

POWER & PEDAL

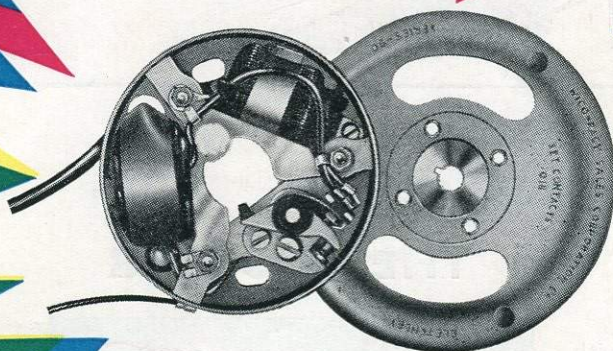
SIXPENCE
MONTHLY

SHOW GUIDE '55

The Autocycle Journal

with
the

SCOOTER



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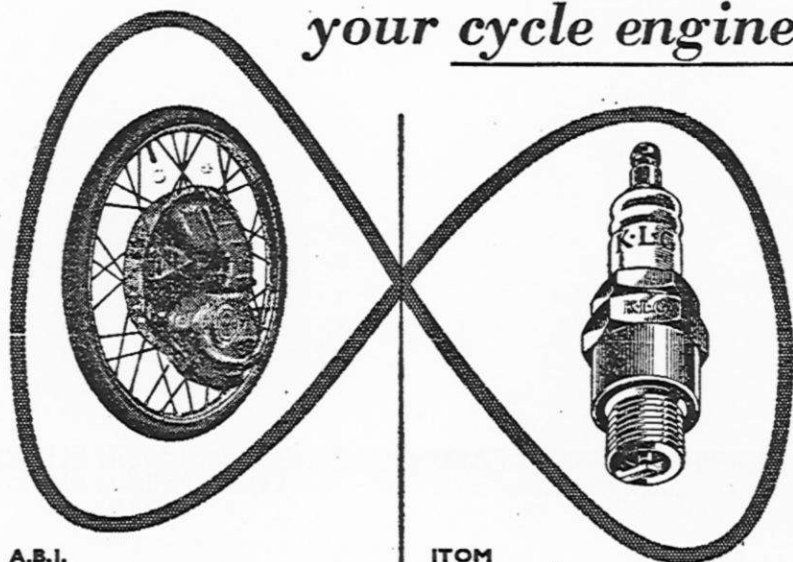
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POWER & PEDAL

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CONTENTS

LEADER	329
COMMENT	330-331
ROAD TEST REPORT CYC-AUTO	333
1956 MODELS NOT AT THE SHOW	334-335
MAINTENANCE	336-339
CORRESPONDENCE	340-344
SHOW GUIDE	342-343
CLUB NEWS	347
SCOOTER TOPICS	350-351
CONTINENTAL NEWS	353
SCOOTER GIRL	354
FLASHES	355
MY ITALIAN BEE	356
SCOOTERS NOT AT THE SHOW	358



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SPEEDOMETERS

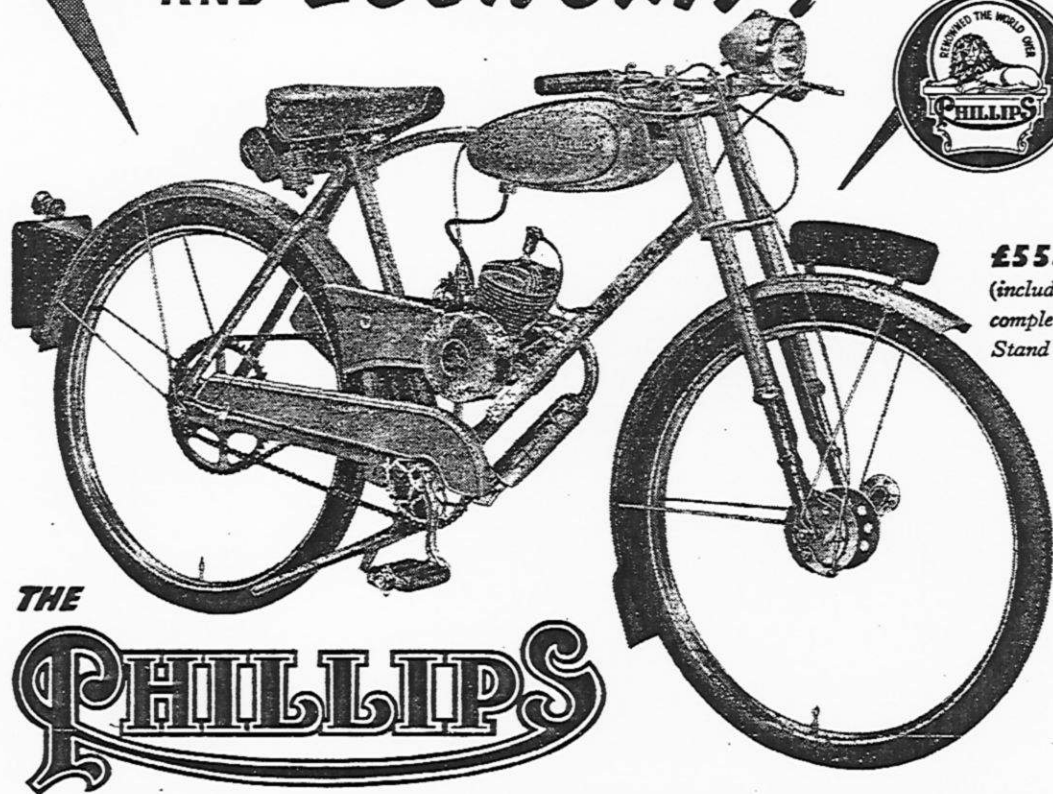
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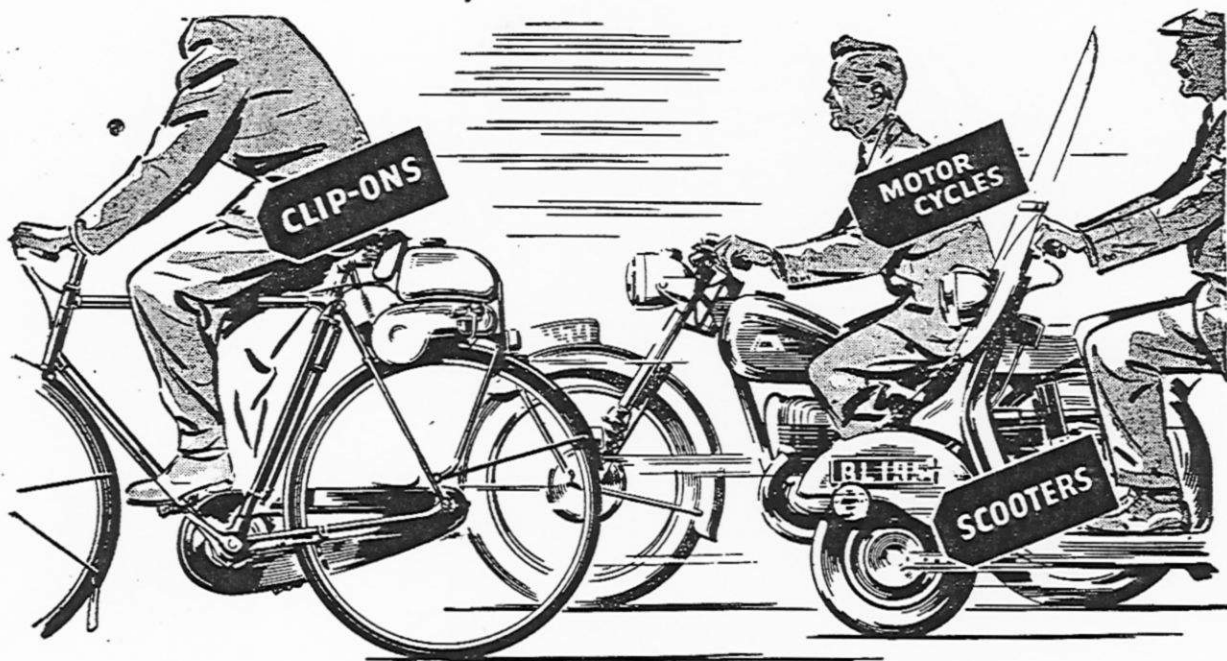
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POWER & PEDAL THE AUTOCYCLE JOURNAL

with
THE

SCOOTER

Editor : FRANK L. FARR

Vol. III No. 12

November, 1955

OF the eighteen manufacturers or importers of cyclemotors and under 50 c.c. autocycles currently listed as in the British market only eight are exhibiting at this year's Cycle and Motor Cycle Exhibition at Earl's Court. Of the missing ten, six have exhibited before but half of these had dropped out last year, two have been on the market some time but have never exhibited and two are newcomers to the market.

This is a remarkable state of affairs as compared with the cycle or motor cycle fields and there seems point in trying to explain such a situation.

Admittedly the cost of such exhibitions is high, far too high in our opinion, but these factors can logically only account for those who have never shewn at Earl's Court before, since the half dozen names that have dropped out are not those of firms in the position of counting their pennies. These must simply have decided that the expenditure in time and money is not worth while. What has happened to bring about such a major withdrawal must go deeper than

cash costs and can only be sought by analysis of the basic problems facing the motor assisted cycle producer in marketing his wares in this country.

Nowhere else has this happened. In every continental Show since the war there has been a steadily *increasing* accent on the cycle-motor and light autocycle type of vehicle. At the same time sales in this country, although nothing like those abroad, have risen steadily and are still rising. Yet the links between the requirements of the potential riding public and the manufacturing side of the trade remain tenuous and the orthodox "shop window" of the cycle and motor cycle industry is failing completely to serve its purpose in this field.

We believe that the root of the problem is the failure of the British business executives and their political counterparts at Westminster to realise the implications of the simple technical fact that the under 50 c.c. class of motorised vehicle is a new vehicle type.

When the motor car was very young it was called the "horseless

carriage" and was at first mocked and then hastily restricted by repressive legislation in an attempt to halt the wheels of progress. The parallel is not exact because times and vehicles have changed a lot since those days, but the motor assisted cycle has had a reception that has varied from amused tolerance by the "experts" who professed to have seen this sort of thing happen before, to panicky attempts at securing legal sanctions against the new machines and a flat refusal by makers to believe in the future of the market and by politicians to encourage it in conditions of fair competition with continental makers.

What is needed is the recognition by those who rule Britain and her industry that new inventions will come and that the motor assisted cycle is one that has come to stay. It is wanted by the public and will develop in the face of any lack of interest by industry. But if it has to develop outside the existing cycle and motor cycle industry it will be at the expense of the profits and prestige of British cycle and motorcycle producers.

COMMENT

by Clip-on

HATE comes annually into my heart as I face afresh each year the stress, noise, fuss, discomfort, frustration and irritation of the Cycle and Motor Cycle Show. Earl's Court is too large, cold and dirty; feeding there is fantastically expensive; the bars are mucky little holes in corners reminiscent of prohibition days in Chicago; and the numbering system of stands is like the clue trail of a cheap thriller. Most of the exhibitors are too busy to talk and the stand attendants too bored. Advance information has to be dug for like gold and the co-operation of the press is sought only through the medium of the handout.

The funny thing is that I have to admit to myself that if I could stay away I wouldn't and that I strongly advise anyone who has never been to a Show to go if he can. It is a get-together of thousands of folks with a common interest, less in the vehicles themselves perhaps than in roads and places, wanderings and adventures. I know that the majority of cyclemotorists come this way for utility reasons rather than with pleasure touring in mind, at first at any rate, but the atmosphere of the Show has something for all who roll on wheels—Try it, once at least.

Counting the Cost

There may be one or two new autocycles to be seen in the 1956 ranges but the turnover from all clip-ons to built-for-the-job machines that has made a jump this year

is likely to continue steadily rather than in the form of a completely new approach by a majority of makers. The thing that surprises and rather worries me is that one, at least, of the basic reasons for the huge popularity of the cyclemotor seems to be in danger of being forgotten. I refer to economy.

Economy in this field is evidenced in three phases. First comes initial price to which is linked the proportionate depreciation figure; then comes running cost in terms of fuel, oil, batteries and possibly tyres; and lastly there is maintenance. The prevalence of hire purchase as a means of acquisition has made the initial cost factor less important than it would be if the lump sum had to be found and I have heard dealers refer to the difference in price between one machine and another not as so many pounds in cash price but as so many shillings per week. Mr. Butler's recent tightening up of H.P. trading and the higher down payment required thereby may, however, alter this position a little.

Running costs with our machines are so low that I doubt if they make a lot of difference to buyer's choice especially as different riders and riding methods get such wide variations in fuel consumption figures. But the costs in maintenance can vary tremendously as between machines and machine types and this knowledge comes only by experience.

It would be a great pity if a short term policy by makers and the retailers of selling high priced and usually high performance auto-

cycles, good as these may be for the enthusiast's purposes, were to take away the real and deserved reputation of more modest machines that are designed to be sold cheaply, run cheaply and go on running without major expenditure for years. Good light autocycles of this type are available at around £40, tax included. I would like to see more of them on the market.

Graphite In Oils

A recently introduced graphited oil claims *inter alia* to cut down the time required for running-in and some editorial correspondence with an old established firm long in the business supports the claim in some detail. I have read the material and thought much on the subject but remain entirely unconvinced.

Running-in is the mating together of bearing surfaces in the engine and it is achieved by rubbing them gently together until the microscopic roughness of the new metal is worn off. The resultant polish, common to both surfaces, enables them to stand running under much heavier loads later without excessive wear or the risk of seizure. In the days when plain bearings were used the treatment was needed through the whole engine, but modern engines have ball or roller bearings on the crank-pin and mainshaft so that the only parts needing running-in are the cylinder and piston.

Some years ago our sports and racing aircooled engines simply

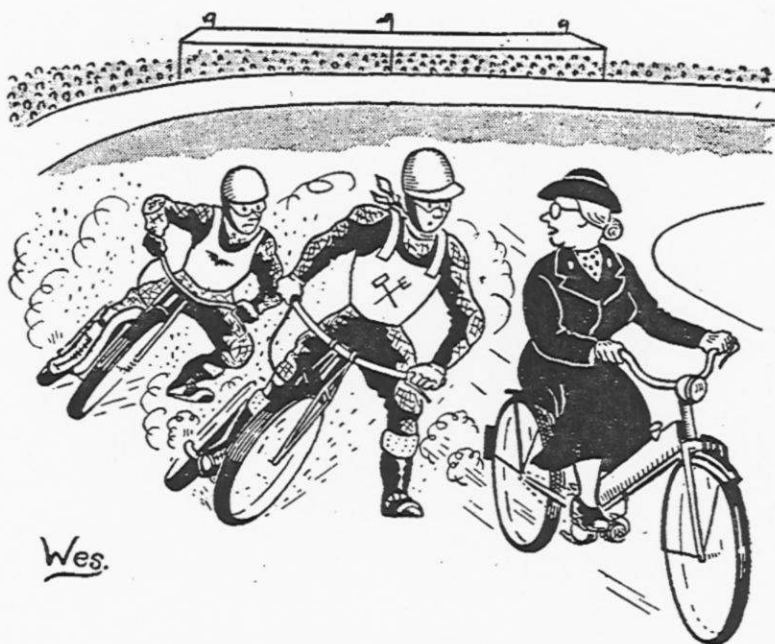
would not run slowly to be run-in, so we used to do the job by hand, working the piston up and down in the cylinder with a half-twisting motion and using a deliberately introduced abrasive paste, usually made up of crocus powder and oil. Now I maintain that abrasion is the only way to polish any metal and the use of what is in effect a super lubricant such as graphite will have exactly the opposite result, reducing the abrasion and thereby lengthening the running-in time.

It is true, as the oil makers claim, that the presence of the graphite may avoid the worst ill effects of not running-in by reducing the damage caused by incipient seizure but that is a different story. I recollect that when air cleaners were first generally introduced on cars in America, where dust in the air is as common as moisture here, the elimination of the dust in the gas going into the engine caused them to double the running-in mileages, and I believe that it would be much more truthful and much better advertisement for the graphited oil people to say openly that that because the extra lubricating quality of their products reduces wear it will be necessary to lengthen rather than shorten running-in time.

Cycle Development

To any but the most enthusiastic cycling clubman all pedal cycles look alike and there seems to have been no outward change in design since the brazed-up rear fork became popular just after World War I. I was particularly interested, therefore, to see pictures of the *Centro* cycle frame produced by N. V. Centrale Werkplaats of Schiedam, Holland.

The frame is a single forging in light alloy, cruciform styled. Its main beam is straight from steering head to rear hub, the cross member replacing the seat tube above



"Remember the speed limit, young man"

and continuing to carry the bottom bracket below. Bold webs support the steering head and cross members and the whole frame is the essence of neatness and lightness with great lateral rigidity.

A photograph shows one of these cycles fitted with a *Berini M13* engine over the front wheel, but to me the space immediately above the bracket fairly yells for an engine there, the web offering a ready-made engine bearer plate.

Some such development in cycle design is long overdue and I hope the firm will succeed in their attempts to market the product here. Their range, incidentally, also includes a smart modern moped with front and rear telescopic suspension and available either in single or two-seater form, and a scooter with automatic variable gears. Anyone who takes up a range like that can have a customer from the school desk to the grave with one or other of the products.

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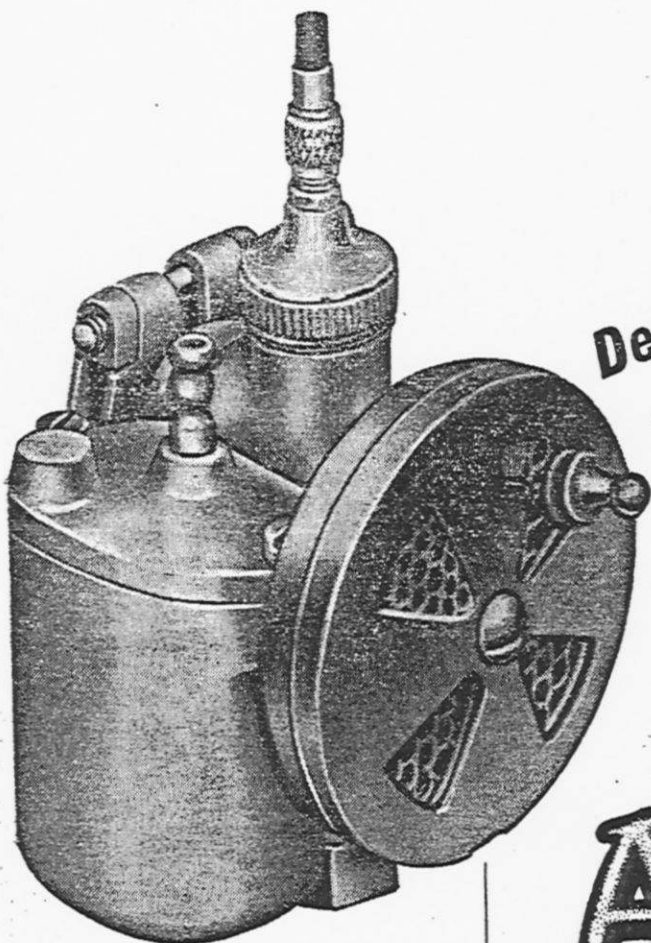


3/6

Published
November 24th

THE

POWER & PEDAL HANDBOOK



Designed especially
for small engines

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ON STAND 105**

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ALSO : TWIST GRIPS
CONTROLS, AIR FILTERS
BRAKE AND CLUTCH LEVERS
OUTER CABLE,

A278 NON-FRAY INNER WIRE

AMAL

CARBURETTERS

TYPES 360 and 362

now take their place alongside types 308, 335 and 359 for cyclemotors and other small power units. These new models have the smooth efficiency and operational economy characteristic of all AMAL Carburetters. See Types 362 (strangler for starting from cold) and 360 (incorporating starting chamber for start from cold).

ROAD TEST REPORT**The CYC-AUTO****A Unique 98 c.c. Autocycle**

THROUGH all levels of motorizing of recent years engine sizes have tended to go down as new technical developments have increased power output per c.c. capacity. The engines of to-day turn out double the horsepower, size for size, of those of thirty years ago.

There are many people, however, who like the relatively big low-power unit on the grounds that such machines are more reliable. Even the extra weight is claimed by some to add to comfort of the rider and the life and sturdiness of the machine.

In the autocycle field the 98 c.c. class has had a following in this country for many years. One interesting type that is unique in many of its features is the *Scott "Cyc-Auto"*. This machine has its single cylinder two-stroke engine set across the frame, car fashion, with the flywheel magneto in front and the clutch housing at the back of the crankcase casting. The primary drive is carried back from there by a shaft and a steel and bronze worm and wheel reduction gear to the cross shaft which is actually the normal bottom bracket spindle of a bicycle.

Here another novel feature is found in that the pedalling gear also operates from this spindle by a sideways movement which engages the pedals and disengages the engine so that absolutely free pedalling is afforded. The final drive is by independent chains.

The frame is of the open, straight tube type with the pressed steel girder type spring forks. Hub brakes are fitted to both wheels and there is an additional transmission brake operated by the clutch lever. The wheels have 2-inch "Carrier" tyres and these are screened by unusually wide (4-inch) mud-

*Note the
shaft primary
drive*



guards. A built-on carrier is provided and the twin plated exhaust systems extend right back to rear of the machine so that no petrol messiness is experienced at all.

On The Road

Starting is easy and certain with the machine on its stand, a single depression of the pedal with the decompressor released just before the end of the pedal stroke will bring the engine to life first time hot or cold. The choke control is in the form of a rod which comes up vertically from the carburettor through the fuel tank and is easily to hand from a cool or cold start. The "tickler" on the test machine had a tendency to stick down when touched so it was not used, nor needed, during the test.

Starting by pedalling, however is hard work, fortunately rarely required as the tickover is absolutely reliable and engine stalling only occurred through sheer clumsiness.

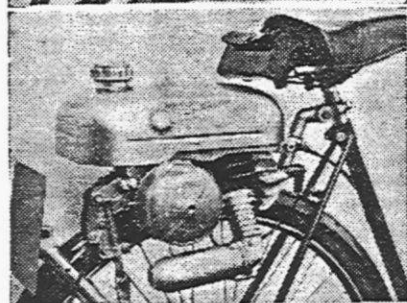
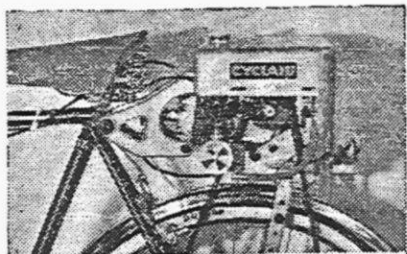
A couple of turns of the pedal were worth while on a getaway from standstill, but once moving the engine took over with quick and certain acceleration up to a mean maximum in the region of 32 m.p.h. Hills up to 1 in 12 required no pedal assistance and steeper grades demanded only gentle leg work. The real pleasure of riding a "98" however, came from the agility of the engine to slog at low speeds, so that pulling away from corners, even on up grades, was quite effortless and a comfortable cruising speed between 25 and 30 m.p.h.

could be maintained up hill and down dale.

The combination of clutch and transmission brake under one control proved ideal for traffic work, the left hand on the clutch lever and the right on the throttle kept fine control at all times. The two hub brakes were smooth in operation but poor stoppers, neither being able to lock a wheel moving or standing. Comfort was good, although the undamped spring forks bottomed rather easily on major bumps. Steering missed perfection, apparently by reason of some frame whip.

Summing Up

The *Cyc-Auto* is an excellent specimen of the 98 c.c. autocycle and there is an undeniable charm in handling a cycle that does everything asked for it easily and quietly, but the inevitable comparison with current 50 c.c. machines give us no reason to change our view that the larger types will have only a limited appeal. For the man who has no parking problems which include steps, stairs and corners and who is prepared to sacrifice some manoeuvrability for big engine pull and toughness, the weight of the machine offers what the car enthusiasts would appreciate as a "vintage" model, but purchasable brand new at a very reasonable price. Basic design is interesting and it will claim attention from those who like to see a good job well done—Perhaps some future developments will bring it into a wider market.



Top : Belt Drive Cyclaid
Centre : Mk. V Minimotor
Bottom : VeloSolex Autocycle

CYCLAID

31 c.c. over-rear-wheel unit with internal reduction gearing and final drive by endless "Vee" belt. Head and cylinder in light alloy with steel liner. Designed for modest speed but very good hill climbing, this unit weighs only 15 lbs. complete with drive.

Price £15.

Makers : BRITISH SALMSON CYCLAID LTD., 76 VICTORIA STREET, LONDON, S.W.1.

CREDETTE

This range of light autocycles and an under-50 c.c. scooter are all powered by JLO engines. The *Credette I* is a single speeder at £64. 3s. 10d. including Tax, the *II* at £70. 11s. 4d., the *III* at £76. 19s. 3d., and the scooter at £83. 19s. 6d., all have two-speed gearboxes. The luxury model *III* and the scooter both have 23in. wheels.

Importers : BEAUSHIP TRADING AND SHIPPING CO., LTD., 25 SAVAGE GARDENS, LONDON, E.C.3.

CYC-AUTO

This machine is descended from the famous line of *Scott* and is a

1956 NOT AT

unique representative of the 98 c.c. class autocycles.

The engine is mounted across the frame as in car practice and the primary drive is by shaft from a hand-operated engine-speed clutch, thence by worm and wheel gearing to the pedal countershaft and by chain to the rear wheel.

Price £66 including Tax.

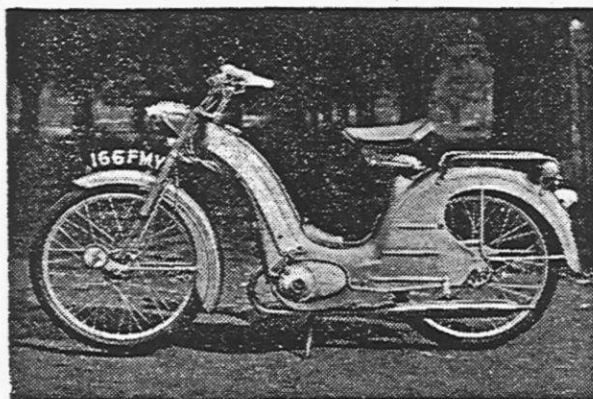
Makers : WINSMITH (FINCHLEY) LTD., ALBERT PLACE, N.3.

ITOM

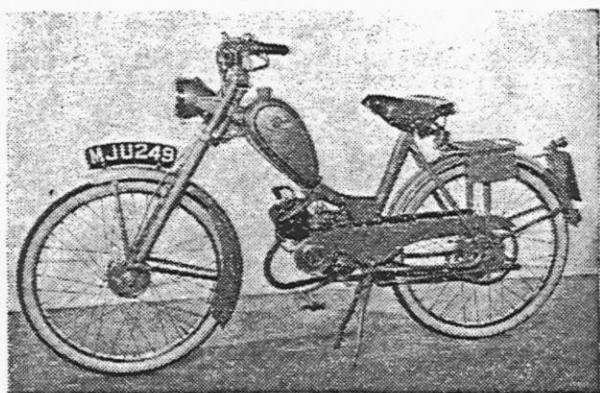
The *Itom "Tourist"*, still claimed to be the most powerful attachment engine on the British market, is joined this year by a luxury autocycle, the *Astor*, a very beautiful but strictly functional machine with 3-speed gearbox and telescopic suspensions fore and aft.

The *Tourist* costs £33. 10s. 0d. and the *Astor* £90, Tax inclusive. A 60 m.p.h. sports model will cost £99.

Importers : ADIMAR, 61, CLAPHAM ROAD, LONDON, S.W.9.



Credette III



Royal Nord

MODELS THE SHOW

MINIMOTOR

First in the market way back in '48, the 49 c.c. *Minimotor* has been one of the most popular units in the country. It is mounted over the rear wheel and drives by steel roller.

The *Mark V* model continues to be available for 1956.

Makers: MINIMOTOR (G.B.) LTD., TROJAN WAY, CROYDON, SURREY.

MISTRAL

A range of high performance machines newly imported from France where they have been well established for years, the *Mistral* units comprise two 49 c.c. models, one single speed and one two-speed, and a two-speed 98 c.c. job.

Prices are, 49 c.c. single speed engine £30. (Complete machine £58. 4s. 0d.), 49 c.c. two-speed machine complete £64. 8s. 0d. 98 c.c. price not yet fixed!

Importers: WINSMITH (FINCHLEY) LTD., ALBERT PLACE, N.3.

MOCYC

The only front wheel drive attachment unit left on the market is the 49 c.c. *Mocyc*, a flat piston two-stroke with alloy head and barrel with steel liner.

Price £18. 7s. 6d., including Tax. The same unit in "kit" form for home assembly is available at £14. 14s. 0d.

Makers: CAIRNS CYCLE MANUFACTURING CO., LTD., TODMORDEN, LANCs.

MOSQUITO

In addition to the wellknown 38 c.c. under-bracket unit with geared roller drive the Italian *Mosquito* will be available now in a new 49 c.c. form with the "centrimatic" centrifugal clutch automatically connecting its roller drive.

Price of the 38 c.c. model remains at £31. 10s. 0d., and the 49 c.c. will be marketed at £39, including Tax.

Importers: MOSQUITO MOTORS, LTD., MOORFIELDS, LIVERPOOL, 2.

ROYAL NORD

Newly arrived in this country from Belgium is high grade and well equipped autocycle. It is a

49 c.c. two-speeder with a "mono-tube" frame, telescopic forks, 1½-gallon fuel tank and large hub brakes.

Price £77. 10s. 0d.

Importers: ARCHIE E. MOSS, LTD., WOODGATE, LOUGHBOROUGH,

TEAGLE

Developed by a firm with long experience in the manufacture of agricultural machinery, this 49 c.c. attachment unit fits over the rear wheel and drives by steel roller.

Initial price is low at £19. 0s. 10d. and furthermore the firm offer exceptional service facilities which include an engine replacement scheme at only £4.

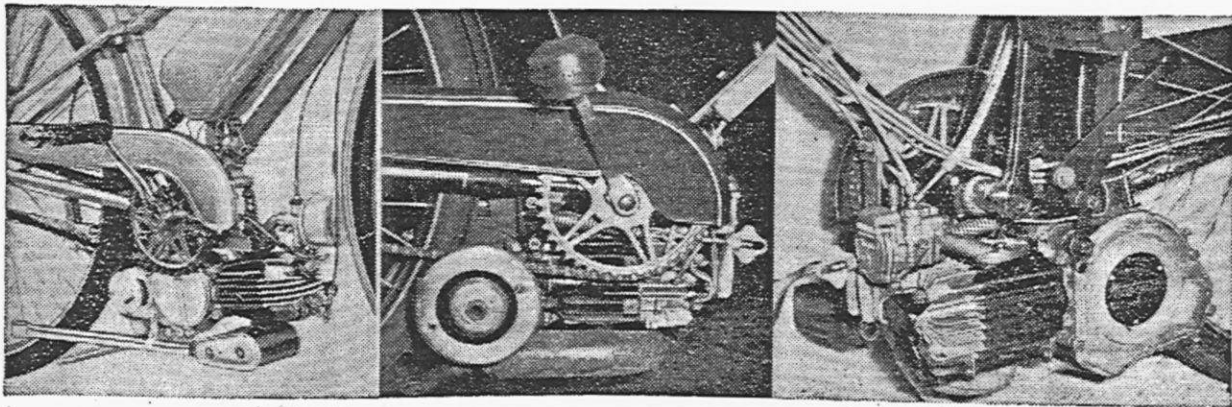
Makers: W. T. TEAGLE (M/C) LTD., BLACKWATER, TRURO, CORNWALL.

VELO-SOLEX

One of the first and still one of the largest selling motor-assisted cycles in the world, the *VeloSolex* almost alone retains the familiar characteristics of a bicycle.

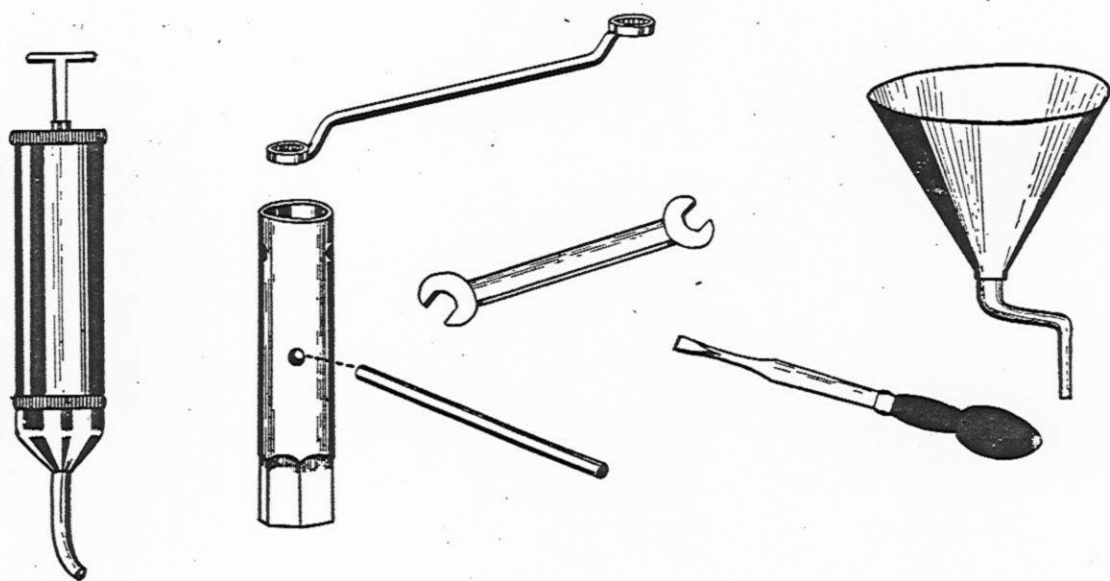
The machine is very economical and outstandingly quiet. Price is £38. 8s. 0d.

Makers: SOLEX (CYCLES) LTD., 223-231 MARYLEBONE ROAD, N.W.1



Vincent Firefly

Two views of the 49 c.c. "Centrimatic" Mosquito



Tools for the Job : Syringe for oil filling, Box Spanner for sparking plugs, Ring Spanner and Set Spanner, Screwdriver for turning screws ONLY, Funnel with strainer for petrol.

OVERHAUL, REPAIR **OR** MAINTENANCE

THAT third little word in the title is the point of this article. Whether you are expert or novice, well-to-do or hard up, old, young, male or female, there is a level at which that "or" concerns you.

Overhaul of any piece of machinery means inspecting it for wear, condition and adjustment, stripping down to basic parts where necessary to carry out this inspection, replacing or making good any worn or damaged parts, and rebuilding in good condition and correct adjustment throughout. The average neolithic man could probably do this with his stone hammer, replacing either head or handle as required; the modern housewife can usually manage it with her

mincing machine, provided the local shop has only the right parts for the right make of mincer; a few people can do it with cycle-motors—but precious few.

Repair means locating the damage and the cause of the damage, then proceeding as for overhaul above, except that neither neolithic man with his hammer nor the housewife with her mincer could be expected to cope with the diagnosis of causation.

Maintenance, however, means such care of the machine that overhaul is but rarely and repair never necessary. The remarkable thing is that maintenance can be carried out to these standards by almost anyone who can be bothered to

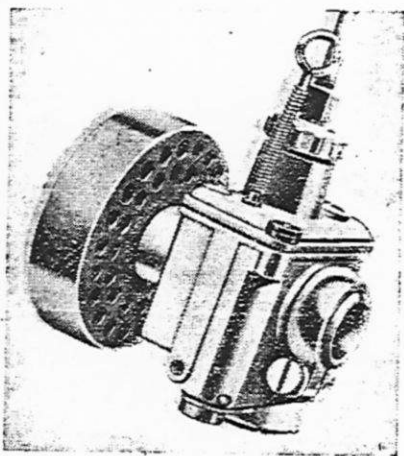
learn how and to remember and apply what they have learned.]

Tools For The Job

The starting point for maintenance must be the equipment needed to do the job properly. More privately owned vehicles suffer damage through the use of poor tools or the wrong tools for the job than from any other single cause. Some cyclemotor and scooter kits are sound and adequate, the foreigners being better than the British makers in this respect with the exception of one clip-on maker who charges extra for a tool kit but makes it good enough to be well worth while. In most cases, however, some extras will be necessary

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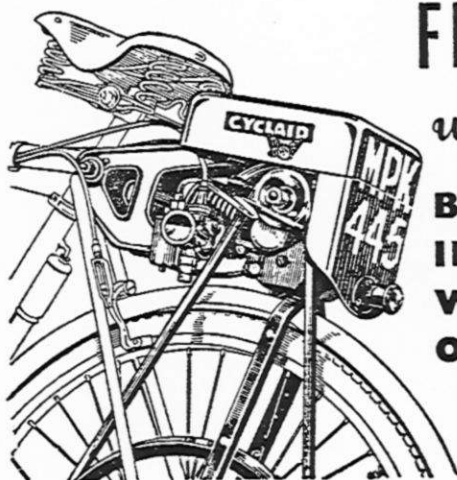
Small wonder the sensational new QUICKLY is already a success. A tough little 49 c.c. engine that gives 180 m.p.g., runs silently and reduces maintenance to a matter of pence. Front and rear motor-cycle type brakes and a specially designed, pressed steel backbone frame giving added safety and terrific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

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Telephone: GROsvenor 4446

or visit Stand 169

PRICE: £59-18-0
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**BEST VALUE
IN THE
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ONLY**

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★ OR EASY TERMS

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★ 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.

The Cyclaid is on display at George Grose Ltd., Ludgate Circus, E.C.4.

To: British Salmson Cyclaid Ltd.,
76 Victoria Street, London, S.W.1.

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."

Name.....
(Block letters please)

Full Address.....

V2

THE WRIGHT SADDLE FOR MOTORISED BICYCLES

**Designed SOLELY for
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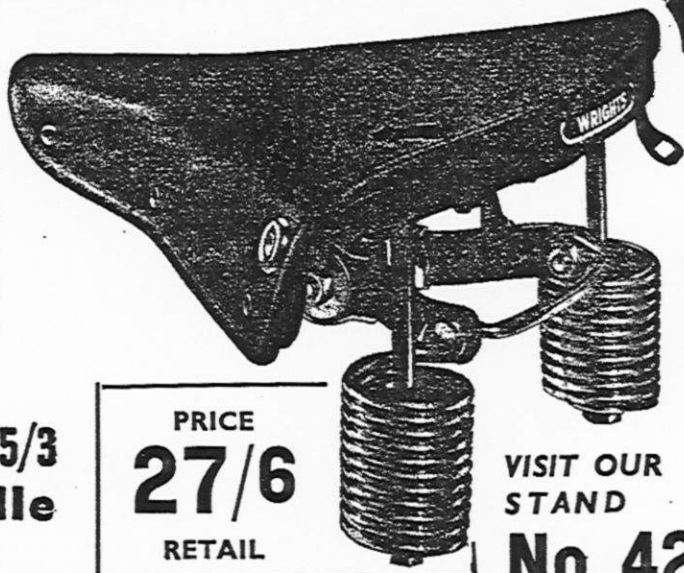
LUXURIOUSLY-SPRUNG MATTRESS interior with thick felt underlay, for armchair comfort.

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POWER CYCLE Saddle
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No. 42

THE WRIGHT SADDLE COMPANY LTD., SELLY OAK, BIRMINGHAM, 9

★ You will enjoy cycling more if you choose the **WRIGHT** saddle

There is no way by which anyone but a trained and experienced engineer can tell good tools from bad in the shop. The only safe way is to buy branded goods just as good as you can afford them. After all, the difference between a cheap maintenance toolkit and a good one can hardly be more than £1 and it will save that much damage the first time it is used.

You will need a spanner to fit every nut on the machine and of such shape that it can reach the nut and grip it properly when in position. Generally speaking the "box" spanner, which is a metal tube with the end hexagon shaped to fit the nut, or "ring" spanner, a bar with a fully enclosed nut-shaped end, is a safer tool to use than a "set" spanner on which the jaws are open. But there are many points on most machines where only a set spanner will reach the spot. You can tell that by just looking at the nut concerned and thinking.

Beware of very long spanners or those with extensible handles. These are excellent tools in the hands of an expert but they afford so much leverage that they can do considerable damage if the hands that use them are not highly skilled. Have a care too about the use of adjustable wrenches. These are useful in emergencies but the nuts suffer if regularly treated this way. They can never grip so cleanly and firmly as spanners made to fit that particular nut in that particular place.

At least one screwdriver per machine is needed and if there is a wide variety of screw sizes to be looked after it is better to get two rather than have a tool too big for half the job and too small for the other half. A screwdriver needs to be strong, approximately as wide at its end as the screws it will have to serve and its end should be straight and flat. A sharp chisel-like edge will jump out of the screw heads, damage them and cut the operator's hands.

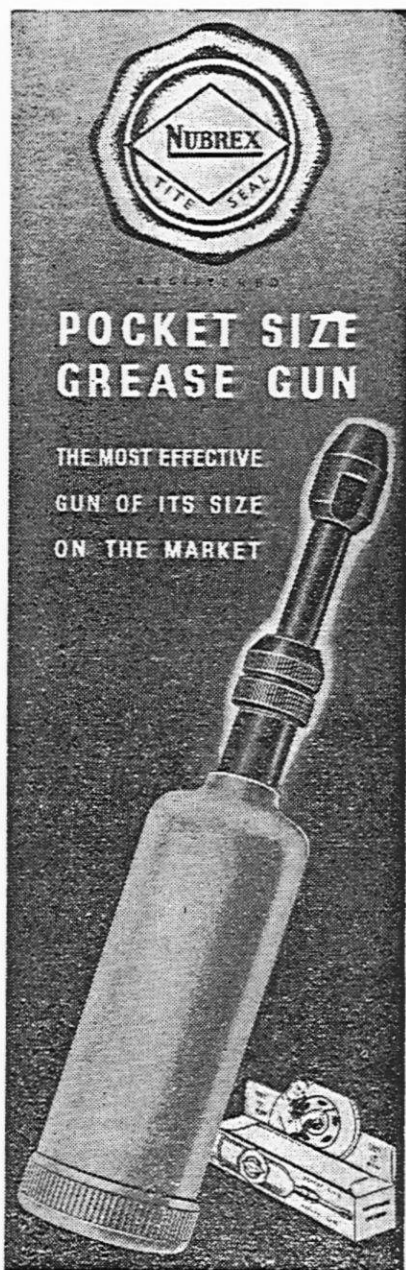
Screw drivers and spanners should *not* be used as tyre levers; it may harm the tools and certainly does no good at all to the tyres. Most tyres can be lifted with two levers but they are usually sold in sets of three for cycle and auto-cycle use as the novice is happier that way. Two are quite enough for the small diameter scooter tyres. Modern tyres are very reliable and rarely need attention on the road so your tyre repair kit is in the nature of an insurance on which, as a good driver, you hope you will never claim. Don't keep it for years and years, however, or the tin may be rusty, the patches shrivelled and the solution solid when you do eventually want to use it. For fairly local use an exception may be made to the quality in tools rule here and the repair outfits bought cheaply and thrown away annually with some advantage in peace of mind. For long distance tours with the extra baggage loads they involve and especially for continental touring a high priced, comprehensive kit is worth while with special attention to self vulvanising patches and emergency cover repair equipment. This hardly comes under the heading of maintenance but it is an essential part of the tools-for-the-job approach.

Lubrication

Lastly, but actually the most important item in machine maintenance, comes means of lubrication.

Our vehicles require lubricants for their engines, gear-boxes (where fitted) transmission chains, shafts or gears, hubs, brakes, ignition units, suspension systems (if any) steering gear and all control levers or twistgrips, cables, rods and linkages. In addition lubricants may be used as protective coatings for such items as exposed threads on bolts and spindles and electrical terminals. To cover all these points properly requires two or

continued on p. 345



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Correspondence

The Editor is not responsible for the views expressed by his correspondents. Letters should be typed or written on one side of the paper only and may be signed under a nom de plume for publication, but must be accompanied by the sender's name and address.

One Man's Meat

After being the owner of a B.S.A. Winged Wheel for the past eighteen months I have just discovered *Power and Pedal*.

As soon as I read the September number I had to rush to your office to obtain the back numbers for the previous eight months. The information I have discovered is invaluable and up to now I have introduced three new readers from my garage and hope to find more as in the bus world there are many cyclemotor owners.

Up till now I did not know that your magazine existed but understand it has been published since 1951. I cannot understand how I had not seen it before as I am always browsing around book-stalls. I saw a woman passenger on my bus with *Power and Pedal* and immediately rushed to my bookstall to make enquiries and placed my order.

Through getting the magazine I was able to discover that I can get *Winged Wheel* spares at Hammersmith which has already saved me time and inconvenience of sending to Birmingham.

E. C. ATKINSON

Chessington.

Another Man's Poison

Power and Pedal goes from strength to strength each issue but it is still a long way from being the ideal magazine for the ultra lightweight motorist. Orthodox motor cyclists have two magazines to choose from and they have developed a similarity which seems to indicate what their readers require in their own paper. These requirements are firstly, all the gen on new machines. This is where *Power and Pedal* slip badly. Why? Simply because the information which you give could be just as easily gained from the manufacturers own adverts or pamphlets. Where are the exploded engine drawings, servicing routines, long distance tests and wrinkles which the aforementioned magazines publish as a matter of course. Second requirement is good layout. I don't know why it is but you have no artist worthy of the name on your staff and the childish scribbles which past issues have offered us are an insult to the intelligence. Economy may be the reason but if so cut out the drawings

altogether. The two similar (?) drawings on page 311 of the October issue show to what an extent draughtmanship has sunk as compared with 50 years ago. One more thing P-L-E-A-S-E, leave beauty hints and fashion articles, to the appropriate women's journals who will make a far better job of it, also articles on photography, care of pets, home management, advice to the love lorn or any other subject which may occur to you. Stick to the cyclemotors and subjects directly concerned with them and I am sure your readers, apart from a few cranks will bless you.

Please do not think I am running down *Power and Pedal* but I can foresee a time when a rival journal will come along and the race will go to the fittest so having got a head start let's keep the lead.

S. HODGES

Greenwich.

Power Pak Silencer

I read with interest the letter in the September issue of *Power and Pedal* on *Power Pak* modification.

I am also a satisfied user of *Power Pak* and after a de-coke found the motor quite noisy. So set to work and made the silencer as specified. The result was as C.E.W. stated, quite pleasing. The speed 28 m.p.h. and efficiency was in no way slackened. Just a "purr" and I congratulate C.E.W. of Crouch End for his effort and thank him for passing it on.

C. F. LEAKE

Kenton.

"Vincent Firefly"

I have just travelled 7,000 miles by *Firefly* and recommend for its roller drive a *Dunlop Motorette* cover over a power-drive tube with *Schrader* valve, and a tyre pressure gauge reading of not under 50 p.s.i. For grip with no slip (even in the wet) dig the roller in $\frac{1}{4}$ in. In snow fit a piece of partly stretched curtain taut across the rear mudguard stays, so that it scrapes the snow off the tyre.

Engage the roller to tyre by pulling the lever on—place end of thumb on tyre with thumb-nail touching roller. Release roller lever so that engine

springs away in its slide (the slides must be kept well oiled) to the stop. Now pull in roller so that it just touches the tyre tread lightly. The gap between thumb nail and roller should measure $\frac{1}{4}$ in. This can be minutely adjusted.

I have decoked the head twice, and exhaust thrice during the 7,000 miles. The bore is a credit to T.S.L., $\frac{1}{4}$ pt. per gallon of low octane petrol.

A m/c twist grip was adapted to fit, and with the needle clip in the top groove 230 m.p.g. obtained.

5078H

Stevenage.

No Clip-on Future

May I be allowed to disagree with Clip-on when he says there is still a large market for the 50 c.c. attachment-motor. I think agents and the distributors would say sales are now most difficult, and, as I have found, the "second-hand" demand is non-existent!

He would see to infer, too, that there is no good or reasonable 50 c.c. attachment. Surely, the *Teagle* and the *Cyclaid* are the answer! Your readers' letters support that the engines are good and trouble-free, and the price is right. I hope their manufacturers scoop what is left of the market, but I fear lack of agents is against this.

Surely, too, as light autocycle the *Mobylette* "fills the bill", and would be most numerous if the chain of agents were nation-wide.

Again, hasn't the *Quickly* introduced a new class, that of the ultralight motor-cycle? I imagine that, chiefly by price, their competitors will be the light motor-cycle of 98 c.c., and not the attachment unit.

My complaint with manufacturers is lack of research and invention. For instance I feel that roller-drive is very poor, and would have thought that, by now, a chain drive could have taken its place, and the ample power (of my *Power Pak*) not be dissipated by friction.

R. C. DON

Sale, Cheshire.

Tests and Testers

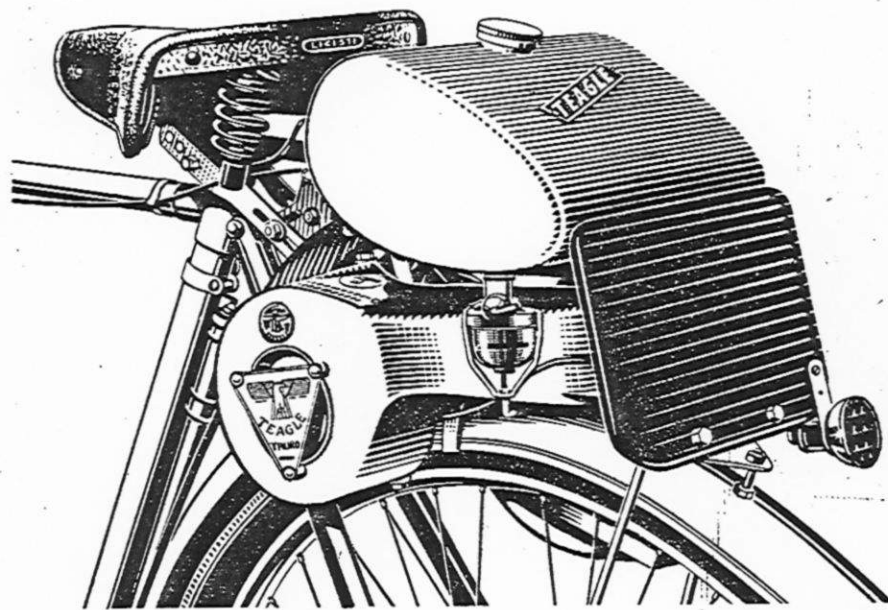
Took a driving test 22nd September at Birkenhead. After circling the course as per instructions doing the emergency stop the examiner said "Please make another circuit and this time put your left foot down on the roadway".

I protested that this was physically impossible for me ((lame) registered disabled ex-serviceman). He said "If you want to pass the test you'll have to learn to do it" Result—yellow

Continued on p. 344

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.



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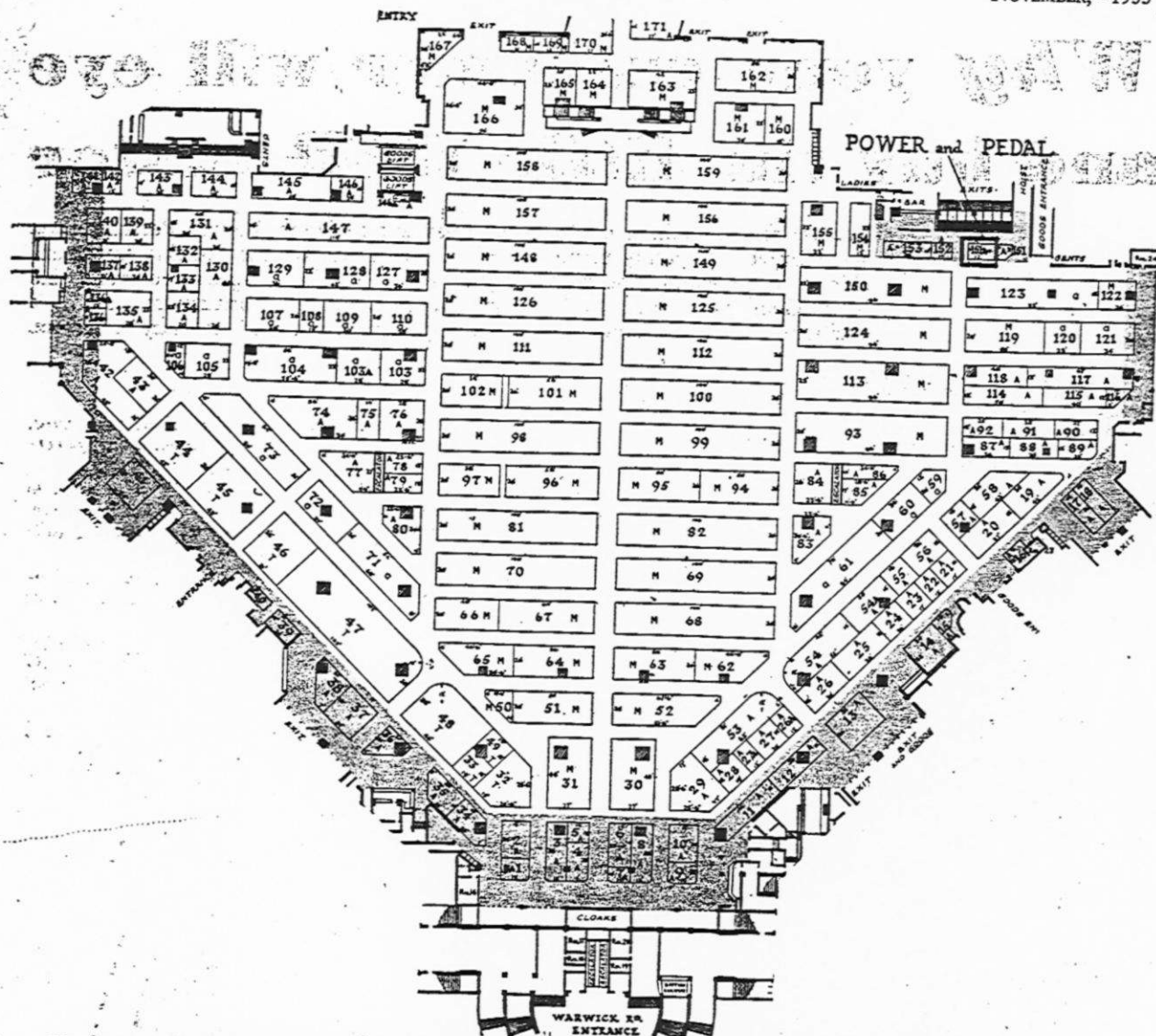
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Albion Eng. Co. Ltd.	55	British Hub Co., Ltd.	114	Coloral Products Ltd.	49
Amal Ltd.	105	British Railways	Warwick Rd	Constrictor Tyre Co., Ltd.	103
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Ariel Motors Ltd.	125	Brockhouse Engineering (Southport) Ltd.	31	Cross, T. D. & Sons, Ltd.	13
Armstrong Ltd.	52	Brooks, J. B. & Co., Ltd.	54	Cyclenmaster Ltd.	121
Armstrong Patents Co., Ltd.	12	Brown Bros, Ltd.	73/97	"Cycling" (Temple Press Ltd.)	9
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Automobile Association	10	Burgess Products Co., Ltd.	34	Dawes Cycles Ltd.	102
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B. & T. (Essex) Ltd.	140	Busmar Ltd.	154	Devitt (D/U Insurance) Ltd.	O.33
Barbour, J. & Sons, Ltd.	142				
Bayliss Wiley & Co., Ltd.	135				

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D.M.W. Motor Cycles (Wolverhampton) Ltd.	51
Doherty, J. & Son Ltd.	87
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Enfield Cycle Co., Ltd.	81
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Excelsior Motor Co., Ltd.	80/96
Feridax Ltd.	37
Ferodo Ltd.	26
Fibrax Ltd.	78
Firestone Tyre & Rubber Co. Ltd.	46
Francis & Barnett Ltd.	68
Garrard Sidecars Ltd.	30
G. B. Cycle Components Ltd.	33
Gilera-Fabrica Motocicli	164
Gills Cables Ltd.	91
Girling Ltd.	86
Grose, James Ltd.	27A
Hepworth & Grandage Ltd.	115
Hercules Cycle & Motor Co. Ltd.	100/128
Hills (Patents) Ltd.	143
Hobday Bros., Ltd.	129
Holdsworth, W. F.	137
Hughes Motor Fittings Ltd.	11
Hulsman, H. J. (Industries)	167
Iiliffe & Sons Ltd., (The Motor Cycle)	3
Industria (London) Ltd.	17
Invacar Limited	22
The James Cycle Co., Ltd.	95
James Motor Cycles Ltd.	126
Jenson & Nicholson Ltd.	77
John Bull Rubber Co., Ltd.	44
Joy, Edward & Sons, Ltd.	136
Kerry's (Gt. Britain) Ltd.	53
Kett Manufacturing Co., Ltd.	35
Kieft Cars Ltd.	120

Name	Stand No.
K.L.G. Sparking Plugs Ltd.	83
Lambretta Concessionaires Ltd.	162
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Lodge Plugs Ltd.	144
London Bankside Products Ltd.	38
Lucas, Joseph Ltd.	147
Lycett Saddles Ltd.	54A
Mansfield & Co., Ltd.	132
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Matchless Motor Cycles	98
Mercury Industries (Birmingham) Ltd.	119
Metal & Plastic Compacts Ltd.	89
Metal Profiles Ltd.	171
Michelin Tyre Co., Ltd.	45
Middlemores (Coventry) Ltd.	79
Midland Gear Case Co., Ltd.	139
Miller, H. & Co., Ltd.	61
"Motor Cycling" (Temple Press Ltd.)	8
Motor Imports Co., Ltd.	122
Nannucci, G.	168
National Association of Cycle Traders	00
National Cyclists' Union	23
Newnes, George Ltd.	...
Newton, L. H. & Co., Ltd.	134
Norman Cycles Ltd.	124
Norton Motors Ltd.	111
NSU Distributors (Great Britain) Ltd.	169
Palmer Tyre Co., Ltd.	32
Peace, Harold E. & Co Ltd.	106
Perry Chain Co., Ltd.	76
Phelon & Moore Ltd.	67
Phillips, J. A. & Co., Ltd.	130/149
Pinchin Johnson & Co.	123
Power & Pedal	151A
Radnall, E. A. & Co., Ltd.	56
Raleigh Industries Ltd.	103A/156
Reliant Eng. Co. (Tamworth) Ltd.	65
Renold Chains Ltd.	145
Reynolds Tube Co., Ltd.	72

Name	Stand No.
Romac Industries Ltd.	118
Royal Automobile Club	39
Royal Society for the Prevention of Accidents	7
Sharp's Commercial's Ltd.	150
Shuresta (A. Mirecki) Ltd.	90
Siba Electric Limited	151
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Vernons Industries Ltd.	170
Vic-Tree Products (Birmingham) Ltd.	36
Viking Cycles Ltd.	155
Villiers Engineering Co., Ltd.	74
Vokes Ltd.	88
Waddington, G. & Son., Ltd.	26A
War Office	15
Wassell, W. E.	20
Watsonian Sidecars Ltd.	101
Wearwell Cycle Co., Ltd.	66
Webb, H. C. & Co.	59
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Wright Saddle Co., Ltd.	42

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- ★ LEAVES PROTECTIVE, WATER-RESISTANT FILM
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Edward Joy & Sons Ltd., Leeds. Est. 1807. "Between Trafalgar and Waterloo"

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FILTRATE PRODUCT

See us at the Motor Cycle and Cycle Show — Stand No. 136

ticket and failure. So disability a bar to passing the driving test? Have examiners had orders to keep disabled drivers off the roads. Are they allowed to make unreasonable demands like this?

F. BULLOUGH.

Birkenhead

More Praise for "Teagle"

On Saturday 3rd of September I had the petrol tank filler cap stolen off my *Teagle* cyclemotor.

I posted a letter to *Teagle's* on Mon. 5th September, asking them to forward me one C.O.D. as I did not know the price and I also asked for advice on my silencer which kept working loose.

On Wed., 7th Sept., I received a parcel from *Teagles* with their new type silencer and a filler cap, enclosed free of charge—Good luck *Teagle*.

PHILLIP H. WOOLS

Bridgend

Not Service

I always find the correspondence pages in your magazine, both useful and interesting and so perhaps a certain experience of mine may also be of use to some of your readers.

I am a cyclist of some 54 years, experience but for the past 3½ years have indulged in motor assistance. Not having much idea of the workings of motors, for such matters as decarbonising I take my machine to a repair depot—or "garage" (which it isn't). I have had the engine (32 c.c.) attended to four times and once for another "fault".

Now, it came to pass that on four occasions I needed, so I was informed, a new condenser. Being one of those uncharitable people with suspicious minds, I began to wonder, so that after the fourth new condenser I communicated with the makers, who promptly replied that 5 condensers for 4,500 miles was just absurd—as I, myself, thought. They suggested my getting a Flywheel Extractor, which I did, and the next occasion, took the flywheel off and found the "points" needed attention. Thus saved myself 7/6 plus time for a "new" condenser, by setting the said points at proper position, after which I ran another 500 miles.

Then I decided decarbonising was necessary—as indeed it was. When I went to collect my machine, I was informed that a new secondary chain had been put in, my own having "worn out" (Condensers were evidently getting stale), well, it was in, so I paid up and took the "old" chain away, cleaned it, saw nothing wrong and "wondered"

again. 5,000 miles and chain worn out; yet I still had on the original pedal chain purchased in 1924 which had taken me over 35,000 miles and still in use.

So I packed up the secondary chain sent it to the makers and in due course received it again with their comments. And you can guess what they were. The strange thing was that the charge for the "new" chain was 2/- under that of the manufacturer!

I'm afraid it was all due to my nasty suspicious mind—but, it may be as well if your readers took note and when a "new" condenser or chain is required, well—just stick 'em back again and they'll probably work for years more. However, I hope there are not many of these gentlemen with ideas and tricks of the trade, about.

By the way, for assisted cycle riders, if they shut off the supply of petrol about 4-500 yds from home—when the machine is going to stand all night, and use that in the carburettor to take them the rest of the way, it is remarkable how much that keeps clean that part of the machine and prevents flooding.

SOCIUS

Bristol

Camphor—and Clubs

Could any of your readers tell me the effect of Camphor in petrol as I have obtained some "Vol-O-Pep" tablets from Halfords which smell strongly of it—and I would like to know if and what effect they will have on my *Cyclemaster* engine.

Have we any cyclemotor clubs in the Halifax district please?

B.W.Y 896

Halifax

Scooter Touring

First many thanks for the excellent extension to the "old mag", I've read it from the beginning and have progressed from the *Mini* to the *Vespa*. My main object of writing is, to forward some information to you to include in your next issue (if you wish).

Two friends (husband and wife) and myself, decided on a Continental Tour for '55 and with much interest to our club mates (BROMLEY 19) we embarked on 3rd July by Silver City Airways, Ltd. and covered 2,000 miles in 14 days, passing through France, Germany, Switzerland, Austria, Italy and Belgium. Also it may be of interest that we crossed over the Arlberg Pass, Julie Pass, 2284m, Stelvio Pass 2760m, Ofen Pass 2155m, Brenner Pass 1374m, and a few not on the map.

We had no trouble, apart one puncture and found plenty of *Vespa* Service Stations en route, should we have needed them.

We have a huge collection of badges, flags and transfers now, and we also found the Riems and Bouzano *Vespa* Clubs and enjoyed a pleasant hour or so with them.

I should like to suggest that *Power and Pedal* start a Continental Touring Advice Bureau and collect and pass on information (Hotels, etc.) that have been sent in by other clubs, etc.

C. V. DENNIS

Bromley

"Vespa" Lights

The letter from 15 CME in your September issue about *Vespa* lights is one which is extremely interesting but nevertheless sets a problem which I would be most anxious to help in solving.

Your correspondent does not say whether or not his *Vespa* is equipped with a battery—that is the full parking light equipment. A standard machine, however old, should certainly enable him to exceed his nerve racking 20 to 26 m.p.h. I would suggest that he immediately contacts his nearest *Vespa* Agent who could advise him on whether to have his flywheel magnet checked, on the condition of his reflector or the state of the wiring of his machine.

Whereas we of the *Vespa* Club of Britain aim to exchange technical hints we do not aim to usurp the function of authorised *Douglas Vespa* Dealers, but if the Club Members to whom your correspondent refers would like a technical talk on the subject of the *Vespa's* electrical system, I would be happy to arrange it with the *Douglas* Company.

W. M. BOND,

Secretary Genral

Vespa Club of Britain

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MAINTENANCE—*cont'd from p.339*
three different kinds of lubricant and consequently two or three tools for the job.

Engine lubrication for two-strokes is a matter of mixing the correct amount of the right oil with the fuel and, unless a self-mixing oil is used, pre-mixing it in a can. The tools for this job are a graduated oil measure, perhaps incorporated in the tank filler cap, and a funnel with a gauze filter.

Most gearboxes also use engine oil, although the grade may be different from that of the engine. The tool for gearbox filling may be funnel with a thin bent outlet to fit the filler hole but a better tool for most machines is a syringe. They are reasonably cheap, easy and unmessy to use and have the advantage that they can, if required, take oil out to correct levels as well as putting it in.

Chains require special lubricants for maximum efficiency. Oil and grease on exposed chains keep off rust but also pick up dust and grit which may wear the chains quicker than dry running. Special chain lubricants are available and the tool needed may be a stiff brush or a small gas ring for gently heating the chain in a tray of semi-solid lubricant.

Cables, controls, linkages, etc., all need an oil can as the tool of maintenance and this may do for hubs, steering and suspensions as well, but a better tool for these is the grease gun. Sets of grease nipples to replace the oil caps are available for most machines at a few pence each and maintenance will certainly benefit thereby.

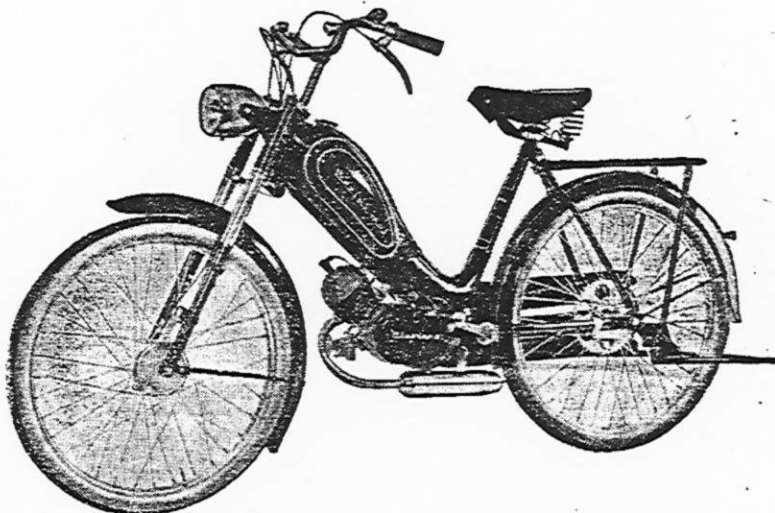
These then are the tools for the job of keeping your machine running well and economically on the road with you instead of lying expensively and uselessly in the hands of your agent or garage. Future articles in this series will deal with the use of these tools on various parts of the vehicle. The language will be as simple as the tasks themselves are but, we hope, worth reading and acting on.

... *Berini* ...

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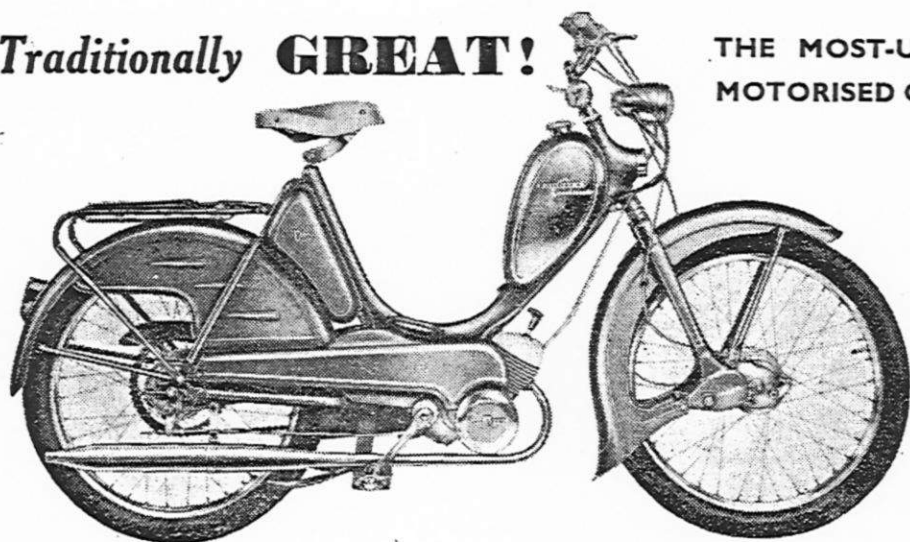
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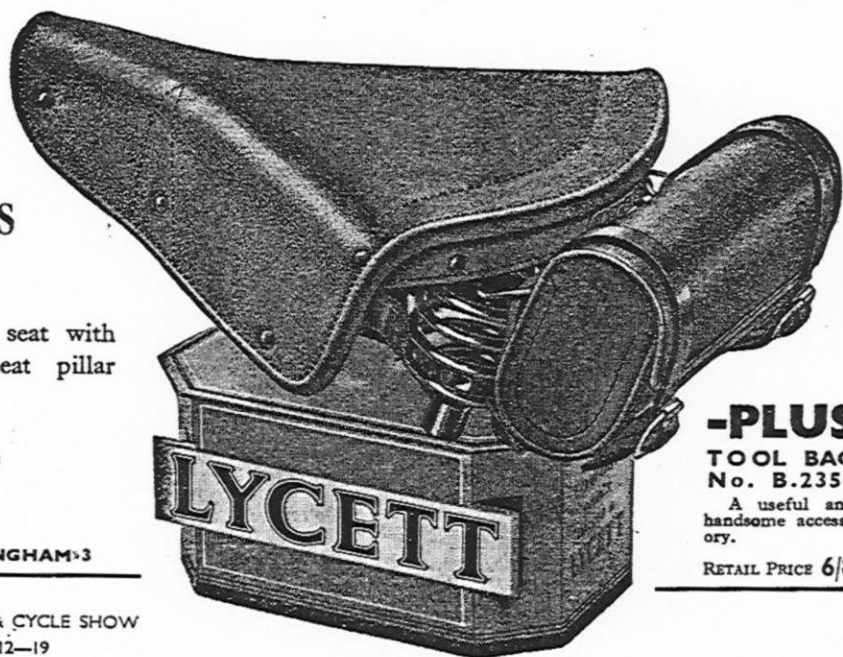
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CLUB NEWS

Membership of the Notts Cycle-motor Club is higher than it has ever been. Announcing this Secretary R. H. Pratley laments that other cycle-motor clubs do not appear to be having Nottinghamshire's good fortune and lists casualties in the ranks of cycle-motor clubs. He can be consoled by the fact that new ones are still appearing all right.

A club for mopeds in the Stoke-on-Trent and Newcastle, Staffs, area is being planned by Miss K. G. Brett. All interested should write to her 22, Beresford Crescent, Westlands, Newcastle, Staffs.

Objection to the proposed increase in the width of carriageway "stop lines" to between eight and ten inches is being made to the Minister of Transport by the Cyclists Touring Club. They point out that steel plates in the road cause enough trouble at their present width. Wider ones would increase the wet weather hazard still further. Clip-on riders are affected in just the same way as non-motorised cyclists and clubs may like to follow the C.T.C.'s lead.

This month sees another big batch of new Lambretta Clubs. They are being formed to serve the areas round Coventry, Darlington, Romford, Slough and Windsor, Tunbridge Wells and York. At Hounslow the Vagabonds Lambretta Club has arrived. Names and addresses of the secretaries of the new clubs can be obtained either from the H.Q. of the British Lambretta Owners' Association at 25 Shaftesbury Avenue, London, W.1. or from *The Scooter* office.

A full autumn programme has been planned by the Birmingham Lambretta Club, together with the main tours for 1956. At their A.G.M. the following were elected to the Committee: Chairman, Mr. Biddle; Secretary, Mr. Moorman; Assistant Secretary, Mr. Clark; Record, Mr. Pickering; Equipment Steward, Mr. Wilson; Liaison and Social, Mr. Yates.

The newly-formed Elk Lambretta Club, covering the East London area, welcomes all scooterists to its net Club Dance at "The Doctor Johnson", Longbridge Lane, Ilford. Tickets 2/6 from Secretary. The Club now has permanent club rooms at 49, Grange Park Road, Leyton, E.10.

The Herts Lambretta Club grows steadily but Secretary R. W. Pannel asks that, if there are any scooterists in the county who are not members of the club, they should contact him at 76, Benskin Road, Watford. A Herts Rally is planned for early 1956, also a Continental tour which, it is hoped, will include a visit to the Lambretta factory at Milan. A club badge is now being struck.

"Lucky Thirteen"
Lambretta Club
relaxes. Note
crown for 30 m.p.h.
release sign.



The Kent Premiere Lambretta Club having already formed a bond of friendship with the "Lucky Thirteen" Club is cementing a similar alliance with the new Tunbridge Wells club. A Christmas supper at a point equidistant from all three clubs is being cooked up.

As evidence on this page the "Lucky Thirteen" Lambretta Club has been busy with cameras. Their activities have included a joint trip to Hadlow with the Kent Premiere Club and another to the Chislehurst caves.

The snappiest notepaper to be seen among scooterists for some time has been produced by the "Nomads" Lambretta Club. It gives the registration numbers of its officers' machines as well as their addresses. This new club covers the North Yorks and South Durham district. A first run took members to York.

A lecture to the North London Lambretta Club by Mr. Palmer of Lambretta Concessionaires secured the club's best attendance to date. The summer programme was rounded off with a trip to Westgate-on-Sea and Canterbury.

In case our report last month has misled anyone the N.W. London and Middlesex Lambretta Club state that they won the "She" competition and the Group A of the Concours d'Elegance at Leamington and also the Treasure Hunt Cup at Felixtowe. A dinner and dance at the Byron Hotel, Greenford is planned for January 6.

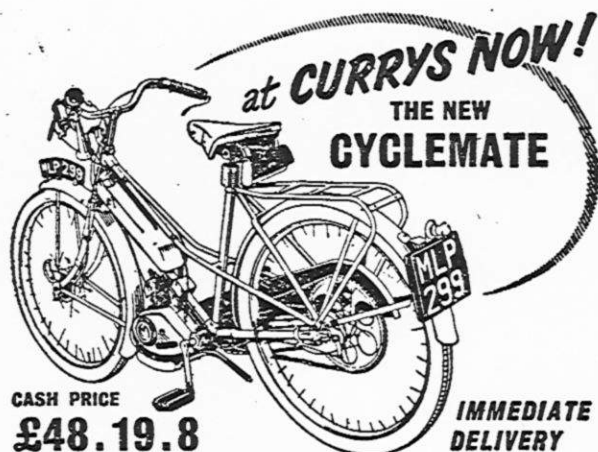
Bromley Vespa Club offers a new service to its members. Certain tools may be borrowed free for one week on a returnable deposit of 10/-. A fine of 1/- a week is imposed if you do not return them on time. Inter-club comradeship was well displayed when the club sent a £5 donation to a South Essex Vespa Club rider who met with a bad accident abroad. A colour film has been bought recording the club's part in the Hastings International Rally.

The first Vespa Rally ever to be held in the London Area took place at Hayes on 18 September. The organisers were the West Middlesex Vespa Club and among other successes the rally brought West Middlesex its hundredth member, making it the second largest Vespa Club in Britain. Five hundred riders on 300 machines come from places as scattered as South Devon, Merseyside and Bristol.

The prizewinners were: Best club turn out, Thames Valley; Club travelling furthest, Merseyside; Oldest rider, South Essex; Concours d'Elegance, Mr. A. V. Harris (Andover); Obstacle Race, Mr. Saxton (South London); Plug race, Mr. J. A. Silver (Lea Valley); Egg and spoon race, Mr. Humphries and pillion (High Wycombe); Novelty Race, Mr. J. Seale (South London); Balloon surprise event, Mr. Driver and pillion (Falconwood).

NOVEMBER PROGRAMMES

- Notts Cyclemotor Club**
- 4th. Monthly Meeting, Bay Horse 8.0 p.m.
 - 6th. Loughborough, Trent Bridge 10.0 a.m.
 - 13th. Annesley, Bobbers Mill 10.0 a.m.
 - 20th. Kirkby, Forest Gates, Mans Road, 10.0 a.m.
 - 27th. Trials Practice, O.M.S. 10.0 a.m.
- North London Lambretta Club**
- 5th. Hampstead Heath for our fireworks celebrations bring some fireworks and wear your old clothes. Orange Tree, 6.30 p.m.
 - 13th. Greenwich Maritime Museum Big Ben, 2.0 p.m.
 - 20th. Run into Epping Forest. Orange Tree, 2.0 p.m.
 - 7th. Tour of Hertfordshire Lanes. Orange Tree, 2.0 p.m.



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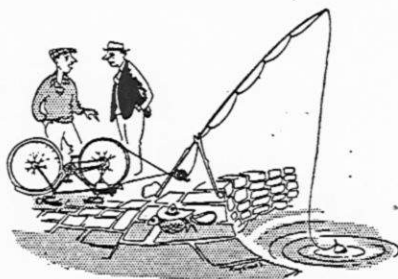
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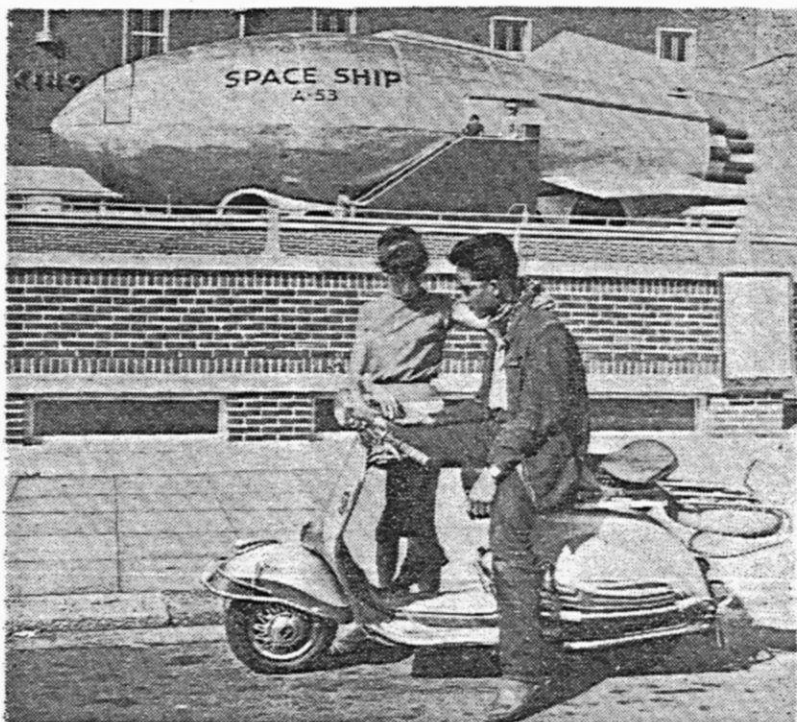


Photo John Blaxland

*Space Ship or French Vespa for Sussex travel?
Mr. Lethien-Tam considers*

Scooter Topics

by

ROLLO

LATE in starting, as usual, Britain's scooter market now seems to be developing fast. In 1954 only two makes were known here. A year later no fewer than eight appeared at the Earl's Court Show, although only five of them have reached the roads. Since then a couple of imported lightweights have arrived and now I hear of at least three home produced models nearing readiness.

In numbers at least, this is quite a sizeable range and the widening of consumer choice. (Do we consume scooters?) is undoubtedly a good thing. I am not quite so happy, however, about the range of types so far available. The pioneers of the movement here were of modest power and speed

capabilities, quiet, economical and easy to handle even for riders with no previous motoring experience. The tendency of these and the newer British machines to go for the bigger and faster type of machine is a matter to be watched carefully if the scooter is to maintain its functional basis of existence. At the other end of the range the ultra lightweights of 50 c.c. are a welcome addition, but there is a wide gap left.

It is the more surprising that this gap should be found here because there has been a very successful range of light motor cycles selling well for some years

past in the 100 c.c. class and these were the obvious clue to the biggest potential demand for scooters. They are sturdy, have a good all-round performance and are really cheap. One firm is pricing its 98 c.c. motorcycle at £3 less than the autocycle of the same capacity.

Prospects

So far, I have not heard of a "98" appearing on the market but there are signs of a move in this direction. The German *Nobby*, a 74 c.c. job with automatic variable gears will soon be available and now that Britax have taken on the whole *Ducati* range from 48 to 98 c.c. I have hopes that they will turn their experience with the *Scooterette* to advantage with one of the larger units. There is also strong rumour of activity in the works of one of the more successful cyclemotor makers.

Best news is that of new material in the field of engines themselves. A recent leading article in this journal drew attention to the need for a sound range of engines as a basis for new machine designs and it looks as if we are going to be better served in the light scooter market with these than the autocycle people have been.

The *Vincent* 75 c.c. industrial engine recently developed is an attractive looking job at a very reasonable price. The makers say that it is adaptable to vehicle use. *Villiers* are at work on a similar unit of 65 c.c. Of special interest is that range of the famous French *Mistral* engines now to be handled here by *Winsmith* of Finchley. It includes a 49 c.c. single speeder that can be fitted to bicycles, a two speeder of the same capacity in a special British built frame and a "98" of considerable urge that would make a very nice power unit indeed for a scooter. This firm also have the engine I have always wanted to see in a scooter, the *Scott* transverse unit with shaft drive—simply dreamed up for our purposes although it was designed before

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the scooter had caught on as a vehicle type anywhere.

Sales and Service

One of the leading scooter firms publishes a handbook at the end of which is a complete list of all their agents in Great Britain with addresses and phone numbers, so that we can and do tell any enquirer where to buy or get service for this make. We asked their chief competitor for a similar list and received the reply "that we do not publish a list of these dealers and in any case, it is not our policy to publish such information".

It will be interesting to watch the relative sales of these two makers for the next year.

Starting Gear

For the true "Everyman" rider and even more for the female of that species the problem of starting has always been a real obstacle on almost all powered two-wheelers. It is no good telling these customers that starting a modern two-stroke is just a matter of knack or know-how—most of them have neither and simply cannot be bothered to acquire them. We are now getting a change from kickstarters requiring knack to hand-starters that only call for know-how in control settings but the standards of the best of these in the hands of non-technical and inexperienced riders fall far below those of the cheap car both for ease and certainty of starting.

The real answer must be that which the car people now take for granted 100 per cent., the electric starter, and the sooner we get down to large scale production in Britain, which is the only way they bring the price down to our market requirements, the sooner will the £100 scooter take up the position that the £100 car had thirty years ago.

Actually we have the starters and they work but there is room for development in the directions of light weight, as it is the small scooters who need them most, and much lower prices.

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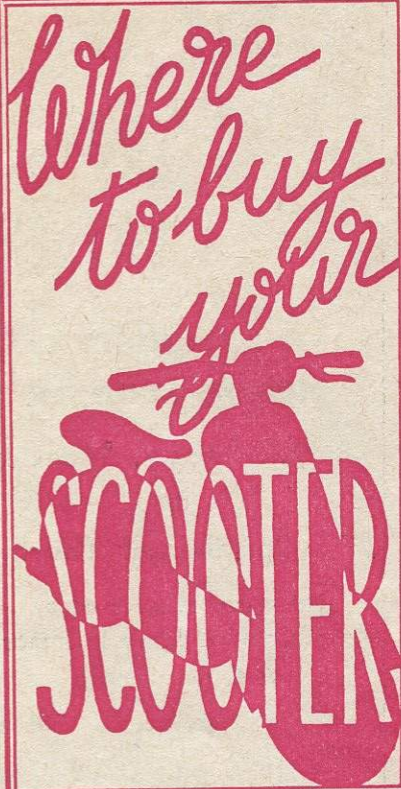
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By TEMPO

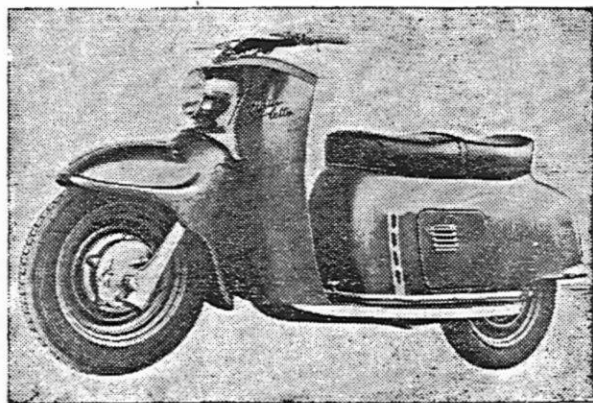
The "MAICOLETTA"

A luxury Scooter from a wide range . . .

PERHAPS the firm MAICO G.m.b.H. of Tuebingen, Germany, is not so well known as others of that land, but for all that it is a modern progressive firm turning out ten types of powered two wheelers and has had successes in many of the well known trials, and sporting events at home and abroad. The MAICO MOBIL is called the auto on two wheels and it's a scooter of the luxury class. Then there is the MAICOLETTA, a scooter of the 175 and/or 250 c.c.m. class. And then comes the MAICO WIESEL, a moped of the 50 c.c.m. sort.

The *Maicoletta* as seen from the photo is a wonderful looking job and is fully equipped according to any angle you like to look it over with. MAICO claims it is the best of the German scooters. At full bore and up the steepest mountain side, the engine is very well cooled by a blower. The wheels carry 14in. tyres along with the telescopic oil-damped forks. The rear wheel is suspended with specially designed progressive springing plus hydraulic damping.

Maico of Tuebingen in Germany are masters of powered twin scooters



The 175 has a bore of 61 mm. stroke of 59.5 mm., a produced horse power of 10, at about 5,000 odd r.p.m. The carburettor is the well known *Bing* type fitted with the usual "easy start" device. The gear box has four speeds which are changed by foot lever. Brakes are large sized and hubs are of light metal. All in weight is 270 lbs. and the top speed is round about 85 k.p.h. The tank which holds about 2.5 gallons is directly underneath the dual seat, which, of course, is hinged for "tanking up" purposes. The whole rear nacelle is easily and quickly detachable and encloses the power department. A Bosch electric starter is fitted, and works off a 6v. battery. The wheels carry 3.25 x 14in. tyres.

The 250 c.c. model is (except from the extra horses) similar. It develops 14 h.p. at 5100 r.p.m. and reaches its top speed at about 105

k.p.h. The chain from gear box rear sprocket is fully enclosed and inspection ports at either side of the rear nacelle can be opened for convenience instead of the complete nacelle being detached.

The engine is in both cases MAICO's own two stroke of modern design.

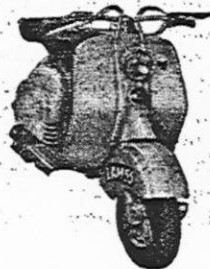
The *Maico Wiesel* is a 50 c.c. moped, powered with the well known *Sachs* engine (already reported in *Power and Pedal*) which unit construction holds pedal mounting, clutch and gearbox fully enclosed as one. The two speeds are twist-grip controlled and the frame is the well known looped single tube kind. It can be classed as typical along the now well known "light autocycle" lines of to-day. It has front and rear springing and a low centre of gravity.

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Scooter Girl

OUR machine "TUFFY", sports numerous prizes, badges and accessories, in fact, it has been known frequently as "THE CHRISTMAS TREE"!

My husband and I, officially, share her with one stipulation, that I usually occupy the back half, but I enjoy my life as a back seat driver.

Wind, rain, dust or sunshine, are no bogies for my husband, but I get plenty of all of them. However, I have found ways to get around these problems by past experience, and have now learned to travel in comparative comfort.

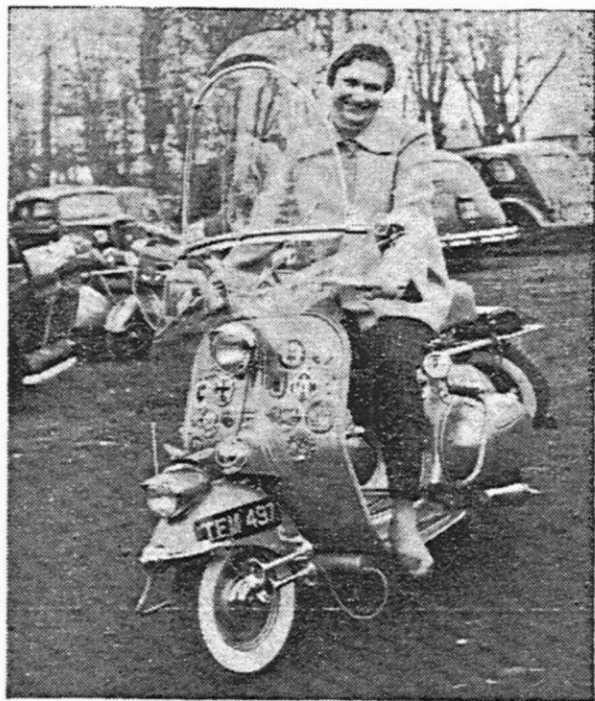
Before setting off on a long run, I cover all parts to be exposed to the elements with a good skin cream, we all know how the wind dries and wrinkles our skin. If thus protected, we can step off our *Vespa* after a two hundred mile ride, and face the evening as if we had travelled under far more luxurious circumstances.

Come wind and rain, the optimistic driver assures you that, "it will stop very soon," because he hardly feels it, but oh, how we pillion riders do! If you are prepared to drive through a blinding rain storm, be well equipped for it. It is handy to keep one of those easily folding mackintoshes in the boot so you can slip it out without even having to stop, it keeps you dry . . . and "him", in a good mood. It is advisable not to go in for any over energetic acrobatics while fetching something out of the boot, otherwise you will not be very

Rides Pillion

by

Shirley
 Felsing



Shirley and Tuffy

popular with the driver. Always try to avoid shifting your weight suddenly.

If you are an enthusiastic sight-seer, refrain if possible, from pointing out a passing aeroplane, or the lovely little valley down below, it may spell disaster. In rainy weather you must sit your seat even tighter, otherwise you may find all of you doing some daredevil skating on the road. I remember very well, before I knew better, while driving in a convoy of three or four machines, turning round to warn those behind about the patch of oil we were approaching, the others were warned, but my husband, "TUFFY" and I, parted company very quickly, due to my hasty movement.

To make long rides more comfortable try one of those inflatable cushions to prevent that saddle sore feeling, only DON'T blow it up too hard, otherwise you will be sliding all over it.

The winter does not damp our enthusiasm for the open road,

providing there is no snow, of course. Everyone has to face driving through the icy blast sometime during the cool season, and for comfort's sake it is best to be prepared for it. Legs are the most vulnerable. If you take a newspaper with you and put a double page round your legs under your slacks, you will be astonished how much warmer it keeps you. Should you be one of the more fortunate ones, you will have waterproof leggings that serve the dual purpose of keeping you both dry and warm. Have a thermos flask handy, because if the cold proves too much for you, a hot drink will work wonders.

What a lot of trouble, you may think, but compared to the "space rider" outfits motor cyclists have to wear, it is very little you need to keep the driver, machine and yourself a gay colourful team.

What could be nicer than cruising at a comfortable speed, seeing and enjoying the beauty around you, getting there . . . safe.

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 - ★ Hip pocket and adjustable ankles to trousers.
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Flashes

BRITAIN'S answer to the continental autocycle invasion is claimed for the new *Power Pak* with a high output engine under the bracket and driving by roller, pressed steel frame and spring forks. Price will be competitive.

EVERGREEN veteran Harry Holt of Ilford has plans and patents for a very modern-looking pressed steel job that has attracted much interest in trade circles.

CENTRO of Holland, whose new forged alloy cycle frame attracts contributor CLIP-ON'S favourable comment this issue, are to market their range here in the near future.

MEANWHILE N.S.U. continue to break output records at Neckarsulm with a *Quickly* off the assembly lines every 28 seconds of working time during September, plus 2,400 *Lambrettas* and the rest of the motor cycle range.

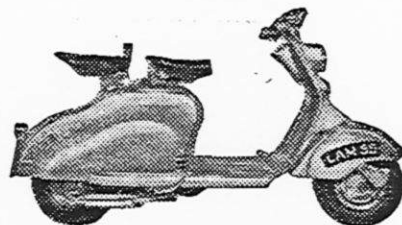
NEW reduced insurance rates for scooters by Tariff Companies quote only £3.10s.0d. per annum for comprehensive cover on machines up to 150 c.c. £4 for up to 250 c.c. and 50 per cent. cuts for machines permanently run with sidecars.

POLICE report many cyclists and cyclemotorists not yet fitting new larger rear lamps and reflectors Both have been compulsory wear since October 1st. They should be not less than 1½ in. in diameter.

LATEST and most businesslike-looking British Moped to meet the German challenge is the *Norman* "Nippy" autocycle with a *Sachs* 2-speed engine/gear unit, pressed steel frame and spring forks.

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ALL DEPOTS HAVE WORKS ATTACHED

IT was on the island of Capri that I first became aware of the *Ape*. I say aware because Italy is so full of small devices for transport that it takes awhile to become accustomed and to distinguish them.

Each morning in my half sleep before waking I heard the whine of a small vehicle climbing the steep, zig-zag road from the port to the old town high on the rock above. The day I got myself up early enough, I discovered a small scooter like three wheeler with a shooting brake body filled to bursting with vegetables and stores collected from the early morning boat from Naples. It was making a good twenty miles an hour up the hill and through the hairpins. I simply dismissed this as due to the Italian climate and zest.

I am now in possession of two of these scooters. Their name, *Ape* is Italian for bee, and I have found that their zest is due to some very good engineering and design.

The *Ape* (pronounced Appay) is made by the makers of the *Vespa* (Wasp). It looks much the same back to behind the saddle, using all the same parts and engine, but behind the saddle its large capacity bodywork is carried on two wheels.

The chassis specification of these *Apes* reads rather like that of an advanced sports car—Independent rear suspension by torsion bars—Hydraulic breaks; Four speed gear box; Gear box and differential unit mounted on the chassis.

The whole conception of the machine has clearly been to provide sturdy transport for low cost and economy. It achieves this by employing the latest engineering techniques, but nevertheless it is easily serviced and remains reliable where there are minimum facilities. The hydraulic brakes for example are similar to those on the baby Fiats which rival scooters for a place on the road.

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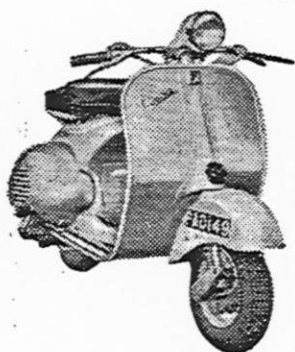
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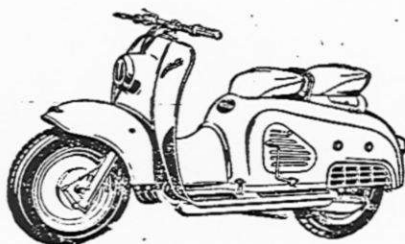
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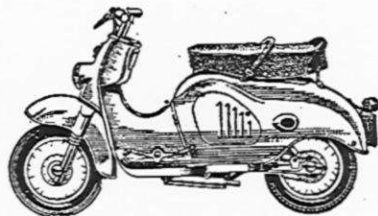
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Spike Riando dynamic Canadian designer of the Scootomobile shows off his brainchild. The Scootomobile he believes is "more than the Rolls Royce" of the scooter world

NOT AT THE SHOW

NOT at the Show, but on the British market in 1956 will be four scooters, all previously described in *Power and Pedal*. They are the *Harper Scootomobile*, shown in our picture—a big all British model enclosed in a plastic body, which pioneers scooter design. The *Puch* scooter whose elegant sister the *M.S. 50* autocycle was covered by *Tempo* last month, is coming here and will be handled by Ryders Autoservice at Bootle, Liverpool. This is a 121 c.c. single cylinder two-stroke, blower cooled. It is of the open platform type fully enclosed and with larger than usual scooter wheels. Price is £165. inc. P.T. Coming soon is the elegant *Kreidler 48* c.c. scooter described in August. This machine boasts very complete enclosure and telescopic front forks. It has become popular on the Continent and has proved itself dependable, cheap and easy to run.

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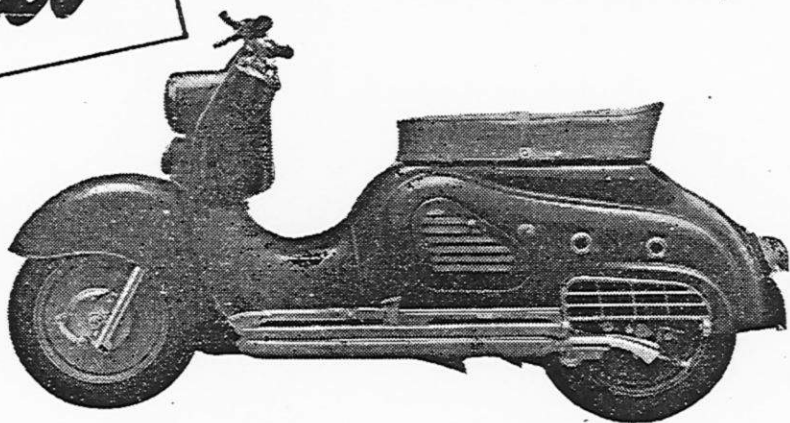
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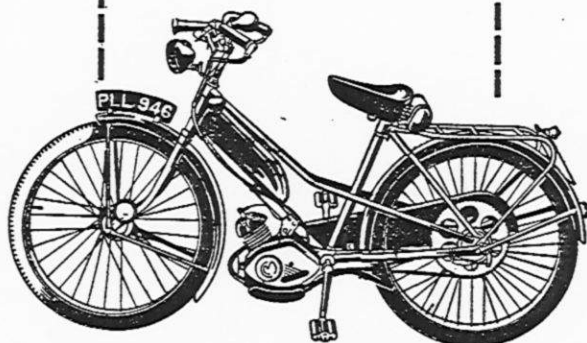
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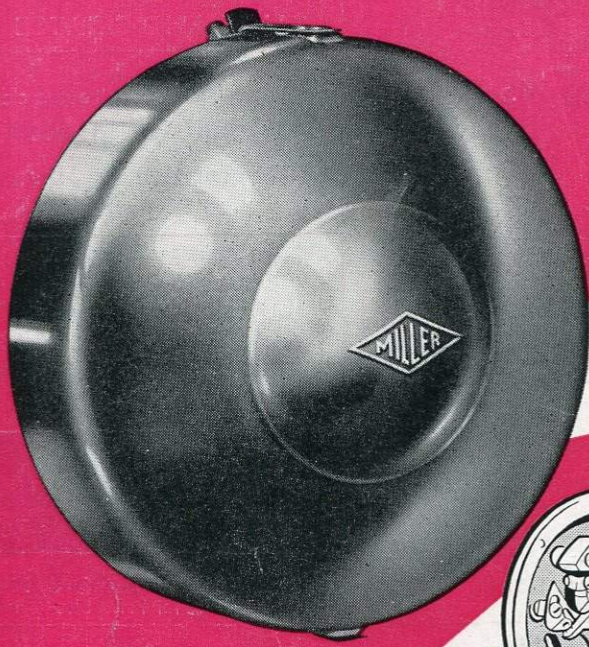
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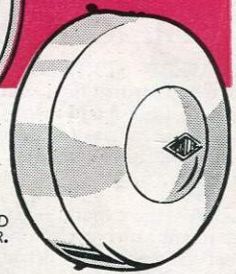
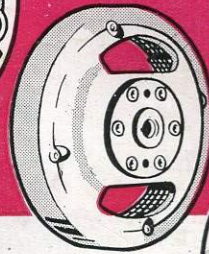


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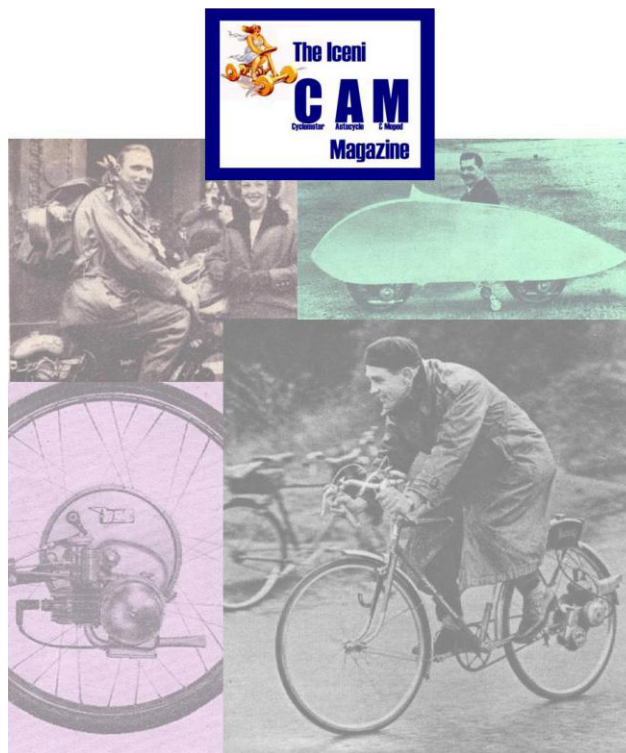
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