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MONTHLY

APRIL 1955

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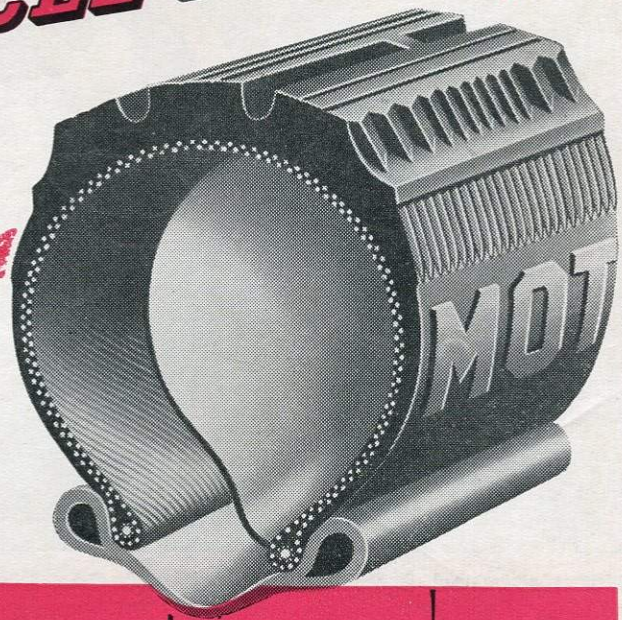
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The Cyclemotor and Autocycle Journal

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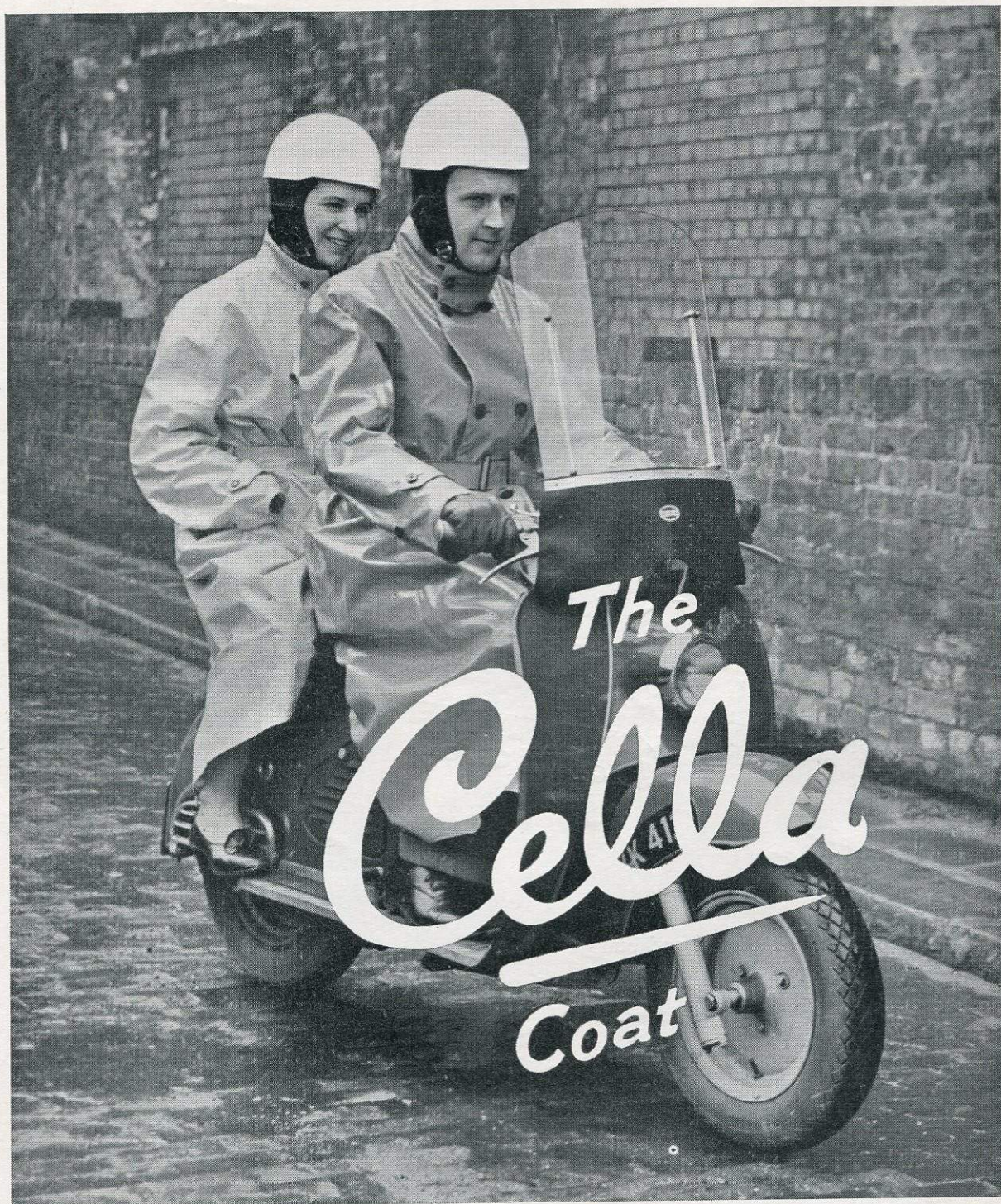
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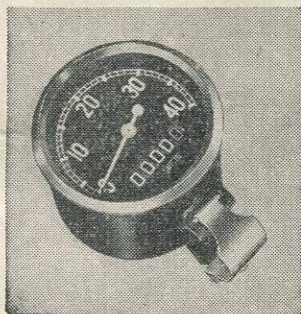
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Asst. Editor:

R. D. VAUGHAN WILLIAMS

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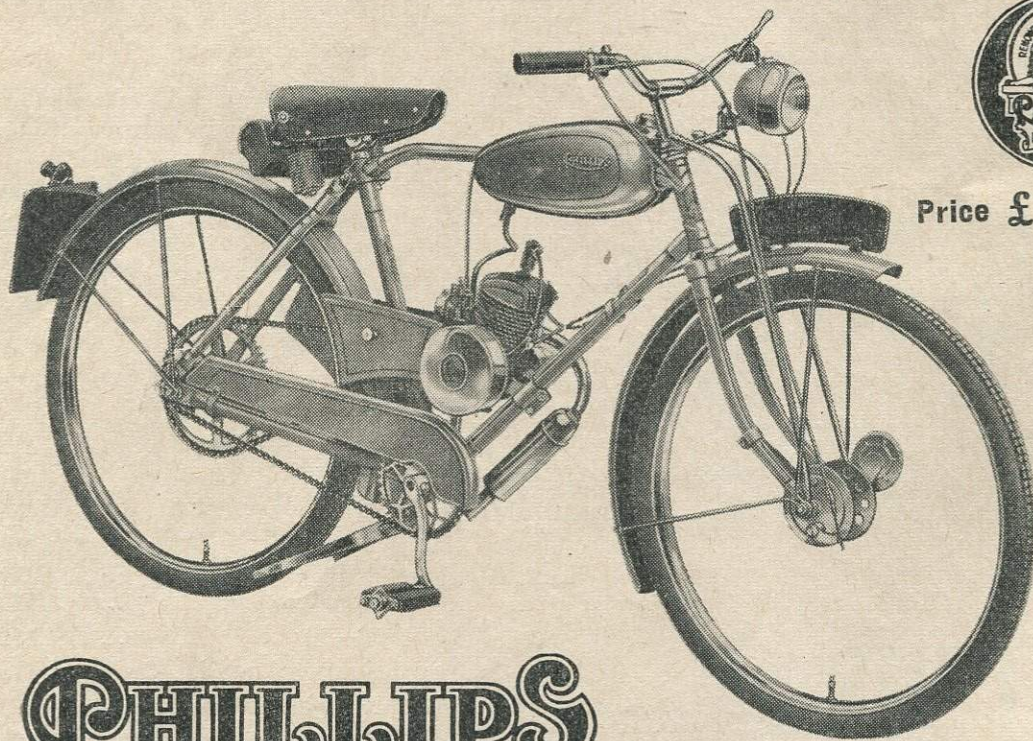
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THE CYCLEMOTOR & AUTOCYCLE JOURNAL

Editor: FRANK L. FARR

Vol. III No. 5

April 1955

CASUALTY figures cannot make pleasant reading for anyone but a study of them is a necessary part of an understanding of all transport problems.

The returns recently issued by the Ministry of Transport for the year 1954 shew an overall increase on those for the previous year. The actual figures are—Deaths 5,010, serious injuries 57,201 and slight injuries 176,070—a total of 238,281 which is 11,511 more than in 1953. There can be no room for complacency on the part of any section of the road using public in the face of these shocking figures, but the analysis of vehicle types involved offers at least the constructive conclusion that some vehicles are better than others in statistical records.

The fact emerges that motor-assisted cycles contributed only 3,153 accidents of the enormous total quoted above and 2,294 of these are officially given as slight.

Best comparison is probably that against other motor cyclists

with a total of 38,474. As motor assisted cyclists now constitute 20 per cent. of the all-in motor cycle registrations for Britain and the proportion of accidents they have contributed over the year is only 7½ per cent. of the total it is absolutely undeniable that the “under-50” is the safest powered cycle class on the road. Even more to the point is the low figure for fatalities, 41 cyclemotorists out of 947 for all motor cyclists—a trifle over 4 per cent.

Thus it is established that the cyclemotor is least liable to accident of all powered motor cycles and that its accidents are less serious but this is not all the story.

It is obvious that the lightweight machine of modest speed is less of a danger to others, particularly pedestrians, and there is the additional fact that these comparatively excellent figures have been achieved by the class of vehicle which has the greatest percentage of “L” drivers and newcomers as yet unfamiliar with the type of any

motor class on the roads.

These facts should silence any criticism from outside, and there has been plenty of ill-informed criticism during the past year in the press and elsewhere, but we would make the point that the record can be still further improved. Too many attachment engines are fitted to cycles with saddles too high, tyres too hard and rear lamps inefficient (to mention the commonest faults only). The fault for these things lies more with the people who make and sell the units than those who ride them, but we can look forward to the improvements in these respects that will come through the introduction of the built-for-the-job machines now coming into quantity production.

The larger class motor cycle figures can also be expected to show an improvement due to the higher proportion of scooters among them. Let us hope that we shall see the two-wheelers well down on the casualty figures for 1955.

COMMENT

by

Clip-on

THE current interest in motorised tandems seems to be causing surprise to some people in the trade, but my recollection over some years is that the popularity of tandems always was a matter for some surprise, not least because of the financial side of the business.

I have never been able to understand why a tandem should cost about three times the price of a single of equivalent quality, less than double would seem more reasonable on the face of it, but enquiries to a manufacturer at last year's Show provided some information.

According to this maker the problem is entirely one of quantity production. Singles are produced in their batches of tens of thousands by individual manufacturers but tandems sell in such small numbers that each maker has to produce his tandems almost custom built. The heavier wheels and brakes, front forks and frame tubes are all more or less "specials", apart from the hand building of frames, and even final assembly has points that take it "out of line" in the factory organisation.

This explanation seems to me to explain the past position fairly well, although it appears that it only needs one maker with guts enough to make up a batch of several thousand and he would corner the entire market and expand it too. But what is more to the point is that the advent of the cyclemotor with its crop of "special" motorised model bicycles has brought this state of affairs to an end. The heavier wheels, forks, frame tubes, hub brakes and wide mudguards of

these cycles are just what the tandem trade has been needing for years and the special bicycles do not cost all that much more. Should we not now be able to buy tandems at no more than $1\frac{1}{2}$ times the cost of a motorised model cycle?

Even better, of course, would be built-for-the-job motorised tandems

WITHOUT PREJUDICE!
"In my opinion, the power assisted cycle is the most villainous piece of machinery yet invented"—Coun. M. D. West, chairman of Coulsdon and Purley Road Safety Committee, quoted by "Coulsdon and Purley Times", March 4th, 1955.

like the excellent machines marketed in Holland, and selling at under £60 complete.

Cyclemotor Lighting

Several correspondents lately have expressed the view, from various angles, that attachment engines do not need lighting coils. As one sums up his arguments: "The whole point of a separate cycle and engine is that they can function separately, so they ought to do it after dark too".

Put that way the case seems unanswerable but practical experi-

ence suggests that there is another side to the story.

In the first place cost comes into it. It is much cheaper to include an extra coil in the existing engine generator than to make a cycle dynamo complete. The same goes for the weight factor. There is also the mechanical point that the tyre driven cycle dynamo is spinning round and round at fantastically high revs. when the cycle-motorist is cruising at 25-30 m.p.h. as many do for long stretches. This means heavy wear and some difficulty in keeping the current output anything like constant over such a speed range.

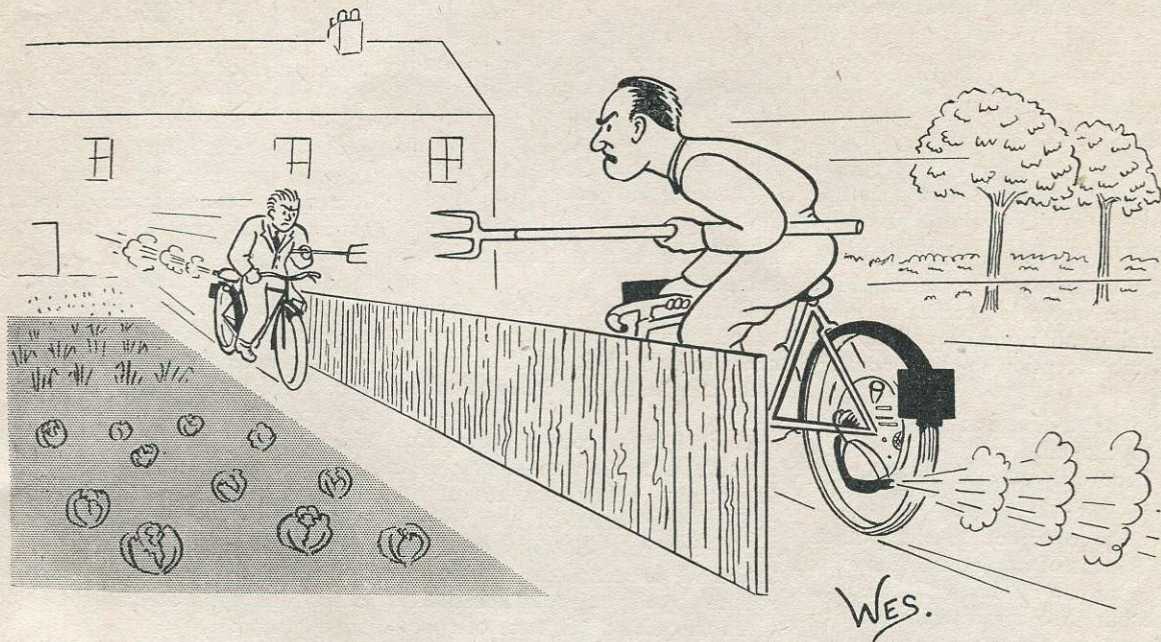
Good battery stand-by lighting is the best solution to the problem of cycle lighting independent of the engine but it has to be admitted that many modern sets fail in this respect. I have to throw away several dead batteries every year that have never been used on the road—just died in the lamps. They never seem to be there when wanted. I notice, however, that my extra rear lamp, self contained, single cell, screw contact job, does not suffer this trouble and has kept a usable battery in good shape for over a year at a time. Must we have a similarly designed front lamp, separate from the generator set to get real reliability?

Having said all that I must now admit that I have never enjoyed better lighting at all speeds from walking pace up, with absolute silence and 100 per cent reliability as I still get from the *Dynahub* in my fifteen-year-old lightweight—Sad about progress, isn't it!

Two Speed Gears

I have come to the conclusion that the most important next step in the development of the cyclemotor, clip-on or built-in, in this country is the provision of a two-speed gear for the engine.

This is not a flat country. Over most of Britain there are hills that call for more than the power



Honour The Light Brigade

available from an under-50 engine at less than 10 miles per hour, especially if the machine is being ridden by an over-50 rider. It needs to be borne in mind, however, that the object of the second speed is not to enable high gear to be raised and increase maximum speed, but to provide more power at low road speeds. In its most needed form the two-speed gear would not have a very wide gap between gears, either screaming or slogging on the commonest slopes. It needs fairly close ratios, mechanical silence, light weight and a price around £3 extra. Best places for it are inside the roller or hub according to drive.

Insurance Rates

Discussing matters with an insurance expert the other day I was interested in his comment that the most expensive part of scooter business to the companies is dam-

aged wind-screens. Every accidental fall or bump means a claim that wipes out the whole of the damage section of the premium, and there are lots of them.

This set me thinking on insurance risks in general and it seems that the way to bring down premiums drastically is to cut out the small claims rather than big ones.

About 80 per cent of the accidents are officially classed as "slight" and although this refers to injuries the same proportion must roughly hold good for damage to the machines. If we accept the idea of standing the first fiver of any claim ourselves we ought to be able to get a really low rate for the sort of major damage that most of us never suffer but which can be a tragedy if not covered. Scooters and scooter riders are a pretty safe combination in the main and should get much lower rates than they do if the boggy of machine vulnerability can be dealt with.

The Ministerial Conscience

As reported in our last issue, the Chancellor of the Exchequer informed the House of Commons that the reason for imposing P.T. on cyclemotors was "to correct an anomaly". It did that but at the same time it created another one.

Until now attachment engines have been free from tax because they were classed as accessories, but as such imported ones were liable to a duty rate of 33½ per cent. Now that the engines are classed with autocycles for P.T. purposes they should come under the import duty rate for that class, 22½ per cent., but the Customs refuse to alter the duty rate on the grounds that it "would be difficult". They do not say why. So the present position is that the units pay the accessory rate of import duty and *Purchase Tax on the duty as well*.

Will the Minister please correct this anomaly?

TANDEM CHRONICLE

Part II

by

MICK BROWN

Settling Down

IT'S a funny thing, but when one adds a new part to a machine then the whole lot comes in for a general clean up and polish, and I am no exception to that peculiarity.

Now that I have added the sidecar to the tandem, the whole lot has been cleaned and polished till almost new.

Well to continue, the outfit stands at the front of our house ready for duty and as we have planned to make our first combination run to the sea-side, we make a thorough inspection of the machine as to where to hang all the bits and pieces necessary for a ninety mile return run, a lot of mileage for a test run, but faith runs high with us!

There's the primus, tea, sugar, milk, water can, spare petrol, lots of food, tools, bucket and spade for young daughter, towels, ground sheet, etc., etc., and when all this lot is placed beside the outfit, it looks as if a trailer will be needed as well! But very careful packing of the tiny sidecar luggage boot takes care of the food situation and one of the old fashioned diamond shaped tool bags which fits under the saddle on the top tube takes care of the tool and puncture outfit problem.

The advantage of a front wheel drive motor now shows up, as the water can, petrol can, ground sheet, waterproof clothing and oddments fit very nicely into the very large saddle bag (ex-army pack) fitted to the rear seat of the tandem and supported on a carrier.

All loaded up and ready for off! What a thrilling feeling to be able to travel in one day with a loaded outfit, that would probably take

two days of hard work to pedal the same distance.

Such a smart looking vehicle, to our minds demanded a smart dress to go with it, so of course we were all dressed up in our Sunday best.

A final look around, then climb aboard, put *Sturmey-Archer* gear in bottom, a few twiddles of the pedals, engage motor and we are away, changing *Sturmey* gear into top and keeping the whole lot rolling by light pedal assistance gives us quite a fair turn of speed, around sixteen to eighteen miles per hour, enough to take us to the sea-side in time for dinner.

As even some of the very best planning doesn't always work, neither did ours, the sidecar behaved something awful, dragging in to the left all the time, giving me an ache in my right arm through constant correction, and cornering was a nightmare causing me such a strain that I began to wonder if I hadn't made a mistake after all in investing all my capital in such a vehicle.

This went on for mile after mile until we came to a cafe about half-way along our route, and there we came to a thankful halt and I ordered tea and aspro's! But better still we met our saviours.

We took a table next to another tandem couple who had a sidecar, they had no motor fitted as they didn't believe in them, but it didn't take long to get into conversation about sidecars, and after coming outside and having a look at mine, this chap told me where I had in all innocence done everything I shouldn't have done, so out came the tools and it didn't take long to put matters right.

One or two washers behind the sidecar plate to give a toe-in of three quarters of an inch to the wheel, a backward tilt of the plate to give a rise at the front of the sidecar of one and a half inches, and the clamping bolts were screwed home finger tight then loosened two and a half threads to give an easy cantilever movement on corners.

We bid these folks good day and proceeded on our journey with a difference that was absolutely magical, cornering was now a joy, in fact the whole lot was transformed and we were only aware of having a sidecar on by the noise emitted by daughter singing!

Fresh air, sea air and the tang of sea weed makes one feel good, but on arrival at the sea-side it was an angry mood that had descended upon me and for a good reason too.

Our coming down lots of hills to the west had caused lots of four-stroking and all the fine petrol spray from the exhaust, through a slight head-on breeze, had deposited itself all over my trouser leg, and from the right knee to my ankle was one mass of ugly black oil, looking worse than ever because this was the first time on for my lovely brand new grey flannels!

No matter what was done to the exhaust, lengthening, shortening, and shielding, it still spurted this horrible dirty spray around and to me it was a pity because otherwise it was the perfect form of traction, leaving plenty of room elsewhere on the tandem for tools and luggage and, travelling at an average speed of eighteen miles per hour, the weight of the engine on the front wheel was indeed a blessing, as it had the most desired effect of keeping the front end down and improving the steering.

To get back to our sea-side trip and first run with the outfit, apart from the trouser leg incident, things went off very well indeed, the energy saved in pedalling was used to show young daughter how to make sand pies and castles, so much

so that my wife promised to buy me a bucket and spade too!

All good things come to an end and the homeward journey was embarked upon and we all were feeling highly delighted and satisfied with the knowledge that here at last was the transport for us, when within twenty miles from home the front tyre went down.

Like all good cyclists, before taking off wheels and tyres we inspected the valve and sure enough it was the valve tubing that had had it, but as I said, before, even the best laid plans can go wrong, and a look in the puncture outfit revealed everything from a sulphur stick to solution but no valve tubing.

This indeed was a pickle to be in, and where is the knight of the road—Not a single person on the road stopped to see if they could give assistance—perhaps one has to ask these days?

Anyhow, we decided to get out the stove and have a brew, there's nothing like a good cup of tea and a quick think when in trouble.

Young daughter was amusing herself by blowing the fluffy tops of dandelions when all at once a possible solution to our problem struck me! Dandelion stems, and believe me it worked, try it sometime for curiosity, a piece of dandelion stem put into a woods-valve, just wet slightly will definitely hold air in a tyre providing one is careful in using the pump, not pumping vigorously, or else the stem will split.

The remaining twenty miles were covered and my wife carried a pocketful of stems but didn't need them!

My biggest disappointment was the filth from the motor exhaust and we decided the only solution was a different type of engine, and as soon as we found it convenient we made a trip to our dealers and entered into an agreement to part exchange the front wheeler for a rear wheeler, which presented us with different problems to overcome as you will hear of in further chronicles.

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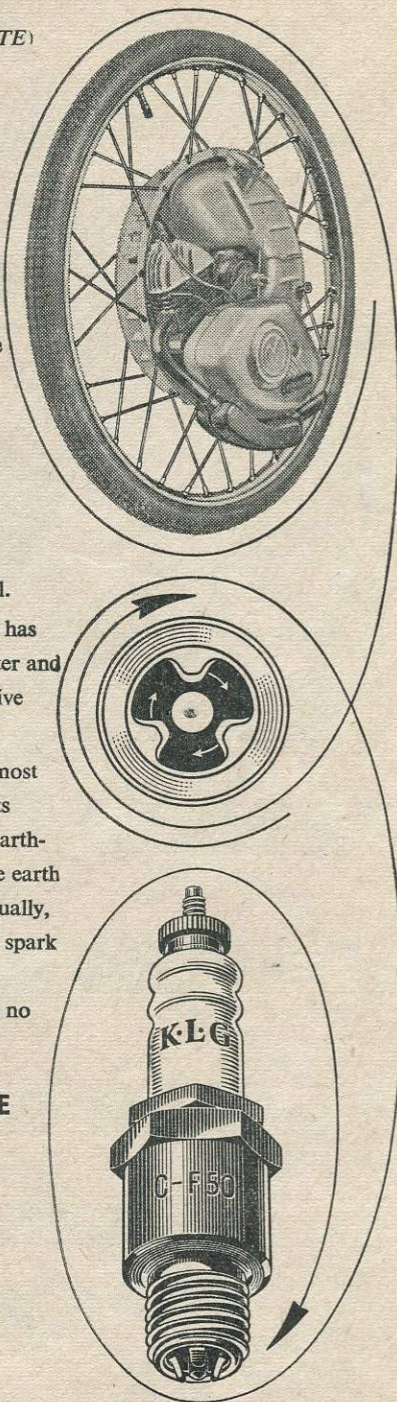
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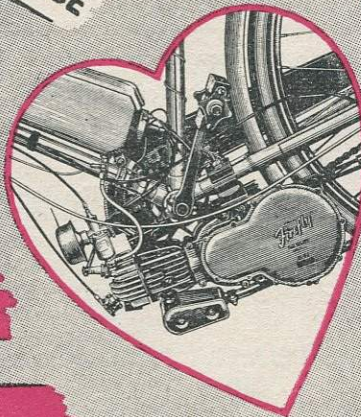
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ROAD TEST REPORT**The VINCENT "FIREFLY"**

IT has become increasingly difficult to make objective assessments of attachment engines because of the competition of built-in-one-piece light autcycles which set high standards, not so much in performance, as in comfort, silence, appearance and ease of handling. This is particularly true of the high performance types of which the Vincent *Firefly* is definitely one. The unit we have just tested has been improved since our last report was published eighteen months ago, but the improvements are less noticeable now than they would have been then.

Low speed pulling is definitely better and both climbing and acceleration are of a high standard. The ability of the engine to maintain 25-30 m.p.h. for long spells on undulating main roads remains its best feature. The tank filler-cap is more accessible than on the earlier models and the engaging gear more positive in action. The silencer too, was more efficient and less "tinny" sounding than of yore, although the *Firefly* still cannot be called a quiet machine.

At really low revs, up to 6/7 m.p.h., the power fell off sharply and hills of worse than one in ten called for more leg work than we liked, but above this figure the range of power was effective right up to the mean maximum of just a trifle under 30 m.p.h. A favourable grade or wind would see the top speed well above 30, but we found ourselves cutting back almost unconsciously whenever this happened, to reduce noise and vibration. Vibration on the over-run at anything over 25 m.p.h., was enough to be disturbing although no apparent damage resulted and we could find nothing loose, except the carburettor top which worked

loose several times in the course of the test.

The general performance and the 5-pint petrol tank suggest, as we have remarked before, that the unit was designed mainly for longish distance main road cruising and this impression was borne out in the course of test. At about half throttle a speed of around 22-25 m.p.h. could be maintained indefinitely with ample power reserves in the engine and complete comfort on the part of the rider.

At this speed the exhaust is not unduly loud and the note quite pleasant to the rider's ear, but at higher revs. both exhaust and mechanical noises became obtrusive.

Some at least of the latter seemed to be exaggerated by the resonance of the new-shaped fuel tank as it was noticeably worse when the tank was under half full, but the whine appeared to originate in the gear drive to the roller.

This geared roller with its integral "cush-drive" grips the tyre cleanly and firmly without having to be squashed hard into the tread. In wet weather the slip was negligible and in dry there was none at all. The advantage of this, freedom to use all the power available all the time, was much appreciated and even more so was the fact that the tyre could be run at a reasonable pressure for comfort and safety without loss of performance. On the wrong side is the engagement control by cable and lever which, although lighter and more positive than on the machine previously tested, was still too heavy for comfort under continuous use in traffic, and even so provided very little clear movement so that the roller sometimes touched the tyre when it should have been free.

Most interesting design feature

of the *Firefly* is the ignition system which embodies an A.6. generator in the roller drive gear and has its high tension coil separately mounted in a recess in the bottom of the tank. In terms of results this system pays off well. The low speed spark is a perfect beauty and it is this that guarantees a start within a few feet in any weather. The generator also affords ample lighting current over its full speed range with no blacking out on corners.

In appearance the unit earns high marks for finish, but the test unit leaked oil at several points. Ground clearance can never be good on the under-bracket engines but in this case the only thing that could sustain damage by grounding is the comparatively expendable silencer.

The test unit was fitted to a *Phillips* cycle with the well-known re-inforced front forks, oversize tyres and hub brakes. It handled well and comfortably, both cruising fast and wiggling through traffic, and the brakes proved quite exceptionally smooth and nice to use. The advantages of the "clip-on" were well demonstrated in heavy traffic conditions when the simple act of releasing the engagement lever left a normal handy cycle with the light, low hung engine quite unnoticeable. We are, however, of the opinion that open frames are preferable for cyclemotor work because of the ease and safety of mounting when wearing full length top clothing.

To sum up, the Vincent *Firefly* is a very good example of the under-bracket attachment unit that is specially suitable for serious, mainroad travel. So long as there is a market for attachment engines this one will command a leading position for its good performance and interesting and practical design.



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CLUB NEWS

NOTTINGHAMSHIRE CYCLEMOTOR CLUB

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

The race meeting on Nottingham Forest will be held on Whit-Monday, May 30th. Each heat will be over four or five laps of 1½ mile each. There will be open and Club events, both divided into three classes: under 39 c.c.; under 50 cc. 2-stroke; and under 50 c.c. 4-stroke. Club teams or individual riders are invited to enter.

The Race Committee is as follows:—A. J. Ganly (*Chairman*), K. Price (*Secretary*), R. Richardson, L. Jones, B. Banks and J. Wilson. Race Secretary's address is: K. Price, 187 Carlton Road, Nottingham.

The Club's first Annual Dinner was a great success, many friends attending as well as most members. Guests of Honour were Mr. H. Karlake and Mr. Price of the *Nottingham Evening Times*.

Mr. Karlake presented cups and awards and described clip-ons of the 1898 vintage. Mr. Banks replied for the Club.

APRIL PROGRAMME

- 1st—Club Night. Bay Horse, 8.0 p.m.
- 3rd—Zouch Mills. Old Market Square, 10.0 a.m.
- 10th—Little Eaton, P.D.S.A., Dunkirk, 10.0 a.m.
- 17th—Mystery Run. Pavilion, Forest. 10.0 a.m.
- 24th—Litchfield Day Run. Wolaton Park Gates, 10.0 a.m.

ROSSENDALE MOTOR CYCLE AND LIGHT CAR CLUB

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

THE HALF HUNDRED CLUB

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

Once again the Valentine Cup has shown that we must bow to the continental machines. Bill Newbury waltzed home on the *N.S.U.* 40 minutes in front of the only other entrant who had not suffered disqualification. This was Wally Lane on a *Mini-Motor* who by a tread on his tyre managed to qualify.

This month sees the 12 hour Grand Prix. All members will be sent full details, any others interested can obtain particulars by writing to the Club.

Your Captain has forsaken the *Itom* for a sparkling *N.S.U.* and Bill Joslin's vintage *Vincent* has finally acknowledged Continental superiority in the 50 c.c. solo class, and has undergone a major operation in gear reduction. It now appears as a snappy sidecar outfit looking for new fields to conquer.

APRIL PROGRAMME

- 3rd—Southend-on-Sea.
- 10th—Luton
- 17th—Chelmsford and District (Practice laps for 12 hour)
- 23rd or 24th—12 hour Grand Prix, at Silverstone if possible.

SOUTHDOWN MOTOR-ASSISTED CYCLE CLUB

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

Until Easter all runs will start at 2 p.m. on Sundays from Circus Street, Brighton.

Wanted:

Cyclemotorists with new ideas to boost membership.

BARNSELY AND DISTRICT CYCLE-MASTER CLUB

Secretary : R. ARMITAGE, 41 MITCHELSON AVENUE, DODWORTH, BARNSELY, YORKS.

It has been decided that all members will remain honorary members of the club during their National Service.

APRIL PROGRAMME

3rd—Mystery tour, 9.30 a.m.
17th—Castleton, Blue John Mines, 9.30 a.m.
24th—Lincoln Cathedral, 8.30 a.m.
1st May—Harrogate and Knaresborough, 9.30 a.m.

VETERAN CYCLISTS' ASSOCIATION

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

THE ROVER (MANCHESTER) FELLOWSHIP

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

The Fellowship held an impromptu social which was so successful that another has been requested for Easter. There was no outside talent or paid artists at the Social but plenty of Club talent was revealed. It had to be seen to be believed.

A recruiting campaign for the Motorised Cycling Section is now in full swing.

LAMBRETTA ASSOCIATION

Enquiries : SECRETARY, BRITISH LAMBRETTA OWNERS' ASSOCIATION, 25 SHAFTESBURY AVENUE, LONDON, W.1.

50 - 50

IN years, I am fifty, Minnie is 49.9 c.c. That isn't all. When we do go out together, it is fifty fifty. I pedal till she is firing at a nice 20 m.p.h. then I keep it up when a hill looms up. Together we get her over the top. Then I, who used to free wheel down, sit still and listen with pure joy in my heart to her healthy purr as she takes me down at a nice 25. So I learned not to weary her engine, I pedal on top gear to get that elusive 30 plus. Last time out, we overtook a new *N.S.U.* Quickly, brand new, cruising at a sedate 15 m.p.h. perhaps being run in, but I lied by implication, if not in fact, when with out-thrust chest, I boasted of our achievement.

She lures me out with promises of a nice spin, reason whispers that I will have to pedal her home. Reason comes in a poor second—and so we get off. I have cursed her, used everything from a feather duster to a sledge hammer on her—but she never is coaxed out of her tantrums. She will break my heart, ruin me financially and drive me to a dishonoured grave. But

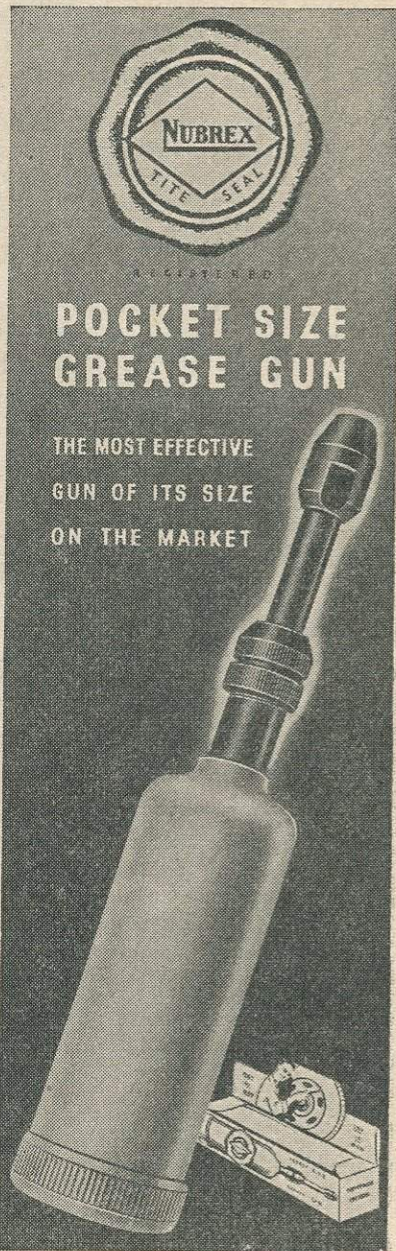
she has me right under her serrated-lying-non-slip roller. And I like it.

The security of planned days and ways are gone forever. My business bus, my round of letters, books and phones, carefully planned routine, are at the mercy of a scheming heartless wench.

Like any other explorer, I have had to learn the language of my new world. Its people, young and not so young are my friends. Their tools mingle with mine on the garden path during overhauls. The motor cycle fraternity may regard me as a popping horror, but let Minnie get temperamental on the open road and they come swishing to my side, plug keys at the ready—bursting to get at the "innards" and make her talk again.

My widening vocabulary, healthy appetite and boyish disdain for dirt are tolerated by the Lady of the house. She regards Minnie with a kindly eye. She knows that she herself will always be Minnie the first and her noisy namesake is accepted as a new friend.

G.J.N. 685.



★ The genuine NUBREX pocket size gun is always sold in Display Box complete with instructions.

★ Ask your dealer to show you one to-day. It's a winner

Obtainable at Halfords and other leading stores

Manufactured by: CH. J. NEUMAN LIMITED
445, Brighton Road, South Croydon, Surrey

GRAPHITE IN LUBRICATING OIL

by **H. STILLMAN** - Chief Chemist, Edward Joy Ltd.

THE use of Colloidal Graphite in engine oil is well known and has been over many years. In spite of this however there is still some confusion over the difference between Colloidal Graphite and powdered graphite.

Graphite itself is an excellent lubricant but in its preparation certain impurities are likely to become included and the removal of such impurities is an expensive business.

When quoting a graphite it is usual to do so on a purity basis. Some can be classified as 50 per cent. pure, others as high as 100 per cent. pure. The impurities are usually described as "ash".

When Colloidal Graphite is prepared it has to be 100 per cent. pure. The original meaning of the word "Colloidal" is "A substance which will pass, unchanged, through a parchment membrane."

Any solid which will pass through parchment will pass through any filter.

The particle size of Colloidal Graphite is of the order of 1-micron along the long axis, 1/5th micron along the short axis and 1/7th micron thick.

The action of Colloidal Graphite in an engine is purely physical and

its presence in engine oil enhances the general lubricating quality of the oil. Owing to its finely divided nature it can only be supplied and applied as a suspension in a liquid. It has been established that each separate particle of Graphite exhibits a negative electric charge which prevents the particles from joining together into agglomerates and keeps each particle constantly on the move as though each has a separate and definite orbit of movement.

When these particles settle on a metal surface they do so in a pattern rather like tiles on a roof and provide a film only 1-particle deep. It follows then that a very little Colloidal Graphite will cover a large area and since the thickness of the film is only sub-microscopic it cannot in any way build up sufficiently to reduce bearing clearances or clog narrow oilways.

This film is chemically inert and will protect metal surfaces against oxidation or the corrosive effect of moisture and acidity such as develops in an internal combustion engine. The film of Colloidal Graphite also "wets" more readily with oil than does a plain metal surface, which is of great value when starting up an engine from

cold or when an engine is ticking over. In the case of a petrol lubricated two stroke, the graphoid film provides lubrication under conditions of low throttle opening or complete shut down on downhill runs.

Another useful function of graphite is that its presence in the normal "Carbon" produced in combustion chambers prevents the carbon from becoming "bone hard" since the particles of graphite have a "parting" effect on the particles of carbon in much the same way as graphite acts as a parting agent in the moulds used in foundry practice.

In *FILTRATE* oils, use is made of the excellent properties of Colloidal Graphite to enable us to recommend a lower proportion of oil to petrol than is considered standard.

Our view is that the average two-stroke engine, large or small, is generally over oiled and therefore is subject to all the ills that this condition can develop. By reducing the amount of oil in the fuel, plug fouling is very considerably reduced to a point where it is no longer a problem, decarbonising periods are extended and more power is released from the fuel.

Thanks for a happier engine!

says a Power & Pedal reader

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



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

Insist on Colloidal Cyclemotor FILTRATE

EDWARD JOY & SONS LTD., LEEDS.

ESTABLISHED 1807

"Between Trafalgar & Waterloo"

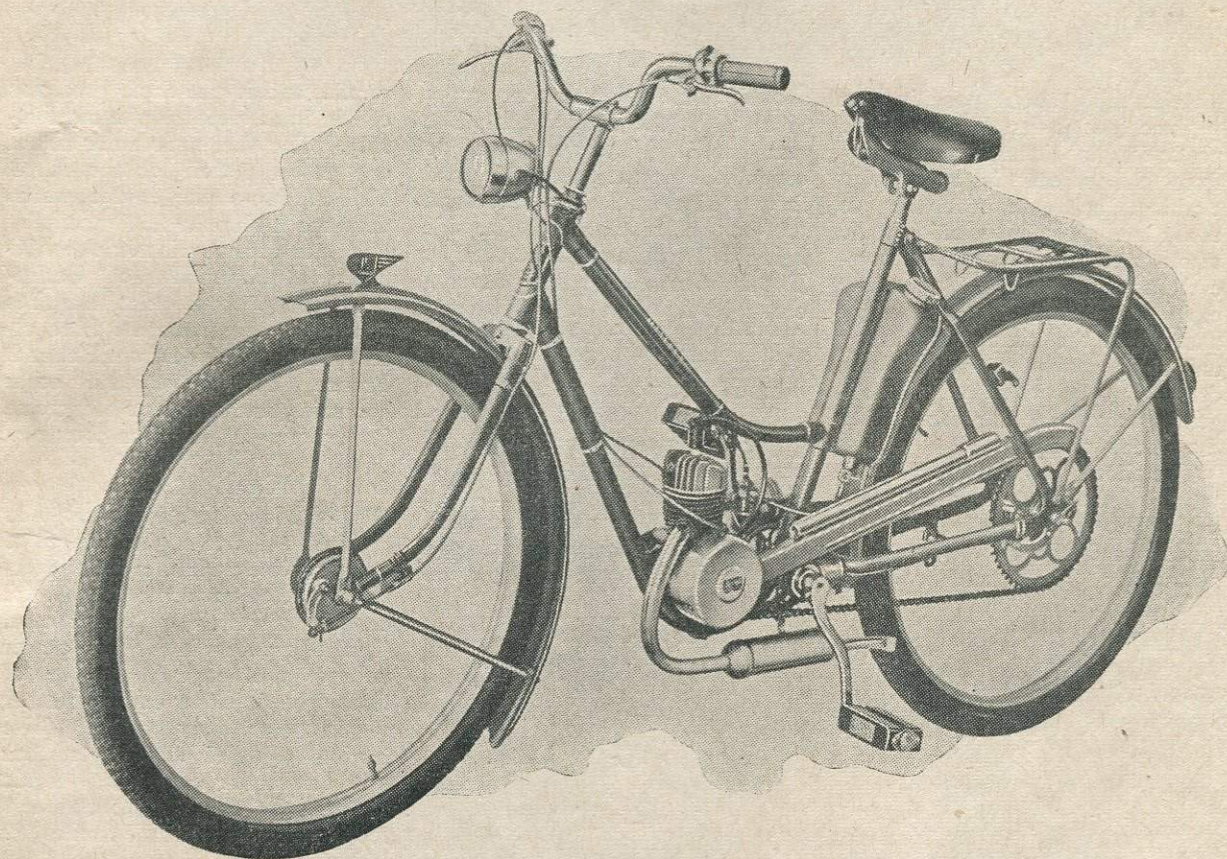
A REAL BICYCLE WITH A REAL MOTOR

The **BRUMMI** "40"

AGENTS ARE NOW
INVITED TO HANDLE
THIS LATEST AND BEST
OF MOTORISED CYCLES.

All Trade Enquiries
welcome

has the simplicity and light weight of the familiar cycle with a $1\frac{1}{4}$ h.p. super motor doing ALL the work.



SPECIFICATION

Engine: Two-stroke with flat topped piston, 39 mm. x 32 mm. 39 c.c., 1.15 h.p. at 5,000 r.p.m. Cast iron cylinder, alloy head, ball bearings throughout. 6w. lighting, air filter and built-in starting control. Single plate, cork insert clutch.

Cycle: Lugged and brazed full loop frame, independent chain drives 2 chainguards, 26" x 2" tyres. Hub brake front and coaster hub rear. Carrier, headlamp with dipper, 4 pt. tank. Total weight under 60 lbs.

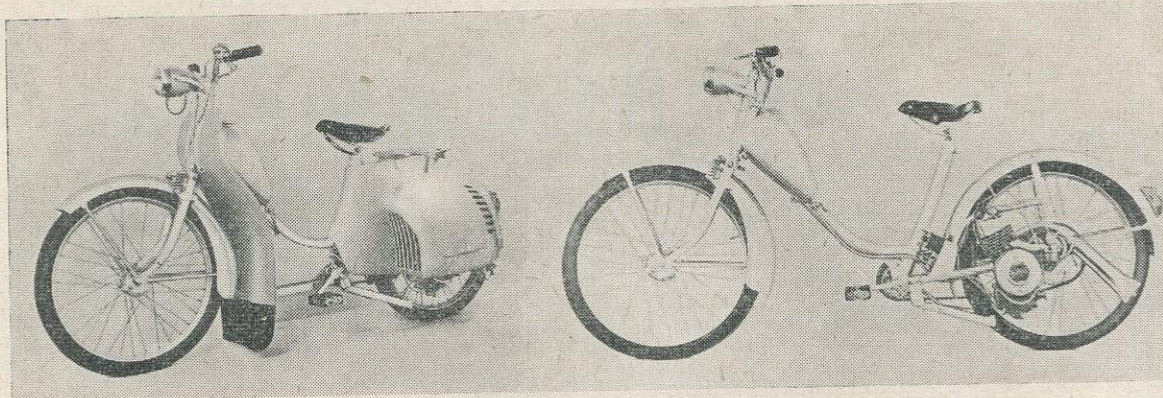
£54.15.0

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LONDON, S.W.1 Whitehall 9351/5**

NEWS FROM GERMANY

by **Tempo**



ONE thing about panelling on machines is that it offers some protection to rider in that spray from the wheels is kept from clothing, and the panelling is easily kept clean itself so that the whole machine looks smarter. However, any panelling used must be easily detachable and light in weight and yet at the same time, strong and rigid enough to prevent any drumming or vibration. Intelligently used, panelling can add to the rider's comfort.

The photos (above) show the prototype of the *Amoretto* which is a cross between a fully enclosed scooter and the new type light autocycle. The front panelling

should certainly keep off any spray given off by the front wheel. The rear panelling is cleverly used to cover both engine (near side) and form a kind of luggage boot and tool-box (off side), the engine side being well ventilated to aid cooling. The front forks are sprung at fork-crown level with steel springs and the rear half is mounted on rubber blocks so that road shocks are damped out somewhat.

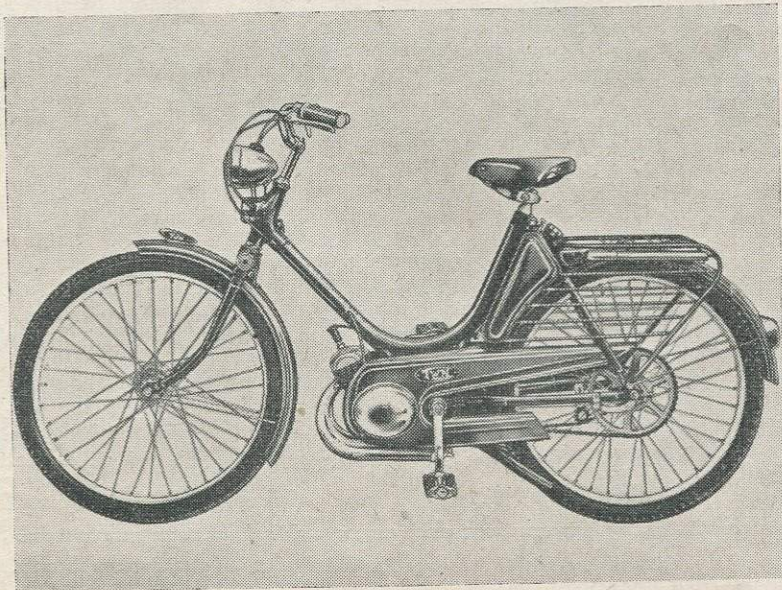
This model is fitted with twist-grip gear change (it has two speeds) centre stand, front pivoted saddle, dip switch, and luggage grid. The *Amoretto* will trickle along on engine at some 4 m.p.h. and its top speed on high gear is about 30

m.p.h., and it can climb gradients of 1 in 5 and steeper quite comfortably. The fuel tank holds about one gallon petrol for the AMO FM 50 two-stroke engine which develops 1.4 h.p. at 4,500 r.p.m.

The makers of this model, AMO Motoren G.m.b.H., of Berlin-Schoneberg, state that enquires about the new *Amoretto* have already been received from Holland, France, Switzerland and other countries, and it expects to increase its exports to European countries.

THE T.W.N.

THIS Moped (left) is typical of its kind—48 c.c. engine, geared to a multi-plate clutch per bevel gearing, developing some 1.5 b.h.p. capable of climbing 10 per cent. (1 in 10) grades without pedal power behind the engine. Choice of final drive is either endless rubber v-belt or chain, rubber drive having especial advantages, but you can argue over this! Again we see the smooth "backbone" looped chassis, top tube frames not being fashionable any more. A cycle bell is invisibly mounted in the frame, operated from the handlebars. Six volt lighting, internal expanding brakes, tyres 26 x 2in., sprung front forks (neatly so), olive green finish. The tank is neatly mounted behind the saddle. Mark the elastic dress-guard, luggage carrier. Weight all in is about 65lbs. Makers are: TRIUMPH WERKE A. G. NURENBERG, GERMANY.

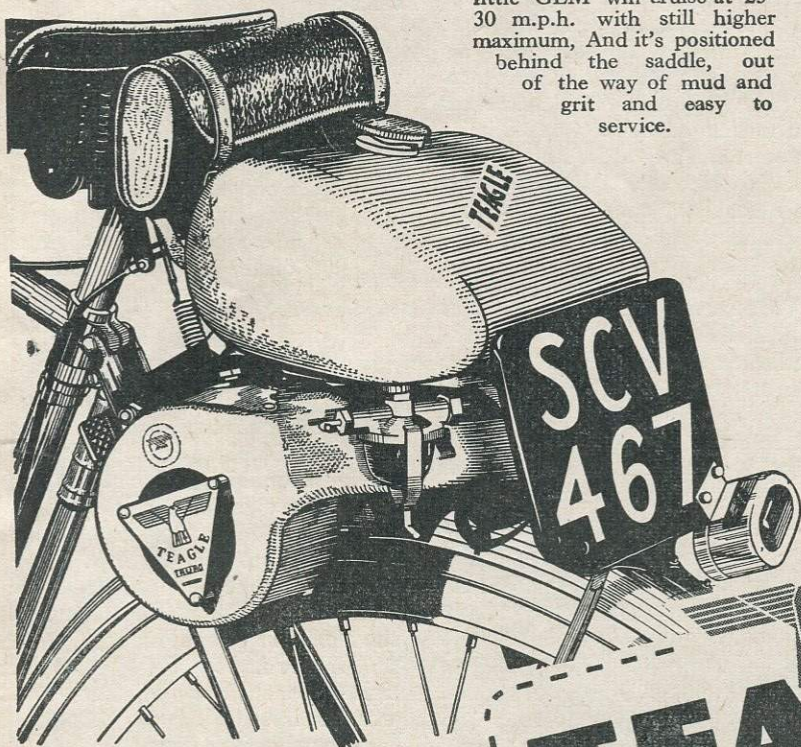


The **GEM** of cyclemotors

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 plus £3-4-7 P.T.

With Blower Cooling, Tools, Number Plates, Licence Holder and Dynamo Lighting Coils. **£17-10-0** plus £3-6-6 P.T.

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

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LEADS THE WORLD IN
LIGHTWEIGHT POWER

Why Not A Treasure Hunt

A Suggestion to Club Organisers

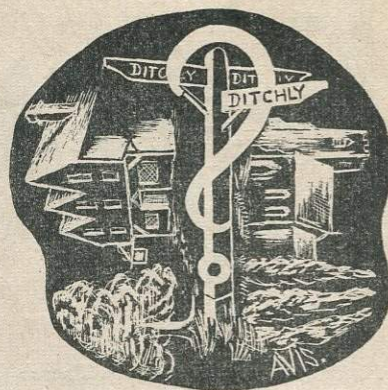
by BRIAN DAVIS

THE elaborate Treasure Hunts of motor-car clubs often last a whole day, over hundreds of miles and employ clue distributors, but the same idea can be successfully scaled down to a thirty mile circuit and a summer evening's ride. The following notes may help club secretaries anxious to organise a Treasure Hunt but not quite sure where to start.

There is, of course, no 'treasure' but merely the collection of pieces of information on a ride around from a list of "clues". City, suburbia or countryside each lends itself equally well to this type of entertainment. The initial planning starts in your armchair with a map of the district to be covered and having picked out a route you must take a trip around looking for likely subjects—a church, a railway-station, a market-house, a ruin, etc. Now think out some question to ask in connection with each. What is the date on the church? How many windows or pillars in the ruin? Perhaps ask for a platform ticket. You can exercise your ingenuity and imagination quite a bit. And the competitor who brings back the right answers wins.

This may sound too straightforward for the competitor but the trick lies in phrasing your clues, and they must not be over difficult or too easy for in either case the evening will be a flop. When your clues are prepared you will need to get them duplicated, one for each entrant who should be started at say five minute intervals in order to spread them out a bit around the route. Stipulate that there is no prize for speeding. As organiser you will know the correct mileage so you should take their cyclometer or speedo reading at the start and finish. In this way you can penalise the competitor who takes the short cut or goes too far. A useful dodge in the event of a dead heat.

Take care to get your facts right—I asked for the date of the water-works at a certain town and got two answers, both right! There were two water-works!! Also, your clues should lead one to another in a rough circle and the early clues should be easy, becoming more difficult; this gives everyone a good start and prevents a jam at the first clue.



And now some examples of clues:—

1. Proceed to Muddlecome. What is the date on the chimney stack?

That's easy.

2. Go To CLHITYD. Where do you find a dragon? State the date beneath the prancing horse.

Here we have an anagram of the town of DITCHLY. We are asking for the local pub sign "George & Dragon" and also the date on the Lloyds Bank Ltd., hanging sign.

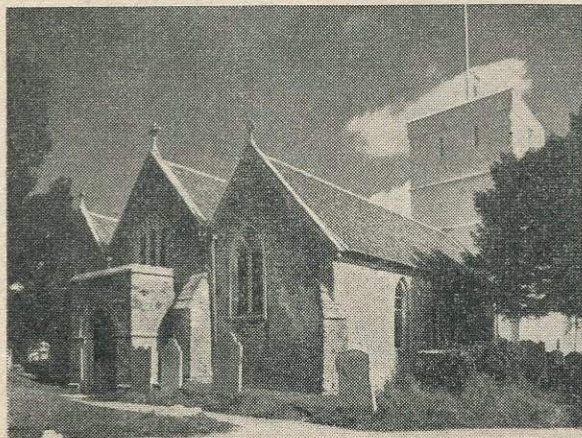
And so it proceeds getting more difficult. For instance, in Wotton, a Gloucestershire town used in our last year's event, is an alley called the "Rope Walk" with a notice saying "Through the Rope Walk to the Baptist Chapel". This was too good to miss so we asked the following question.

"Where in NOTTOW would a tight-rope walker be likely to worship?"

It foxed quite a few!

It is also a good idea to make out a crazy list of objects which each competitor must collect on his journey round. Such as a bus ticket, a blade of grass, a picture of a swan, a piece of cake, etc. This gives them something else to think about.

This summer will be a really good one, I feel it in my bones so start plotting now for those warm evenings.



"Find the Norman Dollar" might be the Treasure Hunt Clue for this picture.

Actually it is Fawley Parish Church, carefully restored by Standard Oil as told in our last issue.

This is the Club for the Motor-Assisted Cyclist



NO CLOSED SEASON

Club Runs All The Year Round.
Open to ANY MACHINE up to 50 c.c.

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

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

Write for full particulars to:—

Mr. J. SMITH (Secretary),
193, Kings Cross Road, London, W.C.1

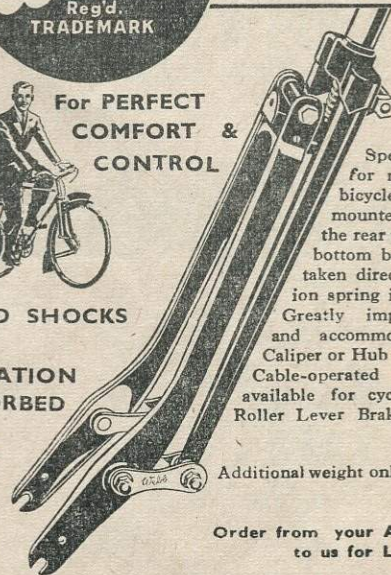


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For PERFECT COMFORT & CONTROL

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British and Foreign Patents Applied for

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

Additional weight only 2½ lbs. approx.

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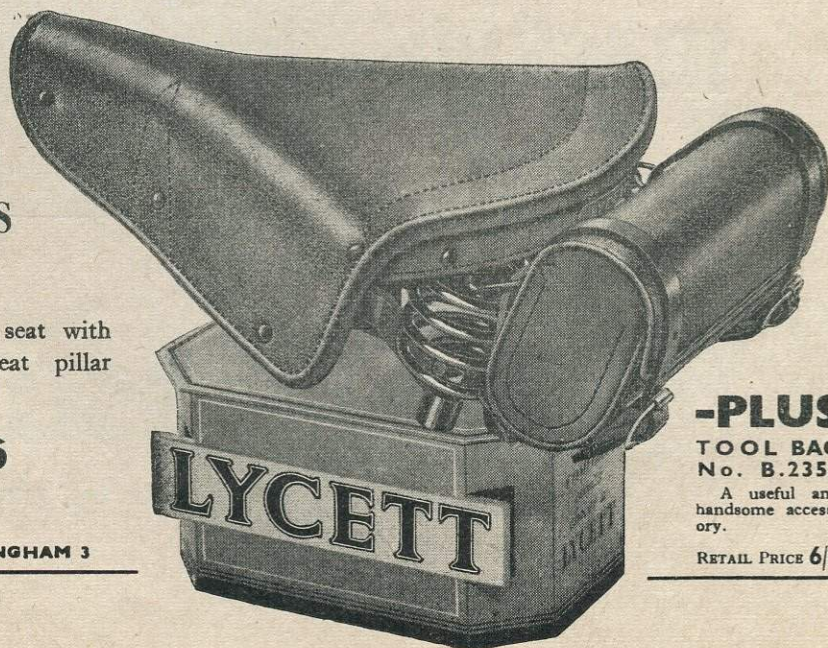
THE NEW LYCETT S.185 SADDLE

FOR POWER-ASSISTED MACHINES OR AUTO-CYCLES

Wide comfortable padded seat with spring mattress. 7/8 in. seat pillar clip.

RETAIL PRICE **23/6**

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-PLUS TOOL BAG No. B.2350
A useful and handsome accessory.

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**The finest petrol plus the
finest oil gives you, naturally,
the finest petrol/oil mixture . . .
quick-starting, clean-burning
and good for more miles
on every fill.**

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The finest petrol in the World

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NEWS FROM HOLLAND**THE AMSTERDAM SHOW***Reported by ERASMUS*

THIS indeed is a mighty and beautiful show. Amsterdam is only one hour 20 minutes flying time from London, and it is to be hoped that amongst the 150,000 visitors were some representing British industry. This the more so because no British exhibitors were to be found amongst the autocycle and scooter makes, as against 12 British firms showing motor cycles and 9 British makes of bicycles. For those interested in figures: there were 33 makes of scooters, 16 from W/Germany, 6 Holland, 4 Italy, 3 France, 2 Austria, and one from Belgium. Also 40 makes of autocycles, of which 22 Holland, 12 W/German, 2 Belgian, 2 Austrian, 1 French, and 1 Italian.

The chairman of the exhibition and other experts laid stress on the fact, proved in recent months, that the introduction of autocycle and scooter has in no way reduced demand for more conventional vehicles such as bicycles and motor cycles—production of all four is on the increase throughout. To quote their figures for Holland, population 10 million—in use are now 8000 scooters (3 years ago this figure was 600), 125,000 motor cycles, 400,000 autocycles, and 5 million bicycles!

New trends—a number of autocycle manufacturers, in the interests



(Top) MAXWELL autocycle with wireless set fitted. Claimed to be the shortest autocycle made, it is only 70 inches long overall.

(Lower) CABRI 85 c.c. scooter, weighs only 81 lbs. costs about £70.



The EMPO CARLEY is a new type of vehicle. It has a 49 c.c. two-stroke engine, two-speed gear, no pedals and roller drive.

both of safety and economy, are voluntarily, limiting the speed of their products to 25 m.p.h. Reduction of noise is being studied and some progress is being claimed.

An entirely new type of vehicle is the small *Empo Carley* 49 c.c. autocycle without pedals—designed for a low centre of gravity and greater safety. The prototype built two years ago and since extensively tested, owes these revolutionary features to the well-known aircraft and motor designer J. D. Carley who also gave it roller-drive and an automatic clutch. The machine is being made by *Polynorm*, Bunschoten, Netherlands, and distributed by *Empo* bicycle makers, Vorden, Netherlands.

In the scooter field there was a plastic scooter body made by *Disselhof* who are now waiting for their first orders. Another Dutch factory, D.M.F. have come out with a 200 c.c. scooter, which is also the size of the German *Roehr Roletta*. *Messerschmitt*, a name of doubtful popularity, came with the perspex-covered three-wheeled *Scotmobile* as did *Kroboth* with the *Allweather* scooter. The four wheeled *Isetta* machine was rated motor car and had to stay outside the portals of the show. These three are, of course, no news to readers of *Power and Pedal* but are mentioned here as just another reminder of continental enterprise! *Lambretta* showed the 150 c.c. scooter incorporating a number of improvements. The *Cabri* scooter, made in Holland under licence from *Bernardet*, France, is so light it can be lifted with one hand, at any rate by a strong fellow.

A novel idea is the wireless set fixed to a *Maxwell* autocycle which should remove all monotony from long rides.

Altogether, an exciting 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.

Limited

During the past few months, it has occurred to me what a fine idea it would be if someone were to publish a magazine devoted to clip-on cyclemotors

S. ROBINSON,

Stockton-on-Tees.

Towards Scooters

Your observations on scooters interest me. I am pleased that you intend to give coverage. Having learnt the pleasure obtainable from motorising a cycle I wish to add refinements. The scooter is the direction for me, as I am sure, of many others who are interested in getting there and not interested in speed.

But one point worries me, I desire, more require, the scooter be light. I have sailed small boats and am wind conscious and wonder if a wind shield on a light scooter would not be hazardous in a strong wind.

I have by this post written to Britax and asked for particulars of the 48 c.c. I told them I read about in *Power and Pedal*. I looked in past numbers through the advertising hopeful of seeing something light in scooters advertised. I have obtained some pleasure giving accessories through reading the advertising in *Power and Pedal*.

P. H. POOLE

Rayleigh.

Spectacles in Rain

Is KCG 40, your lady correspondent, adverse to wearing goggles? As a bespectacled cyclemotorist I have found visibility a great problem in rain, particularly at night. A peaked cap helps little and so do many types of goggles—but recently there came on the market IDEAL RAIN GOGGLE, priced at 12/6. It has a double front, the front window being cut away as a sort of peak or shield to the inner window and is most effective in rain. But one word of warning; it is not very effective in very fine light rain. However, it is my answer to the problem and I have found

I can now get around much better in rain, especially at night, and consider my 12/6 well spent.

XPU 772.

Loughton.

Wet Glass

Perhaps KCG would like to try my method of keeping spectacles clear in rain. It is simply to let them get wet and then to rub the outside and then the inside of the lenses with a finger thus obtaining a continuous thin, transparent film of water on both surfaces. The lenses should be clean and free from grease otherwise the water will collect in drops and not spread evenly. A solution of one part Quix detergent in five parts water is ideal for ensuring that the spectacles are clean and also makes a good demister. For the latter use rub lightly with a rag moistened with the solution, allow to dry and polish with a clean cloth.

Like LBY 554 I used to suffer from wet shoes but now use goloshes. Cycle clips hold my leggings so that they bell out to prevent water from dripping into the shoes. Goloshes also keep the shoes free of dust in dry weather.

B. I. HYPPER

Slough, Bucks.

Footwear

Re Footwear complaint from reader of West Croydon LBY 554. I would advise him to get in touch with Pride & Clarke, where they have imported some German waterproof overalls with a "boot" at the end. They have elastic tops and fasten as well with a strap and buckle.

F. WORSLEY

Wallasey

Dry Feet

Your correspondent LBY 554 asks about suitable covering for footwear in rainy weather.

May I suggest that he purchases a pair of *Dunlop* or *North British* rubber overboots. These pull on over the ordinary outdoor shoe and zip up to the ankle giving 100 per cent. protection. As a city worker LBY 554 may like to

know that these boots can be obtained from a shop in King Street, and I believe they are also obtainable from a shop in Copthall Avenue.

Incidentally, I find overtrousers a better proposition than leggings.

H. READING

Woodford Green

More "Teagle" Service

With reference to Satisfied Rider's letter in February issue, and Mr. Hargreave's letter in the March issue, I would like to say how good the makers of *Teagle* have been to me. The engine is and has been running perfectly since I purchased it in August, 1954, but one day I lost the petrol filler cap. I wrote to Messrs. Teagle asking for a replacement and for a bill to pay for it. I received the cap return post with an invoice like Mr. Hargreaves, "No Charge". I have also had two other parts from *Teagles* with the same "No Charge" invoice.

I think *Teagle* service is the finest there is.

KET 967

Rotherham.

Outstanding

It is very interesting to read readers views on what make is the best cyclemotor, but surely hard facts prove the *Teagle* to be outstanding.

About half the following features are only to be found on this unit and no other engine has anything like such an impressive list:

1. Blower cooled.
2. Exceptional cleanliness ensured by narrow roller and rubber guards.
3. Tools, number plates and near light supplied with unit.
4. Engine replacement service by post for £4, after guarantee period.
5. Number plate firmly attached to engine.
6. Two rear supporting stays.
7. Adjustable roller pressure on



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is incredible to many experienced riders. Clever engine design *plus* internal gearing almost completely cuts out pedal work.

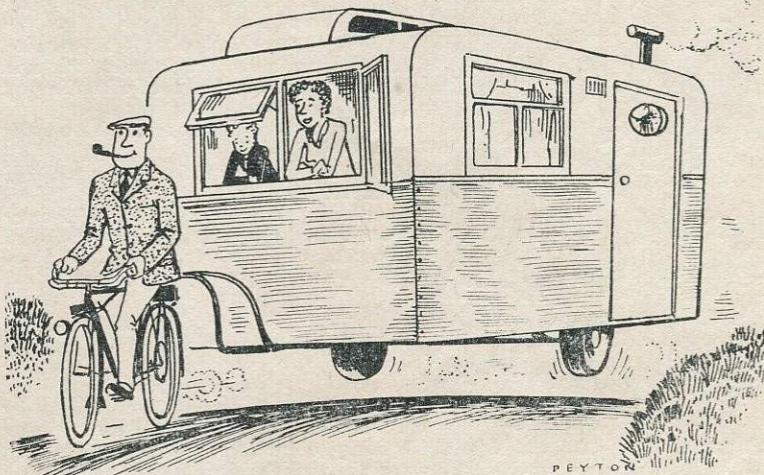
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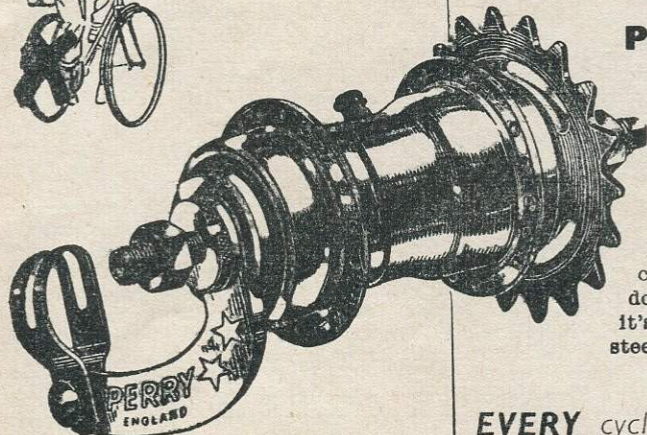


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- I bought my *Teagle* unit last June. The engine hasn't missed a beat in over 3,000 miles.

I decarbonise the engine about every 1,500 miles.

Petrol consumption averages 180 m.p.g.

A very good figure as I am a 15-stone six-footer and use my clip-on in all weathers.

N. E. LEWIS

Birkenhead

Ice-Breaker

Reading this month's comments by "Clip-on" re *Mobylette* may I, as a fairly recent recruit to cyclemotoring, air my female views. I have nothing but praise for this machine, I *have had* to use mine in the bad weather, blizzards, ice, snow packed roads, night time as well, in fact the worst possible weather but a very good test indeed, as I have not once skidded, let alone come off, using due care, of course.

I must add I thoroughly enjoy *Power and Pedal*, being a regular reader now. Would indeed like to hear from any other young housewives, interested in short runs, as have to go on mine alone as I have a son 6 years old.

MOBYLETTE

Leicester.

Readers Experiences

As a very regular reader of your journal as a cyclemotorist I would like to express my opinion of the *Phillips* motorised cycle. I have been the owner of 2 clip-on engines of the same c.c. as the *Phillips* and I had nothing but trouble and I was in and out of my Dealer's week in and week out and he must have been sick of seeing me the same as I was of seeing him.

Well I was seriously thinking of saying goodbye to cyclemotors, but I fell for the *Phillips* and Sir, believe me, it really is terrific and that's putting it mildly. I have 750 miles on the clock and not even had to clean the plug yet, I have not had to tighten one nut or make any adjustment of any sort, it climbs hills as though the hills were not there, and I live in a hilly country. The engine starts immediately and acceleration is amazing, as good as an engine 3 times its size, cruising speed is around

25 with lots more in reserve if I need it and vibration is negligible in fact, in my opinion, is the real answer to cyclemotoring. In fact I would go as far as to say it is the most efficient machine of its size on the road to-day. The engine takes everything in its stride and recently after a run of 40 miles without stopping I could still bear my hand on the engine, which I thought was amazing. No doubt you will probably think I am a "Phillips Fanatic", but I can assure you that all I have written you is the truth and I thought my experience of my cyclemotor so far would be valuable advice to your readers who, no doubt, are looking for a perfect cyclemotor, as I can assure you that's what the *Phillips* is.

T. HARWOOD

Port Glasgow.

Winged Wheel

In answer to decoke mileage by A. H. Gower, of Aylesham: last June I purchased a *Winged Wheel*, I travel to work on it each day, about 6 miles in all, I use it for Sunday club runs, I have had two weeks holiday on it touring, and invariably use it evenings. During this time I have had teething troubles as pointed by other *Winged Wheel* users.

Recently I decoked it for the first time. Four months ago I cleaned out the exhaust which can be removed by three nuts.

Lastly to answer his four *Firefly* Questions:

1. Riding speed; full throttle where possible.
2. Oil used; any which the garage has to hand, providing that it is the correct S.A.E.
3. Proportions; 25-1.
4. Jet size: 27.

CECIL C. HARDING,
Secretary, Southdown M.A.C.

Brighton.

The Other Side

Having read so many letters praising the *BSA Winged Wheel*, I should like to recount my experiences of the one I bought on February 15th, 1954. The first 3 months it was very good, then suddenly, oil all round rim of wheel and brake useless, trouble was oil seals breaking down.

This was attended to by agent from whom wheel was bought, by fitting new oil seals and new brake linings, results, good for 3 weeks, then same trouble again—brake useless. I think *BSA* would be well advised to concentrate on a bigger engine and leave braking to independent makers because this is *not* an isolated case. Every one I have

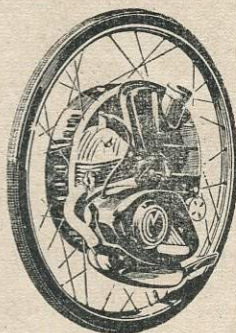
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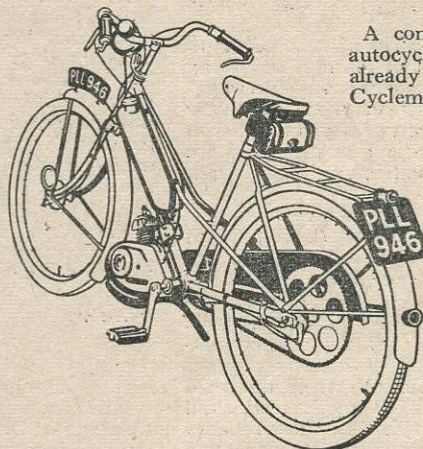
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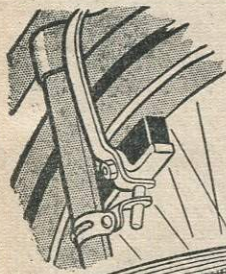


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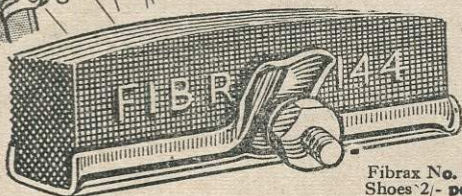
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spoken' to seems to have the same trouble.

I have written to B.S.A. They suggest I send the wheel back to them, but if the repair only lasts 3 weeks or even 3 months, what is the use of that? I have had to fit a rim brake, but of course, oil from the clutch chamber still runs down the wheel spokes onto the rim.

OXL 22.

S.E.24.

Mud, Goggles and Quarts

I have a *Power Pak* on a *Raleigh*. **Mudslinging:** My chaincase stops damage to the free-wheel, but the mud piles on the chainstays made me wince.

I fitted a *Carlton Tyre Saver* on the end of the mudguard, and this scrapes off 75 per cent of the mud.

Goggles make pleasant riding. In rain: no more screwed up, stinging eyes. On cold nights: no more the filled eyes, with a visibility of feet.

People who pedal for miles on holiday should not be so mean. Surely holidays rate paying for a half-gallon, using the quart, and letting the attendant stuff his pipe with the rest.

MARTIAN-HIP-BATH MAKER

Romford

British Machine Wanted

It is tantalizing to keep reading about new and better cyclemotors and to find that they are all Continental with no British counterpart. However, I note that you anticipate that British makers will soon be bringing out new designs of their own. This being the case, I think it is up to us readers to let them know as quickly as possible, what we should like.

Living in a district of steep hills, and also being fond of touring, and being over 70 years of age, I should like something stronger than my *Cyclemaster* (32 c.c.). I thought perhaps the addition of a change speed gear might do the trick but I understand this is not practicable.

What I require then is:

- a. Open frame (ladies), with pedal assistance to keep me warm and supple.
- b. Strong luggage carrier, unobstructed by engine or tank.
- c. Engine capable, with reasonable assistance from me, either in the saddle or on the road, of tackling any main road hill (I have to almost run with my *Cyclemaster* to prevent stalling and find this very exhausting on steep hills.)
- d. Provision should be made for cutting out engine and engine gearing—I find I cannot pedal any great distance on even

slight gradients and should hate to have to pedal home.

- e. I regard the above as essentials, but should also like the engine to be shielded against weather and distributing oil, and also against careless handling on boat and train, or even at hotels.

I am not very exigent in the matter of speed and fuel consumption, say 20 m.p.h., cruising speed and 180 m.p.g. would satisfy me.

If your other readers' requirements were similar to these, I should think some British maker could produce the goods before they lose the business to foreign competitors (A pity they didn't do it before the extra purchase tax went on!)

H. J. LEWIS

Hindhead.

Manners

When riding my *Power Pak* assisted cycle I am constantly being cut out by thoughtless motorists and motor cyclists who seem to love overtaking me then braking hard or turning suddenly to the left causing me to swerve or pull up putting great strain on the cycle. Perhaps these people misjudge the speed of a power cycle or are they trying to run us off the road? Have any other cyclemotors had the same experiences or is my driving to blame?

F. BANWELL

Liverpool.

Coaster Hubs

I can thoroughly recommend *Perry Hubs* for the drive side. I have ridden them since 1942 long before I started cyclemotoring. There is as yet nothing better. But—as far as the brake is concerned it is perfect for pedal cyclists at 12-15 m.p.h. it is not good enough for a crash stop at 25 m.p.h. What I am looking for is a coaster hub the same size as a three-speed Hub with a full size brass brake band, this I think would be man enough for the job.

Perry service is with you after sales, just send them a card and see.

CLAUDE FUDGE

Parkstone

Cyclemaster Puzzle

On several occasions recently my *Cyclemaster* has inexplicably cut-out after perfect running for two or three hundred yards. Attempts to re-start it result in coughing and spluttering but are usually successful after two or three minutes when perfect running is nearly always resumed without any further trouble. Alternatively, a couple of

minutes stop has the same result. A check of the carburettor on these occasions reveals no fault or blockage.

The interesting point is that this trouble never occurs on the first run of the day nor when the engine is re-started whilst hot but only after it has been run and then allowed to cool right off.

I should be interested to know whether any other readers have experienced the same trouble and, if so whether they can offer any explanation. My own theory, on the evidence, is ice-formation in the jet-tube as a result of condensation.

R.F.M. 298

Chester

Last Word

Will you please allow me a little space to reply to the letter from 255 AHX in the March issue.

Firstly, I would thank him for the information concerning road speeds, petrol/oil ratio, etc.

Secondly, no reflection on his honesty was intended and I am sorry that he regarded my statement as sly, which it certainly was not meant to be. Probably the last sentence in my letter was badly worded, but what I inferred was a slight exaggeration of figures that so often happens when a bunch of enthusiasts are discussing speeds and mileages as recorded on their own particular motor.

I am still amazed, however, that a 49 c.c. two-stroke using SAE 30 oil to 16 to 1 can amass a mileage of 3,500 without the need for decarbonising. It beats me! If a *Firefly* can do it, why cannot a *Power Pak*? Could it be that the flat topped piston in a *Firefly* ensures cleaner burning of the gas as opposed to the deflector type fitted in a *Power Pak*?

In conclusion, I would thank all the other readers for their letters on this subject and would say that the correspondence columns in *Power and Pedal* make most interesting reading. I wish more space could be found for them.

A. H. GOWER

Aylesham, Kent.

Clip-on Future

..... you favour the idea of a complete cycle-plus-motor built as one. However, when I first became motorised the price of a motor only was within my reach and the complete job would have cost about twice as much. Therefore, I believe there is a strong market for the clip-on.

LVE 930.

Cambridge.

The Scooter



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Cyclemotor to Scooter

By
F. W. QUIGLEY

A FEW months ago I was walking down O'Connell Street, Dublin, a mourning band on my arm, when I overheard the remark "There goes a lucky man!" It was not in the best of taste, perhaps, but there was an element of the truth in it, because a little money was in due course left to me and with this I satisfied a long term desire—I bought a second-hand *Vespa* scooter, cash down.

I had graduated to the scooter by way of 5 cyclemotors and one 98 c.c. autocycle. All the cyclemotors were purchased as new and in the most expensive way possible—by deferred payments—the autocycle was second-hand. I calculate that in a matter of 4 years I must have spent about £150 in all, or the price of a second-hand car of doubtful reliability. In my pur-

suit of the ideal cyclemotor I was not slow to adopt refinements—of spring frame, enlarged mud guards and so on, so that all that was left of my original pedal cycle, when I traded in my last outfit for the scooter were the handlebars and the pedals!

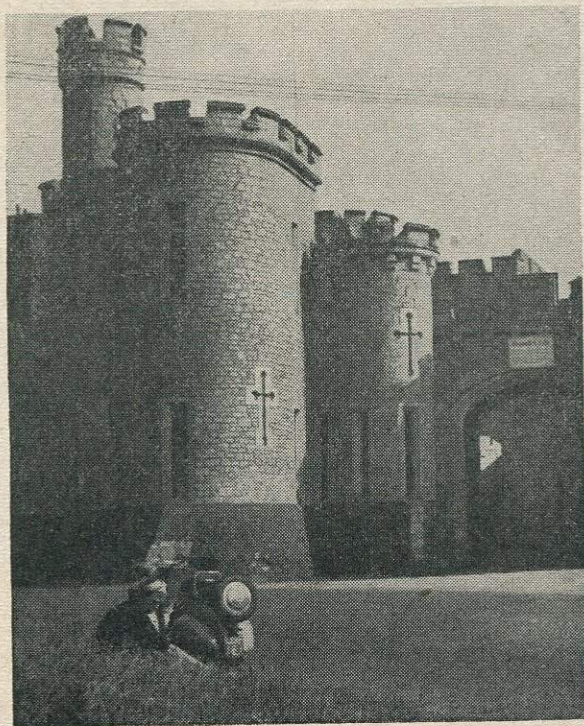
It may seem from the foregoing that I was hard to please: many readers of *Power and Pedal* may feel that 5 cyclemotors and 1 autocycle should be enough for a lifetime and wonder at my persistence. The reason was that I liked cyclemotoring but was unable to achieve my ideal of what a cyclemotor should give in service. My ideal was a cyclemotor of such mechanical reliability that I would not myself have to be a mechanic to keep it on the road. In practice I found they required frequent

attention at inconvenient moments; as I used them almost exclusively for getting to and from work they were supposed to be my substitute for public transport. Most of this was not serious engine trouble, but in the case of the friction drives—bad attachment to the cycle frame and snapping cables; and as regards the built-in-the-wheel jobs, of which I owned 2, weak spokes in one case and constant whiskering of the plug in the other (it used to grow whiskers on the way to work and on the way back with appalling regularity!)

My experience with the cyclemotors suggests that the successful cyclemotorist is a good natural mechanic—the kind of man whose eyes light up with interest whenever his engine shows signs of packing in—mine register a mixture of wrath and despair! I wheel it over to the nearest "shop" but have yet to meet dealers or mechanics who welcome incompetents like myself, so wholly dependent upon their skill.

The second-hand autocycle was mechanically far more reliable than any of the brand new cyclemotors, powered as it was by a wonderful, cool running *Villiers* unit. Adjustments on it did not have to be so critical; day after day it carried on with little or no attention. Yet I grew to hate it! It was a lout to push about. It kept collapsing off its silly stand. You could never dream of pedalling it and its pedals, therefore, were largely useless appendages. It was built for the job, perhaps, but like the camel, which is also built for a job, it was ugly. There is more to this question of appearance than we men would like to admit.

Now the *Vespa* is not ugly; it is a very handsome machine and you feel no sense of inferiority as you come abreast of glossy limousines at traffic lights. Further, it offers so much weather protection that you can wear ordinary clothes, which I do. It is ideal, therefore,



Most of us when touring like to stop when some old and Historic Castle comes into view but at Banwell in Somerset, although there is an imposing castle surrounded by a long tall wall, we may only guess at what it looks like from the inside. Over the gateway is fixed a notice-board which reads as follows: Banwell Castle built in the 19th century and has no historic or other interest. Kindly remember that this Englishman's castle is his home and do not intrude.

for social and business purposes about town. But it is not confined to town running; its 125 c.c. engine has a maximum of 40 plus m.p.h. and can tour easily at 30 m.p.h. with two up. As for its petrol consumption, well, about 90 m.p.g. in traffic and as much as 117 m.p.g. on tour, is surely highly economical.

In considering the question of economy one can be over persuaded by m.p.g. figures; a small engine which offers something like 200 m.p.g. may cost more than a larger unit in maintenance and petty annoyance, though offering greater petrol economy.

Riding the *Vespa* after cycle-motoring is quite a new experience. The smoother acceleration and the slight rocking movement is at first almost alarming until you have discovered how safe and reliable are the brakes. Conditioned by my earlier cyclemotors I found myself applying brakes long before necessary. The rocking movement becomes unnoticeable with usage. The super springing front and rear produces at first a feeling of disquiet, of anxiety, especially on a wet surface, a feeling that there is not enough gritty contact with the road surface by cyclemotor standards; but one is aware at the same time of formidable bumps and depressions which would have demanded cautious negotiation on the latter, which the Scooter springing absorbs so efficiently that confidence is swiftly restored.

The frame is well adapted for carrying bits and pieces without loss of elegance and a rear luggage carrier plus spare wheel is now almost as usual as a passenger seat. I am not so happy about wind-screens although they offer an enormous amount of protection. The trouble is that they serve not only as screens but as sails and it is ironical but true that one is better without them when there is a real wind blowing. Most riders seem to use windcreens in all weathers but on occasion I am content to do

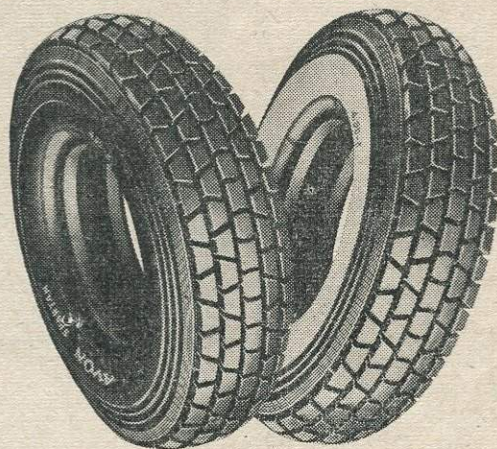
without—I never had one on a cyclemotor.

I think my present ownership of a scooter, rather than an orthodox motor cycle, is a logical development out of my cyclemotoring. It reflects a basic attitude of mind that the thing I ride must be utilitarian; it must primarily harmonize with my ordinary working life—getting me from "A" to "B" in ordinary

clothes and with reasonable safety. I do not think the orthodox motor-cycle can fulfil this role; it is primarily sporty and rather out of place in city life.

The Scooter offers me almost as much as does an open car in weather protection and sprung comfort and I have the pleasant prospect of travel with companionship (pillion), instead of quite alone in the future.

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SOME LIKE IT TOUGH

Trialing on a 48 c.c.

by

ARNOLD JONES

THE Exeter Trial needs no introduction to the sporting motor cyclist, the 1955 event varying little from its predecessors, and it was decided that it would be an excellent opportunity to give the new Scooterette an airing. To cover some 350 miles endeavouring to maintain a speed of 24 m.p.h. would, we considered, find any weaknesses in construction. The engine, being of the type that had completed two previous "Exeters" and a "Lands End" without any troubles, was expected to do its stuff without question; failure from that department was not given a second thought.

Troubles started early. The production Scooterette would not be ready in time, so it was a case of hurriedly preparing the now well-thrashed prototype. The fitting of an auxiliary two-speed gear box to help on the extremely steep hills proved to be more difficult than expected, and resulted in us being late starting. But undaunted we sallied forth into the bitter cold night with myself on the Scooterette and Howard German on the *Britax* Cycle. We made good time until just having left Andover, when the forward motion of the cycle ceased despite a roaring engine. We immediately suspected a broken chain, and sure enough the chain was hanging loose around the rear sprocket. But where was the engine sprocket? Somehow it had come adrift, and was now lying way back along the road. We searched high and low to no avail, and as we didn't carry a spare there was nothing for it but to abandon the cycle. As one cannot just abandon man and machine in the middle of the country at about 2.30 a.m., a spot of towing was resorted to until at long last an all-night transport cafe hove



into sight. There didn't seem much point in carrying on now,—so much time had been lost, but it is a silly trait we motor cyclists have that while the bike is going, no matter what the odds, we carry on. So casting off my heavy coat and leaving as many tools and spares behind as I dared, in order to reduce weight as much as possible, I said goodbye to Howard and pushed on as fast as the little 48 c.c. motor would carry me.

I was hours late at the first check at Camal Cross, and didn't even have time for a cup of tea, much as I could have done with it. I was really cold without that big coat, but the saving of weight certainly improved performance. On I pressed, the motor crackling most healthily. Through Honiton and to the first section, Pin Hill, where as was expected much footing was necessary to maintain forward motion despite the extra gear box.

There could be no pottering over the rough roads; it was as fast as I could go keeping my fingers crossed that nothing broke. Only 15 more miles, then Exeter for breakfast.

Did I say breakfast? Well that's what it should have been, but I decided to check in and check out immediately, a process which took just four minutes—so saving 30. It was light now and things continued well. The struggle up Windout and Fingles proving to be most exhausting.

Encouraged by waves from passing competitors—competitors who had gamely allowed me to pass on to the front of the queue while waiting their turn to tackle the hills, I managed to maintain my position among the tail end of the motor cyclists. By the time I had reached Bovey Tracey I was running two hours late, which wasn't exactly hopeless, so I resisted the temptation of cafes, screaming the little motor on every occasion which offered, which was up steep hills when it wouldn't pull in top, and down steep hills when speeds got up into the 50 odds. Then it happened.

A horrible crunch, a sickening jerk, and I slid to a standstill with a mass of chewed chain locked round the rear sprocket. Slowly the realisation of what this meant seeped into the cold hungry and very very tired rider's brain. It had seemed a good idea to leave that new chain back at the cafe near Andover—the weight, dear chap—now it did not seem so brilliant.

I just laid the Scooterette on its side and sat on the road trying to sort things out with frozen fingers. What a mess! The chain was twisted all shapes and one side plate was broken. A very little

something kept telling me to get cracking and repair the thing, whilst a giant something was shouting "Good-oh now we can pack up with a really good excuse and get wrapped round a hot meal in front of a roaring fire." I don't know how, but the little something won, and I set to work with a hammer and nails, Yes, *Hammer and Nails*, borrowed from a near-by cottage, and after what seemed an age, and a steaming cup of hot coffee with a cheese sandwich proffered by the inhabitants of the cottage—I started gingerly on a six-mile trip back into Bovey to get a new chain. I bought two to make sure and having fitted one on the spot, set off again, now really behind time, to the tune of some four hours. Simms, Streetes, Waterloo, Mehay, so the sections were left behind ploughing through snow, and muddy lanes, stopping now and then to unfreeze frozen fingers. Always a cheery wave from passing competitors to keep you going.

Then Knowles Lane, some 270 miles from the start, and into Dorchester. It was now quite dark again, and I missed the route out of Dorchester, wasting quite a lot more time finding Cucknowle where I found observers all ready to go home. However, they kindly booked me through and set me on my way to the last section, Lutton Gwyle. On arriving I found the place deserted, so went as hard as I could to the final check to get in a split second before they too "closed the book". There remained only 7 more miles to go—to Bourne-mouth, a bath and a meal (the first for over 24 hours).

320 miles, plus 12 miles, plus I-don't-know-how-many wandering around Dorchester. As hard as I could go all the time, and the little motor never missed a beat.

When I later learned that there were reported some 27 retirements, I felt justly proud that again we had proved that trialing on a "48" is worth while.

SCOOTER TOPICS

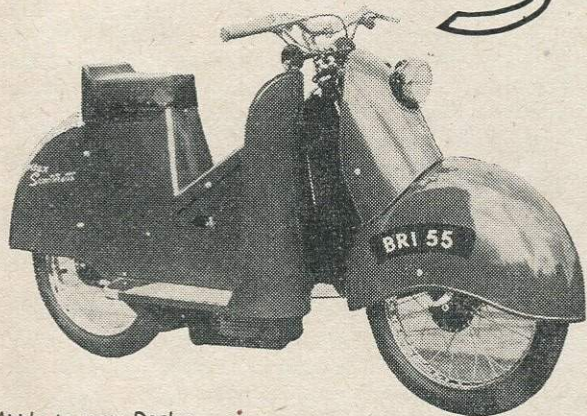
MOTORISTS' Travel Club are organising 15-day holiday tours for *Lambretta* riders this Summer at an all-in cost under £30. Mediterranean stay point is Cannes-le-Cannet for 6 days in the middle of the tour. Route includes Chartres, Nevers, St. Etienne, Rhone Valley, Avignon, Aix-le-Provence.

CLUB DINNER

The *Lambretta* Club of Northumbria held their Annual Dinner on February 16th. The Guest of Honour was Mr. James Agg, Managing Director of *Lambretta* Concessionaires Limited. Mr. Agg said that he thought the new *Lambretta* Owners' Association would give greater opportunities of extending friendships, and of exchanging ideas and experiences. It would facilitate organising holidays and rallies.

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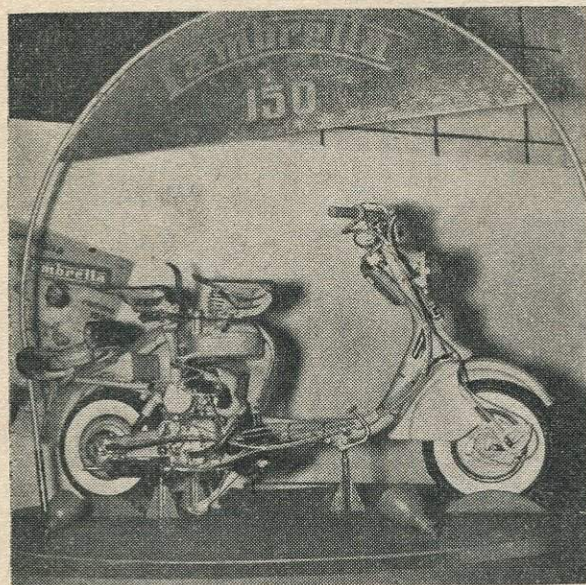
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150LD £149-17-6

ANNOUNCED on March 21st and new to the British market are the two new models by Lambretta, the 150/D (naked) and 150/LD (fully clothed) models with engines of 150 c.c. as against the former 125's.

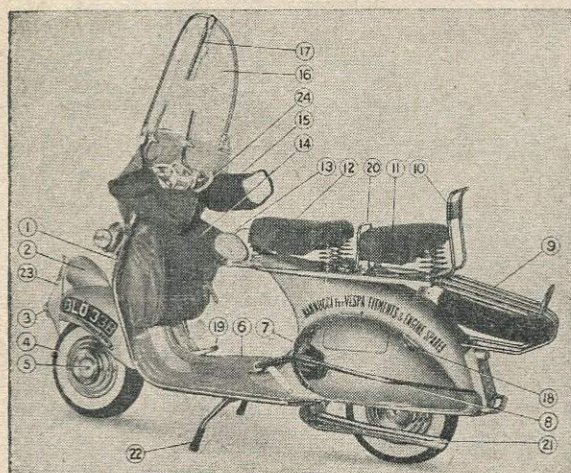
The increased power is intended to provide better climbing and low speed pulling rather than extra all-out speed. Large air filters on the carburettor intakes and larger and more efficient silencers are notable improvements in the direction of the "car-on-two wheels" standard, as are quickly detachable and interchangeable wheels and shaft rear drive.

Worthwhile detail is a more positive gear change with audible engagement indicator. Weight is modest at 165 lbs. for the D model and 194 for the LD. Self starters are available for either machine.

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| 12. Saddle cover—front/rear | 24. Green and white cable cover |

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Flashes

DUNLOP pressure gauge illustrated in *Flashes* of our February issue is priced at 7/6 including two valve cores (6d. each), not 6/6 by itself. We don't know why and Dunlop's can't tell us.

A.C.U. approved crash helmets only to be worn for scrambles and racing after this year. Drivers in possession of unstamped helmets can have them tested and stamped by the A.C.U. at 2/6 a time. Also to be noted is that *Vynide V41* is the only approved substitute for racing leathers.

PASSENGER accompanied motorised cycles can be flown to France for only 2/6 by *Silver City* Air Ferry Service. Rate for motorcycles and scooters is down to 15/-. New service starts April 7th from Stranraer to Belfast.

CYCLEMASTER LTD. advise that Customs and Excise have changed P.T. figures on their machines. New price for the Wheel is £32. 13s. 11d. including Tax and the *Cyclemate* £48. 19s. 8d. The company is re-opening its service instruction classes for dealer's mechanics in the new factory at Byfleet. Elementary course takes three days and advanced course two. Hotel accommodation is arranged.

ADIMAR come in again with a straight pull twist-grip of neat design that should end all these broken cable problems. Cable can be detached and re-fixed without tools in seconds. Price retail about 12/-. Trade enquiries invited. The new grip will be standard fitting on *Itom* engines.



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Flashes

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HOLLAND sends a very good looking autocycle with sweet handling characteristics, the 49 c.c. *Berini M.21*. We have one for test and will report fully next month.

The many readers who have enquired of us for the original front-wheel driver of that make may be interested to know that a few are still available at attractive prices.

METRIC spanners at last! Ron Kitching, Ltd., 6 Mount Parade, Harrogate is offering some very neat tool kits for cyclomotors and scooters, including spanners that fit. Lists free.

DAYTON scooters, seen at Earl's Court last November, are now in production and orders being accepted.

ESSO announce a new continental touring service for all motorists. Fill in a card from any ESSO agent, send it in and receive routes, maps and information about current road conditions.

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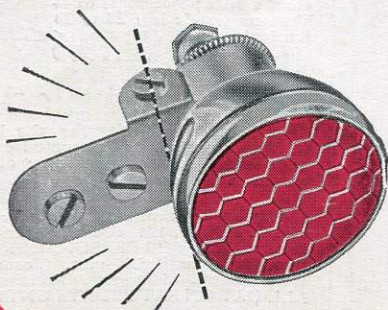
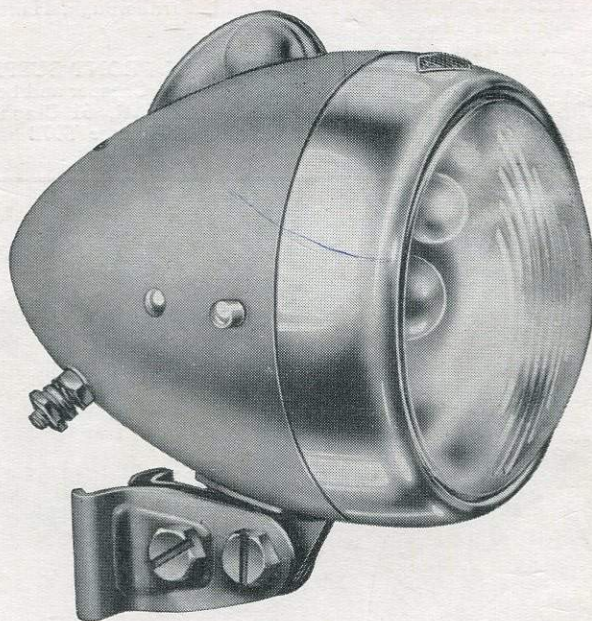
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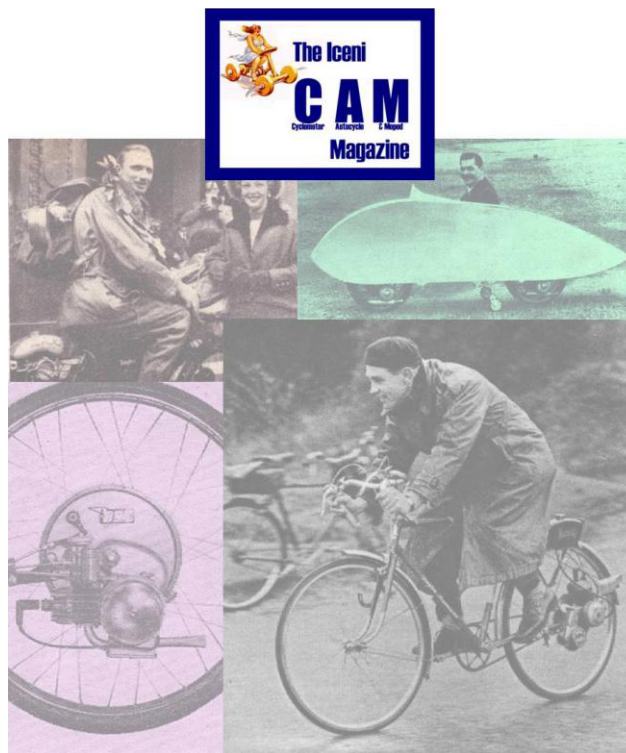


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