

# POWER & PEDAL

The Journal of the Cyclemotor

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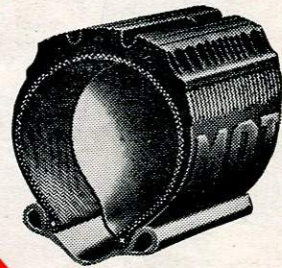
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**POWER & PEDAL**

AUGUST

1954

**CONTENTS***Editor:* FRANK L FARR*Asst. Editor:*

R. D. VAUGHAN WILLIAMS

*Advertising:* PAULINE LONG*Published by:*

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

*Distributed by:*

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

*Annual Subscription:*

**5/6 (including postage),**  
**Order to Distributors.**

EDITORIAL ... ..	203
COMMENT ... ..	204
CORRESPONDENCE ... ..	206
ABOUT CYCLES ... ..	212
VARIABLE GEARS ... ..	214
BATH ROAD RIDE ... ..	215
TAILWIND ALL THE TIME ... ..	216
NEWS FROM HOLLAND ... ..	218
NEWS FROM GERMANY ... ..	220
FLASHES ... ..	221
CLUB NEWS ... ..	222

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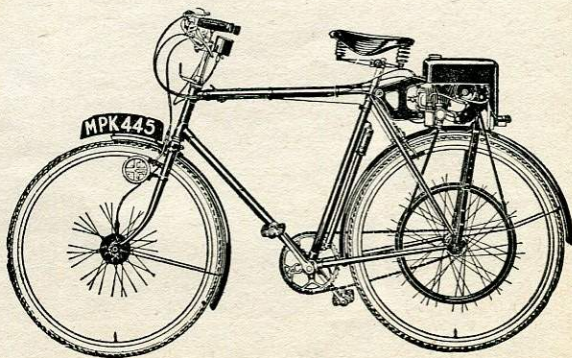
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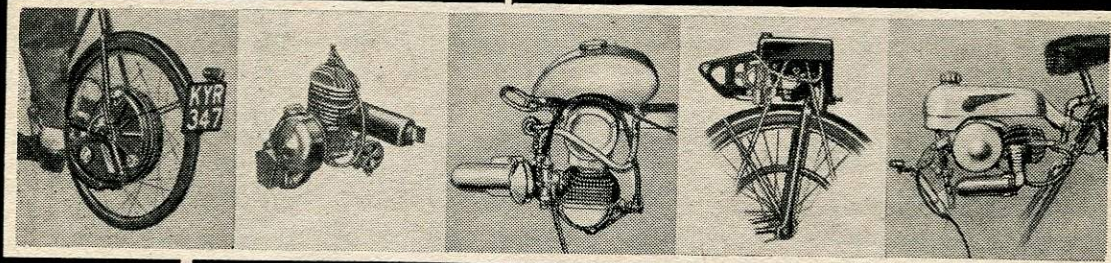
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# POWER & PEDAL

THE JOURNAL OF THE CYCLEMOTOR

Editor: FRANK L. FARR

Editorial and Advertising Offices :

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

## False Witness

AS part of its normal hand-out service the Ministry of Transport recently issued a Press Notice covering Road Accidents—April and May, the last paragraph of which read as follows :—

*“ A feature of the figures, which is becoming increasingly noticeable, is the number of casualties to riders of motor-assisted pedal cycles. In April these casualties numbered 208, which, although small in relation to other casualties, is 40 more than in April, 1953. Casualties to other motor cyclists increased by 116 to 2,842, and those to motor cycle passengers by 93 to 887.”*

Frankly we do not believe that there was anything more to this, so far as the Ministry of Transport is concerned, than the accident of a press officer looking for something to write about. Nevertheless, the statement is grossly misleading and has caused considerable misunderstanding, receiving gloating headlines in the lay press and giving a wrong impression that no amount of factual explanation can undo.

The fact that there were 40 more casualties in April 1954 than in the

corresponding month last year has no meaning at all unless it is set against the fact that the number of cyclemotors on the roads has increased more than that of any other class in the same period. In fact the Ministry's own figures for new registrations over the period in question is 47,995. Viewed in this light an increase of 40 casualties (most of them officially described as “slightly injured” as against 48,000 new powered vehicles (mostly probably Learner drivers) is the most remarkable safety record the Ministry has ever been able to publish.

Furthermore, it has to be considered that in most of these accidents the cyclemotorists injured no-one but themselves. They do not compare as public dangers with the drivers of fourwheelers who in the same month killed and injured 1,571 of themselves and 2,853 of their passengers as well as accounting for the major portion of the 4,615 casualties to pedestrians and 3,966 pedal cyclists.

That the roads of Britain are congested, unplanned and unequal to their task is recognised as the real background cause of the high

accident rate but the introduction of a new type of vehicle that is over 99 per cent. safe for its rider and no danger at all to the rest of the community is an event that should be receiving the closest attention and the most favourable comment from the responsible Ministry, instead of careless misrepresentation by its own publicity department. We hope that another press notice from the M.O.T. will do its utmost to correct the earlier mis-statement in the very near future.

One thing that emerges, however, from this regrettable incident is the need for a responsible body to look after the interests of the rapidly growing cyclemotor movement in this country. It is not sufficient that interested journalists should notice and reply to attacks or mistakes quoted or misquoted in the press. It should be the responsibility of someone to see that such things do not occur. More than that the whole question of encouraging the creation of a new and desirable means of personal transport that is itself the foundation of a new branch of industry is a matter that calls for serious attention in authoritative circles.

# COMMENT

by

## Clip-on

### Cycle Speeds

ARGUMENTS about cyclemotor speeds seem to have a kitten-like inclination to chase their own tails. On the one hand there is the enthusiastic high performance claimant who insists that his machine will outstrip everything else on wheels and on the other is the equally keen rider who praises the modest speed of the cyclemotor as one of its main advantages in comfort and safety. Official statements seem to take for granted the idea that all cyclemotors and *ergo* all cyclemotorists travel faster than cyclists, while most cyclists claim and take every opportunity to demonstrate on the road that they can easily pass the motor-assisted men. Mentions in the national press seem to vary between those who explain that they hit us because they are taken by surprise at the speed of the cyclemotor and those who complain that our slow speed keeps our noise within earshot too long.

In fact there is quite a wide range of maximum speeds available on current machines, roughly 16 to 35 m.p.h. on the level, but the most popular types seem to be those that cruise at around 20 to 22 m.p.h. with a little power in hand for the upgrades. This is nearly double the average level road cruising speed of the same type of utility rider on a pedal cycle and the saving of time as well as energy

is a strong factor in favour of the change to power assistance. We find on tests that youngsters on sporting pedal cycles pass us for short distances at these speeds while the real speedman on a racing iron actually averages higher speeds.

Maximum speed, however, is not reached on the level but down hill and here the cyclists leave us standing. The braking effect of the engine downhill makes us very much slower than the freewheeling cyclists and, although I take leave to doubt the police evidence in a case recently reported in the *Times* that a racing cyclist's speed reached 48 m.p.h., I think maximum cycling speeds are certainly higher than ours.

### These "Diesels"

The devotees of the compression-ignition-engine keep on at us about encouraging the type and one reader even accuses us of having bias against them because the pet of his heart, the *Lohmann*, is not consistently advertised in these columns.

In point of fact we not only like the idea of the c.i. engine but really believe that it has a future in the cyclemotor field. Hence our heading to the *Lohmann* test report last year, "The Cyclemotor of Tomorrow". However, it is still today, and until further develop-

ment has brought the c.i. engine to the point of simplicity of handling that the spark ignition units have already achieved, the majority of buyers will stick to the devils they know. It is a pity that more time and money is not available for work on the development of such units because there are many obvious attractions about engines that save the cost, weight and complication of electrical ignition equipment. But there is no question in our minds about the unsuitability of the samples we have tested as far as the popular market in Britain is concerned. The control systems are too complex and that's all there is to it.

We have suggested that it might be practicable to simplify still further by cutting out the carburettor and using a constant fuel feed, thus leaving only the compression control to be operated by the rider. I wonder if anyone has tried it out.

### Our Three Twenties

A reader sends a pathetic little letter to the effect that he is still looking for the ideal cyclemotor for his "modest requirements". He asks for quietness, cleanliness, low-speed pulling power, price under £20 and weight under 20lbs. with provision for complete disengagement of the engine from the saddle.

Some months ago I quoted 20lbs.—£20—20 m.p.h. as the formula for the universal clip-on for the utilitarian market in Britain with silence and ease of maintenance taken for granted as essential selling points. I think that this reader is right in asking for a disengaging gear that can be operated in flight as it is neither pleasant for the rider or good for the engine to be raced down long hills with the throttle shut. There are several machines now available that offer two of the "twenties" but not a single one that has all the things asked. There is nothing difficult about doing it and at least one currently offered model that could make the grade with a little port modification that a skilful amateur could undertake, and an efficient silencer. Would any manufacturer like to say why this market is not catered for?

What seems a little surprising is that no maker has yet produced in this country a general purpose engine of under 50 c.c. that can be used in any type of cyclemotor unit or auticycle as well as other non-transport purposes. The success of the German *Sachs* and the French *V.A.P.* units in this respect and the almost universal applications of the *Villiers* engines in the larger capacity fields suggests that this is a logical thing that should soon happen here. It would be nice to know that one could select the cyclemotor or auticycle of one's choice and need, while still having a nation-wide service and spares organisation laid on by a single maker—Here's hoping!

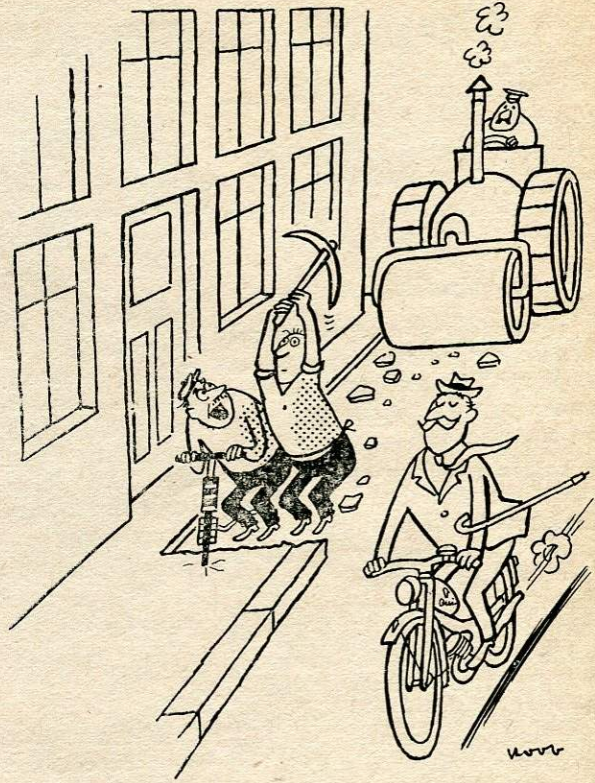
### Clip-on Future

A point of discussion amongst riders and of some slightly anxious guessing games in manufacturers' board rooms is the probable future for the attachment engine in Britain.

On the basis of continental experience many people think that the built-for-the job auticycle will

*"No-one uses the pavements now with all these Mopeds about".*

*(With acknowledgements to N.S.U.)*



completely oust the attachment unit within a few years and tend to regard the clip-on market as something that they might cash in on quickly but will not build on for the future. It is true that many firms in Europe have virtually given up attachments and I recently heard that the German Company, Riedel Motoren, gave them up as long ago as 1951 and have never regretted it since. Nevertheless I feel that conditions in Britain are sufficiently different to warrant a rather different approach.

There is no doubt that the auticycles are a better proposition for the man who knows what he wants and is buying a complete new outfit and there are several makers in Britain who have the facilities right now for making 50 c.c. auticycles that are safer, more comfortable,

better looking and better wearing than any separate cycle and engine outfit can be. Sooner or later, in spite of the crazy P.T. discrimination against them, the auticycles will take over the market for experienced and regular cyclemotor users. But Britain is a country of good roads, conservative instincts and three million pedal cycles in every day use. All this is potential clip-on market and it will take a long time indeed to soak up all that demand.

My own view is that any maker with an eye on the future should make one engine and supply it both as an attachment and in an auticycle and thus get the market both ways. If he makes a satisfied customer with his clip-on he has a ready-made buyer for an auticycle a couple of years later.

# 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.*

## Organisation is the Key

We wish to endorse the remarks of your leading article in *Power and Pedal* for July anent the suspension of driving tests for riders of under 50 c.c. machines.

The thousands of cyclemotorists can all do their bit. We suggest the formation of a *Power and Pedal* Club. Each member would be issued with a distinctive badge or plaque for a moderate fee. On the road when we saw this badge we would recognise a fellow combatant and the money accruing could be used as a fighting fund for advertising campaigns, protest meetings, rallies and letters to M.P.s.

If children of tender years can use the roads in their present overcrowded state, then surely a man old enough to fight for his country ought to be able to ride a cyclemotor without the O.K. of an examiner who doesn't even understand the controls of one.

Put this proposition to your readers, Sir, and you will find many champions of your cause. If we are to achieve anything we must assert our will. Organisation is the key.

Let the voice of *Power and Pedal* readers be heard throughout the British Isles at least.

THE VINTAGERS

Wirral.

## Blackwall Magic

Twice, last week, I had occasion to use Blackwall Tunnel on my *Power Pak*. The first time was

from Greenwich to Poplar, at 10.45 p.m. My engine purred happily until 150 yards from the North entrance, when she started to lose power, and I was obliged to pedal hard. On reaching the open air, the engine at once fired normally. There was a fair amount of traffic in the tunnel at the time.

Returning at 1.45 a.m., I had the tunnel to myself, and went through at 20 m.p.h., until about 100yds from the end when again the engine lost power, but immediately on reaching the open she picked up again.

Has any other reader had the same experience? My carburettor is an *Amal*.

O.Y.H. 939.

S.E.18.

## Overcharging

I have been having a look round during a week's holiday at home at the prices charged for motorcycle and cyclemotor spares and accessories in the shops of London dealers and it seems that we as cyclemotorists are paying some extraordinary prices. I list one or two.

New front motorcycle wheels with large hub brake for lightweight 98 c.c. machines 25/6

New front cycle wheels with small hub brake and normal cycle rims and spokes 45/-

New front heavy duty wheels with cycle size hub brakes from 47/6

New motorcycle large size saddles 17/6

New cycle (for motorised cycles) saddles from 27/6

My cyclemotor uses Metric nuts and bolts and the prices charged for these items are 50 per cent. higher at the cycle agents than at the spares department of a concern that specialises in a certain Italian car and will supply these small items singly.

Perhaps our dealer friends who advertise in *Power and Pedal* can enlighten me.

FMX 809

Wembley.

(Our correspondent encloses cuttings from adverts in the motorcycle press to support his quoted figures —ED).

## Disabled Rider

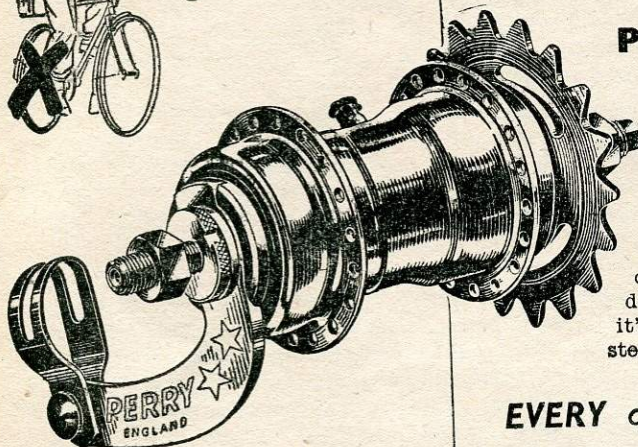
First of all let me add my congratulations to the many who have praised the enlarged and improved *Power and Pedal*, but with one reservation. Now that the fine weather (we hope!) is here let us have some articles on day tours together with route maps. Perhaps we could start with runs on the outskirts of the principal big cities (see page 205 ED).

I see in the June issue we have another of your very excellent and useful "We asked the Agent" series, but when, oh! when, will the many thousands of *Power Pak* owners get a look in. Incidentally, there may be amongst your readers some would be cyclemotorists who because of some disability are afraid to venture forth and purchase a machine. To them I would say just this. I am a limbless (left forearm amputation) ex-serviceman. I bought a *Power Pak* as being the only machine with a single control, and what's more I have passed my driving test, and with conveniently placed brakes do not consider I am a menace to any other road users. (Usual disclaimer, of course). My only prob-



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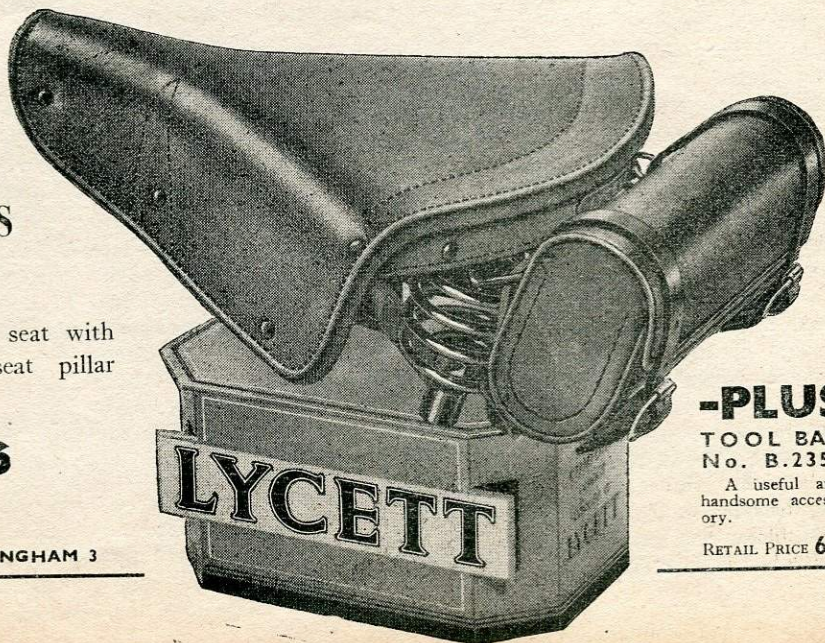
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 ory.

RETAIL PRICE **6/8**

lem is that I find normal maintenance rather hard, and in that respect if there are any other *Power Pak* owners in my vicinity I would like to make contact. In fact I would be willing to help organise a *Power Pak* Club in Croydon & District area if there is sufficient support.

F. BELL

S.E.25.

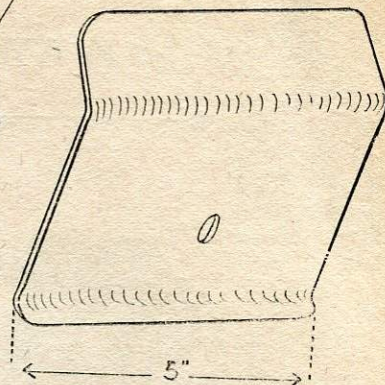
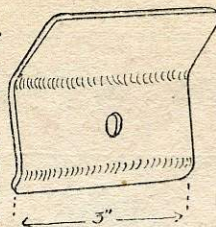
### Hub Protection

The plates enclosed herewith should, I feel, be a part of the kit of all cycle-motors with roller drive over the rear wheel, to keep the mud, etc., thrown down on the hub from ruining both the freewheel and hub bearings, which in really bad conditions will take only a few weeks. I have knocked up four sets and fitted them to friends' bikes after they found how troublesome and costly the mud can be, and now all are happy. As you can see they would cost only a bob or so to produce, but the average handyman could do it himself in half-an-hour with any suitable material which any coach-builder could supply for a couple of coppers. They are fitted in the hub spindle between the cones and cycle frame, the larger one of course on the freewheel side so that the wide "set" goes over the chain and just clears the spokes, the small one likewise on the other side.

It is obvious therefore that any mud, water, or what-have-you must be deflected away from and down past the hub that otherwise would have fallen on either the freewheel or hub bearings. On my own bike as well as fitting these plates I have also fitted a circular one on the reverse side of the freewheel of such a size as to just clear the top of the outer one on that side as per sketch enclosed, but of course this is a little more difficult to make as well as to fit, since it entails removing the free-wheel (not too nice a job unless one has a special key for same). Also required is a

*These are the plates sent by Mr. Randall of Farnborough. Made of light alloy sheet and easily shaped by hand they could be made by anyone out of almost anything*

*We have tested the pair sent for over a month and find that they do work.*



distance washer fitted between this and the freewheel thick enough to keep it clear of the chain. It is however well worth the trouble involved and affords 100 per cent protection. Hoping this simple idea may be of use to other *Power and Pedal* readers using this type of motor.

A. RANDALL

Farnborough, Hants.

### Gradient Meter

I am only a recent recruit to the ranks of "Clip-on" owners and a new reader of *Power and Pedal*. I was very impressed by the article in the May issue about the road test on the *Teagle* cyclemotor and on the strength of that report I purchased what was probably the first *Teagle* in the district.

I must confess I had a little doubt about the accuracy of your report, even allowing for the fact that unless such a report were true and unbiased it would be valueless; I tender my apologies for this lack of faith. I find that the report is absolutely trustworthy and identically describes my own findings relative to the running of the engine.

However there is something I think you can do to assist readers—like myself—if, when describing road tests you attach a small map

of the area where the test was made or failing that to obtain and print with the article all gradients climbed. Statements like "Main Road Hills" can convey various ideas as to the steepness of those hills and so mislead as to the ability of the cyclemotor to climb same.

KKW.103.

Bradford.

*(We sympathise with this request but do not know how to get over it. Even if we stuck to hills of known constant gradient and reported accordingly this would be of no help to the readers unless they also knew the hills. Suggestions will be welcomed.ED)*

### Spring Forks

There appears to be considerable interest among your readers concerning the merits and performance of the various types of Spring Fork.

As I have completed well over 20,000 miles on my "clip-on" unit, using a *Webb Sprung Fork*, I thought my views may be of interest.

I have nothing but praise for this fork. It is a complete unit, easy to fit, immensely strong, and absolutely trouble free—furthermore it really does "iron out" the bumps.

Although it is very satisfactory when used with a rear wheel motor its performance is even better when

a bottom bracket unit is fitted, this leads me to think that it would be a very suitable job for a tandem.

I have no connection with the manufacturers, except as a very satisfied customer.

R. L. NICHOLLS  
Waltham Abbey.

### Minimotor "Whiskers"

I ride a *Mini* myself and consider it to have the best performance of any unit on the road. Although I tune my motor myself and "know most of the answers" I have come up against one problem; perhaps Mr. Dyson can help me.

My plug for some unknown reason "whiskers" up when running down hill with the tap shut down. Numerous plugs have been tried out, and the "port" carefully cleaned, but to no avail.

May I suggest to Mr. H. C.

Andrews of S.E.5 (re petrol consumption) that he is either using the wrong jet or his ignition needs advancing. I don't advise him to meddle with his ignition if he is a novice, but if he cares to come over to me (I notice he lives quite near) or to give me a "ring" I shall have great pleasure in helping him out.

Here's luck to *Power and Pedal* and by the way when do we get a copy every fortnight?

D. HAYWARD.

STReatham 2579.

### Uncensored

May I congratulate you on your journal? It is very refreshing to read a technical paper, where the correspondence has not been carefully edited, and the correspondents are at liberty to give a frank and un-censored account of their experiences. The reports of Road

Tests have not had obvious faults and defects "soft pedalled" in deference to advertisers.

May I remark, that I purchased my first cyclemotor and selected the make, after a careful perusal of the back numbers of *Power and Pedal*, and consider I have chosen the make that best meets my particular requirements.

Yours faithfully,

H. FISHER

Greenford.

### Near the Ideal

I was interested to read E. Norton's letter in your June issue, particularly as the answers to most of his problems are contained in the *Cyclaid* advertisement, and your road test report in the same issue.

Covering his specific points, I imagine that the bottom bracket type of attachment is a cure for

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Cyclmaster is the original and best motor-wheel, tried and tested by more than 100,000 users in this country alone—and by many others overseas. We receive many such letters as "My Cyclmaster has travelled over 30,000 miles and is still giving excellent service."

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230 M.P.G.

20 M.P.H.

## Cyclmaster

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mud-slinging by rollers, BUT the poor attachment itself gets all the mud slung from the road by the normal progress of the machine or passing traffic, and cleaning is a nightmare!

The price of the *Cyclaid* is £24 complete—£1 less than Mr. Norton's minimum figure. The *Cyclaid* is not so heavy or too powerful for the average sound cycle. It does not need any special fitments or strengthening, or springing devices, thanks largely to its positive but completely vibrationless drive. Its performance on hills is excellent and it is quite as fast on the flat, as I consider safe on a normal pedal cycle. I agree that the man who wants to do 37 m.p.h. should buy himself a lightweight motor-cycle. In fact, I would go further and say that he should be compelled to do so! The all-weather suitability required by Mr. Norton is provided by the genuinely non-slip belt drive.

Turning to your road test report on this point, I have never found a guard over the pulley and belt is necessary, but I am sure it would be quite simple for any enthusiastic dealer to make up such a fitment to customer's requirements for a few shillings, if a rider considers the appearance would be improved. I contend that it is not the belt itself which is "old-fashioned," but the prejudice against it, which undoubtedly exists, albeit uninformed. Belts are coming back for all kinds of uses, and several advanced continental designs of motor-cycle include them in the transmission.

One final point; why does Mr. Norton want a dual-purpose machine. My idea of an ideal cycle-motor is to cut out *all* the work, which is just what your report says the *Cyclaid* does.

F. V. CHAMBERS

Stoke-on-Trent

### Luggage Carrying

During my wartime R.A.F. days cycling between Station and Home, I used my service haversack as an extra luggage carrier. This, less shoulder

strap was hung over my top bar, and gave plenty of knee-room, although stuffed pretty full with soiled linen etc. It was not necessary to use any extra fitments because the flap of the haversack went over the top bar, and was then buckled down as usual. Might this not be a solution for PPJ 56? And if he retains the haversack shoulder strap *in situ*, but tucks it inside when cycling he has, ready to hand, quite a passable school satchel. Most surplus stores can supply.

YMH 284

Ruislip, Middlesex.

### "Cucci" User

May I suggest a very obvious solution to the points raised by Mr. Frank Stockton in his letter published in your July issue, namely—"buy a Cucciolo"! This unit has everything which Mr. Stockton requires and more. Taking his "standpoints" in order:

- (1) Power is not excessive: under 50 c.c. but nevertheless adequate.
- (2) Has two gears and simple engine disconnection.
- (3) Has direct chain drive.
- (4) Has ideal positioning in being attached to pedal brackets, with consequent low slung centre of gravity.

It is neat, compact and light (weighs only 17 lbs.) and amazingly economical to run. I consistently obtain 150 miles per half gallon of petrol as claimed by the makers (oil being changed every 1,000 miles). The *Cucciolo* is one of the few, if not the only four-stroke cycle auxiliary unit and has a speed range up to 40 m.p.h. In short, it is the perfect cyclemotor and with the addition of *Alfa* spring forks, hub brakes (where fixed wheel is not fitted) and sprung saddle, leaves nothing to be desired.

IY.8888

Dundalk.

## Points from Letters

### Advertisers Faith

"I too think it is a pity that more manufacturers do not advertise in your columns. In taking that line they do seem to be admitting that their products have no particular advantages over those of their competitors. Even if one accepts the possibility that all your readers are converted to power cycling it seems rather improbable that they are all converted to the particular machines they own."

TREVOR J. PARROT

Johannesburg.

have had one or two spots of ignition trouble in very wet weather myself. I am also a little concerned about the noise."

J. W. BANTON.

Derby.

### Appreciation

READER W. Barnett of Marston Green, Birmingham, reports very good service from:

HOWARD V. POWELL,

96 & 98 BIRCHFIELD ROAD

BIRMINGHAM, 19.

who loaned him a mag. for his *Power Pak* while his own was sent away, cleaned out the carburettor and exhaust while re-fitting the returned mag. and charged—

NOTHING

### Firefly

"I wonder whether any of your *Firefly* Owner readers would be prepared to offer any hints and tips with regard to these engines. I

# The GEM of cyclemotors

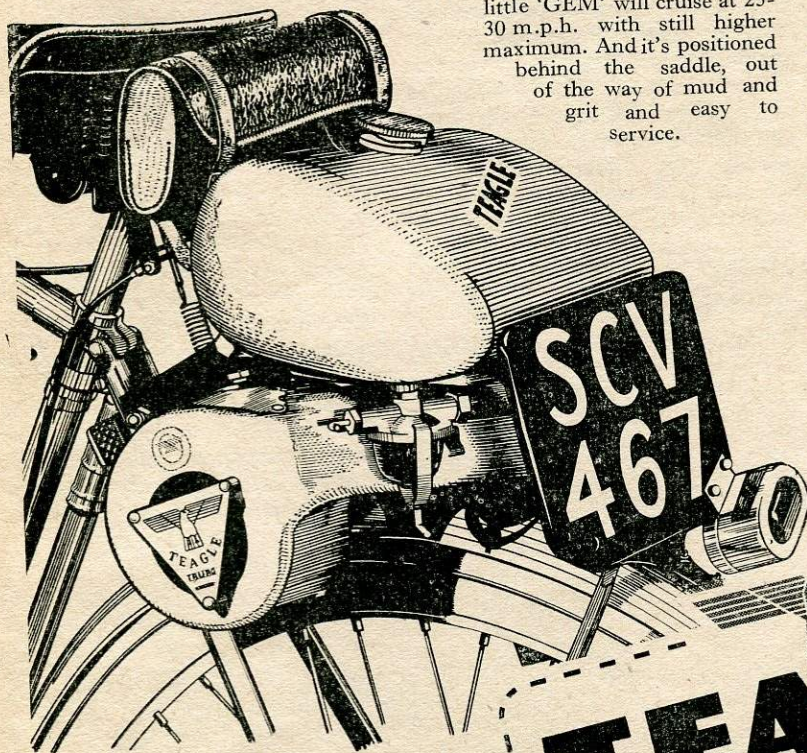
## THE MOST ADVANCED AND SIMPLEST TWO-STROKE MADE

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- ★ *Vibrationless. Entire unit insulated from the cycle by rubber mountings.*
- ★ *Mono-block casting of Cylinder, Crankcase and Outrigger Bearing Bracket, ensures exceptional Strength*
- ★ *Service Exchange Engines available through the post, by return. Only £4 (When not covered by Guarantee)*

**£17** With Blower Cooling, Tools, Number Plates, Licence Holder. With Dynamo Lighting Coils, 10/- extra

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# About Cycles and

**T**AKING it by and large the cycle industry, from manufacturer to retailer, has taken very little interest in the cyclemotor trade. It is true that nine makers listed machines that were described as special motor assisted cycle models at the last Earl's Court Show and that the retail trade sold some 44,000 new units during 1953 and is selling at a slightly higher rate this year, but in both cases the demand has had to create the supply and the suppliers have merely conceded the point rather than gone out to meet it.

There are the exceptions, of course, at both ends of the chain, and we know of certain makers who are following the trends of the market with a keen if cautious eye. On the retail side too there are a few agents who are very busy indeed just because they have shown an interest in the cyclemotor market, but terribly few. A visitor to this country would be hard put to find evidence in the cycle trade that there is a flourishing movement of a quarter of a million adherents and a rapidly expanding membership here.

So far as the cycle makers are concerned it has to be admitted that most of them are doing quite nicely, thank you, in home and world markets for pedal cycles and, while their plant capacity is nowhere near 100 per cent production level, they have all they can cope with in maintaining their labour forces and material supplies at economic levels. All the same, having bothered to create some models designated "motor-assisted cycle" they could have spared a little time and trouble to find out what was needed to make a cycle fill this bill.

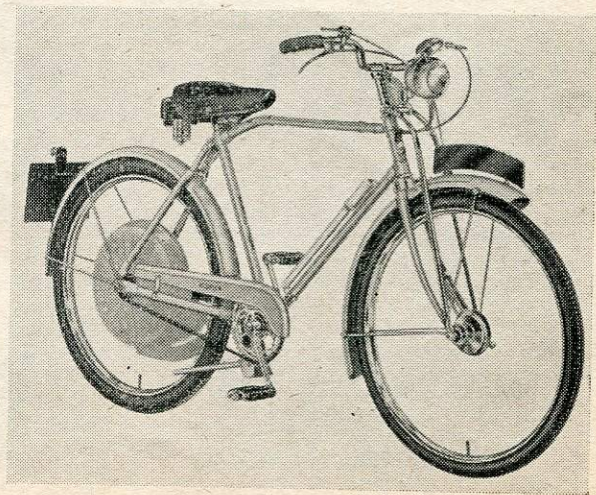
Most of them seem to have taken the heaviest "Roadster" or "Carrier" model in their range and made it bigger and heavier, also more expensive. There has been a notable tendency to play follow-my-leader in providing a high crossbar with the rear end dropped from saddle peak level, thus making this tube even more of a damned nuisance than it is normally to the man who wants to ride in comfort and a raincoat. The number of these "special" models that have the old-fashioned and inefficient stirrup type brakes, presumably to save a bob or two, is quite pathetic, and few have troubled to build on number plates without unsightly and rust-promoting nuts and bolts.

The machines they should have made, of course, would be smaller than the comparable "standard" cycle, of the same basic weight and cost, plus allowance for larger saddles, wider section tyres and built-on accessories. The frames

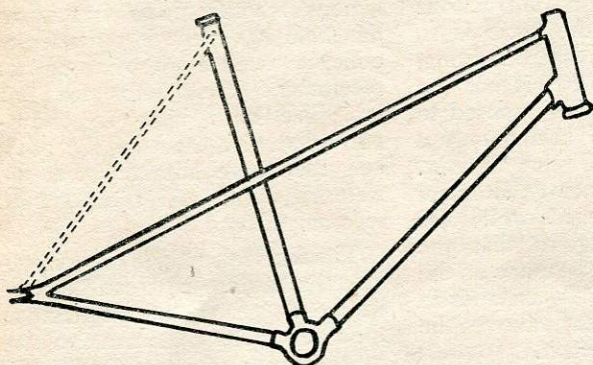
should be of the "open" type that has been accepted by trade and public for the 98 c.c. autocycles for years and years, and alternative specifications should be provided offering choices of fork springing, caliper or hub brakes, variable gears, tyre sizes and provision for luggage carrying.

If and when we shall see machines of this standard on offer at a Show, time alone will tell, and it may be that the light autocycle market will be created before the cycle trade catches up in the clip-on field. But there is still a ray of sunshine for the user and that is that the ordinary British bicycle is a very fine machine of its type and that most of them are quite suitable for use with most cyclemotors with a little variation of interchangeable equipment. It is quite practicable for the purchaser to go along to a live and practical repairer-agent and say "I want an X cycle with Y forks a Z saddle and a rear wheel with hub brake and 13 gauge spokes".

*A typical current design is this British Elswick Hopper machine.*



# the Cycle Trade



*A frame on these lines could supply all the needs of the clip-on market. It would be light, strong, usable with any fork and any power unit.*

This way the cyclist will get a really good bicycle built to his own requirements and at a reasonable price. It should not be necessary but it can be done quite easily.

Meanwhile, if any manufacturer likes to try the market, we believe that there is a public demand waiting for a frame of the semi-open type with its "strong line" running straight from the steering head to the rear hub and brazed or welded up at the rear fork end. Bolted-on seat stays can be provided for use with over-the-rear-wheel engines, but are not necessary for any other mounting and should be replaced by a really sturdy carrier frame bolted into the same lugs. Forks should be optional, to standard cycle sizes, and two frame sizes would cover the whole market—equivalent to normal 20in. and 22in. but with the seat tube 18in. and 20in. respectively.

It is up to the mudguard maker to produce 2in. guards with built on number plates. Valances are also in some demand. The modern

caliper and hub brakes are adequate for the job and the saddle, fork and lighting equipment makers are already alive to the market.

## The Forks

Normal cycle forks will stand up to cyclemotor use completely and no rider need have fears on that score. Used with large section, low pressure tyres they offer a high standard of comfort and road holding. There is no doubt, however, that a spring fork adds to comfort and where price is not a major consideration this fitting is well worth while. In the case of light sporting machines with high pressure tyres and fast engines spring forks are a near necessity and it is also worth remembering that the improved wheel adhesion that results from front springing greatly increases the efficiency of front brakes.

## The Saddles

Of all the fittings that make the difference between pedal cycling

and power cycling the saddle must rank next to the attachment engine itself in importance. There is a wide choice before the rider in types as well as in makes and it is as well to try and see the point of the variety of designs before choosing.

Most riders (and all ex-motorcyclists) favour the "mattress" type of saddle in which a bed of springs which may be either metal or rubber is mounted on a sprung frame and covered by a detachable, padded top. This type of saddle provides a firm platform on which the rider sits confidently over the roughest roads and is really comfortable for all purposes.

The pneumatic type, containing an air-filled tube on a rigid metal platform provides great comfort to the sitting rider and has the further advantage that it can be inflated to suit not only any rider but any conditions of road. It looks very neat and has nothing to wear or maintain. This type, however, is not much favoured by those who do a lot of pedalling, whether from choice or necessity.

Another, recently introduced to this country from Germany, has a special appeal to the ex-cyclist because its shape, style and material are those of the normal cycle saddle. Its suspension by horizontal coil spring gives a very soft ride indeed but the top remains firm and pedalling is absolutely unimpeded. This is a good choice for the fast rider on a lightweight machine.

## VARIABLE GEARS

THERE are those who maintain that variable gears are more of a necessity for cyclemotoring than pedal cycling and certainly no one will deny that they have special advantages in the powered cycling that make them of interest.

With a single gear the compromise has to be made between a gear low enough to provide easy starting of the engine from a standstill and pedal assistance for really tough hills, and one high enough to enable pedal assistance to be given before the engine revs have fallen so low that power has practically vanished. In fact this means a struggle to get away on even a slight upgrade or frantically twiddling feet trying to help the engine on a quite modest hill.

By using a three-speed gear the rider has a Low that could start a traction engine and a High that enables pedal assistance to be given easily, even lazily, at 30 m.p.h. so that neither rider nor engine is ever really working hard. As the whole point of the fitting of an engine is to take the work out of cycling it is only logical to see that the cycle is equipped with variable gears to make the most of it.

There are two types of variable

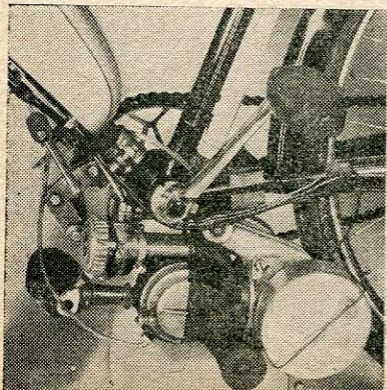
gear available for cycles, the *dérailleur* and the hub type. The former is of continental origin and consists of two, three or four sprockets of different sizes mounted on the rear hub and a device for running the driving chain from one to another while the cycle is in motion. This type is light, strong, simple and cheap, but it has the disadvantages of being exposed to grit and water and having only a narrow variation of gears to offer. There is also the point that gears can only be changed while the machine is moving so that the change down has to be made on the run before coming to a standstill to enable the lowest ratio to be available for the restart.

Hub gears on the other hand are delicate pieces of high precision engineering and this costs money, but the neatness and cleanliness of the layout and the fact that all working parts are totally enclosed and running in oil, making for a long and trouble-free life, more than compensate for the extra cost and this, with the wider range of ratios available, makes the hub unit a more popular proposition for most utility and touring riders. The *dérailleur* type, however, has a considerable appeal to the sporting rider.

There has been some misunderstanding about the ability of variable gear systems to stand up to the work of power assisted cycling and confusion on this point has been added to by the fact that one of the most famous manufacturing houses in this field has made it a matter of policy to declare that they do not recommend their hubs for this job. We have been in correspondence with them on the point and they have admitted that we were right but still stick to that recommendation!

The fact is that, with one exception, the engines that can be used with hub geared cycles transmit their power along the rim and tyre to the point of contact with the road and actually relieve the hub unit of all its load when power driven and most of it even with maximum pedal assistance. The only exception is a powerful motor with a 2-speed gearbox, driving through the cycle chain and this admittedly gives the hubgear a loading it was never meant to stand. However, on all roller, belt and separate chain driven machines the hub gear of the standard cycle works well, has an easy life and is a worthwhile asset on most motor-assisted cycles.

# EITHER WAY it's an



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## Tourlets

# BATH ROAD RIDE

With Photographs

by

ARNOLD E. BENSUSAN



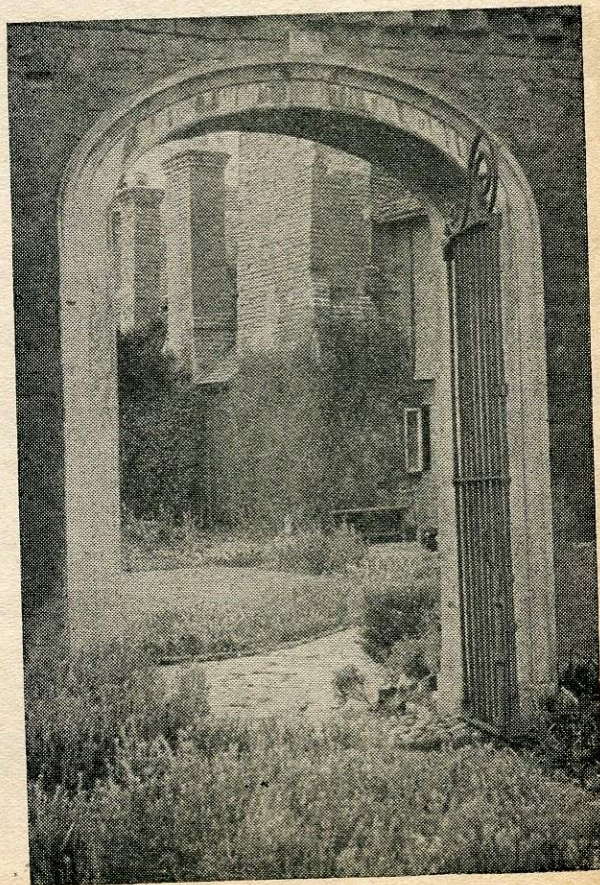
## Fifteen miles from London

Once just a bottleneck on the main Bath Road (A.4.) the village of Colnbrook has now been by-passed into its proper place as a touring point of unusual historical and architectural interest.

In the picture above is the "Ostrich Inn"—Third oldest in England. There has been an Inn there since at least 1106 when the house was used by clergy traveling to and from London. Later it was said to be the scene of many murders committed by the innkeeper and his wife. In the overhanging top storey can be seen the doors used by outside passengers on the old stage coaches so that they could "step right in."

On the right is King John's Palace so named because the King is reputed to have stayed there on his way to sign Magna Carta in 1215. Although the present building is very old it is probably actually nearer late XIVth Century than the story suggests.

There are many interesting relics and records around Colnbrook for those who like to browse around with camera or sketchbook.



# TAILWIND ALL THE TIME

by George Thomas

When I first fitted an outboard motor to my bike I had the same motive as most of us. Cycling, day after day, along the same congested road to work was getting intolerable, and the little motor promised to make it less of a treadmill. And my hopes were all fulfilled! For negligible cost I could get to work quickly and easily. Summer came and instead of arriving at the office hot and sticky I could stroll in cool and fresh, and in the evening the homeward journey no longer knocked out of me what little stuffing remained; instead, it served as a freshener for the evening's activities.

All this was clear profit, and I was well content for a month or two, asking no more from the tiny engine than this very practical help and some spare time service as a short-distance runabout. Then—it was still early summer—came a day when the sea called loud and clear. Coaches were all booked up, the train fare was too high; it was the little motor's big chance, and I took it. An early start got us down to the beach by mid-morning. In the cool of the evening I rolled home, sunburned, happy and far from tired, considering there were over a hundred more miles on the cyclometer.

I learnt more than one lesson that journey. Feeling slightly uncomfortable after the first thirty miles or so, it dawned on me that the cycle saddle is shaped for activity rather than repose, and that pedals are rather unsatisfactory footrests. Moreover the machine was supposed to be power assisted rather than power driven. Suiting the action to the thought I began to be a cyclist again, by pedalling gently but steadily all the time instead of only when attacking

hills. The top gear of the three-speed became my normal, and for the rest of that journey (and every journey since) I enjoyed the sensation of cycling with a strong wind behind me; a wind controlled by my fingertips, which would still be behind me when I turned for home! Even the engine—unless my ears deceive me—seems to purr on a happier note, as well it might, being now a partner and no longer a slave.

Another lesson that day was that the straightest road between two points isn't always the most pleasant as even Euclid would have had to admit had he ridden down the Worthing road on a summer Saturday in company with thousands of others. Coming home I found

some lonely lanes running more or less parallel with the main road which added a little to my journey but much more to my enjoyment, and now the only use for a main road is to take me quickly to the spot where bricks and mortar end and the lanes begin.

But the most important lesson of all was that the outboard motor is as useful for real travel as it is for day-by-day transport, enabling the town dweller to get out quickly into the country, and to cover surprising distance without losing his freshness—as even the toughest pedal cyclist is bound to do.

For some time after that I spent my spare days re-exploring Surrey and Sussex. Most London cyclists stick to their own quarter of the

*From our "News From Holland" of last month, this picture shows B. Jurriens of Baarn holding the cup he won in the sports section of the National Cyclemotor Rally on June 7th.*

*The banner is that of the motor Club.*



Home Counties because of the sheer tedium of pedalling through the capital before starting the real pleasure-riding. Suddenly I realised that that obstacle no longer existed, or at any rate hardly mattered. I could burst through the "town-barrier" and emerge in the green fields beyond still fresh enough to be interested and with plenty of time for making new discoveries before I passed through the city streets again, homeward-bound. The counties of Essex, Herts., and Bucks., which had, to a South Londoner, always been "so near and yet so far" (and for that reason less familiar than Devon or Yorkshire or Wales) began to yield their secrets, affording a refreshing contrast to the lovely but better known counties to which I had hitherto been restricted.

A great advantage of the cycle-motor, I have found, is that it travels at just the right speed for sightseeing; twenty miles an hour,

or less when some outstanding scene makes dalliance desirable, is fast enough for real enjoyment, especially since we can muster a few extra knots for the duller stretches of road. One can travel much faster and see much less; the pukka motor cyclist just doesn't know how much he misses in his headlong career. We have the advantage of him, too, in not needing to swathe ourselves in protective clothing, so we can feel free to explore any place of special beauty or interest without looking (and probably feeling) like a visitor from outer space.

The next venture was a week's tour based on "digs" in Gloucester, chosen because it is within a day's ride of home and an ideal centre for getting to know the Cotswolds, the Wye Valley and the Forest of Dean, not to mention Herefordshire. Every day we logged a hundred almost effortless miles of adventure, except the day

it poured with rain, which I was quite pleased to spend browsing round Gloucester itself. This year I'm looking further afield, having discovered that I can take the machine with me by train for only 16/9 extra (return) to a 200 mile distant spot—not yet selected. The only snag is that the tank has to be empty, so I shall have to pedal to the local station, and to the nearest garage at the other end—just another of those obstacles that our sort of bike is so good at overcoming!

I'm still undecided about which quarter of the country to visit next, so many are the attractions in every direction. Wherever one goes one can hardly go wrong, and whether it be in North Wales or Cornwall, Cumberland or the Yorkshire Dales, Derbyshire or the Roman Wall, I shall be sure that so long as the motor keeps humming the wind will be behind me wherever I go.



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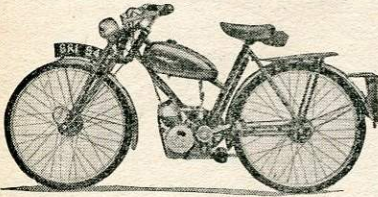
13th - 20th November

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## NEW BRITAX ACCESSORY

THE *Britax* stop, tail and flashing indicator lamp outfit E.45., is similar in design to the popular combined Twin Stop and Rear Lamp, No. E.54, comprising of a heavily chromium plated body housing a centrally jointed large red plastic dome above two smaller red domes set 2½ in. apart. These latter are over lights which function independently as Flashing Turn Indicators: the central dome (larger in diameter and shallower than that fitted to the E.54) is part of the Combined Stop and Tail Lamp. The outfit is supplied complete with Bulb, Stop Switch, Indicator Switch, Flashing Unit, Cable and Wiring Diagram. The retail price of the complete unit is 42/-.

## NEWS FROM HOLLAND

# KAPTEIN of ARNHEM

*And an idea, perhaps, for some British  
Manufacturers*

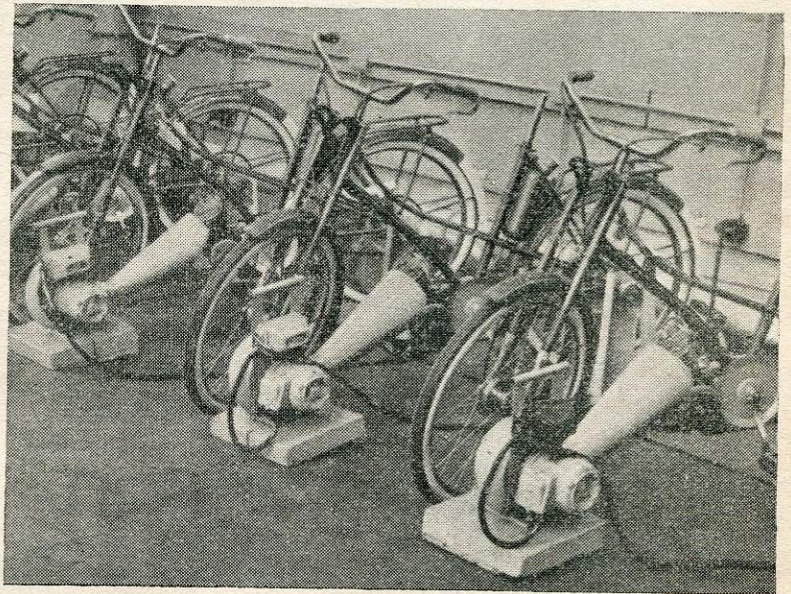
from PETER HUNTER

ON May 31, 1954, the Mayor of Arnhem, Mr. Christian Matser, performed the opening ceremony for Mr. W. C. Kaptein's new factory—a vast building put up to increase the already existing production capacity for *Mobylettes*.

Up to 1940 W. C. Kaptein was a mere trader, importing motorcycles which he chiefly obtained from Motobecane S.A. of Paris. Trying to re-start this business after the liberation of Holland, in May 1945, he found too little foreign currency was available to pay for imports. Not to be balked, Kaptein got the co-operation

of Motobecane in a plan to assemble and later manufacture, their products in Holland under licence. Finding a suitable building was his next obstacle. After a long search the city fathers of that much-tried town Arnhem, proved the most helpful of all the authorities he had approached. They stopped, in 1948, the demolition, then already in progress, of the former municipal electricity works, and turned the ruin over to Kaptein's use, a move by which they unwittingly brought an important industry to their town.

In what he could make of the ruin, Kaptein began making motor-

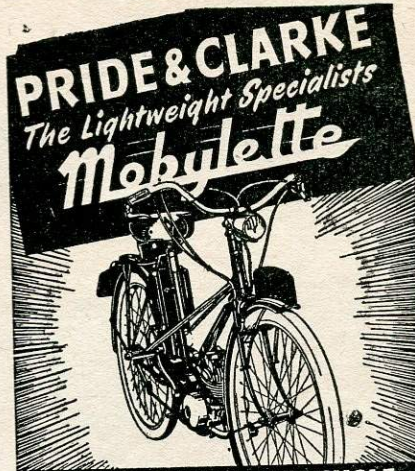


*This picture shows part of the long line of new machines being run in at the Kaptein Mobylette Works. The little megaphone affairs are blowing cold air on to the cylinders.*

cycles in April 1949. Not for long though—being wide awake, he soon realised the potentialities of the cycle-motor. In January 1950 he made the first 123 *Mobylettes*, but already at the end of that year, having stopped making motor-cycles so as to get all his facilities onto the production of cycle-motors, the number of *Mobylettes* turned out had risen to 2,000. A gradual rise since then has brought the figure, with the new factory in use, to 6,000 per month!

The former importer who had badgered the financial authorities for foreign currency to pay for his imports, now himself earns tidy sums in Pounds and Dollars and Francs for his country. Thousands of his *Mobylettes* go to Indonesia. Belgium, Guiana, New Guinea, and British East Africa provide further outlets, this in addition to the 80,000 in use in Holland. Last year, Kaptein went for a trip round the world to find more customers—before long his production will be 100,000 machines a year and all these have to be sold. He took with him, in a specially-constructed duraluminium case, a De Luxe model of his machine, and went to India, Thailand, Japan, the Philippines, Malaya, Australia, Central America, Venezuela, and the U.S.A. With regard to a number of countries he is still looking today for leading importers who would be able to provide service facilities and carry stocks of spares.

The new plant's main building consists so far of five bays but the vast area Kaptein has bought at Arnhem and the possibility of adding bays *ad lib* allows for extension to more than double the present size. Further buildings contain stores, recreation rooms, and offices not concerned with actual manufacture. The whole area is about 25,000 sq. yds., of which by now 26 per cent is built-up. The N.V. Motorrijwielfabriek



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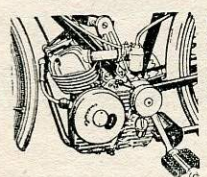
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I have for exchange a 19.....  
Make..... Model.....  
For which I must have £.....  
I am interested in a used.....  
Name.....  
Address..... P. & P.

**PRIDE & CLARKE LTD**  
158, STOCKWELL ROAD, LONDON SW9  
Phone: BB1 6251 - Grams: PRICLARKE, LONDON

Kaptein, Arnhem, make four models of the *Mobylette*.

1. A low-priced utility model named UTILITAIRE, cost about £40.
2. A STANDARD model with telescopic front forks cost about £45.
3. A DE-LUXE model equipped with fully-automatic centrifugal clutch, £50, and
4. A TRANSPORT model designed for general delivery and transport work, taking a load of 165 lbs and costing £56.

The centrifugal clutch on the DE-LUXE automatically engages when a speed of 4-5 m.p.h. is attained by pedalling, and disengages as soon as speed drops below this figure, thus permitting engine to idle in traffic stops.

Frames are solid drawn steel tubing and are extremely rigid owing to their triangulation. Except for the transport model, frames are welded. Rim or hub brakes, with a coaster hub as an optional extra. Large section 25 x 2in. tyres for comfort and easy manoeuvrability. The 49 c.c. three-port two-stroke motor is located in front of the bottom bracket, transmitting its power to the rearwheel by means of a primary V-belt and secondary chain. The De-Luxe and Transport models have the fully automatic clutch. Accessories:—a stable and rigid rear-stand, special dress guards and front wheel guards for protection in rainy weather, and an electric bell.

Though none of the *Mobylettes* made at Arnhem will be on sale in the United Kingdom—all the *Mobylettes* in England come from Motobecane in France—*Power and Pedal* felt our readers would be interested in this latest factory with a staff of 500 entirely devoted to the cyclemotor.

Overseas readers interested in the Kaptein *Mobylette* can write direct to Kaptein at Arnhem, Netherlands.

News from Germany

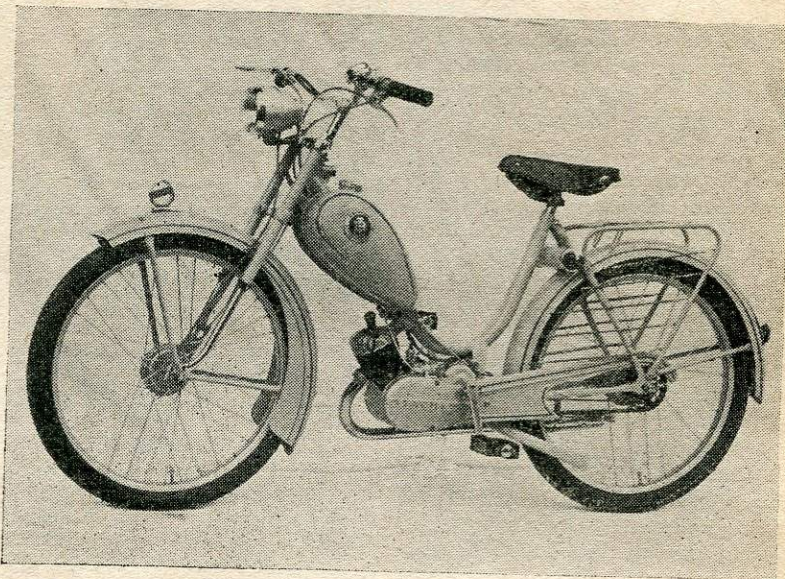
from **Tempo**

# THE BISMARCK MOPEDS

A neat pair with alternative engines

The 162 MS is fitted with a Sachs 47 c.c. two-stroke engine, and the 162 MZ with a 48 c.c. Zundapp Combimott KM engine but the general details are the same: 2-speeds, lever operated from the handle-bars; gearing—26.7 to 1 and 17 to 1, single cork plate clutch (Sachs engine) and three-plate clutch (Zundapp engine). Flywheel lighting/ignition giving 6v. 16w. Petrol mixture 25 to 1, consumption about 185 m.p.g. Large saddle, strong central stand, telescopic front forks, tyres 23in. x 2in. Brakes are internal expanding, hand operated. Valanced front mudguard. Finish grey enamel, lined blue; chrome plating and built-in headlamp speedometer at extra cost. Weight (including the bell!) about 74lbs.

Makers: **Bismarck Werke AG, Radevormwald, Bergerhof, Rheinland (22a), Germany.**



*This is the Bismarck 162 MS., with the Sachs engine. Note the 23in. x 2in. wheels which are fast becoming popular on the continent.*

## **Two-Strokes DEMAND T S L**

(Two-Stroke Lubricant)

Simply because T.S.L. was made for two-strokes—to use less oil create less carbon and give better running.

The *RIGHT* ratios are

<b>CYCLEMOTORS</b>	up to 50 c.c.	<b>32 to 1</b>
<b>AUTOCYCLES &amp;</b>	up to 100 c.c.	<b>24 to 1</b>
<b>MOTORCYCLES</b>	over 125 c.c.	<b>16 to 1</b>

At the *RIGHT* Prices

$\frac{1}{4}$ -PINT Plastic Wallet	at 11d.
1-PINT Tin	at 3/3d.
1-QUART Tin	at 5/9d.
1-GALLON Can	at 17/6d.
5-GALLON Drum	at 75/0d.

T.S.L. ORDER OFFICE · 223 TEMPLE CHAMBERS, E.C.4 · CENTRAL 1454

# Flashes

AVON India Rubber Company advise us that their *Power-master* tyre for roller drive cycle-motors is now in full production in the size for 26in. x 1½in. rims. This tyre, which was introduced at last year's Show has already found itself a good following among riders.



CYCLEMASTER users of the types with *Amal* carburettors have for a long time been trying out various home-made devices to cut out the need for dismounting in order to open the strangler after a cold start. A new push/pull control to deal with this problem has now been marketed by West Alloy Die Castings, Ltd., and is advertised in this issue. The device is simply an adaptation of an ordinary car choke control and enables the strangler to be operated from the top tube of the cycle frame whilst riding.



TEAGLE, whose cyclemotor is making a name for itself very quickly, are open to consider applications for dealerships in most parts of Britain and are prepared to join with local dealers in press advertising costs and layouts.



BICYCLE for use with attachment units is announced by W. R. Pashley, Ltd. It is of the orthodox type for this market and is priced at £16. 3s. 2d.



PETER Lee Warner, the man who last year rode round the world on a cyclemotor, is now on his way back to Australia, this time to stay.

He is using an *Itom* engine supplied by Messrs. ADIMAR and fitted to a *Mercury* cycle with *Webb* forks, *Dunlop* "Motorette" tyres and a *Smith's* speedometer. Our last information told of him being somewhere in the Middle-East and going well.



B.S.A.

ITOM

TEAGLE

FIREFLY

CUCCIOLO

MOSQUITO

POWER-PAK

MINI-MOTOR

CYCLEMASTER

LAMBRETTA

MOBYLETTE

**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

VARIETY of tyres for all types of motorised attachments to cycles is being widened, Lord Baillieu, Dunlop chairman, told the Company's annual general meeting, and the performance of these tyres is proving most satisfactory.



THE British Cycle and Motor Cycle Manufacturers' Union has established a Public Relations Department for the two industries under the direction of Mr. Hilary Watts. Its headquarters will be in London, but meantime Mr. Watts will work from the offices of the Union at The Towers, Warwick Road, Coventry. Details of the London office will be announced very shortly.



AMERICAN manufacturers have appealed to their Tariff Commission for protection against the competition of British bicycles.

"We anticipated that this would probably happen," said Mr. H. M. Palin, director of the the British Manufacturers' Union, "although we hoped that the American industry would not find it necessary to try in this way to prevent Britain from earning American dollars with which to buy American goods. I have just returned from a trip to U.S.A. to instruct our attorneys. We are all prepared for the attack."



EDWARD Joy and Sons, Ltd., makers of the well known *Filtrate* graphited oils are experimenting with various petrol mixtures and agree with us that most cyclemotors are over-oiled. However, as they remark, "It is one thing to satisfy ourselves that as little as 1 part of oil in 60 parts of fuel will provide adequate lubrication for a small two-stroke engine, but it is another matter to convince the engine manufacturer and the user".

Meanwhile they are advertising 1 in 32 while waiting for the education to have its effect.

## CLUB NEWS

### ROVER (MANCHESTER) FELLOWSHIP

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

At the last general meeting passed a motion to give points for attendance at all official functions, meetings, socials, runs, etc. When a member reaches 200 points he will be presented with a solid silver club badge. This, it is suggested "should incite members to turn out even on rainy Sundays"

Auto-cycles are now being accepted in the M.A.C. Section. The first member made his run with the cyclemotors in July 4th to Southport, and expressed pleasure at riding in good company.

#### RUNS FOR AUGUST

- 1st. Wall Hill *via* Knutsford and Holmes-Chapel.
- 15th. Frodsham *via* Northwick and Delamere Forest.
- 29th. Langley *via* Handforth and Macclesfield.

Yours sincerely

G. N. BROWN

### NOTTINGHAM V.C.A.

Mr. R. H. PRATLEY  
62 FLAMSTEAD ROAD  
NOTTINGHAM

Results of V.C.A. Trial on June 20th.

- 1st. E. HOLMES (Committee Cup) *Mosquito*
- 2nd. R. RICHARDSON *Power Pak*
- 3rd. Tie between A. DAVIES *Minimotor* and J. GANLEY *Mosquito*

The trial was well reported in the local papers.

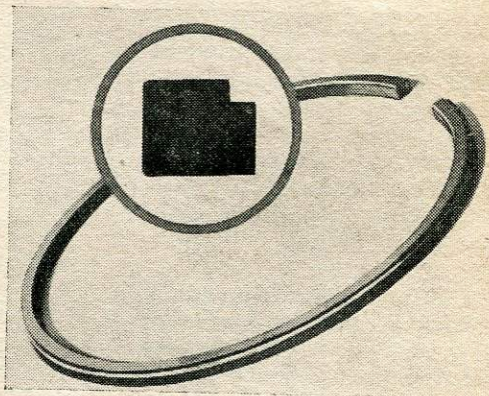
### RUNS PROGRAMME

- 25th July. 100 mile trial.  
Bobbers Mill. 9.30 a.m.
- 1st August. No Run.
- 6th August. Monthly Meeting  
8.0 p.m.
- 8th. Matlock. Bobbers Mill  
Bridge. 10.0 a.m.
- 15th August. Chairman's Day.
- 22nd August. Southwell. Colwick Crossing. 10.0 a.m.
- 29th August. Surprise Run.  
Pavilion on Forest. 10.0 a.m.

All members are requested to bring a suggested rule for Club Runs, to the next meeting.

## PERFECTION IN DETAIL

*The Hepolite "Ridge Dodger" piston ring that fits in the top groove and enables full compression to be regained in a worn bore without the risk of fouling the wear ridge at the top of the stroke.*



## 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"  
Associate Company FILTRATE (Regd.) OILS (Ireland) Ltd., Golden Lane, Dublin.

# 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

**CLAUD BUTLER TANDEM**, D.G. with mini-motor. Dynamo lighting, Electric horn, perfect condition. 13 Worthing Rd. Heston. HOU 6375.

**BRITAX-CUCCILO**, Autocycle 350 miles. Hand change. Black. Nearest £40. S.W.London. Box No. 9001

**VINCENT FIREFLY**. Unused since works overhaul. Fitted Rudge cycle Cantilever brakes. £20 o.n.o. Stag 79 North Street, London, S.W.4.

## 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.

**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.

**THE MANY** Cyclemaster owners who have asked for means to open and close their Choke without dismounting can now purchase a unit designed by engineers, tested and approved by Cyclemaster, from any Cyclemaster dealer. Trade enquiries to WEST ALLOY DIE CASTINGS LTD., Oldfields Trading Estate, Oldfields Rd. SUTTON, SURREY.

**DUNN'S OF GLASGOW** for Scotland's finest selection of Cyclemotors and motorette cycles. Phillips, B.S.A. & Sun specially designed cycles for use with auxiliary engines. B.S.A. Winged-Wheel, Cyclemaster, Cucciolo, Power-Pak and Vincent Firefly cyclemotors. —Try Dunn's first at 49/65 Cumberland Rd. Glasgow, E.1. BRI 0974

**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 motorette 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.

**BARRY BROS.** of Paddington.

**LOHMANN** complete with cycle available £25.

**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

**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

## 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

## SALES &amp; SERVICE

**ROLLASON CYCLES**—*The Keenest Dealers in N.W. London.* CYCLE-MASTER, 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 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

## CUCCILO SERVICE

**MORE** astonishing success of the Cuccio 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.

## SPARES

"**MINIMOTOR, CYCLEMASTER, AND MOSQUITO SPARES** sent, C.O.D. or Pro-forma. Huge Stock, per return service **BOB SERGENT** MOORFIELDS, LIVERPOOL, 2."

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

## 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.

**SPRINGING ON AIRCRAFT PRINCIPLES.** Fit TELELINK Progressive action spring fork gives you happy landings. 75/- plus postage. Write for details. B.S. Developments, The Garland, Farnborough, Hants.

## CYMOTA

**A FEW Cymota spares** available. **BARRY BROS.**, 123-129 Praed St. W.2 (opp. Paddington main line Stn.) AMB 2450.

## ACCESSORIES

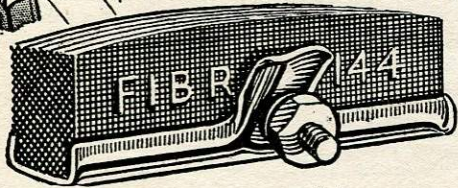
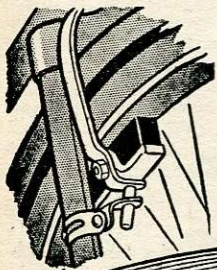
**THE CAMPANELCLAX** new klaxon horn looks and works like a bell, but is more efficient and fulfills legal A.W.D. requirements. Now obtainable direct 10/- post free, from **ADIMAR**, 61 Clapham Rd., S.W.9 RELiance 3272. Trade Enquiries invited.

**VACCOAT** (Vacuum Coated) spectacles or clipovers make driving safer easier and pleasanter. Temple Trading Co., 197 Temple Chambers, E.C.4. CEN 0040

## 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.

**DON'T RELY on PUBLIC TRANSPORT BE YOUR OWN MASTER — VISIT**

# RENNO'S

AND BUY A

## Cyclemaster

THE WONDER MOTORISED WHEEL THAT FITS YOUR CYCLE AND WHAT IS MORE IT IS FITTED FREE AND WHEN FITTED BECOMES A PART OF YOUR CYCLE. IT IS NOT A "CLIP-ON".

**A Cyclemaster**

SAVES YOU BOTH TIME AND MONEY AND HERE ARE A FEW DETAILS . . . . .

1. BUILT IN HUB BRAKE
2. LIGHTING COILS
3. CLUTCH AND ALL CHAIN DRIVE
4. 230 MILES PER GALLON. 20 M.P.H.
5. NEW TYRE AND TUBE
6. NEW WHEEL BUILT FOR THE JOB

AND IT COSTS UNDER A FARTHING A MILE TO RUN

PRICE: **£27.10.0** PAYMENTS 9/3 WEEKLY

ALSO

**THE MERCURY CYCLE**  
BUILT FOR USE WITH A CYCLEMASTER

STANDARD TOURING MODEL	—	£12 19 7
2 SEATER PILLION MODEL	—	£17 19 9
TRADESMAN'S DELIVERY MODEL		£19 8 6

OR EASY TERMS

ALSO A REALLY SPLENDID SELECTION OF LADY'S AND GENT'S USED MOTORISED CYCLES. ALL TYPES FROM 12 Gns.

AND IF YOU ARE THINKING OF GOING IN FOR A LARGER MACHINE EITHER NEW OR USED

**YOU CAN BE SURE**

**YOU WON'T BUY**



WHO OFFER YOU

**IMMEDIATE DELIVERY OF ALL LEADING MAKES. EASIEST TERMS, EXCHANGES**

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CAN. 2021  
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ARC. 5388



*Specially designed -*  
**FOR USE ON ALL MOTORISED BICYCLES**

**MILLER** **LAMP SETS**

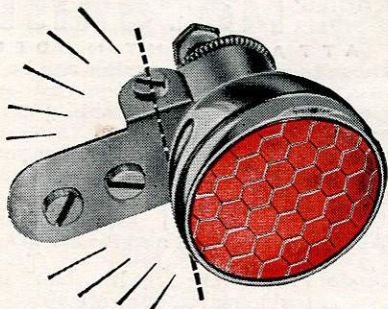
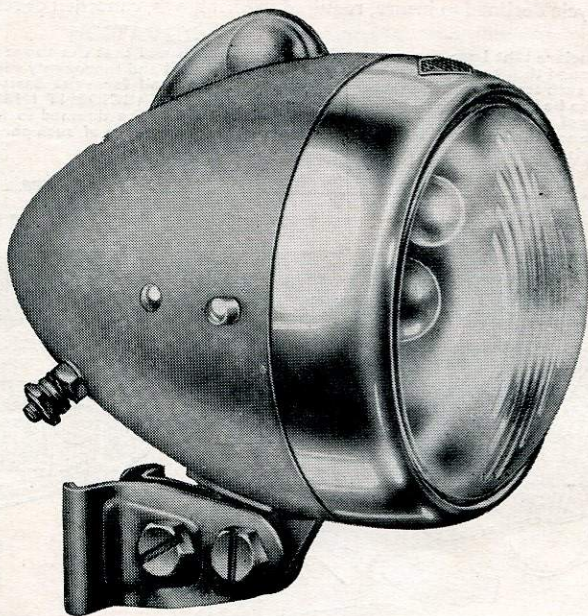
**MODEL No. 6.TM**

*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/-**

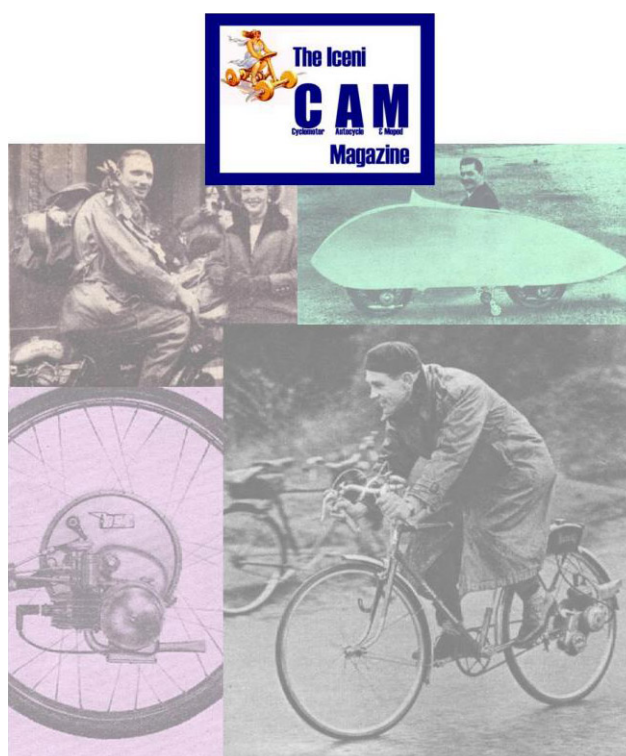


**596 TAIL LAMP**

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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