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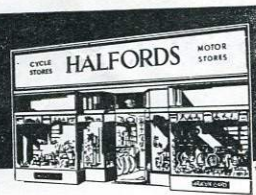
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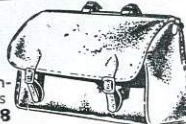
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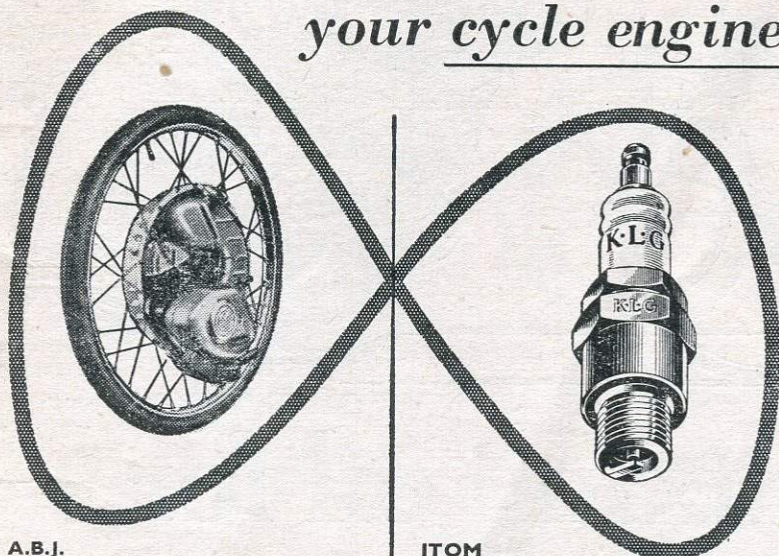


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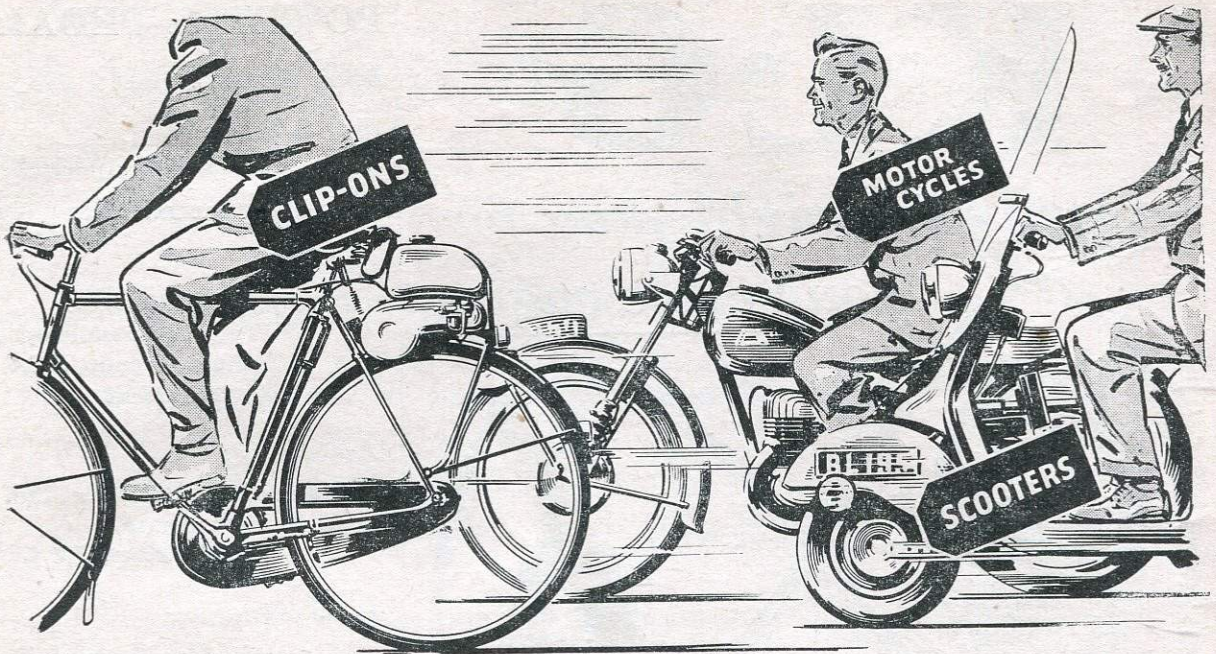
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JULY 1955

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THE CYCLEMOTOR & AUTOCYCLE JOURNAL

Editor: FRANK L. FARR

Vol. III No. 8

July 1955

ROAD TRAFFIC has become a major factor in the life of the country and it is generally admitted that the traffic has changed far more than the road over the past half century. These changes are still happening, both in the vehicles and their users on the one hand and the design and construction of roads on the other. The need, therefore, for an independent body, qualified and equipped for the scientific study of road traffic problems in all their aspects, is undeniable but it is a matter of opinion how far the need is being met.

In our last issue we noted that the Road Research Report of the Department of Scientific and Industrial Research devoted only four lines to motorised cycles, and we expressed our disagreement with the content of these. Since then, however, we have had the opportunity of visiting the Road Research Laboratory at Langley and we find ourselves even less satisfied than before as to the effectiveness of the work being done so far as motorised cycle matters are concerned.

On the matter already raised, the recommendation of the Report that powered cycles should be identified by enlarged number plates with white borders, we have pointed out that such plates in steel would constitute a danger to riders and public and we suggested instead that the plates should be smaller and oval in shape to avoid sharp corners. On expressing these views at the Laboratory we met only a casual admission that the point had not been thought of, and the rather surprising statement that the problem was one for the trade to deal with, not the Laboratory.

On the important question of brakes we tried to discover the basis of the published conclusions but found that tests had been made only with a limited and by no means representative range of units, that the demonstrator did not know of major modification in the most popularly used hub brake and admitted that the one specimen he had of it was three years old. They were "not familiar" with the type we had found most effective in road tests and shewed little interest. The number of machines and power

units there was pitifully small and there were no modern built-in types at all. The sole point proven in practice appeared to be that most cheap bicycle brakes are "whippy" and that these are not efficient—We said we thought most people knew this but they had hand-built a massively welded affair to prove it to themselves.

This journal is not of that section of the British press that delights in criticising the work of official bodies and we firmly believe that the Road Research Laboratory is doing much useful work that is adding to road safety. We feel most strongly, however, that it would be better for them to leave out work on specific problems altogether unless they have the money, time and manpower to do it properly.

It is wrong and dangerous that pontifically worded reports that may well become the basis of future trade action and governmental legislation should be issued on the flimsy evidence of inadequately controlled laboratory tests. This job needs to be done but it must be done well.

COMMENT

by

Clip-on

EDITORIAL brows are somewhat furrowed of late because of the consistent demand from readers for technical articles on how to tear your engine apart in comparative safety. Lots of letters have come in asking for these articles and not a single one against but this does not relieve us of all responsibility.

As I wrote in these columns some months ago, the greatest danger of damage to a cyclemotor engine comes from the mug with an ill-fitting spanner and because there are more bad amateur mechanics than good ones and more bad tools than good ones available, it stands to reason that the more cyclemotors are pulled apart the more trouble there will be among cyclemotors. The editorial dilemma, therefore, is whether to satisfy this overwhelming demand at the risk of damage to units, a bad name for cyclemotors and some blame for this journal, or whether to resist the demand and turn this readership towards other fields where motor cyclists of the sporting rather than utilitarian types take the costs of owner maintenance (See Stanley Preston in our last issue) for granted.

My own recommendation has been for a limited compliance, advice that will facilitate basic maintenance and simple fault correction without encouraging riders to look for trouble. It seems that a series at this level is being prepared and will appear shortly. I shall be interested to see if there is any increase in the kind of phone call we now frequently get "I've taken my XYZ down. Can

you tell me if the swoggle cam goes endways or sideways?"

Of course this kind of problem would not arise if we had good servicing facilities everywhere at modest costs, but till then *Power and Pedal* will serve its readers—as always.

Tax on Tax

My recent remarks of the fresh anomaly created by the imposition of Purchase Tax on imported engine units at the higher rate as accessories does not seem to have raised any echoes in ministerial consciences. But several of my acquaintances have discussed it with me and I find that the position is still not fully understood.

The extent of the sting is this: That import duty at $33\frac{1}{3}$ per cent. is charged on the export price of the unit plus the freight, packing and insurance charges, so we pay duty on these services as well as on the engine. On top of this we then pay Purchase tax at 25 per cent. on the whole lot. As the dealer's profit margins are also calculated on the cost-plus-freight-plus-duty price the total effect is that the buyer here is paying more than double the exporter's price. I am all in favour of protective tariffs being reasonably used to maintain standards in home industry but I cannot believe that it was the

intention of the legislature to load the dice to this extent. It may even be that this protective wall is one of the reasons why our manufacturers have not taken foreign competition seriously enough yet. Free enterprise needs competition to safeguard the consumer and it seems to me that a reasonable level of protection would be for both import duty, at its proper $22\frac{1}{2}$ per cent. level, and purchase tax to be calculated on the true wholesale price, that received by the exporter.

Vibration

Talking to one or two cyclists about their ideas on motor attachments I have found that several raise the objection of vibration as their first case against power. This has rather surprised me as I came to cyclemotors by way of years of motor cycling and must have taken some reasonable vibration for granted as a normal thing. Moreover, on pressing the question I found that these people were all potentially interested in scooters or ultra-light cars of some sort and did not consider the vibration a problem there at all. The point of this must be that there are some people who will not change gradually from pedal cycle to attachment unit and so on, but may well jump to autocycle or scooter because they have pre-conceived standards about how a bicycle should feel but none about the heavier powered machines.

Room for All Types

Of those who cling to the familiar cycle characteristics but want power to do the hard work there are very few in this country who have any knowledge or experience to go on in making their choices of machines. These folk must judge by the looks of the things in dealers' windows and such little information as is vouchsafed by the manufacturers' advertising material. My own bet is that appearance is three-quarters

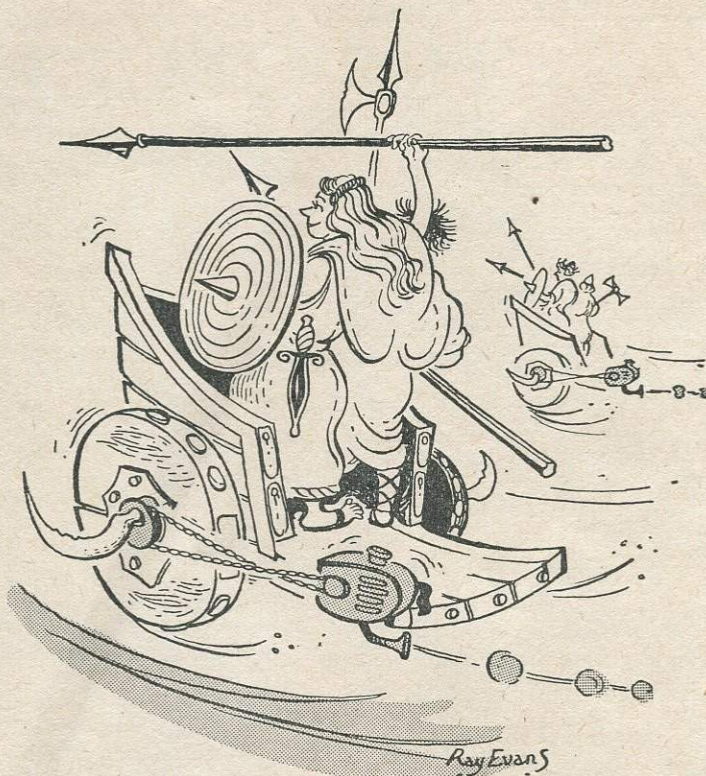
of the battle and I think that the present vogue for the *Quickly* is based very much on that machine's attractive lines and colour scheme. There are none of ours to compare with it for looks.

What I like best myself about the foreigners is their characteristic "cobbiness". They are not so much small as compact and handy looking and they feel that way in the saddle as well. Some of this may be due to the use of 23in. wheels but this is not the whole story as some with 26in. x 2in. wheels, like the standard *Mobylette* for instance have the compact look and feel as well. Both the present British machines come off badly by comparison, being too long and too high, especially at the front end.

There will be a still wider range of under-50's to choose from soon, whether the home makers take up the market or not, and we are likely to have some arguments as to whether the trends of design are going the full circle or not.

Ever since the first *Minis* appeared on our roads seven years ago, the wiseacres in the trade have been telling us that they had seen it all before, that the attachment engine was nothing new, that the built-in would follow the clip-on and the whole thing would get bigger and heavier until it turned into a motor cycle. This is simply not true—if only because the motor cycle already exists now and the new lightweight machines are providing for a new market and not competing in the existing fields. What is true, however, is that the range of ultra-lightweights is extending far beyond the attachment engine and even beyond the built-in motorised bicycle.

More and more continental makers who have already established themselves in the cyclemotor world are producing more luxurious machines that tend towards scooter standards in their cover-all paneling and almost complete weather protection. Some of these retain pedals for starting and to keep them



The Road Research Laboratory recommend larger number plates for cycle-motors, but it is pointed out that the late Queen Boadicea scored a notable victory over pedestrians in A.D.61 by fitting her sharp edges to their logical extremities.

technically in the motorised cycle class for freedom from licence and tax problems in various European countries. It is this sort of development that gives the old-timers material for their gloomy prognostications that there is an inevitable trend towards weight and complication in the industry, but I cannot share this view.

More luxurious and more complicated machines will undoubtedly appear, and sell, but these are next steps for cyclemotor riders, an addition, not a replacement for the light, simple and cheap motorised cycles. Price alone will always keep a place in the market for the simple machine.

Pillion Handles

What woman-hating male introduced those iron handles on the front of pillion seats on so many

of our scooters I do not know, but I will take a firm stand on the issue that they are wrong—all ways. They prevent the girl looking decent in skirts, they are uncomfortable anyway and they serve no useful purpose whatsoever.

Personally I don't believe that handles are necessary at all and in many years of motorcycling experience I have never known an experienced pillion rider want one. But if through inexperience or nervousness the need for something to grab is felt, then the handle should be fitted behind the seat and not in front. In that position it acts as a back stop and provides a hold that enforces a good seating position akin to that of classical horsemanship. Before you howl at me—do try it.

ROAD TEST REPORT**The CYCLEMATE**

POWERED by the same engine as the famous wheel unit and with the cycle part built by one of the oldest firms in the industry with both cycle and motor cycle experience, the Norman "Cycle-mate" is one of the few new things in the new light autocycle field that can to a great extent be taken for granted. With that parentage the youngster was bound to turn out all right.

The frame is of the twin top tube type that gives very good rigidity without massiveness and overweight. 26in. x 2in. wheels and tyres provide safety and comfort. Hand-operated internal expanding hub brakes are fitted front and rear. The saddle is large and comfortable, of the mattress type and fully adjustable for position and angle. There is a strong built-in carrier and full length sheet metal guards for the driving chains. The five-pint fuel tank, with reserve tap, is set between the down tubes. Finish is an attractive and durable looking metallic green.

Exactly the same as the wheel unit, the engine is a 32 c.c. (36 mm. x 32 mm.) two stroke with flat-topped piston and claims .8 b.h.p. at 4,500 r.p.m. It is petroil lubricated at a standard recommended mixture of 25 to 1 with SAE 30 oils. Ignition is by *Wipac* fly-wheel magneto with lighting coils and the carburettor is a *B.E.C.* type A. The single plate clutch runs in oil and both primary and secondary drives are by chain, with an independent chain drive for pedalling.

Brakes are operated by inverted levers from the handle-bars. The clutch lever is on the left bar and has a trigger catch which enables it to be held in the "free" position. The throttle is twist-grip controlled by the right hand. There is a small rich mixture device for cold starting mounted directly on



the body of the carburettor itself. As the engine is mounted directly in front of the bracket the fuel feed is short and the fuel tap and carburettor can be reached from the saddle with a little effort.

On the Road

Starting from cold the *Cycle-mate* took a little time to fire evenly and deliver power and it seemed that a more accessible control for the carburettor starting device would be useful in these circumstances. When warm or hot the start was always easy and certain and power immediately usable.

It was possible to drive the machine off on the level by careful use of the clutch but easier to pedal off the first twenty yards or so. The engine took over at about 5/6 m.p.h., and provided positive acceleration up to the maximum of just under 25 m.p.h. The big factor in the excellent all round performance of the machine is its useful gearing. The engine is itself a good puller and the gearing is just right to strike a nice balance

between comfortable cruising speed, acceleration and hill-climbing.

Ordinary main road hills could be taken without pedal assistance and it was noticeable that the engine never seemed to tire on drags. Wrotham Hill in Kent, well known and much cursed by generations of cyclists who have walked up it, was climbed with only a little very light pedal assistance on the steepest part near the top. On really steep climbs the pedal work became heavy but the combination of fairly low pedal gearing and good engine pulling power made the climb certain and there was never any prospect of having to get off and walk.

The engine will apparently cruise at its maximum indefinitely if required, the speed varying up to 30 m.p.h. on favourable grades without fuss and the cycle handling easily and comfortably throughout the speed range. The real pleasure of riding the *Cyclemate*, however, was found in by-lane travel at rather under half throttle, around 16/18 m.p.h., at which speed the unit could hardly be heard or felt and the comfort of the machine was

fully appreciated. Silencing standards are good and there was little noticeable vibration.

Petrol consumption tends to be a bone of contention with this engine because there is a very big difference in the figures obtained when letting the motor do all the work at mostly full throttle or using it for true motor-assistance to the pedal cycle. On our test with a heavy rider, pedalling only when necessary and averaging 20 m.p.h. the figure was 131 miles per gallon.

There are some criticisms to be made, but mostly of a minor character. The worst feature was the positioning of the brake levers. "Clean" handlebars with inverted levers and inside cables are a good thing in principle, but these were

non-adjustable for angle and had too long a reach for ease of handling. We found it possible to set the clutch lever down so that it and the front brake could be operated together or separately at will, but impossible to handle the rear brake comfortably. Modification is needed here. There seems little doubt that the positioning of the petrol tank directly above the engine does add to the impression of mechanical noise and the under-the-saddle position of the early prototypes would probably be better from this point of view. The tyre pressure recommended in the instruction book is frankly silly, if only because one figure is quoted for both tyres, but we understand that new figures are being issued that offer reasonable proportions and are only a

little too high. We found 18 lbs. per square inch in the front and 28 lbs. rear gave a reasonable compromise between the rival ideals of rider, machine and tyres. At these pressures the steering, road-holding and braking were all very good indeed.

Impressions

The "First of the Few" in British light autocycles is a good all-rounder backed by famous names and some real service facilities. It is designed to suit that great majority of potential riders who want machines mainly for pure and simple transport purposes and count economy, reliability and ease of handling as its major virtues.

A Test with a Difference

ONCE upon a time, when the editor of *Power and Pedal* was a very young motor cyclist, there was a famous annual event called the Stock Machine Trial in which motor cycles were selected by independent officials from agents' stocks and put through a six days trial under close observation. It was a most instructive test, perhaps too much so, because it shewed up the defects of the machines of the day until eventually the manufacturers called it off.

We were delighted, therefore, when an invitation came from Cyclemaster, Ltd., to go to the Byfleet Works, pick any machine in the place at random and take it away for any test we liked. This is the sort of confidence we admired—We went—We picked out a machine partly assembled and watched it finished. Number plates were painted; we faced a camera for the record, started up the engine at a few turns of the pedals and rode 50 miles non-stop in 2¾ hours, including some of the toughest hill country in Kent.

THE EDITOR leaving the Byfleet Works of Cyclemaster Ltd., with the "Mate" just off the assembly line.



ROAD TEST REPORT

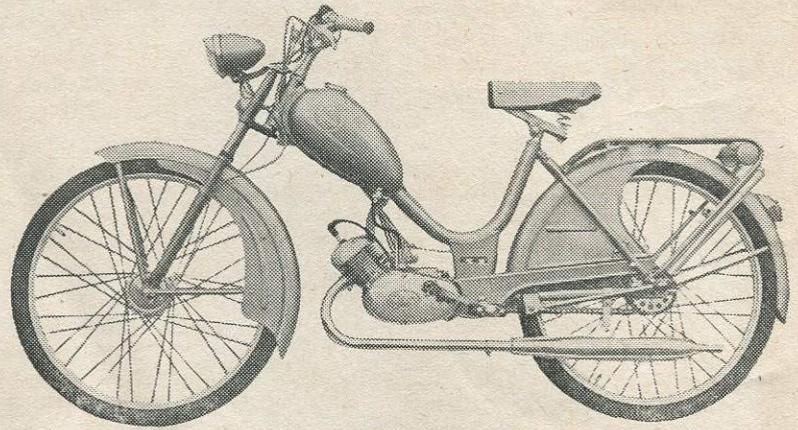
The B.T.S. CREDETTE II

THE short step from the motorised bicycle to the light autocycle is proving difficult to define, but perhaps the simplest rule possible is the step from the single speed engine to the gearbox unit.

In the *Credette* series recently introduced into this country by the Beauship Trading and Shipping Company, Ltd., there are very similar looking machines in both classes and we hope to try them all in time. This test, however, was with the *Credette II*, a good looking light autocycle with a luxury specification and a 2-speed gear.

The engine/gear unit is the well-known JLO 50 described in detail in our June issue. It is a 48 c.c. two-stroke developing 1.4 b.h.p. at 5,000 r.p.m. The flywheel magneto gives the very usefully high lighting current output of 17 watts. Primary drive is by silent helical gears to a 3-plate clutch and final drive by chain to the rear wheel. The 2-speed gear is operated by twistgrip from the left handlebar. There is a large air cleaner/intake silencer on the carburettor and the exhaust system is a handsome combination of sweeping pipe and streamlined expansion chamber. The pedalling gear is incorporated in the engine/gear unit so there is no separate chain drive. An independent back pedalling device connected by adjustable rod to the rear brake is mounted on the pedal spindle on the offside.

Of tubular construction, the frame is strong and light, fitted with telescopic forks and a shapely rubber mounted fuel tank of 1 gallon capacity located behind the steering head. The mudguards are fully valanced and there is a built-in carrier and a thief-proof lock device. A mattress type saddle is hinged at the front and coil sprung at rear;andlebars are of the motor cycle



The CREDETTE II

type with clutch lever on the left with the twist grip gear control. An attractive modern feature is the provision of full width brakes in the light alloy hubs.

Detail work and finish are excellent and the specification includes full lighting equipment with handlebar mounted dip-switch, horn button and cut-out switch with all electric cables from the bar in one cable enclosure, built-in speedometer in headlamp and a cylindrical steel toolbox.

On the Road

The *Credette II* is adequately powered and sensibly geared to give the performance where it is most needed. For most purposes it can be ridden as a single geared machine, first gear being used instead of pedals for getting away from standstill and climbing really steep hills. The speed range in top is from about 4/26 m.p.h. First gear will reach 10 m.p.h. by hard revving but for all practical purposes it was sufficient to get the machine moving only in first and change up early. The gear change is simple and comfortable to control and the clearly visible indicator

on the handlebar avoided any mistakes.

The engine is notably quiet mechanically, there being none of the gear whine so painfully apparent on most continental units. The exhaust noise also was modest at all speeds and very quiet indeed when running slowly. The engine ticked over very well and four-stroked very little. It was possible to leave the machine on its handy prop stand with the engine running indefinitely without most passers by on the pavements noticing it.

As has been remarked, first gear is very low and we were unable to find a hill that would really test it. 1 in 8 was no effort at all and we can fully accept the makers claim that the machine will do better than 1 in 5 without pedalling. The climbing speed on this gear is, of course, low but it always gets there. On high gear hills up to 1 in 12 could be taken without assistance and the willing little engine would pull right down to the bottom of its rev range, almost to a standstill, without complaint or snatch.

Steering and road holding are very good indeed and there was a pleasantly carefree feel about handling both in traffic and on open

roads. The spring forks have a 3in. range of movement and do their job of ironing out bumps quietly and efficiently. Both brakes were smooth and powerful, the long straight lever of the front brake in particular gave a fine control that added much to the safety and comfort of the ride. The compactness and built-in-one-piece feel of the machine inspire great confidence.

Only two criticisms can be made, both in connection with rider comfort. Firstly the pedals are set so high up that the riding position for any but a short rider tends to be cramped and the pedalling itself rather futile. As the engine never requires pedal assistance at all we would be tempted to remove them altogether and fit more comfortable footrests. The other point is that engine vibration makes itself felt at speeds from 20 m.p.h. upwards. This was not

sufficient to worry us but there are many cyclists who would be disconcerted by it.

Summing up

The *Credette II* is a very nice example of the light autocyclus and shews the 2-speed type at its best for sheer usefulness. A machine that gets away easily up 1 in 10 without pedals and can carry any rider and baggage over even mountain passes has an obvious appeal to a wide range of the riding public.

It is handsome and made to last and is a really modern vehicle type. At a few shillings over £60, including tax, it may not be the transport for every workaday rider, but we imagine that the comfort, appearance and weather protection offered with the complete and detailed specification will tempt many to offer the extra shillings to buy a *Credette*.

FRONT SPRINGING

WE have recently had on test a pair of the new Italian front springing units just introduced here by Messrs. Adimar.

The attachments comprise enclosed coil springs compressed in sliders by the "scissor" action of linking plates attached to the fork end and the wheel spindle respectively. There are finger adjusted dampers incorporated.

Built for use with standard cycle forks, we found the *Brevetato* units excellent for their purpose. Some difficulty may be found in fitting them to machines fitted with hub brakes; for instance, the *Cycle-mate* brake needs an extension of the torque arm to meet its brazed-on slot bracket, but in most other cases the suspension units can be fitted without modification.

The units are available at 45/- per pair, plus 2/- post and packing.

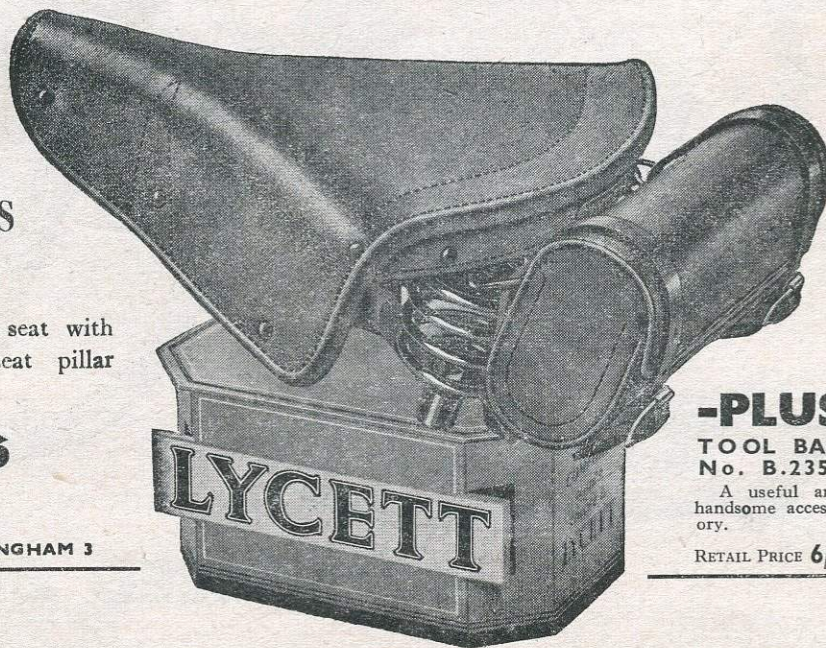
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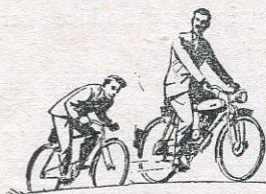
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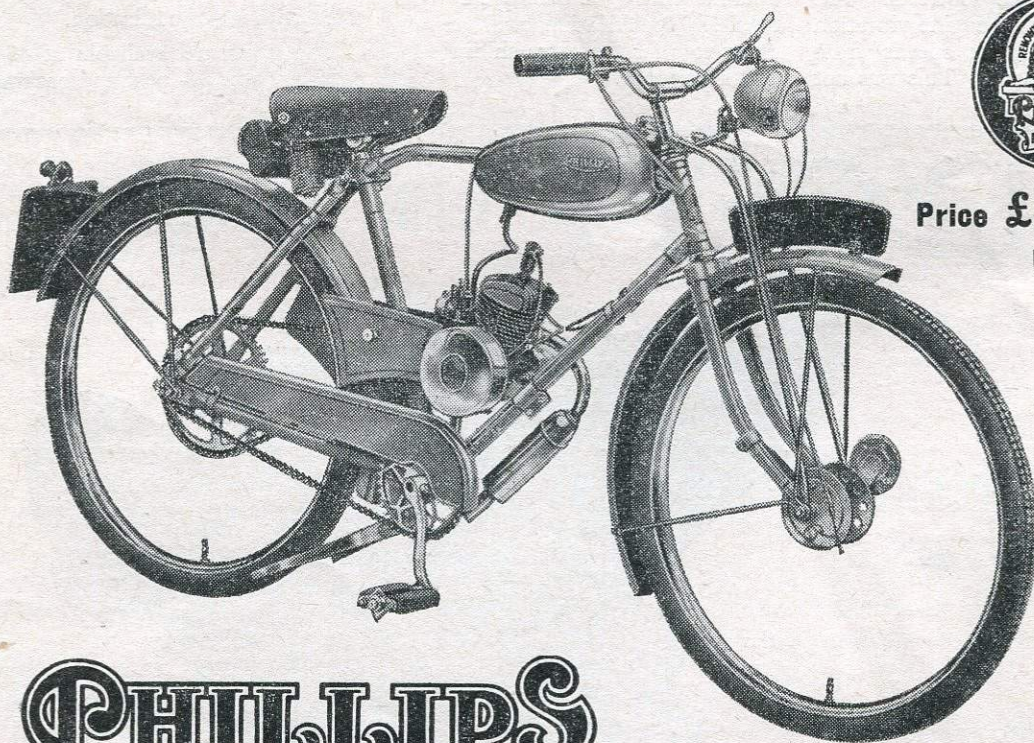
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Easy to start, simple to ride and control, and amazingly economical to run, the Phillips Motorised Bicycle requires only the minimum of maintenance and will give you years of trouble-free and pleasurable service.

CYCLE-MOTOR SPECIFICATION. Engine: 49 cc. two stroke with a stroke and bore of 38.25 x 40.5 mm.; aluminium alloy cylinder barrel with cast liner detachable aluminium alloy cylinder head, easy decarbonisation. **Ignition and Lighting:** Bosch Rotary Magneto, complete with lighting circuit, front and rear lamps. **Transmission:** By $\frac{1}{2}$ " x $\frac{3}{16}$ " Carrier chain to independent sprocket on rear wheel. Special chain tensioning device. **Clutch:** Advanced design dry multi-plate type, ensures easy and delicate take-up. Two stage trigger stops on lever, freedom from drag when engine is disengaged. **Carburettor:** Fuel consumption of approx. 180-200 m.p.g., special "rich mixture" device for easy starting, self-cancelling from the throttle twist grip. **Fuel and Lubrication:** Mixture of 25 parts to 1 part of oil. **Petrol Tank:** $\frac{5}{8}$ gallon. Fitted with two-way tap for switching on to a reserve supply.



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Including P.T.

Complete with
Stand and
Lamps

PHILLIPS

MOTORISED BICYCLE

PHILLIPS CYCLES LIMITED · BIRMINGHAM · ENGLAND

CLUB NEWS

(Scooter Clubs on p.220 & 223)

BARNESLEY AND DISTRICT CLUB

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

THE HALF HUNDRED CLUB

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

An account of the 12-hr. Grand Prix is held over for our next issue. Club's Annual Dinner is on July 9. Tickets 10/6, 20 available to Non-Members.

Any 50 c.c. rider welcome to Lancashire Rally taking place over August holidays.

July events as in Club Programme.

NOTTINGHAMSHIRE CYCLEMOTOR CLUB

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

Trials this year are being organised jointly by Dick Harrison and G. Simpson.

Les Jones will edit the Club Magazine that has just been launched.

JULY PROGRAMME

Fri 1st. Club Night. Bay Horse 8 p.m.

Sun. 3rd. Chesterfield. Bobbers Mill, 10 a.m.

Sun. 10th. Newark. Trent Bridge 10 a.m.

Sun. 17th. Ollerton. Daybrook Square, 10 a.m.

Mon. 18th. Committee Meeting. Bay Horse, 8 p.m.

Sun 24th. Midsummer Trial. (100 miles)

Sun. 31st. Chatsworth Park. Day run Wollaton Park Gates, Derby Road 9.30 a.m.

Particulars of the Midsummer Trial will be sent to all members. Starting time and place will be in the local papers.

SOUTHDOWN MOTOR-ASSISTED CYCLE CLUB

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

Now-direct to YOU
for only **£15**
INCLUDING P.T.




THE CYCLE MOTOR

with the *unique non-slip belt drive!*

Robust, precision-made to give long trouble-free service.

- 31cc. ENGINE OF PROVED HIGH POWER OUTPUT WITH REMARKABLE HILL-CLIMBING POWERS
- OVER 200 MILES PER GALLON
- NO MORE TYRE WEAR THAN WITH PEDAL OPERATION
- EASY TO FIT TO ANY STANDARD BICYCLE. 6 MONTHS GUARANTEE

By far the Cheapest on the Market

ORDER NOW WHILE THIS OFFER LASTS

To: BRITISH SALMSON CYCLAID LTD., 76 VICTORIA STREET, LONDON, S.W.1
Please send CYCLAID CYCLE MOTOR Carriage Paid TATE Gallery 9138/9
U.K. on 14 days trial with money back guarantee.

Cheque £15 Cash Order

I enclose value.....being 1st Paymt. under terms

45/- DOWN & (A) 14 mthly. paymts. of 20/- or (B) 56 wkly. paymts. of 5/-
20/- DOWN & (C) 8 mthly. paymts. of 40/- or (D) 32 wkly. paymts. of 10/-

Make of bicycle..... Wheel size (on tyre).....

Type of 3-speed (if any)..... No. of spokes in wheel (40 or 36)

Frame size (top of rear down tube to pedal crank spindle).....

NAME

ADDRESS

81

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ROSSENDALE MOTOR CYCLE AND LIGHT CAR CLUB

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

Preparations for the Second Enduro Rally, details of which were given in this column on p.181 of the June issue, are going well. The Rally is the only one of its kind in the U.K.—Cyclemotors compete against full-sized motor cycles and three-wheelers.

VETERAN CYCLISTS' ASSOCIATION

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

THE ROVER (MANCHESTER) FELLOWSHIP

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

Membership of the motorised cycle section is going up but there is still room for more.

REVIEWS

We know of no Annual currently in the market which offers so much for a modest half-crown as the old established *Kuklos*.

It offers a whole range of articles on cycling with an odd page for motor-assistance, camping, photography touring at home and abroad, a where-to-stay directory of rest-houses notable for their very low prices and a list of repairers. Any one of the sections would be worth the modest price asked.

The *Kuklos Annual* is obtainable from most booksellers or direct from the publishers, Ed. J. Burrow & Co., Ltd., Cheltenham.

EVERYBODY in or near the cycle and motor cycle trade needs the *Trader Handbook*, the 1955 edition of which has just come to hand.

The mass of information contained in its 532 pages includes the names of makers and agents for

everything connected with the business, together with much most useful technical data, some legal advice pages and tabulated wage and time rates. The whole is easy to use as a work of reference.

MOST of us feel pretty grim about Banks but this product of the Midland Bank is a delight, if only for its richly comic illustrations.

Between the drawings there is also a wealth of practical advice for the would-be foreign tourist covering travel allowances, exchange rates, lists of U.K. Consulates and Travellers Cheques.

You get *Joys Of Travel* free from any branch of the Midland Bank.

WE saw two *Esso* films recently, one about how full the highways are of traffic, as if we didn't know, and the other describing what goes on inside the great refinery at Fawley.

While the first film did no more than pose the great problems awaiting solution in this country, the second considerably added to our knowledge of how our petrols and oils are actually produced. Such terms as "cat-cracking", "fractionating" and "polymerisation" are delightfully illustrated by means of coloured animated mechanical cartoons.

These films should certainly appeal to clubs to whom it is available in 16 mm. or 35 mm. forms on request to the *Esso* Company.

ITALIAN MACHINES HERE

The Itom "Astor"

We have just met the first of the "Astor" cyclemotors brought over by Messrs Adimar—undoubtedly the prettiest machine we have ever seen anywhere.

It is a 49 c.c. 3-speeder with telescopic suspension units front and rear, motor cycle type hub brakes and built-in, high efficiency electrical equipment.

Exceptional attention has been given to detail work and finish. It is a real luxury machine.

Ducati "M55"

The already well known 48 c.c. Ducati used in the Britax autocycles and "Scooterettes" is introduced in

improved form with deliveries starting this month. Changes are totally enclosed valve gear with oil reservoir, silent gear drive and modified chain wheel. The notorious "Cucciolo howl" is entirely absent. Slightly raised compression ratio and "softer" valve timing have improved pulling power.

The "Paperino"

Selected example of Italian Industrial Design at an Exhibition from June 29th to July 30th at 39 Belgrave Square, S.W.1 is the "Paperino" light autocycle, a product of the IMN Group who, as we reported last month, are interesting themselves in the market here.

REAL Two-Stroke SERVICE

We Specialise in
Two-Stroke Engine Repairs
of all makes

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Sole Manufacturers
of the Famous
"SCOTT CYC-AUTO"

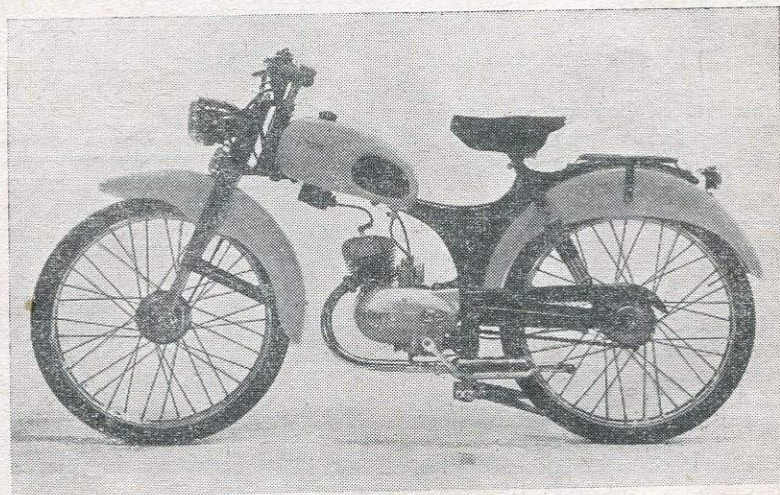
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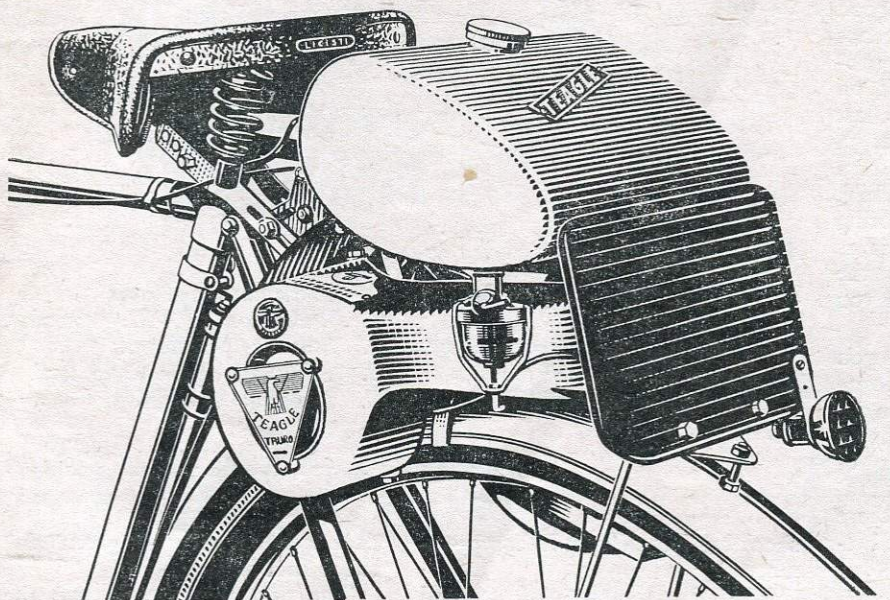
FOR PROMPT & EFFICIENT SERVICE



THE ITOM "ASTOR"

Why your customer will eye and buy the little RED motor

Because 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. £3-0-10. Carriage Paid Five spanners & screw driver (Terry & Britool), licence holder and Miller rear light, £1 extra.

BRITISH DESIGNED - BRITISH BUILT THROUGHOUT

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

W. T. TEAGLE (Machinery) Ltd.
BLACKWATER, TRURO
CORNWALL Tel: Threewaters 242



THE MOST ADVANCED & SIMPLEST TWO-STROKE MADE

WORK done recently by the Road Research Laboratory on safety helmets is of interest. With a good deal of apparatus they have conducted scientific investigations into types of head injury, and the best methods of dealing with them. It is pointed out that the majority of all motor cycle—and scooter—accident cases have injuries to the head, and that this is the biggest over-all cause of fatality. While the idea of a safety helmet to protect the head is, in itself, a good thing, there is a great difference in types of helmet, and the protection they give. The work on them has been done only in the last year or so, and types of helmet on the market do not all yet conform to the new requirements. While, no doubt, manufacturers will bring them into line eventually, it is as well to know on what lines the Road Research people suggest you choose your helmet.

It is explained, and when you think of it, it is obvious that **complete** protection cannot ever be attained. It has been shown that the maximum number of injuries are to the front of the head, so the first thing is to see that there is padding at the front of the helmet, at the very least.

Half an inch of padding is enough, but it must be of the right material. Strangely enough, sponge rubbers are very poor materials for this purpose; of a wide range of paddings tested, the very best proved to be natural, common or garden, cork. Dead-heating with this was a very light brittle looking plastic material called foamed polystyrene, and another one called expanded butadiene/acrylonitrile ebonite. Coming up the scale next was a plastic foamed p.v.c. although this had disadvantages to be discussed later. Balsa wood was also found to be a good material. The sort of things one normally thinks of as good padding materials—i.e. rubbers of all kind were right down at the bottom of the list, because they don't **absorb**

shock but just delay it in compression.

The disadvantage of foamed p.v.c. although it is an excellent padding material is that it tends to soften when warm. Tests were made to ascertain temperatures reached in normal riding conditions both by body heat alone and by the normal English sun. These turned out to be quite high enough to soften the p.v.c. Information gained from these tests however has led to suggestions for decreasing riding temperatures and considerably improving the comfort of the riders.

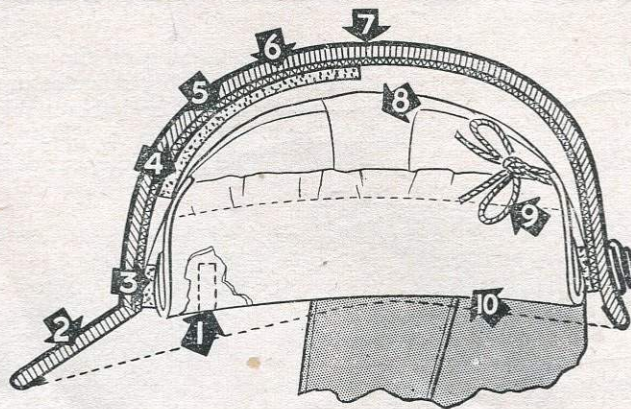
The most important single factor in bringing down heat was found to be the colour of the helmet. A gloss white finish, it was found, would reduce the inside temperature by about 18 degrees F. and mixing aluminium powder with

dark colours such as green also led to cool helmets.

The next thing tested was the outer shell of the helmet, and it was found that this should be tough and not brittle and should be very smooth. Eleven materials were tested and vulcanised fibre and a vinyl-based plastic were found to be the best, while leatherette and cork came down at the wrong end of the scale. Such materials as fibreglass were named as reasonable.

Some work has been done on earflaps from the point of view of comfort and noise and "aerodynamically speaking," as it was explained, the best types are the smoothest with the least projections and fussiness. A nylon harness with earflaps seemed about the best bet, but work was not finished on this subject.

SAFETY



A typical modern helmet shown in section.

- | | |
|----------------------------------|--------------------------------|
| 1. Internal racing-type airduct. | 6. Thick laminated cork. |
| 2. Flexible cork peak. | 7. Waterproof P.V.C. covering. |
| 3. Cushioning for extra comfort. | 8. Stout cross-webbing. |
| 4. Sponge rubber shock pad. | 9. Adjustable nylon draw cord. |
| 5. Extra hard toughened shell. | 10. Moleskin head-lining. |

(Drawing by courtesy of Aviakit Products)

HELMETS

The A.A. has recently adopted a helmet for all its riders made by a firm to the latest Road Research specifications. It is worth summing up what these suggest.

Look for a helmet with at least a half inch padding made of cork or of the plastic materials of the same compressibility as cork. See above all that such padding is in front. The shell of the helmet should be light in weight, smooth and tough. It should be painted white or should contain aluminium powder mixed with a darker colour.

The harness and flaps should be very smooth and of a light-weight material.

With regard to the question "peak or no peak" it was pointed out that since a large number of injuries are to the front of the head

and the face, a peak should certainly give better protection.

It was stressed that, because this research work is so recent, the current British Standards Institute (BSI) specification does not take it into account, and shortly a new standard will be issued. The old one does not refer at all to padding materials, and therefore, although a helmet bearing the mark shows the manufacturer to be well intentioned, it does not mean the helmet conforms to the latest standards.

The fact that the price of safety helmets is put up because of tax is not one that concerns the Road Research Laboratory, although they show models of hospitals full of riders with injuries to the head.

Much credit should go to manu-



To the latest Road Research specifications, the helmet specially produced by a leading firm for the A.A.

(Photo by courtesy of the A.A.)

facturers who take the trouble to co-operate with scientific bodies to produce the best protection that can be attained. It is up to the public to support them by taking an intelligent interest in the type of helmet bought, and in urging the new Parliament to make its job the removal of this killer tax. P.L.

do you know...

- ... that the average person can just about survive a head blow with a peak force of 7,000 lbs.?
- ... that without efficient protection this critical force can be exceeded in an impact at only 13 m.p.h.?
- ... that in such a case a Corker reduces the peak force to well within the safety limit?

Road safety research has proved that of all practicable materials so far tested, cork possesses the best shock-absorbing properties. The Corker has two solid layers of natural cork laminated with nine coats of rubber.

for safety's sake—insist on cork

- ★ The Corker is now available (67/6) safety-conditioned with a band of "Scotchlite" Brand reflective fabric that is conspicuous far beyond the normal range and sweep of headlights.



Every Corker carries the British Standards Institution Mark.

The CORKER

Obtainable from all main dealers, at 65/- complete

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.

Scooter Wants

As an owner of a "Scooter" I find very little of the magazine devoted to the technicalities of scooter travel.

I would like to see some unbiased comparisons between say the *Bella* and the new 150 *Lambretta* and some advice on maintenance.

As the only magazine catering for the rapidly expanding "Scooter" clientele I think there is a big future ahead. A bold "splash" of topics and maintenance details, with an advance in price to 1/6 — 2/6 or so, monthly and advertising publicity in the national press would I'm sure have an immediate response from an eager public.

E. J. H. STACEY

Kingston-on-Thames

From Bayliss, Wiley and Co., Ltd.

In view of the comments recently expressed by one of your readers in the issue of May 5th, in regard to Free-wheels, we should be pleased if you would publish the following facts.

Separators have been used by Free-wheel manufacturers for many years, and as one of the largest in the world, jealous of our reputation, we have proved by the sale of over twenty million Freewheels of this type, that the design is fundamentally sound.

It could be argued that the drag of a full row of balls would be more than that set up by balls and separators, and that in any case separators tend to have a sweeping action in the ball path. We do however manufacture Freewheels with full rows of balls for customers with any particular preference.

In regard to the application of a Free-wheel for a motor assisted cycle, we would in fairness to ourselves, and no doubt to other Freewheel manufacturers, emphasis that it was never designed for this method of operation in which the pawls are continuously engaged. We do claim however, that with reasonable cleaning and attention to lubrication, our Freewheel will give excellent service and in fact, we have recorded instances of customers using them daily with a motor assisted cycle for over twelve months.

In regard to the Dealer's assumption that there would be no point in claiming

against the manufacturer, we can only emphasise, that it has been our long established policy to meet all genuine complaints, which we feel would be the accepted view of the majority of the trade.

BAYLISS WILEY AND CO., LTD.
(D. BAYLISS)
Sales Director

The Case for 98's

My machine is a 1953 *Excelsior* 2-speed autocycle and I do not subscribe to the view that the 98's are a dying class.

The simplicity of control has a strong appeal with nervous parents when deciding what is the safest choice for an ambitious youngster, and at the same time it has similar features to the light motor cycles which attract so many present day youths.

Furthermore, as a 15-stone Police Inspector approaching middle age, I feel that there are many like me who prefer the larger engine in the man sized autocycle, rather than ride a scooter. Appearance and suitability count here.

May I endorse the views of MKD720. Many of your readers must possess a machine which gives trouble and would benefit from articles on overhauls, etc. For example I suffered from squealing brakes until I read about grease on the brake lining of the *Berini*.

So come on Ed. let us have some autopsies on older models, there are plenty of us, if not mechanically minded, at least interested.

NNF669

Manchester.

Driving Tests

I'm no big 'ead, or clever dick, but just an ordinary guy who went for his driving test, and passed. No! I didn't bribe the examiner, and being a male, I could not even give him the glad eye.

For months I had been working myself up to the pitch of what I was going to say to the examiner if I failed. It was going to be so virile, so potent

that the examiner would have withered up with the heat from my tongue.

Power and Pedal readers have written up of their experience on failing the test. They have called it a "racket", a "job for the boys", a sheer waste of public money, etc. Then there are the people I know personally; all and sundry have cursed and blamed the examiner, but not one, I noticed, has ever cursed himself.

How did I pass my test? ah, yes! I went with a cycle made for the engine and when in the saddle my feet were firmly on the ground. The machine "looked neat", it "looked right". The answers I gave to his questions were the answers he wanted, no more, no less, I knew the code, I'd practised it. On the actual run, I observed, I anticipated, I thought, I used common sense. It was as easy as going into a shop for twenty cigarettes. Try it yourself sometime.

R. HARGREAVES

Romford.

End to Whiskers

The trouble experienced by RFM 298 is easily and permanently banished by the use of a spark-gap in the h.t. lead, the gap may be no greater than the thickness of sheet of note-paper and will do no harm to any decent magneto.

I purchased one of the 25 c.c. *Cycle-masters* second-hand in Sept. 52, and during the first week probably took the plug out twenty times. I then made a simple spark-gap terminal and the trouble went for keeps, the original plug still being in use.

Incidentally the reliability of this little outfit is really amazing; it has been in practically continuous daily use, and apart from keeping the exhaust port and pipe clear has needed no tinkering whatever, I have never needed to adjust the clutch in spite of the fact that I make the fullest use of it, neither have I interfered with the engine in spite of a natural itch to see what it's "innards" look like.

I make a practice of always mixing my own fuel, using *Castrolite* 20 in the recommended proportions.

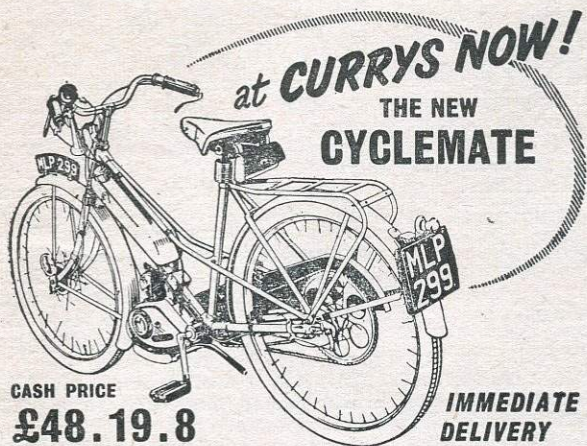
F. G. ARKELL, A.P.M.C.

S.W.20.

(We have received samples of these fittings which are now being tested—Ed.)

Winged Wheel

In all fairness to B.S.A. I must answer OXL22's letter. I bought my *Winged Wheel*, June 1954, and experienced exactly the same trouble, i.e. oil leakage due to oil seals breaking down. As the machine was guaranteed



CASH PRICE

£48.19.8

IMMEDIATE DELIVERY

EASY TERMS FROM £7.10.0 DEPOSIT

This year's sensation! The Cyclemate opens a new era in economy motor cycling. Gives you the freedom of the road and relief from train and road timetables. Cyclemate is a complete motorised bicycle, combining the famous Cyclemaster with a specially designed Norman Cycle. Centrally localised engine. Speed up to 25 m.p.h. 200 M.P.G.

THE CHEAPEST AUTOCYCLE ON THE MARKET

FULL PARTICULARS FROM YOUR LOCAL BRANCH OF:

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Webb SPRING FORK

Reg'd. TRADEMARK



For PERFECT COMFORT & CONTROL



ROAD SHOCKS and VIBRATION ABSORBED

British and Foreign Patents Applied for

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

Additional weight only 2½ lbs. approx.

Order from your Agent or write to us for Leaflet

H. C. WEBB & CO. LTD., TAME ROAD, WITTON, BIRMINGHAM, 6.

They're all going -

Quickly!



The new-safe-cheap-simple Autocycle

Small wonder the sensational new QUICKLY is already a success. A tough little 49 c.c. engine that gives 180 m.p.g., runs silently and reduces maintenance to a matter of pence. Front and rear motor-cycle type brakes and a specially designed, pressed steel backbone frame giving added safety and terrific strength. And a two-speed, handlebar-controlled gearbox and total weight of only 73 lbs. that makes riding, parking and garaging simplicity itself. For anyone on the look-out for a really safe, inexpensive and simple form of personal transport, what more could you want? Fuller details perhaps and the name of your nearest stockist — then write today to:

NSU DISTRIBUTORS (GREAT BRITAIN) LTD.

Home Sales & Service: Stevenage, Herts.
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7 Chesterfield Gardens, London, W.1

PRICE / £49.18.4

Plus Purchase Tax £9.19.8 (or easy terms)



for 6 months. I wrote to B.S.A. and on their advice returned it to them. After 3 weeks I had it returned completely overhauled with new engine, drum and rim. I have had no trouble since.

Surely "OXL 22" should at least have returned his wheel to B.S.A., he seems to think the repair will only last 3 weeks. Any trouble or advice that I have needed I have written B.S.A. and they have been most courteous and prompt. I wonder if other "Winged Wheel" users have changed their oil. I now use *Filtrate* and find I get easier starting and less carbon deposit.

On the whole I am very pleased with my "wheel" and have only one complaint, that on hills, performance is poor.

Every success to *Power and Pedal*
633 BMX

Wood Green

OXL 22 Replies

May I reply to "Aresaifen" re my B.S.A. trouble.

I am sure the agent who attended to my wheel knew his business; the firm has been in existence for quite a number of years. I would say Aresaifen has been very lucky.

I am not exactly a novice, having held a licence since 1928, also I do about 120 miles a week. And again, if the trouble with the oil seals didn't exist, as he tries to insinuate, how have B.S.A.'s rectified the fault?

OXL 22.

S.E.24.

"Power Pak" Lubrication

I was interested to read FAST PAK and T.A.E. 531 comments on *Power Paks*, as I have just covered 700 miles on mine using 1 in 32 *Colloidal Cycle-motor Filtrate* oil.

I think perhaps in view of their remarks, they and other riders might be interested in the condition of my motor when I de-coked it this week end for the first time.

The bore was absolutely clean and polished, with a nice thin film of oil all over, rings completely free of carbon, bearing showing no sign of wear or seizure. The head and piston had only the thickness of a cigarette paper of carbon, also the exhaust port and silencer had hardly any more than that, so it looks as though only oil specially graded for 1 in 32 ratio is suitable to use in these proportions, especially as I found no loss of power or sign of seizure after that mileage, and in fact thoroughly recommend M/S Edward Joy ☺

Sons product for Cyclemotors. I might also mention that after writing to them in response to an advertisement in *Power and Pedal* the information they sent me was extremely interesting and their courtesy in reply was most unusual for a large concern such as theirs.

Best of luck to *Power and Pedal* and let us have more technical articles.

C. STEVENS

Bournemouth.

Lily-Gilding

Since fitting a *Power Pak* to my *Raleigh "Lenton"* cycle, I have never felt really safe on the road, due, no doubt, to the high centre of gravity the cycle now had. The extra weight also made itself felt, for when the back wheel hit bumps in the road the cycle became very hard to control.

It was obvious that some form of springing was needed if my cycle and I were to prolong our lives. I purchased a 26in. x 1½in. wheel with *Perry* hub brake, a large saddle and, for the front wheel *Telelink* forks. These additions made a big difference, but the cycle still wobbled whenever the back wheel hit those bumps. I decided to decrease the weight at the rear by removing the petrol tank, and purchase one that would fit near the front of the cycle. A *Cyclemate* tank suited my purpose, so I fitted one underneath the crossbar.

The cycle now handled perfectly, but noise and vibration were magnified by the tank, so I decided to make a new silencer. I made one, after a few failures, with an aluminium cup and piping. This latest addition halved the noise and vibration and increased top speed which is now around 32 m.p.g. and NOW I'm ready to enjoy those power packed miles which were promised me in my instruction book.

RKD 778

Liverpool 12.

Tall Clip-On

Your Editorial and Comment by "Clip-on" in the May issue is of vital interest to the cyclemotor movement.

It has been disturbing to see that you have tended to veer somewhat towards the £50—£60 Continental type of machine. But your May issue seems to indicate second thoughts on the matter. Good!

The present tendency towards the autocycle type of machine simply repeats a circle which has taken place a number of times since the idea of

motorising a cycle—some 50 or 60 years ago—first took shape.

In due course the circle will be completed and again someone will say, "Look where we have got to,—a small motorcycle at a price beyond mass reach; whereas what is wanted is a *perfect Unit to attach to any decent bicycle*".

If the motorised cycle is losing ground to the autocycle it is not because this is inevitable but because—let us face it,—no completely perfect motorising Unit has yet been devised. Many of those offered are excellent engineering jobs and beyond comparison with the crude early efforts, but none have the *perfect combination of features needed*.

The notion that demand for a £50 article can approach that for a £12 article is fantastic and you are right in saying that the light and simple motorised bicycle is the field of greatest potential sales.

But the £12 Unit must have features which insure that it is functionally perfect for the work intended,—a formidable but not impossible task.

The following features, apart from low cost, seem to me to be essential:—

1. A motor designed for high torque at low speed and a maximum speed of 17 m.p.h. on the level. 20 c.c. will give this.
2. A two-speed gear of simple type for hill climbing.
3. A drive which can be disconnected completely from the cycle.
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Finally let us note that roller-drive transmission was 1st, 2nd and 4th in the Paris—Monte Carlo event, clever salesmen notwithstanding. An open mind is still needed in motorised cycling because there is still much to learn.

G. H. JONES

Shrewsbury.

Tickle a "Firefly"

In answer to PZ5843 re *Firefly* bad starting. I too had the same trouble which I have satisfactorily cured by drilling float chamber top and fitting a TICKLER thereby keeping the float chamber full for easy starting, I have done 2,500 miles, reduced cylinder head .050, "it goes like a bomb".

Good luck to *Power and Pedal*.

C.F.A. 159

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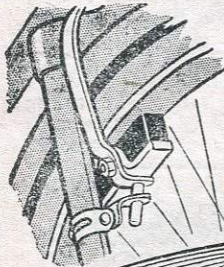
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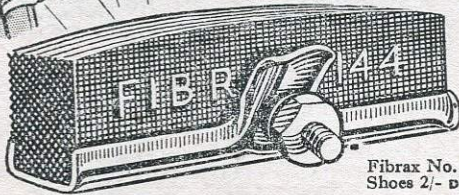
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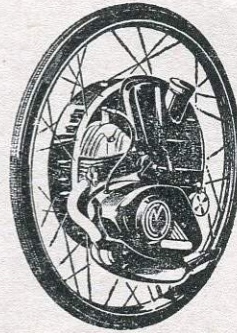
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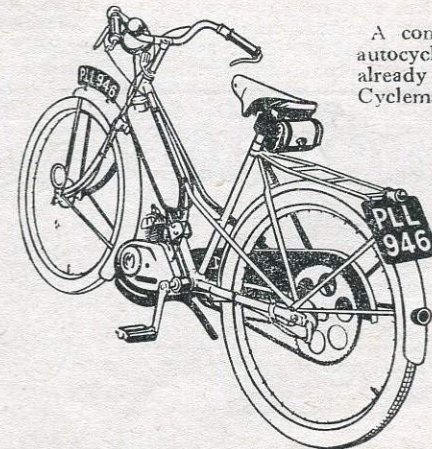
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SCOOTER CLUBS

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

CLUB LAMBRETТА

Secretary: FRANCIS M. GWYNN, 187 Elm Road, New Malden, Surrey.

The second Night Rally, held on 28 and 29 May was a great success. Over 50 members sat down to breakfast at Frome after a 100 per cent. trouble-free run. Rain was fairly heavy when competitors were sent on their way by Mr. Comerford at Thames Ditton, but after Farnham the weather was kind.

The Club is making a full length film. Members who would like to act in it, or to donate to cost, should contact Secretary.

Entries are invited for the Twelfth National Rally to be held at Hastings on 16 and 17 July.

LAMBRETТА OWNERS' ASSOCIATION

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

Wimbledon now has a Lambretta Club—the first to be formed since the foundation of the Owners' Association.

It had its inaugural meeting last month and is already active. The Secretary of the WIMBLETON AND DISTRICT LAMBRETТА CLUB is COLIN AYTO, 213 THE BROADWAY, WIMBLETON.

VESPA CLUB OF BRITAIN

OXFORD

Secretary: PHILIP EVERITT, 46 Lye Valley, Headington, Oxford.

After a talk by the Oxford Assistant Civil Defence Officer on the effects of the Hydrogen bomb, several members of the Club have joined the C.D. as dispatch riders. There is room for more.

A Vespa-borne clown entertained between events at the Hastings Rally. Another colourful character was King Harold the Scooterist.



SOUTH LONDON

Secretary: R. E. G. COPP, 14 Carolina Road, Thornton Heath, Surrey.

The Vespa invasion of Hastings led by King Harold of England (on a Vespa, of course) and organised by the South London Club, was triumphantly accomplished on 5 June. The event is reported by F. W. Quigley in this month's "Scooter Topics".

THAMES VALLEY

Secretary: NORMAN ROBERTS, A/Y "Pintail", Hammerton's Boatyard, Long Ditton, Surrey.

The Club sent a team to the Whit-Saturday Rally at Cardiff and came back with a number of prizes.

WALES

Secretary: PAUL WILLER, "Troeddyrhiw," Groeswen, Nr. Taffs Well, Glamorgan.

The first Vespa rally to be organised entirely by a branch of the Vespa Club of Britain was held in Cardiff on Whit-Saturday. The sponsors welcomed visitors from as far away as Germany, Ipswich and Bury St. Edmunds.

Results: Branch Award, Thames Valley; Concours d'Elegance, Mainz, Germany; Relay Plug Race, Cheshire; Slow Egg and Spoon, Thames Valley; Wheel Removal, Portsmouth; Braking and Acceleration, Thames Valley; Men's Obstacle, Ulm, Germany; Ladies' Obstacle, West Middlesex.

continued on page 223

Thanks for a happier engine!

says a Power & Pedal reader

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These extracts are from a letter received from a Power Pak rider in answer to a regular advertisement.

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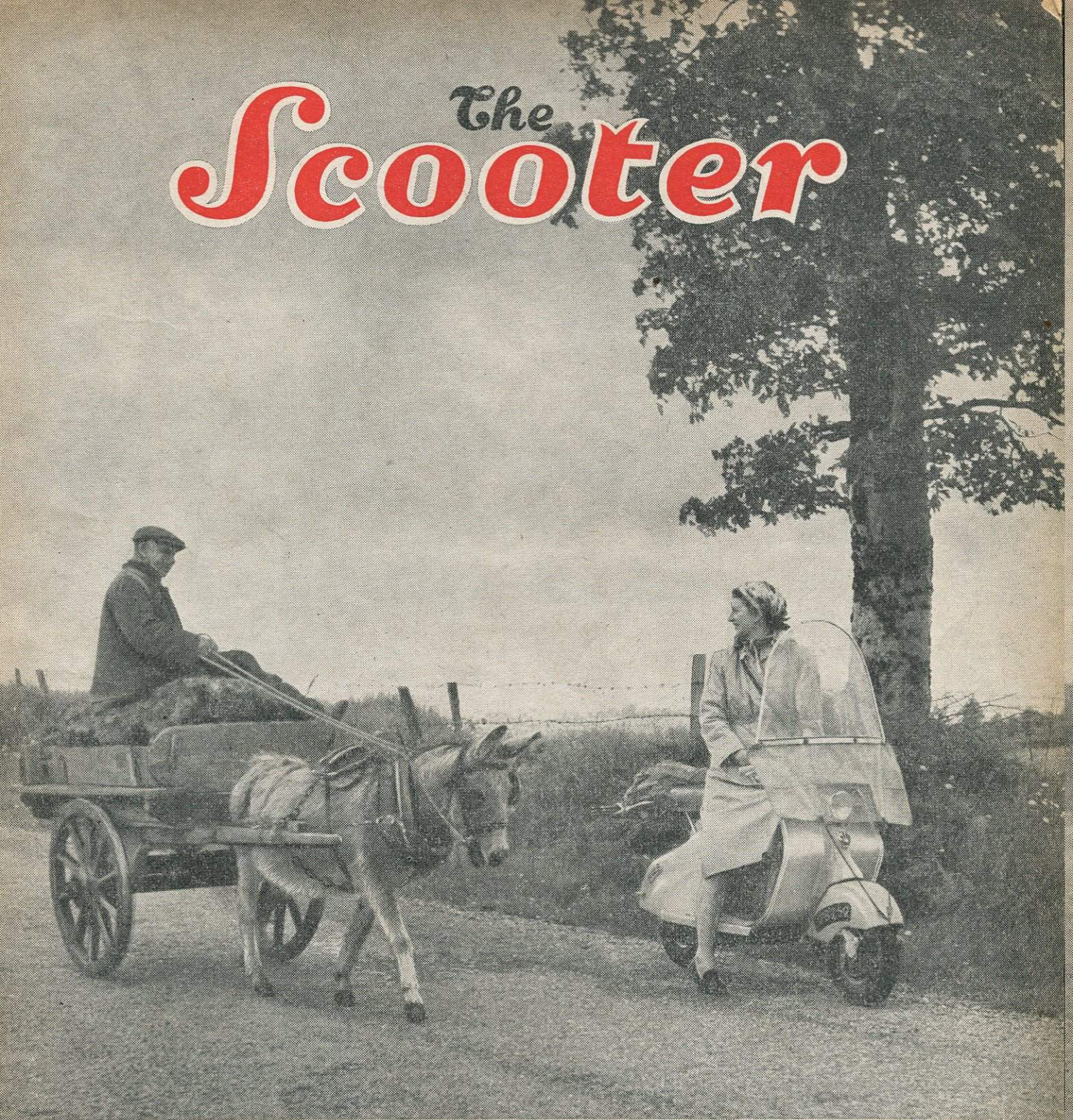
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SCOOTER TOPICSF. W. QUIGLEY *Reports on the***VESPA CLUB'S
HASTINGS RALLY**

IT was the early afternoon of Sunday, 5th June. "In the whole of a year there can be few days like this" said the man at my elbow, as we watched the events on the sea front. In the blue of the sky was a white wisp, which might have been the trail of a jet aircraft, and here below, all gay with pennants and bunting, all gleaming in the blazing June sun, were corralled the 217 machines which had been ridden into the town under police escort in the morning, now reinforced by many more. Every now and again, by ones or twos they would splutter into life, and under their owner's guidance force their way into the arena hemmed in by the huge holiday crowd.

"Bill" Pegg, the Bristol Aircraft Company's famous test pilot uses a scooter for getting about on the tarmac. Channel Air Ferry also use one on their Southend field "To nip smartly round the airfield" they say.



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ALL DEPOTS HAVE WORKS ATTACHED

These little scooters inspire friendliness and it was a friendly and interested crowd that stood there by the hour watching competitors from a dozen or so clubs go through a series of events—an obstacle race, which among other complications involved the removal and refixing of front wheels (won by a member of the Portsmouth club), a slow race, which went to Bromley, (m.p.g. and m.p.h. unrecorded!) and which was rewarded with an engine ventilator; the smartest *Vespa* Couple, which went to South London (Mr. and Mrs. Bryan Hayes); the smartest *Vespa*, (507 CMK of the N.W. London Club); and the selection of "Miss Vespa".

I visualised the possibility of beauty astride a tatty scooter, of Plain Jane mounted on a dazzling machine, and the resulting dilemma of the judges. In the event it was not a Miss but a young matron who earned the title of "Miss

Vespa", Mrs. Audrey Gunn, who besides the possession of abundant charm and good looks wore a corker for safety and a white jacket, the kind following motorists cannot fail to see on a dark night. Take note, please, future aspirants for "Miss Vespa" at rallies.

After the speeches came the prizes and Dick Cumby, (who himself deserves a very special vote of thanks, for as master of ceremonies and general organiser he was superb and indefatigable) expressed the very real sense of gratitude all of us felt to the Mayor, the Council and the Police of Hastings who had made us all feel so much at home.

Some of the rewards at this stage of the proceedings were of great interest. The *Vespa* rider who had come the greatest distance turned out to be a Mr. Frank Pegler who had come all the way from Birmingham, Mr. Pegler was not present to receive his reward or hear the applause for his 350 mile

round trip—he was already on his way back home! Another was for the *Vespa* with the highest mileage. Bidding for this began at 10,000 and went up to 30,000! An ingenious though hardly necessary piece of gadgetry won a prize for the rider of MUF777—it was an intercom set for use between rider and pillion passenger! I suppose quite the most handsome prize and one that will be keenly contested on future occasions was the very splendid cup presented by Eddie Withers (Withers of West Norwood), for the best turned out club. This went to Lea Valley plus a miniature for keeps.

Not listed among the competitors and therefore not in the running for prizes were two who at least deserve special mention in this column. One was a Dutch visitor with an 150 c.c. Continental *Vespa*. It was not so much the machine itself which drew admiring comments as the very neat and clever way a vast quantity of luggage was loaded on it. I was instantly reminded of a fellow countryman of this Dutchman who went around the world or the greater part of it, equally heavily laden—on a *Cycle-master*.

Special mention No. 2 is for "Pop" of the South Essex No. 12 Club who rode all the way from north London on a much worn model. "Pop" at 74 scorns a standing kick start and gets his machine going by letting in the clutch at a smart trot—I saw him doing this on a reverse slope! Later, humming homewards into a glorious sunset, I came upon him fuelling up. No petrol station for "Pop", he carried a gallon tin of mixture between his knees and with a rubber hose connection, syphoned the contents into his tank—no oiling up, no carburettion troubles for him. His machine, I noticed, had several refinements including additional piano springs operating off the mudguard of the front wheel, to supplement those provided by Douglas Motors. Thus assured

of sprung progression and a perfect mixture I feel certain he completed the 140 odd miles of his round trip without turning a grey hair!

It was a great day for the South London Group, the organisers, who incidentally came top on points, and great weather—in the whole of a year there can only be a few days like this.

Maintenance Point

The ideal of course is to do it yourself, if you have the time and are able, the time of skilled mechanics is very expensive, too much so, and currently most establishments, (I am thinking of two in South London), appear to be grossly under-staffed. People in the West End have at least one place which concentrates entirely on the *Vespa* and is fully tooled up. Kensington Motor Scooters of Abingdon Road. I was talking to the manager the other day and he told me that his engineers are mixed British and Italian. Two of the directors of this firm are at the moment in Italy on holiday—on *Vespas*!

VESPA CLUB NEWS

VESPA CLUB OF BRITAIN

The first International North-Western England Rally will be held at Chester on 10 July. The Chester Club Secretary is: HASSO R. FELSING, CRANFORD, TOWNFIELD LANE, MULLINGTON, NR. CHESTER.

LEA VALLEY

Secretary: BERNARD J. SPARROW, 198 Devonshire Hill Lane, London N.17 (BOWes Park 0864).

Vespas appeared racing for perhaps the first time when members of the Lea Valley Club were invited to stage the interval event during speedway at Wembley Stadium on 9 June. If the *Vespas* are slower than speedway machines they are certainly more silent and proved well capable of drawing a cheer from the crowd.

The Club meets every Thursday evening at 8 p.m. at 686 High Road, N.17. Runs start most Sundays from Snells Park.

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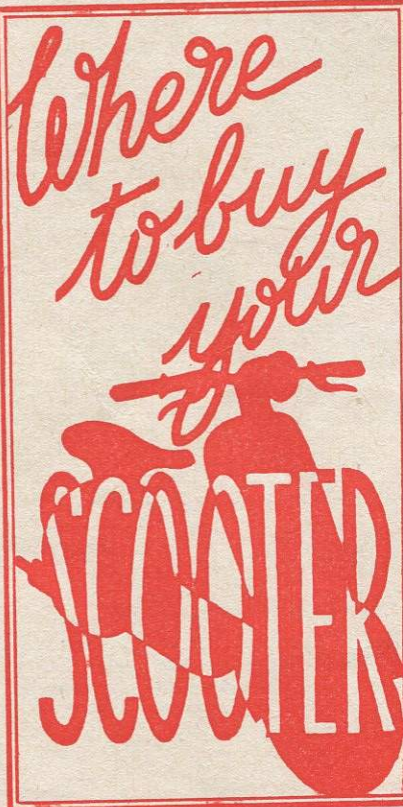
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ROAD TEST REPORT

The PARILLA "Greyhound"

WHEN the scooter first appeared as a practical form of personal transport for everyday use it set new standards in comfort and weather protection, standards that the conventional motor cyclist had never thought possible. In this way it created a fresh market amongst people who would not otherwise have thought in terms of two-wheeled powered transport at all. At the same time these new standards caught the eyes of many who had already appreciated the advantages of motor cycles for getting around quickly and economically and there automatically became a place in the market for machines that combined the advantages of the scooter in protection, comfort and handiness with the performance and handling characteristics of the more conventional motor cycle. One of these machines is the *Parilla "Greyhound"*, a neat, light scooter with a real performance and sweet handling in the best two-wheeler tradition.

Of Italian origin, the *Parilla* is a 150 c.c. two-stroke of conventional design with flat-topped piston, ball bearing mains and roller big end, built in unit with a 4-speed gearbox operated by foot control. Primary drive is by helical gears and final drive by exposed chain. Front and rear springing is provided by telescopic coil springs. Ignition and lighting current come from the flywheel magneto, the lighting system being rather unusual in that the twin filament headlamp runs directly from the lighting coils, but a rectifier and 5-amp. battery provide for parking lights.

The wheels are of the luxury motor cycle standard, having light alloy rims, spokes and balanced tyres, ribbed on the front and studded tread rear. A very light but well-sprung dual seat is standard equipment. Total weight is 185 lbs. dry.

Despite its 7 to 1 compression ratio the engine starts very easily hot or cold. There is a choke control under the dual seat but we found it more convenient to flood the carburettor through the hinged trapdoor on the offside of the engine for a cold start.

Once moving the liveliness of the machine was an immediate pleasure. Giving a fair handful of throttle and stamping the gears in with a flick of the clutch only, the acceleration was very good indeed from a machine of this capacity and found ourselves doing 40 m.p.h. without noticing how we got there. This 40-45 m.p.h. gait seemed to suit the *Parilla* best as a cruising speed and there was still plenty of throttle left to nip past another vehicle when the occasion arose. At around 50 m.p.h. some engine vibration made itself felt, although this was not severe enough to cause any discomfort.

The instruction book given with this machine calmly advises that running in speeds should not exceed 45 m.p.h. for the first 350 miles and 60 m.p.h. for the next 350. Such speeds are not exactly modest for a scooter and a one-fifty at that, so the attempts at maximum speed had more than average interest. With the rider sitting up we were able to record just over 50 m.p.h. in third gear and 56 m.p.h. in top. "Getting down to it" by lying along the dual seat raised this top gear speed to 61 m.p.h. These speeds on the flat, however, are by no means the limit of performance and a down grade swoop at full bore brought the speedo needle right round to 112 k.p.h. which, as the instrument appeared to be some 5 per cent. fast, is near enough to 68 m.p.h. It is worthy of note that even at this speed the steering was perfectly steady while the suspension seemed even smoother than at lower speeds.

It is not suggested, least of all

in the pages of *The Scooter*, that such speeds are the normal requirements of scooter riders or even that they represent a recommended way of using the *Parilla*, but it is a matter of real interest that a scooter type machine with full mudguarding and legshields can put up such a performance from a 150 c.c. engine and handle well into the bargain.

As a test of adaptability the machine was taken over a piece of trials territory consisting of a narrow path with high sloping face of deep dead leaves on chalk. There was no actual mud but recent rains had kept the leaves damp enough and the chalk slippery enough to prevent rushing. There were also many obstacles in the form of overhanging trees and bushes and fallen branches and minor boulders. The machine motored up solo with ease, the rider being able to keep his feet up and negotiate occasional swings up the bank to avoid obstacles in the path. A further severe test was an attempt on the same path with a pillion passenger. Some "footing to maintain forward motion" was called for but this was hardly surprising as the little *Parilla* was carrying more than double its own weight!

On the road with a passenger, incidentally, the gearbox was definitely there to be used, but the gear change is fast and easy, there is no howl in the indirect gears and third gear in particular offered a fine range of speeds that enabled the cruising speed to be maintained even up hills.

This is not a "true scooter" in the sense we normally use. It lacks the open platform type chassis the enclosed shaft or gear drive and low-speed slogging power of the more commonly known machines here, but it does offer many of the advantages of the scooter over the old style motorcycle whilst providing a very high performance with really excellent steering and road holding qualities. The finish and workmanship are first class and the unusually high degree of mechanical

PARILLA—Continued

silence even under conditions of hard driving suggests that long and troublefree life can be expected.

Criticisms are confined to details. The forward swing kickstarter was not easy to manipulate from the saddle; we would have liked a more powerful brake on the front end; it seems rather silly to put the choke control under the dual seat; and we found the combined horn-button, dip-switch, cut-out too fussy to handle in gloves.

Perhaps only those who are used to handling a variety of vehicles will appreciate what we mean in saying that the *Parilla* is a "happy machine", but that is how we found it. It makes you feel that whenever the sun shines you want to jump on and ride—anywhere and preferably fastish. It is not an everyman's mount but there is a big potential ridership who will thoroughly enjoy a run with the "Greyhound".

NEWS FROM HOLLAND—By ERASMUS**Autocycles as Job Bait**

A NEWS agency message from Barneveld, industrial town in the Netherlands, announces a novel way of attracting skilled labour to factories. The employers there have hit on the singular idea of promising an auticycle to every workman who agrees to sign up for a two-years' contract. Vacancies are now rapidly being filled because at present it is the wish of all factory operators there to be able to go to work on a auticycle.

No More Autocycle Races

The Dutch Minister of Transport has sent a message to motoring organizations announcing that in future he will not consent to autocycle races being staged on public roads. He has come to this decision, he says, in the interests of general safety. The motorised bicycle, he adds, was originally

meant to be a cycle on which one could propel oneself without pedalling. It, however, threatens to lose entirely its former character and to become instead a light motorcycle with the consequence that one continually tries to raise its speed.

The motoring organizations in Holland are in full agreement with the Minister.

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Flashes

CROSS CHANNEL Ferry services by Silver City made their 50,000th flight on May 21st. Carrying a Bentley car with a trailer on which travelled a speed boat. They still take motorised cycles for 2/6 however.

ROAD CASUALTIES for March are up on the same month of last year as also are new vehicle registrations. Motor assisted cyclists account for 248 out of the total of 16,503, including 3 fatalities out of 352. It is noticeable that over 80 per cent. of the accidents to cyclemotorists occur in urban districts in the daylight hours.

ANOTHER new Silver City Airways Ferry Service opened on June 17th between Liverpool (Woodvale Airport) and Belfast (Newtownards). The flight takes only one hour. Autocycles and scooters travel for 45/- with a passenger fare of £3. 14s. 0d.

MASS PRODUCTION of the Dayton "Albatross" scooter has now commenced. It is a 225 c.c., high performance machine and represents Britain's first bid for world markets in the scooter field.

PRICE REDUCTIONS on a worth-while scale are announced by Motor Imports, Ltd., for Mobylette and Ambassador Motor Cycles, Ltd., for the Zundapp "Combinette". £10 off the total price in each case.

NEW MOBYLETTE Mk. II prices are: Standard Model—specification as before but now fitted with internal expanding brake to rear wheel (Including £6. 13s. 0d. P.T.) £39. 18s. 0d.

De luxe model with automatic clutch and rear internal expanding brake (Including £7. 9s. 6d. P.T.) £44. 17s. 0d.

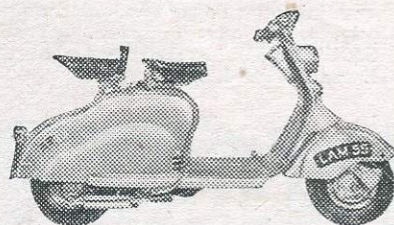
NEW COMBINETTE price: Basic £50. Purchase Tax £10. Total £60. 0s. 0d.

LATEST publicity move by the go-ahead N.S.U. firm is open to all Quickly riders. It is an all-motor cyclists' camp near Venice offering accommodation on the site at 1/2 per night, including h. & c. and all modern conveniences.

The only ticket of admission will be the maker's badge on the machine itself. Details may be obtained from N.S.U. Distributors, Ltd., 7 Chesterfield Gardens, W.1.



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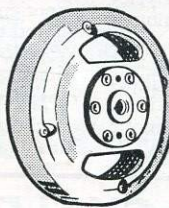
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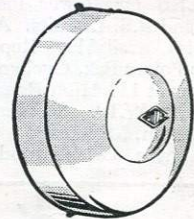
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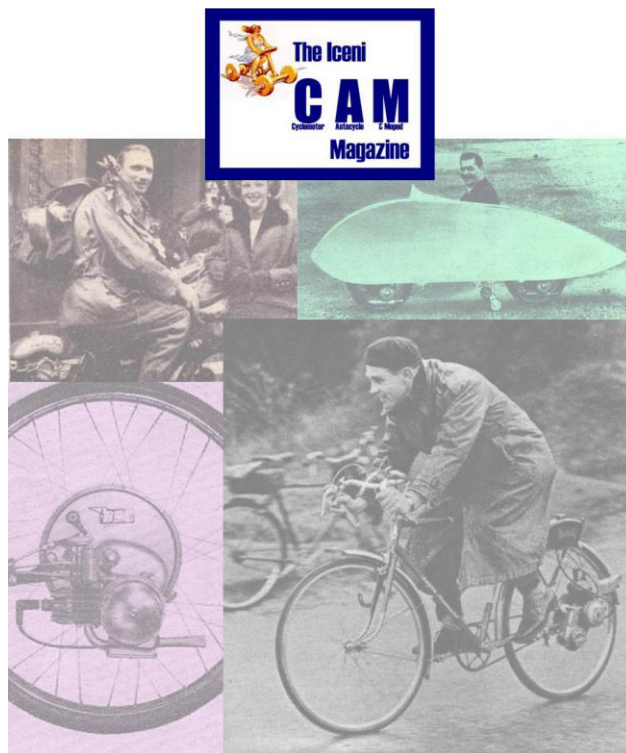
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