le master

de
sted

ight is one of the
on which the cylinders
It does three at once.



Here a charming young lady is seen inspecting crankshaft and con-rod assemblies. They must be correct to one tenth of a thousandth part of an inch.



Sur le pont D'Avignon...



One or two formalities must be carried out before taking a Cyclemaster to the Continent. Arrangements for the first three of these must be made by the rider personally.

Passport. This can be obtained from any Employment Exchange, or from the Passport Office, Petty France, London, S.W.1. (ABB. 8010), price £1. Two passport size photographs will be required. Visas are necessary for Germany, Spain and Portugal, and for certain countries in Eastern Europe.

Currency. The basic foreign touring allowance is £25, but an additional £5 is allowed to cover petrol and so on for your Cyclemaster. A bank or travel agency will obtain the cash or Travellers' Cheques for you. The bank or agency will require your passport before they can issue foreign currency to you. Not more than £5 in sterling notes may be taken out of U.K.

Insurance. It is unlikely that your Insurance Policy will provide cover for the use of the Cyclemaster abroad. It will therefore be necessary for you to arrange with your Insurance Company for this

cover. They will issue a "Green Card" (International Motor Insurance Card) which provides cover to satisfy all the legal requirements of the countries you will visit. The Company will also arrange comprehensive cover for the Cyclemaster and insurance against the loss of personal belongings, if these additional policies are required.

The remainder of the formalities can be carried out for the rider by the A.A. or R.A.C. The annual membership fee of either organisation is £1 11s. 6d. for motor cyclists, (a Cyclemaster and cycle count as a motor-cycle). A badge costs 5s. 0d. In addition a composite fee of £1 15s. 0d. is payable for the Foreign Touring Service. This service includes:—

- (a) Issue of Carnet (Customs Pass Book) for the vehicle. The Registration Book must be carried.
- (b) Issue of International Driving Permit (where necessary).
- (c) Issue of International Certificate if necessary (this is referred to later).
- (d) Issue of G.B. plate.
- (e) Insurance against forfeiture of Customs Duty due to loss of vehicle abroad, as by theft.

Avignon at dusk on a summer evening . . . perhaps the nearest approach to fairyland in this world. Avignon, the gateway to the romantic Riviera. Avignon, with its bridge which, thanks to Jean Sablon (and others) is famous even in this country. Why not go there—this summer? This article tells you how easily and cheaply you can wander at will on the Continent by Cyclomaster.

-
-
- (f) Facilities of Continental Breakdown Scheme.
- (g) Services of the Organisations' Port Officers and Agents.

Full details of the Foreign Touring Service can be obtained from the Foreign Touring Departments of the Organisations. Their Head Office addresses are:—

A.A.—Fatum House, New Coventry Street, London, W.1.
(Whitehall 1200).

R.A.C.—85 Pall Mall, London S.W.1. (Whitehall 4343).

It is possible for the rider to make the necessary arrangements himself if he does not wish to pay the A.A. or R.A.C. fees. However, as these arrangements are complicated it is recommended that they should be started well before the planned departure day.

One copy of a C.D.3 form is required. These forms can be obtained (free) from any bank or from Customs and Excise Offices.

Forms 29B (Sale) two of which are required, can be bought from H.M. Stationery Office, York House, Kingsway, London, W.C.2, or through any bookseller at the price of 2½d. for four forms, post free. (The 29B (Sale) forms can be obtained and completed at the port but delay may be reduced if the forms are completed in advance).

A memorandum (M.V.3) giving advice concerning the completion

of forms C.D.3 and 29B (Sale) can be obtained (free) from the Headquarters of H.M. Customs and Excise Department, Kingsbeam House, London, E.C.3 (MANSION House 1515), or from Export Departments of local Customs and Excise Offices.

When completed the C.D.3 form should be taken to a bank to be forwarded to the Bank of England for approval. If you have no bank, the form should be taken or sent to the Chief Cashier, Export Permits Office, Bank of England, London, E.C.2.

After approval by the Bank of England the form, together with two completed copies of form 29B (Sale) must be presented, with a Customs Clearance charge of 6s. 0d. to the Customs Officer at the port of departure.

For visits to France, Belgium, Luxembourg, Norway, Italy and Switzerland the rider's National Driving Licence and Vehicle Registration Book are sufficient. If visiting countries other than these an International Driving Permit (I.D.P.) and an International Certificate for Motor Vehicles (I.C.M.V.) will be necessary. These are supplied if required by the A.A. or R.A.C. as part of their Foreign Touring Service. They are supplied to non-members by either organisation for a fee of £1 1s. 0d. on production of the rider's Driving Licence and Registration Book. A passport size photograph is required for the I.D.P. (An I.D.P. cannot be issued to people under 18 years of age, or to holders of Provisional Driving Licences.)

If the rider is not in possession of a Carnet, a "laissez-passer" form will be issued by the French Customs Officers on landing. The charge is 400 francs (about 8s. 0d.) for a stay of 10 days, 800 francs for 20 days, 1,200 francs for one

month, or 2,000 francs for the maximum period of three months.

A G.B. plate must be fitted to the rear of the cycle, facing to the rear. Its dimensions are not critical, but it is recommended that the plate should be not less than 6 inches wide and 4 inches deep. The letters "G.B." must be in black on a white background.

There is no petrol rationing on the Continent for visitors. The average price is about 5s. 0d. a gallon. On most cross channel ferries (sea or air) the petrol tanks need not be emptied, though spare cans must be empty.

Crossing the Sea. The A.A. or R.A.C. will make sea or air ferry reservations for members. Non-members making their own arrangements are advised to book their passages early, particularly if travelling between June and September.

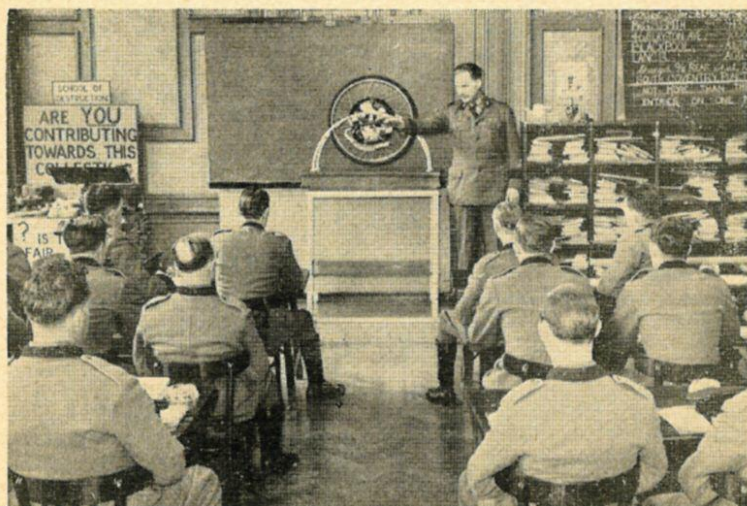
The cheapest way to take a

Cyclenaster to the Continent is to fly from Lymgne to Le Touquet. The return fare for Cyclenaster and rider is £4 10s. 0d. Other air routes are Lymgne to Ostend, and Southampton to Cherbourg. The address of Silver City Airways is—11 Great Cumberland Place, London, W.1.

British Railways run about a dozen routes across the Channel and North Sea. On the Dover—Boulogne, and Dover—Dunkirk routes the return fare for Cyclenaster and rider is £4 16s. 0d. Details of all B.R. routes can be obtained from travel agents or direct from the Continental Superintendent, Victoria Station, London, S.W.1.

Townsend Bros. Ferries Ltd., of 78 Leadenhall Street, London, E.C.3, run a Dover—Calais service. The return fare for Cyclenaster and rider is £4 16s. 6d.

CYCLEMASTER AT THE "A.A." SCHOOL



The Automobile Association believes in being prepared to give service to all motorists: and we are indebted to them for this picture of AA Patrols learning all about Cyclenasters.

It went...



... LIKE A BIRD

By Mrs. I. St. Q. Watkins

My sons, aged 12 and 14, are keen touring cyclists, and we prefer to spend holidays abroad where possible.

Finding that now they are getting older and are not content with less than 50 miles a day, I decided this summer to buy a second-hand Cyclemaster. A few weeks later I took it abroad with some misgivings, as we had planned to tour a very hilly district. But from the moment I took it off the train at Perigeaux it went like a bird. Autocycles are very popular in France, but ours seemed to be the only one with the engine in the wheel.

In performance up hills it appeared better than the Continental makes, which I was continually overtaking.

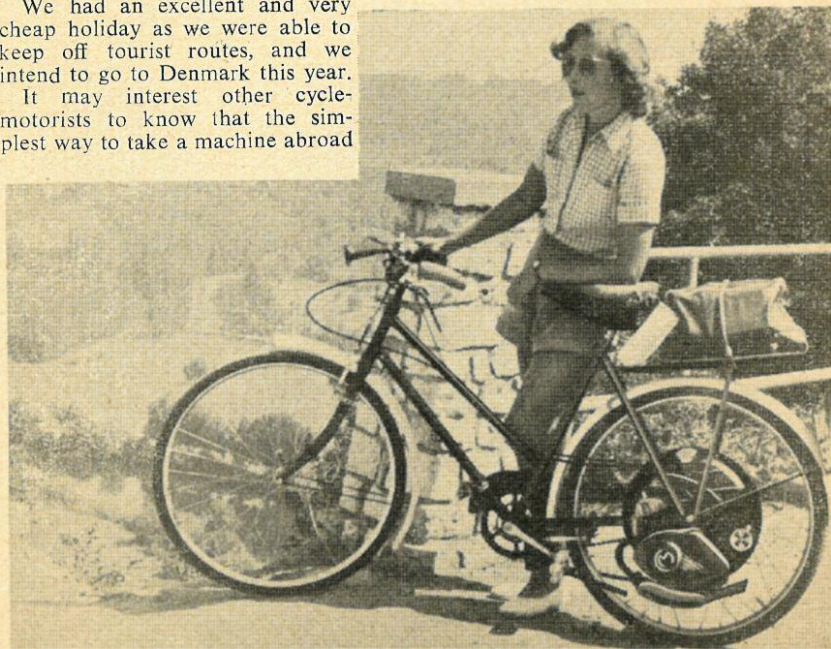


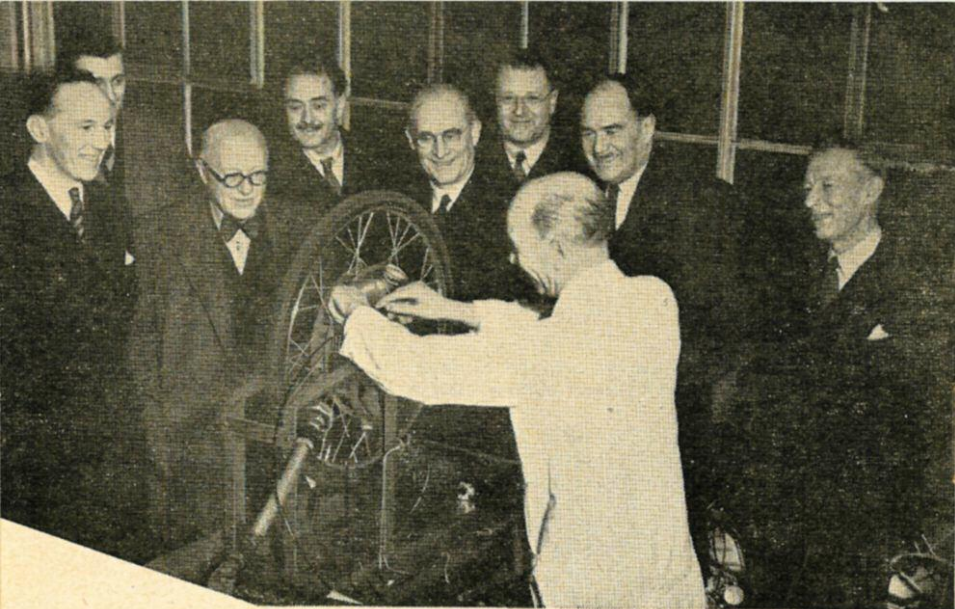
We had an excellent and very cheap holiday as we were able to keep off tourist routes, and we intend to go to Denmark this year.

It may interest other cycle-motorists to know that the simplest way to take a machine abroad

is on a C.D.3 form. The Marine Superintendent at Newhaven advised me about this, and when I had the form duly completed and signed by the Bank, I forwarded it to him a few days before I sailed, and on arrival at Newhaven I found the papers ready and booked the Cyclemaster through to Paris with the other cycles as cargo. I collected them off the boat train and re-registered them to Perigeaux a few hours before the train left. In France autocycles under 120 c.c are rated as ordinary bicycles, and I encountered no trouble anywhere. A cycling holiday is undoubtedly the best kind of holiday in France.

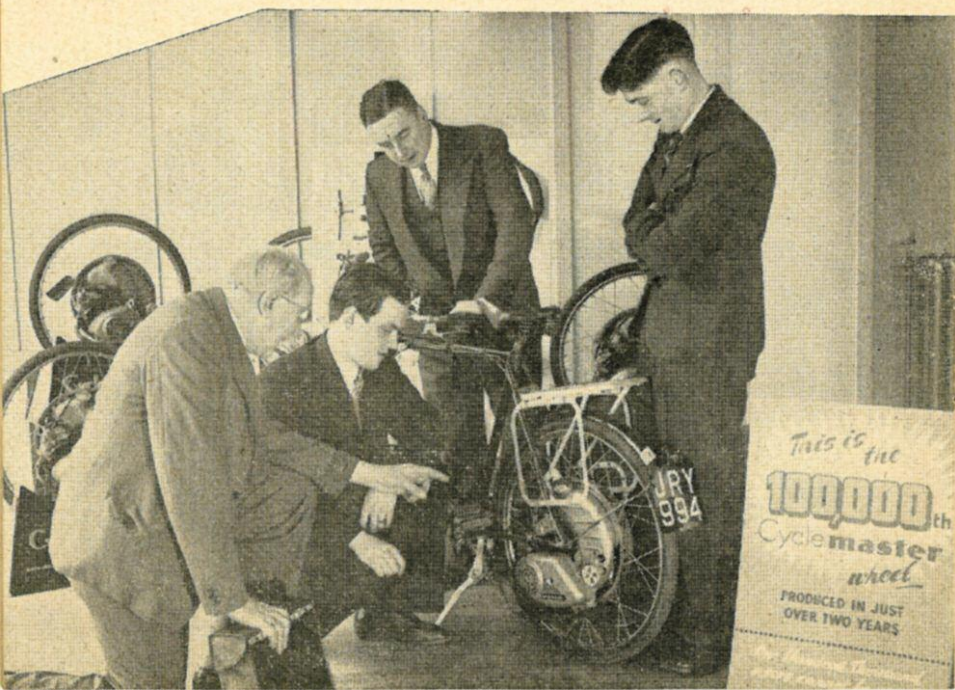
Mrs. I. St. Q. Watkins with her Cyclemaster in the ancient village of Domme, reached by a winding road which included gradients of 1 in 6. If you would like to go abroad this year the article which starts on page 10 will interest you.





Directors of Cyclemaster and of E.M.I. Factories (where the Magic Wheel is made) watch the final testing of wheel No. 100,000—which was subsequently purchased by Mr. John Cunningham, of Leicester. To mark the occasion he was presented with a set of pannier bags and a coat guard. • Photograph below by courtesy of Messrs. Batchelor, Bowles Ltd. of Leicester.

100,000th CYCLEMASTER



TIPS

worth REMEMBERING

By *The Engineering Manager*

The brass tag that fits on the sparking plug should always be fitted in such a way that the current cannot short on to the wheel drum. Get it facing rearwards and outwards. Always use a screwed terminal. A "quick fit" spring clip may not keep the tag in position and you'll get that shorting trouble.

KEEP THAT FUEL CLEAN!

A small engine requires a very tiny jet in the carburettor. The diameter of the hole in the jet of the Cyclemaster carburettor is only one-fiftieth of an inch, and dirt or foreign matter will either obstruct it (thus spoiling performance) or block it, causing a complete stoppage.

The larger pieces of dirt are taken care of by filters in the tank and carburettor, but these may not stop the smaller particles. To reduce the chance of these tiny bits getting into the tank in the first place, always use a perfectly clean can for mixing your petrol and oil. Never use one which shows any signs of rust inside, as sediment from this rust will collect in the bottom of the carburettor and may obstruct that tiny hole in the jet.

Some owners, we know, strain their fuel through rag when filling the tank. The intention is excellent, but even the tiniest piece of fluff from the rag may make itself a nuisance.

The very best filter you can possibly use is an ordinary wash-leather, which will hold back not only dirt and fluff, but water too.

However, it makes a long job of it, and if you haven't the time to spare, the next best thing is a fine gauze filter made of a metal that doesn't rust.

THE HOLE IN THE FILLER CAP

By the way, there is a small hole in the cap of the fuel tank. This allows air to enter and take the place of the fuel as the engine uses it, and it must be kept free.

If it should become clogged, the flow of fuel will eventually stop, just as petrol will cease running out of a bottle of lighter fuel if you hold it in an upside-down position for a few seconds.

THE CLUTCH CASE BREATHER

Talking of vent holes, there is an $\frac{1}{8}$ in. diameter hole in the aluminium casting immediately to the right of the bottom of the cylinder: you will find it in the sort of flat "platform" between the cylinder and wheel hub (a little nearer to the latter than the former). Its purpose is to release pressure inside the clutch housing when the engine gets hot.

If this hole gets blocked up, oil may be forced through into the magneto and stop it functioning. So keep that hole open, too.

AND YET ANOTHER HOLE!

The magneto requires fresh air, just like you do. Without it, condensation and burning of the points may be caused. To prevent this, there is a small hole at

the bottom of the CM cover. Make certain that it remains a hole—and doesn't get blocked up. Have a look at it every time you take that cover off.

CLEANING THE EXHAUST

If your engine loses power after being in use for a little time, it may be nothing more than carbon or oily dirt in the exhaust fish-tail.

To clean the fish-tail out all you need is a short piece of stiff wire. Push it into the open end to dislodge the carbon and then, with the end of the wire turned over slightly, scrape out as much of the loose carbon as possible. The best way of doing this is to take off the silencer system and hold it with the fish-tail downwards. If you merely push the carbon in, the exhaust gases on the way out will blow it all back and let it lodge in the bend at the end of the fish-tail.

ABOUT HUB BEARINGS

It really is most important to have *some* play at the wheel rim

if your Cyclemaster is fitted with a back-peddalling brake hub. Full instructions are given in the Instruction Book. If there is no play, there is a danger that the bearings will work under excessive load and this will cause premature failure of the bearing surfaces.

If the hub is ever dismantled, make certain that the ball cage assemblies are re-fitted the right way round. On each side of the hub the balls face inwards and the plain part of the cage faces downwards. Wrong assembly will cause the cage to wear into the bearing surfaces of the hub.

DON'T FORGET THIS CHAIN

When oiling the ordinary cycle chain, don't forget the Cyclemaster chain which is just inside the drum. Just give it a few drops of oil from an ordinary oil-can. You can get the spout in through the ventilation holes in the back of the drum.

OYEZ!

OYEZ!

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A MANUAL FOR THE MECHANIC

The simple day-to-day attention which Cyclemaster requires is explained in the instruction book. When other jobs, such as decarbonising, repairs, etc., have to be done, owners should go to their Dealers, but for those who have the necessary mechanical knowledge an excellent

WORKSHOP MANUAL

is available. It contains the fullest servicing information, and all parts down to the tiniest nuts and bolts are illustrated by means of "exploded" drawings which show exactly how everything comes apart and goes together again.

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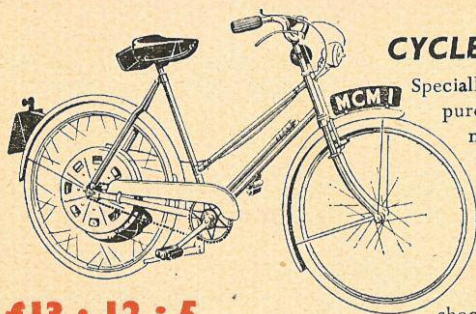
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