

JULY 1954

TOURING

MONTHLY 4^D

POWER & PEDAL

The Journal of the Cyclemotor



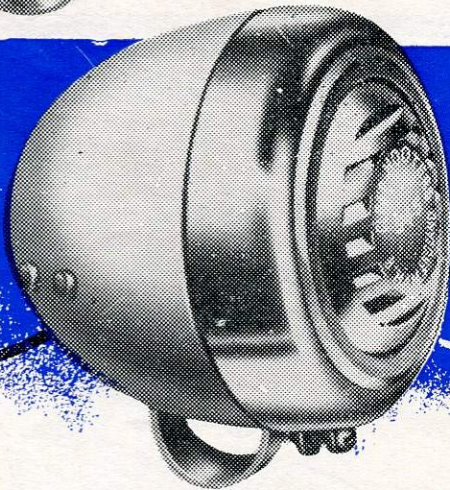
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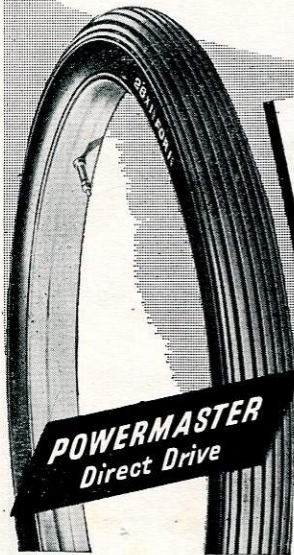
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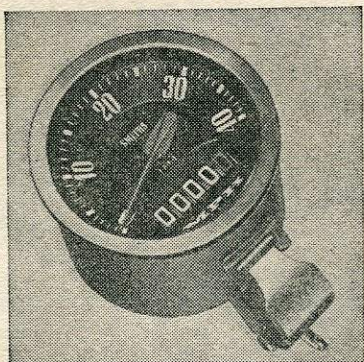
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JULY 1954

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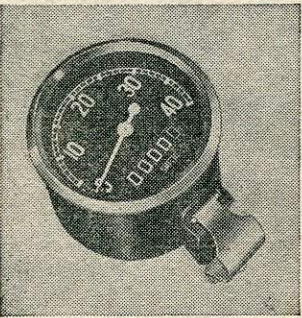
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POWER & PEDAL

THE JOURNAL OF THE CYCLEMOTOR

Editor: FRANK L. FARR

Editorial and Advertising Offices :

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Allies for FREEDOM

THE cause of freedom is dear to the hearts of all of us, but however noble the cause it still needs the weight of organised and informed opinion behind it to prosper. We are more than happy, therefore, that the case for the freedom of the cyclemotor which we stated in our leading article of March, 1953 has now been taken up by that respected institution of the trade press, the *Motor Cycle and Cycle Trader*.

In its issue of May 15th, 1954, the *Trader* opens its own Leader with the words :

"Has the time come when the trade should press for some relaxation of the regulations governing the use of motor assisted bicycles on the roads of England, Scotland and Wales?"

The article goes on to argue the points we have made from time to time, that it is anomalous that the rider of a 1000 c.c. motorcycle

has to pass the same test as the modest cyclemotorist ; that most cyclemotorists are already experienced cyclists and that most sporting cyclists habitually travel faster than most cyclemotorists ; and that experience on cyclemotors makes for greater safety by those who later graduate to larger machines.

Another point is made, moreover, that the "L" plate farce for cyclemotorists does not apply in Northern Ireland and the same applies for all motorists, without risks being any greater, as evidenced by insurance rates, being no higher than in industrial Britain.

The *Trader* concludes with the concrete suggestion that tests for riders of under 50 c.c. machines should be suspended for a trial period of 12 months with a view to complete abolition of testing in this class.

This is an excellent idea and we heartily endorse it as a real cam-

paigning point for all cyclemotorists and especially for the makers and traders whose business depends on the proper encouragement of the development of the cyclemotor and autocycle markets. The removal of the Purchase Tax anomaly against the built-for-the-job machine at the same time would enable British manufacturers to go ahead with the production of proper 50 c.c. autocycles to equal the present continental models and, with an assured home market demand behind them, to enter the export field with confidence and production batches of tens of thousands of units.

The saving in manpower and energy to this country in greater mobility of labour and extension of active working life that the use of the powered cycle affords makes this development a major factor of national interest. This call for freedom is no worship of an abstract ideal—it is a recognition of realities.

COMMENT

by

Clip-on

THIS is touring time for many people and some will be touring for the first time with cyclemotors. Many have already had plenty of experience of this very satisfying kind of holiday on cycles and will not need much in the way of advice from me or anyone else as to the choice of routes, stopping places, feeding and costs, in fact they know almost all the answers, but there is one point I would like to stress. Go easy on the kit.

There is a very natural tendency to assume that the provision of an engine to take the grind out of pedal cycling will automatically confer a right to carry more baggage around on a tour, but I feel that this is a mistake. The weight of the engine and its fuel tank, probably with additional reserves, is already an extra as far as your cycle is concerned and not only an extra in bulk. You have less space to carry kit in with the motor than without. If the cycle is to serve you well and still feel on the road the familiar friend that it has always been you must not spoil its natural characteristics and decrease its safety margins by overloading.

Personally I have never found out what all too many wanderers carry in those enormous packs. Every time I take the road at this time of the year I see youngsters bent double under huge packs that must take every atom of pleasure

from movement. Cyclists are nearly as bad with bits and pieces filling panniers, carrier rolls and mysterious odd packages secured more or less firmly to the front forks or handlebars. For my own part I can tour for a week at home or abroad with nothing but the clothes I normally wear plus shaving kit, small towel, pyjamas and half a dozen handkerchiefs. Nylon shirt and Terylene socks can be rinsed out overnight and worn fresh and clean next day so I can look civilised all the time. Why take more?

Colours

Talking with a cyclemotoring friend the other day about agricultural machinery he suddenly exclaimed that the brilliant colours in which farm implements are painted are the reason why they attract interest even from townsmen who know nothing about their uses. He then went on, "It could be the same with our bikes—That's why the *Teagle* is such an attractive machine".

I have an idea he is right and I remember particularly that the *Teagle* we had on test here attracted much more attention than usual when parked and that the inevitable questions usually ended with a compliment on its appearance. Apart from the original blue of the *Mini* our machines have tended

to be rather inconspicuous, but it might well be that some really bright tanks would attract the non-users to notice, ask questions and eventually buy. After all it took our manufacturers a long time to accept the public demand for flamboyant finishes on bicycles but they got there in the end.

Autocycle Weights

Those of us who have had the opportunity of riding modern 50c.c. autocycles become quickly convinced that the attractions of motor assisted cycling are immensely widened by the added comfort, safety, full equipment and freedom from the minor adjustments that must be the lot of the cyclists whose engine, fuel tank, number plates and controls are just clipped on. We firmly believe that if the ridiculous anomaly of loading purchase tax against the built-for-the-job machines were removed their sales would increase vastly, not at the expense of the attachment unit but in addition.

I have, however, met one surprisingly consistent objection to them from a number of potential buyers that is completely and utterly unjustified—that they are heavy. This simply is not true and I will go so far as to say that 90 per cent. of the special-cycle/clip-on motor outfits of British origin to-day, when fully equipped,

are very much heavier than the ordinary continental autocycle designs that are also available here. The speedy and sturdy VAP-engined *Horsy* weighs only 69 lbs., the serviceable *Mobylette* 63 lbs. and the *VeloSolex* a mere 59lbs. all with full lighting equipment, built on plates and carriers strong enough to take adult passengers. Few, if any, comparable attachment outfits can equal these figures, apart from the fact that the distribution of the weight is usually in favour of the autocycle.

Appearances are admittedly deceptive but it only takes a little thought to work out that, for instance, that thick, heavy-looking main tube on the *VeloSolex* frame is doing the job of *three* tubes on a conventional diamond frame cycle.

Bottom Ends

Next to reliability, which I expect to take for granted in the engineering products of the mid-twentieth century, I think I would always place comfort in the lead in my requirements in transport. Without physical comfort there can be no pleasure in riding, while actual discomfort means strain and even danger on the road. Yet, if one can judge by how they look, an awful lot of cyclemotorists in Britain to-day are not by any means as comfortable as they could be.

Much of this is due to ignorance and inexperience on the parts of riders and selling agents and could be overcome by just getting the handlebars, saddles and controls in the right relative positions for the particular riders on their particular machines. After that I should say the biggest single item against real enjoyment is the use of over-high pressures in large section tyres. A few months ago a rider wrote to us with a report on his machine, by no means hyper-critical, in which he complained that the hammering his bottom



PEYTON. M

"The L-driver of a Sidecar Combination should, when practicable be accompanied by an experienced passenger"

end took from the rear wheel made an hour at a time in the saddle the limit of endurance. The editor wrote back his advice and a few days later came another letter one paragraph of which started, "I dropped my rear tyre to 35lbs. yesterday—it was wonderful".

There is no point in buying oversize tyres for cyclemotoring and running them at the same pressures as narrow section racing cycle tyres.

Given all that, however, I am inclined to think that comfort sitting down must depend mainly on what you are sitting on and it is the saddle that gets my vote as the first extra that should be bought when a motor is fitted to a used cycle. The feel of any of the new cyclemotor and autocycle saddles now on the market is as different from the pedal cyclist's tail rest as are the rider's requirements. That's how it should be.

The A.C.U. Trials

As usual most of the competitors in this year's trial had a nice day out but as a trial, let's face it, the thing just did not go. The Organisers are suggesting that it should be made into a "real trial" by motor cycle standards and ask for riders' opinions on this matter. For my own part I feel that this would be wrong and suggest that the Rally type of event is much more likely to do good to the Cyclemotor Movement and give pleasure and satisfaction to its participants at the same time, than a short tough trial which, by its very nature, would require a fairly out-of-the-way venue.

A one-day rally event, taking place in May and with a venue at a popular holiday resort where the final tests could be carried out before spectators would be my idea of the National Demonstration Trial living up to its name,

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.

Tandem Comfort

Your correspondent, P.A. Beeston, is wrong to think that with a tandem "the longer the wheelbase the easier the ride"

In our view, comfort when tandeming consists of three essentials.

1. Riding position. Each rider must be relaxed and comfortable.
2. Correct tyre pressures.
3. Position of the engine.

There have been gallons of ink used in arguing which is the best position for the engine.

We have tried them all except *Firefly*, but, for tandem work we prefer *Cyclemaster*.

If Mr. Beeston will study our three points, we feel his difficulties will disappear.

We endorse his view that a "Tandem Topics" page would prove a popular feature. As we have said before Sir, there must be lots of tandem owners who would welcome it. Perhaps other readers will indicate their interest?

THE VINTAGERS

Wirral.

Tandem Forks

Tandem Topics. Mr. P. A. Beeston asks for details of a pair of spring forks suitable for a tandem. I would certainly recommend the *Alfa* marketed by Bob Sargent of Liverpool. I fitted a pair to my cycle last autumn and they have changed my rides from misery to real pleasure. The *Alfa* has a really strong spring, adds to the appearance of the cycle, can be fitted as easily as a pair of cycle forks, and should be well up to Tandem Work,

This Mudslinging. Mr. E. Norton asks if an engine mounted on the bottom bracket slings mud all over the back of the machine as is done by those mounted over the back wheel. The answer is *NO*. Any mud slung is directed straight on to the ground, the mud slung by the wheel drips on to the roller which owing to the direction of its rotation throws it straight on to the ground. I have had mine out in some fearful weather and the back wheel is no more muddy than it would have been with ordinary cycling.

I finally decided on a *Firefly*, I have only run it for 60 miles so far but after I have done 200/300 miles will let you know what I think of it. Anyway I have satisfied myself that the bottom bracket position is the **only** one. My cycle is lively again now and handles perfectly, the steering is back to normal and I have been able to refit my Resilion Cantilever brake so that I feel safe again. It is a treat when a long down hill stretch is reached to be able to disengage the engine and coast down in comfort.

T. WAYMOUTH PRINGLE.

S. Croydon.

Awaiting the "Mini"

Two years ago at Earl's Court, *Trojan Minimotors* exhibited one of their units complete with clutch and gear-box for chain drive bottom bracket mounting. Later it appeared on a special *Elswick* built frame and was called the *Elswick Trojan*, a neat job, with a neat performance. That was a long time

ago, and I, and I dare say other *Mini* owners are waiting and hoping.

G. BUTCHER

N.4.

Anti-Cable

Power and Pedal, May 1954 was loaned to me for a few days—you have a new reader!

I have ridden a *Mini* assisted cycle since September '53, and like most of your correspondents who ride *Minis*, I have found no fault with the engine unit.

Decoking is simplicity itself, and the performance is all that could be desired. The majority of my riding is in town, in all weathers, and yet petrol consumption is nearly 175 m.p.g.

Top speed on a velvet road surface is nearly 30 m.p.h., with engine at peak performance.

The only trouble that I have had with my *Mini* is that the idea of holding the engine onto the wheel by means of a *Bowden* wire cable should not have been entertained from the start. This wire is in tension throughout the whole journey and is not sound engineering.

However, *Trojan* are now making a special arm giving two safe positions *viz.*: ON—OFF. This arm is for awkward people like myself, who prefer to see the ends all tucked neatly away on a parcel.

I have only two points to make now, in answer to two of your correspondents this month:

(1) DEEP MUDGUARDS.

Mr. Thomas (*Esher*), B.S.A. have made deep valanced mudguards quite recently, which were fitted to a lady's "shopping" cycle. These should prove to be a boon to all-weather cycle-motorists, if they are available as spares.

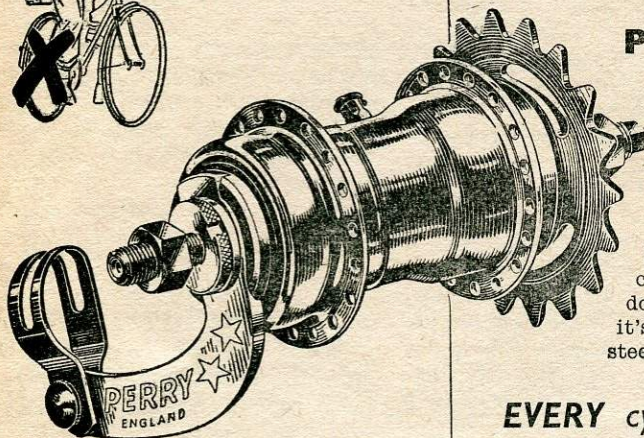
(2) LUGGAGE CARRYING.

P.P.J. 56 (*Barnet*), I would suggest an exceedingly well-tried Continental System, where a lightweight alloy pannier frame is made to fit the front forks, with a small



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

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PERRY COASTER HUB BRAKE

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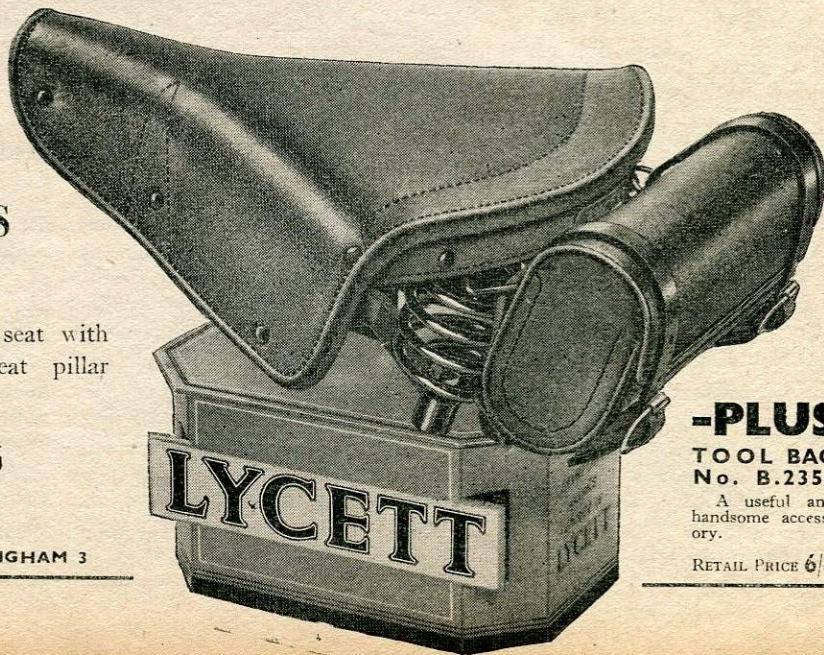
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**FOR
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TOOL BAG
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 A useful and
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edition of a saddle-bag placed on the top, and two large editions of Army ammunition pouches, slung one on each side.

I used this type of fork pannier on the Continent myself, together with standard panniers and a saddle-bag on a lightweight cycle and found that no ill effects were present in steering.

I suggest that he contacts any large firm of lightweight cycle accessories and frame dealers, as I know that these panniers are available in Gt. Britain.

R.H.Y. 249.

Bristol.

That Super "Cyclemaster"

I have a *Mini-motor* which is 3½ year's old and I have rebored it myself .020 in. oversize, modified the port timing, polished the ports and crankcase internally, also the Con rod and crank cheeks and inlet manifold, increased the compression ratio slightly which to any one with a knowledge of I.C. engines is bound, when done correctly, to increase the power of any engine.

Although in my opinion and others who rode the machine it is far above the standard unit in performance, I would not claim 37 m.p.h., but it will outclimb any *Cyclemaster* in this district.

Does L.A.C. realise his engine would be turning over at about 8,000 r.p.m. to obtain 37 m.p.h. as *Cyclemasters* say 4,000 at 20 m.p.h. approx.

I feel the letters of L.A.C. and S.G. Anseley in your April issue must be answered because they don't fool me in any way.

The *Mini* has it's fault, namely mud slinging on the back wheel, but with a *Perry* coaster hub I have had no trouble with wheel bearings in the two years the hub has been in use.

E. DYSON

Leeds

Luck of the Game

I read with interest VNO. 123's letter. I too had a circlip come adrift in my *Cyclemaster* engine, with the same disastrous results entailing a new cylinder barrel and piston, but I must say I am reasonably satisfied with my make of cyclemotor, and am prepared to accept the accident as such.

I can't understand the boastful attitude of a number of correspondents regarding speeds of individual machines. My machine has never gone in excess of 20 m.p.h., but it doesn't worry me in the least. I consider this speed absolute top safety limit for our type of vehicle. Miles per gallon is far more important, which brings me to the point of this letter, and my only dissatisfaction. I admit I travel in a fairly congested traffic area to and from work (22 miles), but I don't think this accounts for the 80 miles per gallon missing from the makers' advertised 230. Any tips, anyone?

H. C. ANDREWS

S.E.5.

Baggage and Gadgets

I would like to be of any possible help to our friend "PPI 56" of Barnet (being a *Power Pak* rider, and a youngster myself, more or less).

I struck the same problem as to luggage carrying, and found the special *Power Pak* rear carrier unsatisfactory in various ways.

However, I have obtained a special pannier—frame—bag, which fits on the cross-bar, and is shaped to fit the centre of the frame, without too much bulk to hinder pedalling. It will take a fair amount of luggage, and suits my needs admirably, the load being low down. It is made by the *Midland* saddle-bag makers, and costs about £1, (if memory serves).

Some time ago, I believe an enquiry was raised in your pages, for an instrument (for cycles) to measure the gradient of hills

climbed. I am sure I remember that the "Meccano Magazine" used to carry an advertisement before the war, something like this: "DO YOU REMEMBER that hill you climbed without dismounting, and your friends wouldn't believe you? You can fit a gradient meter to your cycle . . ." etc. etc. There were also various other accessories advertised with it under the same heading. I do not recall the name of the manufacturer or factor.

L.T.M. 338.

Dunstable.

Special Care

May I offer my comments and opinion concerning the motorised pedal cycle as it applies to me in a specialised way.

I started cycling 32 years ago with leg irons on the left leg, rode solo, in club and raced for 5 years averaging 10,000 miles a year. At the age of 23 I had the left foot amputated and shortly afterwards broke the hip on a cycle while attempting to use an artificial leg on iced roads.

For four years I used a fixed wheel and one pedal and since then have ridden consistently. All told I have covered over 140,000 miles using an artificial limb, in all parts of Britain.

Now as I approach the age of 50 and live in Cornwall I find the need of motor power and purchased a *Cyclemaster* second-hand. The performance after two months is quite good but I have come to certain conclusions which may be of interest as they apply to all motorised units and to old cyclists like myself.

Firstly, there should be two gears. One for normal riding and a low for hills of 1 in 6 with a 12-stone rider.

Secondly, the rider should have a choice of at least two gears for assisting.

Thirdly, one should be able to coast down hills at any speed

without clutch drag or other hindrance from the engine.

These three things would enable me to enjoy the actual pedalling of the bicycle and increase the mileage—petrol ratio considerably.

I like this definition of an engineer.

“An engineer is a man who can do with one horse power what any darn fool can do with three”.

My final standpoints are :

1. The engine size and capacity must be kept down.
2. But its field of usefulness must be extended by gears and engine disconnection, intelligently used.
3. That direct drive is preferable to tyre-pulley contact.
4. The centre of gravity must be low so that it follows that such a unit will be light in both weight and consumption yet it could be loaded even to 20 stone without undue stress.

FRANK STOCKHAM

Truro.

Points from Letters

Organisation

“We are members of the A.A. and our opinion is that the A.A. badge is worth its weight in gold good expert and cheerful service given by the A.A. is worth a good deal more than 31/6 a year”

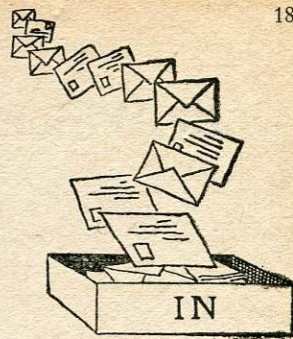
VINTAGERS

French Clip-on

“I did not see anywhere in France the *Junior*, mentioned on p.139 of your May issue, but would be very much interested in any information on it. It seems to be exactly what I have been looking for.”

FRANK STEINER.

W.C.I.



Brakes

“I use two calipers and a *Perry Coaster* and find them perfect under all conditions. I have just checked them on wet roads at 16 m.p.h.

All brakes	...	12 ft.
Perry	...	20 ft.
Front caliper	...	21 ft.
Both calipers	...	17 ft.
Rear caliper	...	33 ft.

So where the Department of Scientific and Industrial Research get their figures from I do not know.”

MVR. 34

Manchester.



“BLESS YOU!”

An enthusiastic Cyclemaster user writes :—

“You can tell the world as far as I’m concerned there’s **NO** better cycle motor **anywhere**. Bless you. 10,000 miles in 10 months over hilly ground with no major breakdown. 230 m.p.g., same tyres, etc.

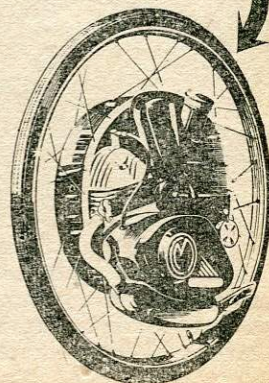
Cyclemaster is completely self-contained and it fits any bicycle or tandem. The drive is by enclosed chains so that there is no risk of power slip and no roller to wear the tyres. A clutch enables you to keep the engine running in traffic, and a powerful back-peddalling brake and lighting dynamo are included in the price.

20 MPH 230 MPG
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Price includes special wheel, tyre, back pedalling brake lighting dynamo, and 6 months guarantee.

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used in
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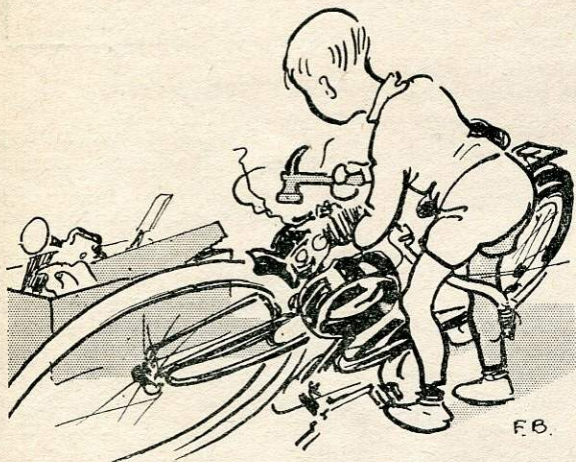


Cyclemaster

CYCLEMASTER LIMITED, (Dept. T15)
38a ST. GEORGE'S DRIVE, VICTORIA, LONDON, S.W.1

In Which PILGRIM

buys an old 'un



"These small engines seem to stand up to a lot of rough usage"

TO those who cannot go all the way to the cost of a new cycle-motor, shy at H.P. and toy with the idea of getting a second hand machine, the operative word is caution, but this does not mean stop.

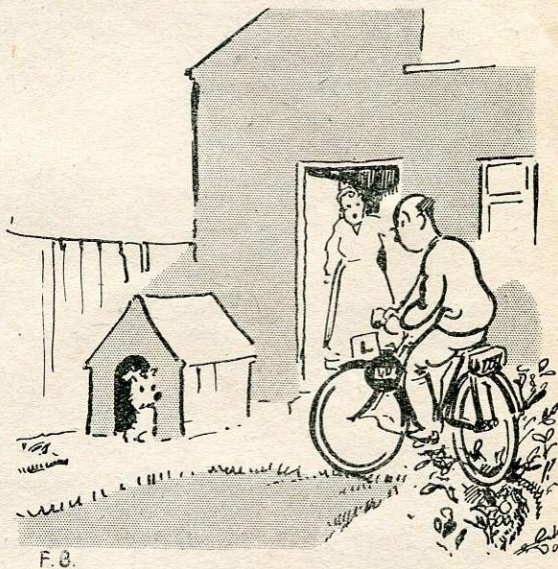
The biggest snag is that it is necessary to ride the bike round the houses to test it. This is not so bad if you are acquiring a cycle *and* motor together, then you can try it, but not on the highway unless you have a licence and the necessary third party cover for that machine. If you can get a trail in an enclosed private space, good—Give it the works. But these small engines seem to stand up to a lot of rough usage and in buying one luck enters largely into the matter.

I took a chance last summer with a second-hand machine and it came off. When at last I had no further use for my faithful *Raleigh* I just couldn't part with it to anyone. I'd taken care of it and it was a joy to ride. My daughters,

by
Arquata

too, preferred to ride my bike—when they could borrow it—in preference to their own. My brother, also, had always admired my push bike, but, like me, felt with advancing years the need for assistance in riding. His knowledge of cyclemotors was nil, and he suggested I looked out for a used motor unit, and if I found one, fit it to my bike which he would take over. Shortly after I saw a second-hand *Power Pak* in a dealer's window, priced £12. I knew the proprietor slightly and nothing about this type of machine. He gave me his assurance that it was in going order so I bought it.

Although a bit weighty I managed to get it on a trolley bus and



*"A trial in an enclosed
Private Space"*

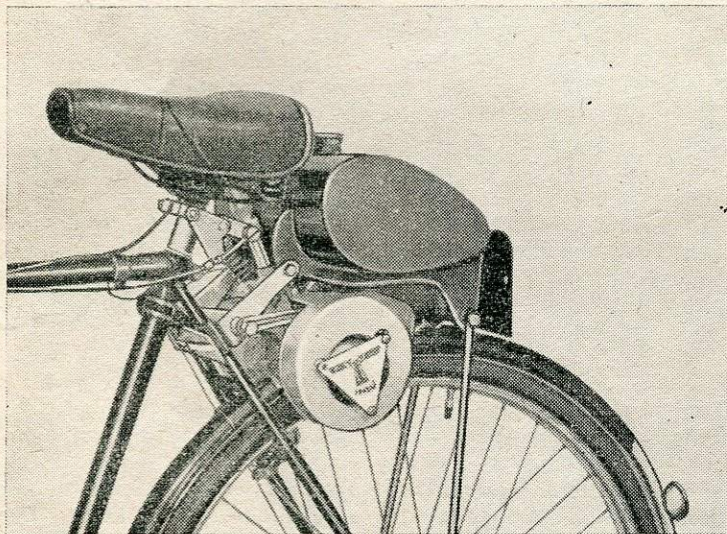
so home. Then the fun began. The fitting that clamps the motor to the back forks didn't fit, but I managed to get an alternative fitting and a few other oddments from a retailer. Then for the first time we noticed that the best part of one of the cooling fins was missing, also bits of some of the others. Local experts were confident that this would not greatly affect performance. The carburettor—a new one on me—was in a mess, but with the aid of a handbook on the subject we managed to trim it up. Came the memorable day when it was ready for trial. After a few tentative thrusts on the pedal, to our utter but gratified astonishment, she fired.

Please turn to page 191.

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Quality built to the highest
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1. Weight of complete Engine including Cowling, Bantamag and Carburettor 8lbs.
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Munich - Morocco - Munich

A Tour by
autocycle

by Guenter Markert

Below we print part of the story of a remarkable 5,000 mile trip by the rider of a Kreidler K.50 autocycle. Morocco itself and the return journey are here described.

ALMOST 3,000 miles and then Morocco! Apart from a bit of tyre trouble due to the heat and the heavy load and a spot of trouble with a cable, repaired in five minutes, I had had no worries at all. Indeed, a wonderful tribute to the capacity of a small 50 c.c. engine, and the Moped itself. For a few hours until dark, I moved about the ant-like Tangiers and then rode a few kilometers inland towards the road to Larache and at a suitable spot amid the pines, put up my tent, despite what I had been told about sleeping "open". Soon I had a visit. Three forms loomed up complete with turbans and the typical Arab shirt-like dress. They came to cadge a coin or two for their "help" with erecting my tent. After a long palaver which neither they nor I understood, we parted company. The three gentlemen disappeared into the gloom. In the distance I heard

the Muezzin calling. I had my evening meal and then retired, leaving my tent door undone as I had always done.

For two days I visited the streets and alleys of Tangiers. The impact between Islam and Christendom makes the place what it is—unique. In the markets the throngs, the impossible crush against which one hardly makes headway. The unbelievable poverty and the incredible wealth; veiled Arab women and European women with the latest fashions; worthy Musselmen and liveried chauffeurs; ragged urchins, and overhead an almost perpendicular sun. A chaos of noise and smells filled the air.

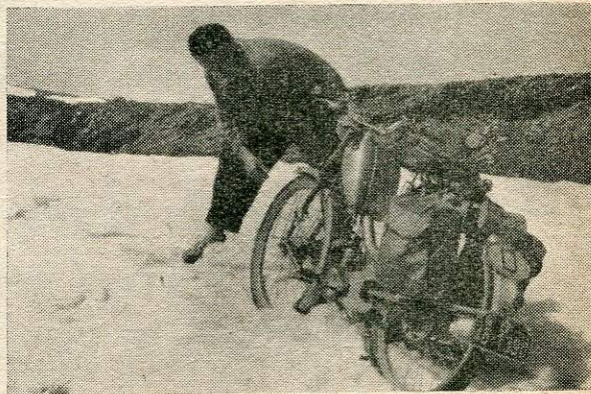
Two days later after the beautiful nights on the Bight of Tangiers, directly opposite the city itself, and then on to Xauen. Along shadeless roads I went leaving the lonely blue mountains of Morocco

behind. As I rode I held one hand in front of my face to ward off the pitiless sun. My eyes burned. After a couple of hours I was sweating and pedalling up the steep grade of Xauen. The old, almost pure Arabian characteristics of the place made my torturous burning, sweating trip worth while. The next day, mid-day, saw me in Tetuan. Although it is forbidden to take vehicles through the narrow alley ways and lanes, often no more than a yard and a half wide, I took mine. Animosity towards me was soon all too obvious when I took out my camera and began to take photos. Allah cares not for pictures !!

Whole schools of dolphins swam around the ship the next day as I sailed back to Spain to Algeciras from Ceuta, and the evening of this day saw me at my finest ever camping place. Almost three thousand feet high in the Sierra Leonne I



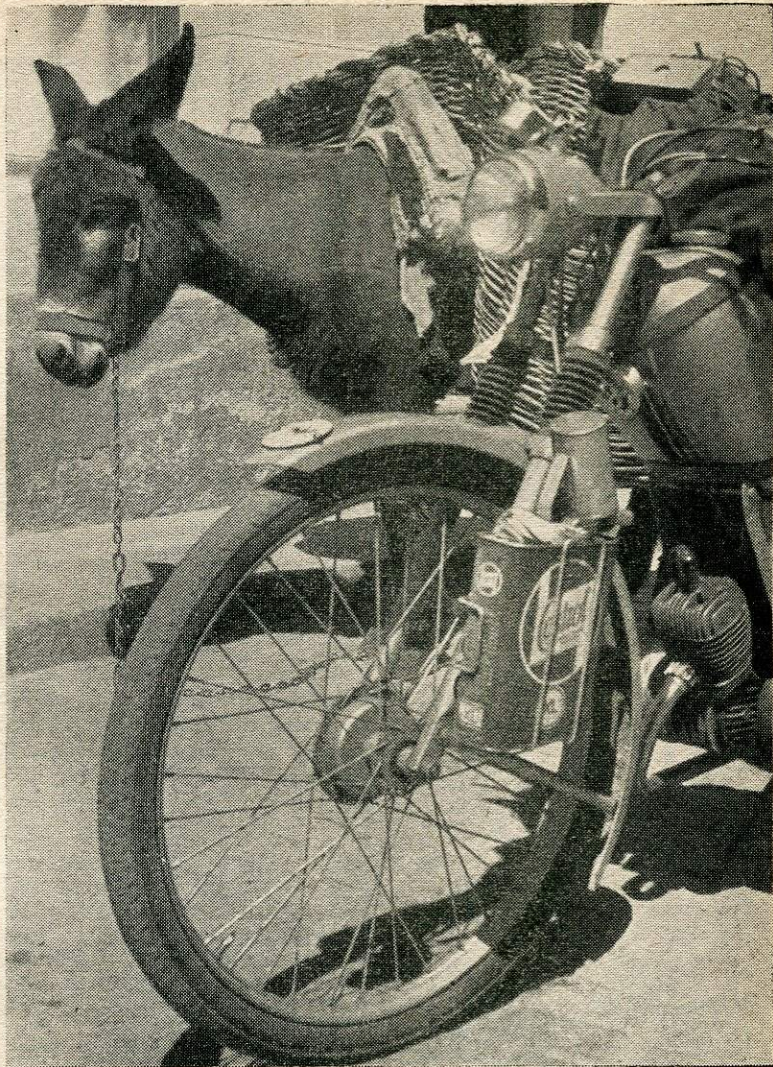
*The Cycle, the rider and the load
—4 cwt. in all.*



*"Then came the Snow—it was
sheer hell."*

camped—right below me the sea and the twinkling lights of Malaga ; warm and yet fresh and invigorating the air ; an Andalusian night such as the songs and the poets praise. A brutal heat welcomed me as I reached Granada at mid-day, the pearl of the Andalusians. Soon the cool walls of the dream-like garden of Alhambra encircled me. I gave myself completely to this Moorish building with its fountains and flowers. When I tore myself away from it all, it was already late. In the cool of the evening I started the climb of Europe's highest road which reaches in the Sierra Nevada, over 10,000 feet. Slowly but surely I took the curves—always higher and higher. It was dark and the light from my lamp showed up the narrow sharp bends. After 6,000 feet I decided I had had enough for the day and I stopped, dismounted and lay down by the roadside near my machine—too tired to put up the tent. Eternal loneliness enveloped me ; unfathomable space held twinkling stars

By sun-up once more on the move. Now, as the daylight grew stronger I noticed the awful rocks and the grandeur of the mountains. Higher and higher and ever worse and worse grew the track. The little engine was getting tired and it began to slow down, finally not being able to continue the unequal struggle. I left the load behind and rode on again. Then came the snow. The road ahead was blocked—solid with snow a yard deep. In the thin mountain air I half pulled half pushed the machine onwards. I made about 300 feet. It was sheer hell. The ravine-like road was all too obviously not to be circumvented, by-passed. What the 50 c.c. had had to contend with was incredible. Some 900 feet had now been reached. One hour more and I was over and on my way down. Aranjuez, Toledo with its old Moorish buildings, and finally Madrid.



TANGIERS—Where beasts of burden meet

Another 400 miles more from here to Barcelona. Interesting the trip through the canyon-like dales and the mesa but indescribable the route through the land of Saragossa and Lérida and the desert-like countryside of Los Monegros. In two days I am 50 kilometers from Barcelona and on my left hand side the bizarre and fantastic rocks of the saw-toothed Montserrat. And one day later the way goes, after visiting Barcelona, along the coast in the direction of the Pyrenees

and the French frontier.

Quickly, all too quickly I am in Cannes. The "cote d'azur" began. One fashionable hotel next to another, a whole collection of them. Through Cannes, Antibes, Juan les Pins, Nizza, Monte Carlo, goes the way, and soon I am at Ventimiglia on the Italian border. Further on and the curves and corners of the road of the "Riviera dei fiori". Ospedaletti, Bordighera, San Remo the pearl of the Italian Riviera, in the glorious

weather show me their best sides. Always new, fresh, the wonderful landscapes at almost every curve. Then, finally comes Genoa with its badly surfaced roads and it is "Goodbye" to the lovely Mediterranean lands. Over the Passo dei Giovi we roll along. The day last but one of my journey arrives. Soon I come up to Gardone and the road with its innumerable tunnels. And what next? Brenner: The last Lira goes on a couple of bottles of Chianti and with "Caracho" we roll down to Innsbruck. Now the end of the trip. Worgl, Kufstein, Rosenheim, the autobahn. 5000 miles have gone under the wheels since I left Munich last, as I sweep off the autobahn towards Grunewald. Thus ends my romantic and lovely trip. To-morrow, in peace and quiet, I can think about it all and consider just where my next journey will take me

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News from Holland

NATIONAL CYCLEMOTOR DAY

by PETER HUNTER

To-day the figure of cycle-motors on the roads stands at 310,000, a staggering figure if you consider that the population is roughly that of Greater London, around the 10 million mark. However, this is nothing yet. At the present rate of increase, it is expected that there will be no less than one million cycle motors circulating here before the year 1960. British manufacturers, take note. You are, so far, very little in evidence.

For the first few years, these ever-growing thousands were without a voice—they were nobody's baby but everybody's scapegoat—cyclemotorists involved in accidents could be certain of being prominently featured in the daily press. This sad period ended in August, 1953. On the evening of the 13th a few far-sighted people from different parts of the country came together in Baarn, and without much ado and without much discussion—since they felt so much of one heart—decided to form a cyclemotorists' association which they named *Nederlandse Bromfijetsbond*. Mr. L. H. Eker became provisional chairman, a post in which he was confirmed by the first general members' meeting held on January 16th of this year.

The same meeting decided to make Whit-Monday of each year National Cycle Motor Day, to be celebrated by a rally.

Among the other aims of the association stands very near the top the formation of an International Cycle Motor Union—a theme to which we may return shortly.

The Whitsun rally was subdivided in a Sport and a Touring Division, with the finish for both at a large garden restaurant in Hilversum, of radio fame. Com-

petitors in the Sport division had to do a minimum of 75 km. and collect at least 4 stamps from check points. They were not allowed to start before 0.01 hrs. on June 7th and the finish closed at 4 p.m. Coming in at 10 to 4 p.m. the winner, B. JURRIENS of Baarn, on a *Vicky*, had covered 440 km. In the Touring Division, only one stamp was required and no minimum distance prescribed.

Cyclemotoring in Holland is very much a family-affair, with children riding pillion.

The number of participants was not far from the thousand mark, a jazz band was present, and a compere organised a brains trust. A lottery with numerous useful accessories such as saddles, spare tanks, and gloves, as prizes would presumably have been frowned upon by the authorities if held in Britain, but here it made for much hilarity.

What struck me most was that so few of the riders had bicycles converted to cyclemotors—on the excellent Dutch road system cycle motorists want to maintain a reasonable speed which demands the stronger frame and better brakes and brighter lighting unit of the auto-cycle. Hire-purchase puts these machines within the reach of almost everybody, whilst purchase tax as such is unknown. Thus the trend is very certainly away from the converted bicycle.

One feature of this rally was that no British make of cycle motor was to be seen, though English-sounding names abounded. But perhaps, perhaps one day British manufacturers will waken to these wonderful opportunities of developing better cyclemotors and entering them into world markets. It may not be too late yet.

PILGRIM

Continued from page 186.

On the strength of this performance, Ted got the necessary "L" plates, Driving Licence, Insurance and so on, and came up from his home 13 miles away in order to ride the outfit home. Being the instigator of the business, it was up to me to try it out first, so having selected a suitable spot I got on: she fired and I was off. First experiences in any new thing like this are unreliable. After my sturdy *Velo-Solex*, I seemed to be sitting on an animated iron gate. The hubbub going on behind me was disconcerting. The speed of the bike was astonishing: I felt at any moment I was likely to take off and fly. Naturally I felt a bit uneasy at trusting my inexperienced brother with it, but having gone thus far, he was determined to have a shot and try and ride it home.

Difficulties

His route lay on the Bath Road and I was to accompany him best part of the way—in case. The light was beginning to fade and he had no lamps. We set off. I don't know how he felt, but I was very dubious about the whole thing. Then the unexpected happened. Within a mile from our starting point, my engine gave out. The crank case gasket had blown: there was no power at all. I arranged to see him part of the way, riding mine as a push bike. There was a nasty head wind though and after a while, as he seemed to manage so far, he persuaded me to return, which I did, but with reluctance and misgiving as to his safety. I watched his "L" plate disappear into the dusk and went home to await his phone call, which he was to make directly he got home. I figured that at best I should hear from him about 30 minutes later, but that time passed and it was well over an hour, when to my intense relief, he spoke,

which brings me to the story of "The Good Samaritan."

The Good Samaritan

In the first decade of the present century, as old time cyclists will recall, the state of the highways caused breakdowns to occur with frequency which would seem incredible to young riders on our excellent road surfaces to-day. The effects of these mishaps to the inexperienced cyclists were however largely mitigated by the camaraderie of the road, for coming to a breakdown, one or more riders would dismount and offer assistance, often most acceptable. From the assorted contents of their tool kits, odd components, such as chain links, or patches made for the job to fit over a bust cover, would be forthcoming, with no question of payment and the grounded cyclist would be sent again on his way.

The neighbourly spirit of these Knights of the Road still survives, for when Ted was within about eight miles from his home, a rider with a cyclemotor similar to his own with a sidecar and small child occupant drew alongside. Did my brother know that the exhaust of his engine was on the point of falling off?

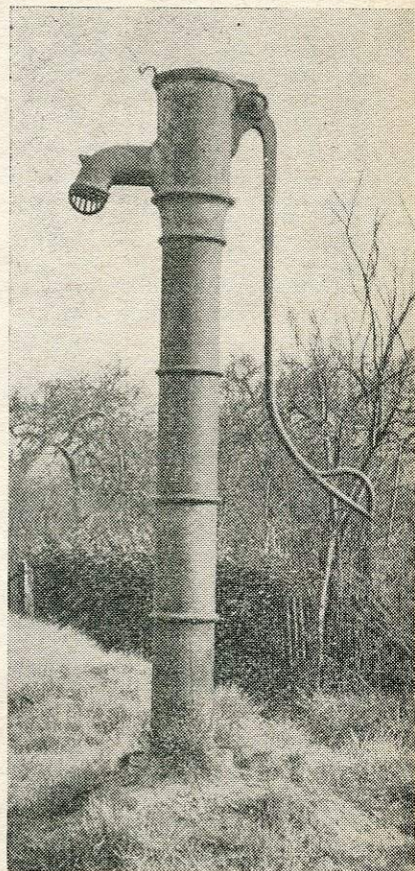
They both dismounted and my brother, who had but a spanner or so with him gladly accepted this good scout's offer to fix the exhaust for him, which he did. But when he remounted, the engine flatly refused to fire. Whereupon, his helper, suspecting a fault in the carburettor, took this to pieces, readjusted it, and my brother again attempted to resume his journey. Once more the engine was lifeless.

The light was now almost gone, and my brother felt bound to decline his new found friend's offer to make a further effort to enliven the engine. This helper had further to go, and soon it would be time for the little one to be safely tucked up in bed.

The combination disappeared ahead as my brother despondently pedalled homewards. After a mile or so, he halted for a rest, following which, for reasons similar to those which cause drowning persons to clutch at straws, he engaged the engine.

To his astonishment it sprang to life and got him home without further incident. With a new back wheel cover and minor adjustments, the motor has continued to give him excellent service.

ON THE BATH ROAD



Pictured here is one of the few remaining pumps on the Bath Road. At one time these were a feature of this rural scenery near King John's Palace on the road to Runnymede.

History

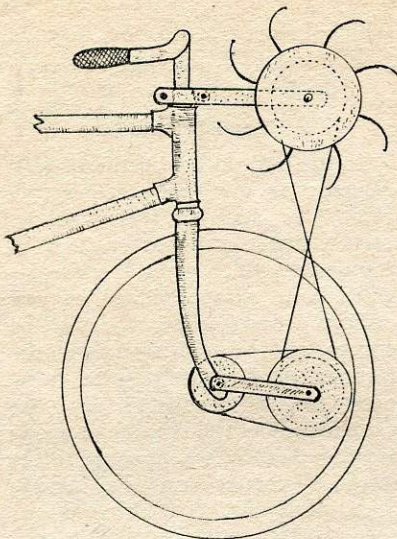
Something for Nothing

by

S. V. Holroyd

THE idea of getting something for nothing tickles the fancy in the more inventive of us. Throughout the ages, such fancies have taken on many forms—the result of which may be laughed or scorned at, or both. The sketch shows, roughly, the patented effort of somebody having given time over his idea of getting something for nothing, or, if we are generously inclined, then of hoping to get some practical help for nothing through the medium of a nice steadily blowing headwind which even makes “clip-on” riders lend light pedal assistance to their mounts and makes the ordinary “plain pedal” type of rider only wish he did have one of those “clip-on” motors, after all.

Attempts at making cycling less hard work have been made, and will always be, as a matter of course. The first streamlined cycle made its appearance half-a-century ago. This



patent was in itself practical enough and a precursor of the sort of streamlining fitted to those world record breaking solo motor cycles in modern times. The old time streamlining consisted of some very light material over the front wheel, the steering head, and the handle-bars, so that the frontal resistance to the air was much lessened—in theory if not in fact. But streamlining only has its real value at and above certain speeds which cycles do not normally touch, and the general trend aimed at in order to make cyclists move easier and faster was towards

lighter machines and gearing. Streamlining died a natural death accordingly.

The inventor of the windmill effort on the front of the cycle, as shown, presumed that the headwind or even the normal atmospheric resistance met with in cycling, could be used to the rider's advantage. A drum fitted with vanes bent at the ends was mounted on a bracket over the front wheel. The front wheel spindle held another extended bracket on which a pulley was attached. Both windmill and pulley were connected by a cross-belt. From the pulley on the lower bracket, as shown, another driving belt was connected to the smaller hub pulleys in the front wheel itself. Thus equipped, one could facet he strongest of headwinds in all confidence! In fact, with such a device headwinds were actually welcomed. Why, the stronger they blew then the easier the ride was! In fact, it meant power for nothing. In theory, that is.

In practice however, the stronger the headwind the more it will resist the rider's motion against it, into it, and this old windmill idea with its half-gnat power (gale force) but proved that you can't get something for nothing. So far, most of us haven't.

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The RIGHT oil is

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The RIGHT ratios are

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AUTOCYCLES &	up to 100 c.c.	24 to 1
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News from Germany

Clip-on and Autocycle

from Tempo

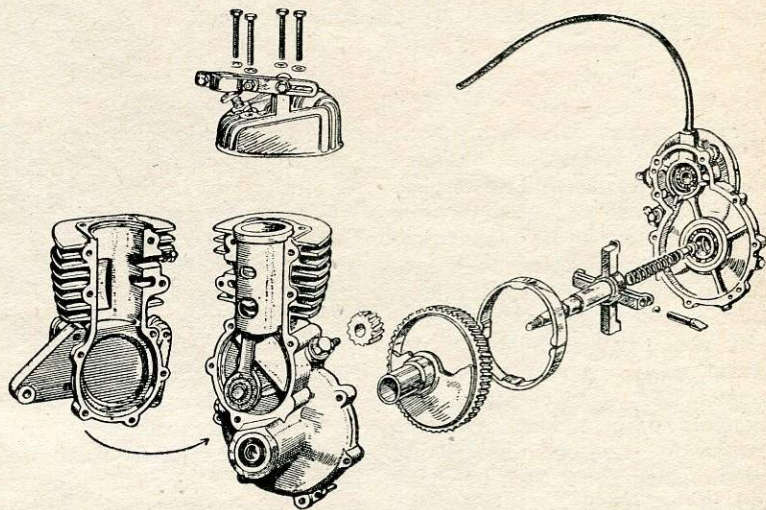
An unusual dual-purpose unit

The AMO. FM. 50K

THE "exploded" sketch shows the general constructional details of this 49.7 c.c. two-stroke unit which weighs just over 12lbs. Crank pin and crank shaft run in roller bearings, and the clutch is the spreader type as will be seen, operating in the skew-gearing. There is a 6v. 7w. output from the magdyno lighting/ignition, and final drive is by $1/2 \times 3/16$ th in. chain. Mounting is per rear chain/fork stays and mounting attachments weigh about 5lbs. Loads up to 3 cwt., gradients up to 12 per cent., speeds up to 45 k.p.h. are managed accordingly. One exceptional feature of the unit is the split cylinder which bolts together as one whole enclosing a cylinder liner *in situ*. A rebore then, is a matter of renewing this liner, so, in effect, the service people hold only stocks of standard "rebore" for instant replacement, *i.e.* liners, pistons. Gearing is, engine 4.58:1 and rear wheel 4.18:1 equals 19:1 (about). Power output is 1 h.p. at 3,600 r.p.m. and compression ratio is 1:6.8. The petrol tank is mounted under the saddle and holds about 3 pints.

The AMOPEd

BY the time this is in print, the FM 50K will just about be in production because this model is the latest of its kind. As with the clip-on one of the unique features of this 50 c.c. engine is that the cylinder is split and "rebore" are simply carried out by inserting



a new cylinder liner. Note the frame design of the machine. The model will tackle gradients up to 12 per cent. (1 in 8) before pedal assistance is required, and averages some 50 miles to a quart of 1:25 petrol mixture. Engine can be taken out of the frame in

minutes—uncouple rear drive chain and five screws and there you are! Twist grip throttle control, 26 x 2in. tyres, central stand, magdyno lighting/ignition. Makers—AMO-Motoren G.m.b.H. Berlin-Schoneberg, Hauptstrabe 9, Germany.



CROSS CHANNEL VIEW

In France, says DENISE, who spent a short holiday there, they all look happy on their cyclemotors

THE thing to do is to arrive in Boulogne (at the Gare Maritime on the docks in the middle of piles of iced mudfish and rusty trawlers dressed overall) on a Wednesday, because it's market day. The first thing you will see is a fair, bang in the middle of the road—a small fair, with about two roundabouts and horses going up and down and proper hurdy-gurdy music and monkeys and people getting on the horses for a ride and then getting off and going about their business, and the sun will be shining and

there will be a lot of notices telling you to drink Byrrh and people standing about looking quite happy or leading horses, or for the most part riding cyclemotors. You will go on seeing them riding cyclemotors, mostly *Mobylettes*, looking very comfortable and purring away up the steep street that leads to Haut Ville, where the Place de la Resistance is, and the little vase of daffodils beneath the snapshot of one who had died—these *Mobylette* riders taking the dust and the rubble in their stride and weaving in and out of the markets.

On Wednesday Boulogne is full of peasants' stalls where they sell white butter and many cheeses and all sorts of things from fruit and vegetables to Toblerone (much cheaper than here) and bootlaces. Here in a few minutes after the cross channel trip and the last cup of tea for the duration, you are in France, in true France and your holiday has begun, and you are in another country, and England (where they speak English) is far away across the channel.

But here they are pleasant and charming and cheerful; when you have looked round and seen it for the first few minutes you think about a bed for the night and food, and if like me you don't speak French very well, or hardly at all and have never been abroad before, it is rather a frightening minute, although the place looks nice and the people won't bite and the round-a-bout goes on and on with

its typical tinny remember music. If you are me, you take wise counsel. I carried the Michelin Guide to France, and here every town is marked, and in each a list of places to stay (among other things). The places to stay have three stars or two stars or one star. The one stars are called "simple and pleasant" and prices are given. I can truly and honestly say that Michelin never failed. One-star was my level, and in each place it was simple (and clean) and most pleasant, and the prices were as shewn. That is for a room for the night you pay from 350 to 450 francs—7/- to 9/-. This does not include breakfast and may not include a bath, but will give you hot and cold water in your room, and a good place to lay your head.

The next thing is food, and wine of course, and here you may take your choice, the one-star places all have restaurants and the prices are as good as any—a little dearer than here, but oh! what you get for your money! I cannot describe it all, but imagine omelettes, and steaks and salads and cheese so delightfully fresh and the carafes of red wine, and the chatter of the restaurants divided by only a partition from the bar with blue overalled types from the docks drifting in for a drink and drifting out again.

Here in Boulogne they have not got over the war yet, and there is still rubble and horrid blank half buildings, but there is also rebuilding

HOW LONG
WILL THEY
LAST ?

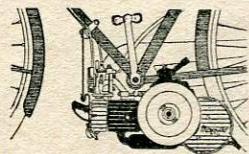
A 38 c.c.

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and a very busy air and again and again, cheerfulness.

From Boulogne next day slowly on to Etaples and then, bypassing Le Touquet on the road where the big white winged Silver City plane came floating down almost beside me, to the little seaside town of Berck-Plage.

On the way to the Plage (beach) you go through Berck-Ville and here there is a lot of work going on and plenty of light industry. I went through at mid-day and, as the hooters went, became involved with the stream of cyclemotors as they came out of the factory gates homewards for lunch. Hundreds and hundreds of them. Was there anyone not on a cycle motor? For that matter, was there anyone not on a *Mobylette*? Yes, there was one on a red *Dacette*, and a few rather noiser vehicles I identified as *Auto-Cycos*, and every now and then an ordinary cyclist looking quite lost.

The impressions of Boulogne were here quite confirmed. The cyclemotor has taken the place of the cycle and in this part of France at least, the vehicle most used is the *Mobylette*. The quiet ease the lack of bumping (on those really dreadful roads) and the taking for grantedness of it—the cyclemotor was as much at home there as is the cycle here.

Not only industrial workers used these machines. All sorts and conditions of people.

There was a young woman I passed, with a two year old on the back and pannier bags at the sides of her machine, doing her marketing. There was an old man on a *Moby* with a trailer and in the trailer was a pig. There were the gendarmes, all on cyclemotors. There was a nun, on a cyclemotor. I did notice that everyone appeared to make the fullest use of the

machine. They didn't just ride it. They had cycle bags, and carriers, and panniers, and children, or more bags. Except for the workers who went home on them every one of these machines in the Pas de Calais countryside served the purpose of a light car here. You carried everything in it and on it. And the machines were obviously quite happy to take it.

Berck-Plage itself I lost my heart to, but not for the purpose of this account. They are rebuilding in all different colours, and the sands stretch white and wide, and there are small hotels, and pensions, and plenty of rooms to let—and it is cheap too, and I don't think the great and mighty of the World know about it.

From Berck to Abbeville, a rose red city rising again beneath the shadow of a medieval cathedral, and from Abbeville to Le Crotoy, on a creek, with white sand, and it is in Le Crotoy that a one-star hotel provided the most perfect service and meals that ever in my life I have had the delight of experiencing.

Wherever you go in this part, you will find moules (mussels) a speciality, and you will find some things much dearer than others—milk and butter for instance. But living is no dearer than on holiday in England—and you get the sensation of luxury for the same amount of money.

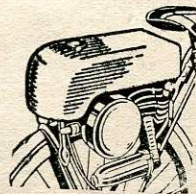
On cyclemotors : on the way home I paused at Calais for a few hours, and here the machine in common use was not the *Moby* but the *Velo-Solex* (the 49c.c. variety). Again everyone was riding especially in the port itself and of course the *Velo* gives just the same impression of ease and silence. The most lingering memory of my holiday concerns itself with cyclemotors—everyone looked happy on them.

PRIDE & CLARKE
The Lightweight Specialists
Mobylette



49c.c. LUXURY AUTOCYCLE
£49.16.0 incl. P.T. or
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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.

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CYCLEMASTER THE MAGIC WHEEL

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

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SPRUNG WEIGHT



The rider of this "Power Pak" engined, sprung fork machine is a Liverpool policeman who weighs 22½ stone. He normally uses it for the back and forth to the job rides but has done a 100 miles a day on it.

The agent who supplied the machine, Alec Green of Birkenhead, states that the Webb fork has the standard spring fitted.

CYCLE AND CYCLEMOTOR SHOW 1954

Earls Court - London

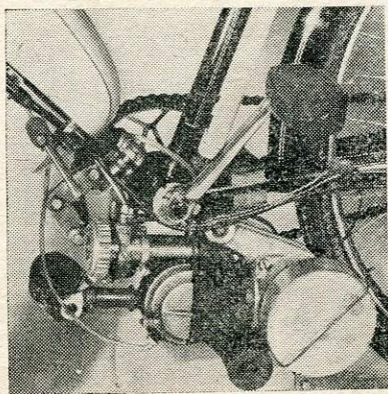
We shall be at the Show. The Special Show Report number of **Power and Pedal** will be published on Wednesday, 17th, November, and will be on sale at Earls Court. It will have bigger pages, more of them, colour and an actual report of the Show itself.

Since **Power and Pedal** first appeared at the 1952 Show, it has consolidated its success as Britain's only Cyclemotor Journal. There will be a record print of 25,000. We invite readers however, to make sure of their copy by ordering now, and advertisers to book their space in order to meet their most enthusiastic friends ever.

POWER AND PEDAL

198 TEMPLE CHAMBERS, TEMPLE AVENUE, LONDON, E.C.4. Cen. 0048

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Phone: RELIANCE 3272

Agencies Available in London Area

Flashes

A NUMBER of friends in the Bournemouth and Poole area have decided to form a *Cyclemaster* Club in the area. Those interested should write to:

Mr. L. A. WHITE,
75 HERBERT AVENUE,
PARKSTONE, DORSET



ACCORDING to a report in the *Times* recently a cyclist fined for riding to the common danger in a road race was alleged by the police to have travelled at 48 m.p.h. Rumours that *Norton* are fitting pedals to their T.T. machines this year are discounted, however.



CLIPS to carry one pint or one quart oil tins as spare petrol carriers are being marketed by Edward Joy & Sons, Ltd., makers of the famous *Filtrate* oils for two-strokes. The clip for the pint size retails at 3/9 and the quart size at 4/3. We have seen a sample and like it.



LOOK out America. The B.S.A. Company have acquired the property and goodwill of the Rich Chile Cycle Co., Inc., for the establishment of a direct factory branch for cycles, motorcycles and rifles at Nutley, New Jersey.



APPRECIATIONS

Reader Jack H. Evans of South Merstham Surrey, praises service from:

B. FINCH & SON,
BELL STREET, REIGATE

Reader W. M. Smith of Shipley, Yorks, recommends:

ELLIS BRIGGS
OTLEY ROAD, SHIPLEY



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TEAGLE
FIREFLY
CUCCILO
MOSQUITO
POWER-PAK
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CLUB NEWS

CLUBS get together, and a letter from the secretary of one newly formed cyclomotor group expresses pleasure at the establishment of friendly contact with another through *Power and Pedal*. We on our part are pleased to hear it and hope that all clubs will send in their programmes month by month (Not later than the 7th of each month, please—Ed). Don't forget the name and address of the secretary—it is surprising how many do.

Addresses:

LONDON M.A.C. SECTION B.T.-S.C.
Mr. H. EVANS
10 ELIA STREET, N.1.

ROVER (MANCHESTER) FELLOWSHIP
Mr. G. BROWN
15 KEPPAL ROAD
MANCHESTER, 21.

NOTTINGHAM V.C.A.,
Mr. R. H. PRATLEY,
62 FLAMSTEAD ROAD,
NOTTINGHAM

TRADE NOTES

NEW arrangements for the marketing of T.S.L. through retailers are announced to take effect from July 1st. From that date all orders will go through T.S.L. ORDER OFFICE, 223 Temple Chambers, E.C.4. 'Phone CENTRAL 1454.

THE recently introduced CAM-PANELCLAX klaxon horn has been reduced in price from 12/- to 10/- retail. The suppliers are Messrs. ADIMAR, whose new address is: 61 Clapham Road, S.W.9.

NEW SHELL EASING OIL FOR RUSTED FITTINGS

SHELL-MEX and B.P., Ltd., are launching a new easing oil designed to free rusted fittings.

This is a high quality graphited product containing special ingredients giving it highly penetrating characteristics.

The oil will be marketed in eight-ounce tins with pourer spouts at 2/6

TEST REPORT

Audible Warning Devices

SPECIAL HORNS FOR
CYCLEMOTORS

THERE seems to be some remarkable ignorance on the subject of audible warning devices for cyclemotors as can be seen by casual observation on any busy road. We have ourselves received test machines direct from makers and/or agents, some illegally equipped some not fitted with any warning device at all.

The legal requirement is for an audible warning device to be carried on any power driven road vehicle but this must not be a bell except in the case of emergency service vehicles, ambulances, fire engines, etc. This in practice usually means one of those squeaky little toy horns that we have on most autocycles for want of anything better.

It is good news, therefore, that makers are catering for us with electrical and mechanical horns and *Power and Pedal* has recently had the opportunity of testing samples of both types.

WIPAC
CADET

One electric horn is made by Clear Hooters, Ltd., already well-known in the car and motorcycle fields, and distributed by *Wico-Pacy, Ltd.* It is in the shape and styling of a modern cyclemotor headlamp, neat and attractive in grey and chrome and with a built-in clip for handlebar mounting. The conventional thumbswitch is separately mounted near the grip and a short length of twin cable is provided. The horn is powered by a single dry cell giving 1.5 volts.

The note is clear and pleasant but quite insistent and effective without being noisy enough to be offensive in any circumstances. We did not test the makers claim of "up to 10,000 hoots per battery", but can say that running costs are negligible. The horn is styled the *Cadet 545* and retails at 16/6.

VIDOR

Another electric horn that is quite remarkable for its compactness is the *Vidor*. Model C.N. 9046.

This is a small cylinder looking rather like a short electric torch with the push button at one end and the diaphragm at the other. The body unscrews in the middle and carries a standard single cell dry battery. There is no wiring at all and the handlebar clip is built on to the body.

The button can be touched easily with either hand in this position. The note is clear and pleasant.

Most interesting feature, perhaps, is the modest retail price of 6/11½.

CAMPANELCLAX

The other A.W.D. is the *Campanelclax*, an Italian horn imported into this country by Messrs. Adimar of Brixton. This looks like a slightly elongated bicycle bell and is operated in the same way as a bell with a thumb lever, but the noise produced is in the true klaxon tradition, a loud, clear crackle that is most effective on the road.

This klaxon retails at 12/- and is at present only available from the importers but trade terms are offered and enquiries from dealers are welcome.

Insist on **Colloidal
Cyclemotor Filtrate**
says Fluid Phil



COLLOIDAL CYCLEMOTOR "FILTRATE" OIL, containing Acheson Colloidal Graphite, is officially recommended for MINIMOTORS, and is first choice in their handbook. (Use 1 part to 32 parts of petrol). In Engines of 100 c.c. and over, use COLLOIDAL 2 STROKE "FILTRATE" OIL (Use 1 part to 24 parts of petrol).

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

Another famous **FILTRATE** Product

EDWARD JOY & SONS LTD., LEEDS, Est. 1807 "Between Trafalgar and Waterloo"
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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

CUCCILO 49 c.c. practically new. Fitted Cycle with two Central Hub Brakes. £39. Box No. 8001.

CUCCILO UNIT. Hand change. Excellent condition. £18. 35 Addison Road, Sheffield, 5.

NORMAN / CYCLEMASTER complete light autocycle, two Hub Brakes, Speedometer, and many accessories; in very good condition—best offer over £22—Box 8002 (or phone Euston 5150 before 9 a.m.)

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 backplate with 19/6 for full 'AS NEW' OVERHAUL. Satisfaction Guaranteed. BROOK LISTER (Comp'n Assn. Auto-Elec. Technicians) BRIDGE ST., BRADFORD, 1.

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.

SALES & SERVICE

ECLIPSE CYCLES for Cucciolo, Cyclemaster, Mosquito, Power Pak, and the new BSA. together with Cycles to suit these models. Cash or Easy Payments. All Spares and Super-Service on all Cyclemotors supplied by us. *Note the address.* 115 Hammersmith Rd. W.14 (Near Olympia) Fulham 0475.

PEACOCKS for Power Pak, Cyclemaster and B.S.A. Units. All motorised Cycles available. Repairs and Spares for Power Pak, Cyclemaster and Mini-Motor at 151 High Road, Willesden Green, N.W.10. 24 Kenton Park Parade, Kenton, Middlesex; Gaumont Cinema Annexe, Cricklewood, N.W.2.

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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RALPH PRICE 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

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Spectacles in shell or metal rims 25/-

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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 10/- post free, from ADIMAR, 61 Clapham Rd., S.W.9 RELIANCE 3272. Trade Enquiries invited.

SPARES

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

CYCLE-MOTORISTS!

This is Your **BRAKE BLOCK**

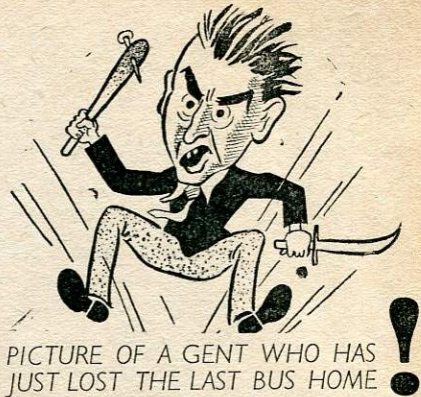
The extra power your motor gives calls for the special braking you get in the FIBRAX 144 Brake Block. Extra size, sturdy and efficient it stops—smoothly yet firmly. Fits any normal 'shoe'.

Fibrax No. 144 in Shoes 2/- per pair

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

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THERE IS NO NEED FOR YOU TO EVER GET LIKE THIS

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

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

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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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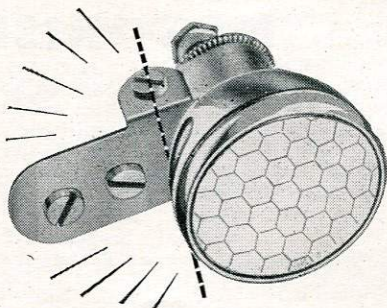
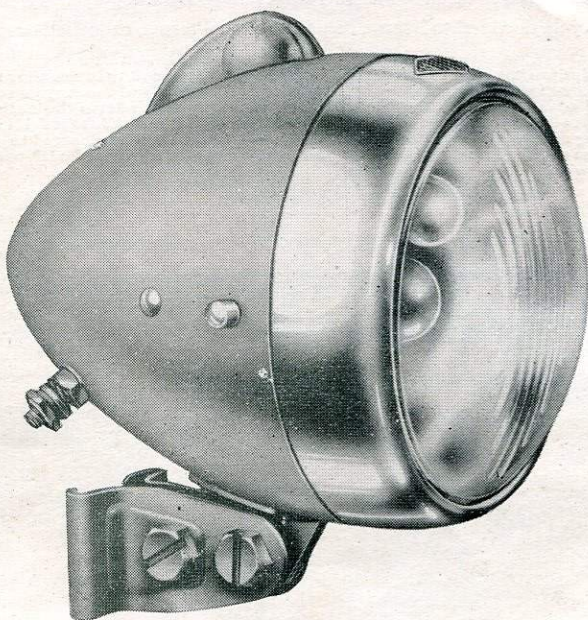
MODEL No. 6.TM

*For use on motorised
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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
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25/-

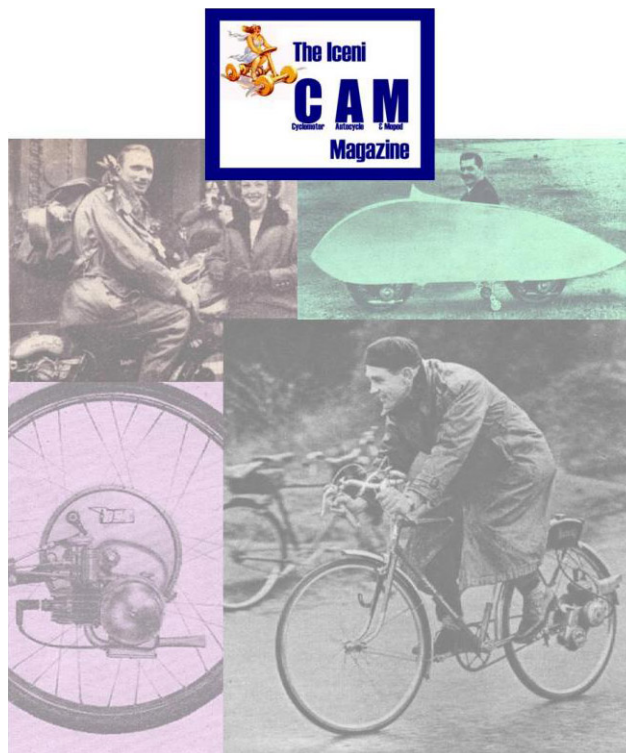


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This highly efficient tail lamp is fitted with N.P.L. approved prismatic reflector giving added safety and panel illumination to illuminate number plate. Finished all chrome with attachment for fitting to number plate.

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