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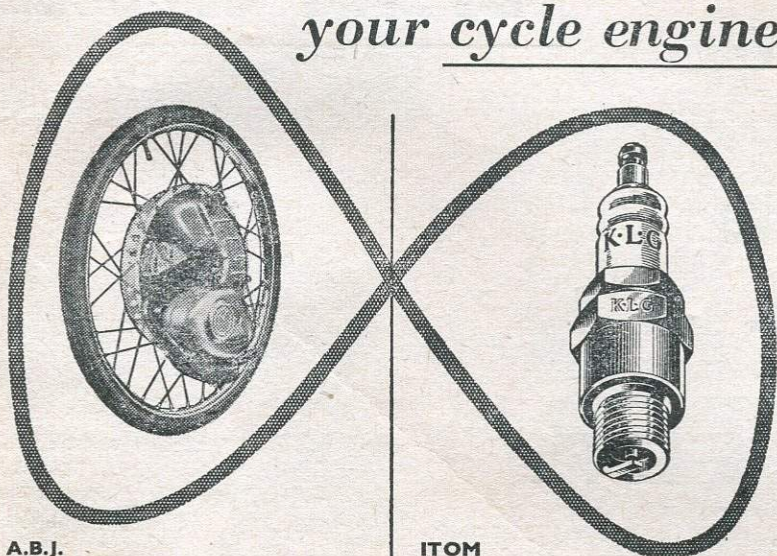
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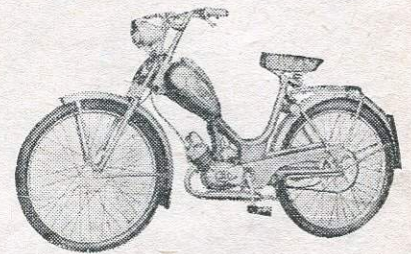
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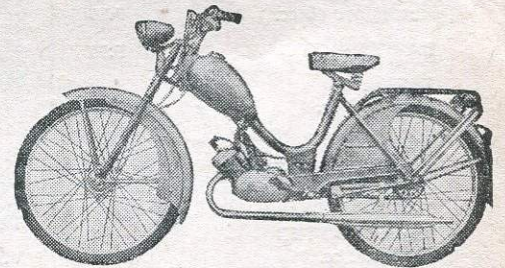
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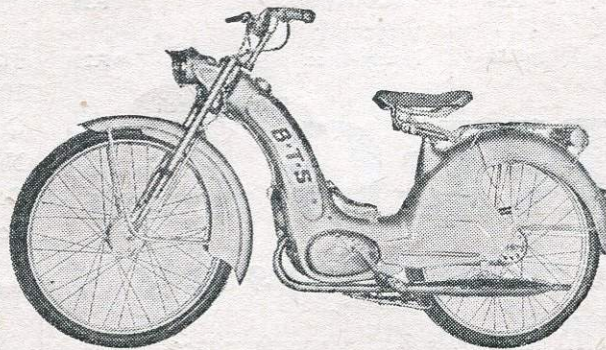
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THE CYCLEMOTOR & AUTOCYCLE JOURNAL

Editor: FRANK L. FARR

Vol. III No. 9

August 1955

DURING the debate in the House of Commons last February on the proposal to impose Purchase Tax on cyclemotors one Member suggested that all machines under 50 c.c. should be exempt from tax. In his reply to the debate the Financial Secretary to the Treasury described this principle as "a very interesting thought," although he went on to say that it was contrary to previous policy. Nevertheless the very interesting thought must be kept before Parliament constantly and on a wider field than that of Purchase Tax alone if the young cyclemotor industry in Britain is to stand a chance of growing up properly.

The field covered in the present and immediate future by the under 50 c.c. power units is that of attachment units to cycles, built-in motorised cycles, light autocycles and light-weight scooters. About a quarter of a million units of the first group have already been sold in this country over the past six years, the second and third groups are just getting their sales figures into worth while proportions and the under-50 scooters have still to be recognised as practical propositions here, despite their current success on the continent. It needs but a little thought to appreciate that the figures already achieved by the attachment units, many of

them experimental types and all virtually unbacked by the retail side of the industry, will be greatly exceeded by the far more durable, safe and attractive representatives of the other classes. This means a new phase in the industry based on a new type of road vehicle.

The important thing that must be put before our legislators and kept before them until they realise the significance of the fact is that this is a new vehicle class. The old standards of requirements for the legal control of motor vehicles no longer apply in this class. The machines are different; their functions are different and their riders are different from those of other vehicle types and these differences are all of social significance.

Increased mobility of labour, particularly of the older workers, is an important factor in industrial flexibility; independence of public transport systems adds to the efficiency of shift workers, nurses, police and other public servants; the raising of the cruising speed of cyclists to near that of normal urban traffic without getting high enough to create fresh problems and added to the new standards of stability and brake efficiency of the powered machines is an important factor in road safety and accounts for the very low accident rates with these vehicles. All these things are

desirable socially and deserving of encouragement.

The help that governments can give in developing the production and use of the under 50 c.c. powered cycle class along the right lines is considerable. Financial considerations alone, such as the reduction or removal of Purchase Tax and Road Fund licence charges on this class of machine would be an immediate and direct help. We believe, however, that a far more important line of approach is that of removing restrictions and red tape. In most continental countries these machines require no driving licences or registration number plates and this means that the purchase and use of light vehicles is made easier and pleasanter.

It will probably be considered that compulsory third party insurance should be retained and few will cavil at this. It may be that the authorities would even retain the driving licence merely so that it can be revoked in cases of serious offence. The elimination of the driving test for the 50 c.c. class, however, could only save time and money for the nation and would be a tremendous step in the right direction. It would provide an apprenticeship for all future drivers and do much to improve the health and efficiency of the people. Parliament should see to this—now.

COMMENT

by

Clip-on

THE failure of the A.C.U. to organise a national cyclemotor trial this year that could raise sufficient interest to make it worth while has led many people to think that there is no value in such events. To some extent this is sheer laziness—No Trial, no work ; but a lot of the trouble is the ignorance of the potential organisers and competitors as to how such an event should be run. There is much to be learnt from the continental countries in this field and particularly from France.

These thoughts are prompted by a study of the various French press reports of the Paris-Lavera-Monte Carlo Trial which I have already mentioned in these columns. The more I study it the more interesting it seems.

For instance, the *Itom-Savage* which won the Tourist Class, and also took second and fourth places just to shew it was not a fluke, had telescopic spring forks, full width hub brakes, a speedometer and auxiliary cycle type dynamo lighting. The *C.N.C.* which won the Sports Class, at the higher schedule speed imposed, had rigid forks, caliper brakes and a minimum of equipment. Both were single speeders ; the *Itom*, of course is a roller driver and the *C.N.C.* has belt primary and independent chain rear drive. The Sports machine was also equipped with a variable speed pedalling gear. A noticeable point of resemblance is the frame design, almost identical in appearance and both having the straight line from steering head to rear hub.

The rider of the *Mistral*-engined *C.N.C.*, Morphyre, is a well-known cyclist and a fine athlete so it appears that the points demonstrated in his machine and equipment are those suitable for the complete teamwork of power and pedals, the cyclist and his engine complementing each other and not just

50 YEARS AGO

"One of the most practical devices for applying motor assistance to a bicycle is the Motosacoche or Motor Wallet. It is not quite a novelty—at any rate in the land of its birth, France, where it has been doing good service on the road for some time.

"As its name implies, and as the illustration shows, the Motosacoche is a small metal frame containing a motor, accumulator, coil and petrol tank ; it fits into the frame of the bicycle and is there attached by plate straps."

from CYCLING, March 8, 1905

up hills at that. This is the French approach to cyclemotors and logical enough, but it by no means generally held in all countries. In the latest number I have seen of the French journal *Cyclemoto* the winner of the Northern Trial which includes North France, Belgium and Holland remarks in an interview

that the Dutch and German manufacturers and riders appear to take the view that the machine should do all the work. They had no single-speeders entered at all and paid no attention to pedal gearing.

Club Experience

Only British competitor in the Paris-Lavera-Monte Carlo event was Rene Menzies with his warmed-up *Firefly*. As a fanatical veteran cyclist and record-breaker for more than forty years Menzies naturally strongly supports the French view that the riders and their pedalling gear should have as much to do with performance as the engines. He recently broke his club's closed circuit record, beating a German two-speeder in the last 200 yards after falling off and remounting (Menzies is now 65, by the way).

The club, however, takes the view that they want to test machines rather than riders and they have framed a competition rule that pedalling gears must not be more than 63 ins., enough to give help but not at competition speeds. Personally, I can sympathise with both points of view but it seems to me that either is too narrow. Surely the answer is to have two classes in every event, one for the rider/engine teams and one for the engines only. It is only this way that all the lessons of trials and racing can be learned.

Lop-sided

A few months ago one of my cycle-motoring acquaintances asked my advice in the matter of spoke breakages. I had never seen his machine at that time and had to advise on his description of make and model of cycle and the fact that he was using an under-the-bracket, roller drive engine unit.

I said that there was no reason why his standard wheels should not stand up to normal riding treatment, assured him that roller pressure could not be the cause of

the trouble if the engine was correctly adjusted and suggested that he might try having the wheel rebuilt with 13 gauge spokes if he wanted real security in this direction.

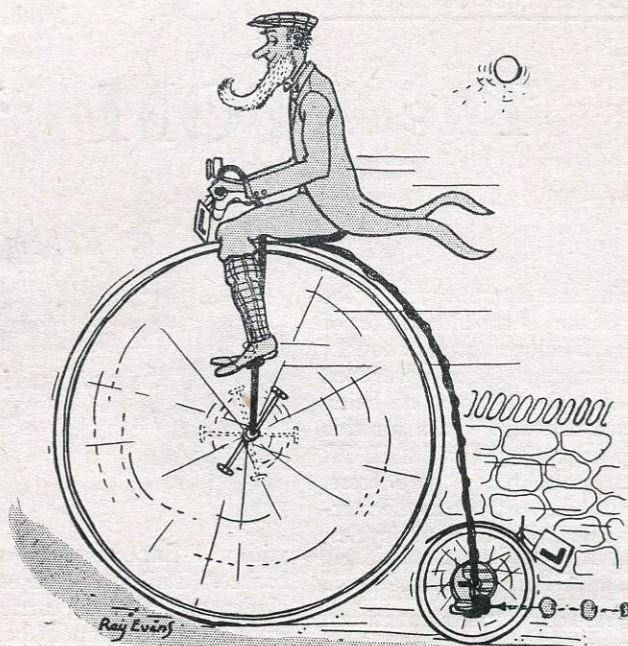
He did this but turned up again recently to say that, after some months of freedom from trouble, he was now getting a recurrence of the breakages, even with the heavy spokes. This time I had a look at the machine, checked the engine alignment and roller pressure, the frame line and the tyre wear and found nothing wrong. Then I noticed a single pannier bag hanging from one side of the carrier. A memory from past experience came to me, a memory of a motorcycle on a continental tour suffering from this same illness. It was just that a pannier on one side of the wheel was putting a side thrust load against the spokes and causing all the trouble.

The load was not at all heavy, some nine and a half pounds in rain gear and toolkit, but it is quite sufficient when bounding around over bumps to overload even heavy gauge spokes. Just think how often you change hands when carrying a small bag or attache case over any distance and you will see the point of a pair of panniers.

Complete Machine Prices

My remarks in the June issue on the subject of reduced prices for complete machines that would place them in direct competition with the clip-ons were not based on any advance information, merely an assessment of the market position. It is good, therefore, to see some moves in this direction already.

As this goes to press it appears that we have a choice on the home market of three complete machines at under £40, a couple around £50 and half a dozen between £60 and £70, including the 98 c.c. jobs. This is a very fair range and it will



Gran'fer says they never had freewheel troubles in his young days.

be interesting to see how the new prices affect sales. Some people are nowadays taking the view that price does not matter much to sales, but I am still inclined to think that the real mass market is awaiting a sound but cheap machine.

Power Curves

Talking cycleriders with a friend of some experience but little mechanical knowledge the other day, he came out with a remark that has more than a little point.

"I don't want to do without pedalling," he said "I like cycling and there must be a lot more like me".

There are quite a few like him, although I must admit I am not one myself, but the point of technical interest that comes out of that

angle on the role of the engine is that these riders only want engines to do the *hard* work, whereas, when you come to think of it, most engines only want to do the *light* work; they will spin round merrily enough downhill but need pedal assistance going up.

It would seem that there is a very real need for more study of ways and means of getting more power out of your engines at really low revs. The four-stroke people have done a lot in that direction, notably with their trials and dirt-track engines, but I have not heard of any similar developments in the two-stroke world. An engine that had real guts from about 500 to 2,500 r.p.m. would be a lovely slogger up hills and it would not matter much if the power output went no higher above that speed.

Has any engineer some ideas?

ROAD TEST REPORT*The* ITOM "ASTOR"

THERE are some people for whom the best obtainable of anything is alone good enough, real connoisseurs who are prepared to pay for the honour of being recognised as such. It is for this select few that the ITOM *ASTOR* has been brought here by Messrs. Adimar to take its place in the market as the Rolls Royce of autocycles.

As we said on first meeting the machine, it is really beautiful to look at, not only for its functional "rightness" but also for sheer elegance in line and colour. This impression is deepened on closer acquaintance. The neat, efficient and practical way each component and control fits into the whole scheme of design and the excellent finish of even the parts not normally exposed to view make the *Astor* a superb example of the finest in Italian craftsmanship.

The engine is a "square" two-stroke of 49 c.c., giving 2 b.h.p. at 5,500 r.p.m. It has a flywheel magneto with 15 watt lighting coils incorporated but the high tension coil is externally mounted under the tank. Mounted in unit with the engine is a three-speed gearbox operated by a twistgrip on the left handlebar integral with the clutch lever.

Of the backbone type, the frame is sprung at the rear by plunger units and fitted with telescopic front forks. The saddle is adjustable for height and angle and there are deeply valanced mudguards, cream enamelled to match the 1½-gallon fuel tank.

The wheels are shod with 2in. whitewall tyres and have alloy hubs

A Report on the first of those Italian luxury machines to arrive in Britain.

Specification and pictures appeared in our June and July issues.

with well-finned internal expanding brakes. Built-in equipment includes, central stand, carrier, Aprilia lighting with dipped beam head lamp, electric horn and speedometer.

Road Test

On the road the *Astor* comes up to the highest expectations suggested by its appearance and specification. It starts easily either on the stand by pushing down one pedal as a kickstarter or by pedalling off and dropping the clutch in the normal cyclemotor fashion. Pick up in each gear is both lively and smooth and the gear change is easy to handle at any speed.

The use of a three-speed gearbox enables the small engine to be exploited to its best advantage, but the flexibility of the little unit is so good that it is by no means necessary to "play tunes on the gearbox" to travel through traffic or on grades. If the box is used to the full the performance is amazing. 1st. gear takes the machine from standstill to 20 m.p.h. in a flash, 2nd. goes up to 32 m.p.h. according to the makers, but we found on test that there is almost no top limit. We attained nearly 40 m.p.h. in

this useful gear and the revs., though very high, created no vibration and created no feeling of stress. In top (3rd. gear) the mean maximum was 42 m.p.h., but even this high figure did not do justice to the potential performance of the engine, which seemed to be able to take full advantage of any favourable grade to go quite a lot faster than that.

Steering and roadholding are quite up to these requirements, from a crawl to well up towards 50 m.p.h. the springing held the wheels firmly in contact with the road on any surface and the riding comfort is first class. The brakes are coupled and come on together through separate cables to a single lever like car brakes. The effect is to provide really powerful braking action with very sensitive control and a remarkable absence of squeal or judder. The machine just stops and that's that.

Hill climbing, of course, is just easy. The power of the engine is such that normal main road grades are taken in top; second will take anything likely to be encountered in a day's run in most places; bottom gear could not be adequately tested but appeared to be capable of anything short of a vertical ascent.

Mechanical silence is complete, running or coasting there is no whine, hum or rattle in the whole machine. The exhaust note is that of the modest type of sports car—definitely heard but never offensive and no more than anyone would expect of such a lively power unit.

The combination of high efficiency engine and the advantages of the three-speed gearbox, yielded a petrol consumption figure of well

over 200 m.p.g. cruising at 30 m.p.h.

Verdict

With machines as with everything else on this earth there is no such thing as perfection. But by any reasonable standards of what makes an autocytle we cannot honestly fault this really excellent machine.

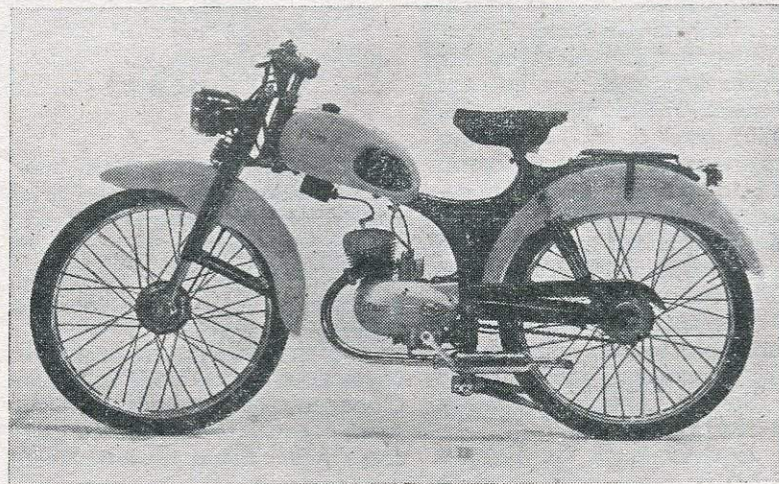
The pedals are unnecessary since it is inconceivable that the *Astor* should break down on the road and there is a reserve petrol tap to save

running out of petrol. Footrests would be more comfortable and with these the machine would quite frankly be an ultra-lightweight motor cycle, no more, no less. For those who want an autocytle that is above any other available this is the machine that answers all prayers. It is not intended to provide price-for-use value and £90 is quite a lot of money, but if you like to enjoy a possession that will turn all discriminating eyes towards you wherever you go, the choice will be an *Astor*.

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Says

DENISE

NO, the area round the Channel ports is not a sad starless desert and there are to be found good cheap hotels, cheaper than many in the South; where food is excellent, and your digestion a matter of interest to M. le Patron. With much of Constance Ferguson's report (*May issue*) on her Continental tour I am in close agreement, but must take up her slashing attack on the little known coast area in Picardy—little known that is to tourists, but full of memory and associations to others, an area of France not tourist minded but welcoming and tolerant to the holiday makers there.

I refer particularly to the area from Etaples to Le Treport, taking in the "hinterland" country round the Somme—Abbeville, Amiens, and further in to Beauvais.

I do not refer to Le Touquet which I have not visited, and do not intend to do so. If you go by Silver City you will most probably fly from Lympne to Le Touquet airfield. At the airfield, if you would like to explore the territory I mention, ride out of the white gates, along a poplar lined road and take the turning for Etaples which lies just across the water. There is a new wide bridge of which the local people are very proud, and in just about five minutes you are in Etaples' wide market square with other cyclemotorists buzzing about in all directions.

At Etaples there is a small hotel and restaurant called the Lion d'Argent. It is in the square, just

opposite the Hotel de Ville, and here you should have your first meal. Make it lunch or dinner, and give the proprietor a chance to show what he can do. The meal which is 500 fr. (10/-) is the best I have ever had at that price anywhere; it includes pate, lobster or local fish deliciously cooked, chicken or steak garnished with salad, cheese, sweet and fruit. Of course wine, and at the Lion d'Or you may buy excellent wine en carafe (it works out at about 7½d. per glass). The Lion d'Or is a Michelin "simple and agreeable" hotel and also carries the new Michelin symbol recommending the price and quality of the wine. Rooms for two people are 10/- inclusive and there is a bath with hot water. Etaples is very much a town where the people are busy—fishing, boat building, net making and mending. The town itself, still showing signs of war wear is pleasant and has an indefinable atmosphere of good will.

From Etaples to Berck sur Mer—here is a French seaside resort with miles of glorious sand and a wide view of the sea. Good

interesting shops, one very good restaurant (Au trou Normand) From Berck a tour inland to Amiens—a town which reminded me of nothing so much as Brighton (although of course no sea). A wide lit busy bright shopping centre, everything in the world to buy; traffic, restaurants, hotels and cafes, all teeming with people. When I was there the Amiens Fair was in progress. This is an exhibition and show place of Picardy's industry, and well to the fore were motor cycles and cyclemotors of various descriptions. Northern France takes cyclemotoring seriously—almost as seriously, and as much a part of life as eating and drinking, and with the same careful attention to human comfort. Under the bracket motors, open type frames, wide balloon tyres and gentle cruising speeds are characteristic of all types, which all too seem to purr along, with very little noise. Bicycles, of course there were in plenty—the abbreviated sleek racer's bike and rather jolly sporting light motor cycles. In addition the Amiens Fair showed a good number of such things as electric



(Photo: "Bromfiets"—Holland)

washing machines, and cooking stoves; modern domestic appliances and—to the English eye—rather heavy ornate furniture. But if you have ridden in from the surrounding countryside and seen how far away most peasant holdings are from good furniture and modern electrical appliances you do get a feeling of confidence that these things are on the way, and surely would not be on offer, if there were no market. Apparently people from all over France go to the Fair, too, and last year over 300,000 visitors were recorded. The authorities were most welcoming and helpful and I do recommend a visit next year to anyone travelling round about Easter who would like to see a facet of France not usually in the tourist's path. Amiens has, too, its great Cathedral and its glorious museum—a museum I could have spent days at—all the history of England and France in carvings by local craftsmen—Roman and Gallic remains that linked our two countries; the story of early men; and some lovely Celtic jewellery. In addition an art gallery of which to be proud. Amiens of course, bears witness to the two World wars with a number of memorials, in particular with a memorial in the great square. But it bears witness too to the resilience of man who can build, and who does build, again and again after disaster, creating lively busy communities which in their turn preserve the past's heritage and pass it on, renewed, to the next generation.

Beauvais is spanned by a lovely cathedral, and this building is, together with the museum, the only old building left in this very ancient town. The whole place is new—new buildings, new market place, new streets—all based on a modification of the old plan of Beauvais, and all built in modern materials in character with the town. It is worth going to see what can be done for Beauvais was a Coventry—bombed, bombarded

and burned out in 1940 by the Germans. Now, standing proudly, beneath its Cathedral—new, lively, charming. One of the inhabitants told me of the new air service that will link their town directly with Britain. It starts this summer.

Beauvais is near Paris, but we had decided that Paris was a holiday of a different sort and with great self discipline we did not turn towards the big city but set out on a pleasant road towards the coast. Beauvais is linked directly with the coast town of Le Treport and there we arrived next day. Le Treport and Mers are built along a common harbour. They are small and combine hospitality towards tourists with their own affairs of fishing and market gardening. There is a great scooter interest in the town and when I was there the harbour was whizzing with Vespa riders who were practising intricate figures on their machines in preparation for the big event of the year. There are a number of good small hotels, but in particular I must recommend Hotel de la Plage in Mers, where the cooking is all you come to France for, the place comfortable and run by a Yorkshireman and

his French wife, so language is no problem. That Yorkshireman enjoys life, and sees to it that you will, too.

I must repeat that if you use the Michelin Guide, you will get adequate hotel accommodation at 10/- upwards. The Guide, of course, caters for all tastes and all pockets—the three star restaurants, where price is simply not in the picture and the excellence of the cuisine is everything, are there alongside the humble “simple but good” class. If you want to lash out at all there are one or two starred restaurants and the new feature of the Guide recommending the wine at the humbler hotels is very helpful.

While whizzing through to the Cote d'azur and to the Pyrenees must be fun in its way, once you have seen the strong light in Northern France over the wide countryside, where friendly busy people are living their own lives but will include you in for as long as you want to stay, you may get—as I did—the feeling that you want to return many times more, and that life is all the richer for the possibility.

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10 YEARS AND 50,000 MILES

by B. J. FOLLIARD

Having just completed the above on a 98 c.c. Villiers engined autocycle (one of the dying type!), I feel I have picked up a few clues on keeping mobile on coffee cup sized motors. I hesitate to say "I know two-strokes" because they are too female in their characteristics for anyone to "know them."

During this period of riding in all kinds of weather, my main troubles have been our old enemy—the bridged plug, and lighting failure. Other than these, involuntary stops have been the odd puncture, a chain jumping and, on one occasion, a broken contact breaker arm. You will note that both the old and the new suffer from the same types of malady.

With regard to the two main troubles, I spent a good deal of thought and did a lot of experimenting in order to overcome them because, as we all know, they can be a veritable nuisance, occurring

as they do without any consideration of time or place or conditions. I found it no fun at all to debridge my plug a dozen times during a wet ride home, nor was it particularly amusing to lose my lights almost weekly—I almost began to think that the lighting coil manufacturers and the bulb manufacturers had ganged up against me.

Let's take the bridging trouble first. Basically I believe the trouble comes as a result of air leaks which throw the air/fuel mixture proportions out of what I would term the "safe band". When in this "safe band" the solid deposits in the combustion chamber are kept sufficiently soft so that a bridge does not form. My experience is that on an internally clean engine which has no worn main bearings or worn cylinder/piston assembly and has the recommended plug correctly gapped (I think the wrong type is not worth screwing in) and is supplied by the correct fuel/

oil mixture, the trouble is practically non-existent. This may seem to be the equivalent of saying an engine must always be in new condition but this is not so. My present cylinder assembly, for example, has done 20,000 miles and is still satisfactory. I don't believe any particular oil or petrol is a cure-all, although I have found that by reason of its small combustion deposit, the new Castrol two-stroke oil helps towards keeping the engine clean. But this alone cannot prevent a plug bridging if other factors which induce it are present. The engine must be gas tight and if this is maintained, together with the normal decoking routine, the bridging will become sufficiently rare to be outside the nuisance stage. I think one must view this trouble not so much as preventable but curable. In other words we cannot stop it periodically recurring because each day our engines are getting dirtier and more worn but, until the wear reaches a certain stage, we are safe. When it does recur and is more than an isolated instance, then locate the cause of the trouble and remedy it.

Before I leave this subject I would make a final point. I think anyone who endeavours to obtain constant year in year out two-stroking is chasing a will o' the wisp. These little engines are so affected by climatic changes that, to me, the obvious answer is enjoy the two-stroke purr when you get it but don't get bothered if four-stroking sets in at times. I keep my carburettor adjusted on the rich side because I have found over the years that the tendency for plug trouble is less if the mixture starts off "fairly meaty" than if it is lean; also generally the pulling is better throughout the range and starting is easier.

Initially, my daily ride was sixty miles for the round trip and during the first two winters I suffered abominably from blown lamps: on one infamous occasion I spent eleven shillings on replacements



*The author
on his ten-
year-old
RAYNAL
autocycle*

*His son is
seen riding
"papoose"
fashion
behind him*

and so fed up did I become with the built-in coils that I fitted a lucifer cycle dynamo with an increased diameter roller. Slowly it dawned upon me that most of my trouble was due to faulty connections—and this alone. I spent a Saturday afternoon re-wiring and soldering every wire end, and made a good soldered earth joint to the main frame. Each soldered joint needed wrapping with insulating tape to prevent vibration breaking in because if the soldered part becomes hard, and unwrapped or unsupported the wire will quickly break. Carried out efficiently, the wiring will last for a long, long time; during the past two winters I think I have replaced one front bulb.

Travelling as I do from the country to the edge of London, I naturally cover long stretches at a good speed—usually I position the throttle nearly fully open and leave it there. In order to keep warm and clean, I use a Sidcot over my normal wear and this has

answered my purpose very well except, of course, that it is not waterproof. In the rain I use a yachtsman oilskin coat which has let "nary a drop" through it since I purchased it in 1950.

Finally, what about free wheels? Yes. I replaced regularly at three monthly intervals for about eighteen months, then I got fed up and discarded the pedalling gear—and frankly I have never missed it.

I keep an accurate log of mileage, routine maintenance, fuel consumption and overall costs; the latter I pit against public transport costs and a nice credit is building up. In addition, of course, I see the beauty of the passing seasons and many a little nature incident, as well as the fact that I get daily some very necessary gulps of fresh air.

All in all, over these past five years, my "pippa" has been a worth while exchange for the "comfort" of a crowded train and a season ticket.

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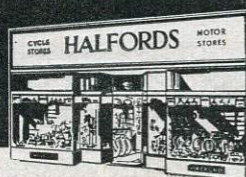
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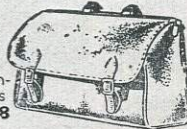
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CLUB NEWS

(Scooter Clubs on p.258)

BARNSELY AND DISTRICT CYCLEMASTER CLUB

Secretary : MISS B. ASPINALL, 22 PONTFRAC T ROAD, BARNSELY, YORKS.

Companions wanted for foreign tour in August—conttct Secretary.

AUGUST PROGRAMME

- 7th—Circular tour, 9 a.m.
14th—Nottingham to meet Notts Cycle-
motor Club, 8 a.m.
21st—Cleveland Hills, 7.30 a.m.
28th—Scarborough, 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.

The Club held its Annual Dinner on July 9th. Prizes for the year were presented by Mrs. David Vaughan Williams.

An account of the 12 Hour Grand Prix is given on this page.

August events as in Club programme.

NOTTINGHAMSHIRE CYCLEMOTOR CLUB

Secretary : R. H. PRATLEY, 62 FLAM-STEAD ROAD, STRELLEY, NOTTINGHAM.

The results of the V.C.A. (Committee Cup) Trial, held on 19 June, were as follows : 1, H. SAVAGE *Phillips*; 2, dead heat, K. PRICE, *Cyclemaster* and J. JEBSON *Mosquito*; 4, P. LE-GRAND, *Ducati*; 5, R. PRATLEY, *Teagle*; 6, J. GANLY, *Cyclemaster*; 7, L. JONES, *Ducati*; 8, J. WARD, *Vincent*; 9, C. CLARKE, *Ducati*; 10, D. YOUNG and A. DAVIES on *B.S.A.* tandem.

AUGUST PROGRAMME

- FRI. 5th—Club Night and Meeting.
Bay Horse, 8.0 p.m.
Sun. 7th. Mansfield. Castle Rock.
10.0 a.m.
Sun. 14th. Meet Barnsley Cyclemaster
Club.
Sun. 21st. Amber Valley. Daybrook
Square, 10 a.m.
Sun 28th. Leicester. Old Market
Square, 10.0 a.m.

Every Wednesday evening there will be an evening run. Meet Forest Gates, Mansfield Road, 7.30 p.m.

ROSSENDALE MOTOR CYCLE AND LIGHT CAR CLUB

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

The Second Enduo Rally will be held on 14 August (See *this column June issue*). There will be a strict time schedule with average speeds ranging

from 12 m.p.h. for under 50 c.c. machines to 24 m.p.h. for the over 250 c.c.

THE ROVER (MANCHESTER) FELLOWSHIP

Membership of the motorised cycle section continues to rise. There will soon be a vacancy for an enterprising runs leader.

400 MILES IN 12 HOURS IN CLUB'S GRAND PRIX EVENT

Britain's First Long Distance Cyclemotor Race

When the Half Hundred Club started to plan its 12 hour Grand Prix event there were plenty of critics who said that it could not be done. Well, it has been done and the 50 c.c. class has proved that it can stand this pace like the "big uns".

At Dunmow on Whit Sunday, Half Hundred Grand Prix competitors covered well over 2,000 miles between them, riding from 8 a.m. to 8 p.m. The only mechanical faults were two whiskered plugs (on a *B.S.A.*) and a puncture for an *N.S.U.*

Competitors had to get up early for the rendezvous was Marble Arch 4.15 a.m., then by van to the circuit 50 miles away.

Results were: 1, BILL NEWBURY *N.S.U.* (winner class A) 359.6 miles; 2, FRED CATTRELL *N.S.U.* (second class A); 3, JOHN SMITH *Itom* (winner class B); 4, C. BENTMAN *N.S.U.* (third Class A); 5, JOHN HEMMITT *B.S.A.* (winner class

C); 6, BILL JOSLIN *N.S.U.* (with side-car) (second class C.).

Class A was for machines from 40-50 c.c. chain driven; Class B, 40-50 c.c. roller or belt driven; class C, up to 40 c.c. solo or 50 c.c. with 3 or 4 wheels.

During the afternoon the "big boys" came out practising for Brands Hatch. Thus Half Hundreders found themselves with other vehicles on circuit passing at over 100 m.p.h. The slipstream of one of these brought Bill Joslin off his *N.S.U.* with banking sidecar. But after a while and with a few stitches inserted, he was back in the race.

Walter Wensley Lane (*Secretary of Events*) did a fine job of organisation and the whole show went off exactly to plan.

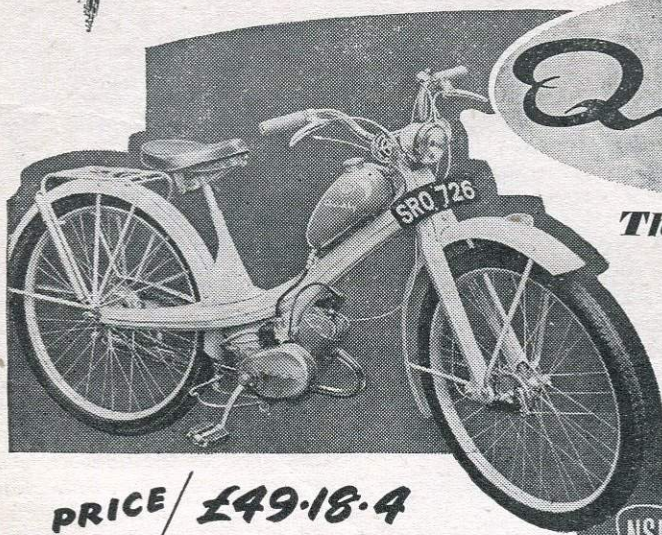
Photos of the 12-hour Grand Prix can be obtained from the Half Hundred Club at 6d. each.



The winner of the Half Hundred 12-hour Grand Prix, Bill Newbury (left), on an *N.S.U.* Bill Joslin had a banking sidecar on his *N.S.U.*

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NEWS FROM GERMANY — by Tempo

The KREIDLER

48 c.c. SCOOTER

THE Kreidler R.50 is a very elegant looking scooter of the 50 c.c. class. The makers, Kreidler Fahrzeugbau, Kornwestheim near Stuttgart, call it an auto on two wheels. It is cheap to run and easy to keep clean and it offers the rider protection from oil and road smuts thanks to its general construction. Road holding propensities have been proved and so with hill climbing—the Swiss Alps in the shape of the Stilsfer Joch pass (2769m. high) having been climbed comfortably by the R.50.

The engine cowling is neatly hinged from its front (steering head) end so that this can be hoisted up and the engine fully exposed. A built-in blower keeps the engine temperature down—such a blower being essential in this type of construction. The two-speed gear is operated from the handlebars through twist-grip control, and throttle and clutch are also handlebar operated. The front forks are telescopic with some 4 inches movement; and with 23in. x 2¼in. tyres and fully adjustable rubber saddle, a comfortable ride should be expected. Brakes are 4in. diameter and internal expanding. The 4in. headlamp also carries a built-in speedometer which is internally

The elegant "Kreidler R50" with telescopic front forks. Tank filler cap can be seen behind the saddle.



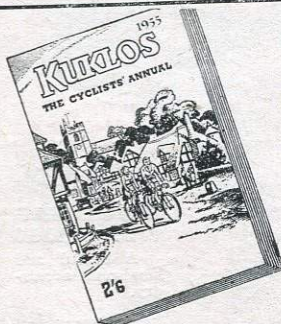
illuminated, and at riders request a security lock can be built into the steering head. A central stand is fitted underneath the engine and is easily operated. The fuel tank is situated behind the saddle and holds some 10 pints.

The engine is a single cylinder two-stroke, light alloy cylinder, 38 m.m. x 44 m.m. 50 c.c., flat topped piston, and at 5,500 r.p.m. develops 2.2 h.p. Carburettor is a Pallas with air filter and choke. There are two speeds and a neutral, and primary drive is through skew gearing to clutch and final drive is per ¼in. x 3/16th in. chain. Frame is tube with drop out rear fork ends. There are foot boards and a kick starter.

Normally, the R.50 does well over 200 miles per gallon and is good for about 35 m.p.h., whilst hills of about 1:5 can be confidently taken. The weight of the

model, all on, is about 120 lbs.

The R.50 is typical of its class—the light scooter class—which like the new light auto-cycle class of two wheeled transport is slowly but very surely establishing itself as transport for the masses. This new type scooter is not fast. High speed in itself is not wanted so much as dependability, economy and low maintenance costs. Also this type of two wheeled transport looks clean and neat and can be kept that way and thus it should have some appeal to the fairer sex. There should be little danger from nylons or skirts becoming soiled from the model itself, whilst the footboards and leg shields offer weather protection. But no doubt there must be many of us men able to appreciate that protection, too! For man or woman, this neat little job is bound to impress with its performance and looks.



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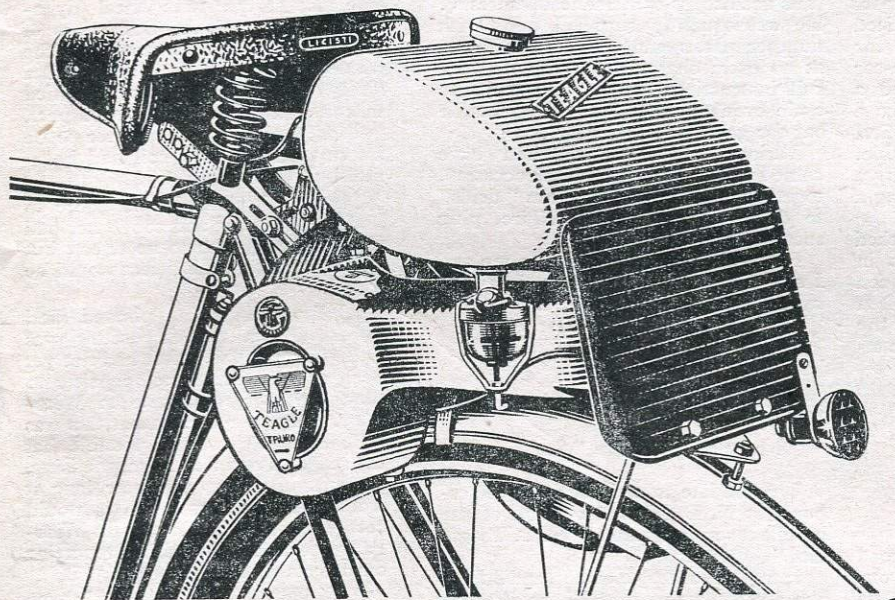
1955 EDITION complete revised and edited by E. T. BANNISTER of the Cyclists' Touring Club. New Articles on the Choice of a Bicycle, Racing Fitness, Road Safety for Children, Cycling among mountains, Law for Cyclists, etc. Complete with TOURING ROUTES showing mileages and places of interest. List of RESTHOUSES with terms and telephone numbers, World Championships, Camping Hints, Road Records, etc.

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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.

Clip-ons for Sidecars

I have read, with interest, the remarks for and against "clip on" machines and bicycles made for the job.

Personally I like the former, apart from a saving in cost, I have noticed that the frames of bicycles made for the job are not suitable for a side-car plate attachment. As I have used a *Mini* for the past five years to take a side-car for my small daughter I find the ordinary frame most suitable. Though I have been tempted to buy a "built for the job" machine, fitting a sidecar has always stopped me.

Incidentally, the hints I have picked from "Mick Brown" and others in your most excellent journal have been very helpful, in fact, at times I often wonder however I managed in the past without the help and advice contained in *Power and Pedal*.

LEATHER DRESSER

Leicester

The "Mate"

Congratulations on your honest road test report of the new *Cyclemate* in your June issue. Your readers should be able to order their new machines with confidence on your reports.

I have taken delivery of a *Cyclemate* and have now completed the first 200 miles. I must agree that all your remarks are correct and fair to the makers and future riders.

Cyclemasters must have every confidence in their machines. Good luck to you both.

R. J. HUDSON

Erith

Appreciation

Would you very kindly insert in the next issue of *Power and Pedal* my appreciation of the service rendered to me by Brook Lister of 121 Bridge Street, Bradford, 1, Yorks.

I wrote to him as being an advertiser in *Power and Pedal* asking his advice as to the merits and demerits of various "Clip-on" Units for one who has

arthritic hips and can only pedal about 5 yards to start engine, and Mr. Lister not only answered my twenty three queries but set out very fully his reasons for recommending the cheapest model (this against his own financial interests). He subsequently supplied units with number plates and insurance effected at no extra charge together with very full instructions as to fitting units to cycle even to what "dimpling handle bar for grub screw meant".

Various odd tools required have come by return of post on each occasion, together with details of various "drills" to do in case of petrol failure, plug sooting, etc.

He has been a real "pal" to me and I am glad I noted his advert in *Power and Pedal* and dealt with him.

WALTER C. N. CAMPBELL
N.W.1.

More on "Teagle" Service

I would like to endorse your correspondent N. E. Lewis's opinion of the excellent service given by W. T. Teagle Ltd., (June issue).

I, too, am a *Teagle* owner, and during the past twelve months I have also had examples of their unique service.

Just recently an unavoidable accident broke the rear number plate and throttle lever. I wrote to W. T. Teagle Ltd., to enquire the cost of replacement, and imagine my amazement when, BY RETURN, I received both the parts—FREE OF CHARGE!

Has any other reader had this experience with other manufacturers? I doubt it.

Good luck *Teagle*—carry on the good work!

90 CMD

N.W.6.

"Botchery"

Each month you are able to record readers, appreciation of the service they have received from agents and repairers. It might be more useful to report the cases of bad service and overcharging that we all of us occasionally encounter, but I suppose the law of libel does

cause you to think very seriously before doing so.

Power and Pedal is now *THE* journal of the power assisted cyclist, and its dictum is respected by the fraternity. Might it not be a good idea for you to issue to those good repairers a certificate or badge which they might display in their window for all to see. I for one would be happy to give my patronage to the repairer who had earned your approval.

Incompetence and "botchery" are always with us, here's a recent experience of my own.

18th April discovered the near side race of the front wheel (dyno-hub) to be cracked. Some loss of power had also been noted so the whole *Cyclemaster* was left with a local repairer, who was informed that the ignition system was suspect.

20th April 'phoned repairer to be informed that a new coil had been fitted without effect.

21st April 'phoned once more to find that the plug and condenser had been replaced, also to no effect, but was assured that the defect would be found.

22nd April again 'phoned and informed that the carburettor was O.K. but that the defect had not yet been traced. Instructed repairer to send the whole magneto to Wico-Pacy. Repairer agreed that this was the best course as it was possible that the magnets required re-magnetising. He was unable to say how long it would take or how much it would cost but was quite sure that Wico-Pacy were not in the habit of reporting on defects discovered.

2nd, 3rd and 4th May my 'phone calls only find the magneto not yet to hand.

7th May *Cyclemaster* collected from repairer, also bill for £3. 15s. 6d. Repairer unable to inform me of what defects had been found. Pointed out to repairer that old plug remained in engine, and assured that it was a good plug. Engine seems sluggish and unable to attain top revs. Find the outfit extremely hard to pedal up my one steep hill. Get off to investigate and find cycle chain dead tight.

8th May engine suffers from lack of power and eventually ceases to fire. Find centre portion of plug to be so loose that it wobbles about.

9th May engine still sluggish. Find ignition timing has been set at fully retard. During test run after resetting, the rear brakes fail and discover a bolt to be missing from shoe clip. Completely check bicycle and find the rear lamp has been disconnected.

15th May Write to Wipac for information.

Their reply tells me that a report was in fact sent to the repairer and they quote . . . the main trouble was a fractured lead on the HT coil which had caused the secondary winding to open circuit, giving a very weak spark. It was necessary for us to fit a new coil, and we now trust . . .

So far as I can see I have no redress, the repairer can charge for all the time he is supposed to have spent in his trial and error system of hunting trouble. The only thing I can do is to refrain from going to him again and to suggest to my friends that there are better repairers.

If, Mr. Editor there is anyone in the Wimbledon and Morden area who has your approval, I'd like to be informed of his name and address.

A. J. PHILLIPS

New Malden

Wright Service

Would you please allow me a small space in the *Power and Pedal* Journal to let your many readers know of the prompt service I had from the *Wright Saddle Co., Ltd.* In three days I received a complete rear unit free of charge for my Autocycle Saddle instead of the small part I had asked them to replace C.O.D. My thanks to a good firm.

J. R. PINCHAM

Nottingham.

Road Research Laboratory

Your July issue comments on the work of the Road Research Laboratory on motor-assisted cycles as seen by you in the course of a visit to our Open Day on 12/13th May.

With reference to our recommendation that power-cycles should be identified by enlarged number-plates with white borders, you point out that such plates in steel constitute a danger to riders and public and you suggest that the plates should be smaller and oval in shape to avoid sharp corners. There is no reason why white-edged number plates should have sharp edges and none of our experimental models have such edges. But an essential part of our recommendation is that the number-plate should be transverse to the axis of the bicycle, *i.e.* it should be possible to read it from the front. In this position it would probably be less likely to cause injury than the smaller number-plates fixed in most existing machines. But I do hope that your readers will realise the purpose of the enlarged number-plate in the position

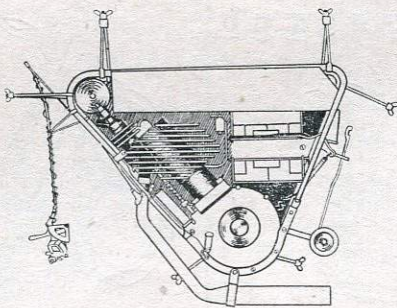
suggested, that is, that it will make the fact that the cycles are power-assisted more obvious to other road users and therefore reduce their liability to accident. There are appreciable numbers of accidents to motor-assisted cycles caused by the fact that other road users regard them as slow-moving bicycles instead of faster-moving motor assisted cycles. I do hope you will do your best to encourage your readers to fit number-plates in the manner suggested.

In your reference to braking systems you say that tests have been made only with a limited and by no means representative range of units. All the proprietary rim brakes we have tested are inefficient in wet weather. The hub brakes were much better. If you believe you know of any rim brakes that are efficient in wet weather, we shall be most grateful for the information. We shall test them, and give you the results for publication in your journal. If, however, you do not know of any that are efficient in wet weather, let us get together and try and do something to improve the position.

W. H. GLANVILLE
Director of Road Research

50 years ago

As a reader of your fine journal I notice your small boxes of 50 years ago quoted from *Cycling* it would be interesting to see some of the ideas put forward by *Cycling* artists, these drawings would show your readers that there were cyclemotors 50 years back



The Motosocoche "Motor Wallet".
See 50 Years Ago on p.232.

and that the design of present Clip-on is nothing new.

The present design of the famous *Cyclemaster*; well what of the *Wall Auto Wheel* as a clip-on?

There was the *Motosocoche* autocycle, a French machine, belt drive by jockey pulley. (See above)

Perhaps it would be a joke to hear

about and see designs of 50 years back from your readers.

Your reader Dennis Bray has trouble with freewheels, why not use, if obtainable, a freewheel with no springs, I have used them with no trouble, we used to call it the *Micrometer*, drop palls only, no springs.

Power and Pedal weekly please (we hope),

OLD BROWN
75 years of age

Worcester Park.

New Mags for Old

In reply to RFM 298 and G. H. Emsley of Hull may I suggest that all that is necessary is for them to exchange the Bantamag for Series 90, this gives a much better spark and ends all starting troubles.

This can be done under a Wipac Scheme and costs £3. 10s. 0d. for the exchange plus a local fitting charge.

When any of my customers come to me with the early models of *Cyclemaster* or *Power Pak* I always recommend this and have converted quite a lot with satisfied customers afterwards. They also gain a lighting coil giving them a good light.

I suggest to all power and pedallers with these *Bantamags* that they approach their local dealers and they will be amazed at the difference, I generally carry sets so that it is possible to get the customer on his way same day.

Minimotors cannot do this as the cam is part of the shaft.

A. J. PITMAN

Derby.

Starting Trouble

Your correspondent, PZ 5843 will probably obtain an improvement by reducing the sparking plug gap.

Although I have not had experience with the *Firefly* I have had similar starting trouble on the *Mini-motor*, *Cyclemaster* and *Mosquito*—in the last mentioned, this only occurred after 1,500 miles without attention to the plug, or anything else, for that matter.

In fact the *Mosquito* is very reliable and trouble free.

C. WATERHOUSE

Ruislip

"Power Pak" Hints

I have a 1953 *Synchro Power Pak*, I find it a most useful motor and I would like to pass my comments on the *Pac* through your wonderful journal.

1. The mag setting should be .015.
2. *Amal* type carb., 45 jet, needle setting at the third slot.



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3. Use $\frac{1}{4}$ in. drill to clean exhaust port.
4. Use T.S.L. or Filtrate oil, at $\frac{1}{4}$ -pint to 1 gall.

I am an air mechanic in the Fleet Air Arm and I use my *Pac* to get me to and from work.

My bike is made up from a pair of *Webb* forks *Elswick* sports frame, German *Speedo*, *Sturmev Archer* front hub brakes, *Perry* back pedalling brake with heavy gauge spokes.

I am thinking of going to Germany for my demob leave in September; if any of the "clip-on" boys have got any hints I would be very pleased to hear from them.

LOT 84

Gosport

Power Pak

In your November journal, the subject of whiskered plugs is discussed. I have possessed for nearly 9 months a *Power Pak* cyclemotor and have covered almost 2,600 miles. I always use premium petrol and Castrol oil in a ratio of 16 to 1, and have never experienced whiskers or oiling up.

My top speed along the flat varies between 25 and 32 m.p.h. according to weather conditions, and I have done 39 m.p.h. down-hill, at which speed four-stroking occurs.

The engine is fitted with a No. 5 throttle slide, no 5 main jet, and runs best with a jet needle sitting of third groove from the top. I find it essential to decarbonise the engine after 200 miles of running

ERIC WAYT

Birmingham

"Cyclemaster" Service Manual

In answer to H. C. Humphrey's (June '55 "Correspondence") may I inform him that he can get the "Workshop Manual" from the makers (price, I think, about 5/4) which will give him exploded diagrams and details of all odd extractors and special tools available

Also, using *Castrol* two-stroke oil, I have had no oily-plug troubles. By putting a petrol tank capful of *Holt's "Supertune"* into the carburettor every 500 miles, I've had no decoke for 2,000 miles and still get up long Cotswold hills like a bomb.

Congratulations on a magazine that's as outstanding as the new covers.

E.F.B. 280

Colerne

Phillips Motorised Cycle

In answer to Mr. M. C. Paffets letter, (June Magazine). I would say that I have owned a *Phillips M.A.C.* for 6 months. Regarding the vibration—I have experienced this vibration and it seems to me that the trouble is insufficient oil in the petrol. A great deal has been printed lately about outdated petrol-oil ratios, but the *Phillips* definitely runs better with more oil in the petrol. In all respects my machine is excellent. It climbs almost any hill without pedal assistance, has a top speed of 28 m.p.h., and has a fuel consumption of 208 m.p.g. I would also add, that the brakes are of a really high standard, and I can thoroughly recommend the *Perry Coaster* hub brake. I would like to know if any owners of *Phillips* "bike" have obtained

a higher speed? Also if any have had the experience of fitting spring forks? If so which type of spring fork would be the most suitable?

Many thanks for a really excellent magazine.

S. CRIPPEN

East Croydon.

Easy Pep

Spring is in the air, and to those readers who feel their mounts could do with a spring tonic I would recommend they try a tube of *Vol-o-pep* decoke jelly, price one shilling from any Halford stores.

Having just tried a tube in my *Power Pak*, I feel sure it is the answer to those mounts which are getting tired, but not tired enough to warrant a strip down decoke.

In the magazine we read of the cyclemotor clubs of various towns, have we one in and around Leicester?

BC 120.

Leicester

The Editor thanks the many readers who have written their opinions and suggestions on the subject of technical articles.

A series is now in the course of preparation and will commence shortly.

C-S-M

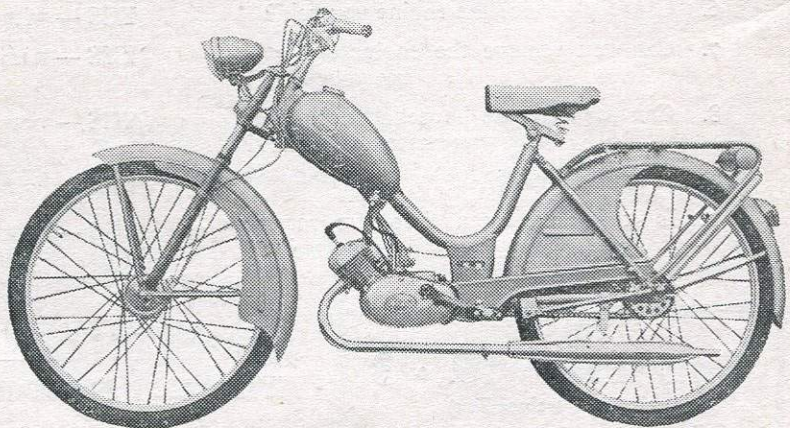
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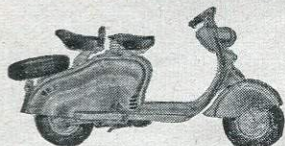
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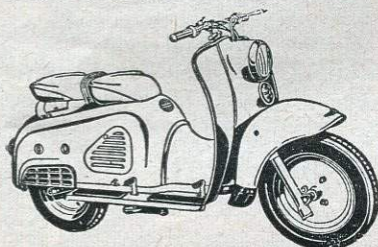
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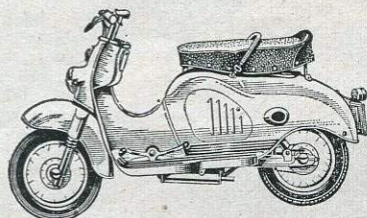
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Scooter Topics

by F. W. QUIGLEY

StrangeCraft

At first it looked like a kind of helicopter on two wheels—there was a long silvery something over the rider, like a helicopter wing. I accelerated for a closer inspection but it kept its distance easily and it was not until traffic congestion gave me the opportunity to get near that I saw that the silvery something was in fact a hood in light metal, attached to a large windscreen complete with wiper, the whole apparatus fitted to a 1938 Ariel 350 c.c. in very good condition. The rider told me that the hood was of his own construction, that it was most effective in bad weather and that it did not in the least affect the stability of his machine. He spoke with a Continental accent and I supposed him to be an Italian. Later I saw a similar hood devised for the Lambretta and featured in the May number of this journal. The price

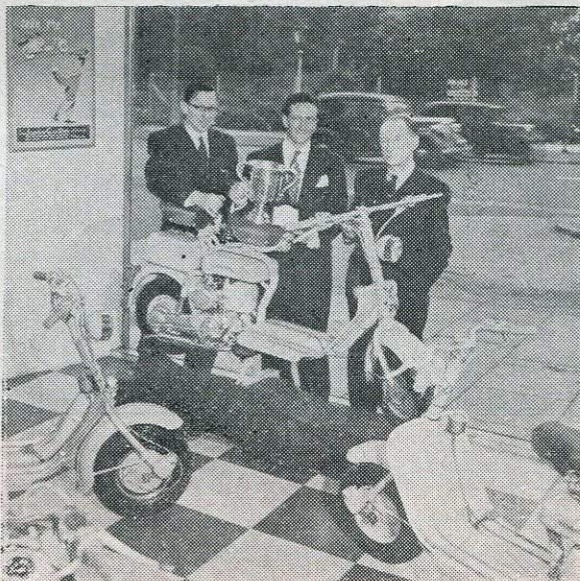
is 14 gns., offering unusual scope for wealthy pioneers!

Sale Tale

"Motoring journalist has for sale a well conditioned young female: his *Vespa* scooter in olive green, with carrier, pillion, and windscreen . . ." This curious jingle, or something very like it, produced on the evening of its appearance in the London Weekly Advertiser, a thoughtful young man of the professional class who had never ridden a scooter before, accompanied by a young lady who had. I took them individually for pillion trips and sold my scooter for a reasonable figure from any point of view, and now I find myself in the enviable position of being able to choose a fresh mount from the many models available.

Deficient from the field of choice, and it is a notable deficiency, is that

SCOTTISH SIX DAYS TRIAL AWARD



Geoff Parker riding a 125 c.c. Lambretta, won the Albert Memorial Trophy in the Scottish Six Days Trial.

With Parker at a reception given in his honour, are Mr. James Agg, Managing Director of Lambretta Concessionaires (right) and Mr. John Cubbon of London Scooters.

of a 1 h.p. or 98 c.c. scooter. There is room for a scooter so powered and it would offer an attractive future role for the 98 c.c. engine the demand for which has fallen off with the loss of popularity of the heavyweight autocycle. It is the opinion of a friend of mine, and one I have been able to confirm by observation, that the standard *Lambretta* and *Vespa*, sometimes look too large for a small rider, who would be better suited to a small, light 98 c.c. scooter. I believe the *Scott-Cyc-Auto* people whose engine is well suited to scooter styling are not averse to it being so adapted.

Renaissance in Mechanics

Mr. Heenan, one of the 2 directors of Kensington Motor Scooters, mentioned in my last notes as being in Italy, had much of interest to tell me of their visit to that country. They covered some 3,500 miles in a matter of a few weeks. The performance of the two machines was "absolutely smashing" and it was only when they unwisely filled up with the lower priced, (there is no "cheap" petrol in France) mixture that they encountered carburation difficulties—had to drain out and refill with *Shell*. There was no dearth of hitch-hikers eager for lifts, and as much to test the new *Vespas* as to be hospitable, they each took pillion passengers. The two scooters, with two up and a large amount of luggage, negotiated the Simplon without faltering.

That something like a renaissance in mechanics is going on in Italy was evident to Mr. Heenan, there is terrific activity in the motor engineering world—"Almost every man you talk to" he told me, "has a blue print under his arm of a car, motor cycle or scooter". And that increasingly rare individual in Britain or the U.S.A., the lone craftsman or mechanic, is available in large numbers in Italy, where they live, work and sleep, usually in one small room surrounded by

their machinery. Promptly and at very modest cost these men can machine anything from a screw to a gear wheel, working off a blue print, and it is this pool of skilled mechanics which favours individual experimentation and enterprise. What puzzled Mr. Heenan was that although the average wage in Italy is only £24 a month, almost everyone owned a scooter.

Frustration

It was called "Natter Night" at the club and it was perhaps just a shade dull—there was the new chairman almost begging for grouses of his management but confronted with bovine contentment and there was Roy Benton, fresh from France, brown, boisterous and bursting to tell his adventures—but not able!

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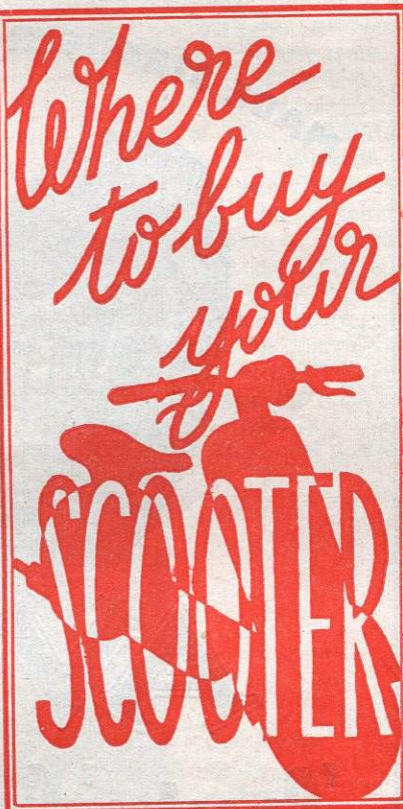
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Scooter Girl

Scooter Girls, this is your page. Whatever age you may be, whatever your machine, whether you are driver, pillion or sidecar rider, this section of THE SCOOTER is especially for you.

The woman scooter rider has some problems of her own. SCOOTER GIRL sets out to deal with them frankly. We shall discuss health, beauty care, the right kind of clothes as well as the sort of problems we share with men. We shall talk about simple tasks necessary on a scooter, tools and how to use them, and the best kind of snack supper to take with us on an evening run. We want to hear from you and shall publish your letters and articles—Write and tell us—and the other riders—how you survived your first difficulties, how you passed the driving test, what you packed for your holiday, what sort of clothes you think are best for the job. The experienced rider has a wealth of information to give the newcomer. Men, we understand, have their own ways of tackling scooter life. Well, anything they can do, we can do—just as well.

News from the Shows

Preview of the Autumn Shows gives us confidence that the Scooter Girl's dress is being taken really seriously by top line houses. Telemac Ltd., showed us some delightful raincoats in gay fashionable colours, and waterproof, with snug fitting collars and sleeves and full skirts. Hats of the same material are part of the ensemble and, when we explained the safety helmet problem, this firm appeared to be very interested. In any case, they tell us they are considering the Scooter Girl's needs most carefully and the designers are getting together to produce some clothes that are sane for scootering, comfortable and really smart, at reasonable prices.

Kayser Bondor tell us that they will shortly be having the stocking we have been waiting for—the 40 denier "stretch" nylon—the one that with a matt finish and reasonably sheer texture provides the smart longwearing non-laddering stocking we need when riding. They are making also some really

interesting undies from a new type of nylon. This is called *Helanca* and is treated to give stretchability greater than that of wool. This stretchability is permanent—and no sag develops. The garments made from this material are tissue soft and unlike ordinary nylon are of a wool-like character and give a feeling of warmth to the touch. A great advantage is that they allow the skin to breathe—that is they are porous, and also absorbent. This last seems to be very important. Up till now man-made fibres with all their strength and beauty have lacked that characteristic so necessary to the ordinary human being—moisture absorption, and nylon and Terylene underclothes have not really been comfortable.

Natural Needs

It would seem this problem is solved and we may at last have all the longwearing, easy washing and drying, good looking characteristics of nylon together with comfort. Kayser Bondor are marketing a



very pretty pants and vest set in this new stretchable yarn which should sort out a number of problems of the scooter riding woman.

Outer Wear

At the Plastics Exhibition we saw some remarkably fashionable fabric-backed p.v.c. raincoats. These are entirely waterproof—they can stand up to long hours of drenching without failure—are non-tearing and new techniques have made an easy job of printing and embossing really lovely patterns on this material. Styled for the smarter woman, they will soon be available at reasonable prices, and we do hope Scooter Girls will take advantage of what they offer. The firm showing was Greenwich Plastics but we understand the materials are marketed through the trade and that both *Cella* and *Tidywear* manufacture them. We hope to get a sample for test soon.

All the firms expressed interest in the development of the scooter and realise that thousands of women

are taking to the idea. The designers are anxious to get the woman rider's own ideas of suitable clothing and to hear of snags if they arise.

It is quite possible to design really good and comfortable and fashionable clothing of every kind—undies, shoes, stockings as well as outerwear as long as the particular needs are known. It is the intention of this page to keep in touch with the manufacturers and let them know what is wanted, and at the same time to tell readers what is available, and where possible to test everything described in actual use on scooters.

Readers who would like to write in to *Scooter Girl* may mark their letters "in confidence" if they do not wish them to go through ordinary office channels. All assistance from readers in describing particularly feminine problems encountered when scooter riding will be most helpful to others.

Seat and Skirts

Colleague Clip-on last month enquired what woman-hating male designed those handles in front of the pillion rider, so that no-one in skirts can sit comfortably. We will add to that. Has anyone tried a dual-seat in skirts? If so, what are you expected to do with them? Wear slacks, perhaps? Those lucky with 22in. waist and 34in. hips may indeed solve the problem that way but for the rest of us, *Scooter Girl* appeals to the manufacturers—let us sit pretty on proper independent saddles with the handle behind us. Then this summer's lovely A-line full skirts (so flattering to every one of us) can flow out becomingly and we will have the pleasure of knowing that both the scooter and ourselves are really looking our best.

Incidentally what a good slimming posture that is—sitting up straight, shoulders back, hands

behind, tummy in. And very comfortable too.

That Wind in Our Face

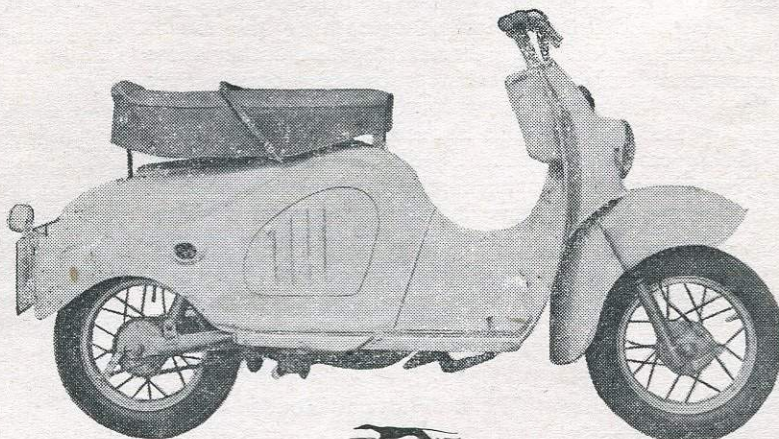
Just a word now to those riding in the full heat of August. Skin dryness as a result of exposure to sun and wind is a very frequent complaint (especially of the pillion rider, as the driver usually has a windscreen to help). A leading beauty firm has just produced a special skin balm to sooth *wind-burn* or excessive dryness, that also helps to restore the natural oils.

For those of us in a hurry this firm has also produced a cleansing and nourishing cream, called appropriately enough "Late Night Final". This is a 60-second routine—before going to bed. Stroke it on, leave for a few seconds and wipe it off. The claim is that it gives complete cleansing to the skin and at the same time provides a counter to the air and sun bashing you may have had during the day.

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ROAD TEST REPORT**125 c.c. VESPA
"World" Model**

SINCE Piaggio first introduced the *Vespa* into Italy, it has caught on all over the world and is now manufactured under licence in several countries, including Britain. Within the past few years much experience has been gained in both use and production of the machine and the practical result of this international co-operation is now to be seen in the "World Model" 125 c.c. scooter which has recently come on to the British market.

Technically the changes from the previous models are of a minor nature only. Slightly larger big end bearings and clutch should afford longer life in engine and transmission, and silencing is still further improved by a modified exhaust system and the provision of a large air filter/silencer. There has also been some improvement of the suspension systems both front and rear. Outwardly there is a generally streamlined effect in the cleaning up of the handlebar controls and the mounting of the headlamp on the handlebars so that it turns with the front wheel, a distinct advantage when night riding on winding roads.

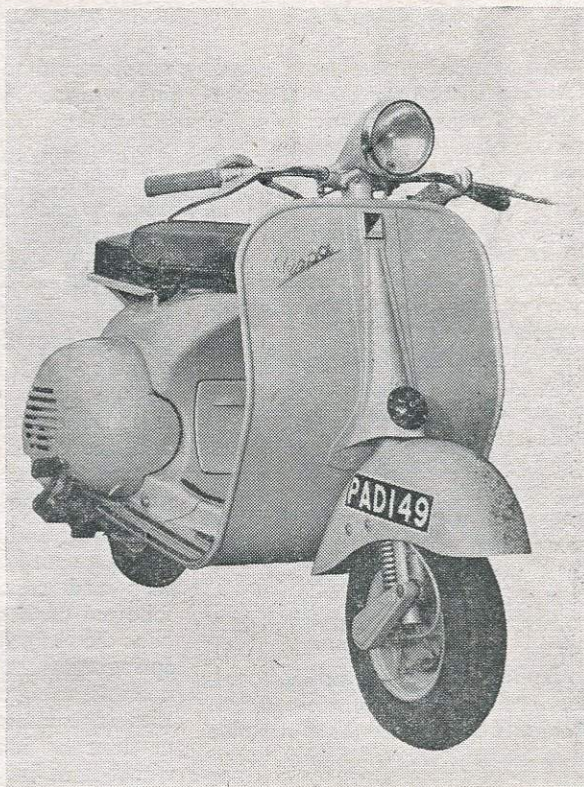
The three-speed gearbox is operated by a twistgrip control on the left handlebar, the clutch lever moving with the grip. The twistgrip throttle and the front brake lever are on the right bar and the rear brake is operated by foot pedal on the right side of the platform. A wide central stand with rubber covered feet can be operated from either side of the machine and holds machine and rider weight firmly on any normal camber.

On the Road

The most striking characteristic of the model on the road is its extreme ease of handling. The

The latest 125 c.c. Vespa has handsome lines and modern styling.

Note the new headlamp mounting on the handlebars.



125 c.c. engine is quite remarkably docile, starting with a leisurely prod of the pedal and pulling smoothly and quietly throughout its speed range. Steering is of the take-it-for-granted order that brings the feet off the ground as soon as any forward motion is attained, and anywhere from walking pace to maximum there was no effort in handling at all.

This combination of silence and flexibility from the engine and very safe handling make the *Vespa* an ideal machine for town driving in traffic. There is no need for overmuch use of the gearbox and no jerkiness in keeping place in traffic streams. The gear change, however, has been "improved" by a more positive and very audible indication of engagement so that each change was announced by a loud "clonk" noticeable at some distance.

Apart from this noise when

changing and a continuous though modest whine from the transmission, silence was very good indeed. The exhaust could hardly be heard from the saddle unless nearly full throttle was being used. There was little vibration and no drumming or rattling anywhere.

This model is not intended to be a high performance job but aims rather to fulfil the original function of the scooter, everyday personal transport. Acceleration and top speed are not breath-taking and the design is not meant for sporting trials territory. However, an interesting part of the test included a crossing of the South Downs on rutted, stony tracks, two up and all the way in first and second gear. The machine handled perfectly on this type of going and there was no sign of engine over-heating.

Petrol consumption solo, cruising at 30 m.p.h. was around 80/100 m.p.g.

Summing Up

No vehicle could have enjoyed the popularity the *Vespa* undoubtedly has unless it was a really sound proposition. As a form of transport for business or pleasure it is able to satisfy nearly all requirements. It is reliable, quiet, easy to handle, economical and good looking; weather protection is good and plating and enamel finish excellent.

As a solo machine comfort rates high but this cannot be said of its pillion carrying characteristics. A wide and very comfortable saddle for the pilot merely provided a leg-stretching obstruction for the passenger, who was afforded only a small square cushion on the carrier by contrast. The design of the rear of the machine created a constant "battle of the bulges" for the passenger's feet which had to be held too far forward for comfort and even for complete safety. We know that footrests are available

to be mounted on the boards, but some modification of the cowl shape would be needed to get these into a proper load-bearing position about the machine.

Maximum speed on the level was 42 m.p.h. with the model tested and this enabled a 35 m.p.h. cruising speed to be maintained indefinitely. Most main road hills were taken in top when riding solo, but the additional weight of a passenger made itself felt when climbing and often called for a change down to second. There is no noise from the indirect gears and the speed could be held at around 28 m.p.h. on quite steep grades, two up.

Steering and road holding at this cruising speed were excellent. An easy and certain line could be followed on bends without cutting back the throttle and the very good springing front and rear made it possible to ignore road irregularities in comfort and safety. The machine is inclined to be front wheel light in design and is consequently a trifle fussy about tyre pressures. We found a pressure of 14 lbs. per square inch gave the surest front wheel grip. The front brake on the test machine was very smooth and efficient but not a powerful stopper, perhaps deliberately designed so; the rear, pedal operated, could lock the wheel any time with a firm pressure on the pedal or could provide a smooth gentle pull up by itself. We found, however, that it was difficult to use the pedal with the heel on the footboards.

This is the only point of major criticism we have of the machine, although there are two minor ones in the inaccessibility of the fuel tank filler cap and the need for that universal piece of sticking plaster where the kickstarter foot scratches the engine cowling. The *Vespa* has been successful in the British market and the new "World Model" will most certainly add to the fine reputation the machine has earned.

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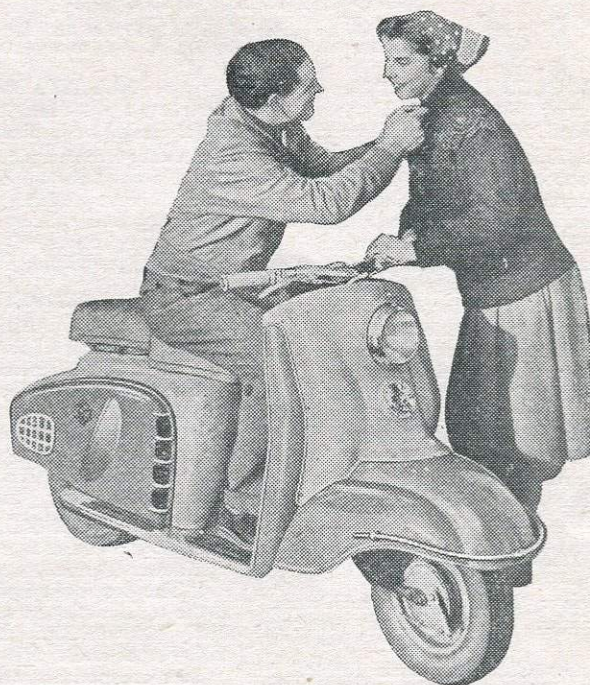
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TWO NEW SCOOTERS

TWO new scooters have just appeared on the British market, both from Germany but one at each end of the scooter range of vehicles, a 200 c.c. luxury mount and a neat 48 c.c. job at a modest price and with a very economical performance.

The first is the TWN *Contessa*, a great lady indeed. She has good looks, excellent performance and very nice handling qualities, as we confirmed by a close inspection and a brief test run, thanks to the co-operation of *Phillips* motor cycles of Chalk Farm who are handling the machine for London and the South of England.

Unusual in this country but well proven for years on the continent, is the two-stroke engine with twin cylinders to a common combustion head (They refer to it as a twin-piston engine). This power plant is in unit with a four speed gearbox operated by heel

and toe pedals with an ingenious neutral selector pedal under the right heel which enables neutral to be found direct from any other gear. The final luxury is the *SIBA* self starter which starts the engine silently at the touch of a button.

On the road we found the *Contessa* handled beautifully, the steering in particular being superb. The machine is designed as a two seater and provides comfort of luxury standard. The price at £234 is not cheap, but the scooter is the last word in two-wheelers and a welcome addition to the market. We expect in our next issue to publish a full road test report.

Messrs. *Phillips* ask us to say that they are seeking agents to handle the *Contessa* in Southern England, and also note that they are interested in bringing over the TWN autocycle described and illustrated in our April issue.

The Lightweight

At the other end of the scale is the first of the expected continental 48 c.c. scooters to arrive here, the *BTS Credette*.

This neat and efficient little machine has a JLO engine that produces the very high output of 2.2 h.p. and, with a two-speed gearbox and 23in. wheels, is capable of taking rider and kit almost anywhere a road can be found. Appearance is attractive and finish excellent, as with the autocycles of the same name. Spares and service are already being organised for the whole *Credette* family.

Big attraction of the new scooter is its very competitive price of £83. 19s. 6d., including £14. 7s. 2d. Purchase Tax. This figure for the first time brings the light scooter into direct competition with the autocycle market and it will be interesting to see the public reaction.

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 Third Coronation Rally was a great success with Mr. J. Consterdine winning the Coronation Cup, presented by Mrs. Eva Gwynn. Consterdine lost only 4 marks. Second came Mr. Sergeant, loss 6½ marks, who wins the Tankard, presented by the Club. The Club Medal goes to Mr. Whiffin, loss 11½ marks, who came third.

The full length film which the Club is making is now well under way.

On July 1 the Club entertained Mr. Bengt Leymen, Secretary of the Lambretta Club of Sweden. In a short talk he said that, although there were many more scooters in Sweden than here, their club organisation was not as good.

LAMBRETТА OWNERS' ASSOCIATION

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

A new Club has been formed in Leeds. The Secretary is Miss C. Morris, Donisthorpe Hall Farm, Shadwell Lane, Moortown, Leeds. Clubs are also being formed in Herts, Dorking and Reigate; details from H.O.

Association members have ridden in carnival processions at Torquay and Margate, providing escorts for the Beauty Queen. At Torquay the machines were kindly provided by the Babba-combe Garage. In London, Miss Soho, too, enjoyed Lambretta-borne attendants.

On Sunday 7 August there will be a Rally at Leamington, on 4 September at Felixstowe, and on 11 September Whitley Bay will be "invaded" by Lambrettas.

NORTH LONDON

Secretary: DON HAYTER, 53 Highbury Park, Highbury, London, N.5.

Seventy-five people attended when the North London Lambretta Club held its first meeting and elected its Secretary and officers. Meetings are held every other Thursday at The Orange Tree Hotel, Friern Barnet.

SURREY

Secretary: C. AYTO, 2 Montague House, Montague Road, London, S.W. 19. (CHerrywood 2232)

The Club, formed as the Wimbledon and District Lambretta Club, has now changed its name to the Surrey Lambretta Club. Meetings every Tuesday at the Broadway Hotel, Wimbledon. Runs every other Sunday.

CHESHIRE

Secretary: HASSO R. FELSING, 4 Sandown Terrace, Chester.

"The best organised rally to date", is the verdict of observers at the Chester Rally held on 10th July. There were 200 Vespas and nearly 400 riders.

Saar competitors won a new type of test—to ride in a circle, 5 yards radius, at the end of a pivoted rod. Best time was 15 seconds for three times round.

VESPA CLUB OF BRITAIN

Secretary General: W. M. BOND, 49 Old Bond Street, London, W.1. (HYDe Park 1240)

The Chief event of the Vespa year, the International Reliability Trial, will start at Hastings on 27th August.

BRIGHTON AND HOVE

Secretary: R. O. MACDEMITRA, 20 St. Leonards Gardens, Hove, 2, Sussex (Hove 47417)

A member is working on a two-way radio that will enable him to talk to

his home while out on a run. At the Hastings Rally another member won a driver-pillion inter-com set.

LEA VALLEY

Secretary: Miss O. J. HARES, 70 Clacton Road, Walthamstow, London, E. (COPpermill 1427)

The Club won the Portsmouth and Southsea Rally on 3 July, thus repeating its success at the Hastings Rally and adding another cup to its collection.

Miss Pamela Twort of Friern Barnet won the Miss Vespa competition. She has, incidentally just become engaged to the Club's Social Secretary Les Brown.

The Club sent a team to the Chester Rally on 10 July.

Lea Valley's 100th member has just been enrolled.

During August the Club is to stage its own private Rally with a barbecue in the evening. Details from Secretary.

MID-WARWICKS

Secretary: Miss M. C. FARQUHAR, Claverdon, Warwick.

The Club carried off third prize when it entered the tableau "Roman Holiday" in the Coventry Carnival Gala and Procession.

PORTSMOUTH

Secretary: G. SWINFIELD-WELLS, 134 Jessie Road, Southsea.

There were 227 Vespas outside the Lido at Southsea when the Portsmouth Rally opened on 3 July.

Mr. Roberts (N.W. London) won the Concours for machines with under 5,000 miles; Mr. Dwyer (also N.W. London) won for machines with over 5,000 miles to their credit.

The Portsmouth Cup for the longest journey was won by Mr. Tomkinson of Hoylake. Lea Valley gained the team award. Miss Pamela Twort (Lea Valley) was acclaimed Miss Vespa.

The afternoon's activities included a tour of H.M.S., Victory, obstacle races, and a balloon contest.

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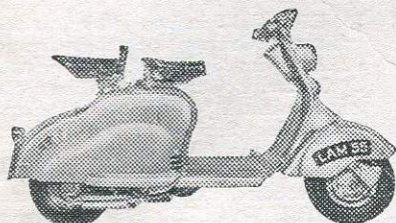
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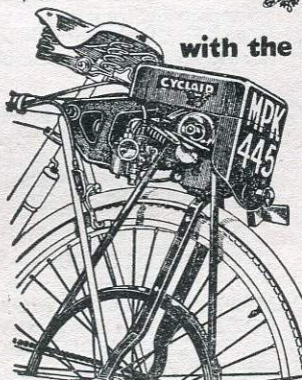
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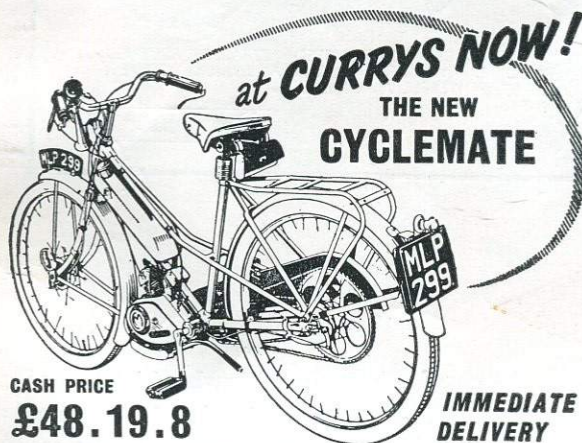
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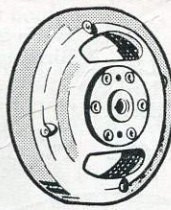
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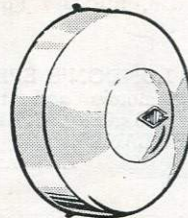
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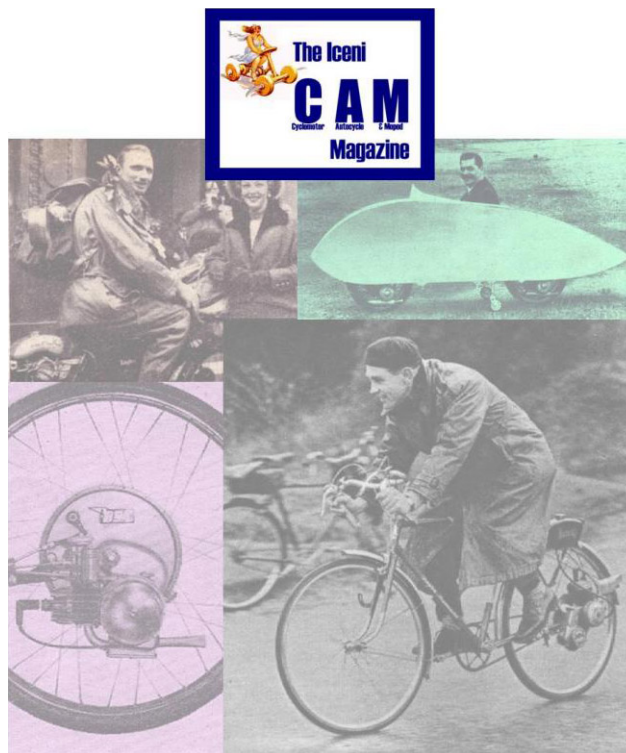
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