

POWER & PEDAL

The Journal of the Cyclemotor

THERE IS A

DUNLOP TYRE

FOR EVERY
MOTORISED CYCLE!



DUNLOP TANDEM

A wide section tyre which has already earned a great reputation on roller drive power units. It is available in size 26 x 1 1/4 and 26 x 1 3/8. The tread pattern gives low rolling resistance with high durability.

	Dunlop Tandem Cover	Dunlop Tandem Tube (With Schrader Valve)
26 x 1 1/4 Wide Section	15s. 0d.	5s. 9d.
26 x 1 3/8 Wide Section	15d. 0d.	5s. 9d.



DUNLOP CARRIER

This tyre recommended for motor wheels has a Dunlop Roadster pattern tread with a reserve of strength to give trouble free running under really hard conditions. Already fitted as original equipment on power wheels with 26 x 1 1/4 rims it is also available in Oversize for 26 x 1 3/8 rims to provide additional traction and comfort.

	Dunlop Carrier Cover	Dunlop Carrier Tube (With Schrader Valve)
26 x 1 1/4	16s. 6d.	5s. 11d.
26 x 2 x 1 3/8 Oversize	21s. 2d.	6s. 0d.



DUNLOP MOTORETTE

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

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

	Dunlop Motorette Cover	Dunlop Motorette Tube (With Schrader Valve)
26 x 1 3/8 Wide Section	15s. 0d.	5s. 8d.
26 x 1 1/4 x 1 1/4	16s. 6d.	5s. 8d.
28 x 1 1/2 Wide Section	16s. 6d.	5s. 8d.

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

You'll be miles better off on Avon . . .



POWERMASTER
Direct Drive

The safety, the comfort, and the high mileage of the Avon 'Powermaster' can be yours, whether you have a direct or roller drive machine. 'Powermaster' is made in alternative tread patterns to suit *any* motorised cycle. It is an oversize tyre of great strength and flexibility, yet it offers no increase in rolling resistance.

Direct Drive 26 x 1 1/2 for 1 1/2 16/6. 26 x 2 for 1 1/2 21/2.
26 x 1 1/2 15/- Roller Drive 26 x 1 1/2 for 1 1/2 15/- Tube
with Schrader Valve 5/8



POWERMASTER
Roller Drive

FIT
AVON
POWERMASTER-NOW!

THE WRIGHT SADDLE FOR MOTORISED BICYCLES

Designed **SOLELY** for
power-assisted Cycles

LUXURIOUSLY-S'RUNG MATTRESS interior with thick felt underlay, for armchair comfort.

NYNIDE WATERPROOF SEAT, 10 1/2 in. x 11 1/2 in., combining large seating area with perfect pedalling freedom.

POWERFUL SHOCK ABSORBING TENSION COILS for extra protection under bad road conditions.

DOUBLE GIRDER PIVOTED FRAME, for strength and resilience.

CHROMIUM-PLATED REAR COILS and clip for distinctive appearance.



Specify **THE WRIGHT S65/3**
POWER CYCLE Saddle
for your new machine . . .

PRICE
25'6
RETAIL

THE WRIGHT SADDLE COMPANY LTD., SELLY OAK, BIRMINGHAM, 9

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

POWER & PEDAL

OCTOBER

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.
Temple House
Tallis Street, E.C.4.

Annual Subscription:

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

EDITORIAL	...	...	...	...	...	251
COMMENT	...	...	...	...	...	252
CORRESPONDENCE	...	...	...	...	...	254
PERILS OF ADMIRING THE VIEW	...	...	...	...	...	258
TEST REPORT—CLOTHING	...	...	...	...	...	260
HISTORY—SPRING FORKS	...	...	...	...	...	262
READERS EXPERIENCE	...	...	...	...	...	264
NEWS FROM HOLLAND	...	...	...	...	...	266
FILMS FOR SAFETY	...	...	...	...	...	267
LOOK BEFORE YOU LEAP	...	...	...	...	...	268
FLASHES	...	...	...	...	...	269
CLUB NEWS	...	...	...	...	...	270

Points about the



The hillclimbing is quite remarkable by any standards, and the belt drive makes it smooth as well as easy

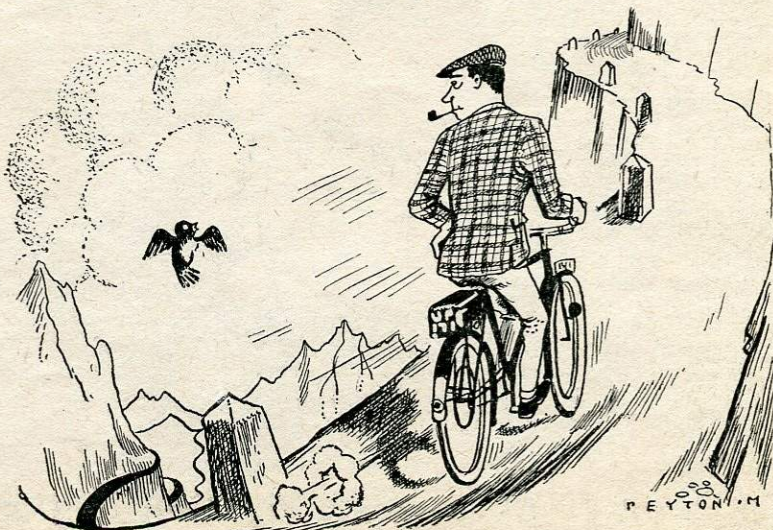
31 c.c. two-stroke engine with alloy cylinder and cast iron liner. Speed 18-20 m.p.h. Weight 18-20 lbs. complete with belt and pulley.

inc. **£24** P.T.

BRITISH SALMSON CYCLAID LIMITED

Sales: 76 Victoria Street, S.W.1
TATe Gallery 9138-9

Works: Larkhall . Lanarkshire



PEYTON . M

whatever your choice...



THE WORLD'S BEST LIGHTWEIGHT

THE SAFEST ALL-WEATHER CYCLE MOTOR

WHEN choosing your Vincent, NSU-Vincent or Firefly go to a Dealer displaying one of these signs. He has the confidence of the Manufacturers and for this reason is authorised to sell and service their products by Vincent Engineers of Stevenage.

Look to these signs for SERVICE & SATISFACTION

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

LOGIC

It has been obvious from continental experience and the sheer logic of technical development that the light autocycle would soon come in the wake of the successful attachment cyclemotor engine in Britain.

The machine that is designed and built throughout with its specific use in view must have many advantages over the adaptation of the pedal cycle, however strong the case for the latter may be in the first place. *Power and Pedal* has campaigned consistently for the removal of the discriminatory Purchase Tax load on these machines which we have described as a tax on safety because it sets a price barrier against the development for the machine-for-the-job, but we have no doubt that the autocycle and the attachment unit will pass through a phase of peaceful co-existence on the way to the full acceptance of the former as the true, modern motor-assisted cycle.

The present position is that the light autocycle on the British

market is represented by one machine of foreign origin assembled here and one imported. To this there is now to be added a luxury model from Germany that is likely to set new standards. However, giving due credit to the pioneer work that has been done in this field, it is with real pleasure that we hear that the most successful manufacturer of cyclemotors in this country is now to produce an autocycle in collaboration with a very famous cycle and motor cycle manufacturing group. It is a matter for further appreciation that the new machine will use the same engine as the attachment unit and therefore have all the well-known spares and service resources of the firm behind it from the start.

Without being unduly harsh it has to be admitted that some of the earlier cyclemotors here had their faults and that sales and service for the trade as a whole has not yet reached the standards that will be demanded when motor-assisted cycling has become the

accepted transport of all the people in Britain who need it. The built-for-the-job autocycle will certainly be more free from petty troubles and call for less frequent attention than the attachment, quality for quality and price for price, so that it should be possible immediately to establish higher standards in after-sales service than we have yet enjoyed. Given this, there is no doubt at all that the new autocycle will be completely successful with the people for whom such a machine is really intended, the non-technical, everyday riders who want reliability and economy without fuss and noise and are not over concerned with speed and power as selling points.

On more than one occasion in these columns we have expressed our confidence in the future market for the attachment unit in this country for some years to come. But to our present readers, most of whom are already experienced in that field, we warmly commend the new autocycles for their future service and enjoyment.

COMMENT

by

Clip-on

THE news that the German cyclemotor industry has taken a stand against what their trade paper teutonically describes as "The undisciplined development of the Moped" is interesting to all cyclemotorists as a pointer to the necessities of present-day conditions on the roads of all civilised countries.

The Technical Committee of the industry's national organisation has decided to order all members of the association to so modify their autocycle and cyclemotor engines as to establish a designed maximum speed of 25 m.p.h. and recommends also that advertising matter should exclude references to speed and power output. With this line I am in entire agreement as I believe that the best interests of the cyclemotorists themselves are to be served by the production of units with modest maximum speeds for comfort and safety; modest maximum power outputs, for long life and economical maintenance; and reasonable gearing, for good hill climbing and load pulling.

What is particularly interesting, however, is the fact that the expressly stated reasons for this action on the part of the German manufacturers' union are firstly, that unrestricted development towards high speeds will sooner or later force adverse legislation, which in that country would mean a very serious loss of privilege, and secondly, that high performance must bring about higher production, spares and repair costs which will be going against the very things that made the cyclemotor an economic

proposition and founded its popularity.

When I suggested this sort of arrangement to one or two British makers a couple of years ago they took the line that design limitation by agreement was not practicable. Personally I find that very hard to believe. It has been done in other fields and I know of an insurance policy for small motor boats and tenders which is expressly limited to craft with a "design speed of under 20 m.p.h." If boats, why not cyclemotors?

Highway Code

The new Highway Code booklet just to hand is a great improvement on its predecessor from a number of angles. It is more attractively printed with good use of colour as a method of placing emphasis; it has a friendlier approach than the rather minatory tone of the old one and it is economical on words with a consequent added weight to meanings.

I particularly liked the brief but pointed introductory note by the Minister of Transport which starts:

"Civilised society demands a code of decent conduct. It is not only necessary to lay down what is a crime but also to state the rules of considerate behaviour".

which is so darned true that I wonder more people don't take it for granted. There are limits, of course to what can be done by voluntary acceptance of moral persuasion but it is a simple if rather grim fact that if all road users, including pedestrians, observed the Code there would be no accidents on the roads at all apart from the rarity of mechanical failure.

What I would like to see is a reprint or a new version of that very neat and effective little book produced before the war by the National Safety First Association under the title "Many Happy Returns". Deliciously illustrated by Fougasse, the humour was so rich that I heard it quoted everywhere which means that the well deserved cracks at so many self-satisfied road users were being remembered. My own copy is still jealously preserved on my bookshelves.

Exchange Plan

The reader who suggests a plan for exchanging engines between riders so that varied experience may be gained without the heavy financial losses incurred due to the high rate of depreciation of cyclemotors has hit on an attractive idea.

It would certainly be a good thing for the riders to be able to try two or three different makes and types of unit to find out which suits their own purposes best and it would not matter very much if the units were not in perfect condition so long as they ran very well enough to give a reasonable idea of true performance. From the trade point of view it would also be a long term advantage for people to know what they want in the first place and so be more satisfied with what they buy.

The difficulty would be the handling of such a scheme. Each

man tends to think the engine he has, even the one he is trying to sell, is the best in the market and worth more than the one somebody else is trying to sell to him. The only arbiter would be an independent and technically proficient tradesman, for instance an established dealer who is not committed to agencies for new cyclemotors and has no commercial axe to grind in machine popularity. I do not know any such person and do not expect to find one, since any dealer handling cyclemotors must have his own choices in the different types if he is interested in the things from a technical angle at all. The kind of agent who claims to deal in "all makes" rarely has any knowledge, interest, spares or conscience in the matter and is only selling cyclemotors as a sideline to radios, prams and teddy bears.

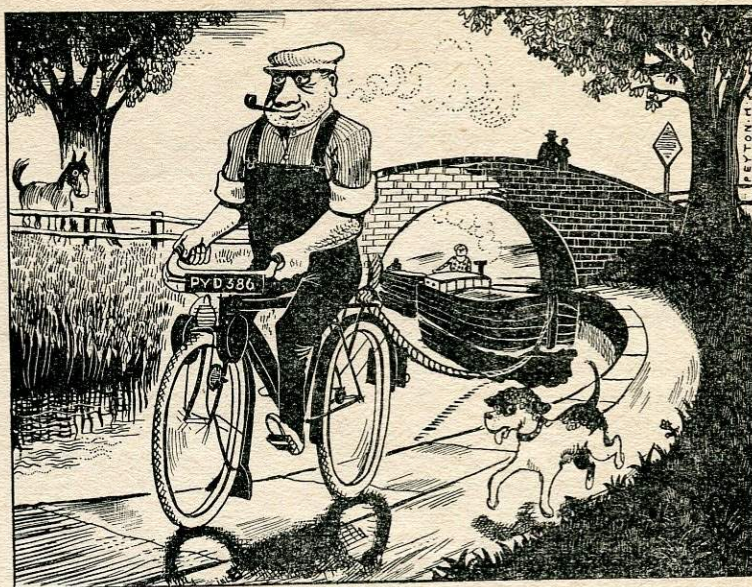
Best scheme for the would-be exchanger is to write an honest, candid and realist description and valuation of his unit and advertise it in *Power and Pedal*.

Demonstration Runs

Another suggestion, that dealers should have licensed machines available for prospective customers to test for themselves before buying, is rather less practicable.

I do know one very keen agent who does this with the one engine on which he is very keen, and he reckons that this does sell engines for him. But to do this on a large scale with a variety of units would be fantastically expensive and by no means a sure guide to good buying for a number of reasons.

In the first place the necessarily short single ride that such a demonstration offers would tell little to one not already fairly well experienced. It is the day in and day out type of riding which really finds out the qualities and disabilities of a unit for any particular user's



Horse Power ?

purpose, not the flip up the local hill. Then there is the fact that the engine is still not the most important part of the motor-assisted cycle (screams of "Heresy" from *Power and Pedal* readership). Sorry about that, but it is a fact that the cycle itself is at least as important as the unit and, furthermore, the adjustment and equipment of the cycle more important than either.

The right riding position, location and adjustment of controls, familiarity with what the rider has just been using and the provision of such extras as spring forks, large section, low pressure tyres and a real saddle-for-sitting on, will do more to influence the rider on a single test run than all the fancy engine performances in the world. One last thing against the scheme is the fact that any engine can be given a few extra decimal points of a horse-power by a competent tuner. An even more competent tuner can make it quiet and flexible—for demonstration only.

Accidental Damage

I don't mean getting the machine run over by a ten-tonner, but just

the odd knocks that come from the cycle falling over or the engine clouting an extra high kerb. These little bashes do more harm to the appearance of the unit than its mechanical efficiency and most of that is to petrol tanks, but there seems to have been little thought given to the problem of protecting attachment units from such damage.

The most important of the vulnerable bits is the carburettor and I would like to see some shielding of these carried out just for this reason. Silencers and exhaust pipe stubs and flanges probably come next as weak spots and I suggest the fins of cast iron cylinders come third. Generally speaking anything that sticks out is in danger, a point of design to be watched, but as it is also true that most things that stick out are accessible for service the need for compromise is obvious.

Taking it all round I doubt if this is as great a matter as at first appears. When it comes to accidental damage to cyclemotors the risk of impact damage is trifling compared with the commonest cause of trouble—the optimistic mug with an ill-fitting spanner,

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.

Early Mini

Having had a Mk I *Mini* almost 4 years, I find the engine performance O.K. providing it is kept tuned up and frequently decoked. On the debit side I find slip on wet roads particularly a draw-back in spite of extravagant claims for the non-slip roller. The old finned roller was better in this respect. Mud splash is a secondary annoyance.

On two occasions the tank has required welding below in different places, due no doubt to the engine pulling against the tank. I find the throttle cable breaking also too frequent; this I am quite sure is due to the narrow field of the control.

Will any readers give opinions on mixtures?

"DJR 854"

Morpeth

Demonstrations

There must be many thousands of people who are same as me—unable to decide in favour of one or other cyclemotor. Could not a scheme be arranged, a depot or similar where a potential customer could examine, discuss, and *test* the machines until he has satisfied himself which he prefers. I know of no agent who allows customers actually to do this. I feel that 75 per cent. of the motors bought are done so on the "hope for the best" idea, and feel there are consequently, many disgruntled buyers.

Some makers or agents would not like the scheme, but I believe the really honest ones who try to please their customers would welcome a plan such as this. After all

as you so often stress in your editorials, there are motors suited to different purposes. The man who likes to poodle along and yet still have an engine with enough "guts" to pull up hills obviously does not want a motor which will fade out at under 10 m.p.h. And of course there is the other side, and many other details which can only be decided on the road (or better still an enclosed circuit). Factors such as noise, low speed pulling power, balance, etc., cannot be assessed in the agent's shop.

A. E. BACON

Gerrards Cross.

Firefly Ignition

If it will be of any help to J. W. Banton, I have found, that by fitting a large splash guard to the front mudguard, it does away with all ignition trouble in very wet weather, on the *Firefly* engine.

I should very much like to know, what gap on the plug *Firefly* users have found to be best.

J. FRANKLIN

Northolt

Quarts of Petrol

Touring Kent during the last week in July, my wife and I riding a tandem fitted with a *Cyclemaster* ran low on petrol. We came to the old world village of Elham where to my surprise and disgust on asking for a fill-up at the village garage I was answered by an attendant with a decisive and abrupt "No I can't help you." I thanked him and enquired for the next garage, where again they refused to serve me.

After travelling for a couple of miles more pedal than power we

reached a garage where a young man obliged.

The name of the first garage was "Elham Service Garage, Ltd", Elham, the other was nameless, but in the village of Elham.

What I should like to know:—Have these garages a right to refuse or, under the law should they have supplied me? Can something be done in a case like this?

A. G. JOHNSON

Gillingham

Good Enough

I have just finished reading my 12th copy of the *Power and Pedal* and I think it is a grand little journal.

My little slave is a *B.S.A. Winged Wheel*, which I consider to be the best unit on the market. But I would not say it could do 37 m.p.h. nor I would say it could out-climb any other unit.

STD. 210

Farnworth.

Keep Driving Tests

I have been a reader of *Power and Pedal* for 12 months or so, and whilst several articles and items of correspondence have moved me, each in its own fashion, nothing has stirred me to put pen to paper until I noticed the ridiculous agitation for abolition of Driving Tests for users of motor-assisted cycles.

I have myself been through the "mill", so to speak—test, failure and final success. The whole procedure far from persuading me of its futility as convinced me of the importance of being a competent driver, **irrespective of the type of vehicle one is driving.**

Our correspondent friends—"The Vintagers" suggest that the M.O.T. examiner may not be familiar with the cyclemotor controls. Whether or not this is true, there is no doubt of his ability to find out if the candidate is familiar with them!

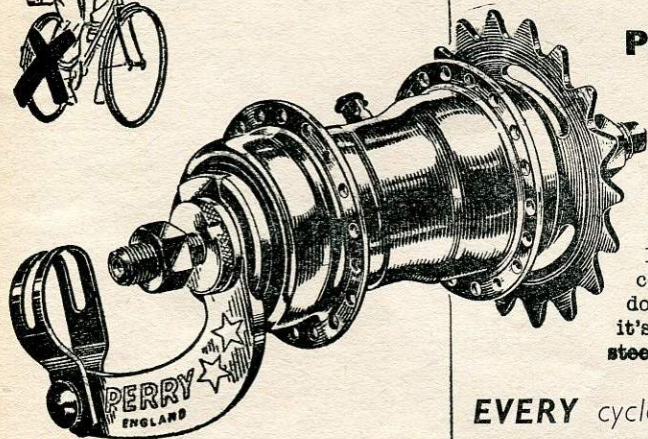
First-timers on the road invariably lack confidence and behave



ALWAYS CYCLE IN SAFETY—FIT A

PERRY Back-pedalling Brake

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



EVERY cycle is better for a

PERRY COASTER HUB BRAKE

—all the safer to cycle with!

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

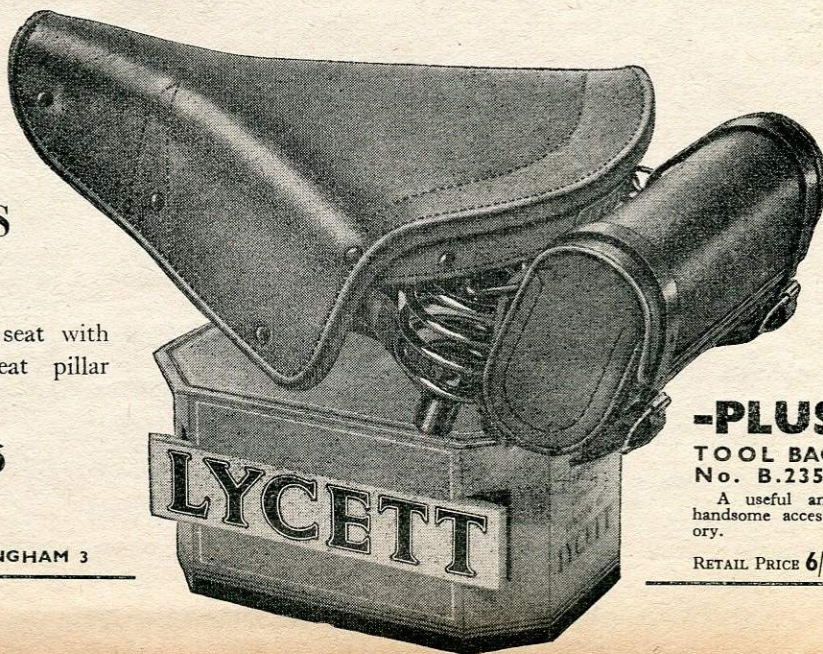
THE NEW LYCETT S.185 SADDLE

**FOR
POWER-
ASSISTED MACHINES
OR AUTO-CYCLES**

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

RETAIL PRICE **23/6**

LYCETT SADDLES LTD., BIRMINGHAM 3



**-PLUS
TOOL BAG
No. B.2350**

A useful and
handsome accessory.

RETAIL PRICE **6/8**

uncertainly thus becoming a danger to other road users. Therefore, it is right and proper for **their own safety** and that of others that they carry some indication of their novice status. This is provided by display of "L" signs. They may be discarded only when a driver can fulfil M.O.T. requirements. The examiner is quite fair and only expects a candidate to satisfy him on the nine or ten points laid down.

If the "Vintagers" or any others feel that there is injustice in the present system, by all means let them air their complaints: but if they are sensible men they will revise their ideas regarding abolition of the tests. If the test were waived for one class of driver, then it would have to be in all justice, abolished for all, which would be impossible.

Finally, I should like to say that I should like to see road tests introduced for pedal cyclists. I feel that with a little more knowledge of the Highway Code, machine maintenance and general road conduct, the accident rate would decline steeply.

I hope that you, Mr. Editor and all your readers and correspondents will use what influence you can to bring a better and more understanding spirit to our roads.

And to you "Vintagers," no hard feelings: but please apply a little self-criticism. If you have failed in your tests or know of someone who has—find out or get them to find out what went wrong—and **correct it**. It will be a "pass" next time.

J. W. RODGERS

Moreton

Clips, Securing

Some months ago I experienced considerable difficulty in securing the exhaust silencer to my *Power Pak*.

Packing with tin plate strips was of no avail and the silencer persisted in working loose and drop-

Points from Letters

Service!

I bought my cyclemotor about a year ago to take me on my job of collecting news for the local newspaper group. "One bus a week" villages now began to read about themselves! Through experience of trouble I have had to learn a lot about engines, but the trouble has not been so much the fault of the engine as the shocking service of the dealer who sold it to me. I was sent off—would you believe it—with no oil in the clutch chamber and the engine locating bracket unconnected. In other words, only the petrol tank cap touching the frame tube prevented the engine from going round with the wheel. I do **not** send that dealer's name for your recommended list. How I wish I had read *Power and Pedal* before buying. I would at least have chosen a better dealer.

LYG 352

Harrogate.

Magnetos

In the incredibly uncomfortable position referred to in p.238 on

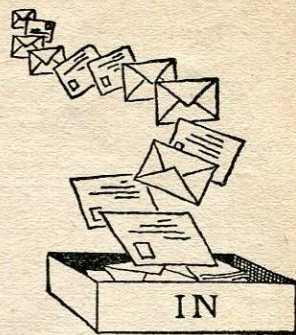
ping off into the roadway at the most awkward times.

As a last resort I tried fitting a worm driven clip instead of the clip supplied. I found this was the ideal thing and gave an extremely rigid fixing, one from which I have had no further trouble. I hope this will be of interest to other owners.

The *Power Pak* owner who is troubled by petrol/oil ratios may be interested to hear that I regularly use a 40/1 ratio of graphite oil, but I am surprised to find that I get little or no reduction in carbon deposits.

HRY 292.

Leicester.



"Sparks and Lights", matters are still worse when one wears glasses. Perhaps some enterprising firm will supply a gadget for strapping one's glasses to the chin to prevent them falling off when the head is inverted to peer through the small hole . . . "

Opt-I-Mist
Seaford

Economics

"I have owned many motor cycles and have been all through the stages of chopping and changing and never having two halfpennies to rub together, of only having motorcycling clothes and never a decent suit, and I don't want to to start again. But as sure as I cock my leg over a lightweight motor cycle, I'll want something better."

H.M.

Cheadle Hulme

Service from Holland

Your splendid magazine has been perused avidly by myself since it was first launched and your items written by readers under the heading correspondence have always been interesting.

My turn to write you has been prompted by such a generous and helpful gesture in an after-sales service that I could not let it pass unlauded. After buying second-hand a Dutch made *Berini* of 32 c.c. power and 1952 vintage I was told they were no longer sold in this country. Worrying about correct fitting to my cycle and

maybe possible spares later on I wrote the agents and was told I could buy a maker's book on fitting the engine to the cycle for 10/- but no reference about spares. So I wrote the Concessionaires in London who did not even bother to answer.

Writing to the makers: the N.V. Motorenfabriek Pluiver of Rotterdam and asking for help I was most happily surprised yesterday to receive from them a whole complete technical documentation consisting of (1) Fitting Instructions; (2) Workshop Manual; (3) Spare parts catalogue and a complete assurance of assistance anytime I care to write. All this was free of charge and with their compliments. My first letter to them had not even got the correct postage either!

This courteous and generous service deserves commending and

mores the pity some of our own concerns in this country could not copy such a high example, with no thought of £. s. d. behind it. The *Berini* I find also is a wonderful little engine, smooth running and nearly a complete absence of four-

stroking. I am really proud of it and am no novice I assure you in this form of transport. Good luck to *Power and Pedal*. and roll on the October issue.

E. FENDER

Prestatyn.

GERMAN AUTOCYCLE HERE

Readers will remember the first of our "News From Germany" articles in the April number which gave details of the N.S.U. *Quickly* autocyple. Several readers wrote in to ask if they could obtain the machine here and there was considerable interest in the type.

We have now heard that they are being imported and that the first batch has already arrived in Britain. The importers are, as might have been expected, the Vincent Engineering Company of Stevenage who already handle the very successful N.S.U. motor cycles here.

The *Quickly* is a 49 c.c. two-stroke with 2-speed gear, handlebar operated, a very strong alloy frame of the "backbone" type, spring forks, motor cycle type hub brakes and 26in. x 2in. tyres. Despite its sturdiness and very full specification, the complete machine weighs only 65 lbs. It looks good and is reported to be delightful to handle. The makers claim that it will climb gradients up to 1 in 6 without pedal assistance in low gear. We understand that prices will be fixed shortly and will be announced before the Show.

Test Report next month.

A TANDEM OWNER

Writes: — "*On a six days' holiday our tandem fitted with Cyclomaster travelled 500 miles averaging 15 to 18 m.p.h. We used 2¼ gallons of fuel. Cyclomaster proved to be the only bright spot on that sunless journey.*"

August 10th 1954

E.H.H., Long Eaton.

Just one of the thousands of testimonials received from the 100,000 enthusiastic owners of Cyclomasters in this country.

Cyclomaster is completely self-contained and fits any bicycle or tandem. Drive by enclosed chain avoids risk of power slip. The back-peddalling brake ensures efficient braking in wet weather.

£27 - 10 - 0 **EASY TERMS**

Price includes special wheel, tyre, back-peddalling brake, lighting dynamo and six months guarantee

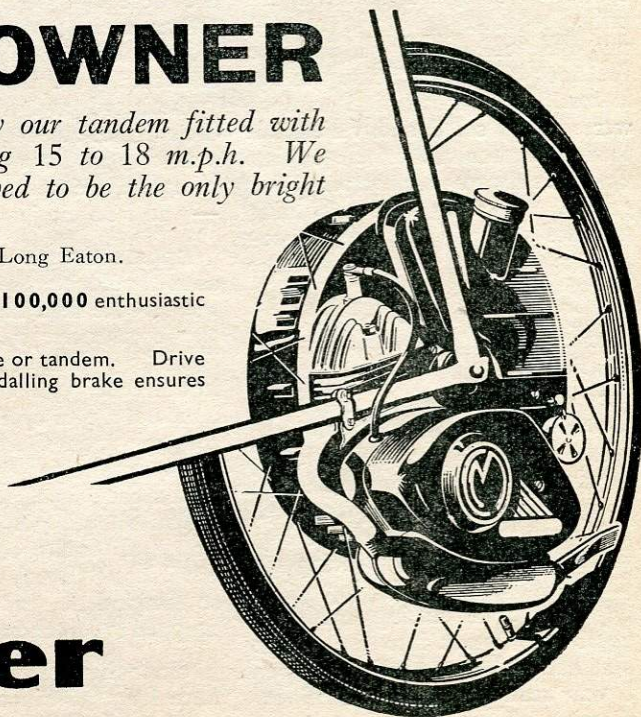
230 M.P.G.

20 M.P.H.

Cyclomaster

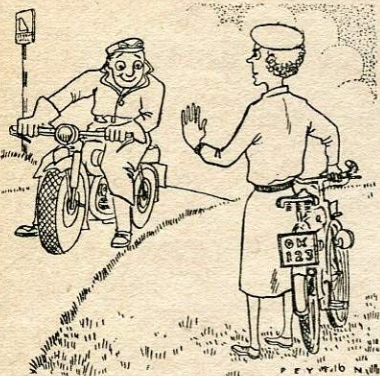
CYCLEMASTER LIMITED (Dept.T.16)

38a ST. GEORGE'S DRIVE, VICTORIA, LONDON, S.W.1



The Perils of Admiring the View

Part II of the Adventures of two female Cyclomotorists
in the pioneering days of 1950



BECOMING more accustomed to our machines my friend and I decided to turn to the open country and so commenced an inexplicable event which continued for several months and which I can only put down to temperament—my cycle refused to go past the first four miles from home without a rest. The mechanical reasons were always small and varied but fortunately the favourite stopping place was always near one particular garage. During our teething troubles we saw this garage proprietor so often that he became one of our bosom friends. Funnily enough once past the garage the bike would continue smoothly and indefinitely.

It was at this garage I learned yet another lesson. With all the pride of a new owner I polished my cycle diligently every week and every part, except the engine which I ignored, was beautifully shiny, the large sprung saddle being my particular pride and joy. One day the cycle having made its usual stop I put into the garage and had quite an audience when I was ready to depart, and so, showing off a little, I let out my clutch with a grand flourish, the bike shot forward and I shot back

over my beautifully polished saddle onto the luggage carrier. Fortunately I also stalled the engine so no damage was done, but never again was the saddle polished.

One day I particularly remember, my friend's machine had been going fast and slow for, to us, no apparent reason, the throttle apparently having no effect. We had travelled some fifteen miles in this jerky fashion and finally stopped on the brow of a hill to admire the view. Standing by the machine I happened to notice that my friend's throttle lead was different from mine, in that it bounced up and down whilst mine was stationary. We were not perturbed however, for all we knew they were made that way, and we were still admiring the view, when a motorcyclist pulled up beside us and a begrimed young man said, "are you having trouble? I hesitated and said "Well"—I never got any further, the engine was on the floor before I could complete the sentence, which was—"no we were just resting."

Apparently the engine was not as it should be, the screw holding the throttle lead having been lost, the mushroom on the point of departing, etc., etc. While this information was being imparted, a second motor cyclist drew up and the two men thoroughly enjoyed themselves taking the engine apart. When they finally departed saying "You should get home all right now," I could only murmur a bewildered "Thank you". It seemed so unkind to say we had only stopped to rest and admire the view.

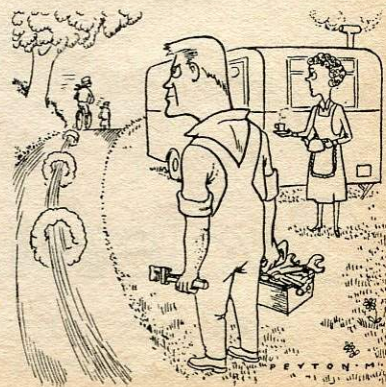
Since then I have received assistance from all kinds of passers-by to whom I shall be eternally grateful, particularly the motor cycling fraternity, whom I had previously

regarded as noisy people with an urgent desire to reach heaven as quickly as possible and assist others to do the same. I now regard them as a shining example of hope complete with halo and tool kit.

Actually my cycle is inspected weekly by my brother-in-law and I carry a complete set of tools as instructed by my brother, I am, therefore, well equipped if anyone stops to help me. For myself, other than a box spanner for the plug, my only tools are a hair clip a nail file, a piece of string and a woebegone expression. I have also learned never to refuse an offer of help as the rejected helper would only be offended and discouraged from offering help to others.

Resting on a grass verge one day and casually glancing over the engines, my friend and I saw a lady approaching across a field, she offered us a cup of tea in her caravan as her husband was coming to see the bikes. I explained gently that the engine was running like a young Roll's Royce but her husband, on arrival, was quite upset and obviously determined to make quite sure. I finally proved it by getting on and riding away after thanking them profusely for their—of which I was then convinced—much needed assistance. Of course autocycles were at this time quite a novelty, and I think the opportunity to delve into the innards of one was a great attraction.

To be continued

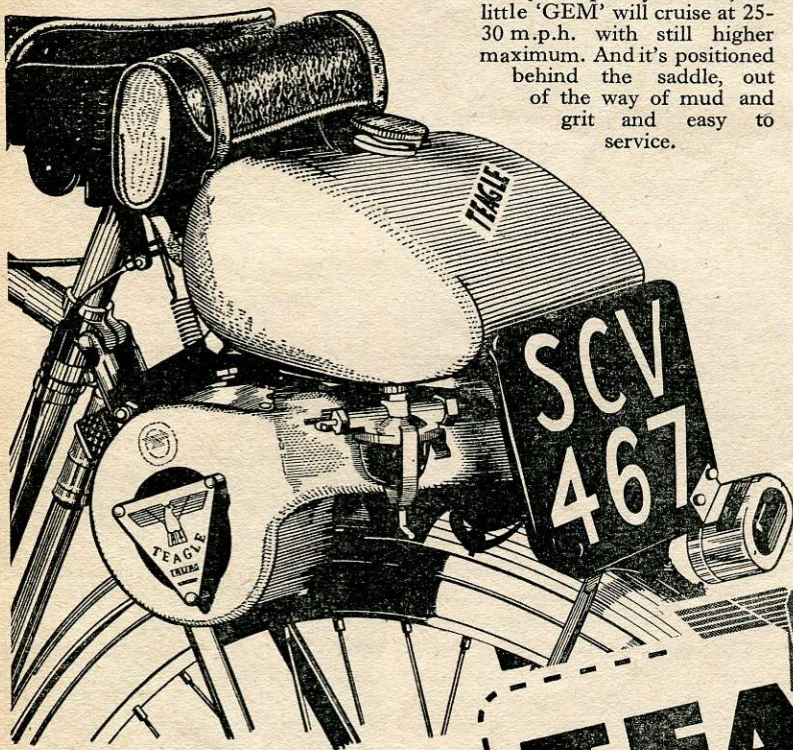


The GEM of cyclemotors

THE MOST ADVANCED AND SIMPLEST TWO-STROKE MADE

Make way for a TEAGLE! There's **NOTHING** on the road to-day to compare for Power Performance—or price. Superbly manufactured in the Teagle tradition of fine craftsmanship—tough, simple and thoroughly reliable.

Yet if it's speed you want, this little 'GEM' will cruise at 25-30 m.p.h. with still higher maximum. And it's positioned behind the saddle, out of the way of mud and grit and easy to service.



- ★ *Very powerful 49 c.c. engine, blower cooled—preventing overheating in all weathers.*
- ★ *Very economical in relation to power output—160-220 m.p.g. according to conditions. $\frac{3}{4}$ gallon tank.*
- ★ *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

See your Cycle or Motor Agent—or write to manufacturers for full details.

BRITISH DESIGNED - BRITISH
BUILT THROUGHOUT

W. T. TEAGLE (Machinery) Ltd.
BLACKWATER, TRURO
CORNWALL

Tele.: Threewaters 242

TEAGLE
cyclemotor

**LEADS THE WORLD IN
LIGHTWEIGHT POWER**

Test Report — Clothing

THOSE readers who were with us in our very early days will remember that one of the first problems *Power and Pedal* tried to tackle for the cyclemotorist was that of clothing. In our "Focus On Dress" article of March 1953, we listed the extremely wide variety of users of cyclemotors and suggested that here was a field big enough to interest clothing manufacturers as a profitable commercial proposition. It was something of a surprise to us and a disappointment to many readers that there was virtually no response to this idea.

After getting nowhere with the clothing industry for some time, but having meanwhile formed our own opinions as to the sort of garments needed to form the basis of a real cyclemotoring range, we changed our tactics and approached two of the largest makers of the material we believe to be most suitable for our needs, PCV (Polyvinyl-chloride) in the form of plasticised fabric. British Geon, Ltd., and Imperial Chemical Industries, Ltd., both took up the ideas we put forward and brought in some of their customers in the clothing trade to see what could be done. We had various interviews and exchanges of correspondence with these people, all of whom shewed a friendly interest but most of whom appeared to be so busy on defence contracts and the like that they had no time to spare for experimenting in new markets.

However, eventually three firms, one in Leeds, one in Glasgow and one in Norwich, got as far as producing and sending us sample garments and these have been tested for many months in a true British Summer of the best clothes-testing type. None of the garments is so far in commercial production but the tests have indicated exactly what is wanted and proved that it

can be economically produced. It now remains for the demand to force the creation of supply.

The Material

What we felt was required for the job was something that provided complete waterproofing, protection from icy blasts, imperviousness to petrol and oil, sheer physical strength and non-tearing characteristics, moderate weight, good appearance and reasonable cost.

The only material that added up to all this was PVC in plasticised fabric form. This material differs considerably from the un-reinforced lightweight "plastic mac" that has served so well in lieu of umbrellas but proved so vulnerable in terms literally of wear and tear. It also differs from the old fashioned "coated" materials that peeled and cracked so consistently some years ago. The new plasticised fabric is a completely integrated material with the plastic and the woven fabric made into one inseparable whole. We have proved on tests that in various weights and colours it can stand up to petrol, oil, water and even battery acid left in pools on the outer face of the material overnight. It does not stain, can be washed off when dirty, is immensely strong, wind and waterproof, is flexible and does not go tacky in heat or stiff when cold.

We understand from the makers of the clothes tested that the only manufacturing problems created by the use of this material are those of sealing where through stitching is required. To provide special seals at each seam, pocket and button is practicable but terribly costly, so designs have to be carefully worked out so that these points are reduced to a minimum. This same problem has already been met by the makers of shirts

T H R E E

in Nylon and has actually had the beneficial effect of cleaning up some styles very considerably. The same has proved true of these coats. Our opinion is that the first step towards sartorial self-sufficiency while cyclemotoring is the development of a sound top coat providing all the weather protection required but of conventional cut and appearance. The motor cycle type clothing already on the market is not what is wanted, particularly in appearance. These coats we have tested could be worn on or off the machine without attracting anything but favourable attention.

The "Dermax"

First of the new coats received for testing was the "Dermax" from Dermide, Ltd., of Leeds.

This is a heavyish, full-cut coat on motorcycle lines, with big flap pockets, leg straps to hold the skirt



The NORVYDE coat as tested

COATS

in place when moving, wide revers and high stand-up collar with separate chinstrap. It weighs 6½lbs., is teddy fleece lined and looks like leather.

The "Dermax" will stand up to anything that even Britain at her climatic worst can produce. It is completely impenetrable by rain, snow and even sharp-edged stones when falling off! The leg straps proved a nuisance and even something of a danger so they were cut off. It was found that the weight of the material alone kept the full-skirt in place even when pedalling.

Warmth and comfort are admirable but the appearance is not that of a conventional rainproof coat. In any case it is rather too heavy to walk about in and will appeal most to the rider who goes fair distances at a time in all weathers but does not expect to walk or pedal much in it. This coat has now been on test for nine months



Collar and Cuffs can be opened or closed

and still looks like new. It has been dirty, very dirty at times, but this just washes off.

"Anon" Glasgow

The makers of the next coat state frankly that they are too busy just now to receive enquiries and prefer not to have their name mentioned. It is to their credit, therefore, that they took the trouble to make up a special coat for our test.

It is also a PVC plasticised fabric job but very much lighter in weight than the one just described, being only 3¼lbs. in a largish size. This lightweight material does not hang so well as the heavier type but it is, of course, much easier to walk and pedal in because of that. The specification is rather luxurious and includes lined shoulders, elastic wrist storm sleeves and inside fabric pockets. There were also the unnecessary leg straps that had to be cut out for comfort.

The material stood up well to all the proofing tests applied and remained clean and free from stain despite the fact that the colour is the light grey we recommended in our original article as a safety-factor for night driving. Naturally the abrasion resistance of the relatively thin material would not be so good as heavier stuff, but this coat has been tested by walking through gorse and climbing wire in the country and has not shewn the smallest tear yet.

The "Norvyde"

I.C.I. went all the way with us and produced a special material for the job as well as requesting the East Anglian Oilskin Co., Ltd., of Norwich to make it into coats.

A full size coat in this material weighs just over 3½lbs. and provides a straight-hanging garment of solid feel and neat appearance.

They had some discussion with us before embarking on cutting and the coat is the nearest thing yet to our idea of what is wanted.

The design is almost stark in its simplicity, which serves to keep production costs down to a very competitive estimate (actual retail price is not yet fixed) and also to provide a very neat appearance. The coat is double-breasted, belted, press-stud fastened at the wrists and has slit pocket openings giving access to inner clothing pockets. It is, of course, proof against everything but bullets and hangs snugly without clinging either when walking or pedalling.

It is worthy of note that testers wearing these coats have been stopped and questioned both by acquaintances and complete strangers who wanted to know where they could obtain such garments and at what price. The demand for such coats when they do arrive on the market will certainly not be limited to cyclemotorists but they will have been designed for cyclemotoring and will fulfil all our needs.

The "Norvyde" will soon be available and the retail price should be very competitive. We will report on this as soon as news reaches us.

Conclusions

These top coats are not the only clothing suitable for cyclemotor wear but they do represent the most immediate of our unfulfilled needs. There are two-piece suits for the long distance riders that provide full weather protection with freedom of movement in the saddle, and a fair range of half-length and three-quarter-length jackets.

Leggings too will be needed, of the spat type with stud fasteners, and if anyone can design a wearable waterproof hat we shall bless his name. PVC gloves are already on the market but we have not seen any of really neat appearance yet. We would like to.

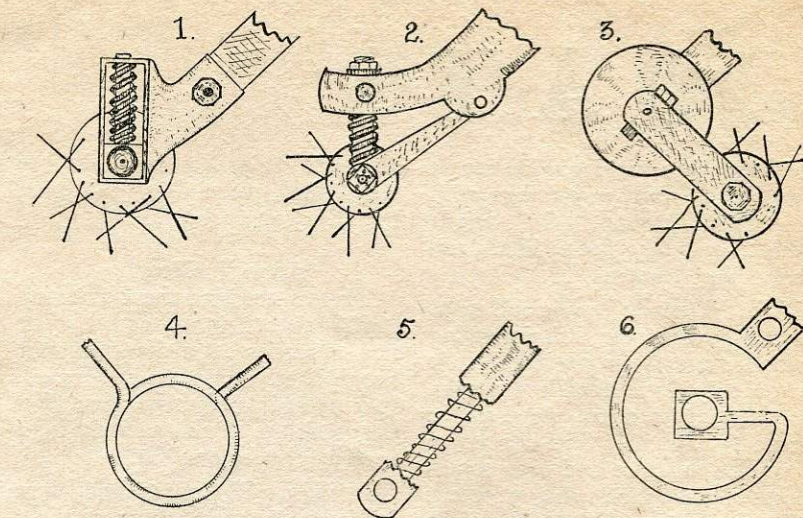
History

Spring Forks

by
S. V. Holroyd

WHY was it that sprung cycle front forks never "caught on"? In the endeavour to make the cyclists' riding less rough, to absorb vibration, and to lessen stresses on the machine itself, it might have been thought that frame springing for cycles was "a must." It must be admitted that the front forks of the ordinary cycle carry out their function extremely well in view of the fact that they are of the most simple design and construction. That they do this and rarely snap or bend or twist in a manner of protestation the while, is amazing. It is true, of course, that both the front tyre and wheel absorb shock and vibration which helps the front forks a lot, and yet, when one thinks of it, practically all other forms of wheeled vehicles, including prams, not only have pneumatic tyres and spoked wheels, very much the same as the cycle, but springing also. Number nine hats will point out that British Railways rolling stock feels like an exception to this, whilst I add steam rollers as being excepted too.

The sketches show some of the attempts made in the past in the cycle world to spring front forks. Number one was a sliding block in a frame fitted to the fork ends. The front wheel spindle entered the block (both sides of the forks, course) which had an upright spindle with a compression spring on it. The up and down movement wasn't very great, but enough (in theory) to take the sting out of sharp and sudden clouts which the front wheel received from potholes and other bits of unevenness met with. Number two is the reverse



of number one in its action but the theory is just the same. Here the spring spindle was held in a swivel fixing above the front wheel spindle whilst an arm from the wheel hub itself went to a lug mounting on the forks. Thus the wheel could move up and down and oscillate also in a short arc. One of the items to consider in cycle springing, is of course, this to and from swinging besides the up and down motion.

Somewhat after the gramophone spring, wound up in a circular box, was number three. One end of the hidden spring was fixed to the box and the other end to the torsion bar which carried the front wheel spindle. No doubt it looked a neat job, this round box affair, but whether it worked as it should is not for me to say. Number four shows us another form of spring made to work as a shock absorber. It consisted of one or two turns of round section spring, with one end for the fixed part and one end for the wheel spindle part, so that in theory the shocks were taken by the opening and closing motion of the spring coil. Telescopic front forks are not new. Neither is the idea of having a compression spring inside the fork column inside the steering head to take shock.

That telescopic front fork (and rear ditto) springing now enjoys a boom, is just one of those things. In sketch number five part of the telescopic front fork springing is shown, and it needs no further elaboration from me. The last sketch, number six, shows yet another method of utilising spring metal for shock absorbing, and this time the spring is of flat section with two mounting lugs attached either end—one for the front wheel spindle and the other for the fork mounting.

So many of these old ideas had one thing in common—that of lateral motion. Up and down smoothness is one thing, but side play, wobble, slack, call it what you will, is very unpleasant and doesn't make for real safety. Especially when it's connected with the steering wheel. Not only was spring steel used in the past, but air and oil too, on the hydraulic principle. But weight and cost most likely must have proved a drawback. Yes, many were the ideas put over for the general improvement of pedal pushers and their machines, in the past, and it seems highly probable that the new type autocycle and the m.a.c. will see a new vogue in spring forks.

ARE YOU LOOKING FOR THE *BEST* MOTORISED BICYCLE?

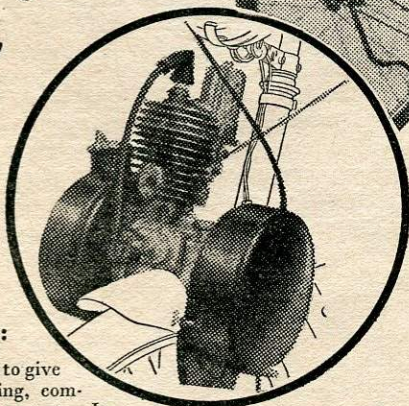
- it's the

VELO SOLEX

*Made for the
motor - and
the motor's
made for it!*



*Sold only
as a
complete
machine*



— and here's why :

It takes a *complete machine* to give you proper shock absorbing, comfort and balance from the start. In addition to this, the VeloSolex engine has a *matched roller drive* —designed, built and matched with the cycle to cut out loss of power or undue tyre wear. And roller drive, being so utterly simple and free from chains, sprockets, pinions or gears to go out of adjustment or wear out, ensures for your VeloSolex the highest standard of reliability and the greatest possible length of life.

SOME STAR FEATURES

- ★ 300 M.P.G.
- ★ SILENT, SIMPLE & RELIABLE
- ★ COMFORT & PERFECT BALANCE
- ★ EASY TO START IN ALL WEATHERS
- ★ EASY TO HANDLE IN TRAFFIC
- ★ OVER 4,000 MILES FRONT TYRE LIFE

No more expensive than a separate cycle and engine

NOW OVER 350,000 SOLD

To Solex (Cycles) Ltd., 223/231, Marylebone Road, London, N.W.1

Please send me full details of the VELOSOLEX and name of nearest stockist.

NAME.....

ADDRESS.....

Readers Experience

The Vincent "Firefly"

I AM not new to Cyclemotoring and have had many years experience in motor engineering, I have carefully studied all the other engines on the market and have finally decided that the *Firefly* is the best all round job at the moment. In one of your letters to me you said "There is not such a thing as a perfect Cyclemotor" and the *Firefly* is by no means perfect. I have found quite a number of snags with it, more of which later.

As the *Firefly* is a bottom bracket model, the machine balances and steers perfectly; it can be pedalled as easily as a normal cycle except for the extra weight; the engine can be disconnected from driving without having to dismount so that full advantage may be taken of all downhill stretches by coasting, greatly reducing petrol consumption. Above all there is COMPLETE accessibility for all maintenance jobs. Points can be cleaned and adjusted without removing the flywheel, and decarbonising is a very quick job especially as the silencer can be completely dismantled for cleaning purposes. If anything more serious occurs the engine can be removed entirely from the cycle in a matter of minutes and carried into the house to be worked on in comfort. If anything serious occurs it can be left with the repairer and the cycle is still available for use.

Now for what I consider are the *Firefly's* bad points:

Petrol Tank

This has a very small filler cap and owing to it being set at an angle is very difficult to fill. I always buy my petrol in a gallon can and mix my own oil which I buy in bulk for the sake of economy and to make sure that the mixture is

correct.

Bad Weather Running

The makers claim that it is an all weather machine; it is very far from this; three times I have had to pedal home owing to the High Tension lead becoming soaked with rain. This is not caused by water thrown up by the front wheel as I have fitted an extra large motor-cycle flap to the front mudguard; the rain runs down the petrol tank on to the neck of the coil down the lead to the plug thus causing a short to cut out the engine.

Silencing

In your road test report in the September 1954 issue you soundly condemn this unit on the score of noise. I heartily agree with you, it is damned noisy. The tin can silencer as fitted makes matters worse and it sounds like a small garden tractor or motor lawn mower, neither of which are silenced in the true sense of the word. A larger silencer could easily be fitted by carrying it forwards under the engine without increasing its width or depth, better still make it in cast alloy suitably ribbed to reduce resonance.

Engine Engagement Control

This is far too heavy to operate especially if the tyre is inflated to the recommended pressure of 60lbs. per sq. inch. I am very strong in the hands yet I have to give a tremendous squeeze to pull the engine on to the tyre. I could not see an elderly person or woman operate this control unless the tyre was inflated to no more than 25/30lbs. Twice the nipple has pulled off the cable at the lever end and I have had to pedal home, which proves that there is too much strain on the cable. In heavy town traffic where constant stops

and starts are the order of the day I prefer to forget the engine and pedal the cycle.

After many years of using the normal type of clutch, when in a tight corner I find myself instinctively pulling on this lever to disengage the drive instead of letting it go forward and have had one or two nasty moments in consequence. A further minor point; when the engine is engaged the lever gets in the way of the hand on the handle bar grip and it is not easy to make a quick grab for the lever; in traffic I have to ride with the hand outside the lever and in consequence get hand ache.

Hill Climbing

The makers informed me that with a rider of normal weight gradients of 1 in 8 could be climbed without pedal assistance; I have not found this so. Every day I have to climb a mile long hill with an average gradient of 1 in 16, steepest portion 1 in 10. When in good trim my *Cyclemaster* could climb this unaided, the *Firefly* requires assistance although this assistance is quite light. On my return journey up a hill of 1 in 8 I have to pedal very hard indeed. Once the revs. drop to a road speed of 8 to 10 m.p.h. the power drops right away. The engine is definitely not a slow speed puller; at these speeds it is fussy and spluttery and is by no means docile. Many of my daily journeys take me along narrow winding hilly country lanes and the *Cyclemaster* was a far better job for this type of running. It is only on open main roads where speeds of 15 m.p.h. and upwards can be indulged in that the engine comes in to its own, then it is really a joy to drive, the power comes on smoothly and all normal main road hills can be tackled comfortably so long as the revs. are kept up.

Instruction Book

This is a very poor effort indeed. Unless one has had years of experi-

ence it is difficult to follow and anyone starting cyclemotoring from scratch would be hopelessly at sea. The dealers who fitted my engine found it of no use to them whatever, yet they have fitted hundreds of engines of all types.

In spite of all the faults I have mentioned (after all they are only my own personal opinion, although my dealer and other *Firefly* owners fully agree with what I have said) I still feel that the *Firefly* is a very good buy and I am very glad that I have invested in one. The workmanship and finish is superb, even the brackets for fixing the tank and engine to the cycle frame are beautifully finished (quite unlike an Italian job that I inspected that had all the mould marks left on the castings) and the whole adds to the appearance of the machine. The petrol tank is just right for size—5 pints gives enough mixture for a good long run with-

out the worry of running out of fuel and it is possible to fill up on the road, most garages will supply you with $\frac{1}{2}$ -gall, where they will not look at a quart. You can also fill up before running right out of juice as is the case with the usual $\frac{1}{2}$ -gall. tank. I find the petrol consumption very good. The makers claim 170 m.p.g.; up-to-date mine has worked out at 204 m.p.g. this includes the running-in period, but I take full advantage of all the many downhill stretches I encounter by coasting with the engine disengaged and shut off and always ride with the smallest possible throttle opening necessary for the work in hand, I do not believe in flogging an engine to death.

Top Speed

I am afraid I am going to disappoint a good many of your readers, I do not know what this is and am afraid that I do not care, I am not

such a fool as to barge along at high speed on a pedal cycle with the extra weight of an engine on board; I have more respect for my neck. All I know is that it is plenty fast enough for me and it has bags more speed if I want it.

In conclusion: if your riding is mainly town work or along thisty country lanes then get something more docile like the *Cycle-master*, but if you ride mainly on open main roads in the country with not too many steep hills, if you want a job that rides and steers perfectly, one that adds to the appearance of the machine and looks part of it and not something stuck on as an afterthought, something that will buzz happily along for mile after mile at a fair turn of speed at only half throttle with plenty of power in hand, above all if you want something that every time you park it draws an admiring and inquisitive crowd then get a *Vincent Firefly*.



Webb SPRING FORK

Specially designed for
MOTOR-ASSISTED BICYCLES ★

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

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

- Stress taken direct on compression spring in column tube
- Front Spindle and head positions maintained
- Perfect braking with caliper, stirrup or hub brakes

Additional weight only 2½ lbs. approx.

Order from your Agent or write to us for Leaflet

H. C. WEBB & CO. LTD., TAME RD., WITTON, BIRMINGHAM 6

LIGHTING

A TIMELY REMINDER

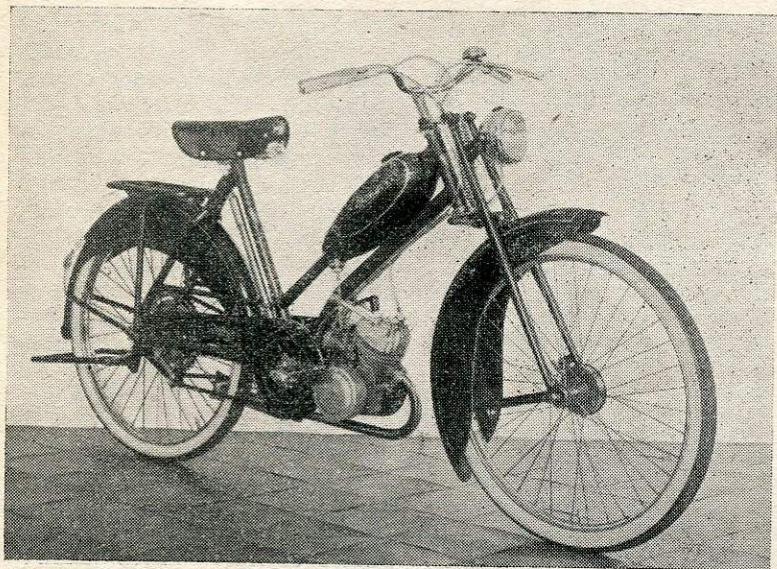
Because of the higher output generated by a cycle dynamo set when used with a cyclemotor, ordinary bulbs quickly burn out. Special bulbs must therefore be fitted. Unless this has been done to your set you should make sure that the right bulbs for your particular type of cyclemotor are fitted before winter sets in. Special Vitality Bulbs are made for use with all types and your dealer is the best person to advise you as to which Vitality Bulbs you need. Ask specially for Vitality—remember the same set of Vitality Bulbs lasted from start to finish of Peter Lee-Warner's seven months ride round the world.

Note

Vitality bulbs are unique and guaranteed. If your dealer does not keep the Vitality cyclemotor range, write us for the name of the nearest stockist—Vitality Bulbs Ltd., 2 Neville Place, London, N.22.

NEWS FROM HOLLAND

THE RANGER; On Staying Sober; On Being Good



Dutch Made—RANGER Autocycle

EVER since Holland lost her overseas possessions, after the last war, industrialisation became a vital necessity to this country of windmills and fat cows. With all the progress made during the last few years towards the establishment of new industries, there still is no motor car "made in Holland" excepting perhaps *Morris Minors* and a few other makes which are assembled here. But I can report to-day on a cyclemotor which, with the exception of roller bearings and sparking plug, is entirely Dutch-made. This is the *Ranger*, manufactured by the N.V. Internationale Motoren-en Rijwielenfabriek, Maerten van Heemskerckstraat 69, HAARLEM.

The construction of the motor is chiefly due to the former dealer, Jan Bron, of Amsterdam. His 49 c.c. motor develops 1.9 h.p. at 4,500 r.p.m. It is well balanced and only at full acceleration is there

a slight vibration noticeable. Both cylinder and head are of aluminium with large cooling ribs.

An interesting feature is the distance from saddle to handlebars which makes the rider lean more forward than is usual—most Dutch cyclemotorists can be seen sitting bolt upright on their machines owing to high handlebars close to the saddle!

The carburettor is a *Carwi* and ignition is by *Stensholm* flywheel magneto with 6v. 8 watt lighting coil. The hand-operated two-dry-plate clutch is adjustable at the handlebar control. Primary transmission is by endless Vee belt and final drive by chain to a rear sprocket mounted on the brake drum. The separate pedal drive chain is tensioned by jockey pulley.

Sprung forks of the parallel ruler type are lubricated through grease nipples and the right hand brake lever operates coupled front

and rear hub brakes. Tank capacity is just under a gallon and the tyres are 26in. x 1 $\frac{3}{4}$ in. x 2in. The speed range without pedals is claimed to be 6 to 30 m.p.h.

The price of the De Luxe model as described is around £50 and there is also a Standard model in more stark form at £43. Tandem enthusiasts will sigh over a lovely "twicer" at £75 all in (Picture and description later—ED).

Cyclemotor confiscated for drunkenness

ZUTPHEN, HOLLAND—The magistrate here to-day confiscated a cyclemotor. The owner, a certain J.G.N.—the names of accused are not divulged in Holland—had been found for the fourth time drunk in charge of a cyclemotor. He was sent to prison for two weeks and deprived of his machine.

German Punishes Himself for Traffic Infringement

AMSTERDAM—5 Sept.

A German motorist caused astonishment in Amsterdam to-day. Having overlooked a stop signal, he was halted by a police constable and motioned to return to the white line before the crossing. The German thereupon switched off the motor of his car, climbed out, and walked back to the line where he waited for the lights to change, leaving his car abandoned in the middle of the crossing. When the lights turned to green, he walked back to his car, and was about to depart when the policeman came up to him to question him on his strange demeanour.

"Well", said the German, "that is the rule with us. If you infringe a traffic regulation as I did just now, you have to go on foot, leaving your vehicle in the position it happens to be in, and stand behind the white line in order that everybody may see how wrong you were in acting as you did. It is a sort of immediate punishment". Having said all this, he stepped on the accelerator and drove off at speed.

FILMS FOR SAFETY

Two films presented by The Royal Society for the Prevention of Accidents, were shown at the British Council Theatre, London, on the 10th August. The films, "Chain of Events" and "Someone Else's Child", were made to set audiences thinking about road accidents and how they can be avoided.

The first film presented, "Chain of Events," concerned a suburban family, and their preparations for a cycling trip. The film embodies a moral lesson to cyclists of all ages by depicting acts of good as well as bad road behaviour, how to maintain cycles in good order, and the need for preparation in

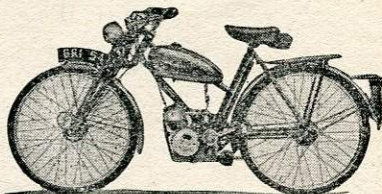
good time before taking the road.

"Someone Else's Child" concerns a journalist who is assigned to write an article on the local road safety week. For the first time he realises how many risks are taken on the roads each day by children and adults, and how much influence parents have over their children's safety, but not all of them set a good example.

These films are not made in documentary style, but in story form, to bring the tragedy of road accidents and the necessity of more care on the roads closer to the audience.

J.G.

The Britax CYCLE



**MADE TO GET THE
BEST OUT OF YOUR
'CUCCILO'**

48 c.c. O.H.V. CYCLE MOTOR

PRICE £18. 18s. 0d.

Plus £3. 12s. 9d. Purchase Tax

SEE IT AT YOUR DEALERS—

or write for leaflets BD19 & BD20

BRITAX (LONDON) LTD.

115-129 CARLTON VALE, LONDON, N.W.6
D.P.10.

An important new addition to Pitman's
"Motor-Cyclists' Library"

THE BOOK OF THE CYCLEMOTOR

By
FERRERS LEIGH

Every owner of a cyclemotor should have this new book close at hand. It contains descriptions of over 17 different makes of clip-on motors and lightweight autocycles, and, in addition forms a complete practical maintenance manual. The book is profusely illustrated with photographs and clear line drawings.

From booksellers, 6/- net.

PITMAN

PARKER STREET · KINGSWAY · LONDON, W.C.2.

This is the Club for the Motor-Assisted Cyclist



NO CLOSED SEASON

Club Runs All The Year Round.

Open to ANY MACHINE up to 50 c.c.

There are Club Runs, Trophy Events, Trials and Rallies open to all members. Trophies or Medals and Prizes for 1st, 2nd and 3rd in all events.

In the event of an accident whilst riding your machine the Club undertake to pay you the sum of £1 per week up to a period of Eight Weeks if you are unable to follow your employment.

Write for full particulars to:—

Mr. J. SMITH (Secretary),

9, North View, London, S.W.19.

A Cautionary tale from a reader—

Look before you leap

I SAW an advertisement last June for cyclemotors, brand new and going cheap. I had been using my push bike a lot, doing about 100 miles a week for four years or more, and was getting a bit browned off with head winds and hills as I am no longer in the first flush of youth. In any case after a day at work and before one's supper a gusty night seems worse than when one is fresh. Anyway, I fell for this advertisement and got the engine, thinking I couldn't afford the cost of the well-known new ones at standard prices.

I fitted it and all went well for a bit until the tank started leaking. It was mended at a garage, but soon started again in another place. This time I had *all* the seams soldered, though the garage wasn't at all keen to handle it. I was beginning to realise now, after visits to various cycle workshops and garages, that this motor was nobody's baby, spares would be difficult and most "clip-on" agents wouldn't look at it. One agent for several motors with whom

I had been quite a good customer as a cyclist literally refused even to check the magneto points for me, which I thought a bit thick. You will have gathered already that I knew nothing about motors, and because I failed to tighten up the nuts after running in I lost the choke. When I had replaced this for 7/6 I blew a gasket for the same reason. This made me struggle home for 6 miles on a sultry July evening. One way and another I learnt quite a lot in a short time, including making and fitting a new gasket with the advice of friends.

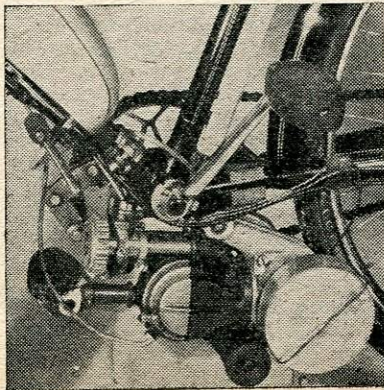
Then followed a good patch. The motor took me for some fine runs, including to the coast and to various places beyond my normal cycling range in the outer suburbs. Among outer trips I went to the Farnborough Air Show and also the autumn meeting at the Goodwood Motor Racing circuit, the latter a round trip of nearly 100 miles. I enjoyed it all a lot even though I seemed to do more pedalling on the hills than the other

clip-ons I saw, and they also passed me on the level. I decoked after about 1,500 miles when power was falling off, and this gave a temporary improvement. However, a moderate head wind soon required a bit of pedalling, while the arrangement for gripping the tyre was less than adequate and starting in wet weather was the devil. On top of this, a proper cyclemotor tyre wore through to the canvas in only 1,700 miles. I got a new tyre, I didn't blame the old one but the roller, and was on the road again. Then, one night before Christmas I was coming home when there was a horrible noise inside the engine, and it all sounded pretty vital, before I stopped.

I struggled the 3 miles home—it was always very heavy to pedal as the roller wouldn't disengage properly—and arrived absolutely fagged out. On stripping the engine down I found the bigend had gone. I then decided to cut my losses. I could have got another part but it would have cost a bit, and I noticed that the driving roller was wearing and some of the retaining bolts were bent, which I took to mean further trouble ahead if I got it going again.

Continued on page 269

FOR SHEER GUTS



The **ITOM** is the engine that delights the connoisseur and confounds the experts. It has Speed AND Power, a performance that amazes.

48 c.c. bracket fitting with foot-operated engaging gear, the ITOM "TOURIST" costs only

£28 . 10 . 0

ADIMAR

New Address:

**61 Clapham Road
London, S.W.9**

RELIANCE 5972

Agencies Available

Flashes

CYCLEMOTORS again topped the new registration figures for all motorcycle classes for the month of June with 4579, making 26,000 for the first six months of 1954.



JAMES cycles will in future be made separately from the motor-cycles, this side of the business having passed into control of the T.I. Group. The new style and address is:

THE JAMES CYCLE CO., LTD.,
ROCKY LANE,
ASTON,
BIRMINGHAM, 6.



MAKERS of the *Teelink* sprung fork attachment for cycle-motors, Messrs B. S. Developments of Farnborough, Hants, have now produced a pocket size grease gun as was suggested in our road test report of the fork last February. The little gun develops high pressures and costs only 9/9 retail. It is called the *Nubrex*.



THE National Committee on Cycling has decided to become a member of the Royal Society for the Prevention of Accidents for a test period, and its chairman, Major H. R. Watling, has been nominated to represent them on the executive committee of Ro.S.P.A.



THREE more sizes have been added to the 26in. x 1½in. tyre produced by *Dunlop* in response to the widespread demand from riders of motorised cycles. The new sizes added to the *Motorette* range are 26in. x 1¾in., 26in. x 1⅞in. and 28in. x 1½in.



B.S.A.
ITOM
TEAGLE
FIREFLY
CUCCILO
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.

NEW LIGHTING REGULATIONS

THE dates when lamps on pedal cycles, tricycles, and motor cycles must conform to the new Regulations: for new vehicles the date is 1st October, 1954; for existing machines, it is 1st October, 1955.

Another requirement of the Act which comes into force on 1st October **this year** is that all vehicles, new or old, must have reflectors—one for pedal cycles and solo motor cycles and two for nearly all other vehicles.

Pedal cycles and tricycles, motor assisted cycles and motor cycles will require one rear lamp which must be on the centre line or off-side, not more than 20in. from the tail end. Side-cars must have one rear lamp within 16in. of the outer edge on the near-side. For reflectors the rules are to be the same as for lamps.

LARGER REFLECTORS

The standard size of circular reflector under the new regulation will have a reflecting surface of not less than 1½in. in diameter. Reflectors of any other pattern will have to have an equivalent area.

SIZE OF REAR LAMPS

For the first time a minimum size for rear lamps. In the case of a cyclemotor or sidecar the diameter must not be less than 1½in.

LOOK BEFORE YOU LEAP

Continued from p268

I have learnt my lesson, however. I have now had a new Standard *Power Pak* fitted by a good agent, and find it admirable. Even during the New Ice Age it always started up at once (I used it every day to work) and however greasy the roads on other occasions I have found no suspicion of tyre-slip. The agent has been most helpful and checked everything after 90 miles, and again at 300, as part of his service.

CLUB NEWS

THE HALF HUNDRED CLUB

THE Half-Hundred Club, announced in our last issue have sent us a copy of their new magazine, a lively and well-produced little job containing news, articles and some useful advertisements.

The club now has a central address in London at 193, King's Cross Road, W.C.1. and it looks as though this organisation is going to get somewhere quite quickly.

The "Half Hundred" Event went with a bang, quite a few bangs in fact, as silencers were not worn. Results were as follows:

First—Mr. B. Reynolds—

Cucciolo 48 c.c.

Second—Mr. R. Banfield—

Cyclemaster, 32 c.c.

Third—Mr. T. O'Mahony—

Power Pak 48 c.c.

Second place for the warmed-up *Cyclemaster* of Mr. R. Banfield is rapidly developing into a habit. This machine and rider also took 2nd place in the "Doreen 100" this year.

Had there been two prizes for sheer hard luck, one would have been given to J. Smith on an *Itom* who was playing a waiting game with the *Cucci* when his machine decided to come to an abrupt halt.

The second medal would have gone to W. Joslin who, on a luke-warmed *Vincent Firefly* was never more than 100 yards behind the *Cucci* but owing to unforeseen circumstances, retired owing to loss of petrol with but a lap to go. Better luck next time lads.

Personally I watched the event from the comfort of a chair, and, had I not a leg in plaster, I should have been milling round the circuit with them, instead of keeping the lap chart.

This month we have The Essex Plaque Trial, and we are hoping for a good entry. We are also arranging a mid-week Southend Illuminations Run. Any interested party can write to me for particulars; everybody welcome.

Programme for October as follows:

3rd Brighton.

10th Trial run over "Essex Plaque" Course.

17th The "Essex Plaque Trial."

24th Southend-on-Sea.

31st Newbury.

All the club's Sunday runs start from Marble Arch at 9 a.m.

Good riding chaps,

DEREK SPRIGGS (*Capt.*)

c/o The Half Hundred Club
193 Kings Cross Road,
London, W.C.1.

Nottingham and District, Motorised Cycle Club Branch of V.C.A.

Hon. Secretary: R. H. PRATLEY
62 FLAMSTEAD ROAD, STRELLEY,
NOTTINGHAM.

Mr. Winson, a Nottingham insurance broker, has offered to put up a cup and replica for competition in a future trial. Messrs. Britax have made the same offer and Mr. J. Ganley, a member is also putting up a cup, so we shall be busy in the trials field.

R. H. Pratley has been made a life member of the V.C.A.

Runs for October

Fri. 1st—Monthly Meeting, 8 p.m.

Sun. 3rd—Trent Bridge, 10 a.m.

Sun. 10th—Castle Rock, 10 a.m.

Sun 17th—Pavilion on Forest,
10.0 a.m.

Sun. 24th—Daybrook Square,
10 a.m.

Sun. 31st—Bobber's Mill, 10 a.m.

THE ROVER (MANCHESTER) FELLOWSHIP

Sec.: Mr. G. M. BROWN,

15 KEPPAL ROAD,

MANCHESTER, 21

When your two-stroke asks for oil, —it means T S L

AND HERE ARE SOME NEW TSL STOCKISTS AT YOUR SERVICE:

BEDFORDSHIRE
E. J. Brightman
64 Tavistock Street
Bedford

B. G. England Ltd.
Half Moon Hill
London Road
Dunstable

BUCKINGHAMSHIRE
Holden Bros
The Garage
North Marston, Bletchley

CHESHIRE
Auto-Mota Sales
14 Grosvenor Street
Chester

ESSEX
G. Suffield Ltd
191 Broad Street
Dagenham

HAMPSHIRE
H. Spragg & Sons
175 Forton Road
Gosport

YORKSHIRE *Tate Bros., 27 Effingham Street, Rotherham*

LONDON
Barry Bros
123-124 Praed Street
Paddington, W.2

MIDDLESEX
London Scooters Ltd
302 Ruislip Road East
Greenford

Ketts Cycles
Spring Grove Corner
London Road
Isleworth

SHROPSHIRE
W. R. Evans & Sons
Ifton Garage
St. Martins
Nr. Oswestry

SURREY
W. Sergeant & Son
10 The Broadway, Cheam

SUSSEX
Ken Apps
319a Old London Road
Ore, Hastings

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

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.

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

FOR SALE

CUCCIOLO Unit, winner Half Hundred "Fifty" very fast; £18 Will exchange for Itom or Firefly — 3 Cleveland Way, E.1

BRITAX-CUCCIOLO, Hardly Used. Hand-change. Part exchange Mosquito or sell £35. Shrimpton, 23 Rotherwood Road, S.W.15.

HORSY 48cc Autocycle for sale. Used only a very little for demonstration purposes. Taxed and Insured. Perfect condition. £40. Enquiries to S. FELMAN & Co. Ltd., 390 Euston Road, London, N.W.1.

BALL RACES: Type 6203 (117/LJ17) Minimotor and Cyclo Mains, etc., etc., Swiss at 6/9 : British 7/3. Send P.O. Very keen prices for Trade Quantities. Box No. 1101

SALES AND SERVICE

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.

THE MANY Cyclemaster owners who have asked for means to open and close their choke without dismantling can now purchase a unit designed by engineers, tested and approved by Cyclemaster, from your usual agent or direct from the manufacturer at 6s.6d. post free — **WEST ALLOY DIE CASTINGS LTD.** Oldfields Trading Estate, Oldfields Road, SUTTON, SURREY.

Continued over page

APPRECIATIONS

READER F. Ransome of London, S.W.9. is supremely thankful for the great assistance rendered him by various A.A. patrols and also desires to recommend :

WADHAM BROS. LTD.,
111 COMMERCIAL ROAD,
SOUTHAMPTON.

who have done excellent work at most reasonable prices over the past two years and :

CHATHAM MOTOR CO., LTD.,
RAILWAY STREET,
CHATHAM

who were most helpful on another occasion.

LEICESTER reader, Mr. E. F. Davenport would like to publicise the firm of :

ERNEST SMITH (LEICESTER) LTD.,
UPPINGHAM ROAD,
LEICESTER.

for courtesy, reliable workmanship and prompt attention although his machine was purchased elsewhere.

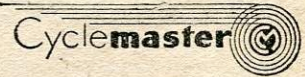
Recommended :

THE CRABTREE INN,
Lower Beeding, Sussex.

for comfortable accommodation and courteous service.



YOUR LEADING DEALER FOR



33cc Motorised Wheel
All chain drive,
Cutch



Built in Hub Brake
Fitted free to Cycle
230 m.p.g.

PRICE: £27.10.0 ONLY

PAYMENTS AS LOW AS
9/3 PER WEEK !!!

THE MERCURY CYCLE
BUILT FOR THE JOB

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

OR EASIEST TERMS

SAVE FARES AND BE
INDEPENDENT

PLACE YOUR ORDER WITH

RENNO'S

TODAY

ALSO WE CAN OFFER YOU
OUTSTANDING

BARGAINS

IN USED MOTORISED CYCLES
LADY'S AND GENTS

All Models from 12 gns. !!!

MOTORISED TANDEM'S FROM
25 gns. (or terms)



Come today to **RENNO'S**

232-34 UPPER STREET, ISLINGTON, N.1

CAN 2021

217 HORNSEY ROAD, HOLLOWAY, N.7

ARC 5388

SALES AND 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.

ALL £1 DEPOSIT: cycles cyclemotors tricycles. ALL MAKES: Firefly, Teagle, Itom, Power Pak, Cucciolo, etc. Special motorette cycles in stock. All spares and most important, **EXPERT SERVICE AND REPAIRS.** Cyclemotors taxed, insured, fitted and road-tested before collection. **IT PAYS TO DEAL WITH THE MOTORIZED CYCLING SPECIALISTS—G. H. CYCLES,** 429 High Rd., Harrow Weald Open until 7 p.m. each night. 8 p.m. Fridays. HARROW 6858.

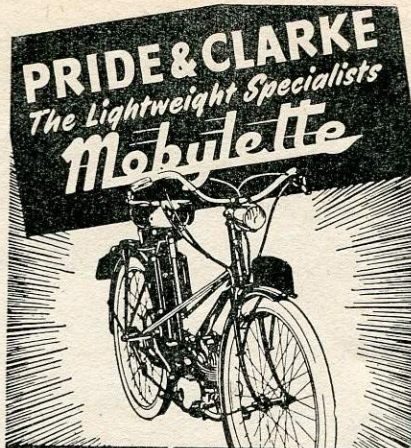
BARRY BROS. of Paddington.

BARRY BROS. demonstration Lupetto diesel, Lohmann diesel and Brunetta for sale cheaply. Used for demonstration only.

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., MINI-MOTOR, CUCCILO,** etc. Spares, Repairs and Accessories — 68-70 St. ANNS ROAD, HARROW and 14 BROAD WALK, NORTH HARROW

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



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

LONDON'S FINEST SELECTION OF AUTOCYCLES & CYCLE MOTOR UNITS

THE VINCENT **FIREFLY**
ALL-WEATHER CYCLEMOTOR



By the Makers of the famous "Comet" "Blackshadow", etc. 48 c.c. engine under bracket for safety. Easily Started. Quickly fitted to almost any cycle. Powerful but light in weight generator. Tax only 17/6

20/-
 Deposit Secures Delivery 52 weeks to pay balance

CASH PRICE £25.0.0

CYCLEMASTER THE MAGIC WHEEL

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

20/-
 Deposit Secures Delivery 52 Weeks to pay balance

CASH PRICE £27.10



Also immediate or early delivery—Cash or Easy Terms: **MINI-MOTOR, CUCCILO, POWER PAK, B.S.A. WINGED WHEEL** EXCHANGES WELCOMED **ANY CAR, MOTORCYCLE, MOTORISED CYCLE or CYCLE**

USE THIS TIME SAVER !

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

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

SALES & SERVICE

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.

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

JACOBI'S OF IPSWICH. Spares and repair to all makes of Cyclemotors. H.P. terms. 74-76 Norwich Road. 'Phone 2556.

CUCCILO SERVICE

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

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.

THE SUPERB TELELINK SPRING FORK. Follow the choice of experienced riders. Price 75/-, plus 2/- postage. Write for details. **B.S. Developments, The Garland, Farnborough Hants.** Tel. 1755

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 5972. 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

Specially designed -
FOR USE ON ALL MOTORISED BICYCLES

MILLER **LAMP SETS**

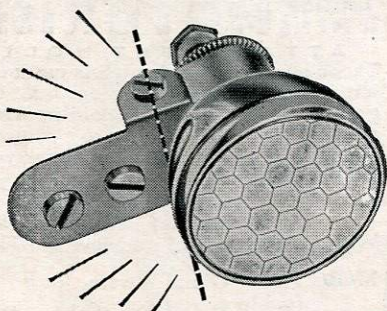
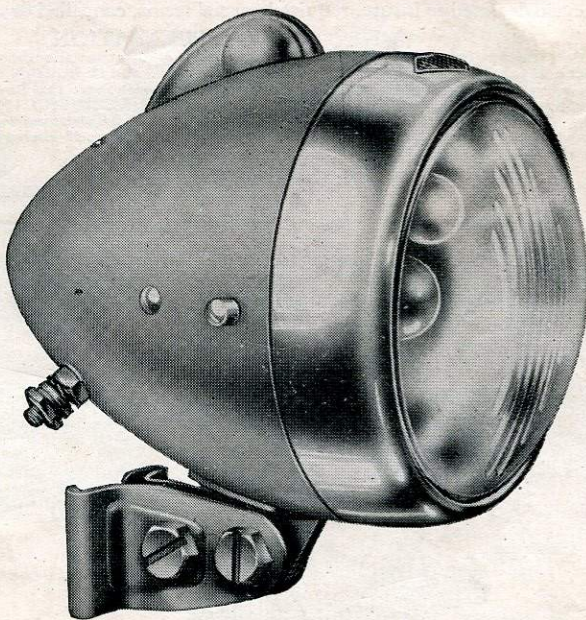
MODEL No. 6.TM

*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/-

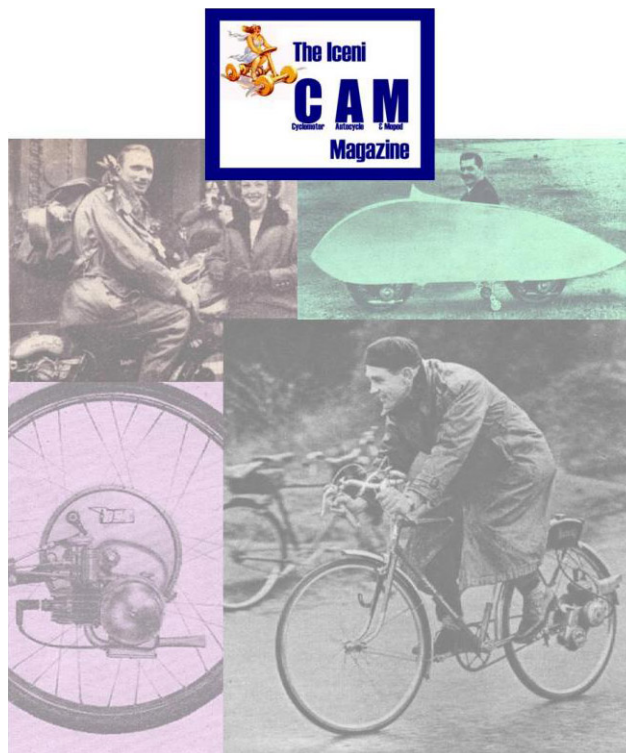


596 TAIL LAMP

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

IceniCAM On-Line Library



www.icenicam.org.uk