

POWER & PEDAL

The Journal of the Cyclemotor

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DUNLOP TYRE

FOR EVERY
MOTORISED CYCLE!



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A new tyre specially designed for auxiliary engined cycles. Produced in three sizes for use with motor attachments irrespective of whether the drive is by roller, chain, belt or gear.

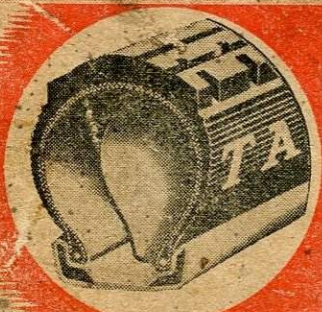
The tread compound of this wide section tyre has special abrasion-resisting properties for extra long mileage. Also the ribbed tread pattern provides an ideal path for the driving wheel of roller drive units. The casing is reinforced to withstand the higher speeds and strains of motorised cycling

Dunlop Motorette Cover		Dunlop Motorette Tube (With Schrader Valve)	
26 x 1 1/2	Wide Section	15s. 0d.	5s. 8d.
26 x 1 1/2	x 1 1/2	16s. 6d.	5s. 8d.
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DUNLOP CARRIER

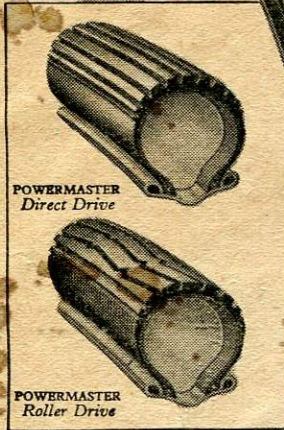
This tyre recommended for motor wheels has a Dunlop Roadster pattern tread with a reserve of strength to give trouble free running under really hard conditions. Already fitted as original equipment on power wheels with 26 x 1 1/2 rims it is also available in Oversize for 26 x 1 1/4 rims to provide additional traction and comfort.

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Made to give you ★ EXTRA DRIVE
★ EXTRA MILEAGE ★ EXTRA SAFETY

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strength — maximum flexibility
and longer life — on every type
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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.

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★ You will enjoy cycling more if you choose the **WRIGHT** saddle.

POWER & PEDAL

THE JOURNAL OF THE CYCLEMOTOR

Editor: FRANK L. FARR

Editorial and Advertising Offices:

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Selling Service

IN our last issue we published an article written by a very experienced and successful retail agent on the problems of the new-comer rider in choosing, handling and maintaining a cyclemotor. Just after that had gone to press but before it appeared, another article came in on almost exactly the same lines but this time from an actual rider who had experienced these problems.

Apart from that instance, we have found from the appeals for advice and assistance that reach us that one of the biggest needs of the market is a system of instruction that will enable the rider to make his first choice correctly in buying and then be able to ride and service (or have serviced) the machine he has bought.

This is not, of course, confined to engines alone, since the choice of cycle is at least as important and the condition of the cycle more so used for powered riding. Every day on any road cyclemotorists can be seen looking desperately unhappy and unsafe because their machines are the wrong type or size, badly equipped or in poor mechanical condition for the job they are asked to do.

So far as condition is concerned this is the rider's own responsibility and if the condition of a cycle is bad enough to be dangerous or inefficient with an engine attached, it should not be on the road at all.

But when it comes to the adjustment of riding position, choice of saddle, positioning of controls, tyre sections and pressures and the many other details that are learned by experience and go to make the difference between pleasure and endurance for the rider who is changing over to power drive, these things can and should be bought with the unit from the man who sold it.

It is true that the agent or dealer will not receive any cash payment for giving this assistance and advice and we have it on the authority of several dealers that the modest fitting charge allowed them rarely covers the time spent in preparing the used cycles of the customers to receive the attachment unit, that is if the job is taken seriously and done properly which is far too often not the case. However, cyclemotors and old bicycles do not last for ever nor run for long without needing parts and service, and we feel it will always pay the man who makes the first sale of a unit to send his client away safe and happy that time. He'll be back and, such is the demand for real service these days, he'll bring others with him.

In order to give this service effectively it is necessary for the agent and/or his staff to be riders also and have their knowledge at firsthand. They must also be careful to enquire as to the needs,

knowledge and past experience of the potential rider so as to be able to advise him properly. But there other things that could be done to help the new rider without adding to the duties of the salesman alone.

Instruction books are not all that good in many cases and there is the fact that the rider collecting his new acquisition is unlikely to stand outside the shop studying the book before he starts to ride it home. That book should be in the rider's hands for a week before he gets on the road and it is up to manufacturers to see that adequate supplies are available for books to be issued at the time of the first enquiry.

We would suggest that actual riding instructions could be most effectively printed in large type on a card that could be carried in the pocket and consulted quickly and easily on the road. A simple drill for stoppages should be on the reverse side so as to be available when actually wanted instead of in a drawer at home.

We have ourselves received for test machines incorrectly and in some cases illegally equipped, and this direct from makers and distributors. Such standards are not good enough for the new rider who is dependent on the man who sells him his machine for all the knowledge and responsibility that goes with it. Even good units can very soon come to a bad end this way.

COMMENT

by

CLIP-ON

THAT leader on the future of the attachment engine certainly provoked some argument and brought in an almost exactly balanced correspondence for and against our editorial conclusion that there is a future of the clip-on unit in Britain.

However, it must be admitted that the majority of those who disagreed with our conclusions quoted continental experience without taking note of our own careful analysis of the differences in the situation here. Although I am personally completely convinced of the advantages of the built-for-job machine and have always enjoyed riding the continental machines of this type much more than any engine and bicycle I have ever tried, I still believe that most people in Britain will come to cyclomotoring by way of attachments to the cycles they already have.

There are millions of these utility cyclists who are the potential of the cyclomotor market and given the right units with proper sale and service organisations behind them, that market is good for years yet.

Rider's Opinions

The opinions of riders on the machines in their service are always received with interest in this office and many of them are published in our correspondence columns for the benefit of other readers. A friend of mine in the retail trade,

however, takes the view that these opinions are, in most cases, not of great value.

He says that most owners of anything, cyclomotors, cars, television sets or pet dogs, remain firmly convinced in the face of a proof to the contrary that their own particular choice and possession is the best thing of its kind in the world. Furthermore, he points out that very few cyclomotor owners indeed have any experiences with other units to go on in making comparative judgements. In at least two cases he and I have agreed to the last detail on the performances of particular units and then found that users were quite oblivious of the faults that we had found. In other cases also, I have found that user-critics have damned quite sound machines because of personal unfortunate experiences that were either unusual, and therefore sheer bad luck, or caused by bad usage, poor maintenance and/or the choice of the wrong machine for the job in hand.

I do not believe that user reaction can be ignored by any means but I would suggest that care be taken to get a number of opinions rather than depend on one or two. On the whole, however, the demand for our test reports shews that the independent, technically experienced tester is the best adviser, *provided* he is told what is wanted in the first place.

One reader takes the line that engine position will make the

decision for us because, he says, the best all-round location for cyclomotor engines has been found to be that in front of, not under, the bracket. This is a rather sweeping claim but has a lot of truth in it to my ideas, but I cannot see what that has to do with the attachment *versus* auticycle controversy. There are clip-ons that fit in this position and they lend themselves equally well to roller or chain drive, which no other location does. I should think that some good attachment units for this location would strengthen the clip-on market considerably.

As a footnote on the opposite side, one reader conveys the news of a well established German firm having given up clip-ons as far back as 1951 and concentrating on 50 c.c. auto-cycles and scooters.

Safe Roads

Judging by the recently published figures for road accidents for the past year, the M.O.T. survey for 1952 and the temporary(?) shelving of the Road Safety Bill in parliament it appears that the authorities have no real ideas on the subject of improving road safety conditions at all. The conclusion of the Survey, "Let every road user resolve to improve his own standard of roadmanship in the future and in this way halt in 1954 the present ugly rise in road casualties", is quite unexceptionable and equally unlikely to save a single life.

Road education and moral appeals must be made as broad and effective as possible, but the real problem is one of too much mixed traffic on inadequate roads and the real solution to the problem of accident rates lies in road adaptation and construction.

Nor must this be thought to mean new trunk roads, as some M.P.'s seem to think. The prospect of super-highways for twenty-tonners to cruise on at 50/60 miles per hour may attract the industrialist who wants fast, cheap transport



" I think I can best convince you of the advantages of a Cyclemotor by leaving you "

but it will raise rather than lower the accident figures. If segregation of traffic and pedestrians is impossible, and in most cases it will be, the solution would appear to lie in the creation of additional mileages of normal type roads to absorb the growing volume of traffic without increased density. In town particularly, where most of the accidents happen, two narrow one-way streets would be safer than one wide two-way one.

" Power and Pedal " Club

To hand a long screed from a London reader on the subject of the proposed *Power and Pedal* Club.

Taking the line that " we would do well to ask ourselves what can we put into it? rather than What can we get out of it? " he seems to envisage the club having as its main object the expansion of the readership and influence of this

journal in order that the journal itself may grow bigger and better for the pleasure of its readers.

This is a lovely idea from our point of view but a realistic appraisal of the scheme suggests that we would be trying to get something for nothing and commercial experience suggests, that, short of sharepushing, this cannot be done.

We are going into the economics of this reader's other suggestion that we should produce a badge or transfer for riders and their machines and so establish a sort of brotherhood of readership with a recognisable form of contact, but I would still like to know what such a club can do for its members in return for their inevitable subs. If there is enough to attract a sizeable membership we will be happy to start the ball rolling ourselves,

Fire and Theft

Our insurance man is puzzled. Well over 50 per cent. of the riders who take advantage of the excellent terms of our insurance policies come in on the Third Party, Fire and Theft terms and he cannot make out why.

The fire risk on a cyclemotor is just about confined to arson, since there are no live wires as on cars to start a conflagration and nothing but bare metal to feed it if it did start. As to theft, I have maintained in these columns before that the low second-hand values and the unlikelihood of a thief knowing all the different controls of our various motors, plus his relatively low speed of getaway would make stealing cyclemotors hardly worthwhile as an occupation. It seems to me that the odd 11/6 for full comprehensive cover would be more than worth while,

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.

One of the 100,000

I am a proud owner of a *Cyclemaster*, and I should like to answer Mr. T.P.S.'s insults. The *Cyclemaster* is a first class job and the most compact cycle-motor on the roads to-day. I had another motor for a short while and I was pleased to part with it. It doesn't even compare with the *Cyclemaster* in any way.

As for speed I have done over 30 m.p.h. on a flat road. I decoke every 1,000 miles, I have never had to push it home yet. Remember cyclemotors have to be kept in perfect order to get the best out of them, which a lot of owners don't do.

J. WYATT,

Torquay

—And Another

I have just received your March issue of *Power and Pedal* and having been a reader for the past year I must say it is a most enjoyable magazine to all who have interest in same

With regards to the letter headed "100,000 Answers" I would like to give my own opinion of *Cyclemaster* to T.P.C. 739

For a start I think the *Master* is one of the best on the road to-day.

Secondly, if T.P.C. wants to travel at more than our 20-22 m.p.h. he needs a motor bike not a cycle-motor.

Thirdly, as for decoking I can't agree with him less. I have a 1951 *Cyclemaster* and up to the present have covered approx. 4,200

miles at 70 miles per qrt. in a year. My first decoke was at 800 miles, second at 2,000 and third at 4,150. I have carried out all these operations myself and think this is really good going for an engine of its capacity of 25 c.c.

I always use a good quality petrol and oil.

As for his seeing "so many chaps pushing them" this is really almost unnecessary, for by writing to *Cyclemaster* all information will be supplied free of charge.

I hope this will not be the only one of "100,000 answers" to his letter

SPJ 654

Egham, Surrey.

Speed

I did not like the remark that TPC 739 made in the March number about the *Cyclemaster* being far slower than the others. I have had my *Cyclemaster* for nearly a year now, and I would defy any other make of cyclemotor on the road that their machine is faster

I have passed many a *Power Pak* etc., on steep hill when the owners have been pushing the pedals for all they were worth.

As for decoking more often, it is very wrong.

I have decoked mine twice since I've had it and I do at least 50 miles a week.

I'm for *Cyclemaster* all the way.

I once got 37 m.p.h. out of it on a flat stretch of the Edgeware Road.

L.A.C.

Stannore,

Greatest Invention

For T.P.C 739's attention I would like to quote: I have ridden a *Cyclemaster* for over 3½ years.

(1) I can, should I desire, pass any motor-assisted cycle on the road.

(2) In 3½ years and many thousands of miles, I have only decoked once (excepting for cleaning exhaust port).

(3) I have never had a breakdown on the road that couldn't be rectified in 10 minutes.

That, chum, is the reason that *Cyclemaster* is the greatest invention of recent years—and I hasten to add that *Cyclemaster Ltd.*, have the most wonderful "After Sale Service" arrangements possible.

SYDNEY G. ANSELEY.

S.W.6.

Tandems and a Solo

May I, one of your regular readers from the start, congratulate you once again on the magnificent magazine for the assisted cyclist.

My first letter to you was on the subject of a tandem with motor attachment; my first experience being a trip to Southampton and return with "two up" and a *Power Pak* helping us, which was trouble free.

Then, as an experiment, I reversed my *Power Pak* for front wheel drive, as I still contend that front wheel drive is safer and steadier. The experiment was to a certain extent a success, although I had lost some of the pull that the *Power Pak* has, and so to my

disappointment, I had to revert to the back wheel drive.

In reply to some of your letters in the March issue, I would like to say WTW 570, has got the right machine for tandem use, the same applies to MYX 277 although I don't see why so much emphasis should be used for the "Synchro"; from my experiences I would say that the *Standard* is the best for a tandem and the *Synchro* for solo. I would like to add here that provided the *Itom* can be made to fit a tandem, I am sure that this little motor will go a long way with the Tandem enthusiasts, one reason being that, the roller being low down, the passenger does not get splashed.

I would like to give some advice for what it may be worth to newcomers who are thinking a fitting out new for solo riding, I was fortunate enough to be one of the first *Power Pak* owners in this

area, and now I have been the first *Mobylette* owner for the last eight months and I simply cannot find adequate words of praise for this machine.

The *Mobylette* did 2,500 miles before the plug was looked at, and even then it did not need blasting, my mileage consumption is well within your reported 192 m.p.g. and now after 5250 miles I am carrying out a full decarbonising operation and stripping the engine completely.

When I started stripping, I was surprised at the workmanship put into this machine, petrol filters, choke filters, and above all needle bearings wherever possible. One problem I have come across which had me baffled, has been how to grease the crank, etc., as according to the booklet this has to be done every 1,500 miles through the nipple on the casing. After almost taking the engine off the frame to

find this nipple I found that this did not exist, so the engine was put back and now after 5,250 miles I have found that the original grease was still there and absolutely free from grit.

I could go on praising this motor until my letter is too long for possible publication, and so to cut a long story shorter, my congratulations go to *Power and Pedal*, *Power Pak* and *Mobylette*, and I would add that I have ridden *ALL* other types of clip-ons except the *Cucciolo*.

Is there any chance of a fortnightly issue of this magnificent magazine, as I am sure the demand is there for this first class journal.

EXPERIMENTER

Bradford.

Tandem Units

I am using a *Power Pak Synchro* on a tandem with twin sidecar, and with four up (Children 5 and 7



ALWAYS CYCLE IN SAFETY—FIT A

PERRY Back-peddalling Brake

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.

EVERY cycle is better for a

PERRY COASTER HUB BRAKE

—all the safer to cycle with!

Ask your dealer for a demonstration,
or write for free descriptive literature
to Perry Chain Co. Ltd., Tyseley, Birmingham, 11.

years old) can cruise at 30 m.p.h. without pedalling.

I have 26 x 1 $\frac{3}{8}$ wheels, Dunlop, S.A. 3 speed, 5in. hub brakes, and have covered some three thousand miles in ten months, often carrying camping equipment including a seventy mile trip to coast in eight hours with stops.

As I have had NO trouble from the motor I should think this is the only motor for you.

R. GOODMAN

Southall.

Geared Rollers

The January issue of *Power and Pedal* is most interesting. I particularly like the comments by your contributor "Clip-on" relative to Engine Design and Geared Rollers. I cannot claim to be entirely disinterested because I was responsible for the 1937 type auticycle including the Horizontal Villiers engine-clutch unit and most of the machines so equipped and since then I have carried out a lot of development work on small engines.

Your contributor is substantially right in stating that there is a conflict between high-speed performance and power at low speeds. Yet we must not be too dogmatic about this. Recent experiments have shown that it may well be possible to obtain both features in the same engine to a marked degree providing we are willing to sacrifice the *absolute* maximum at the top ends.

When all the possible variables are considered it is not difficult to realise that unknown—and perhaps surprising—results may be possible.

Exhaust timing, transfer timing, inlet timing, port areas, compression-ratio, plug-position, ignition timing, combustion-chamber form, silencer system, carburation quality and strength—the permutations here are considerable and I question whether we have properly inves-

tigated one half of them. A really scientific study of these things in all their possible combinations would be well worth while. As an instance of this I have under observation a prototype Unit in which several—but by no means all—of these variables have been matched and which, run concurrently with an established Unit over a fairly stiff day's run, called for assistance on two hills against twenty-five for the other Units; yet maximum speed is plus five m.p.h. in favour of the prototype.

Your contributor's views on Geared Rollers are to the point and surely based upon experience. The larger diameter roller is the ideal drive for any Unit intended to be applied to a Cycle. As many of your correspondents have pointed out it is the only drive which can be *completely* disengaged from the cycle,—an outstanding advantage if anything goes wrong or the fuel runs short. And on other occasions, too. As "Clip-On" says, with imaginative foresight, the engine may be better positioned on the cycle and to his list of possible drives between engine and large roller may be added **shaft**.

Careful design can eliminate the need for large gears between engine and roller and there is no doubt that the ability to choose the most suitable gear ratio is a great advantage.

There is a tendency on the Continent to move away from the cycle attachment towards a complete machine more closely allied to a motor cycle. This has happened before—we can recall between the wars certain continental machines with O.H.C. engines and four-speed gears and with pedals for tax-free purposes usually carried in the tool-box! Possibly the ideal power unit is not yet with us; yet I am convinced that the circle will once more turn and that the real immense future is with the powered pedal cycle.

G. H. JONES

Shrewsbury.

Lighting Tips

With regard to the trouble of bulbs blowing on dynamo sets on Cyclomotors a friend of mine who has a good knowledge of things electrical gave me the answer. It's a little thing called a *Brimistor* and is used in the radio trade. It has two short wires, one to the dynamo and the other to earth, and costs about 2/6. You also say chaps with generated current have the same trouble: I have a *Firefly* now and haven't had any trouble with bulbs in the last three months. I fit 6.3 amp. front and 6 amp. rear and have two very bright lights. By the way I like this new motor very much, no dirty back wheels, or free wheels going, easy starting and a fair speed.

Well, Sir, I am still enjoying our little Mag. All good wishes to you and your readers.

C. J. LAMBERT,

Harrow Wcald.

Too Ambitious!

Since being introduced to *Power and Pedal* by Mr. Holt of Ilford Lane I have been a regular reader, but like many other readers I would like to find *Power and Pedal* on my doormat more frequently. Why, my man forgets the publishing date by the time a month has gone by.

My baby is a *Power Pak* which has been praised enough in your pages. My only criticism is that the choke is too far away and the position of the drive immediately above the rear hub causes all the mud to be dropped onto the free-wheel. Has anybody tried displacing the motor to one side, fitting a grooved pulley to take a vee belt instead of the driving sprocket and having a belt drive to a 26in. rim attached to the spokes of the rear wheel? Anybody with a lathe could turn out a pulley to fit in place of the sprocket, or is that getting too ambitious?

In answer to all the queries regarding the blowing of rear bulbs.

I experienced the same trouble but got myself out of debt with the bulb manufacturers by fitting a *Vitality Prismatic 75*, 6-watt bulb to the front lamp. This puts a greater load on the dynamo or lighting coil causing the output to drop slightly so safeguarding the rear bulb. The bulbs are about 1/8d. each but well worth it. I haven't had any trouble since and half of my 24 mile journey is over cobbled streets. In fact the best part of my journey is going up Fleet Street itself and that's saying something isn't it?

VVW 691

Dagenham.

—A Few Links and Levers

Why not have both a belt and a roller drive on a cycle motor? Some clever designer might devise an arrangement which would enable them to be used separately and

thus provide a 2-speed gear. With a few links, levers and bearings he could devise a mechanism to hold the belt off its pulley by means of a jockey when the roller was lowered on to the tyre. The driving shaft should be geared down.

Apart from suggesting the embodiment of a clutch in the design, a brake on the belt rim, and a dynamo inside the belt pulley, I leave all the rest to some young and enterprising enthusiast.

OPT-1-MIST

Seaford.

(A spare folding bicycle concealed in the left twistgrip would also be useful in an emergency—ED.)

Does it Exist

Though I have been a touring cyclist for years I have never ridden a power assisted cycle, but am interested in their possibilities for long distance rides and

tours. A machine combining the following qualities would appear to me.

Easy starting (absolutely essential, as I suffer from varicose veins in the legs).

Quietness

Good hill climbing

The above seem to me more important than high speed on the level. I should probably enjoy giving easy pedalling assistance occasionally but in the event of breakdown should *not* enjoy pedalling a weighty machine! My age is 52.

Is such a combination of qualities obtainable at present?

A word of appreciation for *Power and Pedal*. Do please continue to rate quality above quantity, and preserve your refreshingly independent attitude.

E.J.C.

Harrow.

PROVED THE BEST BY 90,000 USERS

Cyclemaster has been tried, tested and proved by 90,000 users in this country alone. We are constantly receiving tributes such as these to its economy, reliability, and long life.

OVER 3 YEARS

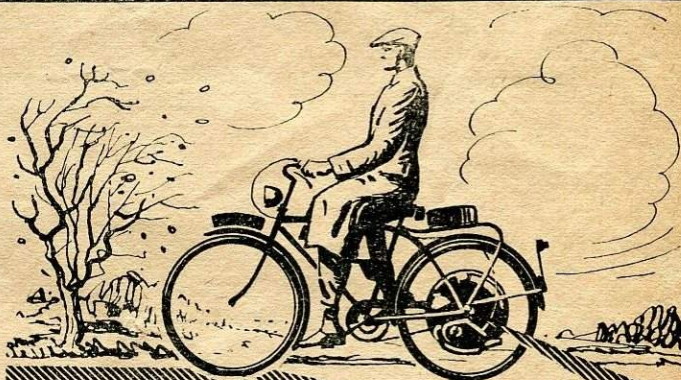
My Cyclemaster was bought in November, 1950 and it is still going strong.
S.K. (Abbey Wood)

NOTHING AS GOOD

I have original model Cyclemaster, purchased in 1951 and it is as good as ever. I still hold the view that there is nothing else as good.
S.K. (Abbey Wood)

25,000 MILES

I have done 25,000 miles on my Cyclemaster and have nothing but praise for it.
S.B. (Tipton)



★ It is completely self-contained (No separate attachments).	★ The drive is by enclosed chains (no roller to wear tyres: no power slip).
★ It fits any bicycle or tandem.	★ Back pedalling brake and lighting dynamo included in price.
★ Low centre of gravity increases safety.	★ Clutch enables you to keep engine running in traffic.

230 MPG

20 MPH

£27 . 10 . 0

including special wheel, tyre, back pedalling brake, lighting dynamo. 6 months guarantee

Cyclemaster

LEARNING THE HARD WAY

A Reader's Actual Experiences

by

G. E. C. Cole

I HAVE just celebrated an anniversary. Twelve months ago I became mechanised. Now, six thousand miles later, I can look back with amusement at the baffling and frustrating annoyances occasioned through my complete ignorance of things mechanical. My experiences must have been the same as those of hundreds of other equally uninformed "motorised cyclists". The recounting of them, therefore, may assist many to put their fingers upon the causes of their troubles, and prevent them from relegating perfectly good machines to the scrap heap.

First you must know that I am one of those people who believe implicitly in what the advertisements say. Often I am proved wrong, but I can't help it—I still believe the next one I read. This peculiarity stood me in good stead, however, during the last year or so—whenever anything went wrong I always attributed it to my ignorance and mishandling of my little motor. As I required the constant daily use of the machine in connection with my work I could not leave it with my dealer for minor adjustments. When I discovered he charged five shillings an hour for time spent on the machine I could not leave it for financial reasons either.

I remember the first feelings of delight and pleasant anticipation as I wheeled the freshly fitted bicycle into the road. Cycling, whatever the weather, and however strongly the head winds blew, was about to become effortless—a joy. I didn't like the look of the plastic "L" plates—they made me feel

as though everyone was staring at me, and they seemed as big as placards—shouting to the world at large that here was another learner.

What was it the man had said? "You shouldn't need to use the choke in this weather, and there's plenty of petrol in the carburettor" Which was the carburettor, anyway?

I forced down the engaging lever, and started pressing on the pedals. A frightening hissing noise came from the motor—I sounded like a traction engine. Slowly I moved the control lever into half-throttle (I believe) position. The hissing ceased abruptly, but now I could hardly turn the pedals—the resistance was so great. I moved in jerks, with an explosive "phhh" between the jerks. I wobbled—I stopped, I started, and then, with a sudden spring forward that almost unseated me, the engine sprang to life. The noise seemed deafening, and from handlebars to pedals the cycle trembled—nearly as much as I did.

Momentarily expecting the whole thing to blow up, I gripped the handlebars tightly, and almost shut my eyes. By this time I seemed to be travelling at about a hundred miles an hour. Skilfully, I hope, avoiding a wandering pedestrian, my equilibrium began to be restored. I relaxed a little—the thing wasn't going to explode after all—thousands of people used them every day. Anyway, now I'd bought the thing I'd got to get used to it, and it wasn't so bad. In fact, quite pleasant, really. There was even time to look round a bit. The difficulty over starting was because of the choke, perhaps.

Steady the Buffs—here's the first crossroads—gently move the control lever, gosh, that slackens

the speed—now the brakes—gently there's that frightful hissing again—everybody's looking at you—just ignore them. What's that kid saying? "Silly old learner?" I expect you'll get a lot of that—take no notice. Way clear? Right. Press on the pedals and gently move the control lever right. Hiss! Hiss! Phhh! Phhh! Bang! Bang! Bang! We're off again. It started easier this time—why was that? Perhaps because the engine's warm.

Gosh—that lorry was close—I didn't even hear it coming—the racket from the engine is deafening—perhaps I'll get used to it.

Mind this bumpy part of the road—ouch, and ouch again—I nearly lost the handlebars then—better slacken speed a little. I wonder if the spokes will stand much of this sort of treatment—with pressure of 60 lbs. its as good as giving them a kick every time you go over a bump.

Here's the first hill—fancy being able to go up without pedalling at all—ah, this is good indeed—just look at that chap bending low over the handlebars, and pushing like anything—poor blighter—he ought to buy a *Power Pak*—that would take the hard work out of cycling. I think I've done a wise thing after all. Ah! Here's the top—I wonder if you can switch off going downhill—the engine roller seems to act as a brake now—it's not the same as the usual downhill run.

Home at last—look at the kids staring—try not to look self-conscious—act as though you've owned a cyclemotor since they were invented. No good—they've seen the "L" plates.

During lunch I studied the booklet provided with my *Power Pak*. Where was the choke—what

was it like—what did they mean when they said “tickle the carburettor”? Why did they say “nurse the throttle for peak petrol consumption”. Surely that should be “for *minimum* consumption,” or “peak mileage”, unless nursing the throttle meant opening it to the full, and I didn't think it did.

And wouldn't it be a lot simpler and easier for people like me if they printed the names of the various parts in the appropriate position on the diagrams, and not use numbers, the explanation of which was somewhere in the text.

Lunch over, I once more wheeled the machine into the road, found the choke and closed it, engaged and started. Almost immediately the engine spluttered into action. “Use the choke as little as possible” ran through my mind. I reached down behind to re-open it, the bicycle swerved violently, and I hastily replaced my right hand on the handlebars.

This was silly. Why did the makers put the choke in such a position that it required a gymnastic feat to open it. I stopped, opened the choke the easy way, and remounted. Off I went easily enough, but within fifty yards the engine just stopped running, and once more I came to a halt. *Now* what was wrong? This business

wasn't going to be all honey. Did the choke need using again? I tried it, but the engine refused to function. I remembered something I saw the chap in the shop do. On the top of the carburettor float chamber was a knob. When he wiggled it up and down a squishy noise could be heard. It was after he had done this that he remarked about “plenty of petrol in the carburettor”.

I wiggled the knob in the same way, but there was no squishy noise—the carburettor must be empty. Next to the knob was the pipe through which petrol was supposed to enter. At the top of the pipe was the petrol tap. And the petrol tap wasn't turned on.

I sighed with relief—a little petrol might make all the difference. It did, but by this time the engine was cool, and once more I was forced to use the choke, stopping a little further on to re-open it.

Apart from this trouble with the choke I experienced little difficulty for the rest of the day, except for almost losing the handlebars every time I passed over a bump or dent in the road.

“If these were sprung, this danger would be overcome,” I thought. How to spring them?

I surmounted the difficulty of

the choke position by loosening the bolt which held it rigid, and turning it through 180 degrees. This resulted in making an upward movement of the projecting knob open the choke instead of closing it. A piece of flex attached to the knob and secured under the saddle completed the change.

It was simplicity itself to close the choke before mounting, start off in the usual way, drop one hand to the flex, and open the choke by giving a slight upward pull. No turning—no gymnastics, and no danger of losing control.

I looked at the little engine with a new respect, and considerable awe. It had shown me that it could do what the makers claimed, but it had also shown that like a new friend it required understanding and careful handling if we were to get on well together.

What a pity it could not talk. Poor, mechanical thing. It was completely dependent upon me—I could maltreat it, and it would die on me. Or I could treat it carefully and correctly, to be rewarded with long and faithful service—200 miles plus to the gallon—an average speed of 20 miles an hour—and no trouble.

Or so the advertisements said.

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A “Two Stroke Lubricant of course.
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News from Germany

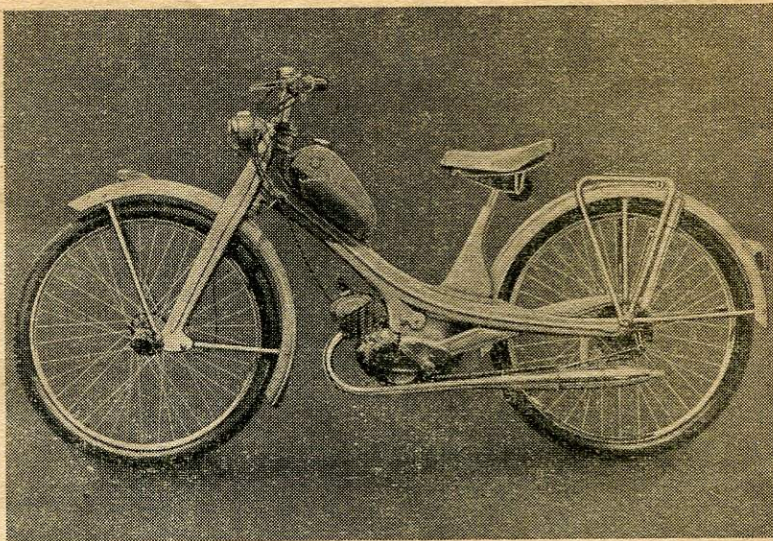
The 'QUICKLY'

From N.S.U.

A Modern Autocycle

by

Tempo



THE N.S.U. concern of Neck-arsulm, Germany, needs no introduction from me as one of the well-known motor-cycle makers of to-day. This firm, like many others on the continent, are making "Mopeds" and the latest addition, "Quickly" is typical of what is to come in the general "Moped" world. The power unit is an N.S.U. two-stroke of 49 c.c. (40 x 39 mm.) housed centrally in the pressed steel frame. The photograph gives an excellent idea of the model, which, the makers claim, will climb gradients up to 18 per cent. and if you know your geography, you'll know that the Austrian Brenner Pass is but a measly 12 per cent. gradient, climb 18 per cent. inclines, that is, without

pedal assistance. There is a gear change lever neatly housed on the handle-bars (two speeds), the saddle is well cushioned, the front forks are sprung at their ends through enclosed springing. The air flow to the carburettor is "channelled" and incorporates an air-filter. There are rear and front motor-cycle pattern brakes, and a rear luggage carrier may be had for a few Marks extra. Here then, tabulated, is the gen :

Air-cooled two-stroke N.S.U. 49cc. engine, geared primary. Two speeds with two-plate clutch chain final drive. Frame pressed steel channelled, front forks sprung at ends. Lighting/Ignition from flywheel magneto 6-volts.

Tyres, 26 x 2in.

Tank holds about 7 pints and is mounted so that an open frame becomes possible.

The ground clearance of the engine is about five inches, and the complete model weighs about sixty-five pounds.

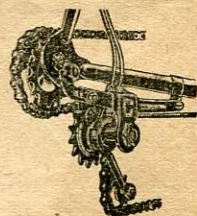
The engine rates at 1.4 h.p. and "normal use" the m.p.g. is over 200.

The makers claim that the *Quickly* is quietly motored and that high speeds have not been sought in place of dependability and economical operation. The modern form of frame streamlining must be of great help when cleaning the machine. The German home price is DM.525 (about DM.11 to one pound) for the *Quickly*.

CYCLE MOTORISTS

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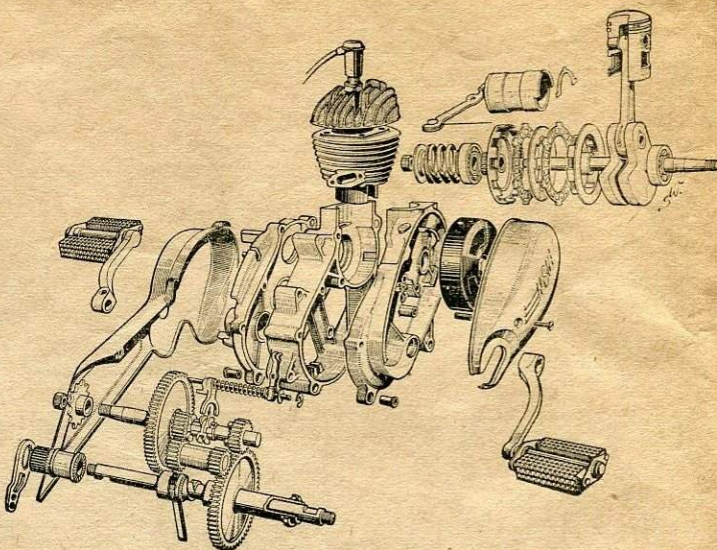
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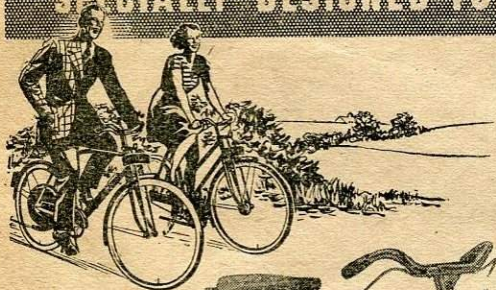
N.S.U. also made *Quick*, a previous model.

There it is, then, a brief review of one up and coming "Moped". Notice one thing about this model? Perhaps you have not yet noticed its "nakedness"—no number plates! Thereby hangs a story. You may enter a German shop or some stockist of these "50cc. class" models, plonk your cash down (first payment, if you like, instead of a lump sum), fill up, start up, ride away—no driving license, no road test, no vehicle license, no insurance policy, no number plates. Ah well, fellow riders, different lands different customs, but what a boost our own "Moped" "Clip-on" and "Built-in" industry would get if such a policy were introduced at home.



*An exploded view of the power unit of the "Quickly".
It seems a robust engine, compact and tidy.*

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| | (cable or rod control) | |
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| Without rear wheel and brake | | £14 0 10 |
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PROGRESSION TO SPRINGS

By JOHN DAWN

THERE was one characteristic of the early roller drive units I owned which was endearing, and that was the greater stability in braking the roller seemed to confer. By the same token, however, the too frequent obligation of having to pedal to a destination after a

breakdown, with roller engaged or bouncing on the tyre, induced me to invest in a chain driven *Cyclemaster*, and for this I chose a very light bicycle, so that if in turn the *Cyclemaster* broke down I would have less to push. The *Cyclemaster* did not break down but the com-

bination was unfortunate, for on bad roads in bad weather I was thrown with painful and remarkable consistency.

Almost all these spills occurred when closing down at traffic lights or pedestrian crossings, so that I was forced, particularly on frost-slimed woodblocks, to recognise that braking under such conditions offered not merely a generous element of risk but the near certainty of collapse.

The last of these spills occurred on woodblocks near the Borough Tube Station where they are set at a peculiarly evil camber. It had been raining hard, and I was slowing down in a line of traffic with engine disengaged, cautiously applied hub brake and in turn the front caliper. The next thing I knew I was sailing arsewards for the paving—my worst presentiments had been realised! I remembered later—the psychology of disaster inescapable—the curiously detached frame of mind, as though I was the spectator of my own discomfiture, in which I descended. On my way home I cogitated upon an article in the December 1953 number of *Power and Pedal* which touched upon the improved braking that might be expected from the adoption of a spring fork.

THE A.C.U. NATIONAL CYCLEMOTOR TRIAL 1954

The Trial will start this year
from the
CATFORD GREYHOUND
STADIUM CAR PARK
at 12 noon on

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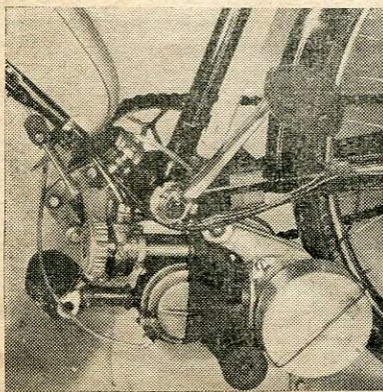
and cover a course approximately 35 miles which will include one observed hill. Time checks will be made *en route* to maintain a 15 m.p.h. schedule.

There will be brake tests—silence test (For the *Power and Pedal* Silence Shield) and an examination for damage to machines at the end of the trial.

Entrance fees are 7/6 for private and 12/6 for Trade entries. Forms may be obtained from organiser :-

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Addington, Surrey

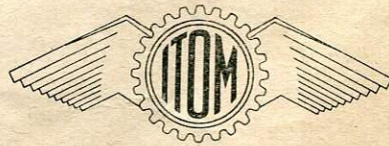
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Messrs. *Edwardes of Camberwell* shared my view that the light whippy frame of my bicycle, in conjunction with the powered rear wheel, would be liable to go momentarily out of true under braking stress, and this would be largely responsible for my spills.

Opportunely enough, they had in stock the new B.S.A. frame set. This is a 22in. frame of great strength, with drop tube to reduce the saddle height—and most desirable feature, the *Webb Spring Fork*. It sells at £6. 19s. 6d. and weighs 16 lb. complete

Allowance being made for the discarded portions of my old machine—I necessarily retained saddle, handlebars, pedals and mudguards, *Edwardes* let me have the frame, fully fitted to my *Cycle-master*, at an all in figure of £6. The purchase and fitting of a spring fork above might well have come near this figure, so I felt it was a

good buy.

Straddling my new outfit, I was pleased to find both feet on the ground: wrists straighter, and riding stance more upright and beneath me the feeling of a roomy substantial mount.

Under power, the front springing was most pleasant, it flattened out the road and it was amusing to find myself bracing for bumps which never happened! However rough the going, steering was undisturbed, and with increasing confidence I began to realize another safety factor, last second swerves or jerks to avoid surface irregularities were no longer necessary, a big advantage in the reduced visibility of night travel. To my own relief and that of accompanying traffic I could now pursue a straight course.

Applying my brakes, there was no feeling of whip in the strong frame, most of the tension being

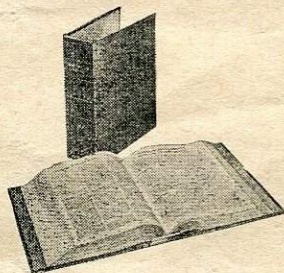
absorbed by the *Webb Spring Fork* which dropped perhaps an inch with a gentle, cushioned movement. This improved braking was what I sought above all else.

I have since used the machine fairly regularly in appalling conditions of weather and road surface and can report no spills. I do not for a moment suggest that I have acquired immunity from future disaster of this kind, but I do feel that the *B.S.A. Spring frame* has greatly reduced such hazards, particularly when braking, the time when rider and machine most frequently part company.

If one adds to improved braking the manageability deriving from the low saddle position, the better steering and increased comfort from front suspension, it is hard to escape the conviction that this frame, at a remarkably low price, offers safe and relatively luxurious riding for the future.

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ROAD TEST REPORT

The "CYCLEMASTER"

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

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

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

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

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

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

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

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

First Impressions

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

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

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

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

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

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

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

Silence

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

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

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

Conclusions

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

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

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

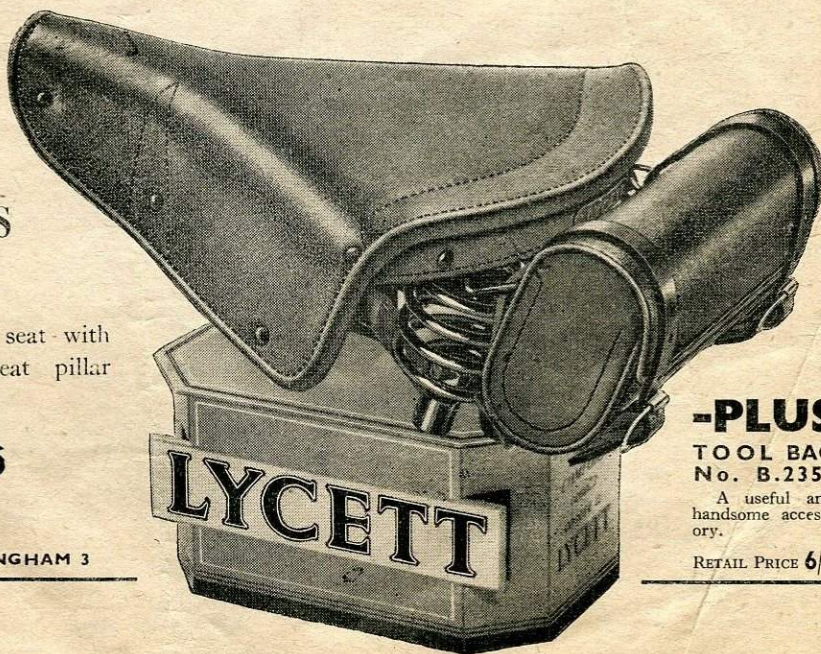
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ROAD TEST REPORT

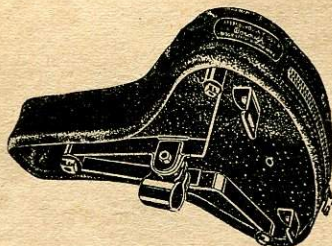
A New PNEUMATIC SADDLE

AS noted in our last issue, the firm of Attenborough Bros., who in co-operation with David Moseley, Ltd., produced the very successful *Borough* Motor cycle pillion seat, then a saddle, twinseat and tractor seat, of which three received the distinction of selection for the 1951 Festival Exhibition of "Outstanding Examples of British Design," has now entered the cycle and cyclemotor field with a new *Borough* saddle called the *Magnifico Junior*.

We have now had an opportunity of road testing one of these saddles and find it a real contribution to the needs of cycle-motorists. It

gives a soft ride, without rolling and with strong design and neat appearance.

A saddle-shaped steel plate, fitted with a standard size clip and the usual supports for a tool or touring



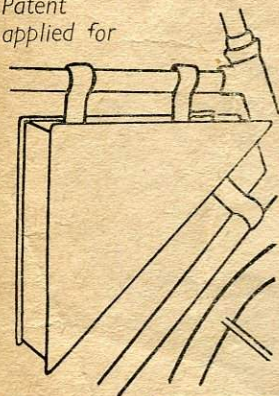
bag, forms the solid base of the saddle and on this is mounted a cover which encases a folded air tube. A zipper-fastened opening at the rear gives access to the vent tube, which in turn pulls out to enable air to be blown in by the mouth.

On the road it was found that the saddle completely eliminates the minor vibrations of ordinary road surfaces and also takes the sting out of major bumps. We felt, too, that some engine vibration was being absorbed that would otherwise have made itself felt. As is always the case with pneumatic cushions, beds and seats, the inflation pressure has to be kept lower than seems possible to the best results, but given that the riding of the *Borough* was real luxury. There are no outside springs and we must note the facts that the weight is moderate and the appearance exceptionally clean and smart. Separate plasticised fabric waterproof covers are supplied if required to protect the seat when left parked in wet weather.

The price of the new saddle is 35/- retail. The covers cost an extra 3/6.

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Dalton Mills, Keighley

The 98 c.c. AUTOCYCLE

This letter from one of our regular contributors is published as an expression of opinion. Other people's opinions on this subject will be welcomed.

"The 98 c.c. hundredweight-and-a-bit machine (autocycle) is a dying type, anyway . . .". So I read not so long ago in *Power and Pedal*. To that quotation I say with a quizzical look—"Really?" It's all very well for *Power and Pedal* to decry the autocycle, much to the regret of many autocyclists who have repeatedly asked that their needs and interests also be tended to in the magazine along with the riders of the *real* (note that, Mr. Editor, *real*) motor assisted pedal cycle, but let's get down to brass tacks.

To "Clip-On" I say—the autocycle is reviving rapidly, thanks to what was originally meant to be a lightly and simply powered pedal cycle. Although we won't argue about a few pounds in difference (autocycles are about 100 pounds weight all in) between autocycles and the rapidly dying light powered pedal cycle, the latter are rapidly approaching the stage when they'll weigh a darn sight more than 100 pounds. So you see, in actual fact, the once lightly motored pedal cycle is dying and an auto cycle revival is coming about. What with talk about "terrific acceleration," of "two speed gearboxes" (ye gods! **gearboxes!**) multi-plate clutches, heavy sprung front forks, larger than autocycle type saddles, extra strengthened frames, larger petrol tanks, speed tests of 50 m.p.h. and what have you, (it'll soon be autocycle type panelling and, of course large sized tyres, wider stronger mudguards, etc.), there won't be a genuine motor assisted cycle to be had in a year's time.

My observations show me that we are rapidly approaching the

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Here!**

B.S.A.

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stage when a continental "motor-ette" or "autocycle" is being evolved in this country. In fact, the continental influence in this is all too obvious already. I say that the original home born and bred m.a.c. is being ousted accordingly. Our own sort of autocycles were an improvement, in the first place, some twenty years ago (that's near enough) on the old type continental "motorette" or "autocycle". Now the wheel turns full circle and we see the result. There is a tentative movement in the autocycle industry to evolve a bastard thing which is neither a motor-cycle proper nor yet a genuine autocycle. The modern autocycle is not like its counterpart of five years ago. And such sentiment does apply to m.a.c. of to-day and five years ago. Progress? Who uses that argument? Alright then, it's progress. But it seems to me that one cannot have one's cake and eat it. We either have the genuine m.a.c. in all its simplicity, as we know it, for what we know it, or we have the new type autocycle now being evolved under the fake name of "cyclemotor". This "progress," this elaboration, and it must be admitted it is that, on the original m.a.c. IS very much getting away from the real thing. I know *Power and Pedal* frown on autocycles as being beyond the pale. But for how long now? From what I can see of things, our home-bred genuine autocycle will be the only thing catered for in *Power and Pedal* in two or three years time—the "progressed" m.a.c. having been swallowed by the motor-cycling magazines. No it won't be long now "Clip-On" for ten inch head-lamps, 350 x 19 tyres, double sided eight inch brake drums, three gallon saddle tanks, pillion seats, 1,000 c.c. engines with four-speed gear boxes and shaft final drive, etc., to appear on cycle motors. It's just a matter of time.

Yours regretfully,
S. V. HOLROYD

Reader's Experience**The British Salmson
CYCLAID****The Belt-driver**

A correspondent in February's *Power and Pedal* (G. H. W. Seaford) specifies his "Ideal Machine"

Apart from the clutch and brake shoe a similar unit is already available. I speak of the *Cyclaid* (admittedly it is a two-stroke). To my mind there is no finer engine, firing is very regular at starting and very low speeds, which is where most of the popular units fail. Power is present from below walking pace to its maximum (20 m.p.h.), and acceleration is obtained without pedal assistance. Hill climbing for a single geared unit is exceptionally good.

A clutch to my mind would be "nice" but not essential as its very easy starting presents no problems. With the decompressor open, push on the pedal (and before you have got both feet up) close the valve, one eighth throttle and she's away, rarin' to go. The choke and petrol tap are easy to

find and can be operated whilst on the move with no dismounting or acrobatic contortions.

The nice belt drive is very smooth and the wearing qualities of the vee belt's good. My first one lasted 18 months Roughly 9-10,000 miles at only 9/4d for a new vee belt. I find no cause to complain at running costs.

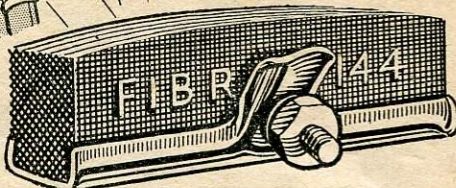
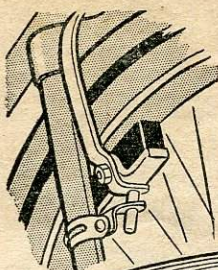
To date I have not had a single

engine replacement and I cannot yet detect any big end wear. Of course they have their idiosyncracies and if any readers are interested, I will enumerate them at a later date

I would be most interested to hear from other users of the *Cyclaid* or any conversions performed with them.

J. H. MILLAR

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July 31—Nancy-Troyes
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 The total distance covered is 3,017 miles.

MOTOR VEHICLE LICENCES

MOTOR vehicle licences for the first quarter of the year which expire on 24th March (not 31st March) may be renewed on or after 10th March. The Minister of Transport and Civil Aviation asks holders of licences to make early application for renewal. Renewal forms are obtainable from Money Order Post Offices.

Applications for renewal must in all cases be accompanied by the appropriate remittance, the registration book and the current certificate of insurance against third party risks.

THE TOUR DE FRANCE

MOST cyclemotorists started out as cyclists and many remain so at heart. We feel, therefore that it will be of interest to a number of our readers contemplating tours in France this Summer to have itinerary of this world famous sporting event.

- July 8—Amsterdam-Antwerp
- July 9—Antwerp-Lille
- July 10—Lille-Rouen
- July 11—Speed Test at Rouen, by teams, and Rouen-Caen
- July 12—Caen-Saint-Brieuc
- July 13—Saint-Brieuc-Brest
- July 14—Brest-Vannes
- July 15—Vannes-Angers
- July 16—Angers-Bordeaux
- July 17—Rest Day
- July 18—Bordeaux-Bayonne
- July 19—Bordeaux-Pau
- July 20—Pau-Luchon
- July 21—Luchon-Toulouse
- July 22—Toulouse-Millau
- July 23—Millau-Le Puy
- July 24—Le Puy-Lyons
- July 25—Rest Day
- July 26—Lyons-Grenoble
- July 27—Grenoble-Briancon
- July 28—Briancon-Aix-les-Bains
- July 29—Aix-les-Bains-Grenoble
- July 30—Besancon-Nancy

COMPANIONS WANTED

Cyclmaster rider, aged 54,
 Mr. W. G. BISSELL,
 3 Norbroke Street,
 W.12
 wants a companion for a short holiday in France from July 18th to August 3rd.

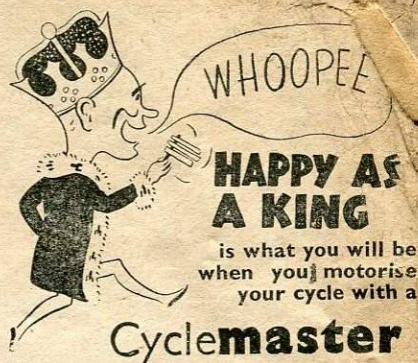
Cyclmaster rider with photography as second interest,
 Mr. A. RICE,
 Maison Ivy,
 Salisbury Street,
 FORDINGBRIDGE, HANTS.
 wants a companion for a short holiday in France some time in June.

Mr. Robert Williamson
EARL'S COURT won't look the same to many of us this year when we go looking for information as, after 23 years as Press Officer to the British Cycle and Motor Cycle Manufacturers' and Traders' Union Ltd., Mr. Robert Williamson is relinquishing this appointment with effect from 30th June. The Council of the Union have placed on record their keen appreciation of the work he has put in on their behalf and of his long and loyal service.

APPRECIATIONS

Reader John W. Taylor commends first class service with experience and fairness from :—
BROOK LISTER,
 121 Bridge Street,
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Mr. G. BINGHAM,
 "The Green Dragon" Cycle Store
 828 Green Lanes., N.21."



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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?

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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

CLUB NEWS

The first Annual General Meeting of the London Motor Assisted Cycle Section of the British Two-Stroke Club was held at the clubroom, "The Star," Deacon Street, S.E.1., on the 16th February, 1954.

The Chairman opened the meeting with a brief review of the work of the formation of the Section and paid tribute to the co-operation of Mr. Jeary, then Hon. Sec., of the B.T.-S.C., and Mr. Evans, founder-Secretary of the M.A.C. Section.

Mr. Evans then presented his report on the past year's work and reported a gratifying number of members, successful runs and the co-operation of manufacturers.

A discussion on the programme for the year 1954/5 opened with suggestions for improving the financial position of the Section. These

included levies, social organisation and the publication of a Section magazine. The secretary then put forward a list of proposed events for the coming year as follows:—

- April 25—National Cyclomotor Trial.
 May 23—"Doreen 100" road trial without cycle chains.
 June 4-7—500 mile tour to Haverfordwest, Pembrokeshire, starting 9 p.m. Friday 4th (Accommodation available).
 July 5—50 mile Touring Trial
 July 30—500 mile to Clitheroe,
 July 30—500 mile Tour to Clitheroe, Lancs., returning by Peak District route. (Accommodation available.)
 Aug. 15—200 mile Touring Trial.

Sept. —Scott Trial (B.T.-S.C.)
 Date to be fixed.

This programme is in addition to the normal fortnightly club runs which alternate between coast and country.

Section runs for April

Sunday, 4th Thames Valley tour.
 Meet "Better Ole" Cafe,
 West Road, Isleworth,
 10 a.m.

Sunday, 18th Brighton, Meet Jacks
 Cafe, Morden Under-
 ground Station. 10 a.m.
 Central meeting Place, Marble Arch
 9 a.m. All visitors welcome.

Election of Officers 1954/5

Chairman : Mr. Alan Gosling
 Hon. Sec. : Mr. H. Evans
 Treasurer : Mr. W. Joslin
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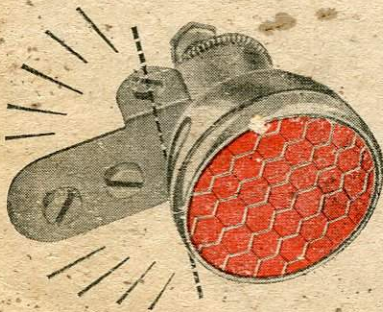
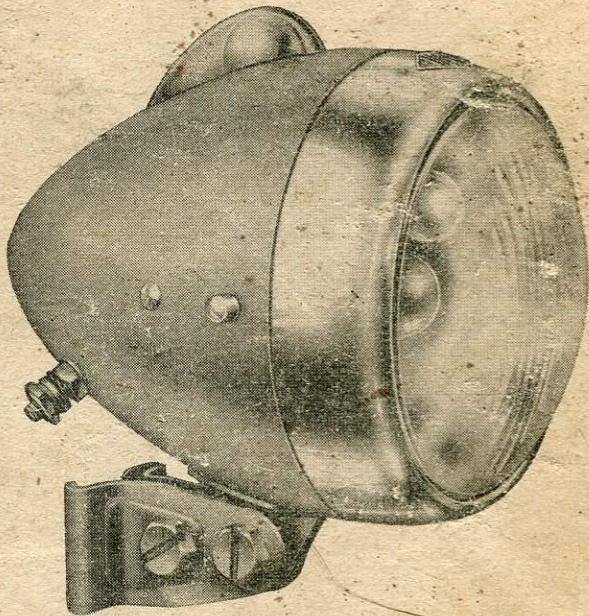
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Mr A. Pattle
EACC

Membership no. 7852

7, Thoresby Mews
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East Yorkshire
YO16 7GZ
21/10/19

Dear Mr Pattle,
Hope you find the enclosed original copy of "Power & Pedal" of interest.

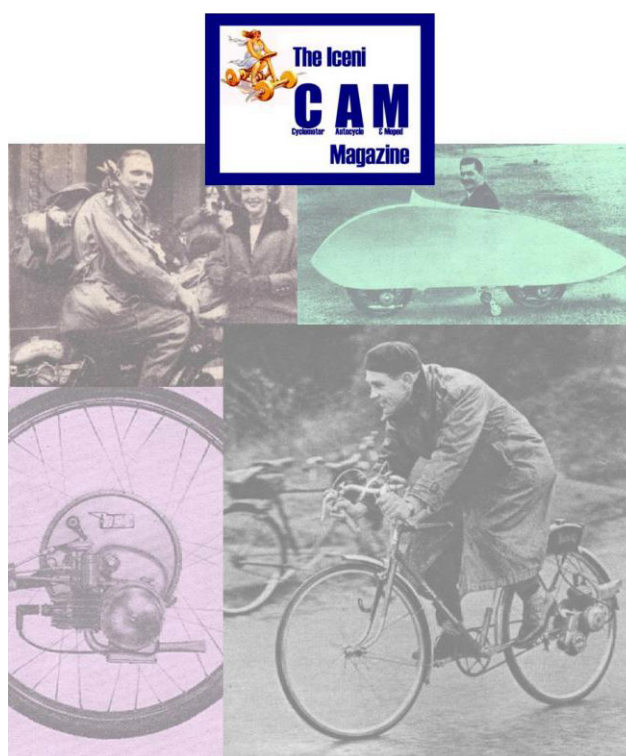
I have copied the original so I would like to donate it to the club. I'm sure a lot of members would find certain items in the magazine extremely amusing and interesting, and perhaps now not very politically correct (p109).

I have had the magazine a lot of years tucked away in a cupboard so I think it's time it was shared by enthusiasts.

Yours faithfully

Peter Van de Gevel

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