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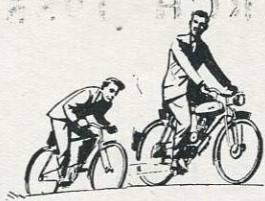
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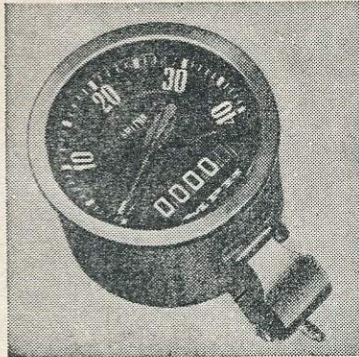
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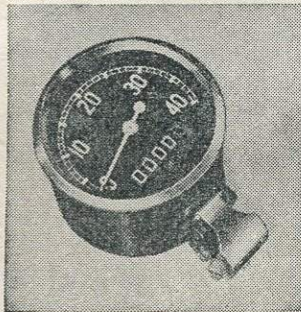
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POWER & PEDAL

THE CYCLEMOTOR & AUTOCYCLE JOURNAL

Editor: FRANK L. FARR

Vol. III No. 4

March 1955

THE simultaneous announcement of the reduction of Purchase Tax on fur coats by 25 per cent. and the imposition of the 25 per cent. on cyclemotor units was not only a piece of political ineptitude, it was a legislative act that bordered on the immoral.

The motor-assisted cycle is a valuable social instrument. It permits the older man or woman to stay on the road, not only for personal health and pleasure reasons, but also to be a productive force in the community, something that our sociologists are working desperately to encourage. To industry that is short of manpower, because of housing difficulties and the high cost of public transport limiting the mobility of labour, the cyclemotor is an economic blessing. To young people, more and more fenced in by the sprawl of cities, it means freedom and an aid to health and happiness. To the housewife and to those people who quietly run our essential public services, nurses, postmen, shift-operating transport workers and the like, the cyclemotor can mean an aid to

efficiency and an end to drudgery.

This is the instrument that the Government chooses to tax instead of fur coats and paper table decorations.

The cycle trade has campaigned consistently for some time for the reduction, if not complete lifting of Purchase Tax from all the products of the industry and there can be no parliamentary ignorance of the arguments in favour of such action. On the other hand, however, the actions of some manufacturers and almost all retailers have not supported their own pleas.

At the last Cycle Show it was announced that two major manufacturers were increasing their discounts to dealers, although it was admitted at the same time that this would mean an increase in the price of the cycles to the public. The retail traders welcomed this with glee and their press expressed the hope that all other cycle makers would be forced to fall into line and that the same should be done with cycle accessories.

This line of action hardly supports the claim that taxation must

be reduced to stimulate retail sales and "save the industry". Distribution costs are the subject of a national survey at the moment but in general, there must be few industries in which the man who sells over the counter claims as much for his trouble as all the men and women put together who have worked to produce so fine a piece of engineering as the modern cycle. The way to improved sales is price reduction not increase, and reductions can be made by greater efficiency and narrower profit margins as well as by lower taxation.

Let the cycle trade take up motor-assisted machines and give real service as well as sales and they will not need to worry about their incomes. We know of dealers who are doing this with the result that they are being forced to choose between expanding their businesses or limiting their clientele. There is no excuse for the mean and petty action of the Government in taxing the ordinary man's transport, but there can be no force behind the arguments of the industry unless it acts in accordance with its own case.

COMMENT

by **Clip-on**

ALTHOUGH the only really intelligent creatures in these islands, the hibernating types,* are still sticking snugly in their warm winter nests, the poor humans are already looking ahead and requests for information and advice about holidays are coming into the office daily. Before long some thousands of cyclemotorists will be setting off on the great adventure of the year, many of them so mounted for the first time.

The cyclemotor is a wonderful instrument for holiday making, whether it be touring or fixed centre riding. It makes one free for byways and open spaces where public transport does not go; it eliminates the limitations and anxieties of timetables; and, a by no means minor point, it enables unexpected opportunities to be taken up as and when they occur such as a village fair, a local sporting event or a chance invitation.

It is true that a car or motorcycle can also do this but not so well. Speed when moving and parking problems when stopped, are against these vehicles and it is a fact that one does feel part of the country on a cyclemotor to a far greater extent than with any other vehicle except the pedal cycle itself. For most of us, however, the pedal cycle requires more energy than we can spare from the pleasure of the holiday and its rider is much more at the mercy of the wind and weather than his power-assisted counterpart. It took personal experience to convince me of the

advantages of the cyclemotor over all the other means of holiday transport that are available to me if I want to use them, but now I am convinced I want to encourage everyone I can to try it.

There is just one warning I must make because I know that this year and every year many riders may spoil their enjoyment of holidays for want of the caution. Don't over-estimate your travelling and carrying capacity. If you have no previous experience of cyclemotor touring, work out what you consider a reasonable mileage day by day and what you think your machine can comfortably carry—then halve both figures—Yes, *halve* them. It is the only way to ensure that your spell of freedom is really free.

Petrol Ratios

What is it that causes the makers of almost all our small air-cooled two-strokes to cling to completely outdated petrol/oil ratio figures in their recommendations to users? Modern engines are better designed, of better materials and more accurately assembled than those we had twenty or thirty years ago. They are smaller and run cooler (most of our cyclemotor units are grossly overcooled) and they have all been built to run on petrol lubrication for many many years past. This last was not always the case, for although the *Connaught* firm introduced petrol lubrication about 1912 various makers devised, tried and

abandoned a number of other methods during the next twenty years.

The oils also have changed almost beyond recognition in that time and nowadays they mix better, lubricate better and carbon up less than did their treacly forbears. Yet the oil companies too, with a couple of exceptions who specialise in the field, tend to stick to petrol/oil ratios that were established a generation ago under completely different conditions: what the tester of a motor cycling contemporary recently called "the good, old-fashioned half-pint-to-the-gallon".

Talking to an engine manufacturer at the recent Boat Show at Olympia, I was interested to find that his engines, from 1½ h.p. upwards, all ran on a petrol ratio of 48 to 1 (1/6th of a pint to the gallon) and his instruction book contained warnings against exceeding this proportion of oil to petrol. Admittedly these are water cooled units, but against that there is the fact that small marine engines have to slog much harder and usually for much longer than our road vehicles do. This subject is worthy of more attention than it is getting from the trade.

High Pressure Heresy

Another point on which this journal has crossed swords with manufacturers is on the subject of tyre pressures for cyclemotors. An outspoken article in one of our

"I must go
down to the sea
again . . ."



very first issues provoked quite a storm at the time, but we persisted in our advocacy of the right tyre for the job run at a reasonable pressure being the correct wear for all types of cyclemotor and our experiences since, as well as the gratitude we have earned from many readers, have further convinced us that our original stand was correct.

Figures have to be used with caution as there are a number of factors to be taken into account in assessing correct pressures, but broadly speaking it can be taken that a modern $1\frac{3}{8}$ in. section over-size motorised tyre will not give real rider comfort under average loads if the pressure is much over 30lbs. per sq. inch. If it fails to stand up to its job and, if necessary, provide roller grip at this pressure then the tyre is not suitable for that machine. It was something of a shock to me, therefore, to see that one of the latest motorised tyres to come on the market bears a maker's advice that it should be inflated to 60 lbs. I can only state a fact by way of comment—the last manufacturer who quoted that figure has now gone clean out of the cycle tyre business altogether.

Riders should make a point of trying out variations of tyres and tyre pressures. It is a rewarding and often surprising field of study. My own ideas on the subject have all been formed by personal experience and I am very much sold on the idea of tyres as a major, if not the major factor, in comfort. One of the few things I have against roller drive units is that they cannot be used with real low pressure tyres because I still remember with deep pleasure the sheer luxury of my first ride on the *Mobylette* we tested last year, with its 2in. *Hutchinson* balloon tyres at their recommended pressures of 14lb. front and 17 lb. rear. Comfort, roadholding, steering, braking—it had the lot.

Mid Snow and Ice

One of our readers, a mature man of considerable experience, wrote in recently to report his first impressions after a changeover to scooters.

He has used several cyclemotors, 98 c.c. autcycles and, of course, has years of pedal work behind him. He now records that he is delighted with the scooter on almost all

counts, but would feel safer on a cyclemotor when the roads are really treacherous. He expresses the wish that he could find an old "Moby" going cheap, just for use on the bad days.

Frankly, the idea of the cyclemotor being the ideal vehicle for really bad road conditions was new to me, but I can see that if one must use a two-wheeler it needs to be light, handy, lowpowered and single geared to be thoroughly safe mid snow and ice. It may well be that the very favourable accident statistics of cyclemotors are more due to the machines themselves than their riders and is certainly a point worth advertising.

50 YEARS AGO

"It is quite possible that a small motor may be found . . . but whether its cost would be brought low enough to permit its general use and whether the vibration and such other details could be overcome - these are perhaps somewhat doubtful."

(*Cycling*, March 1908)

Tandem Chronicle

by
MICK BROWN

Part I. of this series tells how a cycling clubman made the "Descent to Power" and survived to appreciate modern transport.

MOST cylemotorists probably started by riding pedal cycles and we were not exceptions, but we did belong to a cycling club and were holders of certificates of merit and also joint cup holders. These distinctions we thought gave us the right to look upon the motorised with scorn and to compete with them whenever a stretch of sprint road gave us the opportunity. A three month stretch in hospital and discharge with only one wind-bag working changed my outlook.

At my wife's suggestion we bought a tandem because she assured me that with the help of all her twelve-stone-five transformed into pedalling power it would enable us at least to continue club riding, but alas, I couldn't keep my part of the bargain because of early fatigue.

We disliked the idea of a motor, being biased through our association with other cyclists but we realised that something would have to be done, so in the darker evenings we would creep around the shops, furtively for fear of being seen by old cycling friends, looking at and weighing up the pros and cons of cylemotors.

All the kinds we knew of were displayed; front wheel drive

(known to us as mobile anchors), under the bracket (whistling kettles), in the rear wheel types (whizz wheels), over the rear wheel (stink boxes), and their merits and demerits we discussed between us with more than limited knowledge as to which would suit our purpose best.

In the end we plumped for a stink-box and, being very crafty, purchased a really well and truly second-hand one, on the assumption that if it did not come up to expectations then we hadn't lost much cash. But how far that was from the truth! We can and do now recommend that any second-hand engine be bought only from a dealer who is sound and gives a guarantee of complete overhaul, even if it does cost a pound or two more.

So the step of degradation was taken. We were now cycle-motorists, friendless, *ex*-members of a cycling club. So What! We were

definitely not giving up one thing and that was the open road.

When we did get this tandem-stink-box contraption mobile we couldn't decide whether we should help the engine or the engine help us because, having only a single geared rear wheel, when we reached maximum push the engine took over, but not for long, and then more push and so on until we were beginning to think that these mechanical gadgets were not intended for tandems after all. Anyway, we hadn't seen one on a tandem before so our doubts were heightened. Another thing was that our tandem writhed something awful when engine and pedals combined for hill-climbing and we found it due to frame whip. In other words a lady-back tandem with two hefty people and motor was not rigid enough.

Right! Another trip round the shops and a dealer was found who confirmed our diagnosis, so at his



suggestion we fitted a front-wheel-drive Cairns "Mocyc", still not a new engine but this had really been gone over and shone like a show-room model. The difference was remarkable. The frame whip disappeared completely and once we got the motor started no more pedalling was required.

Our troubles were now over (actually they'd only just started) and we could now go more or less where we pleased and at a rattling good pace too. We were beginning to change our minds about cycle-motoring, there was something in it after all, and when on the open road being pursued by cyclists we would just close the throttle slightly and let them pass, as we now believe we were given that treatment when cycling. We are of the opinion, probably the same as the cyclemotorists we used to sprint past, that it is far better to let the cyclist wear himself out than for us to wear our engine out for nothing.

The beloved engine, our means of enjoyment was, as far as we could see, mechanical perfection.

Leaving the baby with in-laws each week-end was beginning to cause a little domestic friction, so we decided to fit a sidecar to the tandem.

A trip to the dealer who had supplied the motor also found us proud owners of a nice highly polished sidecar with all the necessary fitments, including a sidelamp that shone white to the front and red to the rear and a roomy luggage compartment in the tail.

We were now well and truly cyclemotorists and the outfit had cost such a large sum of money in comparison with our first estimates that we decided we were going to get our fair and full share of the benefits that only the open road can offer, hundreds of miles of country side and coastline.

And now the fun started.

To be continued next month



JEALOUS? — This lovely tandem with a built-in motor is the "Ranger" from Holland. The detail is as that of the autocycle described in our October 1954 issue. It has a 49 c.c. motor, clutch, belt primary, with final independent chain drive.



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SCOOTER TOPICS

Hard Tops

HOW far can we go in the matter of weather protection with scooters? It is, of course, one of the greatest advantages of the vehicle type that it can be ridden in normal clothing because the natural design of the scooter is in itself a shield against road dirt and weather. With a windshield in use and properly fitted to the requirements of the individual rider, the weather can be held at bay so long as the scooter is moving.

This satisfies most people, but some riders and some manufacturers also are taking the principle of the "car on two wheels" to the point of considering a saloon type scooter with complete enclosure.

We have just had the opportunity of a brief test run on a *Lambretta* machine fitted with a "hard top" roof, integral with the full-width screen and mounted on a light metal frame. Behind the driver the enclosure is completed by a roll-up canvas screen. The sides of the "cabin" thus formed were left open so that movement of the arms for signalling and legs for standing were not affected.

It must be admitted that the enclosure is most efficient and the protection afforded almost complete but we found that this was achieved at the cost of sacrificing most of the pleasure of scooter riding. Vision was badly limited, blind spots being found at the corners and the backwards view entirely blocked unless the rider literally turned round in the saddle. Engine noise was greatly magnified, the normal smooth purr of the *Lambretta* engine being reflected and over-toned by the drumming of the enclosing roof.

Handling was not affected at all but mounting and dismounting were hampered somewhat, especially for a tallish rider. Wheeling the machine with the "lid" on, parking and starting felt strange and awkward but it would no doubt be just



Scooter in Ireland — The Lambretta waits while the rider studies local transport methods.

a matter of getting used to it if it were a permanent fitment.

The assembly is well constructed and no positive criticism of the design could be found that would improve it. We feel that it is as good as can be produced in that line and that the test was a fair one of principle. Our conclusion is, that total enclosure of a two-wheeler is not a practicable, worth while proposition.

The modern scooter in its standard form with a good screen provides all the weather protection any normal rider can expect or desire and it gives health and pleasure as an open air instrument in this form as well as being a superbly efficient means of transport. Elaboration is a thing to be avoided for its own sake and in this case the roof would be too dearly bought in discomfort, danger in wind, noise and additional cost. Having come to these conclusions we were relieved to find that *Lambretta Concessionaires, Ltd.* had arrived at the same spot at the same time and decided to offer the "hard top" only on their tradesman's three-wheeler—We agree, wholeheartedly.

Scooter Drive-Yourself-Hire

Investing one's entire worldly wealth in an unfamiliar type of vehicle can be a very real risk, but in most cases it is difficult to avoid taking it as you can hardly expect a dealer to take back the machine you bought after a week or two of riding because it is not quite what you thought.

This problem, however, need never arise where there is a hire service available and it is as well for potential scooterists to know that they can hire both solo and sidecar machines from *Lambretta Hire Services, Ltd.*, at very reasonable rates for periods from one day to one month. Special rates and arrangements are offered for foreign touring hire.

Obviously the scheme is intended to appeal to the holiday goer mainly, or to fill a gap while one's own machine is off the road for any reason, but the chance of using it as a thorough tryout for the type before purchase seems to be so good that every buyer in the market should take advantage of it.

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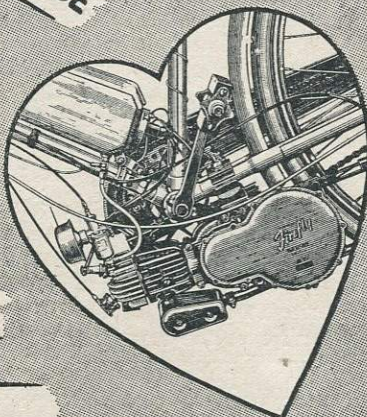
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**GERMAN WINTER
STAR TRIAL**

THIS event is organised by the ADAC (German Automobile Club) and the twelfth one was recently run, with the starting point at Garmisch. It gives manufacturers a chance to try out any new ideas prior to such being finally incorporated on the new seasons' machines later on. The well known *Victoria* of Nurnberg entered ten machines of various types and had ten finishers, among which were three *Nicky* 48 c.c. light scooters. Winter trials can be hard and unfavourable things from a two-wheeled rider's point of view—and the machine's too. A mountain section in the Eib See area was included plus a fixed average speed to be maintained throughout the trial.

The *Nicky* riders earning Gold Medals for their efforts were Frau E. Stahl, H. Tegge, and A. Greul, all of Nurnberg, which goes to show those of us inclined to look upon these little scooters as fine weather playthings, how wrong we are!

TEMPO

**ITALIAN SCOOTER
PRODUCTION**

ITALY has passed the one million mark in the production of motor-scooters. This is an event deserving mention, since it shows how Italian enterprise has given rise to a custom which has spread all over the world. At the same time France announces the construction of the one hundred thousandth motor-scooter by the Italian works set up there.

Italian motor-scooter factories already exist in several countries including France, the U.K., Germany and Spain. In the 18 months going from January 1, 1953 to June 30, 1954, 64,000 scooters of one Italian make and 36,000 of another were turned out; in the United Kingdom about 16,000 of both marks were manufactured; in Germany 40,000 and in Spain

16,000. There are at present about 750,000 scooters in circulation in Italy.

In the Far East, Italian scooters, particularly those with three wheels, are growing increasingly popular. In the last 18 months over 10,000 scooters were exported to the United States. In Argentina, Mexico and Central America sales show promising figures and the use of motor-scooters may therefore be said to have spread all over the world.

From the British Italian Trade Review

Cyclemate Handbook

THERE'S handbooks and handbooks in the cyclemotor business and most of them never get read, but this latest one from *Cyclemaster, Ltd.*, to cover their *Cyclemate* machine is likely to be read and re-read and kept by for future reference.

The 24-page booklet is a mine of information and covers all that any owner is ever likely to want to do to his machine. Much more to the point is the fact that it is written in simple and interesting language so that it can be read as an article on maintenance, for pleasure and interest.

Apart from some Olde Worlde ideas on the pressures required in 2in. tyres, we find that every recommendation and warning in the book fits in with our own experiences of cyclemotors and (more important, perhaps) cyclemotorists. The illustrations are clear and fitted into the text so that they can be consulted without losing the thread of the text matter.

We particularly liked the introductory remark:

"After this period (running-in) your Cyclemate does not have to be "coddled" or nursed; it is not so delicately made that it has to be handled with kid gloves".

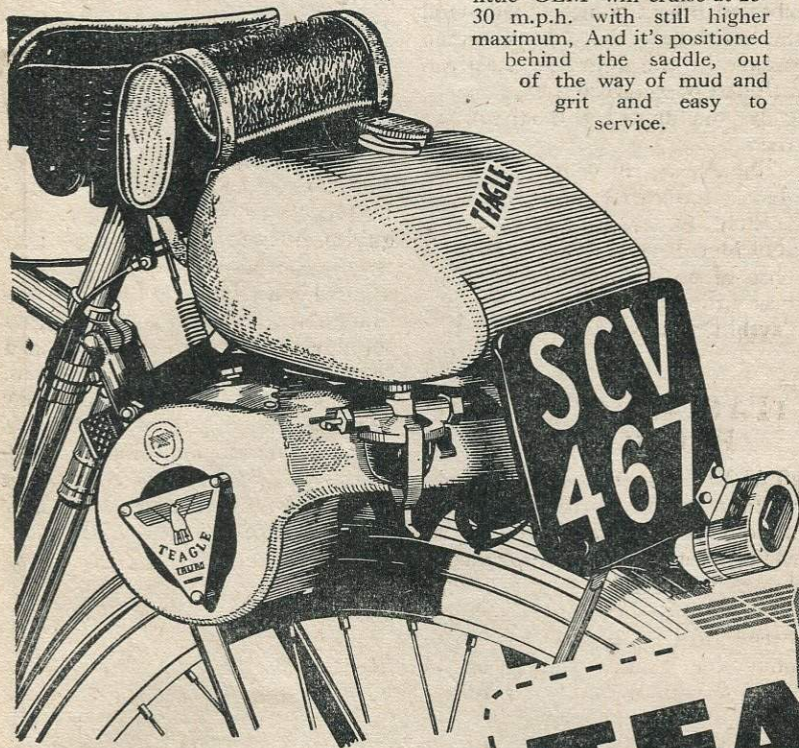
How long is it since any British maker of anything has had the confidence to say that to his customers?

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LIGHTWEIGHT POWER**

WHEN a cyclemotor runs out of petrol the rider just has to pedal to the nearest point of supply. A little extra work is called for and a little time lost but there is no after effect, except perhaps to make him buy a two-way tap or reserve can on the strength of the experience. But if the machine is run without oil the result can be and commonly is just wreckage.

The lubricating oil performs its essential function by establishing itself as an expendable and therefore replaceable film between the bearing surfaces throughout the engine. If it fails to keep those bearing surfaces apart the results are, friction, heat, wear and ultimately collapse. If the film is adequately maintained throughout the working operation of the engine then the lubrication is adequate and the engine parts can move in relation to each other without trouble.

If this were the beginning and end of the job all would be easy; any reasonable amount of any decent oil would maintain efficiency. But there are other considerations to be taken into account, especially in the case of petrol-lubricated two-strokes.

In these engines the lubrication has to be effected by a mixture of petrol and oil, not by oil fed neat to the bearings. It has to work from its entry into the crankcase, with the oil suspended in semi-vaporised fuel with a stream of cold air, to its expulsion in flaming gas through the exhaust port. It must burn with the fuel without creating hard carbon "curtains" over the ports and it must not "cook" on the underside of the piston and in the gudgeon pin ends (this is what breaks circlips and scores cylinders). To give practical service under everyday riding conditions the oil must mix readily with the petrol *and stay mixed* and, quite a point since a cyclemotor uses as much oil per mile as a light car, it must be reasonable in price.

It will be seen that throughout this statement of needs we are concerned really with the qualities and behaviour of the petrol mixture rather than the oil in its original state and this means that the proportions of oil to petrol are a prime consideration. A light oil, SAE 10, mixed at 1 to 16 will give roughly the same mixture as SAE20 at 1 to 20 or SAE 30 at 1 to 24 and so on. But heavy oils tend to have a higher carbon content in proportion than light, so two-stroke users, who have to burn the oil in the combustion head, will usually prefer a light grade.

Of course, oils specially made for the job of lubricating two-strokes have different characteristics. The special additive oil T.S.L. and the graphited "Filtrate" are meant to be used in relatively smaller proportions than standard oils, whereas the new Castrol "Self-Mixing" oil is already slightly diluted and needs the same proportions as a normal SAE 20.

It is the view of the writer that most present day two-strokes and almost all cyclemotors are grossly over-oiled and that this is the cause of much minor trouble. That veteran rider, Archie G. Cocks, who was winning top awards in competitions at the beginning of the century tells us that he introduced petrol lubrication on the very successful $2\frac{1}{2}$ h.p. *Connaught*

ESSAYS

Petrol Problems

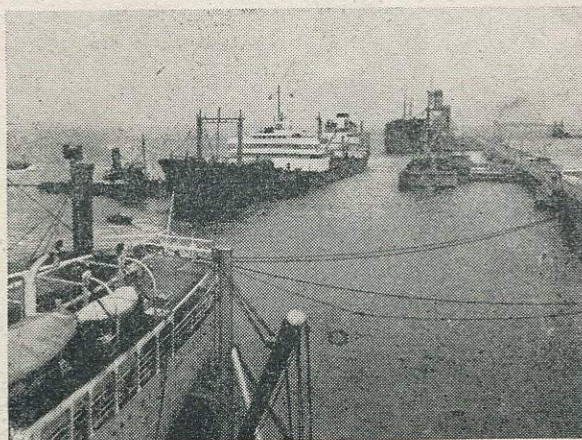
by OLEO

machines over forty years ago and then laid down the 16 to 1 petrol mixture *for that machine under competition conditions*. He now points out that this can hardly be the right thing for modern 50 c.c. units on modern oils.

One well-known oil company state that they have carried out controlled tests down to 60 to 1 with success and a reader using their oil claims to run happily on 80 to 1. We know of a manufacturer of engines who ran one of his machines on the bench for the equivalent of hundreds of miles with no oil at all—and still found carbon in the exhaust ports!

These are special cases, interesting experiments rather than general guides, but they do show that there is an alternative to the wasteful carbon-building, plug fouling over-oiling that too many cyclemotors indulge in to-day. A standard ratio of 24 to 1, using SAE 20, as a *maximum* with variations by personal experiment down to half that oil content would be a good start for now, but lubrication ideas must never be static—there will be more changes in the near future.

The
Marine
Terminal
at
Fawley



ON OIL

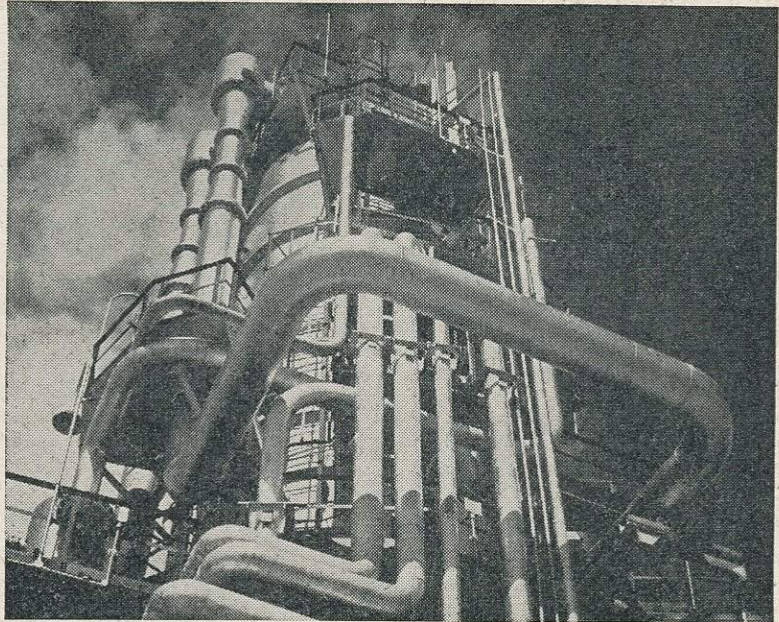
Oil Production

by R.D.V.W.

FAWLEY Refinery, the largest in the United Kingdom, hit the headlines when it was opened in 1951. Since then, chiefly on account of the flares of waste gas which burn continuously from the top of two high towers, it has established itself as one of the landmarks of the Southampton area.

The expansion of the refinery may continue for fifty years or more, but last autumn saw the end of the first stage of the building programme and the press were invited to view the progress.

Unless something leaks, and at Fawley it does not, a visitor to a refinery sees no oil. Nevertheless he can learn something of an industry, the influence of which is felt by most of the world's population irrespective of whether they ride cyclemotors, autocycles, scooters or other petrol and oil using vehicles. For not only do oil companies find themselves tax-collectors on a huge scale but all their activities are of political consequence. Oil is indeed the life



The Clay Contacting Unit which gives lubricating oil its characteristic green fluorescence

blood of the mid-twentieth century.

Although the refining of oil is, in detail, complex, the outlines of the process are simple. Crude oil is a mixture of substances and these can be separated so as to give a whole range of products. The lightest of these is gas and the heaviest, bitumen. In between

come, with others, petrol, kerosene, diesel oil and lubricating oils.

Unfortunately the proportions in which these final products are present in crude oil, does not correspond with the market demand for them. Therefore the task of the refinery is not only to separate and purify the ingredients of crude oil. It must also create new sub

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stances of the lighter type, by breaking up some of the heavier constituents of crude oil.

This latter process is known as "cracking". The initial separation of the various ingredients of crude oil can be compared to sifting out stones of different sizes from a barrel of gravel. Using the same analogy, cracking is comparable to breaking up the larger stones in order to obtain smaller ones.

The ingredients of crude oil have different boiling points and therefore they may be separated by fractional distillation. Crude oil is heated to 750 degrees Fahrenheit and then fed into a "Fractionating Tower". The heaviest ingredients sink to the bottom of the tower while the rest stratify, one above the other, according to density. Thus they can be separated by drawing off each substance from a different level of the tower.

Cracking is rather more complicated and sometimes involves the use of a catalyst. A catalyst is a substance which facilitates a chemical process without itself being consumed by it. The well known "Cat-Cracker" at Fawley is a cracking plant using a catalyst.

The refinery has achieved an extraordinary economy in manpower. The "Cat-Cracker", for

instance, produces over 500,000 gallons of petrol every day and has an operating staff of only nine. This is evidence of the efficiency which may be achieved by automatic control systems.

Much of the interest of Fawley lies outside its technical processes.

Esso has taken great care to be a good citizen. 5,000 trees have been planted along the perimeter of the refinery. The local Norman church has been restored. The Company has built many houses for refinery workers and is also responsible for the cinema. It is said, even, that the local pub is the "Cat and Crackers".

The Marine Terminal at Fawley has one of the longest oiling docks in the world and on average handles 250 vessels a month.

One would expect crude oil to arrive by sea from abroad. What is remarkable is that 95 per cent. of the final products also leave by sea. This, despite the fact that 80 per cent. of Fawley's production is consumed in the U.K. Tankers take the refined petrol and oil to depots at various estuaries, thence they are carried inland by barge. Road and rail transport is kept to a minimum. This distribution technique proves most economical and it is one which well might be considered by other industries.

"Castrol" On Lubrication

FROM hairy caveman to modern laboratory technician the story of lubrication is told in most readable form in a booklet produced by the makers of the world famous Castrol oils.

Under the title MOTOR CYCLE LUBRICATION, the booklet covers a field that includes all cycle-motors and is full of information that is as valuable as it is interesting. It is well illustrated with diagrams sketches and photographs including a set of drawings on the two-stroke engine that will be of value to many of our readers.

Naturally there is even more about four-strokes but this is also of general interest and at least it goes to show how much simpler the cyclist's popular two-stroke is. More important and less considered than most people think, the question of lubrication for transmission and suspension systems is dealt with in some detail and there is no doubt at all that anyone following this guide will be able to maintain his machine in a state of near-perfection.

This well-produced, 36-page booklet is available free on request from the makers of Castrol, C. C. Wakefield, Ltd., 46 Grosvenor Street, W.1.

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"BETWEEN TRAFALGAR & WATERLOO"



BRUSSELS SHOW NOTES

from Our Own Correspondent

IN the February number, *Power and Pedal* reviewed the *Nicky* light scooter and bemoaned the fact that once again continental manufacturers "got cracking" on new products while their British counterparts seemed to be dozing peacefully beside their out-dated models. If anyone wanted further proof of this the BRUSSELS salon, held from January 15-26, would have given it.

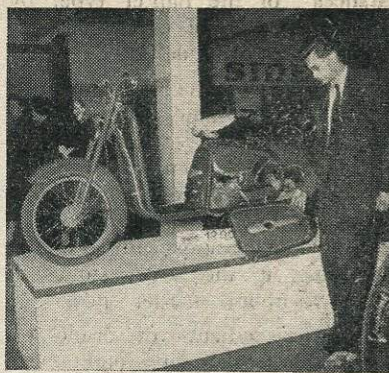
The bicycle with clip-on, still main product in this field at British factories, was not to be seen. But the auto cycle has developed into its very own form—it has indeed become a beautiful, practical, and safe vehicle of a design all its own. Several makes have introduced rear-springing, amongst them the *Puch* which also has "forced air cooling" for its under-slung motor, and the Heinkel *Perle*. With the exception of the *Solex*, which maintains its original position for the motor, all the motors are now under-slung (i.e. near the pedals) and final chain drive seems to be winning the field from the various other methods of transmitting power to the driving wheel. Com-

fortable saddles, balloon tyres, lower and stronger frames, and smaller wheels are other features to contribute to the surprising progress made in only six years. Tanks are either part of the frame or mounted on it—which will eventually be their position is a question presumably to be decided by the buying public. At present division is about even between the different makes.

HMW showed their 50 c.c. racer developed by a Dutchman, Jan Jonker who told me it could do 118 k.p.h.

Apart from the *Nicky*, there were several other light scooters with 50 c.c. motors; amongst these I particularly noticed the *L'Avenir* with Sachs motor and the *Meister Solo Roller*. In both cases detailed specifications were still at the printers but will be available at the forthcoming AMSTERDAM show.

The *Piatti* scooterette is available with an over-size shopping basket to fit over the front mud-guard and should be just the thing for the housewife in near or far-flung suburb.



(Top) Meister 50 c.c. Sachs 2-speed
(Bottom) Puch M.S. 50



The Brussels Show

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.

So Simple

While looking through this month's copy of *Power and Pedal* I noticed a letter written by Lionel J. Peacock on the whiskering up of his sparking plug in the *Cyclemaster* engine. My father also experienced the same trouble with his *Cyclemaster*, but since de-coking the engine we have had no further repetition of the trouble, I should suggest the same for Mr. Peacock.

D. W. RADCLIFFE

Bootle

"Teagle" Service

The *Teagle* rider from Yorks who wrote in February issue of *Power and Pedal* of the good service given to him by the *Teagle* manufacturers can rest content.

My engine was purchased in June 1954, and, like your correspondent's engine, also gave me trouble at first. My trouble was not due to the engine, but to a part not made by *Teagle's*. My motor was returned to me five days from the time of posting. Other services they have rendered to me, have only taken four days.

On the new type of *Teagle*, a separate carburettor mounting has been fitted. I applied for this new fitting, and it was in my hands four days later. In four parcels received by me from *Teagle's* has been an advice note—"Free of charge".

There is no doubt that *Teagle's* offer a good, lightweight motor at a reasonable cost, their service undeniably good, and when I see the *Teagle* advertisement in *Power and Pedal*, I know that what they say, is true.

R. HARGREAVES

Romford

Spectacles in Rain

In reply to "Spectacle Problem" I own a *Cyclemaster* and did not like goggles so I fitted a *Stadium* wind screen with visor to look through when the rain and snow came on. It is the best buy I ever had as it breaks the cold wind, keeps you dry in front and when

summer comes (when) will stop flies in your eyes. It is also a great boon in the dark with the green coloured visor for bright car lights. I have been out in a blizzard and had no trouble seeing at all. It does not hold the motor up in any way and does not look silly in the least—the cost £3. 5s. 0d.

DS 3519

Peebles.

Partly in answer to S. G. Taylor and S. R. Parsons, Directors P.A.C.C.

Maybe I am the worst rider in the world but even if I am my five bob is paid up every quarter and I will continue to pay as long as it will be possible.

I do think it a pointless task to have a test and certainly a financial gain on Government side.

Having given the thought of having half-day out from work, paying ten shillings to have the test, also five shillings for a year's Licence fee I found that I could carry on as a learner for two years and as one reader stated in last month's *Power and Pedal*, save one's time and nervous energy. Naturally it would increase the period considerably if I failed the test. So a learner I am and I hope I will remain as long as I'm a "Power Assisted Cyclist".

P. JAMES
Power Pak

S.E.15.

Wasteful

I bought my 49 c.c. machine in October, and applied to take a test at the end of the year; the date allotted to me was so far ahead that I have had to take out a second provisional licence, and may have to get a third if I fail the test. Then there will be a further test fee, and perhaps more licences, and my cheap form of transport will be getting rather expensive.

I do not see how a short test, where the examiner can only watch one going round and round, can be any real guide to the rider's road sense. Anyone can learn the Highway Code by heart, but that doesn't make them good riders. Perhaps it is a good thing to mark out

the beginner, as an indication that he lacks experience and cannot be relied on to do the right thing from force of habit, in an emergency; but is this testing really necessary? Why not issue a provisional licence, as at present, and enforce the use of L-plates, with a full licence following automatically at the end of three months' trouble-free riding? People with years of road experience behind them on pedal cycles could be excused, all, or part, of this provisional time. Such a system would mean that many "failures" would get licences, and maybe a few would be people who really *should* be failed: but no amount of testing will weed out the dangerous people, who are on their best behaviour in front of the examiner but let their road manners deteriorate as soon as they have passed.

I have been a cyclist for 25 years, without ever getting a scratch on myself or my machines; I had an overseas car licence for years, without having to have it endorsed, and I have ridden and driven through the big cities of several countries where road behaviour is far worse than it is in England. I resent having to go round now, labelled as if I have never been on the road before. So far (touch wood!) nobody has suffered the slightest hurt from me when I have been in control of a vehicle, and I am getting very tired of being pushed back into the kindergarten. It's not only annoying, it is—when one considers all the licences and fees and insurance and so on and so forth,—definitely pricey.

L-PLATE

Guildford

In Favour

Contrary to the opinions expressed by many of your readers and as a club cyclist and experienced motor cyclist, I think that power cycles such as my *Britax* are light motor cycles and should be tested as such.

I think there is a far greater difference between 350 c.c. and lighter machines than there is between 50 c.c. and 98 c.c. If test, are necessary and I think that training schemes such as the R.A.C.

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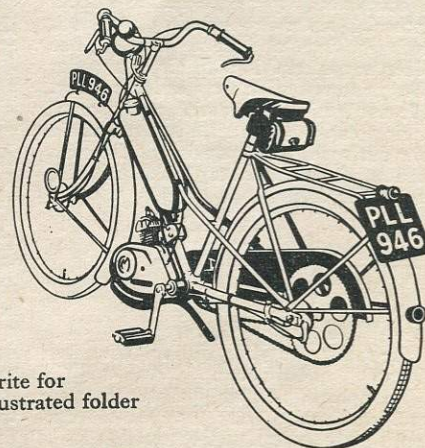


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are better, there should be a difference between a lightweight motor cycle test and for bigger bikes.

It is ridiculous to suggest that a cyclist is automatically a competent motorcyclist any more than a child on a scooter automatically would make a competent motor-scooter driver.

D. TROYLER

Romford.

Action

I write in support of "Oldster" (*Power and Pedal*, February, 1955) in his plea for the abolition of the driving test for cyclemotorists. The points he raises have been incorporated in representations made by a delegation from this Union, representing all manufacturers, to the Minister of Transport last December. So far no answer has been given by the Minister.

May I suggest that all readers who feel that the driving test for cyclemotorists should be abolished write at once to their Members of Parliament and ask that this be done? The important thing here is that *everyone* who wants the test abolished should write, and should write **now**. Only by making the effort to do this can we make our views known, and known in sufficient numbers to be effective.

HILARY WATTS

Public Relations Officer.

THE BRITISH CYCLE & MOTOR
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Two Seater Sidecars

With reference to W. J. Thompson, Liverpool (Feb. issue) I had a tandem and sidecar to which I attached a *mini-motor*. When our second child arrived, I converted my single seater sidecar into a 2-seater by opening the back and making a second seat. The elder boy used this with his legs under the hammock which carried the baby. We used this, quite satisfactorily, until their ages were 6 and 4, but I am afraid our outings are now a thing of the past, and have transferred my "old faithful" to my bicycle.

C.G.V. 729.

Brixton.

Bigger and Better

In answer to your reader "Leather Dresser" of Leicester.

Last year, I ran up against the same problems with our tandem-sidecar outfit powered by *Mini* 49 c.c.

Young daughter reached school age and *Mini* decided to retire! A much

bigger sidecar solved daughter's problem and the motor problem was overcome by purchasing direct from the makers, a special 75 c.c. *Mini* which is *really* powerful.

This motor which is designed for use on commercial tricycles, needs a certain amount of adapting and alteration to fittings, which isn't a big job really, and well worth doing.

If "Leather Dresser" is interested, I will gladly send detailed drawings, instructions and all information for which purpose I enclose my address.

The only snag with this bigger motor is the insurance, a motor-cycle policy is needed as it is over 50 c.c.

For the interest of other readers, the performance of 75 c.c. tandem-sidecar outfit loaded is: petrol consumption 90/94 miles per gallon; speeds lower than 12 m.p.h. require pedal assistance; useful main road cruising speed 25/30 m.p.h. Whilst maximum speed, 38 m.p.h., can be easily maintained this is not advisable on account of vibration which is uncomfortable.

Considering the weight of the outfit, fully loaded and three-up being $4\frac{1}{2}$ cwt. 90 m.p.g. is reasonably good.

G. M. BROWN

Manchester 21.

Freewheel Needs

I have had two different types of cyclemotors, the present one being roller drive. I have always averaged about 70 to 75 miles a week and find that the life of a free wheel is no longer than 6 months, although I have kept them well oiled and a free wheel guard fitted. So I think that our most urgent need is a free wheel or gear that is completely disengaged with no moving parts when not pedalling. I should like to know other riders experiences with the *Perry* back pedalling brake, also if this would overcome my problem if I fitted one.

A. W. CRISP

Tooting

Free-wheel Failure

You may be interested to know the life of ONE *Bayliss-Wiley* free-wheel, as used on a ROLLER-DRIVEN Power-Assisted Cycle, particularly in view of your February comment.

You may remember Messrs. Bayliss Wiley sent me (a "free sample") one in early December, 54, but already has my free-wheel ceased to operate. So fragile are the paul-springs that once again have I had to rely on gravity to operate the free-wheel, and have had it thus for the last ten days. On opening it I found one broken spring and no trace of the other and also a very little dirt. I estimate the article was effective for 400 miles ONLY, and I would suggest to the manufacturer *that stouter*

springs be used. It is true that I have to stop and start on a slight incline, but surely the free-wheel should be equal to this strain—even against the motor. And what a waste of good material it is when an otherwise excellent free-wheel has to be discarded!

To overcome dirt entering the free wheel (and in this instance there was little trace) I wonder whether the faces could be made with a lip similar to a tin lid or a ring of metal screwed into the case, and partly covering the present face?

I agree with *Power and Pedal* that the answer (rather expensive, I admit) must be an oil-bath and gear-case, together with a Coaster hub.

R. C. CORDON

Sale

Power Pak Decokes

In reply to your correspondent A. H. Gower regarding decoke mileage, I would like to impress upon him that he is not using the wrong kind of motor. As a *Power Pak* owner myself I find it is only necessary to remove the silencer and scrape out the exhaust port about every 700 miles and in that way I can travel over 2,000 miles before a full-scale decoke is necessary.

I use a No. 45 jet and mixture of medium grade petrol and Castrol XL in the proportion of 16 : 1, and travel $7\frac{1}{2}$ miles to work every morning through a busy city in 23 minutes.

My difficulty however, is in removing the rusty cylinder nuts when I decoke every six months. Last time I ruined two box keys on them and I would like to suggest that the makers fit extended bolts to the cylinder so that the nuts stand clear of the cooling fins and would then be accessible with an ordinary spanner or "monkey-wrench"

G. A. HOWARTH

Levenshulme

—And "Firefly"

Mr. Gower, of Aylesham (*Power and Pedal*, February) seems to be somewhat sceptic. I am not sure I like his sly reference to my honesty ("If your correspondent's statement is to be believed") but I will forgive him that!

In reply to his queries:

- (1) Average riding speed 17-19 m.p.h.
- (2) Oil used—Castrol XL
- (3) Proportion 16 : 1.
- (4) Ashamed to say I really don't know the jet size, but can vouch that it hasn't been disturbed from new.

Incidentally, the "not decoked mileage" was 100. And it was 3500



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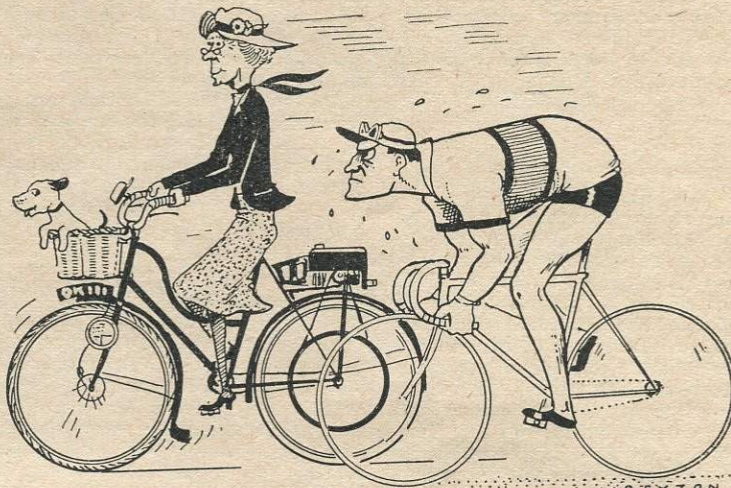
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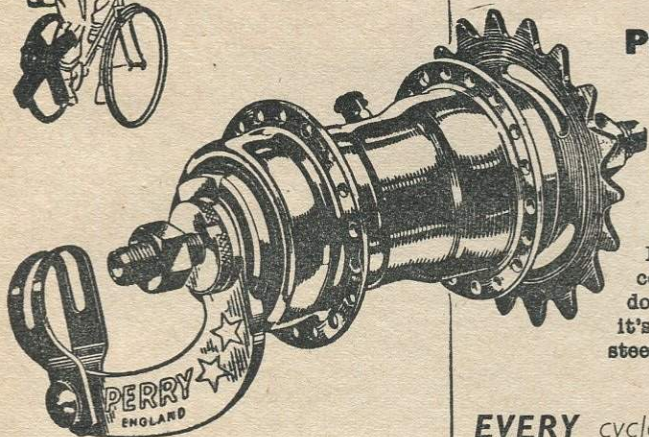


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before being cleaned out too !! Please don't disbelieve me, Mr. Gower. The trouble is that the *Power Pak*, fine little motor as it seems to be, is very bad for decokes, from what I gather from people who have had experience of them. Several people have told me "my *Power Pak* needs a decoke every 5/700 miles"

The *Firefly* has its drawbacks, but de-coke trouble, thank goodness, is not one of them

255 AHX

N.13.

"Firefly" Fan

Referring to the letter from A. H. Gower regarding a statement made by 255 A.H.X. and his *Firefly*, I completely endorse his statement to the full.

I myself am a "proud owner" of a *Firefly*, and have passed his mileage by 200; there is still no sign of a decoke needed, it is as lively now as the day it left its box at my dealers. I will go as far as to say its acceleration and power is better having run in. This design of motor is so simple and easily accessible that cleaning and adjustment are a pleasure and not a nightmare, as with some streamline jobs.

Three simple disconnections and my engine is on the bench for cleaning without any possible detriment to its

performance. I went against the makers instructions on a few occasions, such as less oil in the petrol/oil mixture, best petrol, hotter plug, highered the needle instead of lowering when run in. Average running speed 20 m.p.h., with an occasional "open up". I admit I don't get the m.p.g. as the maker claims, but I get punch, no "decoke" yet, no "whiskers" and no other troubles.

A good tip I find is when you get your engine running to your own liking "LEAVE WELL ALONE".

Good luck to *Power and Pedal* and "Up the *Fireflys*"

L.R.Y. 517

Leicester

Power Pak Gearing

May I express agreement with CHF 240, who in your January issue, thinks that a smaller roller fitted to the *Power Pak* would be an advantage.

This very reliable and beautifully built motor has many endearing qualities, but, owing to its rather high gearing, low speed pulling is not one of them.

Here in Kent are many main road hills such as Boughton near Canterbury, Bluebell near Maidstone and Wrotham Hill which quickly reduce the

revs. of my *Pak* to countable proportions and me to a palpitating wreck in my efforts to keep them up. I am not suggesting that the *Pak* fires at alternate telegraph poles, but the fitting of a smaller roller with the resulting higher revs. and flexibility would enable the elderly rider to be assisted up the above mentioned type of hill whereas at present he definitely has to get off and push.

I also have tried a 1/40 oil ratio and have still had to de-coke after 6-800 miles. If we are to blame the petrol and not the oil why do four stroke engines run for periods of 10-30,000 miles between de-cokes?

POWER PAK

Kent

Many letters of general interest are held over again this month for lack of space. Readers would help by keeping their contributions short and to the point and please on one side of the paper.

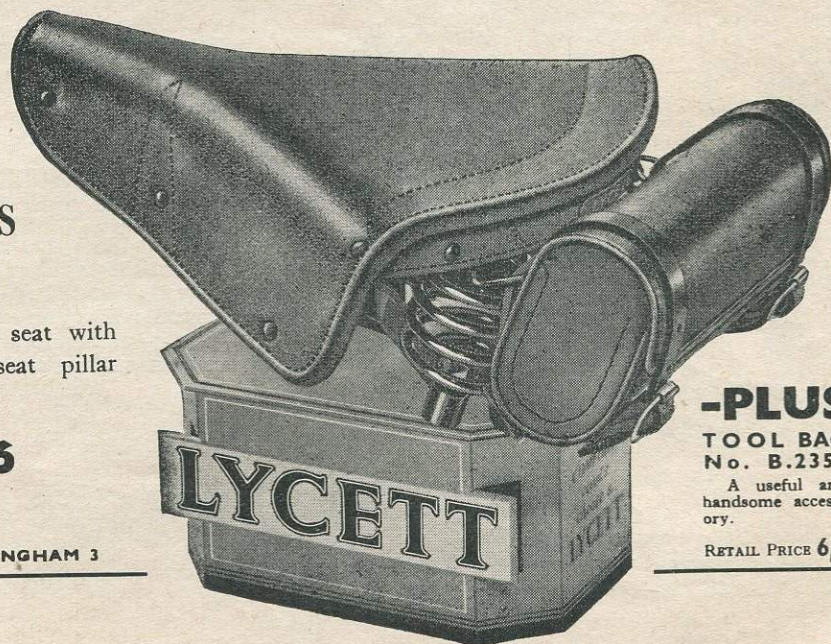
THE NEW LYCETT S.185 SADDLE

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**

Flashes

SQUADRON LEADER COOPER asked the Chancellor of the Exchequer the reason for the recent decision to impose Purchase Tax on small motors for cycles; what was the estimated revenue from this new impost; and what is the estimated cost of collection.

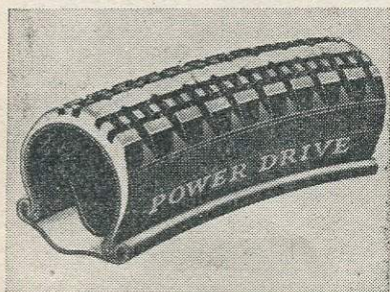
MR. R. A. BUTLER: This alteration was made to correct an anomaly. It is estimated that the additional revenue will be about £200,000 a year, and that the cost of collection will be negligible.

(Hansard, Volume 536, No. 23)

ADIMAR offer a real Electric Hooter, newly imported from Italy, operating from the flywheel magneto and weighing only 6½ ozs. complete.

BRITAX twist-grip dipper unit demonstration stand shewn at Earls Court is now available as a counter unit for dealers.

JOHN BULL Power Drive Tyre now on the market. The tread pattern is wide and designed to give safety from road skids and at the same time provide a non-slip grip between the driving roller and tyre.



SAFETY FIGURES for cycle-motors are given in accident analysis issued by the M.O.T. (November 1954) 323 cyclemotorists, 230 of them officially classed as "slight", as against 3,499 other motorcyclists and 4,166 pedal cyclists. Incidentally the slightly injured cyclemotorists included a boy of 12!



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



**N. S. U. QUICKLY
CUCCILO
POWER-PAK
MINI-MOTOR
LAMBRETTA
MOBYLETTE**

Everything for the Cyclemotorist

H.P. & part exchange
Heavy duty frames
Alfa spring forks

Leading London Agent for
ITOM "TOURIST"
Sales, Service, Spares

BARRY BROS

123, PRAED ST., W.2

AMB. 2450

OPP. PADD. MAIN LINE STN.

P.T. Price Changes

Current Prices

CYCLEMOTORS

CYCLAID	£19 0 0
CYCLEMASTER	£33 0 0
DUCATI	£47 16 0
FIREFLY	£25 19 8
ITOM	£33 5 0
MINIMOTOR	£21 0 0
MOCYC	£18 7 6
Unassembled	£15 15 0
MOSQUITO	£31 10 0
POWER PAK <i>Synchro</i>	£32 11 1
<i>Standard</i>	£27 10 11
TEAGLE <i>Blower-cooled</i>	£21 0 0
<i>Air-cooled</i>	£18 12 0
WINGED WHEEL	£31 4 8

AUTOCYCLES

BRITAX	£70 6 9
CYCLEMATE	£49 10 0
PHILLIPS	£55 12 10
WINGED WHEEL	£48 8 8

SCOOTER INSURANCE

THE UNITED KINGDOM Insurance Co. (see advert page 94) have published new rates for scooters. For example: Scooter type machine, 150 c.c. owner-driven, gets full comprehensive cover (District A rates) for £5. Third party only, 35/-.

APPRECIATIONS

READER W. C. TAYLOR of Birmingham praises "exceptionally cheery and prompt service to cyclemotorists" from :-

HAROLD'S GARAGE,
YARDLEY ROAD,
ACOCK'S GREEN,
BIRMINGHAM, 27

A LITTLEHAMPTON reader (name supplied) speaks of "enthusiastic service" from :-

THE BRIDGE GARAGE,
ASHINGTON,
SUSSEX

CLUB NEWS

THE HALF HUNDRED CLUB

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

Perhaps the lads are getting tougher or the weather is improving. Whichever it is, more and more riders are turning up to our Sunday runs. Any more, and people will think that an event is about to take place in Hyde Park.

The lap record on the club's private circuit has been smashed by Bill Newbury on an *N.S.U.*, also inside the old record time was Rene Menzies on a *Firefly*.

Club diaries are now sold out. 1955 programmes still available at 6d. also transfers at 6d.

MARCH PROGRAMME

- 6th—Hertford and Ware
- 13th—Dunstable Downs
- 20th—Winchester
- 27th—Braintree and District (8 lap circuit 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.

LAMBRETТА CLUB

Enquiries: A. E. L. MASH AND ASSOCIATES, 25 Shaftesbury Avenue, London, W. 1. (GERrard 3362)

On February 16th Mr. R. B. Butterworth of Guelden Road,

Newcastle-on-Tyne, secretary of the Lambretta Club of Northumbria, will join with members of the club in celebrating their first Anniversary with a dinner at the Crown Hotel, Newcastle-on-Tyne.

Guests of honour will be Mr. James Agg, Managing Director of Lambretta Concessionaires Ltd., and Mrs. Agg.

NOTTINGHAMSHIRE CYCLEMOTOR CLUB

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

Mr. Harold Karslake, the pioneer motor cyclist will be guest of honour at our first annual dinner on March 5th. He will, no doubt, have something to say about the cyclemotor of well over 50 years ago.

Nottingham Corporation have given the club permission to hold one race meeting a year on the Forest. This course is used for massed start cycle racing and motors of any kind have never been allowed on it before. The course is within one mile of the city centre and we hope to put on a really good show with an open race as the main event.

The new Social Committee of lady associate members has been elected as follows: Mrs. Pratley (*Chairman*), Mrs. Davies, Mrs.

Draycott and Mrs. Richardson. Club membership cards and stationery are being printed.

1954 awards will be presented at the Annual Dinner.

MARCH PROGRAMME

- 4th—Club Night—Bay Horse at 8 p.m.
- 5th—Annual Dinner, Whitmoor Hotel. Reception 7 p.m.
- 6th—Aslocton, Colwick Crossing 10 a.m.
- 13th—Charnwood Forest, Trent Bridge, 10 a.m.
- 20th—Kings Mills P.D.S.A., Dunkirk, 10 a.m.
- 21st—Committee Meeting, Bay Horse, 8 p.m.
- 27th—Tamworth Castle, day run, Castle Rock, 10 a.m.

ROSSENDALE MOTOR CYCLE AND LIGHT CAR CLUB

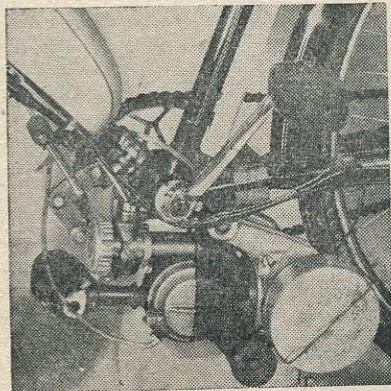
Secretary: C. J. EBBRELL, 240 NEW-CHURCH ROAD., RAWTENSTALL, ROSSENDALE, LANCs.

Britain's second Enduro rally has been fixed provisionally for Sunday, September 11th. This is the only event in the country where under 50 c.c. machines can compete on level terms with larger motor cycles.

The first 15 starting places will be reserved for under 50 c.c. machines and cyclemotorists are eligible

Continued on page 111, col. 3

EVEN TAXED



The best engine is still the best buy. No other attachment unit gives the same power output all the way up the speed range as the best of cyclemotors, the **ITOM "TOURIST"**.

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

£33 . 5 . 0
(INCLUDING TAX)

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

Agencies Available



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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

VELOSOLEX 1952. 4000 miles.
Spare Parts, Instruction Books.
Good condition, Space required. HALL,
17 SETON STREET, ARDROSSAN, AYS-
SHIRE.

**1953 SUN TANDEM/POWER
PAK.** Lady back. 68 BAR-
RINGTON ROAD, BEXLEYHEATH, KENT.

SALES AND SERVICE

PEACOCKS for Power Pak, Cycle-
master and B.S.A. Units. All motor-
ised Cycles available. Repairs and
Spares for Power Pak, Cyclemaster and
Mini-Motor at 151 High Road, Willes-
den Green, N.W.10. 24 Kenton Park
Parade, Kenton, Middlesex; Gaumont
Cinema Annexe, Cricklewood, N.W.2.

BARRY BROS. of Paddington.

ALWAYS a good selection of new and
second-hand cyclemotors. Alfa
spring forks, heavy gauge wheels, hub
brakes, etc.. Cucciolo and Itom repair
specialists, specially for Cucciolo:
Heavy spoked wheels with bolt-on
sprockets. Any wheel size £3 only,
Everything for the cyclemotorist.
Barry Bros. 123/129 Praed Street. W.2.
Opp. Paddington main line Station.
AMB 2450.

**ROLLASON CYCLES—The Keenest
Dealers in N.W. London.** CYCLE-
MASTER, ITOM, MOBYLETTE,
POWER PAK, TEAGLE, VINCENT,
NSU 2-speed QUICKLY

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 POW-
ER PAK Agent in the Country—
offers the largest selection of Cycle
Motors. POWER PAK, FIREFLY,
CYCLEMASTER, B.S.A., MINI-
MOTOR, CUCCILO, etc. Spares,
Repairs and Accessories — 68-70 St.
ANNS ROAD, HARROW and 14
BROAD WALK, NORTH HARROW

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

**A SHOP DELIBERATELY PLAN-
ED 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 Cyclemaster owners who
have asked for means to open and
close their choke without dismounting
can now purchase a unit designed by
engineers, tested and approved by
Cyclemaster, from 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 cyclemotor. Spares and
Service:- Cyclemaster, Vincent, Power
Pak, B.S.A., Wipac magnetos.
77 Plumstead Rd., S.E. 18. WOO 3367

EVERYBODY in London knows that
ECLIPSE CYCLES stock all spares for
B.S.A. Winged Wheel, Cyclemaster,
Cyclemate, Power Pak. All our cus-
tomers 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 Hammer-
smith Road, W.14. Nearly opposite
Olympia. FULham 0475.**

Use "DATONE" Brushing
Cellulose for a quick drying
super finish to your Cycle, Motor-
cycle, Car, etc. Full range of
colours available, including
1954/5 machines.

1/6 per 1/2-pint tin

obtainable from your local cycle
or Motorcycle dealers or direct
from:

**R. DAVIS & CO., 33 Norwood
High Street, S.E. 27.**

Carriage 3d. per tin extra

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

**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.**

Renno's

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

SQUARE DEAL
**COME AND
SEE**
SQUARE DEAL

Cyclemate

Price £49-0-10

**A COMPLETE MOTORISED
CYCLE**

£12-5-10 Deposit 15/4 weekly

ALSO



Cyclemaster

MOTORISED WHEEL

Which Includes: 32 cc. ENGINE. ALL
CHAIN DRIVE. LIGHTING COILS.
NEW TYRE AND TUBE. BUILT IN
HUB BRAKE. 200 miles per gallon.

£33.0.0 (Payments as low as)
12/- weekly

Fitted FREE to your Cycle

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232, 233, 234, UPPER ST. ISLINGTON, N.1
Telephone CANbury 2021

/ Depot:
217, HORNSEY RD. HOLLOWAY, N.7
Telephone ARC 5386

SALES AND SERVICE

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

NORTH LONDON'S SPECIALIST for cyclemotors and the NSU Quickly at 11/3 weekly. **G. BINGHAM** 828 GREEN LANES, N.21 LABURNUM 6222

SANDERS FOR SPARES. Best stock in N.E. England. Cyclemaster spokes 12g. Solid leather Toolbags 4/11. B.S.A. Motorised frames. 1000's of heavy gauge spokes. Coaster hubs. Autocycle (cranked) chainsets. Licence holders 1/3. Odd H.D. mudguards. 500 sets Hub Brake linings (all types). The above are only a selection. Huge stocks of all types cycle spares stocked. Write for bargain list. All goods post extra. **SANDER BROS., CYCLE CORNER, NEWCASTLE ON-TYNE,** 4. Tel. : 35045 (Est. 20 years)

BRITAX AUTOCYCLE 48 c.c.	£70 6 9
PHILLIPS AUTOCYCLE 49 c.c.	£55 12 10
CYCLEMASTER 32 c.c.	£33 0 0
MOCYC UNIT 49 cc..	£18 7 6
MINI UNIT 49 c.c.	£21 0 0
ITOM 48 c.c.	£33 5 0
Repairs and rebores.	Terms cash

S. PICKLES, 37 Lilycroft Road—Bradford, Yorks

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

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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.

GOOD NEWS!!
— NO PURCHASE TAX —
“MOSQUITO”
THE KING OF CLIP-ONS

38 c.c. Italian built cycle engine
Fits any make of cycle, central position. Save £5 by ordering to-day at the old price £27. 10. 0. comp., carr. paid
BOB SERGENT, MOORFIELDS, LIVERPOOL

SPARES

NEW MILLER TYPE F MAGNETO suitable Cymota Early Power Pak, etc., £2. New lighting coil 15/-. A few cymota oddments. **HOLYOAK** 101 MARGATE ROADK RAMSGATE.

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.

U.K. CYCLEMOTOR INSURANCE

CYCLEMOTORS AND AUTOCYCLES UP TO 50 c.c.
Covering any make of machine whilst being driven by any licensed driver.

COMPREHENSIVE (excluding first £1) — £1. 10. 0*
THIRD PARTY, FIRE & THEFT-18/6* THIRD PARTY ONLY-12,6

*Where the total value of the cycle and motor unit exceeds £50 a small extra premium is charged

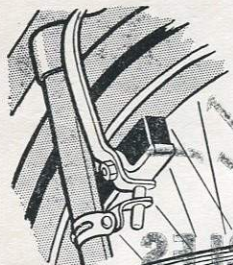
Send in form with cheque or P/O made payable to:
INSURANCE AGENT, 197 TEMPLE CHAMBERS, TEMPLE AVENUE, LONDON, E.C.4

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

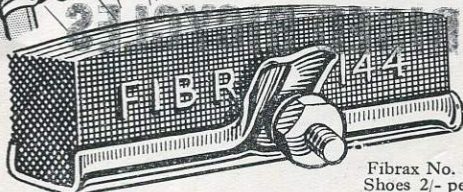
I declare that I am the owner of the above cycle/s and that the above statements are true and complete in every respect and that the cycle/s insured will be kept in good and thoroughly sound condition. I further declare and agree that if such statements and particulars which I agree shall form the basis 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.....



**CYCLE-
MOTORISTS!**

This is Your
BRAKE BLOCK



Fibrax No. 144 in
Shoes 2/- per pair

The extra power your motor gives calls for the special braking you get in the FIBRAX 144 Brake Block. Extra size, sturdy and efficient, it *stops* — smoothly yet firmly. Fits any normal 'shoe'.

Ask your dealer to show you Fibrax 144—and be safe

Fibrax
BRAKE BLOCKS

FIBRAX LIMITED 2 TUDOR STREET, LONDON, E.C.4.

Why not be

WARM all over?

CRAWLEY DUFFLE GOATS
For the Power & Pedal rider

Specially produced from superb heavy quality blue melton, with attached hood.
all sizes, mens and womens

80/- or half-lined **90/-**

Also Ladies DUFFLE JACKETS
deep collar, well cut, very neat

Blue melton unlined **50/-** lined **60/-**

White " **60/-** " **70/-**

Camel " **62/6** " **72/6**

including Postage and Packing — Satisfaction Guaranteed

Write to:

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**You've got to hand
it to the amazing**



- ★ 200 miles per gallon
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- ★ One simple Control
- ★ Tax 17/6 per annum

£49.16s. Including Tax

or **£12.16s.** Secures Delivery
24 Months to pay Exchanges Welcomed

NO INCREASE IN PRICE

Over a million satisfied users

Write, 'Phone or Call Dept. P.P. for free
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Luxury Specification
and fitted with **fully
Automatic Clutch.**
£54.12s. Incl. Tax
or **£14.12s.** secures delivery
24 months to pay

PRIDE & CLARKE LTD.
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CLUB NEWS—cont.

for all awards including the Britax Challenge Cup.

Membership of the Rossendale M.C. and L.C.C. is available at reduced terms for the rally.

**THE ROVER (MANCHESTER)
FELLOWSHIP**

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

The Motorised Cycling Section of the Fellowship is looking for an energetic cyclist to boost recruiting. The Fellowship will give him adequate facilities for advertising and all other help he may need.

Mr. Enthusiast please apply .

**SOUTHDOWN MOTOR-ASSISTED
CYCLE CLUB**

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

Because of the uncertain weather the destination of runs will be decided just before they start by those taking part.

Rendezvous: Circus Street,
Brighton 10 a.m. and 2.15 p.m.
Sundays.

Specially designed -
FOR USE ON ALL MOTORISED BICYCLES

MILLER

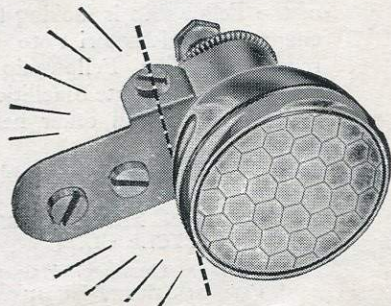
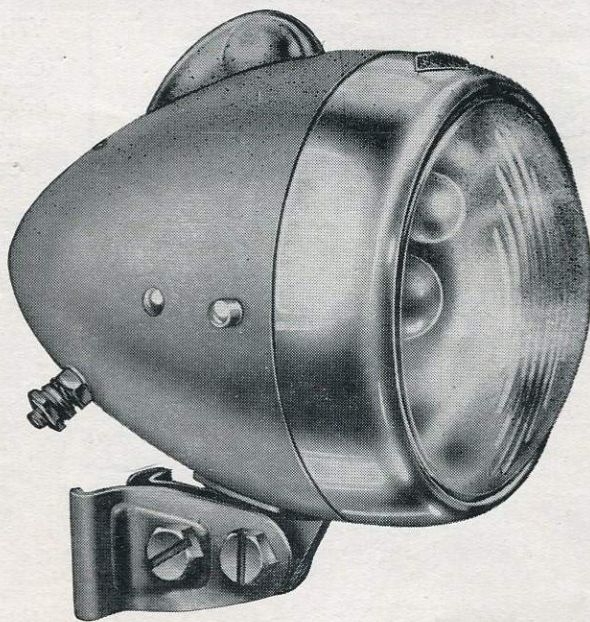
LAMP SETS

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/-**

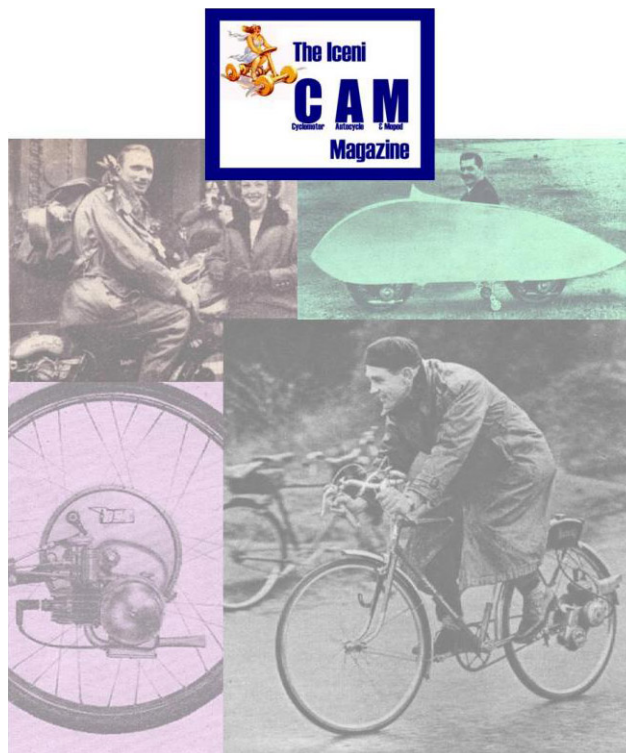


596 TAIL LAMP

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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