

ROAD TEST REPORT

The "CYCLEMASTER"

ROUGHLY half the cycle-motors on the roads of Britain are one make and one basic model, so there was a particular interest in the opportunity of testing this unit in its latest form.

The current model of the 32 c.c. *Cyclemaster* differs slightly from that tested a year ago although the design and capacity remain the same. Naturally, therefore, the test tended to be a comparison with that of last year. It was noticeable however, that the general characteristics remain unaltered and the "feel" of the machine is still that made familiar by its 100,000 predecessors.

Biggest of the actual changes is the new B.E.C. carburettor, an interesting instrument of simple design and robust construction, compactly incorporated in the layout of the unit and concealed by a dirt-excluding shield, yet readily accessible by the turn of a single screw. The instrument was specifically designed to maintain an even petrol level regardless of bumps and vibration and incorporates an easy starting device which eliminates the old bugbear of having to get off the machine to open the choke after warming up. All the rider has to do is pull on a short, flexible rod for *one second* and a certain start from cold is guaranteed.

Another change is designed to make maintenance easier by providing a demountable exhaust system and modifying the cylinder head securing bolts so that the head may be removed without disturbing the piston and cylinder. This enables a really effective decoke with full access to both inlet and exhaust ports to be carried out with the unit *in situ*.

A minor modification to the contact breaker gear of the *Wico-*

Pacy flywheel magneto enables this usually neglected component to run even longer without demanding any attention, and this completes the changes in the units since the last test report was written.

For the benefit of those not familiar with the insides of this famous hub unit, it can briefly be described as a single cylinder, air cooled, two stroke with a bore of 36 mm. and stroke of 32 mm., giving 32 c.c. capacity and rating .8 b.h.p. at 4,000 r.p.m. It is an all-chain-drive job with the primary drive incorporating a multi-plate clutch. The design incorporates a back-peddalling (coaster-hub) brake and the whole assembly, including the fuel tank is built into the hub shell of the rear cycle wheel.

The unit is sold complete with wheel and tyre and the tyre on the model tested was a *Dunlop* "Carrier" of 26in. x 2in. dimensions, the oversize alternative to the standard 26in. x 1½in. available.

First Impressions

From the moment of starting up the engine the rider's impression is of a willing unit that just means to get on with its job.

Low speed pull is excellent and the engine pulls away from 4/5 m.p.h. as a matter of course. Purely for test purposes, several starts were made on level roads on the clutch alone, without using the pedals, and there was no stalling or faltering. This practice, however, has nothing to commend it in ordinary riding and was simply tried out as a demonstration of the capabilities of engine and clutch. Acceleration is smooth, positive and fuss-free all the way up and the new carburettor responds immediately to any throttle setting. The maximum power output, though

modest, is in the right place for real value. Control at traffic speed is excellent.

Maximum speed on the unit tested was a mean of 23 m.p.h., a little higher than the makers' claim. Under favourable conditions the revs went up considerably and nearly 30 m.p.h. was recorded on several occasions. Vibration could be felt through the pedals and saddle when the engine was under load or over-run at high revs., but this was never excessive. At 18-20 m.p.h. on the level the engine could hardly be felt and was very smooth and quiet. We found ourselves sticking to this cruising speed for maximum enjoyment from riding.

The *Cyclemaster* has a good reputation as a climber and we found that this valuable characteristic is fully retained or even improved in the current model as against last year's test. Long main road pulls did not seem to tire the unit at all and it took a real grade to call for pedal assistance. The full advantage of the slow pulling of the engine and the handiness of the clutch was felt most when getting away or manoeuvring in traffic on a slight upgrade. This can be very hard work indeed on some cyclemotors, but this one made it easy.

Actually the unit tested was fitted to an experimental cycle designed as a two-seater, and the opportunity was taken to test the capacity of the engine to cope with extra load by adding the weight of a 4½ stone child passenger to the tester's 13½ stone. It was quite surprising how little difference the extra weight seemed to make to the general performance of the engine and it was only on hills that demanded pedal assistance anyway

that the passenger's presence made itself felt. This suggests that the gearing of the unit is just about dead right for the engine performance and offers the comfortable assurance that there is a bit in reserve for ordinary solo riding.

Silence

On the subject of noise this journal feels most strongly and we have expressed the opinion more than once that average standard of silencing of British cyclemotors is far from good enough. By our standards the *Cyclemaster* is a long way from perfect but it has to be admitted that the unit is quieter than most as to exhaust noise and that the new, demountable silencer seems more effective than the type it replaced. The transmission, however, could be both heard and felt, particularly at high speeds and

the problem of cutting down the resonator effect of the revolving steel drum does not seem to have been tackled. Both exhaust and transmission, however, were commendably quiet up to half throttle, cruising speed, 18/20 m.p.h. so it is up to the rider to a great extent as to how much noise is given out.

There is one other serious criticism that was also made after last year's test and that is of the built-in coaster hub brake. This is handy as a steadying control on a downhill run or for slowing down on the open road but it was by no means an effective stopper and could not replace a good cycle rear brake.

Conclusions

The large number of *Cyclemasters* on the roads coupled with the fact that most cyclemotor sales in this country are still made by personal contact between riders,

are themselves sufficient evidence that this machine satisfies most of the needs of the cyclemotoring community at present. Our test confirms this view and makes it clear that a reasonable road speed with good low-speed pulling and controllability are the chief desiderata in a cyclemotor engine.

To this can be added the neat appearance of the almost enclosed hub unit with its cleanliness and out-of-the-way-ness and the fact that it is widely distributed with a maker-organised service behind it. Altogether the *Cyclemaster* is an attractive proposition for all those who want a cyclemotor for the original purpose of the breed, to provide the pleasure and utility of cycling without the physical labour involved. Patterns and layouts may change but this excellent engine in a compact unit will be seen on our roads for a long time yet.

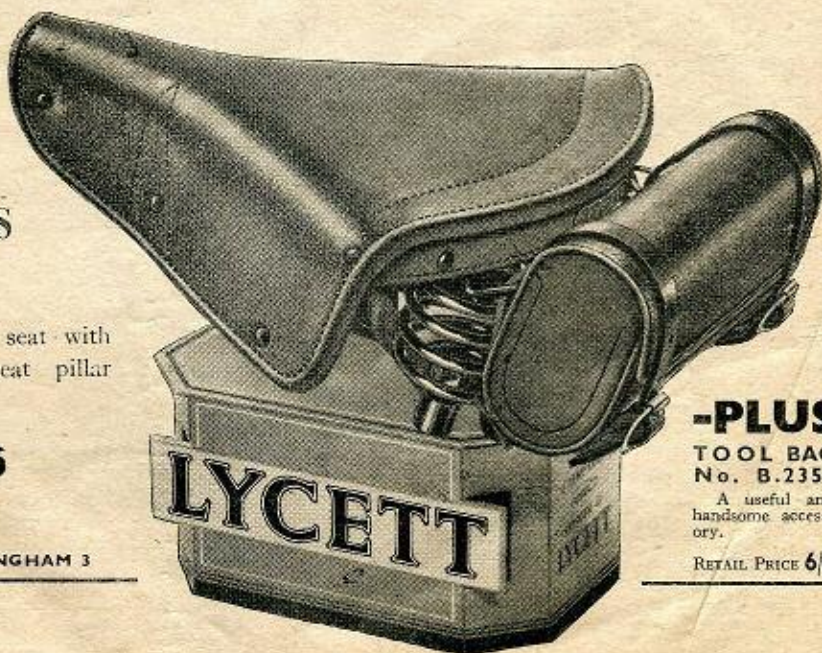
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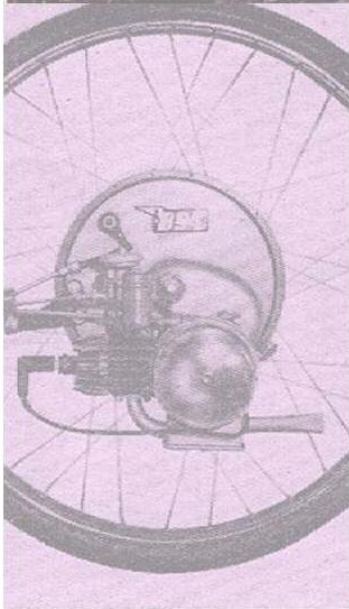


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