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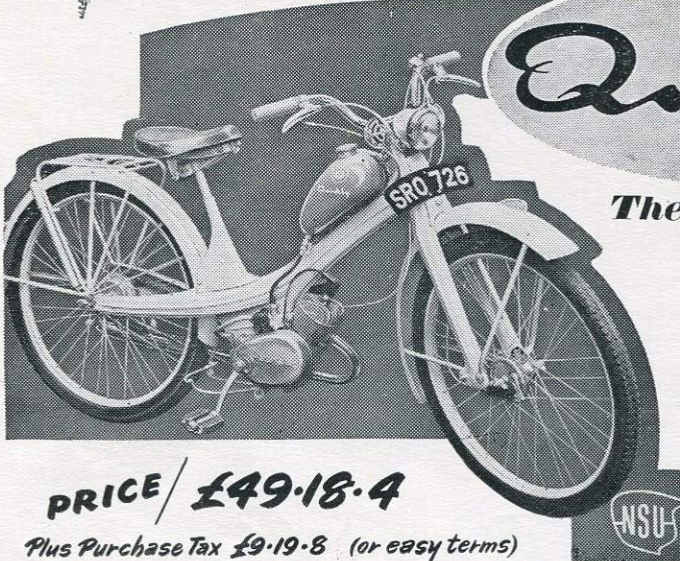
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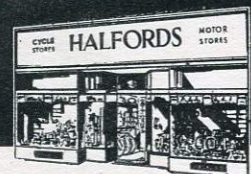
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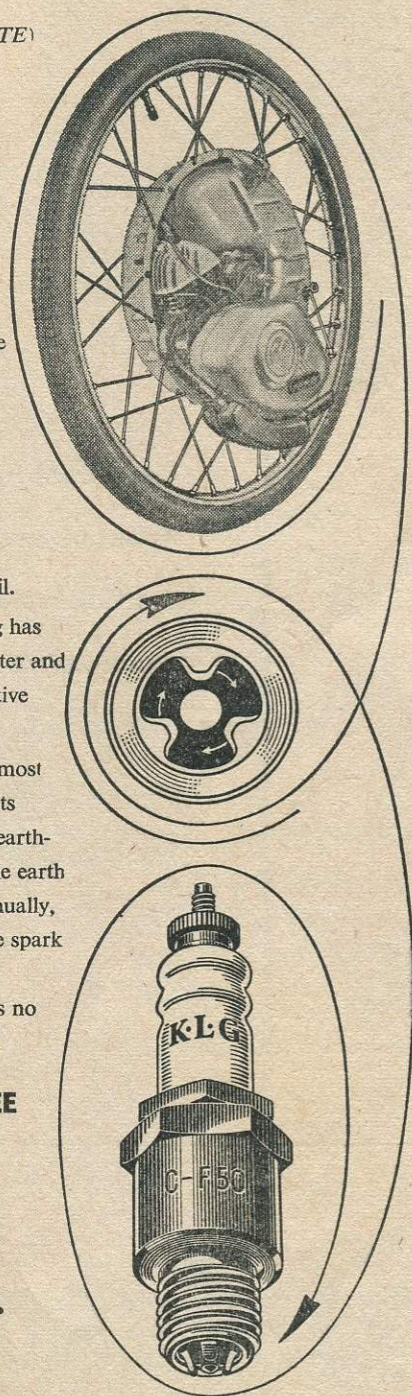
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Editor: FRANK L. FARR

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Advertising: PAULINE LONG

Published by:

POWER & PEDAL, Ltd.
197/8 Temple Chambers,
Temple Avenue E.C.4.
Telephone: FLEet Street 0048

Distributed by:

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

Annual Subscription:

7/6 (including postage)
Order from Distributors.

OCTOBER 1955

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POWER & PEDAL

THE CYCLEMOTOR & AUTOCYCLE JOURNAL

Editor: FRANK L. FARR

Vol. III No. 11

October, 1955

GOVERNMENT by consent is generally accepted as the basic idea behind our concept of democracy and successive British governments have dealt with various industrial problems by asking the co-operation of the industries concerned. In almost all such cases the organised sections of industry can be relied on to "put their own house in order" and thus meet criticism halfway and avoid the need for legislative action.

There should be particular interest in this country, therefore, in the recent action of the German Cycle and Motor Cycle Manufacturers Union (V.F.M.), to control the design and selling methods used in the industry so far as motor-assisted cycles (mopeds) are concerned.

On May 28th, 1954, the Technical Committee of the V.F.M. at a meeting held at OESTRICH passed a resolution in which they foresaw the "undisciplined development" of this type of machine leading to a continuous increase in maximum speeds. They advanced two reasons why this would be a bad thing for the industry and the

public and they are well worth noting.

The first was that such increase would probably call forth restrictive legislation which would lose the moped its present immunity, in Germany, from driving licence and registration formalities; and the second that highly stressed lightweights would wear faster and spares would cost more, factors which would militate against the wider development of the market.

The Committee recommended that the competition between makers on performance claims should be eliminated forthwith by cutting out all references to speed and power from publicity material; makers entry into speed competitions to be expressly forbidden; and engines to be modified within one year from the date of this edict so as to give a limited power output at revolutions that would afford a maximum speed of 25 m.p.h. on the flat.

The V.F.M. not only adopted the plan but sought and obtained the voluntary co-operation of non-member manufacturers in putting it into operation and at a meeting

in July this year the control scheme was adopted for full operation as from October 1st.

The German industry is to be congratulated on having both foreseen the danger in good time and organised to deal with it promptly, effectively and without outside pressure. The lesson needs to be learned by our own Manufacturers' Union and similar bodies in all countries in which a potential cycle motor market exists.

Here in Britain we have no engines which reach the 1.25 b.h.p. limit now self imposed by the Germans and it should be an easy matter to get makers to agree to such a modest target for their future developments. Such a limit would spell safety, silence and economy and these are the very characteristics which will sell both attachments and autocycles in mass quantities. Racing confined to individuals and clubs without manufacturer participation would probably be better sport for all. It is difficult to see any reason at all why such a code should not be instituted and implemented here immediately.

COMMENT

by

Clip-on

NOBODY knows how many bicycles there are in Britain but as most of them are lying around in sheds, garages and various stages of decay it does not matter much. We know from the results of last year's traffic census that there are about 30 per cent. fewer in regular use than there were in 1938, but the only reasonably reliable estimate is that quoted by a leading cycle manufacturer a year ago that there are 3,000,000 riders in the whole country using their machines more or less daily.

Some of these, perhaps a quarter at a generous estimate, may be riding pedal cycles because they like riding pedal cycles but the majority use them only because they are a cheap and handy means of transport.

I am convinced that as long as that huge potential market remains there will be a place for the clip-on engine. In this I know I am at odds with all the press "experts" and many old and experienced members of the retail trade, but I maintain that my case is unanswerable in sheer logic. The light auticycle is better for almost all purposes than the bicycle with engine attached, but the man or woman who already has a perfectly good cycle in sound condition is naturally most likely to come over to power assistance by way of something that costs little and would not cause a near tragedy in family economics if found wanting.

A few, pleasure riders who seek power assistance because of advancing years or shortage of time but still like their bicycles as they are,

are well served by the one or two light Italian attachments available here. These are units of light weight and lively performance that will add much more than they could possibly detract from the pleasure of riding a high quality lightweight cycle. Modern racing cyclists cruise at 25 m.p.h. averages which means maxima around 40 downhill. An engine of the *Itom* class, for instance, will do just this for the not so athletic rider.

This kind of man pays a good price for his cycle and will not mind paying a good price for a suitable engine to go with it, but the other two million odd think in terms of more modest speeds and much more modest prices.

Come what may I shall maintain that we have not yet seen a really wide appeal attachment engine at the right price and well distributed and advertised. If and when we do the sales will be enormous.

Why Gearboxes?

Overhearing a conversation in a bar recently between two apparently potential auticycle purchasers, I was amused when one scornfully dismissed the other's tentative choice with the remark "Oh! But the XYZ has a two-speed".

Just why the presence of a gearbox on that machine should automatically make it more desirable

than a single-speeder did not emerge from the conversation and I don't think it could. There are no fierce hills in this part of the country and neither of the disputants had said anything to suggest that he was considering trans-Alpine tours complete with baggage and camping kit—why the gearbox mania?

For the pass-stormer and the rider who lives or travels in territory abounding in gradients of 1 in 10 or more the gearbox is very much worth while, but most of us are not faced with such desires and elevations. A gearbox must weigh something; must cost something; and will almost certainly make a certain amount of mechanical noise. It will also in course of time wear out parts that require replacement. There is absolutely no point at all in buying one and carrying it around, listening to it and paying for its maintenance unless one needs to.

Even more important in my view is the fact that the single-speeder, other things equal, is so much pleasanter to ride. The absence of mechanical fuss, the simplicity of control and the lightness of the machine are the things that make for pleasure as well as use in motor assisted cycling.

Our Service

The Crede Works recently sent over their Chief Engineer, Herr Ordemann accompanied by Herr Schirmer of the JLO engine company to set some service standards for the rapidly increasing flow of *Credette* auticycles and scooters coming over from Germany.

Apart from advising agents on practical aspects of servicing these machines they also had a session at the North London reception depot at servicing some machines that had come in from agents as in need of repair or adjustment. Our representative reports that they were "not particularly enthusiastic"

about British service standards, mainly on the grounds that all the machines sent in for their attention had minor defects that should never have occurred or should have been rectified locally. For example, one had no oil mixed with its petrol and another had been returned simply because its cylinder head was loose.

Herr Ordemann thought that part of the trouble was that British agents did not understand two-strokes because they had so few to handle and he compared the position here with that in his own country, where the Crede Works alone produce 120 machines per day and where it is "Service first and last in the autocycle business",

I am inclined to think that the trouble is wider than that, namely that most cycle dealers as such in this country are retailer shop keepers without much mechanical knowledge or interest while at the same time the motorcycle trade was not interested in machines under £50 retail value. Thus the clip-ons which should have created the service network over the past six years fell between stools and neither obtained service themselves nor prepared the way for the uprush of autocycle sales now being experienced.

Fortunately a new type of agent is appearing around the country and at last even some firms specialising in our machines, so in a year or two, maybe

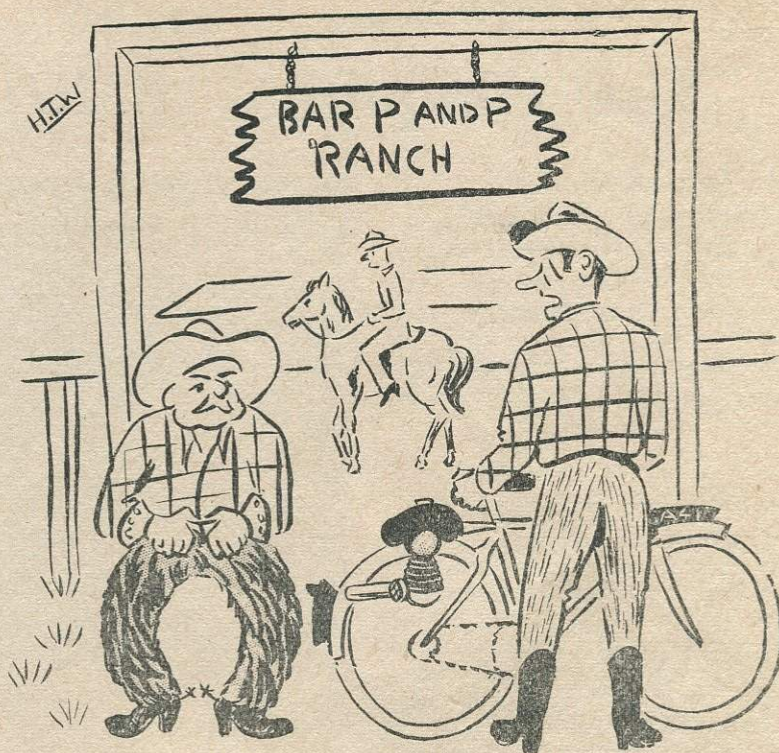
I rather liked our reporter's note on Herr Ordemann's last remark.

Asked what he thought of the British machines he shook his head and replied, "No line".

I wonder what he meant—or do I?

Rider Agents

Talking of agents, some of the best in the motor cycle field for years past have been ex-riders of competition fame who have retired,



"Gee, Paw! I ain't skeered o' hosses nohow. I jest don't aim to go around bow-legged".

if that is the word, to business after successful riding careers. This has not happened in the cyclemotor sphere so far as I know but we get interested when a man like ex-Wembley Speedway captain, Bill Kitchen moves in on us.

Bill Kitchen established himself some years ago as an electrical and carburettor specialist in N W London but he has recently moved into larger premises at Harrow and is taking up a new speciality in spares and service facilities for *Bing* and *Dellorto* carburettors as used on German and Italian autocycles and scooters. He is also London's main agent for the *B.E.C.*

Readers of *Power and Pedal* are invited to write him for advice "upon any matters relative to carburation". That's very nice of Bill but I wonder if he knows what he's letting himself in for.

Reprinted from the "TIMES"
25th August, 1955.

Sir,—No longer is the pedal cyclist content to propel himself by his own exertions. In ever-growing numbers he is equipped with a tiny motor attached to his machine and which buzzes him about on his lawful occasions. May good luck go with him, and with his fellow travellers on scooters. A new and highly discordant note is now added, however, to the pastoral symphony of our days and nights, more piercing than that of any other vehicle, and because of its slower tempo more disturbing than a jet aircraft or helicopter. These little machines must be the greatest boon to their owners. But, Sir, need they make so much noise?

DOUGLAS W. MARTIN,

ROAD TEST REPORT

The Ubiquitous "MOBYLETTE"

One of the most popular machines in the world tested in the latest *de luxe* form

The "Mobylette" is simply a strong handy Continental type cycle with an engine built in.

CONTINENTAL experience of cyclemotors as everyman's everyday transport really started in a big way in France. Startled observers from various post-war Cycle Shows there reported that the old fashioned heavy roadster pedal cycle had virtually disappeared from the markets and been replaced by a not dissimilar machine with a built-in engine. Rapidly the numbers of these machines increased from hundreds to thousands, tens of thousands, then hundreds of thousands until now they are a natural and essential part of the way of life of the French people.

One machine that helped to bring about this revolution in personal transport and which has sold more than any other make in France is the Motobecane *Mobylette*. Designed on the proven lines of the continental utility cycle, robust, open framed and balloon tyred, with the engine built-in in front of the bottom bracket, the machine proved instantly popular. There was nothing new to learn and the appearance was already familiar, so people who would never have dreamed of riding motor cycles took to the *Mobylettes* immediately. To-day they are seen on every road used by young and old of both sexes, giving steady reliable service and travelling at modest speeds, quietly.

The machine with this record



had a special interest to us in testing. We had previously tried a "Standard" machine of earlier date and been most favourably impressed. This one was a "De-Luxe" model fitted with an automatic clutch and it had all the good points of the earlier model and some more.

The machine has a twin tube, open frame, 26in. x 2in. wheels, caliper front and hub type rear brakes, both hand operated, independent chain final drives for engine and pedals with a Vee-belt primary from engine to a large pulley mounted on the bottom bracket spindle.

Engine is of 49 c.c. with alloy head and deflector headed piston. It is designed for a relatively modest maximum power output but with plenty of pull at low speeds to give good climbing and traffic handling. The flywheel magneto gives both ignition and lighting current and we noted particularly the attractively styled and properly built-on lighting system.

Under Weigh

Light weight makes the machine easy to manhandle and the same easiness is felt in pedalling off to start.

The automatic clutch is centrifugally controlled but unusually, by the road speed, not engine speed. To start one just gets on the bicycle and pedals off—at about four miles per hour the clutch engages itself and the engine turns. There is a decompressor fitted that comes into operation by turning the throttle twistgrip outward against a spring beyond the "closed" position, but this seemed unnecessary for starting and was only used during the test for stopping the engine.

A trigger and cable control looks after the choke but this was found to be needed only from a dead cold start and then but little used.

As soon as the engine fires the rider can stop pedalling and leave the work to the power unit. The machine accelerates smoothly to a

maximum in the region of 23 m.p.h. on the level, a speed attained at reasonable revs. and with a complete absence of fuss. When a traffic stop is called for one merely closes the throttle and brakes to a standstill, the clutch freeing itself automatically and the engine ticking over quietly until needed.

The smooth handling of the machine took a little getting used to as there is almost an instinctive desire to open the throttle to take up the drive. This is the wrong thing and means that the clutch engages with a slight jerk. The correct technique is to pedal away with the throttle shut until the drive engages then open the throttle and freewheel away.

Once accustomed to this the handling in traffic is the most simple thing ever devised and any cyclist could take over this machine and ride it away quite happily. The one disadvantage of the road speed control is that one cannot get

any help from the engine in getting away from standstill on grades, but against this is the absolute freedom of manoeuvre in heavy traffic and the fact that the engine can be "blipped" at a standstill to keep the plug clear at a longish stop.

The modest speed and power output and relatively low engine revs make the *Mobylette* a very pleasant machine to handle. There is no feeling of effort in handling and even in town one is completely relaxed in the saddle. Steering is very good indeed at all speeds and comfort, thanks to low pressure balloon tyres, well above average. Hills up to about 1 in 14 are taken without pedal assistance and from there to 1 in 10 the pedalling is necessary but light and easy. Unlike many of the modern auto-cycles the pedals of this machine are there to be used and can be used effectively and in comfort.

As might be expected, the built-in caliper front brake is more

powerful than the internal expanding hub type at the rear, the two used together giving a very quick and sure stop. In wet weather the efficiency of the caliper naturally falls off so that they come on about equally to provide smooth and skid-free deceleration. Stability on greasy roads, incidentally, is extraordinary and inspired quite unusual confidence even in the first few miles of riding.

Exhaust noise is modest and quite pleasantly free from any suggestion of "tinniness", while mechanical silence rates very high indeed, thanks mainly to the belt primary drive. Indeed the only mechanical noise on the machine appeared to come from the chains.

Much For Little

Perhaps the best evaluation of the *Mobylette* we can offer is the remark of a rider meeting this one for the first time, "It really is fantastically good value for money".

For the ex-pedal cyclist who simply wants all the advantages of his familiar machine *plus* power it is near the ideal. The performance is not that of the more lively of the continental machines now available, but this is by deliberate policy and the modesty of performance itself makes for easier and pleasanter riding, long life and quite remarkable fuel economy, an all-in figure of 200 m.p.g. being obtained without any attempts at being careful over petrol saving.

The automatic clutch would be a luxury to the countryman but for the town rider faced with much stopping and starting it is well worth the extra fiver.

Quality of material and workmanship is high and the machine is known for long life at little maintenance expenditure. Except for those living in very hilly districts it offers completely effortless mobility at an absolute minimum cost. It is the kind of machine that will sooner or later put a million cycle-motorists on Britain's roads.

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— "Motor Cycling" April 21 1955

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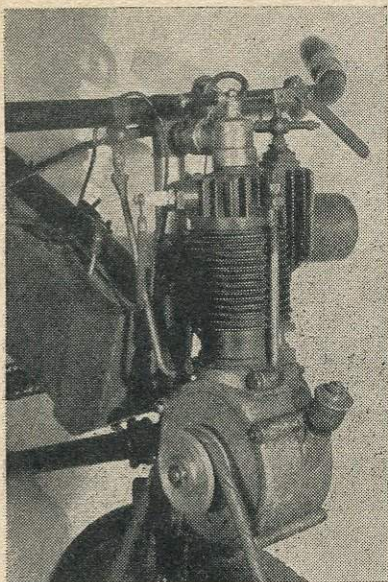
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The Past—1903 Werner

The early motorcycle was in many senses a "clip-on"—one has only to look at pictures of the *Werner*, for example, to realise how true this is. Speed, comfort and reliability, however, demanded ever-increasing weight. By the middle twenties two hundred pounds was common while just before the last war the average sporting motorcycle was well in excess of three hundred pounds in weight.

In the full realisation that weight in itself was a deterrent to volume-sales many breakaways were attempted. The early twenties saw great efforts to popularise the motor-scooter but all these failed because of the lack of reliability of the small engine of the times.

It is important to note that the autocycle of 98 c.c. which was fairly popular just before the war, had developed downwards from the heavier machine. Many timid or physically weak prospective owners felt re-assured by the light weight of the autocycle while the fact that the machine had pedals gave confidence to many that it was really "a kind of bicycle with an engine" and therefore easily manageable. At this time the price factor was

The Past, the Present and the Future

by

Peter Campbell

relatively unimportant. Younger readers may be astonished to learn that a certain 98 c.c. motorcycle sold at 14 guineas while a fully-equipped o.h.v. '250 could be bought for under £30! Thus many recruits to the pastime of motorised cycling graduated as a matter of course to the motorcycle proper and at one time there was no doubt that the 98 c.c. autocycle was in danger of dying out as the lightweight motorcycle became more and more efficient, in addition to being vastly more comfortable to ride.

It is unlikely that the introduction of the modern "clip-on" affected this field at all. What it did was to open up an even bigger potential market among those who probably already had bicycles but had little desire to pedal them. While half the machine was already possessed there was little difficulty in persuading oneself to buy the other half and the financial outlay, particularly with the aid of hire-purchase facilities, was small.

The limitations of the simple bicycle when motorised are obvious. It is not particularly comfortable, its brakes are often inadequate and it is usually under-sprung and under-tyred. The enthusiasts and the connoisseurs of the new movement soon fitted numerous highly desirable accessories and certain enterprising cycle manufacturers produced special bicycles for use with clip-ons.

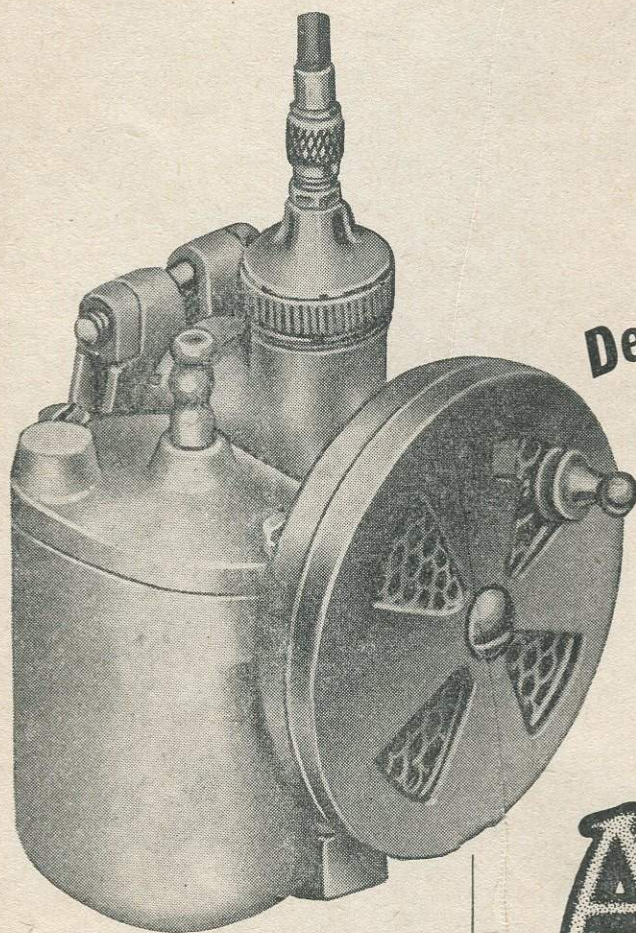
We are now in the early days of the next, and logical, phase—the development of the ultralightweight machine as a unit. Whilst the "clip-on" will continue

to appeal to the owner who already has a bicycle it is *even now* inconceivable that the man or woman starting without either cycle or engine should be content with buying both when at the same price a wide selection of light autocycles is available.

It is to this type of machine that the "clip-on" owner will inevitably look the moment his present machine is due for replacement and the future for it is undoubtedly rosy. A word of warning, however. Already some are saying what amounts to "If 50 c.c., why not 75 c.c. or even 98?" The danger lies in one word—weight. Besides the natural increase in weight resulting from the larger engine and necessarily more robust construction, further increases will be necessary in the interests of safety arising from the greater potential speed.

It is probable that 50 c.c. represents the desirable limit for the lightweight. This should provide adequate performance on the level and on hills without any great weight-increase over and above that of the present "clip-on" outfit. It must be kept a *motor-assisted cycle*. Pedals are already almost superfluous on the heavier autocycles except for starting and even this method of bringing the engine to life is hard work on the larger machine.

When the 30 to 50 c.c. lightweight autocycle is firmly established, however, the greatest menace to its future will be those who wish to over-elaborate it. This could only result in it developing out of its class and in its ultimate disappearance as a type. When a rider is in the heavy autocycle class he is already a potential motorcyclist!



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NEWS FROM THE CONTINENT

by TEMPO

An Original Puch Autocycle

IT might be expected that perhaps the finest motor cycle factory in the world, be it wonderful machines smacking very much of the new automation we hear about, sheer acreage or technical development, should turn out mopeds. Steyr-Daimler-Puch AG of Vienna produce the MS 50 autocycle and the RL 125 scooter besides other two wheelers. First glance at the photo may make one mutter about "just another moped". Seen in the flesh, one might hesitate and look again.

Take a look at the model (not the one stroking the beast's face!) and note the clean lines, and the springing fore and aft.

The engine is unusual for a moped. For one thing, it is blower cooled. The rear mudguard is actually part and parcel of the frame itself which is pressed steel self supporting type. The technical details are: Puch two-stroke motor of 38 mm. x 43 mm. equals 49 c.c.,

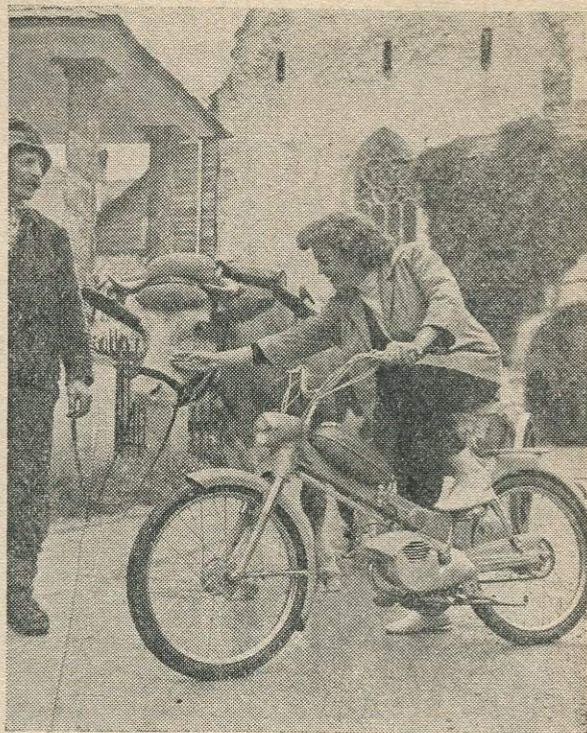
compression ratio equals 1:6.5, and the petrol is 1:25 or 4 per cent., and, in passing, the ignition timing is 3.5 mm. before t.d.c.

Carburettor is Bing of 12mm. needle valve type operated by twist-grip, and has a wet filter. Gearing is of two speeds, again twist-grip operated, and the multi-plate clutch runs in oil. Speeds are 1st gear 11 m.p.h., 2nd gear 24 m.p.h. Primary gearing is by

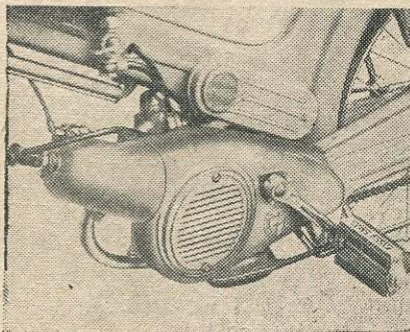
skew gears running in oil and the driving chain is $\frac{1}{2}$ in. x $\frac{3}{16}$ in.

The electrical department is in care of a flywheel dynamo and ignition which gives 6v. 17w at 3,000 odd r.p.m., so the 15w. lighting of $3\frac{1}{2}$ in. front lamp and a very neat streamlined rear are well catered for. The frame is of pressed steel rolled or closed, and the front forks are of the telescopic hydraulic type with all rubbing faces self lubricating. Rear forks are swing type telescopics. There is an overall spring movement of 4in. front and 3in. rear, and the steering covers 63 degrees.

Wheels carry 23in. x 2in. tyres, with $3\frac{1}{2}$ in. hub brakes, the rear one being operated through the pedals and cable. Both wheels have knock-out spindles. The fuel tank holds best part of a gallon and abuts on the tool box. The saddle is current German with its pivoted swinging design. A neat carrier is fitted. There is a central stand, and the pedals carry the inevitable



Beauty and the beast in modern dress



ABOVE: The pleasing and practical streamline effect of the engine cowling RIGHT: Rear suspension is neat and effective



reflectors, which from my own experience, are a grand aid to safety on dark nights.

The MS 50 weighs 78 lbs., and will carry a permissible total of 270 lbs., including own weight. In 1st gear at full bore, the model will climb hills of about 1 in 4.5 and in 2nd gear 1 in 14. In other words, you could climb the Gross Glockner on this outfit!

In the post war world of competitive economics and industries, Puch of Vienna firmly believe that "the future of the motor cycle industry belongs to the light weight vehicle".

Puch Plant

Statistics are dry things, but they do show how things go. Puch export to 41 countries. Production has increased 500 per cent. since 1937 and exports have increased 1000 per cent. since that year. The labour force then was 1725 and to-day it is getting on for 5,000. Their new Thondorf factory covers an area of 500,000 sq. metres and this highly efficient organisation produces a vehicle every 2½ mins. Puch is completely independent of outside parts except those made from rubber.

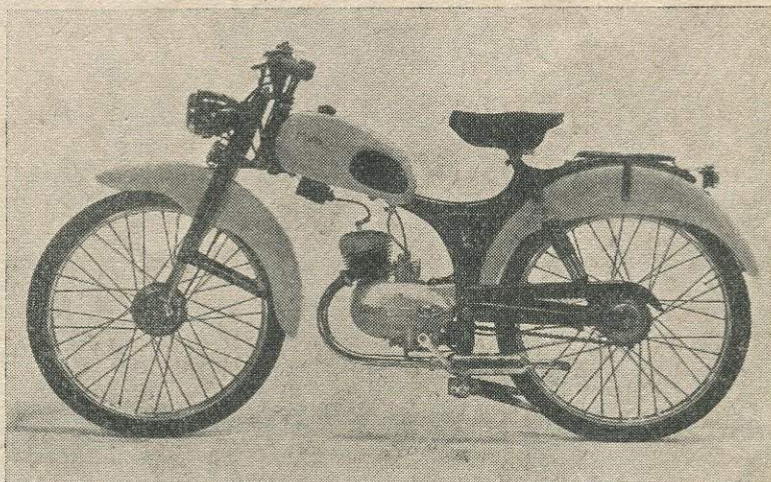
N.S.U. EXPORT FIGURES

August saw NSU trying to cope with the heavy *Quickly* and *Lambretta* delivery demands. The July production was sensational—27,850 machines—but this was beaten in August when 28,320 N.S.U. models left the track (August 1954 it was 20,214). The new record figure for the *Quickly* alone covers 53.2 per cent. of the collective German moped exports. Of these exported models, 62 per cent. of the *Quicklys* go to European lands and the rest to other overseas countries.

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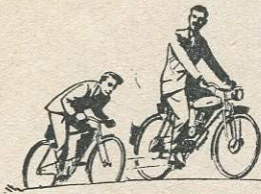
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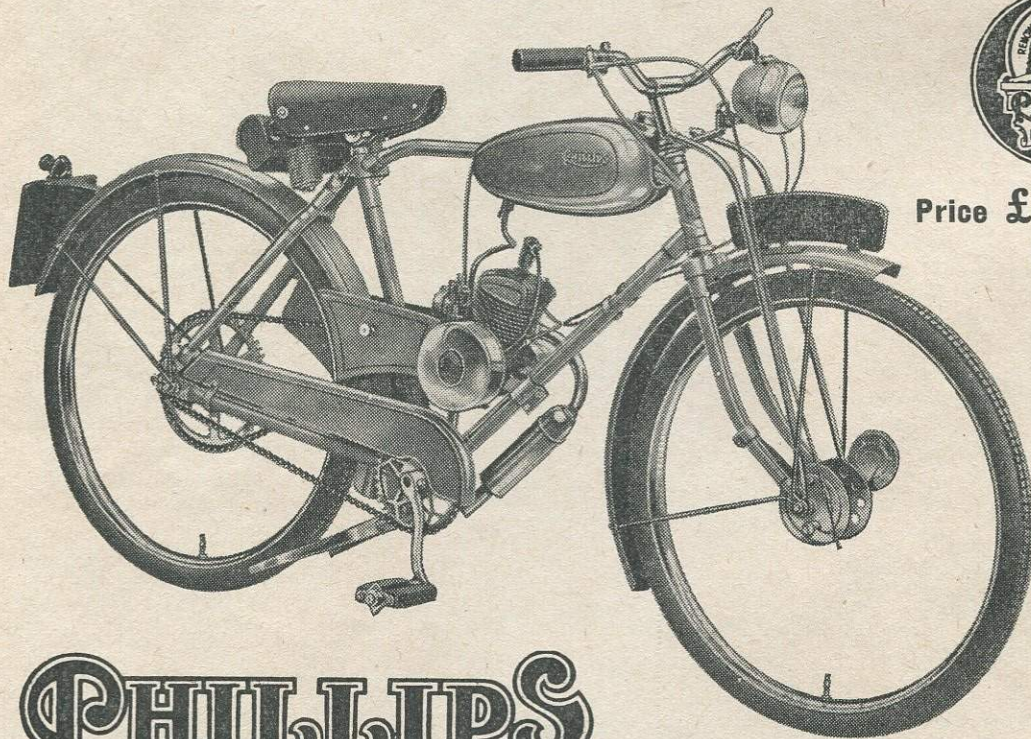
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CYCLE-MOTOR SPECIFICATION. **Engine:** 49 cc. two stroke with a stroke and bore of 38.25 x 40.5 mm.; aluminium alloy cylinder barrel with cast liner detachable aluminium alloy cylinder head, easy decarbonisation. **Ignition and Lighting:** Bosch Rotary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



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TEST REPORT**LINKLYFE**

WELL-KNOWN to us for graphite in lubricants, Edward Joy, Ltd., of *Filtrate* fame recently introduced a new line in chain lubricants under the name of *Linklyfe*.

The new product is available in two forms, a semi-solid grease and a liquid. The former is packed in a flat circular tin that is large enough to take a normal length motor cycle driving chain coiled up and the method of use is for the coiled chain to be laid on top of the lubricant and the whole tin placed on a stove or gas ring to warm up. As the *Linklyfe* melts it penetrates into the rollers of the chain which can then be lifted out, drained over the tin, wiped and re-fitted.

The liquid form is intended to be applied with a brush while the chain is in position.

We have carried out tests over some months with the products and find both forms excellent for their purposes. The effect of the "full" treatment with the semi-solid form was startling in one respect, almost complete silence from the chains. Until now we had not realised how much noise the ordinary chain in ordinary con-

dition can make ; it is most of the mechanical noise on a good auto-cycle and it has to be remembered that this noise means that wear is taking place all the time. The test amply demonstrated that ordinary oil-can lubrication of chains does little good beyond keeping rust away.

It was not to be expected that the brush-applied liquid form of *Linklyfe* would be as effective as the other, but we found that the chains so treated ran smoothly and quietly. A noticeable and desirable factor with both treatments being the

external cleanliness remaining and the disinclination to pick up outside dirt in later running.

Our only criticism is that the makers should have provided a means of application attached to the inside of the tin lid of the liquid material. The "old brush" they specify for the purpose is rarely at hand when wanted and no-one will buy a new one for the purpose.

Prices are 6/3 for the 1-lb. solid and 3/6 for the ½-pint liquid. Most cycle shops and chain stores stock it.



At last! 'Linklyfe' for long life lubrication and protection of your DRIVING CHAIN!



- ★ RICH, LONG-LASTING LUBRICANT WHICH PENETRATES TO THE VERY HEART OF THE CHAIN
- ★ LEAVES PROTECTIVE, WATER-RESISTANT FILM
- ★ RESISTS ROAD GRIT AND DIRT
- ★ WILL NEVER FLY OFF

The long neglected problem of efficient chain lubrication has now been solved!

EDWARD JOY & SONS LTD., the makers of famous FILTRATE products, now introduce LINKLYFE which on application to the driving chain penetrates rapidly, giving rich lubrication everywhere. It quickly sets into a firm, water-resisting lubricant which does not fly off and repels dirt and grit. Underneath is deposited a fine film of Molybdenum disulphide.

LINKLYFE is available, in solid or liquid form, through your regular dealers.

Start TODAY and give your chain new life with LINKLYFE. Send for interesting literature.

Edward Joy & Sons Ltd., Leeds. Est. 1807.
"Between Trafalgar and Waterloo"

ANOTHER FAMOUS

FILTRATE
REGD

PRODUCT

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.

98's—and Lightweights

In your September issue "Clip-on" refers to the dying type 98 c.c. Autocycle, does he I wonder include the 98 c.c. Motor cycle?

If it were not for the taxation laws in certain Continental markets how many of the very good imported 50 c.c. Autocycles of to-day would retain pedals.

Having started some years ago with 50 c.c. and worked up the scale to a 650 c.c. twin which was eventually joined by a family sidecar I found some months ago that due to local traffic conditions and running expenses a second machine could be an economical proposition.

It seemed to me at first sight that a modern 50 would meet my needs. A look at the machines on offer shook me, I was after sheer economy so the £50 to £70 class was a non-starter, the remainder showed very little development for the five odd years since I moved up the power scale.

When I last fell off a fifty it was from twenty-six inch wheels, I was still offered the same extreme altitude to fall from. On offer were various special frames, really made for the job, twenty-six inch wheels of course, and other modern attractions like rim brakes. For me the fifty market seemed to have very few attractions.

Having once used the pedals on a 98 c.c. autocycle for a distance of about thirty miles I regarded them in the light of a means of starting the engine and some place for the feet when in motion.

A look at 98 c.c. motor cycles produced something which I did not think existed, a truly lightweight motorcycle *The Bac Lilliput*, dry weight 92 lbs., the engine a Villiers two-speed Type 1f. Expendable components are mainly cycle parts and therefore cheap to replace by motor cycle standards.

Astounded by the performance and handling of the machine I entered it in the ACU National Rally and on that boiling hot day in July the *Villiers* engine earned an undying place in my admiration. From the start at 10.0 o'clock on the 16th July until 0200 on the 17th the rally speed was exceeded

(rally speed 25 m.p.h.). At 0200 the machine was going well but the rider panicked over a lost tool kit and noise in the front hub, I cut about 100 miles from my route and went home for an early breakfast and some tools eventually arriving at the Hastings control about an hour before closing time with 500 miles on the route card. Since then another 1200 miles have been added and expenditure has been confined to fuel.

The 130/140 lb. 98 c.c. Autocycle is dying, says "Clip-on", good lets bury it as soon as possible. Recently a trade PRO complained about small machines being called tiddlers and asked that they should be called Lightweights, if the gentleman was thinking in terms of power to weight ratio he should get his industry to produce the machines which deserve the name, at the moment it does not.

E. KENNY

W.11.

"Quickly" Figures

The following figures noted regarding a journey to Newcastle-on-Tyne may be of interest to you and your readers:

Total mileage	441 miles
Average Speed	23-75 m.p.h.
Fuel consumption	118 m.p.g.
Best average speed	26.8 m.p.h.
	maintained over 49 miles.

The machine itself ran faultlessly the only trouble experienced being a quantity of unmixed oil in the carburettor causing about a half hour delay.

J. R. GIBSON

Leamington Spa

"N.S.U." Enthusiast

After riding English power-assisted machines for almost a year I got fed up of their unreliability, so I changed to the *N.S.U. Quickly*. This machine is a marvel. It goes like a bird, and has a cruising speed of around 30-35 m.p.h. I have not yet found a hill to conquer in bottom gear.

The acceleration is very good but after 2,000 miles the back tyre is bald.

The lighting system is excellent, and on main beam, the machine can be

driven at maximum speed on the darkest road. Vibration makes itself felt at 30 m.p.h. and over.

I am fully satisfied with my machine and am ready to give a free trial to anyone.

M. WATSON

31 Bridge Lane,
Bramhall,
Cheshire.

More On Wright Service

I have just received from the makers of my cyclemotor saddle, *The Wright Saddle Co., Ltd.*, a saddle into which I had incorrectly assembled a new part. They were most prompt and anxious to assist me and after I had returned it to them for inspection, they returned it within a few days restored as new and without charge. Perhaps you would care to put this on record. Incidentally the saddle is a lot more comfortable than a previous compression spring type I used.

Power and Pedal improves monthly. Keep up the good work!

C. A. M. SELLEN

Cambridge

"Firefly"

Having covered just under 2000 miles on my *Vincent Firefly* cyclemotor I feel entitled to express my opinion of this most satisfactory engine.

After I had run it in I found that I got an increase of 60 mpg when I raised the Needle-Clip up 1 groove (from the middle) on the Needle Jet.

Top speed is 30 m.p.h. but anything above 25 m.p.h. a resonance is set-up by the fuel tank. I have not as yet, touch wood, experienced any whiskering trouble and there is also no sign of a de-coke needed (oil ratio 24 : 1).

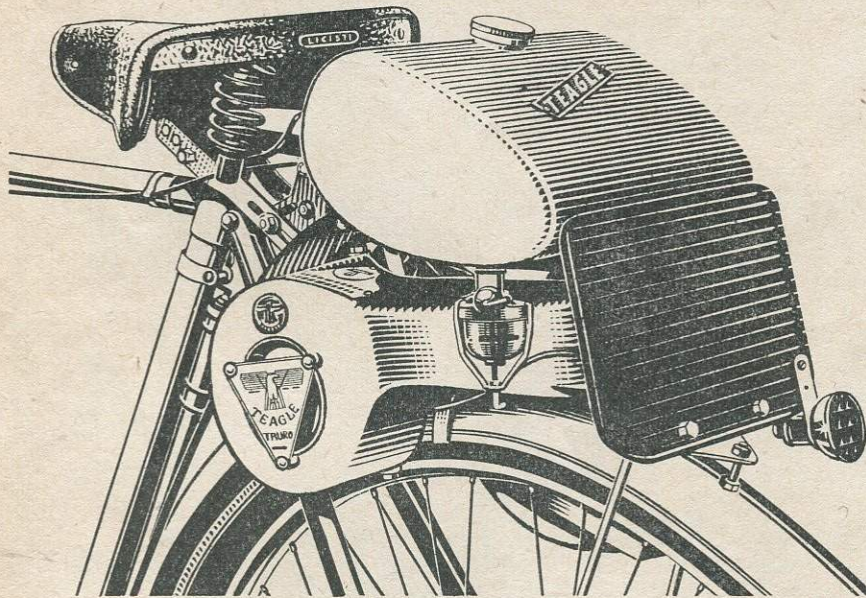
In dry weather my *Firefly* is an excellent hill climber but when the road surface is wet it's pedalling all the way. That's the one disadvantage—slip is bad. However the exhaust note nearly cancels this fault out. At all speeds below 25 m.p.h. it is pleasantly subdued. A friend of mine has a *Power Pak* and when travelling beside him this exhaust note can hardly be heard—and I can vouch for his engine being untampered with.

In general I have found most bicycle shops useless in any matter concerning cycle-engines and have determined from now on to do all but major repairs myself—one reason for seconding MKD 720's proposal for more technical service and exploded diagrams.

I wonder if any other *Power and Pedal* readers have had the same experience concerning the Power Assisted

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.
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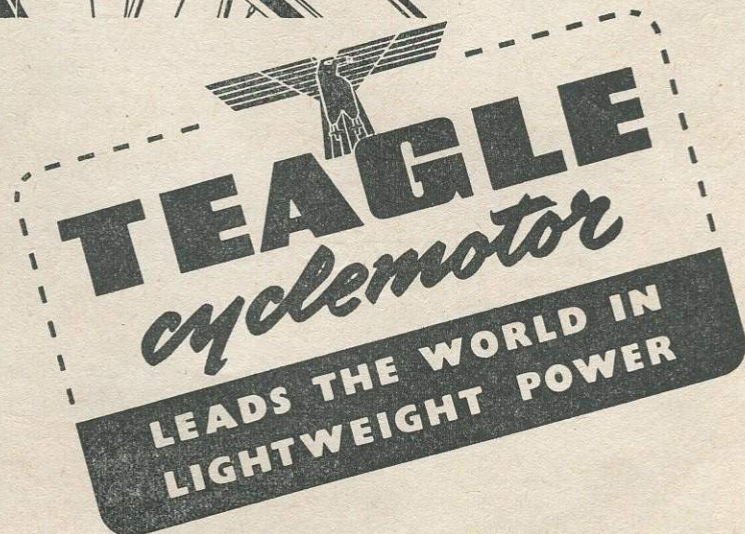
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THE MOST ADVANCED & SIMPLEST TWO-STROKE MADE

Cycle Club. A "member" for 6 months I have as yet received no literature or replies to my letters demanding to know why.

TZ 1756.

Belfast.

New Firefly

I was first introduced to *Power and Pedal* by a friend of mine and I soon became a proud owner of a *Vincent Firefly*. I fitted the motor myself and it has been running well for the two months that I have had it. I have just covered 1,000 miles and have used 9½ galls. of fuel. Of that mileage 400 miles were covered in a journey to London and back which took a total of 18 hrs.

During the journey I encountered only one spot of trouble, and I had to put that right myself as there were no garages in the town—in which I broke down—which dealt with motor cycles. The last garage I applied to, however, gave me all the facilities I could wish for and I soon found the trouble, a loose main jet in the carburettor.

The machine ran smoothly throughout the journey and handled well, especially in the traffic of London. On the whole I am well satisfied with my *Firefly* except for the fact that the petrol cap is rather loose and when the tank is full the petrol swirls out of the top and down the outside.

MFW 628

Barton-on-Humber

"Mobylette" Experience Wanted

I am thinking of buying a *Mobylette*, after owning two *Minnys* and a *Cyclemaster*, and have been very impressed by the finish and general rightness of design of the *Mobylette*. But I am afraid that the constant fixed gear effect

might prove irritating after a time, and would be glad of readers experiences over at least two thousand miles—time for the novelty to wear off. I have always done a lot of freewheeling either with the clutch out or engine free in the case of *Minnys*, and many of the roads in this district are undulating—half mile up, then half mile down, of about 1 in 30 to 1 in 15; not worth stopping to free the engine altogether on the *Moby*, but which would make the engine race pretty hard if left in gear. Then again if the engine is freed you have to stop again to re-engage the ratchet, and so lose the rush effect at the next uphill.

I should be glad of any readers experiences on this point, which seems to me the only possible drawback on an ideal cyclemotor, and also general reliability experience of the *Mobylette*, preferably after the newness has worn off. In my experience after the first three thousand miles faults begin to shew themselves!

P. R. PILGRIM

Pontefract

"Cyclemaster"

I have been a reader of your excellent magazine for the last four months and the owner of a second-hand *Cyclemaster* for about the same time. I have been most interested in your correspondence columns and beg to offer the following information. When I obtained my machine, some four years old, the previous owner told me of its bad starting habits, whiskering and noise. I completely stripped the engine and reassembled it with only new rings found necessary (one had cracked), but found his complaints still true, I immediately diagnosed a rich mixture and put the carburettor needle to the lowest notch. Now what have I had as a result—240 m.p.g., an increased maximum speed, better starting and a

completely clean plug after 2,000 miles. I would say also that I in no way nurse the engine and regularly ride flat-out from here to North London, some 55 miles in well under 3 hours and the engine has never missed a beat in that time, in even the worst of weather. Last week I removed the head from cylinder, found the bore polished like silver and only a thin coat of carbon on the (25 c.c.) piston, in fact I was wasting my time. I should add that I use premium fuel with always top grade SAE 20 oils, and my exhaust is completely clean and smokeless.

Noise, I could almost say that at 30 m.p.h. it almost "purrs".

What is a plug-spanner for?!!

GNV 379

Thame.

"Vespa" Lights

In reply to your correspondent 15 CME who complains of his *Vespa* lights in the September issue, I can offer the following solutions, all of which have been carried out successfully by this club.

1. Increase the efficiency of the headlamp bulb holder earth, by actually connecting it to the frame instead of relying on it making a good contact *via* the lamp shell.

2. Replace the headlamp bulb by a 6 volt 18 watt one. This will then be slightly "over-run" but the writer employed this method for over a year with no sign of the bulb burning out.

3. The connoisseur's answer. Fit a large rectifier, and transfer to battery lighting.

4. Ensure that the headlamp reflector is clean and untarnished.

Hoping that we have helped 15 CME to see the light.

P. WILLER
Secretary

Vespa Club of Wales.

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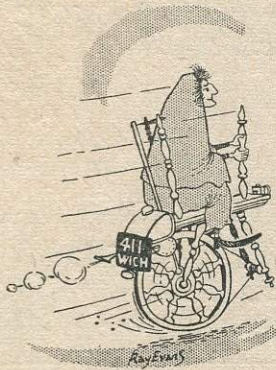
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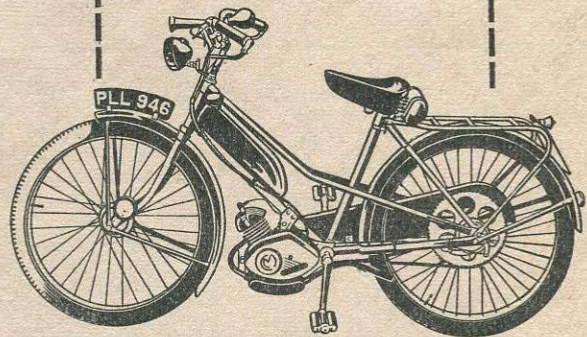
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- unique non-slip belt drive
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- no extra tyre wear
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N.B.—Don't delay! Do yourself a good turn by posting this coupon TODAY.

★ Example:— 20/- down and 32 weekly payments of 10/-.

Save time, money and trouble by fitting your bicycle with this powerful, reliable, economical little motor. It is because thousands of enthusiastic users have already done so that we are able to offer it at the lowest-ever price of £15 complete, including purchase tax.

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Please send me full specifications of your Cyclaid cycle motor with details of your easy-terms payment plan; also a copy of the "Road Test Report."

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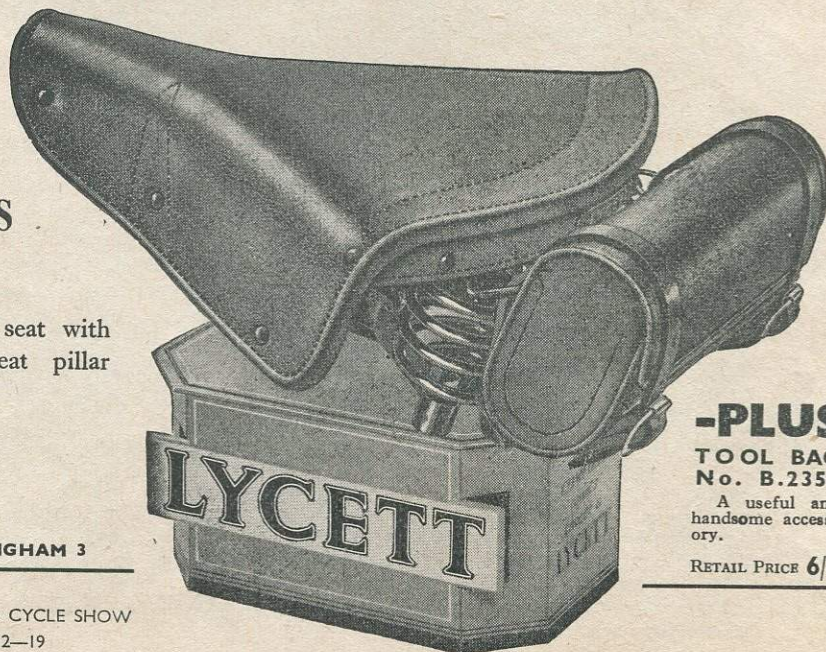
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EARLS COURT, NOV. 12—19

CLUB NEWS

Starting with this issue the form of Club News is being recast. We are combining autocycle and cyclemotor club news with scooter club news and we will no longer publish the names and addresses of club secretaries every month. The number of clubs is growing so rapidly that were we to publish all secretaries' addresses there would be no room left for news. We do, however have in the office an extensive club file, and will give the names and addresses of club secretaries in any area on request.

We shall continue to publish club programmes and these will be found at the end of the Club News pages.

Appropriately enough for this first combined Club News section, one of the chief news items is the Second Enduro Rally run by the **Rossendale Motor Cycle and Light Car Club**, for in this autocycles and scooters competed against each other and against larger machines. In the under 50 c.c. section entries included two *Britax Scooterettes* and one *Britax-Ducati* autocycle (these three forming the Britax team led by Arnold Jones); a *V.A.P.*; a *Mini*; and a *Power Pak*. There was also a modified *Britax-Ducati Hurricane* with a slab tank. Two *Lambrettas* represented the scooters. These machines were among 42 which started from Rawtenstall on 14 August.

The main thing the trial proved is that the smaller machines can compete effectively against full size motor cycles, provided the time schedule is suitable. This year, indeed, the Britax team cleared all the observed sections while some of the larger machines failed. It

is to be hoped that other motor cycle clubs will follow Rossendale's lead and embrace a 50 c.c. section.

Winner of the under 50 c.c. section was Arnold Jones *Scooterette*, while R. Butterworth, *Lambretta 125*, had the best performance in the 51-150 c.c. class.

The Enduro has an interesting sequel. Arnold Jones replied casually to an inquirer that his *Scooterette* was fit for another 1,000 miles. The inquirer took him at his word and now Brian Smith has the *Scooterette* and is going from Land's End to John O'Groats and back (well over 1,000 miles) to prove it.

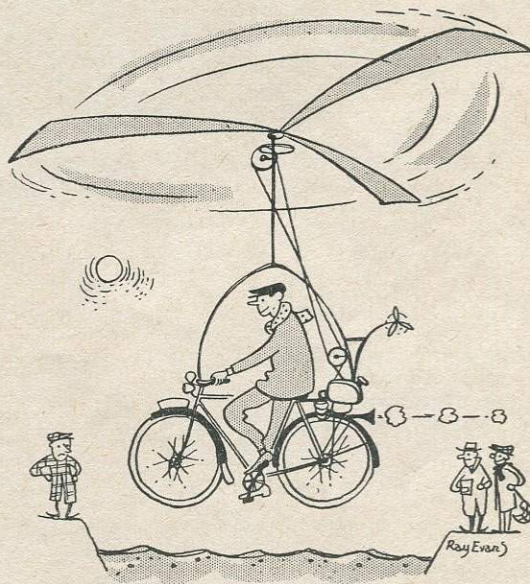
A scheme for a national body to organise and promote cyclemotor events has been launched jointly by the **Barnsley and Notts Cyclemotor Clubs**. A National Cyclemotor Council is envisaged consisting of two representatives from each member club. Clubs wishing to support the scheme should contact either the Barnsley Club at 22 Pontefract Road, Barnsley or the Notts Club at 62 Flamstead Road, Strelley, Nottingham.

The rally at Felixtowe, organised by the **British Lambretta Owners' Association**, attracted 125 machines, many with pillion passengers. In the

STRANGER THAN FICTION

or

"Pity the poor Artist."



WHEN our staff artist thought up this idea he did not know that he had been anticipated by 55 years.

The picture on the left is a reproduction of an actual advertisement issued by E. J. Pennington in 1900 suggesting that his machines could really jump over rivers—and he had not thought of wings or rotors then.

Concours d'Elegance the winners were : Class A, J. Ankiewicz, of Chingford Class B, P. Stemp of Dorking ; Class C J. N. Carrington of Thundersley. Class A was for machines with up to 2,500 miles, B, 2,501—5000. C, over 5,000. M. T. Lawes of Reigate won the Obstacle Race and the special Ladies Event was won by Miss J. Jelfs of Barnes who had just returned from a Lambretta trip across the Alps.

The Annual Summer Rally of the **Club Lambretta of Great Britain** was held on August 28 with the following as winners : Raymond Way Cup, K. Rhodes ; Goodall Cup, Miss J. Munson ; Concours Plaque, J. Wickens ; Oldest Scooter Medal, J. Wickens ; Best Equipped Scooter J. Consterdine ; *Power and Pedal* Scooter Girl Cup, Miss J. Munson. An all night run to Blackpool is planned leaving Admiralty Arch, S.W.1., at 10-30 p.m. on September 30.

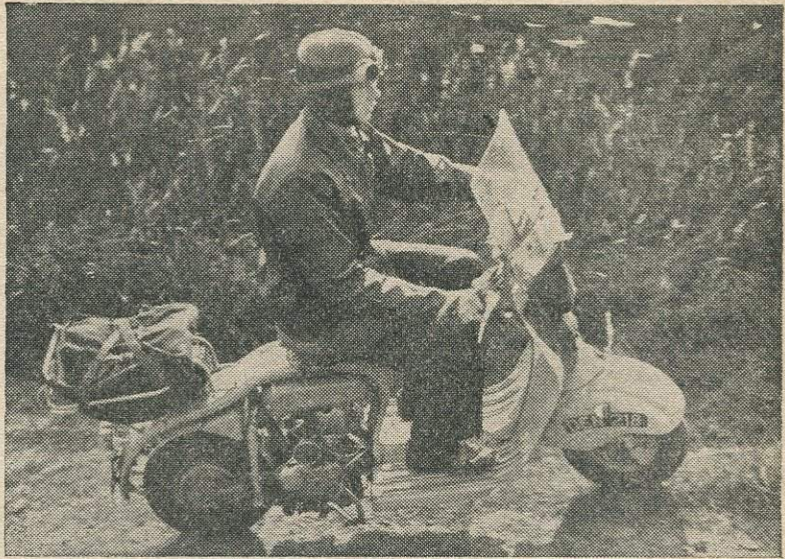
The **Dolocinda (Dorking and Reigate) Lambretta Club** brought back two prizes from the Felixstowe Rally. Peter Stemp won a first prize in the Concours d'Elegance and Michael Laws a third. The Club provided an escort for the Beauty Queen at two recent carnivals. Three members rode to the Whitely Bay (Northumberland) Rally, showing up Dick Turpin's ride to York as child's play.

New Lambretta clubs are appearing fast. The **Herts Lambretta Club** writes to tell us of its formation and comments that though it has won no rally prizes yet it soon will. In any case it claims it should have won the Felixstowe Treasure Hunt but for an organisational boob.

Other new arrivals are the **Brighton and District Lambretta Club** and the **Kent Premiere Lambretta Club** centred on Gillingham. The latter has just formed a "bond of friendship" with the "Lucky Thirteen" Lambretta Club.

Another Club to bring home prizes from the Felixstowe Rally was the **North West London and Middlesex Lambretta Club**. A first was obtained in the Concour's d'Elegance, while Miss V. Cooper and Miss R. Grossman both obtained prizes in the Scooter Girl competition.

The **Vespa Club of Britain** held its International Rally and Reliability Trial at Hastings during the week-end of August 27/28. Over 50 *Vespas* and 750 riders and pillion passengers were present. They came from all parts of the United Kingdom and many western European countries. On Sunday morning the Mayor of Hastings flagged off the first competitor in the 50 mile Reliability Trial. This was won by Signor Ermanno Spadoni of Rome, who lost no points. Second was Miss



In crash helmet and sandals, R. Butterworth (Mocassin) riding a "Lambretta 125" passes a check point in the Rossendale Enduro. He won the 51-150 c.c. class

Daphne Woodbridge of Guildford who lost 14 faults. Third was Mr. A. R. Parker of Romford, Essex, who lost 16 faults. An un-named *Vespa* rider was awarded a special prize for the remarkable achievement of losing 2075 faults.

During the afternoon there were obstacle races and tests of skill culminating in a challenge match with the great "Gillhooly". The great Gillhooly is a 6ft. beach ball. The challengers were the N.W. London Branch of the Vespa Club of Britain who challenged the Chichester Branch. Each team consisted of three Vespa riders who were required to dribble the ball over a set distance and then shoot it through the goal. North West London Branch were the winners.

A magazine has been launched by **Bromley Vespa Club**. It includes a recommendation column for hotels.

This is a first class idea which other clubs and indeed *The Scooter* might like to crib. Scooterists are not the richest on the roads, nor the poorest. Guides to a good value are what is needed and clubs could do a great service to their members by building up lists of recommended hotels and restaurants.

The absence on holiday of their astrologer Sheikwalla is announced by the **Mid-Warwicks Vespa Club**. The **Birmingham Vespa Club** celebrated its third Birthday Party on

September 24 with a dinner and social

Permanent premises at Cardiff Airport have now been procured by the **Vespa Club of Wales**. Touring members from other branches and prospective members welcomed.

The "Cheshire Cats" of the **Cheshire Vespa Club** Hastings Rally with six machines. Some travelled over six hundred miles during the week-end to attend it. "TUFFY", the machine belonging to Mr. and Mrs. Hasso R. Felsing, was featured in the *News Chronicle* as one of the most interesting machines attending the Rally, with its radio, gadgets and badges.

OCTOBER PROGRAMMES

- Notts Cyclemotor Club**
- 2nd Bayards Leap (Cranwell) Trent Bridge, 10.0 a.m.
 - 7th Monthly Meeting. Bay Horse 8.0 p.m.
 - 9th Derby W.P.G. Derby Road 10.0 a.m.
 - 16th Charnwood Forest. Old Market Square 10.0 a.m.
 - 23rd Castleton (via Matlock) Bobbers Mill, 9.30 a.m.
 - 30th Southwell. Colwick Crossings 10.0 a.m.

Continued on p.322.

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Scooter Topics

by ROLLO

WHEN we saw no fewer than eight makes of scooter at the Earl's Court Show last year most of us were pleased to see such a range of choice. Unfortunately the choice did not get as far as the roads and many of the eight have yet to be seen by the public as production or importation difficulties have stood in the way. However, we have news that two of the home produced machines are now ready and that at least one of the imported ones is likely to be here soon, so the choice is widening.

In addition to that it is almost a certainty that there will be at least a couple of brand new scooters from British factories by this year's Show and the range of choice will then be quite good, as the 49 c.c. *Credette* is now available and the German manufacturers of the *Kreidler* "48" that was described in our August issue have written to say that they are making arrangements for representation in Britain "at an early date".

The value to the users of this choice of machines lies in the range of type and performance offered. There is little point in having to

And they carry both Cyclemotors and Scooters

THE British Commonwealth's award for air safety, the Cumberbatch Trophy, has been awarded for 1954 to Silver City Airways, Ltd.,

In its eight years of operation, involving well over 60,000 flights the airline has not had a single accident resulting in injury to a passenger.



Peace in Holland—and the "Vespa" took her there

(Photo by E. De Gries)

choose between half a dozen machines that are almost identical except for the maker's name plate, but a range from 50 to 100, 125, 150, 200 c.c., or more means something for everybody's needs and pocket.

Tyre Pressures

How many scooter riders use tyre gauges and how many of those who do have experimented with different pressures to find the formulae for their own particular needs? I am prepared to wager that the answer to the first part of the question is very few and to the second part, hardly any. There is a tendency either to forget it

altogether or stick to the book with blind faith and no thought for individual requirements.

Tyre makers, in Britain at any rate, have a passion for high pressures which they believe a safeguard for the tyres themselves. They don't seem to bother so much about the machines and riders. In consequence most instruction books give recommended pressures that should be treated as maxima rather than the minima they are supposed to be.

In fact, of course, there are good reasons for making pneumatic tyres take some of the hard wear in order to save the machine and rider from a hammering and also as an aid to stability. Some makes of scooter are prone to front wheel slides because the weight is concentrated well back. Such machines require very low pressures in the front tyres, down as low as 12 lbs. per square inch with lightweight riders, for maximum road grip. A differently designed machine will need quite a different figure.

Rider weight and the carrying of passengers and luggage are factors that should be met by adjustments to "standard" pressures. Road

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surfaces most commonly met on daily journeys will also count as will average cruising speeds. Modern tubes, especially the synthetics with the blue valve stems, hardly ever need pumping up so it is worth while experimenting a bit to get the pressures just right for you, then you can leave them alone for months at a stretch.

The Third Wheel

The demand for scooter sidecars seems to have taken the trade by surprise and there are waiting lists for deliveries of these machines.

This is hardly surprising really as the scooter design lends itself particularly to use as a family mount and there is the natural tendency of scooter pairs to developments in the direction of sidecar cargo. Those who have once enjoyed the freedom of scooter ownership will not wish to give it up because the family gets bigger and the saving in transport costs is even more marked as more fares are there to be saved.

Many scooterists may not know that the addition of a sidecar makes the machine so very safe that the tariff insurance companies cut the insurance premium by 50 per cent. when a sidecar is fitted, despite the higher valuation of the outfit. This is a remarkable demonstration of faith, the more so as it is based on sheer and statistical experience in the motor cycle field.

Some motor cyclists fit "chairs" during the winter months only, to get extra safety on wet and icy roads. The modern scooter is stable enough not to demand this but the nervous rider or the man in a hurry who likes to be able to throw his machine around in safety might well think the experiment worth while.

Mr. Meehan

In this column Mr. Meehan of Kensington Motor Scooters was incorrectly referred to as Mr. Heenan. We apologise for this error.



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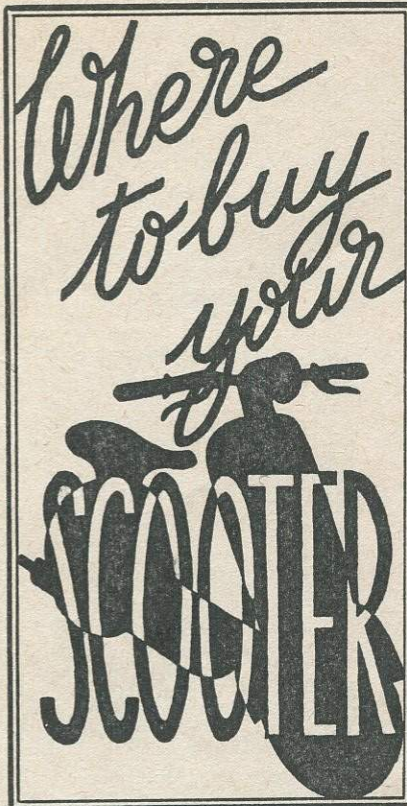


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ROAD TEST REPORT

CREDETTE

49 c.c. SCOOTER

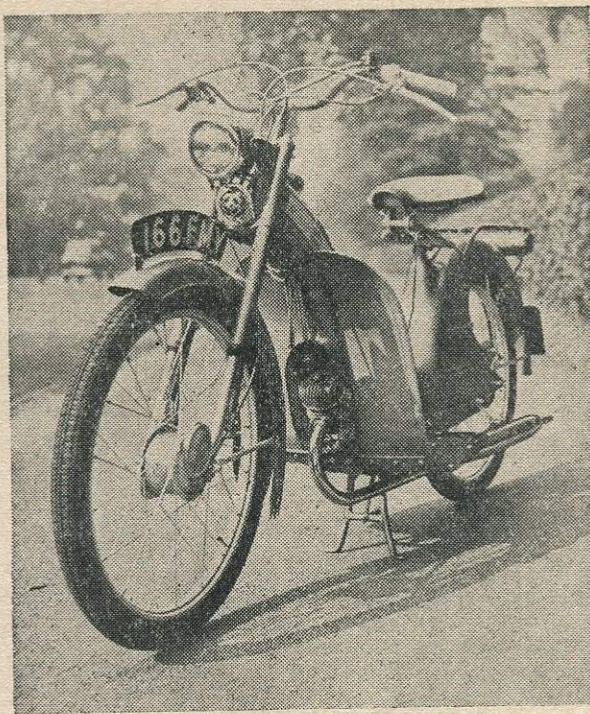
THE arrival of the continental scooters of the 50 c.c. class in this country has been eagerly awaited although the description of the machines as scooters may not be altogether accurate in view of the fact that they bear little resemblance to the vehicle types that have swept Europe in the larger classes. These new lightweights, which have developed logically out of the autocycles as the engine performance of the under 50's and the provision of two-speed gearboxes made the pedals unnecessary and as the demand for increased rider protection made itself felt, are catering for the same market as the conventional scooters, however, and belong in that class.

The 49 c.c. *B.T.S. Credette* is frankly a variant of the *Credette III* luxury autocycle. The pedals have been replaced by footboards, hand starting is provided that operates from the seated position, a considerable degree of machine enclosure is afforded and legshields are neatly incorporated in the design.

A very high power output for an engine of this capacity is the 2.2 b.h.p. of the JLO unit fitted. There is a two-speed gearbox controlled from the left handlebar twistgrip with a visible gear and neutral indicator. The clutch is of the dry multi-plate type and a shock absorber is incorporated. The fly-wheel magneto provides ignition current and also lighting current to the output of 17 watts.

The frame or chassis is a steel pressing and incorporates the fuel tank in the curved front down member and the deeply valanced rear mudguard at the other end. Front suspension is by telescopic fork with built-in rebound springs

A new vehicle type with a big future is this lightweight scooter.



and full width hub brakes are provided to both wheels. Wheels are 23in. x 2in., new here but already an established standard size on the continent.

On the Road

First, and last, impression on each trip with the *Credette* is sheer handiness. There is a naturalness about the riding position that makes the rider feel at one with the machine all the time and at all speeds. A soft and very well sprung saddle makes for comfort and the controls are easy and light in operation.

Engine performance is quite startling. The getaway in first gear is very lively and no careful handling of the clutch is required; a slight blip of the throttle and the clutch lever could be dropped casually. Top gear, moreover, can take over at any speed from about 5 to 15 m.p.h., so flexible is the power unit, and once moving no

downward changes are called for unless the machine is actually brought to a standstill.

By fairly hard revving 15 m.p.h. could be reached in first gear, while the maximum in top appeared to be in the region of 30 m.p.h., but the newness of the unit at the time of testing prevented a positive figure being obtained.

Hill climbing is first class, top gear being held for anything up to 1 in 12 with ease while first is intended literally for the climbing of mountains. The fairly wide ratio gearbox naturally made one feel that another gear in between would be handy as a gradient of 1 in 10, for instance, meant either slogging hard in top or revving mightily in first, but it must be admitted that neither choice seems to distress the engine in the least.

The wide hub brakes are more than ample for the needs of the machine, the front being smooth and powerful and the rear smooth and very powerful indeed. Unfortunately the toe operated pedal

of the rear brake is so positioned that a fairly long legged rider cannot work it without lifting the whole foot from the floorboard, which makes smooth operation difficult. Starting is as easy as stopping although unusual in method. A cross handle is set alongside the engine on the left side attached to a cable and bobbin. The pull is so easy that it is difficult to believe that the engine is really being turned over at all but it is, most effectively and the start is always easy and certain. There is a thumb trigger for operating the choke alongside the twistgrip throttle on the right handlebar.

Top marks must be awarded for steering and stability, both well above average by either autocycle or scooter standards. With the machine crawling at less than walking pace the feet stayed naturally on the footboards and a straight course was easily maintained. At the other end of the range the same positive feel is afforded when coasting downhill at speeds up to 40 m.p.h. Deliberate attempts to

invoke skids by locking the rear wheel at various speeds failed to do more than create slight tailwag.

Weather protection from the knee high legshields and footboards is very good. Clothes cannot get splashed and the excellent mud-guarding kept the machine itself clean. It is not expected, of course, that aprons and windscreens will be fitted to this class of machine as a rule but the idea would appear to be practicable if some sacrifice of performance were acceptable.

Summing Up

It was to be expected that so powerful an engine as the JLO unit used in this machine would make itself heard and felt. There is both mechanical noise and vibration, the latter most noticeable in a period just around 20 m.p.h. and smoothing out above that speed. There is so much power in the little engine that we feel a little could be sacrificed to smoothness and silence.

Apart from this, and a preference for a heel pedal to make rear brake operation easier, we have nothing but high regard for the *Credette*. It is, as this journal has pointed out before, a new vehicle type and cannot be directly compared with any existing machines on the British market. There is little doubt, however, that there is a large potential market for this class. It affords a really useful performance with a high degree of comfort and safety and at a very low cost both in purchase and running.

Autocyclists may deplore the "bigger and heavier" line of development, although in this case the machine is actually smaller than the average autocycle, but we feel that once the power output of the 50 c.c. engine and the incorporation of the multi-speed gearbox had made pedals unnecessary it became only logical that the enclosure and extra comfort of the light scooter should take their place.

We forecast that there will be many present cyclemotorists and autocyclists on *Credettes* next year.

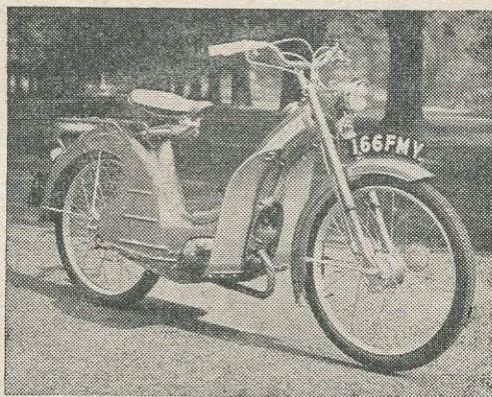
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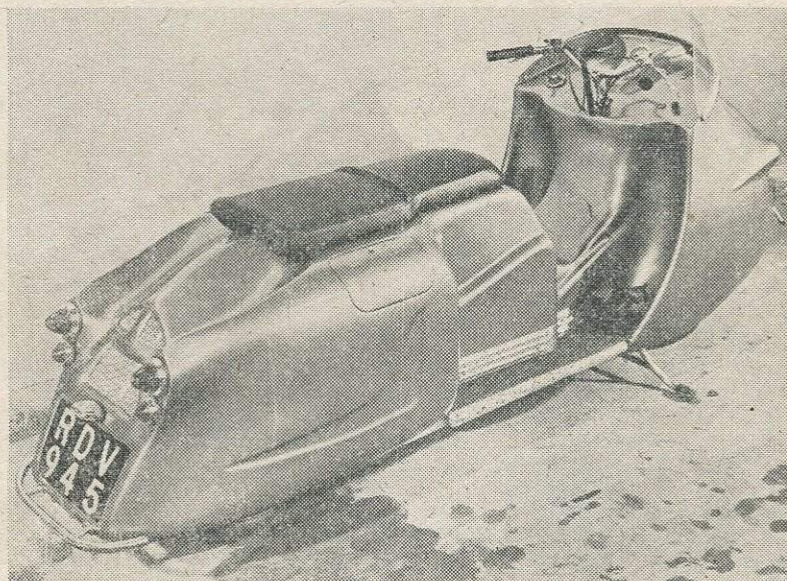
GLASS and GRACE

MANY people have expressed disappointment at the non-appearance on the roads of the *Harper* scooter which created so much interest when it was first shewn last year and the voice of rumour has been abroad in trade circles.

Earnest seekers after truth, as ever, *Power and Pedal* journeyed westwards recently and visited the works of C. E. Harper Aircraft Company, Ltd. near Exeter. We are very pleased to be able to report that the scooter is very much alive and models will be available on the market this year.

opportunity to try the handling of the machines. The suspension is quite the most luxurious we have ever known on a two-wheeler, the *Harper* simply floating over the bumpy concrete, while the steering, equally good, enabled hands-off riding to be undertaken on straights and curves alike. It was safe to stand up on the wide footboards and steer by holding lightly with the fingers on the top of the built-on screen or to ride hands-off side saddle or sitting anywhere on the roomy dualseat.

An electric starter is fitted as standard and the 197 c.c. *Villiers*



Most conspicuous thing about the machine is the body of resin bonded glass fibre, the "plastic body" of the newspaper reports, which enables bold flowing lines to be executed with the building in of control instruments, lamps and direction indicators. This body has been restyled since the prototypes were shewn last year and is now a thing of real beauty with more than a hint of luxury, all obtained with reasonable weight and cost.

A test ride on the perimeter track of the airport gave full

engine started at a touch of the button hot or cold. An interesting design feature is that the wide central stand is so fitted that the machine can be driven straight off, it feet up, while parking is just a matter of rolling back without any lifting stress.

Harpers admit to past delays, mainly through hold ups in delivery of parts. They state, however, that the design is now completely finalised and that "several hundred" machines will soon be actually available when marketing is announced.

Scooter Girl

OUR pictures show a jacket and skirt both specially—though separately designed for the scooter rider. The jacket is a very straight-forward affair much to be recommended—inexpensive (it retails at under £5) waterproof, in a variety of colours, with wind protected cuffs and collar. It is offered by *Tuvey & Son, of Hammersmith*. The two pictures of

the skirt show its two positions—it is in fact a variation of the divided skirt brought into current fashion. Sitting astride it can be zipped away into a well-cut division, and at will can be transformed back into a slim line tailored skirt.

Designed by a ladies tailor *Mr. John White of Ipswich*, it incorporates a number of the finer points of skirt design and he has thought too about the seating angle. Tailor made for the customer it costs in tweed about seven and a half guineas, but plans for mass production will bring it into the region of three to four. *Mr. White* tells us it cannot creep or flap, and it certainly looks a good job. We hear it may possibly be put on the market as the *Vespa Skirt*.

Good news, too, from the manufacturers is the *Stella* raincoat for the scooter rider, cut along slim

tailored lines and selling at a reasonable price. Makers are *D. Lewis & Son*. These developments are all the sort of things we want to see—but more are needed; in particular more attention needs to be given to winter coats which could be waterproof, warm and attractive besides being comfortable. We have made some suggestions along these lines and look forward to reporting progress.

A SKIRT—



John White of Ipswich created the two-way skirt shown here.

A concealed zip fastener makes the transformation.

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Chic Delivery

MARGOT HEALE and her friend Margaret operate a delivery service by scooter and sidecar for the Hamilton Photo-Print Service Ltd. in Central London. Margot, petite and brunette came up to the office and told us about her job. She is out on her scooter all day, delivering prints mainly in the part of London near the Houses of Parliament and Belgrave Square. Although her mileage may not be very high she says (although we think its high enough) the number of hours she puts in on the scooter is extensive and she says she loves every minute of it. She is a new driver but copes with London traffic quite happily.

In the summer she has been wearing full skirted dresses with a

We asked her what gave her the idea of doing this job and she said she wanted to ride a scooter and this seemed to be the best way of going about it. She would rather like to get together with other scooter riders and we hope any clubs operating in S.W. London (her home area) will welcome her although she is not an owner.



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jersey or short duffle coat and a little woollen cap. She is not looking forward to dressing up like an abominable snowman in the winter, and any tips on the subject from more experienced riders will be appreciated. She finds her skin gets dry and getting rid of the dirt is a major occupation. We are getting the beauty cream people on to this and finding out really the best routine for her skin care.

Her left thumb was becoming rather sore because of stiff operation of the combined clutch and gear change, but after the machine being serviced, this eased up. There seems rather a moral here—always keep the scooter in tip top condition, rather than try and banish the effects on us of faulty mechanism!

Margot is twenty and has certainly chosen a rewarding and adventurous job; and her firm tell us that the business is going up and up because their clients like the scooter girls coming and going—they add interest to the day.

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OCTOBER FIXTURES—Cont.

Birmingham Lambretta Club

2nd Nuneaton Town Courtesy Rally; leave Hall of Memory 10 a.m.

North London Lambretta Club

Meetings are held and all October runs start from "The Orange Tree" Friern Barnet).

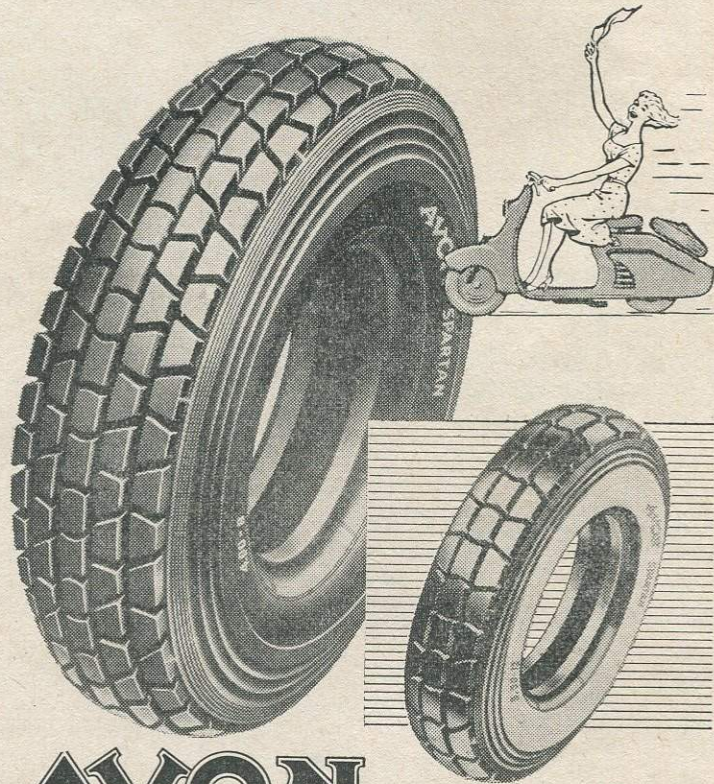
1st Southend—to see the "Lights" 7 p.m.
6th Club Meeting, 8 p.m.

9th Treasure Hunt, 2 p.m. (Please bring Ordnance Survey Map No. 160 if possible).
16th Whipsnade Zoo, 2 p.m.
20th Club meeting.
23rd Hertford, 2.30 p.m.
30th Kew, 2.15 p.m.

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Flashes

NEW vehicles registrations for the first half of 1955 still have a mix-up between the under-60 and 60-150 c.c. classes but the total under-150 c.c. registrations for the period is more than half the grand total for all powered two-wheelers.

ROAD casualties continue to show an increase as the number of vehicles on Britain's same old roads goes up. The proportions are almost exactly the same according to the latest figures received from the M.O.T.

Cyclomotorists, however, maintain a comparatively good record with only about 1 per cent. of the total and most of these classed officially as "slight".

LATEST MELCO product is a long reach, swivel jointed plug spanner. Its purpose, according to Thomas Meldrum, Ltd., the makers, being "to simplify the removal of sparking plugs, especially those situated in awkward places."

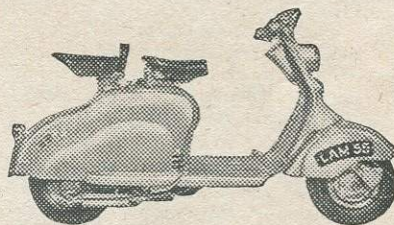
We think it will also be useful for putting them back, especially getting them in tight! Price in the 14 mm. size is 5/11.

SUCCESSOR to the popular 38 c.c. model is the new 49 c.c. Mosquito engine; also under-the-bracket but with the roller directly driven from the end of the crankshaft. There is built-in electrical equipment and an ingenious wing-nut arrangement for adjusting roller pressure to the tyre. Price is £39.

There is also a variant fitted with a centrifugal automatic clutch mounted outside the driving roller. The units are, of course, handled by Mosquito Motors, Ltd., of Liverpool. We expect to road test one shortly.



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THE right bulb for the job is the answer to most lighting problems and all cyclomotorists will be interested in the news that *Vitality* have issued a new chart giving the exact bulb requirements for every known type of equipment.

The charts are already in the hands of the retailers and the firm ask us to state that members of the public should write direct to them if any difficulty is experienced in getting exactly what is recommended on the chart.

SLIGHT delay in deliveries of the ITOM *Astor* autocycle are reported, due to minor modifications for Britain.

MANY readers ask us if the spares position with foreign made machines is and will stay good. Reassurance comes from the Sales Manager of N.S.U. Distributors, Ltd., just back from Germany after seeing off the largest spares consignment ever, enough to "ensure supplies . . . for months ahead".

BRITAX Ltd. are to handle the whole range of *Ducati* machines here 48, 65, and 98 c.c. as well as the separate 48 c.c. engine/gear unit they already have.

Prices of the 48 c.c. autocycles are £99 with rigid and £109 with spring frames, including P.T. The engine remains at £47. 10s. 0d. The machines are good looking in modern styling and well equipped.

NEXT step for many autocyclists and more scooterists is the lightweight enclosed three-wheeler. Beauship Trading & Shipping Co. Ltd., already known to us as importers of the *Credette* range of machines have now brought in the *Fuldomobil*, a 200 c.c. two-stroke engined car with three-speed and reverse gearbox, electric starter and full saloon body. Price, however, is over £400 including duty and tax.

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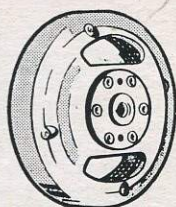
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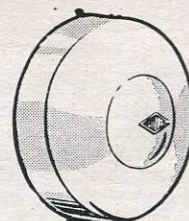
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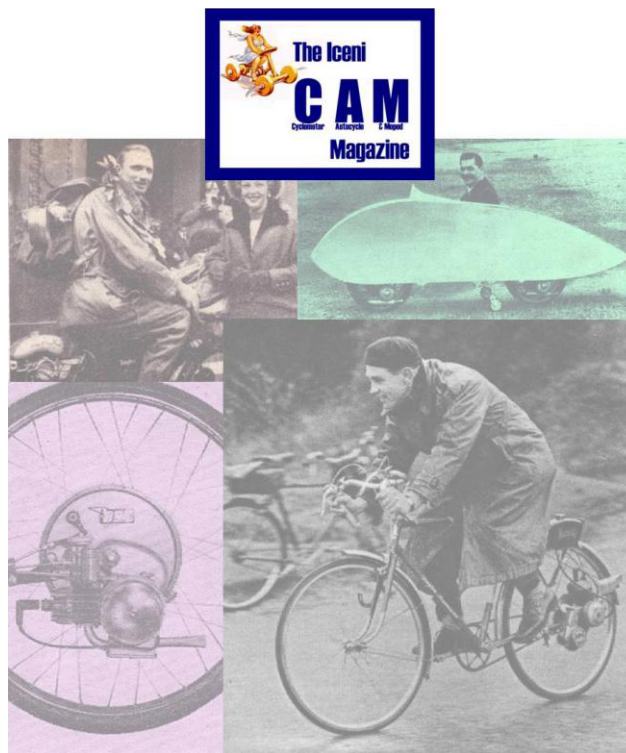
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