

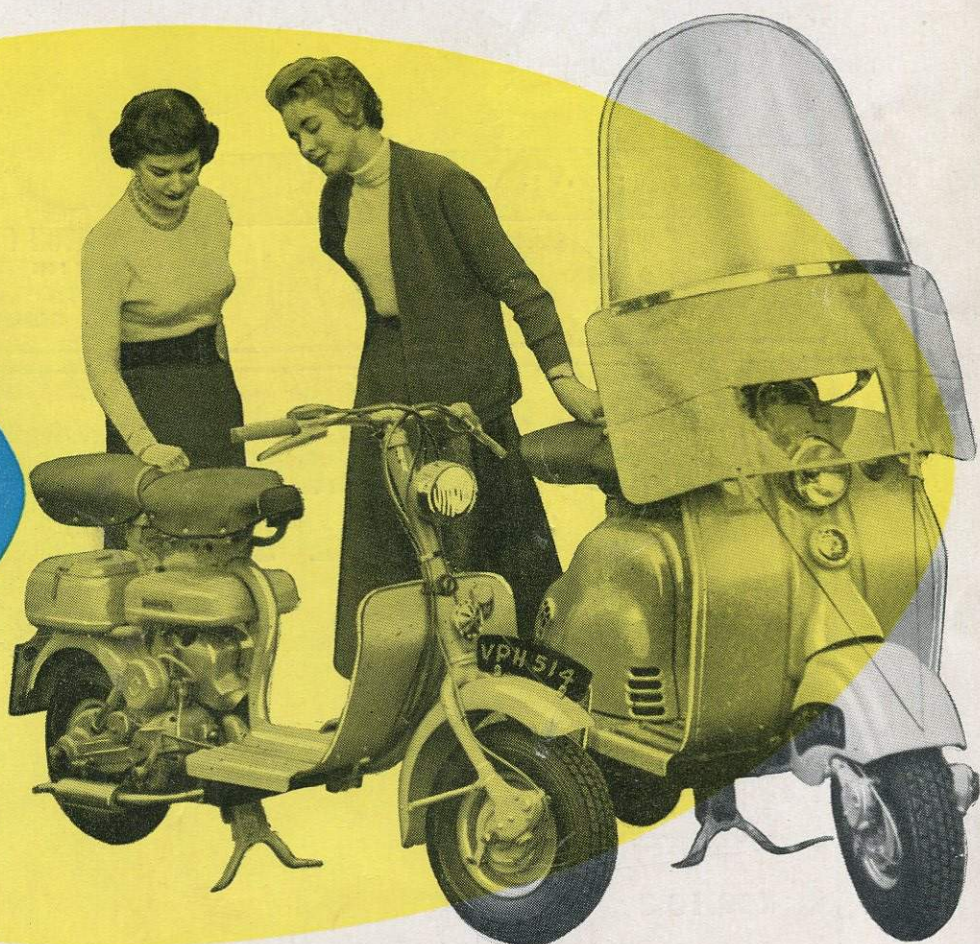
SIXPENCE  
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1955

# POWER & PEDAL

*The Autocycle Journal*

with  
the **SCOOTER**

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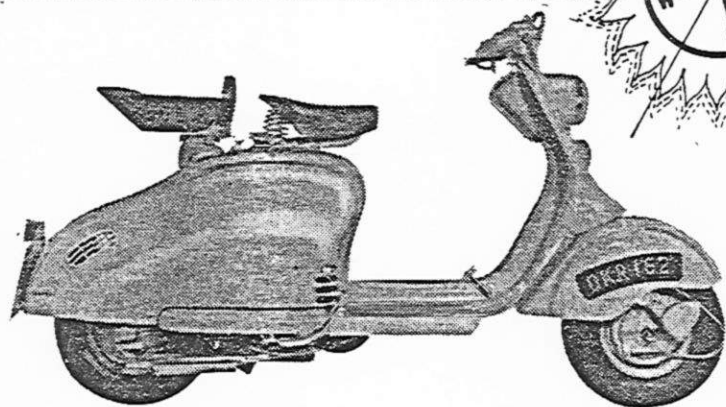
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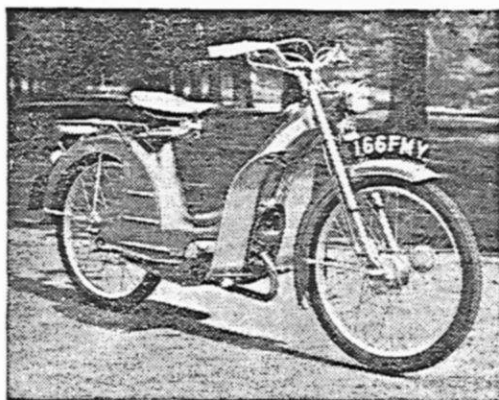
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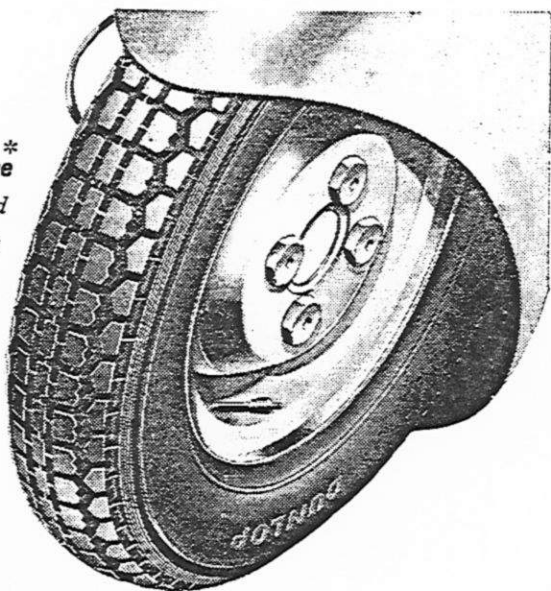
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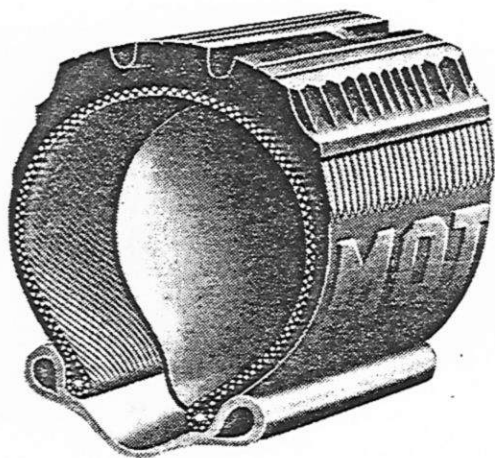
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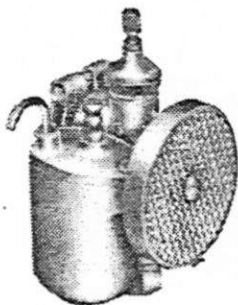
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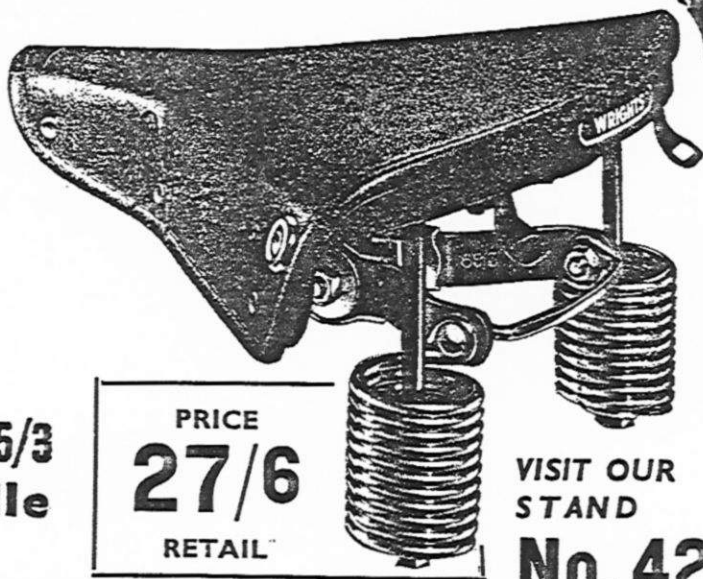
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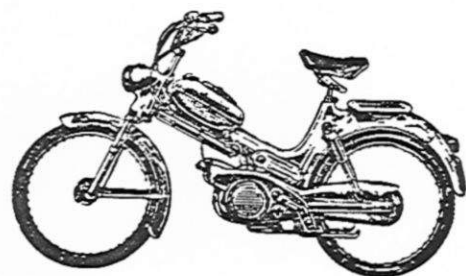
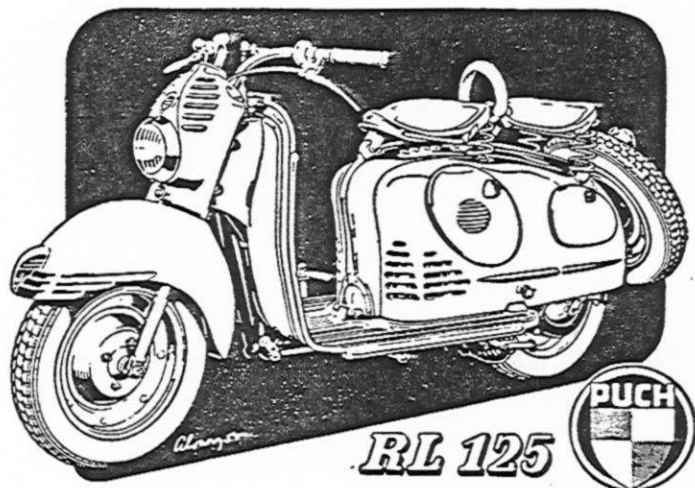
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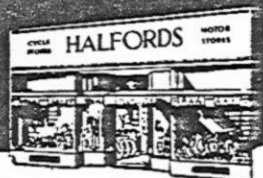
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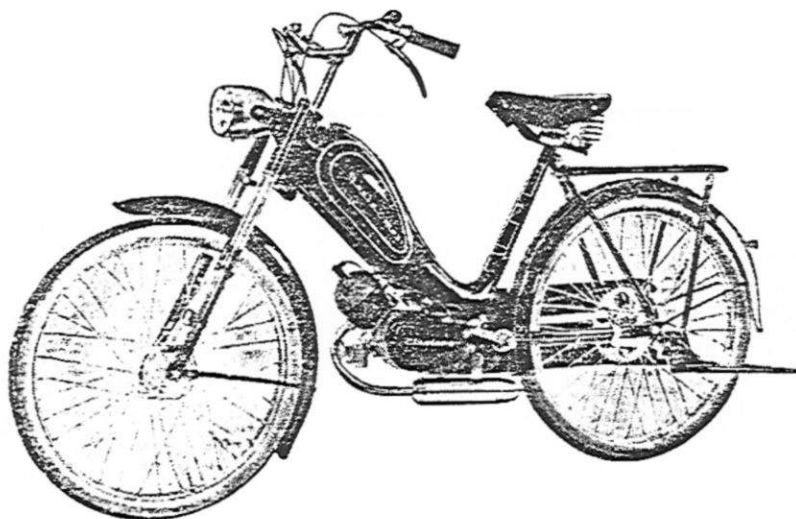
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 with  
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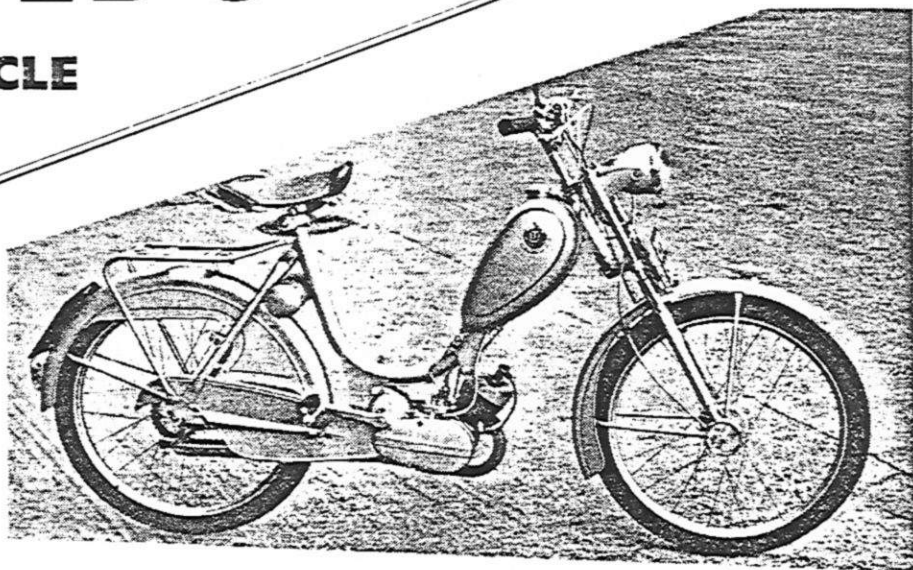
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# POWER & PEDAL

THE AUTOCYCLE JOURNAL

with  
THE

# SCOOTER

Editor : FRANK L. FARR

Vol. IV No. 1

December, 1955

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ONCE again we greet our readers, old and new, with a birthday issue bigger and better than ever before. In the three years of our existence, as the original and only journal specialising in the cycle-motor, auticycle and latterly scooter fields, we have seen a complete change in the nature of the market and an even more complete change in the attitude of the trade and public to the new class of motorised vehicle user that has grown up with such unparalleled rapidity.

When our first issue made its appearance at the 1952 Show those members of the cyclemotoring public who saw it made it welcome and the nucleus of our readership was created at once. Since then, despite our deliberate avoidance of circulation stunts, the readership has grown continuously and steadily with the expansion of the market for machines.

We foresaw and advocated the development of the built-for-the-job motorised cycle, whilst retaining a faith in the inexpensive attachment unit as the way in for the millions of cyclists who use their machines for day to day utilitarian

purposes. We pointed the way to the evolution of the multi-speed light auticycle to the semi-scooter class as engine performances in the under-50 c.c. category went up and the gearboxes made pedals unnecessary and full enclosure practicable. During the past year we have developed *The Scooter* as a separate section but within and part of the whole journal. We followed this line because we found that the scooter riders, whilst having their own vehicles, clubs and requirements, are the same people as come into the field by way of cyclemotors and have most of their interests in common. Furthermore the lightweight scooter classes which are now quickly developing at 50, 65, 75 and 100 c.c. engine capacities are in themselves developments of the auticycles, so that both the vehicles and the riders belong to the same group.

1955 has seen very big changes in the face of the market as our Show Report in this issue indicates as compared with that of last year, but the position is as fluid as ever it has been and there is no sign of finality. The present accents are

on multi-speed light auticycles and 150 c.c. to 200 c.c. scooters but there are already signs that the field, hitherto neglected in this country, for the true motorised cycle that is really light, simple and cheap is going to be catered for, and that lighter and cheaper scooters may yet be in greater demand than the present successful models.

Another huge potential market that has not yet been fully appreciated is that for passenger machines. Motorized tandems and scooter sidecar outfits are still few on the roads although the demand is already lively. Light family three-wheelers have had more time to develop but need to be improved and very much cheapened to fill their proper role in Britain's personal transport.

The value of a live and forward looking journal in such a new and rapidly developing market has been seen and acknowledged by trade and public alike and we intend that *Power and Pedal* in its fourth year shall serve in the new conditions as it has already served in the progress of the past.

# COMMENT

A VERITABLE river of auto-cycles is in spate. They are now pouring in from the continent and some British makers are trying to gain places in the market even to the extent of meeting this country's lack of engines by turning out home built machines with foreign power units.

Those of us who had seen years ago the huge potential market here for light personal transport can only be amused at the frantic rush to jump on the band waggon that is now taking place. There is, however, a more serious side to it all and much harm will be done to the whole movement if this present anarchistic phase is allowed to get out of hand. Many of the machines whose arrival has been announced in the past few weeks will not stay on the market for a year simply because they are not adequately backed by exporters and have no national organisations here to market them. The inevitable selling off that will accompany their withdrawal will not only upset the price market but may well lead to a wave of pessimism throughout the trade that will strangle development of home designed machines. The modern British industrialist only needs one cold breath down the back of his neck to think that all the bogies in the business are after him. The merchant adventurer is a figure of history.

The funny part of the situation is that the cause of the rush is the success of the N.S.U. *Quickly* and nothing else. It does not seem to have dawned on many people that the machine, excellent proposition as it may be, is only part of the story. It was the brains, energy and capital put into marketing the

## by Clip-on

*Quickly* that made it go and it is that same combination behind service that will keep it on the market when many other good machines have disappeared into the ten-pounds-off-list-price classified advertisement category.

I hope too that our own makers don't all jump into this "pedals and gearbox" type. Those two are now alternatives not complements and although the market for the type may yet expand they are already obsolescent. What we need more than anything now is a British light motorised cycle with single control layout in the £40-45 price bracket. France can do it—Why not Britain?

### Pride and Prejudice

The recently held National Safety Congress had a wonderful time and a wonderful press trying to find out everything that Johnny is doing and stopping him.

All practical steps towards road safety must be welcomed by all reasonable people but the fantastically prejudiced evidence given prominence in the discussion on a resolution on motorised cycles will help no-one.

The proposer of the resolution was Mr. H. J. Vann, Chief Constable of Birkenhead, and he is quoted in the press as claiming that cycle-motor accidents went up by the amazing rate of 38 per cent. in 1954, that cycle frames could not stand the vibration of motors and

that brakes were inadequate. Not a single word of factual evidence was produced in support of these statements; the Road Research Laboratory's representative discounted the statement regarding brakes and the Ministry of Transport representative spoke against the resolution. Nevertheless the resolution was passed by the congress with only one dissentient and calls for heavier braking systems, examination of machines and testing of frames to see how they will stand up to vibration.

The facts are that the number of motorised cycles in this country increased by almost exactly the same percentage as the accident figures so that the *rate* of accidents remained the same. No-one has yet produced any evidence that ordinary cycle frames cannot stand engine vibration or produced any practical suggestions for testing this factor. Cycle brakes in good condition can hold a cycle at maximum speeds down hill when freewheeling and can obviously hold it *better* with the help of engine drag. Bad brakes on any vehicle are just bad brakes and not the attributes of the vehicle class.

As much to the point but unmentioned in the discussion is the fact that the proportion of serious and fatal accidents out of the modest total suffered by powered cyclists is lower than that for any other class of powered vehicle in the country; while another favourable angle is that the lighter and slower machines inflict fewer and less serious injuries on other road users when an accident does happen.

### Autocycle Windscreens

Up to now I have always been of the opinion that wind-screens were fitments intended for scooters and touring motor cycles, but I recently have seen several autocyclists using them and one of the firms exhibiting at the Show this year lists screens "specially tailored" for the *Quickly* and similar machines.



I have never had the opportunity of trying out a screen on an autocycle and am not prepared to express any opinion at all as to their suitability or otherwise in general. I would like to make the point however, that any screen on any machine is doing less than half its job if it is too narrow.

A slim strip of transparent material in front of the most easily protected part of the anatomy, the part looked after by any double-breasted coat, is hardly worth paying the quite substantial sums asked for screens. It may even add to the concentration of the air blast on the hands, arms and shoulders exposed at the edges of the protected area.

On heavier machines I have always felt that the best service a screen can render is the diversion of wind and wet from the hands and forearms and it has occurred to me more than once to experiment with a windshield like the opaque portion of the original *Olicana* motorcycle screen. It should save the fingers from that agonising freeze-up almost inevitable in real hard weather and would permit the enjoyment of warm, flexible leather gloves in wet. I should be

glad to hear of any screen designed to give this amount of protection on an autocycle. It would be worth testing.

### Learning By Sense

George Denton, author of the text matter in the new *Power and Pedal Handbook*, has based his approach to the subject on his unique personal experience of selling and servicing cyclemotors. He has found that simplicity must be the absolute keynote of any such publication if it is to do real good where no other writ runs and also that even the most simple technical explanation may fail to get over unless it is tied to some already known and accepted parallel such as the flow of water compared to an electrical circuit. I fully agree and go further to say that learning is almost pointless unless the sense of the matter is absorbed as well as the meaning of the words.

The art of learning is comprehension. Quite often it is worth while to learn a drill, a memorised routine, for dealing with a specific situation, but really to learn how

to do anything it is necessary not only to know what you are doing but also to understand why. Applying this to a motorised cycle autocycle or scooter, the first thing to be understood is that the thing is a complete vehicle and that all its parts are interdependent in their functioning. Even if the engine is a clip-on it becomes part of the whole machine once it is fitted to the cycle. Similarly tyres, chains, brakes and all the other parts of the machine have to be seen as part of the whole.

This may seem too obvious to detail like this but it is surprising how many people, some of them quite experienced, have blamed and attended to their clutches in dealing with the symptoms of rough handling when the fault lay in the chain adjustment; while more than one front brake has been torn apart in a vain search for a judder that originated in a slack steering head. So, when trying to locate the causes of slight variations from perfection in running, don't jump to conclusions. Think first of all the things on the machine that may have a bearing on the trouble and check them all before you start pulling anything to pieces.

## ACCESSORIES

**Accles and Pollock Ltd. - Stand 108.** High performance alloy tubes. Three new types of handlebar bends.

**Amal Ltd. - Stand 105.** Carburettors (including special designs for powered cycles); control levers and twist grips.

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**Brampton Fittings Ltd. - Stand 131.** Autocycle chain wheels with bent cranks. Steering head fittings and frame lugs.

**Britax (London) Ltd. - Stand 117.** Extremely large range of accessories including new scooter windscreen. Ingenious lighting gadgets.

**British Anzani Engineering Co., Ltd. - Stand 116.** 250 c.c. and 325 c.c. m/c power units. 325 c.c. light car unit with *Siba* dynastart.

**J. B. Brooks and Co., Ltd. - Stand 54.** Specialists for all kinds of saddles. See also saddlebag selection.

**Burgess Products Co., Ltd. - Stand 34.** Silencer specialists, exhibiting for first time at Show.

**Cyclo Gear Co., Ltd. - Stand 25.** New *Autocyclo* autocycle freewheel. *De railleur* gear sets.

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**Eagle Transfers Ltd. - Stand 85.** Cycle m/c and window transfers.

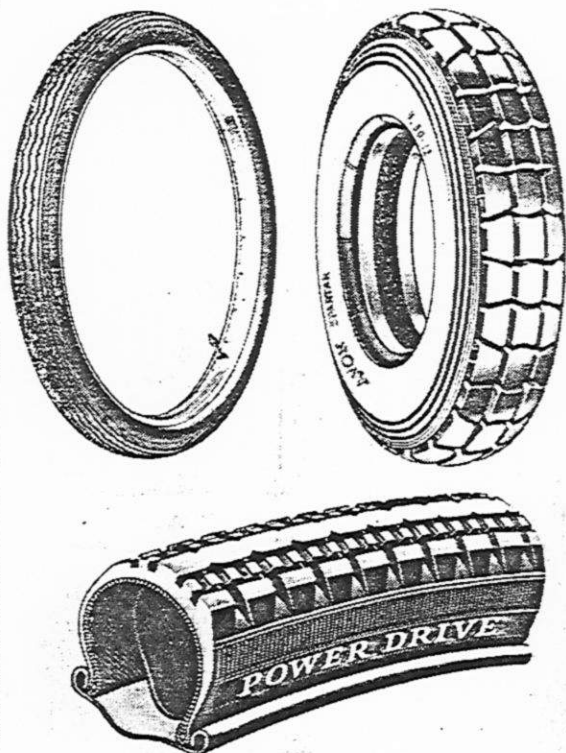
**Ewarts Ltd. - Stand 138.** Pipes, taps and filters.

**Ferodo Ltd. - Stand 26.** Brake blocks and linings.

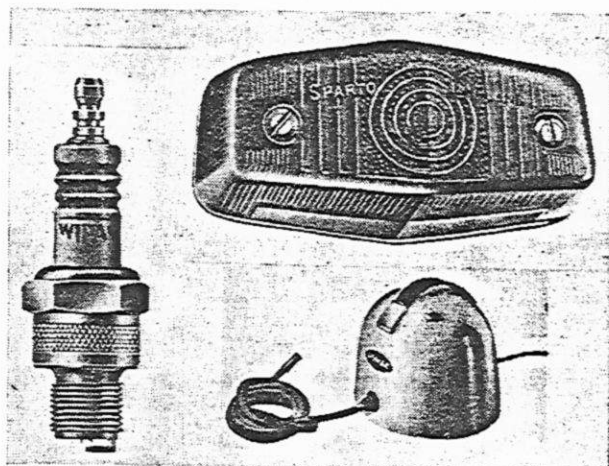
**Fibrax Ltd - Stand 78.** Brakes blocks and linings and clutch lining. See motorised cycle block No 144.

**James Grose Ltd. - Stand 27a.** One of the largest London dealers in accessories and clothing. Also fine selection of tents and camping equipment.

**Girling Ltd. Stand - 86.** New hydraulic suspension damper for small two-wheelers.

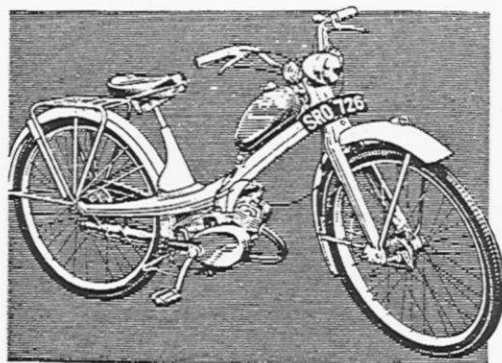


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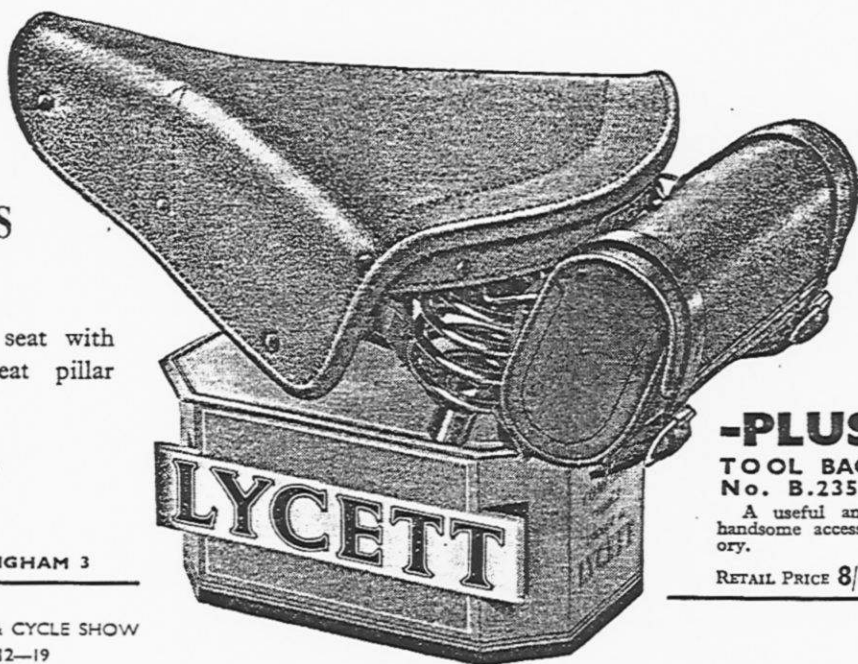
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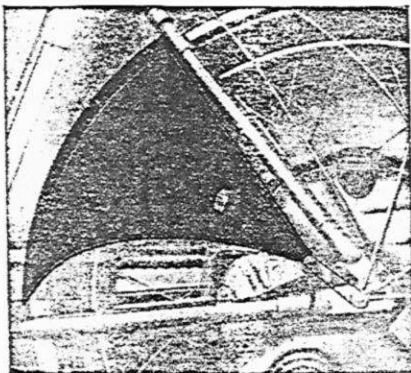
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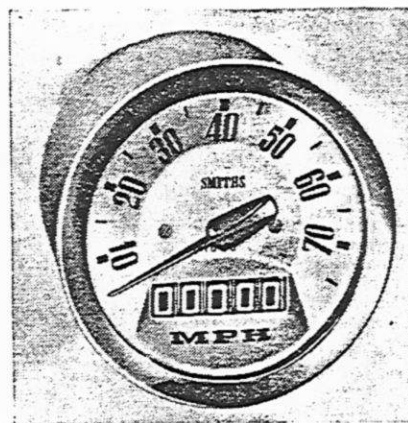
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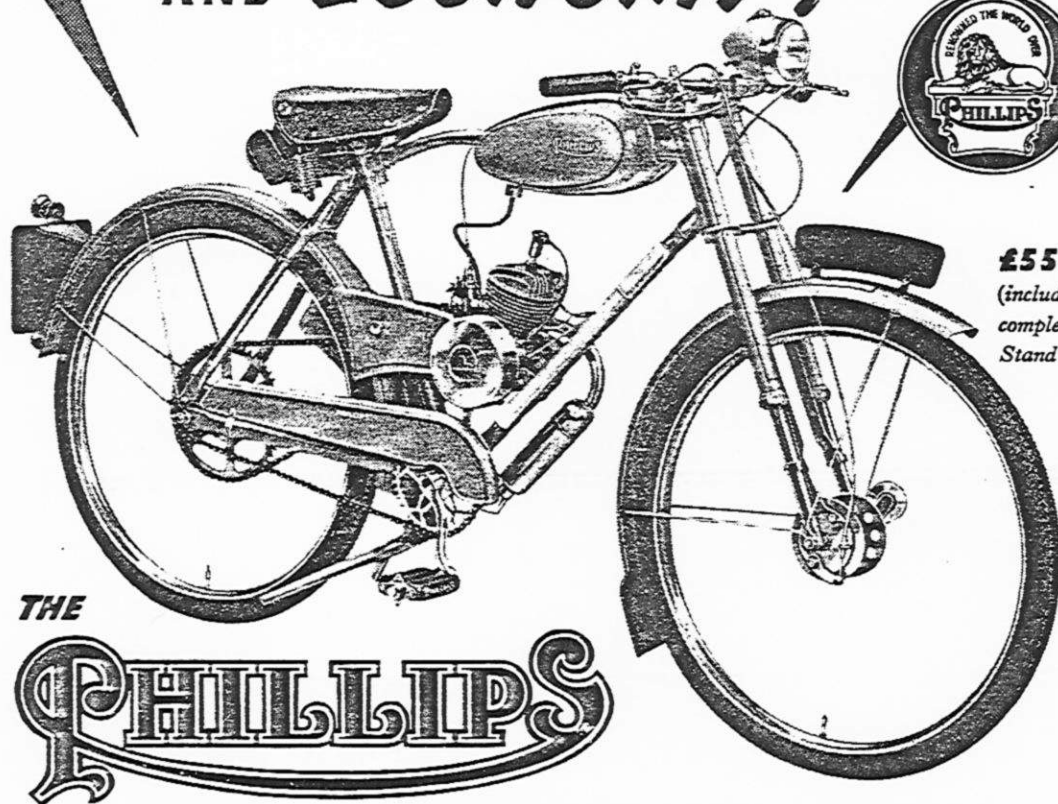
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## MAINTENANCE II

# LUBRICATION

IN last month's article we listed the tools required for the routine maintenance of a cyclemotor or scooter. They apply equally well, of course, to any two-stroke powered light vehicle. The list was not intended to be comprehensive, such items as chain link removers, for instance, being omitted as it is to be assumed that people who already know how to use them will naturally have them. These articles are intended to cover only the simple requirements for keeping the vehicle in good condition and regular service by persons without previous experience but with an average amount of common sense.

As mentioned earlier the most important thing in learning how to look after your own machine is that the principles should be understood rather than the precepts learned by heart. Everything on that machine was put there by the maker for some purpose and the user should try to find out what that purpose is in order to help the part to serve it. For example, if the chromium plate were put there simply to look pretty, the owner might improve upon it by buying a miniature engraving tool and drawing mermaids or inscribing "Bill loves Mary" in a neat flowing script on the shiny surface. Actually the plate is also there to prevent the metal structure underneath from corrosion—so the engraving is not a good idea.

In saying, therefore, that the most important factor in maintenance is lubrication we must, at the risk of over-simplification, explain what lubrication is meant to achieve.

Wherever two metal surfaces rub or roll against each other they will set up friction. The smoother and harder the surfaces are the less friction there will be but even the most polished looking piece of metal looks like a photo of the surface of the moon, all lumps and

craters, under a powerful microscope and the finest machine in the world will sooner or later rub itself hot and jam or "seize up" solid if it has no lubricant.

All lubricants have the job of eliminating friction as far as possible by interposing themselves between the bearing surfaces, and the nature of the lubricant required differs with the task of the part of the machine it lubricates. Oil is needed for hot engines and enclosed gearboxes, grease for enclosed bearings such as hubs and special materials like graphite for exposed chains.

### The Engine Unit

Two-stroke engines are lubricated on the petrol system.

Nothing could be simpler than simply mixing the oil with the petrol and pouring the mixture into the tank but there is need for intelligent care all the same. Too much oil in the mixture will make for erratic running, plug fouling, poor starting, a messy engine (and clothes) and the need for frequent decarbonisation. Too little oil will cause hot running and increased wear; if much too little it may cause the engine to seize up with consequent damage.

Remember that you are using a mixture of petrol and oil, not just oil, in your engine so the grade or thickness of the oil will influence correct mixture. You can use less of a heavy oil to a gallon of petrol than a light one, but as heavy oils contain a far higher percentage of carbon, are often more difficult to mix evenly with petrol and usually cost a bit more anyway there is no advantage on balance in using them. An SAE 20 oil, fairly light, in the proportions of 1 to 25 will suit most under 50 c.c. engines or 1 to 20 for the bigger fellows. If special self mixing oils are used

the proportions may be a little heavier. Conversely graphited oil is used in smaller quantities.

Despite the insistence of most makers' instruction books these proportions can only be guide figures, neither minima nor maxima. An engine that is driven hard over long distances with heavy loads can do with more oil in its petrol than one driven gently for short journeys with a lightweight driver and no luggage. Here is a case where the use of common sense based on observation can do the job on the spot better than an expert writing a book. If your plug is getting oiled up and there is half burnt oil around the outlet of your exhaust system then you are using too much oil for your purposes and you should experiment with smaller quantities of oil per gallon of fuel until you get it right.

Do not, however, confuse messiness caused by petrol leaking from faulty petrol taps or pipe unions or by spillage from careless filling, for overoiling. Keep the outside of the engine clean when you make your tests and do your checking by the insides of the sparking plug and the exhaust tail pipe.

Most gearboxes are happy on the same oil as is used in their engines but if the instruction book quotes a very different lubricant there must be some reason for it.

When filling, see that the machine is standing level and that the oil comes just to the plug level and no more. As stated in the last article, a syringe is the best tool for this job, but a small funnel with the pipe slightly bent will usually get the stuff *inside* the box where it can do its job.

### Hubs, Forks and Steering

Most cycle hub and steering head bearings and some spring forks have oil cap lubricators and a light oil frequently applied in *very small quantities* will keep these parts in good condition. However, there is much to be said for a changeover to grease gun lubrication which enables a heavier lubricant to be

forced into the bearing. Apart from the certainty that the pressure-fed grease from the gun is really getting to all the bearing surfaces there is the great additional advantage that the grease fills all the cavities to the complete exclusion of water, damp air and foreign bodies. Grease can also protect the bearing while the machine is left standing for long periods, where oil must flow by gravity to the lowest point.

With the current increase in the use of hub brakes there is also the important point that a heavy lubricant is less likely than a light oil to get past the seals from the hub bearings on to the brake linings.

### Controls, Cables and Linkages

Comfort and safety are inter-related factors in driving. A driver who is not comfortable can rarely be safe and one who is unsafe must be a dull oaf indeed if he can feel comfortable.

Nothing on a vehicle brings these two factors together more than the handling of the controls. These fitments, twist-grip, levers and pedals are there to convert the desires of the driver into responses from the mechanism and they should all function accurately, smoothly and *without conscious effort* from the handler. If you notice the working of your controls there is something wrong with either their adjustment or condition and the chances are that it is the latter, through lack of lubrication.

The oilcan is the tool used for this job, less because oil is the best lubricant than because the oilcan is the most convenient way of getting it there.

Control cables should be detached at their upper ends from their controls and the oil fed into the casing until it shows at the bottom. One of the many tricks for achieving this is that of making a little funnel of plasticene round the top of the casing and filling this with oil. All fulcrum points of levers and pins in rod and link systems should be doused with oil,

worked to get it into the bearing points and then wiped dry outside. Leaving the surplus oil on can do no good and it will pick up dirt and grit to do harm later.

### Chains

The proper way to service a driving chain is to remove it from the machine, brush off outside dirt and immerse the chain in warm lubricant. When this has soaked in, lift out the chain with a hook or piece of wire, hang it up to drain, wipe off surplus lubricant and replace.

This treatment will make chains run smoothly, quietly and with long life, but not everyone is prepared to do it by reason of the time taken and mess involved. The alternative is to use a proper liquid chain lubricant and brush it on, having cleaned off the chain and sprocket first. DON'T use ordinary oil or grease for this purpose—it does not get in to where it is needed and it collects dirt outside in enormous quantities.

### Lubricants As Protectives

A smear of light grease, such as vaseline, on any exposed bolt thread electrical terminal or lamp rim is an excellent thing for keeping the part free from corrosion, but the use of greases for protecting outside parts is not to be recommended. Used on rims it damages the tyre rubber and on other exposed parts of the machine it is both messy to clothing and attractive to dust and grit.

Our recommendation for this purpose is lanolin used thinly on surfaces that have been thoroughly cleaned first.

### The Point Of Lubrication

This article may seem rather fussy to some—Much ado about nothing, but is based on experience and it can work. If intelligently applied these ideas will keep your machine in good trim and appearance at less cost than any amount of work with the spanners and screwdrivers.

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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.

## Something of Everything

I have read (and kept) every issue of *Power and Pedal*, and look forward eagerly to each fresh issue. You are doing a good job for we brethren of the "Small Fry"—and after over 30 years of "variegated motorcycling" I find that nowadays the 50 c.c. class interests me most of all. The "family" 1949 *VeloSolex* continues to give steady and pleasant service, backed up by my own 98 c.c. 2-speed *Janes*; and my former 98 c.c. *Norman* auto-cycle regularly takes another member of the family to and from work daily. Great stuff, these "Tiddlers"!!

However, my main object in writing you is to request that you try and

arrange a really good description and test report of the *Empo-Carley* 50 c.c. pedal-less autocycle (Apr. 55 *Power and Pedal*)—it seems to me to be a type of machine offering distinct future possibilities. Did not the machine first appear in France, about 1952? Incidentally, could you kindly enlighten me as to the designer—J. D. Carley—is he French, Dutch, or English?—and how does he come to design a 50 c.c. job?

I was very interested to read the *Puch* auto-cycle test report in the current issue of *Power and Pedal*—saw lots of 'em in Austria, last August, and a fine job they are, incidentally, both they and the *H.M.W.* "50", were to be seen pulling 2-wheel trailers!

Best wishes for the continued success of *Power and Pedal*.

Has the *Mobylette* frame design reverted to the former curved twin "top" tubes—should imagine so, from latest test reports? (Yes—ED.)

KENNETH E. HARTLEY

Selby.

## Why Speed?

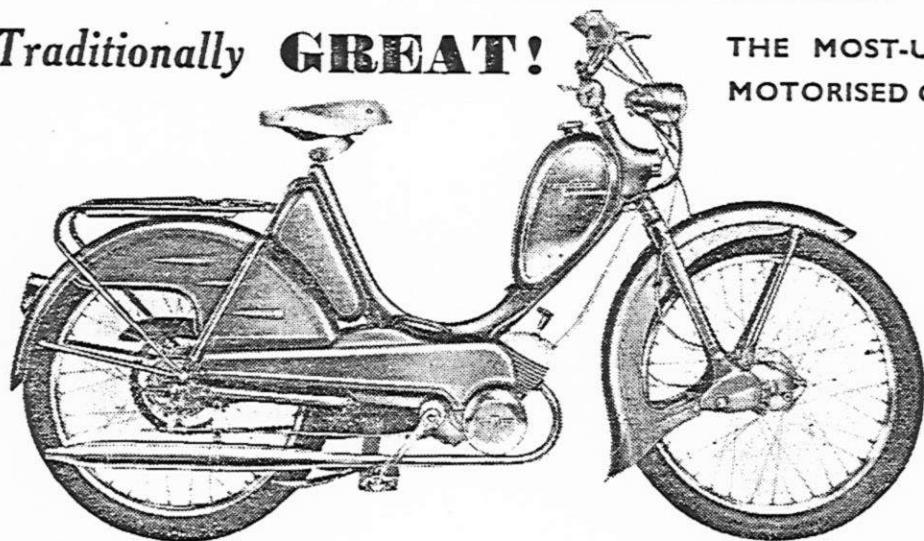
I read with interest your Editorial in the October issue regarding the German move to control the maximum speed of Mopeds to 25 m.p.h. What a pity our Manufacturers could not come to a similar agreement but as they have to bow to the wishes of their customers I cannot see it taking place.

I have noticed that nine tenths of the letters from readers praising their particular engines emphasize the terrific speeds that they get out of them, they forget completely reliability and economy. With the various engines I have owned the first thing I ever get asked is "How fast will it go"?

J. R. Gibson of Leamington Spa averages 26.8 m.p.h. but his petrol consumption is 118 m.p.g. which is ridiculous for a 50 c.c. A 250 c.c. Motor Cycle will return this figure if

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properly run. M. Watson of Bramhall, Cheshire cruises at 30-35 m.p.h., his back tyre is bald, I don't blame it, I would like to know what his petrol consumption is and whether he has a reliable speedometer.

What is the sense of all this high speed? I would certainly not like to average 30-35 m.p.h. on a Moped weighing only 73lbs on the roads in my area, if I wanted to ride at speed I would invest in a Motor Cycle designed for the job. I rarely exceed 20 m.p.h. except for short stretches but my petrol consumption is a steady 210-216 m.p.g. and I get there just the same, as fresh as a daisy. One thing I do know, my *Quickly* will be on the road in perfect condition long after the two aforementioned machines have had their guts torn out.

Surely the idea of these little machines is something that is reasonably cheap to purchase and above all economical to run and maintain.

T. WAYMOUTH PRINGLE  
S. Croydon.

#### "Phooey To Us"

As a regular user of Clip-ons and Scooters of Continental makes, may I thank you for the past issues of *Power and Pedal* and in particular for the promptly delivered Show Number for November.

I grieve however, to find in this issue comment by Clip-on on the use of Graphite additives during the running-in period.

I quote "Abrasion is the only way to polish any metal—" If we are discussing machined surfaces I say "Phooey to you, Sir".

Burnish the stuff! The smearing or rolling action pushes the minute high spots down into the surrounding scratches, grinding marks, pores or what have you, and thus produces the desired surface and workhardens the mating faces without detaching particles of metal to create more scratches, etc.

Graphite materially assists this interesting process, as it discourages adhesions, picking up and small hot spots on the high pressure areas. The addition of graphite to lubricants ensures a measurable reduction in the quantity of heat generated by friction.

Yours to a mirror finish.

M. G. FARR,

Wahn, Germany

#### Upper Cylinder Lubricant

I have owned a *Cyclemaster* for the last 3 years which no doubt I find very handy, at first I was greatly troubled with oil sparking plugs, after adjusting

needle in carburettor for the weakest mixture the plug still continued to oil up regularly. A friend of mine advised me to try Redex from the local garage, which I did and from that day onwards never once did the plug oil up! Well! the correct amount of Redex to add to the usual amount of oil and petrol which is 25 to 1 is half the oil measure of Redex. So this may interest some of your readers.

That amount of Redex is advised by the makers.

A. ALLAN

Saltcoats.

#### "Teagle" Tank

I have just received a copy of your June issue and would like to comment on Mr. Lewis' letter.

Mr Lewis refers to the *Teagle* engine as being "the best unit on the market".

I also am an owner of a *Teagle* and have had my trouble.

When I had had it for two weeks the petrol tank split at the joints. I returned it at once to the makers and in due course received a replacement which proved to be no better than the first.

I feel that instead of soft soldering the joints, they would prove better if they were brazed.

C.U. 7671

S. Shields.

(We publish this letter as of special interest because it is the first criticism of the *Teagle* we have ever received from a reader.—ED)

#### "Firefly" Comments

On reading "TZ 1756's" letter in the October edition of *Power and Pedal* I find that his experiences with the *Vincent Firefly* are almost identical to mine, the main difference being that I have suffered from plug whiskering upon several occasions, owing to a combination of dirty contact breaker points and having the jet needle too low. The result being that my engine overheated rapidly and whiskering occurred. I realise now that my lowering the needle to its limit must have been the cause of my big end seizing soon afterwards, which entailed returning the engine to Stevenage for a complete overhaul.

I have covered some 700 miles since its return during which time it has given no trouble at all, my petrol consumption is rather high (110 m.p.g.) but I am not going to risk overheating the engine again by the lowering the needle.

I agree with TZ 1756's remarks concerning slip in wet weather, I find that I can maintain a speed of about

## EXPORT DRIVE



Mr. W. A. McLeod, Joint Managing Director of Perry & Co. (Holdings) Ltd., Birmingham, leaving London Airport on an extensive tour of South African and Rhodesian markets.

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15 m.p.h. on the flat, but the slightest slope causes the engine to rev.

However I cannot pass by his remark concerning cycle shops being useless where cycle engines are concerned without mentioning the service provided by the Excel Cycle Co of London, S.E.18. I have gone to them with troubles large and small and they have never failed to find the fault and remedy it, on my old *Power Pak* and my present *Firefly*. My cycle and engine are in very good condition but I must admit that but for the generous free advice and assistance given to me by them my machine would not be in the fine condition that it is in.

To conclude I would say that the *Firefly* is a magnificent engine, but in

my opinion is slightly marred by the method of tyre engagement which causes such bad slip and vibration.

V. ETHERINGTON

S.E.9.

#### "Cyclemaster" Facts

Three years old, 25 c.c.—35,000 miles, load 16 stone. Territory covered, East London and all Essex.

Petrol: Nat. Benzole; Oil: Castrol 2-stroke mixture 25:1. Needle setting 2nd from top. Miles p.g. 220. Longest day's run 160 miles. Exhaust opening cleared every 500 miles approx. Cylinder head off every 1,500 miles approx and cylinder barrel off every 5,000 miles approx.

Replacements: 2 tyres; 2 secondary chains; 2 pair rings; 1 exhaust; 3 plugs; 1 choke; 1 contact breaker fan; 1 condenser; 1 plug lead; 1 secondary chain sprocket and 2 sets of rubber absorbers for same, 24 spokes. This sounds a lot, but not when the mileage is taken into account.

Total cost of motor, new parts, tax, insurance and cost of fuel for 35,000 miles £80. +s. 6d. equals 5355d. per mile. Cost of 35,000 miles travelling by bus £233. In three years I have saved £152. 15s. 6d.

I hope this record will be of use to some of your readers.

R. E. C. QUILTER

Hadleigh.

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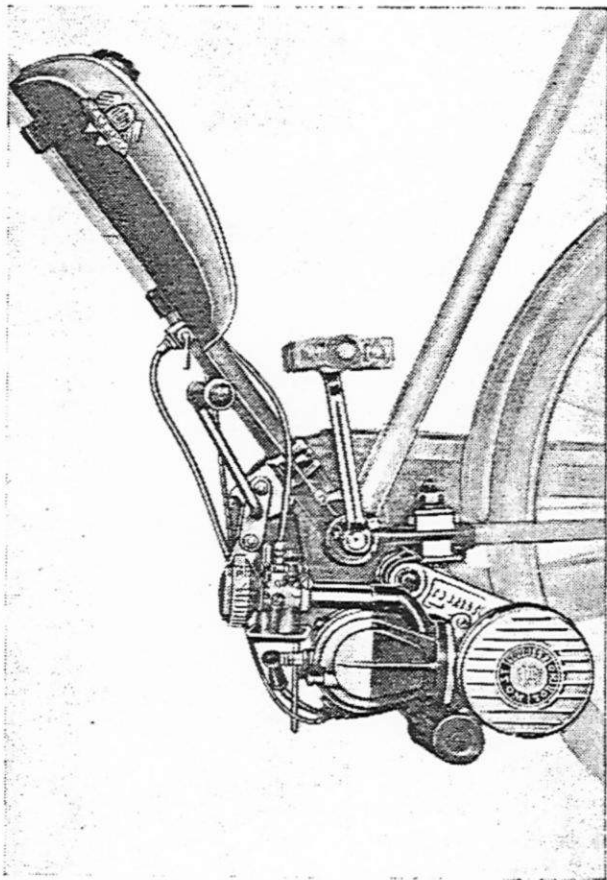
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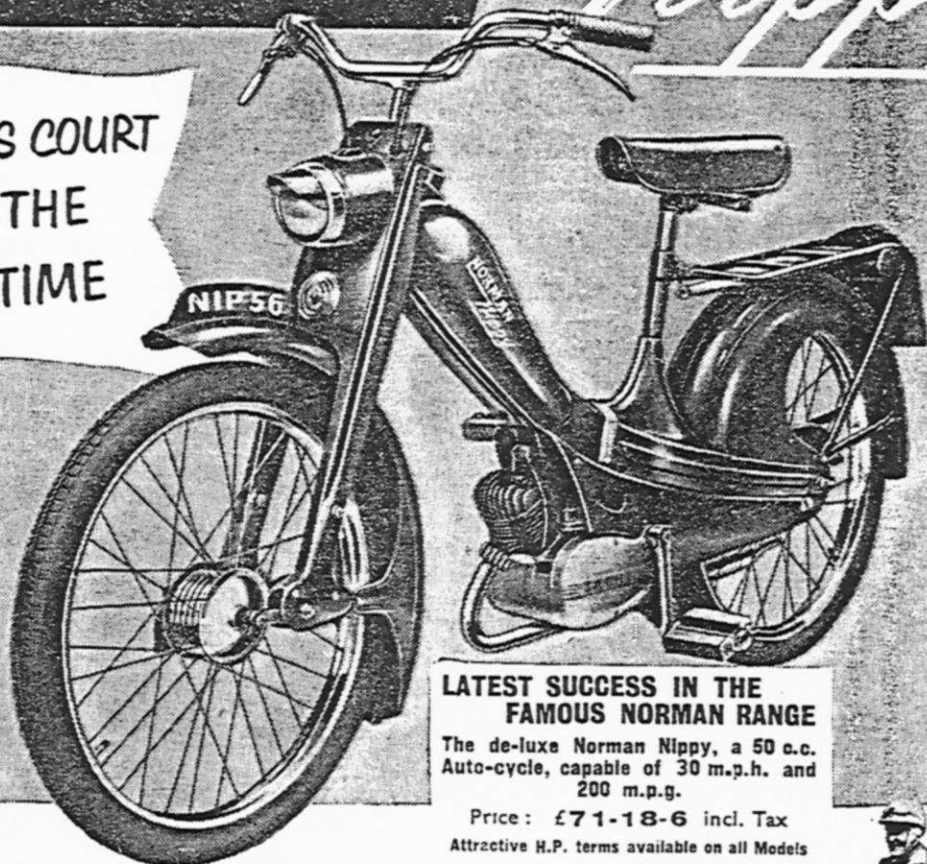
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THIS is a mo-ped and scooter show with a spearhead force of British manufacturers triumphantly asserting in gleaming metal and paintwork that Britain can make it in these new realms of personal transport.

The range of vehicles is wider than ever before and all of us who have expressed our belief in the motorised cycle and the enclosed scooter in the past lean years can now feel that we could, if we wished, say "I told you so" with every justification.

In the cyclemotor field the news item on wheels is probably the Hercules "Grey Wolf", sleek, modern, original and priced to hit the market where it is most ready to take it. Two other well known companies with long traditions in both cycling and motorcycling take up the continental challenge with fine versions of the latest in German style mo-peds but the lack of a British engine for the job, to which we drew attention in our leading article last September, has meant that these machines make their debut with foreign engines, but now, the Bown and Norman machines are here to stay in the British market.

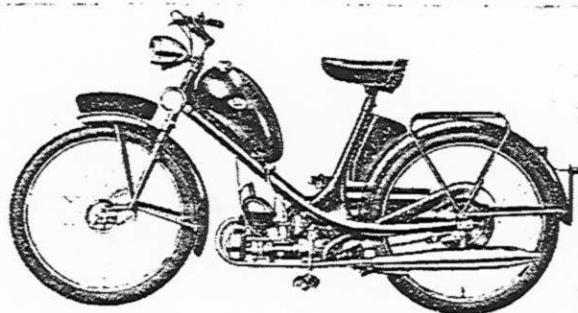
Another all-British product is the new Power Pak with its accent on lightweight and simplicity, a true motorised cycle translated into the modern idiom of light alloy integral tank frame and mo-ped styling.

Also home produced and with its styling more in the French than the German tradition is the Mercette with its 4-stroke engine and "straight line" tubular frame. The foreigners are without exception high grade jobs that will afford, as one of the British makers put it, "healthy competition" that will keep the whole market on its toes. The N.S.U. Quickly, most successful yet, seems to have a fervent following. The Zundapp Combimette in its two-speed form looks meant for serious motoring. The

these and with a lively performance as well is the Phillips as shewn last year but now with telescopic forks. This firm has also sprung a surprise in the form of a modern two-speed moped.

### The Next Stage

Historically the most significant machine in the Show is the well kept secret of the B.S.A. Dandy, a lightweight that has jumped the gun on most of the design teams in the country by making the trans-



The latest thing  
in Mo-peds, the  
**HERCULES**  
"GREY  
WOLF"

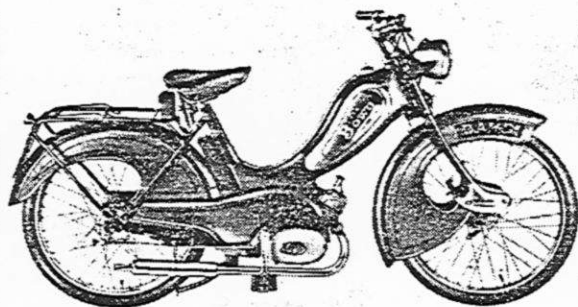
Kieft is there in the running, another good looker and the Queen of the single-speed machines is still the Berini on the Cyclemaster stand.

On this stand also is the Cyclemate which, with the newly-dressed-in-grey Mobyette, represents a market still somewhat neglected but bigger potentially than any other, the simple motorised cycle at a really economical price. Near

ition from autocycle to light scooter in one step. It fairly bristles with originality in design with a very neat 70 c.c. engine/transmission unit that is part of the rear sprung pressed steel frame, 20in. x 2½in. wheels, bottom link sprung front forks, hand or foot starting on one shaft, preselective two-speed gear and the neatest utility electrical layout ever seen. And the price is only £74 with built-in leg shields and all ready to go.

### The Scooters

B.S.A. also catch the public eye with their long awaited Beesa scooter, a big sleek machine with a new 4-stroke engine of 198 c.c. featuring high angle valves, shaft drive and electric starting. Among the other big fellows, that really present motor-cycling in a civilised form at last, the Dayton appears in a range of eye-catching colour schemes of which gleaming black relieved with white tyres and dual



British machine  
with foreign  
power unit, the  
**BOWN "50"**

## SHOW REPORT

seat seemed to be the most impressive. *Bella*, now well established and well liked, have a goodly crowd around them and a new importation, the *Rolletta* seems to have aroused plenty of interest.

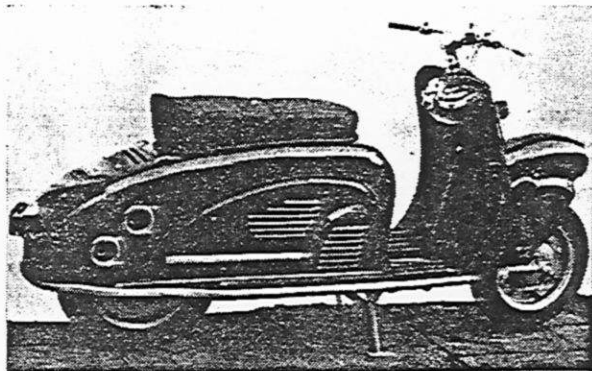
Of the original "true" scooters *Lambretta* make a brave show with new colour ranges. Young couples are lovingly stroking the neat sidecar outfit and dreaming dreams of holidays to come. The tradesman's three-wheeler is quite a hit with more people than one would expect and there is a superb range of accessories, unfortunately at some superb prices. Of special interest is a neatly designed enclosure for the normally naked Model D.

*Vespa*, of course, are there including a sporting looking outfit with a *Blacknell* sidecar. A luxurious but eminently practical contribution is the *Motobecane Moby-lux*.

Much interest centres on the new lightweights. There is the very attractive British D.M.W. *Bambi*, a 98 c.c. machine that is a full sized clean looking scooter at under £100 including tax. Another real scooter in the small engine and modest priced category that is attracting the right kind of attention is the *Mercury Hermes* of 49 c.c.

One sure seller for next year will be the new *Canterbury* light scooter sidecar, shown on their stand

An elegant  
newcomer the  
*ROLLETTA*



attached to a *Lambretta* and looking as though it really belongs. This little "chair" has room for a big adult passenger with hood enclosure if desired and is modestly priced as well as practical in use.

### The Way It Goes

The utility cycle does not seem to be attracting a lot of attention and the logic of it is that this interest is being transferred to the cycle-motor field. The only attachment engines being shown, B.S.A., *Cyclemaster* and *Power Pak*, are well established and naturally do not attract crowds although dealer interest seems to be maintained better than some of the makers appeared to expect. It would not be surprising if there was some mild revival in this class when the panic about masses of new mo-peds has died down a little.

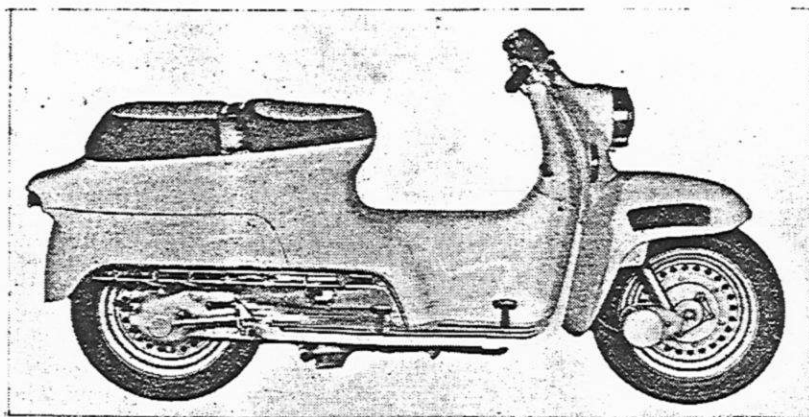
Interest in sidecars, both for

scooters and motorcycles, is considerable and all sidecar stands are well attended. The three wheelers hold their own in crowd attention but there is no sign on today's showing that they will get the boom some had predicted. Passenger seats on solo and sidecar machines seem to be getting a lot of pulling, punching and close examination and it may be that the new type of rider brought on to the roads by the success of the scooter movement is going to set some higher standards than the older and maybe tougher motorcycle passengers.

Self starters are receiving praise and the *Siba* stand, next door to *Power and Pedal*, is besieged all the time. The crowds include a sprinkling of women and older men but most are quite young and healthy males so it looks as though electric starting for two-wheelers will soon be as generally accepted as it is on cars.

Windscreens on cyclemotors are appearing as normal fitments, an M.21 *Berini* being shown with a full width, all transparent job that takes nothing from the looks of the machine and provides very full protection. The way things are going screens too, will be standard fitments soon instead of extras.

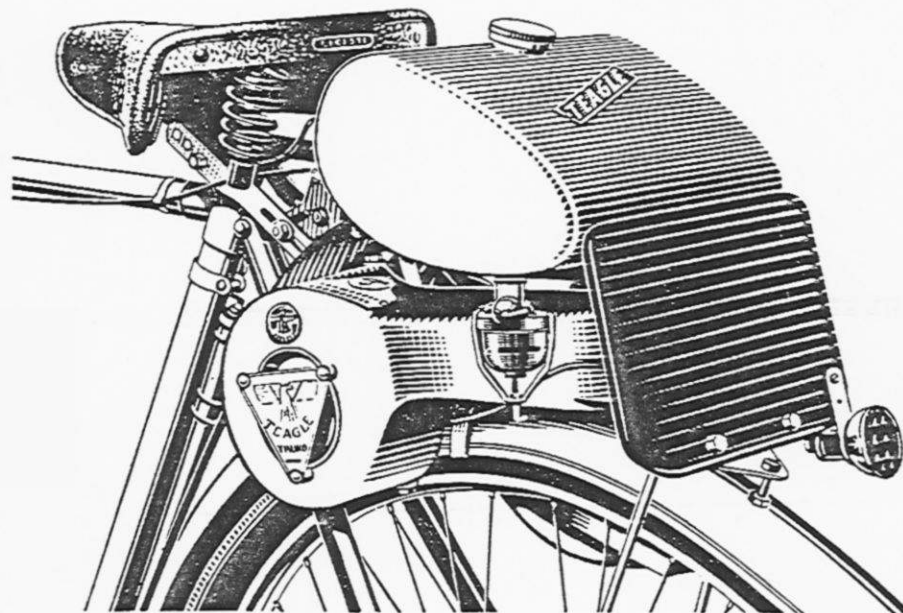
Altogether we have arrived—You, the readers, and ourselves the exponents of light personal motorised transport, have now a wide choice and a trade with some interest behind it. 1956 will be a great year for us.



Show news, the *BEEZA* scooter

# Why your customer will eye and buy the little RED motor

Because there's nothing on the road to-day to compare for **Power, Performance — or Price.** Superbly manufactured in the Teagle tradition of fine craftsmanship — tough, simple and thoroughly reliable. Yet if it's speed you want, this little 'Gem' will cruise at 25-30 m.p.h. with still higher maximum. And it's positioned behind the saddle, out of the way of mud and grit, and easy to service.



- *Very powerful 49 c.c. engine, blower cooled—preventing overheating in all weathers.*
- *Very economical in relation to power output—160-220 m.p.g. according to conditions.  $\frac{3}{4}$  gallon tank.*
- *Vibrationless. Entire unit insulated from the cycle by rubber mountings.*
- *Mono-block casting of Cylinder, Crankcase and Outrigger Bearing Bracket ensures exceptional Strength.*
- *Service Exchange Engines available through the post, by return. Only £4 (when not covered by Guarantee)*

## £16

Model B (Blower Cooled)  
With number plates &  
lighting coil included, P.T.  
£3 - 13-0. Carriage Paid.  
Five spanners & screw  
driver (Terry & Britool),  
licence holder and Miller  
rear light, £1 extra.

BRITISH DESIGNED - BRITISH  
BUILT THROUGHOUT

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

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



THE MOST ADVANCED & SIMPLEST TWO-STROKE MADE

# K.L.G. exactly the right plug



# SMITHS de luxe speedometer

## FOR YOUR POWERCYCLE



If your cycle motor is one of these, then here's exactly the right K.L.G. plug for your engine.

<b>A.B.J.</b> Autominor 49 cc. <b>F.70</b>	<b>ITOM</b> 48 cc. <b>F.70</b> 61 cc. <b>F.50</b>
<b>BANTOMOTO</b> <b>F.50</b>	<b>MINIMOTOR</b> <b>F.50</b>
<b>BERINI</b> 26 and 32 cc. <b>F.70</b>	<b>MOCYC</b> <b>F.50</b>
<b>B.S.A.</b> Winged Wheel 35cc. <b>FE.20</b>	<b>MOSQUITO</b> <b>F.70</b>
<b>CYCLAID</b> <b>F.50</b>	<b>NSU QUICKLY</b> <b>F.80</b>
<b>CYCLEMASTER</b> 27 and 32 cc. <b>G-F.50</b>	<b>POWER PAK</b> <b>F.20</b>
<b>CYMOTO</b> <b>F.50</b>	<b>TEAGLE</b> <b>TFS.20</b>
<b>DUCATI</b> Cucciolo 48 cc. <b>F.50</b>	<b>V.A.P.</b> <b>F.50</b>
	<b>VELOSOLEX</b> <b>F.50</b>
	<b>VINCENT</b> Firefly 48 cc. <b>F.20</b>

**PRICE 5/- each**

### K.L.G. SPARKING PLUGS

Smiths De Luxe Speedometer specially designed for your powercycle by the famous makers of famous Instruments and Motor Accessories.

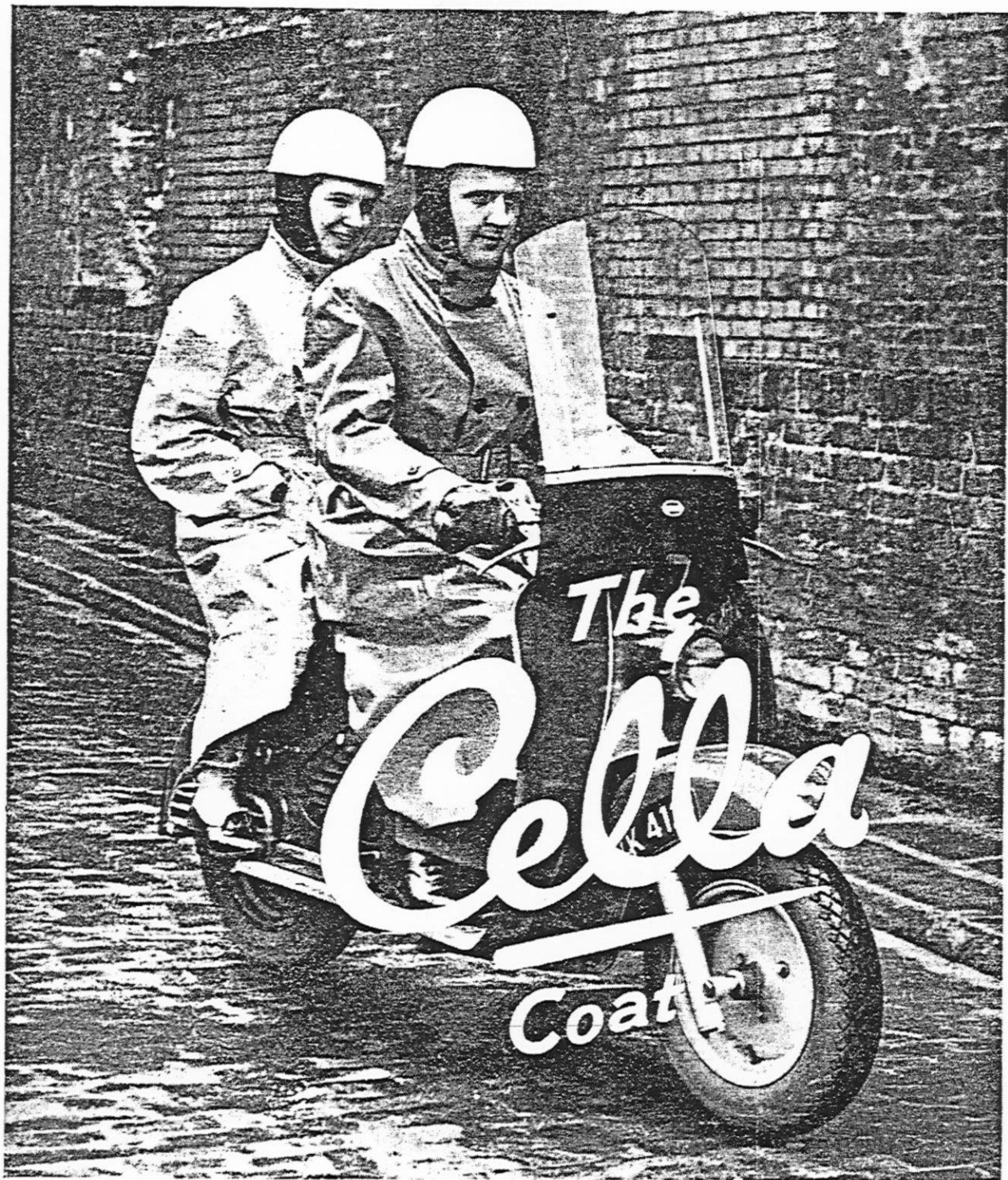
- Smiths new magnetic movement. Sturdy construction to withstand high frequency vibration.
- Accurate readings of speeds up to 40 m.p.h. and distance up to 10,000 miles.
- New pressed steel drive is easier to fit; gives silent running and longer life.
- New flexible drive, finished in uncrackable, waterproof, grey P.V.C.
- Price of this De Luxe model is £2.9.6.
- Carries the Smiths six months guarantee.

Obtainable from Halford's and Curry's and from all good cycle dealers.



### SMITHS CYCLE SPEEDOMETERS

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Manufactured by Robt. Watson & Co., Ltd., 12 Theobalds Road, London, W.C.1.

Telephone: CHAncery 3448.9

ESTABLISHED OVER NINETY YEARS.

## NEW TORPEDO MO-PED

**A**IR CHARTER LTD. announce a new air ferry service from Southend Airport to Ostend with very favourable terms for cycle-motors and scooters.

**A**DLER 98 c.c. scooter is here, handled by Avon Auto's of 165 Uxbridge Road, W.7.

**R**OLLETTA scooter, late entry at the Show by Indian Commerce Industries. Luxury machine with 12-volt lighting and starting equipment, attracted favourable comment from the knowledgeable at the pre-view.

**C**YCLEMASTER, LTD. announce issue of £200,000 6½% Loan Stock mainly for new scooter project.

**S**IBA starters—Villiers engines tie-up announced for the Show. 12-volt systems for 197 c.c. units, with or without blower cooling.

**C**HAMPION John Surtees will do his good turn for B.E.N. by being on their stand 146A to sign autographs on Thursday 17th.

**L**ATEST of the new autocycles to come here from Germany is the *Torpedo-Sachs*, an attractively styled, quality machine with very full equipment.

The open frame is of monotube design with two point suspension for the engine/gear unit. The front forks are telescopic, the wheels have large internal expanding brakes, mudguards are very fully valanced and the large capacity fuel tank is neatly streamlined into the head and downtube.

A 48 c.c. two-stroke, the *Sachs* engine is in unit with its 2-speed gearbox and the pedal gear. The unit is unusually and creditably neat, providing total enclosure of the flywheel ignition and lighting

generator and the carburettor within a smooth and shapely light alloy casting. Valuable detail refinements are a visible flow fuel filter built-in lock and headlamp-mounted speedometer.

A brief trial run shewed the machine capable of a top gear performance from almost standstill to something over 25 m.p.h. bottom being presumably used for mountaineering. The engine is notably smooth even at maximum revs and mechanical and exhaust silence well above average. Comfort and general handling are very good indeed, thanks to excellent steering, nice balance and an exceptionally good nose-hinged, pan-seat saddle. Clutch and brakes are both light, smooth and efficient. Finish in light metallic blue is most attractive.

The *Torpedo* is in the luxury class and costs 75 guineas fully equipped and tax included.

DUAL PRODUCT SUPPLIES  
193 MARE STREET, E.8.

### NOTE :

Some advertisers' announcements in this issue carry prices including Purchase Tax at pre-budget rates. It is regretted that new figures reached us too late for amendment.

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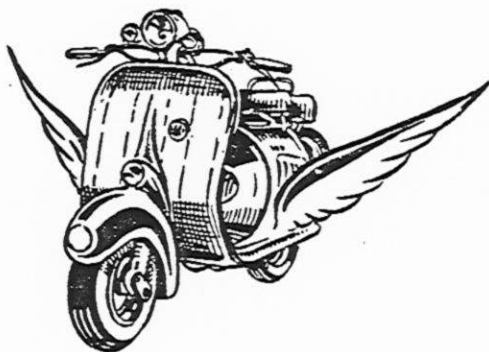
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**EXCLUSIVELY**

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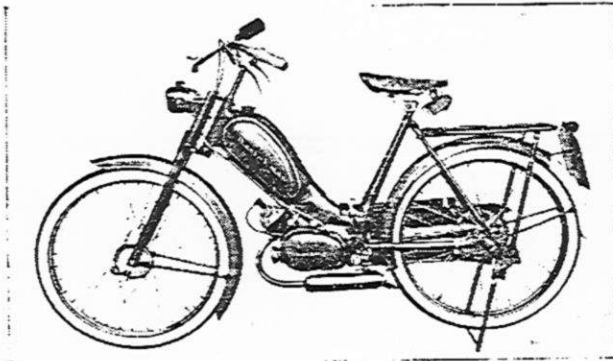
# CYCLEMOTORS AT THE SHOW

## BERINI M21 Stand 121

FROM the famous firm of Pluvier in Holland and marketed and serviced here by Cyclemaster, Ltd. The *Berini* probably represents the high spot of luxury and quality in single-speed motorised cycles.

Its 49 c.c. engine features the rotary inlet valve in the crankcase that is already known in the smaller units of this make and offers the high power output of 1.8 b.h.p. coupled with exceptional flexibility.

Price is £67. 14s. 1d. inc. P.T.  
CYCLEMASTER, LTD., TUDOR WORKS,  
BYFLEET, SURREY.



## BOWN Stand 159

BRITISH machine with imported Sachs engine, the *Bown* is a modern styled mo-ped with twist-grip controlled 2-speed gear, large integral fuel tank, leading link sprung front forks, 23in. x 2in. tyres and 4in. hub brakes front and rear.

The mudguards are heavily and decoratively valanced and there is a notable feature in 15 watt lighting coils which also operate the standard electric horn.

ABERDALE CYCLE CO., LTD.  
BRIDPORT ROAD, N.18

## BRITAX-DUCATI Stand 117

POWERED by the well known Italian 4-stroke engine in its latest form the *Britax* has the *Ducati M55* with enclosed overhead valves and a power output of 1.35 b.h.p.

The clutch and 2-speed gearbox are in unit with the engine and the whole unit is still available as an attachment for standard cycles.

The complete machine with open frame, head mounted tank 26in. 1½in. wheels and hub brakes costs £69. 19s. 8d.

BRITAX (LONDON) LTD.,  
115-129 CARLTON VALE, N.W.6.

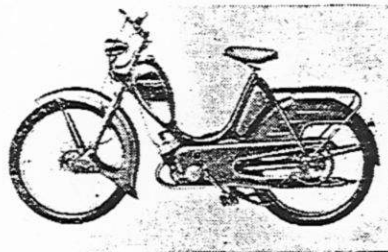
## COMBINETTE Stand 166

CHANGED from last year, the *Zundapp Combinette* is now a 2-speed machine with forward mounted fuel tank holding a little

(top right)  
*The Cyclamate*

(left)  
*The Berini M.21. Luxury single-speeder.*

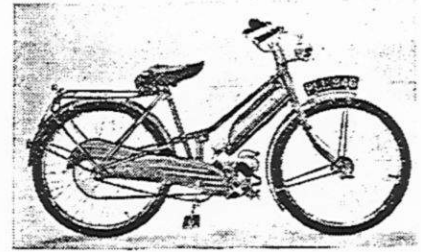
(below)  
*The Zundapp Combinette in its two-speed form.*



over a gallon. The open tubular frame is retained and the gearbox and transmission are neatly enclosed.

The engine is a 49 c.c. flat piston two-stroke with *Bing* carburettor and a *Noris* flywheel magneto which is unusual in having two lighting coils which provide completely independent systems for head and tail lights.

Price with tax is £70 1s. 3d.  
AMBASSADOR MOTOR CYCLES, LTD.,  
PONTIAC WORKS, ASCOT, BERKS.



## CYCLEMASTER Stand 121

MOST successful of all attachment units ever on the British market, the original engine-in-a-wheel *Cyclemaster* is continued unchanged for 1956 and is shown alongside its younger sister, the *Cyclamate*, a complete machine using the same engine/clutch/primary drive unit. The engine is the *Pluvier* designed 32 c.c. job with crankcase valve induction.

The wheel costs £30. 18s. 3d. but the "mate" is alone amongst all the machines in the Show in being actually cheaper at £46. 12s. 3d., than last year despite the tax increase.

CYCLEMASTER, LTD.,  
TUDOR WORKS, BYFLEET, SURREY

## EXCELSIOR Stand 80

PEARL grey finish instead of the former black is the only change for next year in the two 98 c.c. *Excelsior* autocycles.

Both use the *Spryt* engine, the S.1. model being single speed with clutch and the S.2 having a two-speed gear box. They are shown alongside the *Consort* 98 c.c. *Villiers*-engined motorcycle of similar basic specification.

EXCELSIOR MOTOR CO, LTD.,  
KINGS ROAD, TYSELEY,  
BIRMINGHAM, 11.

## HEINKEL Stand 96

JUST brought into Britain by *Excelsior Motor Cycles, Ltd.*, the *Heinkel Perle* is considered by many to be the most graceful light autocycle ever produced.

It is a 49 c.c. 2-speeder but its main interest is in the shapely light

alloy body which serves as frame and enclosure in one. Spring telescopic suspension is provided fore and aft, the rear arrangement being of the swinging arm type incorporating the light alloy chain case casting as its offside member. 23in. interchangeable wheels are a notable feature.

EXCELSIOR MOTOR CO., LTD.  
TYSELEY, BIRMINGHAM.

### HERCULES Stand 100

**S**ENSATION of the Show in autocycles is the new all-British Hercules Grey Wolf Mo-Ped of really advanced and interesting design.

The 49 c.c. two-stroke engine is in unit with its engine speed clutch and two-speed gearbox and the whole is set across the frame as in car practice, primary drive being by shaft. Final drive is by independent chains.

Two "D" section tapered tubes form the main member of the open frame, curving from head to rear hub in a single sweep. The fuel tank is mounted behind the steering head and holds over a gallon. Bonded rubber leading link suspension units at the fork ends provide self-damping springing at the front end and call for no rider maintenance. The wheels have 23in. x 2in. tyres and hub brakes of 4½in. diameter.

Carburettor is an *Amal* specially designed for the machine and ignition and lighting are provided by the *Miller* flywheel magneto which also provides current for the standard electric horn. The speedo is an optional extra, headlamp mounted and illuminated.

Price £61 15s. 0d. inc. P.T.  
HERCULES CYCLE & MOTOR CO LTD.  
ASTON, BIRMINGHAM

### KIEFT Stand 120

**G**OOD looking Moped from Germany to be handled here by Kieft Cars Ltd., this machine is a 45 c.c. *Sachs* engined two speeder. It has a pressed steel frame in-

corporating its forward mounted one gallon fuel tank, torsion-bar cushioned front forks and gracefully valanced mudguards and shielding.

Price is £77 10s. 0d. inc. P.T.  
KIEFT CARS LTD.  
DERRY ROAD, WOLVERHAMPTON

### MERCETTE Stand 119

**A**NOTHER out - of - the - run machine of British origin, the *Mercury Mercette* has an o.h.v. 48 c.c. engine developing 1.8 h.p. at 5,200 r.p.m. It is claimed that maximum speed is 37 m.p.h. and petrol consumption 240 m.p.g. The engine is in unit with its two-speed gear box, front forks are telescopic, and the frame is specifically designed for pillion carrying if required.

MERCURY INDUSTRIES (Birmingham) LTD.,  
MERCURY WORKS, DOCK LANE  
DUDLEY, WORCS.

### MOBYLETTE Stand 122

**F**RENCH in origin, the *Moto-* became *Mobylette* is probably the most popular machine in the world, in the motorised cycle field. It is a light-weight single speeder of 49 c.c. with primary drive by endless "Vee" belt and independent final chain drives. The open frame is of the curved twin down tube type, 2in. balloon tyres, are fitted and there is the unusual combination of calliper front and rear hub brakes.

Models shewn are: Standard at £41 4s. 7d., De Luxe with automatic centrifugal clutch at £46 6s. 11d., the  
MOTOR IMPORTS LTD.,  
158 STOCKWELL ROAD, S.W.9.

### NORMAN NIPPY Stand 124

**B**RITISH designed and built but with an imported *Sachs*

## LONDON to BRIGHTON AND BACK—

## 108 MILES FOR 2/6

SEE IT ON  
STAND 122  
at the Motor Cycle Show

— "Motor Cycling" April 21 1955



**Mobylette**  
49 cc MASTER AUTOCYCLE

### The Finest Investment for ECONOMY—RELIABILITY—VALUE

- 200 m.p.g. ● 22 m.p.h. ● Weight only 65 lbs.
  - One simple control ● Tax 17s. 6d. per annum.
- EASY TO RIDE AS A CYCLE

£13. 6s. DEPOSIT SECURES Balance over 18 or 24 months

"By Return" Postal Service

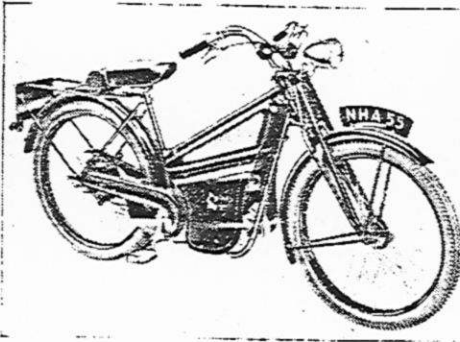
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No increase in prices while existing stocks last

Send this coupon to Pride & Clarke, Ltd. (Dept PF)  
158 Stockwell Road, London, S.W.9 (Brixton 6251)  
Please send me full details of the Mobylette Autocycle  
Name .....  
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Cash Price  
£39. 18  
Incl. P. Tax  
DE LUXE  
MODEL  
Automatic  
Clutch  
£44 17s.



*New Hudson*

engine, this new light autocycle is of attractive and workmanlike appearance.

The pressed steel frame is of the open type and the spring forks are also pressings. The engine is the well known 2-speed unit construction job and had 15 watt lighting coils embodied in the flywheel magneto. Weather protection is unusually good with large rear mud shields and detachable engine covers. Large diameter full-width hubs carry the finned brakes.

Price is £71 18s. 6d. inc. P.T.  
NORMAN CYCLES, LTD.  
BEAVER ROAD, ASHFORD, KENT.

**N.S.U. QUICKLY**  
Stand 169

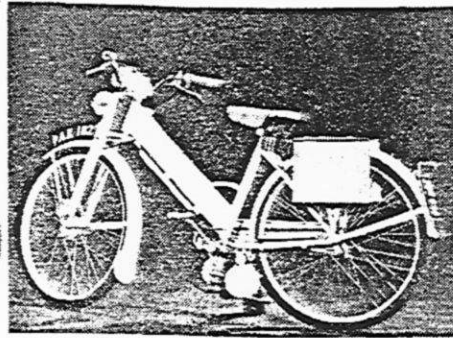
**B**IGGEST draw of last year's Show the *Quickly* was the best seller of all autocycles in Britain during 1955. It is a good looking, "cobby" machine with a performance that satisfies nearly all potential riders. Frame is open, pressed steel and forks, also pressings have bottom link suspensions. The 49 c.c. engine is in unit with a 2-speed box, handlebar controlled.

Price is modest for the type at £61 17s. 11d. P.T. included.  
N.S.U. DISTRIBUTORS (Great Britain) LTD.,  
7 CHESTERFIELD GARDENS, W.1.

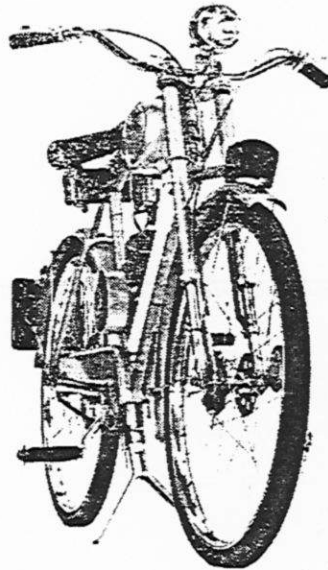
**PHILLIPS**  
Stand 130

**T**HE *Phillips* motorised cycle is to have a new front end in the shape of a shock absorbing telescopic fork.

The enclosed springs are anchored so as to provide rebound control



*Power Pak Mo-ped*



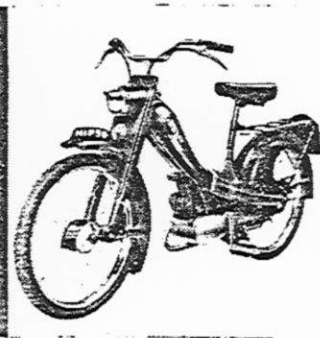
*The Phillips*

in tension as well as load carrying in compression, the thrust being taken by phosphor bronze bushes inside the round section fork blades. Grease gun lubrication is provided for. Price £57 7s. 11d.

PHILLIPS CYCLES, LTD.,  
CREDENDA WORKS, SMETHWICK,  
BIRMINGHAM

**POWER PAK**  
Stand 19

**P**OPULAR attachment units, Standard and Synchronomatic continued unchanged plus one of the events of the Show in the new *Power Pak Mo-ped*. Light alloy frame includes integral tank in oval down tube; girder forks and 26in. x 2in. tyres look after comfort and the engine is a 49 c.c. under-bracket, roller drive job without clutch.



*Norman Nippy*

The machine is light, simple and good looking. Very complete electrical equipment, indicators, built-in speedo and panniers are featured in De Luxe model. Prices: Moped £56. 12s. 6d., and £66. 10s. 6d., Standard £28. 7s. 10d., Synchro £33. 11s. 0d.

SINCLAR GODDARD, LTD.,  
162, QUEENSWAY, W.2.

# Renno's

**YOUR LEADING MOTOR CYCLE DEALER EST. 1918**

**SQUARE DEAL**

**REAL ECONOMY**

Ride and save fares at the same time

**SQUARE DEAL**

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**Cyclomaster** THE ORIGINAL 32 cc. MOTORISED WHEEL

COMPLETE WITH CLUTCH, LIGHTING COILS BUILT IN HUB BRAKE, NEW TYRE & TUBE FITTING FREE, 230 m.p.g. £30-18-3 (inc. P.T.) or 1/3rd deposit and wkly payments

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**QUICKLY** THE COMPLETE LIGHT-WEIGHT AUTOCYCLE

49 cc., 2 SPEEDS, FULLY SPRUNG FORKS, FULL LIGHTING SET, 2 HUB BRAKES, CARRIER, STAND, ELECTRIC HORN, 180 m.p.g. £61-17-11 (including P.T.) or 1/3rd deposit and weekly payments

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## CLUB NEWS

The Show report number of this magazine always meets many new readers. Welcome to them from the Club News pages. This month, because Show News has priority for space, we must be unusually brief but as a rule there is room for some news from every club that likes to write in. Photos too are welcome. Copy date is the seventh of the month.

Our file of clubs is extensive and we are pleased to send readers the names and addresses of club secretaries in their area.

The Manager of the Half Hundred is now Mr. Keats who has taken over from Mr. Bill Joslin.

Scooter Clubs continue to multiply, including independent scooter clubs. The London Scooter Club; the Norwich Scooter Club; and the Kettering Scooter Club are active independents.

New Lambretta Clubs include those at Bolton, Cochester, Lancaster and also the historically named Wessex Lambretta Club based on Parkstone, Dorset.

The Club Lambretta will be holding its Annual Dinner and Dance at the Richmond Hill Hotel on 25th November. All awards won during the 1955 season will be presented including the "Power and Pedal" Scooter Girl Cup.

Three pioneers from the Dolocinda (Reigate and Dorking) Lambretta Club ignored the counsels of friends and relations and rode north to the Whitley Bay rally. P. J. Stemp and E. Worcester brought back prizes. Mr. Stemp followed up this success by marrying fellow Club member Valerie Tetherton.

Perhaps first Lambretta guard of honour and escort at a wedding was provided when Mr. Eric Walch, Treasurer of Sheffield club married Miss Sheila Reynolds. Club's autumn treasure hunt is on December 10.

Unnamed Vespa rider who lost 2075 points in Hastings rally, lost almost as many in Lea Valley Vespa Club's private rally and was awarded a tow rope. New Secretary of Lea Valley is Bernard J. Sparrow.

Brighton Vespa Club's recruiting campaign has increased membership from 40 to over 100 in six months.

Social of Oxford Vespa Club has been fixed provisionally for Dec. 10 Frank W. Humphries has been relected Secretary.

### DECEMBER PROGRAMMES

- Notts Cyclemotor Club**  
 2nd. Monthly Meeting. Bay Horse 8.0 p.m.  
 4th. Kegworth. Castle Rock 2 p.m.  
 11th. Chesterfield. Daybrook Sq., 10 a.m.  
 18th. Langar. Trent Bridge 2 p.m.  
 26th. Matlock. Bobber's Mill 10 a.m.

- London Scooter Club**  
 2nd. Theatre visit.  
 4th. Virginia Water run 10 a.m.

- Brighton Vespa Club**  
 4th. Findon Tea Run, 2 p.m.

*Top: Mr. D. Taylor of Birmingham Lambretta Club who won the under 250 c.c. event at the Nuneaton Courtesy Rally in October.*

*Below: Winner of "Scooter Girl Cup" in Club Lambretta Rally, Miss J. E. Munson.*



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# The Scooter



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# Scooter Topics

by

**ROLLO**

*The new DKW  
"Hobby" Scooter  
with automatic  
gearing.*

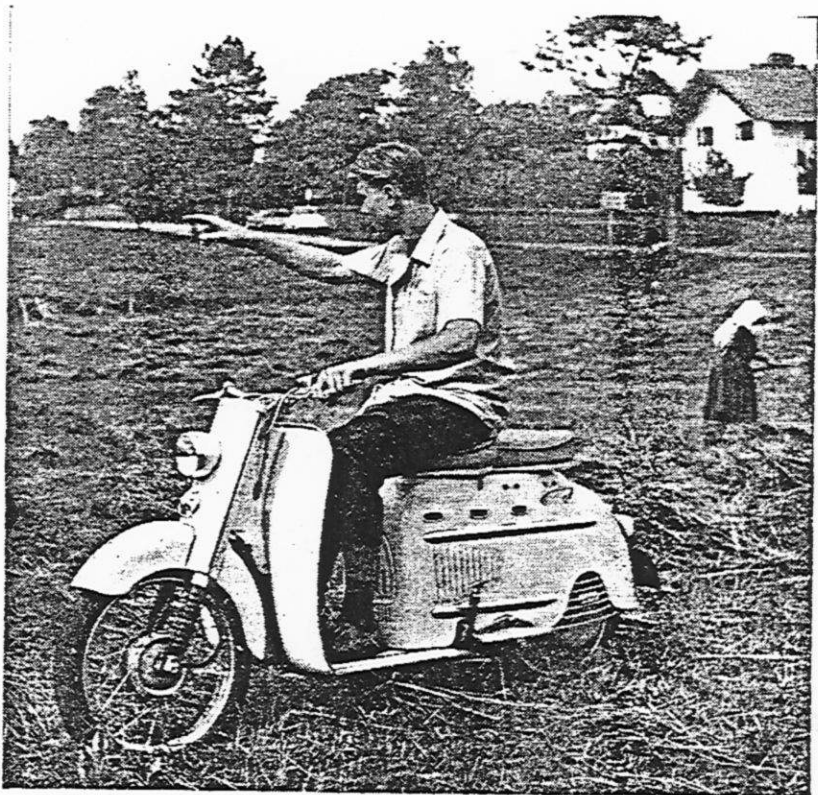
**I**F only as large a proportion of this year's crop of new scooters stay on the market as did last year we will now have a much wider and more varied choice of machines.

Ranging from 50 c.c. to 225 c.c. with two, three or four speed gear-boxes, hand, foot or electric starting and weighing from under 100 to well over 300 lbs., we have something for nearly everybody.

Interest in sidecars for scooters is growing fast and at least two British makers are producing new scooter models for 1956 in anticipation of a boom in this means of transport.

I suppose the practicability of the idea has been made public knowledge by the number of successful business outfits with box sidecars that are already to be seen buzzing around our cities much more quickly and cheaply than the lightest of light vans. The more the idea is studied as passenger transport the better it must seem to many people. The ordinary sized family of a modern young couple can be carried safely and easily for well under half the cost of public transport. They can take week-ends and holidays that would be quite impossible by any other means and can do all their travelling with both health and pleasure on the actual journeys as well as after the arrivals. Furthermore that same instrument can provide father with daily transport to his place of business that will afford a further saving in time and money.

The scooter and sidecar is new



yet but it will soon be a very important sector of the market.

## Red Tape

There is one nasty little catch in this sidecar business that ought to be dealt with promptly by the trade interests involved and that is the utter idiocy of the law in this country regarding learner drivers.

A sidecar outfit is in law "a vehicle constructed or adapted for the carrying of passengers" and as such the law demands that an "L" plate driver must be accompanied by a qualified driver as passenger. A friend of our "Scooter Girl" is just buying such an outfit to transport herself and family for pleasure and herself alone for business. She has driven cars for years but does not hold a motor cycle licence.

On taking over the machine she has three alternatives:

- (a) To employ an instructor to sit in the sidecar all the time she rides under "L"

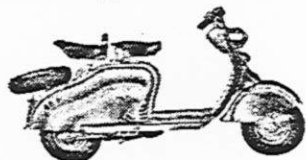
plates. Quite impracticable.

- (b) To hire or borrow a box body for her sidecar, which will render the outfit not constructed for passenger carrying. Possible but silly.

- (c) To drive the machine solo until she has passed her test when, without any experience of sidecar driving at all, she may re-fit her sidecar and carry her passengers without let or hindrance from the law. Quite the silliest of the alternatives but probably the easiest.

Approached on this point any Government spokesman would probably reply that there is an admitted anomaly but it is not public policy to make exceptions to regulations for a particular class of vehicle. In this case, however, the exception already exists—a solo machine with built-on dual

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#### ZUNDAPP BELLA 200 c.c.

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Bella 150 c.c. Cash price £188/8/0

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seat and footboards for the passenger is not, for some unfathomable reason, "constructed or adapted for the carrying of passengers" except that if such passenger is carried behind a learner driver he must be fully licensed as a driver himself.

Such a tangle of lunacy is no credit to the law and it is time someone put an end to it.

### Screens and Visors

Some people who have spent quite a lot of money on wind-screens are puzzled and disappointed when they do not get the protection they were led to expect, especially in the case of those who want to use the screen instead of goggles or to avoid rain-on-the-specs troubles.

The problems are fitting and adjustment. The screen must be fitted in the first place so as to suit the particular rider's height and normal riding position; and secondly some quick action variation, particularly in the case of visor type screens, is necessary to deal with different weather conditions.

Air speed is the only factor in which the screen is interested and it has to be understood that a road speed of 30 m.p.h. will mean an airspeed of 50 m.p.h. against a 20 m.p.h. breeze but this figure will drop to 10 m.p.h. when you turn round to go home. Such speeds are modest in aerodynamic design factors but there is still quite enough difference between ten and fifty to make a visor throw off water into the eyes at the lower figure or just over the head at the higher. The visor, therefore needs to be adjustable for angle on the road if it is to do its job both ways. Nothing critical is required but it is worth learning the positions by sense of touch for after dark adjustment.

### Insurance Risks

The recently published reduced rates for scooter insurances shew

clearly that experience so far is that these machines and their riders are a proven good risk. I was somewhat puzzled, however, at the exclusion of the first £5 of the risk which is part of the Tariff Companies' quotations, as this used to be a penalty clause on the old policies. Enquiries from our insurance agent in the office elicited the information that this "first five pounds" clause was based on experience of frequent claims for minor damage through machines falling off their stands or similar accidents and that in nearly all cases the weak spot was the wind-screen.

This is quite understandable, but I can't help thinking that it is rather unfair that the rider who does not use a screen at all should have to stand the £5 penalty to pay for the screens of those who do. Surely it would have been better to exclude damaged screens from all claims unless separately insured by extra premium.

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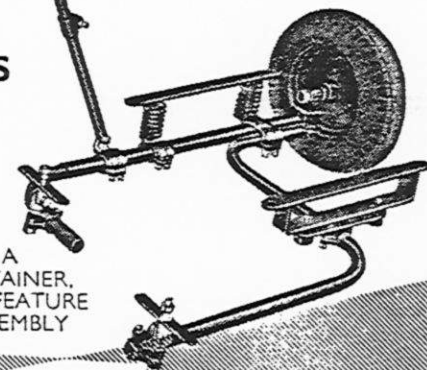
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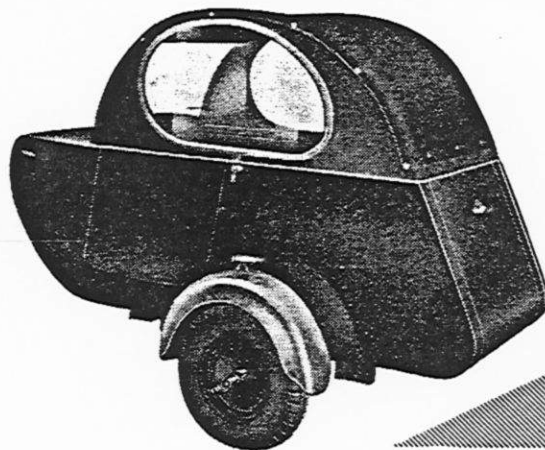
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# Scooter Girl

discusses

## WINTER CLOTHES

"Room for improvement" especially for the pillion rider, is the verdict of a group of active Club riders on the problem of winter clothes and weather protection. As far as the driver is concerned a lot depends on the way the windscreen is fitted, but even with maximum protection there, a number of "scooter girls" interviewed by us find quite separately the following problems:

1. Legs. The back of the legs get very cold and wet.
2. Neck. Water sweeps from the safety helmet to the back of the neck, and thence small of the back.
3. The back itself—especially vulnerable to sweeping winds and rain.
4. Pools of rain forming in the lap.

Miss Margaret Farquahar, Secretary of the Mid Warwicks Vespa Club told us her solution. She uses plastic, everywhere, and finds it gives absolute protection. Miss Farquahar is a teacher in Stratford,

and lives about 12 miles away. She first bought a scooter to solve the transport problem—this it did, and much more beside—but here are her hints, as a cross country traveller for the really wet weather:

Plastic mitts over your gloves. A Plastic apron, if you have no windscreen, to collect the pools of water. If you have a windscreen, tie the apron the other way about—round your back! Use the sleeves of an old plastic mac for pulling up round your legs, and seal the space between the edges of your helmet and your top coat or mac with a plastic hood with cape, worn under the helmet. Finish off with plastic over boots, and if the rain is really down pouring, put a plastic mac over your ordinary one.

Miss Farquahar says when she gets to school she can take off all the plastic in a matter of seconds, tuck it in a small space away on the Vespa and appear in a normal coat and skirt for duty.

Another Vespa girl, Miss Pamela Jones of the Thames Valley Club, told us that on the whole she was satisfied with normal clothing except for the legs, which got wet and cold, and for pillion riding (which is another story, and some clues were given by Shirley Felsing last month). Miss Jones is a tracer and rides 32 miles a day on her Vespa (going home to lunch and back again) as well as going out on all club runs. She is trying one of the new scooter coats and is going to let us know how she gets on with it.

The points do arise however, that while we want to appear nor-



Margaret Farquahar—Weather-proofed

mally smart, and certainly do *not* want to dress up in trans-antarctica like the motor cycle people, manufacturers have not yet really provided good all round scooter clothing. It should not be necessary to encase oneself in the sleeves of old macs or in newspaper (as Scooter Girl last month described). Helmets could be made deer stalker fashion, with peaks back as well as front to allow the water to roll off. The new plastics coats, incorporating an apron, recently announced, do much to answer the problems, but unless they are particularly long and full skirted they will not protect the legs.

We feel that attention to the machine itself can help. Full width screens and aprons, *fitted to suit the individual rider*, are a must, and Miss Farquahar suggests—as do we—that manufacturers could pay some attention to the problem of protection from side winds.

News from riders or manufacturers who have solved these problems would be heartily welcomed by Scooter Girl.

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## SCOOTERS AT THE SHOW

### ALBATROSS Stand - 158

**B**BRITISH in design and construction the *Dayton Albatross* is a big machine in the scooter field with a 225 c.c. *Villiers* engine, four speed box and 4.00 x 12 wheels.

It was shewn at Earls Court last year in prototype form but various production difficulties have delayed its appearance on the roads. The machine is now available in modified form, the body now being constructed in three panels instead of one piece mainly to reduce repair costs in the event of accident. An output of 50 to 70 machines per week is envisaged for 1956 and it is hoped to produce models with sidecars and some with *Dynastart* electric starting during the year.

Finish is in black and lime and the price is £198. 10s. 0d. including P.T. Luggage grid included in price; screen extra.

DAYTON CYCLE CO., LTD.,  
PARK ROYAL ROAD, N.W.10.

### BELLA Stand - 166

**W**ELL established during the past year, the *Zundapp Bella* machines will be available during 1956 in two models, a 150 c.c. and a 200 c.c., the latter being also marketed with a sidecar.

There has been some cleaning up of the panelling and legshields to improve the lines. Both machines have 4-speed gearboxes and 3.50 x 12 tyres.

Special attraction is the standard electric starting and lighting system on 12 volts, the pair of batteries being mounted behind the steering head under the instrument panel. The starter is direct on to the near-side of the crankshaft.

Prices are £194. 13s. 7d. for the 150 c.c. and £204. 12s. 0d. for the 200 c.c. model and the *Steib* sidecar is available at £73. 19s. 0d.

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PONTIAC WORKS, ASCOT BERKS.

### B.S.A. BEEZA Stand 71

**L**ONG awaited and likely to be the scooter news of the Show is the completely new B.S.A. scooter with plenty of distinctive features.

The engine is a single cylinder 4-stroke of 198 c.c. transversely mounted in unit with a car type clutch and four speed gearbox. Final drive is by shaft and spiral bevel pinion and crown wheel.

*Lucas* electrical equipment includes their new starter, 22 amp/hour battery, stop and tail lights, electric horn and coil ignition with automatic advance/retard control.

The interchangeable wheels are quickly detachable and the tyres 3.50 x 12. Front suspension is by torsion springs in leading link layout and the rear is by swinging arm with the whole engine/gear unit pivoting. Hydraulic damping is provided.

Pressed steel body provides full enclosure, dual seat and long footboards are standard. Finish is blue and silver.

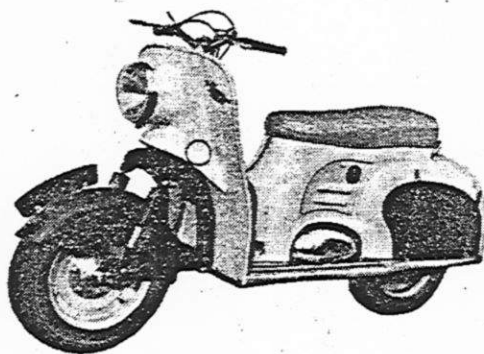
### D.K.W. HOBBY Stand - 41

**A**UTOMATIC variable gearing which eliminates the conventional gearbox and gear change control completely is the outstanding feature of the *Nobby*, a 74 c.c. lightweight scooter from Germany that is being shewn and handled here by A.F.N., Ltd. The system is by Vee belt primary drive on spring and bobweight controlled expanding pulleys, the gear ratio being selected by the speed and load of the machine in travel.

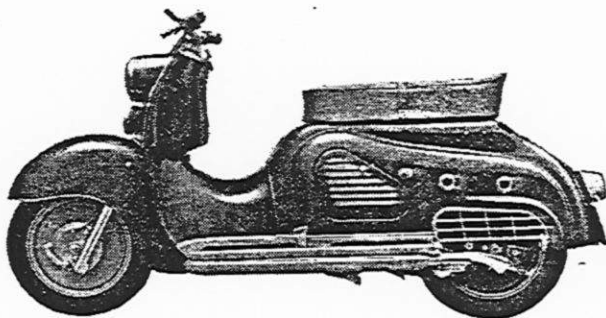
The scooter is of the true "platform" type, fully enclosed and sprung front and rear. Tyres are 2.50 x 16.

Standard and de luxe models are available at £119 and £128 respectively, tax included.

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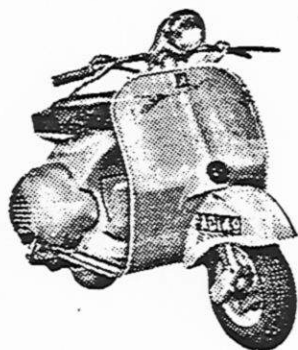
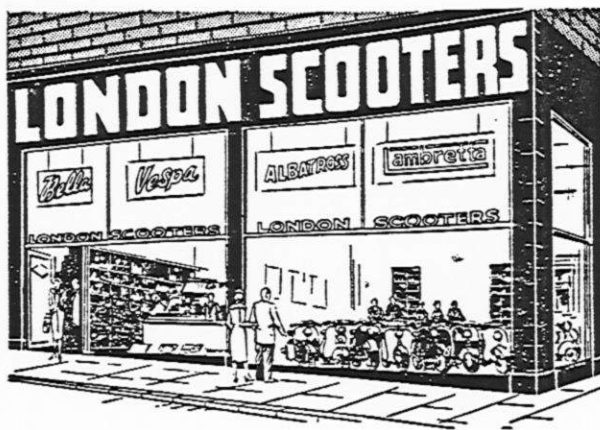


*Albatross*



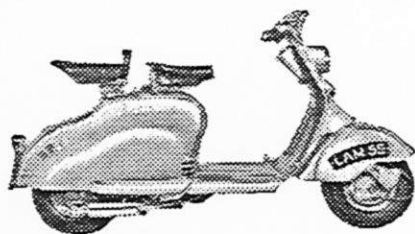
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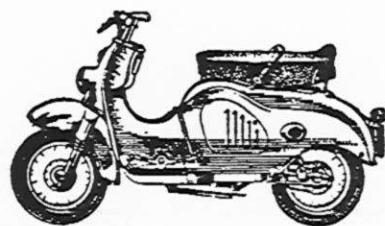
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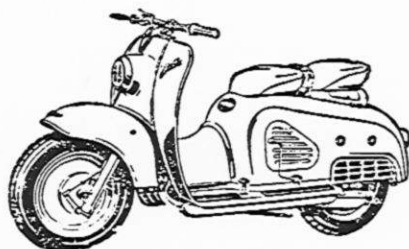
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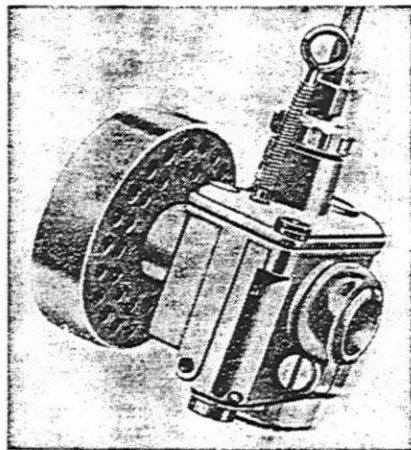
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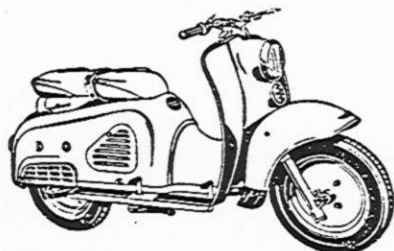
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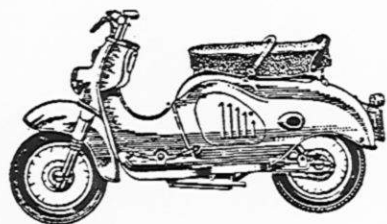
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D.M.W. BAMBI  
Stand - 51

REALLY new, British and technically attractive, is the Bambi scooter with a 98 c.c. Villiers engine. It has a pressed steel body, springing fore and aft, 2.50 x 15 tyres on pressed aluminium disc wheels and 4-inch brakes.

The engine/gear unit, enclosed rear chain and wheel are all mounted on a fork member that pivots just behind the cylinder and over the gearbox. Single helical springs with rubber buffers support both front and rear wheels.

Details are not yet to hand but it is understood that the price will be within £100 inclusive of P.T. D.M.W. MOTOR CYCLES (WOLVERHAMPTON) LTD., VALLEY ROAD, DUDLEY, WORCS.

HERMES  
Stand - 119

ANOTHER four stroke engine comes into the field here with the introduction by Mercury Industries, Ltd., of a light scooter variant of the autocyclus also offered. The 48 c.c. engine has overhead valves and is in unit with a two-speed gearbox. A power output of 1.8 b.h.p. at 5,200 r.p.m. is claimed. Cooling is by fan.

The specification includes telescopic forks and 4-inch finned brakes. Price not yet fixed.

MERCURY INDUSTRIES (Birmingham) LTD.,  
MERCURY WORKS,  
DOCK LANE, DUDLEY.

KIEFT  
Stand - 120

THE German Hercules range of Sachs engined scooters and autocycles is to be marketed here by Kieft Cars Ltd.

Mounted in unit with a four-speed gearbox the 191 c.c. blower cooled engine gives 10.25 b.h.p. at

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A smart suit for the lady rider. Not too heavy-yet completely windproof and waterproof.

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TROUSERS 30/- **79/6**  
THE SUIT



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A perfect ladies' coat, stylish enough to wear in any company yet with all the features a good motor-cycle coat should have.

★ Made from P.V.C.—supple as doe skin and cleaned in a jiffy. ★ Guaranteed completely stormproof. ★ Beautifully lined throughout. ★ Exclusive "Apron front" and neat pleat allows ample leg protection.

★ Colours: Blue, Red, Green, Black  
Sizes: SW, W, WX  
**£5.9.6**

Detachable lining 30/- extra



### The "Legette"

★ Gives complete protection to calves and shoes. Strong and light P.V.C. fits into pocket  
★ Welded seams, heavy-weight fasteners (State shoe size)

**10/-**

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★ Fully Guaranteed Stormproof  
★ Super quality Wigan ★ Fully adjustable ankles ★ Taped seams throughout ★ Specially reinforced trousers bottoms (to minimise wear)  
★ Stout elasticated waist ★ Through side pocket Inside leg sizes 28-34 ins.

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LTD.

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Mitcham

Phone: Mitcham 5141-2

5,500 r.p.m. which puts it well up in the high performance class. The main frame is of the mono-tube type. There are front and rear 6-inch brakes and 3.50 x 10 tyres.

*Siba* 12 volt electric starting is standard with the twin batteries located under the dashboard. Price including P.T. is £217.

KIEFT CARS, LTD.,  
RELIANCE WORKS,  
DERRY STREET, WOLVERHAMPTON

### HEINKEL Stand - 96

GERMAN built, the Heinkel Tourist Scooter has a 175 c.c. overhead valve, fourstroke engine with *Siba* 12 volt self-starter. There is a four speed gear box with handlebar control and final drive is by enclosed oil bath chain. The pressed steel body is based on a cast aluminium platform reinforced by a 2½ in. steel tube main member. Front and rear suspension is hydraulically damped and the price is £247. 7s. 7d.

EXCELSIOR MOTOR CO., LTD.,  
KINGS ROAD, TYSELEY,  
BIRMINGHAM, 11.

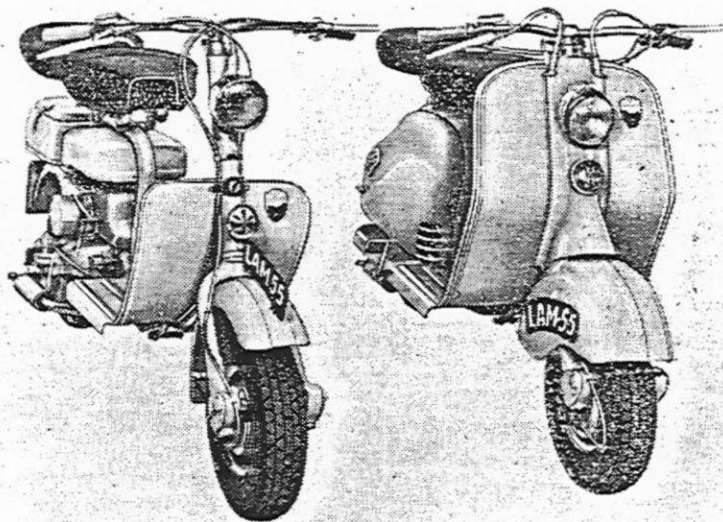
### LAMBRETTA Stand - 162

EARLY in the market and highly successful, the *Lambretta* range of scooters are now all of 150 c.c. Basically there are two machines, the LD with full scooter enclosure and the model D which is 25lbs. lighter at 165 lbs., and has its engine exposed, smaller legshields and no instrument panel.

Commercial and passenger sidecars are available and there is a new exhibit in the form of a light tradesman's three-wheeler, plain scooter at the front end with an open square carrier body at the rear carried on a tubular chassis with shaft drive and differential axle.

Electric starters for all models will be available later in 1956. Prices are D £134. 4s. 1d., LD £154. 17s. 5d. Passenger sidecar £69, Commercial £52. 10s. 0d. The three-wheeler is £245. 2s. 3d. without body, standard body £42. 12s. 2d. All tax included.

LAMBRETTA CONCESSIONAIRES, LTD.  
424/6, KINGSTON ROAD,  
RAYNES PARK, S.W.20.



The New 150 c.c. Lambrettas D (left) and LD

**MOBYLUX**

Stand - 122

**M**ANUFACTURED by one of the largest motorcycle makers in the world, the French Moto-becane Company, the *Mobylux* was shewn at Earls Court last year but is only now available on the British market. It is a clean looking conventional, platform type machine of 123 c.c. with three-speed gears, handlebar controlled, quickly detachable wheels and complete equipment which includes front and rear carriers.

MOTOR IMPORTS, LTD.,  
158, STOCKWELL ROAD, S.W.9.

**PARILLA**

Stand - 168

**A** LIGHT and lively Italian scooter of 153 c.c. the *Parilla Greyhound* has a number of unusual features including light alloy rims to its spoked wheels, front and rear springing by telescopic units and helical gear primary drive. The four speed gear box is foot operated. Price £170. 10s. 0d.

G. NANNUCCI,  
58 NEWMAN STREET, W.1.

**SCOOTERETTE**

**T**HIS 48 c.c. scooter with *Ducati* o.h.v. 4-stroke engine appeared last year but has been considerably modified to its current form. The new 55E engine unit has enclosed valve gear, silent gear primary drive and a claimed power output of 1.35 b.h.p. The price is a little under £100.

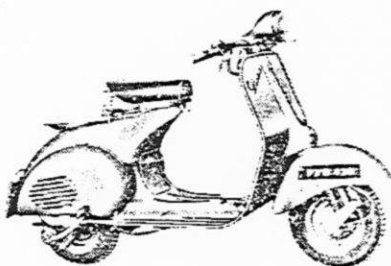
BRITAX (LONDON) LTD.  
115 CARLTON VALE, N.W.6.

**VESPA**

Stand - 113

**T**WO *Vespa* models will be shewn this year known as 42L2 "World" and the GS sports.

The World model is an internationalised version of the well established British built machine and is a 125 c.c. job, with handlebar operated three-speed gear box. The



G.S. Sports model is a high performance machine of 150 c.c. with a four speed gear box, larger wheels and hydraulically damped front and rear springing.

Prices are from £133. 12s. 0d. for the 42L2 to £182. 11s. 0d. for the GS. Commercial box sidecars are available at £39. 10s. 0d. DOUGLAS (SALES AND SERVICE) LTD., KINGSWOOD, BRISTOL.

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### SCOOTER TYRES for HIGHER MILEAGE

STAND No. 48 EARLS COURT GROUND FLOOR

# SIDECARS and THREEWHEELERS

## BLACKNELL Stand - 160

THE *Gnat* is the name of the special scooter sidecar recently introduced by Blacknells of Nottingham. It is a real lightweight of resin-bonded plywood on a hardwood frame.

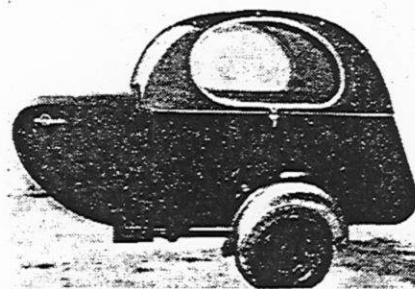
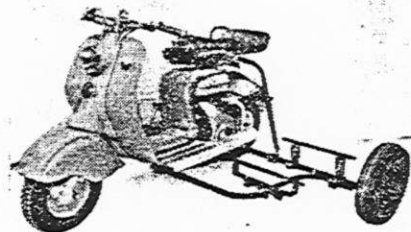
The chassis is of tubular steel and the wheel is sprung by trailing arm on bonded rubber torsional suspension unit. Price £56. 14s. 9d. including P.T.

BLACKNELLSIDECARS, LTD.,  
9 DERBY ROAD, NOTTINGHAM

## CANTERBURY Stand - 93

NEW British sidecars specially designed for service with popular current scooter models are produced by Canterbury Sidecars under the model name GMC 8 chassis. Their Demon lightweight motor-cycle sidecar body fitted to this chassis sells complete at £50. 18s. 7d. inc. tax. The chassis is completely new and of universal fitting. It is designed for speedy and easy assembly and dismantling.

CANTERBURY SIDECARS LTD.,  
93/95 CHIGWELL ROAD,  
SOUTH WOODFORD, E.18.



Canterbury Chassis and Demon Body

## GARRARD Stand - 30

SLIGHT variation in body styling is the only change in the Garrard *Pixie* scooter side car for next year. It enables a hood to be fitted as an extra if required.

Price will be £53. 14s. 6d. tax included.

GARRARD SIDECARS LTD.,  
78 WALMER ROAD, LONDON, W.10

A. C. PETITE Stand - 163  
A REAL life-size car is the claim for the A.C. *Petite* which has a 346 c.c. *Villiers* engine, 3-speed and reverse gearbox and 12-volt electrical system with self-starter. Prices : £362. 2s. 3d. and £392. 11s. 0d. (de luxe).

A. C. CARS, LTD.,  
HIGH STREET, THAMES DITTON,  
SURREY.

## BOND MINICAR Stand - 150

WELL established as a pioneer in ultra lightweight three-wheelers the *Bond* is shewn in two basic models with Standard and De Luxe variations. Prices range from £278. 13s. 2d. to £320. 4s. 1d. SHARPS COMMERCIALS LTD., RIBBLETON LANE, PRESTON, LANCs.

GORDON Stand - 170  
THE Gordon three-wheeler is continued without change from last year. It has a blower cooled *Villiers* 197 c.c. engine gear unit with three forward speeds and reverse (Car licence drivers). The engine is mounted alongside the driver.

VERNONS INDUSTRIES, LTD.,  
VERMAIL HOUSE, MILE END,  
LIVERPOOL, 5.

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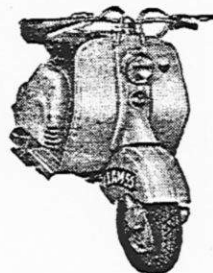
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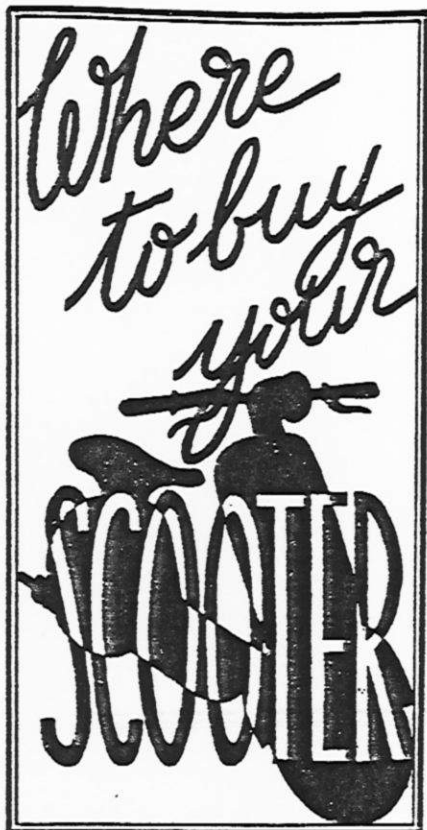
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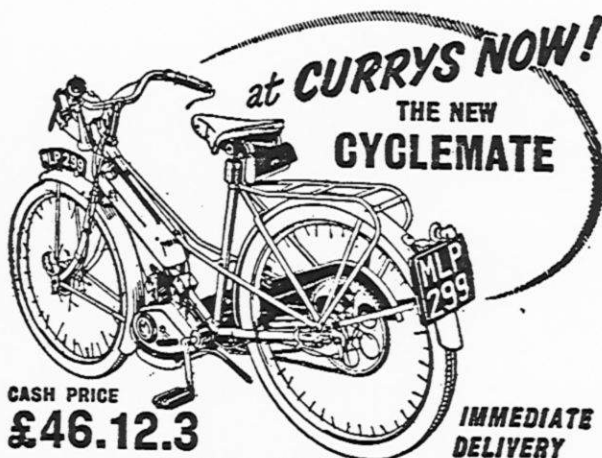
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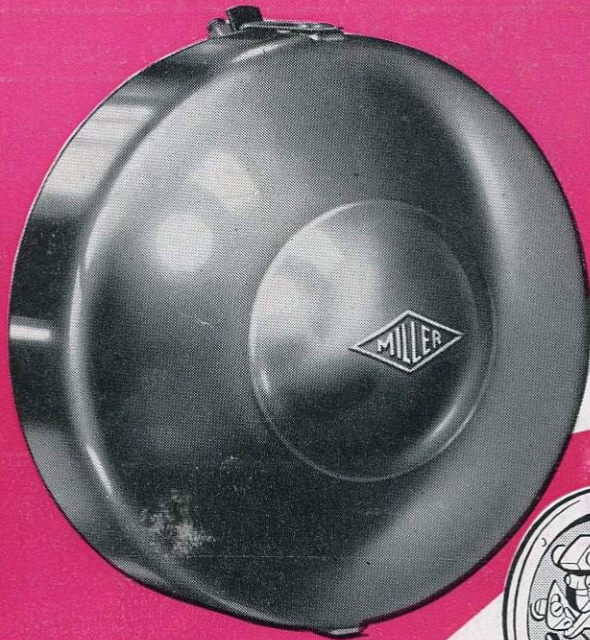
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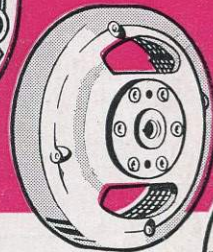


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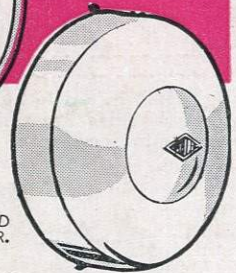
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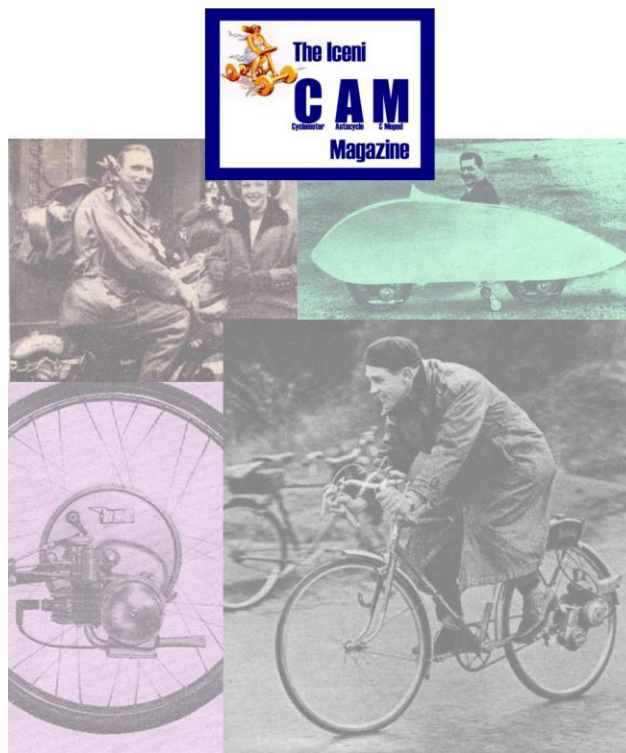
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