

TOURING

MAY, 1953

MONTHLY 4<sup>D</sup>

# POWER & PEDAL

The Journal of the Cyclemotor

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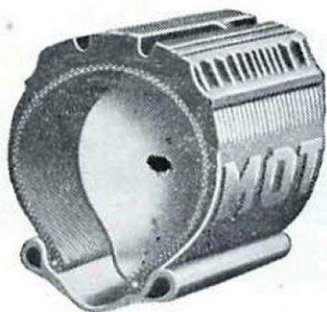
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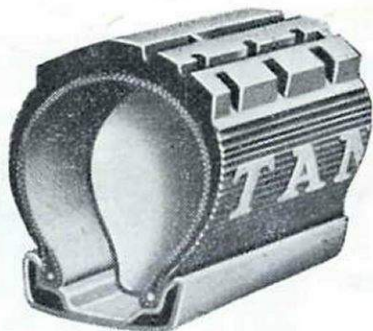
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Editor: FRANK L. FARR

*Editorial and Advertising Offices:***197 Temple Chambers, London, E.C.4 Telephone: Central 5424**

# SILENCE

AT the Auto Cycle Union's National Motor Assisted Cycle Demonstration Trial to be held at Wembley on April 26th, riders and machines will qualify for certificates given for all round performance. Starting, hill-climbing and schedule running are the qualifying tests, to which is added a check on machine condition at the end with penalties for defects arising during the Trial. There is only one competitive award, that given by *Power and Pedal* for the most silent machine in the Trial.

It will undoubtedly be asked why this journal places so much accent on this aspect of silencing, in this case apparently to the exclusion of all other tested characteristics, and some people will honestly disagree with our decision to limit our award to this one quality. Yet we gave this matter very full consideration and we feel strongly that this, our contribution to the public recognition of the cyclemotor, is in the best interests of present and future users of these machines.

A current estimate from the cycle Trade gives the number of cyclemotors at present in use in Britain as a quarter of a million and we know that more are being bought every day. Agents report that they have waiting lists of customers for new engines and our own mail-bag and telephone bring evidence of the buying interest daily. All this

is in spite of some rather casual selling methods of many manufacturers and no real attempt at large scale publicity for cyclemotors as a whole. It is obvious that the number of these machines on the road in the foreseeable future will soon top the million mark and this figure alone makes silence a factor of national importance.

The non-riding public will be interested in and favourably disposed to us if we are quiet and exactly the reverse if we make too much noise. Any demands we make for fair and reasonable treatment from Governments will depend not on our hill-climbing abilities, starting or stopping, but on how quietly we travel. To the man in the street, the mother with a sleeping child, the old person needing rest, the animal lover, the aesthete in the country side in fact to all those who are our judges the one characteristic that will earn respect, gratitude, and even support, is silence. Furthermore, this silence is theirs and ours by right. Peace should not have to be bought.

So much for the non-riders, but what of ourselves? We too will be happier and more comfortable on quiet machines than noisy, but more than that, we will be safer too. The rider of a silent machine can hear overtaking traffic, rides without strain and thinks more clearly by reason of it. Only a few of the cyclemotorists of to-day have ridden

really quiet machines but those who have are converted for ever by this one thing. This is true at present and will be even more true if the demand for silence is made effective by its influence on design.

We all know that the problem of silencing internal combustion engines is in the main that effective silencing cuts down power and some may feel that our small engines have little enough to spare to be sacrificed in this way. But it is already true that many of our motors are too fast for the comfort of normal cycle-experienced riders on ordinary cycles, and a cutting down of top speeds would add more to the desirability of the machines than it could take away. The technical point is, however, that the back-pressure problems of small engines, particularly two-strokes, are felt most at high revs, loss of power low down in the speed range being comparatively slight. The demand for real silence, therefore, is likely to produce relatively slow speed engines with good pulling power at low revs and these, without question, are the engines we need for motor assisted cycles.

These are the reasons why *Power and Pedal* put up that award for silence: To gain public support and be fair to our fellows, and to obtain in return safety, comfort and good future cyclemotor design for ourselves. We hope the effect will be wider than the National Trial.

# COMMENT

by

# CLIP-ON

## Summer Time

THIS refers to the extra hour of daylight, not the weather which in this country takes little enough account of man-made calendars, and it does bring an extra problem with it that is often unrealized. This is the long dusk period that follows the sunset and is accentuated by the later lighting up time in the early days.

We are apt to take it for granted that lights are less of a problem in the Summer than the Winter and in the main this is true, but we have to remember that we on our cycles can see well and clearly in the half-light much better than the car man behind his screen. The tail lamp, in particular, should be alight well before the law demands to provide real safety for the after sunset cyclist. A good tail lamp with the right kind of bulb for the job in it may be worth more than a personal accident insurance during the next few weeks.

## Calliper Brakes

Between the wars the American car designers pioneered the route to inaccessibility, and their British counterparts quickly took up the challenge to show that our smaller cars could easily be made so that the engines and transmissions were quite unreachable except by a works-trained mechanic with a specially equipped workshop. After World War II America again led; this time in body styling, but again our men have caught up the trend and we now have slab-sided monstrosities with roller skate wheels, which have absorbed the suspension and braking systems into the limbo of mud-caked concealment.

Out of this evil, however, cometh some good. The high revolutions of the silly little wheels plus the screening of the brake drums from the cooling air caused brake "fade" through overheating, and in seeking a solution to this problem the car designers have apparently come to the conclusion that we cyclists were right all the time—calliper brakes are best. The car version of the principle, as exhibited by *Girlings* at the last Motor Show, consists of a flat metal disc behind the wheel gripped by callipers actuated either hydraulically or mechanically; the brake blocks being set two or three pairs in line on each disc.

The point is, so far as we are concerned, that these designers claim that wet roads do not appreciably reduce the efficiency of the brakes because the first pair of shoes dry off the rim for the rest to grip. I wonder if anyone has ever tried twin blocks in the shoes of cycle brakes to gain this "wiping" effect? It seems well worth an experiment.

## Loss by Theft

A correspondent recently raised the point of protection of cycle-motors against theft, that immobilizing the engine is no use since the machine can still be pedaled away. I discussed this with several other riders during the past few days and found that they, like myself, normally take no special precautions at all, merely making it a point of commonsense not to leave machines lying about in unguarded places.

In the course of the talk, however, the point was made that we cyclemotorists are the least likely of any vehicles owners to suffer that

way because (a) There is such a variety of controls that few men know how to start all the types of engine. (b) A getaway on pedals alone would be hard, slow work and would attract attention from passers by, and (c) That the second hand value of a cyclemotor is so low the thief would rather take the same risk for a much more valuable car or motorcycle.

I am inclined to think that all this is true and that our risk is lower than most, but it is by no means absent and there is the further point of insurance liability. Most of us are happily under the impression that we are insured against loss by theft and that's that, but in fact most insurance companies make it a condition that "reasonable precautions" be taken against theft by the owner and they might well plead contributory negligence to disclaim or reduce responsibility if these precautions are not taken. It seems that a padlock and chain and the nearest lamp post is the simplest answer to that one.

## This Law Business

It is now agreed by everybody, except apparently the legislators, that motor-assisted cycles should be a vehicle group within the meaning of the Act and that this group should embrace all machines of the type, whether designed as such, adapted or simply attached motors. Meanwhile, however, the lawyers and the courts flounder from one ruling to another that can only serve to complicate the issue.

The decision (*Lawrence v. Howlett*, 1952) that a cyclemotor is re-converted to a pedal cycle by the removal, even temporarily, of certain essential parts, although



By Courtesy of The St. Austell Brewery Co. Ltd.

Photo by Frank Bunce

ONE of the less expensive entertainments down at Fowey in South Cornwall, is watching for the ferry boat from Bodinnick and then observing the disembarking traffic negotiate the slippery ramp up into the narrow streets of the town. But as sometimes happens, a vehicle coming from the opposite direction causes a jam, and then, tempers begin to run high.

It is not a bad plan therefore, to pull into the quayside and rest awhile. It also gives a good opportunity to see the famous inn-sign at the nearby "King of Prussia" Inn.

The sign depicts two brothers, John and Harry Carter, who won fame by their daring smuggling deeds, nearly 200 years ago. John, the leader of the gang, was sometimes known as the "King of Prussia"—a title it is said, which originated in his boyhood, when he imitated the then heroic part of Frederick the Great.

He and his men operated on that part of the coast east of Mount's Bay and you see, it to-day marked upon your maps as Prussia Cove. The Carter Brothers, however, were deeply religious and after breaking the country's laws all the week, they would visit the local church on Sundays just as all other law-abiding folk. That is why the Fowey inn-sign shows them first in 18th century fishermen's attire on one side—and upon the other, dressed in their Sunday best.

FRANK BUNCE

the engine remains *in situ* and number plates etc. are carried, has now been supplemented by another decision (*Floyd v. Bush*, 1953) that the machine may not be driven by the pedals only without complying with the needs of the Road Traffic Acts as a mechanically propelled vehicle. On the face of it this seems not unreasonable, but it serves to draw attention to the complexity of the situation.

As the engine only is registered in the case of a clip-on there seems to be no reason to suppose that the cycle is legally affected by the attachment, particularly as the attachment engine is already regarded as a separate *genus* by the Treasury who distinguish between it and the built in one machine of the same characteristics in the matter of Purchase Tax. Yet both machines come into the same

category as motor cycles for Road Tax purposes. So we have the absurd position that both the attachment and the one piece motor assisted cycles are motor cycles for one purpose, one is an auticycle and one an attachment for another purpose, both are pedal cycles if bits of the engine are removed and both are motor vehicles if they are being pedalled with empty tanks. The only printable comment I can make is "Cor!"

# A PILGRIM'S PROGRESS

by

ARQUARTA

*An Account of the Trials and Testings of a Pioneer*

CHAPTER I

"Pilgrim Sets Forth"

## Prelude

I learned to ride on a sturdy bone-shaker—hired at 6d. an hour—along the roads around Bishops Stortford, Hertfordshire, in 1904, when I was 15. One got on, went a few yards and slid into the hedge, continuing this process until one ceased to fall off. In those days we hadn't the advantage, as have youngsters nowadays, of learning to balance on scooters, juvenile bikes and such like.

I've been riding bikes ever since, but in recent years rides have got shorter and I've walked up hills progressively more often, so that when in the Autumn of 1948 I read in the daily press an account of a motor-assisted cycle, two riders coming from Italy, over the Alps to England, I was all attention. This was shortly before the 1948 Cycle Show, which I duly attended, but alas—nothing of the sort could be seen. I soon got on the track of the firm, *Mini-Motor*, who were to market these attachments here, and I pestered them on the 'phone as to how, when and where, but nothing doing; until I saw one in action at Hastings in May of 1949.

Determined to have another try on my return to London, I gazed in wonder one Sunday afternoon as I saw a rider on a cycle freewheel placidly up a slight rise over a railway bridge. This shook me a bit as the engine was on the front wheel. The rider came towards me, still without effort on his part



and I gazed, as he passed me, in envious wonderment.

At this time, I had to make a daily journey by bus, rail—change—rail and shanks' pony which I loathed; seldom a seat and sometimes almost a rough-house to get in. By road on a bike it would have taken me best part of an hour, but the district was hilly and—well—I couldn't face it. So here seemed to be the answer to my problem. Next day I went to the nearest big cycle dealer. I described what I had seen. Yes, he knew the job—*Velo-Solex*—but it was being marketed by a single firm at whose nearest depot I saw the machine at close quarters. I was invited to

"have a go". Round and round the petrol pumps I went—one control—it was dead easy. It was indeed thrilling to glide up the short slope, free wheeling. It was my first effort solo on a mechanically propelled vehicle.

I was nearly convinced this was what I wanted but the price (including P.T.) was a bit heavy for me then. So I withdrew with the literature on the subject. But the lure was too tempting. I was back in the afternoon, paid a bit on account (no H.P. then) and was to collect in two days' time, during which I had but to get a temporary driving licence, two "L" plates and the balance of the purchase money.

The firm did the rest, i.e. registration and compulsory third party insurance with cover against fire and theft, (the latter optional, which I dropped the next time round).

### Action

I took it easy for the two miles or so home and then spent some time on giving my purchase a detailed inspection. The more I saw of it the more I liked it. A quick tea and off I went again, this time about five miles including the semi-rural roads around Osterley Park; the tiny engine in front chattered merrily away, responding to the slightest touch of the single control. I was exhilarated and right on top of the world as I came gently to rest at the curb near home in response to a hail from a neighbour.

Nice little job you've got there. How does it work?". Down on his haunches he went, peering at

the driving wheel. His next remark brought me down to earth again. Did I know the wheel was all lopsided and the wall of the tyre rubbing against a nut which was cutting a channel in the tyre? So it was. The driving roller was engaging only the edge of the ribbed thread instead of dead centre.

Next day, feeling very crest-fallen and somewhat resentful, I wheeled the bike to the Depot, where the breezy salesman restored my spirits remarking that he'd soon put that right. I remained silent as he fiddled about with a spanner for about ten minutes. Then he asked me to take a seat while he took the machine to the engineers. Now, these were motor mechanics and the salesman was a long time gone. I got apprehensive, but after about half an hour he returned bright and cheerful. In answer to my enquiry as to the cause of the

bother he murmured vaguely something about shifting the cones along the spindle. I knew nothing about motor engines but I did about bikes and this remark did not ring a bell. However, I looked at the carborundum driving wheel and there it was smack on the centre of the cover. With my spirits restored, yet with a lurking uneasiness, off I went once more.

I was out again early next day and ran straight into trouble once more. The engine would fire—go for about twenty yards or so expostulating and struggling as it were, and then give up the ghost. By this time I was well into the depths of despair. Back again to agents, this time riding it as an ordinary bike, which is quite easy to do. I'm 13 stone plus and as a bike it ran beautifully. With the impetus gained downhill I was well up the other side before it

*Continued on page 10*

## POWER and PEDAL

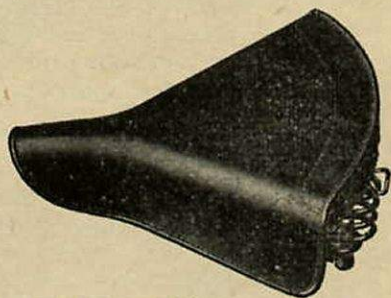
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# Correspondence

*The Editor is not responsible for the views expressed by his correspondents. Letters should be typed or written on one side of the paper only and may be signed under a nom de plume for publication, but must be accompanied by the sender's name and address*

## Tyres and Rollers

What a boon your *Power and Pedal* is to us outsiders, (the power cyclists). After reading the March issue, my only regret was, that I finished it off in one sitting. Even if it means a few coppers more, the journal should be enlarged. Now, may I refer to Mr. Goode's "Hearty laugh on tyres"?

Having had experience on at least three makes of power-cycles, I'd advise him to try a "Power-Pak" as it has a positive-drive engaging gate-lever for the drive roller and there is no slip or "on and off" wear on the tyre. For simplicity, performance and vibrationless running, also low tyre wear, I give it top marks. I have done 11,000 in under two years and the motor is still going strong, with no replacements.

During this period I have only had three tyres (Dunlop Tandem) The first lasted approx. 3,000 miles, the second did well over 4,000 and the third has done up to now, approx. 3,000 and still has a good tread on it but I have always had the tyres inflated fairly hard. Last year I did a tour of S. Devon and completed 850 miles without undue wear on the tyres.

F. A. KERR

Fulham, S.W.6.

## Tyre Pressure and Spokes

I have read with interest your correspondents' views on tyres and tyre-pressure. My own experience has led me to certain conclusions which may be of interest to others.

When I fitted a Mini-motor Mk. II to my cycle, I also fitted a Tandem tyre of reputable make.

That tyre did 2,000 miles almost to the inch. At the time I thought that was rather poor, but, having read other riders' experiences, I now think that I was fortunate. However, I replaced it with a "Firestone Power Drive", and also fitted a tube with a Schrader Valve. I have kept the tyre inflated hard, very hard, and it has now done well over 3,000 miles. From the look of it, I expect it to complete 4,000 miles before I have to replace it.

In the matter of spokes I have had some trouble. Last summer I had to renew seven or eight—a major operation when one cannot turn the bike over and whip the wheel out! Now, after a winter of comparatively little riding I have a few more to renew.

I have reached the conclusion that the 1½ in. wheel that I am using is too small for heavy duty, say 6,000 miles a year. J. E. C. Moore's remarks on tyre-sections are very sound. By using a larger tyre it should be possible to reduce the pressure somewhat and thus better shock-absorption, with a consequent saving in spokes and increased comfort for the rider. At the same time I think it would be unwise to allow tyres to become too soft. Such a practice could lead to damage to the walls of the tyre. It must be borne in mind that with a roller-drive engine the tyre is "flattened" twice in each revolution—once at the road and once at the roller. I hope you will continue to allow plenty of space for correspondence. Until this becomes a more mature form of transport, I think that your readers will derive more benefit from pooling

their experiences than from a barrage of bulletins from the boffins of the business.

MAC 451

Rugby

## More Mudslinging

Heartiest congratulations to *Power and Pedal* which is just the book we have all been waiting for. My only hope is that the magazine will increase in size, and even become a weekly issue.

I notice in the March edition, letters relating to 'mud slinging' with rear roller drive and your remarks that the mud was there before a motor is fitted, I quite agree, but then there was no roller to stop the mud going round, and now it drops directly onto the sprockets.

My 'clip on' is a Power Pak fitted to a tandem, and this took my wife and me from Bradford to Southampton in a day when it was only a month old, and later to Filey and back, besides two thousand miles locally, and all, I may add, trouble free.

But winter had to come with ice and ashes, and after two or three weeks my sprocket and later hub brake became solid. After having fitted a guard to cover three-quarters of the chain and round the sprockets, I then decided to experiment by fitting the motor to the front of the tandem, and reversing the rotation. After designing brackets etc. to make the motor rigid, my dealer put on his thinking cap to reverse the motor . . . impossible, people said, but we did it. Unfortunately although the speed was there (25/30 m.p.h.) there was no pull on the hills, and after trying for a long time I gave up the idea, and the motor is now back in its intended position none the worse, but us a little wiser. I am now designing a baffle to fit near the rim of the wheel to stop the grit at the source.

Bradford

'EXPERIMENTER'

### Springing

Congratulations, the March number continues *Power and Pedal's* steady improvement.

Because in wet weather, normal brake-block types fail or have a dangerous time-lag before gripping, hub (enclosed) brake or brakes seem a near necessity, and I would like to compliment you on your honest road test report (February) mentioning a rear brake as a retarder not a "stopper" (possibly for fear of broken spindles)

How many would agree some light, cheap springing adaption to present forks is needed? Bramp-ton, Phillips, or other component makers have a potentially big market by producing this, or a light, strong, and cheap front hub, hydraulically or compression sprung *inside the hub*, together with an enclosed brake, so that the shocks are cushioned in the hub, while the forks remain as fitted.

The obvious point of clearance is soon got over, the mudguard stays put, and the hub brake gets over the bogey of other forms of springing, i.e. braking.  
Muswell Hill E. J. T. WOODS.

### Keeps the Feet Warm Too!

Re the reader who writes in the April issue of *Power and Pedal* concerning petrol can carrier. My wife and I have a *Cyclemaster* fitted to a tandem. We can only fit one pannier bag over rear wheel and have to carry spare petrol conveniently, so we have got over the difficulty by using an aluminium hot water bottle. We find it very safe as it has a screw cap and holds nearly a tank full ready mixed. Our only trouble so far has been one or two broken spokes in the rear wheel. When we had only had the *Cyclemaster* five weeks we rode to Shepton Mallet from Christchurch via Salisbury, War

minster, etc. and returned the same way a week later.

Your Journal is very interesting to us both—more of *Cyclemaster* news please and hints—we welcome them.

Christchurch D. V. SQUIRES.

### Mini-Motor

Like your reader "Highway-man" of Pluckley (March issue) I bought a mini-motor in July 1949 and am still riding it. I also had to find out most of the pitfalls by experience, but I have been perhaps more fortunate in having had to replace only a cylinder head and one drive cable, although the motor is used 6 days a week, averaging 85 miles per week. It is only taken off the road for snow and ice.



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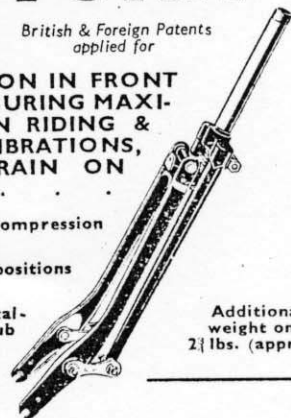


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SHOCKS AND STRAIN ON  
THE MACHINE**

- Stress taken direct on compression spring in column tube
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Additional  
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The ideal Fork for Machines with the engine mounted IN or ABOVE the rear wheel or on the bottom bracket—also suitable for Tandems, Bicycles and Carrier Cycles. Available to suit all normal headlengths, the Forks can be ordered with cable operated pull-up brake attached if desired.

★ When ordering—please state distance between Ball Races (Headlength) and type of braking to be used.

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Incidentally the original cylinder head was cracked by parking the bike at the kerbstone in the usual way, with a high wind blowing which blew it over. Once bitten, twice shy—if there is any wind, I now park it by leaning it against any available wall, etc.

Perhaps the following performance figures to date will be of some interest to other mini-motor users. Motor bought—July, 1949.

Mileage, 14,000

M.P.G. (at present), 200 to 220.

Mixture, 16 to 1.

Carburettor Setting, full weak (never altered)

Average speed, 12 to 15 m.p.h.

Tyre life, Dunlop Tandem, 2,300; 2,600; 3,300; 1,900 (cut tyre) (wheel 26 x 1½)

Firestone power drive 600 to date no sign of wear at all.

Roller, steel (straight serration)

Tyre slip, negligible.

Other than "decoking", which I do myself, the engine has never been stripped down, the original piston rings, bearings, etc. are still in use. The engine is still very lively and pulls almost as new.

I think the above performance figures, particularly tyre mileages, will be of interest to your reader R. Goode, Northampton (March issue). Although he does not state what motor he is using, there is obviously something badly out of adjustment, or the motor is being used as a motor cycle and not an aid to cycling, to leave little tread on a Power Drive tyre after 1,000 miles.

Strangely enough, during this winter only, I have experienced severe "gumming" up of the free wheel—a new one lasting approx. 6 weeks in spite of care and maintenance. I have now rigged up a box sliding into position from the rear, completely enclosing the free wheel. It appears to be 100 per cent. successful. On the advice of the manufacturers I have fitted a "T.D. Cross" free wheel.

Wishing you every success for the future.

Twickenham

"UME 101"

In reply to your correspondent "Highwayman", I was very surprised to read that his *Mini-Motor* reached only 16-17 m.p.h. "flat-out"—fitted to a heavy tandem and carrying 20 stone in passenger weight. My 1949 *Mini-Motor* reaches 20 m.p.h. with ease and cruises at 24-25 m.p.h. •

"Highwayman" might find improvement if any or all the following items are checked,

- (a) Correct carburettor setting ;
- (b) Control cables properly set ;
- (c) New piston rings fitted ;
- (d) Efficient spark and plug ; (I advise Lodge C14.)
- (e) Correct petrol mixture.

"Six measures of oil to one gallon of petrol"—this is misleading,—the correct ratio is 1:20. I may add that my friend's Mark III *Mini-Motor* reaches 35 m.p.h. "flat-out". Hoping these facts may help all Highwaymen. Nottingham "MINI-MO-TOURIST"

### Street Signs—and Plugs

I have been very pleased with the first four issues of your paper. If you carry on the same way in future (if possible without increasing the price), I am sure you will be satisfied with the success achieved. Only, please consider that many of your readers are not technically minded and, for that reason, give us as many explanations, in simple language, of technical terms as you possibly can.

**Road Accidents.** During many excursions with my *Cyclemaster* equipped bicycle last summer, I was struck by the scarcity of nameplates at the corners of important roads. The result was that, on many occasions, having previously mapped out my entire trip, I had to slow-down in order to ask the name of the road from a passer-by. This unnecessary slowing down represents a potential danger

which would be avoided if nameplates were affixed to every corner. Is London so poor that this cannot be arranged?

Then I frequently slowed-down in order not to 'overshoot' what I thought was a traffic signal. On getting nearer, however, I discovered that the 'traffic signal' was nothing but the illuminated sign, usually of a public house. Could it not be arranged that illuminated signs, especially near street corners, should be in colours different from those used in traffic signals?

S.W.9

FRANK.

### PILGRIM—Continued from page 7

became necessary to pedal—very little extra effort being required on the flat. Cheerful Charlie was all smiles when I explained the symptoms. He got on and at once sailed gracefully round the petrol pumps and cars. When clearing up the night before I had unknowingly closed the air inlet control and there it had remained.

I suppose many new riders of these motor attachments must have had similar experiences. I had been told quite distinctly that this lever was used only to start the engine, which, after driving the machine for a few yards, would give full power when the lever was returned to its normal position on the right. The book of words given with the machine stresses this and many other points, but it took some time to absorb.

I was soon quite happy with my daily journey, eight miles each way. At that time, these motor assisted bikes were a novelty, and I was always ready to show its good points to enquiring strangers. Once the driver of a stationary bus I was passing leant out of his cab and shouted enquiringly, "Is it alright?", but I had time only to give him the thumbs-up sign as I went by.

# ARE YOU LOOKING FOR THE **BEST** MOTORISED BICYCLE?

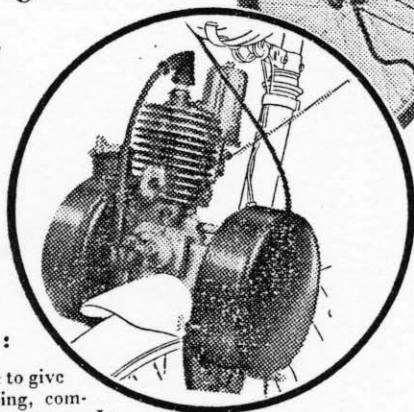
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ADDRESS.....



By Courtesy of Christopher Johnson (Publishers) Ltd.

"THE World is divided" so goes the old saying "into Europe, Africy, Ashy and the Romney Marsh." Any man who dares question this while on Cinque Ports soil runs himself right into a trap—the trap of having to take time off to comprehend the living history that is made up into this part of England, without which there could be no Coronation this year.

But the time off is more than well worth taking, in an atmosphere of sea and ships, of pleasant rolling countryside where hops are both

grown and drunk, where indeed the cyclist will be welcomed by the people as a man after their own hearts, a man not rich but independent, capable of getting about without fuss or circumstance, going where his fancy takes him without being beholden to any one or driven with the mass of his fellowmen. They tend to think in the "antient towns" and in the more remote villages of the Cinque Ports seaboard that any man who can't get about on his two legs or on a horse hasn't much to commend him. But a cyclist is the sort

# The CIN

by

Pauline Long

of thing they will make allowances for and understand; the wealthier motorist writers who found the inhabitants "unfriendly and invisible", as they wrote in their books, were not altogether lucky nor did they altogether understand the type of place or people they were visiting.

This would appear to be the time to set down some facts to back up these assertions and to explain what and where are the Cinque Ports, and if possible, why.

Cinque Ports are pronounced locally "sink" ports and number not five as you might expect but seven, because two were added later (some time in the twelfth century). The Ports are, from West to East, Hastings, Romney, Hythe, Dover and Sandwich. The two which were added were the (then) "antient towns" of Rye and Winchelsea. In addition there are a number of "limbs" or lesser members of the Cinque Ports Confederacy which include Deal, Faversham, Tenterden and others.

As will be seen from the map, these Ports are all on the coasts of East Sussex and Kent, while a number of the limbs are some miles inland. The whole area includes the Romney Marshes, parts of the Wealds of Kent and Sussex and some stretches of the finest beaches in England.

The first thing to be noticed about any of these Ports is its Coat of Arms. Each one, whatever its particular detail, shows a ship or ships. And these are the

# UNIQUE PORTS

motif and the real reason for the existence of the Ports. Way back before King Alfred started the Royal Navy, England depended upon the Cinque Ports to produce her ships both as merchant men and in time of war, when they were produced together with the arms and the men to defend her shores. There was no central organisation at all for the Armed Forces, and the Cinque Ports in fact had the right and duty of building and manning in the Navy of Britain. Each

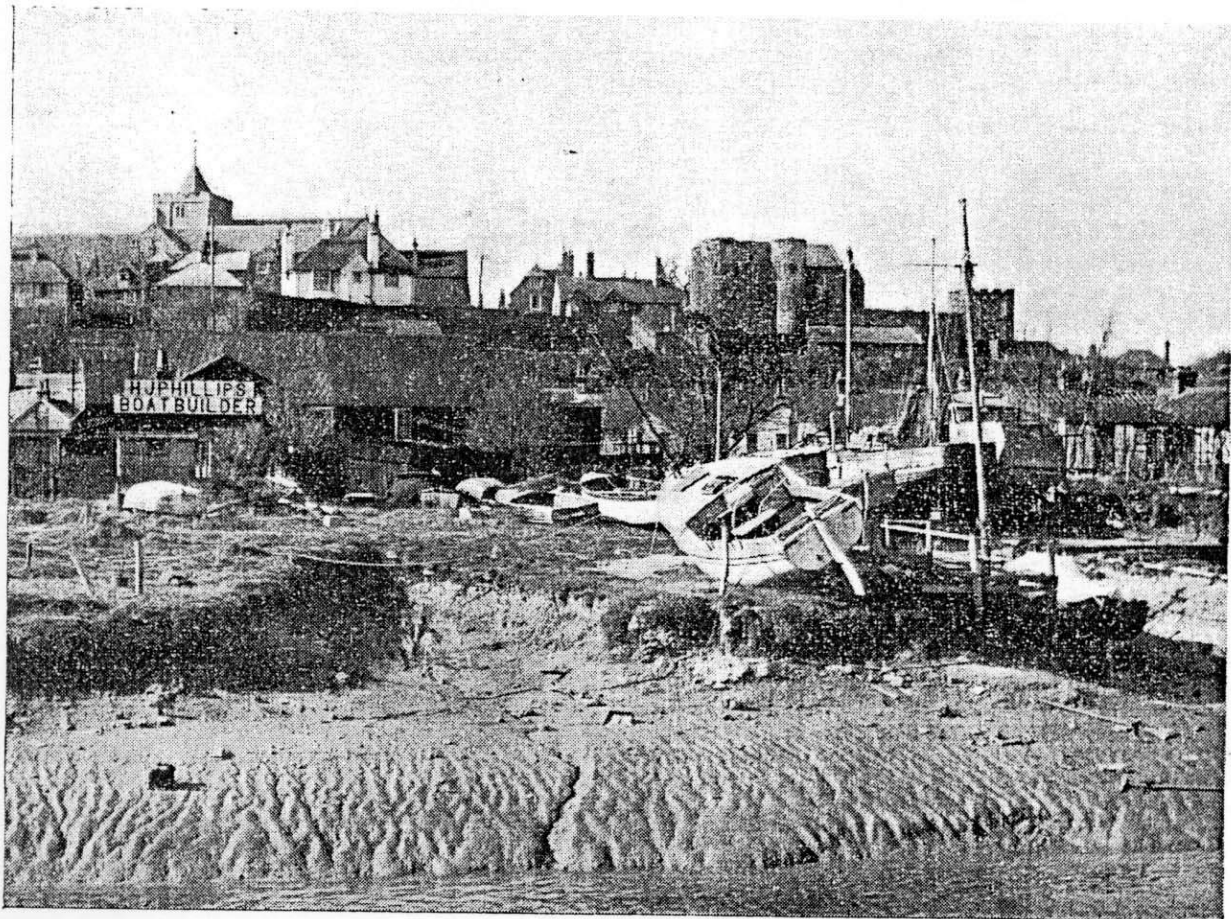
port had to produce a certain number of ships, and depended upon its "limbs" to help make up its required number. In return the Ports received very ancient and wide privileges, which included exemption from taxes, the rights of trying criminals in their own courts without reference to any higher authority, and carrying out such punishment as the courts might impose, right up to conviction and execution on capital crimes; and the right of being represented

at the Coronation of the Monarch, in full regalia with certain specified duties in the Coronation Service. At the Coronation of Queen Elizabeth II there will be the Barons of the Cinque Ports as there have been since King Canute or before him.

It was only late in Queen Victoria's reign that the Cinque Ports lost their right of jurisdiction in their own courts, and there are living in Rye and Winchelsea today disgruntled people who feel they have been done out of their ancient rights and will tell you so.

This short history is absolutely necessary since anyone visiting this part of the country without knowing these few facts will miss entirely the original and unique atmosphere of the place, but now

*The "Antient Town" of Rye, now miles from the sea*



being armed, you can set out to enjoy the hospitality of the countryside. But I warn you, at every turn some historical fact will loom out and it can't be helped.

From the cyclemotorist's point of view it is good country. Much of it is entirely flat and the rest is easy of gradient. Much is entirely unspoiled but at the same time there are busy friendly towns not too far distant from each other catering for the tourists' wants and needs quite cheaply and efficiently. I would suggest the traveller consider arranging his holiday so that a few days can be spent based on each of three of the larger coast resorts where bed and breakfast can be found easily and cheaply, and that tours be taken into the surrounding countryside or to the lesser ports. In this way it is possible to work along the coast, to be sure of a bed, and to visit the whole of the area.

Since we have started from West to East, we may as well continue that way, though the individual may have fun sorting himself out independently.

Hastings calls itself the premier Port and the others, of course, dispute this. It had to produce a lot of ships and in the Old Town, in the East part of Hastings, there are still ship building firms, and fishermen still go out with the tide for fish, bringing it in and laying it on the beach for sale. There are a group of fried fish shops round the Stade which cook the fish immediately it is brought in and there is no better fried fish in Britain (I stand by that). Hastings is a very pleasant town with all sorts of amenities, including a wonderful swimming pool, a castle which is floodlit, smugglers caves and hospitable people. It also has a museum which really is well worth passing through because a loving curator has collected Sussex iron firebacks and pottery which is a delight to behold, and which tells you more about the area than anything I have yet come across.

Incidentally the Battle of Hastings didn't take place at Hastings but at a place called Battle eight miles inland. One day when I was drinking a cup of tea in Battle I heard a heated conversation between two old gentlemen who were obviously inhabitants of the place. They were arguing whether William the Conqueror had come down the High Street from the right or from the left and what his tactics had been!

Battle is quite a pleasant little town but it has been rather overdone as a tourist centre, and personally I prefer Robertsbridge or Hurst Green further up the London Road as examples of villages in this area. Robertsbridge in particular is charming. The traveller might—care to follow the old rhyme "to love and to cherish, from Battle to Berrish (Burwash) and round about Robertsbridge home." If home is Hastings for the night, the whole journey would be about 30 miles.

I am sentimental about Pevensey castle, to the West of Hastings.

### Touring Information

*THE editor will always be pleased to have information about the suitability of certain touring territories for the use of others. Hills, accommodation, petrol supplies, etc., are specially noteworthy as well as the scenery. We have a query on hand regarding Ireland as a cycle-motor touring country, especially the nature of the hills on the coast road.*

Pevensey was a "limb" so I am justified in bringing it into this Survey, although its main attraction is the Castle which is really two castles, one Roman and the Norman. It used to be called Anderida (meaning on the edge of the Weald, or forest) and when you remember the Romans lived in it and William the Conqueror landed

close by it, you have something to think about. Also it played quite a large part in the Wars of the Roses, and it was only when the sea receded from it that it ceased being a national fortress. Now it stands grey, green and peaceful above a pleasant village.

East of Hastings within a few miles there are the Ancient Towns of Rye and Winchelsea, with very good swimming at Winchelsea Beach. These towns must speak for themselves—Rye is bustling, Winchelsea sleepy. Both have defended us from the French on countless occasions, have been razed and looted; ships have set out from "The Port of Rye" to the four corners of the Earth, and have taken English wool to the Continent since the very early middle ages. They have stopped now because the sea receded and left the towns literally high and dry. Rye likes to call itself "Rye Royal" because Queen Elizabeth I went there and commended it. Both Rye and Winchelsea were in their heyday smugglers' towns and I won't say that they have lost that particular industry even today. One should go behind the church at Rye to the gun garden and sit down and look out over the marshes to the sea. There is much reward in that view.

Rye Harbour on the sea itself is one and a half miles distant and usually quite deserted except for a few townsmen.

Now we have got to the marshes and I would suggest that the traveller move his headquarters East from Hastings to Hythe or Folkestone. Hythe is a Cinque Port proper, of course, and from it one can take the roads over the Romney Marshes to New Romney, to Lydd, to Dymchurch and inland to Tenterden Town. All through this country one sees the "black-nosed, white-faced, marshland sheep" grazing on the flat green land beneath the wide sky; some of the land only reclaimed from the sea recently (that is within the last two hundred years or so), some

given back when the sea rolled away in the late Middle Ages.

Dymchurch sands are well known and live up to their reputation, and inland there is hop and fruit growing country; where, if you go in high summer, you can be sure of carrying away fruit from the orchards at little or no cost at all, and if you wish, can give the pickers a hand and earn a day's pay at it. Here you will see the gipsy caravans, and the gipsy women themselves, who will sell you anything from pegs to shoes from their baskets, will be travelling the roads from orchard to orchard.

Tenterden too, was once nearer the sea than it is today, and it too was a wool town. It has a wonderful Church which stands high over the Weald and can be seen for

miles, built in its prosperous days when the Flemish weavers came to ply their trade there. The town is now one wide, peaceful, tree-lined street with the high church tower above it, and an Inn called "The Woolsack" as one of the reminders of its past.

From Folkestone to Dover, where the Lord Warden of the Cinque Ports lives, or at least could live, to Walmer Castle. Mr. Winston Churchill, the present Lord Warden, does not find a lot of time to put in at Dover.

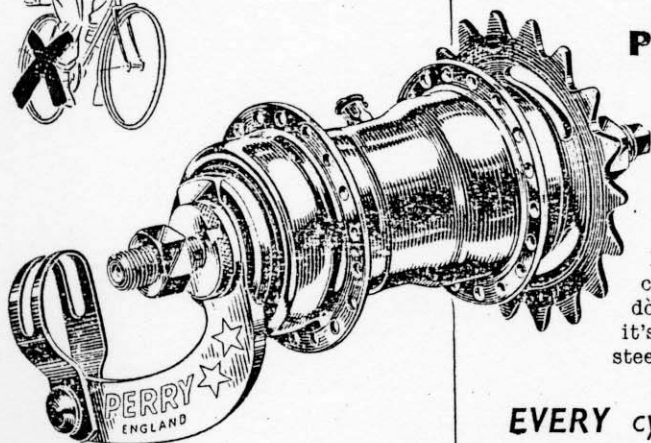
Dover was mentioned in the Domesday Book as having to provide 20 ships, each ship being manned by 21 men. It still keeps its character in the front line of England, and its Harbour is a pleasant place where little ships sail. If you like to see the big

ships in from abroad you can do that too. In particular, Dover is a good place to stay while you visit Deal with its high-masted ships upon the beach and Sandwich of the narrow cobbled streets. These towns with their quiet peaceful busy-ness and their populations whose fathers and forefathers have not moved since before the Domesday book was written, bring home to the traveller the spirit of the Cinque Ports.

"I wun't be druv" says the East Sussex man, and of the whole countryside here that is true. They won't be druv, and they won't respect you if you are druv, but as an independent unassuming traveller they'll like you and make you welcome. Go there, and be one with all of England's history.



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**X** marks the spot where the PERRY coaster hub brake fits on your bicycle, to give you that extra stopping power which makes all the difference. Operated by backward pressure on the pedals, the PERRY safety brake gives you absolutely controlled braking, whether for coasting slowly down hills or sudden emergency stops. And, because it's a foot-brake, your hands are always free for steering, signalling and handling controls.

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## THE SERVICE DEPARTMENT SAYS:

# THE DUCATI CUCCIOLA

The *Ducati Cucciola*, being a four-stroke engine, does not require such frequent maintenance as does its two-stroke counterpart. Nevertheless, a routine check of certain parts pays big dividends both in time and money.

It is taken for granted that the cycle is in first class condition and that the unit has been correctly fitted according to the Instruction Book.

**EVERY 500-700 MILES.** Remove sump drain plug, located under crankcase, drain oil and flush with one of the many brands of flushing oils available. (This is best carried out when engine is warm)... Re-fit plug and washer, and re-fill with 1 pint Esso oil.

Summer Grade 40/50 S.A.E.  
Winter Grade 30 S.A.E.

Lubricate valve stems, rockers and pull rod guides, with one drop only of engine oil.

Treat controls and cables in similar fashion.

**EVERY 1,000-1,500 MILES.** Check tappet adjustment. With engine cold, these should be:

Inlet .006 in.  
Exhaust .008 in.

To check: Insert feeler gauge between rocker and valve stem cap.

To adjust: Slacken lock nuts and adjust tappet nut to give a sliding fit with the feeler gauge in position. Finally tighten lock nuts. This adjustment should be carried out with the piston at top dead centre of compression stroke and the flywheel mark "M" in line with corresponding mark on crankcase.

### CONTACT BREAKER POINTS.

These are accessible by rotating the inspection cover on flywheel (either to left or right).

To adjust: Slacken large-headed screw, and rotate eccentric screw. Points should break when flywheel mark "A" corresponds with mark on crankcase.

A .010 in. (ten thou.) feeler should slide between points when correctly adjusted.

**SPARKING PLUG.** Clean plug and re-set gap to .018 in. Correct type plug is Champion L.10.S.

**IMPORTANT.** If it is necessary to carry out any adjustment to the magneto (other than re-setting contact breaker points gap) the flywheel must be removed. It is *essential* that the correct extractor is used (obtainable from your Dealer). *Never* attempt to remove flywheel by levering or tapping the end of the shaft, as extensive damage may result.

**CLUTCH.** Trouble free service will be given if the correct adjustment is maintained.

Cable is adjusted to give  $\frac{1}{8}$  in. play at handlebar. Adjusted by screw and lock nut at left of oil filler cap, slacken lock nut and tighten screw until screw touches push rod, slacken screw a  $\frac{1}{4}$  turn and lock in position.

**REAR CHAIN.** Adjust to give approximately  $\frac{1}{2}$  in. up and down movement.

**PETROL FILLER AND CARBURETTOR.** Both tank and carburettor are provided with filters. To clean, drain tank and remove tap, the filter being screwed into this component.

A bicycle pump or an air line is a convenient method to use.

The carburettor filter is removed as follows:

Pull off petrol pipe and remove the two screws, retaining carbur-

rettor top. Unscrew needle valve assembly and filter will be revealed.

Should it be necessary to adjust the slow running, or carburation, carry out adjustment in the following order:

1. Check level of carburettor and tightness of induction locking ring, also flange bolts.

2. Blow out pilot and main jets. Pilot jet is on top of carburettor. Main jet is underneath.

3. Slow running is controlled by the lower screw at side of instrument, which should be screwed right home and then slackened approximately one turn.

Finally adjust when engine is thoroughly warm. Clockwise to weaken and anti-clockwise to richen mixture. The other screw, slightly above, is merely to regulate speed of tickover.

**DECARBONIZING.** This is normally carried out when approximately 4,000 miles have been covered and should be entrusted to your Dealer or a competent motorcycle engineer. If, however, you have the tools and the requisite knowledge, the procedure is as follows:

Remove valve-lifter and throttle cables, silencer, exhaust pipe, sparking plug and carburettor. Unscrew tappet nuts from pull rods. Remove four nuts from cylinder. Insert a wooden shaft in cylinder, and compress valve springs so that the valve collets can be extracted. Care must be taken not to lose either these or the valve stem caps.

Release springs and remove valves.

Remove all traces of carbon from the cylinder head, piston, exhaust port and valves.

Grind in valves, using a fine grinding paste.

Wash all parts in petrol and make sure that no trace of grinding paste remains.

To re-assemble, reverse the dis-

mantling procedure, being careful not to damage the piston rings when re-fitting the cylinder. Gaskets should be renewed.

When assembly is complete re-set the tappets.

### GENERAL POINTS.

#### Erratic Running.

- (a) Check petrol supply and carburettor jets, blow out with air line.
- (b) Check contact breaker points, these may require cleaning or adjusting. (Use

tool if it is necessary to remove flywheel).

- (c) Check sparking plug, and clean and re-set gap.

#### Slip Sprocket

This should occasionally be washed in petrol and lightly oiled; *never* use grease.

NOTE: The retaining flange has a left hand thread.

#### Fuel

When using the new premium grade petrol it is not necessary to alter either the carburettor or

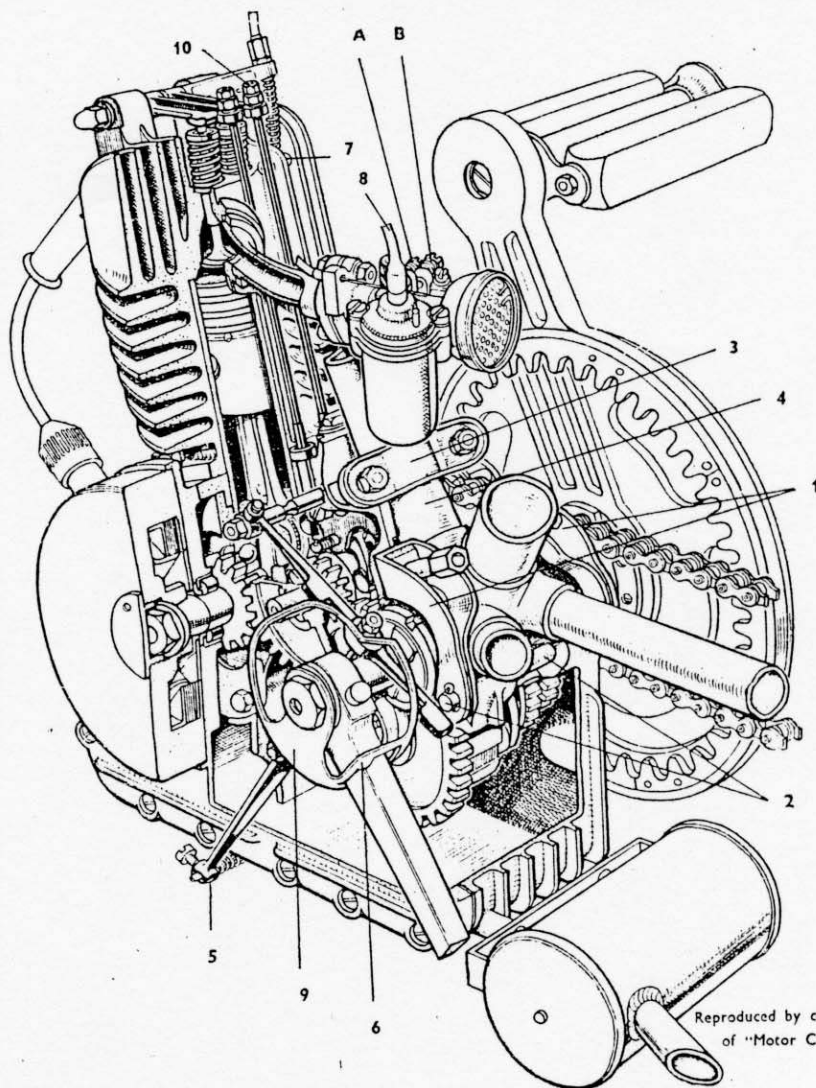
magneto settings as the *Ducati Cuccoilo* is a high performance unit, designed initially to operate on premium grade fuels.

Finally do not hesitate to contact your Dealer or the United Kingdom distributors, Messrs. Britax (London) Limited for any advice on your *Ducati Cuccoilo*.

*K. J. Poole (Service Manager),  
Cycle-Motor Department,  
Messrs. Britax (London) Ltd.,  
115/119, Carlton Vale,  
London, N.W.6.*

### KEY

- A Pilot jet adjustment screws  
B Throttle stop adjustment Screws
- 1 Clamp (bottombracket)
  - 2 Pin for bottom bracket
  - 3 Clamp (front downtube)
  - 4 Down Tube
  - 5 Clutch Lever and Cable Clamp
  - 6 Left hand crank
  - 7 Valve Lifter Cable Clamp
  - 8 Carburettor Petrol Pipe
  - 9 Selector Cam
  - 10 Tappet Adjusting Nuts



Reproduced by courtesy  
of "Motor Cycle"

## ROAD TEST REPORT

# The 49 c.c. MINIMOTOR

THE flat blue tank of the Minimotor has been a familiar sight on British roads for the past four years and the fact that new and shiny blue tanks continuously join the increasing army of cyclemotorists is sign enough that this engine fulfils a need. It is also quite remarkably the cheapest on the market and it was, frankly, this combination of oldest and cheapest that created our first interest when the time came for testing the model on the road.

This "Mini" is not, however, the mere utility appendage that the above might suggest. It is a machine of very real performance, capable of sustained high cruising speeds, absolutely untiring under the hardest flogging and unfailingly reliable. On main suburban roads the throttle had to be cut back frequently to keep down to traffic speeds and there was ample power in hand for passing in safety at 20 m.p.h. or more.

Actually the model tested had already done more than an average year's mileage for a cyclemotor and the cycle was by no means new, so the combination was reasonably matched against any other outfit seen on the road. Top speed, which on the Minimotor is also cruising speed for as long as the road and rider permit, was a consistent 25/26 miles per hour tested on mean runs on a level road. The slightest sign of favourable conditions in gradient or tailwind, however, pushed this up to 30. At lower speeds, naturally, the pull was not so good and a fair amount of pedalling has to be done

when the speed comes down below about 12 m.p.h. on hills.

The test machine was fitted with a normal Sturmey-Archer three-speed offering a top gear of around ninety inches, and the most economic method of riding was found to be by making good use of this high gear and starting to pedal lightly and easily at about 15 m.p.h. This kept the speed well up in the useful part of the rev range and enabled all ordinary hills to be climbed with a minimum of effort.

Frankly, *Power and Pedal* takes the view that the cyclemotor engine is most used when it has power at low speeds rather than high and we would prefer that the designers had provided their horses at road speeds of 8-10 m.p.h. instead of double those figures, but we have to admit that there is a demand for fairly fast main road transport, especially among utility riders with daily journeys to and from work to be disposed of in the shortest possible space of time, and the Minimotor certainly offers this.

Acceleration from 15 m.p.h. upwards is remarkable for an engine of only 49 c.c. There is an immediate response to the opening of the throttle under any conditions of speed or grade and the good getaway from corners enables high averages to be maintained. Naturally, so lusty a motor made its presence known, and the engine could be both felt and heard when it was giving its best power. The vibration increased as the speed went up under load but was never excessive. The noise, unusually for a rear-mounted unit, seemed louder from the saddle than from

the kerbside, a phenomenon for which we cannot account but merely record.

When the machine was taken over the *Firestone* powerdrive, over-size, tyre on the driving wheel was rather hard: 28 lbs. per sq. in. on the gauge, which reduced riding comfort and probably accounted for some looseness of the spokes even on this Works-maintained machine. During the weeks of the test, however, it was allowed to run softer, down to 20 lbs., at which pressure riding was pleasanter and the machine itself seemed happier. The new "wavy" steel roller grips the tyre well wet or dry without having to be pressed on hard and the tread of the tyre was unmarked at the end of the test. It certainly appears as if this tyre and the new roller are an ideal "married pair". This point, perhaps, needs stressing since there is no such thing as the best tyre or the best roller, only the best combination for the job in hand.

Petrol consumption at 168.4 m.p.g. was reasonable for a fast-moving 49 c.c. engine and could no doubt be improved on by riding at more modest speeds. This figure was obtained without any special care and on a mixture of urban and suburban riding.

There is no question as to the quality and serviceability of the engine at all but we found reason for criticism in the system and layout of the controls. The massive and complex-looking lever mechanism on the handlebar that everybody calls the "clutch", works the wrong way by normal motor cycle practice, i.e. the lever

is pulled in to connect the drive. This not only takes some getting used to but also means that the effort of the pulling has to be made when the machine is in its least stable condition, when getting away at low pedal speeds. The operation is much too heavy for comfort and there is objection in principle to the idea of a drive needing fine adjustment, as the steel roller always does, being engaged and held in engagement by a stretchable and expendable cable.

Raising these points with the manufacturers, we were sent a sample of the alternative engaging gear, a light aluminium assembly, part number A151, price 16/6, which we fitted and tested. This fits at the tail of the machine and cannot be operated from the saddle but it is simple, light (10 oz. against 27 oz. of the lever and cable assembly) and provides a

light, firm grip on the tyre that should add miles to the life of that precious component. A further control improvement was tried by fitting a separate trigger control for the decompressor so that the machine could be pushed off with the throttle half open.

With this combination starting became so easy, hot or cold, that it became the tester's practice to start the engine as it was pushed across the pavement from his front gate. As soon as the wheels touched the road a foot on the pedal and a leg swung over the saddle had the machine moving. We would like the actuating lever lengthened and brought forward instead of back, to be reached from the saddle, but even in its present form we think A151 has much to commend it both from the control and tyre wear point of view.

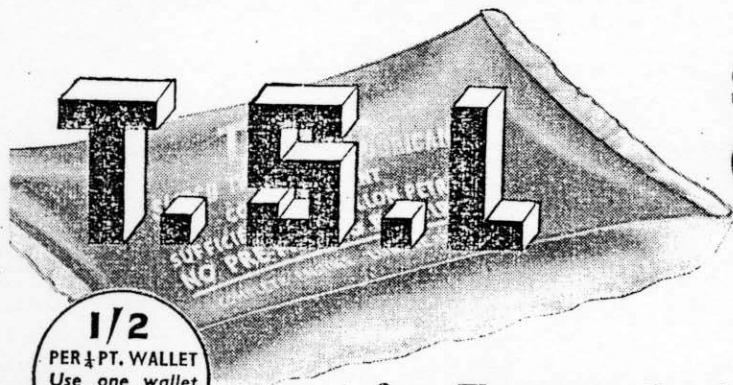
To sum up, the *Minimotor* is a sound, very sturdy attachment

engine, designed for reliability and long service. It is particularly attractive for the man with straightforward mainroad journeys in view rather than bad hills or heavy traffic conditions.

#### Specification

**MINIMOTOR** 38mm. bore x 44 mm. stroke equals 49.9 c.c. Ported piston. Ball bearing big end and crankshaft mains. Detachable alloy cylinder head. Flywheel magneto, "Trojan" carburettor (Dellorto licence).

Mounted over rear wheel. Integral petrol tank and carrier. Steel roller drive. Tank capacity  $\frac{1}{2}$ -gallon. Weight dry, including carrier 28 $\frac{1}{2}$  lbs. with lever and cable engagement control. Price £18. 18s. 0d. Minimotor (Gt. Britain) Ltd. Trojan Way, Croydon, Surrey.



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## CLUB NEWS

The first event organised by the London Motor Assisted Cycle Section of the British Two-Stroke Club was a meeting of the Rally type held on Easter Sunday.

Riders met at Keston Ponds in cool, showery weather and proceeded from there to the venue at the Old Ship Hotel, Tatsfield, Surrey, where twenty one men and one woman rider competed in a number of tests of starting, flexibility, hill-climbing (Two Cucciolo's earned themselves a certain handicap for the next event here) and braking. Then the party adjourned for tea into the Old Ship Hotel and discussed future plans.

Among those present were members of the Brighton and District Power Assisted Cycle Club who proposed that the B.T.S.C. members should pay a return visit to Brighton. This invitation was accepted for April 19th.

The *Power and Pedal* photographer was on the spot(s) both at Keston Ponds and Tatsfield and secured several good pictures. Anyone who would like to have some of the original pictures may order them through the Editor. Large (8in. x 6in.) prints will cost 3/6 plus 6d. per order for postage and packing.

### FIXTURES—MAY

- May 3rd. "THAMES RIVIERA"—Starting from the "Better 'Ole" Cafe, 82 Great West Road, Isleworth at 10.0 a.m. and proceeding *via* Slough, Maidenhead, Henley and Marlow to Oxford, returning by the Uxbridge Road.
- May 17th LITTLEHAMPTON—meeting at "Jack's" Cafe, Morden Station at 10.0 a.m.
- May 31st SURREY TOUR—Dorking, Godalming, Frensham and Hook. Start from "Jack's" Cafe, Morden at 10.0 a.m.

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TAIL Ref. 429 6v 3a 1.8w 15mm ball balloon M.E.S.  
9d. plus 1½d. P.T.



#### WHEN CYCLE DYNAMO SETS ARE USED

The same head bulb as recommended for use with the dynamo on pedal cycling should be used, but higher rating tail bulbs must be fitted to stand the higher output of the dynamo due to the higher cycling speed (For example 6v 15a instead of 6v 04a tail, the price for which is 9d. plus 1½d. P.T.)



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# Flashes

## PROPOSED LIGHTWEIGHT TRIAL

Mr. T. G. Meeten, famous exponent of light two-stroke passenger machines for many years past, is the originator of a plan to hold a demonstration trial of quite unusual interest in the near future.

The classes of vehicles involved are:

1. Motor-Assisted cycles.
2. Auto-cycles up to 100 c.c.
3. Multi-speed machines up to 100 c.c.
4. Solos up to 125 cc. with passenger not under 8 stone.
5. Sidecars up to 200 cc. with passenger not under 8 stone.
6. Invalid chairs of any engine capacity driven by their disabled owners.

As the event will be organised and run under the auspices of the

British Two-Stroke Club, all competing machines will have to be two-stroke engined. It is proposed that the event be run in May or June subject to sufficient support being forthcoming. Enquiries should be addressed to T. G. Meeten, Meeten's Motor Mecca, Shannon Corner, Malden, Surrey.

## MOTOR ASSISTED CYCLE DEMONSTRATION TRIAL

(From "The Independent", magazine of the British Two-Stroke Club)

Sunday, 26th April, 1953, 9.0a.m. sharp

All members are earnestly requested to be at the Wembley Stadium Car Park not later than 9.0 a.m. Remember that this is a National Event and that we cannot have too many helpers. A poor turn-out at this event will give the Club a very bad name. *Come along in your thousands.*

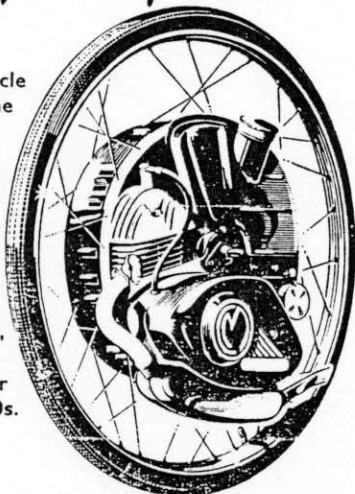
## THE "TELELINK" CONVERSION SPRING FORK FOR POWERED CYCLES

The "TELELINK" Fork is designed to be fitted easily and quickly to any standard Cycle front fork. Of unique design, it combines a telescopic action at the lower end, and a link action at the upper end situated below the existing fork crown. The static weight of the rider and the front part of the machine is taken on twin adjustable tension springs of a carefully chosen rate and periodicity, whilst full bump conditions are cared for by an Andre Neidhart rubber system built into the front pivot of the linkage.

It is claimed that the TELELINK " confers increased comfort to the rider, and the resilient suspension relieves the frame of the machine from undue road stresses caused by the higher speed of travel. With the front wheel following every irregularity of the road surface, greater safety and freedom from skidding results.

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## TEST REPORTS

### HIGH GRADE PETROL

At the conclusion of the normal road test of the *Mosquito* reported in these columns recently, the opportunity was taken to use this high efficiency engine for a series of controlled tests of the new petrols then coming on to the market against the "Pool" on which the main test had been made. Top grade fuels were compared with "Pool", using the same grade, make and proportions of oil throughout. All available petrols were tested except benzole mixture, which is not favoured for petrol lubricated two-strokes by some tradition now lost in the past.

The most remarkable thing was that the mileage per gallon over a series of tests worked out *exactly the same even to the decimal point* at 232.8 m.p.g., but there was a marked improvement in the smooth-running of the engine, particularly at low revs. and four-stroking, never a real problem on this engine, almost disappeared with the higher grade fuel.

As far as possible the tests were made with the pedals used only for starting from standstill (The *Mosquito* climbs almost anything unassisted), but the noticeable improvement in starting, which from being very good became phenomenal, undoubtedly reduced the amount of pedalling done overall. Later tests, not quite so carefully controlled, with two other engines confirmed that this super-starting is the first thing noticed with the new fuels.

The net result, so far as *Power and Pedal* is concerned, is to accept the top grade fuels as well worth the extra coppers.

### GLOVES

We are continuing our researches into the problems of clothing for cyclistmotorists and our latest test in this field is of a pair of rubber-dipped fabric gloves produced by

Lewis Gilder & Co., Ltd., of 44 Bedford Row, W.C.1.

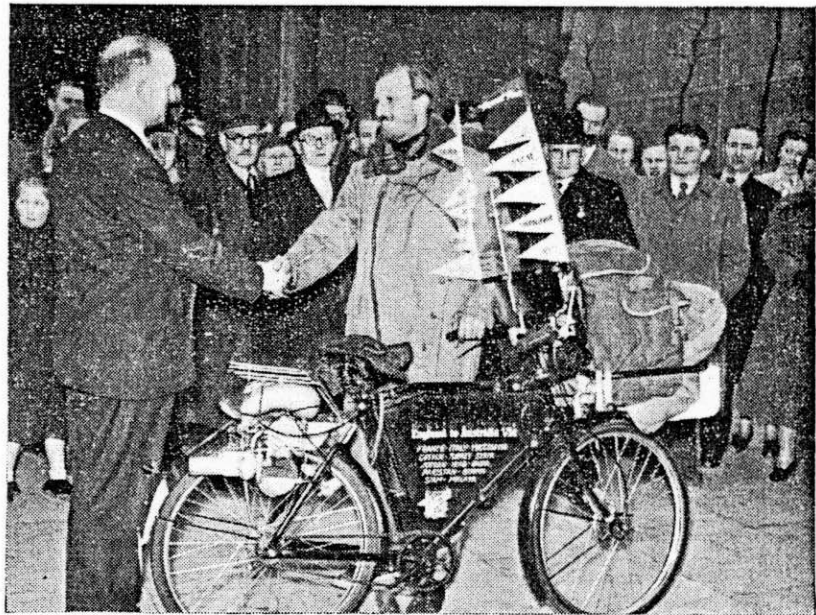
They are of strong, knitted fabric, with snug fitting wrists and the grey rubber comes well up to the wrist band. They are, of course completely waterproof and also withstood deliberate exposure to petrol and dilute sulphuric (battery) acid without apparent effect. The strength of the material is quite remarkable and it took considerable effort to tear it on sharp-edged metal.

The gloves are of the industrial type and are not meant to look pretty, but are quite up to standard in appearance for work-a-day riding, the garage and the garden or even for the housewife. We understand that they are available from popular stockists throughout the country and that the price is extremely modest.

### New Air Services Approved

The Minister of Civil Aviation has approved, subject to certain conditions being satisfied the following air services:—

1. Vehicle Ferry services by Silver City Airways Limited on the following routes:—
  - (a) London-Le Touquet :(10 years)
  - (b) Southend and/or Lympne-Ostend: (7 years);
  - (c) Southampton-Isle of Wight (Bembridge): (7 years).
2. Normal Scheduled services to points in France as follows:
  - (a) London-Le Touquet: Silver City Airways Ltd. for ten years;
  - (b) London: Le Touquet: Morton Air Services Limited for seven years;
  - (c) London-Deauville: Olley Air Services Limited. for seven years.



Two heroes, one a 49c.c. cyclistmotor and the other 33 year old Peter Lee-Warner, Ex P.O.W. and Chindit, holder of the Military Medal, left Australia House to commence a 23,000 mile bicycle trip to Australia and back on March 20th. They will pass through France, Italy, Yugoslavia, Greece, Turkey Syria, Transjordan, Iraq, India, Burma, Siam, and Malaya.

Lee-Warner is using an ordinary tradesmen's bicycle fitted with a standard production model, sychromatic drive, "Power-Pak" engine. Amongst the 195 lbs. of kit that he will carry will be a tent, sleeping bag, food supplies, emergency water rations and a cine camera. The Editor and staff of *Power and Pedal* wish to convey their sincere sympathy to the cycle and engine concerned.

# Classified Advertisements

**Rates :** 2/6 per line (a line averages 6 words), minimum 5/-.  
**Name and address must be paid for or Box number at 1/- extra.**  
**Terms :** Private advertisers pre-paid. Trade one month nett, usual discounts for series.

**Press Date :** 12th of each month. Advertisements received too late for printing in a given issue will be inserted in the next unless countermanded.

**Payment :** By cheque or postal order (not stamps), made out to "Power and Pedal" and crossed.

**Classifications :** For Sale, Wanted, Sales and Service. Special classifications on request without extra charge.

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**RATES AT HEAD OF PAGE**

Send it to: Advertisement Dept.  
 "Power and Pedal"  
 197 Temple Chambers, E.C.4

## "POWER & PEDAL" INSURANCE SCHEME

To enable the cyclemotor to be used fully for its designed purpose as a utility machine, "POWER & PEDAL" has arranged with the UNITED KINGDOM FIRE & ACCIDENT INSURANCE COMPANY, LTD. for a special policy for our readers, covering any make of machine whilst being driven by any licensed driver, at very competitive rates.

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| (a) | COMPREHENSIVE (up to £50 in value excluding first £1) ... .. | £1. 10. 0 |
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N.B.—Legal Liability to passengers is NOT covered.

Send in form with cheque or P/O made payable to:

"POWER & PEDAL" 197 TEMPLE CHAMBERS, TEMPLE AVENUE, LONDON E.C.4

Name .....

Address..... Age.....

Make of Power Unit ..... Registered Letters and Number .....

Estimated Total Value of Cycle & Motor (including accessories).....

1. State number and particulars of all cycle accidents or losses during the last three years

2. Do you require COMPREHENSIVE, THIRD PARTY FIRE AND THEFT or THIRD PARTY Insurance ?

3. Do you or any person likely to drive the cycle suffer from any physical or mental infirmity, impaired sight or hearing ?

4. Has any insurer at any time in respect of your motor-cycle insurance or that of any person likely to use your cycle :

- |     |  |        |     |       |
|-----|--|--------|-----|-------|
| (a) | Declined to insure ?                                   | ... .. | (a) | ..... |
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| (c) | Cancelled or refused to renew ?                        | ... .. | (c) | ..... |

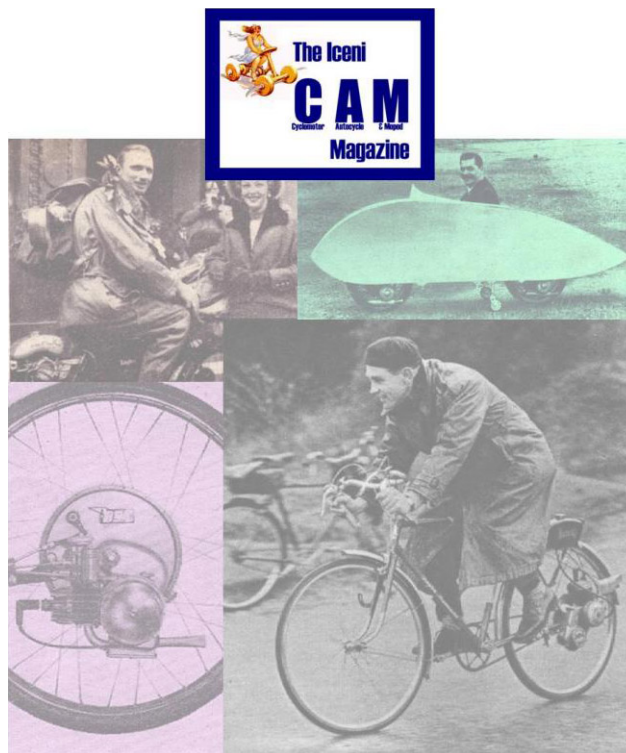
### DECLARATION

I declare that I am the owner of the above cycle/s and that the above statements are true and complete in every respect and that the cycle/s insured will be kept in good and thoroughly sound condition. I further declare and agree that if such statements and particulars which I agree shall form the basis of and be considered as incorporated in the policy to be issued by the UNITED KINGDOM FIRE AND ACCIDENT INSURANCE COMPANY LIMITED are in the writing of any person other than myself such person shall be deemed to have been my agent for the purpose of filling in same and the Insurer shall not be affected by the knowledge of such person, whether also an agent of the Insurer or otherwise.

Date..... Signature .....

Name of Hire Purchase interest (if any).....

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