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MONTHLY

JUNE 1955

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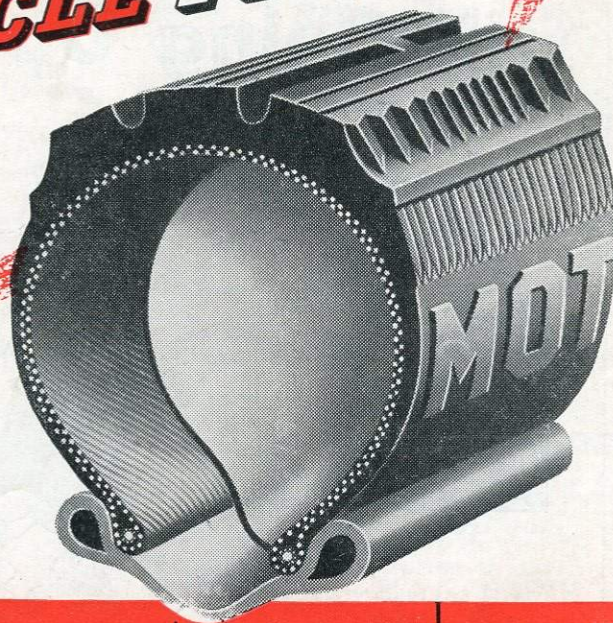
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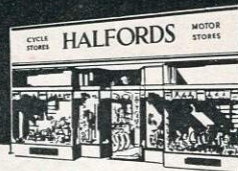
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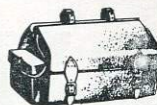
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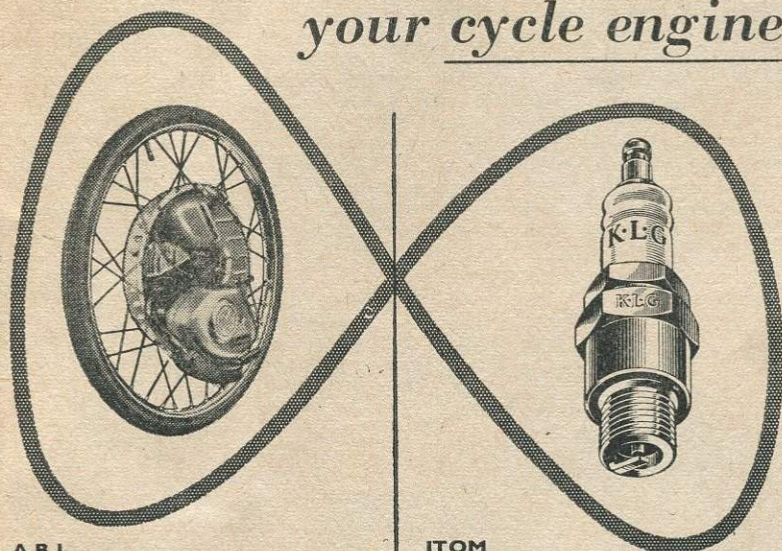
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CONTENTS

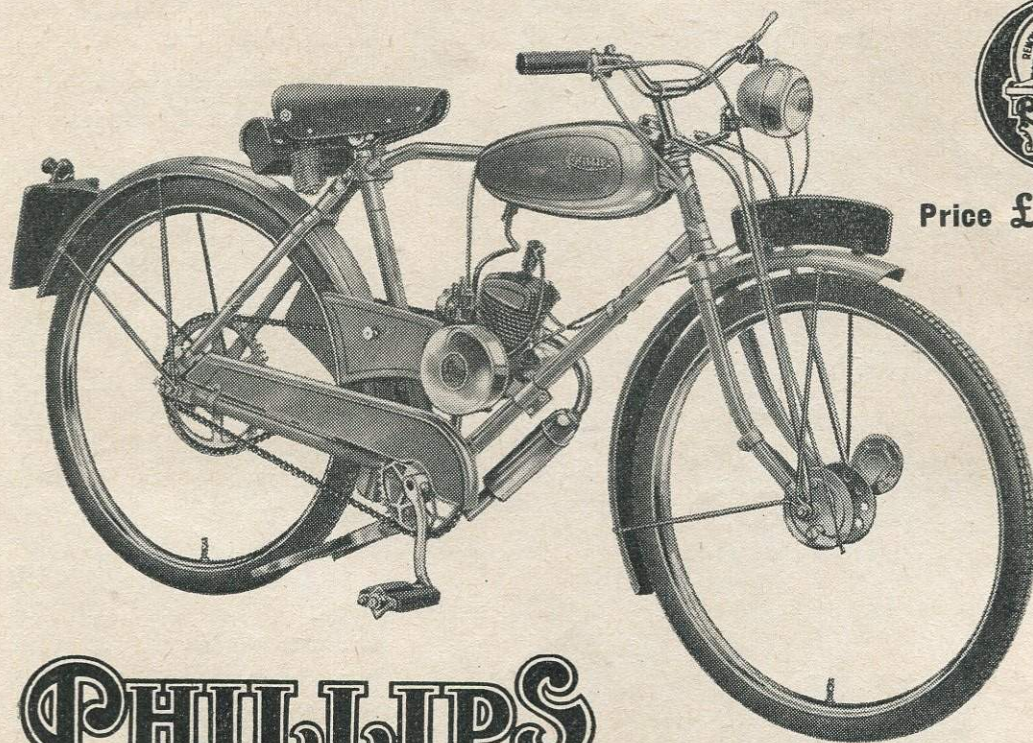
LEADER	171
COMMENT	172-173
IN WHICH PILGRIM ARRIVES			
FIRST	174-175
HORS D'OEUVRES	...	...	177
ROAD TEST REPORT			
"BRUMMI '40"	...	...	178-179
CLUB NEWS	...	...	181
NEWS FROM GERMANY	...	...	182
OWNER MAINTAINED	...	...	184-185
CORRESPONDENCE	...	...	186-190
SCOOTER CLUB NEWS	...	...	192
SCOOTER TOPICS	196-197
THE DUERKOPP "DIANA"	197
LAMBRETTA TEST—CON-			
CLUSION	198
FLASHES	199



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THE CYCLEMOTOR & AUTOCYCLE JOURNAL

Editor: FRANK L. FARR

Vol. III No. 7

June 1955

MAKING the most conservative responsible estimate that can be reasonably acceptable in the light of all the probabilities the potential market for power assisted cycles in the United Kingdom in the next ten years is around one million units.

This figure represents only one in three of the cycles that are now in daily use as means of personal transport and equals the total number of powered two-wheelers of all classes now licensed. It does not, however, necessarily imply any increase in the total number of vehicles since almost all cycle-motorists move into this class from others and are not by any means new road users.

So far it does not appear that any of the national organisations concerned with road construction, traffic laws and safety measures have taken this development into consideration at all. The admirably detailed Road Research Report published by the Department of Scientific and Industrial Research on April 16th devotes only four

lines to motor-assisted cycles and the sole consideration mentioned is the idea of distinguishing them from pedal cycles by the provision of a white surround to the number plates to make them more conspicuous.

On this particular recommendation we can only observe that sharp edged number plates are already potentially dangerous excrescences and making them larger will be no improvement. We suggested editorially some time ago that the rear number plate as such should be scrapped and a smaller oval or round white plate with a single distinguishing letter on it should take its place. The M.O.T. appears to be chary of special concessions to a single class of powered vehicle but if they are going to make number plate changes at all we would ask attention for our practical suggestion.

More important is consideration of the effect of a large increase in the numbers of motorised cycles on traffic generally.

Statistics have already demonstrated that the new vehicle type is remarkably safe. Despite much inexperienced fitting and riding of attachment-engined machines and the very high percentage of Learner drivers of cyclemotors on the roads, the accident rates for the type are extraordinarily low and this record is likely to improve as modern designs of motorised cycle become more generally available. The effect of motorising the cyclist is to raise the normal cruising speed to something nearer the average of normal urban traffic so that there is less obstruction and less passing than with pedal cycles. The better brakes and larger tyre sections of the modern machines also bring them up to motor standards and help to unify traffic flow.

We would like to see some recognition of the importance of this new and growing vehicle class and some encouragement from official sources for the development of the right type of vehicle and rider. Some Road Research in this direction would be of value.

COMMENT

by

Clip-on

TRAVELLING by car on a main road into London recently I found the road almost completely blocked for several miles near the scene of a major sporting event. As luck would have it I was driving against the main stream and managed to keep going in the narrow lane left by the four lines of almost stationary traffic facing me, but I decided there and then to make the return journey by secondary roads.

To my surprise these lanes carried very little traffic although over most of the way they lay less than five miles from the choked up main road. I met only two or three cars per mile over a fifteen mile stretch, a couple of dozen cyclists and one solitary cycle-motorist.

It is true that the traffic jam that literally brought the cars to a standstill did not immobilise the cycle-motor by reason of the ability of the small single track vehicle to wriggle through or slip past the fourwheelers, but there can have been little advantage and no pleasure at all in sticking to the main road under such conditions. Normally I keep off the roads altogether at week-ends if I can, but if that were the only time I could ride I would most certainly make a point of travelling by secondary roads and even tracks. All that is needed is a one inch map and the

rest is pleasure, even on a fine bank holiday.

By-Pass Roads

This congestion of main roads is uneconomic as well as unpleasant which is the reason, the sole reason,

50 YEARS AGO

"... unfortunately the non-experienced rider is deeply impressed with the idea that the modern bicycle is a stereotyped article, capable of being turned out at the rate of 100 an hour, and looks upon the sum of, say, £15 or £20 as an exorbitant and inflated figure."
from CYCLING, March 8, 1905

why the government has at last decided to go in for some new road building.

Most of the arterial and by-pass roads constructed between the wars had their object defeated by ribbon development and other kinds of land speculation but it has at last become obvious that the function of the new roads must be to carry

traffic, an idea everyone but the politicians had thought up years ago. Given this point of view the road programme announced for the next few years should do much to relieve the pressure on the existing road systems. Cars and commercial vehicles will be able to move quickly and easily with consequent greater economy but, apart from such possibilities as toll charges, these roads are not for cycle-motors.

For our machines long stretches of wide straight roads will be no pleasure to ride on, will save no appreciable amount of time and may well kill engines. It may be remembered that when the new *autostrada* were first opened in Italy they were almost littered with small cars with blown-up engines, cars that were in quite good shape and would have gone on running well for years under more normal conditions but that were not built for the sheer cooking given by mile after mile of flat out running. Engines just don't like this kind of work and have to be specially designed to take it.

It is true that the petrol lubricated two-stroke, except for its sparking plug, stands up to such running better than most types and true also that the cycle-motor engine is built to run flat out for most of its life, but the really long spell without variation of load and speed is not good for it and offers no benefit.

When riding for pleasure I make a point of leaving the by-pass to the traffic in a hurry and taking my own way through the old road. Many towns and villages have literally been saved by being bypassed and make by far the best routes for the modest speed cycle-motorist. In general it must be appreciated that the cycle-motor is not just a lightweight motor but a new vehicle type and it should have a new approach in usage to such matters as routes, objectives and forms of pleasure riding.

Foreign Machines

Several riders have written to the editor in terms of complaint at the fact that we have devoted space to descriptions and tests of machines of foreign origin that are not already available on the British market. The line seems to be that such material is of no interest because there is no chance of the reader ever owning the machine described. This seems a strange doctrine to me. I have all my life been interested to read of new motors, aircraft, boats, etc., that I have no desire let alone opportunity to own and such technical interest cannot be unusual.

Apart from that, however, there is the fact that we believe there is much room for expansion and improvement in the range and quality of machines available on the British market and we hope by publicising good cyclemotors to stimulate interest. It will be remembered that we published a picture and description of the *Quickly* from our correspondent in Germany long before it appeared in Britain. We also road tested and publicised the high performance *Itom* attachment engine before most people in the trade had heard of it. More recent tests have aroused interest that will probably extend the choice open to our riders still further and I cannot think that this is anything but a benefit to the riding fraternity here.

Complete Machine Costs

There are quite a lot of people in Britain who firmly believe that the attachment unit is here to stay and that it has advantages over built-for-the-job motorised cycles that will always remain. In conversation with a friend who holds this view I tried to pin him down to stating the actual points in mind and found him unable to maintain his case under examination.

His first point was that the "true" bicycle feeling of complete



The cyclemotor has a particular value for those journeys that are just too long to be walked efficiently

independence from the engine when desired was not achieved on the motorised machines. But he was forced to admit that the *VeloSolex*, which he had ridden quite a lot, did offer this and that there was no reason why any machine should not be designed to do the same. Then came the admission that he had never in fact used this "freedom to pedal" even when he had it.

Changing his ground he raised the more pertinent point of price. He pointed out that he could currently buy a good bicycle for £15 and an engine for £20. Why, therefore, should he have to pay £50 to £60 for a complete machine which, on the face of it, should be a more economic proposition to make as one unit than two.

Again the *VeloSolex* at well under £40 was my only available example in refutation, but it seems to me

that the real answer lies in quantity production on the cycle side. Bicycles are produced in enormous quantities in order to sell at around the price my friend quoted and the machines we need, as is evidenced by the prices of the by no means luxurious "special" models for use with engines, are about 20 per cent. dearer than standard jobs, quality for quality. It must be remembered too that the complete machine is usually sold really complete, that is with head and tail lamps, horn and number plates.

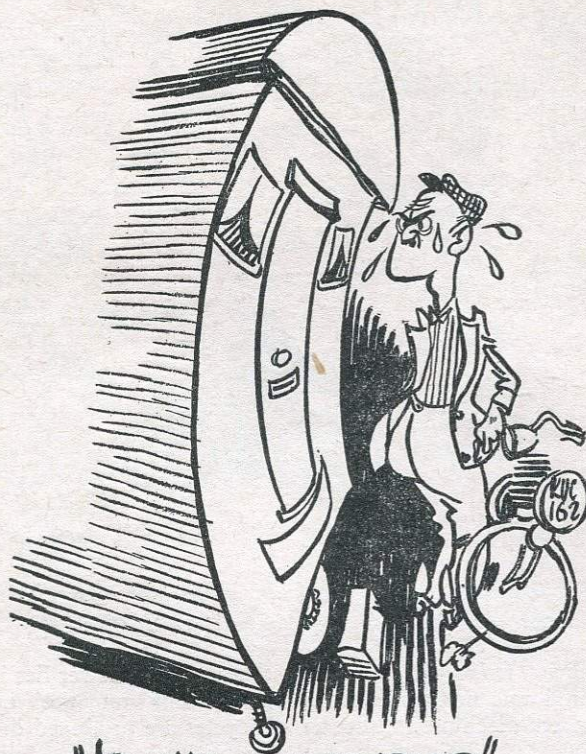
Even allowing for this, however, there seems to be some case for asking for a slight reduction in present prices for motorised cycles. When some of the initial tooling costs have been met we should be able to hope for at least level competition between clip-ons and built-ins on costs.

In Which Pilgrim Arrives

First

by

Arquata



"IT WAS UNOCCUPIED"

WE usually spend part of our holiday at Hayling Island and when this year Mrs. Pilgrim suggested that I ride there on my *Velo-Solex*, she going by train, I did not need much time to consider the proposal. After getting on for six years constant use I had just had my engine reconditioned by the makers with resulting optimum performance and welcomed the chance to test it out.

The general idea was for me to have an hour's start and to arrive at the caravan in time to have a meal which she would then have prepared.

I set out on my 62 odd miles

journey at 9 o'clock on a Saturday morning in August: the weather not too promising, but dry, and was soon on the main Portsmouth Road. Not too much traffic at first, but later the swish, swish, swish of passing cars got somewhat monotonous.

Although nearly fourteen stone myself, with spare petrol and last minute extras stuffed into the panniers, the gallant little engine made no bones about the Hindhead gradient, at the top of which I let her cool down while I admired the view and dealt with swarms of devilish flies.

The ride to Horndean where we

left the main road was uneventful and the rest of the way to Havant, with less traffic, gave opportunity to admire the scenery. At the bridge, under the control of British Railways, I by-passed the long line of cars waiting at the halt where an attendant, I forgot to ask whether they called him Richard, Dick or just plain Turpin, collected 4d. from me for the privilege of crossing on to the island.

At a curve in the road, a car piled up at the base of a telegraph pole, which hung across the road supported it seemed only by the wires, was a salutary reminder to me to take the many bends with care, which I did and my journey's end was safely reached. The tank, capacity $1\frac{3}{4}$ pints, was not quite empty. Cost, say 1/-. Of course I helped the engine up the hills as necessary, but I'm 65 plus and was in no way fatigued as I looked forward to suitable refreshment on reaching the caravan just before 2 o'clock.

But it was unoccupied.

Divesting the machine of surplus weight I soon reached the Railway Station where our to be called for luggage was mute evidence that Mrs. Pilgrim with dog and hand baggage hadn't got that far.

What had become of her?

I questioned various passengers and gathered there had been some

trouble along the line about a bridge, necessitating transference by bus, with bag and baggage, to the next station forward.

So, in vain I shuttled to and fro between station and caravan, and at 5.30 gave up and went to the Police Station. No, they had no news of Mrs. P. Kindly they took particulars and would let me know at once, etc., etc. One passenger had left Waterloo at 2 o'clock and had reached Hayling without incident.

Where on earth had she got to? Parked on the grass in front of the caravan I could but wait events. At 6 o'clock precisely an ancient taxi appeared and there she was, complete with dog, weary but glad.

The conditions for our next journey have been promulgated. I go with her. We don't go by train. We go by car. I haven't got one—yet. I have tentatively suggested a *Lambretta*, with Madam on what in my younger days was known as the flapper bracket. "No I am now old enough to go covered up". So what? But I'm sticking to my *Velo-Solex*.

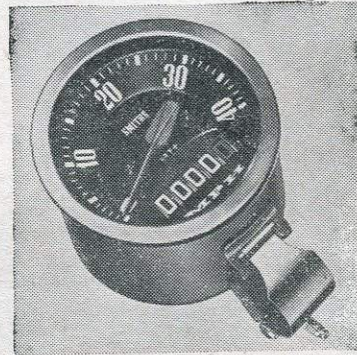


CONTRIBUTOR *Arquata* notes that those who like to take advantage of light oils can get SAE 10 over the counter from:

THE SYON HILL GARAGE,
GT. WEST ROAD,
ISLEWORTH.

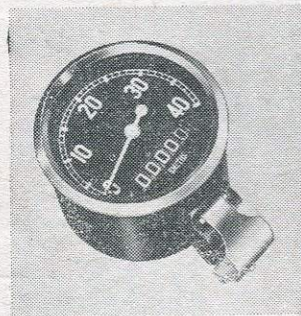
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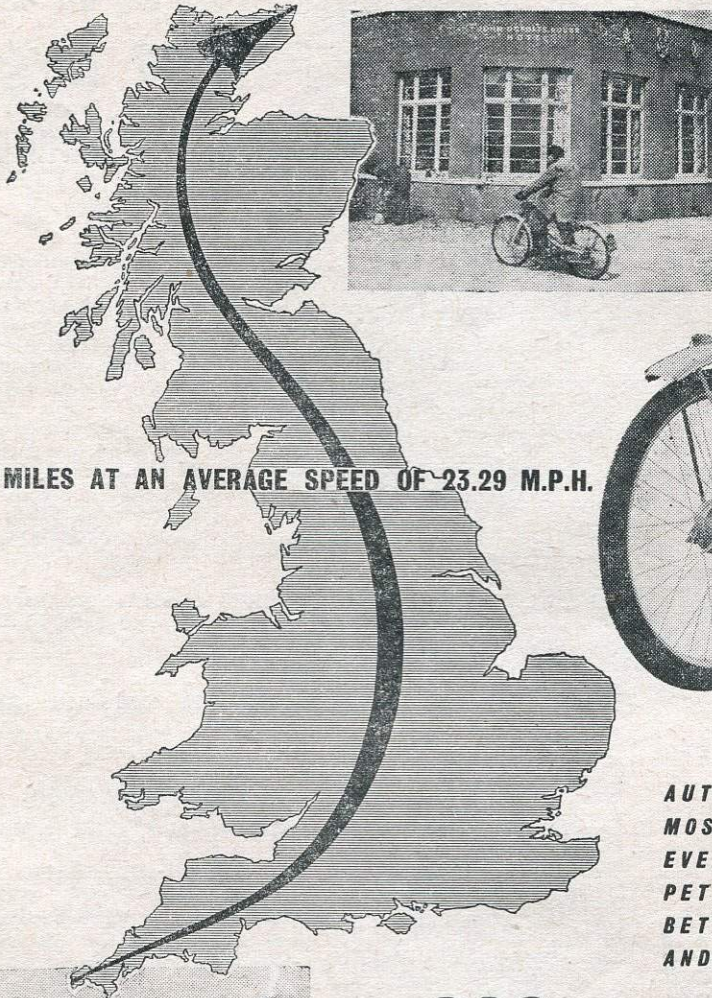
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HORS D'ŒUVRES

by
JOSEPHINE

A young cyclist takes a quick first taste of foreign touring.

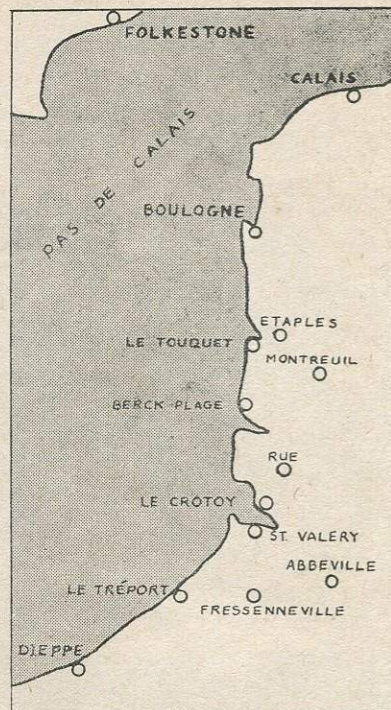
FIVE whole days! All my own and not to be wasted. Away from London and stuffy offices, somewhere different. Why not France? And so we went to France, my bicycle and I.

The route took us from Calais, Boulogne, Montreuil, Abbeville and home *via* Dieppe. Not far, but enough to whet the appetite.

Putting up at Youth Hostels each night helped the finances, even though the food was dear in the shops. But if you liked you could prepare a meal yourself in the kitchen that was provided in the hostels. It is interesting to note that in France you can travel by power-assisted cycle and put up at a hostel for the night, unlike England where it is against the rules.

Many amusing things happened on the journey. The escape from the French porter who thought he deserved a handsomer tip. Then there was the bicycle shop, where entering with the intention of buying a battery, I nearly left minus my dynamo. My French was obviously not as good as I imagined. There was the talk and laughter in the Youth Hostels with companions of all nationalities, and the fine hotel with the beautifully quilted bed and telephone by its bedside at Abbeville.

It is quite cheap to put up at an hotel, about 10/- a night, and the luxury is much more appreciated after a hard day's cycling. Ordering from an enormous menu, and trusting to luck, as my French



END TO END "QUICKLY"



An interesting observed test run from Lands End to John O'Groats was made last month by Tim Wood, known as a racing car driver, riding an N.S.U. "Quickly."

Over the journey of just under 900 miles, Wood averaged 23 m.p.h. and 146.6 m.p.g., a very fine performance indeed.

The new Shell "Petroiler" dispensed the appropriate mixture at the start at the famous First and Last Filling Station at Land's End.

was very limited; evidently my luck was out, as a plate of boiled onions was placed before me, and so on. One can recap many funny experiences.

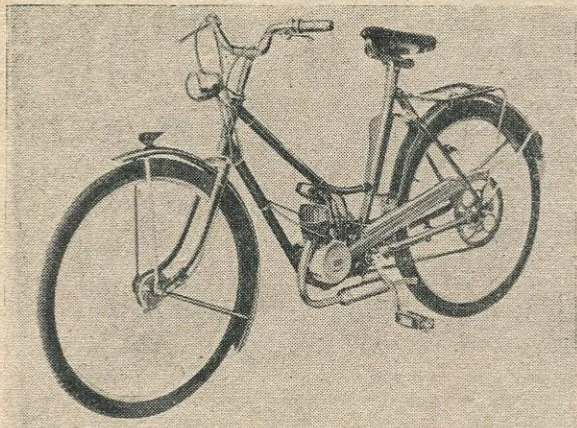
Over and over again I was overtaken by cyclemotors, the extent to which they are used is truly amazing. Men use them to and from work; women use them constantly for shopping purposes and no wonder with the wind that sweeps in from the Channel. At times cycling became sheer hard work, and quite a bit of pleasure was taken off the ride. Lurching over the cobbled stone streets in the towns proved quite uncomfortable.

Hitch hiking is more kindly looked upon than in England, and many adventurers were on their way to the South of France for their holiday.

Indeed I haven't made up my mind yet if I shall return to France on an autocycle, or with a haversack and a hope that I will arrive at my destination with the help of some kind motorist.

ROAD TEST REPORT

The BRUMMI "40"



The BRUMMI "40" as tested, a neat lightweight motorised cycle.

THE NEED for motorised cycles that preserve the familiar handling and appearance characteristics of the popular pedal cycle has been pointed out more than once in this journal. Not only is there point in this in selling the idea of motorised cycling to nervous or conservatively minded people, there is also the actual physical and mental comfort in taking over a vehicle that differs little from that with which the rider's mental and muscular reactions have been developed. The British market is not well served in machines of this type as yet and we accordingly welcomed the first appearance of the new Brummi "40".

This machine looks like a bicycle, feels like a bicycle and *is* a bicycle in all normal conceptions of the type and it is motorised by a neat little 39 c.c. engine unobtrusively mounted inside the loop of the frame and completely out of the rider's way either driving, pedalling or man-handling. It is light in weight, easily lifted and carried and the steering and handling characteristics on the road are those of a conventional roadster type cycle.

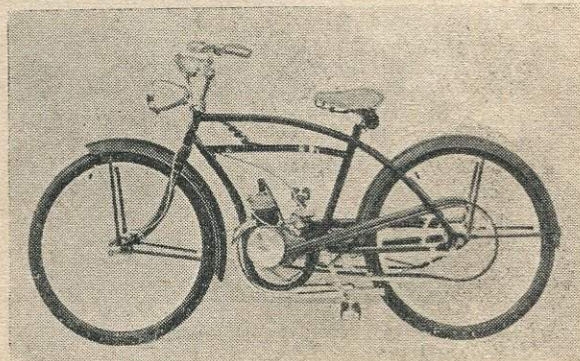
The loop frame is very strong

and rigid with the engine well protected from accidental damage by the loop of the bottom tube below and the curved top tube above it. The rear end is conventional cycle in construction and layout, with drawbolt adjusters for the power drive and jockey pulley tensioning for the pedalling chain. The wheels are shod with 26in. x 2in. tyres and the brakes are both in the hubs, that at the rear being a full hub width back-pedalling type.

Detail work of the cycle itself shews signs of really intelligent interest and strong rider influence in design. For instance, the rims, most vulnerable part of the cycle

from the appearance point of view, are of stainless steel; the built-on carrier has a spring loaded clamp to hold packages without straps; there is a built-on anti-thief lock that is engaged at the pressure of a finger and neat reflectors moulded into the rubbers of the pedals are an added safety factor for night riders. The saddle is of the hinged-nose type and provides a comfortable seat just to sit on, but also permits free pedalling when desired.

The engine is a flat piston two stroke with a bore and stroke of 39 mm. x 32 mm. giving 39 c.c. capacity. This short stroke arrangement permits very high revs. without the piston speeds becoming at all hectic at any time. Claimed power output is 1.15 b.h.p. at 5000 r.p.m. The cylinder is of cast iron with alloy head and ball bearings are used throughout the crankcase and drive. A single-plate, cork insert clutch provides the take-off for the final chain drive on the left side. Lighting current at 6-watts output is provided from the flywheel magneto. The 4-pint fuel tank is mounted behind the seat tube where it is well out of the way in use but easily accessible for filling.



An alternative model with top tube tank is also available.

On The Road

The very first impression of the *Brummi* on the road is its ease of handling. A "tickler" is provided on the carburettor and it was found that an easy start from cold was obtained by flooding slightly and then pedalling off. At all times and temperatures the start was easy and certain. There is a decompressor with its control handily set under the rider's right thumb, but we found no use for it as the little engine turned over easily as soon as the clutch was engaged.

A very smooth and almost silent tick-over made it a matter of habit to keep the engine running at traffic stops with the clutch lever automatically held out by its trigger catch. From this position with the engine running it was only necessary to give one thrust on the up pedal as the clutch was engaged to make a good, clean getaway, the

engine would take over from there and accelerate steadily up to its maximum of around 27 m.p.h. on the flat. The engine is very flexible with a wide power range from as low as five to over 20 m.p.h. and climbing was good right through this range. It took something in the neighbourhood of 1 in 12 to call for pedal assistance and then the rather low-g geared pedalling was light and easy with the engine still doing most of the work at speeds between 6 and 10 m.p.h.

A noticeable point was the almost complete absence of vibration in the lower half of the speed range although this increased at high speeds and could be definitely felt at around the maximum under load.

The *Brummi* must be criticised somewhat for noise, more mechanical than exhaust, although it did appear that this might have been exaggerated somewhat by a minor technical defect on the actual machine used in the test. The noise

made itself noticed at about 15 m.p.h. and became a real "continental howl" at top revs. Conversely, at low speeds, trickling around in traffic at walking pace with the clutch right home and no conscious control effort at all, the unit could hardly be heard or felt.

We feel that the type of rider to whom this mount will most appeal would prefer to have more conventional cycle type handlebars rather than the almost straight and non-adjustable type fitted. Apart from this comfort is of a high standard.

In terms of performance the *Brummi* "40" is in the pony class rather than the horse, but it has the handiness and adaptability of a good pony together with modest price and genuine economy—petrol consumption worked out rather better than 190 m.p.g. Quality in material and workmanship is first class and there are many British riders who will be well served by it.

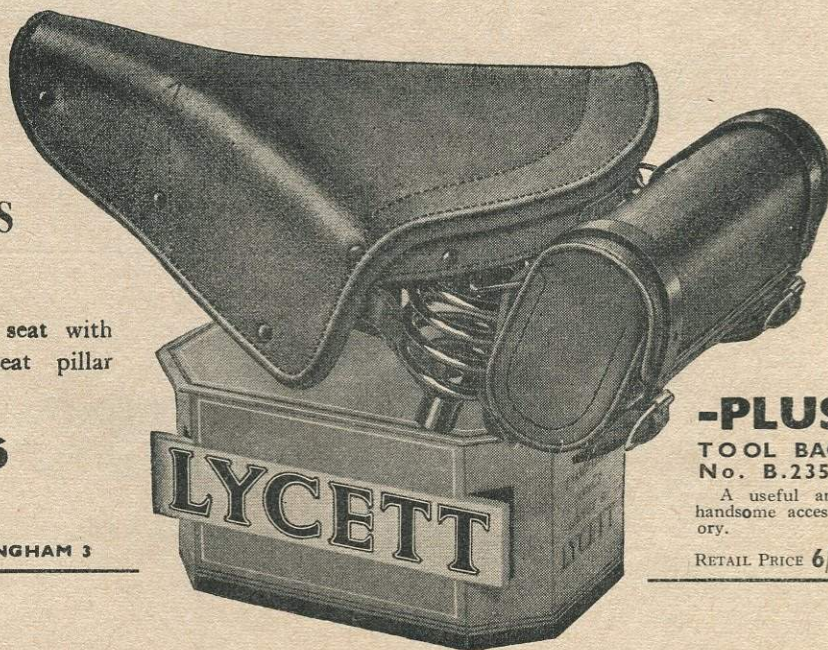
THE LYCETT S.185 SADDLE

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on every fill.**

Try it and prove it yourself.



The finest petrol in the World

Essolube

The top quality motor oil

CLUB NEWS

(Scooter Clubs on p.192)

BARNSELEY AND DISTRICT CLUB

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

JUNE PROGRAMME

May 29th—Belle Vue 9.30 a.m.
5th—Bridlington, 8 a.m.
12th—Blackpool, 7 a.m.
19th—Lake District, 6.30 a.m.
26th—Scarborough, 8 a.m.
July 3rd—Liverpool 8 a.m.

THE HALF HUNDRED CLUB

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

This month sees returning interest in club runs from members who seem to have been hibernating during the winter. Membership is still on the upgrade and it looks as if the membership target will be reached this month.

At Easter a very good new trials course was discovered which should prove useful. Good riding to all Half Hundred riders.

JUNE PROGRAMME

5th—Oxford
12th—Pre-run over Hundred course
19th—Doreen Hundred
26th—Bognor Regis

NOTTINGHAMSHIRE CYCLEMOTOR CLUB

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

It is with very real regret that we find we cannot run the Nottingham Forest Race Meeting on Whit Monday. It is definitely off for this year—chiefly because of the high premium demanded for third party insurance.

During the last year the Club has had a mileage of at least 18,000 on runs and trials. There has been no accident involving a third party and only one accident at all when a

member came off because of a loose road surface and broke his thumb

The total of 18,000 miles excludes mileage by member on this way to work or on lone runs

JUNE PROGRAMME

Fri. 3rd—Club Night. Bay Horse 8 p.m.
Sun. 5th—Southwell. Colwick Crossing, 10 a.m.
Sun. 12th—Derby, Castle Rock 10 a.m.
Sun. 19th—V.C.A. Trial
Mon. 20th—Committee Meeting. Bay Horse 8 p.m.
Sun. 26th—Bradgate Park, Trent Bridge 10 a.m.

The Forest Race Meeting is OFF. The Club Captain asks all members to please turn up for runs on time.

ROSSENDALE MOTOR CYCLE AND LIGHT CAR CLUB

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

The Second Enduro Rally in which cyclemotors will compete against full sized motor cycles and even three-wheelers will now definitely be held on Sunday 14th August. The Britax Challenge Cup is the prize in the under-50 c.c. class. Cyclemotors will start at

9 a.m., an hour ahead of other machines.

Entry list for all classes of vehicles is limited to 75, but there is no limit to number of riders in any class.

The course will be rather over 100 miles long. No roads will be worse than a secondary road in the Isle of Skye. Average speed to be maintained by under 50 c.c. machines is 12 m.p.h.

SOUTHDOWN MOTOR-ASSISTED CYCLE CLUB

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

JUNE PROGRAMME

Runs start from Circus Street, Brighton.

Sunday 5th—Battle Abbey 2 p.m.
Sunday 12th—Chichester, 2.30 p.m.
Sunday 19th—Pitdown and Newick. 2 p.m.
Sunday 26th—Chessington Zoo. 9.30 a.m.

THE ROVER (MANCHESTER) FELLOWSHIP

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

VETERAN CYCLISTS' ASSOCIATION

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

LONDON to BRIGHTON AND BACK— 108 MILES FOR 2/6

—“Motor Cycling” April 21 1955



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THE MASTER AUTOCYCLE

The Finest Investment for
ECONOMY—RELIABILITY—VALUE

- 200 m.p.g. ● 22 m.p.h. ● Weight only 65 lbs.
- One simple control ● Tax 17s. 6d. per annum.

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Please send me full details of the Mobylette Autocycle
Name
Address

PRIDE & CLARKE LTD.
158 STOCKWELL ROAD, LONDON, S.W.9 Phone: BRlxton 6251

News from Germany

The JLO F.P.50 from for "built-in" machines **Tempo**

THIS neat little motor is made, of course, with a view to its finally being built-in, and the photo gives an excellent idea of the general construction. The hole in the rear of the casing, flanked by two bushes are for the pedal mounting and engine mounting respectively. The large expansion chamber on the exhaust is easily taken apart for decoking—surprisingly enough the average two-stroke is designed (so it seems) without real regard for the decoking of its exhaust system, and choked exhaust systems in two strokes certainly stand for decreased power.

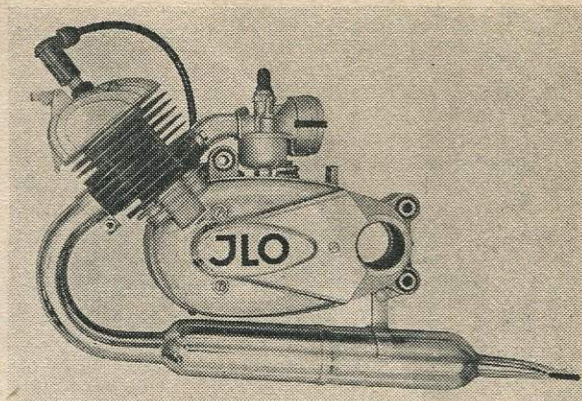
The FP 50 has been over the highest pass in Europe and has shown itself to be robust, simple, and dependable in all sorts of climes and conditions. There is a built-in carburettor with choke operated from the handlebars, and of course, true to modern design, incorporates an air-filter. The engine now incorporates the newly designed

A clean and robust design.

Note the built-in, rubber mounting points.

cylinder-head out of light metal.

The mounting is per three rubber bushes which absorb vibration and (novel this!) there is a magnet plug which can be unscrewed for cleaning, in the casing, with a view to attracting metal dust and chips to itself that may be knocking around inside the works, thus saving wear and tear on moving parts within the engine itself. There is an interrupter button fitted for cutting the ignition dead prior to stopping and of course, the ordinary decompression valve in the head (What with cut-out, decompressor and brakes, there should be



no real excuse for both man and machine being unable to stop swiftly and surely!)

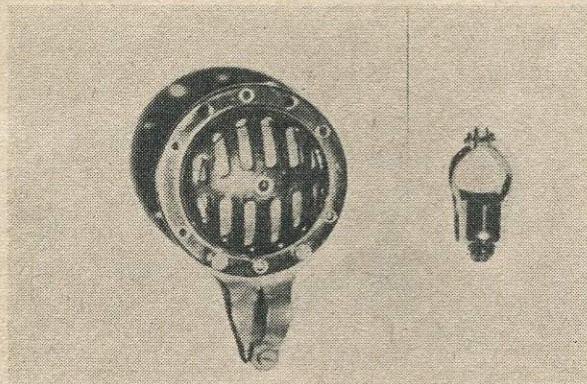
It goes without saying that the engine has been designed especially for Mopeds, and in brief, here are the details of it:—Unit construction with helical primary drive and chain final drive. Capacity 48 c.c. flat topped piston, multi-plate clutch, and at 5000 odd revs. per minute develops some 1.4 horse power. Flywheel ignition/lighting 6v. 16w., and the ratios are motor to clutch 1:4, then to rear wheel 1:4.5 and from engine to rear wheel 1:18.

The petrol oil mixture is (as usual) 1:25. The silencing standard is 75 phons which is not likely to make retired colonels write to *The Times* about the racket made by these up-to-50c.c.-jobs on full bore.

For hilly districts the FP 50 can be made with a two-speed gearing operated from the handlebars, but this addition does not in the first instance alter the general construction of the motor itself. The engine drive is a 11 or 12 toothed sprocket taking a $\frac{1}{2}$ x 3/16th chain. All in all, a neat little motor with all the usual refinements, weighing some few pounds but capable of moving man and machine easily and comfortably almost anywhere.

The makers are Sddeutsches JLO Werk, Munich 13, Moosacherstrasse 25, Germany.

AUDIBLE WARNING DEVICE



This electric horn with its button switch weighs only 6 ozs. It is the type used on many continental scooters and autocycles and runs off the current supply of the normal flywheel lighting coils.

They are now available here from Messrs Adimar and retail at 15/- each.

The **GEM** of cyclemotors

THE MOST ADVANCED AND SIMPLEST TWO-STROKE MADE

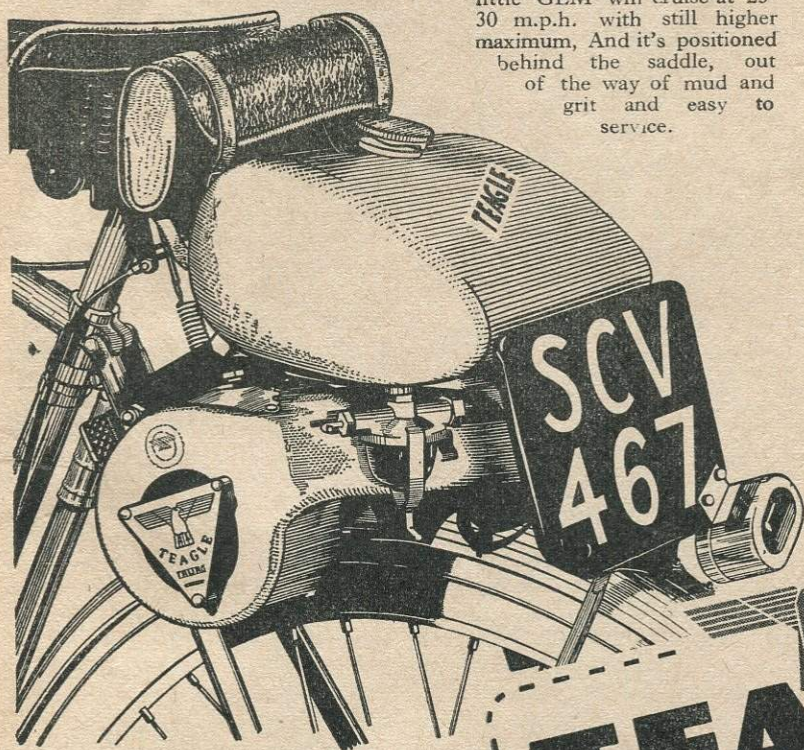
Make way for a TEAGLE! There's **NOTHING** on the road to-day to compare for Power Performance—or price. Superbly manufactured in the Teagle tradition of fine craftsmanship—tough, simple and thoroughly reliable.

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)*

£16 Model B (BLOWER COOLED)
 With number plates & lighting coil included. P.T. £3.0s.10d. Carriage Paid. Five spanners & screw driver (Terry & Britool), licence holder and Miller rear light £1 extra.

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



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LEADS THE WORLD IN LIGHTWEIGHT POWER

OWNER MAINTAINED

by

STANLEY PRESTON

I HAD been running my *Cycle-master* for almost a year before I plucked up sufficient courage to have a go at decarbonising. I say "courage" because I am notoriously un-mechanically minded, and the thought of tackling anything more complicated than routine oiling sends me cold with fear. Perhaps the nearest I've been to "going crazy" was towards the end of a long evening spent trying to find the oil-hole in the rear hub. I rather liked the drawing in the instruction book, which shows an ordinary oil-can reaching this hole. Anyone who has oiled this hub will realize how optimistic the artist was. I wonder if *Cycle-master Ltd.* have Shares in oil-cans with feed-pipes no less than $4\frac{1}{4}$ in? Sales must surely have boomed since the Magic Wheels first began to turn.

With decarbonisation in mind, I read the Manual very carefully. I read it from left to right, then, for clarity, from the bottom of the page upwards. Either way seemed equally unintelligible at first. Within four months, however, such was my heroic doggedness, I had mastered enough to be able to announce to the family: "I am going to decarbonize the *Cycle-master*".

Silence descended on the room. Had I said I was turning Communist, going into a monastery or evading Income Tax, the atmosphere could not have been more charged with tension. You see, they have witnessed my earlier mechanical episodes. They know that in a certain cupboard lies the parts of a watch that sprung out of its case as I was repairing it. They are ever conscious of the time I



"... for clarity, from the bottom of the page upwards."

"repaired" the faulty door-latch—any burglar worth his salt could enter our home in a matter of seconds, now.

Although I could not be dissuaded, I agreed to a compromise. I would ask Brian to give me a hand. Brian was a friend (note the past tense) who owns a 500 c.c. bike, and regularly takes it to bits, just for the sheer love of it. It seemed logical, on the face of it, that 32 c.c. against 500 c.c. would be child's play.

"You want to de-coke it?" he said. "Simple. I'll show you how. When you've de-coked one, you've done 'em all. In any case," he added, casting his eye over the wheel, "your piston can't be much bigger than a mint imperial."

We arranged to do the job the following week-end, and I re-read

the manual very carefully. I learned that I would need a Gasket and possibly new Piston Rings, so next day I called at the Dealers.

"Cylinder Head Gasket and a couple of Piston-rings," I requested airily, trying to sound as though I bought such things every other day. Actually I wasn't quite sure what the Gasket would look like. It seemed an anti-climax when he returned holding between his finger and thumb a piece of semi-stiff paper that could have been one of the trimmings left hanging outside since the Festival of Britain.

On the day, I had gained sufficient confidence to tackle getting the wheel out of the machine before my friend's arrival. According to the Book, one of the preliminaries is to "unscrew the Clutch Control from the handlebars". Simple enough, surely?

The writer reckoned without my native genius for attracting adverse conditions. So what happens if the screw will **not** turn? I tried two or three different screwdrivers, but the screw would neither tighten nor slacken. I tried concealing the screwdriver in a cloth, pretending to dust the handlebars and then swooped on the screw before it knew what was happening. No good. The screw was rusted in—and my time was running out.

I bathed it lovingly in penetrating oil, had a long smoke, and started again. Even at this stage, I was inclined to laugh about it. Fancy being held up by such a **minor** difficulty! Once more, I went through the gamut of screwdrivers, and the third one eventually embedded itself into my left hand. As the steel entered my flesh, so the iron entered my Soul, and in my choice of words that followed, I

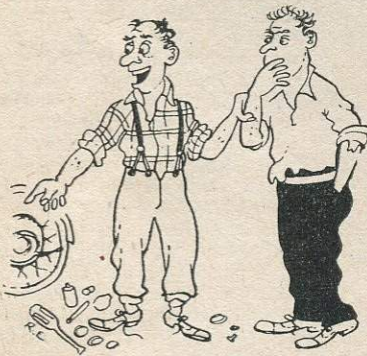
showed at least I have mastered the mechanic's vocabulary, if not his art.



" as the steel entered my flesh, so the iron entered my soul "

I retired to lick my wounds, and returned holding a hacksaw, grinning fiendishly. In a few seconds, the Clutch Control Lever was free and the *Cyclemaster* Spares Department was guaranteed at least one more sale.

Events moved quickly after this, and by the time my friend arrived I had got the whole engine out of the wheel, and very soon we had removed the cylinder head, and then the cylinder itself. We took off the rings, cleaned the grooves



" What do you say we split the crankcase ?" he urged.

and the head, and then my friend looked speculatively at the crankcase. A fanatical gleam came into his eye.

"What do you say we split the crankcase?" he urged.

"Why not?" I thought. "It's all experience". So I agreed, yet some instinct made me walk over to the Manual to have a glance. I read with horror about the need to raise the temperature of the metal with a blow lamp, and dashed back just in time to stop him from inserting a screwdriver into the joint.

"No!" I yelled. "Let's leave it at that."

So began the re-assembly. To my surprise this went fairly smoothly, apart from the usual fitting of piston-rings. It is easier to get hoops over the ten-shilling notes at a fairground.

We got as far as replacing the Eccentric, little realising how significantly that little collar has been named. My friend pushed it on, with the pear-shaped bulge at the bottom. We didn't bother to look at the Manual, but logically presumed that being pear-shaped, the bulge would be at the bottom, like a pear. Who ever heard of a top-heavy pear?

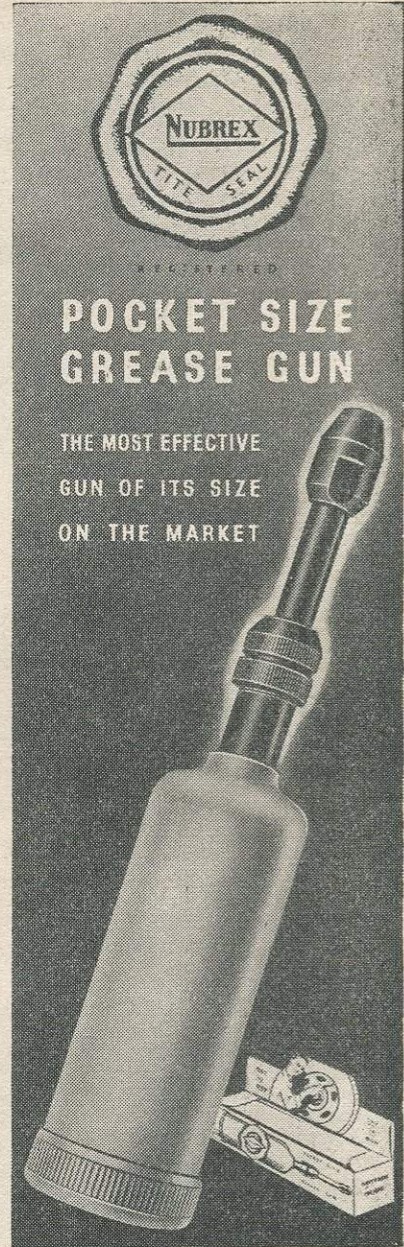
Very soon, we had everything assembled again, and I gave it a road-test. I did about thirty yards before I was brought to an abrupt halt with accompaniment of grinding, rasping metal. The clutch chain had jumped off the drum wheel and tightened itself around until the unit was immovable.

We learned **later** that the bulge of the pear-shaped Eccentric has to lie at the **top of the spindle**.

* * * *

I always fancied having a spare *Cyclemaster*, just to experiment with.

Well, we've been two hours trying to slacken that chain . . . and now it is getting dark . . . If something doesn't happen soon, I look like getting my wish.



★ 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*

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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.

Winged Wheel Service

I wrote to you on the 6th April, with regard to one of your Correspondents, who wrote under the nom de plume OXL.22, and whilst I greatly appreciate the assistance and help you have given us by the publications in your May issue, I am rather disturbed at the wording, namely—"This free service will apply even if the stated guarantee period has expired".

Again, in your "Flashes", you state—"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".

The purpose of this letter is to impress, as I think I have mentioned previously, that whilst this Company does examine all claims sympathetically, we cannot, in fairness to ourselves, agree to all cases being dealt with on a free of charge basis.

Circumstances do arise where the cause of brake failure is due to owners' negligence in allowing fuel leakage at the petrol pipe connection to the carburettor. When this occurs, the drops of oil lying at the base of the crankcase get blown back into the brake drum when the unit is in motion, thus causing failure of the brakes. Alternatively, there are cases where the oil seals have worn with perfectly normal usage, and the work is therefore chargeable.

In view of these remarks, would you please print a correction that each case will be treated on its merits, and where justifiable, will be done free of charge.

B.S.A. CYCLES LIMITED
Birmingham

Wheel-for-the-Job

I have a *Power Pak* Synchro, and have found it a wonderful little motor in all weather and easy to maintain and it makes very easy work of pushing my 15 stone about. The usual fault is of course mud slinging and as a result a free wheel that slipped. I also had spokes breaking owing to the extra weight. So I invested in a new wheel with heavy gauge spokes and a *Perry* back pedalling

brake and after a year's use I would recommend it to anyone, it is a wonderful brake in the wettest of weather and no free wheel trouble as it is totally enclosed. I had a lot of trouble with my handlebar number-plate clips which kept breaking owing to vibration, so I made an angle piece in thin steel 1 in. wide and drilled a 1/4-in. hole and put my handlebar stem bolt through it, and two small holes for the number plate, and after six months it is as good as ever and quite a few sixpences saved.

G. E. MARSTON

Leyton.

In Praise of "Mobylette"

I can heartily endorse your Leicester correspondent's praise of the *Mobylette*. I have done about 700 miles on mine, and find it an admirable machine. The one real drawback is the absence of a clutch on the standard model, and it might be better to fit hub brakes to such a sturdy frame. Apart from these criticisms, I am very well pleased with my choice of cyclemotor.

I work my *Mobylette* pretty hard, it takes me round on an outdoor job that involves carrying two panniers crammed with quite heavy equipment as well as any shopping that I may do. It is always either negotiating heavy traffic, or going up steep hills: and a winter of ill-health has prevented my doing very much in the way of regular maintenance.

So far, my only trouble has been the usual story of plug-whiskering; this has happened twice, and the plug needs frequent cleaning. Apart from this, the engine has just kept slogging along in all weathers, which just suits an unmechanical female rider who has to be rescued by strong men when faced with engine trouble. Acceleration is good, hill-climbing excellent, comfort really remarkable. My pedal-cycle speedometer is rock-steady on my cyclemotor; the machine handles as easily as an ordinary "bike," and I never realised that some people get dirty on their cyclemotors until I read letters on the subject in your magazine. The strong frame, wide tyres and broad

mudguards certainly make for easy riding.

A drawback to a continental machine is the difficulty of getting spares and servicing. Spares can always be ordered from Pride & Clarke, but this is bound to mean a few days' delay. I find many dealers unwilling to "have a go" at an engine that is strange to them, which strikes me as being most unenterprising but there it is. But I hope I shall not have to bother them very often, because the *Mobylette* seems willing to keep on at 18-20 m.p.h. for hundreds of miles without giving any trouble. All in all, it is a fine job.

(Miss) MOBYLOPHILE

Guildford.

Service Needs

As a new reader of *Power and Pedal* may I say how much I like it, especially for its frankness.

I, too, have oily-plug trouble with my *Cyclomaster*, and, in addition, my local agent gave me very poor servicing on the one occasion on which I put my engine in for an overhaul. I am now resolved to do as much of the maintenance as I can myself, for I am convinced that most garages will not be bothered with small engines. For this reason I should very much value the publication of an exploded diagram of the *Cyclomaster* engine—and, indeed, of others for comparison.

With thanks and good wishes,

H. C. HUMPHREYS

King's Norton

Technical Articles

You ask in the May issue of your splendid journal how many readers feel the same way as reader MKD 720 of Liverpool so I am writing to say that I for one do for the following reasons:

- (1) Being a chap that can't help mucking about" with all cycle motors I can lay my hands on I would find it extremely helpful.
- (2) Most handbooks I have seen cover only usual maintenance details and tell you to trot off to your dealer for anything that needs attention beyond a plug change.
- (3) Special tools are often required on some types and if this information was available in our *Power and Pedals* we would know whether or not we could tackle a job before "ripping it to bits" to find out.
- (4) Exploded illustrations are very much better than several pages of type and save hours of labour

when putting all those bits back in proper order.

Hoping to see this feature in the near future.

A. J. RANDALL

Farnborough.

More on Technical Service

MKD 720 certainly hit the nail on the head in his letter.

We heartily agree with him. What *Power and Pedal* needs first is a technical advice department to which any harrassed reader can apply for help and moral support.

There must be many people like us who live 10 miles from the nearest dealer. What do they do when she

won't start? Pedal 10 miles? Try it sometime and then you'll see why *Cyclemaster* is so popular.

Owners can write to *Cyclemaster* stating their worry and by the next post advice on routine checks arrives. The "Magic Wheel" the quarterly magazine for C.M. owners contains a feature called "Tips worth Remembering" by the Service Manager. *Power and Pedal* should have a similar feature. Maintenance of cycle parts should be treated like the important subject that it is.

The machines of the future don't thrill us. We can only use what we've got. Tell us more of clip-ons past and present. *Power and Pedal* should be a reliable service manual to all its readers.

THE VINTAGERS.

Wirral

Phillips Motorised Cycle

Recently I purchased a *Phillips Motorised Cycle* and I am wondering whether any of your readers have experienced the same faults with their machines as I have with mine, during the past three months, namely:—

1. Both sets of rear mudguard stays broken.
2. Rear mudguard worked loose.
3. A ring, fixing the stand to bottom bracket fractured and broke away.
4. Reserve fuel supply does not work satisfactorily.

I am of the opinion that the trouble is caused by excessive vibration, due to the engine being fitted direct to the cycle frame, without any form of shock absorber.

THE
ITOM "TOURIST"

The most powerful attachment engine on the British market

1st, 2nd and 4th

in the PARIS - LAVERA - MONTE CARLO RALLYE (Tourist Class)

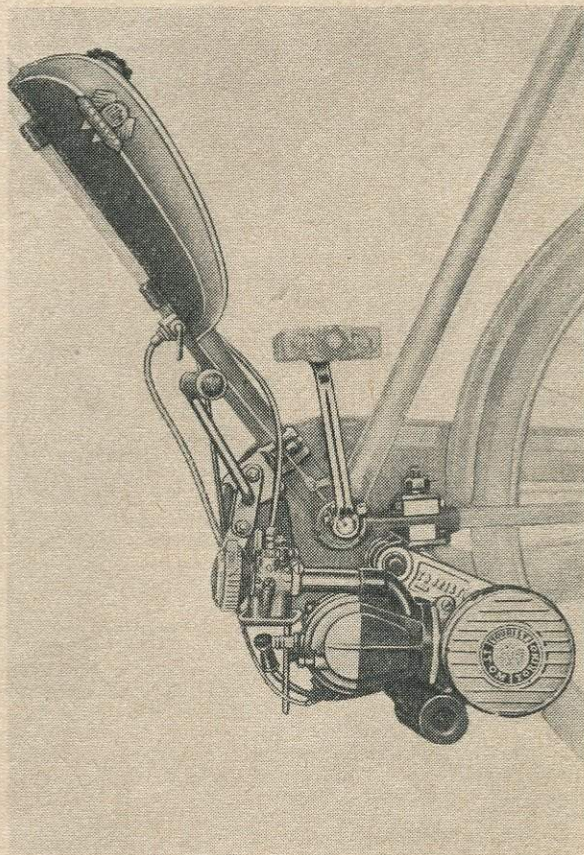


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The new improved **ITOM "TOURIST"** 48 c.c. Bracket fitting. Foot operated engaging gear. Weight only 15½ lbs. Gives high performance with absolute reliability and long life.

I should be glad to hear from any other owner of such a cycle having had this experience, what steps can be taken to overcome the trouble.

M. C. PAFFETT

Portsmouth.

Appreciation

Twelve months ago, after carefully studying different designs and reading the excellent road test in *Power and Pedal*, I bought a *Teagle* cyclemotor.

At the time I had some doubts about buying what was to me a new make, although I knew from your journal that the engine had been used for a considerable time for other purposes.

I have never regretted my decision.

On the contrary, apart from the fact that I am convinced I bought the best unit on the market and also one of the cheapest, it introduced me to the finest firm I have ever dealt with.

In 25 years business experience, including wholesale and retail sales, I find their after sales courtesy and service absolutely unique. If I had taken delivery of a *Rolls Bentley* I could not have expected or received better treatment than I have received from *W. J. Teagle, Ltd.* It has indeed been a great pleasure to deal with them and I hope they have the success they so richly deserve.

Incidentally, prior to buying the *Teagle* unit I had never written a testimonial or to a newspaper or journal in my life.

N. E. LEWIS

Birkenhead.

"Power Pak Comments"

My motor is a *Standard Power Pak*.

Many times I have read that 1-16 petrol is pre-historic, so with *Castrol XL* I used 1-32 and seized the bearings after 10 min. at 20 m.p.h.

On calm days I do 30 m.p.h. stretches in both directions (I have a speedometer) and average 210 m.p.g. One shot of *Redex* gave me increase of 20 miles per tank.

I have done 3,700 miles without decoke (except the silencer) no deterioration of performance, and no whiskers or bridging.

With my motor *Cyclemaster* Oil beats easily the four oils I have tried.

Barry Bros. fitted some *Alpha* girder forks (send for illustration) to my *Raleigh*. With 3in. movement they give a nice spongy ride, whereas *Webb's* seem "hard" to me.

File down the end of the tyre gauge from 1/8th to 1/16th in. as this makes a

handy screwdriver for the main jet of the *B.E.C.* carburettor.

FAST PAK

Romford.

—And Silencer

After I had bought my new *Power Pak* in July, 1954, I found that she lost power after 800 miles, so I stripped her down for a decoke and found the exhaust port almost blocked up. I put this down to the fierce back-pressure most of the cyclemotors suffer from. So I dismantled the silencer, and found four 3/16th in. diameter holes in the baffle, I drilled these out to 1/4 in. diameter and drilled two additional holes.

I also opened up the exhaust outlet from 3/8th in. to 5/8th in. dia. After this process I travelled 2,500 miles; on stripping I was amazed to find enough carbon to cover a sixpence and the exhaust port clean. Two of my friends have also done this, and are having good performances. My *Power Pak* will do 205 m.p.g. with increase in speed and a cleaner engine.

By the way my fuel is *Cleveland* cheap plus *Castrol* two stroke self-mixing in a ratio of 16:1 my carburettor is an *Amal*, and jet size is 45.

Good luck to all *Power Paks* and to *Power and Pedal* for an excellent 6d. worth.

T.A.E. 531.

Bristol.

That Erratic "Cyclemaster"

Your correspondent R.F.M. 298 of Chester asked if any reader could offer an explanation regarding the cutting out of his *Cyclemaster*. I have had similar trouble and after careful examination traced the cause to oil deposits on the contact breaker points assembly. After removing and cleaning no more trouble was experienced.

I should like to point out that I have found nine out of ten causes of trouble can be traced to the ignition system. Where a plug or carb. cause the engine to cut, the engine splutters and coughs before dying, but with actual mag. trouble the engine usually cuts dead.

B. RAMSDEN

Manchester

And the Answer?

I should like to reply to your correspondent R.F.M. 298.

Your trouble is not as complicated as you think. If you examine your petrol tap and banjo-union, I feel sure that

you will find that it has swivelled, causing the rubber connection to the carburettor to become constricted. This causes the petrol to flow very slowly into the carburettor, thus you can only run as far as one chamber-full of fuel will take you, then it is necessary to wait until the chamber fills once more, and the engine will run once more.

The cure is to return the banjo-union and tap to the correct position, thus keeping the bend in the connecting-pipe uniform and gradual.

SNW 260

Leeds.

Firefly Trouble

I would like to know if any of your readers suffer from the same starting troubles from their *Firefly*s as I do. When starting from cold the engine fires occasionally for the first 200 yds. and then fires consistently. I always start with the choke shut and I never run the carburettor dry. This has been going on since I bought the machine a month ago and I have had a new condenser and contact breaker arm fitted but it is still the same. I would be much obliged if any of your readers could suggest a remedy for this.

I must thank you for an excellent magazine but could you not include articles on maintenance of cyclemotors as I am sure it would be most useful to most of your readers.

PZ 5843.

Belfast.

3-Speed Unit

Re Mr. R. C. Cordon's letter regarding freewheels, I would recommend the *Sturmey-Archer* 3-speed unit as a long lasting, trouble-free gear. My own has had very little attention (only a few drops of *Castrol XL* every month or so) and, since my engine is a *Power Pak*, is almost invariably covered in mud and grit. My wheel has now covered 3,700 miles without the slightest trouble and seems good for another 5,000.

CYJ 953.

Dundee.

Bracket Gears

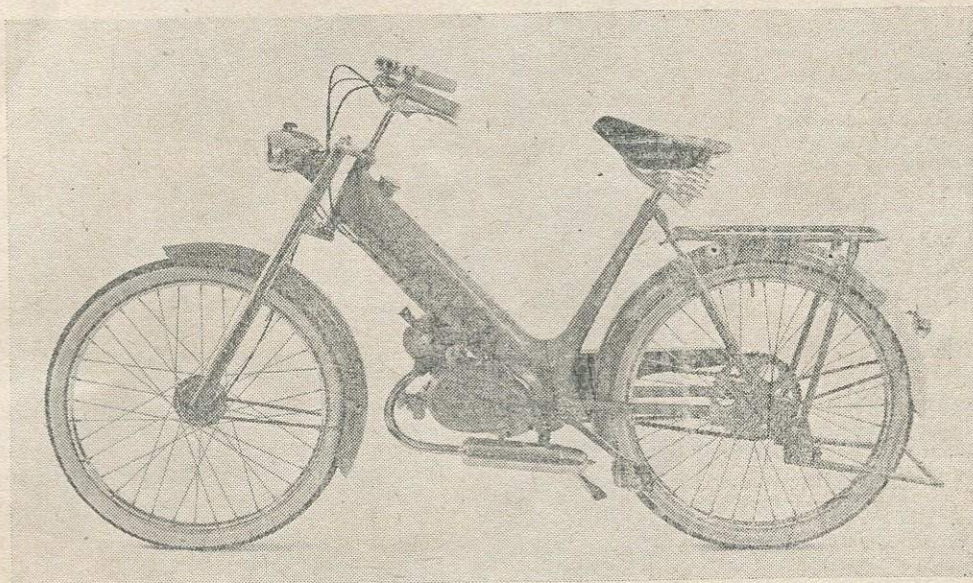
May I make, through your columns, the strongest possible plea for the re-introduction of bracket gears which have not been on sale in this country since the war. As it is, users of *Cyclemaster* or *B.S.A.* motorised wheels and light auto-cycle owners find it almost an

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impossible strain to pedal their machines for any distance in a hilly part of the country. In addition, a low gear is a very great help when starting in traffic or on a hill while a high gear makes possible the light pedal assistance necessary to prevent the falling off of engine revs on inclines or when running into a head wind.

The gears should be as many and of as wide a range as possible, a four-speed giving gears of 25, 50, 70 and 95 would be ideal, but even a two-speed on the pattern of the pre-war *James* gear which would provide a high of 70-72 and a low of 38-40 would be a very welcome accessory, probably to the cyclists as well as the cyclemotorist.

POTENTIAL CYCLE MOTORIST
S.W.16.

Tow Path

During last summer my wife and I thought we would have a trip to the river and walk with our Motorised Tandem along the tow path. On our return we were informed that we were not allowed to do this. I was told the same thing when going along the Canal Tow Path. Have any of your readers had the same experience. I have since been given to understand

this is a bye-law on the Tow paths. Is it not time it was altered? There are not any horse-drawn barges now, yet without the motor you are allowed to do the above.

Greenford

BMX 211

Cyclaid Experience

I have a *Cyclaid* motor attachment and I thought my experiences with it may help other readers (of your excellent journal) along the road.

I have 14,000 miles on the clock and I feel sure, that anyone living in a hilly district like this will not find a better two-stroke motor than the *Cyclaid*.

I have passed many other makes on hills with the riders pedalling, and the *Cyclaid* takes it in its stride without assistance. If I have to pedal, I know there is something not functioning properly on the motor.

The exhaust port requires decoking at approx. 1,500 miles. The cylinder head and exhaust pipe are decoked at 5,000 miles. The cylinder barrel has not been removed. The V-belt drive is excellent and does not slip. Tyre wear is very little more than an ordinary push bike.

My one trouble was whiskering which

I have cured. I tried three different types of plugs, but the trouble remained. Different oils and petrols were used, smaller jets, but all to no purpose, I noticed the centre electrode of the plug always appeared to have been extremely hot, just prior to whiskering. The electrode looked as if it had been molten on the surface, and a small piece is able to bridge the gap.

To prevent this happening, the plug must be kept cooler. The material the head gasket was made from, appears to be a poor heat conductor, a gasket was required that would let the heat pass into the cylinder barrel and keep the plug and head cooler. So I made a gasket out of sheet copper, and rubbed it on a sheet of emery paper to obtain correct thickness. Since fitting this gasket I have not had any more whiskering. Many thanks to the manufacturers for such a big-hearted little motor.

R. J. STONE

Newton Abbot

We have to apologise for the fact that the word "bearings" was omitted in the last line on p.158 of our last issue in the letter signed MAHNEXO

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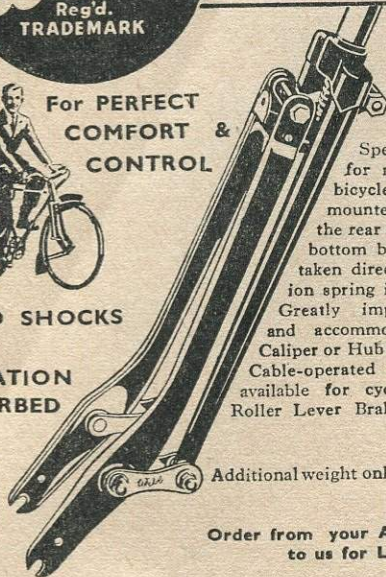
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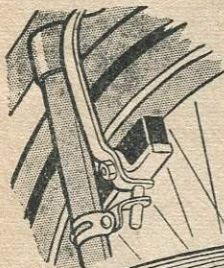


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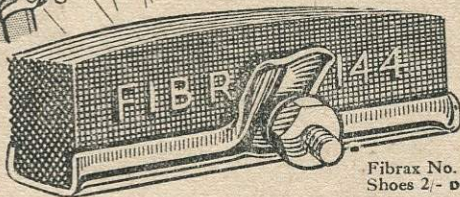
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SCOOTER CLUBS

Clubs which would like notes of their activities on this page are invited to write the Editor by 7th of each month please.

LAMBRETTA OWNERS' ASSOCIATION

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

Prize winners in the Brighton Lambretta Rally, May 8th were: BRAKING TEST, A. S. Hughes, *Grove Park, S.E.12*; OBSTACLE RACE, K. Hardcastle, *Paddock Wood*; CONCOURS D'ELEGANCE, Class A First Prize, E. R. Austin, *Wimbledon*; Class B. First Prize, R. Friday, *Worcester Park*; Class C. First Prize, J. Beken, *Mitcham*; TREASURE HUNTS, D. J. Yeo, *Southsea*; R. Ryan, *West Ham*; G. Stevens, *Eastbourne*.

SURREY

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

VESPA CLUB OF BRITAIN

The Scooter now has a complete list of all Vespa clubs. We will gladly give any reader the address of his nearest branch.

The Hastings Inter-Club Vespa Rally, organised by the South London Branch, will be held on 5th June. Tickets (6/- including tea) and further details from N. P. GRANT, 49b Central Hill, Upper Norwood, London, S.E.19.

Two of over 250 competitors who took part in the Lambretta Rally at Brighton on May 8th.



THAMES VALLEY VESPA CLUB

Secretary and Treasurer: NORMAN ROBERTS, A/Y "PINTAIL" HAMMERTON'S BOATYARD, LONG DITTON, SURREY

On May 15th a Vespa Gymkhana was held at Godalming.

Six of the Vespa clubs were represented. These, in addition to the organisers, were from Portsmouth, Guildford, Surrey Downs, West Middlesex and the newest club to be formed, Reigate Hills.

A challenge Cup Competition between Thames Valley and Portsmouth ended in a victory for the

latter club by 28 points to 23.

Among the open results winners were: Egg-and-Spoon Race, Mr. Sloan, *Portsmouth*; Slow race, Julie (?), *Guildford*; Mixed Event, Miss Daphne Mansfield, *West Middlesex*; Team Relay and Obstacle Race (4 per team) Thames Valley Team.

The local dealer (Mr. G. Brown of *Godalming*) presented a display of two Vespa engines, one stripped and one complete, together with a layout of all the tools required for complete maintenance and service.

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Scooter Topics

by

F. W. QUIGLEY

Scooting to the Continent

BY the time these notes appear the touring season will be getting into its stride and undoubtedly a fairly large contingent will be heading for the Continent. Side by side with the Rolls and Bentleys will go a flood of small craft from the pushbyke upwards. Most of us being as short of holiday time as of money may find the notion of air travel there and back at moderate cost particularly attractive, and it is with frank envy I cannot accompany them that I hear of two parties from the South London Group of the Vespa Club who will be travelling that way.

Party "A" under Roy Ranber, who has done several previous tours, leaves on the 11th, and Party "B", under Dick Cumby, on the 18th June. All but one of the machines will be carrying a pillion passenger, thereby providing the cheapest travel a couple could choose. The solo rider, I think, is Roy Ranber, a veteran motorcyclist, who now expresses the view that the scooter is the best form of personal transport.

These two parties will not be following identical routes but will cover roughly the same mileage—2000—in 14 days and will cross the frontiers of France, Germany, Belgium, Austria, Luxembourg and Switzerland. It sounds ambitious



The London street scene is brighter because the scooter is here.

but it was done last year when 8 scooters covered the same ground with no serious mechanical trouble.

Dick Cumby's party hopes to be in Strasbourg in time for the Beer Festival and to be returning by Lake Constance in time for the Festival of Lakes, a refreshingly liquid prospect for all concerned! And in Paris both parties intend to have their final fling.

Cost of this tour should come out at under £40 a couple and Cumby gives me the following basic figures which may be of interest to readers contemplating similar tours:

Return fare, Lydd—le Touquet by Silver City Airways			
(Scooter and 2)	£10	15	0
(Scooter and 1)	6	5	0
Passport ...	1	0	0
Documentation by R.A.C. or A.A.			
(incl. G.B. plates)	1	15	0
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Petrol will cost 6/2 a gallon on an average; bed and breakfast, as little as 5/6; meals not more than 7/- (except in Paris) and they have reason to expect hospitality from Vespa clubs in the various countries through which they will pass. Bon voyage to them and I shall be glad to have their stories when they return.

Wind and Screens

Starting out in brilliant sunshine earlier in the year, in a $\frac{3}{4}$ -length "buffer" coat I find useful for scooting about Town, I did a long and increasingly cold run down to the South-East Coast. From this emerged the following conclusions—that a long coat is essential for a

long run, that a windscreen is a mixed blessing in gale force winds though a boon in rain. In the gale force winds I encountered my normal touring speed was reduced from 30 to 22 m.p.h. and engine and screen clatter, not very noticeable when dodging about in City traffic, appeared to develop emphasis on the open road and I began to wish the screen elsewhere. I took particular note of other machines on the road and almost all were being ridden "bare". Goggles and a good coat are the alternative but are no substitute for a screen when it is wet, so for a prolonged tour, (although a scooter handles delightfully without), I think I would take my screen.

Coats, Cops and Corkers

Reverting to the long coat for the long run—by parcel post a few days ago came a coat for which I have been waiting ever since I first read about it in this journal's October '54 number. The coat is the "Norvyde", made by the East Anglian Oilskin Co., Ltd., of Norwich out of special material from I.C.I. It is not yet available for general sale as there is a high priority on the material for industrial and other special uses but the East Anglian people are trying to fulfil enquiries which followed the publication of the above mentioned article, and a few of these coats are therefore trickling out.

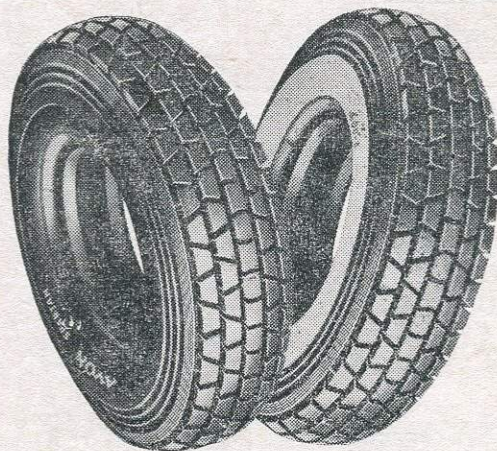
The coat delivered to me is an improvement on the one described earlier in *Power and Pedal*—stout press-studs take the place of buttons, there are two big square pockets, instead of pocketless hip slits, and incorporated is a magnificent inner storm zip. The coat is light (3½ lb.), white, or very nearly, and should show up well in darkness, and "right" as regards price, (65/-). It incorporates suggestions from Mr. Farr, the editor of *Power and Pedal*, and as a result retains the appearance of a smart general purpose raincoat while embodying,

unobtrusively, features essential to the rider of anything on two wheels. The material is something special—pliable yet with sufficient rigidity to keep in position over your knees when riding and I believe that a soap and sponge is all that is required to clean it up.

Throughout the winter and spring I have worn a "corker" because I have less confidence in other road users than I have in

myself. Although in combination with a windscreen it may appear a little "de trop" and produce a grin of derision from daring types in well upholstered *Jaguars*, it has proved the most satisfactory and comfortable article for its purpose that has ever adorned this ageing coconut! It has, however, one defect, when riding without a windscreen, the earflaps become gale traps and hearing is much

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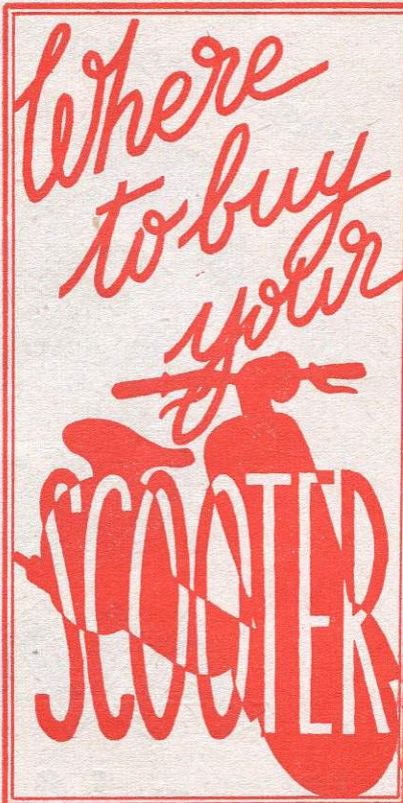
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reduced. I wondered if traffic cops were equally handicapped by their corkers, and seeing two of them with parked machines at Marble Arch, asked them about it. They said they could hear very well and one of them, obligingly removing his helmet, showed me why—to fit over the ear lobes is a built in rubber insulating ring which incorporates a cotton screen. My own corker is innocent of such refinements but if I was buying now I would demand them.

And Now The Master Touch!

Have you seen it on the back of the buses, that portly heavily jowled public figure in a chef's apron brandishing a canister of salt? It is just at the level of following motor traffic. At first we were amused as we were intended to be but gradually, from seeing it too often at too many

traffic stops, that face and that assinine flourish added irritation to the ordinary fret of frequent stops. It will probably disappear to be replaced by something equally silly by the time this appears in print.

Embankment Scare

Running homewards along the embankment the other night at about 9.30 p.m. and negotiating a slight curve where the road narrows, I suddenly found converging on me a huge car the third of three abreast on what was virtually a blind corner. With only inches to spare it swerved clear of me and it would not have succeeded in doing that had my own speed been a shade faster. Scared and indignant I watched its rear lights disappear before continuing my journey and I dearly wished that there had been a motorcycle police-

man to chase him and tear him to pieces! The incident leaves me with scant sympathy for the point of view I have often seen in print—that the police should be engaged on more "useful" work catching criminals than harrassing motorists. The difference between criminals and careless motorists is only one of intent and it would be no overstatement to say that the entire anti-social activities of criminals in any one year amounts to less in terms of misery, maiming and sudden death, than the careless driving of a few killer motorists. So go to it traffic cops!

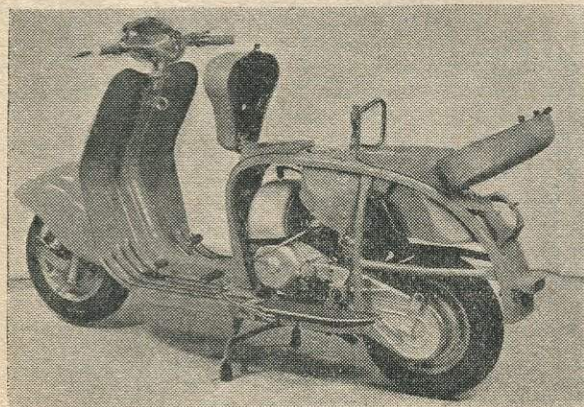
Committee Quandary

A problem facing the members of one scooter club is what to do about its Committee. Since they were elected almost all have become car owners!

The DUERKOPP "DIANA" SCOOTER

An Interesting German Design

As the photograph shows, both seats of this 200 c.c. machine swivel upwards to reveal under the front seat the electrical equipment with the tank filler behind it, whereas, the pillion seat accommodates the air filter and the battery, with some additional room for tools. Both seats can be locked in their normal position. Other features of this well-designed unit are : kickstarter, four gears, which are all reached by foot-operated lever, whereas neutral is reached from any gear by pressing down the kickstarter. Cruising speed is claimed as about 55 m.p.h. with two persons mounted.



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THE LAMBRETТА D.150

We conclude the report on the test which was not completed in time for our last press day. The forepart is on p.165 and 166 of the May issue.

TESTED over some weeks the Model "D" proved itself a go-anywhere machine on long or short journeys. As might be expected it was economical, returning a petrol consumption figure of 131 miles per gallon whilst making full use of the lively performance. We believe that this very good figure is due to the excellent top gear performance.

Comparison with the well-tried 125's is inevitable and is not all one-sided. The extra power of the new engine is a good thing in many ways but there is some loss of smoothness as compared with the smaller unit. Starting too became more of a trick, a-very-quick-dab-at-the-pedal-and-pull-the-foot-away-smartly-to-avoid-a-back-answer seemed to be the best formula. We are not sure that the ladies will take to it quite so happily and electric starters might well find the going heavy. On one occasion when the machine had been left out in steady rain for some hours it took some two-man pushing to get it firing, a thing we have never seen happen to an enclosed model!

Weather protection, with no screen and only shin high legshields, is naturally not so good but still better than a motor cycle because the open frame permitted a full length coat to be worn right over the legs. Protection from road dirt is complete and the filthiest and deepest puddle could be rushed without collecting a spot. Conversely the smaller frontal area probably contributed to the high maximum, nearly 50 m.p.h. (much more by speedo), and certainly some gusty winds during the test

ROAD TEST REPORT

affected the handling very little from any angles.

Anybody's Guess

That there will be a lively demand for the 150 c.c. range is certain and it is anybody's guess how the British public will take to the "undressed" model D. But there is room for it on the market and it has lots to commend it besides price.

ORIENTAL RABBIT

JAPANESE competition in the field of scooter manufacture has appeared in the form of a machine called the *Rabbit Super 61*. It is driven by a 200 c.c. side valve four-stroke industrial engine and looks like a copy of the popular Italian designs.

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TEAGLE cyclemotor engines are reduced in price. The new basic price for the model B (blower cooled) unit with number plates and lighting coil included is £16. Purchase Tax adds £3. 0s. 10d. A kit of high grade tools, licence holder and rear lamp cost another £1.

ADIMAR ask us to say that they have never had any connection with the handling of the old front and over-rear wheel drive *Itom* units that appeared here in small numbers some three or four years ago and cannot supply spares.

The *Itom TOURIST* they handle is a completely different machine and is, of course, fully serviced here.

WE LEARN that the Italian I.M.N. group is interesting itself in the British market with the *Paperino* light autocycle in pressed steel with a luxury specification.

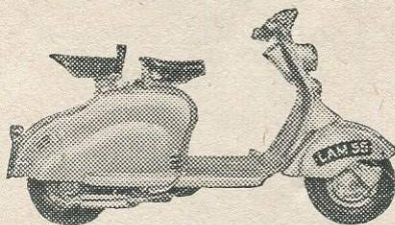
NEW REGULATIONS by the Minister of Transport include one making pillion footrests compulsory. The wording of this Regulation 101 is:

If any person in addition to the driver is carried astride any two-wheeled motorcycle (whether a sidecar is attached thereto or not), suitable supports or rests for the feet shall be available on such cycle for that person.

HONEYMOONERS to Anney (France) are offered the seventh day of their honeymoon free by the local hotels on presentation of a marriage certificate less than six months old.



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ECLIPSE CYCLES of Hammer-smith ask us to advise their many customers who are our readers that they are taking their modest annual holiday from May 30th to June 6th and the premises will be closed during that period.

SHELL-MEX and B.P. offer a touring service worth taking in the form of a series of free booklets giving touring information for no fewer than 30 countries, a couple of phrase books in 15 languages and a series of maps of the British Isles remarkably clear for a scale of 6 miles to the inch.

The maps cost 1/- each from any Shell Service Station and the booklets are free from Shell-Mex House.

CHANNEL AIR SERVICE by Air Charter Ltd., of 92 Buckingham Palace Road, S.W.1., is of particular interest to riders living North of the Thames. The flip from South-end to Calais takes only 28 minutes and rates for power-cycles, scooters and passengers are very favourable.

A feature of the service is an easy payments plan for painless fare paying.

NEW AUTOCYCLES from Germany called *Credette* are being offered on the British market. They feature the JLO engine unit that is described in our "News From Germany" in this issue and are available in both single and two-speed forms with very complete specifications including telescopic forks, built-in speedometers and high output lighting equipment.

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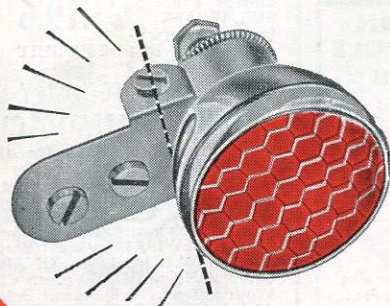
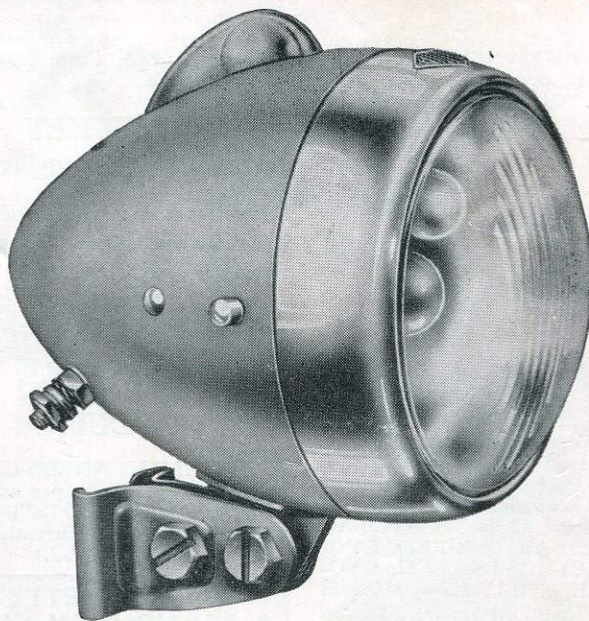
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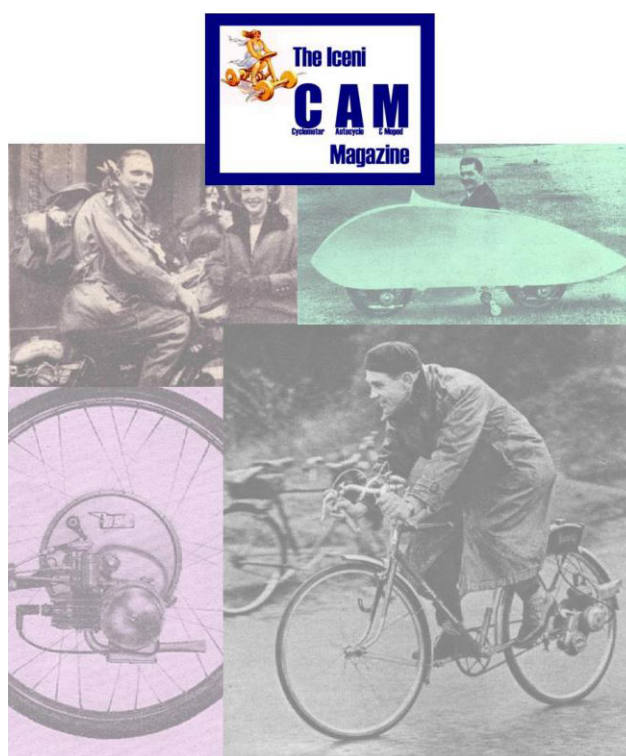


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