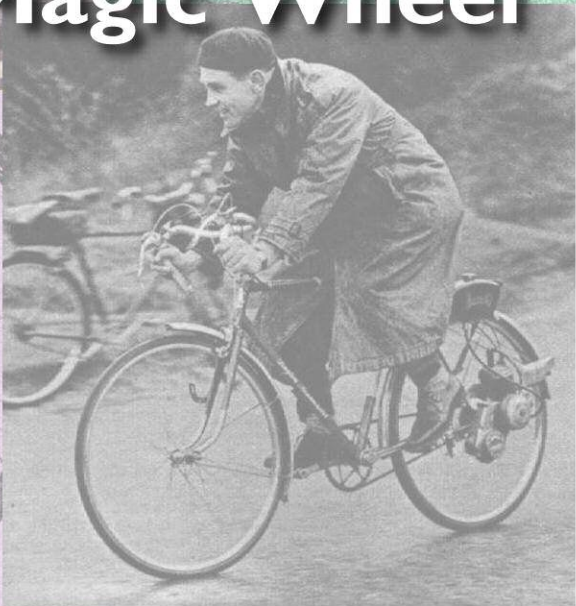
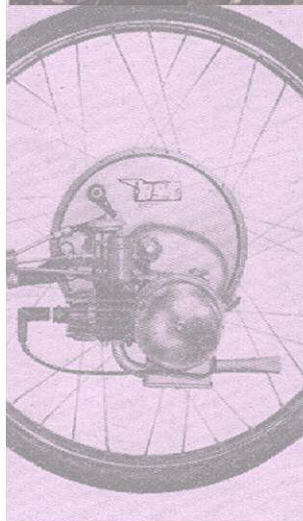


# IceniCAM Information Service



## The Magic Wheel



*The*  
***Magic Wheel***

A QUARTERLY MAGAZINE FOR CYCLEMASTER OWNERS



VOL. 1 - NO. 2 - 6<sup>d</sup> JULY 1953



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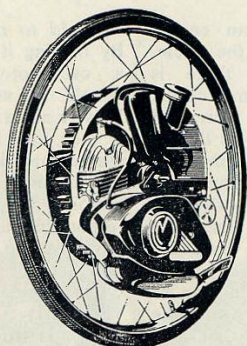
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VOL. 1  
NO. 2

JULY  
1953



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# THE MAGIC WHEEL

A QUARTERLY MAGAZINE FOR CYCLEMASTER OWNERS

In view of the steadily increasing average age of the working population of Britain, the vital need of Industry for greater mobility of manpower and the steady rise in cost and lowering of efficiency of public transport services, the advent of the cycle-motor must be regarded as a socially desirable phenomenon. In any case the cyclemotor has arrived and has come to stay so far as the future is foreseeable at all, but the fact that it is unquestionably socially desirable to have this cheap, effortless, personal transport available to the population demands recognition from the various Authorities who govern our lives and this recognition should be followed by positive efforts to encourage the development of these machines in the right directions.

The factors that the buyer takes into consideration in selecting his machine are varied; initial cost, economy of running, performance, ease of handling, servicing and, by no means least, appearance, all count, but there is one other factor that tends to be taken for granted and that is safety. To fulfil its social function completely the cyclemotor must above all things be safe.

In Britain, as in the Continental

## FREEDOM THE KEY TO SAFETY

countries where these machines are more firmly established as part of the national life, there are two distinct trends in cyclemotor development.

One sets the accent on performance, high power output from the engine plus a cycle designed or adapted for comfort and control at higher speeds than the ordinary cyclist attempts. If these machines are properly designed and built for the job they have to do they are still not high-speed vehicles and are safe both for their users and the public. But in our view the true cyclemotor follows the opposite design trend, that of the genuine motor-assisted cycle, travelling at cycle speeds, quietly, economically and with absolute safety.

This is the type of machine that should be given every possible encouragement by the Authorities as a new, essential and desirable asset to our social life, and it is not difficult to see that this encouragement is not forthcoming as yet.

The cyclemotor is still classed as a motorcycle for taxation, legislation and administration purposes and is hemmed in by paper restriction, ex-crescent number plates (in themselves a danger) and the farce of a driving test that qualifies the licensee to ride



a racing projectile with an engine twenty times the size of the cyclemotor. At the moment there is nothing to prevent a young cyclist from passing the test on a borrowed cyclemotor and then using his licence to ride a four hundredweight machine capable of 100 m.p.h. or more and, by the same token there is nothing to encourage a man to buy the safe, simple, cyclemotor rather than the bigger, faster motorcycle.

Is it really necessary for a man to have to fill in a form every time he pays four and tenpence for a quarter's road tax? We think not. It is a nuisance, as much of a nuisance to the Post Office and County Tax Offices as to the user, and as much nuisance in the case of the cyclemotor as for a ten-ton lorry, certainly no encouragement to buy.

If we are to raise the national efficiency by making the people mobile without effort and independent without cost, saving time, energy and money for productive effort, we must free the new instrument of travel from petty restriction *and by doing so we*

*can add to the safety of our roads.* By making it easier to own and ride a cyclemotor we can encourage people to use it in preference to heavier and faster machines, and even if they aim higher later on we will assure that they have at least had a year or two of experience of powered motoring before embarking on greater responsibilities.

We can do this if the recommendation (4t) of the Report on Motor Cycle Accidents by the Ministry of Transport's Committee on Road Safety is followed and a separate Group is created for cyclemotors, cutting across the present artificial division between motor attachment and autocycle, and if this Group is given freedom and encouragement to expand.

Only the users can make the roads safe; only the manufacturers provide the safe machines; but the Government must provide the incentives—and the greatest incentive in the world is freedom.

*The above article is reprinted by kind permission from "Power and Pedal."*



*The Commander-in-Chief of the Indian armed forces takes delivery of a bicycle complete with Cyclemaster. Photograph by courtesy of Atlas Cycle Industries Ltd., of Sonapat, near Delhi.*



## BABY SEEMS . . .



## a bit PUZZLED by it all

Baby wasn't the only one puzzled by this "Tricyclemaster," either, said Mr. John R. Russell, of Liverpool—who invented it—but let him tell the story in his own words.

"My original idea was to use a trailer, but after constructing one, which the Cyclemaster towed easily (even with a load of three small children), I learned it was illegal to use a two-wheeled vehicle for towing

"Hastily disposing of this before the police noticed me, I next considered a sidecar, but the size of the children ruled this out. The tricycle was an experiment as, quite frankly, I doubted whether the Cyclemaster would even move it. However, a second-hand delivery tricycle frame was purchased, and the wheels were

rebuilt with lighter rims and spokes on the original internally-braked hubs. The 'cab' was plywood.

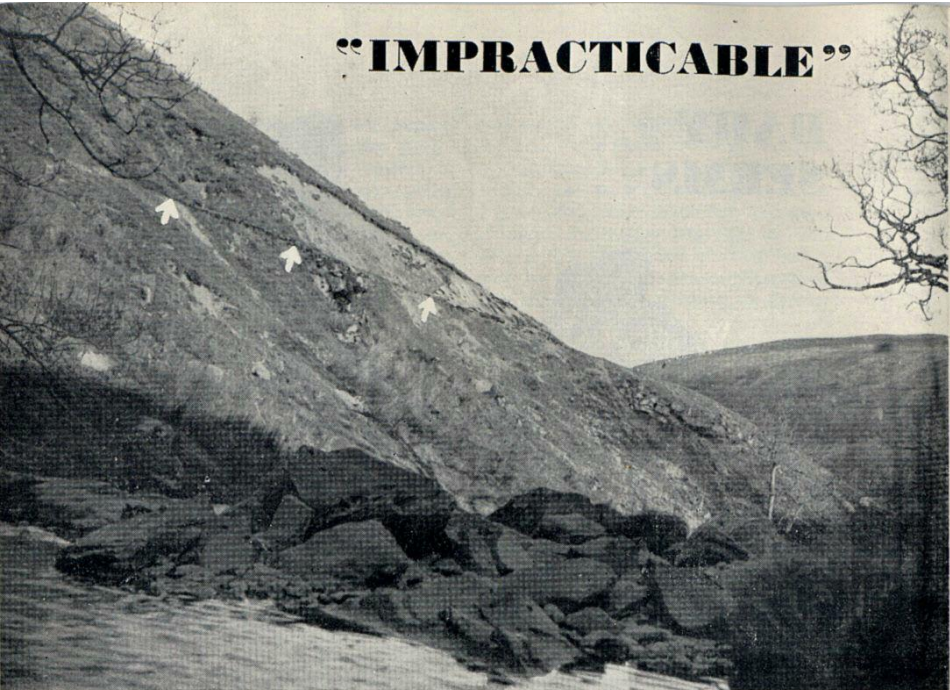
"After some skirmishes with the local Licensing Authority and my Insurance Company, we were all set. Not only did it move, but kept up a steady 15/16 m.p.h. on the level with a load of two children (2 and 5 years) and myself.

"Daily trips of 30-40 miles were made in comfort and without any protest from the engine. Our most ambitious run was to Chester Zoo, via the Mersey Tunnel, where the officials thumbed through rate-books to find our official classification, finally settling for a charge of 6d., and no questions asked! We returned by way of the Transporter Bridge at Run-corn, where the performance was repeated; a total distance of about 55 miles.

"To say I am delighted with the performance of both my Cyclemasters would be an understatement, and you may make use of the photographs, and any part of this letter if you wish."



# “IMPRACTICABLE”



*The Hirnant Pass in mid-Wales*

... **but only for motorcars.**

In all the mountainous districts of these islands—Wales, the Lakes, the Peaks, Scotland—will be seen the sign which is shown in the photograph opposite. It reads, “Impracticable for Motors.”

If you find yourself in any of those districts, keep an eye open for that sign, because it is invariably the gateway to more beautiful scenery than you might imagine is to be found in Great Britain.

Not all the passes are completely impracticable for cars, but they are so difficult and dangerous that only the young bloods who like doing daring things ever attempt them. Some of them are impossible even for a horse and trap, owing to shelves of stone which may rise in steps a foot or more high. All of them have, at intervals, mountain streams running across them, the beds of which cause any wheeled vehicle to tilt alarmingly over towards a more or less sheer drop. There is seldom enough width throughout the whole

**BY THE EDITOR**

length of the pass for two vehicles; there is nowhere to turn, so that if by any chance two cars do happen to meet (which is extremely unlikely), one driver has to do quite a bit of very difficult and frightening reversing.

These tracks give access to isolated farms—mostly sheep farms, for not much else is possible—and the farmers get about on horseback.

## **The Best Way**

Impracticable passes are, of course, wonderful for walking, but the best way to travel them is by cycle, especially with a power-assisted cycle. To cover one on foot may take a day, but with a Cyclemaster you can ride the easier stretches, and, of course, climb gradients which would be out of the question with an ordinary pedal machine.

You will find the farmers thrilled to see you, for a fresh face to them is really an event. If you get chatting with one he is far more likely to



invite you in for a glass of milk than he is to scowl at you. And if you *do* get inside one of those farmhouses you will see antique furniture which is probably worth a small fortune, and hear some real philosophy.

It is just as well to have a compass with you—not because you are likely to get lost, but because a compass is so handy if you do. And a large-scale map is essential. An inch-to-the-mile Ordnance Survey map of the district is ideal. Not only will it show you the way, but it will reveal features that you might otherwise easily miss. I know one pass, for instance, which goes within a short distance of a lovely waterfall—which, however, is hidden from the track by a small mountain. My map revealed that it was there, and furthermore, showed me an easy way of getting round to it.

### Lakes and Pools

You will find delightful little lakes; rock pools that invite you to swim in them; ancient encampments and most breath-taking views of other hills which are below the level of the one

you are on. If you are interested in wild life and wild flowers you will see specimens of both which are hardly to be found anywhere else. One pass I tried led me to a lake in which there is an unusual fish; I was told about it, and shown a specimen, and I have subsequently discovered that that fish has never been identified in any other water. It is the gwyniad, and the lake was at Bala, in mid-Wales.

### A Starting Point

Bala itself is not on an Impracticable Pass, but it is a very good spot from which to start looking for them. I know the district reasonably well, and would suggest that, as a start, you try Bwlch-y-Groes, which means "The Pass of the Cross." It runs from Bala to Dinas Mawddy.

It is by no means impassable—in fact the War Office used to use it (and maybe still do) for trying out prototype W.D. vehicles. It is wide enough for two cars to pass; the surface is not at all bad, and the scenery

---

*The entrance to the wild and rugged Eunant Pass.*





is absolutely magnificent. No other word can describe it. There are stretches where the road can be seen for a mile or more ahead, clinging precariously to an almost sheer mountainside. As you move along it you get a view, exactly as from an aeroplane, of patchwork fields and toy farms in the valley below.

If you have a bad head for heights and are not likely to enjoy this sort of adventure, Bwlch-y-Groes will soon tell you—but at the same time the road is sufficiently wide to enable you to get well away from the drop should you, or your companion, feel really frightened.

### **Calls for Respect**

On the other hand, if you thoroughly enjoy the experience, you can spend a night at either end (that is, at Bala or Dinas Mawddy) and study your map ready for a good adventure next day.

As you came over the Bwlch you will have noticed the actual sign which appears in the photograph on the preceding page. That sign marks the beginning of the Eunant, an Impracticable Pass, which runs from the summit of Bwlch-y-Groes to Lake Vyrnwy. It is one of those with steep shelves of rock, and calls for quite respectful treatment. But the experience is well worth while, especially as you get a few miles behind you, and Lake Vyrnwy comes into view.

### **Man-made Lake**

This, by the way, is a man-made lake. Over fifty years ago a valley was dammed to impound the waters of several rivers, and form a reservoir for Liverpool, many miles away. The water is carried there by pipes. You can get all the details from big tablets fixed to the rocks at one end of the dam—and incidentally, the lake is something that ought to be seen, even if you approach it by reasonable road—from the Shrewsbury side.

If you go over the Eunant, and it whets your appetite for difficult going, you can return to Bala by way of the

Hirnant, and again it will be an experience to remember.

There is the old Aberystwyth Road, which runs from Devil's Bridge to Rhayader (another man-made lake—this time for Birmingham to drink from). There is a most fascinating run from Abergwesyn, near Llanrwyd Wells, to Tregaron—which is not far from Pumpsaint, where there is a gold mine. All these places and passes are clearly marked on the inch-to-the-mile maps.

Once you have started these explorations, you will find your own passes—and that, of course, is the best part of the game. But remember—always a compass and a map; take plenty of sandwiches with you; don't take youngsters; give yourself plenty of time—and above all, don't take risks. Life is short enough anyway.

---

## **What's All This ?**



*You can probably guess what is going on here—but as you will want to check your guess, you'll find a full explanation on page 11—in the exact words the sender of the photograph asked us to use.*



# 70-YEAR OLD TRIALS ENTHUSIAST !

## 280 MILES IN A DAY TO TAKE PART IN A.C.U. RALLY

The Auto-Cycle Union arranged a demonstration trial for power-assisted bicycles not long ago.

Among the many competitors was Mr. A. G. Wall, of Messrs. Anderson and Wall, motor cycle dealers of Bridgwater, Somerset, who is seventy years of age.

He left his home at 3.15 in the morning of the great day, and rode through bitter weather to Wembley, where the trial was to be held. He arrived at 11 a.m. after covering 140 miles.

The trial took place over a thirty mile course, starting and finishing at Wembley. Still game after his journey, Mr. Wall set off to do the thirty miles, and as the news of this staunch veteran spread around, the Press photographers got all set to snap him upon his return.

But he didn't come back. Somewhere along the route was a roundabout, with six converging roads, and

Mr. Wall took the wrong one. Everybody began to worry, and continued to worry until news was received next day that as soon as he had realised that he was lost, Mr. Wall turned his face to the west again, and kept going in that direction until he arrived back at Bridgwater at 11 p.m.

Next year he intends to travel up a day or so beforehand, and make sure he knows the route!

### Special Silence Award

Cyclemaster Ltd. entered an official works team. They and seven other Cyclemasters entered by private owners all obtained 90 or more marks out of a possible 100. The works team averaged just over 94, E. A. R. Chisholme leading with 98.

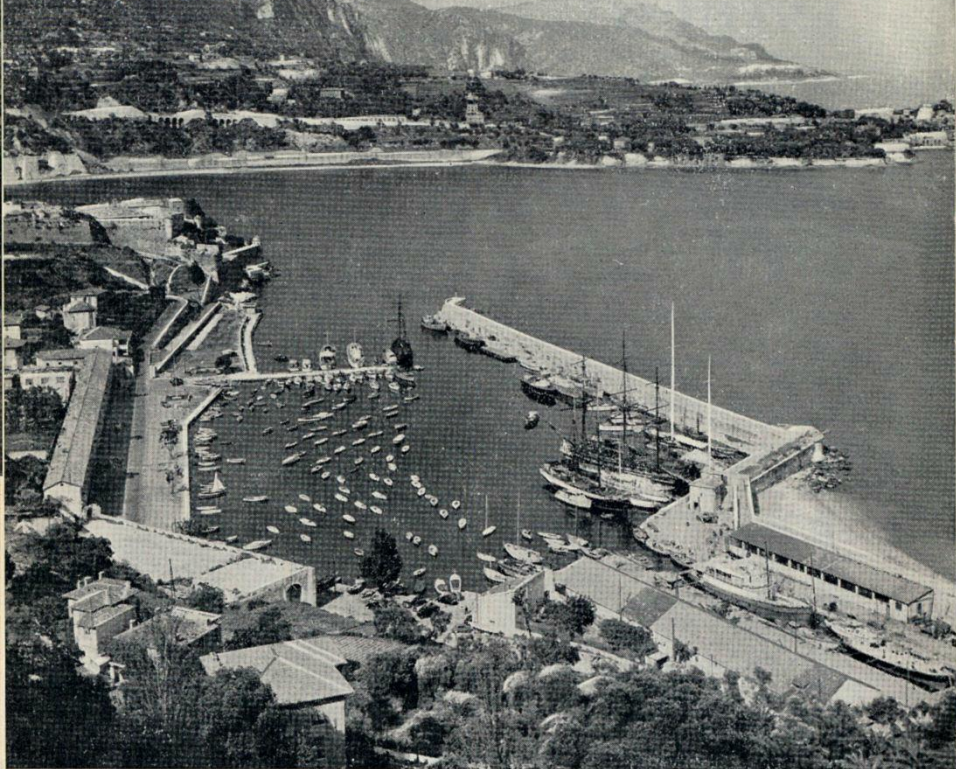
In addition, Mr. A. K. Brimmer, also riding a Cyclemaster, won the special "silence" award presented by Power and Pedal.



The Cyclemaster Team. They averaged 94 marks each, best results being recorded by Mr. E. Chisholme, with 98



# CONTINENTAL TOURING



## **Thinking of Going Abroad ?**

*This beautiful photograph of Villefranche, on the French Riviera, was sent to us by Mr. Robert Heeney, of Dublin, who last year covered 2,500 miles through France and Italy. The picture appears on the cover of a very attractive and useful booklet "Continental Touring" which you can obtain free from your dealer, or from Cyclomaster Ltd. It tells you all you want to know about going abroad. Incidentally, in our last issue we gave the cost of the Dover-Calais crossing by Townsend Ferries as £4.16.6 for Cyclomaster and rider : this should have been £4.2.6.*



# **The LITTLE GIRL of LOURDES**

*Pilgrims have been visiting Lourdes for nearly a century. They travel by sea, air, train, car, ambulance, carts and carriages, motor bicycles, and bicycles. Hundreds of thousands go afoot. Probably the first pilgrim to use Cyclometer was Mr. Charles J. West, of Manchester. Instead of merely repeating his praise for the behaviour of the machine on its 1,472-mile journey, we asked a well-known writer to tell the story of Lourdes. This article is the result.*

Lourdes is situated right down in the south of France, in the narrow part where Spain and France meet.

It is one of the most famous shrines in the world, visited every year by a million pilgrims.

Everybody has heard of Lourdes; everybody has heard of the miracles of Lourdes. Yet there are surprisingly few people who know the story of Lourdes.

On February 11th, 1858, three little peasant girls of Lourdes went out into the country to get firewood. When they came to a small river, it seemed a fine idea to take off their shoes and paddle across. But one of them—Bernadette Soubiroux (who was fourteen) had not been well, and was afraid that the shock of the cold water might harm her.

So she hesitated. But her friends were having such fun that she thought she would risk it, and started to take her shoes off. As she did so (she said later) she felt a gust of wind—although the day was perfectly calm.

## **The Beautiful Lady**

She turned round. Behind her was a grotto, with which she was quite familiar, and which was usually dark and eerie. But now it was beginning to glow.

And then there appeared in the grotto a young and beautiful lady—"lovelier than I have ever seen". The lady smiled tenderly but did not speak, and the child ran home.

At first no one would believe her story. But Bernadette was drawn to

the spot, and went again and again. So did others—children at first, then grown-ups, including priests. Each time, the Vision appeared to her, and sometimes spoke—but only Bernadette saw and heard.

## **Miraculous Fountain**

Altogether, she said that she saw the Apparition eighteen times, the last occasion being on July 16th, 1858. On one of her visits the lady told her to come nearer, and drink from a fountain in the grotto. Bernadette knew well enough that there was no fountain there—but as she obeyed and timidly approached, water gushed out from the rock.

Nothing would shake Bernadette in her story, and her steadfastness aroused so much interest that before long the authorities had to make special arrangements to control the vast crowds of people who were thronging to the spot.

Then the Bishop of the district appointed a commission of ecclesiastics and scientists to investigate the matter, and they reported that it was obvious that the young girl was completely sincere. But what concerns us more for the purpose of this article is that the clergy (who would have been very wary in case the powers of darkness were at work) and the scientists (who would be impressed by nothing but facts) issued a joint report that pilgrims suffering from many and varied afflictions were being cured in a manner that could only be accepted as miraculous, since there were no



natural curative properties in the water, and it was not necessary for the pilgrim to drink it or be submerged in it.

From then on the fame of Lourdes spread, and the cures have never ceased.

### **Independent Doctors**

Who decides whether a sufferer has been cured or not?

Everything is very thoroughly investigated and most rigidly controlled.

Registered with the Lourdes Medical Bureau are doctors from many parts. They are unpaid and independent. When one happens to be in Lourdes he will inform the Bureau that his services are available should they be required.

Under this system there is a constantly changing panel of medical experts. The only permanent official is the President of the Bureau.

Pilgrims who undergo complete or partial cures are under no obligation to report to the Bureau. If they do, voluntarily, then an investigation is carried out by a panel of registered doctors (usually four) who, be it

remembered, may never have met each other before.

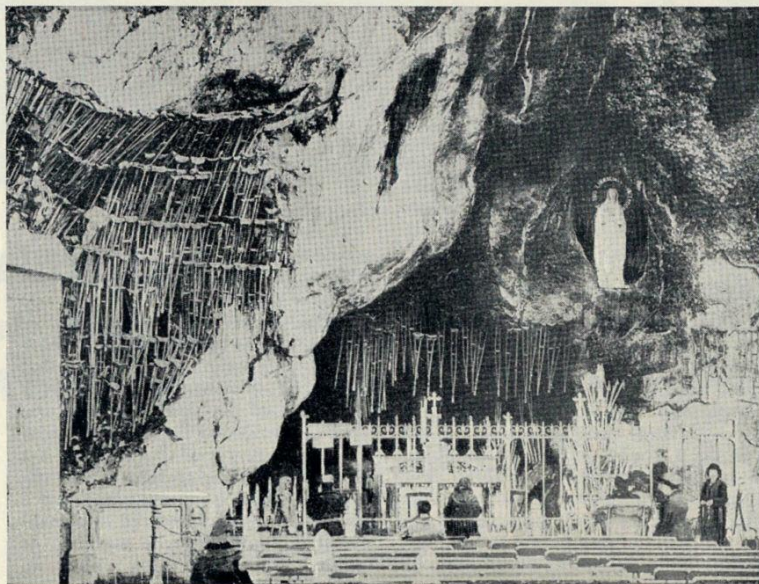
When the investigation has been completed, the President sums up, and then the doctors have to answer four questions with one word, "Yes" or "No":—

1. Did the disease exist?
2. Is there a complete cure or only an apparent improvement?
3. Is there any need to wait before coming to a decision?
4. Can the cure be attributed to a natural process?

### **Miracle or Not?**

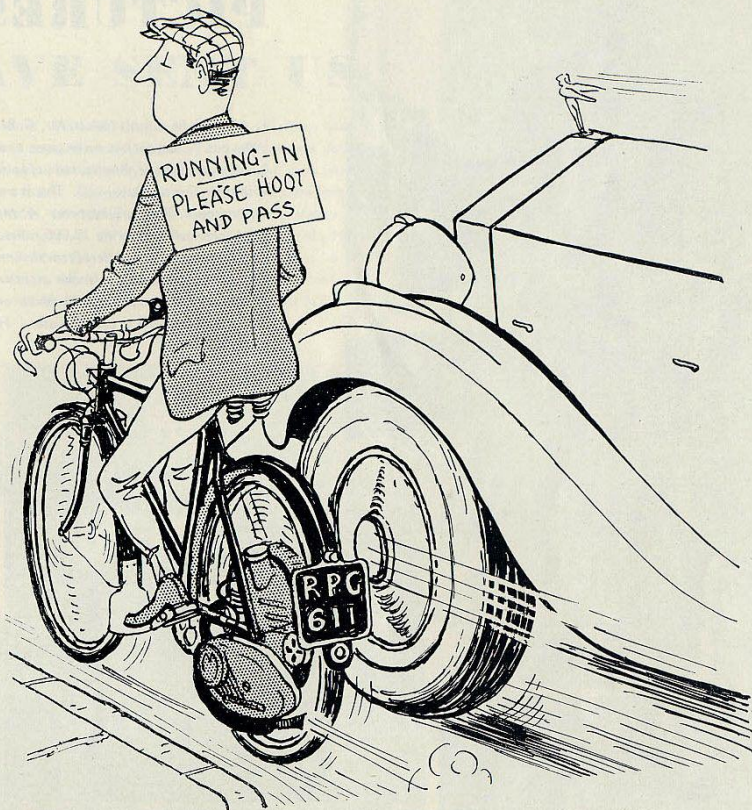
The Bureau concerns itself only with those four questions. Whether a cure is to be regarded as miraculous or not is left to the ecclesiastical authorities.

Detailed records are maintained in the Bureau, and those records are always open to *all* visiting doctors irrespective of their race or religious beliefs. Furthermore, such doctors may attend any investigation, even though they themselves may not be registered with the Bureau, and may have no direct interest in the case.



*The famous Grotto at Lourdes*





### What's all This? (see page 6)

The photograph on page 6 was sent to us by Mr. Brian B. Ames of Wisbech. When we asked permission to use it in *The Magic Wheel*, he wrote back, "Yes, I shall be only too pleased. But I want you to use this wording, please.

"Under the photo put 'It's ever so easy to ride. Brian E. Ames, sixty-six years' old garage proprietor and agent of Lynn Road, Wisbech, who hails from Norwich, and has been in the motor engineering over 51 years. Started trick riding on his Levis two-stroke motor cycle. He has ridden all makes and types from  $\frac{1}{4}$  h.p. to 12 h.p. twins. Started selling Cyclemasters in 1951, and always ready to give a real demonstration. Has such confidence in Cyclemasters that he put up a

poster in his window backing this against any other make of power-assisted cycle for a sum of £5 to £50 for miles per gallon and manoeuvrability. This remained in the window four months but no one took it on."

Mr. Ames concluded his letter with these words: "I have done on my 25 c.c. machine 290 miles on one gallon of pool petrol, and I have ridden it for 12 miles without touching the handlebars. They are all you claim and a lot more. They have a great future. I consider them to be the cheapest motoring in the world."

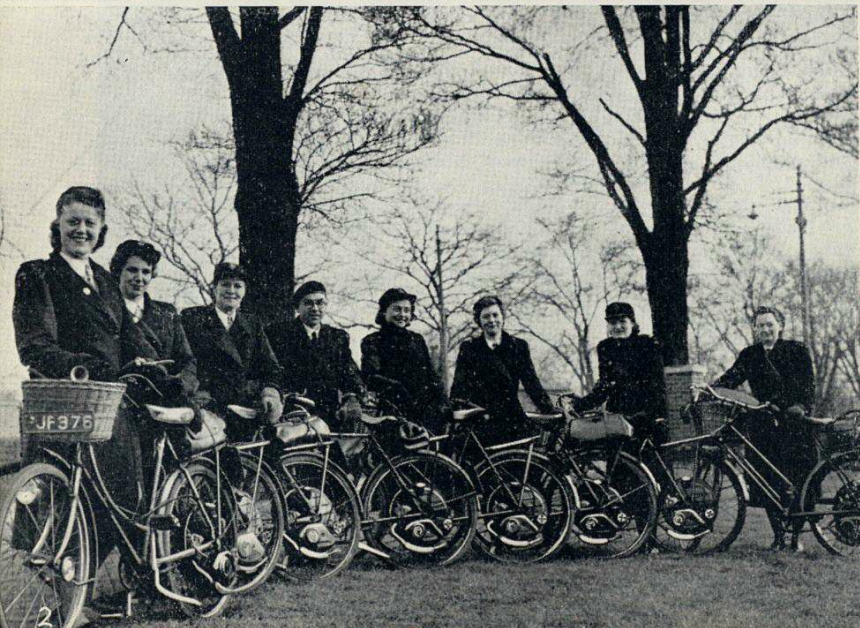
We apologise to those readers who asked us not to "plug" our product in this magazine, and can only remind them that Mr. Ames did request that we should use his exact words!



# PICTURES YOU



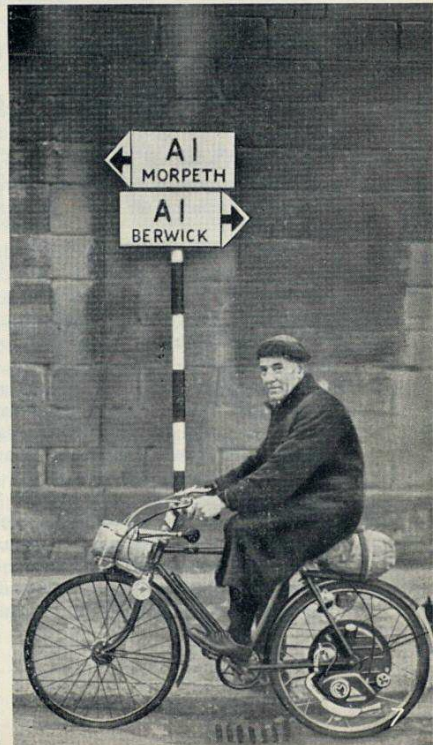
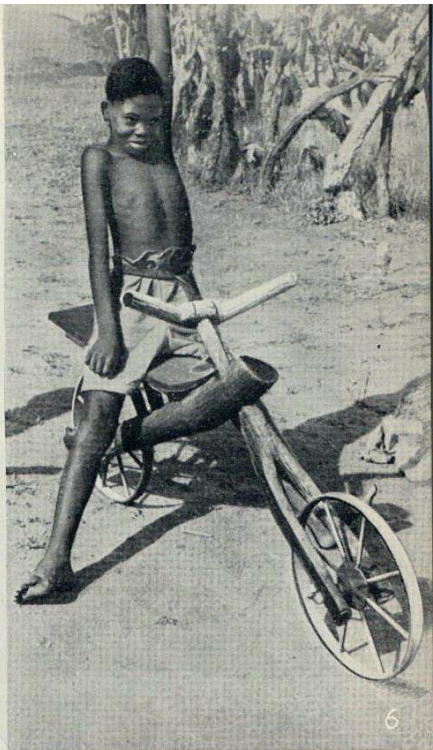
1. Although he doesn't look it, Mr. G. Brewer, of Loughton, says it has never given a moment's trouble "flat out." 2. Messrs Batchelor, Bowles, Ltd., of Leicester, sent us this with their Cyclomasters. 3. This is a small reproduction of St. Andrew's Church, Singapore. 4. Mr. Rene Willink, his Cyclomaster, covering 12,000 miles. Here he is in near Grantham, who suffers from rheumatoid arthritis, and any reader knows how to make a cyclomotor engine cut. 7. We are indebted to the "Northumberland Gazette" for a ride from Southgate to see his sister. He is sixty-eight.





# DU HAVE SENT US

son, weighs 14 stone. He once rode his Cyclomaster for eleven hours.  
He is a petrol attendant and cycles to and from work daily.  
is a charming picture of members of the Leicester Nursing Association  
on of our cover picture. Behind the charming little Burmese lady is  
a Dutch journalist, toured Europe and North Africa for a year on  
inside the Arctic Circle. 5. Mr. A. R. Baker, of Hough-on-the-Hill  
used parts from five bicycles to build his own invalid carriage. 6. If  
out of old tree-trunks, this little fellow would like to hear about it!  
for this picture, which shows Mr. H. Gofton at the end of a 317-mile  
years old.







## ***They Called it "Cruelty to Cyclemasters"***

Mr. H. Cross, of Rawtenstall, had a tandem fitted with a sidecar, and bought a Cyclemaster "to help climb the hills."

When holiday time came round last year the family decided to tour southern Scotland for a fortnight, and their journey north took them through the Lake District and over the long drag of Shap to Carlisle.

To complete the story of the tour quickly, it included Ayr, Saltcoats, Loch Lomond, Stirling, Edinburgh, Berwick, Newcastle, Gateshead, York, Scarborough, and then home.

\* \* \*

"At the bigger towns, and various places where we stopped for tea and luncheon," says Mr. Cross, "we had to explain all about the engine, mileage covered, petrol consumption, per-

formance, price and so on. You could generally see the machine in the centre of a gathering of five or six people, with me answering questions."

\* \* \*

The load consisted of the tandem; a Watsonian sidecar; Mr. and Mrs. Cross and ten-year-old Miss Cross; a tent; three sleeping bags; clothes and food; spare fuel for the engine and the cooking stove. No wonder that the Editor of *The Shield* (published by *S.M.T. Sales and Service Co. Ltd.*) described it as "Cruelty to Cyclemasters."

Even with this load, they found they were able to maintain a steady 12-15 m.p.h. with a fuel consumption of 200-220 m.p.g. During the whole of the journey the engine ran perfectly.

# JUST TICKING OVER . . . *By The Idler*

I hope you'll like this second issue of *The Magic Wheel*. You certainly liked the first; the reaction to it was so enthusiastic that the Editor was authorised to make No. 2 bigger and better in every way. He has, we all think, done just that. The pages are deeper and wider; there are more of them—and they are printed on a much better quality of paper. We've all tried to make our contributions more interesting, too, but whether we have succeeded is something we can't say. What we *can* say is that your wonderful response has certainly put us all on our toes.

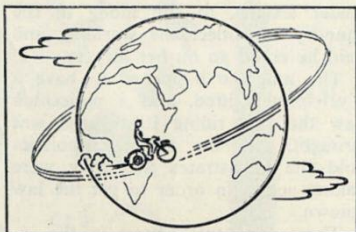
\* \* \*

Of course, there were criticisms, and how welcome they were! We have tried to heed them all. One reader summed up what several had said in this way: "Cyclemaster owners are perfectly well aware of the performance of their machines, and I think that plugging petrol consumption in the magazine is 'a bit much.' Let's have a little less blowing of the Cyclemaster trumpet."

\* \* \*

I was the nigger in the woodpile there, for the reference was obviously to my notes about how far you could go on a gallon in a straight line from London without falling into the sea. Sorry! But against those letters must be set others which contained similar calculations to mine. One reader informed me that the distance round the earth at the equator is 24,902 miles, and that if it were possible to cycle round it, all the Cyclemaster engine would require would be 108.3 gallons of fuel. Another humorist wrote to say that if Dick Turpin had had one he could have done his ride to York on under a gallon, and Black

Bess could have died peacefully of old age. Now no more about petrol consumption, please!



All on 108.3 gallons!

Now, please, may I go off the deep-end? On behalf of all those who use or make cyclemotors, I want to protest against writers who refer to them as "pop-pops," "pip-squeaks," "phut-phuts," and so on. These miniature engines have come to stay; whatever our journalistic friends may call them cannot affect that fact, and what irritates me is the assumption that the British Public have the mentality of babies, to whom a steam engine is a puff-puff. It is so unnecessary, too, for there is the pleasant, acceptable and simple word which we use and which is completely descriptive—cyclemotor.

\* \* \*

Incidentally, the publishers of *The Motor Cycle* use that word, I am glad to see, in the title of a really excellent little book they have just put out—"Autocycles and Cyclemotors." Seldom have I seen a better five-shillings' worth. It is very comprehensive, very well written in non-technical language, and absolutely packed with illustrations that are most clear and explanatory. Whatever you want to know—how to buy one, how to learn to use it, how to look after it, how to locate



and rectify spots of bother—everything is there. Your own newspaper shop will get you a copy.

\* \* \*

Were you aware of the important fact that, in the eyes of the law, a Cyclemotor is always a Cyclemotor, whether the engine is being used or not? I wasn't, till I read "a piece in the paper."

A mother asked her son, who was under sixteen, to slip along to the laundry to collect the washing, and said he could go on her bicycle.

The machine happened to have a Cyclemaster fitted, and a policeman saw the boy riding it. A case was brought, and the police authorities told the magistrates that they were taking action in order to get the law known.

There were two counts in the indictment (I hope I'm using the correct jargon). One was for permitting the boy to use a motorised machine at all (he was under the legal age at which a provisional licence may be taken out) and the other was for permitting him to drive it without a policy of insurance. The policeman admitted that the engine was not being used, but there was fuel in the tank, and young boys are notoriously enterprising. He could have started up whenever he wished. The mother's story was that he *hadn't* started up; that he had promised her he wouldn't and that she thought everything was all right.

The authorities were very nice about it all, and the mother was discharged absolutely on payment of eight shillings costs. But it just shows you, doesn't it?

\* \* \*

Here's another rather important legal point. A bicycle with a motor attachment is regarded by the law as a two-wheeled motor cycle, and as such it may carry no more than one person besides the driver. A man and his wife took their five-year-old son for a ride on their tandem, and although he had been provided with a properly constructed seat, it was

"agin the law." In this particular instance the defendant was given a conditional discharge—but that may not always happen to everyone else.

\* \* \*

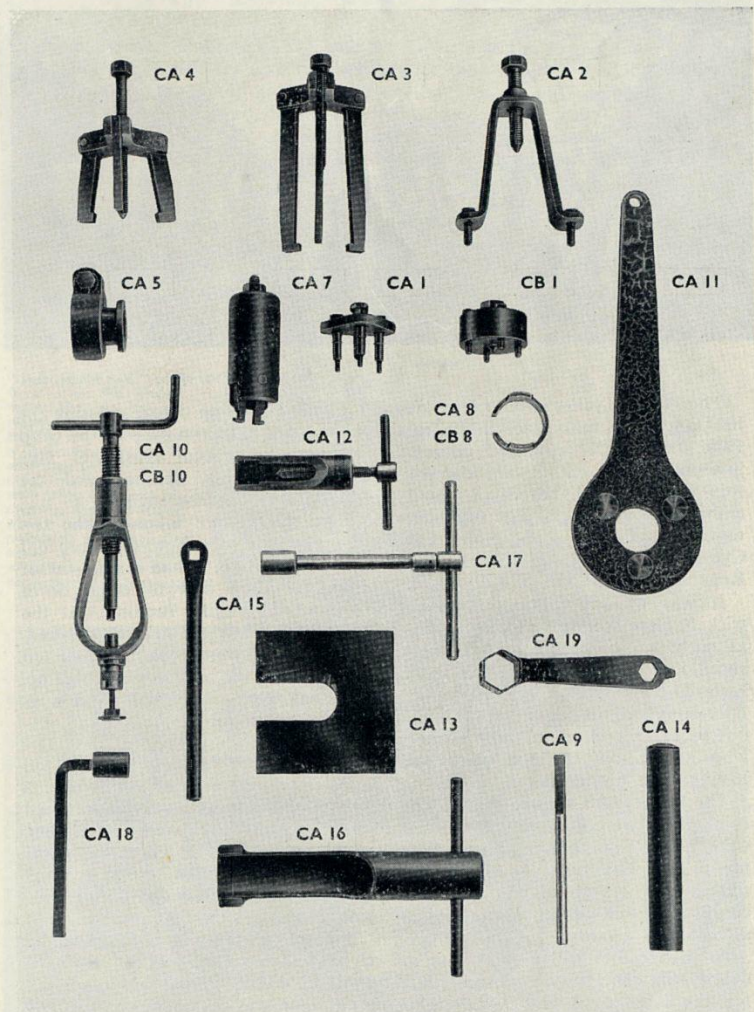
A reader tells me that he tried some of the new "super-duper" petrol, and was much bothered by loss of power, heavy smoking, oiled plugs and four-stroking. After doing everything he could think of to the engine, he drained his tank, put in "Pool"—and everything in the garden was lovely. Is this just an isolated case, or has it happened to anyone else?

### Special Tools

Below are details of the Service Tools illustrated opposite.

		Price		
		£	s.	d.
CA 1	Rotor Extractor (Bantamag)		6	0
CB 1	Rotor Extractor (Series 90 Magneto) ... ..		6	6
CA 2	Clutch Housing Casting Extractor ... ..		11	0
CA 3	Ball Race Extractor (Driving Side of Crankshaft) ...	1	1	0
CA 4	Ball Race Extractor (Valve Side of Crankshaft) ...	1	0	0
CA 5	Ball Race Clamp (for use with CA 3 and CA 4) ...		11	0
CA 7	Oil Retainer Extractor (Cyclemasters Nos. 1 to 50,000)	1	5	0
CA 8	Piston Ring Sleeve (25 c.c. Piston) ... ..		5	0
CB 8	Piston Ring Sleeve (32 c.c. Piston) ... ..		5	6
CA 9	Crankshaft Distance Piece ...		3	6
CA 10	Piston and Gudgeon Pin Extractor (25 c.c. Piston)		18	0
CB 10	Piston and Gudgeon Pin Extractor (32 c.c. Piston) ...		18	0
CA 11	Rotor Retaining Arm (Bantamag) ... ..		7	6
CA 12	Magneto Cam Remover (Bantamag) ... ..		15	0
CA 13	Piston Rest and Crankshaft Support ... ..		6	6
CA 14	Ball Race Fitting Tube ...		2	9
CA 15	Chain Adjusting Key (Cyclemasters Nos. 1 to 50,000)		3	3
CA 16	Exhaust Nut Spanner ...		13	0
CA 17	O.B.A. Spanner (Cylinder Head Nut and Front Engine Mounting Bolt)—Workshop Pattern ...		11	9
CA 18	O.B.A. Spanner (Cylinder Head Nut and Front Engine Mounting Bolt)—Owner's Tool Kit Pattern ...		3	9
CA 19	Sparking Plug Spanner ...		1	9
CA 20	Iyre Valve Adaptor ...			4
CA 21	Feeler Gauge Set—.015" and .018" ... ..		2	3

# *It's So Much Easier . . .*



They say a bad workman always grumbles about his tools, but even the best workman can do a better job with the right tools made specially for the purpose. If you have the mechanical ability to look after your Cyclomaster yourself, these special tools will save time and give you better results. Details and prices are given opposite. Your Dealer can supply you.



# FIRST EVER



Photo by courtesy of the "Irish Independent"

The first Cyclemaster rally ever held anywhere took place in Phoenix Park, Dublin, recently, and attracted just under sixty enthusiastic competitors—with many hundreds of equally enthusiastic spectators. The organisers were Messrs. Lincoln and Nolan Ltd., Cyclemaster Distributors for the Irish Republic.

It was a rally without "parlour tricks." Here were no sporting events as such; no cornering at breakneck speed just for the sake of the thing. Instead, there were a series of most interesting events carefully thought out to bring reward to those owners who knew how to look after and handle their Cyclemasters.

The final results showed that all the competitors were good, but that some were better than others. There were no prizes, but out of 57 entries, sixteen owners attained first-class certificates and seven were given second-class awards.

No two rallies will ever be run in exactly the same way, of course, but for the interest of any reader who may be contemplating arranging something similar here are details of the main events.

## "Startability"

Three lines were marked out, ten yards apart. Each competitor had to pedal away from the first line, have

his engine running before crossing the second, and then run on past the third without giving pedal assistance. This event, of course, demonstrated the "startability" of the engines.

The riders were taken to the top of a perfectly safe, but very steep hill in Phoenix Park, it had a gradient of 1 in 7. They had to coast down (without the engine running). At the foot of the hill a line was marked. Competitors were not allowed to brake until they had crossed this line, but once over it they had to stop as quickly as possible.

## Steady Speed

All competitors had to cover a  $14\frac{1}{2}$ -mile course at an average speed of 12 m.p.h. Marks were lost if they were late or early at checking points—and it was in this test that some first and second class certificates were lost.

Finally, the 1 in 7 hill had to be climbed, and the exact distance covered without pedal assistance by each rider was measured, and marks awarded accordingly. Again, some surprising results were recorded.

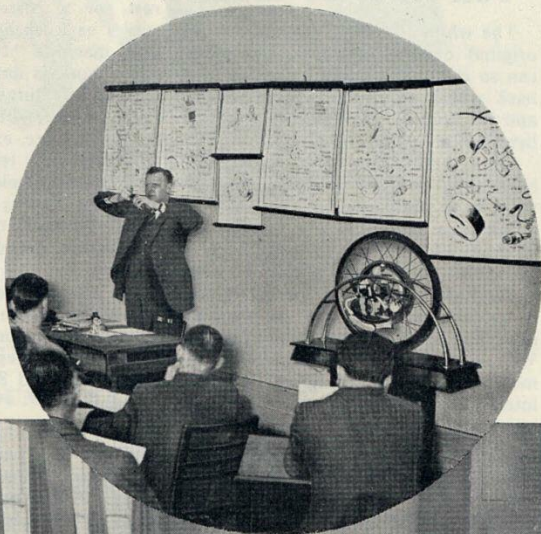
We shall be glad to hear from any reader who is interested in organising a Cyclemaster rally, and can promise all assistance and encouragement, both from ourselves and from the local dealer.



# LEARNING HOW TO IMPROVE SERVICE

There are over a thousand Cyclemaster Dealers in the British Isles, and the aim of all of them is to give the best service they can, whether it be merely the supplying of a small part, or the overhaul of an old engine. We, and our Main Dealers, give all the help and encouragement we can. Here you see a service class in progress. It was arranged by Messrs. Bachelor Bowles Ltd., of Leicester, and attended by service men from many miles around. Note the exhibits and the large instruction charts which show every detail of the Cyclemaster engine.

*It is with the deepest regret that we have to record the death of Mr. W. Brown, Service Manager of Cyclemaster Ltd., shortly after these photographs, in which he is seen lecturing, were taken. He was recovering from peritonitis when post-operational pneumonia developed. On behalf of all our readers we offer our sincere condolences to those he leaves behind*





# WE'D LIKE YOU TO MEET . . .

## Two Interesting New Models

### 1. "FOR ME & MY GIRL"

The whole idea of Cyclemaster, the original engine-in-a-wheel, is that it can so easily be fitted in place of the back wheel of any ordinary bicycle, and so convert that machine into a light motor-cycle.

Over a hundred thousand have been sold, and the great majority of them have been used in that way.

But from the beginning the idea of a powered cycle appealed to considerable numbers of people who either had never cycled, or had given it up because of old age, or physical disability, or for some other reason. We received frequent letters from both men and women telling us of their interest, and asking if we could recommend any make of machine.

To meet this demand, arrangements were made with Mercury Industries Ltd., of Birmingham, to produce a special Cyclemaster Bicycle, and very popular it has proved. It is particularly strong, and has a specially sprung wide saddle, shock-stop handlebar grips and wide rear forks to take 2-inch tyres. What is more, it is sold with the front wheel only, so that the purchaser does not have to pay out good money to buy a back wheel which must be discarded when the Cyclemaster back wheel is fitted.

Now another model has been developed, and it really has got a first-rate idea behind it.

We found that many Cyclemasters were being fitted to tandems. Now the Magic Wheel certainly takes the hard work out of "a bicycle made for two," and a powered tandem is ideal for week-ends, holidays and touring. But it is rather a handful for

the gentleman of the party to ride to and from work during the week. He probably uses it, of course, for convenient and economical transport is important, even if the machine is a bit awkward to park and manœuvre in traffic.

The Pillion model of the Mercury bicycle, so far as size and general handiness is concerned, has in all ways the advantage of an ordinary bicycle, but it has a soft, adjustable Dunlopillo pillion seat and collapsible footrest for a passenger, and therefore serves as a cheap and most efficient dual machine "for me and my girl" when work is done. A list of all the technical features would take up too much space, but the saddle and handlebars are extra wide; there are front and rear roller brakes (in addition to the Cyclemaster hub brake); an extra strong front hub; heavy tread balloon tyres, lock washers throughout, and low gearing for easy starting.

An attractive coloured leaflet may be obtained from your nearest Cyclemaster dealer, or direct from Cyclemaster Ltd. Registered design number 868821 and 868822.



Our artist's impression of the new pillion model—handy and compact for work days, ideal for "Me and My Girl" on high days and holidays



A photograph of the Cyclomaster Roundsman, which carries a payload of 1 cwt. Advertising plate, licence holder, number plates and stand are included in the price. Basket, lamps and wiring are optional extras

## 2. THE "ROUNDSMAN"

Another new model which has made an immediate appeal to business people is the Cyclomaster Roundsman.

The days when housewives queued patiently to take whatever they were given have gone. Nowadays, "speedy delivery" is becoming of increasing importance to those who want to develop their business.

Yet vans are still difficult to get—even when they can be afforded. And it is not so easy now to find young men who are willing to pedal around the district with loaded carrier cycles.

The Roundsman enables prompt deliveries to be made at the very minimum of cost. The fact that it has an engine not only saves the pedalling, but serves to attract the very type of youth who shies at the idea of an ordinary tradesman's "bike."

Moreover, it is unusual. It is very smart. People cannot fail to notice it, and they will become convinced

that the firm which takes up such a bright idea must be alert and go-ahead, and therefore the sort of firm to deal with.

Like the machines dealt with on the opposite page, a Cyclomaster back wheel is fitted into a machine specially designed and made by Mercury Industries Ltd. It is very tough and robust, and will carry a payload of one hundredweight. The dimensions of the roomy carrier are 19in. by 21in. by 10in. deep. The Roundsman is by far the cheapest form of goods transport it is possible to buy.

The engine will give a petrol consumption, with a full hundredweight load and rider, of approximately 175 m.p.g. A large advertising name plate, number plates and licence-holder are all included.

Your nearest dealer will gladly let you have a descriptive coloured leaflet, or you can write direct to Cyclomaster Ltd.



# TIPS *worth* REMEMBERING

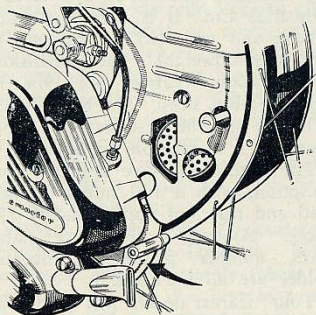
BY  
THE ENGINEERING MANAGER

Right behind the fishtail of the exhaust you will see a setscrew, the obvious purpose of which is to hold two parts of the engine casting together. Immediately above this is a hole, which looks as though it ought to be filled with a similar setscrew. Some owners have got quite worried about this; they think the screw has fallen out, and ought to be replaced.

If you look very carefully, however, you will see that the hole is perfectly plain—it is not tapped to take a setscrew.

The explanation is that this hole corresponds with another plain one in the casting it mates with, and when the engine is being built or re-assembled they serve to take what is known as a dowel pin. This is just a small section of metal which slips into both holes, and locates the two castings in their correct positions. If anyone suggests tapping that hole and fitting a screw, don't you listen to them.

The hole I mean is indicated by the arrow in the drawing below.



The arrow points to a hole in the casting which looks as though there is a screw missing—but there isn't!

During the war I saw rather a lot of a civilian representative of one of the big firms making trucks. It was his job to show drivers how to look after the particular vehicles made by that firm, and he always started off by saying that the very best maintenance tool was—a piece of rag. His point, and it was a very sound one, was that a clean vehicle is always a well-maintained vehicle.

If an oil leak is developing somewhere, for instance, and the surrounding parts are clean, the leak will be spotted while it can be easily put right. But if the engine or axle or whatever it may be is thick with a coating of old muck, one small extra leak won't make any noticeable difference—and it may go on getting worse until quite serious trouble has developed.

That's not a bad tip to remember in connection with Cyclemaster—which, believe it or not, is very much easier to keep clean than a three-ton lorry.

## Don't "Lag" the Engine

Talking of cleanliness reminds me of the fins round the cylinder and cylinder head. In saying that they ought to be kept clean I'm not suggesting that you ought to gild the lily or whitewash the coals, but merely stating an important technical fact.

Those ridges of metal serve a very real purpose. They are not decorative. That purpose is to increase the area of metal around the hottest parts of the engine. When the engine is running, the heat generated spreads from inside the cylinder through the metal to the outside. If

Cont on page 24

# **The CUSTOMER is Always RIGHT**

● Far more Cyclemaster users are insured with the Iron Trades Mutual Insurance Co. Ltd., than any other company.

## **Why ?**

● Usually, policies are only effective whilst the machine is being ridden by the owner, which debars you from the pleasure of letting your friends or a member of your family try out your Cyclemaster. Our policy covers anyone using your machine with your permission.

\* \* \*

● We have co-operated with Cyclemaster Ltd., in producing the most all-embracing insurance cover for Cyclemaster at the lowest possible cost.

\* \* \*

● Our service is nation wide (21 branches) and claims are dealt with promptly and courteously. Write for particulars to-day.

## **Here's REAL Insurance . . . for you . . .**

**SOLO BICYCLE or MERCURY PILLION**  
with Cyclemaster engine

**32/6 a year**

**ROUNDSMAN—The Tradesman's Bicycle**  
with Cyclemaster engine

**50/- a year**

*Cyclemaster dealers' and traders' enquiries for agencies welcomed.*

# **IRON TRADES MUTUAL INSURANCE CO. LTD.**

Head Office: Iron Trades House, 21-24, Grosvenor Place, London, S.W.1



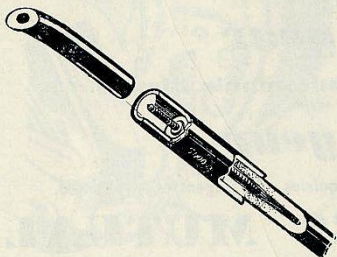
the outside were shaped like a jam-jar, there wouldn't be much area of metal from which the heat could escape and so make room for more. The fins practically treble that area. They get hot, and lose their heat to the air which is constantly passing them as the bicycle moves through it; immediately, more heat "moves along" from the engine, and so everything is kept at the right temperature.

You cannot use a bicycle in any weather without collecting dirt, and the more you get on those fins, the more you affect their ability to radiate heat into the air. When you want to conserve heat in a hot water system, you lag the pipes and tank by wrapping them in felt or something. Dirt on the fins will lag them just as effectively—which is precisely what you do not want.

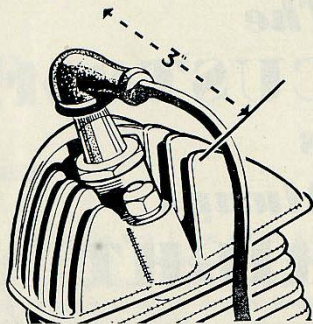
Provided you make a point of *keeping* them clean, an ordinary small paintbrush will do the job. Oil can be shifted with a little paraffin—so long as you remember not to use it unless the engine is stone cold. Any thick caking of dirt will have to be scraped off.

### Fitting a Suppressor

I saw a joke in one of the funny papers the other day which reminded me of something to mention in these notes. The joke showed a motorist saying he wasn't going to fit radio suppressors to his car, as he would never be driving and looking at television at the same time. The fact that he was going to interfere with other people just didn't bother him.



What the suppressor looks like and how it screws into the lead



Where to cut the lead to insert the suppressor

As you know, the law now requires that ignition suppressors must be fitted to all new engines. These suppressors prevent the ignition systems of motor cars and so on from acting as miniature wireless stations, and sending out meaningless, but very annoying, signals.

You will require a special kind which fits into the plug lead. These are very cheap, and your Dealer has them in stock.

To fit one, the first thing you do is to cut the plug lead cleanly at a point about three inches from the sparking plug—as shown in the sketch above.

If you look at the suppressor you will see a screw at each end, inside the open cylinder. Take the end of the lead coming up from the magneto, and gently but firmly screw one end of the suppressor into it. Keep screwing until it is right home.

Then remove the other section of the lead from the sparking plug, and screw the cut end into the opposite end of the suppressor.

When you re-connect to the sparking plug, the job is done, and henceforth you can cyclemotor with an easy conscience!

Whatever you do, do not use one of those suppressors which screws on to the terminal of the sparking plug. If one of this type happens to get near the wheel drum, sparks may jump, and if there is any petrol inside the drum (as there may be) you'll have a fire on your hands.

## FOR ME AND MY GIRL

If you have a wife, mother, sister, or just a girl friend you would like to take out at week-ends and on holiday . . .

If, however, you also have to use your bicycle for work, and a tandem seems a bit awkward as a solo . . .

If the idea of a perfect miniature motor-cycle at a very reasonable price\* sounds attractive . . .

**TURN TO PAGE 20**

\* Bicycle £17.19.9. Cyclemaster wheel with 2" tyre, £27.16.6. Total £45.16.3.

## MORE POWER SPEED M.P.G.

★  
For your  
**CYCLEMASTER**  
use half **RED<sub>E</sub>X**  
and lubricating oil

★  
Write for leaflet to:—

# RED<sub>E</sub>X

365, CHISWICK HIGH ROAD  
LONDON, W.4

## Prompt deliveries . . .

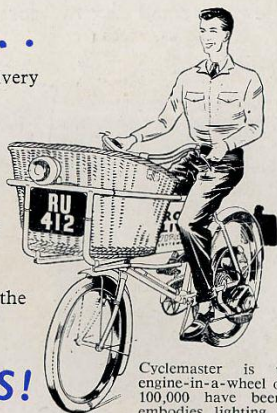
In these competitive days, prompt delivery must be given if new business is to be secured. The Cyclemaster Roundsman enables you to give a first-class service at lowest costs. An exceptionally strong delivery bicycle, it takes payloads up to 1 cwt. It is difficult to find youths willing to pedal a loaded cycle, but the famous Cyclemaster engine attracts just the right type. Finished in silver-grey and chrome, the Roundsman is a splendid travelling advertisement.

at **LOWEST COSTS!**

Bicycle only £19.8.6d.  
Complete with  
Cyclemaster wheel  
£47.5.0d. No Purchase  
Tax, 2" Balloon tyres,  
number plates, licence  
holder and wheel stand  
included in price. Basket,  
lamps and wiring extra.  
Write for free leaflet.

Cycle**master**

# Roundsman



3 MILES  
A  
PENNY!

Cyclemaster is the original engine-in-a-wheel of which over 100,000 have been sold. It embodies lighting dynamo and back-peddalling hub brake. Petrol consumption approximately 175 m.p.g. — 3 miles a penny.

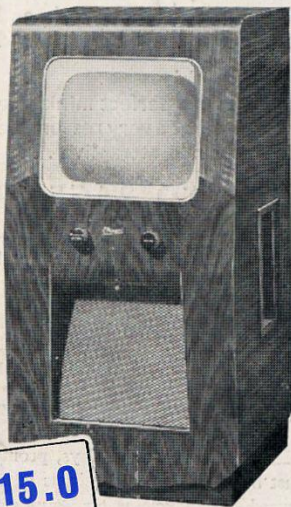
CYCLEMASTER LIMITED, (DEPT. R.11), 38A ST. GEORGE'S DRIVE, LONDON, S.W.1.



# Choose a- **MARCONIPHONE**

*the **REAL** thing*

Marconiphone Television is built by craftsmen for discerning viewers. When you buy Marconiphone Television you receive the advantages of 30 years' research and development. Your local Marconi-man will confirm that these sets have everything — a brilliant picture — beautiful tone — and for those who prefer black screen viewing a separate filter is available at small extra cost.



**£69.15.0**

(Above) VC59DA—12" Aluminised Emiscope Tube gives wonderful clarity in daylight or artificial lighting. Perfect tone—beautiful cabinet. Built to give lasting service and satisfaction.



**57 GNS**

(Left) VT59DA—Aluminised Emiscope 12" Tube. Perfect Tone. Simple controls.



**SEE THEM AT YOUR LOCAL MARCONI-MEN**

*The Marconiphone Company Limited, Hayes, Middlesex.*

ML26