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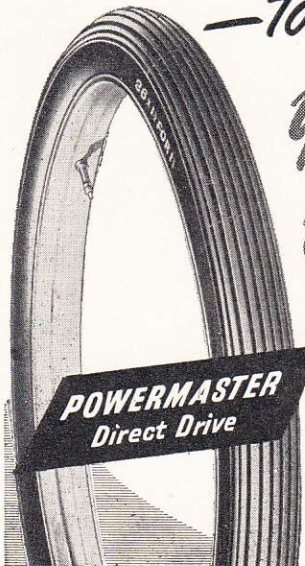
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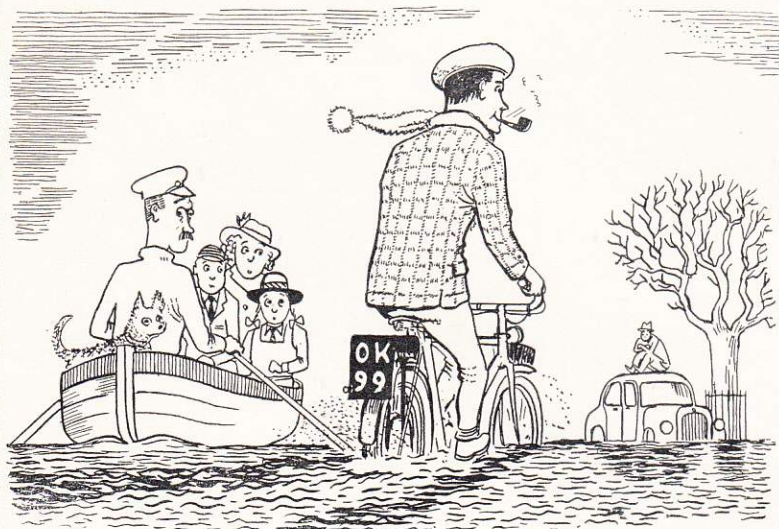


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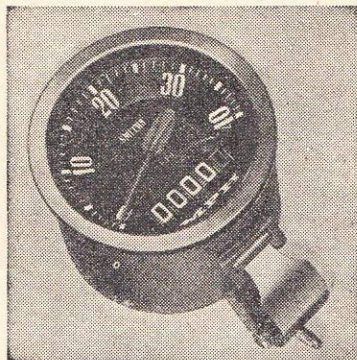
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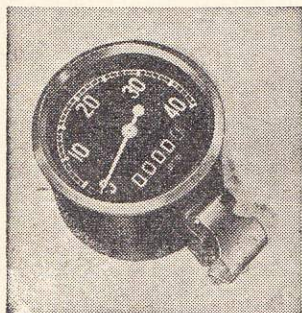
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POWER & PEDAL

Editor: FRANK L. FARR

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Advertising: PAULINE LONG

Published by:

POWER & PEDAL, Ltd.
197 Temple Chambers,
Temple Avenue, E.C.4.

Telephone: CENTRAL 0048

Distributed by:

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

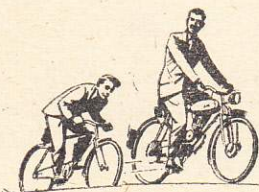
Annual Subscription:

7/6 (including postage),
Order from Distributors.

APRIL 1955

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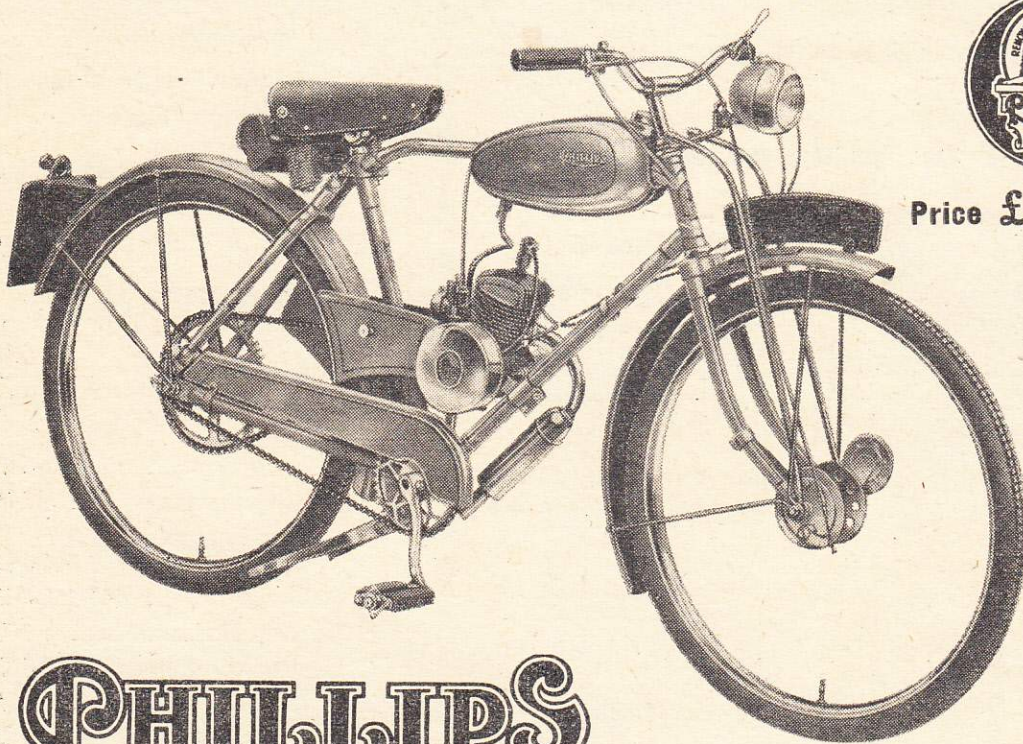
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THE CYCLEMOTOR & AUTOCYCLE JOURNAL

Editor: FRANK L. FARR

Vol. III No. 6

May 1955

DEVELOPMENT in the British cyclemotor market has been slow and there are few clearly defined trends on which to assess the probable lines of future expansion.

That the attachment engine would gradually give ground to the built-for-the-job machine was inevitable, but the shortage of home produced models of this type has made it more difficult for potential buyers to choose. One foreign make is selling very well but this may be simply because it is being sold very well. Sales and service are still more important than performance, even with the greater reliability and longevity of the properly designed autocycle.

Taking continental trends into account it does seem that the motorised cycles designed and built as such should be distinguished from the light autocycle type. There is an outward difference in appearance between those machines retaining the basically pedal cycle characteristics and those with special frames and various degrees of enclosure, while the provision of two or three speed gears accentuates the division.

The survival and development of the pure motorised cycle as a designed vehicle type is in our view of great importance to the future of the cyclemotor movement as a whole. The appearance and handling characteristics of the pedal cycle are thus preserved, not only to encourage new recruits from the millions of cyclists who are potential power users, but also for their own sake. The lightness, handiness and economy of the cycle are valuable assets in themselves and there is a pleasure in riding this type of motorised cycle that is less keenly enjoyed with the extra weight, noise, complication and engine domination of the light autocycle.

The latter type, especially with multi-gears, is an ideal economical means of transport for heavy loads and major hill climbing activities. It is also faster and safer at its higher speeds than the lighter vehicle would be, but it is less of a pleasure machine than the pure motorised cycle and more a means of transport except for the sporting rider who values performance above everything.

The danger of elaboration is

always with us in vehicle design and most types tend to accumulate weight and cost as they develop. It is to be hoped that more British makers will give attention to the market for light and simple motorised cycles for this is the field of greatest potential sales. The number of attachment units on the market will undoubtedly fall in the next year or so although the best will survive to serve those cycle owners who wish to try power before buying complete powered machines. What is needed now is a range of motorised cycles at prices from £40 to £60 inclusive to provide the permanent mounts of riders in this field.

Light autocycles with 50 c.c. engines and two or three speeds come next as another vehicle class and the market would be completed by a range of scooters from 100 c.c. upwards to the mile-a-minute long distance cruiser that is already with us.

At the moment the greater part of this range is in the hands of foreign makers, but it is the two-wheeler range of the next twenty years and our own industry should be able to take its share of the trade.

COMMENT

by

Clip-on

WHATEVER it is that makes people go out and buy cycle-motors, the weather has less to do with it than most people think. New registration figures month by month shew a seasonal rise in the summer it is true, but there is a remarkable consistency about the buying in this class of vehicle that demonstrates clearly the basically utility nature of its common usage.

There were 3,598 new registrations in the under-50 c.c. class during January as against a top figure around 6,000 in mid-Summer, and these people were hardly riding for fun in the weather we have been enduring lately.

One point that occurs to me is that many of the 50,000 or more new riders who will join us this year will be as much in dire need of information and advice as most of us were when we started. The problem is not so bad as it was because many of the new machines will be complete as designed and sold, but the attachment engines will, still, no doubt, be fitted to cycles without appreciation of the needs of the motor-assisted rider.

We who have suffered, can help. When we see an obviously new rider in pain we can suggest that he rides his tyres at comfort pressures, has his saddle down so that he can get both feet flat on the ground, sets his controls within easy reach of his fingers and keeps his traffic riding speed as it was in his pedalling days. It is lack of understanding about these simple things that spoils the pleasure of riding for the man who bought his

engine only to ease essential journeyings.

Still Clip-ons

One reader sent in a letter to the editor recently that was too long, violent and incoherent for publication. It started off by stating the

50 YEARS AGO

"We have heard so much lately about the possibilities of the cycle when assisted by a small motor which can be connected and disconnected at the rider's will, that by this time most of us who are devotees of the wheel have become interested, some more, some less, in the idea."

from CYCLING, March 8, 1905

writer's opinion that "any person buying a new cycle and then an engine to motorise it wants his head examined", and then went on to detail his own experiences with that particular engine he had owned. Noise, vibration, unhandy drive engagement, petrol mess and a poor instruction book all figure in the sad tale and I must admit that had I only his experience I would not buy another attachment engine at any price.

However, I still think there is much to be said for the clip-on provided it is the right engine for the personal requirements of the user and is correctly fitted to the right cycle. Unfortunately the only way an inexperienced buyer can ensure these desiderata is by finding a really good agent first—not easy with the retail cycle trade mainly anti-motor as it is to-day. Some of the present attachment units are on their way out and will disappear in a year or two, but there are several good enough to last and I think they will.

I was interested to read of the success of the *Itom* in the recent Paris-Monte Carlo trial. It is the first time such an event has been won by a roller drive unit in France and the unit was fitted to a simple cycle with a frame of the type advocated in this journal last August. Furthermore it had two-inch tyres, so my remarks in the March issue appear to have been unfounded in holding it against the roller drive that it could not take advantage of large section tyre comfort. I would like to know what pressures those *Itom* riders used.

New Style Machines

Cyclemotor and autocycle design is still developing rapidly and, although many pundits try, it is still much too early to decide what the machines of the future will be. Mention of that Paris-Monte Carlo trial raises another issue that most people would have taken for granted, that of multi-speed gears.

The winner of the sports class was riding a single geared *Mistral* engined machine and his win over several two and three speed-gear competitors is quite an important event in the testing of ideas. The riders in this class had to average 22½ m.p.h. for nearly a thousand miles, including the climb over the mighty Massif Centrale. Admittedly the winning

rider is a fine athlete and it may be argued that his legs were better than other peoples' gearboxes, but even allowing for this it is obvious that much credit goes to the machine designer.

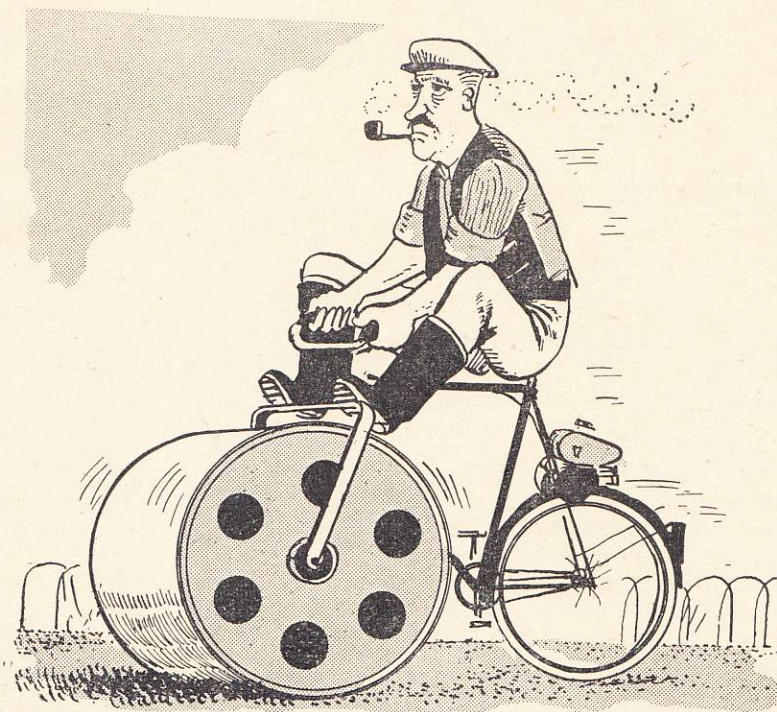
My view on this is that the advantages of a powerful and flexible engine, good power/weight ratio and the mechanical efficiency of direct transmission outweigh those of the gearbox for competitive road work. The story might be different in the English motor cycle type trial which is slow, muddy and off the road—I said "might" be, but I am by no means convinced that a largish rear wheel sprocket would not give the single-gear job an advantage even then.

Weight Kills

I find that most of my experienced acquaintances agree with me that the thing to be watched and guarded against in cyclemotor and autocycle design is increasing weight.

This is not so much a matter of power/weight ratio which makes little difference to the utility rider. In any case the difference in weights between a light and a heavy under-50 c.c. machine is not more than that of a touring bag with week-end kit or a spare gallon of fuel or a stone of middle-aged spread on the rider himself. The big difference between light and heavy machines is felt in manhandling.

Not many of us are unlucky enough to have to carry our machines up and down stairs, but all of us have to cope with kerbs and gateways, to say nothing of getting the machines on their stands. Here an extra dozen pounds can make a lot of difference, even the difference between choice of one make and another in the agent's showroom. Judging from those I have handled, the continental machines seem to be better than ours in keeping the weight down, so far as the single-gear mach-



The true function of the attachment unit is not to increase speed, but to eliminate the hard work.

ines are concerned. But some of the more elaborate types with multi gears and panelling are going to be more like our old 98s by the looks of them.

Cycles and Accessories

Those manufacturers who had shewn interest in our efforts to evolve the right type of protective clothing for cyclemotoring may have taken heart and distributors, who had so far ignored the market, learnt a lesson, from the fact that it was the accessory stands with clothing exhibits that were the most packed in the 1954 Show right from the first hour of the first Saturday. Yet there is much to be done in producing, light, weatherproof and *conventional* clothing at prices that will appeal to users of a form of transport whose greatest attraction is its economy.

The cycles themselves shew little development except that hub brakes seem to be superseding calipers gradually, a point of doubtful advantage. It would be better for our necks and our reputation on the roads if all the old stirrup type brakes came off motor-assisted cycles old and new. The "special" cycles now available, with the exception of the neat *Sun* "Motor-ette" which really does look built-for-the-job, are adaptations of familiar "heavies". They serve well enough but are too big and heavy to be as handy as utility cyclemotors should be.

Accessory makers in the main seem to have incorporated new things for cyclemotors in their ranges quietly and efficiently and the choice is wide and interesting for the discriminating buyer, but we could wish that they would let us and our readers know about it!

Economically Continental

by

CONSTANCE FERGUSON

On the right, Orleans, impressive but much too expensive for us.

ECONOMY is for most of us a sad necessity even on holiday, and particularly when our holiday involves touring on the Continent. Few can afford the carefree stroll into the most opulent hotel, and we who cannot must console ourselves with the reflection that they might as well have stayed at home for all they are seeing of the world.

It can be fun to search out the small hotels, and of course you gain considerably in local atmosphere, though if you are going to travel really cheap you need a big sense of humour and no sense of smell.

Afterwards, by the winter fire-side, one can laugh at the failures; that time we crawled to a bedroom up a ladder out of a stable in Spain when it was too late to find anywhere else (it was surprisingly clean when we got there) or that bedroom in Marseilles which only had one window looking rather originally into the sitting room of the hotel. Also of course one can dwell affectionately on the successes, an enormous dinner in Brussels and that little restaurant up a back street in Rome.

It is particularly pleasing to start off well with a really good hotel for the first night but unfortunately there seems to be a sad starless desert, from the gastronomical point of view, in the area round the Channel ports and the most experienced tourists find it hard to produce a good cheap hotel.

It is wise to put as much distance as possible between yourself and the



Photo by courtesy of French Government Tourist Office

coast on the first night—most French hotels serve dinner with good temper and efficiency after nine o'clock.

A normal first afternoon's run from Calais on the road to Italy will bring you to Rheims, an interesting but expensive town (Champagne salesmen have plenty of money!) The most economical place to stay in this area is Vitry le Francois, about 76 kms on. Here there are several cheap and good hotels. "Le Select", starred in the Michelin, is first class, but unless you have a fast car, will probably be full by the time you arrive. The "Nancy", which obligingly provided us with dinner at 10 o'clock, is to be recommended. The rooms

(about 10/- a double room) are clean and pleasant and the dinner, at about 10/- per head including wine, is good.

Vitry le Francois hasn't much to offer of interest to sightseers, it was almost flattened during the war, but it is a cheerful little town with a buoyant atmosphere and is being rebuilt with speed. Each new house is delightfully different from its neighbour—an idea I would recommend to our authorities.

Travellers going south on N.1 might like to spend a night in Paris. Cheap hotels in Paris are always hazardous but the best I have found is the "Paris Latin", a few yards off the Left Bank opposite Notre Dame (in the Rue Monge). It is

clean, pleasant and very cheap, double rooms from 10/-, though only for the strong of wind and limb as it is five steep flights up. No restaurant—but dozens of little Latin Quarter bistros to search among close at hand.

N.20 to Spain starts off badly with everywhere expensive. There is a large American Headquarters at Orleans which has sadly raised the prices and lowered the standard. The second day's run however produces some real gems. At Uzerche, a little town on N.20, there is quite the best cheap hotel I have found in France, the Host. Chavant. The proprietor, whose ample proportions speak well for his excellent food, exclaimed sadly that the English do not like cheese when, after soup, terrine truffee, mushroom omelet, beans cooked in butter, filet mignon and fruit we could only sample one of the six varieties. All this, with wine, was 10/- each. The clean and pleasant room was also reasonable and the tap marked "chaude" even produced water faintly warm!

Roc Amadour, a little off the main road in the secret valley of Roland and Oliver, is as lovely and remote as a fairy tale and well worth the short detour. The Lion d'Or, clinging precariously to the Rock, is not so good as the Chavant but meal and bed are both reasonable and adequate and the position is delightful. Don't go there in September. Thousands of pilgrims climb on their knees the precipitous steps to the church and all the hotels are full.

Lunch? Well for most people the loaf of bread and the bottle of wine by the roadside. Don't throw the bottle away, they charge as much for it as for the wine. Butter and cheese are both dearer than in England, but not ruinously so, and much nicer, and fruit is cheap.

If you prefer to eat well at mid-day the "Les Routiers" (lorry drivers) sign usually means a surprisingly good meal in an unprepossessing cafe for about 7/- with wine.

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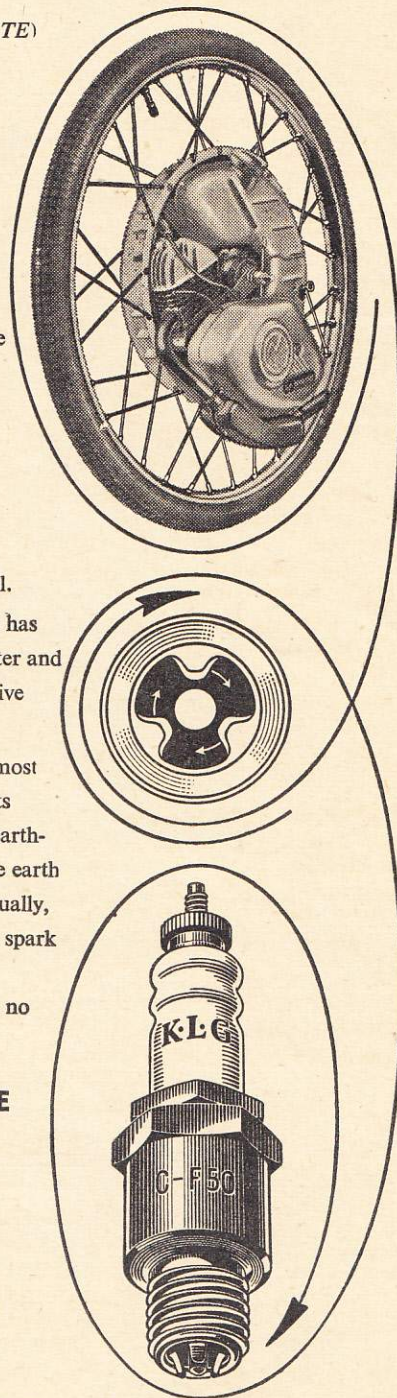
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RETURN TO THE FOLD

(TANDEM CONCLUSION)

by

MICK BROWN

THE buzz-box we decided upon, at the dealer's advice, was a 49 c.c. *Mini-Motor*, fitted with the new type of non-slip roller drive. Fitting the unit was a simple matter with the exception of the engine supporting stays, as the holes in the lugs of these had to be made bigger to fit the *Sturmey-Archer* spindle, which is bigger diameter than most rear wheel spindles. Another problem was the sidecar plate which wouldn't fit home because of the engine supporting stays, but this was very easily overcome by filing a half-round section out of the plate edge to correspond with the near-side stay. After fitting our new unit a trial run was made around the houses, and I must say here and now that the drive operating lever must never be used as a clutch lever, unless one can buy tyres for ten-a-penny.

Trouble had certainly met up with us early, as it was raining cats and dogs on our try-out, and the new type roller would not grip the tyre, even with half-an-inch depression of the roller to tyre.

This was something not bargained for and never experienced with carborundum rollers, so it didn't take long to buy a carborundum roller (which incidentally is much cheaper) so that we could enjoy the pleasure of being out in all weathers!

Another thing which had to be altered was the jet, and after lots of experimenting the 46 jet was found to be the most suitable for smooth pulling under load, and strange to say this had little effect on petrol consumption which is around 160 m.p.g.

After getting settled down with our new effort, we turned our

attention to what we always consider is the luggage problem. Gone was the commandoes' ex-army pack from the rear saddle, so after much consideration we decided to try two small packs on a carrier fitted to the front wheel, so that a pack hung on each side of the wheel.

This arrangement has proved its worth, because steering was light without the front wheel drive motor, and the packs when fitted with the type of gear we cart around, compensated for the loss of weight.

Everything seemed to be in apple-pie order and the only thing to do was to load up one week-end and give the whole outfit a thrashing.

This was done within a fortnight of fitting the *Mini*, and we found that not only was the engine as good as the dealer assured us, but that we could talk to each other instead of shouting, because all engine noise was behind us!

On our return from this particular trip we encountered the usual rain for which our part of the country is famous and a prolonged run in bad weather brought out the major fault of *Mini*, mud-sliding! My chain and sprocket were to be hardly seen for road filth!

Founding a New Kind of Club

Riding around the country-side where and when one pleases on an outfit such as ours is a joy indeed, but being ex-cyclists we missed the company of jovial companions, and try as we would we couldn't seem to find any one to share our pleasures, until one

day I met the Secretary of the old cycling club who told me that the club was experiencing a falling off in members and did I think it was because of these new fangled modes of transport?

That brought us together more often, and after lots of chin-wagging he put forward our ideas to the cycling club, which went into many meetings and discussions, but finally agreed to become a Fellowship and accept us, the new motorised fraternity as a branch of the club.

As the prime mover in this, I was appointed M.A.C. section secretary, and was given every help in advertising for members.

It was amusing to read replies and to meet people, some very tentative, some very boastful, some enthusiastic, in fact, practically every type represented!

They were sorted and sifted out till we decided we had the right type and temperament to start a section; as failure in the beginning could be fatal to this new enterprise.

With our knowledge of club work and the help of the cycling section, it was soon evident that the M.A.C. section was going to be a success, and this has since been proved by the increasing membership.

No longer do we pioneer new routes, new country-sides, etc., alone, but with the enthusiastic company of companionable fellow cyclistmotorists, and in closing these chronicles I would say to all cyclistmotorists, that if you are not in a club, then join one, or if there is no club available in your district, then start one!

To get the best out of your motor and your riding, and touring, it is essential, in my opinion, to get together and listen to another fellow's point of view and experiences, which is the whole essence of a club.

In this case, it is not "too many cooks spoil the broth," but "how many more cooks can add to its flavour?"

ROAD TEST REPORT

The *BERINI* Autocycle

THE name of Pluvier is less well known in this country than it should be. This is the firm in Holland that first produced the neat and efficient *Berini* M.13 front wheel roller drive unit that has been seen and appreciated here; then used the same engine in the *Cyclemaster* wheel unit, which has probably sold more in Britain than all the rest of the cyclemotors put together. Now we have their latest and greatest product, the *Berini* M.21, 49 c.c. motorised cycle.

This new machine has a tremendous performance, is lovely to look at and a real delight to ride. We have met nothing better yet. It is strong and solid, yet light and unusually easy to handle. Detail work has that indefinable but unmistakable quality of having been designed by riders for riders and the quality of material and workmanship is first class.

The M.21 has a strong tubular frame of which the down tube is an oval-section, 5-pint fuel tank. The rear end looks conventional cycle, the clean-looking engine unit fits snugly in front of the bracket and the front forks are telescopic. Wide, strong, domed mudguards, half-

valanced at the rear, cover the 25in. x 2in. tyres; a sturdy carrier is fitted as standard and there is that thing that our readers have been clamouring for since our first issue, a spring-up, motor cycle type rear stand strong enough to carry the weight of machine and rider.

Oversquare slightly, with a bore of 40mm. and 38 mm. stroke, the 49 c.c. engine is of the same basic design as its 25 c.c. and 32 c.c. predecessors and uses the rotary inlet valve in the crankcase, with flat piston and three bearing crankshaft. The power output, however, sets completely new standards with 1.8 b.h.p. at 4,500 r.p.m. and real usable power all the way up.

Enclosed helical gears provide the primary drive with a laminated plastic low-speed pinion affording absolute silence at all speeds and loads. The dry plate clutch is hand operated from the left bar. Final drive is by independent chains to the offside of the rear wheel. The *Carvi* carburettor is twistgrip controlled with the choke device integrally mounted in the grip.

Hub brakes are fitted to both wheels, the front being a *Phillips*,

hand operated, and the rear a *Beckson* back pedaller. Lighting current comes from the *Bosch* flywheel magneto and there is a handsome torpedo-shaped headlamp as standard.

On The Road

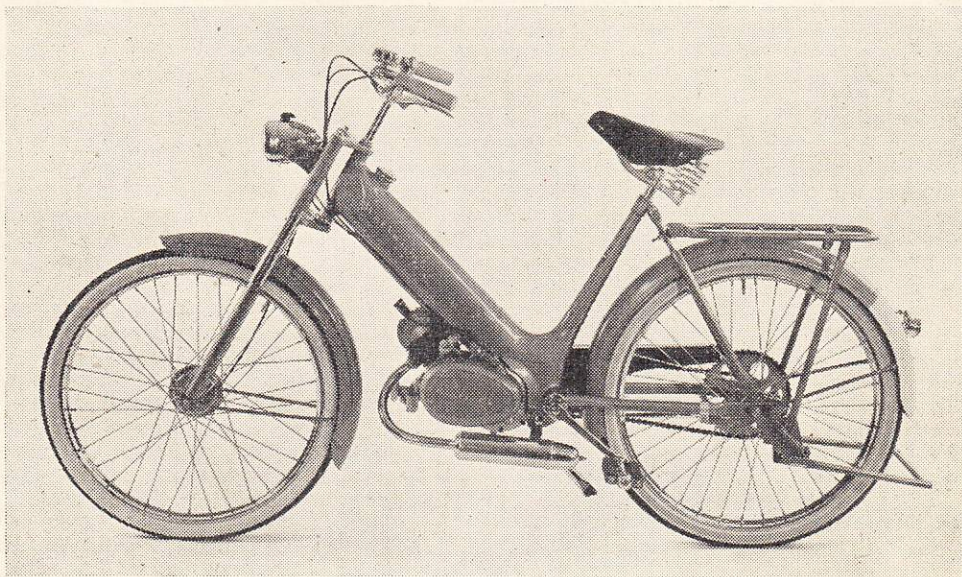
The M.21 starts easily under all conditions. It can be started by a single push of one pedal when on its stand and then driven off on the clutch, or by pedalling off in the usual way and dropping the clutch. It takes only a very few yards to warm up and we have had completely to revise our ideas about power curves on two-strokes in the light of experience with this unit.

On level roads the machine can be driven straight off from standstill on the clutch without using the pedals, and from here it goes smoothly and effortlessly up to 35 m.p.h. The acceleration is good enough to put the *Berini* ahead of most urban traffic on the getaway from traffic lights and the easily maintained cruising speed of 30-plus enables traffic to be negotiated confidently without peeping nervously over the shoulder to see

THE *BERINI* M.21

Handsome it is and does.

With all that power it gives a petrol consumption figure of 184 m.p.g.



if something is going to pass.

Hill climbing was a new experience that brought out all the worst in our tester's nature—insoletly freewheeling up 1 in 10 drew startled glances from passers-by and glowering jealousy from other cyclists and cyclemotorists. 1 in 8 called for light, and we mean *light*, pedal assistance, a dozen quick twirls of the pedals to build up speed and then some more free wheeling. All this was done on a single gear that also gave 35 m.p.h. on the level and ran well over 40 m.p.h. down grades without fuss.

Apart from the matter of sheer engine performance, the cycle also behaved perfectly. Two-inch tyres and spring forks combined to give luxury standards of comfort with safety and confidence in handling that we have never known bettered on any type of vehicle.

Silence, both as to exhaust and mechanical noise, is excellent. The exhaust note is modest and, what is more, the noise it does emit is

pleasant—a deep toned burble that is just enough to indicate the real power within. There is no noise at all from the primary gear drive and in fact the noisiest item on the test machine was a rather slack rear chain that made itself heard when coasting fast down hill with the clutch out.

Both brakes are smooth and powerful and the usual disadvantage of the back pedalling brake, that it creates difficulty in getting the pedal up to a thrusting position at traffic stops, is almost eliminated by the fact that the machine can be driven off on the engine and the feet brought up to the pedals at leisure. The rear brake developed a squeal in the course of the test, apparently through grease on the lining.

Summing Up

The photograph hardly does justice to the really handsome lines of the machine, as the tank is normally looked at more or less

from above and appears as a tube in the slim, elegant and immensely strong frame. There is a cleanliness of line about the whole machine that is not only good to look at but also makes it better to handle by freedom from projections. There are no added on bits and pieces. Ground clearance is unusually good and the machine could be wheeled up and down quite steep stone steps without anything grounding.

Points of criticism are really hard to find. There was some vibration from 30 m.p.h. upwards never serious and felt, rather through the saddle and not the bars or pedals. We feel that the machine is worthy of a built-on electric horn and a lifting handle above the bracket would make carrying easier if required.

The price here will be a few shillings over £60 and it will not, therefore, be an everyman machine, but for the man who wants to have cyclemotoring just as good as it can be bought this machine is a great buy.

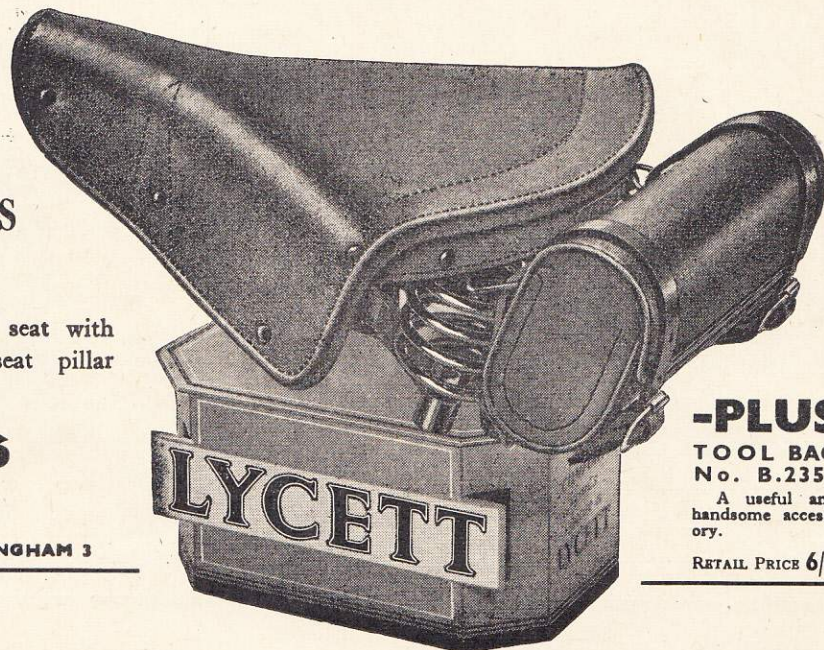
THE NEW LYCETT S.185 SADDLE

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

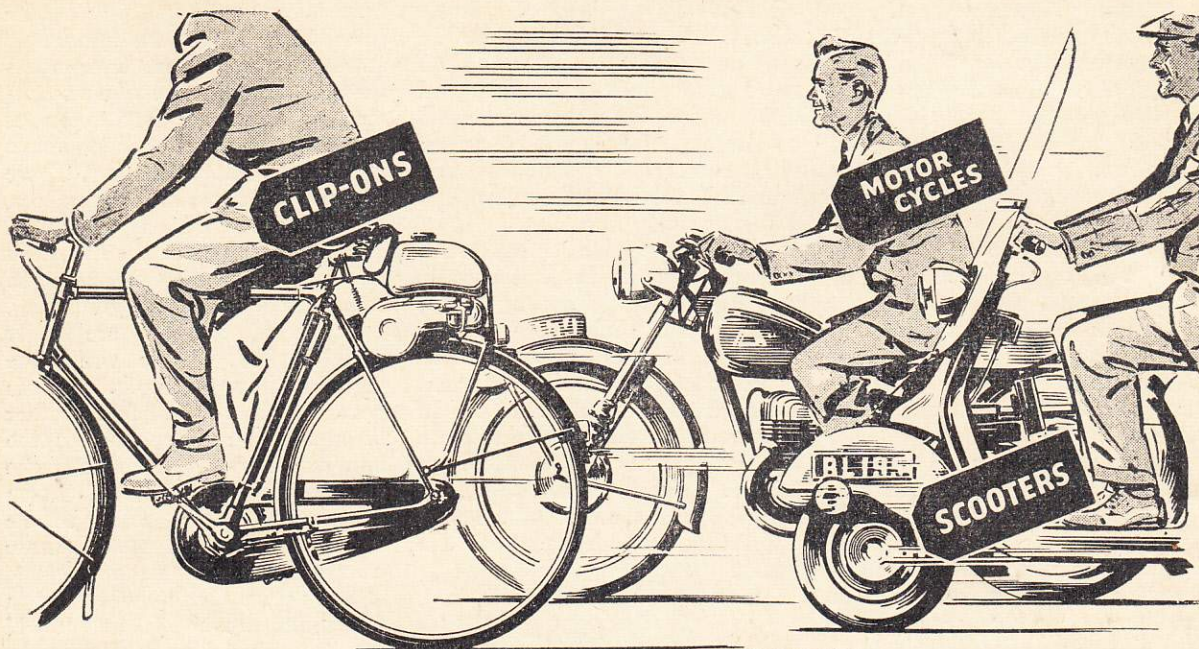
RETAIL PRICE **23/6**

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TOOL BAG
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handsome access-
ory.

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Self-mixing oil for all two-stroke engines

This new oil has been specially developed for two-stroke engines and has these advantages:—

- 1** It can be poured direct into the petrol tank. When any brand of petrol is added a perfect mixture results.
- 2** The blocking of exhaust ports by carbon deposits is reduced to a minimum.
- 3** Piston rings are kept free in their grooves.

4 Engine bearings are protected by an anti-corrosive additive (British Patent 588864).

5 Castrol Two-Stroke Self-Mixing Oil is available at your garage from bulk or in a sealed quart tin at normal Castrol prices.

NOTE:— Make sure that the petrol tap is turned off before the oil is poured in. Per gallon of petrol use $\frac{1}{2}$ pint of oil (or the proportion advised by the engine maker for this oil).



**TWO-STROKE
SELF-MIXING OIL**

CLUB NEWS

(Scooter Clubs on p.163)

THE HALF HUNDRED CLUB

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

With Summer just around the corner, our Sunday Club runs should have the appearance of miniature rallies. Let's hope so anyway. It is amazing how many of the lads are swapping their old loves for the *N.S.U. Quickly*. The first few machines to turn up at the Club Room on the 12th were *Quicklys*—every one sparkling new!

The star item of the month was undoubtedly Rene Menzies' win on a *Vincent* over the *N.S.U.s* in the eight lap circuit event. Second was Bill Newbury on the

Quickly followed by a *B.S.A.*, a fine achievement for a newcomer to the circuit.

The racing boys are very busy preparing their mounts for the 12 hour Grand Prix.

There are three classes—Class A machines from 40 to 50 c.c. chain driven, Class B machines from 40 to 50 c.c. rubber or belt driven, Class C up to 40 c.c. solo or up to 50 c.c. with 3 or 4 wheels. Several manufacturers and agents have offered prizes for the winners, and the Club acknowledges these with thanks. They will be presented with the trophies to the winners at the Annual Dinner in July.

The Club's next open even is "The Doreen 100 Trophy".

MAY PROGRAMME

- 1st—Request Run.
- 8th—Brighton
- 15th—Bagshot
- 22nd—Cambridge
- 29th—Witham and District—5 lap circuit event.

NOTTINGHAMSHIRE CYCLEMOTOR CLUB

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

The Club's first Night Trial was run on April 2nd. In pouring rain the secretary was the first off and also the first to retire, on account of headlamp failure. Most of the others completed the 80 mile course

The youngest competitor, Ken Price, won riding a *Mosquito*. To date all the Club's trials have been won by *Mosquitos*.

Entries for the Whit Monday (30 May) race meeting on the Nottingham Forest course have already come in from Leeds, Long Eaton, Leicester, Coventry, London and Birmingham. It is hoped that former Nottingham speedway captains Fred Strecker and George Dykes will open the event.



Sauvage-ITOM

1st 2nd and 4th

in the PARIS - LAVERA - MONTE CARLO RALLYE (Tourist Class) the **ITOM** units demonstrated their superiority in all fields.

Performance Reliability and Adaptability

"Les moteurs ITOM auront ete la revelation de ce Paris-Lavera-Monte Carlo" says the French journal CYCLOMOTO, and goes on to remark that this result refutes the "so-called technicians" who said that roller drive was unsuitable for trials.

YOU CAN BUY THIS BEST OF CYCLEMOTORS FOR ONLY :

£33 . 5 . 0
(INCLUDING TAX)

The **ITOM "TOURIST"** 48 c.c. bracket fitting, foot operated engaging gear, 19 lbs.

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Cyclemaster

32 cc. MOTORISED WHEEL WITH CLUTCH ALL CHAIN DRIVE, LIGHTING COILS (fitted free). Price **£32-13-11** including P. Tax.

OR THE

Cyclemate

THE LATEST COMPLETE LIGHTWEIGHT AUTOCYCLE **£48-19-8**

"DO AS I DID, GET IT FROM RENNO'S"

(Inc. P. Tax) EASIEST SELF FINANCED TERMS. Immediate delivery.

Also

If you require a larger machine can supply you. From the 32cc. Cyclemaster to the 1000 cc. 4 cylinder Ariel. Also all types of sidecars, exchanges, AND

A WONDERFUL SELECTION OF USED MODELS. SOLOS & COMBINATIONS

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Telephone ARC 5388

MAY PROGRAMME

Sunday 1st. Shardlow, P.S.D.A.
Dunkirk 10 a.m.
Friday 6th. Club Night, Bay Horse
8 p.m.
Sunday 8th. Melton, Trent Bridge
10 a.m.
Sunday 15th. Sutton-in-Ashfield,
B.M. Bridge 10 a.m.
Monday 16th. Committee Meet-
ing, Bay Horse 8 p.m.
Sunday 22nd. Vale of Belvoir,
O.M. Square, 10 a.m.
Sunday 29th. No Run.
Monday 30th. Race Meeting.
Nottingham Forest.

SOUTHDOWN MOTOR-ASSISTED
CYCLE CLUB

Secretary: CECIL C. HARDING, 1 PEL-
HAM STREET, BRIGHTON, 1.

We are arranging to spend the
Whitsun week-end a-wheel, leaving
Saturday afternoon. Will anybody
interested please contact me as
booking accomodation will be
essential—*Secretary.*

MAY PROGRAMME

All runs start from Circus Street
Brighton.
1st—Richmond and Hampton
Court 9.30 a.m.
8th—Stock Car racing Arlington
2 p.m.
15th—Arundel and Littlehampton
2 p.m.
22nd—Ashdown Forest 2 p.m.
29th—Horsham 2.30 p.m.

BARNSELY AND DISTRICT CYCLE-
MASTER CLUB

Secretary: R. ARMITAGE, 41 MITCHEL-
SON AVENUE, DODWORTH, BARNSELY,
YORKS.

THE ROVER (MANCHESTER)
FELLOWSHIP

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

ROSSENDALE MOTOR CYCLE
AND LIGHT CAR CLUB

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

VETERAN CYCLISTS'
ASSOCIATION

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

NEWS FROM HOLLAND

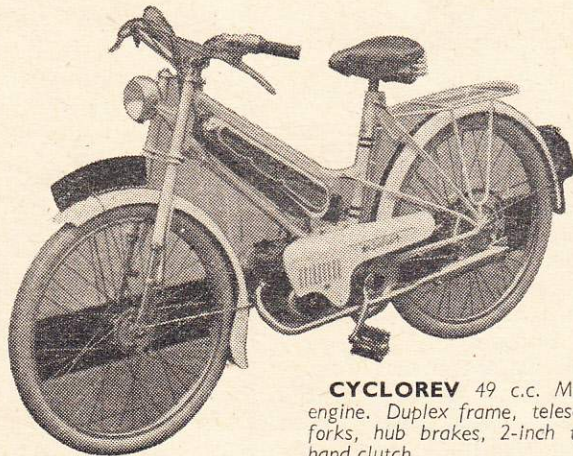
Transport Strike

FOR the last five days, Amster-
dam has been without its familiar
trams and buses. Now if public
transport fails you, you can of
course take to your legs and walk.
But in a city of 1m. inhabitants,
this can be a wearisome way of
getting about. And you are likely
to get very little done. Therefore
everybody, who owns anything with
wheels on it, has put it to use.
The result is that, where you would
expect easier traffic conditions while
trams and buses are off the road,
streets become instead clogged for
miles and traffic jams are the rule.
In such conditions the autocycle
and scooter is an unmitigated
blessing to his fortunate owner who
either whizzes past stationary cars,
locked bonnet to bonnet in a jam,
or if there is no room even for his
tiny vehicle, dismounts and pushes
past the worst spots along the
pavement. The moral of this tale :
at no great cost an autocycle makes
you independent of public trans-
port and its vagaries, and moreover
allows you to proceed where larger
vehicles are immobile.

Good News

Hitherto, power-assisted cycles
and autocycles up to 50 c.c. have
been subject to a road-tax
amounting to about 30/- a year.
Now the authorities have taken the
very sensible decision to abolish
this levy on the smallest road user
and from 1st September, 1955,
onwards, the under 50 c.c. riders
ride free of charge. The only
disadvantage of this pleasant news
is that there will be no more statis-
tics on number and types of p.a.
cycles and autocycles and small
scooters because registration of
under 50 c.c. vehicles has been
non-existent here anyway. The
only available figures in future will
be those of sales, but who cares if
running costs are lowered! Min-
istry of Transport, please copy.

The **CYCLOREV** has the **1st**
MISTRAL super engine which was
in the PARIS-LAVERA-MONTE CARLO trial
(Sports Class), a single-gearred unit that beat all
its 2 and 3-speed competitors.



CYCLOREV 49 c.c. Mistral
engine. Duplex frame, telescopic
forks, hub brakes, 2-inch tyres,
hand clutch.

£58 . 6 . 4

Including P. Tax

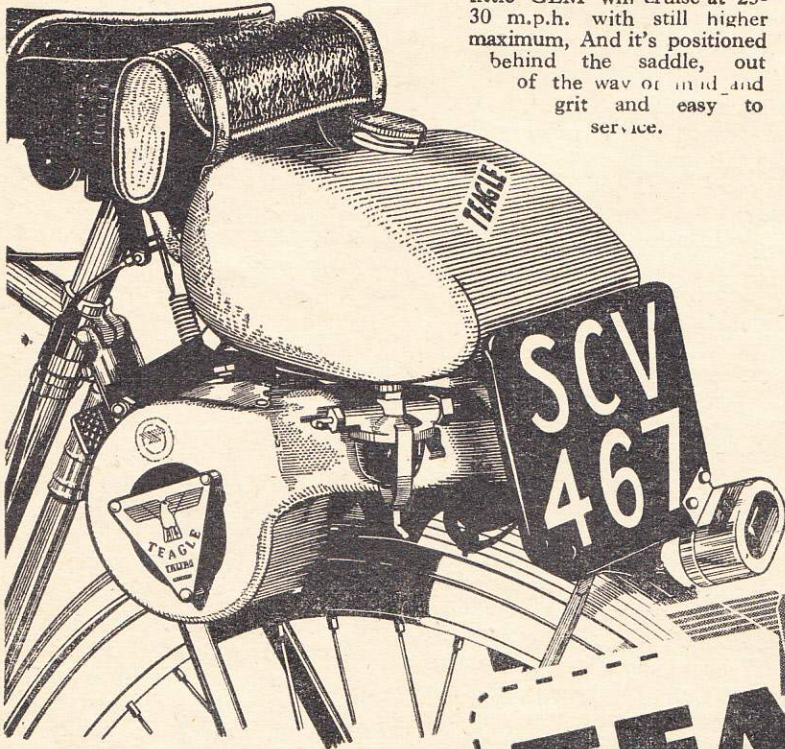
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The **GEM** of cyclemotors

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 simple and thoroughly reliable. Teagle tradition of fine craftsmanship—tough,

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 and Licence Holder.

Including Dynamo Lighting Coils.
£17-10-0 + £3-6-6 P.T.

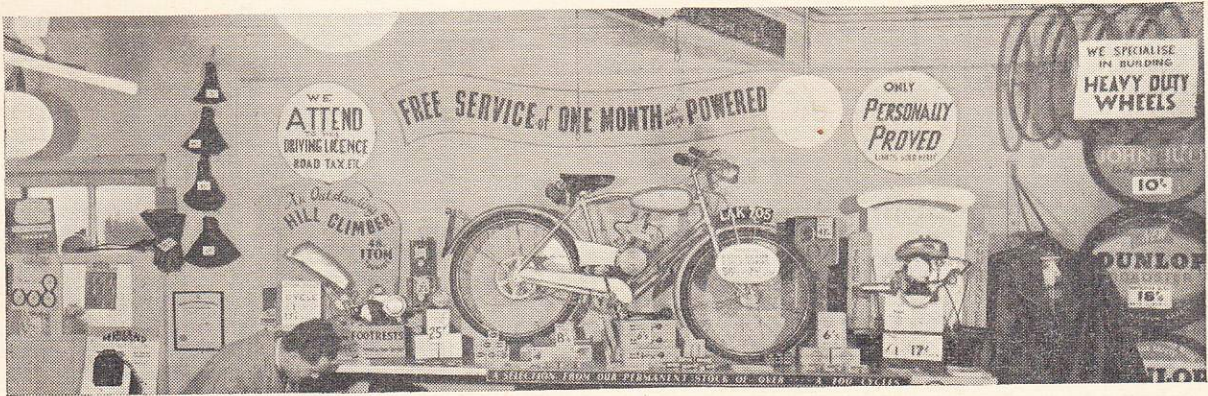
See your Cycle or Motor Agent—or write to manufacturers for full details.

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cyclemotor

**LEADS THE WORLD IN
LIGHTWEIGHT POWER**



CYCLEMOTOR BUSINESS

BROOK LISTER, well known North Country agent tells how his own very successful business has been built up on the principle of SERVICE

I HAVE been asked to outline the policy, organisation, and working methods of my cyclemotor business.

Well, I'm afraid that there is nothing extraordinary or particularly clever about it. It has developed firstly from a consideration of what was fair and would pay, and secondly as a result of valuable suggestions put in to us by our customers

It was recognised, 'way back in 1949, that there were broadly two ways of selling cycle engines :—

1. Take on all the Agencies, irrespective of value, prestige, or personal experience. Start selling, see which proved popular and push it (providing the profit margin was big enough). Then in order to retain as much profit as possible, "wriggle out" of any after sales service. If one could be assured of a continuous flow of customers, this, it appeared, would be "money for jam".

2. Take on only Agencies where the makers looked like remaining in business, where the product (based on our 20 years experience) was obviously good, and where guarantees were likely to be of value. Support this (as one could not hope to do with many agencies) with adequate spares, stocks and the special

tools and men to give after-sales-service. Then, if one gambled on the innate sense of fairness of the British working-man, one would be bound to come out right in sales—though it might take longer.

We chose the second method and have reason to believe it was the right one.

Due to the heavy cost of initial tooling and the laying in of spares stocks, we sold our first 20 engines or so at NO PROFIT. You can please yourself about believing that—I know—I footed the bill!

Furthremore, having reduced one's wage voluntarily by honestly supporting the after-sales-service aspect, one is in no position to give cash discounts, free fitting, "buck-shee" horns, or any other kind of trade-catching jiggery pokery. That will demonstrate that adopting our kind of policy (which of course many other worthy dealers have also done) means that one depends more and more on customer goodwill. One loses the man who is "copper-chasing" in order to see where he can get equipped most cheaply.

It might be argued that we shall get this man eventually for his next cyclemotor. Very rarely. One cyclemotor unsupported by technical after-sales-know-how is en-

ough to sicken most people of clip-ons for a lifetime!

Cyclemotor guarantees cover materials only, not cost of stripping and fitting. The faulty part replaced free may be worth 1/-. It may cost 30/- to fit it. Not so good for a new owner who has a bit of ill-luck!

Instead of "Free fitting", "Insurance included" and "£1 off all motors this month", we use our resources to soften the blow of an incident as just described. There will be many reading this article who have had reason to be thankful for that arrangement.

Another part of our policy has been :—

1. Never handle an engine until we have personally ridden one for some weeks over a daily arduous route and proved its ability to stand up to continuous heavy treatment.
2. Strip the prototype engine fully. Get conversant with its design. Compare it with others. Obtain relevant technical data from the makers and this is assimilated in group meetings where we jointly interpret the points and work out

rapid diagnosis routines for workshop use.

3. Keep the makers informed of snags and suggest modifications. We feel repaid when we see our "mod" appear on production models eventually.

Sales Methods

Here we may be a little unusual. It has always seemed to us, somewhat rude, to say the least, to expect a man to part with £25 or £30 for a cycle engine he has never seen perform or heard run.

At considerable annual expense,

we have special insurance arrangements enabling a prospective buyer (providing he has a current driving licence) actually to ride one of our demonstration models before he decides upon the kind of cycle-motor he is going to have. If he is in doubt about some local hill, we pack him off there and tell him to "have a go" at it. After all, the motorcar people have done this for years, why not the Cyclemotor Dealer?

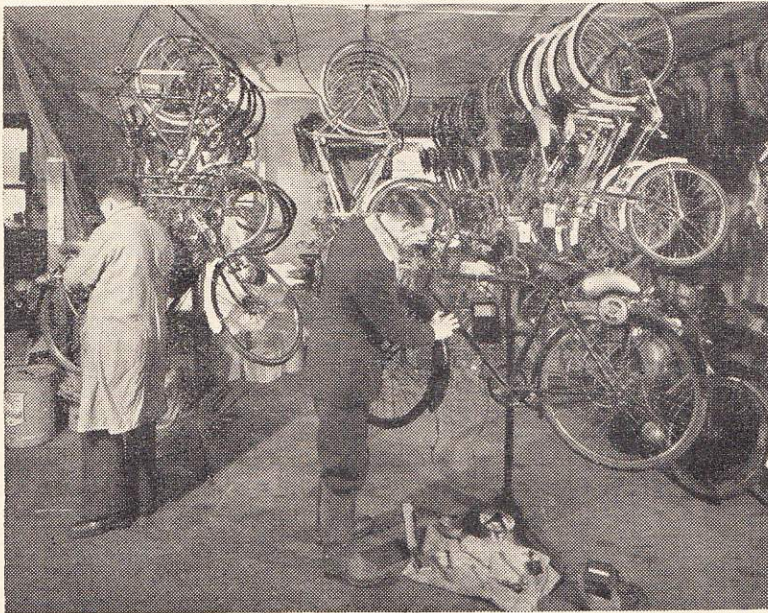
In our window advertising, we always quote the ACTUAL COST OF BECOMING MOTORISED i.e. the cost of the engine fitted

to the cycle, taxed, insured, provided with horn, licence holder, lighting and filled with petrol.

Hire Purchase Terms are based on this total figure, so that the deposit is the only amount to pay until one's first instalment become due.

We have been very fortunate in having attracted some really grand customers—intelligent men who take a reasonable view if, due to pressure (which often occurs), we cannot fit their service job in immediately. These valuable people have, by their recommends, given us gradually increasing sales and indeed we can trace several instances where an initial sale has indirectly led to 10 others—rather like a lineal tree.

We give a month's free service with every new engine irrespective of whether the purchaser is an engineer, grocer, candlestick maker or what-have-you. During this month, should any trouble develop we rectify it AND TELL THE BUYER WHAT WAS WRONG AND WHAT TO DO SHOULD IT OCCUR AGAIN. This has worked well, and most of our "older" engine owners do all but the most tricky maintenance themselves.



ABOVE: Cycles are the Lister theme. Brook Lister, in foreground, is chasing a lighting fault. The gum boots are for protection against Yorkshire weather, not for insulation.

RIGHT: Removing a broken stud from a "Power Pak" crankcase. Mr. Todd has owned and ridden 12 different makes of cyclemotor in the last 4 years. His experience permits very quick fault diagnosis, an essential for economic cyclemotor repair.



**perfect
partners
for
your
machine**

**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.**

Try it and prove it yourself.



The finest petrol in the World

Essolube

The top quality motor oil

READERS' IDEAS

An interesting independent survey of the writing habits of "Power@Pedal" readers

by

William C. Dixon

Usually one of the most interesting features of any periodical is the "Correspondence Column". Here the readers of the paper are at liberty to express their views and many interesting and informative letters are to be seen in this section. In the columns of *Power and Pedal* both criticism and praise will be found of the products written about in the rest of the journal. During the last eighteen months or so, more letters giving performance figures have been published than letters dealing with any other single subject, and it is most interesting to note the wide variation that occurs in the performance of readers' machines.

For instance, *Cyclemaster* owners who, by the way seem to have sent more letters than owners of other makes, claim maximum speeds of 15 to 30 miles per hour, with two exceptions, one 37 and the other 38 m.p.h. and in one case 30 m.p.h. is claimed by the rider of a tandem carrying a load of 25 stones. Petrol consumption figures for this make vary from 140 miles per gallon, by a tandem rider, to 260 m.p.g. solo.

Minimotor owners claim 160 to 200 m.p.g. with a maximum speed of 29 m.p.h. for a tandem, and an outstanding performance of 36 m.p.h. by a writer who has modified the ports of his engine. On the other hand one owner states his maximum is 16 m.p.h. *Power Pak* figures are not as plentiful but 20 to 30 m.p.h. have been mentioned and consumption figures of 220 m.p.g. This make seems to be the one preferred by the tandem owners. A *Cucciolo* is mentioned which exceeded the 40 m.p.h. mark and one on which the petrol consumption has recorded 328 m.p.g. whilst a *Firefly* giving 202 m.p.g. and 27 m.p.h. has done over 3,000 miles without being decarbonised. Unfortunately, only few of the above writers give any details of the jet size or carburettor needle setting.

Decokes and Tyres

Decarbonisation figures for other makes vary tremendously. *Cyclemaster* riders who have mentioned this give mileages from 800 to 2,150 before this is necessary and *Minimotor* owners 250 to 2,000 miles. The *Power Pak*

seems to require a de-coke at 500 to 800 miles, whilst a *Mosquito* owner who has done 6,000 miles has never had the cylinder head off, although he confesses to cleaning the exhaust port three times.

Tyre life also seems to vary within wide limits. The mileages obtained on roller driven machines vary from 1,250 miles up to a machine fitted with a *Dunlop Motorette* tyre that has already done 3,000 miles, and "looks like doing another 3,000". On the non-friction drive machines a *Michelin Roadster* tyre has carried a rider weighing eleven stones, 9,000 miles using a pressure of 22 pounds, "and still looks good for another 9,000".

Technical Know-how

A letter of a different type appeared over the signature of the Sales Manager of the *Minimotor* firm. He stated that "many cyclemotorists know little or nothing about engines and have little experience of maintenance and simple adjustment". No doubt there is a great deal of truth in this statement. Riders vary almost as much as their machines, but there are always the enthusiasts who are quite keen to get all the information they can.

Evidence of this is the number of letters asking for more technical articles which by far exceed those that ask for less technicalities. The Correspondence columns can help a great deal in this matter and much information on practical problems can be passed on to other readers.

An instance of this is the letter describing a method of fitting a cut-out to the ignition system of *Power Pak*. A very good idea which reminded me of the cut-outs fitted to the *Scotts* around 1920. Another letter which described how *Cyclemaster* owners could clean out a choked exhaust system by "cooking the coke" proved to be a new idea to many readers. It is a pity that the owner of the *Minimotor* did not explain how he modified the ports of his engine to obtain 36 m.p.h.

Letters giving information of this type add a tremendous amount of interest to the journal, and the rapid increase in registration figures for machines under 60 c.c. make the spreading of popular technical knowledge even more essential.



POCKET SIZE GREASE GUN

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GUN OF ITS SIZE
ON THE MARKET



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

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Obtainable at Halfords and other leading stores

Manufactured by CH. J. NEUMAN LIMITED
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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.

Cyclemaster Plug

In reply to RFM 298. I think I have much the same trouble only my machine is worse when its hot. On the first run of the day we start off with a flourish but woe betide me if I have a call to make anywhere. I always carry a spare plug and spanner in my pocket and I just have to change the plug every time I stop. This is an unfailing cure and disproves the ice theory. My opinion, after trying everything is that one tends to get a richer mixture after the machine has stood for a while and the spark is just not good enough to ignite it and the further one pedals the more oil gets on the plug and then its hopeless. Taking the machine to a garage does not do any good as it always comes back with the opinion nothing is wrong.

Mine is the early model *Cyclemaster* and in despair I have bought a new one as I think there is nothing else so attractive to ride for all but the speed merchants and in fairness I may say the new one starts like a gun which is just as well because pedalling these machines is not a pleasant pastime. I should be very grateful if someone could solve this trouble then I could dispose of it with a good heart.

G. H. EMSLEY

Hull

Another Variant

Referring to the *Cyclemaster* puzzle of last month's issue of *Power and Pedal*, on which RFM 298 commented I too have experienced trouble with my *Cyclemaster* for which I cannot account. When travelling at a fast speed, the engine misfired, spluttered, and coughed, but never did it cut out. Upon slowing down to a normal speed of 15-20 m.p.h. it resumed its usual performance. I have since decarbonised the whole engine, for which it was due, and thoroughly cleaned out the carburettor while the unit was in pieces.

Upon returning to the road, however, the engine still spluttered at a fast speed. I should be interested to know whether

any other *Cyclemaster* owners suffer from this complaint.

"ERMINTRUDE" PLB 136
S.W.2.

Possible Cause

In reply to R.F.M. 298 in the April issue: I have had similar trouble with my *Cyclemaster* and found it was caused by rain and/or grit running down the throttle cable into the throttle slide. I cured this by taping up the cable where it enters the carburettor.

I would like to take this opportunity to express my thanks to *Cyclemaster Ltd.* I recently sent my wheel to them for a complete overhaul, it had been running excellently for over four years and I felt it could do with a tonic. The service I received from them was excellent and prompt, and the cost was very reasonable. My engine is now as good as new and should be good for several more years.

Thank you for producing such an excellent magazine. I hope we can look forward to the day when we can have it every week. I enjoy the Road

Test Reports and correspondence columns, and hope you will sometime publish articles on "Servicing and Overhauls".

MJH 924

St. Albans

Silly Test Technique

Two things I took umbrage at during my tests were: 1. First examiner, as part of my test, asked me to start up a slight incline from a halt with engine running by employing clutch, I protested that the engine was not powerful enough to do this, nevertheless he insisted, so I tried it, result, engine stalled, and one of the points I failed on was use of clutch, "Ye Gods".

2. I am disabled in the right leg and can only pedal with my left, so use a 3-speed fixed gear to assist my *Power Pak*. Both examiners did not like the fact that I used a fixed gear, saying it was dangerous.

SYNCHROMATIC

Greenford

Freewheels

I was very interested in the letters on the subject of life of free-wheels, as I have recently had a very unfortunate experience with one.

I had a *Bayliss-Wiley* fitted, and after less than 300 miles it gave up the ghost, with embarrassing and even dangerous consequences in traffic. Of course I took it back to the dealer, who dismantled it and found that the pawl-springs were quite useless. We were both astounded to discover that the ball-race consisted of about one-

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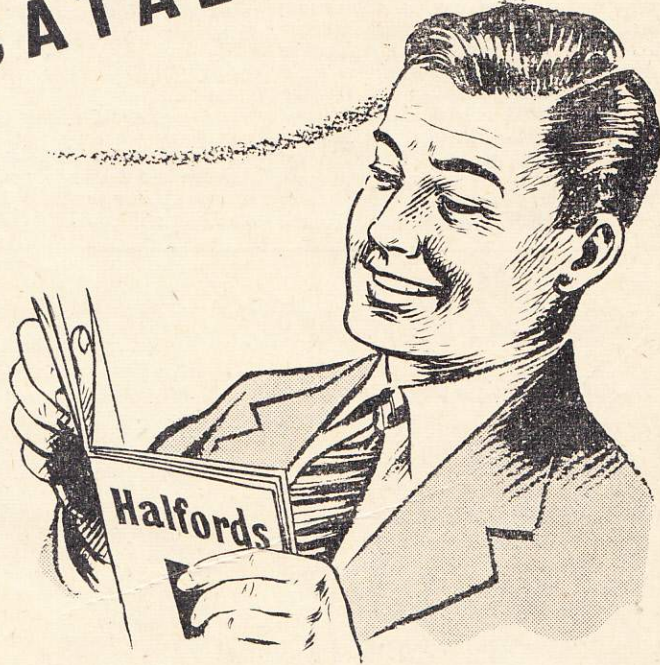
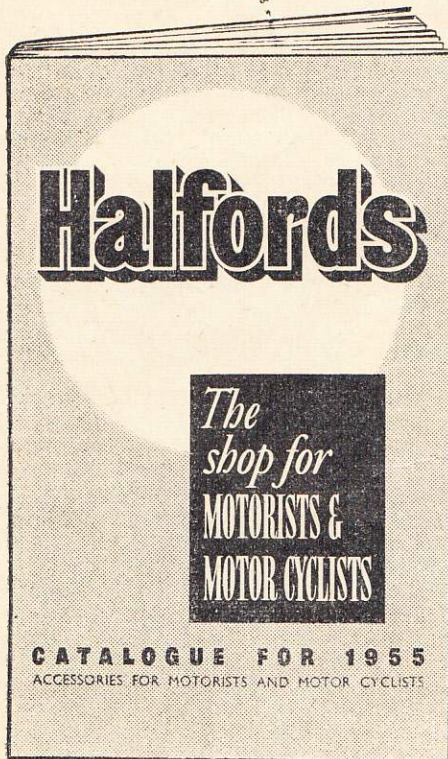
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.....

quarter the usual number of balls, with separators between them—a system which we believed had long been discontinued.

The dealer fitted me a *Sturmev-Archer* hub free of charge, but I gather that he has no hope of redress, which rather surprises me, as I should have thought that any reputable firm would have been only too willing to make good an inefficient article for the sake of their own reputation.

DENNIS BRAY

Loughborough

Freewheels

It is a fact that the usual type of cycle freewheel with ratchet in which the pawls are actuated by springs is lamentably unsuited for use on motorised machines. They frequently fail at less than 500 miles and this is not surprising when it is realised that each pawl and spring operates one and a half million times for each hundred miles of free-wheeling. The fitting of stouter springs as suggested by one of your correspondents only increases the frictions and aggravates the trouble. A freewheel specifically designed for the

job and in which springs are eliminated is the answer.

I have been granted a patent (No. 700,686) for a freewheel which really does meet the needs of motorised cyclists but which is unfortunately not in production.

Tests of prototypes have been made continuously since 1950 on a *Cycle-master* doing 150 miles each week, in all weathers except heavy snow, and have proved to be fully reliable for anything up to 10,000 miles.

The production of freewheels is in the hands of a very few manufacturers, whose trade is booming. I find that they cannot be persuaded—while trade is good—to consider the needs of the motorised cyclists or to make, even though much better and less costly to produce, a freewheel which, for this purpose, would supplant their standard product. Their attitude, though understandable, is scarcely progressive.

WM. A. CODD

N.14.

Perry Coaster Hub

In reply to A. W. Crisp (February): I for one can thoroughly recommend the *Perry Coaster* hub. I have had one twelve months now in daily use, 100

miles a week, roller drive motor. A tip here, keep *well* oiled—this is a must. It's a real gem. I find I seldom have to use my rim brakes which is another great advantage.

To G. A. Howarth re his trouble over the cylinder nuts. A good mechanic always uses a little grease before assembling. That's the answer.

C. H. REEVES

Hanworth.

P.S.—Many thanks for your fine journal

Petrol lubrication

As a motorcyclist who reads *Power and Pedal* because from No. 1 onwards he has found so much common-sense and well-informed opinion therein, I was particularly interested in the comments of Clip-on and the article by Oleo in the March issue concerning Petrol ratios. At last cyclemotor users are being told what I have been trying to impress upon motor cycling two-stroke users for years—that a ratio of 1/16 is hopelessly outdated. I am convinced that for motor cycle two-stroke engines an oil-petrol ratio of 1/32 will provide adequate—even generous—lubrication, provided the bottom half of the engine has ball and roller

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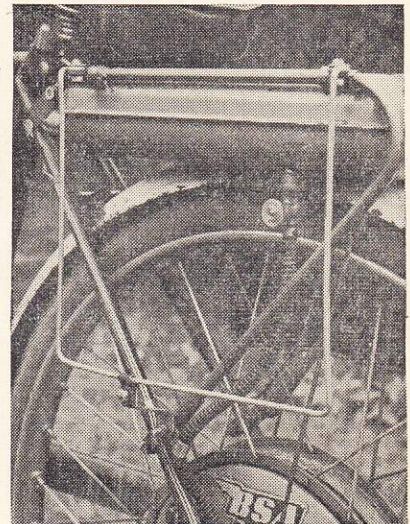
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Reader Built

Reader A. Simmons of Leicester sends this picture of his own design of pannier brackets for mounting on the B.S.A. "Winged Wheel" tank.

Round steel rod is used, similar to that of motor cycle mudguard stays. No welding or brazing is required and the total cost is within a couple of shillings.



The Law Demands an audible warning device on your cyclemotor, autocycle or scooter.

Adimar offer the best instrument for the purpose, not a toy squeaker or a silent heavy-weight battery carrier but a real

Electric Horn designed to work from the direct lighting circuit of any machine.

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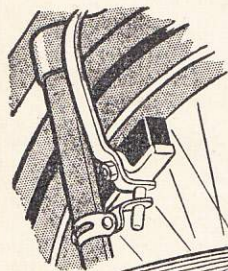
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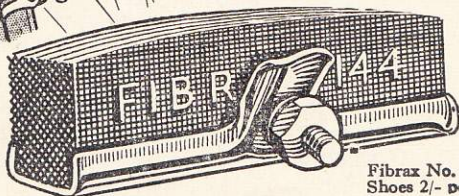
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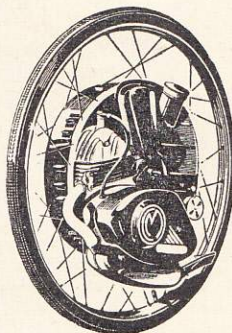
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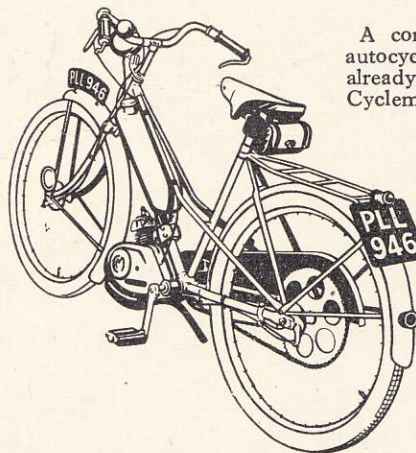
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Doubtless it's a forlorn hope—but I'd like to see *Power and Pedal* incorporating The Scooter AND the Two-Stroke motorcycle!

MAHNEXO

Harrow Weald

Power Cycle Tyres

We were very interested to read the March comments by *Clip-on* about power cycle tyres because the subject he raises is one which has caused us to undertake a considerable amount of research.

The factors which determine the inflation pressure of any tyre are load, tyre section and speed. The latter is of no great consequence in the case of cyclemotors which rarely exceed 25 m.p.h. but the load and section and also the roller, in the case of roller drive, must be considered. It will be obvious that a $1\frac{1}{4}$ section tyre requires a higher inflation pressure than a 2in. section tyre for a given load and similarly that, for a given tyre, a rider weighing 200 lbs. requires higher inflation pressures than one weighing 100 lbs. With roller drive it will be apparent that, to give satisfactory service, the tyre requires sufficient inflation pressure to keep deflection by the roller within reasonable limits although this pressure may exceed that necessary to carry the load imposed by the weight of the machine and rider. Thus if comfort is the prime consideration, larger section tyres are required but there is a limiting factor in chainstay or fork clearances where standard cycle frames are used.

All are agreed that tyre design is a matter of compromise but we think that in the case of power cycles an unnecessary degree of compromise

occurs when the same tyre is used for both direct and roller drive. Each drive has different tread and casing requirements and for best performance, riders should choose tyres designed specially for their type of drive. In that way they can be sure of the maximum comfort possible.

PHILIP HUTCHINGS

Publicity Manager.

THE AVON INDIA RUBBER CO., LTD.
Melksham, Wilts.

Winged Wheel

I am new to the ranks of *Power and Pedal* readers so have not seen the previous correspondence on the *Winged Wheel* but in view of OXL's letter in the April number I would like to say my piece.

I purchased my *Winged Wheel* in September, 1953, and have ridden just under 4,000 miles. Beyond broken spokes (which *B.S.A.* have overcome on new models by fitting thicker spokes) I have had no troubles other than the usual adjustments to a new machine.

I cover about 50 miles a week and recently did a trip of 32 miles in 2 hours including stops to find the way.

I went *via* Crystal Palace and did not have to walk a hill. On the Kingston Road at times I reached 30 m.p.h. Out and back 67 miles I had no troubles and no whiskering.

I would like to ask OXL if his agent understands cyclemotors as my experience is that many cycle agents are only cycle mechanics and do not understand two-strokes.

ARESAIFEN

Bexley.

(B.S.A. Cycles Ltd., inform us that they have now rectified the internal oil leak trouble experienced on their earlier wheels and say that any owner still ex-

periencing this can have it remedied free of charge at any B.S.A. Service Depot. This free service will apply even if the stated guarantee period has expired—ED).

Our Outstanding Failure

First I must congratulate you on the production of a first-class magazine and month by month still improving.

I have been a regular reader for close on two years and wish to comment on a rather outstanding failure to include in each copy an exploded illustration of a complete clip-on engine with instructions for strip and check maintenance, fitting of new parts, etc., also a component feature with articles on *how the devil does it work* or what happens.

I am sure the manufacturers would only be too pleased to co-operate.

Last month I attended a meeting and the discussion turned towards motorised cycles quite a fair number of owners present. Some fellow readers of the *Power and Pedal* agreed that a wealth of information had been given in your pages on the road tests of various engines but having obtained the one of their choice, they still remain in the dark concerning repairs, etc.

General remarks seem to indicate that the *Motor Cycle* and *Practical Motorist* are stealing the march on the *Power and Pedal* with good articles on cycle engines. The improvement desired would attract new readers and keep the interest of old ones, even if it meant increasing the price from 6d. to 1/- per month, *a bob well spent*

MKD 720

Liverpool

(How many readers feel this way? Are most cyclemotorists mechanically minded? We are not sure yet—ED)



Insist on Colloidal Cyclemotor Filtrate

says Fluid Phil

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

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Scooter Topics

by

F. W. QUIGLEY

The Scooter Girl

WEARING jeans and a leather jerkin the girl with the urchin haircut pulled up her new *Vespa* alongside mine outside the tea shop. An ultra lightweight, she could not have been more than 7 stone, with a small brown face and a pretty mouth. The wind had blown her about a bit for she had no windscreen, and her consequent disarray emphasised not unpleasingly the urchin element of her personality. We exchanged the friendly grimace which scooter ownership induces and I entered the cafe, picked up a coffee and found myself a seat. I gave her no further thought until I found her sitting opposite me!

Not a little flattered and thinking it would be churlish to remain dumb I began to talk "scooter" to her.

She was a hospital nurse on holiday. She liked going about all scruffy on her little scooter when she was on holiday. She had had one fall—on loose gravel—and that had made her feel a bit nervous for a while. I suspected over-hard tyres and asked her if she had ever checked the pressure in them. She had not. I visualised her bouncing about all over the road, this featherweight female, on rock hard tyres and with paternal solicitude advised her to have no more than 14 lbs. in the front wheel and 18 lbs. in the back.

Did she belong to a club? No, she liked going on long, lonely runs. Tomorrow she was going to go to Bournemouth, 102 miles away, to see her mother—yesterday she had been to Reading.

people who, before the advent of the scooter, would not have seriously considered travel on two wheels and would have contented themselves with public transport until or if they could attain ownership of a car, in short they represented a new and increasingly large riding public of an educated and fastidious type.

The evening's entertainment, which I was assured was quite the usual fare, was an hour and a half show of silent films on travel at home and abroad and by way of light relief a Mack Sennet comic of the 'twenties which in its archaic way was enormously funny.

During the interval the Club magazine was distributed and silently devoured. This excellent little collation is largely the work of Mr. R. E. G. Copp, the civil servant Editor, whom I had the pleasure of meeting and who himself writes a feature for each issue on some aspect of maintenance. Secretary of the Club whom I met at the same time is Mr. Don Angel who is largely responsible for it being the very "live" show it is and who has one other distinction—his *Vespa* has top mileage, 27,000 and still going strong!

A good deal of valuable information can be picked up on these occasions and beer to hand I listened with considerable interest to a Withers engineer, himself a member, who did not mind talking "shop" off duty. Apart from the value of the information he had to dispense this encounter was heart warming for one who had almost come to the conclusion that dealers as a race are merely salesmen with no intrinsic interest in the product they sell. I felt that I could take my mechanical troubles to this man and be certain of fair treatment.

Glancing through the Club calendar I find 10 events listed for a period of 30 days and a Continental Calendar invites one to other *Vespa* occasions at San Remo, Paris, Lucerne, Saarbrucken, Belgium,



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ALL DEPOTS HAVE WORKS ATTACHED

Club in a Pub

Riders of a more gregarious sort were encountered at the South London No. 3 Branch of the *Vespa* Club of Great Britain—here the women present definitely looked as though they belonged, wives with their husbands, or girls with friends, couples for whom the scooter provides an enormous amount of pleasure at minimum cost. Meeting place of the Club every Thursday evening at 8 p.m. is "The Greyhound", Sydenham, and here on the Thursday evening in question were assembled, at a rough guess, some 40 members of the Club, a remarkably healthy looking collection of adult males and females within the 22 to 55 age group. Socially they appeared to me to be in the main the kind of

Italy, Holland and Vienna. With sufficient leisure and not too much money you could, by going from one to the other, see the whole of Europe about as cheaply as that could ever be done!

What is the fee for membership of the Club which offers so much—a bob a month!

Gadgetry

An advertisement in this journal and the fact that I happened to be "up West" at the time induced me to visit the inconspicuous premises of G. Nannucci off Oxford Street, a virtual treasure house of accessories for scooters. What interested me most was a completely equipped Italian *Vespa* with headlight and speedometer incorporated

and at handlebar height, leaving the front shield free for a big travelling bag. I liked particularly the way the speedometer cable was neatly tucked away under the front mudguard instead of protruding, as on my model, to rub against the kerb when coming to a halt.

I emerged from Nannucci's wondering why Douglas did not do the same about the headlight and speedometer when I saw on display in another street the 1955 model and realised that Douglas have incorporated these features in their new and very handsome models. Not only that, they are now marketing another and more powerful model, capable of 60 m.p.h. All this is very exciting and my guess is that there will be a big increase in scooters on our roads in this year of grace, 1955.

Two New Vespas

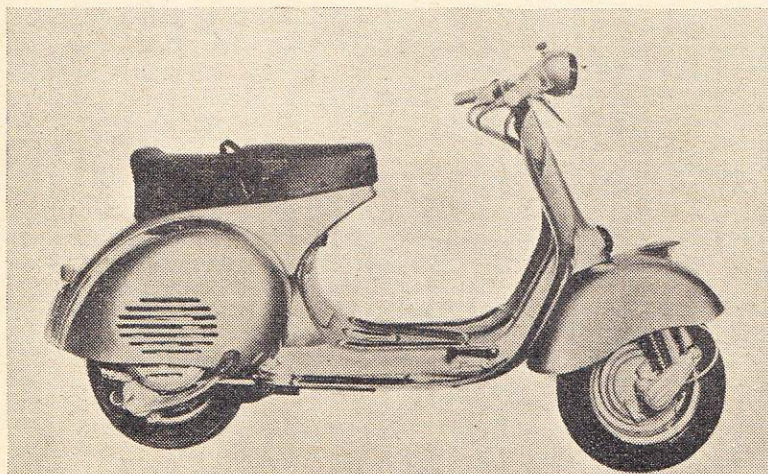
OFFICIALLY announced on April 1st, two new *Vespa* scooters appear on the British market, handled by Douglas (Sales and Service) Ltd., of Kingswood, Bristol.

Newest in type is the 150 c.c. Grand Sports (G.S.) with four-speed gearbox, 10 in. wheels, large brakes with iron-lined light alloy drums and overlap port timing.

The new engine is claimed to give nearly 8 b.h.p. at 7,500 r.p.m. and a top speed of over 60 m.p.h. with lively acceleration and hill climbing performance. It is blower-cooled.

A built-on dual seat is standard equipment. Finish is in silver-grey and dry weight is 200 lbs.

The "Grand Sports" VESPA



SCOOTER CLUBS

LAMBRETTA OWNERS' ASSOCIATION

Enquiries: British Lambretta Owners' Association, 25 Shaftesbury Avenue, London, W.1.

A Rally will be held at Brighton on Sunday, May 8th. Lambretta owners who would like to take part should assemble at 10.30 a.m. at Horsham, Arundel or Uckfield. From there they will travel to Withdean Stadium tackling a treasure hunt en route.

The day's programme also includes an obstacle event, braking test, Concours d'Elegance and high tea at the Aquarium Pavilion, Brighton.

SURREY

Secretary: FRANCIS M. GWYNN, The Club Lambretta, 187 Elm Drive, New Malden, Surrey

The other model is a new version of the 125 c.c. machine already well known here. Compared with the earlier models this *Vespa* 42L2 "World Model" has larger big-end bearings, clutch, air filter, silencer and fuel tank. Suspension has been improved and the exterior cleaned up.

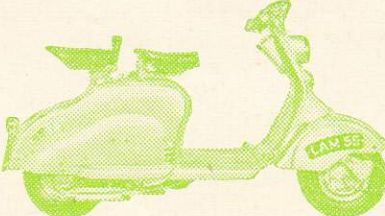
With single saddle and built-on carrier dry weight is 190 lbs. with direct lighting only.

Common to both machines and likely to be the most noticeable improvement from the rider's viewpoint is the new headlamp mounting, streamlined on to the handlebars and thus turning with the steering.

The smaller model will be made in Britain under licence from Piaggio and Company, Genoa, as heretofore but the G.S. will be imported from Italy.

Prices including Purchase Tax are:

125 c.c. without parking lights	...	£123 12 0
with parking lights		£127 16 0
150 c.c. Grand Sports		£174 0 0

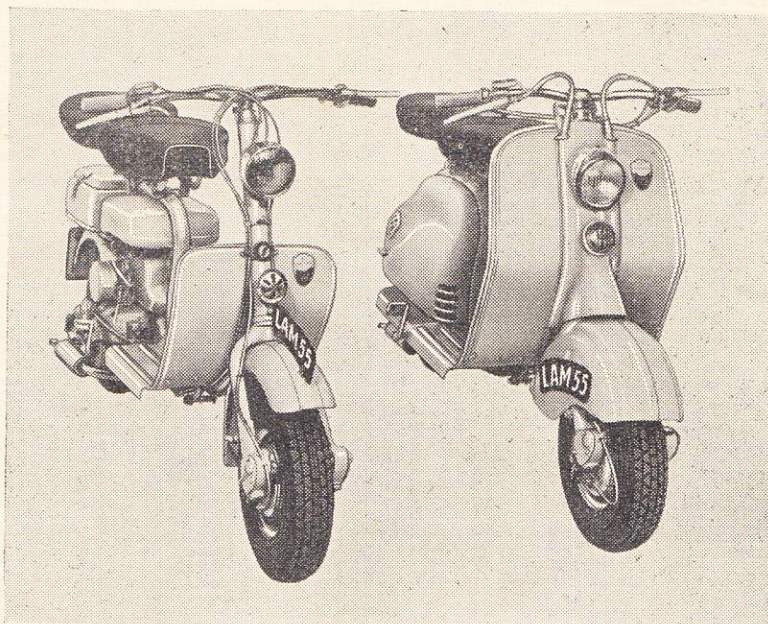
<p>Mitcham Lambretta Hire Service Ltd. 66/67 Monarch Parade Mitcham 3392</p>	<p>Reading Cyril Sheppard 87 & 203 Kings Road Reading 2712</p>	<p>Godfreys Ltd. See Display Advertisement on p. 162</p>
<p>Keighley A. Shuttleworth The Cycle Specialists Skipton Road Keighley 2505</p>	<p>Westminster Continental Scooters Ltd. 225 Westminster Bridge Road S.E.1 WATERloo 3103</p>	<p>Liverpool Victor Horsman 48/50 Renshaw Street Liverpool, 1 ROYal 5861-2</p>
<p>Sidcup, Kent Vaughan Motor Works Main Road, Sidcup FOOtscray 3518-5966</p>	<p style="text-align: center;">Where to buy Your Lambretta</p> 	<p>Paddington, W.2 Barry Bros. See Display Advertisement on p.167</p>
<p>Sheffield Ernest W. Hatfield Ltd. Distributors 147-151 Norfolk Street Sheffield, 1</p>		<p>Bournemouth Carbery Garage 14-15 Carbery Row Southbourne Southbourne 43434</p>
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ROAD TEST REPORT**The LAMBRETTA D.150**

MOST people, if asked to define the characteristics of the scooter, would probably put enclosure fairly high up on the list. But in fact the pure scooter type of machine does not need anything like total enclosure to keep it in its class and the fact that components are visible to the eye does not necessarily mean that they obtrude in any way in the usage of the vehicle. This has already been established on the continent and in the case of the *Lambretta* machines the alternative open or closed types have been marketed side by side. Advantages are claimed for both types and we found a special interest in having an "undressed" model to test the capabilities of the new series 150 c.c. machines. The model D150, as it is called, certainly has two very positive advantages over its fully panelled sister model, the LD150—£20 in price and 19lbs. in weight. It is claimed also that it is less susceptible to side wind effect. The two models are virtually identical apart from appearance and the test performance would give the same results for either.

As a matter of policy the manufacturers offered the benefits of the increased engine capacity over the earlier 125 c.c. machines in the form of power rather than speed. Additional expansion chamber cap-

acity and the fitting of large air-cleaners with improvements in the damping of the suspensions fore and aft constitute the other changes in specification for the new scooter models.



The New 150 c.c. Lambrettas, D (left) and LD

KING'S
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EASIEST FRIENDLY TERMS AND FINEST
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ALL BRANCHES
FOR
IMMEDIATE DELIVERY

On the Road

First impressions on taking over the machine were that the extra power was out of proportion to the small increase in cylinder capacity. Acceleration from standstill left most other vehicles well behind and the rapid changes made by the twist grip controlled gear shift added to this fast getaway characteristic. The gear control has a more positive locating device than on the earlier machines and there is an audible click at each engagement so that there is no doubt about the gear being right home. Second gear takes the machine from walking pace to well over 30 m.p.h. Top can be engaged at around 10 m.p.h. and the grip brutally opened to achieve smooth acceleration without protest.

The *Lambrettas* have always had a good reputation for hill work, but these new 150s climb like cats. Point her nose upwards and a flick of the throttle will send the model D leaping for the crest. Second gear could be engaged within ten yards from a standing start on 1 in 10, while an easy top gear climb was made of a long hill averaging 1 in 12 with a maximum of 1 in 8 at around 30 m.p.h.

This aggressive power was not made at the expense of docility

and the machine could be ambled around in traffic or cruised sedately up grades as well as down without fuss or conscious effort on the part of the rider. The combination of engine flexibility and easy handling of the machine made it the fastest vehicle type available in town traffic and it was possible to beat the queues without effort and without annoying other drivers.

Engine performance apart, the handling of the machine is in the real scooter tradition. Its "self-righting" characteristics are very strongly marked and there is almost a four-wheeler feel about it as soon as it gets under weigh. Unlike the motor cycle type, the scooter has to be pushed over and held down rather than leaned into a corner and quickly stands up straight again as soon as permitted. This stability adds considerably to rider confidence on wet road surfaces and, coupled with the smooth and powerful brakes, makes for a high degree of safety. Suspension is excellent at both ends. Manhole covers, pot holes and even miles of cobbles cease to worry. The wheels stay in contact with the ground and the rider's hands and feet stay on the machine without feeling the shocks at all speeds. There was no "bottoming" even over deliberately chosen bad bumps.

SOLILOQUY

IT was my privilege to be born of a famous stable, my parents being, Sinclair and Goddard.

The "Boss" and I have travelled many happy miles together, I am most appreciative of the thoughtful assistance given to me on hills, for instance, as soon as my revs. begin to fall, he brings in his not so sturdy legs to assist me and in consequence thereof, I purr like the proverbial milk fed pussy cat.

He confided to me one day that, as I help him considerably, and have reduced the wear and tear on his ageing heart, it is only fair that he should return the compliment

and assist me when my willing half horse is faced with something other than an average hill.

On returning to my snug shed, he will always clean me down, my external parts are kept polished and greased. Cycle parts are periodically oiled and all necessary adjustments made.

I have often heard him exclaim when some headstrong youngster screams past us on a cyclemotor at around the 30-35 mark, "Silly fellow, apparently his immature mind is unable to discriminate between a cyclemotor and a motor-cycle".

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Flashes

B.S.A. CYCLES LTD., have evolved a modification to their Winged Wheel brake that completely eliminates the oil seal trouble experienced with some earlier units. Our correspondent OXL 22 and other London readers who have experienced this trouble are invited to return their wheels to the B.S.A. Tottenham Court Road depot for free treatment.

HERR KOCHSEISE of N.S.U. says of us "I think your mechanics and engineering standards are very high indeed. But your servicing facilities . . . they are almost non-existent."

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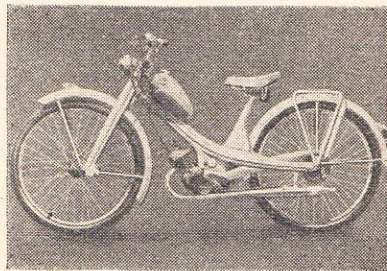
SILVER CITY AIRWAYS have opened a new cross-channel ferry for cars, motor cycles and cycles between Southampton and Deauville. A Birmingham—Le Touquet ferry starts on June 17th.

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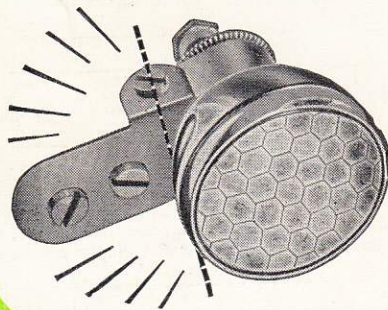
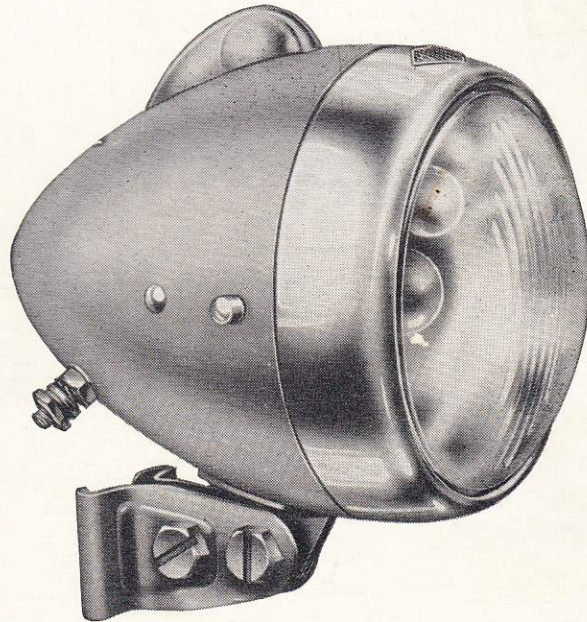
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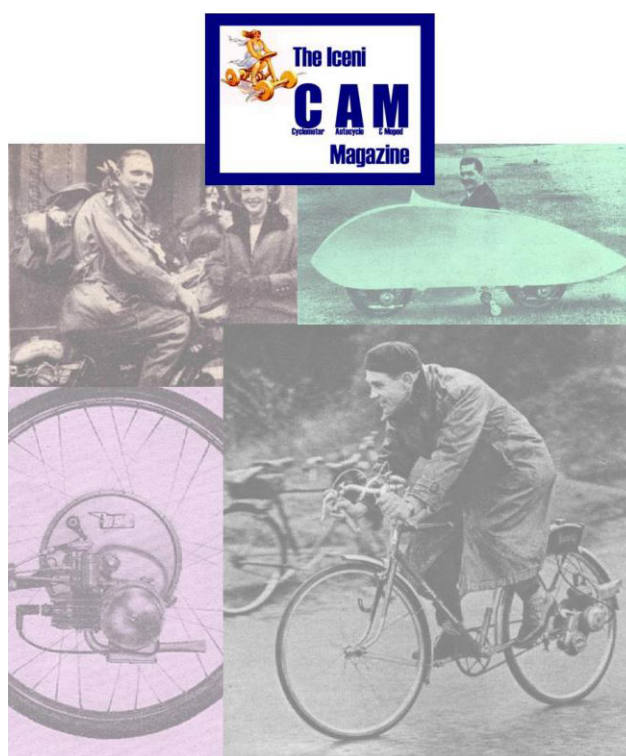


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