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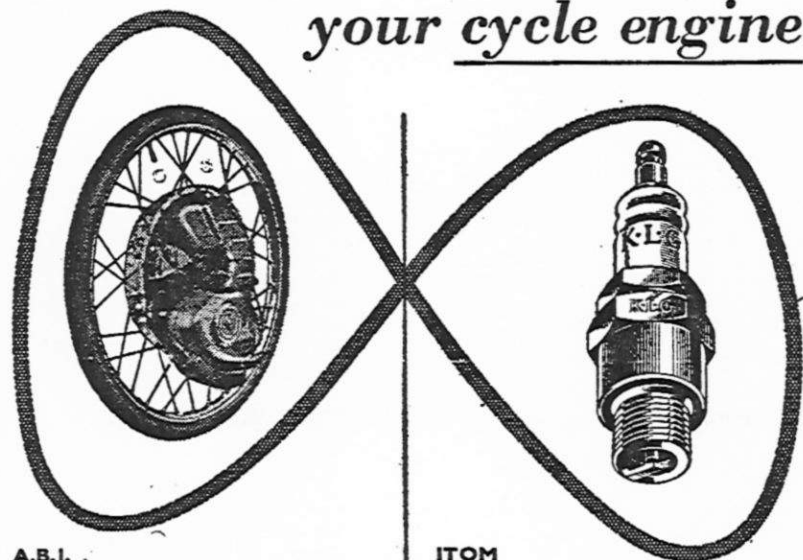


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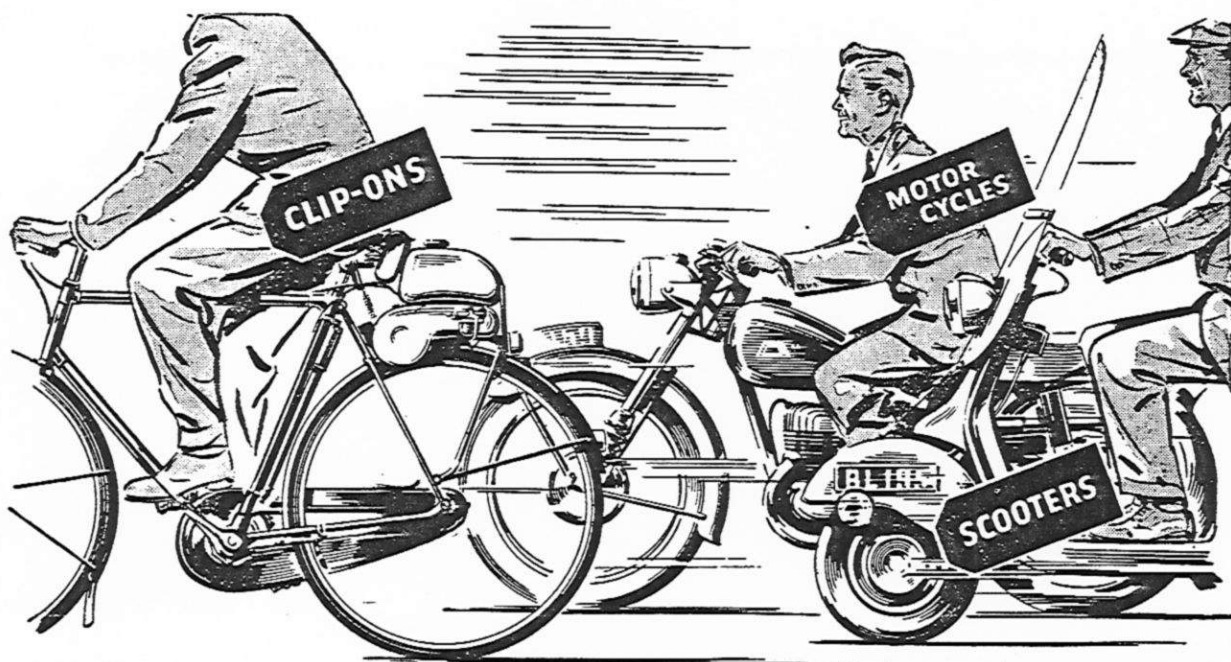
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## SEPTEMBER 1955

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SELF-MIXING OIL**

incorporating THE SCOOTER

# POWER & PEDAL

THE CYCLEMOTOR & AUTOCYCLE JOURNAL

Editor: FRANK L. FARR

Vol. III No. 10

September, 1955

FOR as long as most of us care to remember Britain held a world lead in the production and sale of cycles and motor cycles and it is only in the last few years that this lead has been lost, greatly in the case of motor cycles and to a lesser degree with pedal cycles.

However, so far as European markets are concerned these were shrinking anyway, once the huge short-term post war vehicle demand was satisfied; and a new market opened up for new vehicle types. These are the cyclemotors, autocycles and scooters and together they represent a wider sales field than the shrinkage of the old markets; in fact a large new public in many countries is being found for two-wheeled transport and both old and new names in the cycle and motor industries are producing to meet this new demand. Only in Britain, the former leader, is there little faith and interest and no long term planning to share in the new market.

Undoubtedly governmental obstinacy based mainly on class pre-

judice has maintained restrictions on the free use of the under 50 c.c. vehicles which discouraged the home market to some extent. Nevertheless an average of over 50,000 of these machines a year are being sold here, plus the rapidly expanding scooter sales, and there can now be no doubt at all this is a permanent and lucrative field of endeavour.

That the foreign manufacturers think the British market worth troubling about is only too clear from the numbers of their machines on our roads. Why then, does the British maker not take up the challenge with a really up-to-date motorised cycle, autocycle and scooter range at really competitive prices?

Modern frames in light alloy forgings and pressings are well within the capabilities of our engineering industry and tooling costs need not be high in the face of such a large ready made market. Contrary to popular misconception, production costs in Britain are not higher than those of most other

industrial countries and we can compete on world markets easily if distribution expenses are kept down to a reasonable level.

What seems to be needed to start the whole movement is a really good British engine designed to be built-in to various machine assemblies. The engine needs a power output approaching 2 b.h.p. to compete with continental rivals and plenty of pull at low revs. It should be available either single geared or with gearbox and preferably with automatic clutch. It must be light and not expensive. There are a dozen such units in Europe now and even if we built under licence it would open the way for some new ranges of really good machines—All British.

Many historians of aviation take the view that this country's lead in light aircraft after World War I was due mainly to the commercial existence of the original *Cirrus* engine. It may be that the cyclemotor market is awaiting a similar heart for new enterprise.

# COMMENT

by

## Clip-on

SOME months ago I casually referred in these columns to the 98 c.c. autocytle as a "dying type". The remark stirred quite a few lively responses from enthusiasts for the class and there seems to be another wave of interest lately.

One reader, writing from a hilly spot on the fringe of Epping Forest, suggests that I should enquire of the companies producing 98s as to their present sales and infers that I would be surprised at the lively trade they are doing. As a matter of fact I can say that they are more than a little surprised themselves, but frankly I am not; and I think the explanations of this revival of interest in a machine class that seemed to be on the verge of extinction three years or so ago are worthy of study and in need of understanding.

In the first place there are only three firms now in the field to share the market that until recently had more than twice that range of choice so naturally they are selling more.

Secondly, and this is an important point that none of those makers seems to have observed, the demand has been greatly increased by the couple of hundred thousand people who have been introduced to motorised cycling *via* the clip-on in the past few years, some of whom want to go a step further.

Thirdly, there is the depressing fact that the vehicle which will replace the 98 c.c. autocytle, namely the 50 c.c. autocytle, has not been produced in Britain in the quality and quantity required to affect the market. There are very few people indeed who have been able to test modern continental

50s enough to be able to judge the issue properly.

Actually the present day 50 c.c. engine is producing as much power as the old 98 c.c. job did, is much lighter, more compact and more economical to run. I would ask any of the readers who have disagreed with me on this issue to ask themselves candidly "Would I like my autocytle better if it gave the same performance but was 30 to 40 lbs. lighter, really easy to pedal and cheaper to run". The answer must be an affirmative and it adds up to a modern 50 c.c. machine.

Let us hope that some British manufacturer will produce one soon.

### Growing Up

Another group of readers seems to be gravely concerned over the perfectly natural tendency of a vehicle type to develop. They claim that new refinements and higher performances are making motorised cycles bigger and heavier so that the original concept is abandoned and the things are, in the phrase of one of my friends "young motor cycles".

That a species should evolve is a law of nature and I cannot see why it should be considered a bad thing for a cycle to grow up into an autocytle any more than we should regret the eohippus having evolved into the horse. Some will become ponies, some hacks and a few race-

horses, but they will all belong to the same family and have their various parts to play as personal transport for man.

Personally, I believe in a real mass market for the light, cheap and simple, single speed machine. There is also an obvious field for the modest priced two-speeder that will climb anything without pedal assistance but retains some familiar cycle characteristics. But there is a new field just being opened up in what is being called the 50 c.c. scooter but which is really a new vehicle type developing out of the autocytle.

Strangely enough the only time I have ever seen this point of view published was in the catalogue of the recent London exhibition of Italian Industrial Design. In this nicely produced booklet the I.M.N. *Paperino* autocytle, which was exhibited, is described as "In the process of evolution from the autocytle to the scooter". How right they are; and I suggest that the new German *Credette* scooter has just made the changeover—There will be more.

### Speed Law

There is considerable pressure being exerted at the moment in favour of the modification of the present law regarding speed limits, with quite a strong suggestion that the 30 m.p.h. limit should be abolished altogether. I notice that F. J. Camm, Editor of *The Cyclist* and courageous supporter of unpopular causes, has published his own opinions in favour of abolition as a leading article, mainly on the grounds that "When a river is in spate, the sluices are lifted to prevent it overflowing its banks."

He suggests that freedom from the artificial restriction of speed by rigid limit on clear stretches of road would keep traffic more fluid and reduce congestion, and points out that it is on congested roads that most accidents occur.

I must confess that I had not thought of this line of argument

myself. My own objection to the speed limit being that it is clearly unrealistic to suggest that a given speed is safe where there are no lamp posts and dangerous where there are. It seems to me, however, that the strongest case for abolition is that the limit is not observed anyway and it is, therefore, bad law.

Perhaps the best solution would be to remove the 30 mile limit from the law of motoring and put it into the Highway Code with the same effect as the code of signals and road behaviour in general.

### Facts and Figures

The Ministry of Transport publishes monthly an analysis of the vehicle registration figures for the country which is compiled from returns sent in by the county authorities who actually issue the licenses and make the new registrations. Some three months back there appeared a small footnote to the effect that the under 60 c.c. and 60-150 c.c. classes had got mixed and, as the figures shewed a drop in the former class registrations, we asked how and why.

It appears that the fact of attachment engines being licenced on their own instead of with their cycles had led many county authorities to assume that the under 60 c.c. class meant clip-ons only, which is not unreasonable as the autocycles are in every way treated as motor-cycles and pay the same licence fee as machines in that class up to 150 c.c. So, when the incidence of Purchase Tax and the N.S.U. Quickly led to a sharp decline in the sales of attachment engine and a corresponding increase in the sales of autocycles, the returns made by these councils grouped the latter class with the smallest motor cycle class and made a proper mix up of it all.

Some people, including our own trade press, have been misled by this into thinking there has been



a steep overall fall in under 50 c.c. registrations, but this is not the case. The P.T. blow certainly had some effect but not all that much.

The changeover does, however, raise again the old question of the future, or lack of future, of the attachment unit and wild guesses and wishful thinking gambits are heard on both sides of the case.

From the experiences of our own advertisers it appears that there is still a very lively market for clip-ons if they are cheap enough and light enough, but heavy and expensive units are declining rapidly. This only makes sense to me and I expect to see the trend continue. There is no reason why any maker should not produce still more up to date units in quantity at the right prices and enjoy a market for years to come.

Something like the Pluvier *Cyclestar* that could be adaptable as either an attachment or built-in unit with the choice of roller, chain or belt drive, could sell in tens of thousands all over the world at the right price.

### Go Quietly

It has always been taken for granted here that two-stroke power and two-stroke silence were mutual enemies, but I notice that the continental machines nowadays are both more powerful and much quieter than they were a few years

ago. The German manufacturers are taking this noise question very seriously for the very simple reason that public opinion is against noise and the popularity and freedom of the 50 c.c. class depends on its not upsetting the non-riding public. The Italians don't seem to bother much but they do regard silence as a sign of quality and make their more expensive machines quiet to distinguish them from the rabble. That's not a bad idea either. We might try popularising the idea here that good machines are quiet. Good riders are *always* quiet.

### Languages

I can never understand those importers here (or exporters abroad for that matter) who send out printed material in the form of literal translations, unchecked by native readers. It is a penny-wise policy that does not help sales.

There is a single paragraph in the latest *Bella* instruction book, however, that has been translated in its sense rather than word for word and consequently expresses its meaning perfectly.

*"During the running period of 1000 km (600 miles) the engine should be carefully and gradually 'acquainted' with its future tasks".*

One could not say it more clearly, or more poetically than that in any language.

ROAD TEST REPORT**The ZUNDAPP "COMBINETTE"**

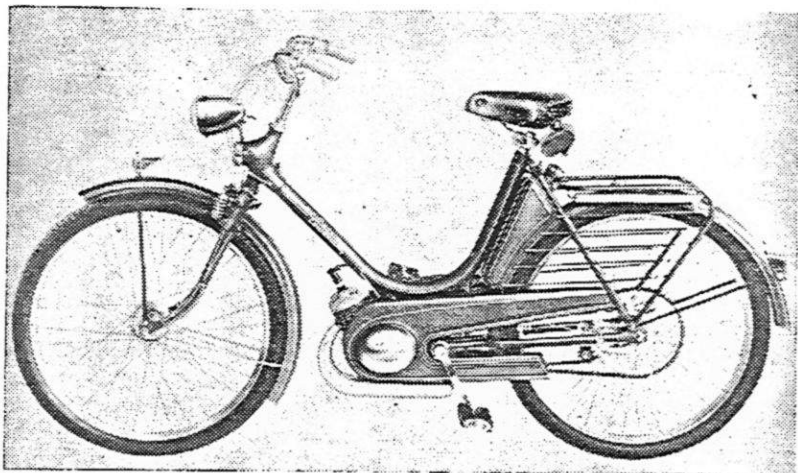
THE class of autocycle with the largest potential sale in the world is, and probably always will be, that type which maintains all the essential characteristics of the familiar bicycle with the addition of a light, reliable and unobtrusive engine to do the work. Such a machine is the Zundapp *Combinette*, handled in this country by Ambassador Motor Cycles, Ltd. We were very pleased to have the opportunity, thanks to the courtesy of Messrs. Comerfords of Thames Ditton, of testing one of these machines and we have found it a remarkable proposition.

The 49 c.c. two-stroke engine gives 1.5 b.h.p. at 4,500 r.p.m. and is notable for the fact that it weighs only 14 lbs. complete with clutch and primary gearing. The usual flywheel magneto with lighting coils incorporated is fitted and there is a *Bing* carburettor mounted behind the engine.

Of tubular construction, the open frame is absolutely clear of obstructions or excrescences so that the machine is always clean and easy to mount in normal clothing. The 5-pint fuel tank is well out of the way behind the seat tube and both the horizontal sprung saddle and the well-shaped handlebars are adjustable for height. The cycle type forks are neatly and efficiently sprung by a hinge movement at the fork crown which is controlled by a pair of short, stiff coil springs.

The front brake is in the hub, cable operated and the rear a coaster. The drive is by independent chains for the engine and pedalling gear.

Finish and attention to detail are exceptional. Enamel and plating are of excellent quality and there are such refinements as a built-in carrier with a spring clip attachment, elastic dress guards which can be swung up as additional



luggage holders, reflectors in the pedal rubbers, a thief proof lock and an audible warning device built into a nacelle in the steering head and operated by cable and trigger from the handlebar.

**On The Road**

Starting is the easiest thing ever. A small plunger that looks like an ordinary "tickler" in the carburettor float chamber is depressed and stays down until the throttle is opened after a couple of turns of the pedals. Then it comes up on its own and the engine is running immediately and pulling away well hot or cold.

Quite startling is the ease with which the engine takes the machine off from the standstill without the pedals being touched at all and without any careful handling of the clutch. The lights go green and the *Combinette* moves off, regardless of gradient, in line with normal motor traffic. The acceleration from low speeds is unusually good and smooth right up to the machine's cruising speed of 20-22 m.p.h. There is another three or four miles per hour to maximum but the unit makes itself felt and heard over the last bit so that this quarter-inch

of throttle was generally kept in reserve.

The exhaust note is a modest and pleasant purr and the dead reliable tickover almost inaudible. There is no appreciable mechanical noise from either engine or transmission.

Hill climbing is quite out of the ordinary with 1 in 10 gradients taken effortlessly and even 1 in 6 not demanding any pedal assistance at all. This standard, with a heavy rider making no attempt to help the machine in any way is quite new in our experience of single geared machines and will be of great interest to those riders who are unable or unwilling to pedal.

Steering and handling in general are first class and the feel of the machine is that of a good roadster cycle. A test by freewheeling down hill at 40 m.p.h. found stability and comfort well maintained, the combination of 2-inch tyres and the modestly sprung forks being ideal for the type of machine. Conversely, at walking speeds upwards there was the same easy control. Manhandling is facilitated by a lifting handle built in to the curve of the main frame tube and the light weight, 65 lbs. all on, eliminated effort almost entirely.

Nevertheless the makers have fitted a prop stand so that even a small child can park the machine without labour.

Average petrol consumption is 200 m.p.g.

**Summing Up**

The *Combinette* is an excellent example of the pony class of light autocycle. It is handy, light, tractable, excellently behaved in traffic and a glutton for work.

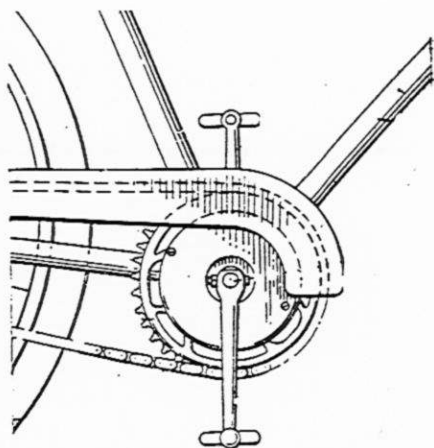
It is rather silly of the importers to send it out with only a bell as a warning device, but apart from that detail and the vibration at the very top of the speed range we can find little fault with the machine. We have met no equal to it in its class for sheer effortless riding; it looks good and is obviously built to last a long time. Admittedly the price is not low for a utility machine but the value for money is definitely there.

**Bracket Freewheel**

A COMPLETE answer to the old problems of freewheels under mud bombardment from over-rear-wheel roller drive engines is provided by a provisionally patented freewheel device to be incorporated in the chainwheel.

Apart from the advantages of protection against mud and grit the forward located freewheel is larger and more robust in construction than conventional types and runs at approximately one third the speed with a consequently greatly reduced rate of wear.

We have inspected a prototype and examined the patent specification and it appears that all the claims would be well justified in practice.



The patentee is Mr. A. H. Mayers, of the Maycoll Cycle Company 333-5 Kennington Road, S.E.11.

**Tour by Albatross**

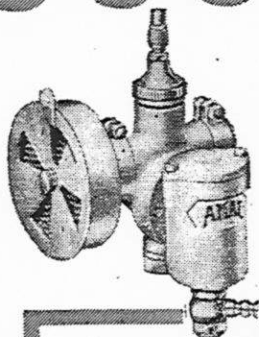
TWO Fifeshire schoolmasters have just returned from a three weeks visit to Italy in which they covered over 3,000 miles on one of the first production Dayton Albatross motor scooters.

They crossed the Channel by air ferry to Le Touquet then travelled

via Paris, through the Loire Valley, over the Mont Cenis Pass to Turin and from there to Southern Italy. There they stopped to give the machine a routine "decoke" at 3,000 miles. The return trip to Scotland was made via the Italian and French Riviéras.

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NEWS FROM GERMANY — by Tempo

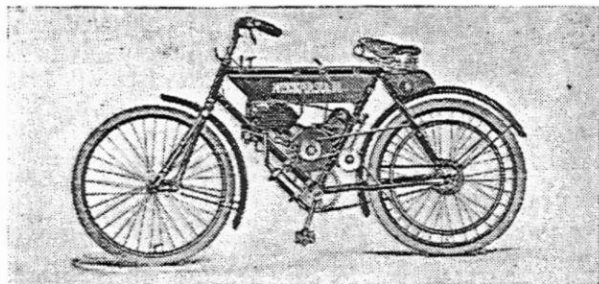
## 50 YEARS AGO IN GERMANY

### The N.S.U. Story

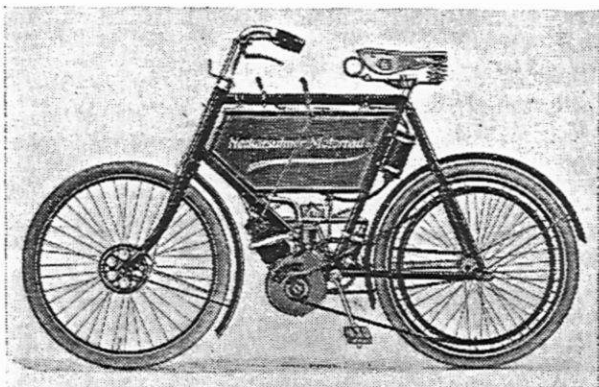
*This model had a magneto for ignition. Roads then were rough and the addition of a sprung front fork helped smooth the rough stuff encountered. The 1½ h.p. job had tensioning pulley fitted to belt drive. Note the finning on the cylinder and band brake of rear wheel. Still very much smacking of a pedal cycle plus a built-in motor."*

*This 1¾ h.p. model, single geared and no clutch locks suspiciously like a fore-father of our present day auto-cycle or built-in job. Roughly the engine stayed where it was and the frame and wheels shrank in proportion to our present day motor cycle.*

1900



1903



IT'S a long way back to 1873 when a certain Christian Schmidt started a sewing machine factory in Ridelgeinn, Wurttemberg. He never dreamt of what was going to be the result of his first efforts—the gigantic N.S.U. works of to-day. Schmidt moved to Neckarsulm and his factory made penny-farthings and later on the safety cycle. That was in 1886. Pedals, cranks and other cycle accessories were produced. The mark "N.S.U." was firmly founded.

In 1901 the first German motor-cycle was being produced by N.S.U. and in 1906 motor-cars were being made. Slowly the firm made progress and 1929 saw the production *en masse*. Heavy veh-

icles were made as from 1932 and the production of the clip-on motors N.S.U. were making, suffered accordingly.

About four years ago, N.S.U. took the world's solo machine record when Herz touched 290 k.p.h. (April 12, 1951) and six months later on, Bohm broke the world's side-car record at 248 k.p.h. This same year N.S.U. produced over 82,000 motor cycles, Mopeds and Lambrettas. (These last under Italian licence). This figure was surpassed in 1952 when over 88,880 machines were made.

The *Quickly* started to become another "series job" in October 1953 and production figures showed that over 110,000 two wheelers left

the N.S.U. factory for that year . . . powered two wheelers.

In 1878 ten people formed the old N.S.U. work staff. In 1954 over 6,200 were employed.

In the first six months of 1955, N.S.U. of Neckarsulm, produced 138,562 *Quicklys*, motor cycles and Lambrettas—59.3 per cent. production increase over the same period of last year when some 86,985 machines were made. The *Quickly* production has more than doubled itself—plus 135 per cent. N.S.U. exports in the first half of 1954 were 19,681 machines, and in the first half of 1955 42,415 machines. Thus 36 per cent. of the general production of N.S.U. eventually went overseas.

*They're all going -*

*Quickly!*



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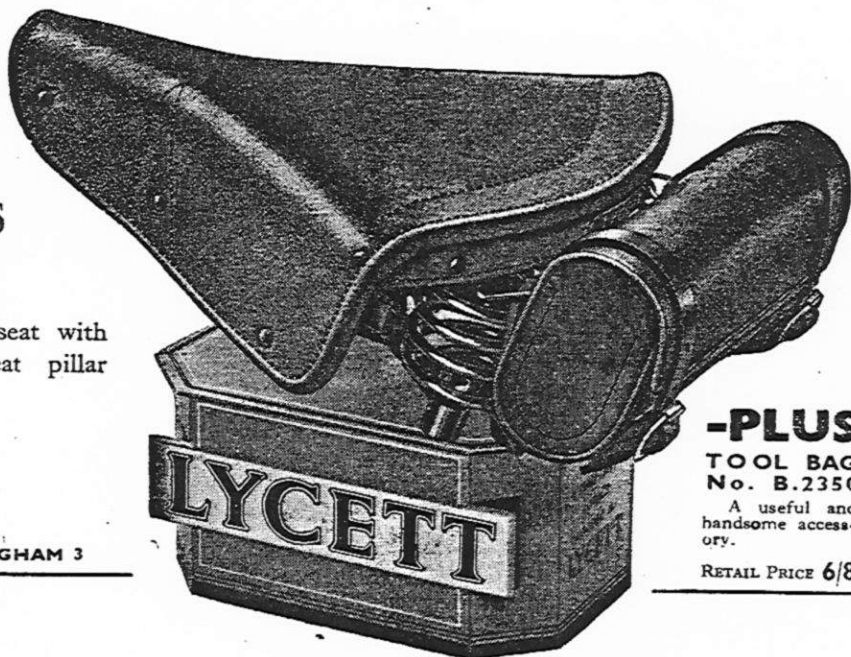
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OR AUTO-CYCLES**

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LYCETT SADDLES LTD., BIRMINGHAM 3



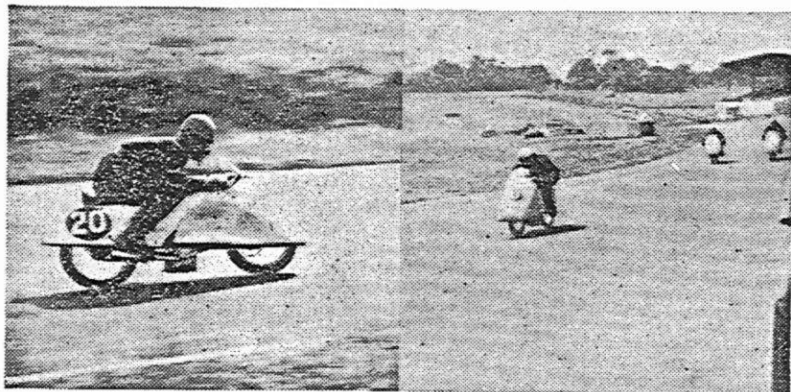
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TOOL BAG  
No. B.2350**

A useful and handsome accessory.

RETAIL PRICE 6/8

## CUT PRICE RACERS

by CYRIL QUANTRILL



There is nothing new in racing 50 c.c. machines. In Italy, France and some of the South American countries it has been popular for several years. Yet but for the enterprise of T.T. racer Arnold Jones, it might never have been seen in this country. Arnold is on the staff of Britax (London) Ltd., manufacturers of the 48 c.c. *Ducati Hurricane* (reviewed in *Power and Pedal* Jan 1955).

A first public demonstration of the low-priced production models was given at Silverstone in April. So

convincing was that demonstration that Jim Rendell, Secretary of the Blackmore Vale M.C.C., introduced a race for 50 c.c. machines on the 3-mile Blandford circuit at Whitsun.

The circuit is one of the fastest in the country, but the little "50s" produced such excitement that Rendell decided to include a class for them in future meetings at Blandford.

In July, the Gravesend Eagles M.C.C., one of the clubs responsible for organizing Brands Hatch

meetings held its members' private "field day" on that track. Nearly all the machines there were "350s" "500s", or even 1,000 c.c. *Vincents*, the majority capable of well over 100 m.p.h. Arnold was invited to take some *Hurricanes* along as "light relief"

Club members took over the *Hurricanes*, in order to run two two-lap heats and a four-lap final. None quite equalled Arnold's own performance of lapping the 1.24 mile, far from level, circuit in 1 min. 50 sec. (average speed, 40.6 m.p.h.) but A. Goodwin, winner of the final in 7 min. 31 sec., was only fractionally below the 40 m.p.h. average for his four laps. But it was not only speed of the machines which impressed the clubmen, it was the close racing they produced. From start to finish Goodwin and E. Knight, D. Saul and G. Chatwin, who finished behind him, in that order, were as tightly bunched as the leading jockeys in the Derby.

If it can produce keen competition like that, 50 c.c. racing has come to stay in Britain.

## CEYLON BOUND

on a "Quickly" is 35-year old Patrick Baldwin. He crossed the Channel on 18 July and is riding to Ceylon via France, Austria, Yugoslavia, Greece, Turkey, Syria, Jordan, Iraq, Iran, West Pakistan and India. Budget for the whole trip is £250 including the cost of the autocycle and all equipment.

Latest letter from Baldwin comes from Belgrade, 1700 miles out; daily average mileage, 120. Crossed the Alps at Grosslockner Pass; 5 hours climb to top walking beside machine with engine running to pull kit. Too much kit prevented "Quickly" from pulling rider as well. Zurn Pass tackled same way, not so long but rough surface. Surface also bad between Ljubljane and Zagreb.

NSU depot, Munich, rebuilt rear wheel with stronger spokes. New tyre, also spare, now carried over front wheel. Gear oil changed, chain cleaned, total cost DM24 (just over £2).

Photo shows Baldwin at Boulogne quay. The "Quickly" has an extra fuel tank fitted amidships and also a fresh water tank over the front wheel.



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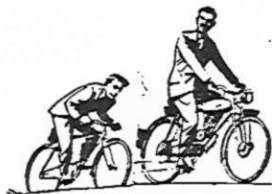
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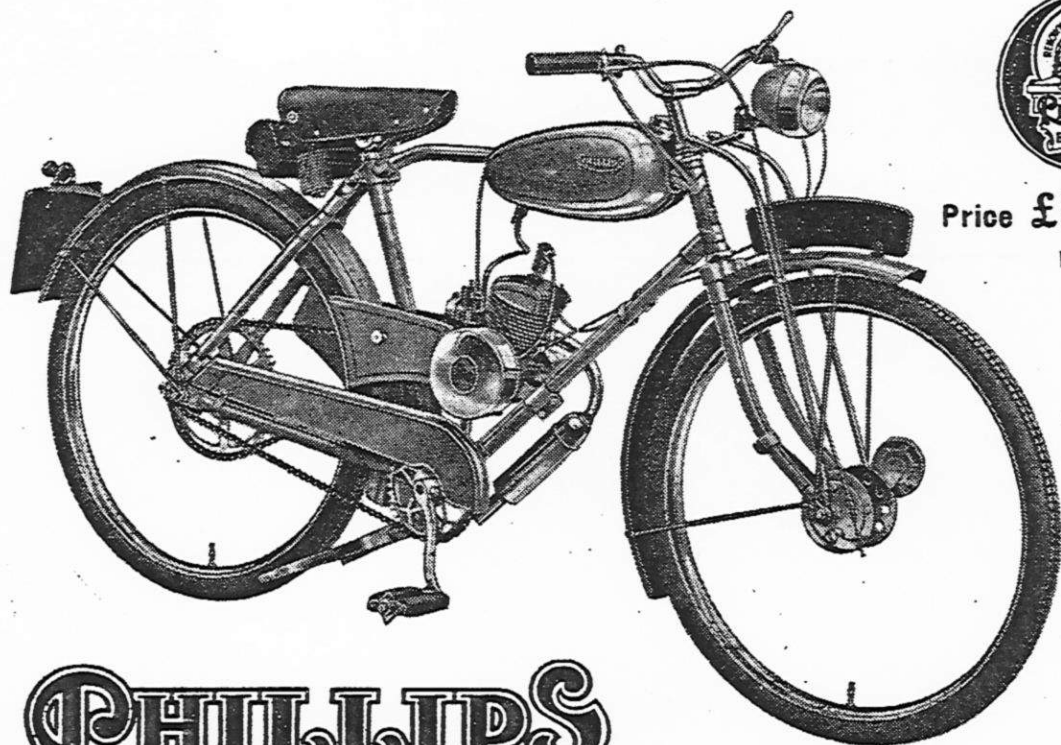
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# CLUB NEWS

(Scooter Clubs on p.282)

## BARNSELY AND DISTRICT CYCLEMASTER CLUB

Secretary: MISS B. ASPINALL, 22 PONTEFRAC ROAD, BARNSELY, YORKS.

SEPTEMBER PROGRAMME  
(Runs start from the Kingstone end of Broadway)

- 4th—Cleethorpes, 8.30 a.m.
- 11th—Chatsworth House, 9 a.m.
- 18th—Selby Abbey, 9 a.m.
- 25th—Salford Docks, 9.30 a.m.

## THE HALF HUNDRED CLUB

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

A trip to Blackpool and back, with a hill climb, laps round a T.T. course and a tour of the peaks included, formed the Half Hundred Club's main Whitsun event.

Total distance covered was 638 miles. Competitors left Marble Arch at 9 p.m. on Friday 26 July and covered the 246 miles to Clitheroe, Lancs by 1 p.m. on Saturday. Saturday night was spent camping. At 9 a.m. on Sunday started a 1:6 hill climb, then a few laps round the Chatburn, Gisbourne and Grindleton course which has everything the Island has. 1 p.m. Sunday top of Blackpool Tower. Another night (or part of a night) under canvas at Clitheroe. Monday 4 a.m. leave for return trip via the Peaks. 10 p.m. Monday back at Marble Arch having covered the final 292 miles on schedule. Average speed for the whole trip was 14.9 m.p.h. This, because of Blackpool holiday traffic and many climbs, in-

involved downhill speeds of 40 and 50 m.p.h. Winner of the event was Derek Spriggs *NSU*; W. Joslin *NSU*, and J. Hemmett *BSA* tied for second place; fourth came L. Keats *Ducati*.

Any dealer or agent may become an affiliated member of the Club for an annual subscription of 10/6. This allows him to enter 3 riders into any of the Club's six major events. He is supplied with large plaque for window display.

### SEPTEMBER PROGRAMME

(All runs start from Marble Arch 9 a.m.)

- 4th—Allhallows.
- 11th—Burnham-on-Crouch
- 18th—Biggleswade.
- 25th—8 Lap Circuit Event.

## NOTTINGHAMSHIRE CYCLEMOTOR CLUB

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

Phone: Nottingham 40435

The 100 miles Midsummer Trial had to be postponed at the last moment and will be run in a few weeks' time. Instead Mr. Jebson organised a puzzle run for the morning which was so successful that everyone was disqualified for getting lost. After a picnic lunch in Woolaton Park a substitute trial was run over a course plotted by Mr. Jebson and Mr. Savage.

R. Pratley *Teagle* won, and K. Price *Mosquito* came second.

### SEPTEMBER PROGRAMME

- 2nd—Monthly Meeting, Bay Horse 8 p.m.
- 4th—Melton Mowbray, Trent Bridge, 10 a.m.

11th—Belper, W.P.G. Derby Road, 10 a.m.

18th—Tuxford, Daybrook Square, 10 a.m.

25th—Oakham, Old Market Square, 10 a.m.

There will be an evening run each Wednesday starting from the Forest Gates, Mansfield Road, at 7.30 p.m.

## ROSSENDALE MOTOR CYCLE AND LIGHT CAR CLUB

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

The Second Enduro Rally, held on August 14th, will be reported in our October issue.

## THE ROVER (MANCHESTER) FELLOWSHIP

Membership of the motorised cycling section is now definitely looking up. Darts, roulette, rings and a three-quarter size billiard table have now been added to the Club Room.

## VETERAN CYCLISTS' ASSOCIATION

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

All ex-members of the V.C.A. are requested to return their lapel badges to the Secretary, Postage will be refunded. Those deciding to rejoin will be welcomed back to the fold.

## NEW CLUB

Leicester member of the Nottingham Cyclemotor Club Mr. D. A. Smith intends to form a club there. See Letter on page 281.

# Insist on Colloidal Cyclemotor Filtrate

says Fluid Phil



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

Available through Halfords and Motor Cycle Dealers

SEND FOR INTERESTING LITERATURE AND TELL US YOUR PROBLEMS

Another famous **FILTRATE** Product

NOTE—All pint, quart and gallon tins of Colloidal Cyclemotor FILTRATE are now fitted with a plastic measure inserted in the lid. Ask your supplier to show you one TO-DAY

EDWARD JOY & SONS, LTD., LEEDS, Est. 1807 "Between Trafalgar and Waterloo"

# "Trouble . . . Trouble, Nay!"

WE all know of cases where two men have bought identical makes of razor. After a few weeks one swears that this is the best razor he has ever had; the other one appears covered with bits of sticking plaster, assures one that he has made "a really serious attempt to master it", but has now "flung it away—they are over-advertised, stupidly designed," etc., etc.

Common sense tells us that there are broadly two explanations:—

- (a) One man has a dexterity of handling the other has not achieved.
- (b) The Manufacturers have (at the risk of losing their goodwill) allowed a percentage of bad products to pass their inspection department.

Common-sense (unfortunately not as common as its name implies) again tells us that (a) is the more likely explanation, however much the expert user rants and raves.

It is basic psychological knowledge that we are all prone to condemn that which we do not understand. The last thing we like to do is admit that "The fault, dear Brutus, lies not in our stars, but in ourselves".

x x x

What the deuce has this got to do with cyclemotors?

It has EVERYTHING to do with successfully running a 2-stroke engine day in and day out.

Two-stroke design has now reached a stage (thanks to war-time developments) when if one is prepared to abide by a few basic rules, carry these out faithfully, and NEVER start tearing things apart on the assumption that the makers didn't know what they were doing; if one will "play the game", the reliability of the 2-stroke unit is OUTSTANDING.

I personally get very good running out of almost any 2-stroke

by

## BROOK LISTER

engine. I am not boasting—why should I? That's what the designer intended it to give.

On the other hand, many friends of mine just seem to be incapable of running a week without being in trouble. I have given some thought and spent some time in observation to discover what they do which I don't do, and what I do which they don't do.

In general:—

### A TWO-STROKE LOVES

High Revolutions on hard load.

High Revolutions on medium load.

High Revolutions for *brief spells* with the decompressor open in order to have a good "blow out".

### A TWO-STROKE HATES

A boastful driver who "races" it at high revolutions when it has no work to do.

Having to do hard work at Low REVOLUTIONS PER MINUTE (slogging)

Being SUDDENLY asked to do work when it has been "taking it easy". It much prefers being shown its work gradually.

Think of your engine as possessing a personality imbued with the above-mentioned characteristics—a personality you cannot change.

You can, however, be clever—agree with it; and it will work for you to the last gasp!

1. Trust no mortal on questions of petrol cleanliness and mixture. Buy your own petrol in a 1 gallon can, mix it exactly as you want it,

and *filter* it into your tank (a piece from an old silk stocking comes in handy here).

When the engine is new, use the recommended oil-petrol proportions (often 1 in 16); but as soon as the engine is "loose," lower this proportion to, say, 1 in 20, and observe results.

If exhaust pipe still emits really visible smoke even after longish run when engine is hot, lower the proportion again.

If you have any signs of "tightening-up" in running; go back immediately to higher oil/petrol ratio. In this way you will find the ideal ratio for *your* engine with *you* driving.

Don't worry too much about the claims of various petrol and oil manufacturers. Two-strokes, in general, thrive on low price commercial fuel. Pick a good brand of oil and keep to the one make.

2. Remember that in running your engine you are "conditioning" it all the time. In the same way that a man can disobey the rules of health for a while, the engine will accept improper treatment for several weeks—but the price of neglect has eventually to be paid!

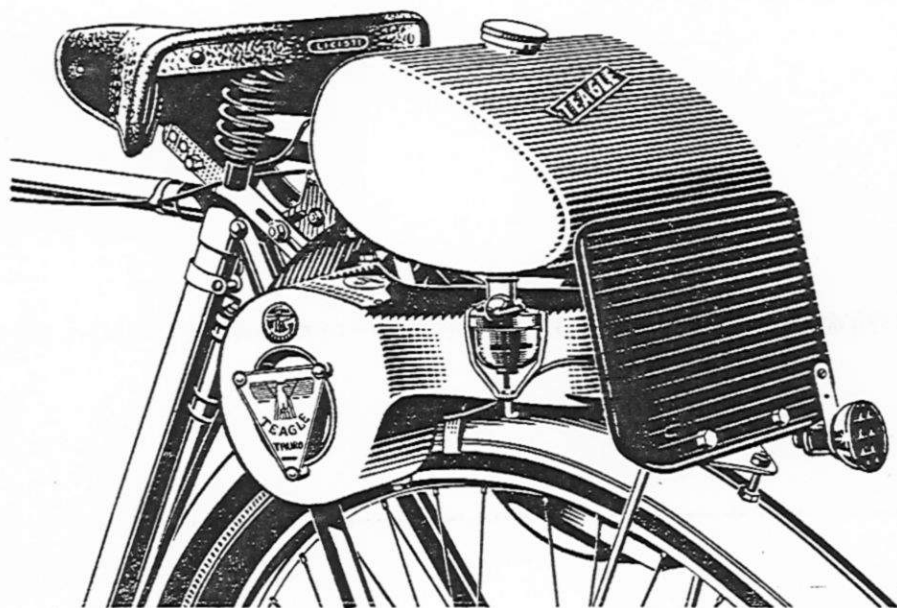
Many riders who are most careful seem to get the least reliable running. I feel that this is due to a mistaken idea that high revs., even with the engine doing work, are harmful.

Nonsense. Once run-in, the whole thing is designed to do just that, and only at the higher road speed is one drawing in enough air—oil—petrol mixture to provide adequate cooling and lubrication. In addition, at these higher speeds cylinder external cooling is vastly improved.

So it will be seen that the over-cautious, far from evading trouble, are likely to become involved in it.

# 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.

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THE MOST ADVANCED & SIMPLEST TWO-STROKE MADE

### 3. KEEP YOUR H.T. PLUG DRY AND YOUR EXHAUST PORT CLEAN.

The average flywheel produces an electrical pressure of around 10,000 to 15,000 volts. From the moment this leaves the magneto *via* the thin centre strands of your High Tension Cable it is trying to pierce its way to the nearest piece of adjacent metal. If the insulation of the cable is sound, it gets no opportunity of doing so, but once it reaches the plug terminal it is longing to "track" its way to earth rather than bother going down the plug's centre electrode in order to jump across to "earth" *via* the spark gap.

A damp or dirty plug porcelain gives this recalcitrant current just the opportunity it has waited for, it then travels to earth *via* the moisture and/or dirt coating and therefore one gets no firing spark inside the engine.

I have seen engines stripped in bits on the roadside, in rain, when all that was required was a two seconds wipe of plug porcelain with a dry handkerchief!

A two-stroke must get rid of its waste products. Carbon on the piston crown rarely affects power, it is carbon in the exhaust port and pipe that does the mischief.

Correct use of the engine as described in section 2 does much to reduce carbon growth. That is why one hears such widely varying stories of mileages between "decokes." The spirited rider often does less than half the "decokes" required by his more cautious friends.

When power begins to fall, take off the exhaust pipe and "peep" into the exhaust port with aid of a torch. You will soon see whether the inner end of this usually circular orifice is becoming blocked. Turn the engine until the piston is below the exhaust port, and using an "L" shaped tool, pass this through the hole still left and drag the carbon towards you, taking care not to actually scrape anything

"... a pig breeder, a strong open-air type of man with powerful, fleshy hands."



inside the cylinder bore. Remove the plug and spin the engine smartly to blow out any loose carbon, before attempting to re-start it.

The procedure just described will restore your engine's power and you have saved time and avoided risks of breakages or damage. *Once in ten times only* need one remove the cylinder, clean piston crown, rings, etc.

If you have a long exhaust system of the *Cyclemaster* type, pass lots of piping hot caustic or powdered detergent (*Dreft*) solution through it before re-placing. If you have never done this before, you'll be amazed.

TIP: If exhaust pipe and silencer are OILY, you are running on too great an oil-petrol ratio.

### 4. IF IT'S GOING, LEAVE IT ALONE.

That seems very obvious advice. We who are employed servicing and repairing engines know that it is by no means universally respected; indeed, 80 per cent. of our work is concerned with putting things right which have been "played" with. If one must have

an outlet for mechanical aptitude, buy a Meccano Set—they're very interesting, and even if one makes a mistake or two it doesn't matter, it won't rob one of means of transport. It is also a lot cheaper in the long run.

I support the Editor's trepidation about publishing full data, exploded diagrams, etc., on all makes of 2-stroke engines. Amongst the 200 or 300 engine users I know well, only a round dozen or so have the skill necessary to make a right job of a complete engine overhaul.

About 50 of the above number, excellent men in their respective fields, would not even make head or tail of a machine-drawing as they will frankly admit.

The fully-fledged engine mechanic will strip an engine he has *never seen before*; without damage, know how it should work from his knowledge of basic principles, be capable of judging permissible wear, be capable of deciding which parts require replacement and rebuild it and tune it into a satisfactory unit. He doesn't need an instruction sheet for (though rarely a literary type) he could probably add to the information

therein! It is the constant "feeding-back" of such information from users via local mechanics which produces a lot of improvements eventually embodied in a manufacturer's designs.

The man who quietly knows that he has the skill to tackle his own overhaul, can obtain all the data he requires at low cost by a direct letter to the makers of his particular unit.

We had a customer a few years ago who bought a clip-on and cycle from us.

As the weeks drew on into months and we saw him cheerfully "purr" his daily way past our shop with never a query as to service or a single complaint. We thought it would be interesting to have his views.

He was a pig-breeder, a strong open-air type of man with powerful fleshy hands, and we were intrigued to know how far he had travelled and how he had solved any running difficulties. We made a point, then, of stopping him to learn these things.

His cycle was dirty, bearing all the signs of having been stored amongst straw, chaff, etc., but his engine was scrupulously clean.

In answer to our questions as to whether he had experienced any trouble (and, for the record, very few people ride their first month without some teething difficulties) he looked surprised and said:

"Trouble? Trouble? Nay, I've done 2,000 miles according to that clock-thing you fastened on my front wheel, and she's never failed once.

Of course, I treat her like I do t' pigs. I give her something to eat, and something to sup, and a good clean out once a fortnight. She's right, so I leave her alone".

x x x

This article will disappoint the man who started it with one hand on his tool kit, aching to reach the point where he could start pulling

his carburetter or magneto to pieces. To him I tender my apologies.

To the man whose interest is in having a vehicle which will do the job he bought it for I suggest that the adoption of the preceding four basic principles of 2-stroke use, plus the routine maintenance outlined in his Instruction Book will give him many miles of happy motoring.

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- Robust, precision-made to give long trouble-free service.
- 31cc. ENGINE OF PROVED HIGH POWER OUTPUT WITH REMARKABLE HILL-CLIMBING POWERS
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- EASY TO FIT TO ANY STANDARD BICYCLE. 6 MONTHS GUARANTEE

By far the Cheapest on the Market

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U.K. on 14 days trial with money back guarantee.

Cheque value.....being £15 Cash Order  
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45/- DOWN & (A) 14 mthly. paymts. of 20/- or (B) 56 wkly. paymts. of 5/-  
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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.....

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Please fill in coupon carefully in BLOCK LETTERS and cross out items not applicable  
Cheques and money orders should be crossed & Co. Send cash only by Registered Post.

# 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.*

## Bigger and Better

I am entirely in agreement with your correspondent who asks for a bigger and better *Power and Pedal* with lots of maintenance "gen". This latter is most desirable for, no matter how simple the motor, there is always something which needs adjustment. Also, apart from the fact that constantly running to the maintenance man can become expensive, there is the fact which we all know only too well, and which I have epitomised in the phrase "If you want a job done well do it yourself". In addition there is also the "snob value" of the higher priced article.

PXN 146

S.E.22.

(That last sentence just beats us—ED)

## A Treasure

Through the pages of *Power and Pedal* I've found the perfect machine for my use, over 50, heart and lungs badly damaged and a hopeless fool over anything mechanical, and living in a district where hills over 1 in 7 are encountered in every ride except when keeping to the A.5, which runs in the valley 1½ miles away. And the A.5 in holiday seasons is no road for the seered, elderly, type!

So, I'd like to say "Thank you," and record my happy find for other elderlies, who want a safe, simple, not too fast, and really comfortable thing to ride, in which they will practically never need to pedal.

My new treasure is the *N.S.U. Quickly*, and a treasure it really is. The riding is so comfortable that, though the doctor said I'd better make up my mind not to do more than 20 miles in a day. I've already done 50, with a 2 hours rest break, without harm, and ready for another the next day. It is so simple, and so steady, and one can ride so slowly if one wishes, that it's possible to really watch and admire the views on quiet roads. A hill of 1 in 6, with a bit at the top of 1 in 3, required no pedalling—admittedly I'm light, just under 7 stone.

In this everlastingly hilly district, I'm getting between 130 to 140 miles

per gallon, and could probably do better if I'd more experience. And I was ready for the road, all taxes paid, also insurance, third party and every contingency covered for £62. 12s. 0d.

I must add that I have to push it up a final hilly acre of field to my cottage, slightly up hill, and its an easy job—no worse than my pedal cycle, it is so light, and runs so easily.

A last word about the Test, so much disputed: now I am travelling much further than I have since horse-riding days, I think my experience shows that about ¾ of the folk on the road drive a vehicle with knowledge, courtesy, and good sense, and the rest with none of them, and these latter were *not* carrying L plates!

Also, I love my L's! People definitely give you consideration, in traffic (which petrifies me!) and when overtaking, and its a real safeguard. I shouldn't part with mine till I'm forced.

MARGARET H. ROGERS

*Corrigydrudion.*

## All Continental

From all I have heard and read, the *Quickly* seems just the job for a hilly district. But why, having given it a nice open frame, partially block it up with the petrol tank. I have not had an opportunity of handling one, but judging by the illustration I feel I might not get my foot safely through the frame in a hurry.

And, of course, it goes against the grain to have to buy foreign and pay shipping and insurance, import duty and purchase tax on top of all that.

The British makers seem to be missing a wonderful opportunity of cashing in on these conditions.

H. J. LEWIS

*Hindhead.*

## Impressions In France

I have just returned from a fortnight on the Costa Brava which involved six days' motoring through France. I was very impressed, firstly by the number of Velomoteurs on the roads, secondly by the extreme youth of some of their riders and, thirdly by the

quietness of the *Velo-Solex*. How one wishes that we could have tax-free Mopeds over here. In a count taken in the central square at Le Mans, 30 out of 33 bicycles were Velos. They appeared substantially to outnumber every other form of transport wherever one went. The most popular makes were *Velo-Solex*, *Mobylette*, *Peugeot*.

If we could achieve some revolution in thought on the part of our rulers it would not be difficult to convince them that over here too everyone could have cheap, easy to operate, personal transport but, in view of the state of the roads, I suppose that is exactly what they don't want.

H.L.

W.C.2.

## "Vespa" Fuel Figures

I note from the road test report on the "World" model *Vespa* which was published in your August issue, that you quote the petrol consumption of the machine as 80/100 m.p.g.

We have carried out extensive tests ourselves and have gone to some pains to refer to independent *Vespa* owners on the matter of petrol consumption and as a result of these experiences we find in normal circumstances consumption should more accurately be quoted as 100/120 m.p.g.

It seems possible that the machine on which your road test was made was in need of carburettor adjustment.

for DOUGLAS (Sales and Service LTD.,  
R. L. CARO,

Public Relations Officer.

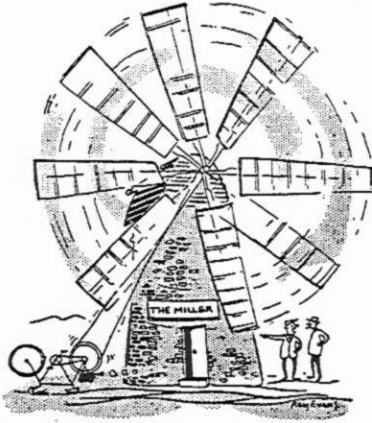
*Kingswood, Bristol.*

## "Cyclemaster" Service

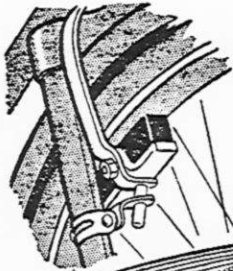
I am writing re Mr. A. J. Phillips' New Malden article on "Botchery" in your August 1955 magazine and would suggest to him as to anyone else who has considerable trouble with a *Cyclemaster* to return the unit (as received at time of purchase) to *Cyclemaster Ltd.*, West Byfleet, Weybridge, Surrey, who will give prompt and expert attention to the unit. They do, in fact, dismantle the whole unit, irrespective of the particular trouble, forward an estimate to the owner for acceptance and return the machine in perfect order (mine runs as new now).

Incidentally I recommend that the whole unit (engine, wheel and controls) be packed in stout cardboard or in a wooden crate and be sent by a road carrier such as Carter Paterson, and not by rail, as they are so careful with their goods. The cost for sending mine was 19/- plus £4. 6s. 2d. for the repairs and this was well worth while for I have spent pounds at local dealers

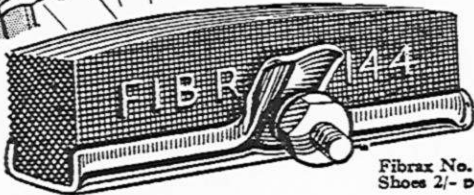
The New *POWER & PEDAL*  
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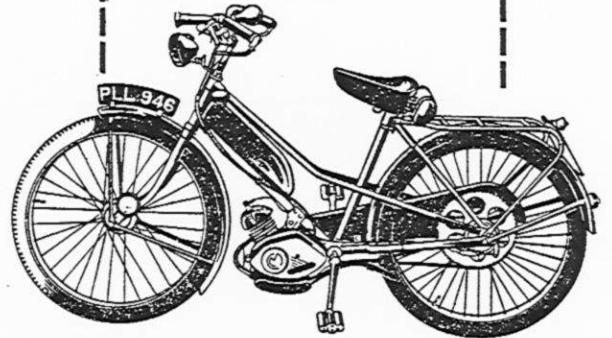
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all to no avail. One charged me 17/6 for fitting a new contact breaker and used a wrong part, the result being that two months after, Messrs. Cyclemaster Ltd., had to fit new ones owing to worn out points.

Their firm are most courteous and will answer any problem you may have as to the running of the engine, usually by return of post. Don't be afraid to write to them at any time. They really give excellent service to the *Cyclemaster* and *Cyclemate* users.

H. J. GOLDSMITH.

Harrogate.

### "Vespa" Lights

I shall be pleased to hear from any fellow *Vespa* owner or lighting manufacturer who can suggest improvement to the totally inadequate front lighting of my machine. My present feeble beam limits me to a nerve racking 20-26 m.p.h. on unlit roads and so far no fellow *Vespa* club member has been able to help me.

15 CME

N.17

### Road Research

I have read your article in the July issue about the Road Research Laboratory, and also their reply. Of course it may well be that they are carrying out experiments on a limited selection of units and brakes, but in their reply they do make two points which I think are extremely valuable.

Firstly, number plates. I must say that I don't see any danger at all from sharp corners if we have larger number plates. Have them oval or circular if

you like—or square with rounded corners. I don't think that particularly matters. But I do think they should have one large letter. Why not M which will be more easily seen at distance of say, 50 yards? Similar, in fact, to the learners L. I would also like to have these plates illuminated at night. The front one as well. Perhaps a semi-translucent plastic number plate, with a light behind it, would work.

Secondly, brakes—I myself have never yet met a rim brake that was effective in rain, and that is just when accidents are likely to occur. Recently, I have come across some continental makes with serrated surfaces and bobbles, etc., but I think they are meant for racing cycles. Would these be effective in rain, I wonder?

T. D. MORRIS

N.W.11.

### Mixed Bag

Not so long ago we had clip-ons, autocycles, scooters and motor cycles; each being distinctive. The clip-on was a motor and cycle sold separately while the autocycle had the motor built in. The scooter had no pedals and was distinguished from the motor cycle by its small wheels, total enclosure and foot platform that enable the feet and knees to be kept together.

Now we have clip-on motors built in and a change in scooters. Gone are small wheels and platform e.g. *Dayton*, *Bella* and *Parelli*.

The *Lambretta* has even shed its total enclosure. Look to the motor cycles and what do we see—the *Velocette* totally enclosed shaft drive, platforms for the feet and complete weather equipment. The *Vincent*s with

total enclosure, built in legshields and wind screens. Maybe the taxation authorities are wise to class any cycle or chassis with a motor as either a motor cycle or a car.

D. TRAYLER

Chadwell Heath.

### "Power Pak" Modification

As a satisfied user of a *Power Pak* for nearly a year I have had only one objection to it, which was the machine-gun effect after a de-cocke.

To remedy this I cut and threaded a piece of  $\frac{3}{4}$  in. gas pipe about 2 in. long, then pinched up the other end to a "fish tail", leaving an opening about  $\frac{1}{4}$  in. x  $\frac{1}{4}$  in. This was screwed into the silencer after the original hole was drilled and tapped to take it.

The result was an almost silent exhaust system. There is no apparent back pressure and the "purr" from the unit is quite pleasing—ample reward for the little trouble taken.

C.E.W.

Crouch End.

### "Ducati" Ride

I have just completed a tour of 1470 miles in eleven days on my *Cucciolo* and I wish to pay a tribute to the efficiency and speed of the spare part department of Messrs Britax, Ltd., of Maida Vale.

On the first day I had the misfortune to break down at STILTON but it was lucky for me that the garage of J. J. Boon was close handy. At great inconvenience to themselves they traced the fault without delay and reported that a spare part was required.

I was therefore able to phone Messrs. Britax at 4.45 p.m. who promised to

# C-S-M

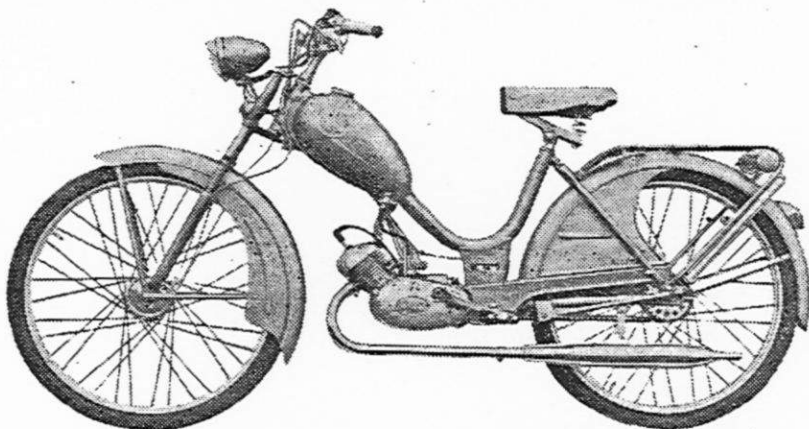
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post the part that evening and it duly arrived next morning.

Owing to this excellent service and that of J. J. Boon's garage I was mobile again by 10.30 a.m. and covered a further distance of 100 miles along the Great North Road by the evening.

As a matter of interest I rode through Edinburgh, and toured the Trossachs in Scotland, the Lake District and the Yorkshire Moors and arrived in Wales via the Mersey Tunnel.

Having reached Colwyn Bay I rode via the mountain route to Aberystwyth and thence by way of the Plynlimon pass to the Wye Valley and to London through the Cotswolds.

C. A. GLINN

N.10.

**"Teagle" Service**

A few mixed comments for your correspondence columns.

The *Teagle* service seemed too good to be true when I bought my blower-cooled model six months ago but it is everything that has been said or written about it.

I had occasion to return my engine for minor adjustments and, in addition to having the job done admirably (incidentally including a new roller and petrol feed) I was presented with the latest development in silencers—all free of charge and within a week of despatch. Full marks *Teagle*!

104 EMC

Hillingdon.

**Leicester Club Plan**

With reference to BC 120's letter. If he would care to get in touch with either D. Smith, 8 Crownhills Avenue, Leicester or C. P. Nurse, 120 Evington Drive, Leicester in regard to a local cyclemotor club we shall be only too pleased as we are hoping to start a club in Leicester.

Should any other Leicester reader like to write or call at either address to help us start the club we will receive him or her with open arms.

C. P. NURSE

120 Evington Drive,  
Leicester.

**Italian Machine**

You may be interested to know about a motorised cycle which I have not seen mentioned in *Power and Pedal*, but of which at least one example is on the road in London. This is the *Bianchi*, an open frame roller-drive Italian machine, with the engine unit located partly between the sloping tubes (which diverge towards the rear of the machine) and partly behind the vertical tube below the middle. The unit is engaged or disengaged by a lever rising above the sloping "top" tube.

Fittings include a twist-grip throttle; a handlebar trigger which presumably works a decompressor; two lever-controlled hub brakes; and spring front forks of a neat design. The petrol tank is similar in shape to that of the *Phillips* cycle, straddling the upper tube.

If its performance is good, this *Bianchi* seems to have a number of points which should commend it on the British market.

L. S. PORTER

Ilford.

**Motosacoche**

I read with interest about the old Motosacoche of 50 years ago. Enclosed is a photo of one which I possessed about 1911. It had magneto ignition which gave a lot of trouble, also air shields round the engine, pressed to a funnel shape for cooling. They were easily removed and were more often off than on. The drive was by twisted leather belt with a wire hook for the join. To tighten the belt one just gave it an extra twist or two.

Hoping you find this interesting.

R. B. MOFFATT

Whitley Bay

(The photo, itself a fine antique daguerrotype, is unsuitable for reproduction, but it shows the compact unit fitting neatly into a normal diamond frame cycle—ED)

**Practical Inventors Club**

After reading your excellent Magazine for some time we came to the conclusion that some of your readers may have new ideas and inventions relating to cyclemotors, autocycles, scooters, their equipment and accessories.

As we are in the position to help inventors in putting their ideas on the market—we wish to place our services at the disposal of your readers.

We enclose herewith copies of our Bulletin and shall send a current copy to any Reader interested.

W. D. DEMBOWSKI

Secretary.

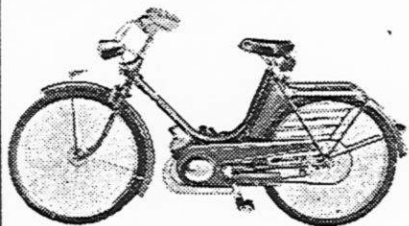
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**SMITHS MOTOR ACCESSORIES Trade Sales and Service Change of Address.**

With effect from Monday, the 29th August, 1955, the Trade Sales and Service Offices and Works move from Crickléwood Works to 50 Oxgate Lane, London, N.W.2. (Telephone: GLadstone 8030).

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## SCOOTER CLUBS

### CLUB LAMBRETTA

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

The Annual Summer Rally for the "Raymond Way," the "Club Lambretta," the "Goodall" Challenge Cups and the "Concours d'Elegance" Plaques will be held on Sunday, 28 August. The event is open to anyone with a Lambretta. The four starting points will be: N.E.—"The Napier Arms", Woodford New Road, Woodford; N.W.—"Humming Bird" Garage, Watford Road, St. Albans; S.E.—"White Lion" Hotel, Locks Bottom, Farnborough, Kent; S.W.—"Douglas Haig" Hotel, Effingham, Nr. Leatherhead. Course ends at the "Tudor Close" Hotel, Petersham Road, Richmond.

The Club entered eight members in the Twelfth A.C.U. National Rally. They gained one Gilt Plaque and seven Silvered Plaques. The Club also received a Silvered Plaque and the A.C.U. South Eastern Centre Trophy.

The Club dinner, dance and distribution of awards will be held on 25 November at the Richmond Hill Hotel.

### LAMBRETTA OWNERS' ASSOCIATION

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

There was a tremendous crowd to watch some 120 Lambrettas perform at the Leamington Rally held on 7 August. In the obstacle races the men had to ride with a tennis ball balanced on a spoon held between the teeth; The women sewed a button onto cloth; both sexes blew up balloons to bursting point.

Trips to Kenilworth and Warwick Castles were followed by the Concours d'Elegance. In the finals of this event the judges were the Mayor of Leamington, Mr. E. A. Baxter, J.P., and his wife, and Mr. and Mrs. Peter Agg.

An entirely new event was the selection of Miss Lambretta. She is featured in  *Scooter Girl*  on page 289.

The number of Lambretta Clubs is growing fast. Name and address of your nearest Secretary from H.Q. or from *The Scooter*.

### "Lucky Thirteen"

Secretary: ALLAN E. ASHBY, 7 JOHN HUNT COURT, CLARENCE ROAD, MOTTINGHAM, LONDON, S.E.9.

This is the club for those who shun large organisations. Its membership is not limited to owners living within a certain area, but members are grouped into units of thirteen Lambrettas. Each group is self-contained and organises its own runs.

### North London

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

The Club entered nine machines and 15 riders in the Leamington Rally on 7 August. It brought home three prizes. Mr. Douglass won first prize in the Concours d'Elegance (Class B). Mrs. Douglass, his wife, came fifth in the Ladies' Section. Second prize in the Concours (Class C) went to Mr. Peter Asslett.

### SEPTEMBER PROGRAMME

4th—Felixstowe Rally. Meet Angel, Edmonton, 8 a.m.

10th—Week-end run to Westgate-on-Sea. Two starts; Big Ben, 10 a.m. and 3 p.m.

18th—Hampton Court, Start "Orange Tree", Barnet, 2.30 p.m.

25—Hatfield House, Start "Orange Tree", Barnet 3 p.m.

### West Riding

Secretary: Miss C. J. MORRIS, DON-ISTHORPE HALL FARM, 114 SHADWELL LANE, MOORTOWN, LEEDS, 17.

Following its first meeting at the end of June the Club is now thriving. Its first social event was a Treasure Hunt. This was followed by an all-day mystery trip to Fountains Abbey, Pateley Bridge and Otley. Filey and Dales are the targets of future runs.

### VESPA CLUB OF BRITAIN

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

## TRUE?



### Cheshire

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

Swedes, Danes, Germans, riders from the Saar, and, of course from all over England and Wales competed in the First International Vespa Rally at Chester.

Many had achieved a tremendous mileage to reach Chester. Mr. Tornqvist of Stockholm took home the prize for the longest distance with 1,850 miles.

### Lea Valley

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

Eleven sun-tanned members of the Club have just returned from a highly successful tour through France to Spain.

Riders and seven machines were flown from Lydd to Le Touquet. The party headed for Narbonne in the foothills of the Pyrenees, with stops at Angerville, Limoges and Toulouse. From Narbonne, over the frontier to Barcelona, where contact was made with the Vespa Club of Spain. Badges and pennants were exchanged and the visitors taken on a tour of the city. Three members watched a bull fight at the Plaza del Toros.

The return trip was via the Rhone Valley to Macon and Troyes, where the party were in time for the Quatorze Juillet celebrations.

Apart from the "ten minute decoke" and two punctures, very little maintenance was necessary. The seven machines grossed 14,175 miles.

Committee member Phil Fields and Muriel Dossena were married in July. Members Bernard Sparrow and Shirley Walker announce their engagement.

### West Middlesex

The first London Area Rally is to be held on Sunday 18 September at Hayes, Middlesex. Vespa owners wishing to compete are invited to contact Mr. G. M. Clack, Rally Secretary, 46 Ashbourne Avenue, Roxeth Hill, Harrow, Middlesex.

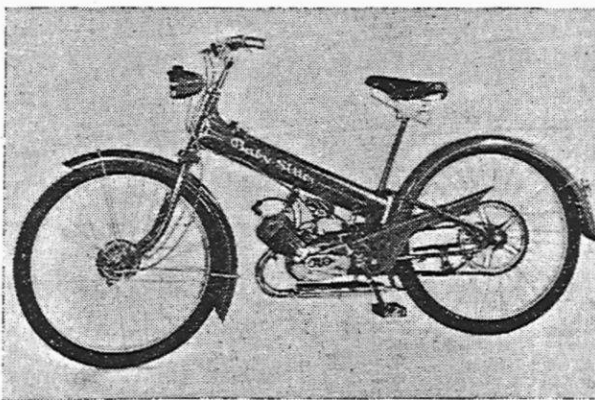
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# Scooter Topics

by **ROLLO**

*The Soho Fair, London's latest show which it is hoped will become an annual event, was an opportunity for Italian scooters to feel at home. This Lambretta fan made an oriental contribution to the occasion.*

WHEN it started I do not know, probably before the first motor vehicle was invented, but certainly since I started reading the motor cycling journals some thirty years ago, one of the "hardy annuals" of the correspondence pages has been the discussion on what would constitute the ideal machine.

The strange thing about it is that there has been very little variation in the stated requirements for this mythical wonder specification over the years. Complete enclosure of working parts, adequate weather protection and springing front and rear were always well up in the list of demands; silence rated fairly high as I remember and reliable electric lighting and ignition systems were a must. Shaft drive or some other form of unit construction seemed to be visualised and those who aimed high made a point of multi-cylinder engines and self starters.

I wonder how many of those writers, or their counterparts of to-day, realise that they have practically all this in the present day scooter. Even the performances of the scooters are better than most of us demanded "way back" despite engines half the size of those we were used to. I am rather of the opinion that motor cyclists regard scooters as a bit soft compared with

their own less comfortable machines, but everyone else who is a potential two-wheeler rider will not need to look farther than the scooter catalogues for his ideal machine.

### Tipping the Scale

The two makes of scooters that first swept the market in this country came from Italy and were alike in the factor of light overall weight, very light when their full steel panel enclosure is considered. Now a British scooter has at last appeared and a couple of German machines are in the market and it is a matter of some interest that they all weigh some fifty per cent

more, size for size, than the Italian machines for no very obvious reason.

As a matter of fact weight makes very little difference to the handling of any machine on the road and may even inspire a sensation of extra stability, although this is feeling rather than reality. I have seen featherweight girls handle hefty American motor cycles weighing around a quarter of a ton without effort; all it needs is practice and a really good prop stand. But when it comes to manhandling the machine out of the saddle and particularly up steps and through gateways, I feel that a hundred pounds less weight to



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haul around is a nice thing to say about any scooter, I hope that future British designs will keep an eye on this selling point.

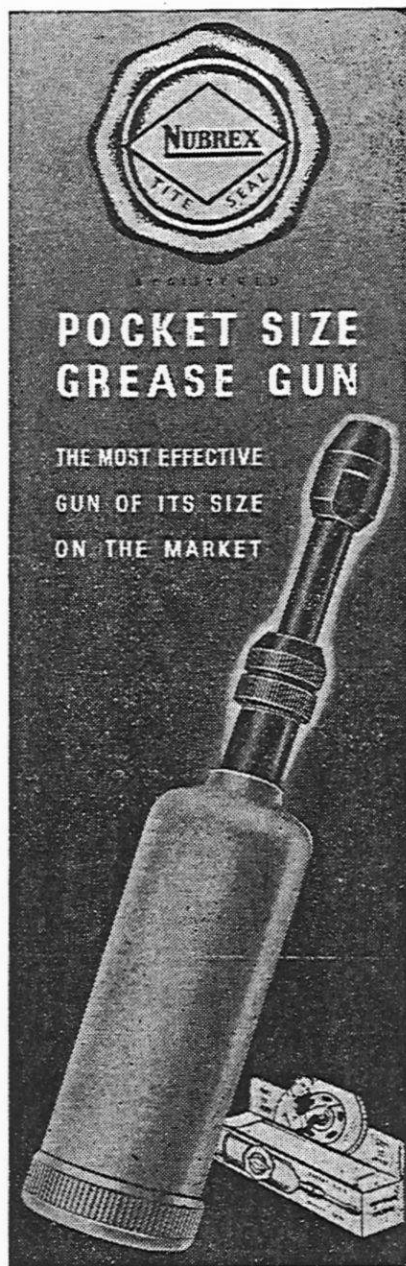
### These Tiddlers

The advent of the under 50 c.c. scooter seems to have been rather startling news to those few people who have noticed it at all, but these tiddlers have been running around on the Continent for quite a while and are quite well established among users and trade alike.

What made them possible, of course, is the power output of the modern small two-stroke engine. Unfortunately not in Britain, where two-stroke design has not received the attention it deserves since the war, but in Germany in particular there has been a big advance in recent years in this field and there are several proprietary engines available that offer no less than 2.2 b.h.p. at around 5,000 r.p.m. in the under 50 c.c. class. Nor is this power only available at top revs. nowadays.

It has been written, even in *Power and Pedal* I believe, that you can't have it both ways with small engines and a choice has to be made or a compromise reached between low speed pull and high speed peak power. To some extent, of course, this will always be true but it is a fact that present day standards are very much different from those of pre-war days. Small two-strokes now can pull hard all the way up the rev range and a current German two-speed unit can carry a heavy rider and his kit over mountains if need be without calling for pedals. A scooter so powered is not a toy but a real motor vehicle. It weighs under 100 lbs., costs little over half the price of the average popular scooter of to-day and can cruise at about 30 m.p.h. indefinitely.

I believe there is a really big market waiting for the ultra-light-weight machine and I back it to stay the course once our conservatively minded public has got used to the idea.

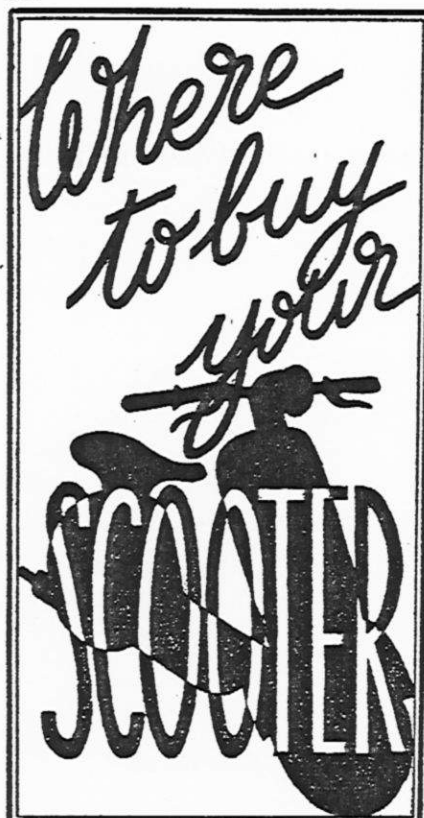


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## ROAD TEST REPORT

# The 150 c.c. BELLA

SEVERAL new names in scooters appeared on the British market at last year's Show but not all of them reached the roads in such quantities as to be considered established. One which has is the *Zundapp "Bella"*, a neat looking machine that is available with either 150 or 200 c.c. engine to choice. Through the kind co-operation of Comerfords Ltd. of Thames Ditton, who are agents for this machine, we have been able to road test one, a 150 c.c. model, and have found it a very interesting contribution to the scooter field.

The *Bella* is of solid construction with a heavy, almost massive, tubular frame, pressed steel body and light alloy castings for footboards, grills and the split rim type wheels. Front suspension is by telescopic forks with large diameter sliding members; the rear end is of the swinging arm type with a large coil spring on each

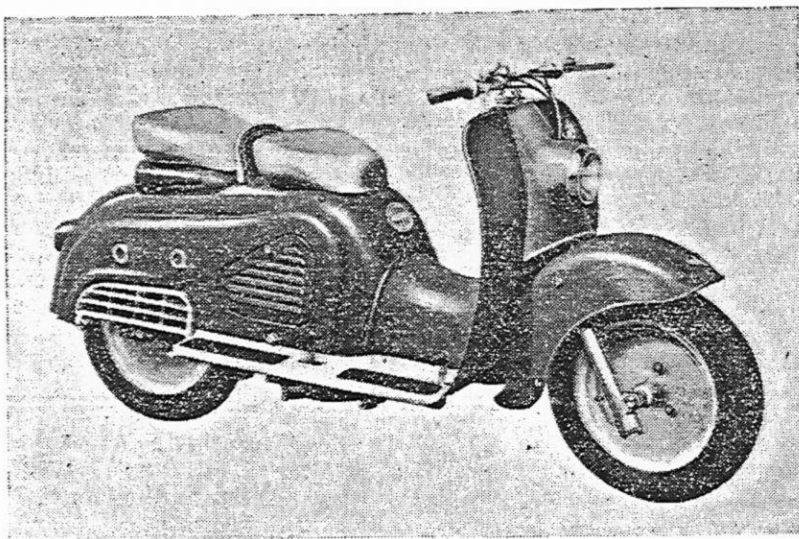
side of the wheel, the movement being controlled by a telescopic hydraulic damper on the right hand side.

Both engines are of the same basic design and are built in unit with the four speed gearboxes. Normal air cooling is provided by a tunnel airway from the front of the machine so that the cooling draught increases as the road speed goes up. The cylinders are heavily finned and the sparking plug placed right in the front of the head with access through a small, lift-up grill in the panelling.

On the near side of the unit is what appears to be the clipped on cover of a conventional flywheel magneto. Under the cover, however, is a very compact direct current generator (dynamo) mounted on the end of the crankshaft. Alongside the commutator is a contact breaker and, in a separate compartment under the same cover, a high tension coil for the ignition. A modern lightweight battery stands in a bracket on the offside of the frame and is rubber suspended.

The gearbox is operated by heel and toe pedals on the offside, the footbrake by a heel pedal, nearside. The hand clutch lever on the left bar is balanced by the front brake on the right, both with knurled finger wheel cable adjusters, and there is an air lever in addition to the twist grip throttle control. Attention to detail is noticeably good. There is a little red indicator light to show that the ignition switch is "on" and a balancing yellow light on the dashboard indicates that the gear is in neutral. The same key operates the ignition switch and the three-way petrol tap without opening up

*The Bella is a full sized two-seater, comfortable to ride and easy to look at.*



the body panelling. There is also a steering lock, with separate key, just below the head. The tool roll with a very complete kit of high grade spanners is in a metal compartment inside a hinged panel on the nearside. A similar panel on the other side gives access to the battery and carburettor.

Transmission is by chains, the rear being enclosed in a sheet metal casing with an inspection plate to give access for checking and lubrication. Robust cycle type drawbolts at the rear fork ends provide adjustment. The primary drive is, of course, fully enclosed in the engine/gear unit casing. The 12-inch wheels are quickly detachable and interchangeable.

### On the Road

First good mark for the *Bella* is for the easy and certain starting provided by the coil ignition system. The well-finned cylinder cools off

fairly quickly when standing and it is necessary to close the air lever on the handlebar even after a short stop. A neat button in the paneling provides a carburettor flooding device for a really cold start. Once these settings are learned there is a first kick start on tap under any conditions.

One of the remarkable developments of the last few years is the high power output nowadays obtained from small two-stroke engines. We found we needed to remind ourselves constantly that this was a machine of only 150 c.c.

The *Bella* is designed as a two seater with identical separate saddles and full length footboards, so much of the test was carried out with two heavy riders, a total load of over 26 stone. Despite this load the machine cruised effortlessly at over 40 m.p.h. and climbed amazingly well. Ordinary main road hills merely called for a little more throttle to maintain the same speed and the power unit seemed absolutely tireless.

Ridden solo the performance was very lively indeed, offering a maximum around 50 m.p.h. with ability to over-rev downhill without fuss. The extremely useful third gear gave 42 m.p.h. at peak revs and climbed quite steep grades at 30 m.p.h. Steering, solo or two up is very good from a feet-up crawl in traffic to maximum, and the suspension system kept the wheels firmly in touch with the ground both on main roads and the bumpiest of tracks. Incidentally the machine shewed quite a liking for the kind of territory that is usually labelled "Impassable for motors" and handled extremely well on narrow paths.

The high engine performance is fully maintained at low speeds and the top gear snatch-free minimum was about 12/14 m.p.h. At such speeds the engine is virtually inaudible, but higher up the rev. range the exhaust made itself heard though never too obtrusively. The ability to amble about at moderate speeds, quietly and comfortably

in unfrequented by-lanes or urban streets adds much to the charm and usefulness of the machine.

Petrol consumption varied from 85 m.p.g., two up and driven hard, to just over 100 m.p.g. solo, mixed town and country riding.

Brakes were very good, either being a safe stopper and the two together excellent. Another feature that was much appreciated was the battery lighting which provided the lights all the time, standing or running, and afforded a really powerful headlamp beam that enabled full touring speeds to be maintained in safety and comfort at night.

### Summing Up

The only real criticism we have of the *Bella* is that one is definitely "engine conscious" at anything over half throttle on any gear. The engine mountings are rigid and this allows the vibration to be felt through the handlebars and footboards to a considerable degree and it seems that the price of high performance has to be some sacrifice in silkiness in the scooter world of to-day. The weight of the machine is quite noticeable in handling although this effect disappears the moment it starts to move. We feel that a prop stand would be appreciated by most riders to save the heave when parking on the central stand provided.

All in, the machine is a very good all rounder with the ability to go anywhere, maintain high average speeds and provide both sheer utility transport and real fun at will. Passenger comfort is good, quality of material and workmanship high and the design eminently practical. We can sincerely recommend this scooter for the rider who wants something more than a local runabout but still handy and serviceable in everyday use. It will appeal equally to the motor cyclist who wants a more civilised means of transport and the experienced scooterist looking for that little extra performance.

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ALL DEPOTS HAVE WORKS ATTACHED



# Scooter Girl

INDICATIONS this month are towards more interest being shown in clothes design for women scooter riders. Readers will remember that last month I wrote of an interview with *Telemac Ltd.* who told us they were taking design for the *Scooter Girl* really seriously. Now we are happy to publish a picture of a special jacket designed for the scooter rider, by *Telemac* and named the *Vespa* jacket.

*Miss Valerie Cooper* was selected as the "Best dressed Lambretta Lady" at an August rally by a judge from "She" magazine. Because her outfit was gay, colourful and away from her scooter *Miss Cooper* looked suitably dressed for formal occasion.

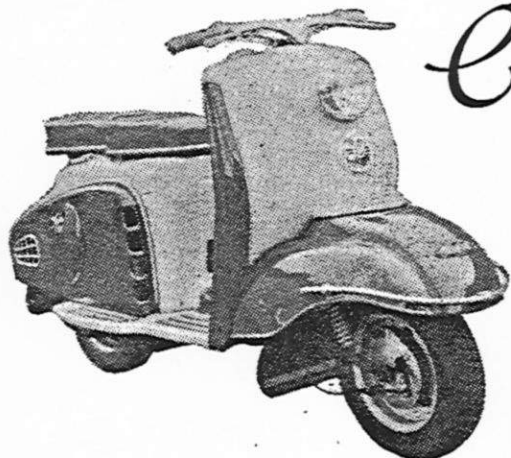
The *Vespa* Jacket designed by *Telemac Ltd.*, in showerproof poplin. Available in variety of colours, lined with multi-striped poul. Note close fitting neckline and wrists. Price £6 19s. 6d.

This is an encouraging contribution and we would like to see more. In particular the price of the *Vespa* jacket makes it I feel rather in the luxury line and it is to be hoped the manufacturers will try and remember that price is as important as comfort and looks. In this connection I am rather pleased with the *Crawley* Casual. This is a donkey jacket, or short duffle coat, in blue melton; really warm

and roomy, will stand up to wear, and priced very reasonably at 50/-

I understand that *Crawley* also do full length duffle coats, both lined and unlined at very reasonable prices.

As autumn comes along we are inclined to recommend Terylene



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pleated skirts, both for their warmth and shape and also because Terylene does not absorb water. Look out particularly for silicone proofed Terylene skirts—silicone proofing is a method of making the material water repellent without sealing the "pores" of the fibres, so that the fabric will still breathe. I am impatiently awaiting Terylene skirts that are not so consistently full pleated. It seems that because with this material pleats can be "set in" and stand up to washing, manufacturers have decided that no other style is available—and I for one am heartily sick of those pleats Terylene skirts can be made in any style and with pleats, gores or flares. It is time some clothes designer got to work here! It will be appreciated, of course, that Terylene can be washed normally and hung out to dry, and little or no ironing is needed. It is absolutely unnecessary to send such clothes to be dry cleaned.

Talking of silicones, look out

too and demand, if you are buying suede shoes, silicone proofed suede. This is an enormous advance, and while having no effect on the looks of the suede, makes it water and

mud repellent—that is, water and mud just won't stay on. The silicone treatment is not expensive and makes all other suede shoes, in my opinion, outmoded.

## From a Scooter Girl to Scooter Girl

### Welcome

May I say that I am enchanted with the idea of a "Woman's Page" *Scooter Girl*. How wonderful to think that we too can enjoy tips and hints on our part of scooter life, a part which seems so easy, although pillion riding has its snags, and many unfortunate incidents will be avoided, if we can tell of our own particular experiences.

I could say so much, that I should hardly know where to start. One point I should like to stress, would be, start with telling the girls that it is not impossible to be fashionable when aboard a scooter, and that there is no need to be done up like inhabitants of Mars! Let us

know of firms from which we can obtain the things you suggest, and tell us the price, so we can see it fits our budget. Many items can be found that match, making the scooter, the driver and pillion a cheerful, colourful unit. We consider ourselves completely unlike motor cyclists in this respect. Perhaps you might even be able to supply us with tips as to how we can help "him" improve the scooter. Carry on, continue the good work . . . . and keep it cheerful!

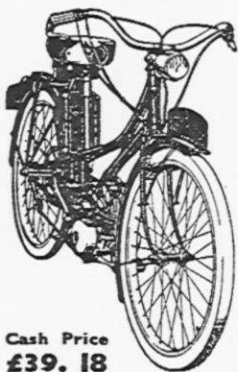
I wish the *Scooter Girl* every success.

SHIRLEY S. FELSING  
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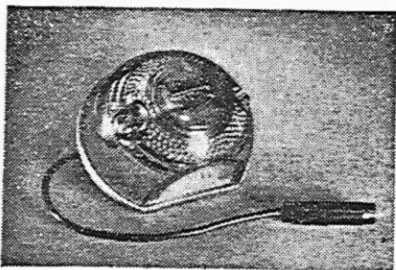
**I**N the House of Commons on July 6th Lieut-Colonel Lipton asked the Minister of Transport whether he would take steps to abolish the driving test for drivers of motorised cycles under 50 c. c.

The Minister said "No, Sir", and gave as his reason that many of the machines are more difficult to handle than they appear to be.

**T**he Wirral Hundred Motor Club plans to start 50 c.c. racing next year after seeing a *Hurricane* demonstration on the Rhydymwyn track, N. Wales.

**B**ICYCLE JOURNAL of the U.S.A. currently advertises a gadget that clips on to the front forks of a cycle and rubs against the spokes to make it sound "just like a motor bike".

**W**IPAC are introducing a new rear lamp of very attractive appearance and conforming to the current regulations as to size.

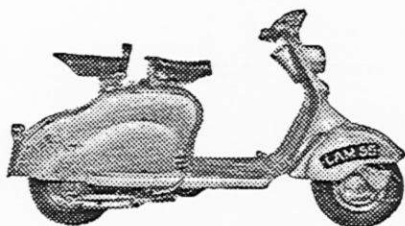


The domed red plastic face has a clear pane, for number plate illumination and is completely removable for bulb changing accessibility. Price, complete with bulb, is 8/6.

**T**HE International Cycle and Motor Cycle Show to be held at Earl's Court between November 12th and 19th, 1955, will be opened by Captain The Right Honorable Peter Thornycroft, M.P., President of the Board of Trade.



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## Flashes

**A**VON India Rubber Co., Ltd. announce that increases in raw rubber prices will put up their tyres by 7½ per cent.

**L**IVERPOOL police have just purchased 70 *Vespas* for Patrol duty.

**N**EW tool for dealing with faults on the road at night is the *Toolite*, a combination set of screw-driver, knife blade and a bottle opener/awl attached to a pocket torch. It costs 9/11.

**S**COOTER Hire is a growing business and we hear of a *Vespa* Hire Company now operating in S.E. London and being fully booked.

**R**OYAL NORD is the name of a new Belgian autocycle to be handled here by the Loughborough agent Archie E. Moss, Ltd. It is a 2-speeder priced at £77. 18s. 0d. inc. tax.

**G**REASE GUN lubrication for *Lambretta* scooters has been created by the firm of Ch. J. NEUMANN, LTD., in the form of a new "NUBEX" Universal High Pressure Grease Gun with a nozzle that can be pushed from any direction on to a hexagonal button head grease nipple.

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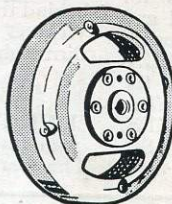
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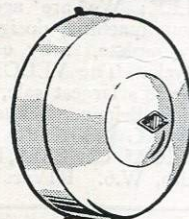
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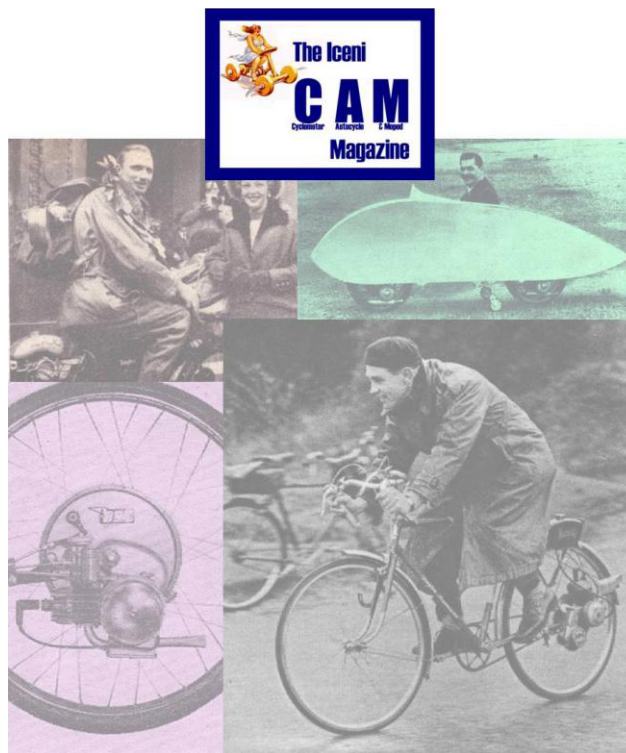
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