

# POWER & PEDAL

## The Journal of the Cyclemotor



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STAND

106



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# POWER & PEDAL

THE JOURNAL OF THE CYCLEMOTOR

Editor: FRANK L. FARR

*Editorial and Advertising Offices:*

197 Temple Chambers, London, E.C.4 Telephone: Central 0048

## OURSELVES

AT the Cycle and Motor Cycle Show of 1952 *Power and Pedal* made its first appearance and our leading article in that first Show Number dedicated the journal to the service of all those who use cyclemotors from choice or necessity, for business or pleasure. We said then:

*"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"*.

This we have endeavoured to do and month by month our growing readership has responded with appreciation to our efforts. Many topics have been aired, some for the first time in print, and always the objective has been to benefit the cyclemotor user.

We have given publicity to the anomaly of Purchase Tax on one-piece machines which hampers the natural lines of development for cyclemotors. We have appealed to the manufacturers and traders

to devote themselves to the highest standards of sales and service. The position of the cyclemotorist in regard to the workings of the law has been discussed in these columns (and reprinted elsewhere we were glad to note). Road safety has received our attention and that of our readers and we have put up constructive proposals for the proper distribution of petrol.

Most of all *Power and Pedal* has stood firmly for the serious consideration of what a cyclemotor should be and has campaigned continuously for a silent, safe and reliable machine as the correct design, even at the expense, if needs be, of sheer performance. It was to this end that the shield for the most silent machine in the Auto Cycle Union's annual trial was presented and will be available as a challenge trophy every year.

There are many inevitable difficulties in the promotion of a new and independent paper and we extend our grateful thanks to those

loyal readers who have made real efforts to get their copies from often apathetic newsagents and to those who have contributed to our columns and helped and cheered us with approbation, sometimes embarrassingly fulsome but always sincere, and not forgetting those who have boldly criticised when the need arose. Our thanks go out also to those firms whose faith in the future of the only cyclemotor journal was strong enough to make them give their support to this unknown newcomer. We hope and believe that their faith has been rewarded.

To all these and to the new readers and supporters we shall gain for our second volume of publication we promise that this journal will continue to serve with increasing strength and effect, and will do all that can be done by honest reporting and live journalism to help the development of the cyclemotor and benefit its riders throughout Britain.

# COMMENT

by

## CLIP-ON

### The Show

AS Show Time comes round again each year there are the usual arguments among the older hands at the game as to whether it is worth while or not.

The strongest argument against the Show is that it is for all practical purposes a Londoners' affair and London, as Manchester is never tired of telling us, is not Britain. This is true enough as far as most of the potential customers in the market are concerned, but the public are not the only people at Earl's Court by a long, long way. Many of the people chatting on the stands and most of those taking on a drink in the exhibitors' offices are men in the Trade, not only from all over Britain but the whole world, and this is the one occasion in the year when they can get together and share their experiences with each other and with the representatives and executives of the manufacturing companies. If Earl's Court were a Trade Show only it would be worth while in terms of business and technical development and by bringing in the public, at a price, it is made into a first class shop window for tens of thousands.

Personally, I have never been able to regard the Show as anything but a Good Thing, if only because it is a pleasant, instructive social occasion. Earl's Court is a great bare barn of a place compared with the old venue at Olympia, the bars are like refrigerated public lavatories and food and drink is scandalously expensive, but I go there

year after year, meet some new and old friends and finish up every time saying, "See you here next year".

### Autocycles

The fact that many new cycles have appeared this year that are specifically designed for use with motors, some for particular motors, demonstrates that, in spite of the stupid Purchase Tax anomaly that discourages the built-in-one-piece machine from appearing as itself, the logical technical development of the power assisted cycle as a vehicle designed for the role it is to perform is proceeding in Britain as continental experience had already suggested.

In various conversations I have found some regret at this trend typified by the comments of one personal friend as he views each new test model I show him—If the cycle looks as though it was made for the engine he turns away from it sourly with the remark: "It's a young motorcycle" which in his view is an absolute condemnation.

The real objection of these people seems to be the weight factor but is it really necessary for the one-piece machine to be heavier than the "clip-on" outfit? I doubt if it is, in fact with careful designing the reverse might well be the case. Naturally in our present early stage of development in this country it is the faster engines that first demand strengthened cycle frames, spring forks, etc. and these are provided as extras to the standard cycle designs with inevitably increased weight. But

the pukka 20/22 m.p.h. built-for-the-job motor assisted cycle could have all the strength and comfort it should have without weighing more than a standard roadster machine with engine attached.

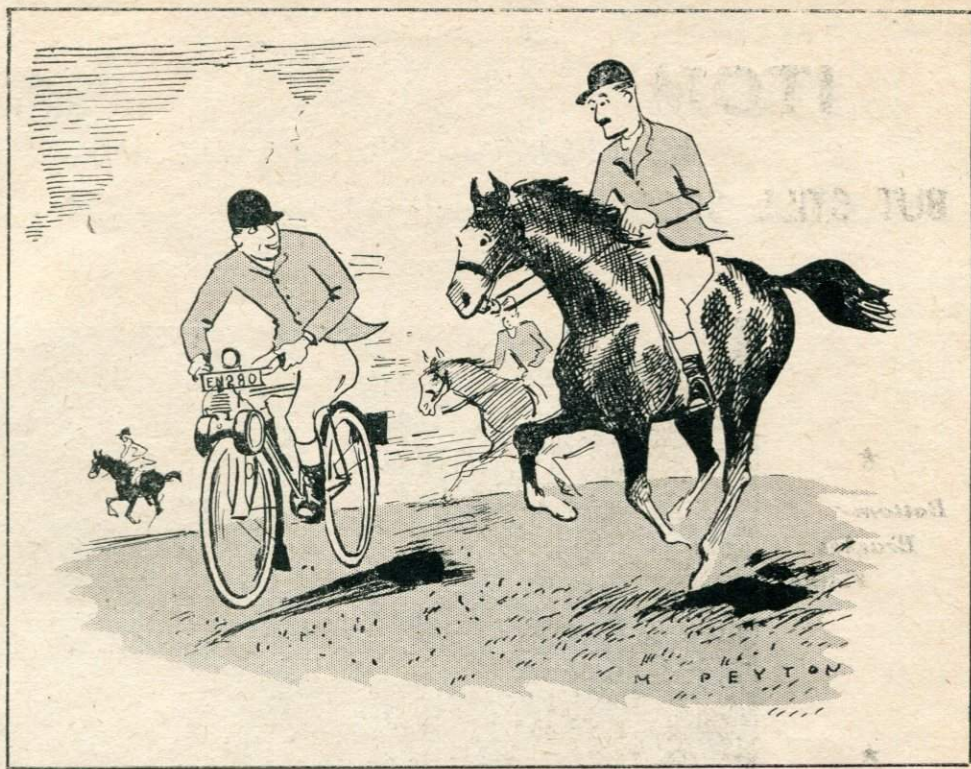
One thing that puzzles me immensely is why we have not seen several such machines from the manufacturers with years of experience in the autocycle market. The 98 c.c. hundredweight-and-a-bit machine is a dying type anyway but the know-how of the maker and agents could be well turned towards first class under—60lb. and under 50 c.c. jobs.

### Dreadnoughts

Mention of comfort in this connection reminds me that I also had to learn the lesson the hard way and I find many very experienced cyclists and ex-cyclists who are hard to convince about the right type of cycle for this job.

I too had many years of club cycling and dabbled in racing a bit in my youth so I took it for granted that a bicycle was a slim, sporting affair with narrow wheels, hard tyres and saddle of hard leather stretched on a virtually springless steel frame. It was not until quite recently that I ever rode on a "full roadster" and I was amazed at the comfort and stability of the machine. Years ago I would have scoffed at the idea of riding a "dreadnought" for pleasure but now I know that if ever I am condemned to riding a motorless cycle again it will be one of this type. I often see cylemotorists

"It saves me  
pounds, old man,  
AND I never fall  
off!"



mounted on semi-racing machines and looking most unhappy on bad sections of road. It really isn't necessary to be uncomfortable—just a matter of the right machine for the job. It will last longer too.

### B.H.P. Figures

For some time it has been a source of wonder to me that, in the cyclemotor world at any rate, Italian horses are apparently some 50 per cent. stronger than their British counterparts, as judged by the comparative performances of their engines and the claimed figures on paper.

The recent correspondence on this subject in *Power and Pedal* led us to approach factories direct to sort it out and in at least one case a brand new figure emerged.

Industria Torinese Meccanica sent us an actual test sheet for one of their *Itom* units which shows an aggressive power curve that climbs steeply from 0.8b.h.p. at 2,000r.p.m. to nearly 1.5 at 3,500 r.p.m. and still going up. Seeing this graph accounted for the terrific performance of the engine we had tested and demonstrated that the figures published in their advertising material were gross understatements.

No doubt in this case the mistake had occurred in some translated material, but this whole business of horse power claims needs careful watching. Racing Motor cyclists who need peak power above everything don't give a damn if their engines only produce one gnat power at under 5,000 revs. so long as they have plenty of urge at 6,000 plus. The poor old clutch slips till it glows and the four speed gearbox plays tunes in

concert with the bellowing of the megaphoned exhaust but the machine gives what is wanted—SPEED. Such a set-up would be worse than useless for normal road purposes, however, and in general I suggest that very high peak revs. power outputs should be regarded with the greatest suspicion by cyclemotorists.

A really useful cyclemotor engine will have a power curve that shows a steep convex line climbing from 500 r.p.m. upwards. What it is showing at 5,000 could hardly matter less.

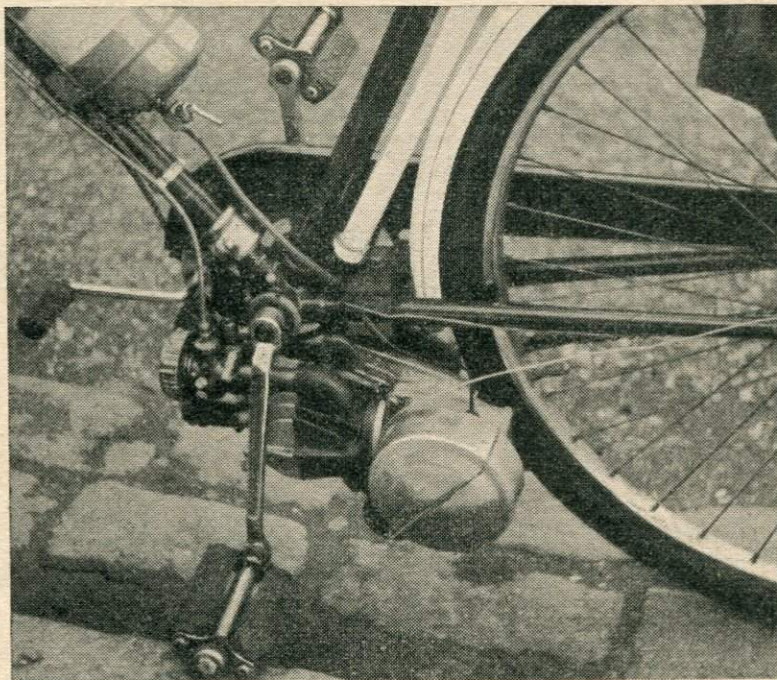
**DONT FORGET  
THE BINDER**

*See page 17*

# ITOM "TOURIST" 48 c.c.

WE REGRET — NOT AT THE SHOW

BUT STILL SECOND TO NONE for all-round Performance and  
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★  
*Bottom-  
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★  
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Start*

★  
*Pedals  
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99% of time*

## TECHNICAL DATA

<b>Engine</b>	: Two-stroke	<b>Consumption</b>	: 200 m.p.g.
<b>Bore/Stroke</b>	: 39mm. x 40mm.	<b>Tank Capacity</b>	: $\frac{1}{2}$ -gallon
<b>Capacity</b>	: 48 c.c.	<b>Speed</b>	: 5 - 35 m.p.h.
<b>B.H.P.</b>	: 1.4 at 3,500 r.p.m.	<b>Weight</b>	: 19lbs. complete with tank
<b>Piston</b>	: Domed crown	<b>Transmission</b>	: Steel roller

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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*

## "Thank you, Sir"

May I offer my very best wishes on *Power and Pedal's* first birthday, and hoping that there will be many more to come. I also hope that it will grow with the years, and I for one would not mind paying sixpence for it. It is an excellent little magazine and fills a real need for the now fast growing legion of motorised cycle-owners.

HENRY WALTON,  
Prestwich.

## Point-less Sparks!

I have much enjoyed your journal especially the reports on the different motors and accessories. Mine is a 28 inch wheeled bicycle and I sometimes find this awkward. For instance, I cannot find a reliable stand for it. Agents are unwilling or unable to get me the *Dunlop Motorette Tyre* in this size. I mean to keep your advert to show them next time I need one. It would be useful if you would always indicate when describing a fitting whether it will fit the larger machine.

I use my machine mostly for short journeys and carry it up several flights of stairs daily. You will understand that I am interested in weight a very great deal. I want a smaller tank for my *Power Pak* with a 9-pint extra one to clip on when I go to the garage for petrol or on tour.

After some recent trouble with dirty points (own fault) I have been wondering if a magneto without

points could not be made. During the war pulsing coils were developed for use in radar. A normal winding was used with a very small core of a new specially "soft" iron. I had experience of one which was most reliable working at 2520 r.p.m. Perhaps it would work off the lighting coil. Perhaps some of your technical readers could tell me what is impracticable about this. A less neglect-conscious magneto would be a great boon.

MALCOLM McARTHUR  
Glasgow

## Roller Drives

Mr. E. A. Bunt's comparison between "the original Mini-Motor model" and a more recent cycle attachment raises several interesting points but is perhaps a little unfair to the pioneering Mini-Motor!

Your correspondent infers that the "orthodox" method of transmission has definite advantages over the earliest Mini-Motor model. Maybe. But has he tried the Sure-grip roller as fitted to the Mini-Motor Mark III, and fitable to all previous Mini-Motors? This roller works well in all weathers, and this simpler form of drive has a lot to commend it.

Mr. Bunt's suggestion that manufacturers should give practical demonstrations of servicing is worth thinking about. Many cycle motorists know little or nothing about engines and have little experience of maintenance and simple adjustment. That is one of the reasons

why Mini-Motor design has been kept as simple and accessible as possible.

G. H. DENTON  
Sales Manager  
*Mini-Motor (Gt. Britain) Ltd.*  
Croydon

## Reserve Tanks

So "Clip On" takes a poor view of the idea of 'adding still further loading to a rear engine cycle' by fitting a discarded *Minimotor* tank as an auxiliary for a *Cyclemaster*. He wants to know what holds the front wheel down!

Whilst we accept no responsibility for mixing the proprietary genders in the way described by Mr. Eric Moreman, we see no reason why the extra weight of an auxiliary petrol tank should disturb the balance of a properly designed machine used with *Cyclemaster*.

We of course, are the only manufacturers producing specially designed machines under authorised agreement with *Cyclemaster* and whilst we have been meticulously copied no one else has yet produced a *Cyclemaster* Pillion model. This *Mercury* "bicycle made for two" carries safely and efficiently two adults and if any one wished to remove the pillion seat in favour of an auxiliary tank, they certainly would **not** find their machine like the bucking broncho "Clip On" apparently envisages.

We have known people do this though, in our opinion it's a pity to spoil a first-class pillion. If any

*Power and Pedal* reader would like our illustrated *Mercury* leaflet we'll mail for the asking.

D. G. ALLEN.

*Home Sales Manager.*

MERCURY INDUSTRIES (B'HAM)  
LTD.

### Stand for Pedal-starting

There seems to be among your readers a general desire for a stand which is different to anything at present obtainable.

My machine is a *Cyclemaster* fitted to a *Raleigh* cycle and I find that I have to travel some distance without lights as my lights don't function until the engine fires.

I have been unable to obtain a stand which lifts the rear wheel off the ground (an inch or so would be ample) and so let me start the engine before I actually got on the road. A two-legged stand fitted near the bottom bracket would suffice. A similar one is at present on the market but this lifts the front wheel clear.

There are probably many with my problem so if any of your readers know of an accessory which would fill the bill perhaps they will let us know. There's a good market here for any manufacturer who will produce such a stand if they are not being made at present.

Sincerely yours

TOM HULME,

Brocton.

### Reserve Tanks

I feel I should defend myself over Mr. Steiner's suggestion that my remarks about French spare tanks being free were inaccurate.

What he says is perfectly true. *Solexine* tins do cost 120 francs and are only sold full of petrol. I did not, however, say that I had a *Solexine* tin.

Mine is a *Mobiloil* can and was definitely presented to me new, empty, and completely free of charge when I purchased the frame.

J. SNOWDON.

Manchester.

### Decoke Mileage

I don't know whether this is a record by any chance but perhaps our readers would be interested. I purchased my *Mini-motor* three years ago this month and I have done 15,000 miles on it without a re-bore. I have had a new piston and one bearing replaced and that is all. I have de-coked the head after 2,000 usually but since using *T.S.L.* oil it is not really necessary to do it as often. I hope to do Ipswich and back on the 16th of this month for the week-end. After the new piston was fitted Min-four stroked a lot and my agent and I just couldn't cure it. At last it was solved. After running about 2 years on a 43 jet I changed to a 42 and that was the answer.

Best of luck to our journal and to all *Cyclemotor* users.

C. J. LAMBERT

*Harrow Weald.*

### Cooking the Coke

Having been one of *Power and Pedal's* ardent readers for the past few months and the owner of a *Cyclemaster* I would firstly like to say how much I appreciate and look forward to the magazine. Secondly, I have just experienced a "spot of bother" which no doubt many other owners of the above motor have done in the past.

I lost power suddenly so that it was more or less non-existent. I thought from previous experience that it required a "decoke"—which I gave it, only to find after a few hours work that it had not improved, so despairingly took it along to the dealer and told him my troubles. He removed the silencer and exhaust and I started the motor and found I had all the power I ever needed (and noise!) My trouble was a blocked silencer. Because of its particular type of construction—it was not possible to remove the blockage in any way. I did the obvious and bought a new

unit—but took home my old one as well, determined to find some means of clearing it.

I resorted to applying heat to it; at first a gas jet which was not sufficient, and then placed it in the fire well banked up with coals and left it for about 30 mins. whilst it got white hot and flames issued forth from each end. When this stopped I let it cool down, then by tapping and shaking it removed all the burnt particles from inside. It now works as good as ever. Should anyone have similar trouble I thoroughly recommend they try the same method. An hour's work at the most saving the replacement of a new silencer unit

J.R.L.

S.W.2.

### Peeved

I have taken *Power and Pedal* since the first issue and I get a little peeved with some of the silly complaints I read. Surely 20.25 m.p.h. is quite fast enough for the ordinary push bike. If some riders want more let them buy a motor cycle; they seem to forget the size of their engine and expect too much from it.

Above all leave the camera "gen" to the mag or journal that deals with it otherwise we may start intruding into the *Feathered World*

D. HAYWARD

S.W.16.

### 3-speed Gear Advantage

I am in entire agreement with W. M. Black (October issue) with regard to a 3-speed gear used in conjunction with a *cyclemotor*. If the old bracket gear or chain wheel gear that used to be fitted to *James* cycles could be revived they would be an asset, as a high gear is splendid for assisting up an incline, but too high if you have to start on a hill. I have been using a *Mini-motor* in conjunction with a *Sturmev-Archer* 3-speed fitted with hub brake for the last 3 years but I am

now considering a *Cyclemaster* or *B.S.A.* winged wheel. I am deterred by the fact that only single speed pedalling gear can be used.

F. DOUGLAS

Stockport

### "Power Pak"

Dear Sir,

Many thanks to your two correspondents, E. J. Beard, and Charles Leney, for their information on frequency of decarbonisation.

With regard to the Power Pak, I find it now boils down to this for best results:—Top decarbonise and clean out the exhaust port every 500 miles. Carry out a full decarbonise, i.e., take the barrel off and remove rings, cleaning out the grooves, every 2000 miles.

Further experience proves to me that the makers' recommendations,

particularly regarding lubricating oil, should always be followed.

I have never had any trouble with the *Power Pak* overheating.

Sinclair Goddard & Co's advice to use commercial petrol to avoid overheating the engine is certainly interesting, and quite surprising.

I still use B.P. Super petrol with continuing satisfaction, but there are even hotter petrols than this—Esso extra, for example—I do not intend to try the latter.

E. C. W. BEALE

Preston

### Rear Springing Wanted

Like many other cyclemotor owners I came across *Power and Pedal* quite by chance, and have been a regular reader since, having obtained all the back numbers; it makes very interesting reading.

I read in your magazine various

Road Tests with spring forks, and wonder whether it has occurred to the manufacturers that it is the back wheel that takes all the bumps, hence broken frames, spokes, etc. Could not some form of springing device be made?

I should like to take this opportunity of congratulating you on such an excellent magazine.

P. C. SCOTT

S.W.16

(There are a number of rear sprung machines on the continent and we know of one importer who is negotiating for the sale of this particularly neat attachment set in this country)

—ED.)

Will Mr. Roland, who recently sent in a request for the *Cucciolo* Test Report, please send his address

—ED.

## THE TELELINK (REG'D) CONVERSION SPRING FORK IS RIGHT IN FRONT

Now Only

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This outstandingly brilliant achievement in spring fork design is rapidly becoming accepted as the ideal form of front fork suspension for cyclemotors. The only British Made fork having the exclusive Andre Neidhart\* rubber damping, giving a delightfully smooth progressive action.

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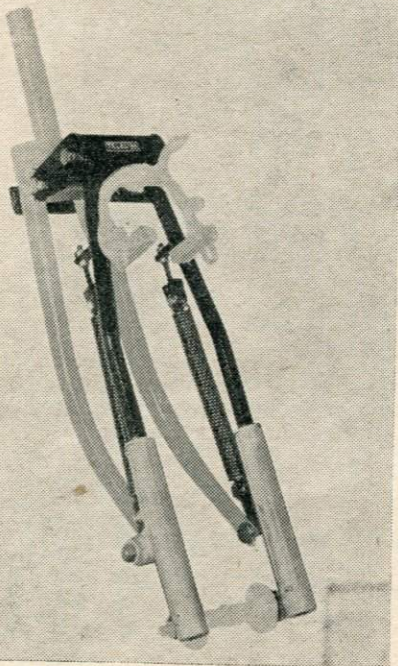
These are the features that put the TELELINK right out in front of all others.

- ★ No structural alterations to fit. Simply bolted on!
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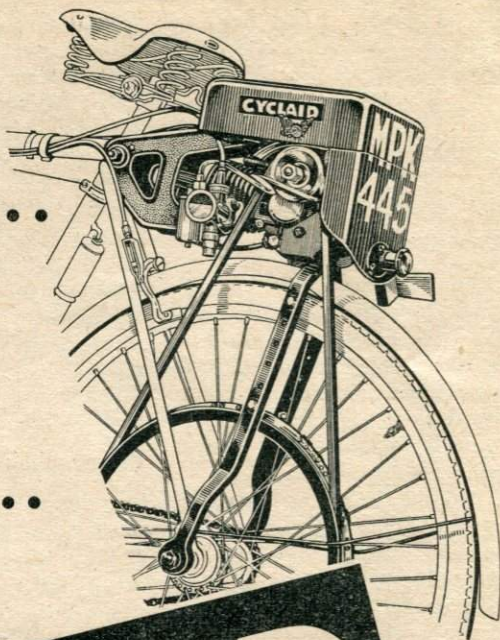
Send for illustrated literature today, describing this wonderful product.

\* British Patent No. 652266. Others pending.

B.S. DEVELOPMENTS, THE GARLAND, FARNBOROUGH ROAD, FARNBOROUGH, HANTS.



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**POWER...**  
**ECONOMY...**  
**RELIABILITY...**



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**CYCLAID**

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The CYCLAID power unit is British designed and built throughout to precision limits.

**SPECIFICATION:-** Motor - Single cylinder, two-stroke. Piston displacement - 31 c.c. Compression ratio - 1:5'6. Cylinder - Aluminium with special cast iron liner. Cylinder head - Aluminium detachable. Ignition - Wipac Series 90 Magneto with lighting coil. Carburettor - Amal. Total reduction ratio - 1:18'5. Power transmission - Belt drive by endless rubber reinforced V belt. Fuel Tank - capacity about 3 pints. Fuel - 1 part oil to 25 parts petrol. Continuous output - 0'7 h.p. at 3,500 r.p.m. Maximum speed - 18-20 m.p.h. Fuel consumption - 250 m.p.g. (approx.). Weight of the total installation - 18/20 lbs. approx. complete with tank and all accessories.

RETAIL PRICE **£24** NO PURCHASE TAX

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STAND No.  
**158**  
 EARLS COURT

# MOTORS AT THE SHOW

## CUCCIOLLO—Stand 124

THE only one of its kind, the four-stroke, Italian made Ducati *Cucciolo*, has an overhead valve engine built in unit with a two-speed gearbox and driving through a five plate clutch. The valves are unusually operated by pull-rods. The bore and stroke are 39 mm. x 40 mm., 48 c.c. and the maker's rating is 1.25 b.h.p. at 5,250 r.p.m.

Mounted in front of the cycle bottom bracket, the unit drives through a normal cycle type chain. Pedalling gear consisting of a large internally toothed gearwheel and a "slip sprocket" which acts as a freewheel drive by the same final chain.

Controls are normal motorcycle type except that the gear changes are effected by positioning the pedals, left forward for low and right forward for high gear, withdrawing and releasing the clutch then makes the actual change. A hand change is available as an optional fitting if preferred.

Petrol capacity is half a gallon carried in a handsome tank fitted on the front down tube of the cycle. The oil, of course, is separately accommodated on a four-stroke engine, in the case of the *Cucciolo* in the sump, from which it is fed by mechanical pump throughout the engine bearings. Ignition is by flywheel magneto which also provides lighting current.

The unit is sold as an attachment for any machine but as a very high performance job it will naturally be at its best in a specially designed machine. The Britax company have designed such a machine (described on another

page) and the stand will be showing these as complete autocycles.

### British Distributors :

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

## CYCLAID—Stand 158

MOST noticeable feature of this unit is the drive by Vee belt to a special rim attached to the spokes of the rear wheel of any standard cycle. It is claimed that this drive is silent, flexible and trouble free as compared with either chains or rollers.

The engine is a two-stroke single and has its cylinder and crankcase in light alloy with a steel liner. The cylinder head is also of light alloy and four long studs hold head, barrel and crankcase together. The bearings are ball mains and roller to the big end and there is a helically cut reducing gear, ratio 3.7 to 1, between the crankshaft and the belt driving pulley. A notable feature is the light weight of the complete unit, under 15 lbs.

Unchanged from last year, the price is £24 complete and the makers are :

British Salmson Cyclaid, Ltd.,  
76 Victoria Street, S.W.1.

## B.S.A. "WINGED WHEEL" Stand 8

SHEWN privately at last year's exhibition and now in production, the centre of attraction on the B.S.A. Stand will be the new 35 c.c. wheel unit.

Sold as a complete wheel, the

neat hub shell contains a 9½ in. internal expanding brake and the enclosed gear transmission, the engine itself lying outside the shell on the nearside of the machine. It is noticeably ready of access for maintenance and adjustment. The petrol tank is separately mounted over the wheel.

The engine has a bore and stroke of 36 mm. x 34 mm. giving a capacity of 35 c.c. The alloy piston is flat headed and the piston cast iron with the cooling fins set longitudinally. Both big end and mainshaft bearings are rollers.

A substantial 3-plate clutch runs in oil and is operated by a conventional lever on the handlebar but also provided with a trigger catch so that it can be set in the "free" position for pedalling, if desired. The freewheel is of the Eadie Coaster type. Ignition and lighting are looked after by the *Wipac* flywheel magneto

The weight of the complete wheel is 30 lbs. and the price £25  
The makers are :

B.S.A. Cycles, Ltd.,  
"Waverley Works",  
Birmingham, 10.

## CYCLEMASTER—Stand 60

MOST widely used of all the famous *Cyclemaster*, of Netherlands origin but made in Britain.

This wheel unit compactly encases engine, clutch, all-chain drive, flywheel magneto with lighting coils, exhaust system and petrol tank in a single unit that can be fitted to any normal cycle. The engine is of a well-known continental design, a three port two-stroke with a rotary valve in the crankcase.

# MOTORS AT THE SHOW

It provides adequate power at reasonable speeds with real economy.

The policy of the Company is to incorporate improvements in design from time to time as they crop up rather than to make changes from year to year. All such improvements are so designed that they can be incorporated in the existing models if the owners desire to keep them up-to-date. The most recent and important change is the new B.E.C. carburettor which incorporates a special easy starting device in place of the old strangler plate. This carburettor is noticeably free from flooding and will run at quite a few degrees from the vertical without bother.

The price of the complete unit with wheel and tyre is unchanged from last year at £27. 10s. 0d.

Makers: Cyclemaster, Ltd.,  
38a St. George's Drive, S.W.1.

## MINIMOTOR—Stand 136

FIRST in the field in the introduction of cyclemotors to the British market in 1948, the *Mini-*

*motor* retains its original basic design with year by year improvements.

This year's Show sees the presentation of the Mark V model which supersedes the Mk III. Mk IV is the 75 c.c. engine which is made for tradesmen's tricycles only. New features of the latest unit are 3-point rubber mounting a front hinged chassis and a new and more attractive tank shape. The tank seam is brazed instead of welded. Most noticeable thing in the New Look effect is the change from the familiar light blue to a handsome polychromatic gold finish.

Although slightly dearer than the currently priced Mk III, the Mk V. remains the lowest priced cyclemotor on the home market at £18. 10s. 0d. The Mk IV Tradesmen's model remains the same in specification and price at £27. 6s.

Makers:—

Minimotor (Great Britain) Ltd.  
Trojan Way, Croydon,  
Surrey.

## POWER PAK—Stand 116

ALL British in concept, design and manufacturer, the *Power Pak* cyclemotor is one of the most popular with its riders everywhere. It has a fine reputation for effortless running and freedom from trouble, a reputation built largely on the very high precision engineering work that goes into the machine.

At Earl's Court last year the "Synchronomatic" drive model was introduced and this remains the top exhibit at this Show too. The 49 c.c. two-stroke engine is mounted inverted over the rear wheel and drives by a special steel roller which remains constantly engaged with the tyre in normal use, thus avoiding wear through scuffings and maintaining a constant and accurately adjustable load. The single-plate friction clutch is operated by the movement of the twist grip on the right handlebar which also controls the throttle. The two cables are set so that the clutch engages as the throttle is opened up and disengages to leave the engine idling when the machine is at a standstill. Easy and pleasant to ride the "Synchronomatic" model will remain a good seller at the same price as last year, 26 guineas.

The original Standard *Power Pak*, in its original form except for minor modifications mainly to give greater flexibility will also be on show and looks like being one of the most popular units on the roads at the very competitive price of 19 guineas. Both these prices include the supply of a new Dunlop *Motorette* tyre with each new engine.

The makers are:

Sinclair Goddard, Ltd.,  
162 Queensway,  
London, W.2.

Continued on page 13



## SPRING FORK

British and Foreign  
Patents applied for

"THE ROAD IS ROUGH,  
THE RIDE IS SMOOTH".

A NEW CONCEPTION IN FRONT FORK DESIGN ENSURING MAXIMUM COMFORT IN RIDING AND ELIMINATING VIBRATIONS, SHOCKS AND STRAIN ON THE MACHINE . . .

- Stress taken direct on compression spring in column tube
- Front Spindle and head positions maintained
- Perfect breaking with caliper, roller lever or hub brakes

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 breaking to be used.

H. C. WEBB & CO., LTD. - WITTON - BIRMINGHAM, 6



PRICE  
75.-

## MOTORS AT THE SHOW

*Continued*

### VINCENT "FIREFLY"—Stand 5

THIS is the latest machine in the British market and has another feature of especial interest. The design was originally worked out by the Miller concern and it is hardly surprising, therefore, that particular attention has been given to the electrical equipment. Mounted directly on the end of the crankshaft is a generator of 15 watt capacity, current from which is adequate for full scale lighting as well as ignition requirements. The ignition coil itself is separately mounted in the base of the petrol tank.

The crankshaft is geared to a roller of large diameter which is itself of interest in being cushion-driven; the rubber material provides a shock-absorbing drive being bonded to the metal tread of the

roller itself. The geared roller with its large contact area, and relatively low speed, is noticeably free from slip even in wet weather.

The *Firefly* is a 48 c.c. job with conventional cast iron cylinder, alloy head, and flat topped piston. It has a cruising speed little short of 30 m.p.h., smooth power output, and lively performance. Its manufacture by the firm famous as the producers of the world's fastest standard motor cycles, is itself a guarantee of quality production.

Makers are: Vincent Engineers, (Stevenage) Ltd., Stevenage, Herts.

### ANOTHER CYCLE

Heard of too late for inclusion in our main report and arriving at Earl's Court only just in time to get on the stand, less price tickets, was the **Elswick-Hopper** motorised cycle model.

It is a conventional looking

machine, with a dropped rear end top tube, alternative stirrup or hub front brake, and available with or without rear wheel. It is a development of the firm's existing "Canadian" model and has been adequately tested in the export market.

## CLUB NEWS

The editor of *Power and Pedal* will be speaking on "Trends of Cyclomotor Design" at the club night meeting of the British Two-Stroke Club on Tuesday, November 24th at "The Star" on the corner of Walworth Road and Deacon Street, near Elephant and Castle Station.

Buses 4, 12, 45, 48 and 196 pass the door. The club room is on the first floor, entrance through the Saloon Bar. *All cyclomotorists will be welcome.*

90,000

owners  
can't be wrong!

Cyclenaster was first marketed at the end of 1950. Since then an average of 600 sales have been made every week in Great Britain alone—and the demand is steadily being maintained. Cyclenaster, the **original engine-in-a-wheel**, has proved itself beyond doubt. It is indeed the 'Magic Wheel'.

What is the secret of this success? No secret at all, really. Just the unbeatable formula of a first-class product backed by a Dealer organisation 1,400 strong.

Cyclenaster can be fitted to any make of bicycle or tandem but additional manufacturing arrangements have been made with Mercury Industries Ltd. for two special bicycle models.

PILLION model for business use and weekend pleasure trips.

ROUNDSMAN—a special strong delivery bicycle for tradesmen. Taking payloads of up to 1 cwt., it offers speedy delivery at lowest possible operating costs.

Coloured leaflets of all models (giving full specification and prices) and a specimen copy of the Cyclenaster Magazine, "The Magic Wheel" will be sent on request.

# Cyclenaster

THE MAGIC WHEEL THAT WINGS YOUR HEEL

CYCLEMASTER LIMITED, (Dept. T.8.),  
38 St. George's Drive — Victoria — London, S.W.1

STAND 60  
EARLS COURT  
Nov. 14-21



# THE CYCLES

**M**ANY of the special bicycles now being produced by various cycle manufacturers have been designed with one particular engine unit in mind, although most can be used with a range of engine makes if desired. This machine, however, was built by the Royal Enfield Company in collaboration with Britax, Ltd., especially for use with the famous *Cucciolo* 2-speed unit.

The heavy duty, all brazed frame has its top tube lined up from the upper lug of the steering head to the rear wheel spindle, actually finishing halfway down the seat tube. It provides a low seating position with adequate saddle clearance. Spring forks are standard R.E. light motorcycle pressed steel girder type with rubber band suspension and control. Brakes are also standard light motor cycle type of 4 in. diameter.

Wheels have 26in. x 1½in. rims, heavy gauge butted spokes and *Dunlop* "Carrier" tyres. A *Lycett* autocycle type saddle is fitted. The built-in lighting set is by *Lucas* for the 6-volt, 15-watt output of the engine generator. Carrier, toolbag, tools and number plates are included in the specification. Price: £17. 17s. 0d., plus P.T. £3. 13s. 0d.

Makers: BRITAX, LTD.,  
115/129 Carlton Vale,  
N.W.6.

## MERCURY—Stand 60

Originally designed as special machines for use with the *Cyclemaster* wheel unit, the MERCURY cycles at Earl's Court will be found on the *Cyclemaster* stand.

The Solo model is a conventional looking cycle in either open or diamond frame pattern of brazed construction. 1½in. wheels are standard and 2in. or 1¾in. tyres may be ordered as required. The price of the cycle less rear wheel is £13. 5s. 9d. including P.T.

Unique is the Pillion model, a specially strengthened machine fitted with a built-on pillion seat and constructed to carry two adults in safety. As with the Solo model, pump, tools, number plates, licence holder, toolbag and tools are included in the price which is £17. 19s. 9d.

The third machine of this make on Stand 60 is the Roundsman, a sturdy front carrier machine designed to transport a payload up to 1 cwt.

This has an enormously strong frame with all lugs cast and tube ends lined. Locking washers are

fitted to all nuts and bolts and 2in. tyres are standard. No P.T. is payable on this class of machine and at £19. 18s. 6d., it is an attractive proposition for the small business man. Sold complete with the *Cyclemaster* wheel and 2in. tyre the price is £47. 5s. 0d.

## NORMAN—Stand 4

This is a model that appeared last year at Earl's Court and attracted favourable comment for its neat appearance and excellent finish. It is a conventional cycle except the rear end of the top tube on the gent's model has been dropped a couple of inches to give a frame height of 19in.

The 26in. x 1½in. wheels with 1¾in. tyres are standard, brakes are roller lever stirrup type. Mudguards are wide and domed and a top run chain guard is fitted. This machine can be supplied less rear wheel for hub unit motors if desired. The price as a complete machine including P.T. is £15. 12s. 0d.

Makers: NORMAN CYCLES, LTD.,  
Beaver Road, Ashford, Kent.

## PHILLIPS—Stand 33

Again of normal cycle appearance except for the girder strengthened front forks, the *Phillips* range of machines for use with motors comprises two open and two diamond frame models, the latter having the dropped rear end top tube to lower saddle position. The difference between the pairs is that the P35 models have roller lever brakes while the P36 has *Crabbe* hub brakes controlled by rod and roller or cable to choice.

Prices, including P.T. are:  
£15. 19s. 0d. and £17. 14s. 3d.

# AT THE SHOW

respectively but any machine can be supplied less rear wheel with an appropriate reduction in cost, if desired.

Makers: PHILLIPS CYCLES, LTD.,  
Smethwick, Birmingham 40

## SUN "MOTORETTE"—Stand 31

This new bicycle has been produced specially to accommodate the Vincent "firefly" engine but is obviously equally suitable for any under-the-bracket motor. It has a well-designed open frame using 18 gauge tubing with half-inch stays extending from the seat tube back to the rear hub forming a straight line with the top tube from the steering head.

A wide bottom bracket and

crank spindle give the extra clearance required for the engine without special cranks and the rearward opening, forged steel fork ends permit the wheel to be withdrawn without moving the engine.

Both wheels have 26in. x 1½in. *Dunlop* "Motorette" tyres and the rear wheel is built with 12 gauge spokes. The front brake is internal expanding and the rear a *Perry Coaster*. Specially designed, high-level handlebars and a *Wright* Autocycle saddle complete a very attractive specification.

The price, including P.T., is £18. 17s. 3d.

Makers: SUN CYCLE AND FITTINGS Co., LTD.,  
Aston Brook Street,  
Birmingham, 6.

## TRIUMPH—Stand 16

Latest to be announced in this special field is the *Triumph Tri-master*, another conventional type machine with dropped top tube on the Gents models. 20 in. frames are standard and the machine can be supplied fully equipped with or without rear wheel and brake. The front brake is of the roller lever type and the saddle a *Wright* S65-3.

The new *Triumph* retails at £15. 7s. 10d. or £12. 11s. 6d. if supplied less rear wheel and brake.

Makers: ASSOCIATED CYCLE MANUFACTURERS OF COVENTRY LTD.



**SAVE** FARES · TIME · EFFORT  
and increase the pleasure of cycling

simply fix the new

VINCENT  
**Firefly**  
ALL-WEATHER  
CYCLE MOTOR

Please forward folder describing the new Vincent FIREFLY All-Weather Cycle Motor.

Name.....

Address.....

PLEASE USE CAPITALS

MC.109

VINCENT ENGINEERS (STEVENAGE) LTD.  
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Makers of the Vincent 'Black Shadow'

— the World's Fastest and Finest Standard Motorcycle —

**SEE** the best cyclemotors at **THE SHOW**  
**BUY** the best cyclemotors at **R. DAVIS & CO.**  
the appointed agents who are always at your service for  
**CYCLEMASTER, TEAGLE, VINCENT FIREFLY, POWER**  
**PAK, MINIMOTOR, 100% SPARES STOCKIST**

Make a note of the name and address for future reference and satisfaction.

**R. DAVIS & Co.** (Motor Cycle & Cycle Agents)

33 NORWOOD HIGH STREET, WEST NORWOOD, LONDON S.E.7  
Telephone: GIP 2887 Open daily 8.30 a.m. to 7.0 p.m.

# 1953-SHOW REPORT

THE SHOW is on and the crowds are there, already confounding the experts by packing most interestedly around some exhibits and leaving others that the bright boys thought would be highlights, out in the cold.

The *Power Pak* stand, with Peter Lee Warner handing out leaflets about his round-the-world trip, and a practical demonstration of the hand building of the famous engine is a great attraction, as we predict, will be their new Standard engine at the most attractive price of 19 guineas including a new *Motorette* tyre and a twist-grip control thrown in.

Britax have the *Cucciolo* on show in their new Enfield built cycle, a real autocycle that is a pleasure to handle (see our Road Test Report next month—ED) but we thought some of the admirers looked a little wistful about the price. Luxury is for the few.

The *Minimotor* wears a golden coat and looks sleek with a new smooth-finished, brazed construction tank. It is still lowest priced in the Show at £18. 10s. 0d.

Light in weight, precision made and sturdily unconventional about its belt drive transmission, the *Cyclaid* notably attracted the more serious minded and knowledgeable; quite an interesting point this. We thought the *B.S.A.* wheels, earning favourable comment for neatness, looked a little lost at either end of the huge stand of the cycle company.

*Cyclmasters* look cleaner than ever and we like the way the new *B.E.C.* carburettor tucks itself out of the way. There are enough exhibits on this stand to make it a show in itself but they all had their viewers and the popularity of the famous wheel unit seems as high as ever.

The extremes of the super fast Vincent 1000 c.c. motor cycles and

the neat and pretty *Firefly* cycle-motor on the same stand seemed to interest the same people to a large extent. Do the "Black Shadow" boys use cyclemotors as tenders?

It is difficult to detect anything that might be called a "trend" in the machines on view and it seems that the cycle-motor industry is still too new to have settled down in

opment of the cyclemotor at all, and the peculiar anomaly of the comprehensively designed machine being discriminated against by Purchase Tax has at once hindered technical development in complete machines yet provided an opportunity for cycle manufacturers to produce cycles that are specially designed for their job without involv-

## THE "NEW LOOK" FOR 1954



This new Sun "Motorette" Cycle and Britain's latest cyclemotor, the Vincent "Firefly", typify the present development of machines in Britain.

terms of design. Two hub units, three over-rear-wheel units and a couple of bracket fixings do not give any clues as to probable future development. We anticipate that there are more new designs and changes to come within the next couple of years.

### The Cycles

The conservative approach of the Trade in this country to the devel-

ing themselves in the manufacture and marketing of engine units.

Some of these are very modest variations of the normal "roadster" cycle, being in effect stronger and heavier versions of standard types. Prejudice against the open frame as being feminine has kept the crossbar in being although this is a discomfort when wearing a top coat or rainproof and has no value whatsoever. The practice of kink-

ing this top tube at the rear end to obtain the low saddle position desirable with motor assistance does serve that purpose but makes the bar more of a nuisance than ever.

The newer "designed-for-the-job" cycles follow the quondam racing motor cycle practice of having the "strong line" straight from the steering head to the rear hub giving strength and rigidity where it is most needed. Spring forks are coming in for all the faster machines and hub brakes, encouraged by Authority, seem to have been accepted by the Trade on the more expensive products, although by no means proved to all riders. Properly fitted fuel tanks are a good feature of this type of machine, especially if these are large enough to carry a reserve and thus dispense with the need for an auxiliary tank. Large, soft-topped saddles are good for both comfort and safety and the production by leading specialist companies of proper lighting sets for use with motors providing their own current spells added safety as well as freedom from that most irritating of breakdowns, lamp failure at night.

### Two Others

Although not in the cyclemotor field we note two other vehicle exhibits that attracted huge crowds of the kind of people who are potentially, at least, in the cyclemotor class of user. These were the *Oscar* scooter, a beautifully styled and built two-seater of very practical design and using modern ideas and materials; and the *Cyc-Auto* 98 c.c. two-speed ultra lightweight motor cycle with full springing fore and aft and shaft drive. These vehicles, in their different ways, are the shape of

## The Binder is Here

AND we don't mean Clip-On. We mean that self binding cover to keep all the copies of *Power and Pedal* neat, tidy and safe, that so many readers have been clamouring for during the past months.

The new binding case will be in green fibre with the title *Power and Pedal* inlaid on the spine. It will hold twenty-four copies (two volumes), each separately located on wire, unmarked, undamaged, and removable if required at any time. When partially filled the copies are held firmly in place and cannot flop about or fall out.

Through the generosity of a reader who has prepared a complete index to Volume I, we shall be able to supply the binding cases complete with instructions for handling, and a printed index. In order to keep the price as low as possible we are supplying direct. The cases will cost 5/9 each with postage and packing an extra 8d.

The binders will be available before Christmas and orders with cheques or Postal orders made out to *Power and Pedal* will be accepted from now and dealt with in rotation. The initial supply is limited—**ORDER NOW!**

**If you are meeting POWER & PEDAL for the first time, you will probably want to become a regular reader.**

**Please place a standing order with your Newsagent.**

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**H. MARSHALL & SON LTD.**

**Temple House, Tallis Street  
London, E.C.4**

Telephone: CENTRAL 1533

things to come and should be closely studied by all students of design. They will attract people who want two-wheelers for use and not just as hobbies, and the standards of comfort, enclosure and reliability they set should be the standards of all who aim to serve the market of practical users. 50 c.c., shaft drive and weather shields—Is that the cyclemotor of to-morrow? It could be.

### Accessories

We particularly liked the tie-up of *Cyclo* gears and the coaster hub, the neat sleeved cape for cyclemotorists with crossbar machines in ribbed black plastic on the *Kerry* stand, the fine range of saddles produced for use with power or pedal by several makers and *Avon's* new "Powermaster" tyre for roller drives. With tyres *Dunlop* have the show of the Show but not on their own stand—it is on the *Power Pak* stand in the form of the pair of tyres that went round the world without even a puncture and still have some tread left—super performance.

*Miller's* T.M.6. lamp set for powered cycles is the best looking thing on their very tastefully arranged stand and *Britax* seem out to show that they can equip a cyclemotor with everything whether it has a *Cucci* engine or not. *Wico-Pacy* is holding unexpectedly large crowds and we think that 3/6d plugs are to the liking of our riders.

### Not Bad?

Altogether the 1953 Show is not at all bad from our point of view. There is nothing startling but there is abundant evidence that was completely lacking last year that a number of manufacturers in a variety of fields in the industry have now noticed the advent of the cyclemotor and are preparing to do something about it.

# THE ACCESSORIES

## Amal Ltd.—Stand 117

Most of the carburettors on the cyclemotors we are riding are of this make. A range is shewn on the stand with control cables and other accessories.

## Avon India Rubber Co., Ltd.—Stand 97

In addition to the *Powermaster* shewn last year, a new cyclemotor tyre is now available specially made for roller drive engines. The tread design is of particular interest.

## Babour and Sons—Stand 112

A special riding suit designed with the needs of the cyclemotor in mind is to be seen for the first time at the Show. It is made of oiled Nylon.

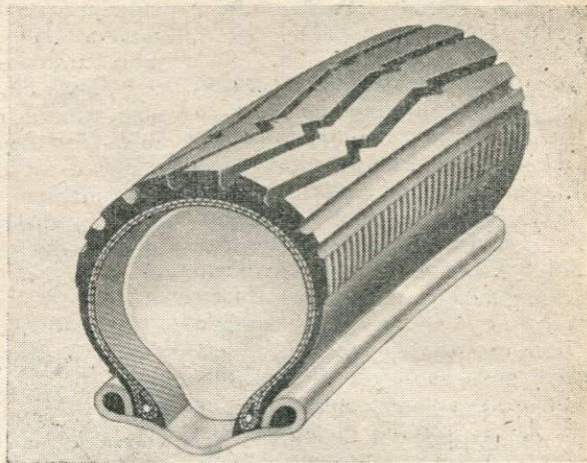
## Bowden (Engineers) Ltd.—Stand 120

World famous for control cables, this firm will also be shewing a range of control levers and twist-grips as well as carburettors.

## Britax (London) Ltd.—Stand 124

As well as the *Cucciolo* engine and the Britax-Enfield cycle this

*The New  
Avon  
"Powermaster"  
for roller  
drive  
machines*



firm will be shewing a range of useful accessories.

Of special interest are the twist-grip dipper switch, a combined stop-tail lamp and prismatic reflector in ruby polystyrene, a sports cycle windscreen and a windscreen deflector.

The M34B Pannier set in P.V.C. is the answer to most touring problems for years to come at 32/- including P.T.

## British Hub Company, Ltd.—Stand 42

Hubs, brake hubs and internal expanding brakes will be of special interest to cyclemotors on this stand.

## Cyclo Gear Co., Ltd.—Stand 74

The introduction of multi-speed pedal gears for use with cyclemotors will fill a demand already voiced in our pages. Note also the Cyclo-Perry Coaster Derailleur adaptation—there is a future in this.

## Dunlop Rubber Co., Ltd.—Stand 106

Already the most famous tyre in the cyclemotor world, the *Motor-ette* will be seen with a range of other tyres-for-the-job. Also a display of saddles and accessories of more than general interest.

## Fibrax, Ltd—Stand 61.

Stirrup, calliper or internal expanding, your brakes can use "Fibrax" shoes and linings. The linings are shewn as sold in sets with rivets all ready for fitting.

*continued on page 20*

## They lasted round the world!

★ 13,000 ROAD MILES ★

# VITALITY BULBS

ON PETER LEE WARNER'S POWER PAK



Congratulations to Peter Lee Warner on his remarkable achievement. Remarkable proof of the superior quality of Vitality Bulbs. Riding night and day the same Vitality bulbs lasted from start to finish of the seven months continuous ride.

*Next time you ask your dealer for bulbs—ask for VITALITY—the bulbs that are made to last longer*



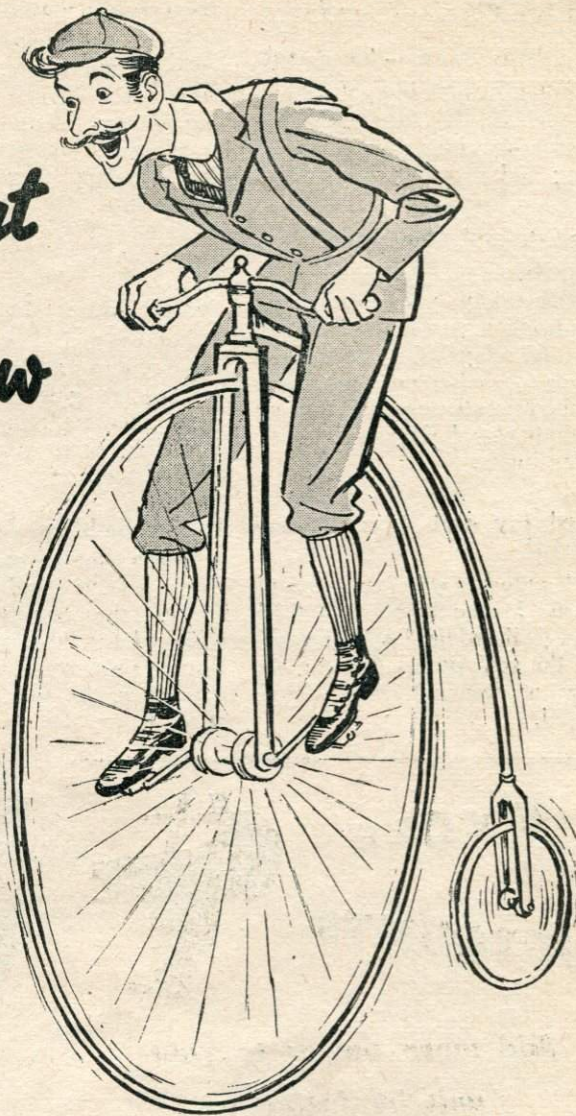
**VITALITY BULBS LTD.** NEVILLE PLACE  
LONDON, N.22

*'I'm going flat out  
to see all that's new  
on the*

# **PERRY Stand**

# **129'**

**CYCLE SHOW  
EARLS COURT  
NOVEMBER 14-21**



Welcome to the Perry Inn! Come inside and see for yourself the new range of Perry cycle chains and accessories, also the ever-popular Perry coaster hub—a best-seller all over the world. See also the new Perry '53' motor cycle chain which is playing such a vital part in the Norton's successes. Then you too will be convinced that the only chain for *your* machine, new or old is a Perry—you can rely on it!



PERRY CHAIN COMPANY, LTD., TYSELEY · BIRMINGHAM



**ACCESSORIES—Continued****James Grose Ltd.—Stand 148**

One of London's biggest accessories stockists, this firm are showing also a comprehensive range of clothing and camping equipment.

**Hepworth and Grandage, Ltd.—Stand 78.**

Makers of high grade pistons and rings for all makes of cyclemotor. The full range of "Hepolite" products can be seen on this stand. Special interest features are Vacrom chromium plated rings and Vacrit cylinder liners.

**Edward Joy and Sons, Ltd.—Stand 161**

Cyclemotorists with interests and problems in the lubrication field will be gladly advised at this stand where the well-known *Filtrate* oils for two-strokes are shown—and discussed.

**Kerry's (Gt. Britain) Lt.—Std. 123**

In addition to a wide range of cycle components, spares and accessories, Kerry's will be featuring a range of clothing made for their market by the famous firm of *Belstaff*, including the *Letitrane* suede-lined suit which they consider specially suitable for cycle-motoring.

**Joseph Lucas, Ltd.—Stand 125**

Lamps and Lucas have been synonymous words for the cyclists of several generations. A very comprehensive range is displayed including three sets specially for cyclemotors.

**Lycett Saddles, Ltd.—Stand 70**

Saddles for all two wheelers are shown on this stand and, especially for us, the new S185, a multi-sprunged mattress type in a girder frame supported on large coil springs at the rear. It is priced at 23/6.

**Michelin Tyre Co., Ltd.—Stand 107**

A range of cycle tyres including two new sports types and the cyclemotorists model "Y", the tyre specially made for use with carborundum roller drive.

**Midland Gear Case Co., Ltd.—Stand 3.**

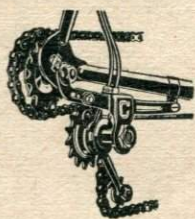
Many accessories including cycle stands and pannier sets, especially sets for front end carrying of luggage for use with rear engined machines.

**H. Miller and Co., Ltd.—Stand 119**

Cycle and motor cycle lighting and ignition equipment including the 6 T.H., a special set for cyclemotors, at a very modest price for high quality and well thought out design. This is the company that designed the clever and efficient coil ignition system featured in the

*Continued on page 21*

# CYCLE MOTORISTS



Add more power to your  
unit by fitting a

## TWO-SPEED CYCLO GEAR

For Hill Climbing and easy Starting  
there's nothing better.

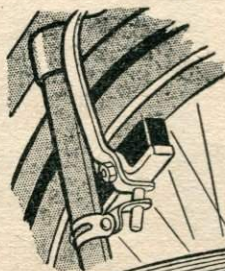
*Readily Adaptable to your machine*

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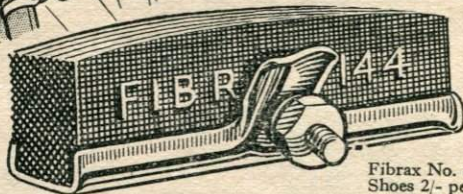
*The Derailleur Specialist*

**ASTON :: BIRMINGHAM, 6**



# CYCLE- MOTORISTS!

*This is Your*  
**BRAKE BLOCK**



Fibrax No. 144 in  
Shoes 2/- per pair

The extra power your motor gives calls for the special braking you get in the FIBRAX 144 Brake Block. Extra size, sturdy and efficient, it *stops* — smoothly yet firmly. Standard on G.P.O. cycles and for most tricycles — 11d. a pair. Fits any normal 'shoe'.

Ask your dealer to show you Fibrax 144  
—and be safe

# Fibrax

**BRAKE BLOCKS**

**MOTOR CYCLE  
& CYCLE SHOW**

see us on

**STAND 61**



# Singing in the Rain

... and why not? He's dry, warm and comfortable wearing the Kerry "Letitrane" suit, specially designed for the users of motorised cycles. Made of heavy quality, fully waterproofed material in an olive shade, the jacket has a covered zip front, with two large pleated pockets, shoulder straps, close fitted cuffs and has a sueded lining throughout. Sizes: 36 in.-42 in. chest. The trousers are of matching material with fitted belt and strap ankles. Available in all sizes from 34 in. to 40 in. waist.

Look out for the new Jeep jacket, D.B. belted style with luxurious fur collar, large pockets, union wool lined. Material as "Letitrane" suit, and jacket matches in colour and texture, the trousers described above.

Price - Jacket only: £4. 15. 0. all sizes

\* Jacket & Trousers are also obtainable separately  
\* Two piece suit  
Price £5. 5. 0 inc. P.T.

**ASK YOUR LOCAL DEALER  
FOR DETAILS**



**'LETITRANE'  
WATERPROOF SUIT**

WARTON ROAD . STRATFORD . LONDON E.15



## ACCESSORIES—Continued

**Vincent Firefly.** We can expect a special interest in cyclemotorists' requirements.

### Perry Chain Co., Ltd.—Stand 129

Chains of all sorts for all machines, but more especially of interest to us is the display of Perry Coaster Hubs, super efficient back pedalling brakes, also with Cyclo gears.

### Shuresta Company—Stand 140

Best known of cycle stands in Britain in a range of types for various uses.

### S. Smith and Sons (England) Ltd—Stand 53.

If it measures anything and it is mobile the probability is that Smith's made it. Cycle speedometers in particular are in our sphere.

### Speedwell Gearcase Co., Ltd.—Stand 79

Mud and chainguards with fittings and, new this year, a range of fuel tanks and Silencers for cycle-motors. Technical staff are on the stand to discuss any problems in this direction.

### Herbert Terry and Sons, Ltd.—Stand 73

Famous for anything with springs and first to popularise the "soft top" saddle, Terry's also specialise in clips to fix almost anything to almost any cycle.

### H. C. Webb and Co., Ltd.—Stand 122

Cycle brakes and pedals among other accessories but mainly the spring fork seen last year with the spring enclosed in the steering column, and a new one of the pressed steel girder type also, for cyclemotors and/or autocycles.

### Winsmith (Finchley) Ltd.—Stand 155

This firm have taken over production of the well-known Cyc-Auto, Scott-engined autocycles and are also shewing the first really up-to-date ultra lightweight motorcycle made in Britain, with the same Scott 98 c.c. engine and shaft drive.

### Wright Saddle Co., Ltd.—Stand 146

Best known of all auto-cycle saddles made as such for years and much favoured by the knowledgeable.

### Wico-Pacy Sales Corporation Ltd.—Stand 109.

The "Bantamag" featured on most British cyclemotors, low priced sparking plugs, terminals and suppressors, as well as the lightweight battery type electric horn set.

## Cucciolo Speed Trial

A REALLY tough endurance test was carried out by Britax, Ltd. on the weekend 9th—11th October at Thrupton Aerodrome, in the words of the sponsors, "To prove the high standard of reliability and performance of the 48 c.c. Ducati Cucciolo and test out the basic design of the BRITAX cycle."

Despite early ignition troubles wasting much time and later fog and water cutting down the practicable riding time, a total of 1315 miles was covered in 31 hours, 54 minutes 9 seconds, giving an *average* of 41.1 m.p.h. Top speeds in the region of 56 m.p.h. were obtained at various times.

The machine was still running perfectly at the end of the test and the BRITAX cycle was quite unaffected by its terrific hammering. Congratulations both.



Hardly a motor-assisted cycle. The "Cucciolo" at around 50 m.p.h. at Thrupton.

**1315.2 MILES IN  
31 HOURS 54 MINS.**

ON A

**Britax CYCLE**

Powered by a



**CYCLE MOTOR**

This machine was still performing perfectly when track requirements brought this stringent endurance test to a close. Here is still further proof of the efficiency, dependability and economy which make the Britax Cycle and Ducati Cucciolo engine the ideal combination for the cycle motorist.

**TWO STROKE ?**

That's where we come in !

says Fluid Phil

Colloidal Two Stroke Super Filtrate is your own particular oil, designed to suit all Two-Stroke Motor Cycles of approximately 100 c.c. and over. This oil which contains Acheson Colloidal Graphite is blended in such a way that it is the finest Engine Oil, Upper Cylinder Lubricant and Running-in Compound, combined, that you could wish for in your Two-Stroke Engine.

Obtainable through Halfords and leading Motor Cycle Dealers. In case of difficulty write to us giving name of your usual supplier.

Send for this FREE BOOKLET TODAY !

Welcome to STAND  
No. 161 at the  
Motor Cycle Show



'Phil' up with **TWO-STROKE  
FILTRATE**

REGD



When you  
re-condition your  
engine... 'fit



pistons for all types  
of Cyclemotors

PRICES FOR PISTONS Complete with Rings and Pins		
Bantomoto	Ref. 11196.	16/-
Berini	Ref. 11203.	14/-
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Mini-motor 75c.c.	Ref. 11169.	17/-
Mosquito	Ref. 11163.	22/9
Power-Pak	Ref. 11205.	16/6
V.A.P.	Ref. 11415.	16/6
Velo-Solex	Ref. 10993.	16/6
Waldorp	Ref. 11163.	22/9

# Not at the Show

**A** PART from the seven makes of cyclemotor shown at Earl's Court there are quite a few names, mostly already known to the market but for various reasons, not to be seen on the Stands.

In view of the constant and not unreasonable demand for a British built two-stroke with a two-speed gear there is quite an interested public awaiting news of the *Bantamoto*, a rear hub mounted unit of 40 c.c. The latest news of this unit is that it is not to be expected on the market immediately but a new gearbox has been designed for it and is now being tested.

The Italian machine with a super performance is the *Itom*, a 48 c.c. under-the-bracket, roller drive job. As our road test report on this engine indicated, its power output is quite out of the usual run for hill-climbing, acceleration and sheer

speed, while a further very real attraction is the foot-operated engaging gear which is the easiest control system we have yet struck. For the man who wants to go real distances with power in hand this is an excellent proposition.

Although fairly new even on the continent and hardly seen here, the *Mobylette* autocycle has sold in tremendous numbers and is firmly established in many countries as a first class, modestly priced machine with a useful performance and unflinching reliability.

It has an open frame with the engine mounted in front of the bottom bracket and the unusual feature of an endless "V" belt primary drive which is silent, shock absorbing and requires no maintenance. Two chains, one on either side of the rear wheel, provide separate drives for the power

and the pedals. 2in. tyres are standard. Two models are available in Britain, the Standard at £41. 10s. 0d. plus £8. 6s. 0d. P.T. and the De Luxe, which has a hub type rear brake and an automatic clutch in the flywheel, at £45. 10s. plus P.T. £9. 2s.

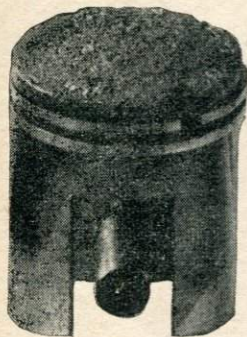
*Mocyc* is the name of a 49 c.c. front driver made by the Cairns' Cycle Co., of Todmorden, Lancs. This firm also produces a range of cycles one of which with the engine is priced at under £30 as a complete motorised cycle. We have no news of any changes in this unit for 1954.

A very neat and compact Italian engine with a high performance is the *Mosquito*, a 38 c.c. under-the-bracket unit with a geared roller which also contains the magneto. It is marketed here by Mosquito Motors, Ltd., of Liverpool.

Another newcomer that has yet to be seen on the roads is the *Teagle*, an engine of many unusual features. It is a 49 c.c. over-the-rear-wheel, steel roller drive unit, blower cooled by vanes and cowling. The cylinder and crankcase are a single casting with a steel liner in the bore and a notable feature is the very light overall weight. W. T. Teagle (Machinery) Ltd. of Truro, the makers, are large scale manufacturers of light agricultural equipment and this engine has already been tested in arduous use in that field. Proper Works servicing is an important part of the plan for the marketing of this engine. It is expected next Spring.

The original and still the surest motor-assisted cycle in complete form is the *Velosolex*. It is a 49 c.c. front wheel friction driver with its power low down in the rev. range and is notable for good pulling, a modest maximum speed, super silenced and long life. It is probably the safest and simplest form of powered personal transport in the world, and is sold with complete built-in equipment at £32 plus P.T. at £6. 13s. 4d.

## T.S.L. A SUPERIOR OIL FOR TWO-STROKE ENGINES



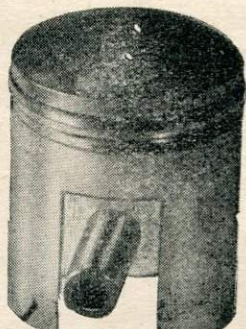
After 2000 Miles using an approved Branded Lubricant

**T**o prevent bearing corrosion, carbon deposits, engine friction and wear

**S**aves 10% more petrol than other lubricants

**L**ively starting and continuous full-power development

### NO PREMIXING



After 2500 Miles using "T.S.L."

¼ pint "wallets" ..	1/2	1 quart tins ..	6/3
½ pint tins .. ..	2/3	1 gallon tins ..	17/6
1 pint tins .. ..	3/6	5 gallon drums ..	75/-

**SLIP PRODUCTS & ENGINEERING CO., LTD.**

34 GREAT ST. HELENS, E.C.3

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**LOOK**— During the first year of the life of *Power and Pedal* no other cycle with a "clip-on" engine has surpassed the: **HOLT - PHILLIPS - CUCCIOLO, EARLS COURT 1953 MODEL**, to this day. For 1954 we offer the public a greatly improved cycle Guaranteed for use with a choice of engines:

**CUCCIOLO, FIREFLY, B.S.A., CYCLEMASTER, POWER PAK, ITOM, MINI, at keen competitive prices for cash or on H.P. terms.**

On reserve: **LOHMANN and T.I. POWER WHEEL**

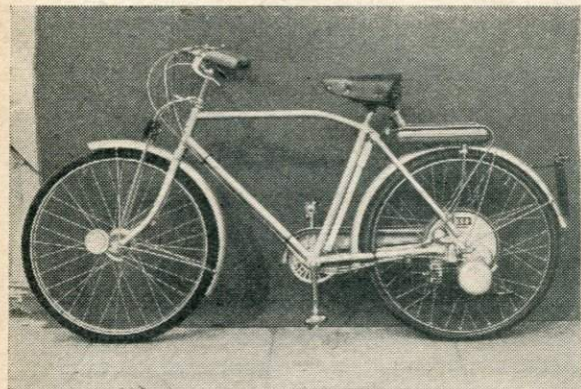
*Cycle designed for maximum safety and comfort.*

*All engines illustrated have Mag or coil ignition.*



With **CUCCIOLO** (left) 48c.c. 4 stroke O.H.V.  
Weight: 17½ lbs. Petrol: 300 m.p.g. Speed: Up to 40 m.p.h. Drive: Single chain (outside). Selected 2 speed gear. Price: Engine £40/0/0. Complete as illustrated \$ 59/10/0. (includes purchase tax).

With **FIREFLY** (below) 48c.c. 2 stroke  
Weight: 24 lbs. Petrol: 180 m.p.g. Speed: Up to 30 m.p.h. Drive: 82mm. pulley. Price: Engine £25 Complete as illustrated £44/10/0. (includes purchase tax)



With **B.S.A.** (left) 35c.c. B.S.A. 2 stroke.  
Weight: Tyred Wheel 27 lbs. Petrol: 200 m.p.g. Speed: around 30 m.p.h. Drive: Internal hub gear and outside chain. Brake: Internal hub 9½ in. diameter. Price: Wheel with tyre £25. Complete as illustrated, £40/5/0 (includes purchase tax).

#### CYCLE: (Guaranteed)

in 18in. or 20in. size frames as illustrated, finished in either silver or black and lined, with Webb spring forks, girder or plain type as required, largest width mudguards and autocycle saddle. Tyres 26in. by 2in. by 1½in. or 26in by 1½in., Hub-brake wheels on all models. Carrier, stand, speedometer, horn and panniers extra as desired. HOLT cycles from £14 0 0 including Purchase Tax. ENGINE selected by YOU at manufacturers fixed lowest price. A complete cycle with engine attached can be executed by us to your specification in a reasonable time — Your enquiries invited now for 1954.

*A few "CLIP-ON" engines we promoted 50 years ago:*

- French "Werner" 1902, set on handle bars.*
- Belgian "Minerva" 1902, at Bottom bracket.*
- Dutch "F.N." 1902, at Bottom bracket,*
- Swiss "Motosache" 1904, under tank Enfield.*
- British "Ormond" set under saddle, 1903.*
- British "Singer" Mag Power Wheel 1898.*
- British "Wall" Auto-Wheel 1905.*

**H. HOLT & CO., 399/401 Ilford Lane, Ilford, Essex.**

**Tel. IIF. 3135**

*(Est. 52 yrs in the Cycle & Motor Cycle Trades)*

## Reviews

### ROAD SAFETY MANUAL

THAT august body, The Royal Society for the Prevention of Accidents, has a weakness for big names and a tendency to start all its building from the top downwards, but there is no denying the value of its work and in the field of Road Safety particularly the Society has produced much good propaganda.

True it will take much more than this materially to affect the road accident figures but all the same we do seriously commend their latest production, a driving manual entitled "Turn to Better Driving".

The manual contains ALL the lessons that would normally be given by an instructor in the Highway Code plus many hints and tips of value to all types of road users, a table of Road Signs and a

servicing log for maintenance records. As with all such publications it tends to go so far that the motor vehicle assumes the terrifying potentialities of an atom bomb towards our civilisation, but no-one, not even a really experienced driver could read it without admitting he had been reminded of something he ought to be more careful about.

For the new driver the manual should be of value in facing the driving test. It costs 6d. per copy (plus 3d. postage) direct from the Society's offices at:

Terminal House,  
52, Grosvenor Gardens,  
London, S.W.1.

### "THE MAGIC WHEEL"

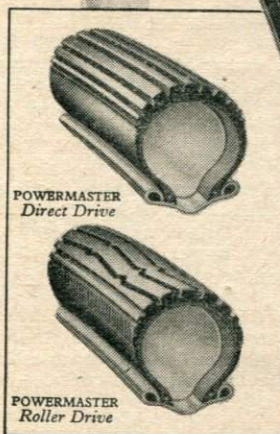
THE business of manufacturing cyclemotors is hardly big enough in this country yet for "House" magazines to have become common but one firm, Cycle-

master, Ltd., have their own paper, a Quarterly appropriately called *The Magic Wheel*, number 3 of which is now in the market.

It is a nicely turned out job, with plenty of pictures from all over the world, various news items, features and some correspondence from users. But we particularly liked the leading article on "Not to Hurry", a line affirming the faith of the Company in their product in its rightful place as a first class motor assisted cycle unit, and a really excellent feature on the modifications made in the wheel since the production of the first unit to the present model.

Given in detail with all relevant part numbers and current prices, the material is doubly valuable because of the candid commentary given with the description of each variant in design, saying what the private owner can expect to do for himself and whether the change is worth his while from the point

For greater



strength - maximum flexibility  
and longer life - on every type  
of motorised cycle

Enjoy the safety and comfort of the Avon 'Powermaster' whether yours is a direct or roller drive motor. 'Powermaster' is made in alternative tread patterns to give the utmost traction and longest life on any type of motorised cycle. It is an oversize tyre which has great strength and flexibility yet offers no increase in rolling resistance or drag.

Direct drive 26" x 1 1/4" for 1 1/2" 16/6. 26" x 2" for 1 3/4" 21/2.

Roller drive 26" x 1 3/8" 15/-.

Tube (with Schrader valve. Recommended pressure 35 lbs.) 5/8.

Fit the

# AVON

Stand  
97

Cycle & Motor  
Cycle Show  
Earls Court

## POWERMASTER

## REVIEWS

view of cost and efficiency. We like honest journalism and this is it.

*The Magic Wheel* is obtainable by subscription of 2/6 per year, post free, from Cyclemaster Ltd., 38a St. George's Drive, London, S.W.1., and we think it will be of interest and value to all *Cyclemaster* users and perhaps to riders of other machines as well.

## DUNLOP FILMS

TWO colour films are being shewn to the visiting public at Earl's Court, sponsored by the Dunlop Company.

One is for club cyclists mainly and is entitled "Awheel in Britain". It covers the 1600 miles *Tour of Britain* day by day and includes

some very fine scenic shots attractively rendered in *Kodachrome*. The whole film runs for 28 minutes.

The other picture, "Kick Start", which runs for 35 minutes, gives a very nice selection of shots of various kinds of motor cycling activity from this year's A.C.U. Jubilee Rally, through a hill climb event in Jersey over to Sweden for the Moto Cross des Nations rough-riding championship and winding up with a really exciting series of the Ulster Grand Prix.

For some obscure reason the sponsors have to charge an admission fee of one penny to square the Excise authorities and these penny tickets are obtainable from a kiosk in the Main Hall just inside the Brompton Road entrance, but NOT from the Dunlop Stand.

After the Show the films will be available for clubs and similar groups throughout the country.

# Flashes

## PROGRESS OF R.A.C.—A.C.U. TRAINING SCHEME

The response to an appeal for instructors for an experimental R.A.C.-A.C.U. Training Scheme at the Crystal Palace, has been excellent.

The syllabus includes twelve practical and twelve theoretical lessons for a total cost of 36/-, and light-weight motor cycles are provided. Those interested should get in touch with the R.A.C. Training Organiser, Mr. H. E. Kite, 50A Kneller Road, Brockley, S.E.4.

## BICYCLES IN THE ARMY

The War Office have confirmed that, subject to certain conditions in regard to the total weight of baggage, a Serviceman can take his bicycle with him, at the public expense, both on moves in the United Kingdom and Overseas, in which latter case, the bicycle must be crated.

This fact is not nearly as widely known as it should be, and the official view is that a bicycle is an asset to a Serviceman, not only for healthful exercise, but also to allow him to get away from barracks readily and without being dependent on other transport.

*Power and Pedal* understands that this also applies to motor attachments provided the weight can be kept within the limits laid down for personal kit.

## A.C.U.

### GENERAL COMPETITION RULES

The Eighth edition of the A.C.U. General Competition Rules has now been published and is available from the offices of the A.C.U. price 2/- per copy, post free. This latest edition, which was necessitated by a revision of the F.I.M. Code and its Appendices, now incorporates Appendix "M", previously a separate publication.

# AFTER THE SHOW!!

# COMES THE ! - \* : • ? !!

## BUT CYCLEMOTORS ARE OUR BUSINESS

AS the leading cyclemotor agents in West London we can offer:- Cyclemaster, Cucciolo, Mosquito, Power Pak and the new B.S.A.

With or without Cycles tailor-made to fit them.

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Together with skilled AFTER-SALES Service and all Spares.

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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. This cover also applies when a pillion passenger is carried.

**COMPREHENSIVE** (up to £50 in value excluding first £1) — **£1. 10. 0**  
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Name .....

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

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

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

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

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

Has any Insurer at any time in respect of your motor-cycle insurance or that of any person likely to use your cycle declined to insure, required special terms, cancelled or refused to renew? .....

**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 & 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 .....

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FROM ONE TRADER TO ANOTHER

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You've heard of BEN — The Motor and Cycle Trades Benevolent Fund. Do you know that since 1905 it has helped its members, associates, their families, orphans, and dependent relatives to the tune of over £400,000? As a matter of fact, in 1952 over £2,300 a month was paid to beneficiaries, apart from looking after the elderly at Lynwood.

BEN has purchased a modern and fully equipped Nursing Home which, with a capacity of up to 40 beds will be ready for use by the trades' aged infirm early in 1954. BEN thus tackles early and appropriately, a growing social problem of modern times.

There are no fixed scales of benefits, each being treated in the light of the applicant's circumstances and needs with weekly allowances, money grants, gifts in kind, repayable loans, legal and medical advice, job-finding, care of children, etc. Thirty four branches throughout the country are ready to help.

All non-manual workers in the Motor and Cycle Trades are eligible. Why not join to-day? It only costs £1.1.0 a year for full membership.

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**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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# MILLER

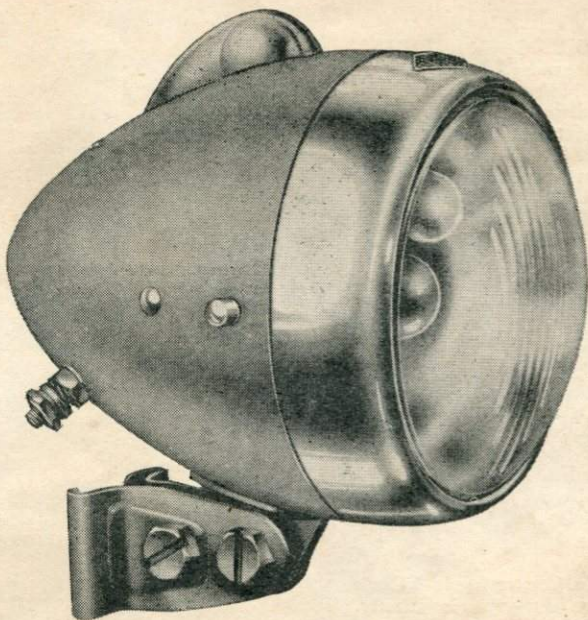
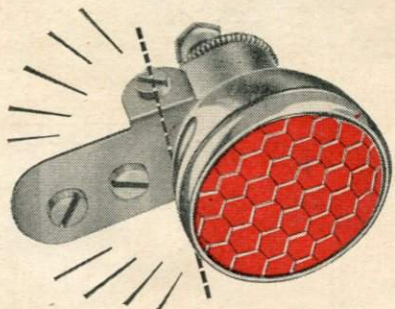
# LAMP SETS

## MODEL No. 6.TM

*For use on motorised  
Bicycles with Lighting  
Coils Incorporated*

Here is a Lamp Set which is both handsome in appearance and impressive in performance. The attractively designed head-lamp is finished in silver grey with chrome rim. Provision is made for a stand-by battery which can be brought into operation by a turn of the switch.

**BOXED COMPLETE  
WITH BULB & CABLE 25/-**

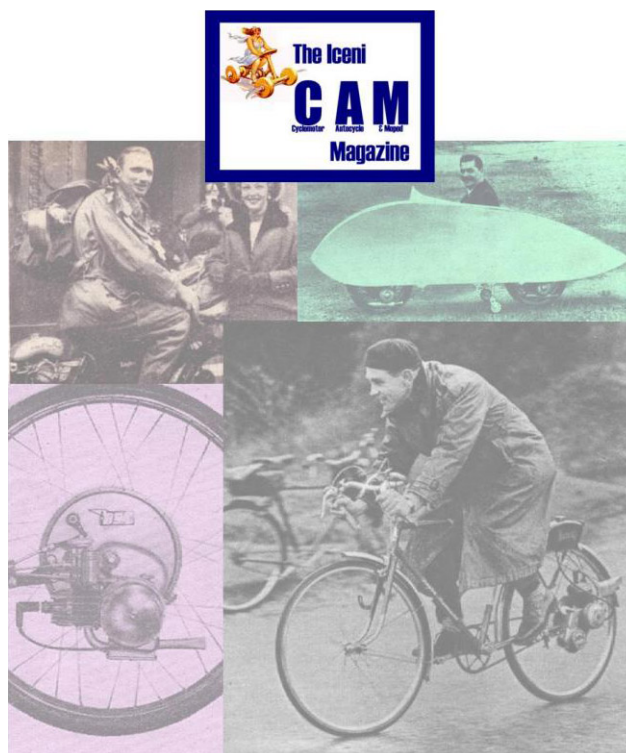


## 596 TAIL LAMP

This highly efficient tail lamp is fitted with N.P.L. approved prismatic reflector giving added safety and panel to illuminate number plate. Finished all chrome with attachment for fitting to number plate.

**H. MILLER & Co. Ltd., ASTON BROOK ST. BIRMINGHAM, 6**

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