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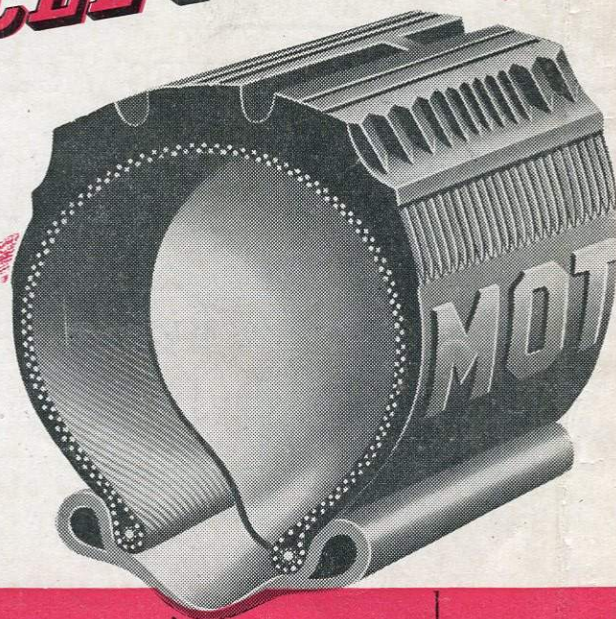
# PEDAL

SHOW NUMBER  
DECEMBER 1954  
Vol. III. No. 1

**The Cyclemotor and Autocycle Journal**

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**POWER & PEDAL**

DECEMBER

1954

*Editor:* FRANK L. FARR

*Asst. Editor:*

R. D. VAUGHAN WILLIAMS

*Advertising:* PAULINE LONG

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STAND 123

Points about the **CYCLAID**

(On STAND 123 Earls Court)

**“For the elderly or partially disabled rider it is unbeatable in presenting cycling with all the work taken out of it.”**

(Power & Pedal road test report-June 1954)

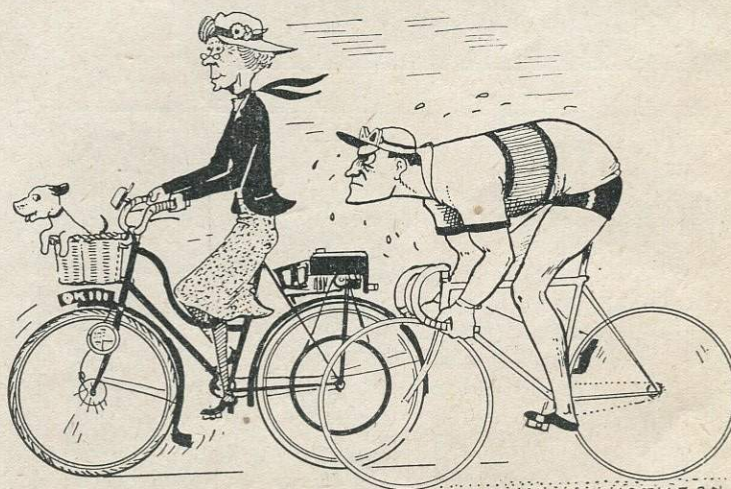
31 c.c. two-stroke engine with alloy cylinder and cast iron liner. Speed 18-20 m.p.h. Weight 18-20 lbs. complete with belt and pulley.

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# POWER & PEDAL

THE CYCLEMOTOR & AUTOCYCLE JOURNAL

*Editor:* FRANK L. FARR

Vol. III No. 1

December 1954

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TO all our readers, greetings, wherever you may be. There are many more of you now than we could claim at last year's Show, nearly twice as many, and your numbers grow month by month as the numbers of cyclemotors grow. This paper is produced for you, and your letters and our growing size and strength alike tell that we serve you as you like it.

You have asked, almost since our first issue, that the journal should be larger and more attractive. Now this has been done and the style of this Show issue will be maintained through the coming year, with more illustrations and greater variety of content and presentation than hitherto. You asked for news of club life and we have now established a Club News page to which all clubs catering for cyclemotorists may contribute their news for your information. You have asked for the experiences of readers to be published both technical and in the touring fields and we are finding this material for your interest.

Our Road Test Reports in particular have earned your appreciation and we shall continue to

comment, fairly and fully, on the machines that come to us for test in the future as we have done in the past, hoping that our experiences will help each of you to select the machine for your need so that you will get the best value for your money and interest, pleasure and good service from your machines. We are closely watching the new developments in the design of motors at home and abroad and will endeavour to convey in our reports the special attractions of new ideas as they will appeal to certain classes of riders

To the makers of the machines we ride, Greetings. To those whose machines we have liked well and to those we have liked less—and said so, and to the traders who sell and service the machines, also Greetings. On this, our second birthday, we take the opportunity of thanking you for past help and support, while we in turn believe that your news and views in our journal together with the published opinions and experiences of our readers can provide a medium for the best and fullest development of the industry.

Our own policy for the coming

year is to do as we have set out to do in the past two years of the paper's existence but to do it on a bigger and better scale. We see with pleasure that British manufacturers are now producing motor-assisted cycles that are built for the job, but we believe that there is still a great field for the attachment unit, especially the smaller type of modest performance, and room for invention and development here. We have watched with interest how the new registrations over the past year have now set the cyclemotors as the biggest class in the powered two-wheeler field and believe that this trend will continue. We note the emergence of the light scooter as a vehicle for use and pleasure of the kind already enjoyed by cyclemotorists, and welcome it as a sister machine whose riders will be of the same mind as cyclemotorists and autocyclists and will, therefore, find interest for themselves in our pages.

As *Power and Pedal* grows in size and influence it will serve an ever widening movement that in turn will grow with us. We greet the future with confidence for ourselves and all of you who read our words.

# COMMENT

by **Clip-on**

SHOW TIME is with us again and to most of those who pour in their thousands towards Earl's Court it is just a big annual party, a social "do", where we have also a background of technical interest. We meet so many people at this event whom we never see in between Shows that the affair becomes a vast reunion as much as an exhibition, but this year we of the cyclemotoring fraternity are likely to notice a difference, a very considerable difference.

The cyclemotor business has grown up, so far as Britain is concerned, during the past twelve months and both the exhibits themselves and the attitude of the firms showing reflects this. From being a sideline that should not be left entirely to foreign competitors, the motor-assisted cycle has emerged as the vehicle class that has topped the motorcycle registration figures *every single month for the whole year*, a class that is growing in spite of the hitherto casual interest of most of the trade and, let's face it, in spite of some not-very-good machines and worse service.

Now that we have a range of autocycles available as well as attachment units and special cycles, we can expect that the Trade which has exerted itself to produce these new machines will also take an interest in the people who buy them. I am getting a lot of pleasure and not a little amusement out of the change of face in some quarters but, personal feelings apart, it is good to see. It is a pet crack from army days that Britain always loses the first two years of any war and we have certainly done that in

the trade war of the cyclemotor world. I have a feeling though, that we shall come out all right in the end—as usual.

## The New Autocycles

It is interesting to note that the half dozen or so new "under 50" autocycles now on offer differ as much in appearance, design and performance as have the attachment units we have so far seen. This is a good thing from the riders' viewpoint as it means that the range of machines will suit a range of tastes and needs. What is less obvious but I believe equally true, is that this provides further opportunities for other firms to come into the market.

Our experience with the attachments has been that they vary so much that one man's choice may well be restricted to one make of motor and this is not altogether a good thing. There is room for two of a kind in any market. The 98 c.c. autocycles varied little in performance but there were quite a few makes on the market until the motor-assisted cycles stepped in.

Talking of the 98's, it is quite remarkable to me that none of the firms with experience in this field has adapted itself and its machines to the modern trend. There are several who have given up production altogether and not filled the gap with anything new. The type had grown much too heavy and expensive so that they were more efficient vehicles in the form of light motorcycles, but they had comfort, good braking and steering and all the advantages of the open

frame design for the utility riders. It seems only common sense that some of this experience and plant should produce "under-50" autocycles as good to ride and look at as the current German stuff.

## Scoters

Speculations are taking place and watching briefs being held at all angles over the possible future of the scooter as a vehicle class here. The types that have so far become popular here compete in price, weight and performance with what are by current standards middle-weight motorcycles. They provide the cruising, climbing and traffic handling capabilities of the motorcycle plus the priceless boon to many of being able to look like a normal human being rather than a greasy tramp or a "spaceman". That so many girls are riding them—and lovely they look on the roads bless 'em—must deter some self-conscious young men from doing the same lest they be considered unmanly, but the advantages of the streamlined, weather protected scooter over the motorcycle are so obvious for anything but mud-bashing that they must win out in the end.

That class, however, will not affect the cycle market except to provide a step up when experience and improving personal finances make this practicable. What we are likely to see nearer our own sphere is a scooter of a newer type with engines like our own. *Kreidler* have already a very pretty machine of this type and there was a nice-looking job called the *Capri* at the Paris Salon that still retained pedals if required but was yet a scooter of a kind. That 50 c.c. engines have plenty of power for this job is clearly demonstrable. The speed record for this class is held by a cigar-shaped projectile powered by an N.S.U. *Quickly* engine at over 80 m.p.h. and I can personally testify that the standard autocycle of that make we had on test last month did not need pedals, in fact I found them more nuisance than they were worth



Stand 94

and would gladly have swapped for footrests and a kick-starter. I think we are likely to see some rapid development in the 50 c.c. scooters and, by the same token, a tendency for our cyclomotor and autocycle engines to get smaller.

#### That Brake Test

The case at Croydon Magistrates Court in which a rider, summoned for failing to maintain his two independent brakes in efficient working order, had the case dismissed, has received quite a lot of publicity. It appears to me, however, that the result is a warning to the police rather than a

quotable point in Case Law. The rider was defended by Counsel from the R.A.C. who submitted to the Court that there was no case to answer because the test applied by the police was not a proper one.

It was stated that the rider was asked to sit astride the machine and hold on each brake in turn while a hefty copper pulled him along by the handlebars. As neither brake held the wheel locked under these conditions the charge was preferred. As the regulations only require that brakes shall bring the machine to rest "within a reasonable distance" and as an R.A.C. test by Tapley meter produced the satisfactory 65 per cent. figure there was

clearly no case for the demand that brakes should lock the wheels. However, my point is that the case was dismissed and not, strictly speaking, fought and won by an acquittal, so that the decision only means that the police used the wrong tactics in framing the charge.

It is also to be noted that this rider, being a member of the R.A.C. was defended by a skilled Counsel who was able to cross-examine the police witnesses to the point of embarrassment before the Magistrates stopped the case. The moral to be learned seems to be that if you join the R.A.C. you can save the price of brakes that lock the wheels—I wonder.

# A NEW additional Cyclomaster Product



## Cyclemate

See it at Motor Cycle  
Show - Stand No. 126

A motorised bicycle incorporating the famous Cyclomaster engine in a new form with a bicycle specially designed by Norman Cycles Ltd.

### BRIEF SPECIFICATION

*Engine:* 2-stroke 32 c.c.

*Tank Capacity:* 5½ pints

*Drive:* Chain

*Ignition:* Flywheel

Dynamo with Lighting Coil

*Tyres:* 26in. x 2in.

*Brakes:* Internal expanding hub type

*Weight:* 76 lbs.

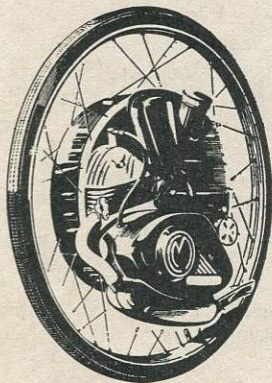
*Speed:* 20-25 m.p.h.

*Petrol consumption:* 200 m.p.g.

### PRICE £44

(including £2. 16. 0 Purchase Tax)

Fully equipped for the road with lamps, tools, inflator, horn, number plates and licence holder.



## Cyclomaster

- The original and most popular engine in a wheel
- Over 100,000 owners in Gt. Britain
- Can be fitted to any make of bicycle or tandem in 50 minutes
- £27-10-0 includes special wheel, tyre, lighting dynamo.

Full particulars on request: CYCLOMASTER LTD., 38a ST. GEORGE'S DRIVE, VICTORIA, LONDON, S.W.1.

# THE 1954 SHOW

THE crowds are milling round the stands at Earl's Court as this is being written, and among them the cyclemotorists, present and future are nervously weighing up the pros and cons of this type or that and making the decisions that will decide their riding fate for 1955 and probably some years thereafter.

Nothing new in attachment units apart from price changes. Three new light autocycles and one 48 c.c. scooter are not the end of desire for us by a long way, but all the same this Show marks a big step in the history of motor assisted cycling in Britain. Every month throughout the past year we have watched the new registration figures for the under-50's come up as the LARGEST CLASS OF ALL THE MOTORCYCLES, and the Industry has watched with us and is now showing that it realizes that the motor-assisted cycle has come to stay as a vehicle class and it is growing at a rate that demands attention.

Pride of place as the logical development of all that has gone before in British cyclemotors must be given to the new *Cyclemate*. It looks right, it feels right and it is right, and it comes to the public backed by the experience of established companies and with sales and service facilities already laid on. This is a fine beginning for the new light autocycle industry of this country and we shall look forward next year and the year after to the steady development of this sound and promising vehicle.

The other new home-produced autocycle is the *Phillips* although this is really the firm's familiar cycle with a new engine permanently fitted in a new place. The placing of the power unit inside the diamond frame makes it a machine for the active masculine rider, and we understand that the performance is in keeping with this idea.

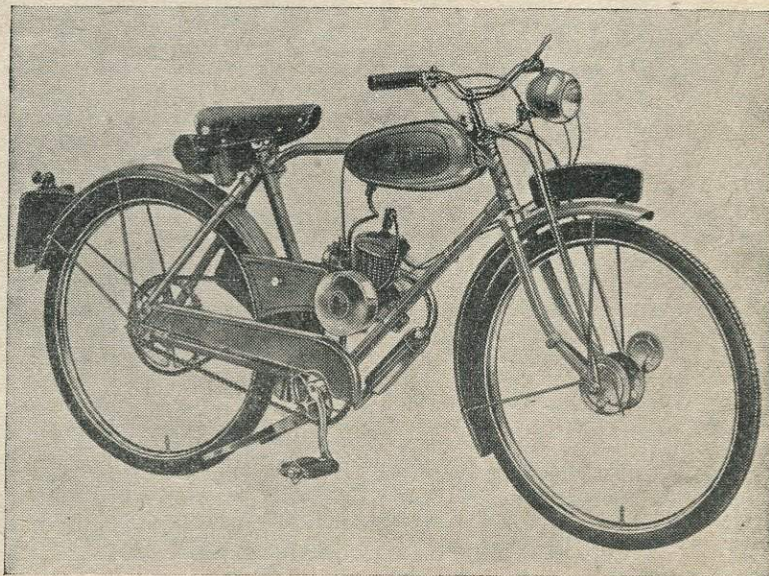
## THE EDITOR REPORTS FROM STAND 94

Stealing the show on its stand as it did when we parked it outside our office during the recent test, the *Quickly* from N.S.U. is making good sales on its modern appearance alone. Certainly this German product makes all our conventional machines look old-fashioned from the start and, as our brief test indicated, the performance is way above anything we have seen here yet. So far as sheer performance is concerned we believe that this is not a factor of major importance to the majority of potential cyclemotorists but the interest in the appearance factor has a lesson in it for other makers.

The other imported light autocycle is the *Mobylette* from the Motobecane stable in France. This is the autocycle with the largest current sale in the world and it has achieved this distinction simply because it gives so many people in

so many countries just what they want from such a machine: reasonable performance with comfort, safety and economy at a reasonable price. It is almost a pity that this is overshadowed on the Motor Imports stand by a new surprise exhibit that offers the best value for money in scooters this country has yet seen. This *MobyLux* scooter is a 123 c.c. 3-speed job with a real luxury specification and most ingenious design and its price in the neighbourhood of £100 is near enough to interest the autocycle market as a next step up.

The other autocycle on show is the *Britax* with the combination of *Ducati* four-stroke, 2-speed engine/gear unit and the specially designed Royal Enfield cycle with spring forks, saddle tank and 4in. motor cycle brakes, a fast and luxurious machine for sport or touring. A variant of this model using the same frame and power unit but with 20in. x 2½in. wheels and footrests instead of pedals is shewn as a path racing machine complete in the best modern



The new Phillips autocycle at £49. 15s. 0d.

**THE 1954 SHOW—cont.**

speedster style. A member of our staff has ridden and was more than impressed. The same engine/gear unit also appears in the first we have seen under-50 c.c. scooter. It looks so pretty we could almost buy one for the mantelshelf, but with that family background it can most certainly go as well as look good.

**The Attachments**

The only news on the cyclemotor front is in the prices. Two models, the *Power Pak Standard* and the B.S.A. *Winged Wheel*, are up a little on last year, *Cyclemaster* stays the same with calm assurance as does *Firefly* but *Minimotor* and *Cyclaid* are down, the latter a drastic cut of one third of last year's price, making it the cheapest engine in the Show despite its luxury specification.

What is the lesson of this we cannot quite see, but it rather appears that these are individual cases rather than the results of any common factor in popularity trends. Naturally the development of the new light autocycles will narrow the field for attachment units although this will never disappear completely and is unlikely to shrink very much even in the next few years, and it has seemed that roller drive units mounted over the rear wheel have lost popularity during the past year. This last factor may be simply because a very wet riding season has found their weakest spot. Anyway it looks as though next year's attachment units will be fewer and better which, even if we regret the passing of some old friends, will on the whole be a Good Thing.

**Scooters**

It may be a matter for some comment among readers that we have given notice to the scooters which are not strictly power and pedal machines. We feel, how-

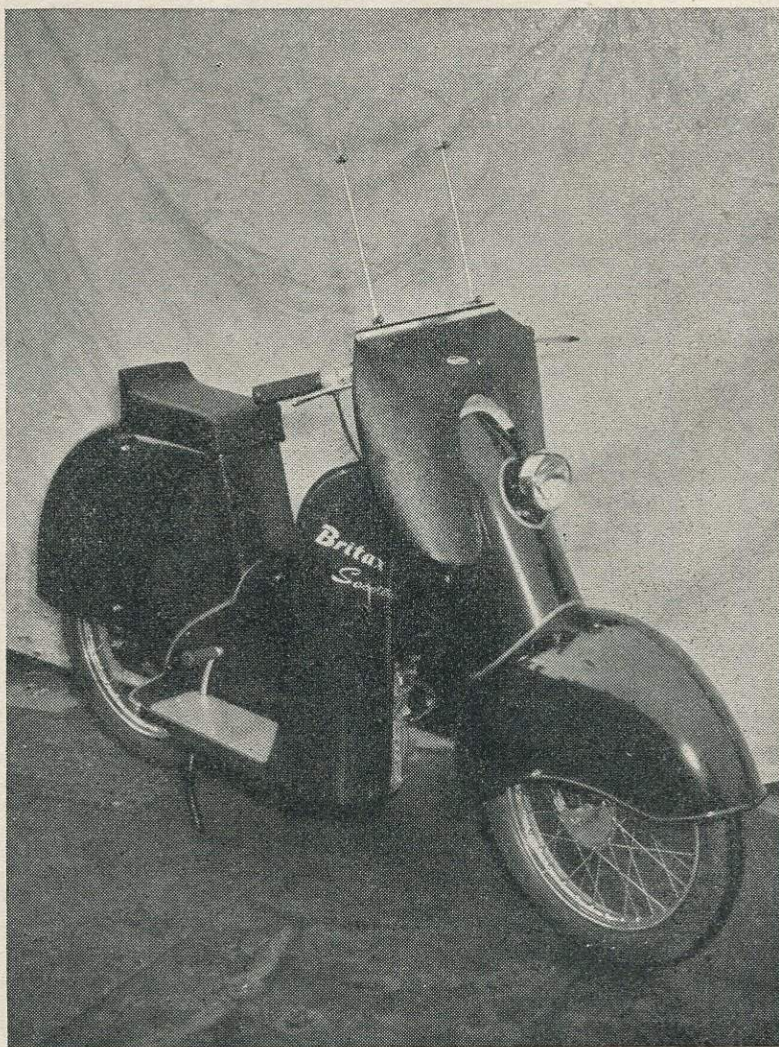
ever, that the development of the really light, low-priced scooter is naturally complementary to the cyclemotor and autocycle market and that the riders of such machines belong to our family rather than that of the sporting motor cyclists. For these reasons we welcome the appearance of the new scooters and will continue as a matter of policy to provide coverage in that field.

**Yourselves**

Finally, the riders—You have come to this stand and introduced yourselves as readers of *Power and*

*Pedal*, thanked us for past information and assistance and criticised only on grounds of wanting more *Power and Pedal* more often. We appreciate it and this will give us fresh spirit to carry on the good work after we have crawled away, weary and battered from the strains and stresses of Show week and with nothing to show but our bills.

You look happy and confident as well you may for technically things are going our way, slowly but surely, and we can look forward to ever better riding and reading as time goes on.



*First 50 c.c. scooter the Britax with the Ducati engine*

# Maximum PERFORMANCE!

## depends on the tyre you choose

You get the right tyre for *your* type of power-cycle when you choose AVON POWERMASTER.

These rugged tyres are made in alternative tread patterns, to suit every type of machine. They give the utmost in mileage, safety, comfort and power transmission. Their deep, notched or ribbed, treads contribute to their excellent road-holding, and their extra tread width transmits full power with no increase in rolling resistance or drag. See them at the Show. Get them from your local dealer.

for DIRECT DRIVE machines

Sizes:  
26 x 1 3/4 ... .. for 1 1/2  
26 x 2 ... .. for 1 3/4

for ROLLER DRIVE

With all-weather roller track

Sizes:  
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26 x 1 1/4

# Fit

# AVON

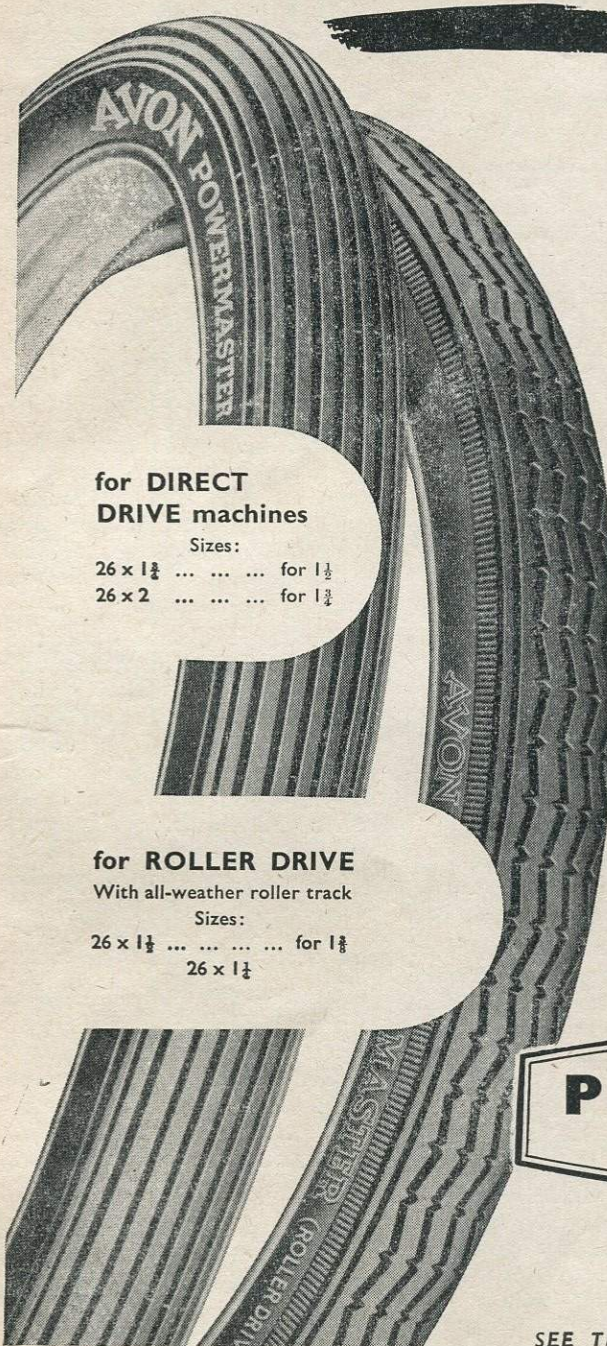
## POWERMASTER

POWER-CYCLE TYRES

Tubes have Schrader motorcycle and car type spring valves for accurate pressure regulation to increase the life of the tyre.



SEE THEM ON **STAND 52** AT EARLS COURT



# AT THE SHOW

## AUTOBYK

### Stand - 82

TWO 98 c.c. autocycles are featured by the *Excelsior* Company, both using the same engines but "Super" model having 2-speeds whereas the "De luxe" is a single speeder.

Flywheel ignition and lighting is used with large headlamps with dipswitch and parking lights. The sprung front forks have link action with rubber suspension and the wheels carry 21in. x 2.25in. tyres and 4in. brakes front and rear. Weight of the single speed model is 120 lbs. and the 2-speeder is some 10lbs. heavier.

Prices are, "De Luxe" £62. 8s. 0d. (including £10. 8s. 0d. P.T.) and the "Super" £70. 16s. 0d. (£11. 16s. P.T.).

EXCELSIOR MOTOR CO., LTD.,  
KINGS ROAD,  
TYSELEY,  
BIRMINGHAM, 11.

## B.S.A. "WINGED WHEEL"

### Stand - 66

INTRODUCED at last year's Show, this wheel unit has received only minor modification and is outwardly the same. It is sold as a complete wheel, including tyre, and is built round a large internal expanding brake, the drum of which also contains the gear transmission and three-plate clutch. The power unit itself is outside the hub shell and lies horizontally with the cylinder head forward.

The engine has a bore and stroke of 36 mm. x 34 mm. giving 35 c.c. The barrel is of cast iron with an alloy head and piston, the latter being of the non-deflector type. Roller bearings are used in both mains and big-end. The wheel unit weighs just on 30 lbs. com-

plete with its separate fuel tank which is mounted directly over the rear wheel. The price for 1955 is £26. 5s. 0d.

B.S.A. CYCLES, LTD.,  
WAVERLEY WORKS,  
BIRMINGHAM, 10

IN the following pages we list descriptions of all cycle-motor and autocyce exhibits in the 1954 Show so far as is known at the time of going to press.

Next month's *Power and Pedal* will also review those machines which are not being shewn at Earls Court. There will also be descriptions of other items of interest in connection with new models and a complete table of machines, specifications and prices for 1955.

## CYCLAID

### Stand - 123

UNIQUE amongst British cycle-motors in using belt drive, the *Cyclaid* has earned itself a special position in the market by its quite exceptional performances at relatively low road-speeds.

31 c.c. two-stroke engine has its barrel, head and crankcase in light alloy with a steel liner to the cylinder. Helical gears inside the engine provide a primary reduction of 3.7 to 1 from crankshaft to belt pulley, the endless "Vee" belt driving from there to a special rim mounted on the spokes of the rear wheel. The unit weighs only 15 lbs. complete and it is this

coupled with a modest top speed of just under 20 m.p.h. and exceptional hill-climbing and low speed pulling powers that makes it particularly suitable for elderly or partially disabled riders using their standard cycles.

Unchanged in specification from last year the news for 1955 is a very considerable price reduction. The new price is £16 complete.

BRITISH SALMSON CYCLAID, LTD.,  
76 VICTORIA STREET,  
VICTORIA, S.W.1

## CYCLEMASTER

### Stand - 126

MOST successful in sales of all British cyclemotors, the *Cycle-master* wheel contains engine, clutch, chain drive, flywheel magneto and generator, fuel tank and exhaust system all inside the steel drum of the hub unit.

The engine is a three-port two-stroke incorporating a rotary valve in the crankcase and is "oversquare" in dimensions 36 mm. x 32 mm., 32 c.c. It is designed to afford good low-speed pulling power with a maximum in the region of 22 m.p.h. The magneto with lighting coils, is a *Wipac* and the carburettor a *B.E.C.* specially designed for this machine and incorporating a starting device that needs no external de-control.

The price of the complete wheel remains unchanged for the coming year at £27. 10s. 0d.

CYCLEMASTER, LTD.,  
38A ST. GEORGE'S DRIVE,  
VICTORIA, S.W.1.

## STAND 94

The POWER & PEDAL Stand was designed by

**PLANNING  
DESIGN TEAM**

# Outside Earl's Court,

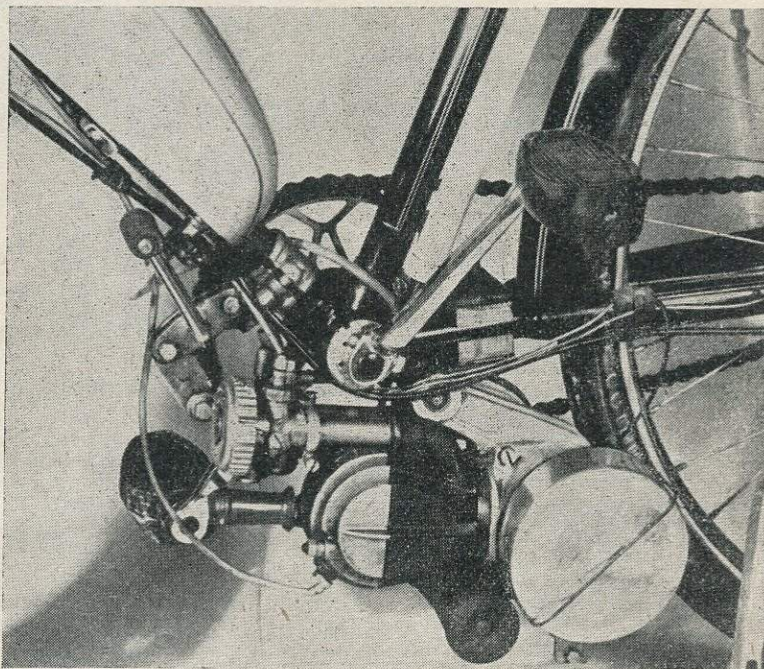
on the roads of Britain and most continental countries, you will see the **ITOM** selling itself by its performance, quality, compactness and ease of handling.

## NEW FOR 1955

1. New type engaging lever rod, stronger in construction giving very positive fixing and more easily adjustable to correct roller pressures.
2. New design flywheel cover of light alloy pressing with screw fixing and horizontal ribs.
3. Extra cooling fins on rear part of engine casting.
4. Separate lighting and h.t. coils.
5. Carburettor drip tray.
6. Rubber protective cover over plug terminal.

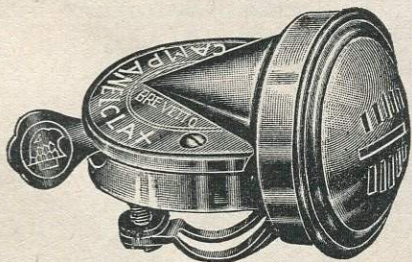
**£ 28 . 10 . 0**

*Trade Enquiries invited*



## ADIMAR

61 Clapham Road, S.W.9 RELIANCE 5972



Then there is the CAMPANELCLAX mechanical horn, a real klaxon that works like a bell and costs only 10/- from your retailer or direct from ADIMAR.

## AT THE SHOW—cont.

## CYCLEMATE

## Stand - 126

DEVELOPED from the famous wheel unit and likely to be even more successful on the market is a new built-for-the-job machine called the *Cyclemate*.

The engine, primary chain drive and clutch are those of the *Cycle-master* wheel, but are positioned in front of the bracket in the currently accepted autocycle fashion on a cycle specially designed and built for it by the well-known makers of cycles and autocycles, *Norman*.

Twin top tubes swing from steering head to rear hub of an otherwise conventional-looking cycle frame, and the wide domed mudguards, carrier, number plates, lighting set and the 5-pint fuel tank set between the top tubes and the down tube, are all built-in as part of the design. Hub brakes are fitted to both wheels. 2in. tyres are fitted on 26in. x 1½in. wheels and the finish is an attractive green enamel on a rustproofed base.

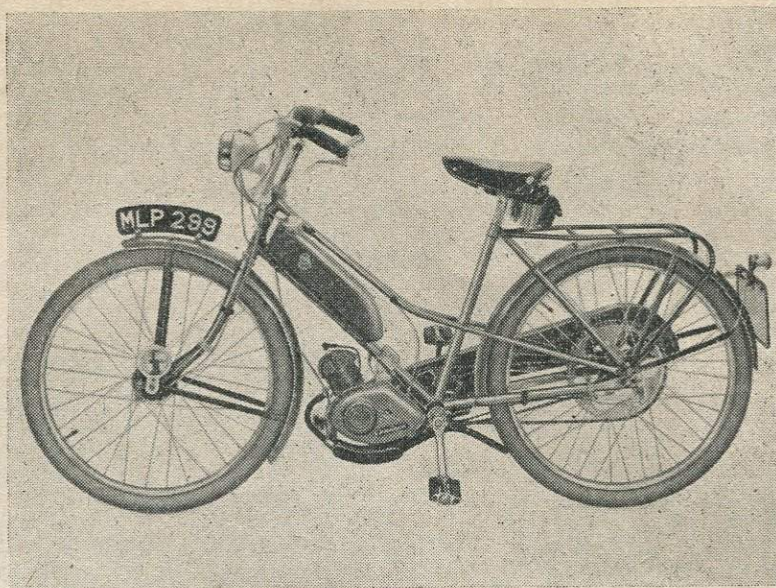
Price, including complete equipment is £44, which includes £2. 16s. 0d. P.T.

CYCLEMASTER, LTD.,  
38A ST. GEORGE'S DRIVE,  
VICTORIA, S.W.1.

## DUCATI

## Stand - 120

ONLY four-stroke engine on the motor-assisted cycle market the 48 c.c. *Ducati* (hitherto known by its model name of *Cucciolo*) has made itself famous for very high performance. The overhead valves are operated by pull rods, bore, and stroke are 39 mm. x 40 mm. and the rated horsepower is 1.25 at 5,250 r.p.m. A 2-speed gearbox is built in unit with the engine and final drive is by chain to the rear wheel. Lubrication is by dry-sump and mechanical pump, the



The New Cyclemate

oil being carried in a compartment of the crankcase.

The cylinder is iron sleeved in alloy casting and needle roller bearings are used for the big end with caged ball mains. Total weight for the complete unit is low at 17½lbs.

Although designed to fit any normal type of bicycle and sold as an attachment, the very high performance of the *Ducati* make it most effective when used in a frame designed for the purpose. For this reason Britax, Ltd., have sought the co-operation of the Royal Enfield Cycle Co., in producing a special cycle with open frame, rubber suspended sprung forks, 2in. tyres, 4in. hub brakes to both wheels and matching, forward mounted fuel tank. The machine steers and handles very well and enables the most to be made of the lively engine.

Another exhibit on this stand that will attract much attention from the sporting riders is the racing machine using this same 48 c.c. engine. It is designed for use on

cycle tracks and path circuits and will make it possible for the budding speedster to get his hand in at a relatively moderate cost.

BRITAX (LONDON) LTD.,  
129 CARLTON VALE  
N.W.6.

## FIREFLY

## Stand - 174

SUCCESSFUL in its first year of production the Vincent *Firefly* unit is continued with only minor modifications for the coming season. It is a steel roller drive job fitted under the bracket with its 5-pint tank on the down tube of the cycle. Most important of the modifications is attention to the engaging gear.

The 48 c.c. engine has a bore and stroke of 38 mm. x 42 mm. and the unit encloses a reducing gear drive for the roller, thus enabling a large diameter roller to be used to afford a large bearing area to the tyre. An unusual feature is the A.C. generator which provides both lighting and ignition current, the high

# ARE YOU LOOKING FOR THE *BEST* MOTORISED BICYCLE?

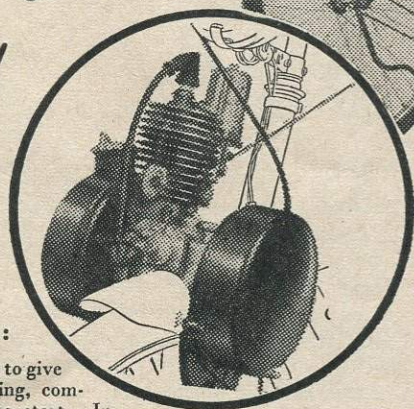
- it's the

# 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 500,000 SOLD

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

Please send me full details: NAME.....

of the VELOSOLEX and ADDRESS.....

name of nearest stockist. ....

**AT THE SHOW—cont.**

tension coil being separately mounted in a recess in the bottom of the fuel tank.

The complete unit weighs 20 lbs. and the price for 1955 remains unchanged at £25.

VINCENT ENGINEERS

(STEVENAGE) LTD.,  
STEVENAGE,  
HERTS.

**MINI-MOTOR****Stand - 108**

FIRST in Britain, way back in '48, the *Minimotor* has retained its basic characteristics and appearance throughout with detail modifications in the light of marketing experience. The Mk V. model is shewn again as last year.

The two-stroke engine of 49 c.c. is mounted over the rear wheel and drives by steel roller on to the tyre. There is no internal gearing. The whole unit is of very sturdy construction and has a reputation for reliability and long life. The price is competitive at £17 10s. 0d.

MINIMOTOR (GREAT BRITAIN) LTD.,  
TROJAN WAY,  
CROYDON, SURREY.

**MOBYLETTE****Stand - 181**

THE complete autocycle with probably the largest current sale in the world is the *Mobylette* imported from France by Motor Imports, Ltd., and shewn in two models this year.

Both machines have open type frames with twin top tubes and are fitted with the well-known 49 c.c. two-stroke engines using *Vee* belts as primary and independent chains for final drives. The engines are located in front of the bracket and the petrol tanks under the saddles.

The "Standard" machine costs £49. 16s. 0d. (including P.T.) and the "De Luxe", which has an ingenious centrifugal clutch operated by the road speed of the cycle, not the engine speed, is £54. 12s. 0d.

These figures include full equipment, lights, number plates, etc., and there is also a new stand-by battery lighting system available for the "De Luxe" model at 25/- extra. The *Mobylettes* have built-in brakes and 2in. low pressure balloon tyres and are designed to provide high standards in comfort, safety and reliability rather than sheer speed.

MOTOR IMPORTS, LTD.,  
158 STOCKWELL ROAD,  
S.W.9.

**NEW HUDSON****Stand - 66**

AN autocycle of 98 c.c. the *New Hudson* is now made at the Waverley Works of the B.S.A. Cycle Company and takes its place in the market with the famous range of cycles and the *Winged Wheel* cycle-motor unit.

It is of simple, robust construction using a full loop frame and link-action girder forks. Direct lighting is employed and there are hand operated 4in. brakes on both wheels, the rear being finned.

B.S.A. CYCLES LTD.  
SMALL HEATH,  
BIRMINGHAM, 11.

**NORMAN****Stand - 98**

POWERED by a *Villiers* 98 c.c. engine, the *Norman* autocycle is continued unchanged since last Show. It features exceptionally complete shielding both for the rider and the machine itself and is equipped with 4in. brakes to both wheels, link-type spring forks with central compression spring and 19in. x 2.25in. tyres. Of special note is the generous sized, motor cycle type silencer which enables full power to be used efficiently without undue noise.

The price for 1955 is £65. 10s. 0d. (including £10. 18s. 4d. P.T.).

NORMAN CYCLES, LTD.,  
BEAVER ROAD,  
ASHFORD, KENT.

**PHILLIPS****Stand - 100**

ALREADY in the cyclemotor field with their special bicycle with the dropped top tube and re-inforced forks, *Phillips* are now producing this machine in the form of a complete autocycle with the 49 c.c. engine mounted inside the cycle frame and driving by chain to the rear wheel.

The engine has a bore and stroke of 38.25 mm. x 40.5 mm. and is all alloy with a cast iron cylinder liner. A *Bosch* flywheel magneto also provides a 6v. 6w. lighting supply. Transmission is through a dryplate clutch and ½in. x 3/16th in. Carrier cycle chain, independent of the pedal drive. The handsome saddle tank is mounted motor cycle fashion over the top tube.

The machine as a whole will have a special appeal to the sporting type of rider who appreciates high performance and good ground clearance as factors in mobility.

PHILLIPS CYCLES, LTD.,  
CREDENDA WORKS,  
SMETHWICK, BIRMINGHAM.

**POWER PAK****Stand - 39**

UNCHANGED from last year's models, the two *Power Pak* units are called the "New Standard" and the "Synchronomatic Drive". Both units use the well-tried 49 c.c. engine with deflector type piston and steel roller drive, the location being over the rear wheel. Engine engagement is by positively located lever mounted directly on the engine and the only driving control is the twist grip on the right handlebar operating the throttle and, in the case of the "Synchronomatic", the clutch.

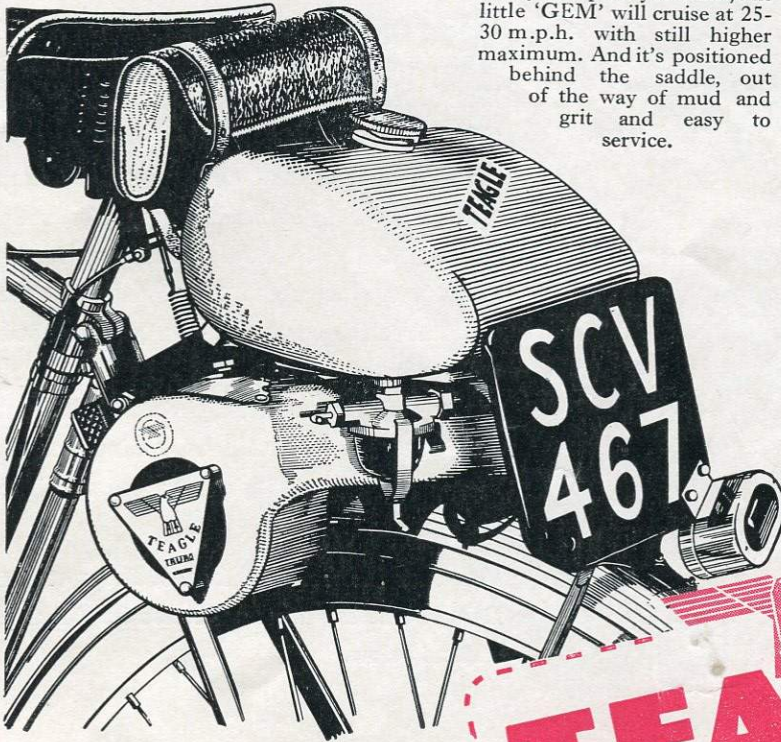
New features in appearance are a chromium plated tank crown on both models and a choice of any colour finish the customer orders to match his cycle. There is no extra charge for this any colour service.

The "New Standard" is raised

# 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** Tel: Threewaters 242

**TEAGLE**  
*cyclemotor*

**LEADS THE WORLD IN LIGHTWEIGHT POWER**

# K.L.G. exactly the right plug



# SMITHS de luxe speedometer

## FOR YOUR POWERCYCLE



**K.L.G. SPARKING PLUGS**

K.L.G. are specialists in the manufacture of sparking plugs for every type of engine—for motor cars, motorcycles, and for cycle motors. How good are K.L.G. plugs? Well . . . during 1954 more than 50 different drivers and riders, using K.L.G. plugs in cars or motorcycles of more than 20 different makes, won more than 100 places (50 of them 1sts) in major races, trials, and scrambles all over the world. We do not claim that these impressive results were due only to K.L.G. plugs! But they *do* show that K.L.G. plugs were equal to every demand that men and machines could make on them; they *do* show that K.L.G. were exactly the right plugs for those engines. And when it comes to powercycling, you can be sure there is a K.L.G. plug that is exactly right for your cycle motor.

Write for the free booklet No. K.631 to K.L.G. Sales Dept., Smiths Motor Accessories Limited at the address below.

Smiths De Luxe Speedometer specially designed for your powercycle by the famous makers of famous Instruments and Motor Accessories.

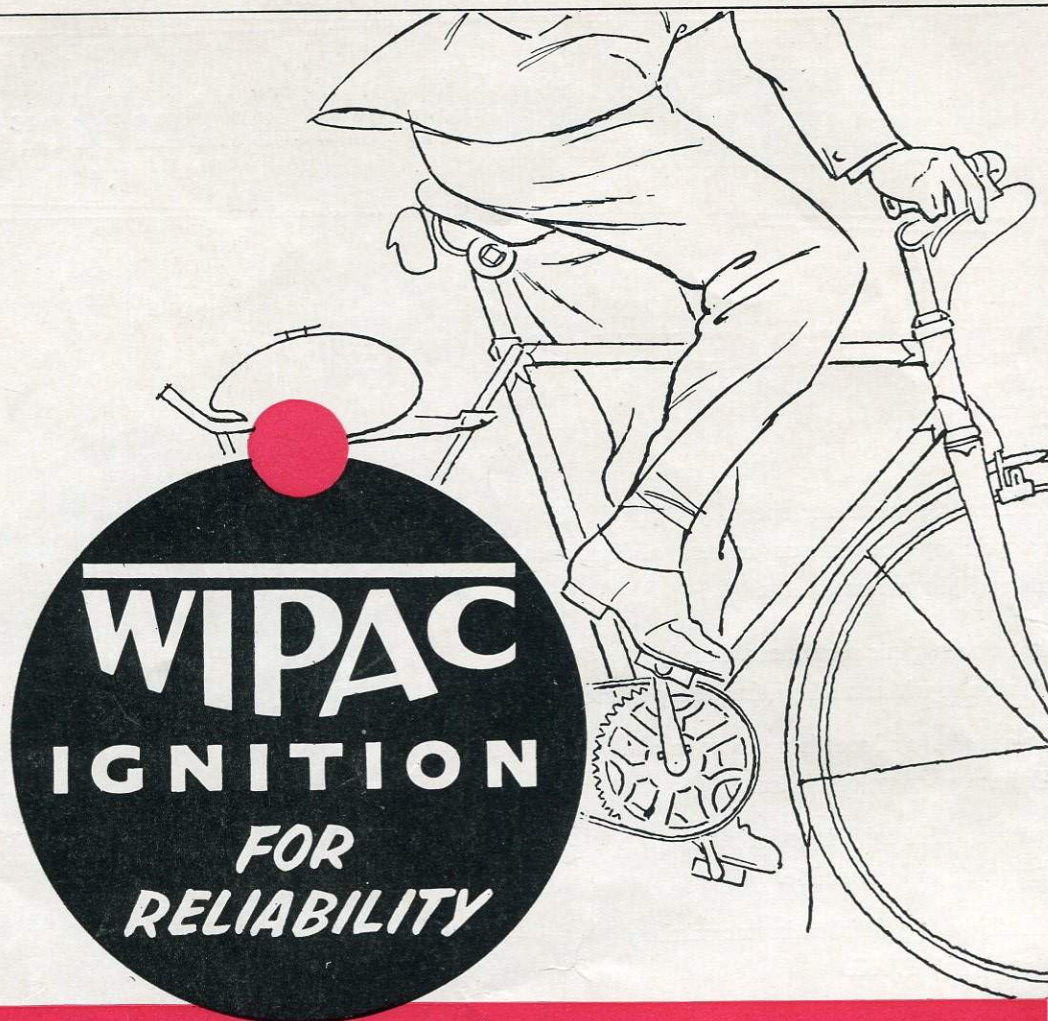
- Smiths new magnetic movement. Sturdy construction to withstand high frequency vibration.
- Accurate readings of speeds up to 40 m.p.h. and distance up to 10,000 miles.
- New pressed steel drive is easier to fit; gives silent running and longer life.
- New flexible drive, finished in uncrackable, waterproof, grey P.V.C.
- Price of this De Luxe model is £2.9.6.
- Carries the Smiths six months guarantee.

Obtainable from Halford's and Curry's and from all good cycle dealers.



**SMITHS CYCLE SPEEDOMETERS**

two of **SMITHS** accessories for better powercycling



**BANTOMOTO · MINI-MOTOR · BERINI · CYCLEMASTER · POWER PAK  
TEAGLE · CYCLAID · MOCYC · B.S.A. WINGED WHEEL · MOTAMITE**

The majority of power assisted cycles are fitted with **WIPAC IGNITION** as original equipment.

You should therefore make certain that you replace only with genuine **WIPAC SPARES**.



**THE WIPAC GROUP : BLETCHLEY : ENGLAND**

**AT THE SHOW—Cont.**

in price to 22 gns. but the "Synchronomatic Drive" model remains unchanged at 26 gns.

SINCLAIR GODDARD & Co., LTD.,  
162 QUEENSWAY,  
W.2.

*The N.S.U. "Quickly", from Germany, is notable for good looks and very high performance.*

**QUICKLY**  
Stand - 174

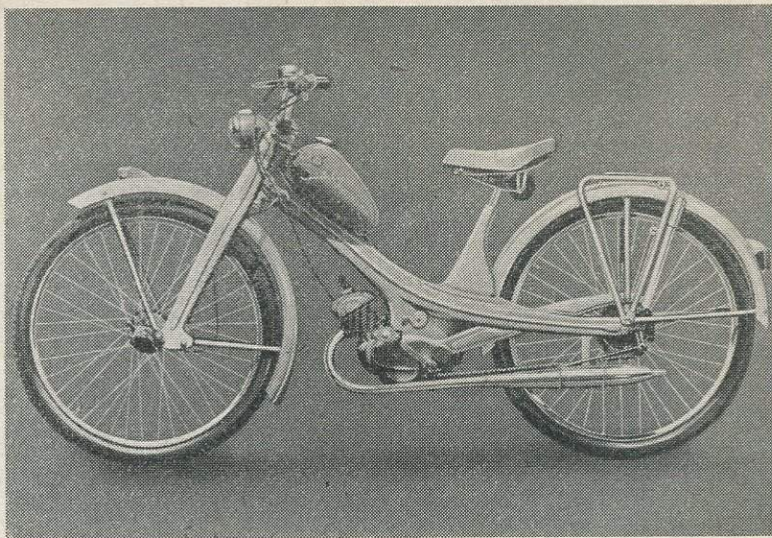
IMPORTED from Germany where it has already established itself in the top rank of light auto-cycles, the *Quickly* is now being handled in Britain along with the motor cycles from the N.S.U. stable which are being produced here by the Vincent Company.

A handsome machine of a design completely unorthodox by British standards, the *Quickly* has a pressed steel frame of the "backbone" type and carries the engine/gear unit in front of what would be the bottom bracket on a normal cycle. The pedalling gear is part of the unit and the pedals actually drive the engine. The front forks are sprung at the bottom ends and the saddle is rubber suspended.

The 49 c.c. engine has a bore and stroke of 40 mm. x 39 mm. and has a deflectorless piston. The power output is above average for auto-cycles at 1.4 h.p. at 5,200 r.p.m. and the 2-speed gear gives ratios of 15.9 and 30.06 to 1. Primary drive is by helical gears and final drive by chain. 2in. tyres are fitted and the tank capacity is 5 pints.

The price is £59. 18s. 0d. (including £9 19s. 8d. P.T.).

N.S.U. DISTRIBUTORS (GREAT  
BRITAIN) LTD.,  
STEVENAGE,  
HERTS.



## CYCLES and ACCESSORIES

### Stands with a Cyclemotor Interest

**Accles and Pollock, Ltd. - Stand 139.** High power/weight ratios through high-grade lightweight tubing.

**Albion Engineering Co., Ltd. Stand 58.** High quality internal expanding brake hubs.

**Amal Ltd. - Stand 112.** Carburettors for all types of unit and the neat choke device specially for us.

**Avon India Rubber Co., Ltd. Stand 52.** *Powermaster* tyres for roller or chain drive. New tread design on the roller drive model.

**Bayliss, Wiley and Co., Ltd. Stand 46.** Hubs, freewheels, sprockets, spindles and cones.

**Bowden Engineers, Ltd. - Stand 81.** Cables, and advice on cable maintenance. Levers and twist grips.

**Britax (London) Ltd. - Stand 120.** Accessories specially for cycle-motors, notably a fine range of rear, stop and indicator lamps.

**J. B. Brooks and Co., Ltd. - Stand 30.** Saddles and saddlebags with untold experience behind them.

**B.S.A. Cycles, Ltd. - Stand 66.**

The special frame set incorporating *Webb* spring forks, designed solely for use with motors and available separately at a very economic price. Also available under *New Hudson* and *Sunbeam* trade marks.

**Coventry Eagle Cycle and Motor Co., Ltd. - Stand 173.** Makers of standard pedal cycles all suitable for use with power assistance, now producing two specially for this market.

**Cyclo Gear Co., Ltd. - Stand 23** Gears in variety and profusion on principles of lightness and simplicity. Worth a special look are the combinations of three sprocket gears with internal expanding brakes on the "tandem" hubs.

**Dunlop Rubber Co., Ltd. - Stand 50.** Tyres, of course, and rims saddles and other accessories. Most interesting are the new plunger type valve inserts that are interchangeable with normal cycle valves and enable a gauge to be used and make for easy pumping. Two for 1/- including dust caps.

CYCLES AND ACCESSORIES WITH A CYCLEMOTOR INTEREST—*continued*

**Elswick-Hopper Cycle and Motor Co., Ltd. - Stand 71.** "Motorised" models with girder strengthened forks, autocyclus saddles, built-on number plates.

**Fibrax, Ltd. - Stand 140.** Brake blocks and linings for all types of machine. Free booklet on cycle maintenance available.

**Hepworth and Grandage, Ltd. Stand 38.** Rings and pistons for all motors. Special display unit devoted to cyclemotor replacements. Information on special rings.

**John Bull Rubber Co., Ltd., Stand 49.** Covers and tubes and cycle accessories including grips, pedals, mudflaps and repair outfits.

**Edward Joy and Sons, Ltd. Stand 145.** Makers of the famous *Filtrate* oils containing colloidal graphite, and particularly suitable for small two-strokes. Advice and display.



*K.L.G. waterproof plug covers and suppressors*

**K.L.G. Sparking Plugs, Ltd., Stand 87.** The end of "Whiskers" in the form of a new K.L.G. plug designed in collaboration with *Cyclemaster, Ltd.* The new plug is a three-pointer with the points mounted on a rotating disc. It works and is called the C-F50. Also waterproof plug covers and ignition suppressors.

**Joseph Lucas Ltd. - Stand 79.** Two special lighting sets are included in this firm's range, numbered the 331 and 431. The V.T. 31 tail lamp, now redesigned, is used with both these. Also reflectors, cyclelock, adjustable wrenches.

**Lycett Saddles, Ltd. - Stand 29.** Mattress type saddles specially designed for cyclemotor and auto-cycle use as well as ranges of cycle and motor cycle saddles and a new dual seat.

**Michelin Tyre Co., Ltd. - Stand 51.** Cycle, motor cycle and a new line in scooter tyres and, of course, the Power Drive for cyclemotors in oversizes for standard cycle rims.

**Midland Gear Case Co., Ltd. Stand 61.** Number plates, licence holders, chain guards, handlebar muffs. Note front end panniers and a spring-up rear stand.

**H. Miller and Co., Ltd - Stand 77.** Everything electrical. Good value in cyclemotor lighting and interesting developments in ignition ideas.

**Perry Chain Co., Ltd - Stand 111.** The famous Perry Inn forms a background to the display of chains and fine action photographs. For us, the Perry Coaster Hub Brake, also shown with a Cyclo 3-speed gear.

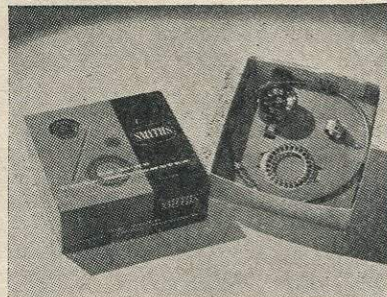
**Phillips Cycles, Ltd. - Stand 100.** Now appearing with the new motor built on, the special cycle which pioneered the type in Britain is also still available alone—finished in the well-known silver grey.

**"Power and Pedal" Ltd. - Stand 94.** Britain's only cyclemotor journal in its new and enlarged form—Most useful accessory in the cyclemotorists kit.

**Renold Chains, Ltd. - Stand 156.** The range of Renold, Coventry and Brampton Chains shown and demonstrated by a running model.

**Romac Industries, Ltd. - Stand 110.** Self-vulcanising tyre repair system demonstrated. A wide range of kit and accessories.

**Smiths Motor Accessories, Ltd. Stand 88.** Speedometer specially made for motor-assisted cycles and Petro-flex flexible tubing for fuel feeds. Rather special batteries.



*Smith's cyclemotor speedometer, neatly packaged*

**Sun Cycle and Fittings, Co., Ltd. - Stand 104.** Designers of the *Motorette*, neatest of the special cycles yet made for us.

**Triumph Engineering Co., Ltd. Stand 74.** Cycles, including the *Trimaster* for use with motors.

**Herbert Terry and Sons, Ltd. - Stand 59.** 23 exhibits all of interest, starting with the famous Extra-coil Spring Seat Saddle.

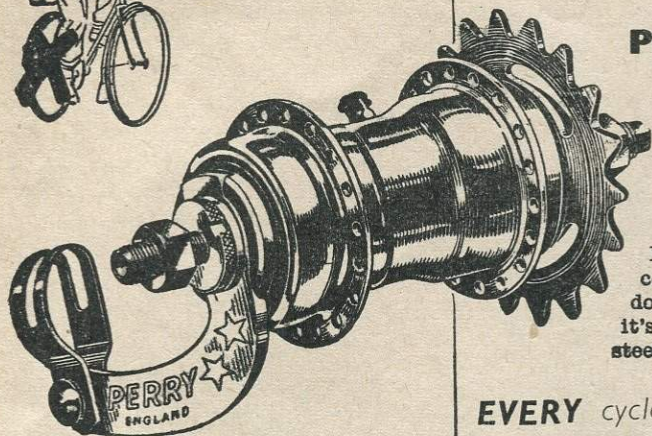
**H. C. Webb and Co., Ltd. - Stand 78.** Well-known spring fork with the enclosed central spring shown as a working model, and a range of caliper brakes and pedals.

**Wico-Pacy Sales Corporation, Ltd. - Stand 121.** The range of 3/6 plugs, including the P.4T. for two-strokes; a 3-bulb stop and tail light assembly; Waterproof plug covers, magnetos, oil coil, flexlinks, horns and filters.

**Wright Saddle Co., Ltd. - Stand 22.** The S.65/3 saddle featuring mattress top with coil suspension springs at rear. Also a new model 505 with built-in air-foam cushion.



**ALWAYS CYCLE IN SAFETY—FIT A**



**PERRY Back-peddalling 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.

★Visit our STAND 111 at the Cycle and Motor Cycle Show Earls Court. Nov. 13-20

**THE NEW LYCETT S.185 SADDLE**

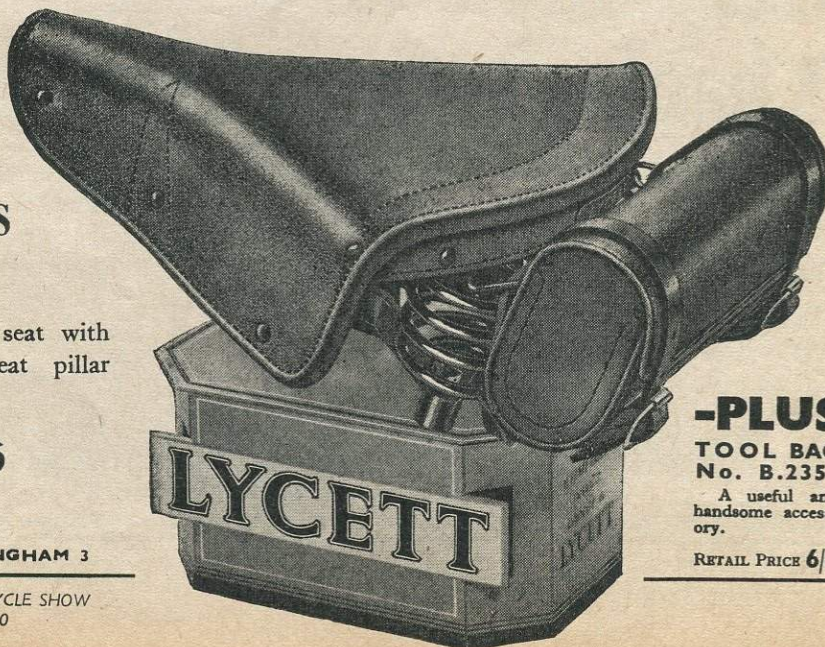
**FOR POWER-ASSISTED MACHINES OR AUTO-CYCLES**

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

RETAIL PRICE **23/6**

LYCETT SADDLES LTD., BIRMINGHAM 3

STAND No. 29 CYCLE & MOTOR CYCLE SHOW EARLS COURT, NOV 13-20



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

A useful and handsome accessory.

RETAIL PRICE **6/8**

## PETROIL COMES TO TOWN



THE rate of movement in petrol and oil distribution for the two-stroke market has been incredibly slow in Britain but there is now at last some visible sign of it.

The firm of Wakefield, producers of the famous Castrol oils, are now distributing a new lubricant under the name of TWO STROKE SELF-MIXING OIL that will be available both in bulk and in sealed

tins at the same price as their present ordinary oils. A recent demonstration shewed clearly that the self-mixing characteristics of the new lubricant are first class and the differences against ordinary oils were considerable in both time and completeness of the mix. The sample we have tried in two engines has proved satisfactory.

Rather as we expected, special attention to the needs of our very small engines had not been thought of and we believe that there will be fresh statements from the producers later, but at the moment the recommendation is that *all* two-stroke engines shall use  $\frac{1}{2}$ -pint to the gallon of fuel. It is true that complete miscibility and combustibility have so reduced carbon production in the new oil that no harm results from over-oiling, but it is wasteful and we suggest that the under-50 c.c. engines should get the now accepted "international" ratio of about 1 in 25. It is the fact that we can get a widely distributed special two-stroke oil direct from can or cabinet that matters.

### Mixers

Special oils apart, both *Castrol*

and *Esso* have produced mixing funnels (both illustrated on this page) which enable standard oils to be used and properly mixed at the moment of filling from the pump. The correct amount of any desired oil is placed in the mixer which is then placed in the filler orifice and the petrol pumped in at normal pressures. Mixing is complete and instantaneous.

*Esso*, of course, have already adopted the CPD mixer described in our September issue, but this funnel mixer is cheaper and handier for the small garage.



# Thanks for a happier engine!

says a Power & Pedal reader

... "Since using COLLOIDAL CYCLEMOTOR OIL I have never yet had occasion to clean my plug, and this used to be a very regular and unpleasant task. I also find that the engine shows less tendency to four stroke, even though the strength of the mixture is increased, and generally I find that the performance of my engine has bettered since I have been using COLLOIDAL CYCLEMOTOR OIL. It was a lucky day for me when I saw your advertisement in Power & Pedal, and an even luckier one when I wrote to you."



These extracts are from a letter received from a Power Pak rider in answer to a regular advertisement *Write to Fluid Phil yourself about your machine and any lubricating problems you may have.*

## Insist on Colloidal Cyclemotor FILTRATE

EDWARD JOY & SONS LTD., LEEDS.

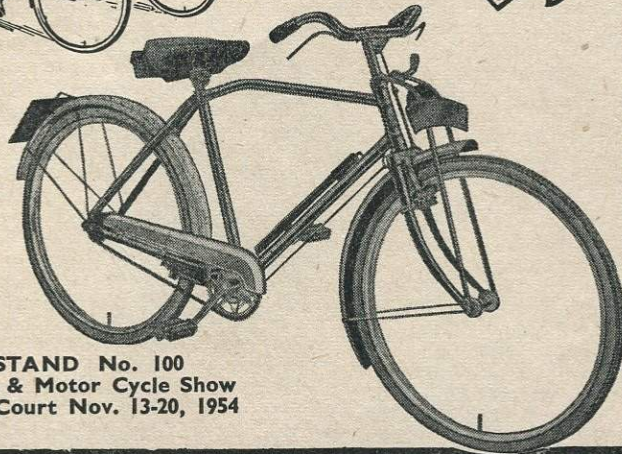
ESTABLISHED 1807

"Between Trafalgar & Waterloo"

**SPECIALY DESIGNED FOR USE WITH AUXILIARY ENGINES**



# PHILLIPS



STAND No. 100  
Cycle & Motor Cycle Show  
Earls Court Nov. 13-20, 1954

## LADIES' & MENS MOTOR

**ATTACHMENT MODELS**  
These specially built models can be fitted with any auxiliary engine and ensure greater strength and reliability combined with more comfortable "Motorised" riding. Let your Dealer show you the full range TODAY.

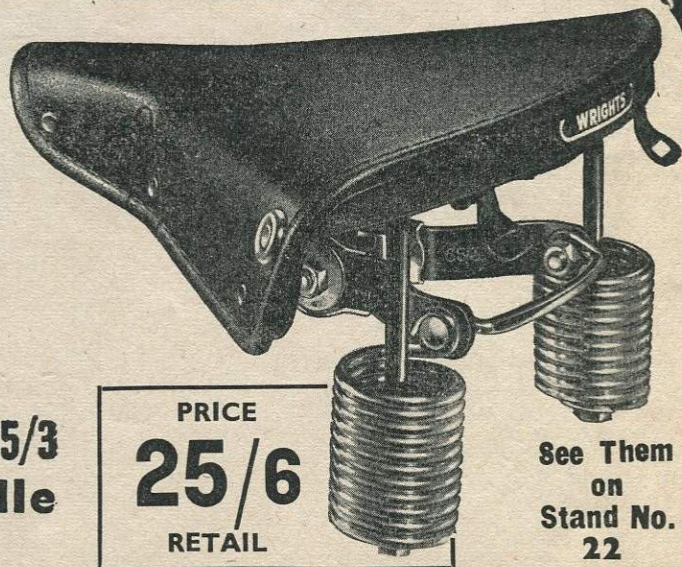
Model P.35	Gents	with roller	
	P.35L Ladies	brakes	£15 19 0
	Without rear wheel and Brake		£13 2 7
		(Tax paid)	
Model P.36	Gents	with hub brakes	
		(cable control)	
	P.36L Ladies	with hub brakes	
		(cable control)	£17 14 3
	Without rear wheel and brake		£14 0 10
		(Tax paid)	

**PHILLIPS CYCLES LTD., SMETHWICK, BIRMINGHAM 40**

## THE WRIGHT SADDLE FOR MOTORISED BICYCLES

**Designed SOLELY for power-assisted Cycles**

- LUXURIOUSLY-SPRUNG MATTRESS** interior with thick felt underlay, for armchair comfort.
- VYNIDE WATERPROOF SEAT**, 10½ in. x 11½ 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 S.65/3**  
**POWER CYCLE Saddle**  
for your new machine...

PRICE  
**25/6**  
RETAIL

See Them  
on  
Stand No.  
22

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

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

# 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.*

## Petrol Ratios

Re petrol/oil ratios, I have for some time used *Filtrate Graphite* oil at 80/1 just 2 measures of the filler cap per gallon and even used with *Esso Extra* the motor has never fussed or overheated, despite long distance runs at full bore.

Like HRY 292 of Leicester, I too was confounded that carbon deposits were not reduced, though they seemed to be crystalline in nature. Explanation please!

My last decoke brought to light a near tragedy. A circlip had broken up and scored the barrel somewhat, the offending pieces were found inside the gudgeon pin. Has any other reader had a similar experience? Strangely enough the performance has not deteriorated.

This has been my only mishap with the wonderful motor.

Good luck to all *Power Paks* and *Power and Pedal*.

OLE 432.

Wanstead.

## Tests and Testers

May we tell you how gratified we are, that our remarks re Driving Tests for 50 c.c. and smaller machines stirred at least one fraternal brother to state his views, if only to disagree with us? To your correspondent J. W. RODGERS (*Mereton*) may we extend neighbourly greetings? We are happy to note that despite his criticism, he would still call us friend.

Failure to pass a test does not put the "failee" off the road. What use therefore is the test? The examiner does not accompany the cyclist. During the test he sees the L. Driver once or twice per circuit. He asks questions on the Highway Code and the answers *must* be exactly as printed in the Code. Lastly the ticket, pink or yellow? It's just a farce.

We say that any cyclist who can produce a 3 years claim free insurance docket should be trusted with a substantive licence. The present system merely allows ex-M.O.T. examiners to wax passing rich, as principals or directors, of learn-to-drive schools. We assume of course that most riders of cycles carry insurance, whether motorised or not, as we do.

Having said all this may we finally say that we consider that driving tests

for machines up to 50 c.c. are a vast waste of time and money plus an excellent source of "jobs for the boys".

We say again, that, properly organized, the cyclist fraternity is powerful enough to make authority respect its wishes in this matter.

Many thanks to you and your colleagues for your sterling efforts in producing such a readable journal.

THE VINTAGERS.

Wirral.

## Silence

I have a Mk I *Mini-motor* (bought second-hand this year). This machine used to make a terrible din. Accordingly, one day in a fit of respect for my ears and other peoples, I dismantled the silencer, removed the scanty, burnt, remains of steel-wool, squandered 9d. on another packet and packed it tightly into the silencer. I even remembered a new gasket and jointing compound. Result? A noise resembling a supercharged tractor, loudly hissing snake and a pneumatic drill. Is there anything else I can do besides grin and bear it?

RPU 178

Chippenham.

## Get To Know Them

A friend of mine first introduced me to *Power and Pedal* some months ago; it was with keen interest that I waded through the pages of each number and I feel I must congratulate you on some jolly good reading and wish your paper a very long and happy life.

I am an engineer and also the owner of a cyclist. Over the past three and half years I have owned, overhauled or repaired a good many power-assisted cyclist motors of various makes, each has its own peculiar fad, and they have all had teething trouble. I can quite understand some of the ordeals your readers write about, but really the amount of trouble these pocket size motors give is very small indeed, providing of course, the rider knows something about his machine. My advice to any owner or prospective owner of a cyclist motor is this, especially if he is not mechanically minded. Get to know what the plug, carburettor, and contact breaker points are for,

and how they work. When he knows this, he will have long and trouble free-running. Don't put the instruction book away in some place of honour when you buy your machine, never to be looked at, but keep it with you and if trouble comes along, get it out and you'll soon be on the way again.

T. E. BROWN

Stockport.

## "Firefly"

"May I be allowed to comment on the "Reader's Experience" published in this month's *Power and Pedal*. To fill petrol tank is perfectly simple; if Mr. Engineer will just tilt the machine a little to the left when filling. Bad weather running is *excellent*. The tyre engagement control is worked by the acquisition of a knack, not brute force and ignorance, and does not require herculean straining to operate. The engine is neither fussy nor spluttery at low speeds—It would seem Mr. Engineer is either a chronic "fiddler" or just phenomenally unfortunate. With his cables, too. So the engaging lever gets in the way? Ever tried MOVING IT? Noise? Pleasant. Not all that loud. Listened to a B.S.A. wheel?

I agree that the Instruction Book is useless, but my fellow *Firefly*-owner friend 9539H obtained a bundle of useful charts, information, etc., from Vincents at quite a reasonable price—well worth it.

My 255 AHX is one year old this week. Has completed 3100 miles and has **never been decoked**. Performance: vivid—top speed 27 m.p.h., petrol consumption 202 m.p.g. Tyre wear hardly more than with a normal pedal cycle. Complaints? Not really—I am not so fastidious as our friend, nor have I such an insatiable curiosity that I must be forever probing and poking, and seeking to improve and adjust the engine. I leave that, when needed, to my dealer, bless him!

255 AHX

N.13.

## More Firefly Experience

Referring to "Reader's Experience" in the October issue apropos *Vincent Firefly*, I would wish to make the following observations based on my own experience and opinions with reference to his "bad points" concerning the motor. Broadly and generally his impressions are agreed to, but I offer my contribution in an endeavour to enlarge upon some points of detail.

The filler-cap difficulty can be satisfactorily overcome in this instance

*Continued on page 25*

LIGHTING

# SPECIALLY FOR CYCLEMOTORS

higher output generated by a dynamo set when used with a cyclemotor can quickly burn out ordinary bulbs. Special bulbs must therefore be fitted.

Vitality special cyclemotor bulbs include exactly the right bulb for each lamp in every make of dynamo set and you should make sure that the right bulbs for your particular set are fitted. Your dealer can advise you as to which you should fit.

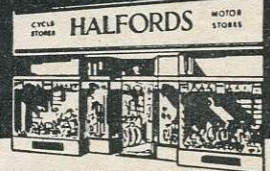
Ask specially for Vitality—remember, the same set of Vitality Bulbs lasted from start to finish of Peter Lee-Warner's seven months ride round the world.

**Note**

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

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

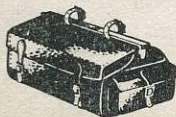
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Selective range from 4/8 each

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- Tubes in all sizes 5/8
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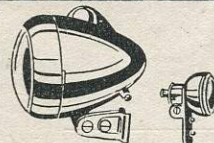


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- Oilskin Capes from 21/-
- Leggings from 15/- pr
- Cloth Capes, Single texture, from 28/9 pair
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- 'Miller' Head and Tail Lamps Set for motor assisted cycles 25/-
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- Horn Pushes from 1/9
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## THE TELELINK (REG'D)

### CONVERSION SPRING FORK

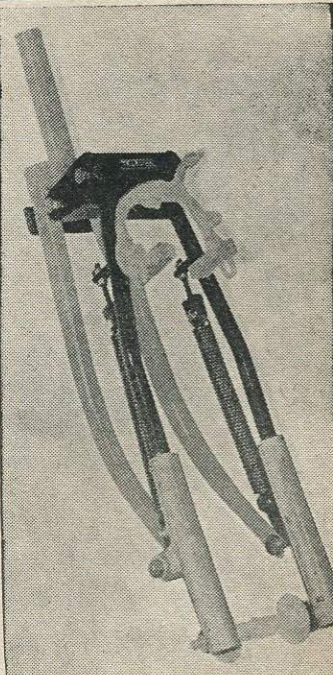
A scientifically designed suspension device for direct attachment to the front forks of motorised cycles.

The only Fork with the patent Neidhart progressive action rubber damping.

Model for roller lever brakes: 89/6 (plus 2/- p. & p.)

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(plus 2/- p. & p.)



CHANGE RIDING TO GLIDING  
WITH THE TELELINK SPRING FORK

**B.S. DEVELOPMENTS · THE GARLAND**  
FARNBOROUGH ROAD, FARNBOROUGH, Hants.

**CORRESPONDENCE—cont.**

certainly by adapting to the neck of the gallon can, a flexible tube made up of 7-8in. length of 1½in. or 1¾in. old cycle inner tube, during the pouring operation.

The trouble he experiences with the H.T. breakdown caused by the saturation of the double V.I.R. plug lead is beyond my understanding, and believe rather that the s/c takes place from plug terminal to strangler cowl as it is almost certain to do in heavy rain if he does not invest the large plug terminal nut and cover with a rubber plug-cap, e.g. *Cyclemaster* type (the plug-cap could well be standard fitting by the manufacturers I think). I have left my unit outside, uncovered in downpours for 11hr. periods and marvelled that it "fired first time" besides covering miles in the inclement weather of this last summer without ignition troubles.

Reference silencing? The noise from this unit is bad enough, in my opinion to appreciably reduce riding efficiency, and riding efficiency is more important than pride in engine efficiency, I simply had to do something about it, and a measure of success was achieved by fitting an auxiliary exhaust box in place of the exhaust pipe which was discarded. However, there still remains transmission clatter and other noises, and in any case the lightweight fabricated box as fitted always must be noisy.

Regarding hill climbing: To quote "Clip-on" who all too truly says in the October issue "the engine is still not the most important part of the motor assisted cycle", etc., a 3-speed hub, preferably combined with internal expanding back brake, makes the *Firefly* best tourer (though hardly the best type for ladies) of all British Clip-ons in my view provided the rider is prepared to aid when required on gradients and in the face of stiff headwinds.

If no 3-speed hub, other clip-ons may be preferred. If no aid is to come from the rider he definitely should not fit a *Firefly* but one that will limit him to 18 m.p.h. maximum on level going.

My other troubles beside noise and low speed splutter are the oily residue evidenced externally on machine and person from this carburettor "coughing and spitting" at speeds even up to 15 m.p.h. Also I did have much difficulty to provide a prop or stand for the machine, the which in the end I had to design and make myself, for nothing on the market appeared to me suitable.

Difficulty has always been experienced to maintain the oil level in the gear case. I believe oil gets away from the case via the main bearings. I too had great trouble with engagement control until critically adjusting the

motor slinging in conjunction with adjustment to engagement lever mechanism so that the turnbuckle and toggle bar was practically straight-in-line, in the engaged position.

188-BMH

South Ruislip.

**Firefly Reply**

Mr. J. Franklin of Northolt says that he has got over his wet weather ignition trouble by fitting a large splashguard to his front mudguard, this is not such a good idea as it sounds. I fitted a large motor cycle flap to my machine but found that it blanketed the engine too much and after climbing a long hill it was very hot indeed. I have now fitted a plastic dress guard to the front mudguard and fitted a further flap to the bottom of the existing one; even in the heaviest rain hardly a drop of mud is thrown on to the engine and no cooling air is cut off. What we want and cannot get are deeply valenced mudguards as were fitted as standard to Roadster cycles of the *Dreadnought* type.

The main trouble is caused by rain running down the tank on to the coil down the lead to the plug, I have taped up the joint at the coil and fitted a waterproof plug cover; a *Champion* fitted with a screw so that it may be locked to point downwards; the clip-on types tend to point upwards owing to the pull of the lead so allowing rain to run in. I have also scrapped the suppressor, this caused me trouble on two or three occasions. My pet dealer tells me that these fittings are causing a lot of trouble on a popular unit that reached the 100,000 mark a long time ago, he scraps them as fast as they come into his workshop.

Regarding his query re plug gap, I always get satisfactory results by following the makers recommendation i.e. .022 to .024. The *Firefly* has coil ignition which requires a larger gap than that for a magneto, I also use a K.L.G. 5.50 plug instead of the F20 fitted as standard, I find it gives me just that extra punch.

*Engine engagement control.* A good deal of this heaviness is caused by the control cable being assembled dry, it pays to well oil this and regularly oil it, the action will be much sweeter, I have also followed your advice and let my tyre down from 60lbs. to 35lbs.

I have had further correspondence with Messrs. Vincent and the following facts may be of use to you.

(1) They are altering their petrol mixture from 16-1 to 24-1 so that in future the mixture will be two measures of oil to ¼-gallon instead of the present 3 measures. Not only will this be a

saving in cost but the ordinary gallon can will just hold 1 gall of petrol and the necessary oil. With the heavier mixture this was not possible and it meant using two cans with a lot of messy measuring.

(2) A waterproof sparking plug cover with suppressor incorporated is to become a standard fitting.

(3) They are making arrangements to sound test the *Firefly* with the aid of modern sound testing equipment.

(4) *Roll engaging mechanism.* They say "We agree, however, that on many machines the operation of the unit falls far short of the possible standard and we are investigating the possibility of incorporating some detail improvements"

It seems worthwhile worrying the makers until they do something about it. I have now run just over 1,500 miles, petrol consumption to date 210 m.p.g., the makers claim 170 m.p.g. so I am quite satisfied with my riding methods.

T. WAYMOUTH PRINGLE

South Croydon.

**Demonstration Runs**

Referring to the article by "Clip-on" page 253 of the October issue of *Power and Pedal* "Demonstration Runs".

We have been Agents for the *Cyclemaster* unit in the Camborne-Redruth area of Cornwall since 1951, and from the outset, have always kept a demonstration unit available, which any prospective purchaser can ride (providing he or she holds a driving licence, annual or provisional), so if anyone is interested, they are welcome to a trial run without any obligation. We find this, backed by after Sales Service, an asset to sales

J. H. ROGERS

Camborne.

(We have received several letters to this effect, but the reader referred to by "Clip-on" asked for each dealer to keep A NUMBER of machines available for comparative testing—ED.)

**APPRECIATION**

READER R. D. Baldwin of West Croydon, Surrey commends the service of:

Messrs. E. G. SELFE,  
71 WINDMILL ROAD,  
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who has cheerfully serviced motors at 5 p.m. on a Sunday and again at 11.30 a.m. on early closing day.

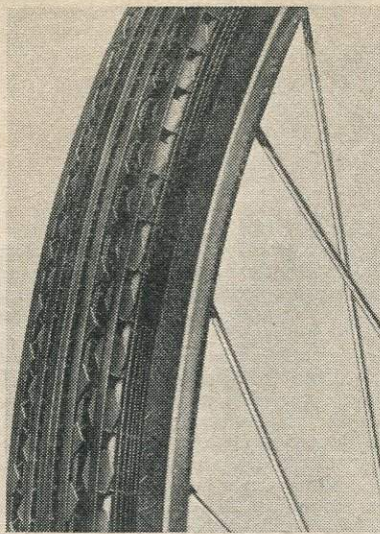
## ROAD TEST REPORT

### The AVON "POWERMASTER" TYRE

THE Avon Powermaster 26in. x 1½in. tyre has now been in quantity production for some months. It is ideal for motorised lightweight machines, particularly those with forks too narrow to allow oversize tyres to be used. The large demand for this tyre shows that it is quite possible to have a cyclemotor retaining the elegance and sprightliness of a sports cycle.

Both the carcass and tread of the tyre have been designed to withstand the stresses of a roller drive. The manufacturers recommend a pressure of at least 50 lbs. per sq. in. This gives an extremely hard tyre and consequent easy running on a smooth surface but a special cyclemotor saddle is needed to take out bumps. A saddle of this kind is desirable in any case on a narrow-tyred machine.

The roller, when engaged, will make only a slight indentation on a hard tyre and thus has a smaller



The "Powermaster" balanced tread combines the continuous bearing surface design factor of ribs with the tractive grip of studs. This is the actual 1½in. tyre tested.

area of contact with the relatively high pressure Powermaster than with a low pressure type. This area is quite sufficient to give a good drive in dry weather but some slip in wet weather is inevitable. To minimise wet-weather slip, acceleration should be gradual and pedal assistance given freely.

The tread pattern is a combina-

tion of continuous ribs and studs. The ribs give low-rolling resistance, the studs tractive efficiency. The problems of tread design are treated in detail in *Power and Pedal*, January, 1953.

The manufacturers point out that varying conditions of use make it impossible to give an accurate forecast of the life of the tyre but there can be no doubt that the Powermaster stands up to the roller drive well. The tyre has been tested by us over 500 miles with a very powerful roller drive unit. The tread pattern is still clearly visible and wear appears to be the result of the road rather than the roller. There are no lateral ridges to indicate roller wear. In contrast an ordinary tyre showed bad lateral ridges after a couple of hundred miles. On the evidence of the first 500 miles one might hazard the guess of a minimum life of 3,000 miles for the test tyre.

The 26 x 1½in. Powermaster has a Schrader valve so demands the right kind of connecting tube for the pump. The kind which will fit the Schrader has an adaptor for use with the ordinary low pressure valve. The top of the dust cap of a Schrader valve is designed so that it can be employed as a key to the valve.

# SHOW

# T S L

It is not easy to SHOW a lubricating oil but easy enough to show the results of using the right oil for the job. If the engine is a two-stroke and the oil is T.S.L. (Two-stroke Lubricant), the results are long periods between decokes, clean ports and plugs, no "whiskers", easy starting and improved fuel consumption.

For all under 50 c.c. engines use T.S.L. at ¼ pint per gallon of fuel (1 in 32)

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VISIT

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## ROAD TEST REPORT

### The SMITH'S SPEEDOMETER

THE Smith's *de-luxe* cycle speedometer was designed for cycle-motors and does its job well. We have had an instrument on trial for over 500 miles and found it completely satisfactory.

Calibration is from zero to 40 m.p.h. and effective readings are given at 5 m.p.h. or less. The needle is remarkably steady and it needs a really sharp bump to make it flick across the dial; even then it settles down again quickly. There is a slight lag when reducing speed but none when accelerating.

A pressed steel circular rack, attached to the spokes of the front wheel, turns a rubber sprocket at the lower end of the flexible drive to the instrument. This mechanism, exposed to the weather and the grime of the road, might be expected to give trouble. In fact it does not. The operation is silent and reliable. A shrouded drive at the front wheel would be more elegant but it has not been introduced in this country because it is considered too expensive.

Power transmitted from the front wheel to the speedometer is converted into an electric current which operates an electro-magnet. Thus variations in the speed of the cycle are reflected in variations in the strength of a magnetic field. Moving in this field and balanced against a hair spring is a metal part which operates the needle. The part is made of an aluminium alloy that can be magnetised. The instrument is compensated for temperature changes and great care has been taken to make it waterproof.

The Smith's *Popular* cycle speedometer works on the same principle as the *de-luxe* although the construction of the *Popular* is lighter. In contrast the full size motor cycle speedometer has a completely different mechanism. Operation is mechanical and not

electrical and the needle indicates the answer to a sum in which distance is divided by time, the instrument having measured both.

The *de-luxe* speedometer is finished in grey. A red needle moves over white figures on a black face. There is a cumulative mile counter recording distances from 1/10 to 9,999 miles. The size of the instrument precluded the incorporation of a counter that could be zeroed.

Instruments are made to take drives from the left or right hand side of the front wheel and are available for either 26in. or 28in. wheel sizes. A point worth noting is that the larger drive cable for 28in. wheels can be added with a 26in. wheel instrument to afford extra drive if required for use with spring forks.

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MOTOR CYCLE  
DEALER EST. 1918

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32cc. MOTORISED WHEEL COMPLETE WITH CLUTCH, ALL CHAIN DRIVE, LIGHTING COILS, HUB BRAKE, NEW TYRE AND TUBE, 220 MILES PER GALLON *Fitted Free*  
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STANDARD TOURING MODEL	£12.19.7
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*All Models in Stock ON TERMS  
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## CYCLEMATE

WE have recently had an opportunity of visiting the new works of the Cyclemaster Company at Byfleet and of testing there an early number of the new *Cyclemate* autocycle.

The engine and primary drive assembly of the new machine are practically identical with those of the wheel unit so that spares and service are already laid on throughout the country. The performance, therefore, is the same so far as speed and power are concerned. The handling of the machine, however, is very different from that of any cycle with attachment engine. Engine weight centrally disposed cannot be felt at all. Balance is perfect, steering and braking first class and comfort exceptional. This last is to a great measure due to the 2in. balloon tyres which are designed to run at moderate pressures and provide not only rider comfort but also add to the road-holding and general handling qualities of the machine as a whole.

Hand-operated *Phillips* hub brakes fore and aft stop the machine quickly and smoothly either alone or together. The clutch is light and positive in action and the twist grip throttle control has a not-too-critical range of movement that is comfortable without moving the

hand on the grip at any position.

Purring smoothly at its 22 m.p.h. maximum, turning at walking pace in narrow circles or careering around over rough tracks and grassland, the *Cyclemate* inspired complete confidence in handling and seemed perfectly at home. It has a range of performance that will satisfy the needs of 80 per cent. of Britain's potential cyclemotorists and its a fine beginning to the light autocycle industry of Britain. We understand that many orders have already been received for this machine and that deliveries will commence in the New Year. We hope to enjoy a prolonged test and make a full report within the next few months.

## SHOW FILM

THE Dunlop Rubber Company's film of the 1954 International Six Day's Trial is being shown six times daily at Earl's Court Show and is available on loan to clubs and similar interested bodies after this.

The trial took place amid some of the finest scenery in Wales and the film is worth seeing for that alone. It gives an excellent picture of the art of trials riding as demonstrated by the world's best riders and will interest many people apart from active motor cyclists.

A nominal charge of one penny (it goes to the Benevolent Fund)

has to be made to meet with some obscure Customs and Excise regulations and admission to the shows in the Richmond Hall at Earl's Court is *by ticket only*. These are obtained from the kiosk near the escalator at the Brompton Road Entrance.

## A NEW COAT

FAMOUS throughout the cycle trade as producers of the *Cella* range of cycling capes and clothing accessories, the firm of Robert Watson & Co., Ltd., 12 Theobalds Road, w.c.1., are to market a special coat for *Power and Pedal* riders.

It is in P.V.C. plasticised fabric the material we have repeatedly tested and recommended for our purposes as being proof against water, oil, petrol and acids, strong and durable. Supplied in a range of colours, with a cloth collar insert to avoid that clammy feeling at the back of the neck, the garment is in a normal double-breasted style, belted and with large flap pockets. The prototype we have tested is light in weight, only 2lbs. 10 ozs. in a large size, and is comfortable either riding or walking. Appearance is conventional and the coat will appeal to many besides cyclemotorists.

Distribution will be through the retail cycle trade and the price is likely to be competitive, probably under £3.

Visit **Colloidal** **Cyclemotor** Filtrate, Stand 145  
says Fluid Phil



Exhaustive tests have proved that high-grade oil blended with Acheson Colloidal Graphite inestimably improves the lubrication of Two Stroke Motor Cycles. It is exclusively recommended for Minimotors and is also approved for Cyclaid. (The maximum proportion to use is 1 part to 32 parts of petrol).

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# CLUB NEWS

## THE HALF HUNDRED CLUB

Captain: DEREK SPRIGGS, c/o THE HALF HUNDRED CLUB, 193 KING'S CROSS ROAD, LONDON, W.C.1.

A section of THE HALF HUNDRED CLUB has been formed in Liverpool. Secretary: K. ELLIS, 88 SWEDEN STREET, WATERLOO, LIVERPOOL 22.

The Essex Plaque trial was run on October 17th. There was a speed section, rough riding section, hill climb and special test. The course would have been more exciting if it had rained. First came Mr. CATTRALL, *Power-Pak*, second (of course) was Mr. BENFIELD, *Cyclemaster*, and third Mr. HAMPTON, *Itom*.

The run to Southend on October 24th was very damp. A branch of the Club has been formed in Liverpool (see "New Clubs" above). Eventually it is hoped there will be sections of the Club all over the country. Members and others interested are reminded that the Club Room is at the "Enterprise", Chalk Farm Rd., (Corner Haverstock Hill), N.W.5. Club night is Tuesday.

### DECEMBER PROGRAMME

- (Runs start Marble Arch 9 a.m.)
- 5th—Canvey Island.
- 12th—"Sealed Orders" Rally.
- 19th—Witham.
- 26th—Christmas Fun and Fare—Surprise Run.

## NOTTINGHAMSHIRE CYCLEMOTOR CLUB

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

The Club is busy preparing for the Social Season. Club colours and badges will soon be available. The Winter Trial is being planned.

### DECEMBER PROGRAMME

- (Please arrive on time—Secretary)
- Fri. 3rd—Monthly Meeting, "Bay Horse", 8 p.m.

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- Sun. 5th—Trent Bridge, 10 a.m.
- Sun. 12th—Castle Rock, 10 a.m.
- Sun. 19th—Daybrook Sq. 10 a.m.
- Sun. 26th—Short Boxing Day Run, Old Market Sq., 10 a.m.

## THE POWER ASSISTED CYCLE CLUB

Secretary: S. G. TAYLOR, 3 CLACK STREET, LONDON, S.E.16.

The Club announces that the annual subscription is reduced to 5/- a year. The first number of the monthly magazine appears in January. It is free to all members.

## THE ROVER (MANCHESTER) FELLOWSHIP

Secretary: G. M. BROWN, 15 KEPPAL ROAD, MANCHESTER 21.

During the winter the four sections of the Fellowship, Rambling Cycling, Motorised Cycling and Motoring, combine their activities. Club runs will be announced in the Club Gazette. The Fellowship has acquired an excellent club room where refreshments are being laid on. The Annual Dinner and Social will be on December 11th.

## SOUTHDOWN MOTOR-ASSISTED CYCLE CLUB

Secretary: CECIL C. HARDING, 1 PELHAM STREET, BRIGHTON, 1

Meetings Circus Street, Sunday 10 a.m. and 2.30 p.m.

### DECEMBER PROGRAMME

- 4th—2.30 p.m. Arundel via Rewill Hill.
- 11th. 2.30 p.m. Buxted Park.
- 18th—2.30 p.m. Alfriston and Lullington.

The Editor will be pleased to publish news of all club events. Please send copy in by 7th of month prior to publication.

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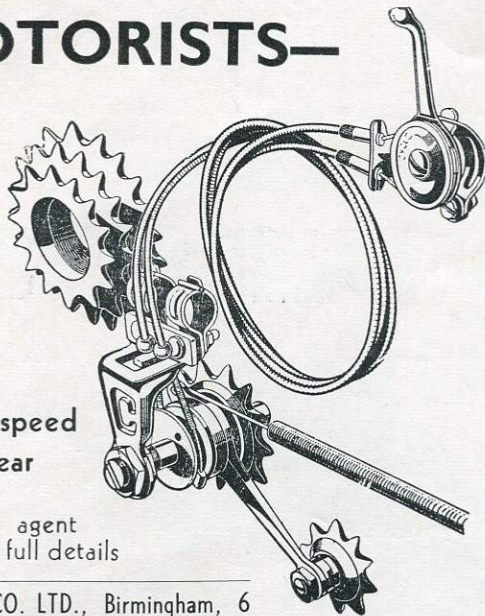
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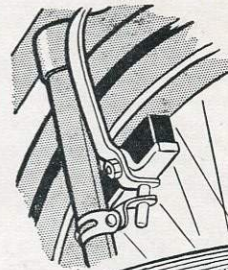
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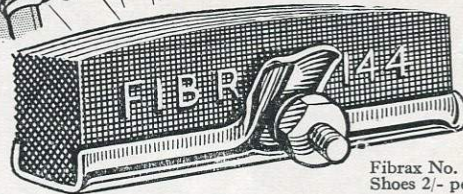
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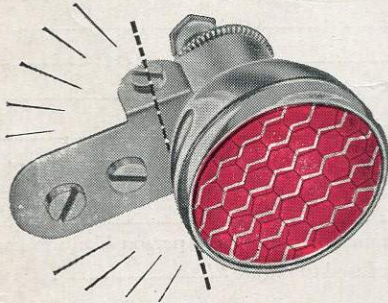
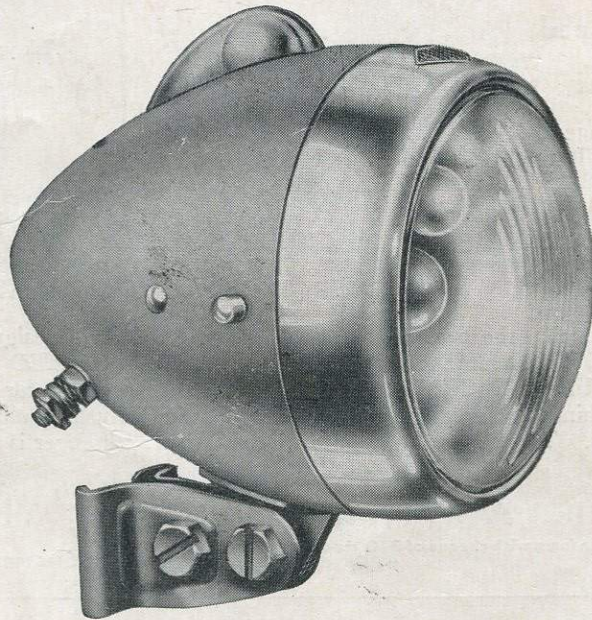
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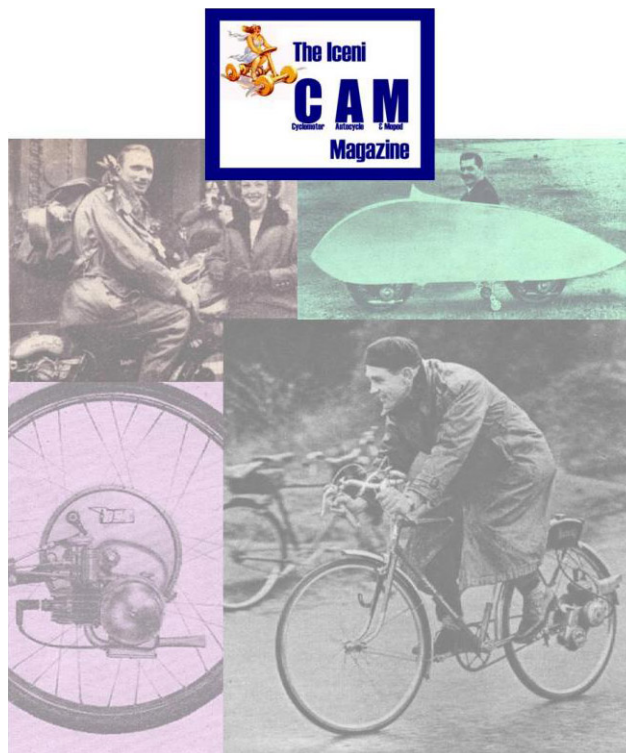


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