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**The Cyclomotor and Autocycle Journal**

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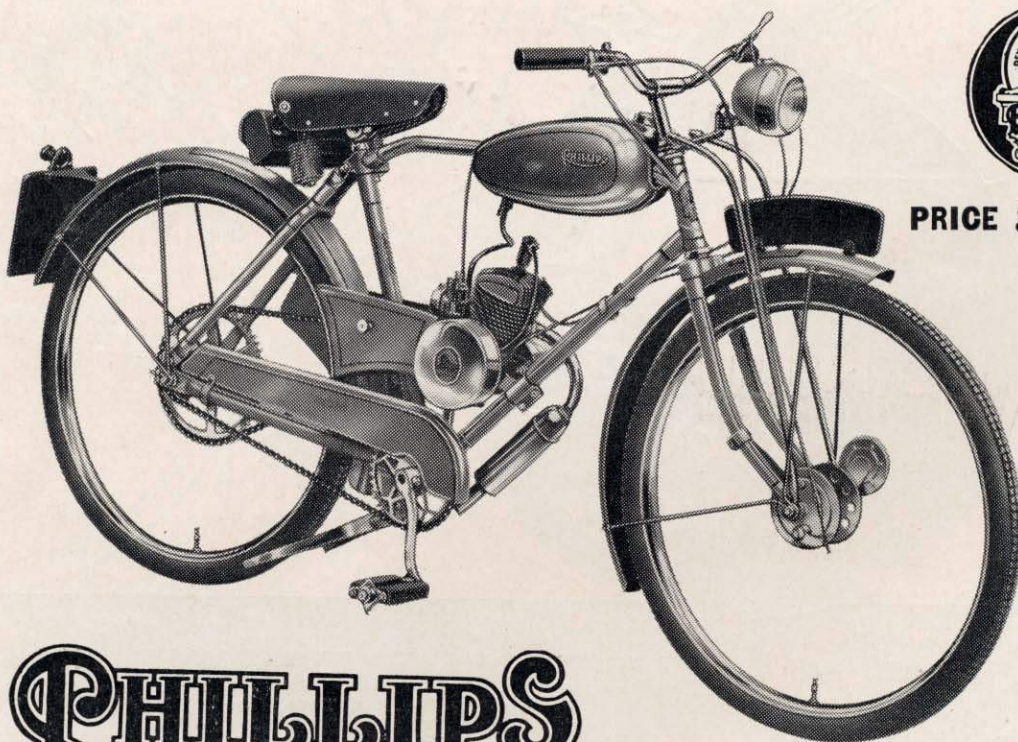
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*Published by:*

**POWER & PEDAL, Ltd**  
197 Temple Chambers  
Temple Avenue, E.C.4.  
Telephone: CENTral 0048

*Distributed by:*

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

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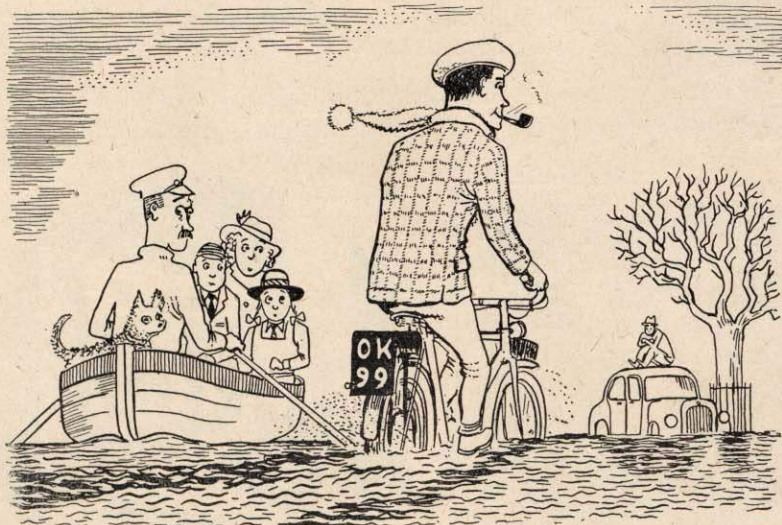
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incorporating THE SCOOTER  
**POWER & PEDAL**

THE CYCLEMOTOR & AUTOCYCLE JOURNAL

Editor: FRANK L. FARR

Vol. III No. 2

January 1955

OBSERVATIONS on the roads of Britain during the past year and of the crowds at the November Show at Earl's Court indicate clearly that the current trend of interest in powered two-wheelers is almost entirely directed towards vehicles designed primarily as personal transport.

This does not exclude pleasure riding, to the contrary the riding of a cycle for the sheer pleasure of the ride and regardless of geographical objective is 'being transported' in its most literal as well as literary sense, but the qualities most demanded in a personal transport vehicle are not those which the motorcyclists of the past half century have sought and bought.

Unfailing reliability, economy, simplicity, cleanliness, handiness and good appearance are the new demands and it is no argument to say that what we have so far called conventional motorcycles try to offer some at least of these qualities. Reliability is desired as much by the sporting rider as the utility traveller, but it is easier and much cheaper to get reliability out of a lightly stressed and relatively low performance engine than out of a hard worked unit producing power at its maximum volumetric efficiency. It is also cheaper to run as well as

make and maintain the lightly stressed unit, which brings in the economy characteristic, while the acceptance of the easy life performance also means cooler running and enables simple design with greater enclosure to be combined with low overall weight to provide the rest of the qualities listed.

What this adds up to in terms of the present market is a group of three vehicle types, the motor-assisted cycle, the autocycle and the scooter, which between them serve the various needs of one class of rider. It is for this reason that *Power and Pedal* is now described as the Cyclemotor and Autocycle Journal and, from this issue, incorporates the new title *The Scooter*.

It has not been generally realised that the resurgence of interest in the old established 98 c.c. autocycles which has surprised the Trade this year has been created by the new market opened up by the the impact of the cyclemotor. In the same way the present autocycle field is the best potential market for the new light scooters. The three types of vehicle do not compete against but rather complement each other as a light transport vehicle group and serve the same people, a single

class of user who, in turn, will all be served by this journal.

So far as the attachment unit is concerned there is still a huge, untapped potential market both in Britain and abroad. The need is for lighter, less obtrusive engines of modest performance that will run for far longer periods than most present units without attention. The Trade can provide these when it is convinced that the market exists, and we shall continue to press for the improvements that are needed to make motor assistance to cycling all that it should be. The 50 c.c. autocycle is establishing itself firmly but greater attention needs to be given to cleanliness and enclosure at the expense, if need be, of sheer performance. Manufacturer interest in the 98 c.c. autocycles is poor but it may be that this engine size will revive in the form of really light scooter design so as to offer complete weather protection.

A healthy club movement is growing in these fields and there will be interesting developments in sporting competitions. Light personal transport offers a fine field for healthy, happy social organisation on a scale never seen before. We look forward to it with lively interest.

# COMMENT

by **Clip-on**

## Mount Ararat

SO far as 1954 was concerned it seems—that the only really suitable drive for the home market was the propellor. This probably accounts for the fact that many readers have become violently opposed to roller drive on cyclemotors and flatly refuse to see any case for it whatsoever.

Naturally roller drive has its disadvantages, every form of transmission has, but the only really serious one is the question of slip in wet weather and this can be kept down to quite manageable proportions if a little common sense is used. The tyre makers are partly to blame for putting out propaganda based on insufficient knowledge and experience of cycle motors. For a generation past they have been coolly blaming everything that could go wrong with their products on to under-inflation and they greeted the arrival of the motor-assisted cycle with demands that tyre pressures should be raised to meet the "additional strain" imposed on the tyres by the roller. What these additional strains were has never been stated.

In practice the harder the tyre is pumped the greater the local stress at the point of indentation by the roller, the greater the heat generated within the casing and the more serious the abrasion of the tread by the roller. At the same time the very hard tyre keeps the area of contact with the roller to a minimum and creates more slip. The rider's reaction to slip is to press his roller harder against the tyre and thus start the whole cycle of operations over again.

Given a tyre of adequate section for its job and run at the correct road pressure the modern steel roller will not slip more than the same tyre will skid under braking load, and that ought to be good enough to maintain interest in the lightest, cheapest and simplest drive we have.

## Those "98's"

Several acquaintances I met at the Show ribbed me somewhat at what they regarded as my poor judgement on the future of the 98 c.c. autocycle, which a few months ago I casually referred to as a dying type. I am not, however, taking to sackcloth and ashes over this matter by any means, and so long as the Editor lets me write what I like in these columns (We can't stop him—ED.) I shall continue to back my hunches off

## 50 YEARS AGO

*There are three ways in which the power of a motor may assist the cycle. (a) Belt driving, on which too large a percentage of power would be lost in transmission. (b) Chain drive, which would wear even the highest grade machine out in a month or two (c) Direct transmission of power to the back wheel, which necessitates the engine being outside the centre of gravity. I shudder to think how this would multiply the chances of side-slip.*

from CYCLING Mar. 8, 1905

the record.

On this issue I approached the three remaining makers shewing 98's and sought their views at high levels. They all admitted an increased interest in the class but only one proposed to go on with development of his models. One of the others regarded his current machine as "dated" and needing complete redesign and the other thought the present increase in business rather an embarrassment. Both of these and another maker, who has already given up his 98 c.c. autocycle but continues with a light motorcycle of this capacity, agreed that the probable trend of the market would be for the 98's to power scooters rather than autocycles or motorcycles.

With this conclusion I entirely agree and I hope to see several 98 c.c. 2-speed scooters soon on the market at motor cycle prices—It can be done. The plain fact is that the renewed interest in 98's in the autocycle world is the direct result of cyclists trying out power on cyclemotors and wanting to grow up a bit. This demand will be satisfied soon by the new light autocycles that are here or just round the corner.

## Whiskers On It

Since the first issue of *Power and Pedal* there has been a steady flow of enquiry and comment on the subject of plug whiskering and this has been increased lately as a result of Bernard Shipley's article in our November number.

It usually turns out that the readers who write in have confused whiskering and carbon bridging, but apart from these there are plenty of instances that suggest that whiskering is quite a major problem for small two-strokes.

Carbon bridging is simply the formation of a solid piece of carbon between the electrodes which effects a complete short circuit of the high tension current. It is usually one piece, is black and clearly

visible with the naked eye. Whiskers are a grey "furry" formation in the vicinity of the points of the plug, not necessarily right at the spark gap, very fine and sometimes barely visible even when they are joined up enough to stop the engine. Sometimes I have removed a plug before a stoppage and found a healthy crop of whiskers already in existence. They can be rubbed off with the tip of a nail file (best cyclemotor decoking weapon ever invented) or completely removed only by sand-blasting which restores the plug to good as new condition.

The real cause remains a mystery to my mind though I have heard a number of different theories to account for it, all interesting but none of them completely satisfactory. High octane fuels do undoubtedly add to the trouble but appear to be adding rather than causing to my mind. Meanwhile, the new plug evolved by *Cyclemaster* and developed by K.L.G. to eliminate this nuisance does work. The design simply consists of mounting the outer points on a ring that is free to revolve in the threaded part of the plug body. It really works but no-one can tell me why!

### The Right Cycle

On the question of choosing a cyclemotor this journal has consistently advanced the line that the right unit is the right one for the job and not abstractly the "best" cyclemotor as such. The arrival of the new light autocycles seems to be creating a need for this line to be re-stated, as they differ as much in performance, price and suitability for specific requirements as the attachment units do. What seems to be as big a problem in its way is the choice of the bicycle itself.

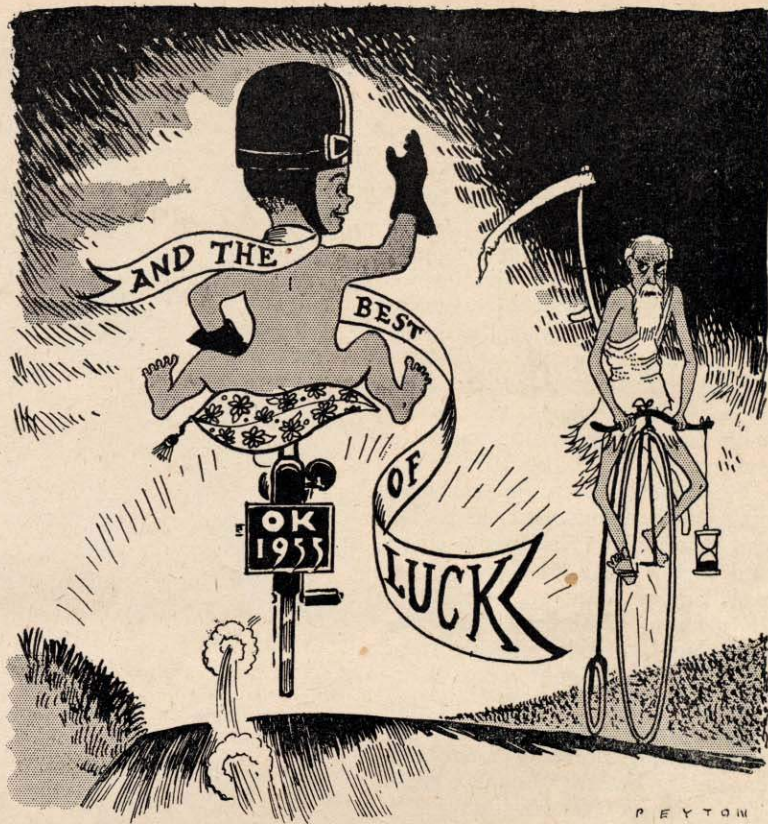
A letter recently arrived at this office from a lady who had failed her driving test on a cyclemotor although she is a car driver of

many years experience. Her letter was unusual in that it gave detailed information and the Editor accordingly advised that her bicycle was her bane rather than the engine she used or the tester she was much inclined to blame. This she has since acknowledged in grateful terms and she will not make this mistake again.

This may have been an extreme case, but daily observation on the roads suggests that almost half the cyclemotorists currently riding are either mounted on the wrong machines or their cycles are wrongly adjusted for the job. Most of them are too high up, many are too much spread-eagled over the machine, few have their controls adjusted so that they can keep a comfortable right angle when operating brakes, clutch and throttle and there are quite a number who have not bothered to fit the right

type of oversize tyre to the rear wheel and/or keep it at the right pressure. The result is that far too many riders make themselves uncomfortable and worry other road-users by looking like monkeys up wheeled sticks not entirely under control.

Admittedly most of these riders had their bicycles before they fitted engines and have neither the cash nor inclination to buy new ones, but unless the machines are very much too big for comfort anyway it is usually possible to set the saddle low enough to get both heels on the ground at a standstill, with the base set to give an upright position and a good wrist angle, and the controls accessible without moving the palm of the hand from the grip. Given this and a tyre of adequate section run at a reasonable pressure, cyclemotoring is comfortable and safe and, what is more, looks it.



# NOT AT THE SHOW

## Cyc-Auto

A 98 c.c. auticycle which bears a famous name and has an interesting unorthodox power unit layout is the Scott *Cyc-Auto*.

The engine is a Scott two-stroke mounted transversely in the frame and driving through a 5-plate hand-operated clutch, helical gear worm wheel and *shaft* to the counter shaft and thence by final chain to the rear wheel. In addition to the normal clutch there is a sliding gear which disconnects the engine completely from the pedal drive and enables the machine to be pedalled as a normal cycle. A *Wico-Pacy* "Genimag", completely enclosed, provides a high current output for both ignition and lighting, and other features of the specification are a 1½ gallon fuel tank, spring forks and internal expanding brakes to both wheels. The price is £60 (including £10 P.T.)

*Makers* : WINSMITH (FINCHLEY) LTD., ALBERT PLACE, N.3.

## Itom

Still the most powerful attachment unit on the British market is the Italian *Itom*, a 48 c.c. two-stroke, fitting under the bracket and driving by steel roller on to the rear tyre.

Unique is the foot engaging gear that enables the engine to be engaged or disengaged completely by a flick of the left toe and provides positive location without the use of cables.

Changes for 1955 are a new type adjustable rod for the engaging gear, a stronger and better looking flywheel casing, extra finning on the rear part of the engine, separate lighting coil, carburettor drip-tray and a waterproof cover to the

plug lead. It is reported that this last improvement is the result of the "English" Summer they had in Italy in 1954.

*Importers* : Messrs. ADIMAR, 61 CLAPHAM ROAD, S.W.9.

## Mocyc

Only remaining front wheel drive attachment on the market is the Cairns *Mocyc*.

It is a conventional two-stroke of 49 c.c. with flat topped piston, alloy head and barrel and steel liner. The roller is of the carborundum friction drive type, spring loaded with damped action. The complete unit is mounted on a sub frame which fits between the front wheel spindle and the handlebars and is adjustable for any size of machine.

The price of the complete unit is

£14. 14s. 0d. but it may be obtained in partly assembled "kit" form at £12. 12s. 0d.

*Makers* : CAIRNS CYCLE MANUFACTURING CO., LTD., TODMORDEN, LANCs.

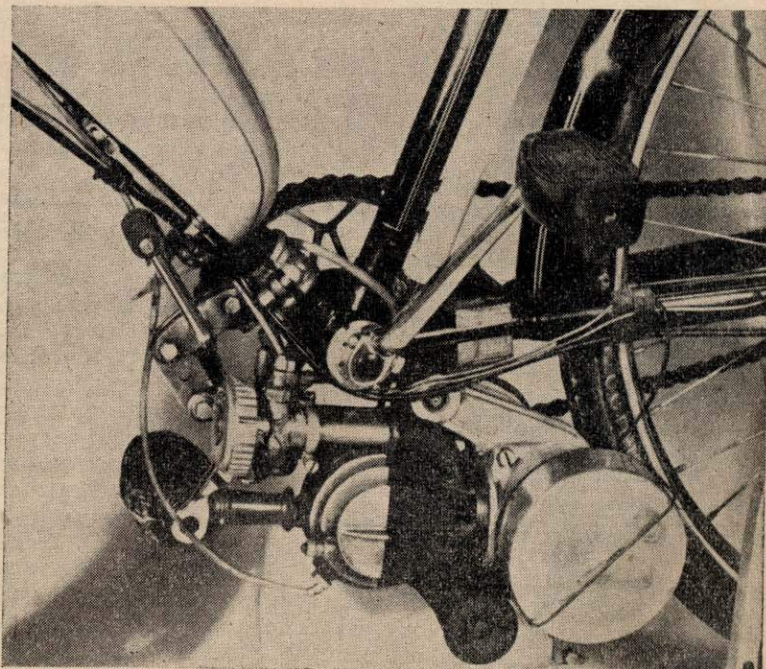
## Mosquito

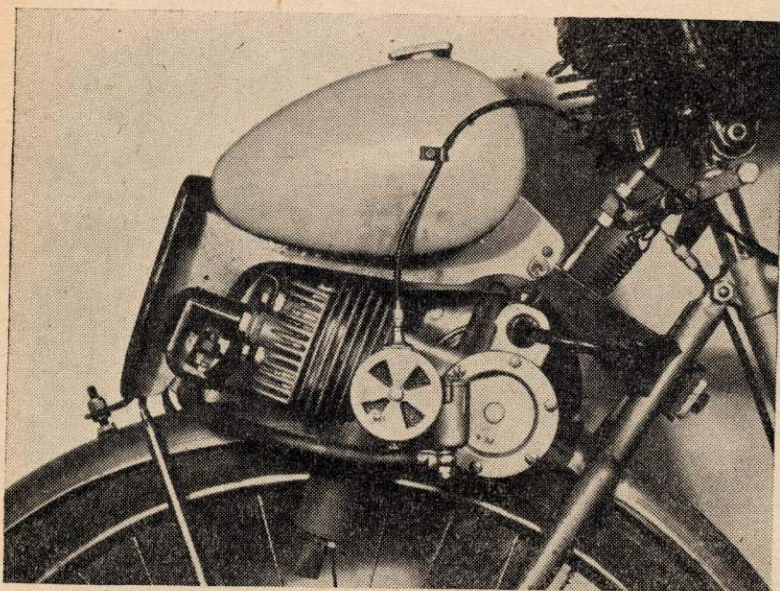
Very neat indeed and with a lively performance, the Italian built *Mosquito* continues unchanged in form and price for 1955.

It is a 38 c.c. two-stroke with several unusual features in its specification; the piston is of cast iron, there is an outside flywheel, the steel driving roller contains a two to 1 reduction gear and also the magneto. The suspension system of the front of the unit from the down tube of the cycle is by a spring steel strap which acts as a shock and vibration damper. The weight is 15½ lbs. and the price £27. 10s. 0d.

*Importers* : MOSQUITO MOTORS, LTD., MOORFIELDS, LIVERPOOL, 2.

## 48 c.c. ITOM "TOURIST"





BLOWER-COOLED TEAGLE

### Teagle

Newest of Britain's attachment units is the 49 c.c. *Teagle* that is now available in final production form after long testing and trial.

The all alloy, monobloc construction makes this extremely interesting new unit very light and clean, eliminates the need for gaskets and facilitates maintenance. The standard model already seen has blower cooling by cowl and vaned flywheel, but a new "non-blown" "Popular" model is being produced and sold without tools, etc., at a lower price.

The special interest for many riders, however, is the excellent service offered by the makers at very reasonable cost, a complete engine overhaul being charged at a *maximum* of £4 and an exchange engine service being available at the same figure.

New features for 1955 are simpler fitting brackets, independent carburettor mounting to insulate the instrument from engine vibration and the lower priced model already mentioned. The price of the blower-cooled model with tools,

licence holder, rear lamp and number plates is £17 and that of the cheaper model with number plates only, £15. Magneto lighting coils 10/- extra.

*Makers*: W. T. TEAGLE (MACHINERY) LTD., BLACKWATER, TRURO, CORNWALL.

### VeloSolex

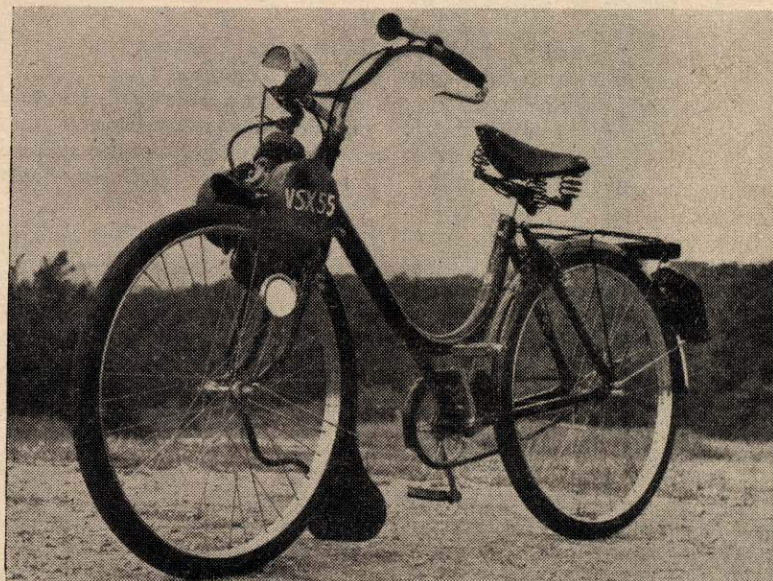
The one *marque* probably in all Europe which has remained true to its original concept of motor assisted cycling in its most literal sense is this light auticycle of French origin.

The *VeloSolex* has an immensely strong open frame, wide endrickerimmed wheels and has its engine mounted over the front wheel and driving by carborundum roller. The 45 c.c. engine is the quietest cycle-motor unit in the world and is deliberately designed to offer a relatively low maximum speed coupled with exceptionally good pulling at low revs. It appeals most to those who are content with cycling speeds but want their cycling comfortable and effortless and with simplicity of control.

Price for the complete machine is £38. 8s. 4d. (Including £6. 8s. 4d. P.T.).

*Makers*: SOLEX (CYCLES), LTD., 45 CRAWFORD PLACE, W.1.

The 45 c.c. VELOSOLEX



## SCOOTER TOPICS

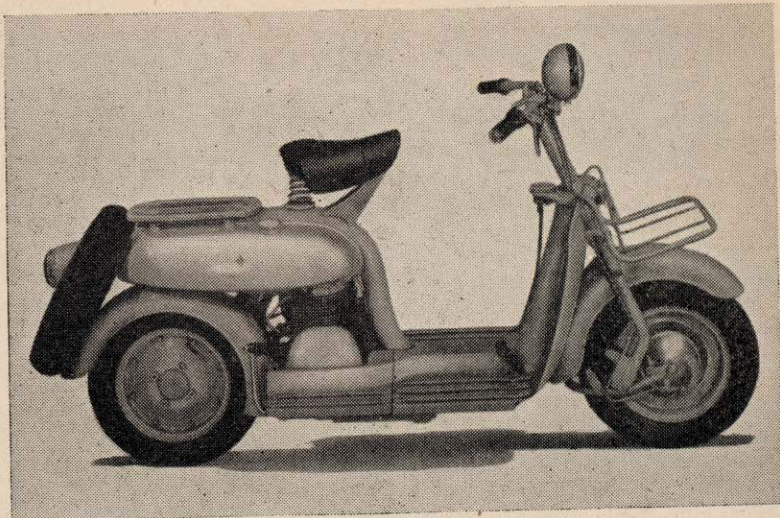
THERE were eight scooters at the Show and six of these were new at least to the British market, but this is only a beginning and the real stuff of scooter history has yet to happen.

Impressed by the success of the two continental designs, *Lambretta* and *Vespa*, during the past two years or so, the Trade has jumped in with fresh imports and new designs so that a fair range of types, sizes and even prices is now offered. On the whole, however, there is little sign that anyone has made a study of the potential market and set about producing a really popular answer.

The big fellows are logical developments of the motor cycle market, the lines on which motor cycles should have developed years ago to do their job of providing fast, safe transport on two wheels without noise, dirt and exposure and, therefore, without the need for ungainly and expensive motor cycling clothing. The Dayton *Albatross* produced by a firm with a long and lively record in the cycle field, the Harper Aircraft Company's *Scootomobile*, plastic bodied and fitted with self starter as standard, and the speedy German *Bella* are all in this class. Their engines are set well forward; they are sprung fore and aft and they really are very good, semi-open frame motor cycles with full enclosure. Their future market is assured but it will be mostly at the expense of more old-fashioned motor cycles.

The genuine scooter as most people think of it is in rather a different class from these. The term scooter itself is disliked by many in the Trade because of its association with the child's toy of that name, but nevertheless the idea behind the description has some form of logic. The real scooter is basically a platform, a flat, clear space with a wheel at each end and its motor unit well out of the way, anywhere out of the way.

The pioneering *Vespa* and *Lam-*



*The Motobecane "MobyLux". It will appear on the British market in slightly modified form.*

*bretta* are of this type, as is the new Motobecane *MobyLux*. All three of these have 125 c.c. engines which provide a happy medium between performance as such and ease of handling and safety with light weight and economy in running. They all have the completely open "platform" chassis design that makes for handiness in mounting and dismounting and offers full weather protection behind a simple wide screen for riding in conventional town clothing. An important point is that these machines lend themselves naturally to use as occasional two-seaters and it is noticeable that most of those already on the roads are used as passenger carriers.

Of a rather different type and actually providing a stepping stone between the autocycle and the scooter are the 48 c.c. Britax *Scooterette*, which is a re-modelling of their Ducati-engined autocycle plus full enclosure and added weather protection, and the neat Monet-Goyon *Starlett* that was whipped into Earl's Court just after the last minute and thus received less notice than it looks as though it deserves.

It appears to us that the style

of the real scooter has a functional value that will outlast all variations and keep the future development of the type on those lines that have so far established the market. But the need of the majority of the riders-to-be is for something a little lighter and simpler and a whole lot cheaper than the present representatives of the type. 98 c.c. 2-speed models, powered by the British engines that are already proven and have service facilities provided in the lightweight motorcycle and autocycle fields could be turned out in quantities at prices level with those machines to-day if anyone cares to start in right now, and this is the obvious next step in the market.

Lighter still and less luxurious in all-weather equipment but offering the attractions of real handiness, cleanliness and simplicity, there should be a class of 50 c.c. scooters (or scooterettes). Some machines of this type are already successfully marketed on the continent but are not quite so starkly simple as their widest market dictates. They have proved, however, that they work efficiently and that the engines are available to do the job when required.

## THE NEW RACER *(R. D. Vaughan Williams up)*



WITH the appearance of the Britax-Ducati *Hurricane* it is safe to say that formal 50 c.c. racing has arrived. Informal 50 c.c. racing has been taking place for some months. Devotedly tuned clip-ons without their silencers have been reaching speeds well into the forties.

The new Britax is powered by the Ducati 4-stroke 48 c.c. engine already familiar under its model name of *Cucciolo*. But before taking to racing the *Ducati* has undergone a number of modifications. Austenitic valves and double coil valve springs have been fitted and the engine equipped with a special *Amal* carburettor. There is a trumpet exhaust.

The streamlines of the *Hurricane's* metal skin reveal a family likeness to the *Scooterette*, pictured in *Power and Pedal* last month. Wheels are 20 ins. x 2.5 ins. The machine weighs 97 lbs. and is priced at £99. 18s. 0d. including P.T. Special tuning is available for an extra £6.

To say that the *Hurricane* is exciting to ride is to put it mildly—particularly if one is unfamiliar with racing motor cycles. A run is needed to start the machine. The saddle is well back and the expert, provided that he is thin enough, can place his chin on the tank. Thus mounted he may roar along at over 50 m.p.h.—and to say “roar” is no poetic fancy. At first the steering seems extremely light, but this settles down as the speed increases.

It is worth while comparing the price and performance of the *Hurricane* with that of a 125 c.c. machine, the smallest to race hitherto. A 125 c.c. racing machine costs over £250 and has a top speed of 75 m.p.h. plus. The *Britax* costs under £100 and has a top speed of 50 m.p.h. plus. Economics alone would seem sufficient to assure the popularity of 50 c.c. racing. Two racing meetings for this class of machine have already been planned for 1955.



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# THE 1955 MARKET

## CYCLEMOTORS

<b>CYCLAID</b>	31 c.c. over-rear-wheel, internal gearing and final belt drive. BRITISH SALMSON CYCLAID, LTD., 76 VICTORIA STREET, S.W.1.	£16. 0. 0.
<b>CYCLEMASTER</b>	32 c.c. complete unit in rear hub, all-chain drive hand clutch, CYCLEMASTER LTD., 38A ST. GEORGE'S DRIVE, S.W.1.	£27. 10. 0.
<b>DUCATI</b>	48 c.c., o.h.v., four-stroke with unit construction 2-speed gearbox. Chain drive. BRITAX, LTD., 115-129, CARLTON VALE, N.W.6.	£40. 0. 0.
<b>FIREFLY</b>	48 c.c. under-bracket, steel roller drive handlebar engagement. VINCENT ENGINEERS (STEVENAGE) LTD., STEVENAGE, HERTS.	£25. 0. 0.
<b>ITOM</b>	48 c.c. under-bracket, steel roller drive, foot-operated engaging gear. ADIMAR, 61 CLAPHAM ROAD, S.W.9.	£28. 10. 0.
<b>MINIMOTOR</b>	49 c.c. over-rear-wheel, steel roller drive, handlebar engagement. MINIMOTOR (G.B.) LTD., TROJAN WAY, CROYDON.	£18. 10. 0.
<b>MOCYC</b>	49 c.c. front-wheel-drive, carborundum roller. CAIRNS CYCLE Co., LTD., TODMORDEN, LANCs.	£14. 14. 0.
<b>MOSQUITO</b>	38 c.c. under-bracket, geared steel roller, direct engagement. MOSQUITO MOTORS, LTD., MOORFIELDS, LIVERPOOL, 2.	£27. 10. 0.
<b>POWER PAK</b>	49 c.c. Over-rear-wheel, steel roller drive, lever and gate engagement. SINCLAIR GODDARD, LTD., 162 QUEENSWAY, W.2. <i>Standard model</i> £23. 2. 0. <i>Synchro-clutch model</i> £27. 6. 0.	
<b>TEAGLE</b>	49 c.c. over-rear-wheel, steel roller drive, handlebar engagement. W. T. TEAGLE (ENGINEERS) LTD., BLACKWATER, TRURO, CORNWALL. <i>"Popular" model</i> £15. 0. 0. <i>Blower cooled model</i> £17. 0. 0.	
<b>WINGED WHEEL</b>	35 c.c. rear wheel hub unit with outside fuel tank, gear drive, hand clutch. B.S.A. CYCLES, LTD., WAVERLEY WORKS, BIRMINGHAM, 10	£26. 5. 0.

## AUTOCYCLES

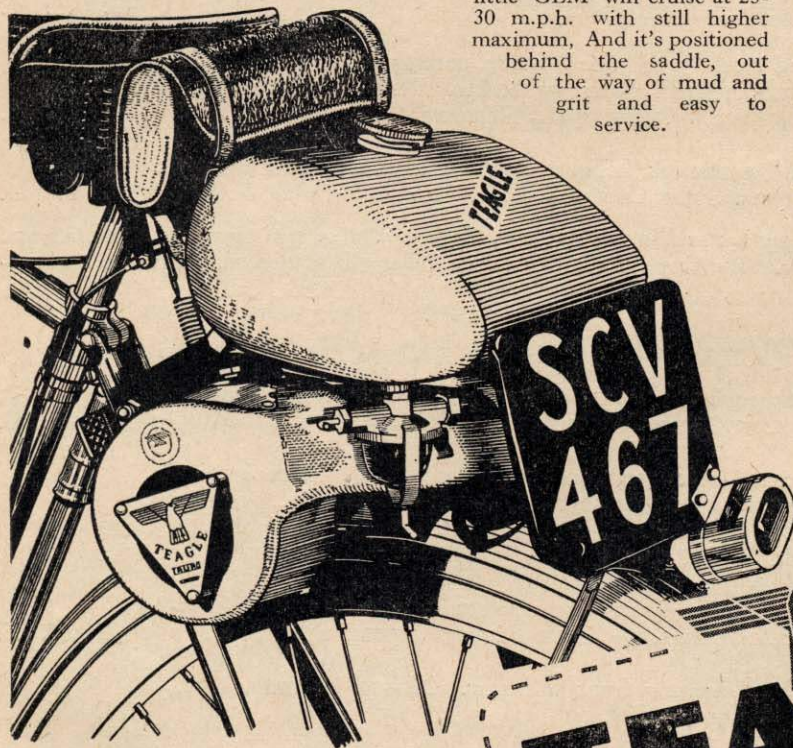
<b>AUTOBYK</b>	98 c.c. sprung forks, 2½ in. tyres, 4 in. internal expanding brakes. EXCELSIOR MOTOR Co., LTD., KING'S ROAD, TYSELEY, BIRMINGHAM, 11 <i>Two-speed model</i> £70. 16. 0 <i>Single Speed model</i> £62. 8. 0.	
<b>BRITAX*</b>	48 c.c., o.h.v., four-stroke, 2-speed gearbox, 2 in. tyres, 4 in. internal expanding brakes. BRITAX (LONDON) LTD., 115/129, CARLTON VALE, N.W.6.	£62. 10. 9.
<b>COMBINETTE</b>	48 c.c. open frame, single speed with clutch, internal expanding brakes. Sprung forks. AMBASSADOR MOTOR CYCLES, LTD., PONTIAC WORKS, ASCOT, BERKS.	£70. (approx)
<b>CYCLEMATE*</b>	32 c.c. open duplex frame, single speed with clutch. Internal expanding brakes. CYCLEMASTER, LTD., 38A ST. GEORGE'S DRIVE, S.W.1.	£44. 0. 0.

continued overleaf

# 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 247

**TEAGLE**  
*cyclemotor*

**LEADS THE WORLD IN LIGHTWEIGHT POWER**

## THE 1955 MARKET (Continued)

<b>CYC-AUTO</b>	98 c.c. transverse engine, shaft primary drive, clutch and disengaging gear, sprung forks, 2½in. tyres, internal expanding brakes. WYNSMITH (FINCHLEY) LTD.	£60. 0. 0.
<b>MOBYLETTE</b>	49 c.c. open duplex frame, belt primary, independent chain final drive, calliper brakes. 2in. tyres. MOTOR IMPORTS, LTD., 158 STOCKWELL ROAD, S.W.9. <i>Automatic clutch model</i> £54 12. 0. <i>Standard model</i>	£49. 16. 0.
<b>NEW HUDSON</b>	98 c.c., sprung forks, internal expanding brakes, 2¼in. tyres. B.S.A. CYCLES, LTD., WAVERLEY WORKS, BIRMINGHAM, 10	£60. 0. 0.
<b>NORMAN</b>	98 c.c. <i>Villiers</i> engine, sprung forks, internal expanding brakes, 2¼in. tyres, NORMAN CYCLES, LTD., BEAVER ROAD, ASHFORD, KENT.	£65. 10. 0.
<b>PHILLIPS*</b>	49 c.c. engine mounted inside diamond frame, clutch, chain drive, 1¾in. tyres, internal expanding brakes. PHILLIPS CYCLES, LTD., CREDENDA WORKS. SMETHWICK, BIRMINGHAM	£49. 15. 0.
<b>QUICKLY</b>	49 c.c. pressed steel "backbone" frame, sprung forks, single chain drive, 2in. tyres, internal expanding brakes. N.S.U. DISTRIBUTORS (Great Britain) LTD., 7 CHESTERFIELD GARDENS, W.1.	£49. 18. 0.
<b>VELOSOLEX</b>	45 c.c., open "swan-neck" frame, front wheel roller drive, calliper brakes, 1¾in. tyres. SOLEX CYCLES, LTD., 45 CRAWFORD PLACE, N.W.1.	£38. 8. 4.

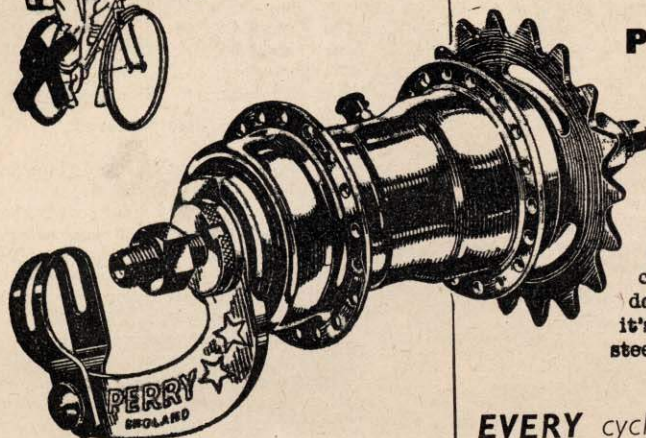
\*These machines are described by the makers as *Motorised Cycles*, as the cycles can be purchased separately and P.T. is payable on the cycle price only. We have included them with autocycles for technical accuracy and convenience.

## SCOOTERS

<b>ALBATROSS</b>	224 c.c. <i>Villiers</i> engine /4-speed gearbox. <i>Earles</i> front fork, swinging arm rear, DAYTON CYCLE Co., LTD., N.W.10.	£152. 5. 0.
<b>BELLA</b>	149 and 198 c.c., 4-speed gearboxes with foot control; telescopic front forks, sprung rear wheel. AMBASSADOR MOTOR CYCLES, LTD., PONTIAC WORKS, ASCOT, BERKS. 149 c.c. <i>model</i> £170. 8. 0.      198 c.c. <i>model</i>	£186. 0. 0.
<b>LAMBRETTA</b>	123 c.c. 3-speed, sprung front and rear, electric starter as extra. LAMBRETTA CONCESSIONAIRES, 64 HIGH STREET, EPSOM, SURREY.	£149 17. 6.
<b>MOBYLUX</b>	123 c.c., 3-speed, sprung front and rear. MOTOR IMPORTS, LTD., 157 STOCKWELL ROAD, S.W.9.	£124. 16. 0.
<b>SCOOTERETTE</b>	48 c.c., o.h.v., 2-speed, sprung forks. BRITAX (London) LTD., 115/129 CARLTON VALE, N.W.6.	£99. 18. 0.
<b>SCOOTOMOBILE</b>	197 c.c. <i>Villiers</i> engine 3-speed, resinbonded glass fibre body on tubular metal frame, sprung front and rear, electric starter standard. C. E. HARPER AIRCRAFT Co., LTD., EXETER, DEVON	£175. 13. 0.
<b>STARLETT</b>	98 c.c., 2-speed, hand starter, sprung forks. TANDON MOTORS, LTD. COLNE WAY, BY-PASS ROAD, WATFORD, HERTS	£115. 0. 0.
<b>VESPA</b>	123 c.c., 3-speed, sprung front and rear. DOUGLAS (Sales and Service) LTD., HANHAM ROAD, KINGSWOOD, BRISTOL	£123. 12. 0.



**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.

**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 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

# 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.*

## Ourselves

I am very glad indeed to be able to congratulate you to-day, not only on the second birthday of *Power and Pedal* but also on the fact that you have now found it possible to increase the size of your excellent little magazine.

I have watched your progress with satisfaction; quick to expose slack dealers who give a poor after sales service, as well as prominent space to those who do their best. Also telling manufacturers where they go wrong, and where improvements could be made, is an important service to all of us.

Wishing you many happy returns, and a bigger than ever circulation in the coming year.

H. WALTON

Withington

## M.A.C. Trial 1955

We have been asked to organise this event once again and as it is run purely for under 50 c.c. machines, we have in the past, asked riders and manufacturers of these machines what type of event they require.

Last year's event incorporated all the suggestions and requests received but the entry was the lowest ever, so where do we go from here? Do we run the event as WE think it should be run or do we give the customers what they ask for?

Believing that there must be something in the saying that "the customer is always right", we circulated manufacturers once again and from replies received, the following type of event would seem to be their ideal.

A 50 to 100 mile course, either down to the east or down to the coast and back, starting from the outskirts of London or even Central London, to be covered at an average speed of 15 m.p.h. Special tests to consist of a starting test, a hill climb en route, silence test and perhaps a Concours d'Elegance immediately after the finish of the road course without anything being done to the machines in the way of a final "spit and polish".

One manufacturer wanted a 12 m.p.h. schedule and two wanted 20 m.p.h. (one of which wanted a severe cross

country section included to test frames etc.) but the majority were satisfied with 15 m.p.h.

With the foregoing in mind, we should be pleased to have any suggestions or ideas from your readers for the running of the 1955 event as soon as possible so that we can get things moving in good time to make the next M.A.C. Trial the success it ought to be.

R. S. G. CAWSE

54 Gravel Hill  
Addington, Surrey.

## Whiskers, and Service

Having placed an order for regular delivery of *Power and Pedal* and received several back numbers, I should like to congratulate you on the production of such an interesting journal and for your obvious policy of candid comment—favourable or otherwise.

The current issue, page 288, has touched on a subject in which I am most interested. I have ridden a *Cyclemaster* (with special *Phillips* machine) for over a year and my only real trouble has been Plug Whiskering. I was rather surprised at the suggestion that engines are often grossly over-cooled. Since I changed from petrol with patent additives to ordinary common petrol (*Power* actually), there has been an improvement. I am still troubled with a "Whisker" after one long continuous run of say 30 miles, so I naturally thought overheating was the cause, because I can go some hundreds of miles without trouble in a series of short journeys.

Perhaps I should confess my ignorance of the proper understanding of the difference between Carbon Bridging and Whiskering (*See Editor's comments to HTP 737 on page 136*).

I shall take the advice of your correspondent, Mr. Grant (Nov. issue) and try some *Cyclemaster* Oil, when I can obtain it. Spares and Service for Motorised Cycles still leaves much to be desired. As an instance, I have tried for months to buy *Cyclemaster* Oil from at least six different dealers in N., N.W., and Central London. They all look at me "a bit queer" and I go on using the alternative. Similarly No. 144 Brake Blocks advertised by

*Fibrax* in your August issue never seem to have been heard of by any retailer. Until the law of supply and demand adjusts itself, I suppose the only alternative is to go direct to the makers, but this is not always convenient or possible.

LIONEL J. PEACOCK,

N.W.2.

## Selling "Itoms"

I think your article on "Choosing a Cyclemotor" is excellent, and well worded for country-wide coverage.

As a dealer whose shop is situated in a city which is like a hugh bowl and from which, save on one road only, the Cyclemotorist must perforce face a 2 to 4 miles climb to the rim of the "bowl" it has been our business for the last five years to discover and to sell such engines as will do this task day after day; and as you have so wisely said; involve us in a *minimum* of after-sales-service.

Our method of doing this has been to deliberately withdraw business funds whenever a new unit became available to buy one, and to issue it to our heaviest (13 stone) mechanic for him to subject to his 20 mile a day to and from work journey.

In this way, we have tested for periods of a least a month each no less than TEN different types of clip-on motor. Some have failed miserably in having no useful power at useful speeds, others have sheered gears and worn rollers in ridiculously short time, others have by their transmitted vibration shaken everything on the bike and left our mechanic a mass of nerves and tingling sensations after a 10 mile run. We have no-one to please, if the job after a test such as I have described would make a prospective customer unhappy WE DECLINE THE AGENCY.

A golden fact has emerged out of our investigations SO FAR AS OUR OWN DISTRICT (HILLY) IS CONCERNED.

It matters not whether the engine is geared, ungeared, roller, belt, or chain drive, the notoriously "canny" yorkshireman insists on one thing: IT MUST CLIMB!!

Imagine, then, my reactions on reading "Four months with an *Itom* "Tourist" (Nov. issue) in which the writer says this engine will climb "modest hills without pedal assistance" He had better be on his guard against my customers, whose general opinion (with which I agree) is that 1:12 should be his figure. I won't say much on this, for if only 1 per cent. of our *Itom*

*Continued on page 48*



## A NEW ENGINE OIL FOR CYCLEMOTORS

Our engineers have put an entirely new oil to severe and lengthy testing on road and bench and have found results so consistently outstanding, that we have arranged to market it. Our tests have proved that it not only possesses the highest lubricating qualities, but also gives *maximum* power *minimum* carbon deposit in cylinder head and clogging of exhaust ports and silencer.

**3/10  
QUART TIN**

A user writes "Since using Cyclemaster oil my mileage between decarbonising has gone up enormously. When using ordinary oil I decoked about every 1,000 miles. With your oil my unit maintains its top performance up to and over the 2,000 mark. When stripping my engine down after 2,150 miles. I found very little carbon in inlet ports, the rings quite free and the carbon on piston much softer.

# Cyclemaster SUPERFINE OIL

Manufactured by  
**T. PARRY & CO., LTD.**  
Obtainable from all  
Cyclemaster Dealers

**CYCLEMASTER LTD.,**  
38a St. George's Drive,  
Victoria, London, S.W.1

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. Tel. Bowes Park 5079

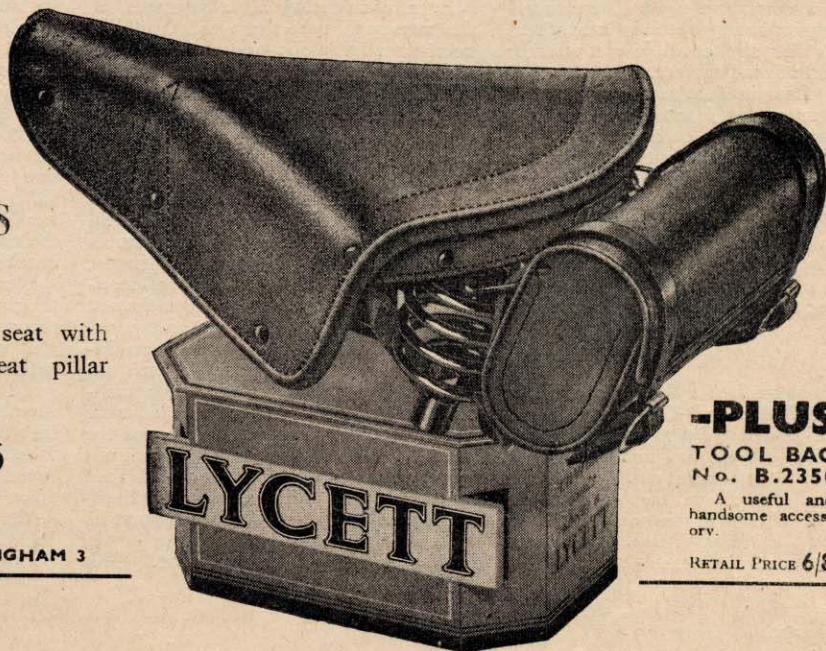
# THE NEW LYCETT S.185 SADDLE

**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 access-  
ory.

RETAIL PRICE **6/8**

owners are roused sufficiently to write in, you will hear plenty regarding climbing.

Our greatest delight in the *Itom* is unfortunately one of those things one cannot expect a tester to discover, That is its outstanding reliability, and I really mean *outstanding*.

We are agents for 5 engines at the moment, all of which have their points but our service records show that whether the *Itom* be placed in the hands of a labourer, office worker, lady or motor mechanic, the NUMBER OF TIMES IT RETURNS TO OUR WORKSHOP FOR SERVICE IS LESS THAN HALF that of the nearest unit in order of reliability That's not opinion—its FACT.

There is a pleasure in selling them and my thanks go out to *Power and Pedal* for introducing me to this engine. I think, in fairness to the importers, you should find space to publish this letter.

AGENT

Bradford.

### Itom

Being one of the first *Itom* "Tourist" owners in this country, I feel I must write to you concerning your article "Four Months running on an *Itom* Tourist", which appeared in your November issue.

Criticisms have been made regarding roller slip, noise, and distance rod which are quite untrue—and to say that the *Itom* can only climb modest hills is a gross understatement.

Having had mine for over 18 months, in constant use, and with a daily average of 25 miles, I can express nothing but praise and satisfaction for the unit.

By using a *Dunlop* "Motorette" with *Schrader* valve tube, I have found that keeping the tyre well inflated, there is no roller slip at all in wet weather any kind of road surface.

The *Itom* in fact seems to take all rough usage for granted and can well compare with any other make.

No unit is perfect but I do feel that the *Itom* has the main qualities one could desire, Power at all speeds, reliability, and negligible maintenance costs, which are most important to the everyday rider.

My heartfelt thanks to the manufacturer for making such a wonderful unit.

R. BRICE

S.W.4.

(We have received a flood of such letters from ITOM users—Our original contributor pleads guilty to guessing gradients and admits he under-estimated, while the makers admit on their side that they have modified the distance rod assembly that was the only point of technical criticism made. We trust honour is satisfied—ED.)

### Tyre Sense

Your readers may be interested in my experience with a *Cyclemaster* in 3½ years and 20,000 miles on the clock.

I had several snags in the first year which I was able to overcome, these snags have been corrected by modifications on later models, so I will let sleeping dogs lie.

One big snag was tyre trouble, the walls could not take it. "Inflate Hard" I was told, but I knew from pre-war cycle and motor cycle riding that a tyre could be inflated for comfort and last until the tread was gone.

The legend "Inflate Hard" on a tyre is to me an indication that the tyre is not up to the job. I tried several tyres until I fitted a 26 x 1½ in. *Michelin* "Roadster", this tyre was still on the cycle when I sold it last month, having done 9,000 miles without any trouble at 22lbs. per sq. in. (I weigh 11 stone) and the tyre looks good for another 9,000 miles.

Engine replacements required:

Piston Rings, 6 (New rings were fitted every annual overhaul).

Small-end bush, 1.

Countershaft chain, 1.

Driving chain, 1.

Condenser, 1.

From the above you will see that the *Cyclemaster* was a very economical means of transport, and I enjoyed every mile of it.

J. W. JORDAN

Stroud.

### Clip-on Market

Even considering all advantages of the autocycle type there will still be a need for a cheap clip-on for people who already own bicycles, and can neither afford an autocycle nor need its performance:—though a disused bicycle will need overhauling and re-equipping before it can take an engine.

On the other hand, as soon as performance and speed exceed those of an ordinary cycle, the technical features of the specially strengthened frame, etc., of the "built-in" become essential. The heavy or fast attachment engine therefore should go, and probably soon will; and go into an integrally constructed unit. There remains scope however for an attachment unit light enough to be suitable for an ordinary cycle and designed for no more than taking the *hard* work out of cycling. Its main work will then be to help up hills, or against headwinds, so that any force it has must be at the low end of the power curve, top speed being quite irrelevant. This

unit will by definition be cheap and simple and therefore almost certainly be equipped with roller drive and probably have no lighting coils. (The true power-assisted cycle must be useable without the engine and should therefore carry an ordinary dynamo).

Two such simple units do in fact spring to mind as soon as one thinks of this description, one of them Dutch and the other British, and actually both of them cost well under £20. It is in that class that the clip-on will and should survive, for even in the £30 class it will probably yield place to something simple but yet "built-in" such as the *Velo-Solex*.

UMG 864

W.C.1.

### Choosing for a Tandem

I have just read "On Choosing a *Cyclemotor*" in your November issue of *Power and Pedal*.

My wife and I ride a 1935 model *New Hudson* L. B. Tandem, fitted with a *Power Pak* engine.

The purchase of this motor was a necessary evil, we had ridden tandems over a long period and our pleasure was suddenly stopped by an accident to my wife.

The tandem lay upstairs for over 12 months and I knew that it was a great disappointment to my wife to be unable to put any effort into riding it again.

A month or so after her accident we spent a holiday at Llangollen and there I got the bug into me to fit an engine to the tandem.

The majority of tandems we saw that were motorized had the *Power Pak* but we were amazed one day by seeing a couple on a tandem being pushed up the Horse Shoe Pass by a 25 c.c. *Cyclemaster*.

This set me thinking, which was the best type to fit. I called on various agents who in their turn praised and condemned each other's pet motor, I was almost persuaded into buying a *Vincent Firefly* until we realized it would not fit on my tandem owing to the crossover drive on the rear bottom bracket.

Next the *Cyclemaster* was tried and the dealer was reluctant to try springing the rear forks.

I was still sticking to my idea of getting a motor with a low centre of gravity, so off I went to have a look at the new *B.S.A. Winged Wheel*, the 9½ in. hub brake was a great attraction to me, I settled on having the *Winged Wheel* fitted so off I went to get the tandem. from home.

On arriving at the shop, the manager looked the tandem over and said, "Sorry Sir, that centre tube will foul

the cover of the air intake" the centre tube being the lateral stay from the front saddle tube down to the rear forks.

By now I was getting a bit fed up and was on the verge of riding away when he suggested fitting a *Power Pak*.

This was my experience of choosing the right Cyclemotor but I am very happy with the *Power Pak* that was fitted.

I do think it would be an advantage if a smaller roller was fitted on the *Power Pak* for attachment to tandems, this would give better assistance on the steeper gradients, at the moment I find that to get the required help from the motor on a hill we have to keep up more than 8 m.p.h. or the engine fails, if a smaller roller was fitted the engine could rev. faster.

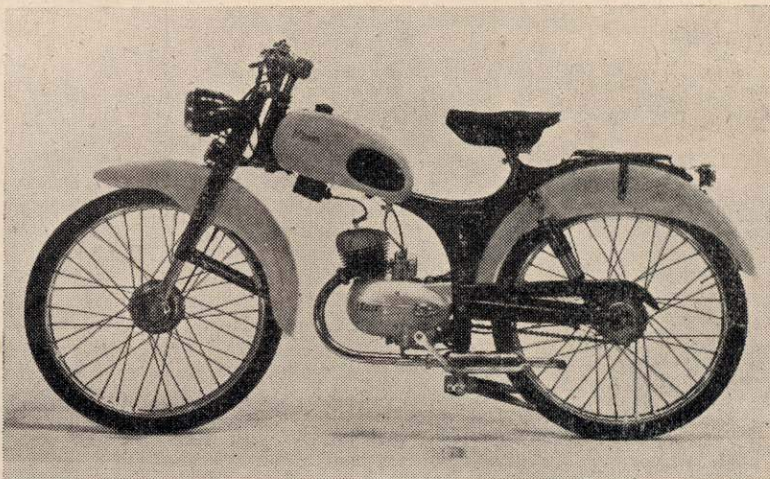
C.H.F. 240

Wallasey.

Shewn for the first time in Milan on December 27th is Italy's latest and most luxurious autocyple.

It is likely that the "Astor" will be available in this country soon at a price in the region of £80-90.

## A NEW LUXURY AUTOCYCLE



Engine, two stroke, 40 x 39.5 m.m.; 49.5 c.c.; speed over 40 m.p.h.; chain driven by single chain. Free wheel incorporated in engine. 3-speed gear change, twist grip control. Multiple plate clutch. Lighting, 15 watts, external ignition coil. Hub brakes front and rear. Deep valanced mudguards, head lamp (dual lighting); rear lamp; klaxon; carrier; prop stand. Wheels 24in. x 2in. Finished in black with yellow mudguards and tank.

There has been an  
**OVERWHELMING DEMAND**

for "Cella"

(Made in Scotland)

## POWER & PEDAL COAT

Light in weight, modest in price, constructed in p.v.c. plasticised fabric, it is proof against water, petrol, oil, and acids. Resistant to abrasion and tough, the new full length coat and leggings are smart and comfortable enough for every-day wear on or off the machine.

Enquiries to:

**Robt. Webb & Co., Ltd. Proofers & Manufacturers,**  
12 Theobalds Rd., London W.C.1. Tel.: CHAncery 3448/9

Established over 90 years



# SPRING FORK



**For PERFECT  
COMFORT &  
CONTROL**

*British and  
Foreign Patents  
Applied for*

Specially designed for motor-assisted bicycles with engine mounted IN or ABOVE the rear wheel or on the bottom bracket. Stress taken direct on compression spring in column tube. Greatly improves braking and accommodates existing Caliper or Hub Brakes. Special Cable-operated Stirrup Brake available for cycles fitted with Roller Lever Brakes.

**ROAD SHOCKS  
and  
VIBRATION  
ABSORBED**

Additional weight only 2½ lbs. approx.

Order from your Agent or write to us for Leaflet

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

# DUFFLE COATS

for the Power and Pedal Rider

Specially produced from superb heavy quality Blue Melton cloth with attached hood. All Sizes Men's and women's. Warm, Windproof

80/-

(Half Lined) 90/-



## The CRAWLEY "CASUAL"

All purpose jacket, double thickness back & shoulders. Ladies and Mens, in very heavy quality Blue Melton.

Good looking, warm, windproof. Ideal for riding or walking.

50/-

## LADIES DUFFLE COATS

Full Length

	Blue Melton	White	Camel
Unlined	50/-	60/-	62/6
Lined	60/-	70/-	72/6

MAIL ORDER COUPON

To CRAWLEY & CO., 392 STRAND, W.C.2.  
TEM 6701

Please Supply.....

Colour .....Size .....

I enclose cheque, P.O. value £.....s.....d.

NAME .....

ADDRESS .....

Terms : Cash—Money Back Guarantee

# SHOW SUCCESS!



## Cyclemate

### scores a hit!

Orders for the new Cyclemate already run into thousands. This magnificent new model, due for delivery in January 1955, is destined to become one of the most popular motorised bicycles on the roads of Great Britain.



Cycle incorporates the famous Cyclemaster engine in a new form, fitted to a specially designed bicycle by Norman Cycles Ltd.

#### 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: 76lb.s. Speed: 20-25 m.p.h.  
Petrol Consumption: 200 m.p.g.

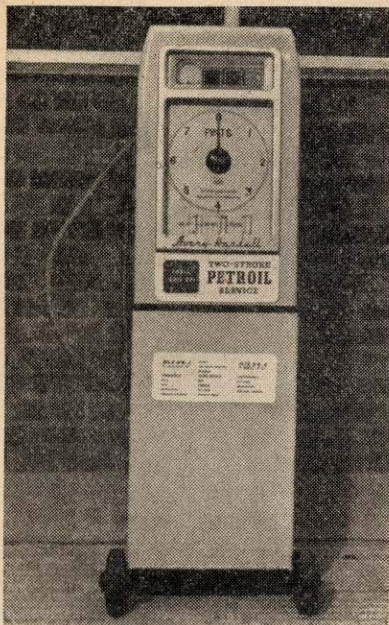
#### COUPON

PLEASE SEND ME FULL DETAILS OF THE CYCLEMATE

NAME .....

ADDRESS .....

CYCLEMASTER LTD., 38a St. George's Drive, London, S.W.1



**PETROIL NEWS**

More good news on the petrol supply front reaches us as we go to press from the *Shell-Mex* group.

They have developed a new garage pump that is a self-contained, mobile instrument with tanks for petrol and two grades of oil, a meter and hose. It draws petrol and the appropriate quantity of the

**TECHNICAL NEWS**

selected grade of oil and mixes them thoroughly as they are delivered direct into the tank of the machine. Two mixtures, one for motorcycle and scooters and one for cyclemotors are envisaged and steps are being taken to get engine makers to list their recommendations.

Freedom from dirt and really accurate measure are main advantages.

**Combinette**

Seen at the Show but reported too late for mention in our last issue was a new light autocycle from Germany called the *Combinette* and handled here by Ambassador.

The frame is of the open "swan-neck" type with the fuel tank under the seat tube and the 49 c.c. Zundapp engine mounted in front of the bracket. The front forks are neatly and ingeniously sprung at the crown and hub brakes are provided to both wheels.

The engine is claimed to be exceptionally flexible and able to climb 1 in 8 hills without pedal assistance, also very silent. The price will be "in the region of £70."

**Starlett**

A late comer that slipped into Earl's Court after the last moment, then made quite a hit with the crowds. It is a pretty 98 c.c. scooter from the famous French firm of Monet-Goyon and called the *Starlett*.

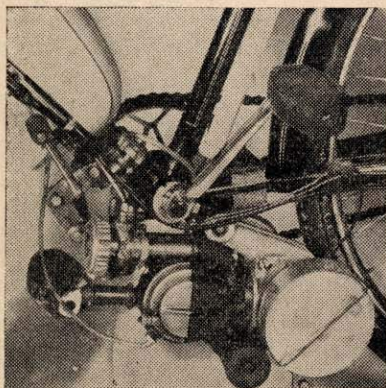
The engine is in unit with the two-speed gearbox fitted with a hand starter lever and is blower cooled. Telescopic forks are fitted and the steel body provides total enclosure and weather protection. The machine is available in either green or yellow and is priced at £115 (including import duty and P.T.) from TANDON MOTORS, LTD.

**Gem**

A wire brush decarbonising kit that will do any such job better and quicker is being marketed by GEM BRUSHES (LUSON) LTD., and is available through usual trade channels.

The ten brushes contained in this kit can be used by hand or with power tools (¼ in. drill, etc.), and can do every job of carbon removal in any type of engine. The complete set costs 30/- or the brushes can be obtained separately if required.

**YOUR POWER**  
for **1955**



The most powerful attachment engine on the British Market is the **ITOM "TOURIST"**. Still further improved for 1955, it is your best buy for real performance.

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

**£28 . 10 . 0**

**ADIMAR**  
61 Clapham Road  
London, S.W.9  
RELIANCE 5972

Agencies Available

## CLUB NEWS

### THE HALF HUNDRED CLUB

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

*Happy and Prosperous New Year everyone!* Details of the 1955 programme with its 52 club runs, six major events and several circuit meetings will be found in the Club Diary now available. Please attend Quarterly General Meeting in Club Room on Jan. 4th. The New Year finds our Captain back in the saddle

JANUARY PROGRAMME  
(Marble Arch 9 a.m.)

2nd.—Windsor & District

9th.—Burnham Beeches

16th.—Request Run.

23rd.—Dunmow (plus optional circuit event)

### NOTTINGHAMSHIRE CYCLEMOTOR CLUB

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

The newly formed Social Committee is arranging for the Club Dinner to be held in February.

The Club Colours are Lincoln green and yellow. Transfers available soon.

The Secretary would be interested to hear the ideas of other clubs regarding the formation of a ruling body for cyclemotorists on the lines of the A.C.U. and the N.C.U.

JANUARY PROGRAMME

2nd.—Belvoir Castle. Trent

On run with Notts Cyclemotor Club are (l to r):

Alan Woodcock,  
David Young,  
Ray Pratley,  
M. Coates,  
Ray Richardson,  
Alan Davies and  
Les Jones



Bridge, 10 a.m.

7th.—A.G.M. "Bay Horse" 8 p.m.

9th.—Newark. Daybrook Square 10 a.m.

16th.—Derby. Wollaton Park Gates, 10 a.m.

23rd.—Castle Donington.

P.D.S.A., Dunkirk, 10 a.m.

30th.—Day run, Matlock—Bobber's Mill Bridge, 10 a.m.

### BARNESLEY AND DISTRICT CYCLEMASTER CLUB

Press Secretary: R. ARMITAGE, 41 MITCHELSON AVE., DODWORTH, BARNESLEY, YORKS.

In addition to its outside activities the Club now enjoys a weekly social. The Christmas party was a great success.

### ROSSENDALE MOTOR CYCLE AND LIGHT CAR CLUB

Secretary: C. J. EBBRELL, 240 NEWCHURCH ROAD., RAWTENSTALL, ROSSENDALE, LANCs.

On Nov. 21 the Club held its first Enduro rally with cyclemotors. competing against larger machines Jack Southwell, of Burnley, on a *Hercules-Ducati* won the Britax Challenge Shield. H. D. German, of London, riding a *Britax-Ducati* received a Certificate of Merit. The second Enduro rally is fixed provisionally for Sept. 4th, 1955, when the first twelve starting places will probably be reserved for under 50 c.c. machines.

## A Novel Clip to hold your **FILTRATE** oil!



This handy FILTRATE clip is made of light alloy, and is easily fixed to the cycle frame. It incorporates a quick release band and is delightfully simple and clean to handle.

It is made in two sizes to hold your round pint or quart tins of Colloidal Cyclemotor FILTRATE.

COLLOIDAL CYCLEMOTOR FILTRATE is specially blended for motor assisted cycles and saves you expense and trouble by being served up ready to add straight to the petrol. It is also a perfect oil for 4-stroke cyclemotors and all gear boxes where an engine oil is recommended.

Write to Fluid Phil for interesting literature about your machine

EDWARD JOY & SONS, LTD., LEEDS, EST., 1807

"BETWEEN TRAFALGAR & WATERLOO"

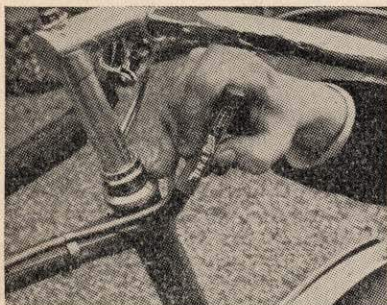


## Flashes

CHIEF Constable S. Lawrence of Hull recently told the local Accident Prevention Council that some means of identifying powered cycles visually is needed for safety as some motorists are taken by surprise at the effortless speed of the cyclemotorist.

ROAD safety was the main theme of a service lecture by J. B. E. Crosbee, a technical representative of Cyclomaster Ltd., at the Park Street, Croydon, works of Westbrook and Marley, Ltd.

SMITH AND SONS (SCOTLAND) LTD., opened a new Scottish Depot in Glasgow on Tuesday, the 7th December. The address is 123-145 North Street, Glasgow, C.3. (Telephone: Central 3972-8.)

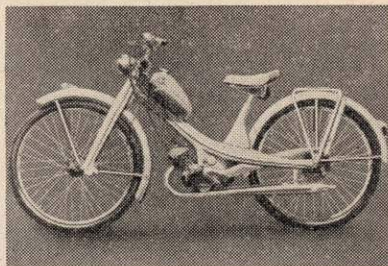


TIPON Touch-up Applicators, plastic tubes containing paint impregnated nylon brushes, are available in a wide range of colours and enable minor scratches in paintwork to be matched in before rust gets a grip. They are sold through retail trade channels at 4/9 each.

THE British Cycle & Motor Cycle Manufacturers' Union announces that the Council of the Union have decided that the 1955 Cycle and Motor Cycle Show will take place at Earl's Court from 12-19th November.



**B.S.A.  
ITOM  
TEAGLE  
FIREFLY**



**N. S. U. QUICKLY  
CUCCIOLO  
MOSQUITO  
POWER-PAK  
MINI-MOTOR  
CYCLEMASTER  
LAMBRETTA  
MOBYLETTE  
and the NEW PHILLIPS**  
Leading London Agent for  
ITOM "TOURIST"  
Sales, Service, Spares

**BARRY BROS**  
123, PRAED ST., W.2  
AMB. 2450  
OPP. PALO. MAIN LINE STN.

## Manufacturers Go To Minister of Transport

THE DEPUTATION from the British Cycle and Motor Cycle Manufacturers and Traders Union which was to have met the Minister of Transport on December 16th., were unable to do so as Mr. Boyd Carpenter was prevented by parliamentary business from being present. The deputation was, therefore, received by the Parliamentary Secretary, Mr. Hugh Molson, M.P.

The lines of the discussion were foreshadowed in the speech of Mr. J. Y. Sangster at the opening of the Cycle and Motor Cycle Show at Earl's Court in November, when he expressed the dissatisfaction of the Union with the present taxation position.

Legislation and taxation affecting motor cycles and in particular motor-assisted cycles was reviewed, also the questions of the driving test and the value of the R.A.C.—A.C.U. training scheme. Mr. Molson undertook to transmit the views of the deputation to the Minister.

### APPRECIATIONS

READER T. Waymouth Pringle heartily recommends dealers: Messrs. WESTBROOK & MARLEY, PARK STREET, CROYDON.

for careful fitting and excellent after sales service.

Also for real repair service on one of their products, THE WRIGHT SADDLE CO., LTD., SELLY OAK, BIRMINGHAM.

SOUTHSEA reader, F. R. Woolven, writes in appreciation on really good service without charge from the makers of his machine BRITAX (LONDON) LTD., after not so good service from local agents.

OUTSTANDING service is the appreciation of East Molesley reader R. S. Sabor for his agents: Messrs. THORNS, STATION PARADE, NORTH CHESINGTON, SURREY.

## CLUB NEWS—Cont.

THE ROVER (MANCHESTER)  
FELLOWSHIP

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

The new Club Room is proving popular with meetings on map-reading, photography, maintenance and insurance. A Cine show will be held soon showing "The Fellowship—Past and Present". A technical library is being built up and manuals on most contemporary machines are available.

SOUTHDOWN MOTOR-ASSISTED  
CYCLE CLUB

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

## JANUARY PROGRAMME

Sunday morning runs will be held as usual. Afternoon runs, starting 2.15 p.m. as listed below:  
2nd—Bramber and Washington  
9th—Horsham  
16th—Glynde and Newhaven  
23rd—Mystery Run  
30th.—Poynings and Fulking

VETERAN CYCLISTS'  
ASSOCIATION

Secretary: M. WOOLLETT, 2 HEYES LANE, TIMPERLEY, CHESHIRE.

Cyclemotorists from all over the British Isles are invited to become members of the V.C.A. The subscription is 5/- a year.

## CLOTHING NEWS

FOLLOWING their first advertisement which appeared in our last issue, Robert Watson & Co., Ltd., makers of the welcome "CELLA" PVC coat for cyclemotorists, inform us that they have been overwhelmed by orders and enquiries.

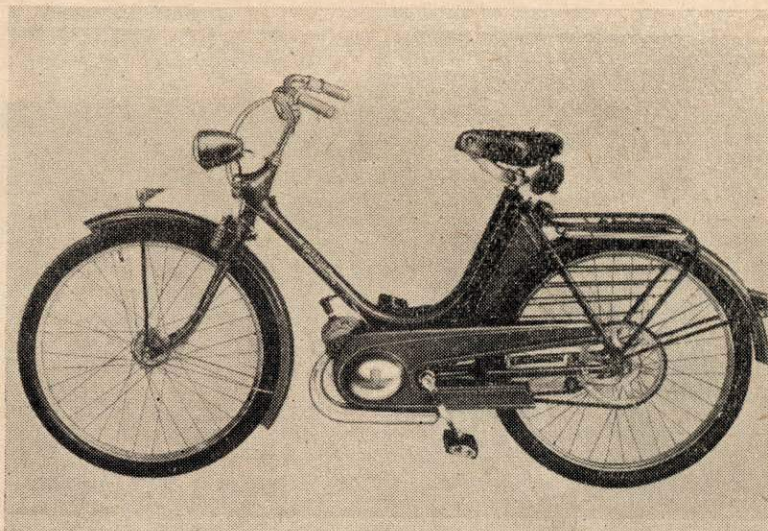
They ask us to tell readers that these enquiries are being dealt with in rotation as quickly as possible and that production is well under weigh.

Further good news is that the same firm are going into the creation of leggings, gloves and hats for our needs.

## "Winterproofs"

Keeping warm and smart at a reasonable price is made possible by some new clothing we have sampled from Messrs. Crawley and Co.

Duffle coats for both men and women, lined or unlined and in a range of colours are sound cosy garments at very modest prices, and there are some "Casual" jackets, in warm blue melton cloth with double thickness shoulders. These last have so taken the *Power and Pedal* fancy that our staff have grabbed the first orders for themselves.



THE COMBINETTE Autocycle—(see page 51)

## Two-Stroke DEMAND T S L

(Two-Stroke Lubricant)

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

The RIGHT ratios are

CYCLEMOTOR up to 50 c.c.	32 to 1
AUTOCYCLES & up to 100 c.c.	24 to 1
MOTORCYCLE over to 125 c.c.	16 to 1

At the RIGHT Prices

¼-PINT Plastic Wallet	at 11d.
1-PINT Tin	at 3/3d.
1-QUART Tin	at 5/9d.
1-GALLON Can	at 17/6d.
5-GALLON Drum	at 75/0d.

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

# 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 prepaid. 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

**FIREFLY** on Rudge Cycle £25. Write Johnson, 140 St. Albans Av., or phone CHI 4023

**TIMES** must change. The editorial Solex is for sale. 1953 model 5,000 miles. Solex maintained throughout recent overhaul. New Tyres. Pillion seat and footrest. A perfect gentleman. £25.

## SALES AND SERVICE

**PEACOCKS** for Power Pak, Cyclomaster and B.S.A. Units. All motorised Cycles available. Repairs and Spares for Power Pak, Cyclomaster 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.

**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

**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.

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

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

**YOUR DEALER** in S.E. London—A. G. Pearse. Stockists of Vincent Firefly; also Teagle, Cyclomaster, Mini-motor, Power Pak, Cucciolo, N.S.U. Quickly. A complete stock of spare parts. Servicing, fitting. Insurance arranged. Factory trained mechanic on premises. Advice given on all cyclomotor problems. H.P. terms arranged. 38 Westdale Road, Forest Hill, London, S.E.23 Forest Hill, 4851.

**A SHOP DELIBERATELY PLANNED FOR CYCLEMOTORS.** Only personally proved units sold. All backed with Adequate Spares and First-class Adult Service Engineers **THAT'S—BROOK LISTER'S, 121 BRIDGE STREET, BRADFORD, 1, YORKS** Tele: 22986

**THE MANY Cyclomaster owners** who have asked for means to open and close their choke without dismounting can now purchase a unit designed by engineers, tested and approved by Cyclomaster, 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.**

**RALPH PRICE** of Woolwich for your new cyclomotor. Spares and Service:—Cyclomaster, Vincent, Power Pak, B.S.A., Wipac magnetos. 77 Plumstead Rd., S.E. 18. Woo 3367

**R DAVIS & CO.** for Cyclomasters, N.S.U. Quickly, Vincent Firefly, Power Pak and all spares. 33 Norwood High Street, West Norwood S.E.27. Open from 7.0 p.m. daily.

**EVERYBODY** in London knows that **ECLIPSE CYCLES** stock all spares for B.S.A. Winged Wheel, Cyclomaster, Power Pak. All our customers will tell you that we give Super After-Sales Service on all motors supplied by us. We also stock Phillips Bicycles, B.S.A. frames. Webb spring forks, saddles, etc.—and again—spares. **ECLIPSE CYCLES, 115 Hammersmith Road, W.14** Nearly opposite Olympia. FULham 0475.

# Renno's

**YOUR LEADING  
MOTOR CYCLE  
DEALER EST. 1918**

SQUARE DEAL

**TRANSPORT STRIKES  
THREATENED AGAIN!!**

**BE INDEPENDENT**

**MOTORISE YOUR PRESENT CYCLE**

WITH **Cyclomaster** 32 c.c. including 230 m.p.h.

**BUILT IN HUB BRAKE. LIGHTING COILS. ALL CHAIN DRIVE CLUTCH. NEW TYRE AND TUBE**

**£27. 10. 0** (Payments as low as 9/3 weekly)

ALSO  
**THE MERCURY CYCLE**  
*Built for the job*

STANDARD TOURING MODEL	£12.19.7
2-SEATER PILLION MODEL	£17.19.9
TRADESMAN DELIVERY MODEL	£19. 8.6

ALSO  
**A WONDERFUL SELECTION  
of USED MOTORISED CYCLES  
LADYS or GENTS**  
*from 12 gas.*

**MOTORISED TANDEM**  
*25 gas. or Terms*

SQUARE DEAL

HEAD OFFICE AND SHOWROOMS  
**232, 233, 234, UPPER ST. ISLINGTON, N.1**  
Telephone CA Nonbury 2021  
Depot: **217, HORNSEY RD. HOLLOWAY, N.7**  
Telephone ARC 5388

## SALES AND SERVICE

**ALL £1 DEPOSIT:** cycles cyclemotors tricycles. **ALL MAKES:** Firefly, Teagle, Itom, Power Pak, Cuccio, 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.**

**WHEELS,** Tyres, Tubes, Chains, Saddles, Dynamos, Spring Forks, fitted free. **S. H. Cycles.** All Types. Lowest prices. **S.A.E.** for list. Cottage Cycles, Pannels Ash, Ashen Clare, Suffolk.

## SPARES

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

## CYCLEMOTOR REBORE SERVICE

**YOUR CYLINDER REBORED** or reground, pistons supplied. Quick service and fine finish. Enquiries and packages receive prompt attention. **W. DRAKE (BFD) LTD.** Motor Trade Engineers and Factors, 114 Bridge Street, Bradford 1. Phone: 31513

## CUCCIOLO SERVICE

**TANDEMIST**—Why not fit a *Cuccio* to your Tandem? Climbs hills 1 in 6 without assistance. We are the only firm who can do this. *Write for full particulars:* Repairs, Rebores and Spares—**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 TELELINK** changes riding to gliding. 75/- . **B.S. Developments, The Garland, Farnborough, Hants.**

## ACCESSORIES

**THE CAMPANELCLAX** new klaxon horn looks and works like a bell, but is more efficient and fulfils legal A.W.D. requirements. Now obtainable direct 10/- post free, from **ADIMAR, 61 Clapham Rd., S.W.9** RELIANCE 5972. Trade Enquiries invited.

**INDEX** to Volume I and Index to Volume II *Power and Pedal* now ready. Invaluable speedy reference. 6d. each post free from Editorial Office.

# U.K. CYCLEMOTOR INSURANCE

**LOWEST RATES AND BEST COVER FOR ALL CYCLEMOTORS AND AUTOCYCLES UP TO 50 c.c.**

Covering any make of machine whilst being driven by any licensed driver.

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

**THIRD PARTY, FIRE & THEFT-18/6 THIRD PARTY ONLY-12/6**

Send in form with cheque or P/O made payable to:

**INSURANCE AGENT, 197 TEMPLE CHAMBERS, TEMPLE AVENUE, LONDON, E.C.4**

Name.....

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

Make of Power Unit..... Registered Letters and Number.....

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

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

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

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

### DECLARATION

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

Date..... Signature.....

# Remember

Hepolite make pistons and rings "for all models".

For more than a dozen cyclemotor engines, Hepolite replacements are now available.

Hepolite pistons and piston rings give you better performance - longer wear.

When next you re-condition your engine - fit Hepolite.



HEPWORTH & GRANDAGE LTD  
ST. JOHN'S WORKS • WAKEFIELD ROAD • BRADFORD 4

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

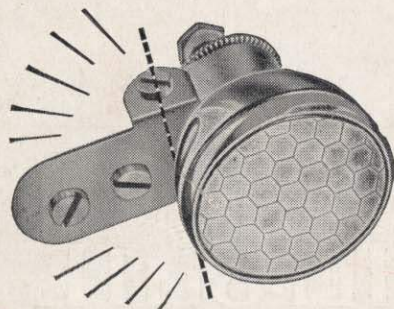
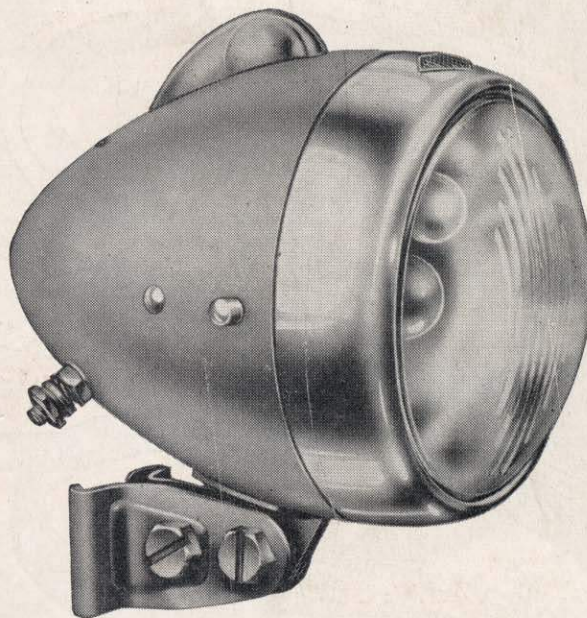
**MILLER** **LAMP SETS**

**MODEL No. 6.TM**

*For use on Motorised  
 Bicycles with Lighting  
 Coils Incorporated*

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

**BOXED COMPLETE  
 WITH BULB AND  
 CABLE** **25/-**

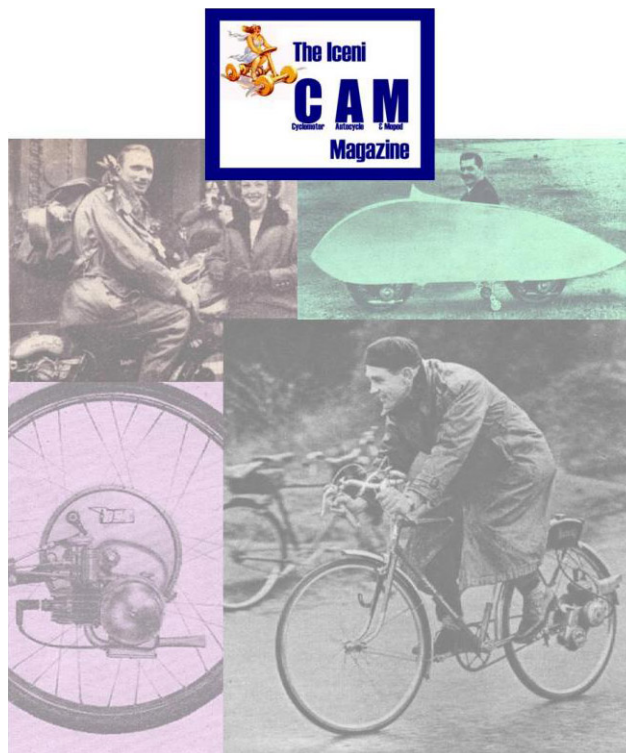


**596 TAIL LAMP**

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

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

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