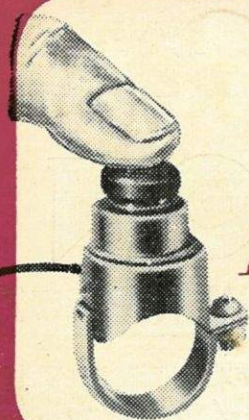


MAY, 1954

MONTHLY 4<sup>D</sup>

# POWER & PEDAL

## The Journal of the Cyclemotor

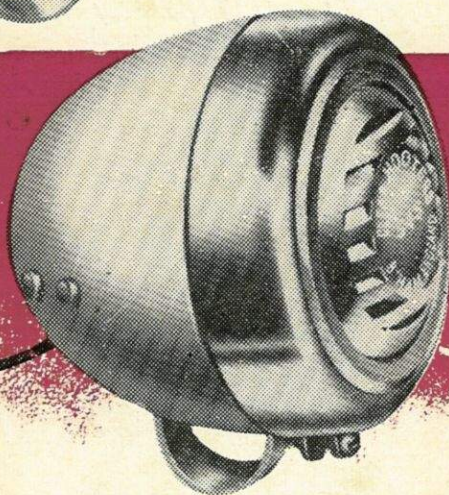


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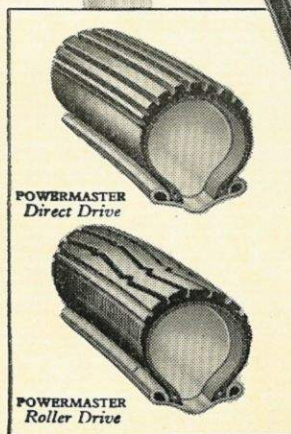
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# POWER & PEDAL

Editor : FRANK L. FARR

Published by:

**POWER & PEDAL, Ltd**  
197 Temple Chambers  
Temple Avenue, E.C.4.

Distributed by :

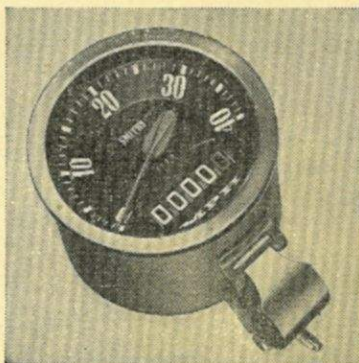
**Horace Marshall & Son, Ltd.**  
Tallis House  
Temple Avenue, E.C.4.

MAY 1954

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ALMOST FROM OUR VERY FIRST NUMBER the demand has been that *Power and Pedal* should be made bigger, better and more expensive and now, at last, we are able to satisfy part at least of these requirements. Starting with this issue we are larger by four extra pages, have an improved cover and more illustrations, but the price remains the same, and excellent value too though we do say it ourselves.

We trust that this, our first modest step on the road towards the splendours of the full colour "glossy", will encourage our readers to introduce it to others, and give still greater confidence to the increasing number of advertisers who are finding Britain's only cyclemotor journal the way into this new field.

To all we wish good riding, good reading, and good business for the coming season.

---

# 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

## No Panic, Please

THE Report of the Department of Scientific and Industrial Research for the year 1952/3 has just been published and it contains, as first item in the section under Road Research, three paragraphs on Motor Assisted Cycles

The Survey is concerned with accidents and comes to the conclusions that braking and lighting need to be improved on these machines. It notes also that a high proportion of the accidents occur to elderly riders, some "riding their first machines with mechanical controls" and that other accidents occur "because the car driver greatly underestimates the speed of the cycle". From this point the Report goes on to suggest that "some clearer indication is needed that the cycle is power assisted."

The high age group problem is natural and will stay with us as the average working age of the population goes higher and higher in the coming years. Better advice on buying the right machine for the job and some facilities for training are the answers to that.

The trouble of car drivers underestimating speeds through not knowing that the cycle in front is motorized is obvious and should

have been dealt with long ago. Over a year ago this journal sent a long memorandum to the Ministry of Transport at the invitation of the Royal Society for the Prevention of Accidents, which raised this point and suggested that the present useless rear number plate be scrapped on motor assisted cycles and replaced by a white oval plaque with a distinctive letter on it as is at present used to indicate trailers. This would shew any following driver clearly that the machine in front was powered and that the rider's right hand would probably be occupied in handling his throttle while accelerating and, therefore, not be free for signalling.

It is on the matter of braking, however, that we feel there must have been some failure to understand the conditions and requirements of the cyclemotor. The figure quoted of 48 to 64 feet for a motor assisted cycle to stop from 16 m.p.h. (the comparable figure for a car was given as 15 feet) is so bad that we feel there was something radically wrong with the brakes, the rider or the test conditions. The term "rim brakes" is used without reference to the type, thus lumping the old-fashioned "stirrup" brake with the efficient

modern caliper.

Having accepted these figures the Report goes on to say that "Hub brakes were generally better than rim brakes, particularly in wet weather". The danger seems to be that, on the basis of this most inconclusive test, some panic legislation may be imposed on the Trade, as happened in Holland last August, compelling at least one hub brake to be fitted to a motor assisted cycle. We have nothing against the hub brake, indeed a good hub brake is a very nice thing to have, but there are other factors to be considered. The renewal of a pair of brake blocks is a job for any handy cyclist and costs a couple of shillings, but the relining of a hub brake is not all that easy and inexpensive and the rider may go on for years without noticing the falling off in efficiency until an emergency, if not too late, forces some action.

We commend the substance of the Report to the Trade, but to our legislators we would say that this is not enough evidence for action. *Power and Pedal* offers its services and the combined experience of its readers in the cause of safety—May our voice be heard.

# COMMENT

by

## CLIP-ON

NOW that Spring is a reality and no longer a dream the riding that has been a necessity, a convenience or a duty becomes suddenly a pleasure. Even the routine trip to work and back can be made into a tourlet if approached in the right frame of mind.

A variation of routes to enjoy better road surfaces to take in a park on the way can do a lot to unfurrow the business-knitted brow and on the homeward journey at least there is time for dalliance.

On the real pleasure trip in the evening or at the week-end there is one thing that many motor assisted cyclists have to learn, judging by my observations on the roads. That is that our machines were not designed and should not have been bought to provide the fastest means of transport between points A and B. It cannot be too often repeated that the function of a cyclemotor engine is to take the work out of cycling, to make progression easier and pleasanter rather than faster. So when you are riding for pleasure, take it easy, keep the throttle under the halfway mark so that the engine runs sweetly and quietly, sit up and look around. That's the way to enjoy cyclemotoring.

### Hill Climbing

As I test more and more different units I am struck by the fact that those which require pedal assistance on hills at all nearly always seem to climb better on small throttle openings. It is only the low-gear ones that can keep the revs. up at slow road speeds that can use

full throttle on the steeper grades. Not many riders seem to be aware that they will get more assistance from their engines up hills with the throttle about one third open than if the engine is flat out. It is just another variant of the "take it easy" theme but worth knowing.

On this subject of hill climbing our correspondent from Germany, "Tempo," remarks that it would be interesting to know how the maker's claims of climbing gradients of X per cent are based. He asks, "Does the engine slog along with lots of bonking in order to claim so and so gradient climbed without pedal assistance in actual practice, or is it all worked out on the drawing board? A machine can climb, say 1 in 9, breaking its heart or climb with some sort of joy".

Frankly I don't think it matters much and I would need an independent tester's report to believe any such figures. The real test is whether or not it is hard work to get up a hill, not a matter of at what point in the climb the pedals have to be brought into play.

### Caliper Brakes

The report of the Department of Scientific and Industrial Research criticising our brakes and shewing a leaning towards drum brakes as a cure for all ills has caused one or two of my personal acquaintances to question my own declared preference for calipers.

I still say that I have never met any better cycle brakes than a good

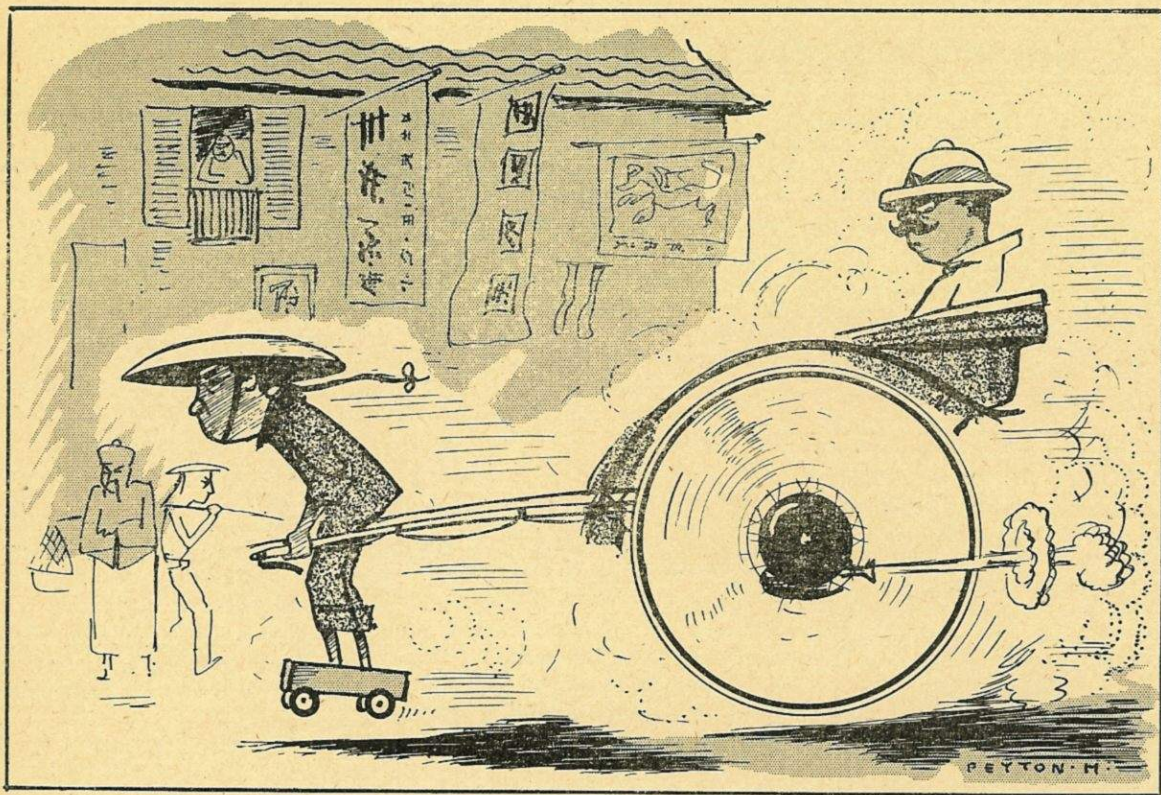
pair of calipers for smoothness, power and reliability, and the fact that they grip more slowly when the rims are wet is as much advantage as disadvantage since the same applies to my tyres gripping a wet road.

Back in the 1920's Rudge Whitworth introduced a new range of motor cycles of unusual interest. They had 4 valves per pot, 4 speeds in the gearbox, built-in lighting at an inclusive price (an innovation then) and coupled brakes. These brakes had flat shoes bearing on rims alongside the wheel rims themselves. The makers claimed that these coupled brakes could not cause skids even on wet roads, and the claim was largely substantiated simply because the wetness of the roads was matched by the wetness of the rims. They dried off after the first turn of the wheel as our calipers do on cycles and worked normally without snatch after that.

As I mentioned in this column a year ago, the car world is now turning away from enclosed drums to exposed calipers to get over the problems of "fade" on high performance cars. The *Girling* "Disc" brakes shewn at the 1952 Motor Show had three pairs of shoes on each disc and claimed that the first pair removed all the water and allowed the rest to grip first time round. Has anyone tried it on cycles yet?

### Roller Slip

Talking of wet roads, the mere idea that roller drives may slip a little in wet weather seems to



*It is necessary for the rider to adapt himself to the higher speeds occasioned by the use of an engine.*

horrify some people to an unnecessary extent. To my mind this is not a very important thing as almost all drives must have a slip point somewhere. Wheelspin is common enough on all motorcycles and most cars and the ordinary railway engine suffers from slip as a matter of course on every getaway even in dry weather. If railway engine drivers were as ham-handed with their cut-offs as most cyclemotorists are with their throttles few trains would ever get out of their stations, but with proper control the engines pull hundreds of tons up grades in all weathers.

As long as the roller grips adequately on the move no rider should mind having to use his throttle and/or pedals intelligently when

getting away. The advantages of roller drive can be worth that slight demand.

### Second-hand Values

Dealer comments on the low second-hand values of cycle-motors have caused me to collect some opinions on this matter. It is of considerable importance to the purchaser of a new machine that his acquisition may be worth less than half what he paid for it after a few months use, but there is no one reason for this state of affairs that can be corrected.

The cheapness of the new units themselves and the fact that they can be obtained on easy payments encourages the luxury of buying new. The fact that a second-hand

purchase often means having to do one's own fixing and do without guarantees or service also counts heavily with our largely non-technical riders. The fact that the unit cannot be tested except on the road, suitably taxed and insured must also count for a lot.

The announcement of a new machine that is not only competitive in first cost but also offers an over-the-counter exchange unit service at £4 a time for reconditioned engines should improve second-hand values quite a lot. If one can buy one of these machines in any old condition and change it for good as new for four quid the value of that unit can never fall very low. I hope other makers will follow this scheme. It will make a lot of difference to the market as a whole

# 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.*

## Cyclists

As another life member of the "Cyclist's Touring Club", who has now taken, after 38 years cycling and about 30 years membership of the C.T.C., to cycle-motoring, may I say that in my view the Club is right in excluding any form of motor assisted rider from membership. It is in a healthy condition as it is, and as at present constituted can better look after those who make up its membership than if it were hampered by cyclemotorists, as the two do not mix.

During a brief spell of motor-cycling some years ago I was a member of the A.A., and have rejoined that organisation, though considering that for motor-assisted cycles the thirty shillings odd annual is on the heavy side, but maybe like most things, we must pay up these days. I do think they give service to all, but could they be persuaded to reduce the annual sub for us 50 cc., then many might consider joining.

My previous statement regarding the healthy state of the cycling organisations would make me also endorse your opinion in the leading article that the "clip-on" motor is not likely for some time to die out.

I would say that demand should continue steady as long as ever cycles are ridden, and in that connection as new cycles will continue to be made for those who prefer them, as long as they can ride at all without assistance, so will there be always from that source, now we have so many excellent units available, a demand for the "Clip-on".

In closing, like T.P.C. 739, I wonder why so many *Cyclemasters* are about, but would say it is push in advertising. By the look of them they are about as bad as any for accessibility. Perhaps owners will explain.

A.A., C.T.C.

Barrow.

## Another of the 100,000

In answer to TPC 739's question of why more *Cyclemasters* on the road than other Cyclemotors when he has judged them to be unreliable, I can only assure him as an owner of one this has not been my experience.

If it is a fact that *Cyclemasters* are more numerous, then they must have been widely recommended.

As regards to these he has seen being pushed, maybe in spite of the makers emphasizing the importance of a regular check-over of plug and points, etc., their owners are the very ones to ignore this advice.

Price higher than some? Yes, but don't forget the brand new wheel, special *Dunlop* tyre, coaster hub brake, lighting coil are inclusive and it is clutch driven. Speed—designed for pulling you up the hills with maximum power, and I have not found a hill to make it cough yet.

PYD 386.

Frome.

## Not So Happy

I disagree with your correspondent T.P.C. 739 when he says that the *Cyclemaster* is "far slower" (than what?) My *Cyclemaster* will

do 25 m.p.h. with ease and on the flat, with a slight tail wind it will reach 30 m.p.h.

I have to decoke my engine about every 1,000 miles if I want to keep this high performance up, which I think is reasonable.

I bought my *Cyclemaster* in January 1953 because I thought it was the best. I have had a tremendous amount of trouble and it has cost me nearly £6 in spare parts. Most of these I have been able to fix myself but an oil seal which failed recently cost me 14/6d. including cost of labour.

Most of my trouble has been with the back pedal brake but I have also had three cases of the contact breakers splitting—once when 15 miles from home and no shops open!

I have also had to buy a new piston and cylinder barrel because a circlip broke and made deep scores in the barrel. Numerous throttle cables have broken for no apparent reason—perhaps it is because of the sharp bend on the lever control. Now, however I have a "twist grip" control and if the cable does break I just shorten it and carry on.

V.N.O. 123

E.17.

## Vincent "Firefly"

I read your excellent monthly magazine with great interest, and especially enjoy the views expressed by your readers regarding the merits and demerits of various types of motor attachments. I would, therefore, like to put in a good word for my *Firefly*.

I purchased this machine last October, after months of deliberation and wavering between several different makes. I am fast approaching my first thousand miles powered cycling, and am delighted with the *Firefly's* performance. It completely wrecks the theory put

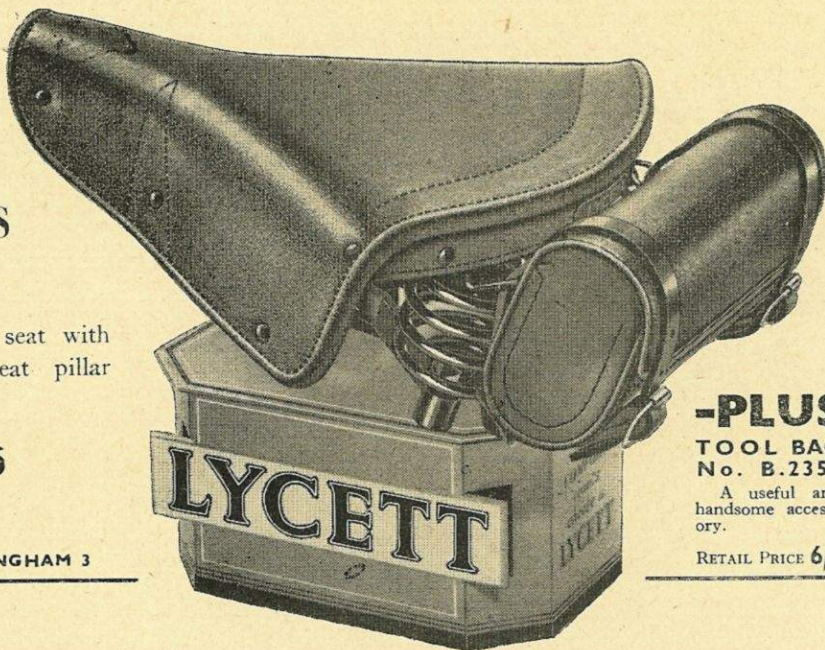
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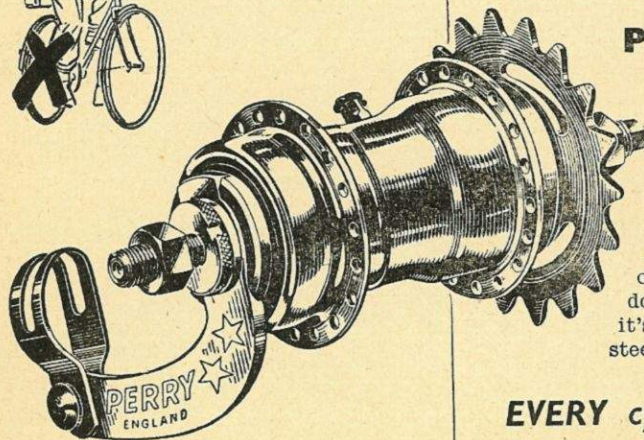


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**PERRY Back-pedalling Brake**

**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  
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forward by all Dismal Jimmies that a roller drive is tyre destroying. My *Firestone Powerdrive* rear tyre is still hardly worn, thanks to the fact that the large driving roller is cushioned in rubber and "gives" with the tyre. All hills are tackled, very few needing pedal assistance, and weather conditions of the worst possible type do not worry the engine at all.

The merits of this machine are obvious, and I would recommend it wholeheartedly to any intending purchaser. It is positioned in the best possible place, under-the-bracket, making for perfect safety and stability. Pulling at low speeds is excellent, and the 5-pt. tank holds enough for over 100 miles without refuelling. Above all, *Vincents* have produced a *good looker*. Nothing clumsy or incongruous about the *Firefly*. Neat, tidy and there is always power in reserve.

So you see, Mr. Editor, I regard my beloved 255 AHX as the absolute tops—I think we shall be together for a considerable time!

D. J. BERRY

N.13

### The Coke Cooked

This is a thank you letter, which I wish to convey to you and Mr. J. R. L. of S.W.2., for his letter "Cooking the coke" in your issue of *Power and Pedal*, December 1953.

I have a *Cyclemaster* which had deteriorated in power, the same as he mentioned in his letter, and I at once set about to rectify it. I first renewed piston and rings, *no result*, fitted larger cylinder and piston, *still no better*, dissembled engine and fitted new valve disc, *just the same*, so pulled rotor and fitted new ignition contacts *just the same results*.

This was beginning to get me down, as I am an old Motor Engineer, running my first motor cycle

in 1903 and I know most of the tricks. However, a friend lent me two copies of the *Power and Pedal*, a magazine which I had not heard of before, and in one of them I read J.R.L.'s letter. I wasted little time before I was "cooking the coke" in the kitchen fire. The silencer was replaced on machine, and on the first push off the motor started, before this it needed energy to start, and on the road test and hill climb it was all one could desire, so please will you pass on to J.R.L. my grateful thanks, and also let me tell you that you have a new subscriber.

H. A. WHITE

*Dorking*

### Tyre Tip for Lightweights

Many cycles are fitted with 1¼" tyres which when fitted with a motor are definitely undersized and you have to pump them so hard to carry the extra weight that they are virtually solid. My *Cyclemaster* has the usual 1½in. carrier tyre for the rear wheel, have now replaced my front tyre with a 1¼" Tandem Cover which is as large in section as the 1½ rear. It has made a wonderful difference to the running of the machine and I feel much safer with it. Don't try to economise by retaining the old 1¼ tube: a 1¼ tandem tube **must** be fitted owing to the greatly increased size.

T. WAYMOUTH PRINGLE  
*S Croydon.*

### For the Future

Re the perfect cyclemotor. First I suggest that cyclemotors must now come under two main headings. Those riders who have undertaken long tours, as I did last year through Wales and the Lake-District to Penryth, will require some modifications to their original "Clip-ons". Not necessarily for greater comfort, reliability, or speed, but rather I would say after a perfect

tour on my *Mini*, for a little more luxury and for more mechanical efficiency from the little engine.

My choice then, that sturdy almost foolproof engine the *Trojan Mini* in its 2-speed form, either 49 cc. or 75 cc. (to choice) fitted to the *Britax* cycle. The petrol tank could presumably be connected easily to the engine fitted to the down tube but the rear hub-brake would have to be replaced and hub-lighting instituted. But what a performance these little 2-speeds should give. My present *Mini* has given *NO* trouble whatsoever during 5 to 6,000 miles, necessitating de-coking only, so far. And what a perfect cycle *Britax* and the *Enfield Co* have produced.

The above combination should provide efficiency and extra comfort without too much increase in weight and engine power, the two main things to be avoided. Total price? should sell if not over £50/55.

R. S. KNIGHT

*Sittingbourne*

### Sparks

With the old Bosch or Thompson-Bennet mags., as fitted on cars and motor bicycles in the Good Old Days one could generally forget about the magneto (except for giving an occasional drop of oil) for about 20,000 miles. It seems therefore that some drastic alteration in the design of mags. used on cyclemotors is highly desirable.

OPT-I-MIST.

*Seaford.*

(*Our old-timers must not forget that those magnetos weighed as much as a complete cyclemotor unit and cost more—ED.*)

### And no Sparks

May I briefly offer comment in the interests of constructive criticism.

Firstly, when are we going to hear of a road test report of any diesel unit? I am convinced that

countless readers await details of these ignitionless units. While the *Wico Pacy* magneto appears to function incredibly well, speaking broadly, the ignition system as we know it to-day constitutes an eternal source of trouble. An outstanding unit of German origin, the *Lohmann* appears to perform phenomenally from reports. May we hear of these "oil jobs" shortly?

FINLAY MURDOCH

*Ipswich*

### Tandem Stands

May we through the valuable medium of your journal, ask the cycle trade, to us, a very important question?

Why can't they get down to producing a sensible, well designed, rear stand for tandems powered by *Cyclomaster*?

Some of the refinements that have been thought up are not

strictly necessary, in our view a rear stand is.

THE VINTAGERS

*West Kirby.*

### "B.S.A." Rider

I have just finished reading the first copy I have been able to obtain of your excellent little journal. It is just the thing I have been looking for ever since I became interested in cycle-motors.

My present mount is a *B.S.A. Winged Wheel*, which I consider to be one of the best on the British market. It has its faults but they are not serious ones and I'm not complaining.

I think that the correspondence is the most interesting part of any magazine and I am pleased to see that you devote so much space to it. I also like the test reports and the technical articles and would like to see more of them, but I wish that

the prices of some of the accessories could be inserted.

W. J. M. BARKER.

*Headington.*

### Old Soldiers and Deep Mudguards

Some people may wonder what happens to cyclemotors at the end of their useful life in their normal capacity. Mine is at present being examined by a prospective buyer who has already converted one so as to mechanize his lawnmower. Perhaps your readers have other interesting remarks in this connection.

A request to the trade. I have tried in several places to procure deep-valanced mudguards, 26in. wheel, similar to the old all-weather pattern, but without success. Any offers?

R. M. THOMAS

*Esher.*

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### 20 MPH

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

EASY TERMS

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



# Cyclomaster

CYCLEMASTER LTD., (DEPT. 13) . 38a ST. GEORGE'S DRIVE . VICTORIA . LONDON, S.W.1

**Correspondence—Cont.****Keep Them Clean!**

Re "Whiskering Plugs", this seems to be a common complaint by all, including myself until a few months ago. Having found my *Power Pak* slowly getting quieter and quieter and rapidly reducing speed, I carried out a decoke and soon restored the top speed performance.

However the "Whiskering" started again and finding no apparent reason for this I removed the plug and had it sandblasted at the local garage; this seems to have done the trick and also gives easier starting on cold mornings.

Many thanks for a most interesting Journal, looking forward to next month's issue.

H.T.P. 737.

Portsmouth.

(The advice is good, but this reader's trouble sounds more like carbon bridging than "Whiskering" of the plug points—ED.)

**"Power Pak"**

Having just read the April issue of *Power and Pedal*, I should like to endorse Mr. Wyatt's statement, that cyclemotors have to be kept in perfect order to get the best out of them. I endeavour to do this with my *Power Pak* and have had

no trouble with this excellent unit. The motor has covered 175 miles easily in a day, my average speed was over 19 m.p.h., and petrol consumption 220 m.p.g. On runs of about 50 miles, 20 m.p.h. can be averaged with complete comfort and it will hold a genuine 30 m.p.h.

I should like to ask if L.A.C. and Mr. Anseley can pass a *Cucciolo*; so far, this is the only motor that has been able to draw away from me. Some-day, perhaps, I shall encounter the two fantastic *Cyclemasters* of L.A.C. and Mr. Anseley and that should prove interesting!

S.P.B. 803

Weybridge.

**Luggage Carrying**

Although still at school, I am the proud possessor of a *Mini-motor*. Being a novice and reading for the first time your magazine, I noticed how ready your readers are to help a fellow reader over his certain problem.

The difficulty assailing me, is that of carrying luggage when touring. A haversack is out of the question, making riding both dangerous and uncomfortable, and panniers mean extra strain on the already "overworked" back wheel; is this the only way out?

I shall be glad if you print this letter as the problem is seasonable and the advice (if not grudged to a

junior owner) will doubtless prove very useful to others who must be at this time troubled as I am.

P.P.J. 56

Barnet.

**Rear Stand Invention**

After reading in your February issue a letter from a reader who wanted suggestions for raising the rear wheel of his motorised cycle and had suggested weights on the front wheel to raise the rear, it set me thinking about a rear stand, as I have a *Cyclemaster* and had often thought of the difficulty of having to remove this unit from the frame or repairing a puncture in it. I have successfully made a stand for my machine primarily for the two operations just mentioned, but I have now dispensed with the stand I had been using, fixed under the bottom bracket, and use my own for all occasions. I have got a Patent Cover for same and it will of course do for use with practically all makes of Cyclemotors. If you are interested would you kindly let me know.

A. HAWKINS,

W.4.

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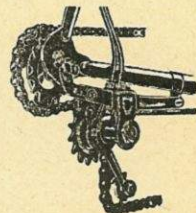
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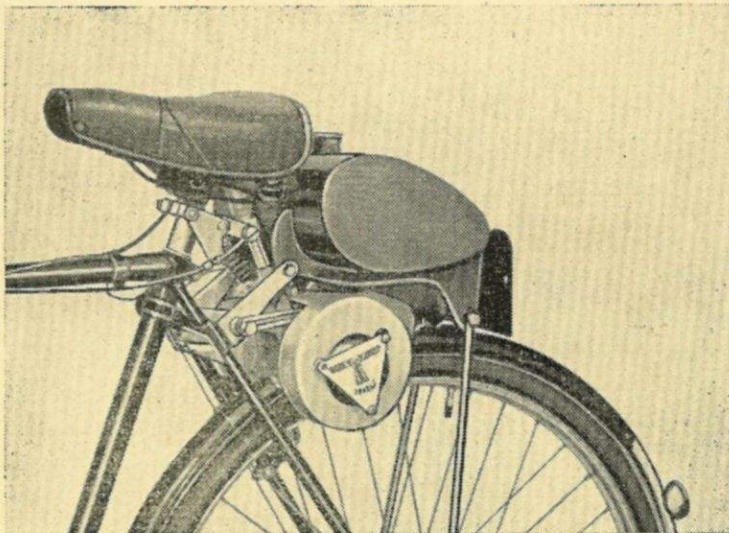
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# POSITIONING THE ENGINE

An Essay in Prognostication—by the Editor

OLD MOORE has not yet sent in a contribution, perhaps because he feels that the field is too crowded. Certainly everyone else I have met is ready and willing to predict the future of the cyclemotor in Britain down to the last detail. Riders agents and manufacturers all appear to have definite ideas on the subject and it would seem that the designers of the next few years will have little need to experiment on their own to achieve perfection.

However, there is a snag about all this confidence and a major snag at that. The predictions differ widely and the range of ideas seems to be subjectively related to range of units at present being ridden, sold or made by the predictors rather than on an objective survey of the needs of the future riders and the technical and commercial possibilities of the machinery of production and distribution.

It is natural, of course, that an owner should regard his own pet as the finest thing of its kind in the world (unless it has given trouble, in which case the unit is a dead loss and the makers and dealers who produce and sell it are a bunch of low-living crooks); natural too that a manufacturer should have faith in his own product. It is even understandable that the agent should believe that the units he handles are good and that the others don't really exist. But these factors should not affect judgements on the future trends of cyclemotor design to the extent that they do.

Actually a cyclemotor engine is no more use by itself than is all the wasted horsepower in the tidal waters around Britain's 3,000 miles of coastline. The engine is only a part of a complete vehicle and all estimates of design factors must be

assessed against that background. Steering, braking, ease of handling (and man-handling), simplicity of control and maintenance, durability and appearance in the machine as a whole are all more important than sheer engine performance, and even the attachment unit must be judged by its effect on these factors.

Nearly all the people who discuss the merits and demerits of the various units seem to be mainly, if not wholly, concerned with the position of the unit on the machine. In Holland there are two very popular front wheel roller drive units and a very neat front hub unit which between them account for over 100,000 users, but in this country there is a determined prejudice against front wheel drive that is only opposed, interestingly enough, by those who have actually tried it.

The over-the-rear-wheel position is popular here because the first cyclemotor unit to come to this country was one of these and because the prices have remained low. There is little discussion about theoretical advantage over this position, it being good enough, for the riders that the things work. The under-the-bracket brigade, on the other hand, work on theory more than anything else. This position, they declare firmly, is right because the centre of gravity of the machine is low—That's all.

Most successful in sales still is the rear hub unit and here too there is little discussion about theory. The unit looks neat and tidy and does its job of providing power for transport well and the customers are satisfied. Few have ever tried anything else and, I suspect, few will unless the same firm turns to a different design.

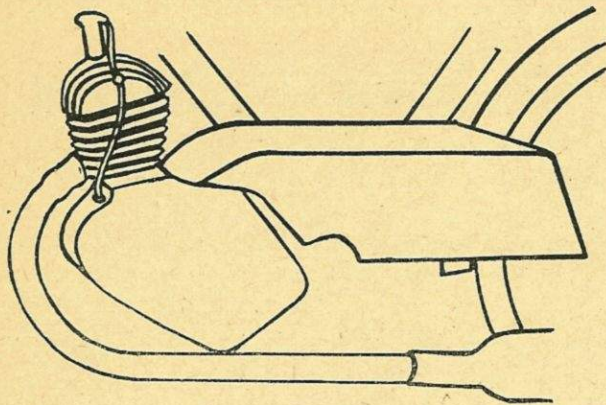
Of the discontented, those for whom none of the present machines is right, there is only one strong school of thought about future design and it comes, rather curiously, not from an analysis of future requirements but from the history books of the motor cycle industry.

The first powered cycles, they say, were pedal cycles with attachment engines and these engines were stuck on all over the machines as the "clip-ons" are to-day. But time has settled all arguments in the motor cycle field and now there is only one place for the motor cycle engine, slap in the middle of the frame. Here then, it follows, is the right place for an engine and all cyclemotors might as well accept the idea without further ado.

There are so many flaws in this argument that it is impossible to deal with them all, but the main objections to the conclusion can be stated simply and clearly enough.

In the first place 50 years ago there was no motor cycle industry and the machines developed to fill that gap. Now there is and cyclemotors do not have to compete. Secondly, if the motor cycle were providing the type of transport with which we are concerned there would have been no cyclemotor revival now. Thirdly, technical know-how has advanced in that half century and it is the development of the small, light, cheap and economical engine that has made the true power assisted cycle practicable as transport for the millions.

The present day pedal cycle is a sound, safe and easily handled vehicle and the factors which will make an engine attachment desirable will be those which do not



The "Rabeneik", using the "Cyclemaster Unit"

spoil these qualities as part of the price of motive power. Some addition in weight is inevitable but weight, so long as it is within the wheelbase of the cycle, makes very little difference to the handling of the machine on the road as is evidenced by the variety of loads one sees on cycles every day in baggage, tools, child passengers and tradesmen's deliveries of goods. Weight does, however, make a lot of difference when the machine has to be manhandled up steps and through passages as is often the case with cyclemotors in daily use. In these circumstances weight at either end of the machine or weight high up is awkward and uncomfortable as compared with weight low down in the centre of the wheelbase. But at the same time ground clearance is of vital importance for ease of handling and for avoiding damage to the unit over steps.

The cleaning and adjustment of cycle parts must not be made more difficult by the presence of the engine, local loads must not stress frames or other components so as to reduce the useful life of the machine, and the power unit with its fuel tank, pipeline and control cables must be clean and tidy enough not to detract from the neat appearance of the machine and rider.

It will be seen from the foregoing that hardly any cyclemotor unit in

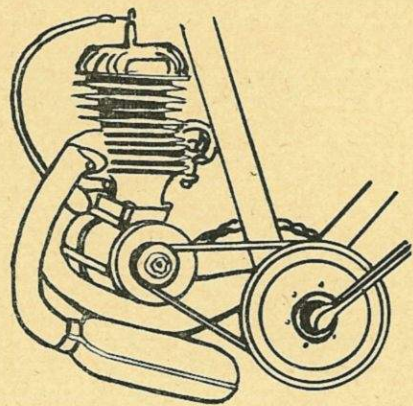
current use can be described as perfect for the job. All of them have some of the disadvantages listed and it may be reasonably claimed that the perfect attachment unit is an impossibility. This may be true and some years hence all motor assisted cycles will probably be made all in one piece and designed for the job throughout.

Nevertheless I am convinced that it is practicable to make a really good "clip-on" that will avoid nearly all the difficulties mentioned and I believe that we are not far away from it now. Let us see what is called for.

We want the weight low down and centrally situated but clear of our ankles and not at the expense of ground clearance.

There is only one place that provides all this and that is in front of the bottom bracket, the place to which nearly all continental designs are moving. From there a roller, geared down for good pulling power and light tyre wear, could only throw water and grit on to the ground. Alternatively a chain secondary drive can be taken easily to either side of the rear wheel.

The fuel tank fits logically over the down tube or under the saddle where it does not get in the way of rider or luggage and does not



The "Junior" clip-on with belt drive

detract from the appearance of the machine. Hanging the engine from the strongest part of the frame in this way reduces torque and vibration stresses to a minimum, while the unit itself is well protected from damage in the event of a fall. A further advantage of this position for the engine is that it does not interfere with the fitting of front or rear springing if desired.

We know that most of the one-piece autocycles now being sold on the continent follow this practice but can an efficient attachment unit be designed for this fitting? The answer is in the affirmative and some already exist. Our well-known *Cyclemaster* unit is being made under licence by the German firm of Rabeneik and the French *Junior* is the neatest little attachment ever, while in Britain we are familiar with the Italian *Cucciolo*, all in this position on the machine.

If I were making cyclemotors (and believe me, if I had the capital I would be. It's a wonderful field of opportunity) I would build one engine in two forms, both for fitting before the bracket, one simple geared roller, and one clutch and chain. These two would cover nearly all requirements, town and country, old and young and, with a sturdy two speed *hub* gear, long journeys or mountains. *It could be done with existing units or parts* —Try it Trade!

## News from Germany

# Two Interesting "Kreidler" Models

from Tempo

THE photos show two typical Moped Models now being turned out in their thousands in Germany. Taking the J.50 first we have a machine of some 70lbs. weight powered by a two stroke 50 c.c. engine. The tank is also the main curved tube of the frame and the tank filler cap is under the saddle which is hinged to make tanking-up easy. A choice of front fork springing rests with the buyer as an extra pound or two is required for a J.50 with spring front forks. A built into the headlamp speedometer is also an extra. Without pedal assistance, the model is stated to climb gradients of 12 per cent which is getting on for about 1:8. Tyres are of 23 x 2 size. A large saddle is fitted. Internal expanding brakes are on both wheels—front is about 7 inches (80 mm.) and the rear is about 8 inches (100 mm.) and foot operated. The engine is at the bottom bracket level with pedal mounting through the engine housing. Primary drive is by gearing and final drive by chain of substantial size. The makers claim a maximum speed of some 25m.p.h. (40 k.p.h.) and about 200 m.p.g. Neat cowlings covers the top part of the motor and a good chain guard runs from engine and along top chain run. Here are the details of the model, J.50.

Engine: *Kreidler* air cooled two-stroke with flat-topped piston in hard chrome lined light metal cylinder. 38 mm. x 34 mm.—50 c.c., b.h.p. at 5,000 r.p.m. equals 1.5.

Ignition/Lighting: D.C., 3.3W with headlamp 2.7W.

Carburettor: *Pallas*.

Drive: Primary, gears. Final

drive, chain of  $\frac{1}{2}$  in. by  $\frac{3}{16}$ th in. Clutch, handlebar operated.

Frame: Modern design with main curved backbone designed to hold about  $\frac{3}{4}$  gallon petrol. Frame appears to be both neat and rigid, and the first half of the rear wheel is fitted with dress guard of substantial proportions.

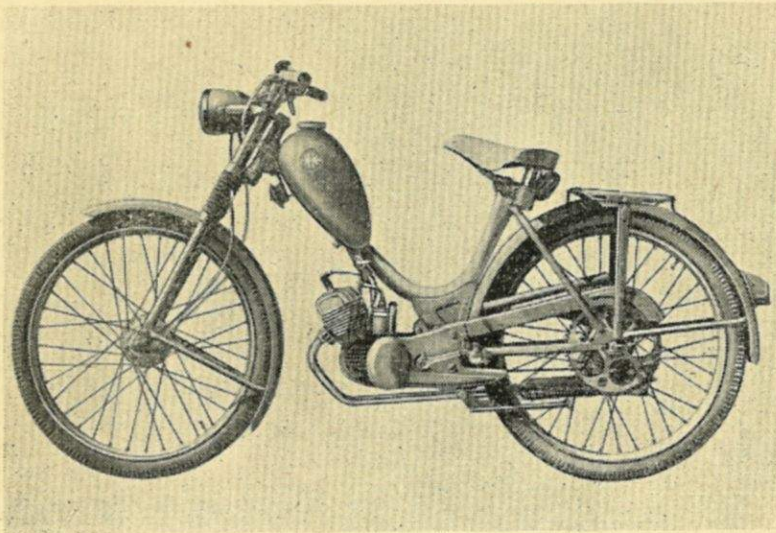
This model, is, of course, not liable to the usual motor cycle taxation in its homeland.

The K.50 is slightly different. For one thing, its weight, some

90lbs. almost takes it into the lightweight motor-cycle class and its fuel tank is more orthodox. It is to be had either "Standard" or "Luxus" according to one's pocket and tastes. Should one desire it, the pedals may be so arranged that a "kick start" action is obtained, but just what advantage there is in this, is hard to see. The brakes are similar to the J.50 model, and the chain size is the same. The makers claim that gradients of 18 per cent can be climbed on this model before resorting to pedal assistance.



The "Kreidler J50", a 500 c.c. Moped with "Kreidler" engine, and fuel tank in the curved frame tube. Engine cowlings is neatly carried out. Top speed about 25 m.p.h. Costs roughly £44 this model here. Note front fork springing. The filler cap is under the hinged saddle.



The "Kreidler K.50" Verging on to the light motor-cycle class it has a 50 c.c. engine developing 2.2 h.p. Speed is stated as about 35 m.p.h. Note the telescopically sprung front forks. Costs roughly £54 ("Standard") and £57 ("Luxus"). Kreidler also make a very pretty 50 c.c. scooter

That is about one in five. It was on such a model, well loaded too, that a rider made the trip from Munich to Morocco and back—8000 kilometers!

Here are the details of the K.50. Engine: Air cooled two-stroke of 50 c.c., 38 mm. x 44mm., b.h.p. 2.2 at 5,000 r.p.m. Flat topped piston.

Ignition/Lighting: D.C. 18W lighting, headlamp fitted with 15/15W dipper bulb which is operated from switch on handlebars.

Carburettor: Pallas 14.L.11., 14 mm. jet and air filter.

Drive: 2 speeds through control on handlebar, top gear 1:1.7 with freewheeling in first gear. Pedal mounting through engine housing and final drive by  $\frac{1}{2}$  in. x  $\frac{3}{16}$  in roller chain.

Frame: Main tube curved and carrying fuel tank at steering head

end, tele. front forks with 4in. movement (100mm.), tank holds about 14 pints (7 litres) and is fitted with reserve tap and filter. Tyres: Extra heavy 26 x 2in.

The K.50 is stated to do some 40 m.p.h. (50/55 k.p.h.) and uses petrol at a rate of 1.7 litres to 100 kilometers.

The prices given are for the German market and here they are The J.50 costs DM385 with spring front forks (about £44) and the K.50 "Standard" DM. 588 (about £54) and the "Luxus" DM.620 (about £57). The Kreidler concern last April, produced their 10,000th K.50 after one year's output and then proceeded to enlarge their works at Stuttgart in order to produce even more! Makers—Kreidler Fahrzeugbau, Kreidlers Metall u. Drahtwerke G.m.b.H. Kornwestheim bei Stuttgart, Germany. They also make motor cycles and Rollers (scooters to you!).

## VETERAN CYCLISTS ASSOCIATION

The V.C.A. have decided to admit cyclistmotorists to membership. I am sure you will be interested to hear of this, also your readers, particularly as we are the first cycling organization in the country to do so.

A Nottingham section has been formed and is known as V.C.A. Nottingham Cyclomotor Section. We hope to hold our first trial at Whitsun. I will let you know as soon as it is fixed also all other news that may be of interest to you.

Membership of the Association costs 5/- a year, and all members receive a lapel badge and transfer for cycle also a quarterly magazine is issued free to all members.

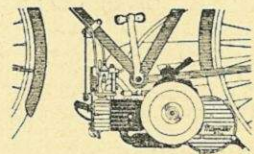
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## Tourlets



# How Long is a Tour?

*With Photographs*

*by*

**ARNOLD E. BENSUSAN**

## This is London

*The boats lying still on the gravel bed at low tide or riding gently at anchor when the water is high, remind one of a little fishing village. But this is London, a mere five miles from the centre of the metropolis.*

*In the background of the upper picture can be seen Kew Bridge and this place itself is called Strand-on-the-Green. There are trees and grass here, some seats overlooking the river, and the atmosphere is not the noise and hurry of London Town.*

*The picture on the right is the same view but looking down river. Behind it from this vantage point, quaint whitewashed cottages mingle with stately Georgian residences. Timbered facades are embellished with elaborate wrought iron bell brackets and old ships' lanterns.*



**ROAD TEST REPORT**

## A New British Unit

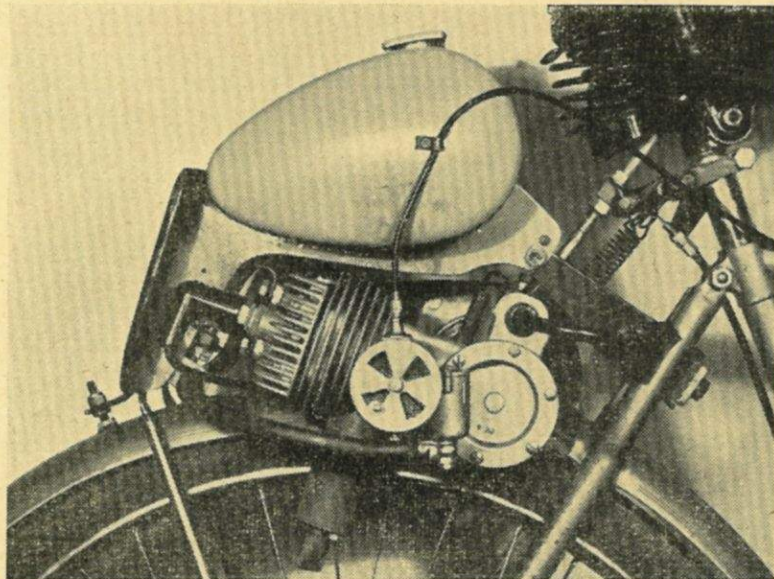
# The 49 c.c. TEAGLE

THE new 49 c.c. *Teagle* is a cyclemotor with a difference, several differences in fact. It is low in price, light in weight, lively in performance. The engine has blower-assisted cooling, high grade materials and an established place in industry before coming into the cyclemotor field at all, and the sales are backed by a first class and already existing service for maintenance *ad infinitum*. Naturally we have been looking forward to testing this unique machine for some time and it is with considerable pleasure that we can now announce the results of our trial.

The *Teagle* is an over-the-rear-wheel unit with the engine set horizontally on the offside of the machine, cylinder rearwards. The cooling effect is given by vanes on the rim of the flywheel magneto and an aluminium duct shrouding the nearside of the engine and carrying the air back on to the cylinder fins, location at the engine end being by two of the cylinder head bolts. Apart from its usefulness, this also "cleans up" the appearance of the unit considerably.

The cylinder, crankcase and outrigger forming the backbone of the unit are all one single alloy casting, a detachable end-plate providing access to the crankshaft and big end, while the gudgeon pin is reached through the inlet port. The head is detachable, spigoted and needs no gaskets. The sparking plug is centrally disposed in the head.

A steel driving roller is mounted direct on to the outer extension of the engine crankshaft and is carried on journal ball bearings at both ends. The big end is a needle roller pressed into the RR alloy con-



necting rod. The expansion chamber is bolted direct on to the cylinder and points downwards with a short stub feeding into the atmosphere. Total weight of the engine, complete with magneto, cooling shroud silencer, plug and lead is only 8 lbs. With  $\frac{1}{2}$ -gallon tank, cycle fittings, handlebar control, glass petrol filter, feedpipe and carburettor the total weight is just 15lbs., a very attractive proposition.

### On the Road

Perhaps because of the accent on cooling, the *Teagle* takes longer to warm up than most cyclemotors we have tested. After about 3/400 yards from a cold start the engine settles down and fires evenly and pulls well.

Maximum mean speed on the prototype tested was 27 m.p.h.

rising to over 30 under favourable conditions. Main road hills were taken mostly at around 18 to 20 m.p.h. and the unit never seemed to tire even after hours of continuous up and down on almost full throttle. It took a really serious grade to bring the speed down to the 8 m.p.h. at which pedal assistance was called for.

Once warmed up the engine was very smooth and even in running with noticeable freedom from four-stroking even when running on down grades at quarter throttle. The exhaust is too noisy in our opinion but mechanical noise did not exist at all unless one counts the slight whine of the steel roller on the tyre. Acceleration from about 12 to 25 m.p.h. was very lively and other traffic could be passed in safety and comfort. The extraordinarily good balance of the

engine was demonstrated by the fact that when the throttle was shut off even at over 30 m.p.h. the engine could not be felt at all on the over-run. We can quite believe the maker's claim that test rigs with this motor have registered over 9,000 r.p.m. It is the best balanced single we have ever met.

No decompressor is fitted and starting is a matter of getting the cycle just moving and pulling in the hard "clutch" control on the left bar. No great physical effort is involved in this and there is the usual trigger control to lock the lever into position. A refinement on the *Teagle* is the provision of a ratchet with alternative positions so that the roller can be run under light load for favourable conditions and pulled in another notch for additional tyre grip in wet weather.

With the roller free the unit could hardly be felt at all on the cycle, thanks to the light weight and the fact that the well-shaped tank is carried well within the wheel-base of the machine. This, of course, is the great advantage of the roller drive machine, that it does not spoil the bicycle as such. The *Teagle* is certainly good that way. No effect on the steering could be felt either free or under power.

This prototype was noticeably reluctant to run at very low speeds and could not be persuaded to "tick over" in neutral but we understand that the production

models have already been slightly modified in this respect. Apart from this and the exhaust noise already mentioned there is little indeed to criticise in this newcomer. A slight tendency to roller slip in wet weather made gentle use of the throttle advisable on the get-away, but the downward slinging of mud which is the common criticism of rear mounted engines was not so bad as most by quite a long way, partly because of careful screening and partly because the roller is only fractionally wider than the tyre tread.

### Past and Present

The *Teagle* has an attractive bright red tank and that gives a clue to its parentage, for it comes from the country and belongs to an already well known agricultural family. The engine was originally designed for agricultural purposes and has been used very successfully for a long time in a hedge cutting machine and as a stationary power plant for pumps, generators and the like.

In this field it has taken far tougher treatment than any cycle-motor is ever likely to get, and has proved itself almost indestructible. It is in this background too that the servicing system has been devised that enables the makers to offer an over-the-counter exchange engine service through dealers at £4 a time or, if the rider prefers to hang on to his own engine, the

overhaul can be carried out at the works in three days plus postage time at a *maximum* cost of £4.

This is a very real service and the fact that it is already established and working means that it can be relied on from now and not some time in the future. It adds a lot to the attractions of this light but tough little motor and we think there will be quite a lot of those tractor coloured tanks on the roads very soon.

Last but not least, the price is right. The "Super" model as tested retails at 17. 10s. 0d., complete with a set of high grade spanners and a pair of number plates. There may later be a "Popular" model at a still lower price without the blower cooling, tools and number plates. Either can be 10/- cheaper still without lighting coils.

**W. T. TEAGLE (Machinery) LTD., BLACKWATER, TRURO, CORNWALL** will be pleased to hear from Dealers in all parts of the Country wishing to handle their **Cyclemotor Units**



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(by post 2/10d.)

## ANOTHER "DIESEL"

WE still get so many tender enquiries after the little German compression-ignition engine that made a brief appearance here in 1952 that it is obvious that there is considerable rider interest in this type of unit. The advantage of having no electrical works at all to pay for, maintain and carry around is felt by many people to be the clue to the search for the perfect cycle-motor. It was, therefore, with considerable interest that we heard of an Italian unit of this type coming over and we hastened to arrange to see and test it.

The unit is called the *Lupetto* and it is an under-the-bracket job of 39 c.c., using a geared down steel roller drive on to the rear tyre. Despite the fact that it is extremely robustly built, the complete attachment, including the 3-pint petrol tank, weighs under 19lbs. and, when fitted, makes no difference at all to the feel of the cycle.

Tested in brand new condition the engine gave a mean maximum of about 25 m.p.h., a figure that would no doubt go up as it was run in. Pulling power is good over a wide range of revs. and there is a nice feel of certainty about the way the engine slogs up hills at 10/12 m.p.h.

The chief problem in marketing this type of unit is the comparative complexity of the control system and the *Lupetto* shares this problem. The throttle is a lever under the right hand, a double-acting twist grip on the left controls the compression, the carburettor has a finger operated flooder and a "choke" (actually a mixture control) that is best worked by the left toe, all this in addition to the engaging lever in a neat "gate" mounted half way up the front down tube of the cycle. Whatever Italian riders may think of it, this system needs simplification to appeal to the British market.

The unit tested was too new and stiff to start easily from cold, but once warmed up and free it came in with ease and certainty every time. It was found easiest to leave the throttle lever open and drive on the compression control, the sound of the engine providing all the information needed to keep the engine at optimum performance.

The manufacturers of the *Lupetto* do not intend to export it to Britain but are anxious to find a British manufacturer to take it up for the home and Commonwealth markets. We hope that one will be found with the interest and the plant capacity to develop this very promising unit.

Manufacturers who may be interested in the production of the "Lupetto" engine in this country should address their enquiries to : Messrs. ADI-MAR, 26 BRIXTON ROAD LONDON, S.W.9.

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THE WORLD FAMOUS (LOHMANN) SUPER SPRUNG SEAT SOLELY DESIGNED FOR MOTORIZED CYCLES

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(See Road Test Report this issue)

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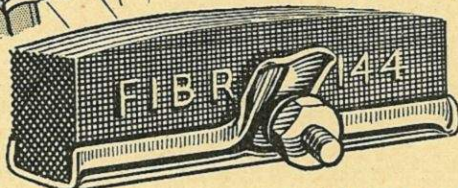
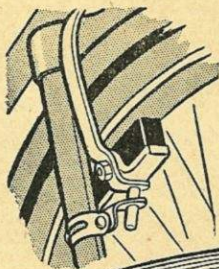
## ROAD TEST REPORT

# LOHMANN SADDLES

SOME of our readers were disappointed when they misread the little item in our "Flashes" column last month and thought we were announcing the return of the *Lohmann* c.i. engine to the British market, but none are likely to be disappointed with the thing that we actually have tested, a saddle of the same name with a springing system that really works yet is light and neat at the same time.

The *Lohmann* saddle has all mod. cons., a real leather or plastic top as desired, of conventional design and appearance, plus mattress springing underneath, plus also a large coil spring mounted horizontally above the seat pillar so that the saddle hinges at the nose and gives a wide range of movement when a real bump is encountered.

Because of this mounting it has to be noted that the saddle must be fitted very slightly nose down as compared with ordinary mountings. This brings it into a normal position when the rider's weight is



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# Fibrax BRAKE BLOCKS

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placed on it. Once under way very little movement is felt but the road surface just appears to be improved as the combination of mattress top and steel spring absorbs the irregularities of the ground.

In size and shape the *Lohmann* differs very little from the ordinary touring cycle saddle and it will be particularly attractive to the cyclist

becoming motorised while still an active pedaller. Pedalling is not interfered with in the least by the extra suspension movement while the 9in. width at the rear of the saddle gives a comfortable seat for just sitting on while the engine does the work. Altogether a nice idea and a welcome addition to the range of cyclemotoring accessories "Built-for-the-job".

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better for lubricating two-strokes  
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T.S.L. MEANS  
A CLEAN  
SWEEP



## Flashes

THE Queen has graciously consented to be patron of this year's Cycle and Motor Cycle Show at Earl's Court from November 13 to 20.

IN response to a widespread demand for a 26" x 1 $\frac{1}{4}$ " tyre for the hundreds of motorised cycles with that size of wheel, Dunlop are adding this size to their Motorette range, and are providing plant to make it. Riders and dealers will be advised when production begins.

**T.T. RACES** and Clubman's Trophy Races. The Official Guide and Programme for this year's T.T. and Clubman's Races, containing full information of all the events will be ready at the end of May and copies may be ordered singly or in bulk direct from the A.C.U. price 2/6 each, post free. Orders can only be acknowledged prior to the despatch of the programme if a stamped return postcard accompanies the order and remittance.

This pocket-size programme will comprise 72 pages plus a full-colour cover, a separate large-scale map (16in. x 10in.) and a separate 24 page scorecard booklet. It will contain articles by leading motorcycle journalists, a guide to the course and ample illustrations of interesting machines and outstanding drivers.

The programme is a most comprehensive guide to the Races and despite its size and the attractiveness of its contents, its price remains at 2/6.

THE editor of *Power and Pedal* was among the small group of cycling journalists invited to visit the new Waverley Works of the



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**ITOM**  
**FIREFLY**  
**CUCCILO**  
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OPP. PADD. MAIN LINE STN.

B.S.A. Cycle Company in Birmingham recently. His impressions of the visit will be described in our next issue.

THE proposed new rules for reflectors and rear lamps have now been published. Those for reflectors will apply to all vehicles from 1st October, 1954. The rear lighting regulations will apply on new cyclemotors and autocycles from 1st October, 1955 and on existing machines from the same date in 1956. The M.O.T., however, expresses the hope that the public will not wait until the final dates to implement these important safety regulations.

Minimum sizes are laid down for lamps and reflectors for the first time but "for the present" the power of rear lamps on our vehicles will not be specified beyond maintaining the existing requirement that they shall be "visible from a reasonable distance".

## NEW ELECTRIC HORN

A horn has been specially designed for use on lightweight motor cycles, auto-cycles and bicycles which have no electrical supply of their own. This horn, which is called the "Cadet Model 545", is manufactured by Clear Hooters, Ltd., and distributed by Wico-Pacy Sales Corporation at Bletchley.

It has been designed on modern lines with a silver finish and chromium plated front. It is operated by a push button which can be conveniently located at the rider's fingertips. The standard 1.7 volt dry battery is housed in the watertight body and is capable of giving up to 10,000 clear hoots.

The horn complete with switch cable and clip will retail at 16/6., and the sole concessionaires for the United Kingdom are Wico-Pacy Sales Corporation Ltd., Bletchley.

## CLUB NEWS

### THE LONDON MOTOR ASSISTED CYCLE SECTION OF THE BRITISH TWO-STROKE CLUB

#### Secretary's Comments

Here we are in May, with the Doreen Hundred ahead of us. For this event we shall need non-competitors to act as marshals, so if you don't feel inclined to take part in the event itself, then come along anyway and help us out.

For those who do wish to compete the entrance fee will be half-a-crown. I hope that there will be several entrants and that they will not be confined to the owners of the larger capacity machines.

The organising of the start of this event will take place at a cafe in North Weald. Details of the course will be made available later, but in any case there will be an opportunity of going over the course a week before the event.

Afterwards there will be a Social, when the "Doreen Trophy" for the winner, and second and third prizes will be awarded. Bring along your wives or girl friends, (or even both), only let me know beforehand so that arrangements for transport to the rendezvous can be made.

#### Club Tour in Wales

##### Next Month

A word about the tour to Haverfordwest in June. This will start on the 4th at 9 p.m. from Marble Arch, picking up en route at the "Better Cle" Cafe, at Isleworth, on the Great West Road (A4). The tour will be through some of the finest scenery in Wales. The return journey will be made on the Monday. Will members please note that the closing date for entries for the tour is May 15th; this is so that final arrangements can be made for accommodation,

#### Club Room Wanted

At the moment we are trying to find a Club room in North London where we can hold the fortnightly Club nights. If we are successful we will also hold an open social evening, as soon as our funds permit. I would be very grateful if anyone knowing of a suitable room at our disposal, preferably in a public house, would contact me so that I can make arrangements as soon as possible.

The Section committee is working hard to give members a full programme of social and sporting events, so please back us up and make our efforts worth while by giving us your support.

One other point: will members please forward their renewal subscriptions as soon as they become due. Later on it may be arranged to send out reminder notices to each member.

Listed below are the Section events for May.

SUNDAY Country run to Cambridge. Meet at Marble Arch 9 a.m.; "Georges Cafe", 30 Green Lane, Palmer's Green, at 10 a.m.

SUNDAY Run over "Doreen 100" 9th course.

SUNDAY British Two-Stroke Club, 16th Annual General Meeting.

SUNDAY The "Doreen Hundred" 23rd: competition.

Meet: Marble Arch 9 a.m.

Manor House Gate, Finbury Park, 9.30 a.m.; "Napier Arms", Woodford, 10 a.m.

#### "CUCCI" CLUB

NEW CLUB is announced in London, the Ducati-Cucciolo Motorised Cycle Club.

Notices of meetings, week-end runs, Trials, etc., are to be seen at Stringer's Garage, Bury Street, Edmonton, N.18. The Acting Secretary who writes us is Mr. E. L. Keats, 50 Vallance Road, N.22.



# Hurrah!

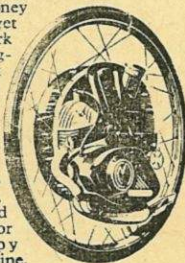
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DO WHAT I DID, TAKE ADVANTAGE OF

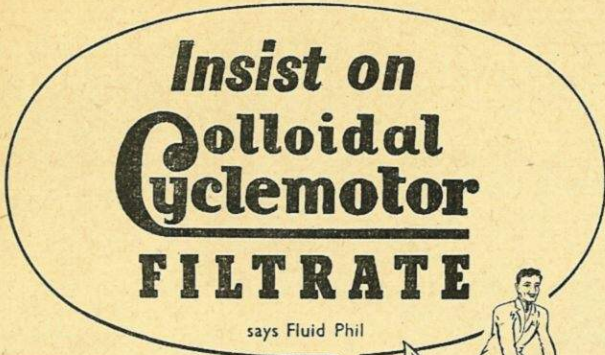
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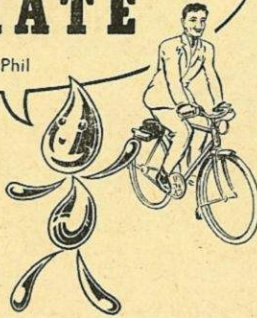
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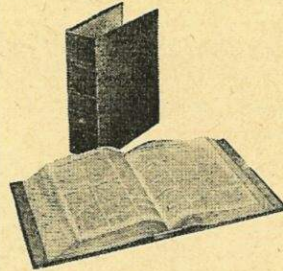


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Do you require COMPREHENSIVE, THIRD PARTY FIRE AND THEFT or THIRD PARTY Insurance? .....

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.

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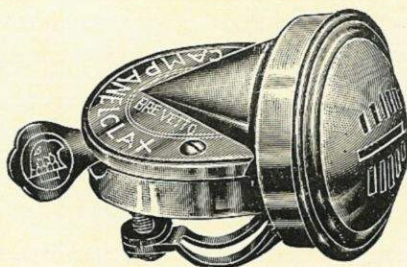
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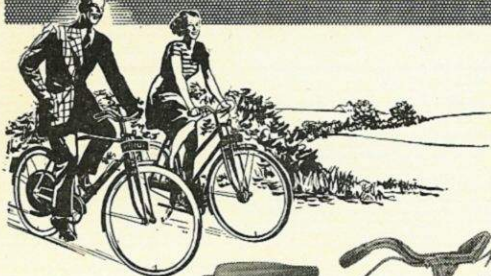
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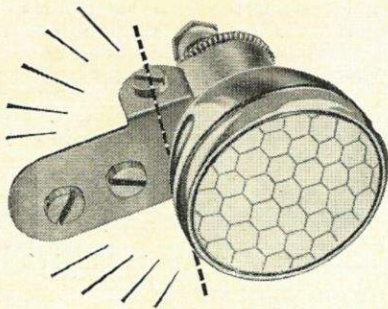
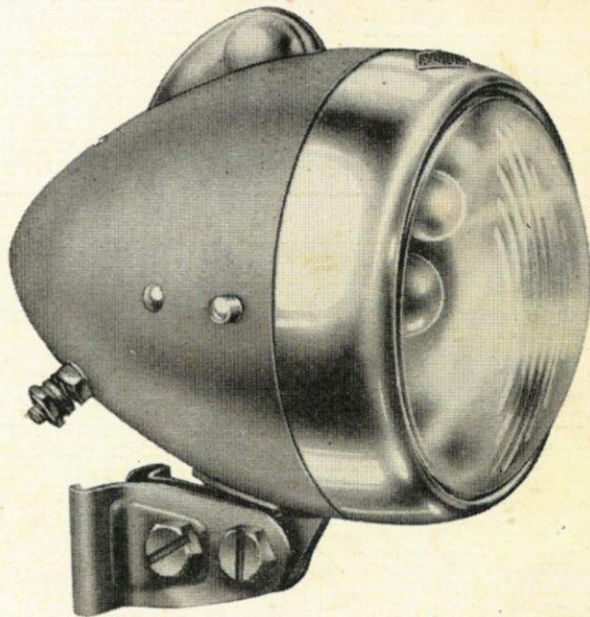
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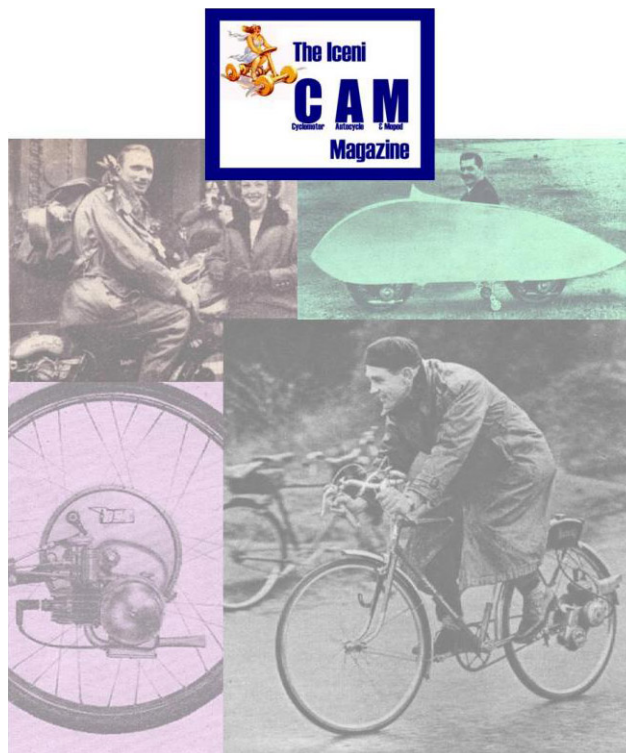


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