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FEBRUARY 1955

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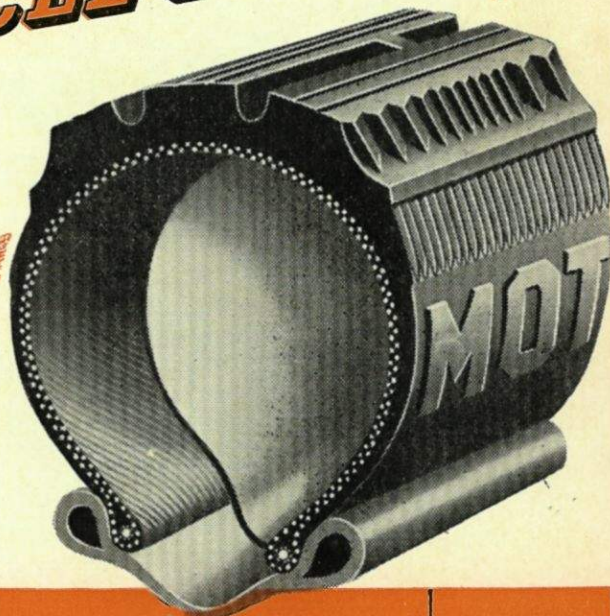
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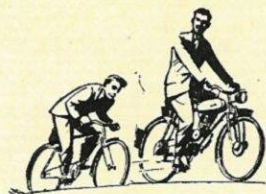
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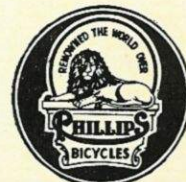
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R. D. VAUGHAN WILLIAMS

Advertising: PAULINE LONG

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Hillclimbing

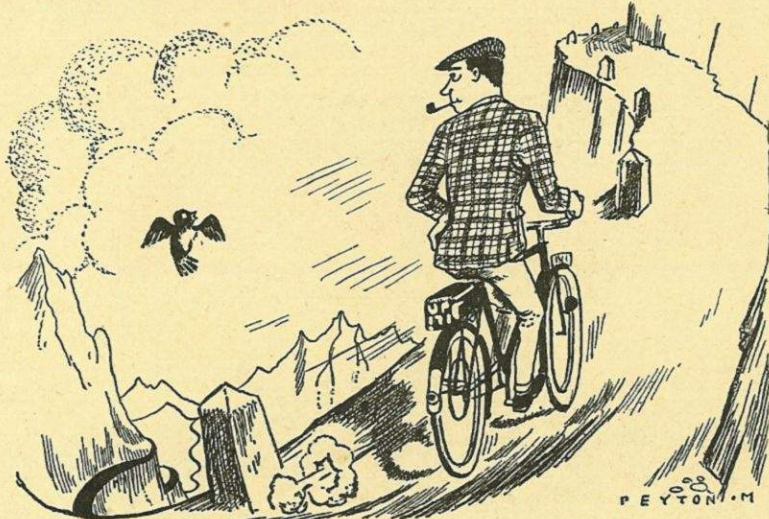
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POWER & PEDAL

THE CYCLEMOTOR & AUTOCYCLE JOURNAL

Editor: FRANK L. FARR

Vol. III No. 3

February 1955

MUCH printers ink has already flowed on the subject of the new Road Traffic Bill now before Parliament and the general consensus of opinion appears to be that the projected legislation is no more than a patching up process designed primarily to discourage motoring by increasing petty restrictions and costs.

With this general view we are bound to agree and our own position in the matter is best summed up in the suggestion that it is better to find out what has made the patient limp and deal with that than to keep him in plaster for the rest of his life. That the traffic of Britain is just limping along cannot be denied. Congestion in urban centres is rapidly approaching the point of strangulation and even main road averages are going down despite the technical developments in vehicle design. But it is difficult to find anything in the provisions of the new Bill that will make it any easier for travellers to move quickly and easily from one place to another and that, obviously enough, is the function of transport.

So far as cyclemotorists are concerned there is little to make a difference. Speed limits concern

only a very few of us since most of our machines cannot exceed the legal maximum in built-up areas. On the whole we must favour the fair and reasonable idea that all road users, including cyclists and pedestrians shall accept some responsibility for their behaviour on the roads, even if we cannot see how this part of the Bill could possibly be enforced.

The clause in the Bill that will worry many cyclemotorists is that dealing with provisional driving licences. It is proposed that the cost of such a licence should be raised to ten shillings and its validity extended to six months, and a further section proposes that where a provisional licence has already been granted within the last twelve months another may be refused if it appears to the licensing authority that the applicant "does not intend to submit himself to . . . test within a reasonable time".

Presumably this is intended as an answer to the oft quoted anomaly under the existing law whereby a driver can go on driving for ever by paying for enough provisional licences and carrying "L" plates, but the number of such must be very small and their effect on the

accident rate negligible. It is particularly hard that the section of the motoring community who can least afford it should be charged more for time to qualify. In our view it would be an advance if the under 50 c.c. machines were freed from the costly and timewasting formality of the driving test altogether. This would encourage all potential motorists to start small and gain plenty of road experience before attempting to handle larger and faster vehicles, and discourage hasty cramming to pass the test at the expense of real road training.

On the proposal that vehicles should be officially tested for road-worthiness by authorised examiners there is little to be said. The scheme is primarily designed to get some of the very old vehicles off the roads by demanding uneconomic repairs as a condition of certification and that does not apply to us yet. In any case the 100 per cent. testing would require so much manpower and equipment that it is not likely ever to be practicable. It is just another example of the way the Bill nibbles at the problem instead of facing up to it. Britain needs new roads designed for modern traffic.

Arctic Night

THE shortest day is past, for which let us be thankful, but the worst of the weather is yet to come and it will be some weeks before most of us start thinking about long pleasure runs at week ends. It is a pity to give up such rides altogether in the Winter, however, and it only needs a little adjustment to routines to enable us to have some real pleasure in trips of 30 to 50 miles on roads free from the traffic, dust and insects of the "season".

For some reason now buried in the legends of the past, the British housewife regards the serving of the mid-day meal on a Sunday as an Inescapable Duty and the eating of it, therefore, is forced upon the menfolk whether they like it or not. Unfortunately this cuts right across the only good riding time on a Winter's day, from 11.0 a.m. to 3.0 p.m. In those four hours there is time to see a goodly piece of countryside, to enjoy a reasonable amount of healthy fresh air and to call in at a couple of wayside hostleries during their brief opening time for a drink and a sandwich, a chat and the enjoyment of a fire in a sizeable grate.

Home again after such a trip as this and the domestic hearth seems cosier and the housewife's cooking finer than would have been possible while the sun was high. It is well worth a little effort of re-organisation to enjoy the benefits of cyclemotoring all round the calendar.

Bicycle Design

Because of a dearth of test machines lately I have been using my hack cycle without power for some weeks past and have found some interest from it.

The machine is equipped with *Telelink* spring forks and a *Lohmann* cyclemotor saddle and the improvement that these two fitments make

COMMENT

by **Clip-on**

to this quite ordinary light tourist pedal cycle is quite remarkable. Apart from the absorption of road shocks and vibration, the whole machine seems lighter and livelier, braking is improved and there is greater stability, especially when freewheeling downhill.

It appears that springing the front end not only reduces the unsprung weight but has the effect of making the weight so sprung part of that of the rider as "live" weight, while the super-sprung saddle in its turn enables the rider to sit firmly in an upright position without any jarring of the spine. Pedal cycle design has stood still for so long that most people think of it as having reached finality and it is an interesting idea that the advent of the cyclemotor may be the occasion for a fresh start in this direction.

Probably most cycles are bought because they are cheap and extras must always cost money, but I believe that the many cyclists who are keen enough to spend quite handsome sums on their machines could be interested in new suspension systems for both machine and rider if they once tried out the advantages of springing as I have done in this way.

Age and Comfort

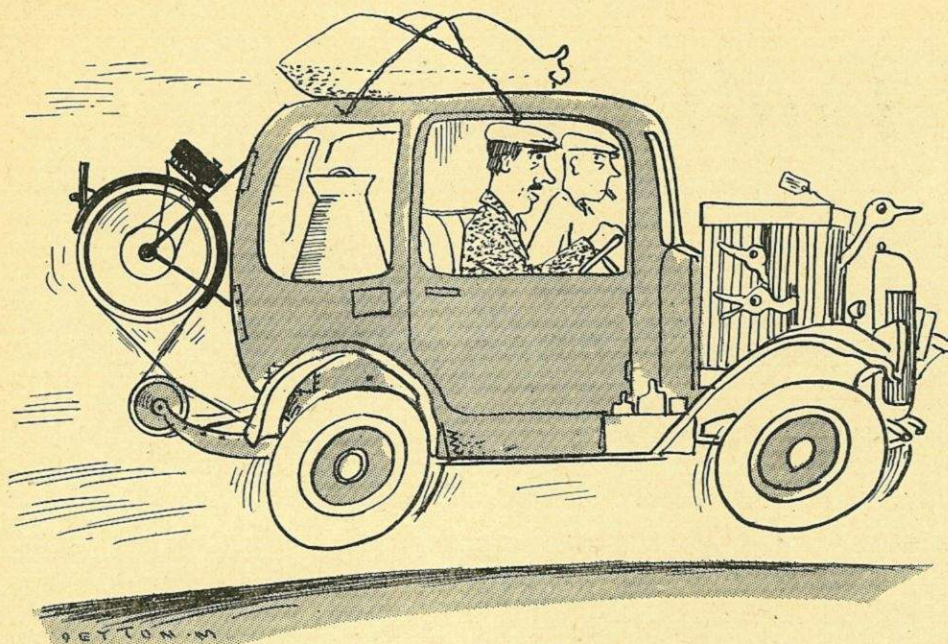
The age in this case refers to the engines. Some of them have now been on the road long enough to have lost about half their original power. Their barrels and bearings are worn so that they have ceased

to be fussy about petrol/oil ratios and their exhaust systems are permanently coked up to the point at which the silencers become efficient in silence at the cost of some back pressure.

What interests me about so many of the units I see on the roads in this shape is the fact that their riders look so comfortable compared with the men on newer and livelier machines. Most of them are on oldish cycles and the fact that the engine can now only propel the machine at cycling speeds is by no means a disadvantage in such circumstances. Neither cycle nor rider is under any strain, the engine is docile, quiet and unfussy and, because this state of affairs came on very gradually, the riders are unaware that they have less power at their disposal than they had a couple of years ago.

The lesson is that there is still a need for a unit that provides real motor assisted cycling, something as light and compact as the sweet little *Lohmann*, engaged with a flick of the toe like an *Itom*, as quiet as the *VeloSolex* and fitted near the bracket with drive adaptable to chain, belt or roller. It should have a cruising speed not over 20 m.p.h. and cost about £15 engine alone, choice of tank and accessories being left to the individual rider.

Why have we as yet no proprietary engine on the British market? Italy and Germany have some very fine little motors made by well established firms for this purpose and they do enable excellent practical designs of machines to be turned out in all these countries,



"Mind you, she's
a bit sluggish on
hills"

which could not have come to life unless such engines were already available. If we had but one such here it would enrich our market considerably.

Rear End Rollers

The over-the-rear-wheel, roller driven engine remains with us in Britain because its representatives are relatively cheap and because they keep the petrol and noise behind the rider. Of course, all cyclemotors should be designed to keep the petrol and noise to themselves, but pending this technical achievement these units are likely to remain with us, despite the disadvantages of their making up the space we want for baggage carrying and throwing mud over the chain, hub and freewheel.

It is this last thing that is really serious and many readers write us on the subject, asking for advice and recording their own experiments in shielding.

It seems clear that the various guards and deflectors do ameliorate the trouble but none of them has been able to beat the mud at its work of destruction. Freewheels are only lasting months instead of

years and the mortality amongst three-speed hubs is disturbingly and expensively high. It is of interest to us therefore that the oil-bath chaincase, once the hallmark of bicycle quality, is coming back into favour again and on quite modestly priced machines. This is the only real answer to roller-slung mud and definitely a Good Thing for our clothes and our transmissions with any type of unit.

A neat example that caught my eye at Earl's Court was the *Armstrong* "Tourease" model which, apart from the chaincase makes a return to the lasting dignity of a black finish.

Two Stroke Power

Our worthy contemporary in France, *Cyclomoto*, in the course of an amusing, if slightly inaccurate report on the Earl's Court Show, expresses the view that "*Les anglais n'ont jamais ete tres forts dans le fabrication des deux-temps.*"

That the British manufacturers are not "strong on the making of two-strokes" in general is not true but the comment only refers to the matter of power output per c.c.

and there is plenty of justification for this in present day engines. It is that "never" that sticks in my throat, as I am old enough to have enjoyed fast rides and remember racing successes on such lively British two-stroke machines as the model "0" *Levis* and the *Velo-cette* 250.

All the criticism really means, however, is that Britain is not trying to get lots of horses out of two-strokes. Our two-stroke engines are made to give good utility performances at low costs and with absolute reliability and long life for modest prices. The quest for speed goes directly against all these qualities and there is no sign that the market demands high powered two-strokes here at the moment.

CORRECTION

Our printers insisted in printing "right angle" for "wrist angle" in my comments last month. The reference was to cyclemotorists riding machines with handlebar controls wrongly set for comfort. I am keen on pressing the point as I believe that wrist comfort on any two-wheeler is an important factor in control—a test case in fact.

“Well Ladies . . .”

*Part IV. (Conclusion) of the story
of a female of the species*

All You Need To Be A Complete Cyclemotorist

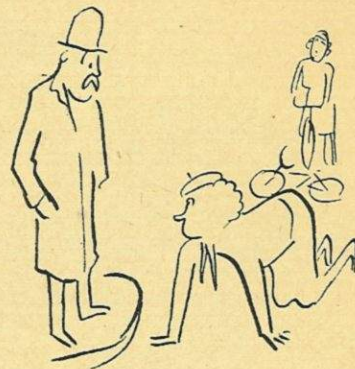
SHORTLY after this incident I bought a 25 c.c. *Cyclemaster* and had some very enjoyable runs, although I missed the speed and comfort of the auticycle's larger engine and springs: indeed my new *Cyclemaster* behaved so well that my friend and myself were tempted to go for a run on our own and were some twelve miles from home on a lovely summer evening on our first run when my engine stopped. I cleaned the plug, there was no signs of life, and as the only other word I know to do with an engine is carburettor, I decided that this must be the villain of the piece. I had not personally handled the one on my new cycle but I had seen other people dissect theirs and therefore decided that this was a splendid opportunity to learn.

I removed the carburettor without much difficulty but soon panicked at the sight of so many pieces, and commenced reassembling it in the hope that the airing had done it good, and it would decide to work. Reassembling was easier said than done, the float needle refusing to stay where it was required. However, being inspired I thought that if the top of the needle could be held up by a pair of tweezers and the float pushed down with a nail file everything would be all right. I held the needle and told my friend to push the float down with the nail file—she did—right through the float! Well, how were we to know it

wasn't solid? We were still gazing at the impaled carburettor float in dismay when a motor cyclist stopped and asked if he could help. We assured him dismally that it appeared to be too late. He inspected the debris and agreed, but said gently it wouldn't have mattered so much and he could have temporarily fixed us up if only we hadn't had the float in upside down in the first place and managed to puncture the bottom, instead of the top, and also that one should never, never, poke a float with sharp instruments. We stoically refrained from mentioning we had already learnt this the hard way.

The problem now, was how to get home with one bike out of action, and a course (not to be recommended to wobbly riders) was decided upon; the crippled bike to go in front under pedal power, the powered bike at its side slightly in the rear, the rider to push the one in front by keeping her hand solidly in the middle of the other's back. So, putting my carburettor in my pocket, we proceeded on our erratic course.

Naturally we changed bikes at short intervals and it was while I was on my friend's powered bike that we came suddenly upon a hay cart. This vehicle was approaching down a blind lane, the hedges being so high that only the top of the hay was visible. I realised the driver would not be able to see us and, not being familiar with my friend's cycle, was frightened. It



was obvious that something must be done quickly. I did it—I screamed.—The hay cart stopped. Horns never seem to be handy when required and they are not half so efficient as a good pair of wings. I had also stopped, my friend's cycle and brakes being precisely the same as my own. Everything was silent, so I restarted the engine and went slowly on leaving my friend to pedal. On turning the corner I noted that the hay cart was drawn by a tired old horse, and that in any case, the lane was well marked with a halt sign.

The farmer stared at me curiously as I passed and said, “Are you nervous?”

I looked at him in a puzzled fashion and queried, “Nervous?”

“Well somebody screamed”.

“Did they”, I said in a disbelieving tone, “Well of course I wouldn't be able to hear for the engine,” and continued quickly on my way leaving my poor friend to bear the brunt of any further remarks.

During the entire five years we have been motorised cycling we have had only one mishap which occurred shortly after obtaining our first auticycles. Coming down what is normally a busy street but which, being Sunday, was fortunately deserted I espied an elderly man standing on a refuge. I looked

at him, he looked at me, and being full of highway code I stopped and waved him on. He put one foot forward, the next moment I was sat on the crossing at his feet. I do not precisely remember who I got there but I apparently failed to signal my intention clearly and my friend had realized too late that I intended to stop. Her brakes, not being fully efficient, had failed to hold so, with admirably clear thinking, she had decided that if anything was going to be hit it should be me.

Having ascertained no one was even bruised (the old man still clinging to the refuge) I picked myself and the scattered contents of my handbag up and retreated hastily from the scene.

On arrival I discovered we had visitors for tea and was going across the room to greet them when

my sister rapidly propelled me backwards out of the room howling with laughter. By this time I was somewhat annoyed and demanded an explanation. Still laughing she brought me a mirror. When my friend's handlebars had hit me her release valve had ripped a perfect square out of my mac and my riding breeches leaving a large area of frilly underwear on display.

Well ladies, as you will see there is a lot of fun to be had out of motorised cycling even without mechanical knowledge, and, as any agent will tell you, there is absolutely nothing to go wrong unless, of course, you happened to be like my friend or myself, and even if you are, all you need to be a fully efficient lady motorised cyclist is:

1. A competent and willing mechanic for a friend or relative (preferably living on the spot).

2. A good set of tools and spare parts (for loaning to would-be helpers).
3. A hair pin, a nail file, a piece of string, and of course a woebegone expression (no need to practise, this will come naturally).
4. Enough money for your bus fare home.



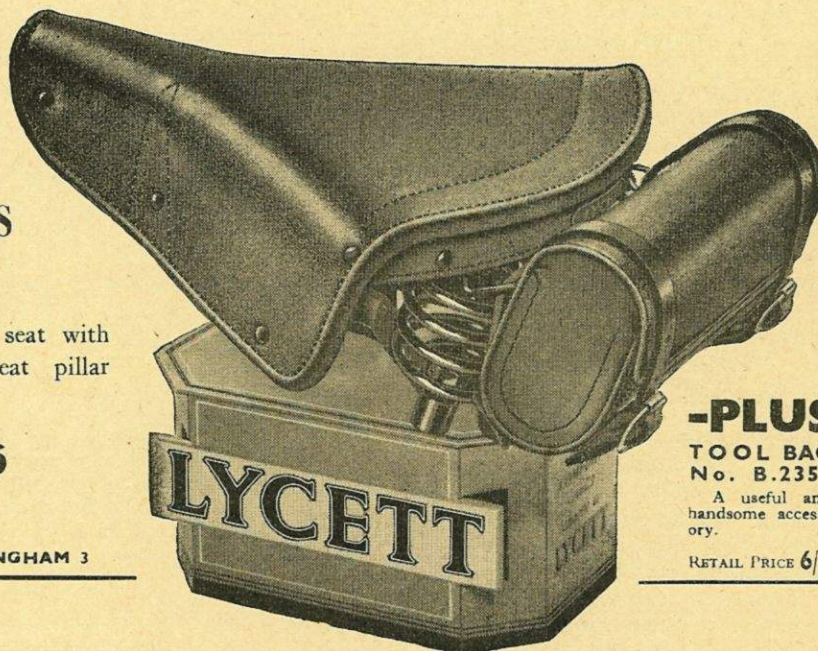
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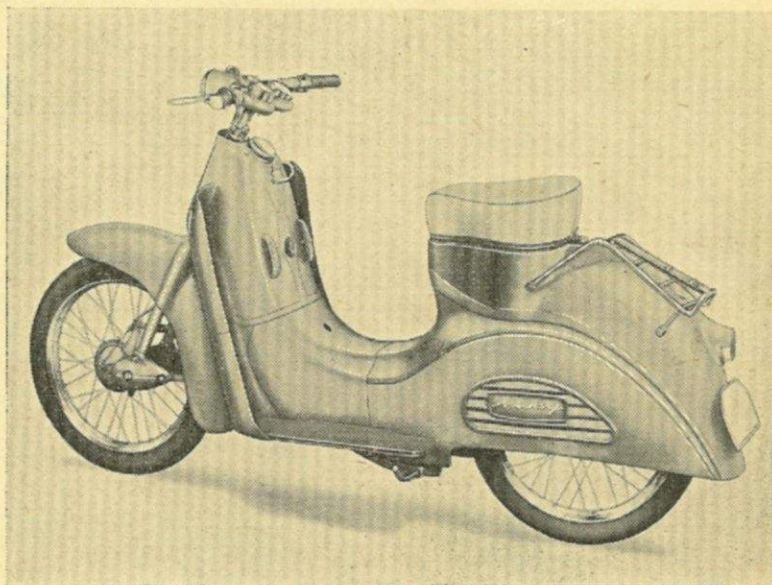
SCOOTER TOPICS

THE CONTINENTAL 48 c.c. MARKET GROWS

New Scooters in Germany and Italy

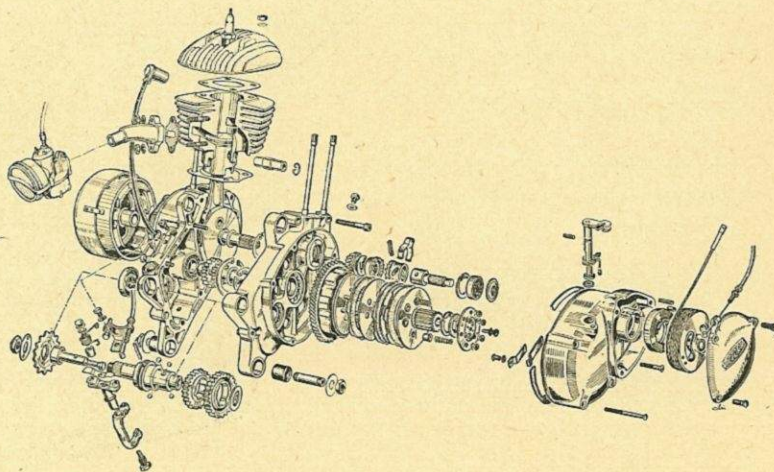
AS far as Germany is concerned, the Victoria Werke A.G. of Nurnberg, with its 38 c.c. *Vicky* motor were the first to open up the now vast market for low powered engines of 50 c.c. and below, which could be attached to pedal cycles. Since those days quite a lot of progress has been made in the low power motoring world, and from the original post war boom in clip-on motors, we have seen the new lightweight auto cycle come into being and now we have another new class of two-wheeled transport in the making which is the lightweight 50 c.c. scooter. Sad to say, that once more, continental competitors (and many firms are producing these 50 c.c. scooters abroad) have been astute enough to "get cracking" in this new market, while it seems, British manufacturers are only just realising the possibilities open to them in the light auto cycle world, and have not as yet even thought about the light weight scooter markets. It must be obvious to most of us by now, that 50 c.c. is sufficient in a two-stroke engine in-so-far as hundreds of thousands of ordinary men and women in the street who require cheap low powered two wheel transport for every day usage are concerned.

Typical of its class, the *Nicky* offers its rider both engine and weather protection, thanks to its panelling, footboards and leg shields. The engine is started from the sitting position per hand-pull lever—see exploded sketch, right bottom corner, for this item—and this should be far less strenuous



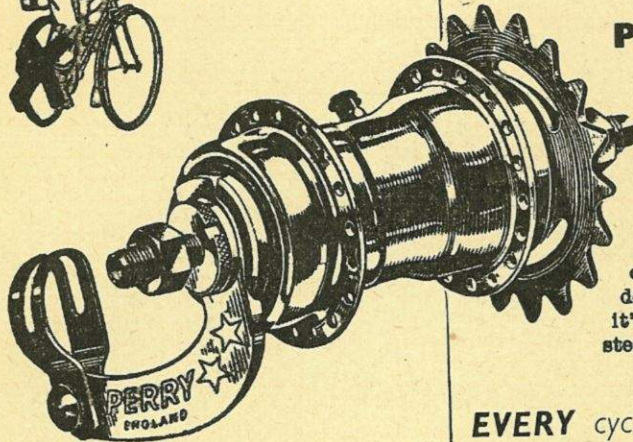
THE NEW VICTORIA "NICKY"

A lively 48 c.c. scooter from a firm that pioneered in the cyclemotor market and is now moving on with current demand.





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

EVERY cycle is better for a

PERRY COASTER HUB BRAKE

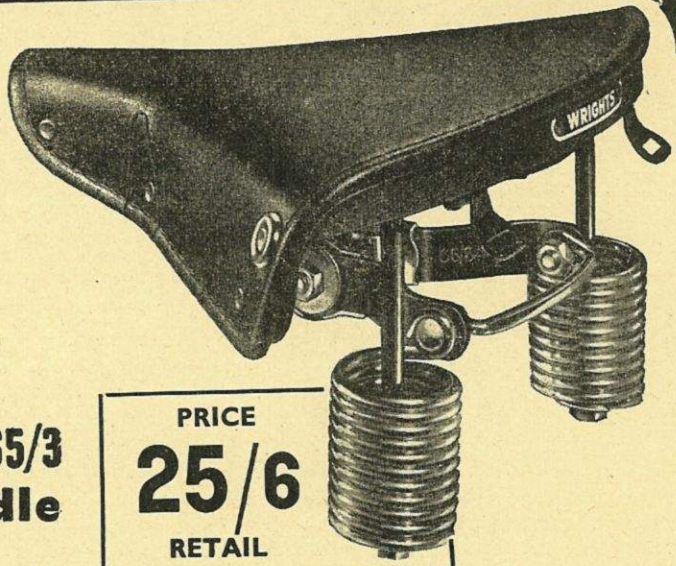
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Ask your dealer for a demonstration, or write for free descriptive literature to Perry Chain Co. Ltd., Tyseley, Birmingham, 11.

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- LUXURIOUSLY-SPRUNG MATTRESS** interior with thick felt underlay, for armchair comfort.
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- DOUBLE GIRDER PIVOTED FRAME**, for strength and resilience.
- CHROMIUM-PLATED REAR COILS** and clip for distinctive appearance.



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SCOOTER TOPICS—cont.

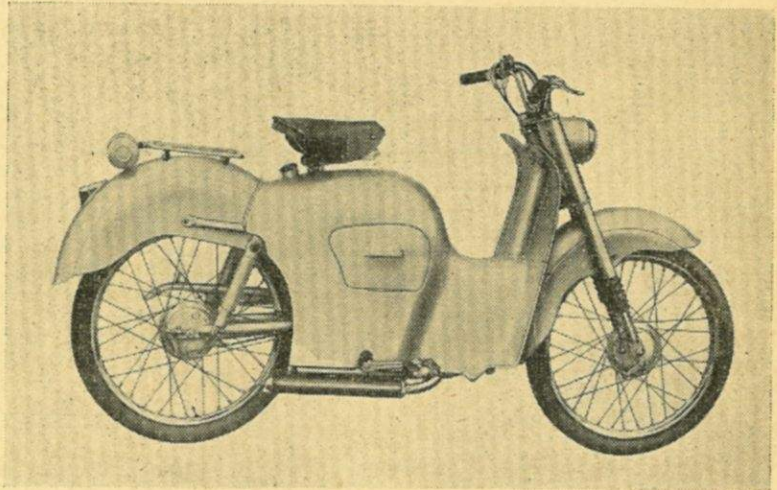
than kick starting. There are two gears and a neutral and changing is done from a twist grip control. A comfortable ride should be had as the job is sprung fore and aft and a well upholstered seat gives almost armchair riding.

There is a very neat handle bar layout of speedometer, clock and fuel gauge, all streamlined into a whole unit along with the headlamp itself. As will be seen from the exploded engine sketch, the motor is a real engineering job and soundly constructed. Rubber bushes support it in the frame and thus absorb vibration, and an effective exhaust silencing system makes the *Nicky* quiet running. The engine is open directly to the front and normal air cooling practise is followed, the angle of the cylinder fins being such that full and complete air deflection from them induces rapid heat dissipation. A security lock is built in both steering head and tool case and there is a foot operated central stand of robust construction. The tank filler cap is directly below the handle bars so one may remain seated when "tanking up".

The *Nicky R.50 "Victoria"* single cylinder 2-stroke engine with flat topped piston, develops 2.45 h.p. at 5,800 r.p.m. Primary drive is through skew gearing to 3 plate clutch and final drive by chain. Carburettor is *Bing* with air filter. Two gears 12 to 1 and 24 to 1. Front springing is through swing-arm with rubber suspension and rear ditto through large compression spring. Flywheel magneto/ignition *Noris ELZ*, horn *Hella* mounted on steering-head panel below headlamp (adjustable), 15/15 w. 6v. lighting. Tank holds about a gallon of 25 to 1 petrol (sooner we realise 25 to 1 is the mixture and not 16 to 1, the better!) with one pint in reserve. Normal riding should see about 180 m.p.g., and top speed is about 35 m.p.h.

Ready for the road weight including a tank full is about 130lbs.

A "49" FROM ITALY



THE MOTOBICI "ALPINO"

A new luxury auto-scooter that may be seen over here. It has pedals for starting.

SEEN for the first time at the Milan Show recently, the latest product of the Motobici Company is a 49 c.c. scooter type machine with pedals and represents the present day concept of the auto-cycle in luxury form.

The two-stroke engine is claimed to produce 1.8 h.p. at 4,500 r.p.m. and to make the most of its power it has a three-speed gear with twist grip control. Maximum speed is over 40 m.p.h. and the 2¼-gallon fuel tank should offer a range of over 400 miles.

Comfort and safety are looked after by telescopic suspension front and rear and "paired" tyres by *Pirelli* of 1½ in. section on the front and 2 in. rear. Internal expanding hub brakes are provided to both wheels and lighting equipment is built-in.

We understand that Messrs. ADIMAR, already well-known in this country as importers of Italian cyclemotors and equipment, are negotiating the question of making the *Alpino* available here. They estimate an all-in price in the neighbourhood of one hundred guineas and we feel that there should be considerable interest in the machine at such a figure.

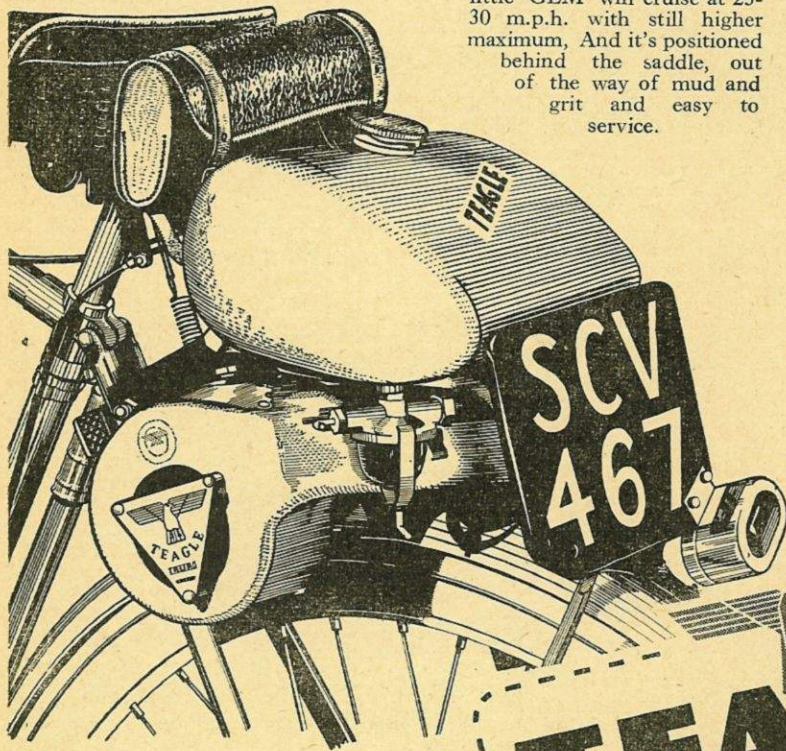
It is most interesting to note that autocycles are already following the scooter trend that is making such headway in the motor cycle field. Production costs alone will prevent the new "auto-scooters" from capturing the market in motor-assisted cycles, but it seems likely that this new vehicle will find a permanent place in the quality field.

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.

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cyclemotor

LEADS THE WORLD IN LIGHTWEIGHT POWER



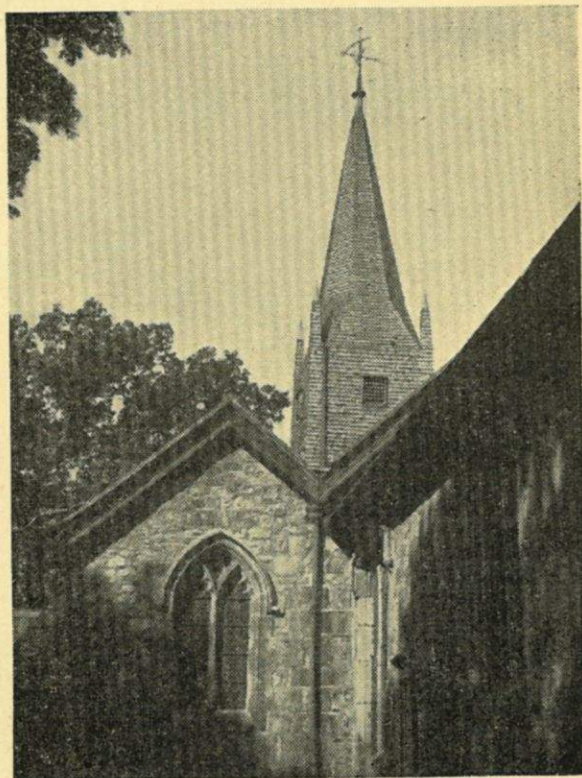
*The gatehouse at
Crowhurst Place*

*All photos with Rolleicord 1/50th sec. at
f11. Fairly sunny.*

FOR anyone living south of London I can heartily recommend the area east of Horley bounded by the main Brighton and Eastbourne roads. This stretch of country is ideal for anyone wishing for a quiet run, away from the noise, bustle and danger of week-end motorists. It is not magnificent as is Scotland and Wales but is pretty and full of interest, varying from winding country lanes and commons to miles of beech forest. The road surfaces are excellent and no hills will be encountered beyond the power of cyclemotors. In their rush to the sea at week-ends the motorists keep to the two main roads leaving miles of quiet roads and lanes for our use.

No beautiful villages will be found, (Surrey is not famed for these) but for those who keep their eyes open there is a wealth of lovely old houses, cottages and churches. Crowhurst Place is a gem with its lovely half-timbered gate house. It still has a moat over 500 years old, Henry VIII stayed here on his way to meet Anne Boleyn at Hever and the gardens have a yew hedge reputed to have been planted by him.

Burstow Church has a most unusual oak shingled spire. The only other wooden tower of this type is at Newdigate, also in Surrey. One of its first Rectors was John Flamsteed, the first Astronomer Royal. Charles II set him up at Greenwich Observatory with Flamsteed's own instruments and a salary of £90 a year!



TOURING

And What We

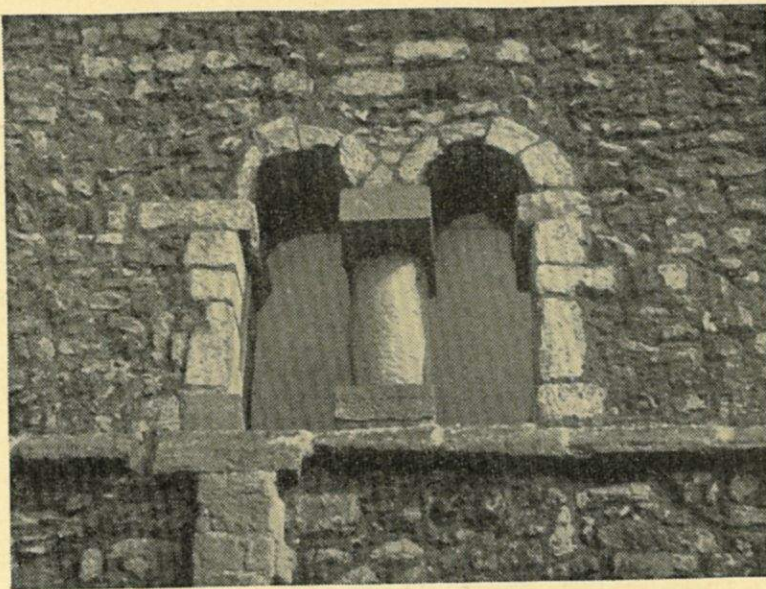
At Balcombe in the woods there is a fine old mill house now a private residence. Its pond is a beautiful lake. Lingfield has some old overhanging half-timbered houses with a very large church usually known as the Westminster Abbey of Surrey owing to its fine tombs and monuments. Near the village pond is a quaint little building known as St. Peter's Cross, at one time used as the local lock up and as a small museum; inside can still be seen an old penny farthing bicycle.

At Crowhurst we find the largest churchyard yew in the country, reputed to being well over 1,400 years old it is over 11 yards round. Soon after the battle of Waterloo it was hollowed out and twelve people sat inside it round a table.

ARTICLES Would Like

A cannon ball fired in the Civil War was found inside. Another yew over 1,000 years old will be found at Tandridge. Unfortunately the church fell into the hands of the great Victorian Architect Sir Gilbert Scott who did more damage to our village churches than was ever done by Oliver Cromwell. He lived at Tandridge and was responsible for robbing the church of a fine Norman Arch.

NOTE: Two maps will be required to cover the area i.e. 1in. Ordnance Surveys sheet nos. 171 and 172 London S.W. and S.E. respectively.



The Church at Worth, practically entirely Saxon. These Saxon windows show their crude method of arch construction. The pulpit, dated 1577, came from Werthe, in Germany.

The Editor's Angle

THE EDITOR is always on the look-out for touring articles with a cyclemotor interest as these were by far the most popular demand from readers last year.

The articles may cover ground at home or abroad, sketch maps are a help and illustrations essential. Photographic prints should be of the "hard" contrasting type, preferably on glossy paper.

THE EDITOR is always receiving touring articles from readers. Many of them are returned promptly but more are held for some time in the hope that something can be made of them. They then usually go back in response to impatient letters from the authors. Some photographs are used, more are returned and few maps ever get printed

How are we to reconcile these two apparently contradictory statements? What goes wrong?

By far the biggest problem is the illustrations. The prints that seem good enough to the amateur camera man but that would look like a foggy seascape after printing from a coarse screen block are all too numerous, but it is not only the clarity of the print that is the trouble. There are too many "dead" scenes of whole buildings or vast stretches of countryside without a sign of life or any association with the question of cyclemotor touring. If you want to take a picture of some interesting detail mentioned in your story take the detail, or at least send that in on the print. The presentation of the church windows in the above article is a good example. Get the cyclemotor in if you are doing scenery, well up in front. That's what our paper is about. And remember that the neat little lettering you laboured over in your sketch map will demand a microscope to read when it has been reduced to print size.

If you have a natural flair and a story to tell you can break every rule in the book and get away with it—like the lady who wrote our "Woman" series which concludes on p.62. She writes vividly and amusingly and the technique could hardly matter less. Her snapshots were useless but the material justified the making of sketches. We get very few as easy to read as this, however, and most of the rejections are heavy guide book stuff with the word "cyclemotor" worked in laboriously here and there.

Perhaps the best thing the amateur contributor can do for a journal is to supply a range of good pictures with long captions giving full description of the time, place and circumstances, plus technical data on the camera work, maps and machines used in the picture. With this the editor can make up a photo spread that is of interest to other readers. Non-photographer (or artist) readers can contribute on their own experiences from the purely cyclemotor angle of performance, but touring articles as such need pictures.

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.

That Next Step

I was delighted to-day to come upon a new and splendid 6d. *Power and Pedal* and to find that I, ci-devant chevalier de *Mini-motor*, *Cyclemaster* and *Winged Wheel*, should, as currently I have become—a scootterer on a *Vespa*—still find a place in your pages, or rather that *Power and Pedal* will contain mention of the scooters.

I changed to a *Vespa* from a *Winged Wheel* earlier this month, having long desired a scooter and I find my *Vespa* delightful.

I confess to having felt somewhat nervous in my earlier rides, owing to the more lively performance, plus super springing—I think it was the springing which really made me feel nervous; I missed the reassuring "grind". Also I was not accustomed to the wind-screen, never having used one of these things. I find the windscreen very pleasant when there is no wind! When there is a wind one tends to sail into the oncoming traffic.

I miss my clip-on and feel that the safest and best item on the market is the *Mobylette* and wish I could get hold of a cheap old one for the really bad months.

F. W. QUIGLEY

S.E.5.

Public Demand

May I congratulate *Power and Pedal* on its great step forward, and wish it increased success in its third year. I liked the Show report, but I cannot see the point in telling us the bore and and stroke of the engines. Perhaps some reader will tell me what information he can glean from it. More important, I think, is the speed that can be expected from each machine—both the top speed and a reasonable average speed; also the hill-climbing ability.

The trend in this year's Show was towards complete light-weight auto-cycles, which is, I suppose, a logical conclusion. However, I feel that there is a great need for a clip-on unit, fitted somewhere on the bottom bracket, or between the seat pillar and the down

tube, that has a chain drive. The only clip-on unit that fills the bill at the moment is the *Ducati*, and this costs £40—rather expensive for most people. Why is it not possible to build a 2-stroke engine of 50 c.c.? I should have thought that someone like Villiers could produce one quite cheaply.

T. D. MORRIS

N.W.11.

The Older Rider

I am one of those elderly people who after almost 50 years of enthusiastic cycling, has found pedalling too strenuous and, therefore, had to "come down" to using a motor to help me along.

Now, on reading in the press the terms of the Road Traffic Bill now before the House of Lords, the following thoughts occur to me:

- (1) I fully agree that pedal cyclists convicted of reckless, dangerous or even careless driving should be punished for doing so.
- (2) I am also of the opinion that the same punishment should be meted out to cyclemotorists convicted of similar offences.
- (3) I believe, on the other hand, —and judging from your comments in past issues of *Power and Pedal*, I think you will agree with me—that the requirement of a riding test for cyclemotorists should be abolished, not only because this requirement is particular to this country, but even more so now when reckless, dangerous and even careless driving are becoming specially punishable offences.
- (4) I agree, too, that the issue of a "provisional licence" only makes sense if it is subject to the condition that a driving test is taken within a reasonable time, all the more reason why cyclemotorists ought to be exempted from the licence requirement.

Take my own case: at the age I have reached cyclemotoring, to all practical

intentions and purposes and for financial reasons, has remained my only pleasure and my only chance of getting into the country. In order to avoid the traffic I am, with very few exceptions, leaving London at a time when people are still asleep and when the roads are practically empty. I am using my motor-assisted bicycle only for recreational purposes and, as a rule, only at week-ends. I avoid heavy traffic wherever I can.

On the other hand, I am required to take the driving test in a neighbourhood where traffic is fairly heavy and this at a time when it has almost reached its maximum. Does it surprise you that in these circumstances, I have failed the test and am chary of taking it again.

As a careful man whenever I find that the traffic on a road I have got to cross is too heavy for my liking, I am walking my m.a. cycle across—something the owner of a motor car, of course could not do—but would I be allowed to adopt a similar procedure during my driving test? Also if, at any particular corner, I find traffic rather heavy, I stop my motor and pedal the few steps round the corner, another procedure my examiner would scarcely approve of.

OLDSTER

S.W.9.

Test By Experience

What I jib at is, a person who has cycled for years, knowing and practising all the rules of the road as detailed in the Highway Code, and that without accident to himself or others, being obliged to take a Test simply because his machine is now propelled by a small motor instead of his legs!

For example—a friend of mine has cycled to work for 40 years, been a member of a Club which specialized in Holidays abroad, toured England, Scotland, Ireland and Wales till he is a perfect Encyclopaedia of information on routes, etc., and the behaviour of cycles (and other things!) and their riders and drivers, under all kinds of conditions. Now, he has acquired at last a motor-attachment to his cycle—and must take the Test. Now, that, I submit, is downright silly. And it is a good example, for by fact the majority of people applying for licences to use any sort of motor under 50 c.c. are already cyclists and therefore graduates of the road. I also shall have to take a test, and in a town at that, though my riding will be almost entirely in country districts, and I have been familiar with all that is in the Highway Code as a regular user of the road in cars, on a pedal cycle, and riding and driving horses for nearly 40 years. It really does look like

"jobs for the boys," and is without doubt a great waste of public money, and one's time and nervous energy.

M. H. ROGERS

Corwen

Failed on Reflection

My recent experience of the "Test" may be of interest to other "power-pedallers".

Having worn a groove in the road going round a $\frac{1}{2}$ mile circuit many times and performing all the necessary manoeuvres laid down for the occasion, answering the elementary questions on road signs and conduct, I was told I had failed, the reason being that I failed to look in the mirror at a corner (which corner, and why, was not explained) and for not coming right up to a white line at the junction of a one way street into a major road.

I did not go right up to the white line as I gave preference to a pedestrian who was passing in front of me (*see the code*).

This experience strengthens the current belief that we are failed to rake in more of our hard-earned coppers, and leads me to think the Ministry of Transport Testers do not understand or have a powerful dislike for our means of mobility. I was disgusted by the farce.

S.P.J. 13.

Cranleigh.

The Test—Club View

We notice, that once again in your columns, the question of the test for

3 Clack Street,
London, S.E.16.

the Power Assisted Cyclist is under discussion. As far as we are concerned, as the organisers of the P.A.C.C. may we say here and now, that we consider the testing of motorised cyclists, pointless.

It is a mistake to believe that the fitting of a clip-on, or even the riding of a built for the job, turns what is still a cycle into a motorcycle.

It has been said before, and we say it again, it is an indisputable fact that the sporty and racing cyclists habitually travel faster than the power-assisted man, one has only to watch the workers leaving for home, any evening, to see the truth of this.

The test achieves nothing, the worst rider in the world is still allowed to use the roads, just as long as the five bob is paid up each quarter.

Is it possible that the real interest in testing this section of road users, is a financial one? If this is the case then why not say so? surely it would be better to say, "you must pay an entrance fee", than to waste the time, and time is money, of both the rider and examiner.

The above views are our personal views only, the aim of our organisation is not to put our ideas as representative of the movement, without knowing the feelings of the majority. Therefore may we through your journal, invite all interested riders to tell us their views, for or against.

S. G. TAYLOR
S. R. PARSONS,
Directors

POWER ASSISTED CYCLE CLUB

Sidecar User

From my personal experience there is nothing to beat the *Mini-motor*. I have had one since 1951 and it has given me every satisfaction and very little trouble.

It may be of interest to your readers when I say I have used a cycle side-car ever since I have had the motor, to carry my daughter and a Dachshund dog. The three of us have gone many pleasant miles with this outfit. Both child and dog have more or less grown up together in the side-car.

My daughter, now aged five still gets taken to and from school in the side-car with *Mini* chugging along merrily.

I fear that soon our trio will be too heavy and it is now bothering me, what I can find in place of the *Mini-motor* for next summer? It must be easily dismantled—space problems, light to lift up and down steps, easy to maintain. Quite a formidable problem, I agree. Perhaps you, or one of your readers can supply the answer?

In any case it will be with real regret I shall say "good-bye" to my faithful *Mini*.

"LEATHER DRESSER"

Leicester.

Two-Seater Sidecars

My mk. II *Minimotor* used with a tandem and sidecar enabled my wife and I and our son aged 2 years to enjoy many happy outings to the seaside and country during the summer of 1954.

With the expected arrival of our second child this Spring, I am wondering if such outings will be a thing of the past.

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

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ESTABLISHED 1807

"Between Trafalgar & Waterloo"

The 2 year old is too young for a cross-bar seat, but I could quite easily build a new plywood sidecar body with one seat, and space for say a carry-cot.

I would like other readers experiences of 2 seater-sidecars, etc., and possible effects of such travel on a very young child.

Best wishes to your excellent journal for 1955.

W. J. THOMPSON

Liverpool.

Decoke Mileage

Referring to the letter from 255 AHX published in that issue, I, as a *Power Pak* owner, was amazed to read of the incredible mileage of 2,100 covered on his *Firefly* without decoking.

I would very much like to know:—

1. His average riding speed.
2. Grade of oil used.
3. Proportion of oil to petrol.
4. Size of jet used.

Being one of the "ride to work brigade", my weekly mileage is 140. If I don't decoke after approximately 700 miles (5 weeks of riding), the *Pak* soon loses power, which means severe pinking and strenuous pedalling on the two fairly steep hills I encounter on my daily journey.

If your correspondent's statement is to be believed, I am obviously using the wrong kind of motor.

A. H. GOWER

Aylesham.

Footwear Covering

I use my *Cyclemaster* to the City every day where I work as an insurance clerk. No matter how much it rains I arrive quite dry beneath my waterproof cap, mackintosh and leggings, but what of my shoes! The toes and

part of the uppers are drenched. This could easily be overcome by wearing gum boots, but they are so cumbersome.

We have already plastic macs which fold up no bigger than a tobacco pouch. Why not plastic overboots which fold up as big as a matchbox? There are models for ladies but the largest size is for an 8 shoe. Can any reader help please? I saw nothing like that in the show.

LB5 554.

West Croydon.

Super Brakes

For some time past various branches of the lay and motoring press have been at pains to point out and emphasise the inadequacy of powered cycle brakes.

Modern practice of safe and sure front wheel braking is now finding favour, especially with two famous motor cycle marques who fix twin front brakes as standard equipment.

We consider that a full width twin front brake hub for motorised cycles and tandems is an urgent need.

Are the trade really alive to the fact that there are, literally thousands of enthusiasts, who would purchase such an accessory immediately it became available?

THE VINTAGERS.

Wirral

Spectacle Problem

How do Cyclemotorists who wear spectacles manage to see while progressing through heavy rain? I have tried an "Anti-Mist" liquid applied to the glasses but found it ineffective. Being female, I do not fancy myself in a peaked cap which would probably shield the glasses somewhat. Can any reader please help?

KCG 40.

Hampton Hill.

Teagle Experience

I am writing this letter because up to now I have seen no comments on the *Teagle* cyclemotor in the *Power and Pedal*.

I can thoroughly recommend this motor and also the service behind it. I first bought a *Teagle* in July of this year. From the start I had trouble. Mis-firing, four-stroking and no pulling power.

I wrote to the makers and received a letter saying that if I returned my engine they would, under their guarantee replace it free of charge. I dispatched my engine on the Monday and on the Saturday morning I received a complete *new* engine. This engine is running perfectly and I can cruise between 25-30 m.p.h. I have very good lights from the mag. flywheel. But the *Teagle* firm not being satisfied sent one of their representatives to see me and to see if I was satisfied with my engine.

If anyone can tell me of a better service than this I would like to hear from them.

SATISFIED "TEAGLE" RIDER

Yorks.

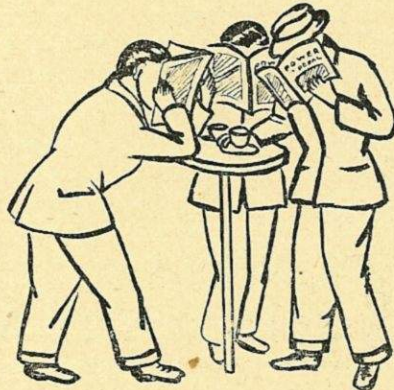
Mini Silencer

With reference to the letter by R.P.U. 178 of Chippenham, I should like to state that I have found the *Mini-motor* much livelier with the steel wool removed, and even then not noisy. I should imagine that he has a crack in the exhaust pipe which opens up when hot. This would be aggravated by the fact he has packed the steel wool too tightly into the silencer, which would also give undue back pressure into the cylinder.

D. HAYWARD

S.W.6.

SHOW ECHOES—Sketches From Our Artist's Earl's Court Note Book



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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

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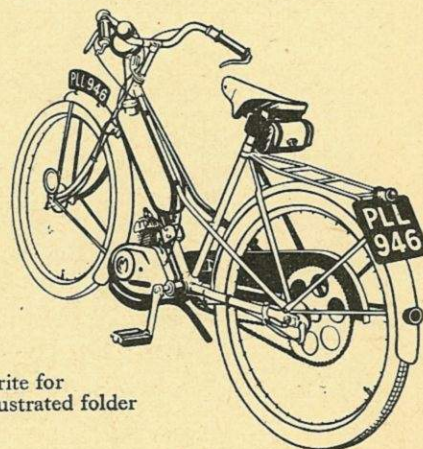


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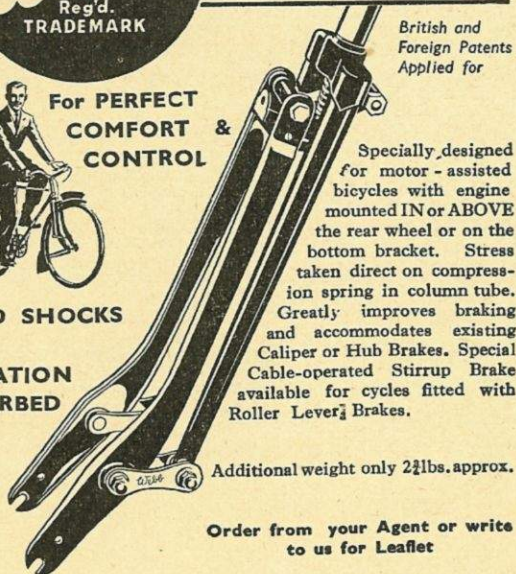
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NEWS FROM GERMANY

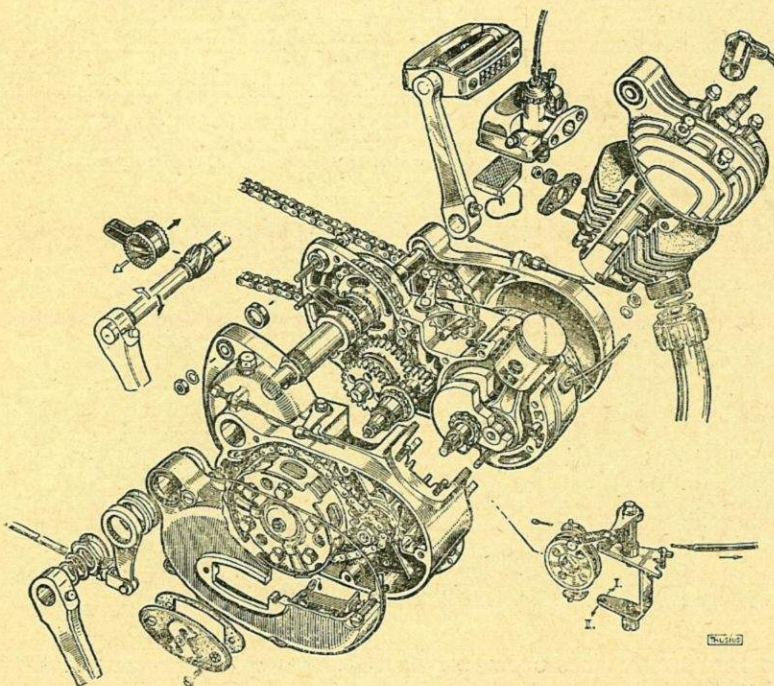
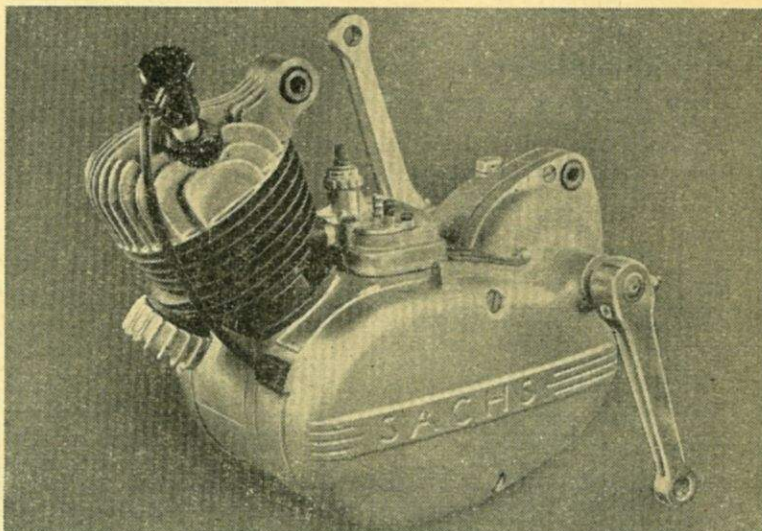
A Proprietary Unit for Autocycles

THE SACHS "50"

DESPITE its small proportions, this motor is no "imitation" one but a precision built engineering job, ideally suited for its specific job of powering the pedal cycle. It is obviously not a "clip-on" engine but designed to be "built in". The photos show clearly the general construction and the neat "fully enclosed" design—even the carburettor is flush with the casing. The *Sachs* 50 has a multiplate clutch and two speeds, the mainshaft gear connecting to clutch-sprocket through totally enclosed chain running in oil. The clutch has a neat "cush drive" take up which cushions sudden snatch between engine and rear wheel. The actual mounting points for the *Sachs* 50 can be

seen clearly in the photo and both these points are rubber bushed so that engine vibration is somewhat dampened before reaching frame and rider. The off-side pedal has an arm which operates from the pedal crank axle through a quick

worm gear so that the rear brake is applied with little time lag from back pressure on the pedals. There is an enclosed flywheel magneto ignition/lighting. Capacity of the motor is 47 c.c., bore 38 mm., stroke 42 mm., and this develops about 1.25 h.p. at 4,100 r.p.m. There is nothing skimpy about the engine and bearings are either robust ball races or phosphor bronze bushes, whilst the big-end is fitted with rollers. The makers of the engine—Fichtel & Sachs A.G. of Schweinfurt A.M., Germany, are one of the biggest manufacturers of the two-stroke engines in the world.



The Sachs "50" is designed to be built-in and is attached by a simple, rubber-cushioned 2-bolt fixing.

Note the ingenious worm gear engagement of the back-pedal-operated rear brake.

(Reprinted from *Invalid Tricycle Association "Sussex Newsheet"*)

I have Struck Oil

No, not a gusher in the back garden or a batch of Anglo-Iranian shares hidden in some dusty old desk, but T.S.L. the new two-stroke lubricant, first mentioned in the Magic Carpet over a year ago. I commenced using it in March this year after the engine had been rebored and have now just completed 4,000 miles, during which the 197 c.c. engine has given continuous full power, increased miles per gallon and greatly improved starting. It is a very light oil, about the same consistency as olive oil at 70 degrees and it mixes with petrol so quickly that one shake of the can is sufficient. It is very slow to form carbon. For instance, on removing the cylinder head at 2,000 miles there was only enough to heap up on a sixpence and it was of a dry powdery type very easily removed. During this test period there has been a complete absence of what Marjorie Coles so aptly calls the "death rattle" Most 2-stroke users know this noise; it occurs usually when you have covered about 1,500 miles since your last decarb and is often most persistent at your favourite cruising speed. In my experience it is caused by back pressure on the piston brought about by a partially clogged exhaust system, which in turn is the result of using an oil that forms

carbon rapidly. The only cure is to have the silencer and pipes thoroughly cleaned out, which is easier said than done, especially where non-detachable silencers are concerned. If allowed to persist the "death rattle" will cause much wear to piston and cylinder wall and only a rebore will meet the case.

Some minor benefits from using the new oil are—You know the oil that escapes from the decompressor and forms a pool on the cylinder head and gets blown off in blobs on to your sleeve, the side of the seat and underneath on to the electric cables and junction box—with T.S.L. a little still escapes at this point but so slowly that the heat of the cylinder head dries it hard before it can get any further. I have also found that no oil now escapes from the exhaust manifold ring nut which is another well known place for it to seep out to the detriment of the machine in general and makes a sticky mess of the engine.

So far I have been rather untechnical and you may well ask what is the big secret—how can any oil account for for such miraculous improvements? Well, I don't know what the ingredients are except that it is a highly solvent super oil with a "detergent additive and "corrosion inhibitor". (That should stifle all detrimental comment!).

Contd. p.78, col. 3

You've got to hand it to the amazing

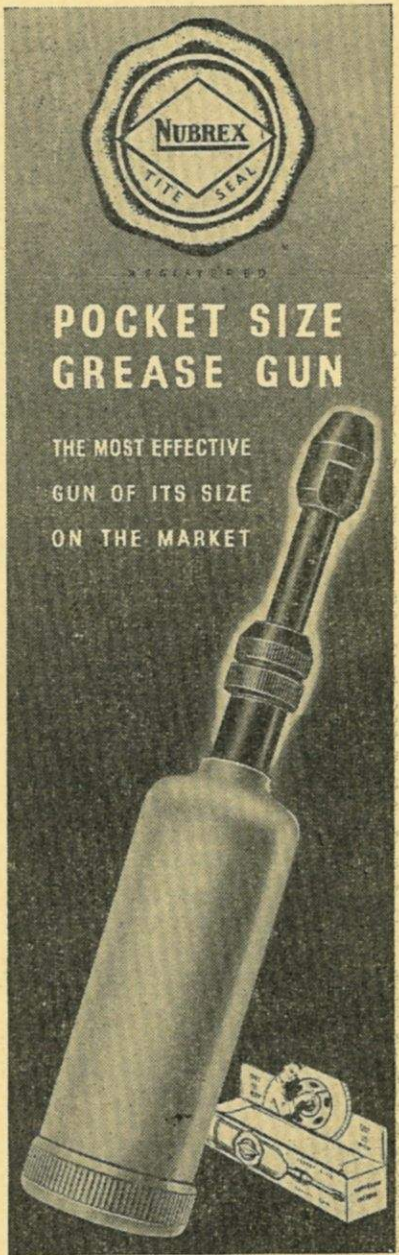


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ROAD TEST REPORT**A SPORTING SCOOTERETTE**

ONE of the novelties that attracted much attention at the Earl's Court Show last November was the Britax Company's development of their *Ducati* engined auto-cycle on modern light scooter lines under the name "Scooterette".

A prototype machine recently participated in the classic "Exeter" trial and completed the stiff course without trouble, to the astonishment of the motorcyclists present. It was this same machine that was offered to *Power and Pedal* for a brief test just after its return from the trial.

As a road test in the ordinary sense the opportunity could hardly be described as well chosen. It took place during the worst of an English Winter, with deep snow on all but the main roads, the latter having deep, half-frozen slush by way of variation. Speed and maximum power output could not be tested under these conditions, although we have already experienced the high performance of the 2-speed four-stroke unit, but as a test for the scooter's greatest attractions,

stability and weather proofing, it could not be bettered.

Every large vehicle that passed flung up a wave of dirty snow that smacked up against the panelling of the machine with force enough to be felt as well as heard. The test trip was made by a rider in an ordinary lounge suit, tweed overcoat and shoes and it is not any exaggeration at all to say that the clothing was not splash marked in any way at the end of the run, while the shoes were much cleaner and drier than they were after a few minutes walking.

The footboards and deeply valanced leg shields took everything the other traffic threw up and the *Scooterette* itself was so fully mud-guarded that it contributed little or nothing to the dirt throwing. This on a machine that had only a few days before participated in trials work with success is a remarkable demonstration of versatility and a proof, if one is needed, that two-wheelers do not have to be stark to be efficient.

The stability of the little machine frankly amazed us. Most of the

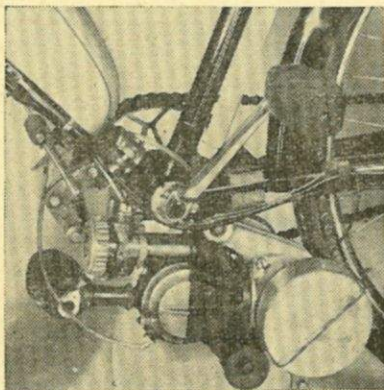
way the road surface was so bad that neither wheel was really gripping and any sharp movement of the throttle set the back wheel spinning or sliding, but the rider was able to keep his feet up all the time and the machine maintained a straight course on its own. Naturally there was no chance to test cornering and braking. Front brake only was touched during the run and that very gingerly. It stopped the machine dead straight and upright which was all that a brake could be asked to do in the circumstances.

The rear brake is operated by a pedal under the left toe, and a short lever projecting from the panelling over the right footboard controls the two-speed gear. Handlebar layout is on conventional motorcycle lines and the normal feel and handling of the machine are the same as a light motorcycle except for the low riding position and the forward position of the feet on the floorboards as compared with the customary rests.

Riding in such conditions could hardly be called a pleasure, but the run was of real interest and did create a genuine desire to test a production model as soon as possible. We hope to do this shortly.

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for 1955



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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.

Club Champion of the Year proved to be Mr. R. Banfield with a lead of 10 points of the next man. He receives the champion's "Oscar" and also the "Half-Hundred Trophy" for the season's best all-rounder.

The Quarterly General Meeting was held on Jan. 4th, in spite of ice and snow. Mr. Vaughan Williams took the chair and members heard a very encouraging report of the progress made over the last six months. Sections were now formed in Scotland, Lancashire and Warwickshire, and five more sections were under weigh including one in Northern Ireland. Mr. Joslin stated that the founder section in London should see its membership top the century in the very near future.

FEBRUARY PROGRAMME

6th—St. Albans
13th—Reading.
20th—Request Run.
27th—Valentine Cup Event.

All above Sunday runs start from Marble Arch at 9 a.m. Club Night every Tuesday at the "Enterprise" Chalk Farm Road, N.W.1.

A Half Hundred section has been started in Scotland: *Secretary* D. W. KENNEDY, c/o STEWART, 244 BLACKNESS ROAD, DUNDEE, ANGUS.

THE ROVER (MANCHESTER) FELLOWSHIP

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

Still operating the Winter schedule of combining the activities of all sections with the addition of a Photographic Section, which is undertaking the job of making a permanent club record.

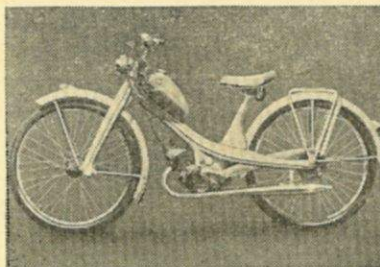
The new clubroom is proving a great success in holding all sections of the club together "in a true social spirit."

ROSSENDALE MOTOR CYCLE AND LIGHT CAR CLUB

Secretary : C. J. EBBRELL, 240 NEW-CHURCH ROAD., RAWTENSTALL, ROSSENDALE, LANCs.



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NOTTINGHAMSHIRE CYCLEMOTOR CLUB

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

The Boxing Day Trial had to be postponed because the course was under water. It will be run later when, as the organisers optimistically put it, "we can reasonably expect the course to be dry". Premier award is the *Winson Rose Bowl* and for the first time ever in cyclomotor trials there is to be a team award.

A night trial is being planned for the near future and the Club hope to run some races on a couple of closed circuits they have located during the coming season.

FEBRUARY PROGRAMME

Friday, 4th Feb.—Club Night.
By Horse, 8.0 p.m.
Sunday, 6th Feb.—Winkburn Park, Colwick Crossing, 10.0 a.m.
Sunday, 13th Feb.—Rufford Abbey, Daybrook Square, 10.0 a.m.
Sunday, 20th Feb. Mansfield, Old Market Square, 10.0 a.m.
Sunday, 27th Feb.—Day Run, Leicester, Trent Bridge, 10.0 a.m.

SOUTHDOWN MOTOR-ASSISTED CYCLE CLUB

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

Club runs every Sunday, start from Circus Street, Brighton at 2.15 p.m.

FEBRUARY PROGRAMME

Sunday 6th—Robertsbridge.
Sunday 13th—Arundel via coast
Sunday 20th—Eastbourne.
Sunday 27th—Storrington.

VETERAN CYCLISTS' ASSOCIATION

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

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

BARNSELY AND DISTRICT CYCLE-MASTER CLUB

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

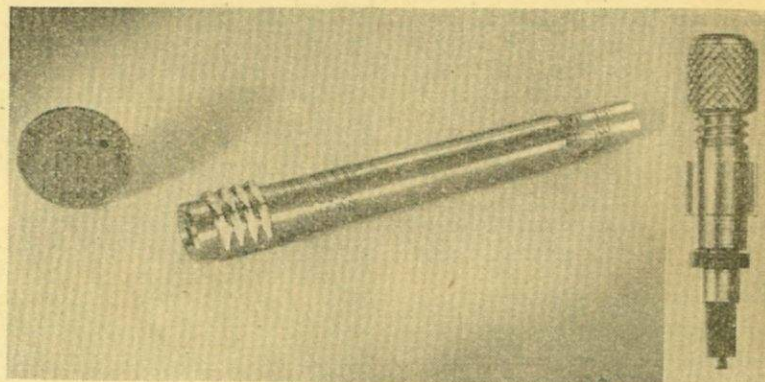
Flashes

GUESSING tyre pressures is now out-of-date. The *Dunlop* gauge, illustrated alongside a sixpence for size comparison, costs 6/6 and is used with the new valve core (extreme right) that fits into the ordinary cycle tyre valve body.

PRICE of the *Combinette* auto-cycle handled here by Ambassador Motor Cycles Ltd., and pictured on p.54 of our last issue has been fixed at £67. 16s. 0d., including £11. 6s. 0d. P.T.

ERROR in our 1955 Market List in the January issue gave the price of the N.S.U. *Quickly* as £49. 18s. 0d. This should have been £59. 18s. 0d., including £9. 19s. 8d. P.T. N.S.U. Distributors write that they have received "a number of enquiries from dealers and customers" as a result and we hasten to correct and apologise.

DIESEL enthusiasts will be interested in a new 42 c.c. engine now being developed in Italy and closely followed by an importer here. Published graphs indicate a power curve better than any we have ever seen in Britain. More news is expected next month.



CYCLEMOTORS are so easy to drive that a 9 year-old boy was fined at Bolton recently for driving under age and uninsured. He was also disqualified from driving for 12 months!



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SMILING service and a full stock of *Cyclemaster* spares always available are appreciated by reader F. G. Taylor from:

REO MOTORS, LTD.,
STAINES, MIDDLESEX

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If you decide to give T.S.L. a trial, it is best to do so immediately after the engine has been decarbed and make sure above all that the exhaust system is conscientiously cleaned out, otherwise you cannot expect to derive the full benefit of the change. The extra cost is made up for by increased miles per gallon and you get all the other advantages thrown in. If you want some corroboration, ask Clare Naylor, another satisfied user, hitherto she has spent a lot of time changing plugs and getting into lower gears on hills, but now she has almost forgotten what a plug spanner looks like and her Mk. VIII romps up everything like a bomb. Needless to say I have no financial or other interest in Messrs. Slip Products Ltd., Only wish I had!

N.P.

Hove 4. Sussex.

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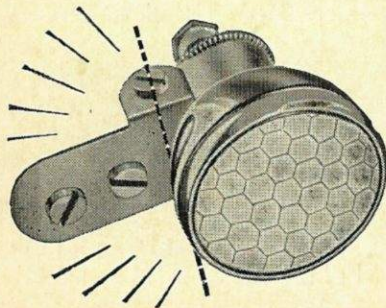
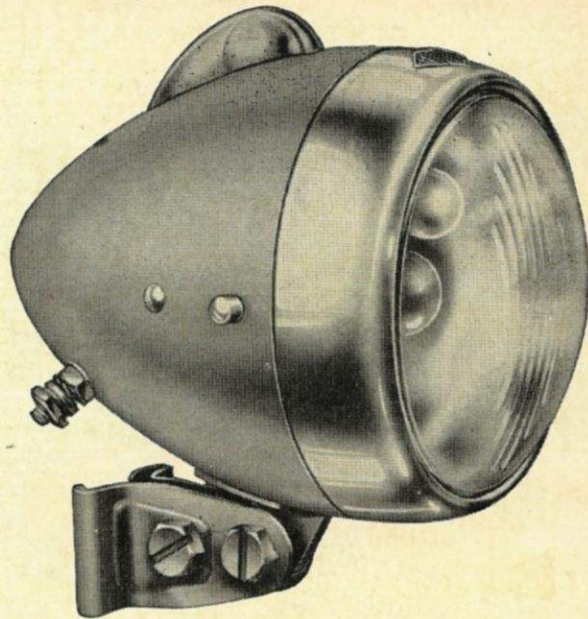
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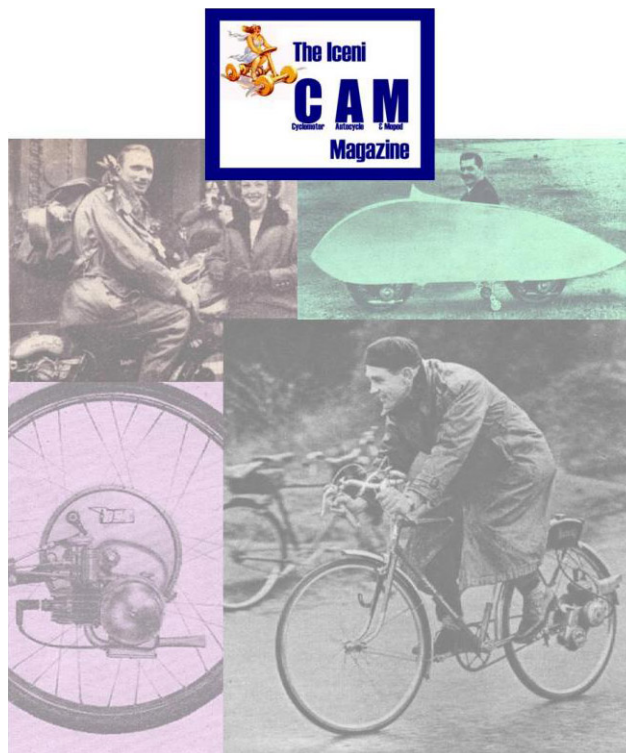


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