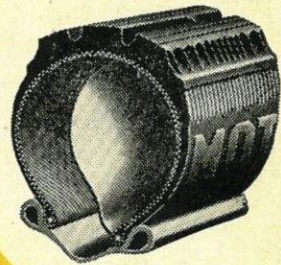


POWER & PEDAL

The Journal of the Cyclemotor

THERE IS A
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DUNLOP TANDEM

A wide section tyre which has already earned a great reputation on roller drive power units. It is available in size 26 x 1½ and 26 x 1¾. The tread pattern gives low rolling resistance with high durability.

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26 x 1½ Wide Section	15s. 0d.	5s. 9d.
26 x 1¾ Wide Section	15d. 0d.	5s. 9d.

DUNLOP MOTORETTE

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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

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26 x 1½ Wide Section	15s. 0d.	5s. 8d.
26 x 1¾ x 1½	16s. 6d.	5s. 8d.
28 x 1½ Wide Section	16s. 6d.	5s. 8d.



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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 1½ rims it is also available in Oversize for 26 x 1¾ rims to provide additional traction and comfort.

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26 x 2 x 1¾ Oversize	21s. 2d.	6s. 0d.

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

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Valve (recommended pressure 35 lbs.) 5/8.

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Direct Drive

POWERMASTER
Roller Drive

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POWER & PEDAL

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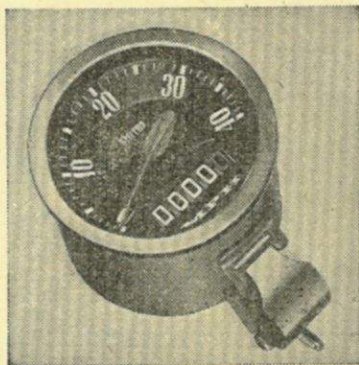
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JUNE 1954

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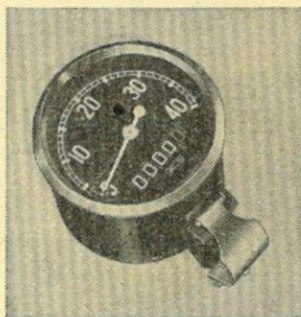
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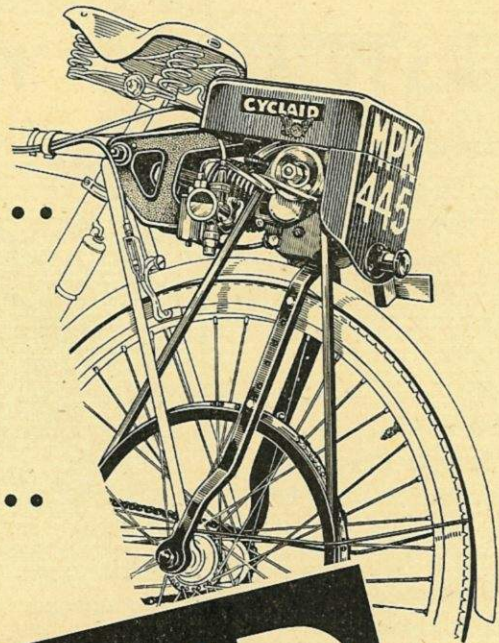
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Retail Price **£24** No Purchase Tax

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POWER & PEDAL

THE JOURNAL OF THE CYCLEMOTOR

Editor: FRANK L. FARR

Editorial and Advertising Offices :

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

The Clubs

THE role of the cyclemotor in the life of the country is a matter on which there may be differences of opinion. Our own view, frequently expressed, is that the cyclemotor is primarily to be regarded as a means of transport, a mainly utility machine with a job of work to do in carrying people cheaply, efficiently and without waste of the nation's time and energy about their business and pleasure.

This does not mean, however, that all cyclemotors must be produced and used solely for utilitarian ends and the sporting and pleasure riders are already making themselves a noticeable part of our scene in Britain. In the past weeks we have heard of new cyclemotor club organisations but, more important still, we have received information that old established cycling clubs are adapting themselves to modern conditions and catering for powered cycle users. True there is little chance in the foreseeable future of the big national cycling bodies getting their heads out of the sand and even less of the Government adapting their legislative programme to the needs of the mid-twentieth century and giving the powered cycle the freedom to develop and serve that it has in other countries, but the fact remains that those with personal

practical contact with cyclists on the road are beginning to accept the facts of life even if they do smell a little of petrol.

Power and Pedal welcomes these moves and we shall do all we can by publicity and any other means at our disposal to encourage and assist the development of club cyclemotoring especially in the hands of those who have the background and experience of cycling club organisation behind them. We feel too that anything which helps to break down the silly prejudices that have bedevilled relations between organised cyclists and the motoring and motorcycling fraternity for so many years must add to the pleasure and safety of all road users. Access to the other fellow's point of view is the key to understanding.

To some extent it must be expected that the lively, and mainly youthful club membership, will create demands on the Trade that are at variance with the requirements of the transport rider. In the cycle industry itself the sporting riders have a complete range of machines and accessories and even a chain of specialist agents and dealers throughout the country to cater for their interests.

The keen clubman will be prepared to pay a little more for

performance and in general bother less about running and maintenance costs than the day-to-day rider but his machine will remain basically the same as the main market provides. We may regret that these young riders favour speed and power rather than smoothness and silence and we may even resent the inevitable effects on the attitude of the non-riding public that groups of high performance machines running about together are bound to have, but we must accept that the sporting riders have the right to seek their pleasures in this way.

It may be found also that their insistence on quality and preparedness to pay for it will make for greater Trade interest than we have so far managed to arouse in our quieter ways, and this will be to the benefit of us all. The only thing to guard against is the development of high performance machines and the use or misuse of them in such a way as to bring restrictive legislation in its trail. This is where the old cycling clubs will be of immense value. We urge young riders looking for pleasure and sporting cyclemotoring activity to join one of these well established clubs and learn by the experiences of others. The Movement as a whole will benefit as well as the individuals.

COMMENT

by

CLIP-ON

AMONG the crowd of obvious newcomers to cyclemotoring that have appeared since Easter I have observed quite a large proportion of women riders, some of the younger ones under anxious escort but most riding alone with varying apparent degrees of comfort and confidence. Apart from the common mistake with new and inexperienced cyclemotorists of inverting the saddle too high there is nothing to remark about their riding, but the thing that struck me was their almost 100 per cent. neatness of appearance.

Not for the ladies are the thick, grubby woollen scarf, the oil stained trench coat and ex-Service gauntlets that are the normal uniform of too many of us men. These women shame us by neatness in conventional attire yet look as warm, comfortable and well protected as any riders need to be. This is obviously not a matter of class or profession, nor is it a matter requiring the researches of a sex psychologist. It is just a matter of the clothes that are available. For some reason or other it is ordained that a man can either look civilised or be well protected by his clothing and it is hard indeed to combine the two.

Straight Petrols

Going into a local garage the other day to fill my gallon can, I found that only one of the five pumps in service offered non-additive petrol and that one was the old "Pool" grade. Somewhat startled I took that and then

started looking at other garages to find that the same state of affairs obtained with most of them. I do not want to start up an argument on the merits and demerits of these additives and simply leave it as a fact that I prefer not to use them for my small two-strokes. The point is, however, that we have reached the stage where no choice of grade is offered in "straight" fuels and this will not please many users.

GO EASY AT WHITSUN

During the Easter holiday weekend from Thursday to Monday inclusive there were 3,455 road casualties, including 66 deaths.

The worst day was Easter Monday when 14 persons were killed and 774 injured.

I am frequently told that I am hopelessly old-fashioned and that I should go and marry a pterodactyl, live in a cave and walk on my knuckles, but I find I am not quite alone in some of my quaint beliefs. I really believe that if some bright petrol company liked to copy the old honey advertisement and offer "Pure petrol with nothing added and nothing taken away" they would find a ready sale for a clean, high grade spirit.

Continental Markets

On a recent quick trip to a familiar part of France I was struck

by the fact that one make, which I noted last year as having over 50 per cent. of the cycle motors on the local roads has stepped this proportion up to around 80 per cent with many of the latest models in evidence. Many of its competitors are very similar in appearance and general specification and all, of course, are proper one-piece autocycles. The only factors which gave the favourite its position were low speed power, quietness and a reputation for reliability at a favourable price.

It occurred to me that these factors do, in fact, go together. The deliberate keeping down of maximum power output not only limits top speed but it reduces stresses, thus adding to reliability, and makes silencing easier. In any case there were no major differences in appearance, engine position, weight distribution, etc., to deal with as is the case in trying to assess marketing factors with our own clip-ons. There is only one quite inescapable conclusion to be drawn from these observations, therefore, that most users do in fact want low speed power, quietness and reliability at a reasonable price. Not a startling conclusion by any means, one which *Power and Pedal* has been putting since it was born, but still worth stressing in the light of large scale continental experience.

On the same trip, but a bare hundred miles North of the spot where the last observations were made, another *marque* held the field. This was the old established

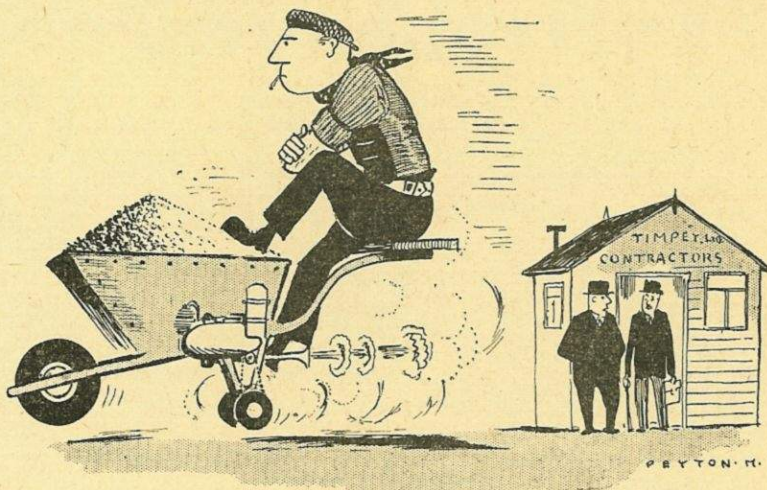
VeloSolex, even more outstanding than the other make for those same qualities just mentioned. This would seem to indicate, apart from strengthening the conclusions reached above, that local sales forces are a bigger factor in getting machines on the market than national prestige. I have heard from agents in different parts of Britain that there are "a lot of X's in this part of the country" or "We hardly ever see a Y up here," and it would seem to demonstrate that the selling of the machines is at least as important as the making of them, a thing a few firms here have yet to learn.

By the way I saw a lot of the new 49 c.c. *VeloSolex* and it was clear that they have a much livelier performance than the old "45's" but remain just as superbly silent and smooth. It would be nice to see them here.

Retail Sales

To hand a letter from a reader who contends that some of the branded materials advertised "puzzle most of the little dealers". He asks us to suggest to our advertisers that they include a few depot addresses so that readers can go straight to the place where the required object (he specifies tyres) can be obtained.

Unless the manufacturers are prepared to spend all their advertising allocations on publishing lists of their distributors to the detriment of their layouts this is not practicable, but the request does show that there is a need for some co-operation between the makers and retailers in advertising direct to the consumer. At least, as my correspondent suggests, the big chain store distributors should take space to indicate that they are stockists of well known machines and accessories and the makers should take steps to see that this is done. After all the benefit is mutual.



"I don't know whether to sack him for laziness, or give him a raise for showing initiative."

The interest shewn in the compression ignition engines is considerable and there are some readers who are almost fanatically keen on this idea. One goes so far as to accuse the editor of bias against the "diesels" or alternatively against foreign machines.

As a matter of fact we have taken considerable interest in these c.i. designs and gone out of our way to try them out, but a realistic appraisal of their qualities as against the needs of the British cyclemotor market does seem to shew that the designs so far seen need modifying to be widely sold here.

The problem is purely one of controls. A few enthusiastic specialists may be pleased enough to have the job of synchronising two hand controls by the sound and feel of the engine and it can be great fun and really interesting to the mechanically minded, but the ordinary day to day rider will not do this and would like to have a

cyclemotor with no levers and grip to waggle at all.

I believe that any well equipped British manufacturer could take one of the existing foreign designs and adapt it to simplicity of control, preferably for a start by cutting out the carburettor and substituting a constant feed that would be cheaper and simpler. I hope that one will take it up and study the possibilities. There is a wide market open when the control problem is sorted out.

PUBLICATION DATE

It has been flattering to receive a number of enquiries from readers & newsagents because our last issue came out a little later in the month than previous numbers have done. To save your stamps & worries please note that our future publication date will be the 27th.

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.

Oil/Petrol Ratios

I am writing in the slender hope that the Oil and Engine Barons will try and throw a little light on the still confused oil ratio question; on the one hand we read that so and so's improved oil will give perfect lubrication at 32-1, and on the other the instruction books of most well known engine makers which insist on 16-1 (in one case 12-1) with dire warnings against altering this ratio.

No doubt many of us would use these new oils at reduced ratios if only the firms concerned would fight it out amongst themselves and come to some compromise.

Meanwhile I should be pleased to hear from any *Power Pak* owners who are going "agin the book" and regularly running on less than 16-1.

POWER PAK

Strood

Spring Forks

The space in your paper is packed with so much of value that I hesitate to seek any for myself, but many of the points which you have already raised seem to be illustrated in my own experience.

My *Minimotor* was bought from, and fitted by, one of the larger cyclemotor firms in this part of the world, (not advertisers in your magazine), chosen, almost at random, on the strength of their window display. Although no mechanic, I have since refitted it with the aid of the Makers' Instructions, and, as seems to be the rule amongst your correspondents,

will now back my own cyclemotor against all comers.

Encouraged by your remarks about Spring Forks, I invested in a *Telelink*—but not from the same shop. The care with which this was fitted was a revelation and the results have more than justified it.

In "pre-Mini" days our local Dock Road, with a surface of uneven setts and railway lines, was a horror to be avoided at all costs, no matter how slowly it was taken, but the *Telelink* fork and *Mini* enable a steady 20 m.p.h. to be maintained in even its worst parts, and without discomfort, whilst on ordinary roads the road-holding and steering seem actually to be improved.

To conclude, I suggest that any intending cyclemotorist should:

1. Read *Power and Pedal*.
2. Choose the Retailer with care
3. Buy a *Minimotor*.
4. Fit a *Telelink* Spring Fork.
"N.K.A. 188"

Liverpool.

Cyclaid

In answer to Mr. J. H. Millar of Worthing's letter in this month's issue of *Power and Pedal* I think that the *Cyclaid* Unit would be much better with a clutch, also a larger petrol tank, also when one pedals they have the engine to drive when the engine is not working. I may add the *British Salmsen Cyclaid, Ltd.*, are very good in answering any letters that you may write to them.

A. MOORE

N.1.

Foreign Friends

I feel I must let you know of a very pleasant experience I received a few months ago.

I own an Italian *Mosquito* cyclemotor which has given me so much satisfaction that I wrote to *Meccanica Garelli* the manufacturers in Italy, praising them up for making such a neat and trouble-free motor. A fortnight later I received a registered parcel containing a small magneto spanner, a dip-stick for the petrol tank, a rubber sleeve to cover the carburettor cable, and a mud-guard to fix over the sparking plug and cylinder head, together with a letter of thanks all with their compliments. I should also mention that I also receive excellent service from their English agent *BOB SERGENT, LTD.*, *Mosquito Motors*, Moorfields, Liverpool for the very few spares that are needed for this wonderful little motor. I have even received a Christmas card for the last two years from *Mosquito Motors, Ltd.*,

G. MACLEAN

E.15.

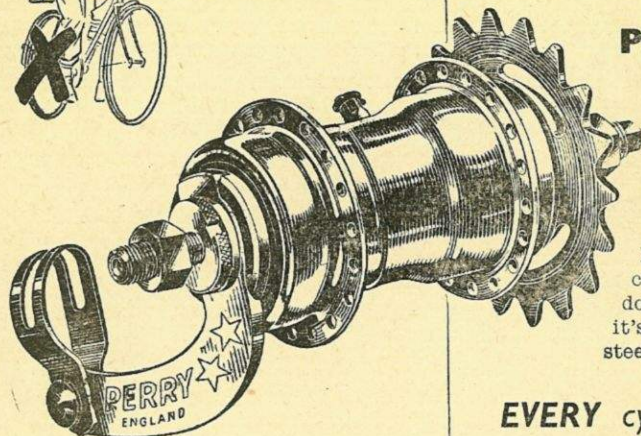
Hats

I have followed with interest the occasional references to headgear. Having unsuccessfully experimented with caps, berets, and trilbies that flew away, I went back to what is a very normal office and business hat in the district in which I work, that is a black bowler. It goes well with town clothes, stays on one's head despite the brim that is so useful against sun and rain, and I suppose the hard crown *might* be some slight protection in the case of a spill.

At last, however, I have seen what is clearly the cyclemotorist's proper headwear. It is marketed in France under the name of "chapeau fort" (strong hat) by Messrs. Bayard, who make crash helmets occasionally sold in this country too. This hat is a waterproof



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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.

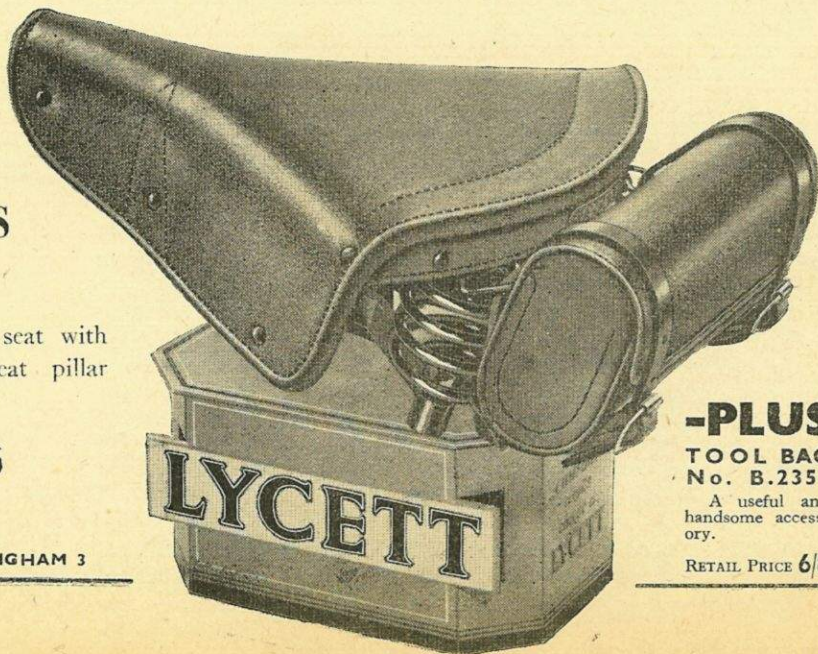
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Wide comfortable padded seat with spring mattress. $\frac{7}{8}$ in. seat pillar clip.

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LYCETT SADDLES LTD., BIRMINGHAM 3



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 TOOL BAG
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trilby, made of nylon I suppose, with an interior cork stiffening adequate for cyclemotor speeds. It has a detachable chin strap which keeps the hat in place even on windy open roads, but which can disappear when one enters town. In fact a safety hat with a decent brim has been made to look like an ordinary town hat.

Unfortunately I was in Paris for only a short time and therefore saw this "chapeau" at only one shop ("Paris-Loire-Automoto", 62 Avenue de la Grande Armee, Paris, 17) where they did not stock the right size for my head. I had no time to look for it at other shops and therefore came back without one, but I hope that arrangements may be made by the trade for its import if there is sufficient demand from cyclemotorists.

F. M. M. STEINER

London

(Any news of this being available in Britain will be gratefully received—ED.)

Luggage Carrying

PPJ.56 need not feel diffident in raising the question of luggage carrying. He is right in saying it should not be carried on the person; and yet, most cyclemotors are ill adapted to luggage carrying. With the *Cyclemaster*, the back carrier is free for this purpose and for camping and touring, my wife and I make use of it, and I also hang a pair of pannier bags on either side of the wheel. I wondered if it would cause the engine to overheat but it does not. To distribute the weight, I carry up to 10lbs. in a Japanese expanding basket covered with waterproofed material, on a small carrier fitted to the head tube, where it is not subjected to the swing of the steering. These carriers were made by *Lucas* for the Army in the first World War and are not now obtainable. For my wife's machine, I made a small wooden spar on which to hang front panniers such as male campers

sometimes hang on the top bar of the machine. This only weighs a few ounces and is fastened in a few seconds with a couple of screws.

In addition to camping, touring and other pleasure trips, my machine is used as a general hack and often carries parcels too big to allow of ordinary mounting and dismounting. To obviate this difficulty, I use a loop frame machine, like my wife's. Indeed we freely interchange mounts.

H. J. LEWIS

Hindhead

For Them as Likes it

I thought your readers might be interested in the trip I made with my *Cucciolo* engine *Raleigh* at Easter.

Leaving Wembley at 8 p.m. on Thursday, April 15th I made my way to Penzance arriving there at 9 a.m. on Good Friday. A run was made to Lands End to post cards and to see the most Westerly part of the British Isles. Penzance was left at 8 p.m. on the same day and I duly reached Wembley again at 9.30 a.m. on Easter Saturday.

The *Cucciolo* engine never faltered on the long journey on which 3 gallons of petrol was used and a top up of the sump with oil. The mileage covered was 630 and the weather although cold was good, the full moon enabled a high average speed to be maintained.

Congratulations to Messrs. Britax on their *Cucciolo* engine.

"FMX 809"

Wembley

Speed Trials

Whilst recently speaking with a cyclist friend as to the merits of motorised cycling, the subject of competitive cyclemotoring was discussed. We spoke of the trials which include hill climbing tests, speed tests, etc. He suggested why not have Time Trial Cyclemotor racing, on closed circuits on

the same style of T.T. Cycle and Motor Cycle races

The course could be on a closed circuit such as a disused aerodrome, e.g. Fairlop, over a distance of 25, 30 or 50 miles with the motors divided into 3 classes.

Class I—49 c.c. to 49.9 c.c.

Class II—45 c.c. to 48.9 c.c.

Class III—25 c.c. to 44.9 c.c.

This would include nearly all motors on British roads to-day. It could be started at 1 minute intervals ensuring at least one third of a mile between competitors at say 20 m.p.h.

A few simple rules would be necessary regarding machines, i.e.

1. Works production models only.
2. Must carry number plates, 2 brakes, and horn.

If prompted by a daily national newspaper or magazine (preferably *Power and Pedal*) or an open event promoted by a cyclemotoring club, of which I wish there were many more, this would give the cyclemotorists a good clean and competitive sport of their own.

B. BARTRAM

E.2.

This Mudslinging

Would a reader who has experience of a *Mosquito* or *Firefly* be good enough to let me know if the bottom bracket position is a cure for mud-slinging by rollers. I imagine some readers might say: "If you want to avoid mud-slinging, why have roller-drive at all?" My reason is that I want a dual-purpose machine, and all other drives, I believe, make pedalling rather heavy going, only to be undertaken in emergency.

Mr. S. V. Holroyd's letter was very interesting, and although he exaggerated, there was much in what he said: "Development tends to take M.A.C's into the field of motorcycles", and "Continental autcycles recently described are cyclemotors in name only."

If clip-on motors are ever ousted

certain reasons can readily be found e.g. (1) price. The inclusive cost of motorising a cycle is £25-£30, which is too much. (2) Weight and performance. If existing cycles require stronger wheels, special tyres, and even stronger frames and sprung forks, then the motors are not suitable as clip-ons. They are too heavy and too powerful.

Some of your readers proudly claim 37 m.p.h. or defy others to pass them (see last issue). In view of this, a trend away from clip-ons would hardly be surprising and would even be necessary on safety grounds. If a bicycle is to be motorised, the performance of the motor must be suitably moderate. (3) All-weather unsuitability.

If I use my rear roller-driver on a wet road for only a mile or two, the back half of my machine is dripping with mud and water, and is no advertisement for clip-ons.

E. NORTON

Brentford

Two Appreciations

May we be among the first of your enthusiastic readers to commend you upon the look and extra pages of the *Power and Pedal* for May issue.

The test report in last month's issue on the new Attenborough *Magnifico* saddle, interested us so much, that we decided to replace my wife's saddle on the tandem with one.

Delivery through our local dealer was effected in three days. It can be fitted in a matter of minutes, and my wife says that it is the acme of comfort.

Usual disclaimer,
THE VINTAGERS

Wirral, Cheshire

The Editor thanks all the many friends who have written in their nice remarks about our enlarged and improved paper and regrets that he has been unable to acknowledge them all individually.

Tandem Topics

It may be an experience shared by other tandem riders also, but I find that all the contours of the road seem to be accentuated even when carrying a passenger. It was bad enough before fitting the motor but now it is like riding over the Himalayas when negotiating certain parts of Balham High Road. I cannot understand this as, up till now, I believed that the longer the wheel base the more comfortable the ride.

Which brings me to another point. Has any tandem rider experience of sprung front forks? I only know of two makes—the supplementary *Telelink* and the *Webb* unit, but there may be other makes, possibly better suited to tandems but not so well known.

A "Tandem Topics" page would be a good feature. I expect there are sufficient problems and subjects relating to tandems to warrant this. By the same token, the introduction

PROVED!

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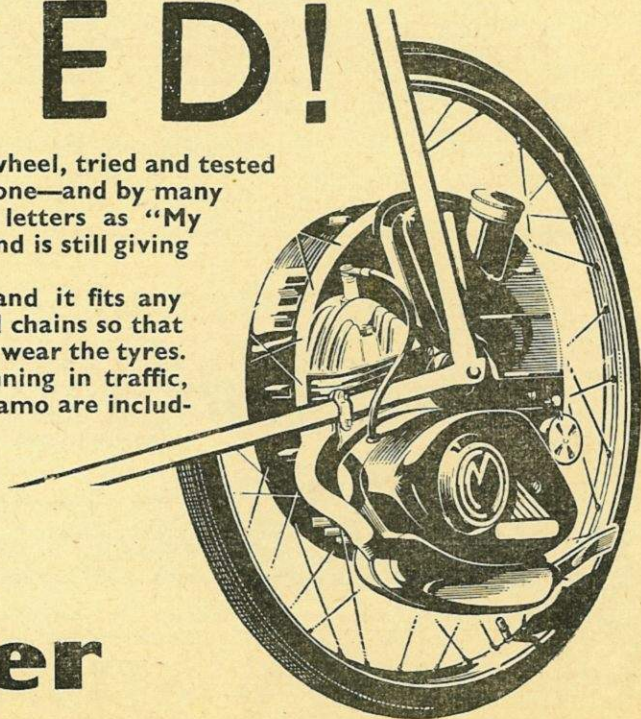
230 M.P.G.

20 M.P.H.

Cyclemaster

CYCLEMASTER LIMITED (Dept. T.14)

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an outside subject be it photography or anything else would be a good idea. I watched with interest the recent difference of opinion over the question of photographic articles in *Power and Pedal*.

To conclude, my best wishes to all of our growing fraternity and thanks for good work being done through the little magazine that brings us together if only for once a month.

P. A. BEESTON

S.W.12.

Experience and Springs

Your views on what might be considered the most desirable features to be looked for in cycle motors are well known, nevertheless each individual owner and potential buyer tends to vary in his or her requirements. I, for instance, will look for a reasonably high speed in the new engine which I intend to buy in the near future. I have already owned a *V.A.P.* and a *Minimotor*, both of these being capable of speeds slightly in excess of 30 m.p.h. on the flat and under favourable weather conditions. A certain amount of motoring experience enables me to keep the engines in the best class condition, although at any time have I in any way tam-

pered with the engine, being satisfied with restricting my work to regular adjustment and "decocks".

Whilst not wishing to be dogmatic in the question of speed, I would suggest that "L.A.C." of Stanmore is indulging in a grand flight of fancy when he claims that a 32 c.c. cycle motor carried him at a speed of 37 m.p.h. on the flat. From a fairly extensive knowledge of cycle motors, I feel that the only engine which will certainly attain and exceed this speed is the *Cucciolo*, with its four stroke O.H.V. engine and two speed gear box. Two other engines which might, under favourable conditions, reach this speed would probably be the *Itom* and a well tuned *Power Pak*.

In regard to my personal liking for speed, I should say that I am approaching middle age and have driven and ridden for well over 20 years. My chief hobbies are flying, motoring, motorcycling and cyclemotoring. I own the appropriate vehicles to indulge in the last three, whilst the former, since the War, is my occasional extravagance.

In conclusion, what is desperately needed in the cyclemotoring sport

is a good, reasonably priced spring frame, as well as the spring forks which we now have. I wonder why British manufacturers are so loath to see both the need and the potential market for this equipment?

During the past three years I have seen two excellent examples of sprung frames, one Italian which incorporated an "Itom" engine, which was on show by the concessionaires of the "Lambretta" motor scooter, and the other, a workshop-built job by Frank Lawrence Ltd., late of Falcon Road, Battersea. The latter had a *Cucciolo* attached and was a successful entrant in the A.C.U. motor-assisted trial two or three years ago. Finally, Messrs. Phillips Cycles produced a light cycle with a spring frame which they called the *Springlite*. This looked very efficient but for some reason was never put into mass production.

Here's hoping, in the very near future, for a greatly enlarged *Power and Pedal* containing, amongst other things, many adverts for spring frames.

J. CATFORD

S.W.19.

Insist on Colloidal Cyclemotor Filtrate

says Fluid Phil

Extensive tests have proved that a high-grade Engine Oil blended with Acheson Colloidal Graphite will give inestimable advantage to all two-Stroke Motor Cycle engines. It therefore replaces our well-known CLIP-ON 'FILTRATE'.

Available through Halfords and most Motor Cycle Dealers. Write to us if in any difficulty.

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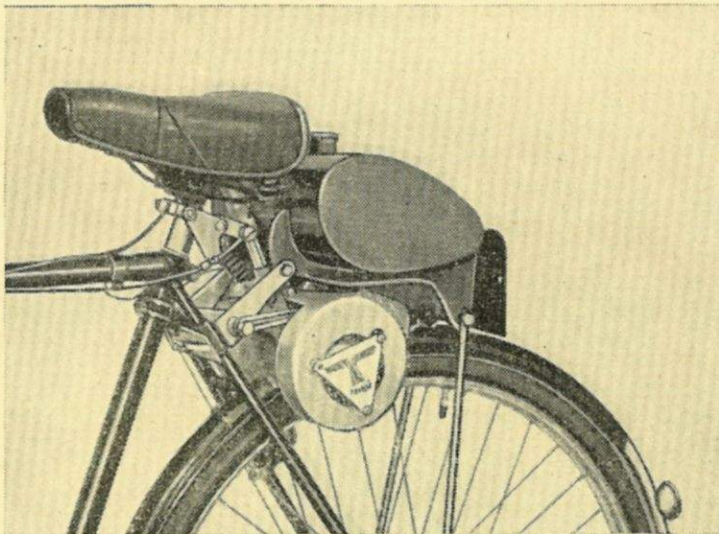
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9. The Engine Unit entirely insulated by rubber from machine for vibration free running.
10. The capacity of Petroil Tank over three-quarters of a Gallon.
11. Position of Unit on Cycle ensures maximum cleanliness and easy Servicing.



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(With Dynamo Lighting Coils, £17 · 10 · 0)

See your cycle agent or write to the manufacturers

W. T. TEAGLE (M/C) LIMITED — BLACKWATER — TRURO — CORNWALL

THE *Itom*, mounting as it does on the strongest part of the cycle frame is rapidly gaining popularity, particularly with that band of enthusiasts who have a light tourist or even a basically racing cycle. It is being realised that a spirited engine on such a machine produces (due to the high power-to-weight ratio) an extremely lively outfit capable of moving fast and fully on top of its work for climbing.

The mounting position makes it quite usual for an *Itom* to be fitted to the lightest of "531" framed, alloy-fitted cycles and for it to be used month in and month out without any fear of frame breakage due to engine reactive load.

A desirable modification is, of course, to have a pair of 26 x 1 3/8 heavy duty wheels built. One can then use tyres easily obtainable and designed for roller drive and which insulate one from the road shocks.

Fitting

The mechanically minded will delight in fitting the *Itom*, for it is one of the few roller drive jobs which can be mounted very precisely in such a way that the roller meets the tyre squarely every time without any tendency to move due to securing clips shifting, or to rubber-like packings, sleeves, or slides, compressing inequally.

We will assume that you have taken delivery of an *Itom* already packed in its box and that you are going to fit it to your cycle yourself.

Perhaps the clearest way of advising will be to suggest the steps you might take in numerical order:

(1) LEAVE THE ENGINE IN ITS BOX. Examine your cycle carefully and check the following: Brakes sound and keenly adjusted? Wheels (particularly the rear one) true both in an "up-and-down" and a sideways sense? Bearings properly adjusted (1/32in. play

We asked the Agent

by

BROOK LISTER

at the rim) and condition good enough for the weight of the valve to swing each wheel until the valve ends at bottom? Front tyre and tube sound? Any "lift" in fork head bearings? Saddle tight and not likely to suddenly drop its front end and pitch you on to the cross-bar? Mudguards sound and capable of carrying rear number plate without shaking themselves to bits?

If you are too eager to get your engine fitted, there is a big temptation, once running, just not to bother about cycle features; yet they are *very important*.

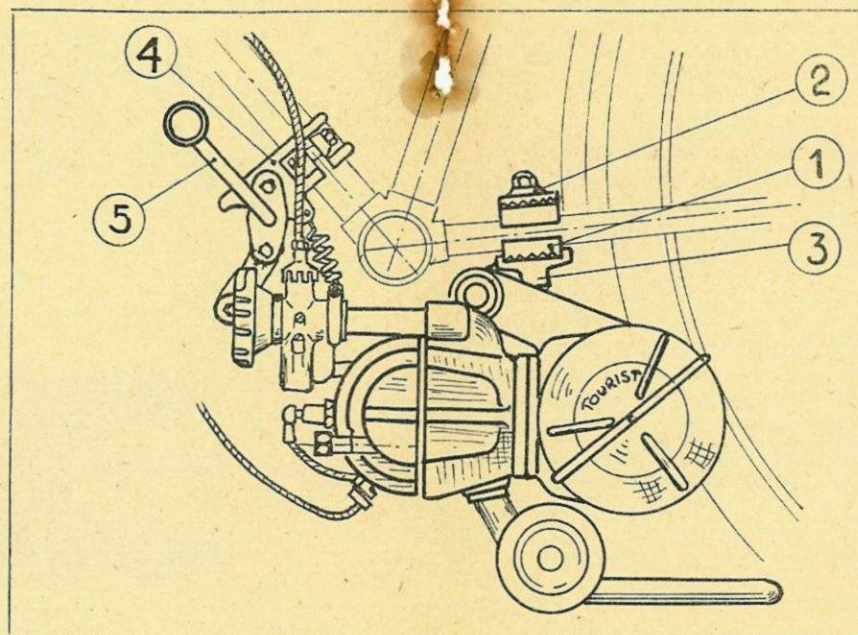
The best engine in the world doesn't like having its bearings hammered by an out-of-true rear wheel, nor will it give of its best if a lot of its power is absorbed in, say, crunching a set of faulty front wheel bearings around.

A tight and nicely adjusted machine is a pleasure to ride, your mind is free to concentrate on DRIVING, and above all *YOU ARE SAFE*. The police quite rightly keep an eye on cyclemotors, for they realise that here is a machine (and probably rider!) originally organised to average 15 m.p.h.—now being pushed along at anything up to 35 m.p.h.

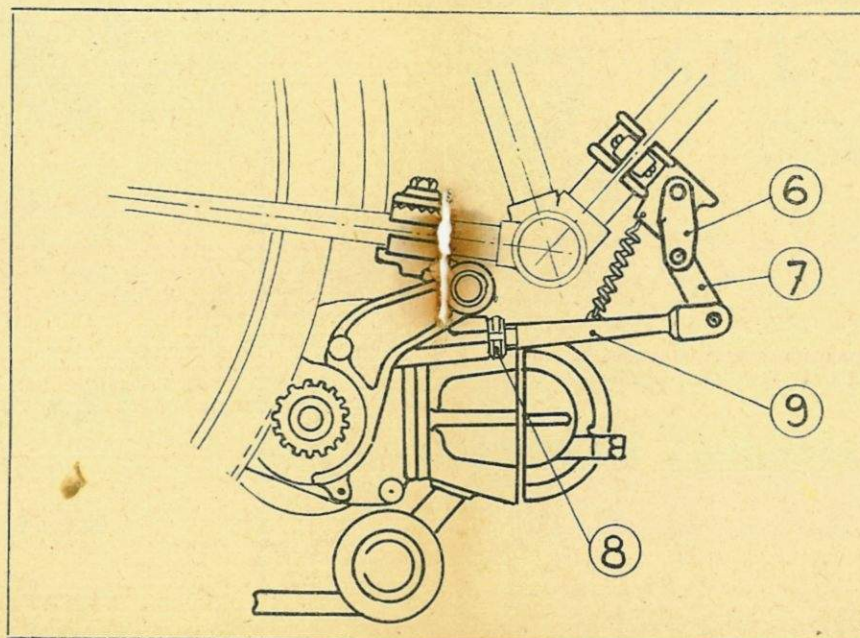
You have a duty to the Cycle-motoring fraternity to make sure your machine is sound. As a body we cannot afford ill report—it could lead to tiresome legislation.

(2) LEAVE THE ENGINE IN ITS BOX. Disconnect and remove your chain, chain wheel and left-hand crank without disturbing the rear wheel position. Remove the bottom-bracket axle

HOW TO GET THE BEST OUT OF YOUR ITOM "TOURIST"



FLYWHEEL SIDE



ROLLER SIDE

and replace with one which is longer on the left-hand side (No. 8 *Bayliss-Wiley* solves most problems). This gives greater crank-to-magneto cap clearance without having to bend the special *Itom* crank and risk "shelling" the plating. Do not re-assemble the chain wheel or crank yet.

(3) Check the fit of the four aluminium blocks (Fig. 1 in fly-wheel side view) on the chain stays of your cycle frame. Remember, the aim, in general, is to get these to fit as near as possible towards the bottom front end of your rear mudguard. The inside curvature of the aluminium blocks must now be filed approximately to match that of the chain stay tubing (see drawing). This is not hyper-critical, for the aluminium being relatively soft will, in some measure, "bed" itself to the steel tube when the powerful fixing bolt (2) is tightened.

(4) Remove motor from box. Remove carburettor and put on one side. Fit the silencer assembly. Remove fixing bolt (2). Hold the motor in its approximate mounting position, slide in the blocks (1) and fit the top plate and screw (2), screwing up only LIGHTLY at this stage. If you find that screw (2) is not long enough, file equal amounts off the "easy-file" ridges built on the flat sides of two of the aluminium blocks (1)

Experiment now for a position with this clip and block assemble backwards and forwards along the chain stays until a position is reached when, with the roller indenting about 3/16th in. into the tyre by pushing the engine front end down, the carburettor inlet tube is parallel to the ground. A soft

tyre assists this experimentation. Then, making sure that the roller face itself is "square" to the wheel, tighten the fixing screw (2) securely.

(5) We have a workshop "drill" on the next operation, but it can be done with patience, as described. Assemble the clip of the foot-operated disengaging gear (4) on the front down tube of the cycle at an initial experimental distance of 1 in. up from the bottom bracket lug. In order to do this you may have to saw off and trim the lower brazed-on pump peg fitted to some cycles. Don't forget the piece of cushioning rubber which fits round the tube under the clip (4)

(6) Now exert an upward lift on the front end of the engine by hand, and operate the disengaging lever to ensure that you have clearance off the tyre in the "off" position and a tyre indentation of 3/16th in. in the "on" position. If you achieve this the first time, you will have been fortunate. You will probably have to experiment for the right setting along the following lines (now consult the roller side view):—

(a) Move the clip (4) up and down the frame tube, "down" gives greater indentation—"up" gives lesser.

(b) By undoing locknut (8) one can screw the connecting bar (9) in or out of the engine carcass and so compensate for various bottom-bracket to tyre-surface distances. This also influences the amount by which the toggles (6) and (7) pass over "dead centre" before the edge of toggle (7) butts against the slot edge of the connecting bar yoke.

The toggles (6) and (7) should only just pass over "dead centre" in the "on" position. Once satisfied, lock parts (8) and (2) really securely, also clip (4).

(7) Now check the length of the return spring. This must return the engine smartly when the lever (5) is flipped into the "Off"

position. In many cases, the spring has to be shortened by one or two loops. *Itom* spring material is very tough. In the absence of a pair of powerful bolt croppers, a sharp cold chisel, hammer, and anvil block will do for the job.

(8) The bolts in the toggle links (6) and (7) are adjusted in the same manner as motor cycle fork link bolts. By undoing the locknuts, one can turn the bolts to secure a "stiffish" movement, after which the locknuts are again tightened. This adjustment gives a nice positive feel to the disengaging foot lever.

(9) Now fit your chain-wheel and chain which, due to the fact that you didn't disturb the rear wheel position, will go back without trouble. Fit also the special *Itom* left-hand crank, making sure it clears the flywheel when the engine is in the "On" position.

(10) Fit the carburettor, pushing it fully home on its tube and mak-

ing sure it is level sideways before tightening the clamp bolt. Fit the carburettor and decompressor cables, making sure there are NO SHARP, MOVEMENT-RESTRICTING CURVES. Secure firmly to the frame. In particular, arrange a biggish loop at the bottom end for the decompressor cable so that the cable "outer" (which is the operator) can obtain a vertical push at the decompressor valve.

(11) Fit the petrol tap to the tank, tighten carefully in, and note the position of the tap lever. If this is in an awkward position for operation, remove the tap again, reduce the fibre washer thickness by rubbing on a file and re-assemble. Fit the tank to the frame, then warm one end of the thermo-plastic petrol tube with a lighted match held well below it and whilst it is soft, slip it over the knob-like petrol-tap extension. Lead the pipe on a convenient run (have engine in ON position) cut off the warming trick, fit it over the

carburettor inlet.

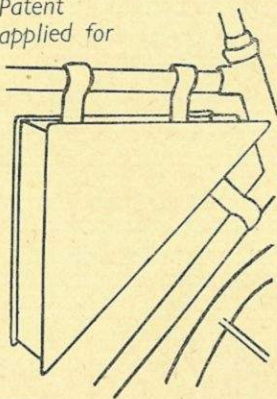
(12) This is where, thinking you have finished, you start to fill the tank. Nothing of the kind. A good mechanic trusts no mortal, not even himself. Your job now is to again go religiously over everything you have done, making sure everything is right and dead tight.

(13) It is recommended that 2 teaspoonsful of Upper Cylinder Lubricant be added to each of the first three tankfuls of petrol used in order to assist running-in.

The writer, apart from holding the *Itom* Agency, is in no way connected with either the makers or distributors, but feels sure he has their support in saying: Do not hesitate to write Messrs. Adimar if you are in any difficulty with your *Itom*. I have proved that they take a very real interest in seeing that you are satisfied and a very good organisation exists here for the immediate settlement of guarantee problems.

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Patent applied for



Easily clipped on to the cross-bar of Cycle and easily removed for refuelling

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- PASTEL BLUE, PASTEL GREY and BLACK ENAMEL FINISH
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Please supply one "Landco" Petrol Tank for Cycle
I enclose 16/6 plus 1/6 for postage and packing.

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To : **LANGBOTTOM AND CO. (Keighley) LIMITED,**
DALTON MILLS, KEIGHLEY

Visiting The Works

BACK in the 1920's the "Continental" type of racing cycle frame began to be made in this country for the sporting riders but none of them came from the big cycle manufacturing firms. It was little men in back streets who created the sports cycle as we know it to-day until it came to a point where the keen clubman would not be seen around on a machine with a famous name and "local built" was the definition of class.

Even in those days, however, the small, precision made components had to come from somewhere and "B.S.A. Fittings" in a specification became a sign of quality on the hand built lightweights of the time. Then things began to change and the big boys woke to the fact that there was a place for them in this market so that we now find all the best known names in the industry making ranges of sporting and racing cycles as well as the utility and special service jobs.

How far this up-to-dateness has gone was revealed to the editor of *Power and Pedal* recently when, in company with the editors of Britains other cycle and cycle trade papers, he visited the B.S.A. Com-

pany's New Works at Waverley in Birmingham.

Here is a huge, brand new plant that does nothing but turn out cycles of all sorts, shapes and sizes. Technically the most interesting thing about it is the fact that it demonstrates how the techniques of mass production have grown up since the early days of that revolutionary development of craftsmanship. This factory has all the advantages of the latest machinery and equipment plus something that the technical experts of a few years ago regarded as contrary to mass production ideas—flexibility.

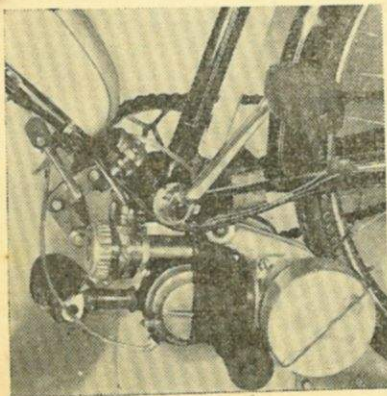
Here different types and sizes of machines and components that currently give a variation of no fewer than 78 specifications for different users are being turned out at the same time in varying quantities all organised into one smooth flow of operations. This is a remarkable achievement and one that will give service at keen prices to the user.

We were frankly surprised at the high standards of testing and checking of components in the different stages of manufacture and particu-

larly pleased to note that great attention is being given to finish, a point where Britain has not been too good in World markets since the war. At one point the guide took up an autocytle mudguard from a pile awaiting assembly and furiously belaboured a nearby steel trolley with it until the guard was a battered wreck. Then he twisted it in his hands to a corkscrew form and handed the remains to ourselves. We uncoiled it and found that the enamel was not cracked or peeled at any point and still clung tenaciously to the metal—truly a finish to last.

Mention of the autocytle brings us to another point that seemed right to us, that the cycle works is producing the "Winged Wheel" and New Hudson Autocytle, here in their proper place among the cycles. We look forward to B.S.A. Cycles, Ltd., taking an important part in the developments in the cyclemotor field. The big fellows are a trifle late coming in, as they were with the new cycles after World War I, but come in they must and the trade mark of the crossed rifles will be there.

IF IT'S A SUPER CYCLEMOTOR IT'S ITOM



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Trade enquiries invited

ROAD TEST REPORT

British Salmson CYCLAID

BELT DRIVEN CLIP-ON

THE tester finished his first test ride on the *Cyclaid* and handed it over to his colleague with the remark, "You can throw away one of your legs when you ride this one".

The statement is almost literally true for there is no machine we have yet seen that can compare with this Scots built belt driver for power right down to something like one rev. per minute. It is quite an exceptional performance in the cyclemotor world but one that is much needed by many riders and even more potential riders.

The *Cyclaid* is mounted over the rear wheel and drives by endless "V" belt to a rim attached to the spokes of the standard wheel. This system of drive, of course, does not interfere in any way with the use of variable speed gears and allows any type of cycle braking to be used at will. No adaptation of the standard cycle is required at all for fitting the unit.

A single cylinder two-stroke of 31 c.c. capacity, the engine has an aluminium alloy cylinder and head held by through bolts to the split crankcase. A steel liner is press-fitted into the cylinder. Helical gears provide a reduction between the crankshaft and pulley shaft, the overall gear ratio being 18½ to 1. Claimed power output is .7 h.p. at 3,500 r.p.m. The flat-topped tank has a capacity of 3 pints and is fitted with a flush apron at the rear which screens the crankcase and driving pulley and also provides the flat surface for the rear index number, dispensing with the need for a separate number plate.

The quality of material and high

precision engineering workmanship are exceptional and this is reflected in the performance and in the confidence the makers exhibit in their service arrangements. The fitting is simple and neat, the front end of the chassis hinging on a special pin that replaces the standard seat pillar bolt while the rear is carried on a spring mounting on a very sturdy fork over the wheel and fitting to the wheel spindle. This fork is adjustable to different wheel and frame sizes by the provision of alternative bolt holes.

On the Road

A certain start hot or cold sets the standard for first impressions of sheer handiness. One thrust on one pedal is sufficient to get the machine on its way without pedal assistance at all. The twist grip throttle can be opened without inhibition from the first yard and the machine then accelerates smoothly and surprisingly quickly right up to its maximum.

The *Cyclaid* is not fast, top speed on the machine tested being a trifle under 20 m.p.h., but within this range the performance was high all the way. Minimum speed was impossible to judge, the machine apparently coming to a standstill and then getting away again without pedals and without any sign of snatch from the transmission. The belt drive and the shock-absorbing spring on the rear engine mounting combined to provide a drive that was smooth and dead silent at all speeds. This silence also was notable in that the reducing gear-drive could not be heard at all. This is a startling contrast to any other gear-driven

cyclemotors we have met and does demonstrate that, given the right design and high enough quality in material and workmanship, gear drive can be all advantage. The exhaust was not as quiet as we would like by *Power and Pedal* standards, but was still quieter than most and had a deep, pleasant quality that led one observer to describe it as "a cheerful sounding little engine."

As might be expected, the quality of low speed pull combined with low gearing makes the machine an exceptional hill climber. Hills which normally require pedal assistance on most cyclemotors were taken without moving the pedals at speeds of 12/15 m.p.h. all other cyclemotors and much heavy goods traffic being passed on the way. It took a really savage grade to bring in the pedals at all and even then only light assistance was called for. London readers who know that famous brute, Muswell Hill, with its awkward approach, long drag and fierce bit of 1 in 7½ near the top will be impressed to know that the tester climbed this easily, riding all the way up with one hand in his pocket. The passers by and other cyclists pushing their machines up the hill were certainly most impressed!

Traffic handling was delightful. The lightweight of the unit left the light roadster type cycle handling exactly as it would without an engine fitted except that there was no need to pedal if the machine was moving enough to be balanced at all. Wriggling through stationary traffic was dead easy and the "one-push" getaway from the front of the queue when the green light came up ensured complete safety and no obstruction of the other traffic.

Not Yet Perfect

As an instrument of powered cycling, particularly in towns and in hilly or even mountainous districts, the *Cyclaid* is quite

THE BRITISH TWO-STROKE CLUB

Results M.A.C. Demonstration Trial, April 25th, 1954

The only competitive award in the National Cyclemotor Trial, the Shield and Plaque presented by Power & Pedal to the rider of the most silent machine in the trial adjudged by audiometer test, was won by Mr. J. Meyrick on a 32c.c. Cyclemaster. This is the second year in succession that Cyclemaster have won the award, last year's winner being mounted on a 25 c.c. model.

Mr. Meyrick gained no award in the general classification by reason of losing his way on the course, as did several other competitors.

No.	Name	A	B	C	D	E	F	G	H	Total lost	Award
1.	J. Barrance	—	—	—	2	15	—	20	—	37	—
2.	G. M. Denton	—	—	—	—	—	—	4	—	4	1st Class
3.	T. O'Mahony	—	—	—	—	10	—	—	5	15	2nd Class
4.	G. Ellerman	—	—	4	4	5	—	20	—	33	—
5.	J. Stracey	—	—	—	—	5	—	—	5	10	1st Class
6.	D. Spriggs	—	—	—	6	—	21	4	5	36	—
7.	T. W. Crisp	—	5	—	—	5	2	—	5	17	2nd Class
8.	B. Shipley	15	—	—	—	10	—	—	5	30	—
9.	W. Burkin	—	—	—	6	—	7	—	—	13	2nd Class
10.	H. E. Evans	—	—	9	2	25	—	—	10	66	—
11.	A. G. Wall	NON-STARTER									
12.	W. Griffith	—	—	—	—	5	—	—	—	5	1st Class
13.	F. V. Chambers	NON-STARTER									
14.	R. G. Banfield	—	—	—	12	10	11	—	5	38	—
15.	W. R. Hooton	—	5	Missed Sections			—	—	—	R	—
16.	A. Pointer	—	5	—	1	—	4	—	10	20	2nd Class
17.	J. Mullett-Merrick	—	5	2	1	—	—	20	10	38	—
18.	H. Hunter	—	—	—	27	—	34	—	—	R	(over 30 mins. late)
19.	F. A. Brown	—	—	—	26	—	10	—	—	36	—
20.	J. Smith	—	—	—	25	—	32	—	—	R	(over 30 mins. late)
21.	P. H. Barry	8	5	Missed Sections			—	—	—	R	—
22.	R. H. Bury	—	—	—	—	—	—	4	—	4	1st Class
23.	G. Spinks	—	5	—	5	—	13	—	10	33	—
24.	W. Crutchlow	NON-STARTER									
25.	W. Manley	—	—	—	4	—	—	—	5	9	1st Class
26.	J. Meyrick	—	—	—	20	—	6	—	—	26	—
27.	T. J. Barry	—	—	—	Missed Sections			—	—	R	—
28.	C. L. Mouton	—	5	—	7	—	—	20	—	32	—
29.	J. Lever	—	—	Missed Sections			—	—	—	—	—
30.	I. Ernelli	—	—	—	15	—	19	20	5	59	—
31.	C. Cole	—	—	—	4	—	7	20	5	36	—
32.	D. Widmer	—	5	—	Missed Sections			—	—	R	—
33.	M. C. Spencer	—	—	—	—	—	2	5	7	1st Class	—
34.	D. Fudge	—	—	—	1	—	4	20	5	30	—
35.	J. Sagers	—	5	Missed Sections			4	5	—	R	—
36.	R. Elliott...	—	—	—	11	—	3	—	—	14	2nd Class
37.	J. Robins	—	5	2	—	—	11	20	5	43	—
38.	E. Chisholm	—	—	—	8	—	—	—	—	8	1st Class
39.	A. Rowbottom	—	—	—	—	25	—	20	—	45	—

39 Entrants. 36 Starters. 32 Finishers. Quietest Machine No. 26
7 1st Class Certificates 5 2nd Class Certificates

A—Closed Control B—Starting Test C—Brake Test
D—Route Time Check E—Hill Climb F—Time in
G—Controllability H—Silence Test

The Organisers (B.T.S.C.) would be pleased to receive any comments you may care to make, (good or bad) and any suggestions for the future. We should also be interested to know whether you would prefer the event to remain in its present form or to become a proper competition with an outright winner, 1st and 2nd Class, team awards, etc.

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2 Heyes Lane, Taporley, Cheshire,

R. S. G. CAWSE,

54 GRAVEL HILL,

ADDINGTON, SURREY

CLUB NEWS

NOTTINGHAM V.C.A.

The newly formed NOTTINGHAM AND DISTRICT MOTORISED CYCLE CLUB, Branch of the Veteran Cyclist's Association, have reported their programme.

They have runs every Sunday and meet in the Old Market Square, Nottingham at 10.0 a.m. Any special announcements are made in the local papers each Friday evening. Non-members are welcome to join in runs and there is room for more members inside.

The Club holds its first trial over a 30 mile course in South Notts on June 20th. Mr. J. Hebson is the organiser and the entrance fee a modest half crown.

Branch Secretary is:

Mr. R. H. PRATLEY,
62 FLAMSTEAD ROAD,
STRELLEY,
NOTTINGHAM.

THE ROVER (MANCHESTER) FELLOWSHIP

This 23 year old cycling club is farsighted enough to realise that cyclemotors are here to stay and are including a M.A.C. Section in their organisation. An example of the serious approach they are making is the fact that they have already formed a set of model rules based on a study of the law and a recognition of the fact that "it is impossible for the Club to ride as in cycling club practice" We commend this line to others.

The Secretary of the Section is:

Mr. G. BROWN,
15 KEPPAL ROAD,
MANCHESTER, 21.

LONDON M.A.C. SECTION B.T.-S.C.

JUNE PROGRAMME

FRIDAY 4th. JUNE to MONDAY 7th.

Four day tour to Pembrokeshire, starting Friday evening 9 p.m. from Marble Arch.

Sunday 20th June. Run to Winchester, meet Marble Arch 9 a.m. and "Better 'Ole" Cafe, Gt. West Road, Isleworth 10 a.m.

Flashes

WILL the reader who sent in the tip about fitting a leather flap to eliminate roller drive mud-slugging that was published in our March issue please communicate with more detail.



INSURANCE Department slightly worried about several readers who have sent in forms and/or money in the past few months without full particulars and have consequently not received policies or acknowledgements. These riders may actually be using uninsured machines. Will anyone who has not received his policy please communicate with date of application, *Name and Address*.



A NOVELTY lap speed calculator has been produced by Vacuum Oil Company.

The calculator is based on the slide rule principle, so that, given the length of a lap and the lap time, the lap speed can be read off at once. It can also be used for calculating speeds on courses measured in kilometers.

The calculator will be distributed at motor and motor cycle race meetings during the season, and supplies are also available to motor cycle dealers and club secretaries on request to their local Vacuum Oil Company Division or Branch Office.



BACK numbers of *Power and Pedal* are still much in demand and some are still available, but we have completely run out of No. 3. Vol I. dated February, 1953. The Editor would be glad to receive any copies that may be available of this issue for the making up of sets. Any newsagent who has stocks or any individual reader who has a copy to spare can sell back to us and very welcome too.



B.S.A.

ITOM

FIREFLY

CUCCILO

BRUNETTA

MOSQUITO

POWER-PAK

MINI-MOTOR

CYCLEMASTER

LAMBRETTA

WE FIT AND INSURE

SAME DAY SERVICE

TERMS—EXCHANGES

**Sole London Agent for
ITOM "TOURIST"**

Sales, Service, Spares

Always a selection of Second-hand units, Heavy-gauge wheels, Frames, ALFA spring forks, Aux. tanks, Dual twistgrips, etc: Parts and Spares by return of post.

S.A.E. for lists

BARRY BROS

123, PRAED ST., W.2

AMB. 2450

OPP. PADD. MAIN LINE STN.

Flashes

A DIMAR, importers of the lively *Itom* cyclemotor, have produced a new booklet of fitting driving and maintenance instructions for the use of riders and agents. It is attractive, illustrated and FREE.



POPULAR London agents, Eclipse Cycles of Hammersmith Road, are going on holiday for a week from June 6th to 14th, and closing the shop for that period.



WE have been asked to point out that an error occurred in the prices quoted in the advertisement for Smith's cycle speedometers on p.127 of our last issue.

The correct prices are :—

"De Luxe" Model £2. 9. 6.

"Popular" Model £1. 18. 6.

**HOW LONG
WILL THEY
LAST ?**

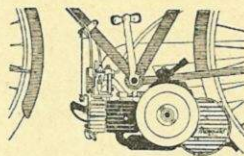
A 38 c.c.

'MOSQUITO'

CYCLE ENGINE

recently completed a distance equal to once round the world . . . 25,000 miles covered in 55 days at 19 m.p.h. !!

Surely this is sufficient proof !



Carriage paid

Italian made

£27 - 10 - 0 complete

Send for details to:

**MOSQUITO MOTORS
LIMITED**

MOORFIELDS · LIVERPOOL 2

News from Germany

Streamlined Light Alloy Autocycle

The HEINKEL PERLE

from Tempo

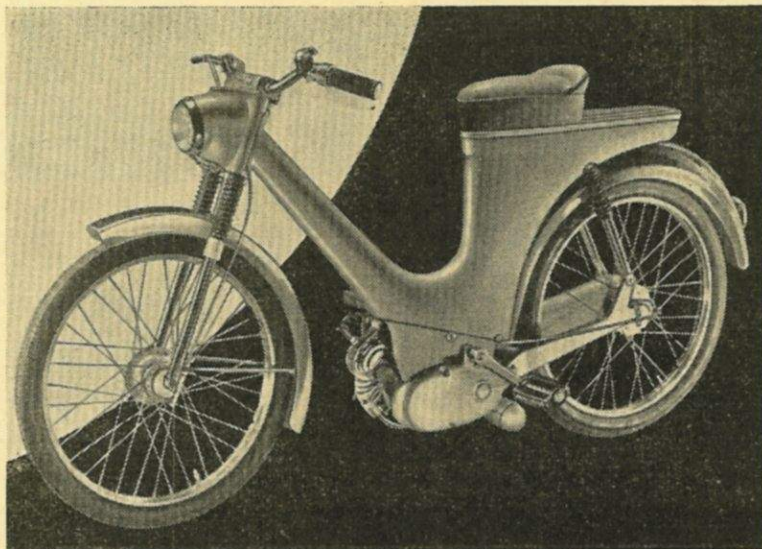
The obvious innovation about this model, is the patented chassis form out of cast light metal which forms both main frame and fuel tank and takes the 48 c.c. two-stroke engine. Telescopic springing fore and swing-arm springing aft makes for smooth riding. There are two speeds.

Top speed is about 40 m.p.h. and the only chain runs in a totally enclosed oil bath. Wheels with internal expanding brakes, foot and

TEN CYCLEMOTOR POWER!

Printer's error in the caption under picture of the Kreidler 750 in last month's issue gave the capacity as 500 c.c. instead of 50—It is quite a lively 50, however.

hand operated and knockout spindles, are interchangeable. Bosch flywheel lighting/ignition, dip switch, and built-in speedometer, tyres 23in. x 2in. The *Perle* shows clean lines. Note the very clean



50 c.c. Heinkel Perle Moped

handlebars—grips operate throttle and gear changing. Seat is of foam rubber and adjustable. *Perle* is about 63lbs. weight all on, and

makers are ERNST HEINKEL A.G. STUTTGART-ZUFFENHAUSEN, HELLMUTH, HIRTH STRASSE, 41, GERMANY.

Don't Shake That Can . . .

Use **Two Stroke Lubricant** the only COMPLETE OIL for two stroke engines. It requires no pre-mixing, lubricates efficiently at all engine temperatures and burns off cleanly without heavy carbon deposits. There **cannot** be anything better for lubricating two strokes than Two Stroke Lubricant.

T S L

saves

- **DECOKES**
- **WEAR**
- **PETROL**

Main Distributors "The Excelsior Motor Co. Ltd., King's Road, Tyseley, Birmingham"

SLIP PRODUCTS & ENGINEERING CO. LTD., 34 Gt. St. Helens, E.C.2.

Telephone: AVENue 1379

The Scots Way

THE first that Sandy Cook, 6ft. tall weighing 13½ stone, heard of his firm's plans to send him to London on a British *Cyclaid* machine was on a Thursday afternoon, when he was called into the office in Larkhall, Glasgow and told "Pick up a machine and ride down to London on it".

His not to reason why, he walked into the works and said to the foreman "Got a bike handy?" Foreman grunted pointed to some *Argyle* cycles, and said "There's one of them you can borrow." "O.K." said Sandy, "and now I want an engine." "What for?" asked the foreman. "To cycle to London with," said Sandy. Foreman started saying "There's some new engines available" and then stopped. "Cycle to *where*?" he said. "London" said Sandy. "When?" "Now, or anyhow tomorrow".

When the foreman, turners, fitters, grinders and common or garden tea makers had stopped staring and saying "Cycle to London!" they produced the nearest new engine, and Sandy fitted it to the *Argyle* and wheeled the lot away. Next morning he dashed round Glasgow buying some lightweight clothing and then he was away.

"It was a perfectly uneventful trip" he told a press conference in London, organised at the headquarters of the Scottish Council for Development and Industry, "The weather was awful. We had sleet, hail, rain and a biting wind all the way. But the machine just ran easily. I came down from Larkhall through Lochabie to Carlisle, and then over the border to England. The wind was strong and it was raining as I came over Penrith and down to Appleby—at one time we had snow and sleet. The engine was a new one, and I

ran her in gently, and after about eighty or so miles I was able to cruise at a speed of 15/20 m.p.h. The engine needed no attention throughout the trip, apart from the normal tightening of the belt after she had been on the road for a few hours.

I came over the Fells and the Yorkshire hills—and my word some of them *are* hills—but I didn't need to pedal. At times, I did in fact pedal, but only to keep warm." Talking of his adventures, Sandy told how he caught up with a runaway horse, overtook a commercial lorry and sailed past it on a hill and exchanged backchat with garage proprietors on his unconventional way of getting from Scotland to London. The weather put his time back—he could have made it normally in two days and one night, but as it was he had to take another night out.

In answer to questions he said that the total milage was 420, petrol consumption 1¾ gallons, cost 9/2. Total weight plus gear 15 stone.

Sandy is on the sales side of British *Cyclaid*, Ltd., and he certainly is an ambassador in himself. He looked very fit after his journey and the bike itself, on display at the conference, was in perfect order and could have been ridden away.

APPRECIATIONS

Reader E. L. Keats commends good service and advice on cycle-motorists problems from:

JOHN CREW AND SON,
PARK ROAD,
HORNSEY, N.8.

Reader V. Neal of Highbury recommends the real after sales service of:

PUGH, BROS., Ltd.
HOLLOWAY ROAD,
N.7.

PRIDE & CLARKE
The Lightweight Specialists
Mobylette



49 c.c. LUXURY AUTOCYCLE
£49.16.0 incl. P.T. or
£12.16.0 secures delivery
12 MONTHS TO PAY

LONDON'S FINEST SELECTION OF AUTOCYCLES & CYCLE MOTOR UNITS

New Mark V Model
MINI-MOTOR
Easily fitted to any cycle or tandem. It takes the drudgery out of cycling, bringing added leisure and pleasure.
1.3 h.p.
240 m.p.g.
25 m.p.h.

50/-
Deposit Secures Delivery
38 weeks to pay balance



CASH PRICE £18.10.0
including P.T.

CYCLEMASTER THE MAGIC WHEEL

32 c.c. 2-stroke engine
230 m.p.g. Back-pedalling brake. Supreme reliability. Only 17/6 annual road tax.

50/-
Deposit Secures Delivery
38 weeks to pay balance

CASH PRICE
£27.10
including P.T.



Also immediate or early delivery—Cash or Easy Terms: **VINCENT FIREFLY, CUCCIOLLO, POWER PAK, B.S.A. FLYING WHEEL EXCHANGES WELCOMED**
ANY CAR, MOTORCYCLE, MOTORISED CYCLE OF CYCLE

USE THIS TIME SAVER !

I have for exchange a 19.....
Make..... Model.....
For which I must have £.....
I am interested in a used.....
Name.....
Address..... P. & P.

PRIDE & CLARKE LTD
158, STOCKWELL ROAD, LONDON, SW9
Phone: BR1. 6251 Grams: PRICLARKE, LONDON
Hours of Business—9 a.m. to 6.0 p.m. Wednesdays 1 p.m.

Classified Advertisements

Rates: 2/6 per line (a line averages 6 words), minimum 5/-. Name and address must be paid for or Box number at 1/- extra.

Terms: Private advertisers pre-paid. Trade one month nett, usual discounts for series.

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

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

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

FOR SALE

POWER-PAK, 49 c.c. motor unit with synchromatic drive, twist grip clutch and throttle control. Used only three months. £15 complete o.n.o. Payne, 110 Splinters Crescent, Biggin Hill. Tel. 591

LADY'S RUDGE/CUCCILO 1952 900 miles. Hand gear change, special rear wheel with welded sprocket. Elec. Itg. 6v. 12w. Pannier £30 o.n.o. Tax and insured.

GENT'S RUDGE/CUCCILO 1952 900 miles only. Hand gear change, special rear wheel with welded sprocket. Elec. Itg. 6v. 2w. with dipping light. Speedometer, Panniers, Stand £35 o.n.o. Taxed. Sale forced by ill-health. W. Speedy, 35 Whitton Drive, Greenford, Middlesex.

SALES AND SERVICE

PETER CLARKE. Junction Road, DORKING. Telephone: 4121.

Cucciolo, Vincent Firefly, Wico-Pacy spares, C.O.D. New units demonstrated, Hire Purchase and insurance arranged for Frames "SUN" agents and "BRITAX" agents. "Lohmann" compression—Ignition engines for sale at 24 gns.

OILING UP OR BAD STARTING means 99% cases LOW SPARK EFFICIENCY. Don't trust 'dabblers'. Post your WICO or MILLER back-plate with 19/6 for full 'AS NEW' OVERHAUL. Satisfaction Guaranteed. BROOK LISTER (Comp'n Assn. Auto-Elec. Technicians) BRIDGE ST., BRADFORD, 1.

"IVOR J. CLARK—the oldest POWER PAK Agent in the Country—offers the largest selection of Cycle Motors. POWER PAK, FIREFLY, CYCLEMASTER, B.S.A., MINIMOTOR, CUCCILO, etc. Spares, Repairs and Accessories — 68-70 St. ANNS ROAD, HARROW and 14 BROAD WALK, NORTH HARROW

ALL WORK AND NO PLAY MAKES JACK A DULL BOY

So we are going on holiday at Whitsun. In order to cause as little inconvenience as possible to our clients we are closing down

June 6th and Re-opening Monday 14th

In the meantime our best wishes to all readers and

Happy Cyclemotoring

ECLIPSE CYCLES, 15 Hammer-smith Road, (Nr. Olympia) W.14

G. H. CYCLES of HARROW WEALD. First in area with FIREFLY and now TEAGLE (17). Also agents POWER PAK, CUCCILO, CYCLEMASTER, MINIMOTOR etc. SUN, MERCURY & BRITAX motor-ette cycles. SPECIALISTS in REPAIRS, PROMPT & PERSONAL SERVICE. Open 7.0 p.m. each night and 8.0 p.m. Fridays. Dep. from £2 All Spares and Access. 492 High Rd., HARROW WEALD. HAR 6858.

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BARRY BROS. of Paddington.

WHEELS. Special wheels, Endrick or Westwood rims, 13 gauge, heavy duty low tension spokes, with efficient hub brakes, cables and levers complete from £2. 7s. 6d. (£4. 10s. 0d. pair). Spares and Repair Service. BARRY BROS., 123-129 Praed Street. W.2. (Opp. Paddington main line stn.) AMB. 2450

CYCLEMASTER SPARES for all models always available. Call, write or phone STAINES 2388. Parts sent return C.O.D. post. REO MOTORS LTD., HIGH STREET, STAINES, MIDDLESEX.

ROLLASON CYCLES—The Keenest Dealers in N.W. London. CYCLEMASTER, ITOM, MOBYLETTE, POWER PAK, TEAGLE, VINCENT, Sales, Spares, Repairs and Accessories —Parts by return C.O.D. 49 South Parade, Mollison Way, Edgware, Middlesex. EDG. 0858.

RALPH BIRCH of Woolwich for your new cyclemotor. Spares and Service:- Cyclemaster, Vincent, Power Pak, B.S.A., Wipac magnetos. 77 Plumstead Rd., S.E. 18. Woo 3367

K. V. P. MOTORS LIMITED

CUCCILO — MINI-MOTOR — FIREFLY

H.P. Terms

All spares by post, C.O.D.

3 CENTRAL PARADE GUNNERSBURY LANE ACTON TOWN
LONDON, W.3 Telephone ACOrn 6005

CUCCIOLLO SERVICE

MORE astonishing success of the Cucciolo 48 c.c. Climbs hills of 1 in 6. Glides past others like a bird up Yorkshire hills. Service and Spares sale. **S. PICKLES, 37 Lilycroft, Road, BRADFORD, Yorks.**

SITUATIONS VACANT

CYCLE ENGINE MECHANIC : Excellent prospects and wages for an experienced man—Apply now to Bob Sergent, Moorfields, Liverpool.

ENGINE KITS

“WHY PEDAL ? when you can motorise your cycle by using the “49 c.c. MOCYC Engine Kits”, part assembled. instructions, direct from manufacturer. £12. 12. 0d., Cash with order. Strict rotation, also spare petrol tanks easily fitted to cycle 10/6, post paid.” The Cairns Cycle & Acc. Mfg. Co. Ltd. **TODMORDEN.** phone 28.

SPRING FORKS

THE WEBB SPRING FORK IS made by a British firm with 33 years experience of forks and many T.T. wins behind them. Write for details: **H. C. Webb & Co., Ltd. Tame Road, Witton, Birmingham, 6.**

ACCESSORIES

VACCOAT (Vacuum Coated) spectacles or clipovers make driving safer easier and pleasanter.

DAYDRIVE or NIGHTDRIVE

Spectacles in shell or metal rims 25/-
Clipovers for your own spectacles 15/-
Or by prescription from your own oculist.

Sole Agents: The Temple Trading Co., 198 Temple Chambers, London, E.C.4 CENTRAL 5109. Trade enquiries invited.

THE CAMPANELCLAX new klaxon horn looks and works like a bell, but is more efficient and fulfills legal A.W.D. requirements. Now obtainable direct 12/6 post free, from **ADIMAR, 26 Brixton Rd., S.W.9 RELiance 3272.** Trade Enquiries invited.

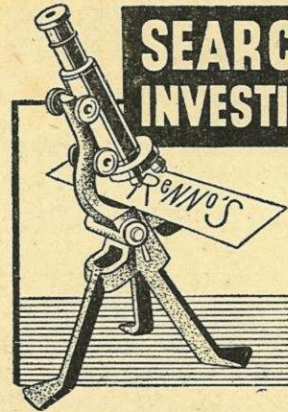
SPARES

SMOOTH OUT THOSE BUMPS! Fit the **TELELINK 75/-.** B.S. Developments, The Garland Farnborough, Hants.

A FEW CYMOTA SPARES still available. **K. N. Holyoak 101 Margate Road, Ramsgate**

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RENNO'S

PROVES BEYOND ALL POSSIBLE DOUBT THAT THE

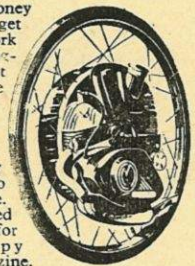
Cyclemaster

32 c.c. **MOTORIZED WHEEL WITH LIGHTING COILS, BUILT IN HUB BRAKE CLUTCH, ALL CHAIN DRIVE (NO ROLLERS) NEW TYRE AND TUBE**

IS THE FINEST VALUE OBTAINABLE AND IS IN FACT THE

EVERYMAN'S MOTOR

Want to save money on fares?; to get home from work fresh instead of do-tired?; to get a lot more joy out of life at week-ends? Then do what 100,000 others have done and fit **Cyclemaster** motor wheel to your own bicycle. Write for coloured brochure and for specimen copy of new magazine.



£27.10.0 including special 230 M.P.G. wheel, tyre, back-peddalling brake, lighting dynamo. 20 M.P.H.

EASY PAYMENTS 9/3d. WEEKLY FITTED FREE TO YOUR CYCLE

Also the **MERCURY CYCLE**, built for use with the Cyclemaster

STANDARD MODEL	—	—	£13 5 9
PILLION MODEL	—	—	£17 19 9
TRADESMANS	—	—	£19 8 6

Also a very fine selection of Lady's and Gents used motorised cycles from 15 gns. Motorised Tandems from 20 gns. Or easy terms.

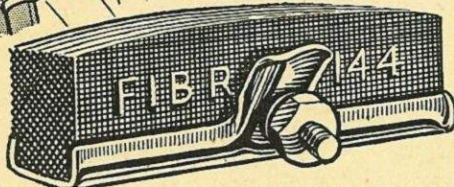
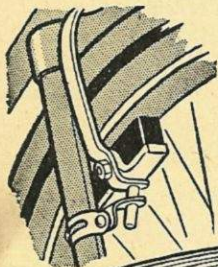
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217 HORNSEY RD., HOLLOWAY, LONDON, N.7 ARC. 5388

CYCLE-MOTORISTS!

This is Your **BRAKE BLOCK**

The extra power your motor gives calls for the special braking you get in the **FIBRAX 144 Brake Block**. Extra size, sturdy and efficient it stops—smoothly yet firmly. Fits any normal 'shoe'.



Fibrax No. 144 in Shoes 2/- per pair

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

Fibrax BRAKE BLOCKS

FIBRAX LIMITED 2 TUDOR STREET, LONDON, E.C.4.



Specially designed for
**MOTOR-ASSISTED
BICYCLES ★**

Here is the ideal Fork for machines with engine mounted IN or ABOVE the rear wheel or on the bottom bracket. Road shocks and vibration absorbed. Perfect comfort and control ensured.



British and Foreign Patents applied for
Also suitable for Tandems, Bicycles and Carrier Cycles

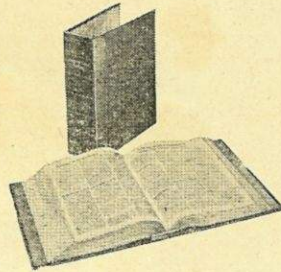
- Stress taken direct on compression spring in column tube
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- Perfect braking with caliper, roller lever or hub brakes

Additional weight only 2½ lbs. approx.

Order from your Agent or write to us for Leaflet

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The "POWER & PEDAL"



**BINDING
CASE**

IS NOW BEING DISTRIBUTED AT
5/6 COMPLETE
WITH INDEX TO
VOL. 1

(Postage and Packing 11d. extra)

The index to Volume I (Dec. 1952—Nov. 1953) is also available separately at 6d. post free.

Some back numbers are available but the earlier issues are in very short supply.

Send cheque or PO. with order to:

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

"POWER & PEDAL" INSURANCE SCHEME

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

COMPREHENSIVE (up to £50 in value excluding first £1) — **£1. 10. 0**
THIRD PARTY, FIRE & THEFT-18/6 **THIRD PARTY ONLY-12/6**

Send in form with cheque or P/O made payable to:
"POWER & PEDAL" 197 TEMPLE CHAMBERS, TEMPLE AVENUE, LONDON E.C.4

Name

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

Make of Power Unit Registered Letters and Number

Estimated Total Value of Cycle & Motor (including accessories)

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

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

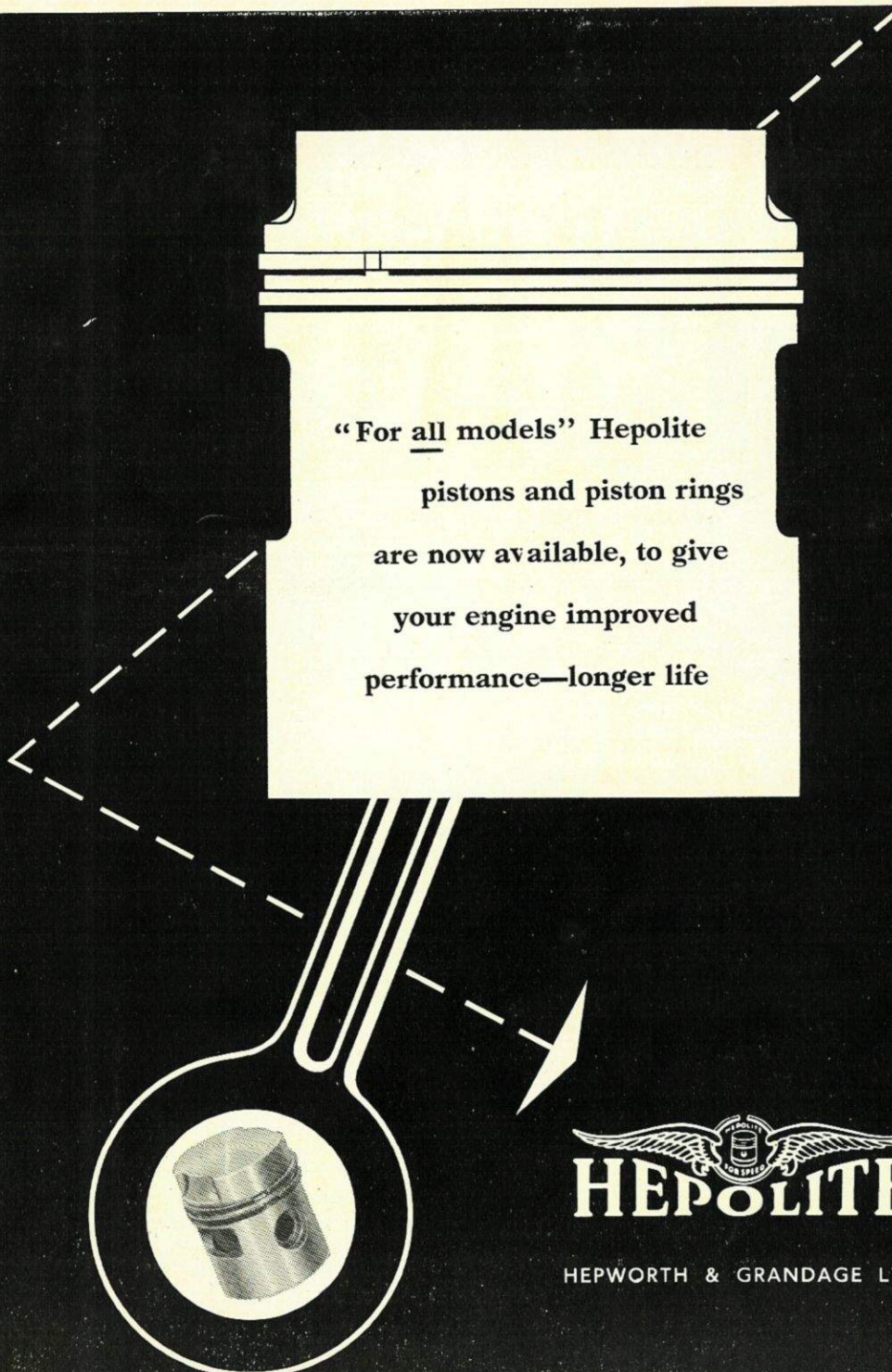
Has any Insurer at any time in respect of your motor-cycle insurance or that of any person likely to use your cycle declined to insure, required special terms, cancelled or refused to renew?

DECLARATION

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

Date.....

Signature



**“For all models” Hepolite
pistons and piston rings
are now available, to give
your engine improved
performance—longer life**



HEPWORTH & GRANDAGE LTD

ST. JOHN'S WORKS · WAKEFIELD ROAD · BRADFORD 4

Specially designed—
FOR USE ON ALL MOTORISED BICYCLES

MILLER **LAMP SETS**

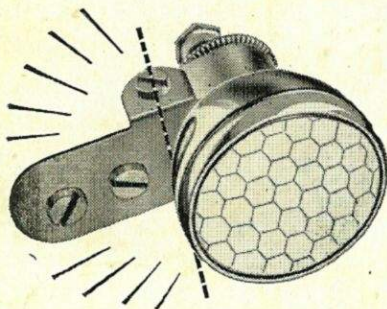
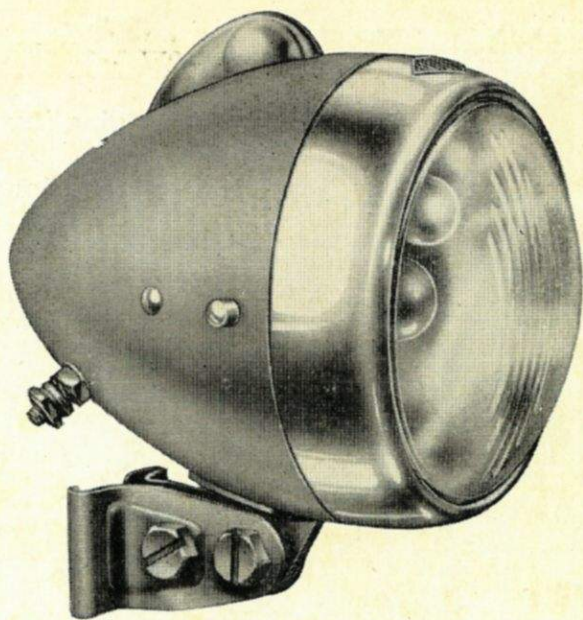
MODEL No. 6.TM

*For use on motorised
 Bicycles with Lighting
 Coils Incorporated*

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

**BOXED COMPLETE
 WITH BULB AND
 CABLE**

25/-

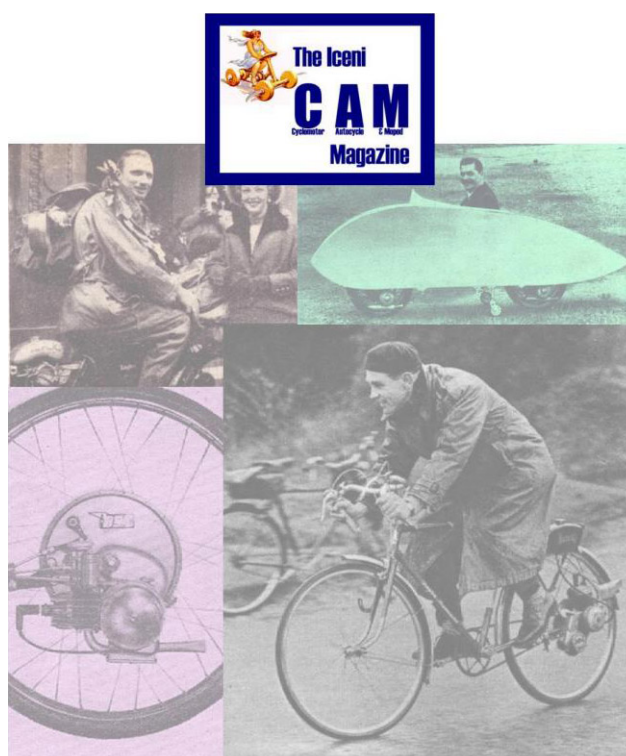


596 TAIL LAMP

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

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

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