

POWER & PEDAL

The Journal of the Cyclemotor

BANTAMOTO

BERINI

CYCLAID

CYCLEMASTER

CYCLEMOTOR

MINIMOTOR

MOCYC

MOTAMITE

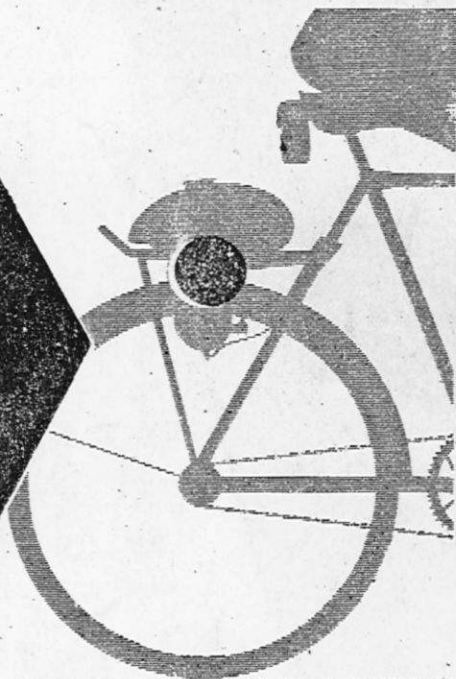
POWER PAK

TAIL WIND

all fit

**WIPAC
IGNITION**

of course



The majority of power assisted cycles are fitted with WIPAC IGNITION as original equipment. You should therefore make certain that you replace only with genuine WIPAC SPARES.

VISIT STAND No. 67A at the CYCLE & MOTOR CYCLE SHOW
Wico-Pacy Sales Corporation Ltd., Bletchley, England

what owners say...

ABOUT Cyclemaster

65,000
USERS
in this country

A few extracts from the thousands of letters we have received from enthusiastic Cyclemaster owners.

INVALIDED SAYS A 'GODSEND'

I am an invalided ex-serviceman and had to dismount my pedal cycle to climb any hill. I live among the Surrey hills and with my Cyclemaster I have been able to get to and from my work in a fit condition. It has been a "god-send" to me. Most important of all I am able to get to work and home without feeling worn out.

—*J.M. Guildford*

SAVES 7/6 WEEKLY

I have done about 3,000 miles. I ride 16 miles to and from work every day over hilly country in all weathers including this last month of snow and ice. I am really pleased with my Cyclemaster. I can now come and go when I like, and bus fares would cost 9/- a week, whereas petrol and oil cost me 1/6

—*W.A.M., Stockbridge*

10,000 MILES AND LIKE NEW

I have had my Cyclemaster for 17 months and have ridden it every day. Not once has the little engine let me down. I have ridden it from Essex to Penzance several times. My total mileage amounts to about 10,000 miles and the machine still looks like new. I am getting over 250 miles to the gallon and it always starts up at once.

—*J.B., Loughton*

1. Completely self-contained in wheel
2. 32 c.c. two stroke engine
3. Chain drive throughout

25 MILES DAILY TO WORK

I have now covered 6,035 miles on my Cyclemaster travelling 25 miles to work daily in all weathers and have had no trouble. I travel between 20 and 25 miles per hour and get well over 200 miles to the gallon. There is only one word for the engine and that is MARVELLOUS.

—*R.G.S., Woolwich*

SAFER WITH CYCLEMASTER

I would like to say how delighted I am with the Cyclemaster. I am 56 years of age and I have 10 miles journey to business every day and find this machine a great boon, so light and easy to handle, no trouble to start and stop, in fact I feel safer on this than I did on my cycle without it, as it balances so well.

—*C.S.(Miss), Stratford-on-Avon*

THE BEST OF ITS CLASS

Cyclemaster is everything you claim it to be and even more so. The good points are:

(1) It does not alter the balance of my bicycle like other motor attachments. (2) The steering is in no way affected. (3) Economy and convenience. (4) Layout of engine gives easiest possible maintenance and the performance in my opinion is by far the best of any in its class

—*P.K.T., Belfast*

4. Built-in Back Pedalling hub-brake
5. Oil bath clutch
6. 20-25 m.p.h. 230 m.p.g.

A CHILD COULD DRIVE IT

Starting is easy, maintenance negligible, reliability unquestionable and for ease of handling I am certain it would be within the capabilities of any child who could reach the pedals. My daily mileage often reaches 40 and to have carried out such a number of calls on clients during one day would have meant an extremely arduous day's work on my old bicycle.

—*J.W.R., London, S.W.11*

THE BEST INVESTMENT I EVER MADE

I consider Cyclemaster the best investment I have ever made, it was worth every penny I paid for it. I have driven all types of cars and motor cycles for the last fifteen years and can honestly say that I have never enjoyed riding or driving so much as I have since I have had a Cyclemaster —*B.G.R., Clapham*

BEST PURCHASE, BAR ONE

My Cyclemaster had a real test—frosty roads, fog, pelting rain and roads two inches under water. On the coldest mornings it starts up in a yard or two and whatever the weather it buzzes along with a sweet purr. Next to the 12/6 I paid for my marriage licence it is the best thing I ever bought.—*C.A.D., Ingatestone*

7. 6 volt dynamo lighting
8. Fits any standard bicycle or tandem
9. Six months guarantee

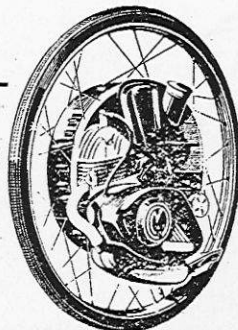
£27 . 10

WITH SPECIAL HEAVY WHEEL & TYRE Easy Payments if required

Cyclemaster

THE MAGIC WHEEL THAT WINGS YOUR HEEL

CYCLEMASTER LTD., 38a ST. GEORGE'S DRIVE, VICTORIA, LONDON, S.W.1



Editor: FRANK L. FARR

Editorial and Advertising Offices:

197 Temple Chambers, London, E.C.4 Telephone: Central 5424

The Turn of the Wheel

FIFTY years ago a marriage was arranged between the bicycle, already established as a part of civilised life, and that new-fangled toy the internal combustion engine. Bicycles, many of them fine pieces of precision engineering, had settled down to convention in design and construction and were reliable, practical, and popular, though frame tube breakages were not uncommon and tyres were a long way from giving the trouble-free life that is taken for granted now.

But the motors were far from being ready for their job.

Engines of a nominal two or three horse-power could barely propel the bicycles as fast as a healthy pedal cyclist normally travelled and were hopelessly unreliable, as well as expensive to buy and run. Furthermore, their unbalanced iron pistons and heavy connecting rods created vibration problems sufficient in some cases to break frames and forks.

In these circumstances it was natural that the new machines became the hobby of the technically-minded, who found interest rather than frustration in mechanical breakdowns.

Cycle frames were strengthened to withstand the strains, then re-designed to fit the engine rather than the man. Soon it became impossible to pedal such monsters, and the cycle tradition was lost to the new cult of the motor-cycle. The motor-cycles became heavier, faster, then heavier and faster again, machines for sport rather than for service, less and less the everyday transport of the ordinary man.

From time to time attempts were

made to return to cheapness and simplicity, and many people will remember the almost successful introduction of the auto-wheel just after the first World War, but although many excellent little motor-cycles have been made for purely utility use, the cyclemotor remained almost unknown in this country until recently.

Now the wheel has turned through a complete revolution and a revolution of a different kind is the result. A dozen or more manufacturers are producing a variety of cyclemotors that attach to different parts of the frames and forks of cycles as the first engines did in 1902 or thereabouts. But this time they are tried and tested products—safe, economical, reliable, simple, and long-lived.

Cycles have improved, too in that half-century. Frame and fork tubes have a strength and resiliency unknown in the "old days," saddles are soft and comfortable, brakes work and keep on working, and tyres—of all things tyres—run thousands of miles with such reliability that probably the majority of the cyclists

on our roads to-day do not even carry puncture repair outfits in their tool-kits. The cyclemotor has come to stay.

This is indeed a revolution in transport for the man who travels for business or pleasure. The fantastically high cost of public transport alone will guarantee the sale of cyclemotors for years to come, but the advantage of the new machines is not alone in economy.

The worker who can cut his travel time by half and arrive at his office or workshop fresh and fit is an asset to the country, while the middle-aged or even elderly rider who would otherwise be forced to give up cycling has now years of health-giving travel ahead with the aid of a cyclemotor engine.

The ordinary tourist can carry adequate clothing and baggage without sweat and strain to mar his pleasure. The village postman can do his long all-weather round comfortably and efficiently, as can the nurse, the policeman and many others on whose daily travel the life and communications of the nation depend.

It is to these, and the thousands of others unmentioned who will find this revolution in transport a part of their daily lives, that *Power and Pedal* dedicates itself. We believe in the future of the cyclemotor and we aim to serve its great and ever-growing band of users in every way at our command.

COMMENT

by

CLIP-ON

Our Friends

THE birth of a new journal can sometimes be a rather painful affair but in the case of *Power and Pedal* the happy event has been made even happier and much easier by the fine reception of our original announcement. Even now, before the paper itself has appeared, we have made many friends and it has been a real pleasure to take up the friendly offers for help from such a variety of people as top men in the manufacturing side or the business, traders and agents, advertisers and readers. We had little doubt in our own minds before setting out on the venture that there would be a real demand for a paper dealing exclusively with the field of cycle-motors and autocycles, since neither the existing cycling nor motor-cycling press can be *primarily* interested in the new and growing movement towards power-assisted pedals, but if we had any doubts at all they were quickly dispelled when the pile of mail on the editorial desk yielded good wishes and practical help in such generous degree. We hope to have made many more new friends before the next issue appears in print and look forward, as our advertising man always says in his letters to clients, "to our future happy co-operation"

Clothes and the Man

Once upon a time, when Clip-on was much younger than he is now, he used to go cycling in all weathers for fun. The thickest fog, the wettest rain and the coldest ice and snow merely added their special interest to the run and the young Clip-on-to-be kept himself warm by hard pedalling. Nowadays, however, the blood

runs thinner and the little motor that takes the hard work out of cycling both reduces the exercise taken and provides the opportunity for more protective clothing to be worn. But what clothing? Most of us use our cyclemotors for everyday occasions and do not desire to dress up in bundles of greasy rags or the smart but expensive leathers of the motor-cycling fraternity, yet the ordinary clothes of the man-in-the-bus-queue are not quite the thing either.

Probably the full answer has not yet been designed, since it will take some time for the clothing manufacturers to wake up to the fact that every cyclist who adds a motor to his machine needs something special in the way of clothing and that a quarter of a million of us are already waiting for the right stuff, but the ideas of readers on this subject will be a great help in getting sensible, practical designs on the market. By way of a start I would suggest that a warm waterproof coat that is conventional enough and smart enough for normal town wear is the first requirement, with headgear and waterproof gloves a close follow-up.

Organisation

The breakthrough of motor scooters on to the B.B.C.'s Third Programme was a major event in social enquiry. It is true the scooters concerned were in Italy but there is still a faint hope that someone in authority in that august body will notice the revolution in this country referred to in our first editorial.

One thing of particular interest in that broadcast was the information that dealers' shops and show-

rooms are becoming centres for riders to meet and talk. Owing to the peculiar Olde Englishe Lawes which fix things so that shops are only open at the hours when 70 per cent. of the adult population of the country is at its own business, it is not likely that we shall see a similar move here. But the question does arise of how some form of organisation can be devised for cyclemotorists. Clubs, in the ordinary meaning of the word, will not do because entry fees, however low, are at best a nuisance and there is all the to do about constitutions, electing officers etc., that will keep out the ordinary utility rider. Perhaps some of the leading engine makers could get together and try out County Rallies or regular Sunday morning Meets for all comers? It would pay dividends in the long run.

Getting at them

The whole question of publicising cyclemotors in the right way is really one of reaching the potential user without attracting undue attention from the rest of the public. How this is to be done depends less on any one advertising man's bright ideas than on the ability of the men whose livelihood depends on selling the motors to take advantage of their local situations.

For instance, our tester who handled the VeloSolex machine reported on in this issue came into the office one day in a state of some amusement because of an incident on the road. It appeared that he was casually free-wheeling uphill at one point on his route and passed a bus stop where a largish queue stood waiting for the public service

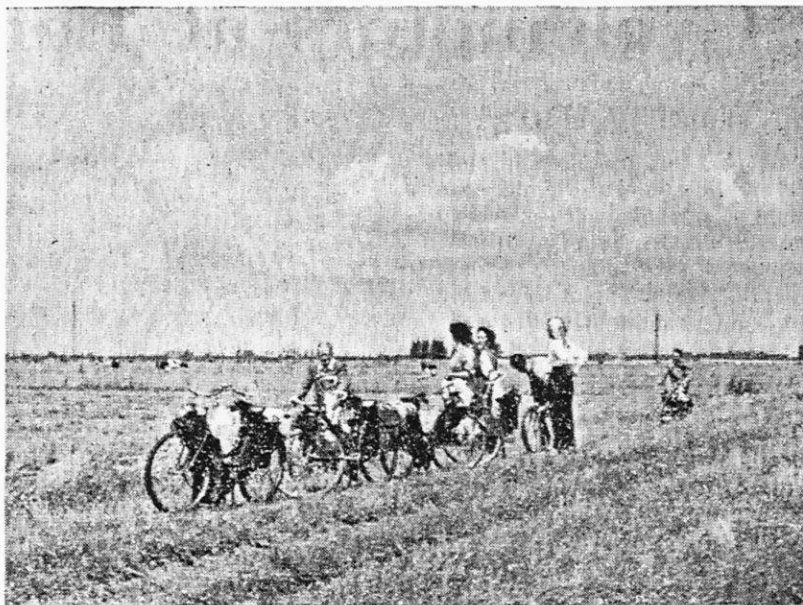
vehicle that should have been there five minutes before. Halfway along the line he became aware that all the heads were turned towards him and glanced round to see alert and interested expressions on all the faces in the line, expressions varying from mild surprise to sheer, candid envy. He waved to them grandly and swept on, and that was that. A few days after this I, myself, was riding up a particularly brutal hill in North London on my own personal machine, pedalling easily and smoking my pipe as usual when, at the moment of passing a cyclist on foot pushing his machine up the hill, he glanced round and his face assumed a look that could only be described as malevolent from obvious jealousy.

Obviously all the people in that bus queue as well as my malevolent cyclist were potential buyers of cyclemotors and a good business man on the spot could have taken orders and enquiries worth real money. Perhaps riders and agents would like to contribute their views and experiences on how they got in touch with one another in the first place and how others can be reached.

The law and us

Most of us subscribe to the view that the "Law is a Hass" and most of us cherish the feeling that, except for the conveniences of day to day routine, we feel somewhat "agin the government", whatever the government of the day may be, yet we are in the main law-abiding citizens and we have the right to ask that the laws we abide by make some kind of sense as applied to our own lives.

The case that went to the High Court earlier this year to establish at what point a cycle becomes a motor vehicle aroused less interest than it deserved at the time, although an important point in case law has been established thereby. The case served to call



A Cyclemotor Rally—Riders at Breda, Holland

attention to the fact that there were various possibilities of difficulty in legal definition in applying various regulations to the new position of cycles with detachable engines, some of them laughable. For instance, the removal of the engine from its firm fixings leaves only a normal pedal cycle, but if the engine is then slung round the rider's shoulder on a piece of rope where it is much less safe than in its original position, the machine is still a pedal cycle and free from the restrictions of motoring law. Running out of petrol and pedalling wearily uphill, the cyclemotorist knows all too well that he is a pedal cyclist, but the law does not. A further complication that is bound to arise is that of registration in the case of second hand machines and engines. Which is the registered vehicle—cycle or engine? What happens when a man sells one engine and buys another to fit to the same cycle?

Then there is the matter of licensing the drivers. A man may have a license to drive a car but not a motorcycle. It is already

crazy enough that one has to pass the same test to ride a simple cyclemotor as a 120 m.p.h. 1,000 c.c. Vincent. But it will be crazier still if the recommendations of the Committee on Road Safety that cyclemotors should be a class for licensing purposes are accepted in such form that the winner of the TT has to wear L plates to ride an 18 c.c. Lohmann!

Tyres

We have all heard the tale more than once about the man who knew a man who had a cyclemotor and the tyre on the driving wheel only did 2,000 miles. The story is trotted out again and again, always second or third hand and by its very repetition gains credence. It is just a matter of the right tyre for the job and in our next issue the subject will be examined without fear, favour or personal bias. I rather like a little personal bias in an argument myself so here is a contribution. My own friction-driven tyre has done over 4,000 and the tread is hardly marked!

Cyclemotors at Earls Court

BERINI—Stand 111

Designed and produced in Holland by the brains of the old Auto Union Company who produced the famous range of D.K.W. engines both for motor cycles and cars, the Berini engine is a light and compact unit driving on the front wheel. It weighs only 15½ lbs. complete and uses a carborundum-coated friction roller drive.

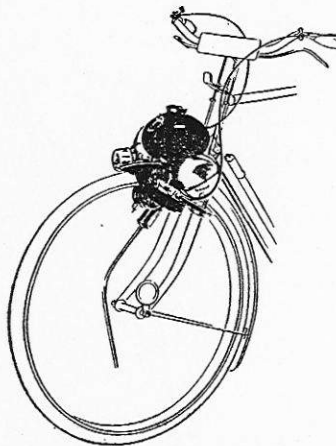
Of 32 c.c. capacity the motor has a bore and stroke of 36 mm x 32mm, affording .75 brake horse power. In this country it has a Wico-Pacy flywheel magneto and an Amal carburettor as standard, and the engine is a conventional three-port two stroke single with a flat piston. Lubrication is by petrol and the handsome, rounded tank is mounted directly over the engine and on the same mounting. A lever and cable control on the handlebar releases the engine from the wheel with a trigger catch holding it in the free position. A single throttle lever controls the speed and a choke-cum-aircleaner is mounted direct on to the air intake of the carburettor for starting from cold.

The Berini is handled in Britain by The Motor Import Company, Ltd., 158 Stockwell Road, S.W.9.

CUCCIOLO—Stand 50

Unique amongst the cyclemotors at Earl's Court, the Ducati Cucciolo is an overhead valve four stroke built in unit with a multi-plate clutch and two-speed gearbox. The cylinder has a bore and stroke of 39 mm x 40 mm, giving a capacity of 48 c.c. which produces 1.25 brake horse power at 5,250 revolutions per minute.

The engine is mounted in front of the bottom bracket of the cycle with the tank on the down tube inside the frame. The drive is



The 32 cc Berini

through the normal cycle chain to the rear sprocket. Lubrication is by sump-fed mechanical pump, the filler cap of the sump acting as a level plug to the full capacity of 1 pint. Petrol tank capacity is half a gallon. A flywheel magneto also provides the current for the lights.

Gear changing is preselective, the hand clutch making the actual change of gears selected by the positioning of the pedals. The right pedal forward selects High gear, left forward gives Low and the vertical position of the cranks is Neutral. The normal clutch, throttle and exhaust valve controls are handlebar mounted.

As might be expected the performance of this engine on the road is much higher than most of the more conventional cyclemotor engines. Speeds well in excess of 30 miles per hour can be maintained, although the makers point out that the standard bicycle is not designed to travel in such a fashion and recommends special forks, brakes, etc. for fast riding. At the same time the four stroke engine is very economical and returns

average figures between 250 and 300 miles per gallon on fuel. Price £40. 0s. 0d.

British Distributors, Britax (London) Ltd., 115-129, Carlton Vale, N.W.6.

CYCLAID—Stand 148

With the famous name of British Salmson behind it the Cyclaid attachment has a special place in the market and also a special technical interest by reason of its belt transmission.

The three port two stroke engine has its crankcase, cylinder barrel and head in light alloy, the steel liner being detachable and replaceable. Four long studs pass right through from head to crankcase, locking the whole assembly into a rigid unit. A roller bearing big end with ball-race mains are used and a helical gear giving a reduction of 3.7 to 1 drives the belt pulley. A brake horse power figure of .7 is quoted at 3,500 revolutions per minute.

The driven pulley is mounted on the spokes of the rear wheel and the endless belt affords a smooth, silent and trouble-free transmission.

A detail typical of the care taken in the design is that slots to take straps are set in the tank mounting to enable the 3 pint, flat topped tank to be used as a normal carrier. The 1953 price is £24. 0s. 0d.

The makers are: British Salmson Aero Engines, Ltd., 56 Victoria Street, S.W.1.

CYCLEMASTER—Stand 140

This popular rear wheel unit has grown up from 26 c.c. to 32 c.c. since last shown, the change-over having been affected without any break in production and distribu-

tion within the last three months. The engine is now of 36 mm. bore by 32 mm. stroke and is of the ordinary flat-piston, three port two stroke type with a cast iron barrel and alloy head. The Wico-Pacy flywheel magneto provides current for both ignition and lighting, and the carburettor is a single lever Amal.

The other most noticeable change is perhaps the least important really, the colour change from the familiar black to an attractive polychromatic grey which is now the standard finish.

The whole unit is mounted within a large hub shell in the rear wheel, the drive and gear reduction being carried out by two chains with a plate clutch interposed. The fuel tank of two and a half pints capacity is integral with the hub unit.

Price, complete with built-in

Eadie Coaster brake, wheel and tyre, is £27. 10s. 0d., and the makers are Cyclemaster, Ltd., 38a St. Georges Drive, London, S.W.1.

LOHMANN—Stand 50

Technically the most interesting exhibit in the cyclemotor field at the moment is the Lohmann compression-ignition (Diesel) engine with the tiny cylinder volume of only 18 c.c., 28 mm. bore x 30 mm. stroke.

The head of the combustion chamber is threaded inside the light alloy, normally finned, cylinder casting so that it and the sliding sleeve that is the working cylinder itself can be raised or lowered to provide a varying compression ratio to meet changing conditions

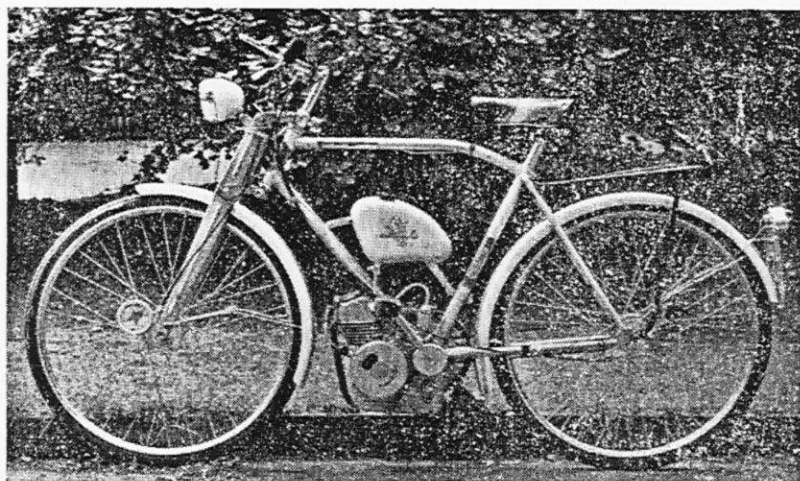
of load. Fuel is fed through a needle-metered jet to the crankcase as is normal two stroke practice, the mixture then passes through the transfer port to the cylinder where it is sufficiently highly compressed to ignite. There is no magneto or spark plug and no carburettor. Despite its small size the engine can propel a normal cycle and rider at well over 20 mph. and quite incredible revs, although the makers claim is for 15 mph. at 5,000 rpm.

A neat fuel tank fits round the seat tube of the cycle and feeds by gravity to the engine below the bottom bracket, final drive is by rubber-covered roller to the rear tyre. The Lohmann was designed to run on paraffin but performs equally well on petrol.

Price is 24 gns. and the motor is handled in Britain by Britax (London) Ltd., 115-129, Carlton Vale, N.W.6.

LOOK

before you buy, at the finest value in the field, the HOLT special cycle with a CUCCILO engine



Specification :

MOTOR UNIT: CUCCILO, 48 c.c. overhead valve four-stroke in unit with two speed gear-box and multi-plate clutch. Flywheel magneto with built-in lighting coils. Direct chain drive.

CYCLE: Special frame with 2-in. dropped top tube and rigid, brazed-up chain and seat stays. Spring fork (extra), 26 x 1½ wheels and tyres with Schrader valves, hub brakes front and rear. Large auto-cycle saddle. Head and tail lamps included.

RESULT: A complete lightweight motorcycle with a cruising speed of 30 m.p.h. and a petrol consumption of 250-300 m.p.g.

PRICE: ENGINE £40.; CYCLE £16. 16s. (SPRING FORKS £2 14s. extra) TOTAL **£59 10s.**

H. HOLT & CO., 339/401 ILFORD LANE, ILFORD, ESSEX

TRADE ENQUIRIES INVITED

ILFORD
3 1 2 5

CYCLEMOTORS AT EARL'S COURT—Contd.

MINI-MOTOR—Stand 149

The flat blue tank on the rear of a cycle is one of the more familiar sights on British roads and demonstrates the popularity of the Mini-Motor. The 49 c.c. two stroke engine lies horizontally under the tank and drives by metal roller on to the rear tyre. It has a detachable aluminium head on an iron cylinder and the crankshaft runs on ball bearings throughout.

For 1953 the improvements are, a new chassis designed to fit any type of cycle without adaptation, an easy-to-operate handlebar control for engine engagement and, last but not most important, a metal driving roller with its own tread pattern that is claimed to drive on any tyre without slip even under the most unfavourable conditions.

The price of this engine will not be divulged before Show Day, but as it has always been lowest on the British market this may well be the point of maximum interest!

Makers: Mini-Motor (Great Britain) Ltd., Trojan Way, Croydon, Surrey.

MOCYC—Stand 59

The front-drive Mocyc unit remains unchanged for 1953, with its conventional three port two stroke engine of 49 c.c. mounted vertically over the front wheel and the neat petrol tank above it. The cylinder and head are aluminium with a pressed-in liner and flat-topped piston by Wellworthy. Amal carburettor and Wico-Pacy Bantamag complete the specification. The drive is by friction roller and an interesting refinement is that the loading spring is stabilized by the incorporation of a friction-type shock absorber.

The price is 23 gns. and the makers are: The Cairns Cycle and Accessory Manufacturing Co., Ltd., Stoneswood, Todmorden, Lancs.

MOSQUITO—Stand 168

A very neat and compact unit mounted under the bottom bracket of the cycle is the 38 c.c. Mosquito. It has two unusual features in these times, an outside flywheel and an iron piston, claimed to save weight and withstand hard driving respectively. The steel driving roller is geared down to give a road speed of 20 mph. at 4,200 rpm. which enables the machine to climb exceptionally well and run slowly without snatch.

The big end bearings are needle rollers and the mains, ballraces, both of generous size for the small capacity of the engine and designed to give the longest possible life. The lubrication is, of course, petrol.

Another point of interest is the rotating magnet magneto built into the driving roller, the contact breaker being carried on the offside of the crankcase, and yet another example of careful ingenuity in design is the leaf spring shock-absorbing suspension of the front of the unit from the down tube of the frame.

Priced at £31. 10s. 0d., the Mosquito is handled by: Mosquito Motors, Ltd., Moorfields, Liverpool.

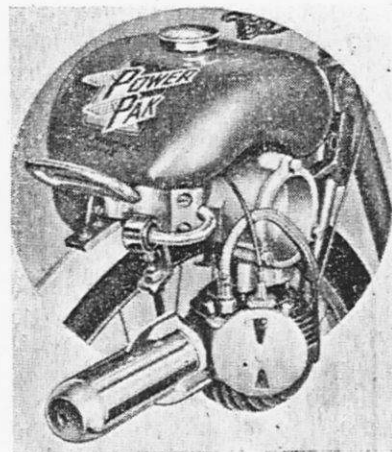
POWER PAK—Stand 74

The standard 49 c.c. Power Pak cyclemotor is continued unchanged for 1953. It is a rear wheel roller drive engine with a very lively performance and claims a "life" of 30,000 miles without overhauls. It weighs only 20 lbs. with its half gallon tank and gate type positive-locking drive engagement. The price is reduced to 24 gns.

The same basic engine is featured in the Power Pak "Synchronomatic Drive" model, which has a fully automatic built-in, single plate clutch, centrifugally operated. As soon as the engine and/or road

speed drops below walking pace the clutch frees itself, leaving the driver roller engaged with its tyre. When the throttle is opened the clutch takes up the drive on its own and the machine glides away smoothly. With the carburettor set to give a positive tickover on the shut throttle position the control is reduced to one twist grip. The price is 26 gns.

Makers: Sinclair Goddard and Company, Ltd., 162 Queensway, London, W.2.



The new Power Pak synchronomatic drive unit.

A.B.J. CYCLEMOTOR AND AUTOCYCLE

An established name in the cycle trade A. B. Jackson (Cycles) Ltd., 300, Icknield Port Road, Birmingham, 16, are producing both a 49 c.c. cyclemotor and a 98 c.c. autocycle in their 1953 programme.

The cyclemotor is a front driver using a friction roller and is a compact unit with the cylinder horizontally disposed, head forward, and the tank mounted directly above it supported by a clip round the stem of the handle bars. It uses a flat piston but the deflector head principle still appears, incorporated

in the transfer ports instead. Needle roller bearing big end and ball mains carry the loads and the specification includes Miller fly-wheel magneto and Amal carburettor.

A Villiers 2F engine powers the autocycle in a full loop frame with telescopic front forks featuring separate compression and recoil springs. The same frame and forks, incidently, are used in the 2-speed 98 c.c. motorcycle that is the third machine in the firm's range.

A special cycle is also offered for use with the cyclemotor and includes oversize tyres, heavy gauge spokes and hub brakes in its specification. It is available in single or three speed forms.

Retail prices, including P.T., are £41. 18s. 4d., for the cyclemotor with single speed cycle, the three speed model being £1. 10s. 0d. extra. The autocycle costs £66. 13s. 6d.

LUXURY COMES TO CYCLEMOTORS

EVER since the internal combustion engine became reliable enough to provide transport for the non-mechanically minded driver, designers have been trying to simplify the transmission systems of motor vehicles. In the car world the preselector gearbox, the Daimler fluid flywheel and the American "Hydramatic" transmission currently being taken up in the £6-7,000 market by Rolls and Bentley demonstrate the place and importance of this factor in design, but now we have it on a cyclemotor!

Sinclair Goddard & Co., Ltd., makers of the already well-known Power Pak engine are showing at Earl's Court an engine with an automatic clutch that takes up the drive when the throttle is opened

and releases itself when the speed drops below about three miles an hour. There is no manual control for the clutch at all, the whole management of the machine being by the throttle. It is impossible to slip or drag the clutch excessively and impossible to rev the engine at a standstill.

Also attractive is the fact that there is none of that heavy-effort drag in turning the pedals through the first couple of revs from a standstill since the motor cannot engage until the machine is moving unless the engine itself is doing the work.

We hope to be able to give a full description with illustrations in our next issue and to report on a test shortly.



"HANG IT, SIR!"

THAT'S the only sensible thing to do with a cyclemotor, hang it underneath the cycle where the frame is stiffest, the weight low and the engine out of the way and free from damage in a fall.

THAT'S where the *MOSQUITO* is hung on a patent, flexible, swinging suspension which neutralizes all vibration and causes no more tyre wear than a chain driven model.

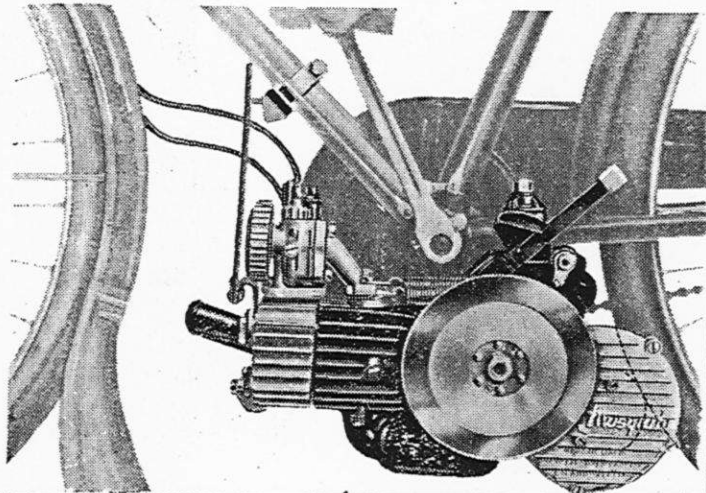
Easily attached to any make or type of cycle and incorporating the patent 2 to 1 reduction gear which permits speeds between walking pace and 20 m.p.h., with outstanding performance on hills. The genuine Italian "*Mosquito*" engine costs only £31. 10. 0. Carriage Paid. No P.T.

HAVE YOU SEEN THE "*MOSQUITO*" CYCLE & THE "*ALPHA*" SPRING FORK

ALL ON STAND 168 AT EARLS COURT

Send for full details today

MOSQUITO MOTORS LTD. (Bob Sergent of Liverpool)
MOORFIELD, LIVERPOOL Central 2829



ACCESSORIES

PERHAPS because many accessory manufacturers have not as yet woken up to the size and potential importance of the cycle motor market, only a few of them have offered information about their products to "Power and Pedal". There are some notable exceptions, however, whose names shall be remembered.

Alfa

The higher speeds of machines with motors make spring forks a logical step for additional safety and comfort, and the Alfa, handled by Bob Sargent, Ltd., of Moorfields Liverpool, and shown on Stand 168, is a nice example.

Strong, slim tubes, a central compression spring and adjustable friction dampers make up the luxury specification while keeping the overall weight down to 5 lbs. and the price complete at £4. 17s. 6d.

Amal

Carburettor is almost a synonym for Amal in the cyclemotor field these days and we have been pleased to receive their current parts list and their leaflet No. 420S "Hints and Tips for two types of small engine carburettors". Some valuable information in the matters of use, tuning, fault tracing etc. is included with clear illustrations. The leaflet is available from: Amal Ltd., Holford Works, Perry Bar, Birmingham, 20.

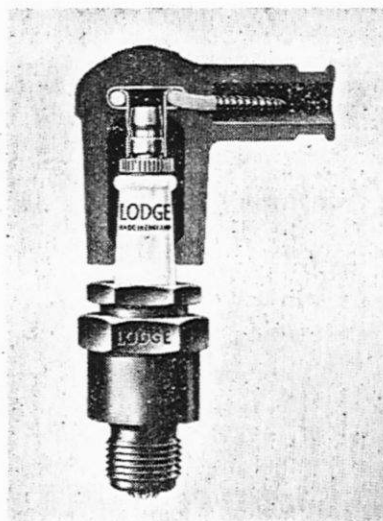
Coaster Hub Brake

Wherever there are bicycles there will be products of the Perry Chain Co., Ltd., Tyseley, Birmingham, 11., and wherever the cycles have motors on them there will be a special need for an all-metal, weatherproof hub brake. The Perry Two Star Coaster Hub Brake is a very fine example of its type, a solidly built job with ball and roller bearings designed to last

the life of any machine. The bronze-to-steel braking surfaces and total enclosure of working parts make failure virtually impossible and it is quite handy to be able to stop with a hand free for signals or the motor controls.

Shuresta

Most cycles have a few falls when left leaning on kerbs and walls, but it matters more when there is extra weight and some hard earned money in the form of a motor vulnerable to damage as well as the cycle itself. The Shuresta central stand is the answer. It is wide and firm to hold the machine, even on a camber. It is light in weight and fits almost any type of machine. It is made by the Shuresta Company and will be seen on Stand 58.



Lodge

Of particular interest to the owner of cycle motors and auto-cycles will be the Lodge insulated shockproof terminal covers, and the latest Lodge watertight terminal covers. These latter covers are moulded in rubber with an integral metal insert to clip over the terminal fitting. The design en-

sures that they cannot shake loose, yet at the same time are easily fitted and quickly detachable. They provide 100 per cent. watertight protection against shorting of plugs and irregular firing or weak sparking caused by bad weather conditions. The illustration is a section drawing of this cover, elbow pattern.

Wico-Pacy

Nearly all the cyclemotors on the British market use Wico-Pacy fly-wheel magnetos. The latest model, known as the Series 90, is an improved version of the already well tried earlier models, the two points of note being the incorporation of lighting coils as standard and the use of a new grease-impregnated wiper pad for the contact breaker. This latter is found to remove the last excuse for the over-enthusiastic amateur to pour oil on the troubled contact points! A detailed description of the internals will be given in a later issue.

From the same stable comes the Series 91 rear lamp, designed "to ensure that the cyclist complies with the law after fitting a power unit to a cycle", and incidentally to safeguard his own neck. The lamp is strong, light and handsome, easily fitted through a single hole in the number plate and gives a surprisingly strong light from an ordinary cycle dynamo bulb. It costs only 10/6.

The third Wipac product received is the P4 spark plug which retails at the low price of 3/6. The plug is of the single point type with a heavy central electrode. A sample tested in several engines performed well, as was taken for granted, and also showed a remarkable tendency to stay "clean" even after some over-liberal oiling accidentally administered. A P4T plug is available for engines that run very hot at the same modest price.

All these useful accessories are handled by: The Wico-Pacy Sales Corporation, Ltd., Bletchley, Bucks,

ARE YOU LOOKING FOR THE *BEST* MOTORISED BICYCLE?

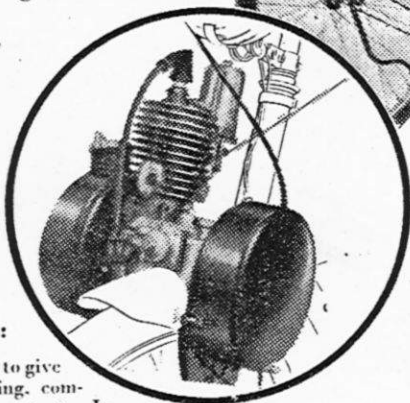
— it's the

VELO SOLEX

Made for the motor — and the motor's made for it!



Sold only as a complete machine



— and here's why:

It takes a *complete machine* to give you proper shock absorbing, comfort and balance from the start. In addition to this, the VeloSolex engine has a *matched roller drive* — designed, built and matched with the cycle to cut out loss of power or undue tyre wear. And roller drive, being so utterly simple and free from chains, sprockets, pinions or gears to go out of adjustment or wear out, ensures for your VeloSolex the highest standard of reliability and the greatest possible length of life.

SOME STAR FEATURES

- ★ 300 M.P.G.
- ★ SILENT, SIMPLE & RELIABLE
- ★ COMFORT & PERFECT BALANCE
- ★ EASY TO START IN ALL WEATHERS
- ★ EASY TO HANDLE IN TRAFFIC
- ★ OVER 4,000 MILES FRONT TYRE LIFE

No more expensive than a separate cycle and engine

NOW OVER 350,000 SOLD

See the VELOSOLEX on Stand No. 26, Earls Court, Cycle and Motor Cycle Show, 15th. — 22nd. Nov.

COMPLETE MACHINE

£37-10-0

+ £10-8-4 P.T.

To Solex. (Cycles) Ltd., 223/231, Marylebone Road, London, N.W.1

Please send me full details of the VELOSOLEX and name of nearest stockist.

NAME.....
 ADDRESS.....

240 MILES — 16 HOURS — 5 SHILLINGS

This article is printed as received and without comment, not for any special interest in the journey itself, but as an example of how an ordinary utility rider without motoring or cycle touring experience found completely new travel opportunities open to him by cyclemotor.

by

R. C. Button

THIS short story is the outcome of a friendly discussion between my workmates and myself, all because I am the proud owner of a power assisted pedal cycle of small capacity (25 c.c.). My mates, after seeing me come to work on the machine for a few weeks, became interested in its performance, especially the fact that it had given no trouble at all. I told them that the machine would do as it was advertised, 240 miles to the gallon and 20 miles per hour, and that I intended to go down to Cornwall on it for my holiday to a place called Cambourne, some 240 miles from my home in Reading, in one day.

Now you can guess this caused some comments; some said I was mad, some said the engine would seize up before halfway, some that it would burn up at over 100 miles, etc. Well, after hearing all this I was determined to prove to them that I could go there and back without any trouble, so on the first day of my holidays I filled up my tank, which only holds a quart of petrol, and started out at 5.30 a.m. for Cambourne, expecting to arrive some time between 9 and 10 p.m. the same night.

The only way I knew of getting to the West Country was to follow the A30 trunk road, so from Reading I went via Newbury and Andover to pick up A30 four miles this side of Salisbury. There I stayed 15 minutes and filled up with petrol. It was now 8.30 and I had done 50 odd miles in three hours with still a heck of a long way to go! Shaftesbury was



Mr. Button and his machine, as they made the journey

my next town and I felt like something to eat so I found a cottage that provided some breakfast. After staying for three quarters of an hour I pushed on to Sherbourne, Yeovil and Chard. Outside Chard I had my second fill up with petrol and this being about halfway I thought I had done pretty well. From there I sent a telegram home to let them know "so far so good". This was at 12.35.

Coming out of Chard I had my first disappointment as I found that this place is on a very steep hill and

the last half mile of the $1\frac{1}{2}$ mile gradient is 1 in 7, so I had to walk this distance. Up to then I had not had to walk one step of the way for over 120 miles. After resting at the top of the hill for half an hour, I pushed on through Honiton to Exeter, filling up there for the third time, then on to Okehampton, Launceston and Bodmin.

By now the private car traffic had increased to great numbers and I had to take things a bit easy, for with the state of the roads, temporary surfaces, potholes, sewer covers and what not, things were

making themselves felt. Also time was pressing and I still had some 80 miles to cover, but I had to stop for tea and petrol before crossing the moor.

So far the weather had been perfect and most of the scenery wonderful and, most of all, the engine I had forgotten all about as it had behaved in the most perfect manner, but Bodmin moor I think can be both desolate and uninteresting. You have to keep your eyes open for straying cattle, of which there are hundreds, and the state of this particular moor road would buckle any cycle wheels if you did not watch out, and it climbs and twists all the way until you get to Indian Queens on Gossmoor. This was the only straight, open stretch of road for miles before getting into Redruth, and what a relief it was to be able to see some distance ahead of you without having to wonder how high is this hill or what's round the next bend. Believe me, seeing a straight road after all that twisting climbing and bumping made it a real pleasure to get a move on. Soon I was going through Redruth with only four more miles to go, feeling tired and a bit cold.

I arrived at Cambourne at 9.25 p.m., having been some 16 hours on the road without experiencing any trouble at all, not even a "miss". Now, after having covered 240 miles, I had every confidence in doing the return journey in less time.

Have you seen the "Power and Pedal" insurance offer on the back cover of this issue?

This special service for our readers means a greater security for less money. Study the figures, then act.



JOHN O'GROATS TO LAND'S END BY CYCLEMOTOR

BERINI, that neat little front driver from the Netherlands is again with us on the British market, and their 1000 mile test trip made earlier this year is of interest as a fine cyclemotor performance and an example of what a 32 c.c. can do.

Two riders made the trip, one of them making his first ride on a mechanically propelled vehicle. We wonder if he passed his driving test after it! They started from John o'Groats at 9 a.m. on June 23rd in a semi gale and heavy rain and travelled by stages via Inverness, Perth, Edinburgh, Carlisle, Lancaster, Preston, Warrington, Whitchurch, Shrewsbury, Wolverhampton, Birmingham, Swindon, Bristol, Taunton, Bodmin, Redruth, and Penzance, taking nine days over the journey and calling at Agents in the main towns of the route. Some indication of the ease of riding was shewn when on the evening of the eighth day the

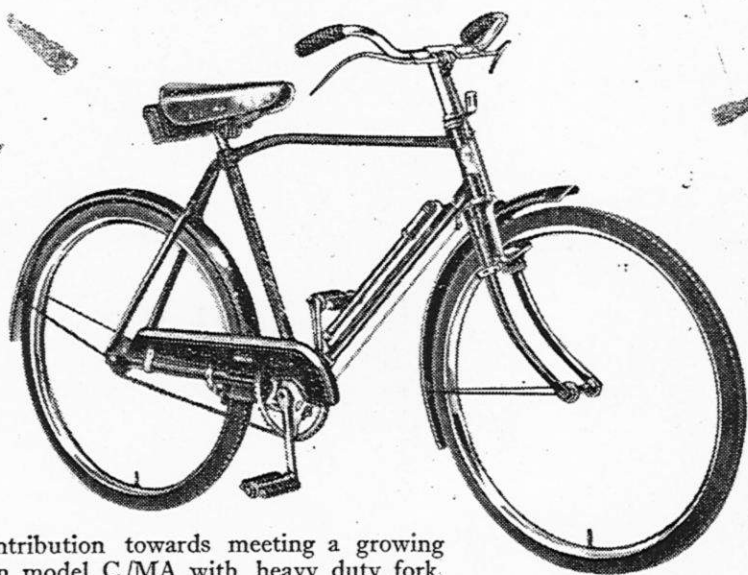
riders arrived at Bodmin 2 hours ahead of schedule and immediately took off for a quiet pleasure ride to the coast for what the official report calls "a very pleasant evening's relaxation"!

Starting with the mountains of Scotland by way of a special test with the Grampians rising from sea level to 1,500 feet in six miles without walking, the riders had an early opportunity to appreciate both the magnificence of the scenery and the help given in enjoying it by the use of a motorised bicycle.

The running time for the whole mile trip was 57 hours and the speed average 17 mph, the cost of petrol and oil being 25/- per machine. Ordinary roadster type cycles were used, the only special equipment being Perry Coaster Hub Brakes and Wright saddles, with Midland pannier sets for the kit.

Announcing . . .

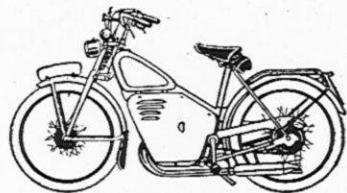
The **NORMAN** Model (C/MA GENTS—D/MA LADIES)
A CYCLE SPECIALLY
DESIGNED FOR
MOTOR ATTACHMENT!



Here is a serious contribution towards meeting a growing demand. The Norman model C/MA with heavy duty fork, 26in. x 1½in. x 1½in. wheels and optional coaster hub, has a special curved top tube which gives the low riding position of a 19½in. frame. Fit the motor of your choice and you have sturdy, safe, reliable transport. Gent's or Lady's model—Price: £14. 15s. 0d. in black finish, or silver duotone finish. (Can be supplied without rear wheel if motorised wheel is to be fitted).

AND THE FAMOUS NORMAN AUTOCYCLE

The most popular of all autocycles. The famous Villiers engine contributes to wonderful performance figures. Up to 30 m.p.h.—up to 150 m.p.g. With its extremely comfortable riding position and complete enclosure of engine, the Norman autocycle provides clean, safe transport under every condition.



SEE THEM ON THE **NORMAN** STAND No. 18 EARLS COURT, NOV. 15 to 22

NORMAN CYCLES LIMITED · ASHFORD · KENT A  Company

CYCLES TO FIT MOTORS

Special Machines for the Job

A PART from the standard machines that are on Show at Earl's Court, many of which are suitable for use with cyclemotors engines, some interesting details have been received from manufacturers taking a special interest in this market of the designs they have built-for-the-job.

Stand 50

AN interesting special cycle with a luxury specification for the cyclemotorist is designed by an enterprising agent H. Holt of Ilford, Essex, and will be shown on Stand 50 fitted with a Cucciolo engine.

The 22in. frame has its top tube dropped at the rear end to give the riding position of a 20in. The back stays are brazed up to give maximum rigidity and a girder type spring fork with a single coil suspension spring looks after road shocks. The wheels are 26 x 1½ with Westwood rims and Crabbe, cable operated, hub brakes to provide maximum stopping power under all weather conditions. The standard Roadster tyres cover inner tubes with Schrader valves. Heavy valanced steel mudguards, a mattress top, fully sprung saddle and Lucas electric lighting receiving its current from the engine, complete the specification. The price of the cycle, including P.T. is £19. 10s. 0d.

Stand 140

A machine specially designed for use with the popular Cyclemaster engine, and sold less rear wheel for that purpose, is the MERCURY, made by Mercury Industries (Birmingham) Ltd., and shown on Stand 140.

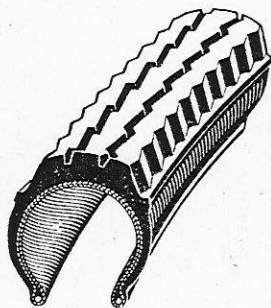
The 22in. frame is available either in the diamond or open pattern

and is finished in polychromatic grey, the same as the 1953 Cyclemaster engines. As the rear wheel unit has a built-in Coaster hub, the cycle is fitted only with a lever operated stirrup type front brake. A special feature is the provision of 1½in. wheels with 2in. tyres as standard and the complete specification includes number plates, pump and licence holder at the very reasonable price of £13. 19s. 0d., including tax.

Stand 168

Bob Sergeant of Liverpool who handles the Mosquito cyclemotor in Britain is also showing a special cycle under the same name and designed primarily for use with that engine. It is available in Ladies or Gent's styles with 21in. frame and has specially strong chain stays and bottom bracket. The standard front fork is a heavy-duty pattern of conventional design but a very neat and light tubular spring fork, known as the ALPHA, is available as an optional extra. A Perry Coaster rear, and a roller lever operated stirrup front brake look after the stopping business. The machine sells complete with pump, toolbag, tools, licence-holder and horn at £17. 14s. 7d., including P.T. The spring forks being £4 extra.

Next Month's
Special
Feature!



FOCUS ON TYRES

The cyclemaster
user's biggest
problem

Stand 18

Norman Cycles of Ashford, Kent, besides their well-known light-weight motorcycles and autocycle on Stand 18, are exhibiting a neat and efficient-looking cycle for use with any type of cyclemotor.

The conventional-looking roadster machine features the dropped rear-end top tube to provide a 19½in. riding position in either Ladies or Gent's styles. 26 x 1½in. wheels with 1½in. tyres, roller lever stirrup type brakes top-run chainguard and wide steel mud guards are the standard specification, but the cycle can be supplied less rear wheel for use with the Cyclemaster engine. Finished in choice of black or duo-tone silver the complete machine including tax, costs £14. 15s. 0d.

THE AUTOCYCLES

EXCELSIOR—Stand 34

With an honest realism refreshing in these days of restrictive practices and price covenants, the Excelsior Company announces that, since the introduction of attachment motors for cycles, the effective appeal of the autocycle has been nullified by its comparatively high cost. The great interest in their Autobyk models for 1953, therefore will be the very competitive prices.

Two models are offered, both of 98 c.c., a single speeder at the basic price of £45 and a two speed model to be known as the "Super" at £9 more. The machines are of notably robust construction and are sold completely equipped. Total prices, including P.T., are £57. 10s. 0d. for the single speed model and £69. 0s. 0d. for the "Super". Makers: The Excelsior Motor Co., Ltd., Kings Road, Tyseley, Birmingham 11.

JAMES—Stand 10

Quite one of the best looking autocycles ever made is the James, made by a Company with a great reputation in the field of light-weight motoring.

The 98 c.c. "Superlux" has a Villiers Mark 2F with a bore and stroke of 47 mm. x 57mm. giving 2.8 brake horse power at 4,000 rpm. Ignition is by the usual flywheel magneto which also provides the current for the direct lighting system. Tubular parallel ruler type spring forks, 21 x 2.25 tyres and four inch internal expanding brakes front and rear are featured in the specification. A handsome one-piece shield covers the whole top and sides of the engine and protects the rider's clothing from oil stains.

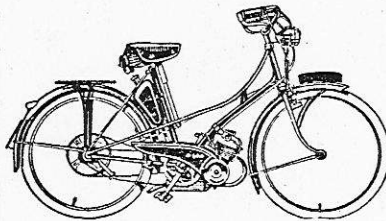
The makers are: The James Cycle Co., Ltd., Greet, Birmingham

NORMAN—Stand 18

A name as old as motorcycling backs the Norman range of light-weights which includes an autocycle of clean design and notably sturdy construction.

Powered by a 98 c.c. Villiers engine screened by deep valanced shields that also form legshields for protection from the weather, the machine shows its quality in some special attention to detail that makes so much difference between one machine and another of similar specification. One of these is the provision of a motor-cycle type silencer to ensure really quiet running without loss of power through back pressure, and another is the provision of independent tensioning devices for the driving and pedal chains. ...

Tyres are 2.25 x 19 and there are 4 in. brakes on both wheels. Price, including direct lighting set and usual equipment, is £74. 2s. 3d. (Inc. P.T.), Norman Cycles, Ashford, Kent.



MOBYLETTE—Stand 111

The old argument about when an auto- ceases to be a -cycle is likely to be revived with extra interest by the appearance on the British market of the Mobylette of 49 c.c.

Its sponsors claim that it is the one "true" auto-cycle because of its light weight and simple

design enabling it to be pedalled over real distances if required. Except for the rigid double-down tube frame and balloon tyres the specification is that of a rather luxurious roadster bicycle and the 49 c.c. twostroke engine with its separate chain drive to the rear wheel is neatly tucked away in front of the bottom bracket where it does not influence the "feel" of the machine when moving. A neat ratchet device in the flywheel releases the engine from its drive completely. Calliper brakes, built-in direct lighting and a large, soft-top, coil-sprung saddle complete the specification of this provocatively interesting machine and the price, £59. 12s. 6d. including purchase tax will add to the interest. The Mobylette is to be handled in this country by The Motor Import Company, Ltd., 158, Stockwell Road, S.W.9.

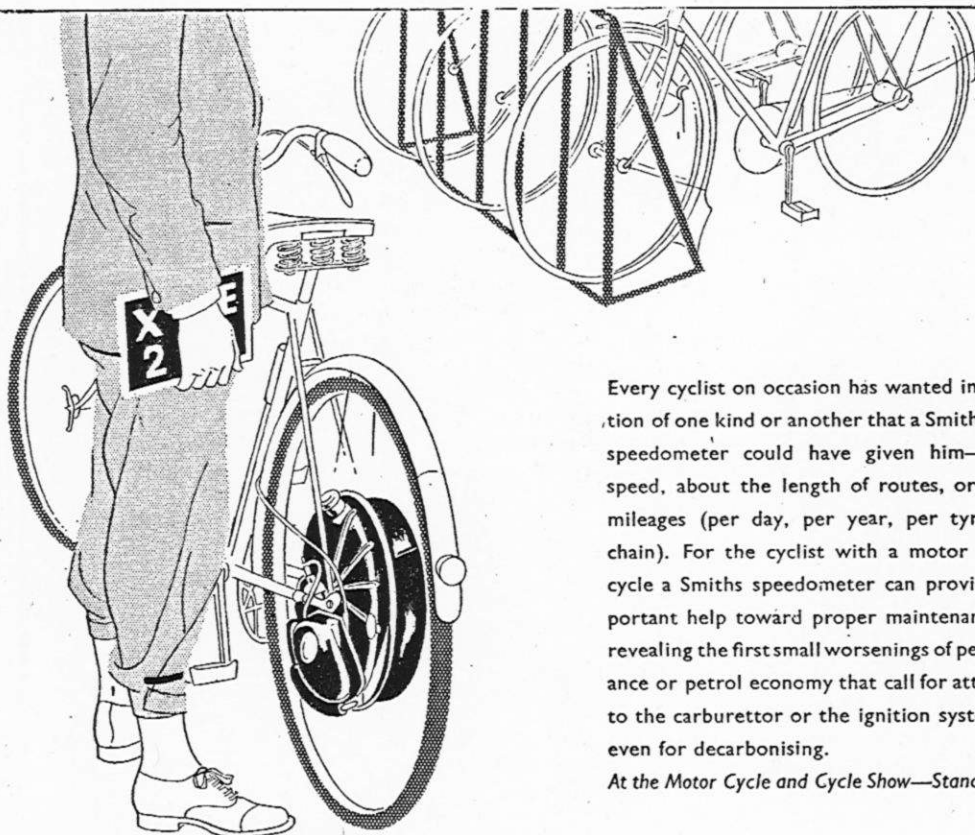
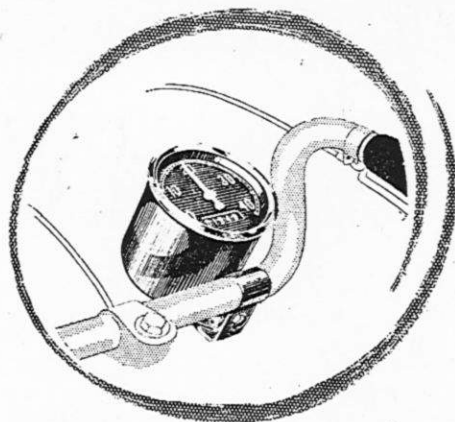
VELOSOLEX—Stand 26

The financial wizards of the Board of Trade who assess the amount of Purchase Tax to be extorted from the buying public consider the VeloSolex to be an autocycle. But most riders will continue to regard it as belonging to the cycle-motor class. Only the fact that cycle and engine are designed and built for each other by the same Company creates the argument, for the front wheel drive engine can be detached to leave a solid but perfectly normal-handling bicycle.

The engine is of 45 c.c. capacity, 38mm. x 40 mm., and is a three port two stroke running at the low speed of 2,000 rpm. to produce .4 horse power. It is notable for its quite exceptional silence. The flywheel provide both ignition and lighting current and the drive is by friction roller. An unusual feature

Continued on Page 21, Column 1

AND NOW, OF COURSE,
I WANT A SMITHS
CYCLE SPEEDOMETER



Every cyclist on occasion has wanted information of one kind or another that a Smiths cycle speedometer could have given him—about speed, about the length of routes, or about mileages (per day, per year, per tyre, per chain). For the cyclist with a motor on his cycle a Smiths speedometer can provide important help toward proper maintenance, by revealing the first small worsenings of performance or petrol economy that call for attention to the carburettor or the ignition system, or even for decarbonising.

At the Motor Cycle and Cycle Show—Stand No. 3.

SMITHS CYCLE SPEEDOMETERS

— a SMITHS accessory for better cycling —

ROAD TEST REPORT

A PERFECT GENTLEMAN

The 45 c.c. VeloSolex

A claim by the makers that there are 300,000 VeloSolex cycles in use, mainly in France and the Low Countries, is some indication of its popularity and efficiency. In Britain, so far as the Board of Trade is concerned at least, the machine rates as an auticycle, the engine and cycle being designed and sold as a single unit. This made-in-one-piece characteristic is also noticeable on the road, since both in appearance and handling it gives the impression of being designed throughout for the job it has to do.

The VeloSolex is a power assisted cycle and not, as their Service Department is keen to point out, a pedal assisted motor cycle. No attempt has been made to offer a high power output from the 45 cc. engine and the speed normally maintained on the flat is no greater than an active pedal cyclist would expect to produce, about 16 mph. The only control added to the normal cycle brake levers is a single, thumb-operated lever which closes the throttle when depressed and then cuts out the engine by opening the decompressor valve. For normal riding the spring-loaded lever stays open and the machine handles exactly like a bicycle running down a perpetual gentle hill.

It is traditionally difficult to define a gentleman although easy enough to recognise one when you meet him. This quality of gentlemanliness is the outstanding thing about the VeloSolex but it is by no means easy to attribute it to any one factor of design. An almost incredible standard of silence under any conditions of load

is undoubtedly one important contribution and freedom from unpleasant vibration another, but it is a much less easily defined impression of effortlessness in doing its job without fuss, risk or trouble that makes this machine almost unique amongst small-engined vehicles. In traffic the handiness of the cycle coupled with the simplicity of control and flexibility of the engine made it possible to slip through the busiest of city streets with an almost insolent ease and at surprising high point-to-point speeds, whilst on an open road or riding through a park one is pleasantly unconscious of the need to expend mental energy on the control of the power unit.

Minor gradients can be climbed easily and lazily at 8-10 miles per hour without touching the pedals and most main road hills required only casual pedal assistance to maintain an effective engine speed. The machine is not designed, however, to climb real hills and once the speed had dropped to the point where pedalling became hard work it was found easier to walk. The engine could be left running at a brisk walking speed and would pull the machine's own weight up a really bad hill this way. Down hill the speed naturally went up in proportion to the gradient, but never got out of hand even if the throttle was left open, the engine acting as a steadying brake. It was noticeable that what little vibration there was at normal pulling speeds actually lessened as the revs went up on the down grades.

The test of this machine was made of the same stuff as the usage

of the average owner. Daily runs were made in all weathers from home in the suburbs to the city office and back, a fair amount of cross-town journeying was undertaken and a twenty mile main road trip at the week-end was included. Wet weather was encountered over about half the mileage and gave an opportunity to test the mud-guarding. The tester wore normal town clothes and shoes with a raincoat and found that he arrived as clean as if he had walked to the bus stop and travelled the rest of the way inside. No trouser clips were worn. The stability of the machine on slimy cobbles with the stretches of the disused tramlines that are a current hazard to London cyclists was quite extraordinary. The one-and-three-quarter inch tyres took the worst out of the bumps and there was never a trace of skidding even under some deliberate provocation.

As the machine tested was a well-used demonstration model it was found that the rear brake was badly adjusted and lacked grip. The front brake alone, however, could pull the machine up easily even with the engine left in at full throttle. In the wet, of course, these calliper brakes required several extra feet to dry the rims before getting a real grip, but this probably saved a minor skid on some occasions and the hold came on firmly and progressively. The open frame proved very convenient and absolutely rigid and the well-sprung saddle gave a comfortable ride.

By way of criticism, the handlebars have no adjustment for angle and there is no provision for resetting the rod actuated throttle

lever when the bars are raised or lowered. The chainguard is somewhat inadequate and has a small bolt-head just where a small bolt head should *not* be in relation to the rider's slacks. These minor points are the only faults found during the test.

To conform to common practice among cyclemotor users the Velo-Solex was left in the open porch every night in mixed weather. It remained free from spotting or rust on plate and enamel and started at the first push of the pedal in the morning. The way the engine could be pulled back free from the tyre with one hand made it easy to manoeuvre up steps and through gateways, as easy as a normal cycle, and the safe central stand made parking easy anywhere.

The headlamp gave a good riding light from the coils in the flywheel magneto of the engine plus an adequate parking light from its dry battery. The engine and petrol tank remained clean throughout the test without being touched. The sturdy carrier and the built-in toolbox and rear number plate were appreciated and contributed towards making the whole machine absolutely free from rattles.

Petrol consumption throughout the test was (280.2) miles per gallon. The oil used was Energol SAE 10 at half a pint to the gallon of petrol.

Specification:

VELOSOLEX. 45 c.c. Bore 38 mm. Stroke 40 mm. Three-port two-stroke with deflector head piston. Petroil lubrication. Flywheel magneto with lighting coils; standby battery in headlamp. Solex carburettor without float or needle, fed by vacuum pump. Front wheel drive by friction roller. **CYCLE.** Open "swan-neck" frame enclosing cables in main tube. Calliper brakes operated by inverted levers. Wheels 26in. x 1 $\frac{3}{4}$ in. Michelin tyres. Price for 1953 £47. 18s. 4d. (including £10. 8s. 4d. P.T.)

GREETINGS

- to our friends the **MANUFACTURERS**, for whom we can provide the only channel for announcements and information dealing exclusively with the field of cyclemotors and autocycles.
- to the **AGENTS** and **DEALERS**, the men who sell the machines to the public and upon whose help, advice and service we all depend. May we too help them to serve by serving well.
- to the **RIDERS** of all kinds of power and pedal transport, the tourist, the utility rider, the worker and the pleasure seeker. For these we are the only specialised paper for sales and wants, information and advice, plus special insurance rates and facilities. Will you please spread the news?
- to all, greetings,

from :

"POWER & PEDAL"

Correspondence

A LETTER FROM THE EDITOR

Dear Reader,

This is your page really but someone has to start a correspondence and it might as well be the editor in this case.

We want letters from you, lots of letters and all sorts of letters. Write and tell us how you like "Power and Pedal" (or even if you don't), what ideas you have for future articles and what features you think will have the widest appeal. Quite deliberately we have started with a low price for the journal and low production costs. Do you think this is a wise policy or would you rather have bigger

and better pictures and articles at a higher price?

Your own experiences with cycle-motors may be of interest and help to other people, or you may want to hear someone else's experiences before you embark on a purchase of your own. That is where a letter in this column will pay dividends. We do not ask for rosy pictures of yourselves or the rest of the movement towards power assisted cycles. If you have a beef let us have it and we'll publish anything that isn't libellous. But do write: and just to make it worth the stamp, we'll pay five bob for each letter

printed. The only test applied will be "Is this likely to be of interest to other cyclemotorists?"

Meanwhile, as in any case most of you will never write, may we take this opportunity of wishing you fine rides, purring motors and no punctures. There's a lot of fun as well as sheer utility in these little engines.

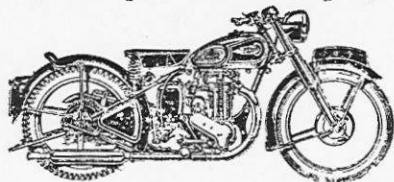
Yours sincerely

THE EDITOR.

Letters may be signed by any nom-de-plume for publication but must be accompanied by the sender's name and address.

... and when you're ready for

a
**BIGGER
JOB . . .**



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KING'S MOTORS (OXFORD) LTD., NEW ROAD, OXFORD

K.41

An Automatic cycle tyre pump

The accent is on tyres since the cylemotor came to stay and the need for higher pressures and closer watch on them makes the new automatic tyre pump produced by Cykewear, Peel Street, Liverpool 8, a timely investment.

A cam operated plunger pump inside the cycle hub and connected by a tiny tube to the tyre valve is all there is to it yet it is claimed that a tyre can be blown hard in a minute of normal pedalling and that the input is enough to make a get-you-home ride in the face of a slow puncture.

It is naturally expected to be incorporated by manufacturers rather than sold to individuals and the estimated cost on large scale production is only ten bob a wheel.

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is the Solex carburettor without a float chamber, the controlled petrol feed being by vacuum-operated pump mounted directly on the crankcase. This obviates flooding and the need for a petrol tap to be forgotten!

The open swan-neck frame is of clean, solid design and the whole bicycle lives up to the idea of a machine built-for-the-job. Calliper brakes front and rear, carrier and number plate that do not rattle, top run chain guard and all-rubber pedals are featured. The price, including P.T., is £57. 10s. 0d. and the makers are Solex (Cycles) Ltd., 223/231, Marlebone Road, London, N.W.1.

Commander — Stand 108A

A new autocyte of unusual design, will be shown by the General Steel Group, Hayes. The price is £74. 19. 0. including P.T. Details will be given in our next issue.

LUBRICATION NEWS

Energol

Price's Lubricants, Ltd., makers of the famous Energol oils, have sent us two pieces of paper work that are useful as well as ornamental.

One is a Maintenance Log Book supplied in a neat plastic cover for the pocket or pannier and laid out for complete petrol, oil, repairs and mileage records. The other, a veritable boon to the provincial motorist, is a single sheet map, "London—and how to avoid it", shewing a complete circular route round the "Great Wen". Both are available on request.

Esso

The Esso Petroleum Company, Ltd., have a section on their current chart of Lubricants for Motor Cycles listing 12 makes of cycle-motors with their recommendations

for correct grades of oils. Grades are given in the now familiar SAE numbers with a key explaining the uses of special lubricants.

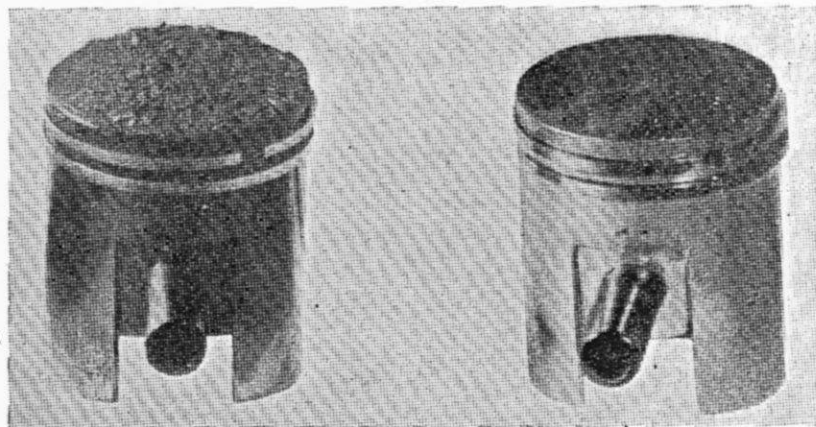
Petroilslip

Two stroke motors nowadays are so reliable and unfussy about the stuff that goes into them that there is a real risk of unconscious neglect in the matter of lubrication. The man who loves his engine, however, will be interested in the special oil marketed by Slip Products Company, Ltd., of 95 Victoria Street, St. Albans, Herts. The oil is claimed to prevent corrosion, carbon formation and sticking rings and to ensure easy starting and long life for all two stroke engines. Furthermore it is supplied in useful one pint tins with replaceable screw caps.

AMAZING RESULTS ACHIEVED BY THE USE OF PETROILSLIP INHIBITED LUBRICANT

FOR ALL TWO STROKE ENGINES OPERATING ON PETROIL SYSTEM

PISTONS



After 2,000 miles using approved branded lubricant

After 2,500 miles using "Petroilslip"

The illustrations shown are actual photographs taken at completion of a test on a standard two stroke motorcycle

PETROILSLIP

PREVENTS:-

Corrosion of Main Bearings
Carbon Formation
Sticking of Piston Rings
Choking of Transfer Ports

ENSURES:-

Easy Starting
Maximum Power Development
Minimum Fuel Consumption

SLIP PRODUCTS Co. Ltd.

95 VICTORIA STREET
ST. ALBANS, HERTS

'Phone 5436

YOU: THE PHOTOGRAPHERS

What have you to sell?

WE want photographs, especially photographs that are a little out of the ordinary. It is not necessary that there should be a cyclemotor in the picture, although naturally this would make your picture look at home in our journal. The test is whether the picture will be of interest to other readers and to show how easy they are to take, and how difficult to find, the Editor is taking the prize for the first one printed herewith. Nothing startling, is it? Just a trifle unusual in content and that is enough.

We will pay one guinea for every picture printed, the payment being made on day of publication. Please

*Seen, noticed and
photographed at
Billingshurst in
Sussex*



remember the laws of copyright and don't send us a photograph that has already been published. "Power and Pedal" will hold the publishing rights once the picture has been published and paid for.

Prints should be fairly "hard" that is clear and contrasting, on glossy paper, and preferably not less than postcard size. Send them

to the Editor "Power and Pedal", 197 Temple Chambers, London, E.C.4., and don't forget to put in your own name and address, as well as the date, place, time and description of the scene photographed. If you are an enthusiast with a good camera, details of filters, lense, stops and shutter speeds will be also appreciated and published.

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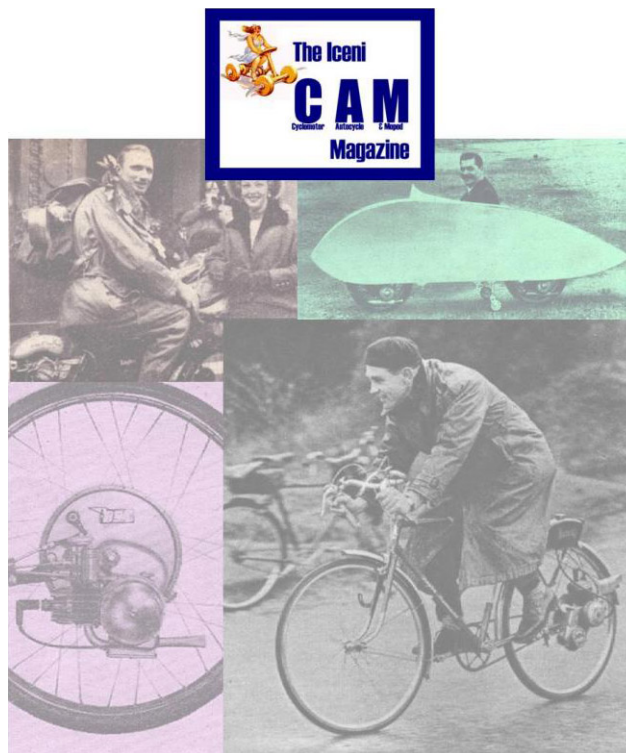
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