

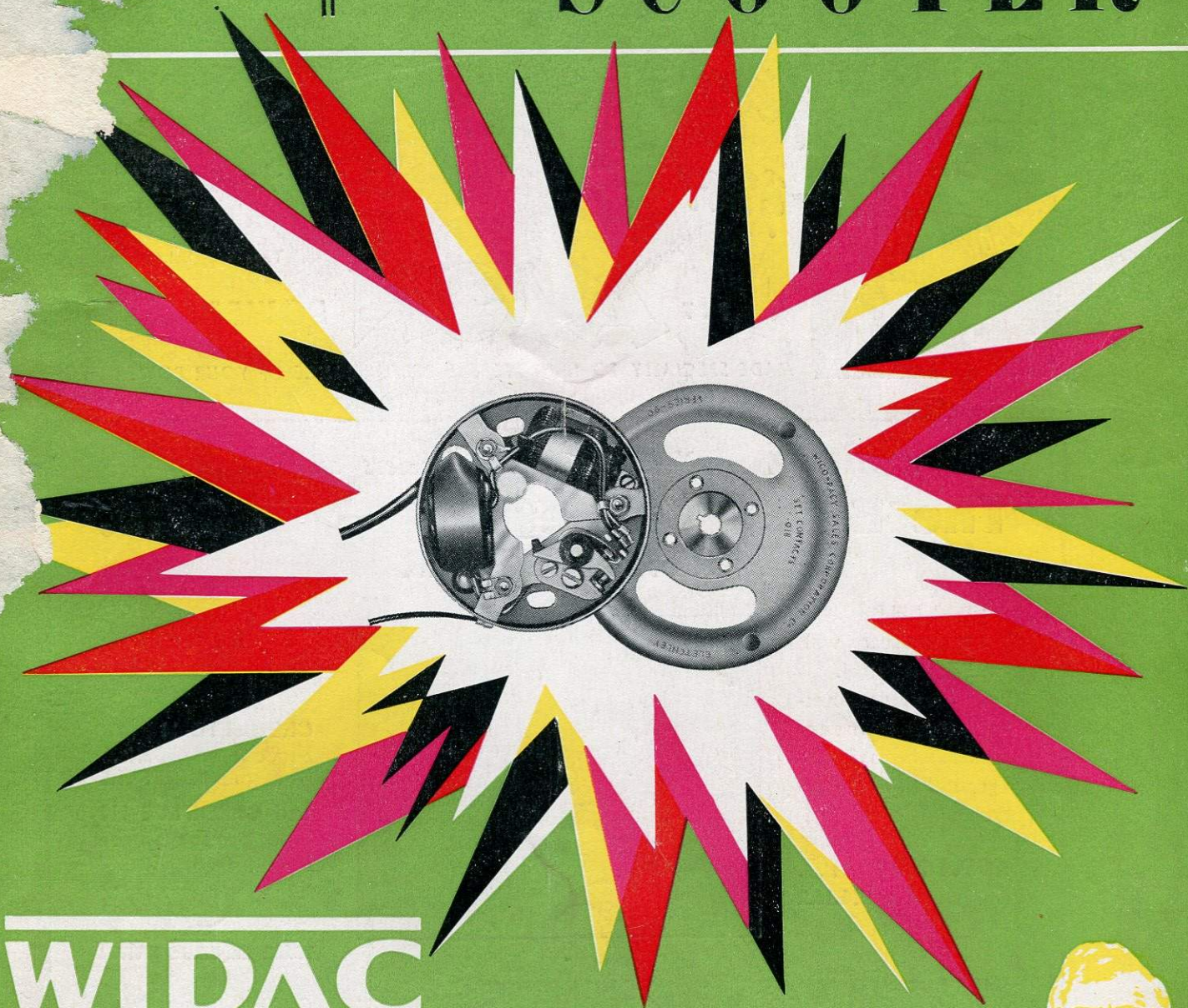
POWER & PEDAL

The Autocycle Journal

with
the **SCOOTER**

JAN

1956



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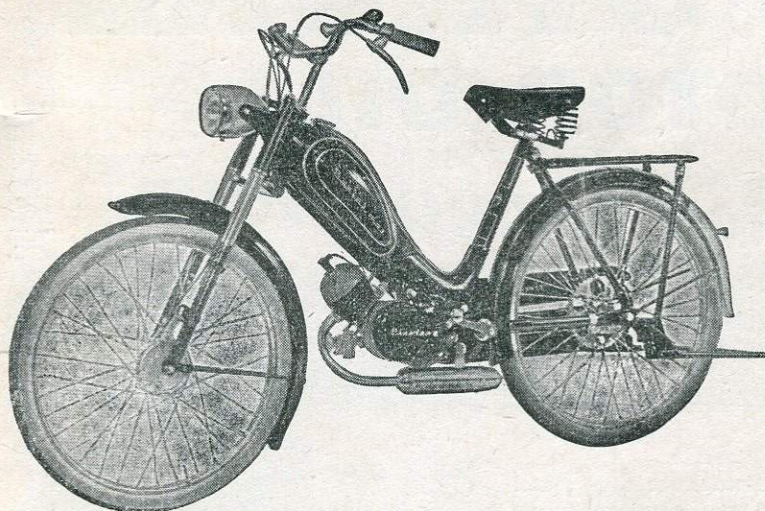
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Editor: FRANK L. FARR

Asst. Editor:

R. D. VAUGHAN WILLIAMS

Advertising: PAULINE LONG

Published by:

POWER & PEDAL, Ltd.

**197/8 Temple Chambers,
Temple Avenue E.C.4.**

Telephone: FLEet Street 0048

Distributed by:

Horace Marshall & Son, Ltd.

Temple House,

Tallis Street, E.C.4.

Annual Subscription:

7/6 (including postage)

Order from Distributors.

JANUARY

1956

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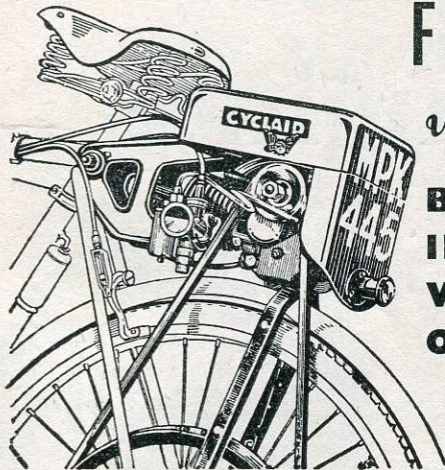
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MARKET GUIDE—See also pp.62 & 63

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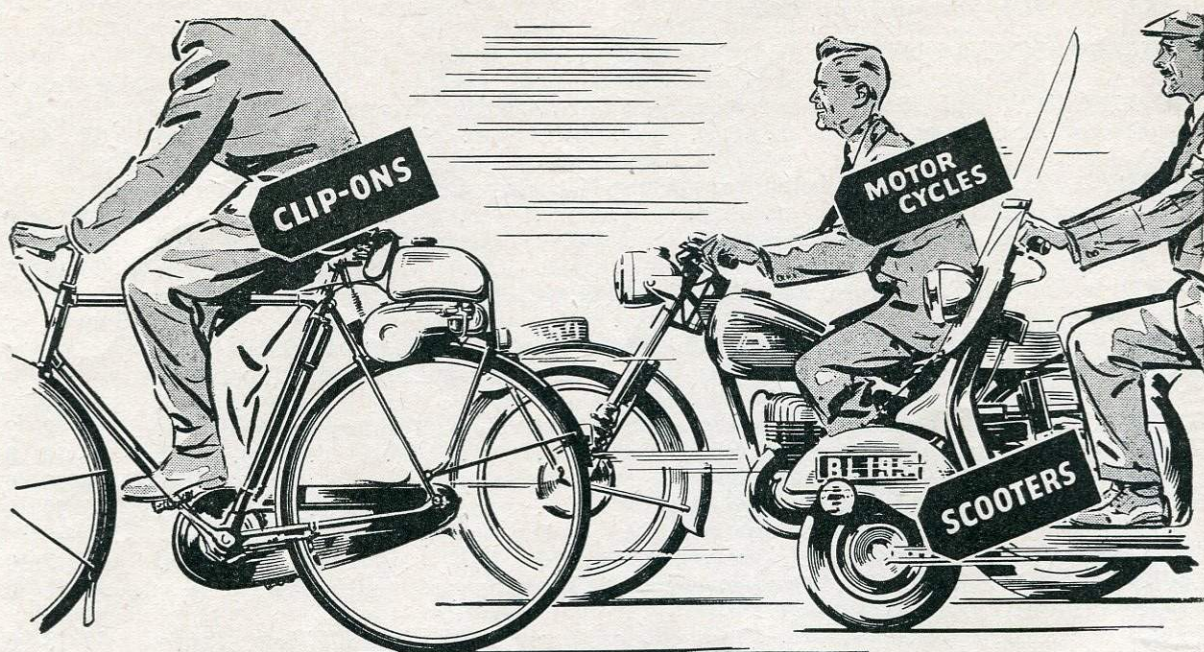
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**TWO-STROKE
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POWER & PEDAL

THE AUTOCYCLE JOURNAL

with
THE

SCOOTER

Editor : FRANK L. FARR

Vol. IV No. 2

January, 1956

The Editor and Staff wish all Readers good luck, good riding
and clear roads in 1956

NOW that big business has moved in on the cyclemotor section of the industry we may hope that governments will be caused to give greater consideration to our needs than has been the case hitherto.

In introducing a new British machine at a press pre-view just before the opening of the Show one of the leading figures in the industry announced that his group of companies would conduct a campaign for the reduction of Purchase Tax on this type of machine and the abolition of the driving test requirements.

As *Power and Pedal* has been urging these two moves for the past three years we welcome the support now forthcoming from the industry and it seems opportune to restate the case for greater freedom for this class of vehicle.

From the national point of view it is obvious that a large and developing home market must be created to permit quantity production at competitive prices before a successful export programme can be envisaged. This means that the

sale of motorised cycles must be encouraged by the elimination of the legalistic restrictions which now make it so difficult to put such a machine on the road. For a pettifogging few shillings in tax to be collected, the time and money wasting procedure of licensing and the encumbrance of number plates is inflicted on the cyclists who want to live in the twentieth century by using power assistance. To be permitted to use one more control lever, rather less complicated than a normal pedal cycle three speed gear, the cyclist must carry "L" plates for weeks and pass a test that will permit him to drive anything on two or three wheels (provided it has no reverse gear). Even sillier is the fact that a licensed and experienced car driver must go through the same rigmarole to use a cyclemotor.

No other country producing these machines is holding back its industry in this way and it is difficult to find any justification at all for this red tape.

From the only other important viewpoint, that of safety, it would

appear expedient to close this back-door of entry into the licensed ranks of the motor cycle and three-wheeler drivers rather than encourage such a stupid entry qualification. At the same time the fostering of the general use of these lightweight, low-speed vehicles as against the heavier and faster types must be step towards a real reduction in both the numbers and severity of accidents on the roads. It is hard indeed to find any arguments against the freeing of all machines under 50 c.c. from driving test and registration restrictions.

One point that we have made before and deserves to be repeated is the immense value of motorised cycles to the middle aged and elderly. Though often terrified of examiners, these riders are safer than most road users by any standards. Their mobility is needed by industry in these days of labour shortages and an ageing population. They have a right also to the pleasure and freedom that motorised cycling can afford if they are permitted to enjoy it. Both on commercial and human grounds this freedom should be granted.

COMMENT

by

Clip-on

IT is hardly surprising that the motor cycle journals have suddenly become full of mo-peds and scooters; after the way things went at the Show their advertisement departments would insist on it anyhow. But the line taken editorially in the industry's own journal on the distribution side is worthy of closer study as a possible pointer to future policy.

In a leading article double its usual length the *Trader* examines the big expansion now evident in the cyclemotor and scooter markets and pleads the case that these new machines are, in effect, only developments of cycles and motor cycles, are made by the same firms and should accordingly be distributed through the same channels and agencies. A rather different line, however, appears in the same issue in the report on the annual get-together of the National Association of Cycle Traders, where two leading figures in the industry spent some time calling attention to the rise of bicycles "using motor instead of human propulsion" and urging the cycle traders to take up the new vehicles and learn to sell and service them. The editor of *Power and Pedal* wrote them an article on these same lines in their own *National Journal* a couple of years ago but it produced no sign of interest.

While the case that the new machine types are complementary to rather than competitive with bicycles and motor cycles is completely true as far as the makers are concerned, I feel that this is only a small part of the story. We

approach the subject in this journal from the point of view of the public who will buy and ride the machines and we have three years of experience recorded in our files which demonstrate clearly that most of the moped and scooter riders are not the same types as the existing fraternity of motor cyclists and have very different problems and requirements.

I suggest that new vehicle types in the hands of new riding types must inevitably create a demand for new styles and standards in sales and even more in maintenance and repair service. The personnel will obviously be mostly recruited from the existing motor-cycle and cycle fields but it needs a new branch of the industry on the distribution side to be built up to

DESPITE increased print orders "Power and Pedal" has sold out every issue for the past four months.

To avoid disappointment please place a standing order with your newsagent or take out a subscription direct from the sole trade agents, Horace Marshall & Son, Ltd. Temple House, Tallis St, London E.C.4 ANY NEWSAGENT CAN OBTAIN "Power and Pedal with The Scooter" through normal trade channels if he wishes.

make the full potential of this huge new market get on its wheels and stay there.

Graphited Oils

My remarks on this subject brought the letter from a correspondent in Germany that was published in our last issue. I am not prepared to enter into wordy warfare with so experienced an engineer on the fine point of definition as between abrasion and burnishing, but I stand by my contention that the special lubricating characteristics of graphited oils must tend to make the polishing of the cylinder bore to our correspondent's "mirror finish" a longer rather than shorter job.

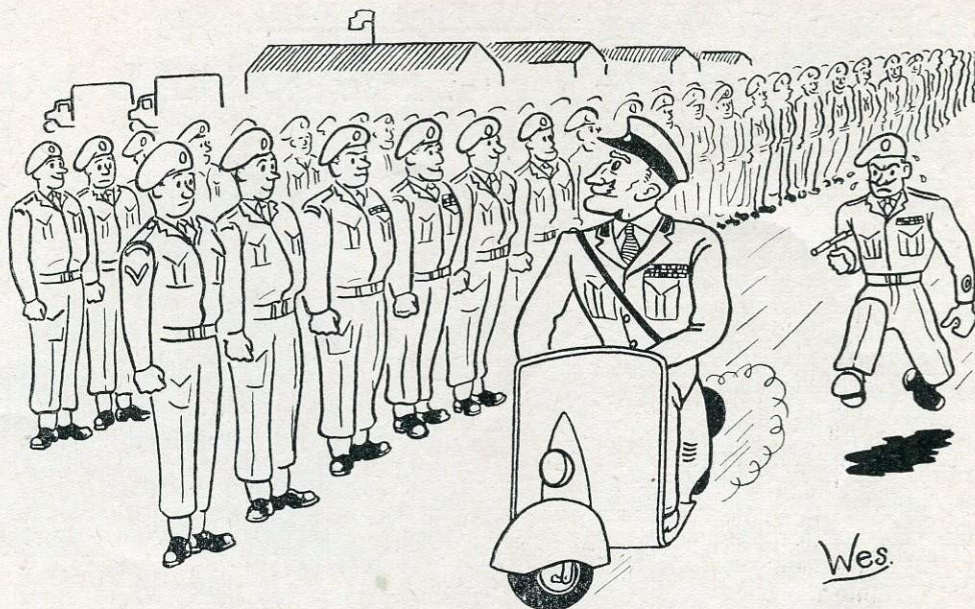
Actually this matter was raised with the chief chemist of the well known firm advertising graphited oils in our pages and he admitted that he was "coming round" to my point of view. The reason for the hanging back in publicity is simply that the sales side do not want to lose the advantage of the perfectly true story that graphite reduces the risk of damage if the machine is overdriven before the running in is completed.

I see no contradiction in this. The position is that graphited oil makes the running-in period longer but also reduces the strain on the rider's conscience by making seizure improbable. Either way the result is an engine in better condition than it would otherwise have been. Apart from price the advantage appears to be clear.

Cheap Cyclemotors

Despite quiet but persistent questioning during Show week I failed to find anyone in the manufacturing side of the business who was giving serious thought to the question of price as a major factor in marketing. Posing the view that the logical step up from the pedal cycle is a similar machine so far as weight and control are concerned (but not necessarily appear-

Mobility at all levels is an essential factor in conditions of modern warfare.



ance) plus a light, quiet, modestly powered engine, I am firmly convinced that such a machine would have an enormous market if priced at no more than double a medium quality bicycle.

The people with whom I discussed the matter used the facts of the present boom against me. The heavier two-speed continental type mo-peds were selling like hot cakes at around £70, they said. Present day sales are nearly all by hire purchase so that initial costs were less important than they would be on a cash deal market. Present sales of current low priced machines were no better than those costing 50 per cent. more.

All this is true but it still does not make sense that a market that grew up to 200,000 in about five years with rather expensive and on average only fairly good attachment engines, not well marketed and hardly serviced at all, should suddenly have either disappeared or doubled its cash reserves. I believe that the only reason a lively demand for £30 to £40 machines is not yet felt is that

200,000 clip-ons are still in use and those people who have them will not buy new until they can buy at their own prices.

The enterprising dealer who advertised in our Classified columns last month new cycles with attachment engines for £25 complete shewed that it can be done. There is at least one modern industrial engine on the market at well below the price of the cheapest current clip-on. Good looking pressed steel "backbone" frames can be made as cheaply as tubular ones. All it needs is a firm with faith enough to estimate for an output of 100,000 units!

Rear Lights

Those cyclemotorists driving out from town these dark, foggy evenings are presumably using their machines for ease of travel rather than pleasure. They are not likely to be adventurous types risking their lives for fun or for bets of a few shillings. Many of them, however, *are* risking their lives for a few shillings by being virtually invisible from behind.

If there were enough mobile police to catch all those who have not changed over to the new regulation size lamps some tens of thousands would be hauled before the courts; while the numbers who could be said to fulfil the demand that their number plates should be readable at "a reasonable distance" when illuminated at night must be definitely a minority of all the under-50 c.c. machine riders. Even among those with correct and properly functioning lamps there is a regrettable tendency to leave accumulated road dirt thick over the red lens and reflectors seem to stay untouched through the winter.

This really is a serious state of affairs as, apart from keeping well to the left, there is nothing you can do to protect yourself from attack from behind by a temporarily dazzled car driver except be seen. Light coloured coats and reflecting glove devices are a help but the only way you can be seen clearly and your speed and direction properly estimated is by a large, clear red lamp—It's worth a few bob as insurance.

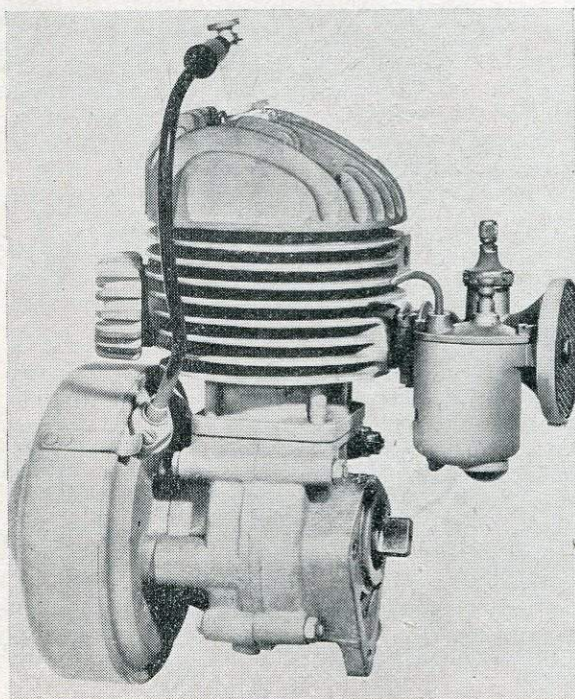
Heart of a Wolf ROAD TEST REPORT

THE appearance at Earl's Court of the new Hercules *Grey Wolf*, designed and priced as a real challenge to the invading armies of continental machines; was more than a mere announcement of a new model; it was an event in history.

Hercules are world renowned as producers of pedal cycles, with perhaps an accent on cycles for use, and we have always maintained that it is from the cycle industry that the development from treadmill to motor propulsion should come. The need, however, was for a good British proprietary engine and this has now been met by no less a firm than J. A. Prestwich.

The J.A.P. engine is a 49 c.c. unit, "over-square" with a bore of 42 mm. to a stroke of 35.5 mm. and the design is specifically meant to produce the good low speed pulling power that is the real need of the motorised cyclist. The cylinder is iron with alloy head and piston, steel connecting rod and roller bearing big end. The ball bearing crankshaft is oil sealed at both ends.

Britain's first proprietary engine in the 50 c.c. class. As the picture shows, the layout for the "Grey Wolf" allows for transverse mounting and the power take-off is made to mate up on the primary shaft drive. It is clear, however, that the design is adaptable to in-line mounting and sprocket drive for other machines if required.



The ROYAL NORD

A lusty modern mo-ped from Belgium



NO Belgian machine has been seen on the British market for over thirty years, when the ahead-of-their time, four cylinder, shaft drive F.N. motor cycles attracted many enthusiasts here. There is a rather special interest, therefore, in the arrival of the

Royal Nord from that country, a modern mo-ped with a lively performance.

The machine has handsome lines around an open mono-tube frame with large capacity tank behind the steering head. The front forks are telescopic and the rear end is a continuous tube structure from saddle to rear hub and then forward to the engine bearers, with a strong and shapely carrier welded on to make a clean and rigid unit.

Of 49 c.c., the engine is claimed to produce 2.1 b.h.p. at 5000 r.p.m. The carburettor is a *Bing* with a self-cancelling starting device and the flywheel magneto incorporates 15-watt lighting coils. Transmission is through a twist-grip controlled 2-speed gearbox with a 2-plate clutch running in oil and single chain final drive. The pedals are operated by engaging either gear and holding the clutch lever "out" by means of the catch fitted.

Both brakes are of the full width hub type, the rear back pedal operated, an unusual detail being the provision of a cable and trigger operated release catch to enable the pedals to be kicked around to any desired position for starting.

Very full equipment includes an electric horn with its push button incorporated in the handlebar

lighting switch and ignition cut-out. The grey and chrome finish is of high quality and suited to the styling of the machine.

Performance

Quite exceptionally certain starting, hot or cold, was the first pleasing factor in the road test. The plunger on top of the carburettor is depressed before a cold start and comes up as soon as the throttle is opened. A single forward push of either pedal with the machine at a standstill in neutral gear would start the machine every time, even after standing for a couple of weeks. Hot, the same certain start was always available but without the use of the plunger, and the trigger control on the right bar, which released the rear brake gear from the pedals so that a pedal could be pulled up with the toe to a good thrusting position, took away all embarrassments from an accidental stall in traffic.

The very high power output claimed seemed to be amply proven in running. The machine pulled away from standstill without any special care in clutch handling and a change up could be made anywhere from 6 to 16 m.p.h. If the change was made at the higher speed, top

gear took over with a real surge of power and most four-wheeled vehicles could be left well behind on the getaway from traffic stops.

Maximum speed is high, a mean of 36 m.p.h. being attained, and there seemed to be no limit to the amount of full throttle work the engine would take. Most main road hills could be taken with ease in top gear at 20/25 m.p.h., but if 1 in 12 or worse brought the speed down it was worth while using first gear and either ambling up gently at 8 m.p.h. or so or revving hard for another change up. The twist-grip gear change, incidentally was one of the smoothest and easiest of its type we have yet encountered and the 2-plate, oil-running clutch had no objections to being used hard.

Steering, roadholding and comfort rate high and it paid to get the tyre pressures right to make the best of these qualities. We used 15 lbs. front and 18 lbs. rear with 13-stone rider. The outstanding point in handling was the remarkable efficiency of the full width hub brakes. They were real stoppers and even took some getting used to after some of the ordinary braking power of most recently tested machines. Either could lock its wheel if required but both were smooth and crash stops were made

in safety that beat several car drivers during the test.

Conclusions

Belgium, like Britain, has colonies and it may be that the designers of the *Royal Nord* had the roads and riders of the Congo in mind when they created this machine. Certainly it is heavily built and should stand anything short of sabotage.

The only criticisms are on noise, mechanical more than exhaust, and a certain roughness in engine vibration under load. These two combined to keep the comfortable cruising speed well below the machine's capabilities.

It is a "man's bike" and as well as its weight there is the fair amount of effort required to swing over the engine by the pedals and a slight heaviness in the hand controls also. This toughness, of course, goes well with the high performance and go-anywhere characteristics of the machine and will even add to its attractions for the type of driver most likely to make full use of them. The machine is handy in traffic but equally capable of taking full loads over long distances. It should have a good market in this country.

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When we shewed this article to our women's editor. She said "At last I understand

HOW A TWO-STROKE WORKS"

so here it is, by
STANLEY PRESTON

YOUR engine is known as a two-stroke. This works in the following way:

Inside the corrugated metal box an egg-like thing moves up and down. When going up, it passes two holes and squeezes the gas. Down below, a nothingness is created, then a hole opens and some new gas comes in from the carbur--- from the thingumbob that makes the mixture. Up at the top, when the gas has been squeezed as hard as possible, a little spark flashes. This blows up the gas and knocks down the egg-like thing. Now it gets really interesting, because as the egg-like thing goes down, a hole re-appears and the gas makes a quick getaway. Then the hole at the bottom closes again, and shortly after, two more holes come on the scene. Yes, you've guessed it! The new gas skips through latest holes and waits at the top for the egg-like thing to come up again and squeeze it.

Of course, by now you are just dying to know what makes the spark that blows up the gas that knocks down the egg-like thing that uncovers the holes in the corrugated metal box.

This is simplicity itself.

Below the corrugated metal box is a roundish container. In this container is a Whatsit that spins round a Doofer. The Doofer has magnets and a bobbin of wire in it, and as the Whatsit spins round, an electric current is made. Then, a couple of discs pull apart and

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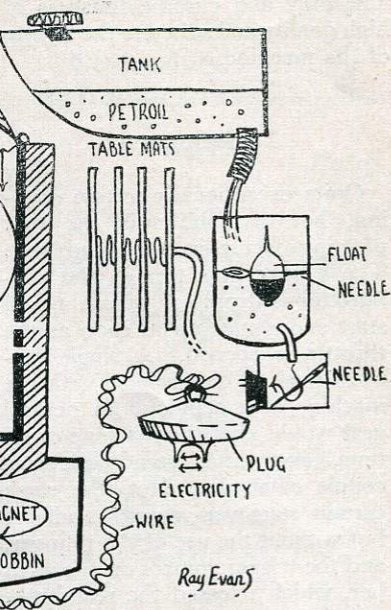
come near together again. This causes extra electricity to travel up along a bit of wire to what is technically known as a Plug. On this Plug are a couple of prongs.

Now then, the electricity jumps from one prong to the other. This is warm work, and, quite naturally, the electricity gets overheated and sparks start to fly.

Really, it is difficult to see why some people can't understand these things.

That's about all there is to it, but I will just mention a few odds and ends that help to make up the whole unit.

There is the Clutch, for instance. This is simply a few table-mats stood on end and fastened to some springs. You may have noticed that on your handlebars is a kind of lever affair that you can move in and out when the fancy takes you. Now, when you move the lever out, the table mats join together. When you pull it in, the table mats come apart. Actually, I don't really think there is any reason for doing this, except just



to give the driver something with which to occupy his mind during a particularly tedious journey.

Then there is the carbur--- (I can never remember that word)--- the thingumbob that makes the mixture. Although this gadget looks very mysterious and knobby shaped, there is nothing to it. Petroil pours into it from the tank, and stops in a chamber. In the chamber is a float that has a sewing-machine needle (Size No. 1) stuck through it. This float sails on top of the petrol, and the needle regulates how much liquid goes into the next compartment.

In this next compartment the Petroil is greeted by a gust of air and another needle. This combination turns the liquid into a spray of gas.

And that's all there is to it. The only thing that can go wrong is when a foreign corpse (or is it "body"?) decides to enter. But obviously, the chances of this happening are slight—unless you happened to be touring on the Continent

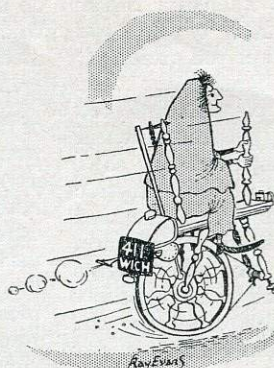
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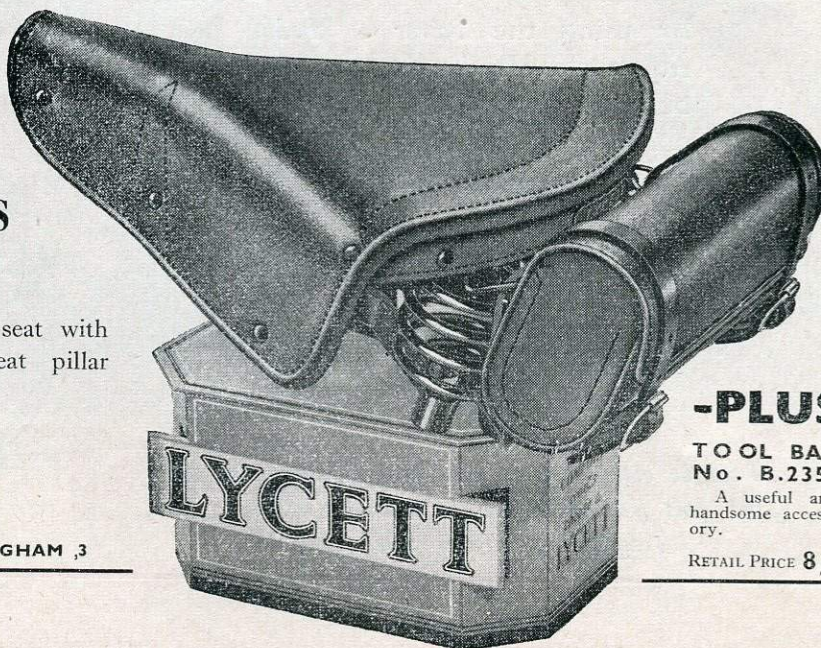
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MAINTENANCE III

NIGHT riding has always held a fascination for me from those now distant days when the *Silver King* oil or the *King of the Road* acetylene, whichever you preferred, were as good lamps as money could buy. They had pleasant little red and green side glasses which I found most companionable as I wheeled through the countryside and their troubles were of the kind we could all understand and cure. Came the days, or rather nights of "electrics" and of undoubtably better lighting, but came also the troubles to wrinkle many a fair brow.

Now-a-days we of the half-hundred brigade, clip-on or built-in, are supplied almost invariably with direct lighting equipment, a system which is of extreme simplicity but which needs to be kept in good condition if it is to work satisfactorily.

An hour or so spent running over

the system will be well repaid but in order to run the rule over it we do need to know how it works and what sort of snags we are likely to meet.

The "coil" is merely a length of wire coated for insulation and wound around a laminated soft iron core (*See sketch 1*). There is nothing complicated about this especially so as it does not even move. It is bolted to the back plate of the flywheel magneto in most cases and the flywheel rim rotates around it. Attached to the rim are magnets which you can check by touching with any piece of iron or steel.

As the flywheel rotates there is induced into the coil of wire an alternating current of electricity which, all other things being in order, will light our lamps. Incidentally, just to be academic for a moment these alternations are not

of the stop-go-stop variety. If you could see one alternation, as you can in the engineering world, you would see a very beautiful curve, a sine curve in fact, as shown in (*sketch 2*).

This would result from one turn of wire around which the flywheel rotated once. The coil of course has many turns and the flywheel turns very quickly and so the light appears as a steady beam.

The earthed end of the coil must be well and truly earthed. It is normally bolted to the backplate and is rarely a source of trouble. The supply, or live wire, goes to the lamp or bulb *via* the switchgear in the lamp and I have found in most cycle or autocycle lamps the switch assembly is not sufficiently robust to give trouble-free service over long periods. A small tumbler type switch (cost about 2/-) fitted to the handlebars is far more reliable and I make mine waterproof

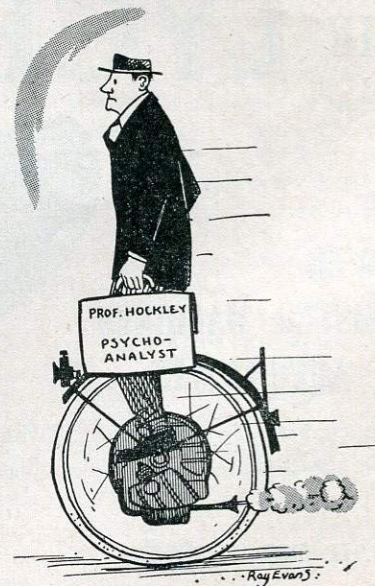
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MOTORISED BICYCLE

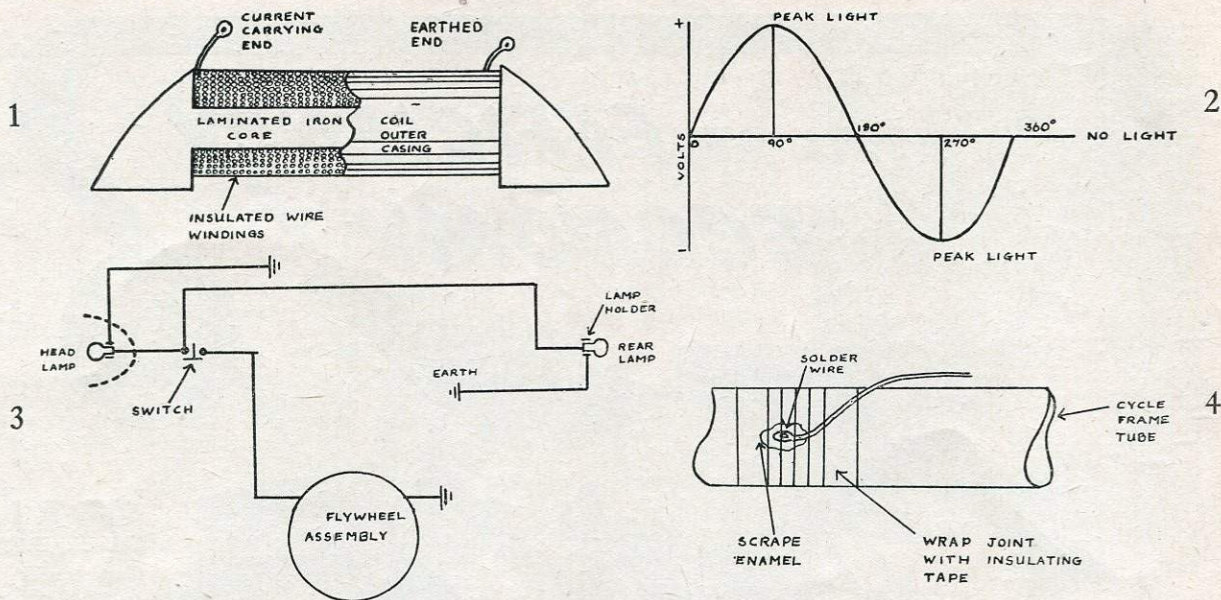
CYCLE-MOTOR SPECIFICATION. Engine: 49 cc. two stroke with a stroke and bore of 38.25 x 40.55 mm.; aluminium alloy cylinder barrel with cast liner detachable aluminium alloy cylinder head, easy decarbonisation. **Ignition and Lighting:** Bosch Rotary Magneto, complete with lighting circuit, front and rear lamps. **Transmission:** By $\frac{1}{2}$ " x $\frac{3}{16}$ " Carrier chain to independent sprocket on rear wheel. Special chain tensioning device. **Clutch:** Advanced design dry multi-plate type, ensures easy and delicate take-up. Two-stage trigger stops on lever, freedom from drag when engine is disengaged. **Carburettor:** Fuel consumption of approx. 180-200 m.p.g., special "rich mixture" device for easy starting, self-cancelling from the throttle twist grip. **Fuel and Lubrication:** Mixture of 25 parts to 1 part of oil. **Petrol Tank:** $\frac{5}{8}$ gallon. Fitted with two-way tap for switching on to a reserve supply.

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by wrapping just one turn of insulating tape around the switch housing. Before we proceed let us lay out the complete circuit for reference (see sketch 3). There is a wire running from the coil to one switch terminal and from the other terminal direct to the centre or live contact on the bulb holder. From the bulb holder case we then bring a wire back to the frame and earth it. Don't earth it to the forks or handle bars. Remove a little of the enamel, about $\frac{1}{2}$ in. x $\frac{1}{4}$ in. from a frame tube, make a neat soldered joint, wrap it with insulating tape and it will remain a good earth till the cows come home (sketch 4).

The tail light circuit is, of course, a repetition of the head light. Again solder and wrap your earth lead on the cycle frame.

POWERFUL TWO-SEATER

DURING Show week we had the pleasure of meeting members of the firm of N.V. Central Werkplaats of Holland and trying out their *Centro* machine.

The machine we saw and rode was the two-seater model with a 50 c.c. *HMW* engine of quite unusual power output. With two

A point to remember when soldering is to wash the coil because the flux you will use may be itself a source of corrosion. Also, do not forget that wherever you make a soldered joint you need to wrap the cable so that vibration will not break the wire, which it will quickly do given an opportunity. The solder becomes very rigid and the wire will break at the actual joint: I cannot stress this point too strongly. The only other point, as regards the actual wiring, is that it should be supported at reasonable intervals either by clipping or taping. No chafing must be allowed.

Now a word about bulbs. I use what is known as a resistance bulb in the rear lamp and I have found it very satisfactory. My autocycle has a 6-volt/6-watt. system and the

heavy men aboard, the *Centro* pulled away easily and the change up to top gear was made in a few yards. The feel and performance were those of a good light motor cycle and steering, braking and the front and rear springing all first class under the double load.

We understand that the *Centro* may be sold here soon and we hope to be able to make a full test shortly.

1. A lighting coil
2. Sine curve—on paper
3. Typical lighting circuit
4. Making a soldered permanent earth to a frame tube.

bulb values used are front, 6 volt/6 watt; rear 6 volt/4-watt. With these bulbs and the wiring in good order I have had a clear run for two years without a bulb failure.

Lastly, about your rear lamp; it is usually mounted in or on the rear number plate and the amount of jolting it gets could break any filament.

It is so easy to rubber mount this lamp by the following method. Obtain a strip of $\frac{1}{8}$ th in. rubber just wide enough to take the lamp holder and fold it to about three ply. Bolt the lamp to this and then the end of the rubber to the number plate. The three ply will be sufficiently rigid to support the lamp, so that it doesn't flop and it can be made quite neat with a little care.

DIANA and KREIDLER HERE

The import from Germany of the Diana Scooter and the Kreidler J. 50 Autocycle is announced. Details of these machines are given in the Market Guide on pp. 62 & 63.

Review

The POWER & PEDAL HANDBOOK

IN reviewing various cyclemotor-ing handbooks in the past we have found it necessary to observe that the market still awaited such a book written by cyclemotorists and for cyclemotorists. Now such a book has appeared and it is noticeable that it differs markedly from all previous efforts in the field.

George Denton, the author, was for several years Sales Manager to Minimotor, Ltd., and during that time he rode the product of his firm extensively, often in competition with both trade and owner riders of all the other types of cyclemotor on the market. This practical personal experience, coupled with the vast source of information from the public through the retail trade to the makers' sales department, has led him to adopt a style and approach in the presentation of his subject that has probably never been used before in any similar project.

The information is complete and detailed, but the way it is put over in everyday language and with plenty of parallels from everyday life ensure that none of the valuable advice given can go over the heads of even the least technically experienced users.

The handbook goes right through the background, choice, and acquisition of the machine, with reference to the various types available, then deals with maintenance at some length. There follows a chapter on roadside troubles and their diagnosis and further chapters on clothing and touring.

There is also a useful table of specifications.

The book is illustrated by line drawings throughout and there is an appendix of drawings of "exploded" views of the more popular engines.

7in. x 5in., the book is excellently produced at the very modest price of 3/6.

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All small two-stroke engines are more liable than other engines to the plug trouble known as 'whiskering'.

Whiskering means the formation of small, whisker-like deposits which grow between the electrodes of the plug until they bridge the spark gap completely and cause the spark to fail.

The entirely new K.L.G. C-F.50 plug has been specially designed for Cyclemaster and Cyclemate engines, and offers a positive answer to the danger of whiskering.

The design of the C-F.50 is—in the most literal sense—revolutionary. It defeats whiskering by means of a revolving earth-electrode. Engine vibration causes the earth electrode to rotate, slowly but continually, round the centre electrode. The three spark gaps themselves are thus in constant motion, which gives whisker deposits no chance to build up. **Price 5/-**

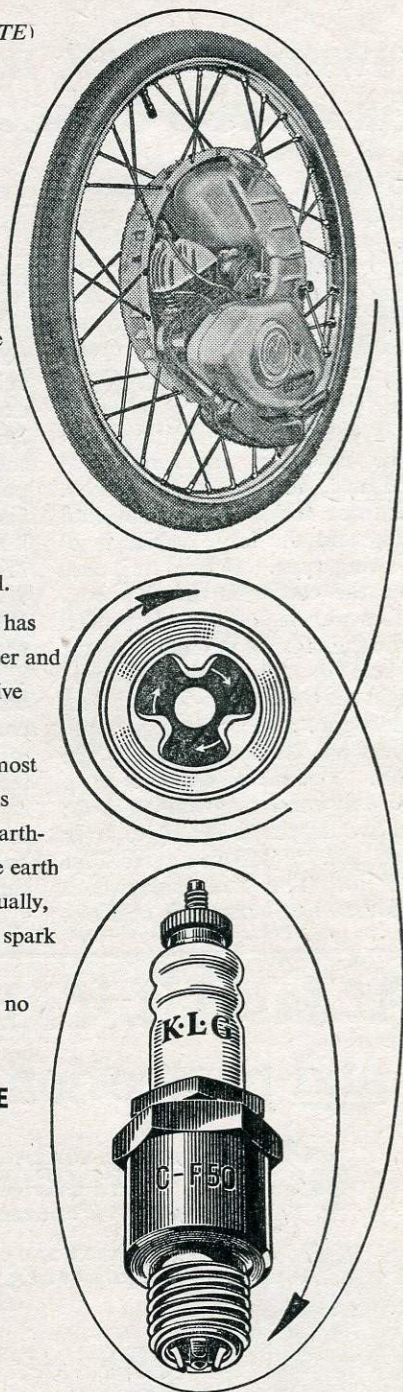
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News from the Continent

by Tempo

A SWEDISH BASIC DESIGN FOR MO-PED OR SCOOTER

(Top) As a neat Scooterette

(Bottom) In its Moped form

YOU know of scooters and of mopeds. Combine the two types and you have a hybrid called a moped-scooter (a mo-scoot?). The Swedish firm of Nymanbolgen AB, of Upsala, make those three types. The NV Moped scooter is of brand new design and has the famous Sachs fan cooled 50 c.c. engine, and is known as the "Crescent".

The model is tastefully two-toned and very well engineered. The front forks are bottom link sprung and the large saddle is of the swing type. Behind this and below the carrier is the tool box. The carrier is, of course, hinged at one end for its operation as the tool box lid. The position is more upright on the moped-scooter than would be on a scooter proper, and the feet are accommodated by the pedals. Technical details: two speeds, flywheel magneto ignition; 6v. 17w. lighting; chain to rear wheel, $\frac{1}{2}$ in. x $\frac{3}{8}$ in.; tyres 20 in x 2.5 in. The fuel tank which holds the 25 to 1 petrol is of about

1 gallon capacity. The wheel base is 3ft. 9in.

Another model made by the same firm is the *Saxoped*. It is well powered by the Sachs 50 c.c. two-speed, air cooled engine, and in general, the technical details are very much like the *Crescent* model, except the tyres on the *Saxoped* are 24 in. x 2 in. All in all, it follows the general lines of most of the popular German mopeds. The firm's more powerful and elegant "Progress" is a two seater of 175 ccm. capacity. It develops, 9 h.p. at 5250 r.p.m. The front and rear forks are hydraulic type and both brakes are of sensible size. The fascia board contains a speedometer and the electric starter control. The seating panel lifts off for engine inspection. The steering head holds a built-in security lock, and the wheels are shod with 3.25 in. x 16 in. tyres. Nymanbolgen AB is well known in north Europe and also manufactures motor cycles and marine outboard motors.



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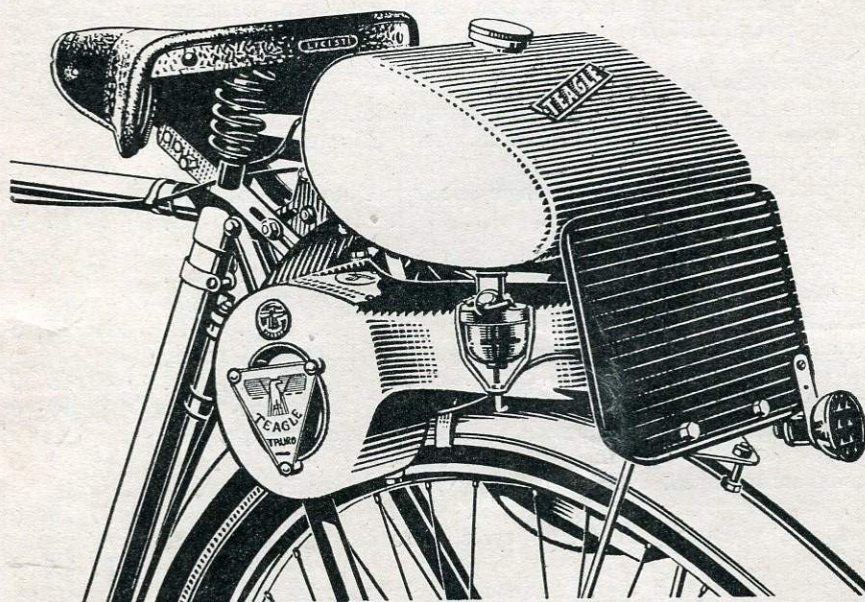
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Correspondence

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.

Best Wishes

Allow me to congratulate you and your staff on the recent third birthday of *Power and Pedal*, which has covered a lot of ground during these three years. As a *Mini-motorist* for over 3 years, your magazine has been of great help to me and my fellow motorised cycling friends who were equally grateful when I introduced them to *Power and Pedal*.

As I hope to be the proud owner of a new Scooter next year, I'm very glad that this will not mean goodbye to *Power and Pedal*, as the inclusion of *The Scooter* will now supply me with all the information I'm likely to require, and will help me to choose wisely, as well as keep me up-to-date afterwards.

Keep up the good work.

Best wishes, and a record sale in 1956.

H. Walters

Manchester

"Teagle" Tank

We are referring to the letter in your correspondence column under the nom-de-plume CU7671. We wish to clear the matter of the complaint, and would ask this user of our Cycle Motor to get into touch with us.

We have since found that on the earlier models, when we used a large bowl type filter, this, on some cycles, tended to foul the engine cowling. Consequently damage to the tank was the result. The tank bung is rivetted and soldered on to the tank, but the leak arose on the seam quite close to this fitting.

We can assure CU7671 that we can deal with his complaint in our usual manner, if he would get in touch with us.

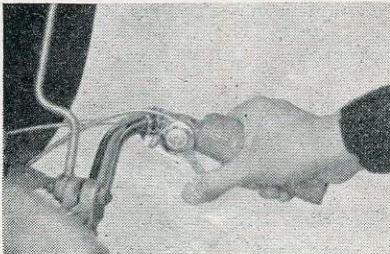
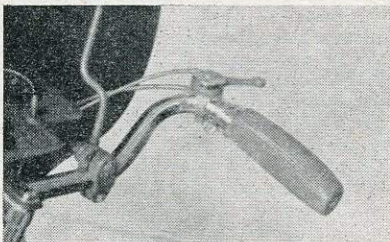
W. T. TEAGLE (Machinery) LTD.

Truro

Easier Control

When I bought my cyclemotor in March last year I found that I could fault it on only one point.

It soon became obvious that when the throttle-control was fitted in the standard position (*top*), the right hand's grip on



the handlebar had to be changed completely to operate the throttle satisfactorily. This naturally is a disadvantage in heavy traffic or on long distance touring.

Accordingly the throttle-control was altered to its present position shown (*bottom*), and can now be used perfectly with only the thumb and without moving the position of the hand in the slightest.

My brother and I have now completed over 7,000 miles like this, including journeys of up to 218 miles in 24 hours, without any fatigue due to constantly operating the throttle-control.

JOHN C. MUGGLETON

Leicester.

"Mobylette"

As a result of your road test report on the *Mobylette*, I bought one the next day. You're right, they're almost ideal for the majority.

Please publish a technical article on them.

Can anyone tell me please how to hold the flywheel and clutch whilst loosening the outside nuts?

Also how to get over the parking light

snag? I'd like to find a small torch with a clip to fix on the handlebars.

Please publish weekly soon Mr. Editor
R. C. WILSHER

Barnstaple.

Bad Service

Having been a reader of *Power and Pedal* since April 1953, I have seen a number of letters printed from your readers praising various makers for their after-sales service and wondered if you printed the reverse kind.

My motor is a *Power Pak*, clutch type purchased May, 1953, and used for short daily journeys to work and back and has been very satisfactory until August 19th, 1955, when a combination of tar and granite chippings, chipped the driving roller and of course this ruined the cover.

A spare was ordered by the dealer who fitted the engine, on August 20th 1955, and it has not yet arrived (November).

ALBERT WALKER

Bradford.

"Vespa" Spares

I wonder if any of your readers have experience of obtaining spares for the *Vespa*.

Some two months ago I ordered a part for my 1952 model from my retailer, who told me not to expect the article too soon as service is very poor. However, after six or seven weeks I wrote to the manufacturers to ask their advice on the matter, but I have not yet received a reply. I am completely baffled what to do next; nobody seems interested and the machine is out of commission.

I have discussed the matter with other scooter owners, and they also report very poor co-operation in obtaining delivered spares. Needless to say I am quite incensed about the whole matter, but what can I do about it?

H. S. CLARKE,

Bolton.

Show Salesmen

I attended the Earl's Court Cycle and Motor Cycle Show this year, and I rank it to be the best since the War. The main reason and the most pleasing feature was the British Challenge to the Continental Monopoly of the light weight class in Auto (Moped) and Scooter production.

Many of the British Exhibits have great overseas trade potentialities in the future; there is still room for improvement, and this I am convinced will be overcome quickly now the danger from the Continentals in this light weight class is realised.

On the debit side of the Show, I was rather alarmed at the lack of knowledge of some of the Representatives regarding their Wares. They were not at all informative as to the weight of an engine, speed, and even prices. Also lack of literature, on some stands.

I realise that some of the Exhibitors were pushed to get their products in the show, which would explain lack of literature, etc., concerning publication.

I also would have liked to have encountered more technicians and engineers instead of salesmen who were more interested in the sales side. Apart from this, a most excellent show with much to look forward to in the future.

L. J. APPS

N.8.

Headlamps

Can any reader suggest a way to improve the front lighting on a recently purchased *New Hudson*. The headlamp now fitted is a version of the *Lucas* cycle head lamp, very good for a cycle, but with autocycle speeds, totally inadequate. I am also troubled with a very noisy exhaust, the silencer itself is not faulty.

Best wishes to your cheap and interesting monthly.

R. B. MALPAS

Aylesbury.

(1956 *New Hudsons* have larger headlamps) (E.D.)

Hard Luck

On reading your December Edition I find that R.E.C. Quilter has a very fine *Cyclomaster* 35,000 miles in 3 years, good for him. I was once a C.M. owner for 3 months, and was quite proud of the fact until I was caught out in the rain, the engine just faded away so I did the usual plug cleaning, etc., with no response from my efforts, back to the dealer I went. He fixed it O.K. "Just a little water on the contact breaker points" he said. "It won't happen again" said the expert "I've sealed the Plug lead into the C.M., cover plate". The very next rainy day the same thing happened all over again, much to my horror. I'm getting fed up with this continued water trouble by this time, in fact I dare not ride the machine even if it looked like rain on account of the above trouble. In summing up the C.M. seemed just like an alarm clock, some go for years, others very unreliable. I had the latter type. Needless to say I sold it. That was 9 months ago, and might I add I've had 9 months trouble free running from my *Quickly*.

MFU 973

Cleethorpes

"Power Pak" Silence

Like your correspondent C. F. Leake, I also am indebted to C.E.W. for his

letter in your September issue.

The only fault I had to find with my *Power Pak* was its noise after de-coking but this has now largely disappeared thanks to C.E.W.'s device.

I should like to hear from other *Power Pak* users how long their tyres last. Mine do about 4,000 miles.

CECIL W. BARRATT

Leigh-on-Sea.

"Firefly" and Other Things

Recent criticism about the *Firefly's* performance in wet weather has, I think, been rather harsh. I have fitted my rear wheel with *Motorette* tyre and tube, and experienced "slip" only on steep hills when the rain is heavy: at other times "slip" is negligible.

I use my *Firefly* for touring only. At an average of 18 m.p.h., which means a cruising speed of about 25 m.p.h., petrol comes to round about 160 m.p.g. The jet needle is set in the middle groove.

To change the subject, I would be interested to hear your opinion about the new automatic Petrol Pumps now appearing by our road-sides. The *Firefly's* makers recommend an oil to petrol ratio of 1:16 (though two recently published books about clip-ons and autocycles recommend 1:20 and 1:24 respectively, which is rather confusing. What is the right figure?). These new pumps appear to deliver two mixtures only, the *Firefly* being bracketed with at least a dozen other makes for a mixture which, one observes, is alleged to be suitable for all of them. The new pumps are delightfully convenient, but are they safe to use?

Finally, I (and, no doubt, many others) would welcome an article on Continental touring. What are the regulations concerning licencing and insurance? What brands of petrol and oil are available abroad and which are recommended? What are the facilities for repairs, maintenance, and the provision of spare parts? For those who have little mechanical knowledge a breakdown in this country is bad enough (garages seem to loathe us): dare we venture on the Continent?

Propos, and at the risk of abusing your hospitality, may I plead for really full and comprehensive instruction books? I don't want to pull my engine to pieces just for the fun of it, or to improve on the makers ideas; but I so want to know enough to free myself from the tyranny at the garage that doesn't touch two-strokes or your type of clip-on. On such occasions the nearest Agent is always twenty miles away, it is always raining,—and, anyhow, he is shut on Saturday afternoons

JOHN WALKER

Harpenden.

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CLUB NEWS

It was a great pleasure meeting so many club members at Earls Court. Please keep on sending in your news by the seventh of the month. Clubs are multiplying but we are expanding so we will probably be able to keep up.

New arrivals among Lambretta clubs are those for **Huddersfield, West Essex, and Wolverhampton.**

An independent club open to Lambrettas and Vespas is the **Leicester Motor Scooter Club.** Their Secretary R. D. Tomlin tells us that he won Class A of the Concours d'Elegance at Leamington with his Lambretta and asks the N.W. London and Middlesex Lambretta Club to take note. Thirty scooterists came to the Tramp Supper when sausages were cooked over a blazing fire. Leicester retained the beer drinking championship at the Mid-Warwicks Vespa Club social.

Sponsor of an independent scooter club of **Oxford** invites inquiries. Scooter office will forward these.

Applications for membership of the **London Scooter Club** are rolling in steadily. The club's extensive programme of runs and social events included a visit to the Police School at Hendon.

The **Half Hundred Club's** December Rally was held on December 11—report

next month.

First number has just appeared of *The Belfry*—magazine of—guess it—The Bats—the **S.E. London Lambretta Club.** Price 3d. This is the scooter magazine with a difference: “. . . and while we have no wish to intrude, may we wish those couples every happiness, with the hope that their courtships will run as smoothly, or perhaps more so, than their Lambrettas”. But that is not all, *The*

Belfry, has “Aunt Mary's Corner”—Clearly it is high time *The Scooter* started a personal column.

Birmingham Lambretta Club name their scooters after racehorses.

Several clubs joined in the Treasure Hunt organised by the **Club Lambretta** in aid of the Dogs for the Blind Association. There was a big gathering for the Annual Dinner and Dance on November 25. Mr. Comerford presided.

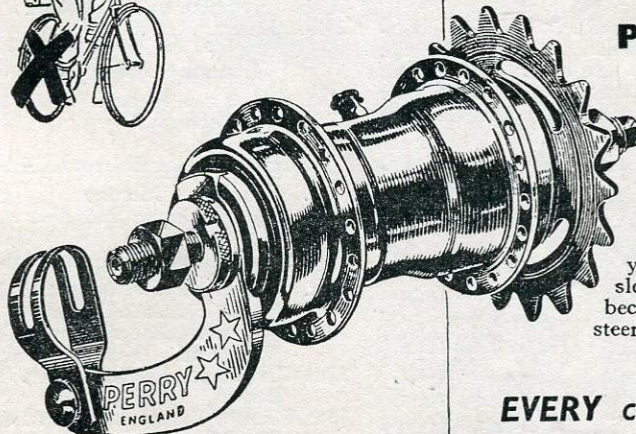
Alan Gander was elected King Tramp and Julie Mendham, Queen, at West Middlesex Vespa Club's Tramp Supper



West Middlesex V.C. photo



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The N.W. London and Middlesex Group, The Club Lambretta—that the Secretary reminds us is its correct name—is not deterred by winter. Irrespective of weather, runs are held every Sunday with attendances of 20 or more machines. The Club has broadened its social activities which now include film shows, darts and table tennis tournaments and record concerts. Each Saturday there is a theatre or dance party. The high spot of the season will be the annual dinner and dance on Friday, January 6th at the Byron Hotel, Ruislip Road, Greenford.

Lucky Thirteen Lambretta Club thanks Ivan Kasper and the **Kent Premiere Lambretta Club** for organising the Christmas Supper at Sevenoaks which the Club attended in strength. Vaughan Motors Ltd., of Sidcup, Kent, have presented a trophy to the club. Permanent H.Q. of "Lucky Thirteen" is the Royal Hotel, Sidcup (on A20)

Manchester Lambretta Club competed against Huddersfield, Bolton and Moccasin Lambretta Clubs in the Regional Rally at Settle. A more ambitious project is planned for early in the New Year.

At the treasure hunt organised by Club Lambretta, in aid of the blind, the **North London Lambretta Club** gained 1st (Vice-Captain, L. Langley), 3rd (N. Yockley) and booby (G. Bishop) prizes.

The **Southampton Lambretta Club** will be meeting every fortnight from January 2 at the Hampton Park Hotel, Swaythling, Southampton.

The **Tunbridge Wells Lambretta Club** is now well established after its first few months of existence. In addition to its private runs the club has arranged joint expeditions with the Dolocinda club. Films hired from the British Lambretta

Owners Association proved very popular—so did a talk by two South African girls who have just returned from a 3,000 mile trip abroad on a Lambretta.

All Vespa riders are welcome on Wednesday evenings at the **Brighton Vespa Club's** room at the Bath Arms, the Lanes, Ship Street, Brighton. Full winter social programme includes table tennis and darts tournaments.

Bromley Vespa Club's magazine issues challenge to inventors as it is about to start a gadgets column.

Lea Valley Vespa Club is maintaining a full programme of runs throughout the winter. In recent weeks there have been trips to Cambridge, Dunstable, Chislehurst, Heybridge (Essex), Earlswood Common, Hampton Court, Epping Forest, St. Albans, Southend and Kew Gardens. Joint socials have been held with West Middlesex and Falconwood Vespa clubs.

Highlight of the festivities was the Club's own Christmas party on December 10.

Vespas from several different clubs, including one as far away as Bromley, attended the **Mid Warwicks Vespa Club's** party in the Autumn. There were 130 people there and the festivities included a beer drinking championship.

January will see **Oxford Vespa Club** off to the Wembley ice pantomime.

A silver trophy presented by Messrs. Whitbreads was the prize for **South Essex Vespa Club's** first full scale road trial. Winner was Mr. D. Horslem.

West Middlesex Vespa Club organised a firework party on November 5th and in their glee burnt a Lambretta (in effigy one hopes). The Club now has 135 members and prospective members



Club Lambretta photo

Mrs. Peter Agg presents the miniature of the Power and Pedal Scooter Girl Cup to Miss J. Munson at the Club Lambretta Dinner.

are informed that the sex ratio of the club is now 60 per cent male, 40 per cent female.

JANUARY PROGRAMMES

Notts Cyclemotor Club

- 1st. Newark O.M.S. 10 a.m.
- 6th. A.G.M. 8.0 p.m.
- 8th. Mansfield D.B.S. 10 a.m.
- 15th. Sutton B.M.B. 10 a.m.
- 22nd. Notts Lanes T.B. 10 a.m.
- 29th. Derby. W.P.G. 10 p.m.

London Scooter Club

- 1st. Short run 10 a.m.
- 7th. Christmas party

Birmingham Lambretta Club

- 4th. Committee Meeting
- 5th. Annual Dinner and Dance

North London Lambretta Club

- 1st. Tate Gallery. Meet Orange Tree, Friern Barnet 2.0 p.m.
- 8th. Woburn Sands. Meet Orange Tree, Friern Barnet 12 a.m.
- 12th. Club Meeting Orange Tree, Friern Barnet
- 15th. Tour of Surrey Lanes. Meet Big Ben 2.0 a.m.
- 22nd. British Museum. Meet Orange Tree, Friern Barnet 2 p.m.
- 26th. Club Meeting Orange Tree, Friern Barnet.
- 29th. Bishops Stratford. Meet Orange Tree, Friern Barnet 2.0 p.m.



Phil Fuller about to leave in the South Essex Vespa Club Road Trial. Starters are Joe Barcham (left) and Harry Abel.

S. Essex V.C. photo

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Scooter Topics

by
ROLLO

Prototype
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98 c.c. Scooter



WHEREAS a couple of years ago we had only two scooters to choose from, and these in the same class so that many people could not distinguish one from the other, there are now 31 models of 21 makes available on the market.

Perhaps available is the wrong word since several of the British makers have publicly stated that they are not yet ready to deliver and there will certainly be some disappointments in store for all of us. But of those which are ready,

mostly foreigners, there are enough to make a real choice possible and so, for the first time, to make the matter of choice a problem in itself.

It cannot be too highly stressed to the potential buyer that there is no such thing as a simple answer to the question "What is the best scooter?". The range on offer runs in price alone from £74 to £240, in weight from 92 lbs. to 360 lbs. and in cruising speed from 25 to 60 m.p.h. In addition to these wide differences there are the factors of fuel consumption, accessibility, service, starting arrangements and, of course, appearance to be considered in making a choice for any individual case.

Personal taste comes into the problem and is a thing on which no advice from outside "experts" can be of value. You may like the look, feel and riding position of an ABC while I prefer an XYZ, but this need not mean that one of us is right and the other wrong.

On the whole it is probably best to do most of the choosing away from the temptation of the machines and their salesmen. Fix your price range first, then consider whether weight concerns you (any steps up and down?), if you are going mostly on long journey work and

need high cruising speeds or mainly town riding calling for flexibility and an easy gear change. Do you like to do your own maintenance? If so, accessibility will be an important factor. Is service available in your district or, if you roam the country and continent, is there a chain of service everywhere?

By questions such as these you can narrow the choice to two or three machines and then you can go round the showrooms and see how they compare for looks, riding positions, handiness of stands and starters and so on. *The Scooter* can and will advise but can only help if the questions listed in the paragraph above are answered first. Judgement without a knowledge of the facts is almost certain to be a bad judgement.

Tyre Pressures

Avon's took exception to my remarks in the October issue about instruction books recommending over-high pressures and their P.R.O. rang up to say that the instruction books are prepared by the makers of the machines, not the tyres.

If this be true in spirit as well as in letter it is rather silly. Certainly each maker produces the book

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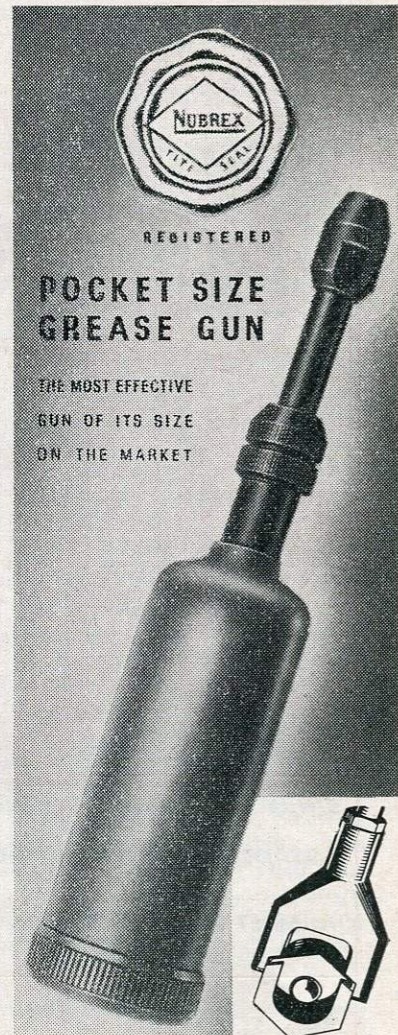
for his own machines but it is only reasonable to expect that he would take specialist advice on user instructions for components. If this is not being generally done then the tyre manufacturers could do us a great service by making some practical tests with various popular machines and publishing the results in tabular form in garage wall charts, as the plug people do.

Wheel Sizes

One of the points of argument that looks like being a hardy annual as long as there are two scooters left on the road is that of wheel diameters. There are those who wax violent in their condemnation of small wheels, mainly on theoretical grounds, and those who ride small wheeled scooters and like them.

Obviously wheel diameter is an important factor in determining handling characteristics, but it is not a factor that can be assessed alone. The whole problem of weight distribution, space, suspension system and steering geometry creates the designer's perspective in considering wheel sizes and the result of the working out of the problem has to be conditioned by the functional objective of the design rather than by the abstractions of theoretical two-wheeler efficiency.

Other things being equal, large diameter wheels of the motorcycle type improve the self-steering characteristics of a machine at high speeds while small wheels by virtue of low unsprung weight make for comfort and ease of handling at modest speeds. Large diameter wheels with a given tyre section can also carry more weight per lb. per square inch pressure. This is rather an over-simplification but it does suggest that we shall see the heavier, high speed machines standardised with larger diameter wheels than the functional "true" scooter needs.



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ROAD TEST REPORT

The 121 c.c. **PUCH**

RECENTLY introduced here—from the great Steyr-Daimler-Puch factories of Vienna, the *Puch* scooters differ from both the German and the Italian types while retaining the basic original scooter characteristics.

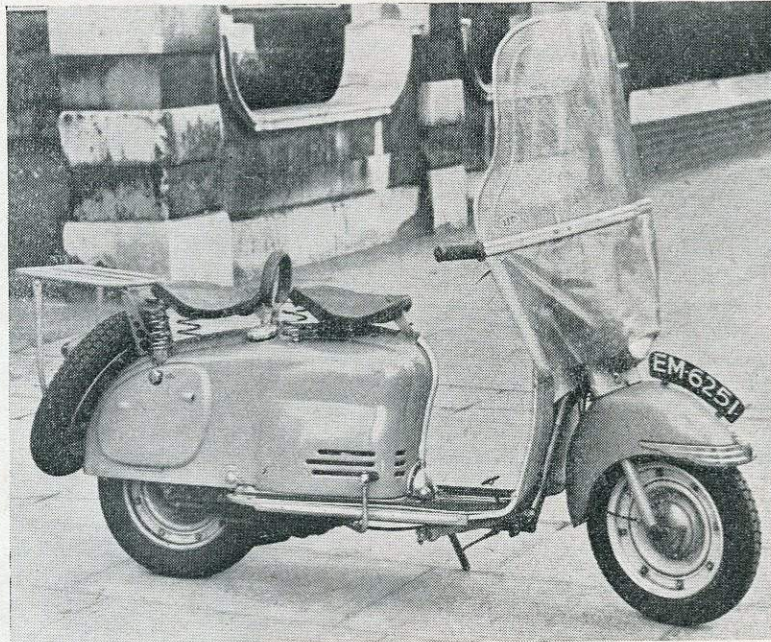
The R125 and the RL 125 differ only in equipment and both have the same single tube frame, open platform layout and completely detachable rear end "body" which hinges up to provide easy access to the power unit, transmission and rear wheel.

Compared with other blower cooled units the 121 c.c. two-stroke single cylinder engine is very completely cowled, even to sealing in the plug with a rubber grommet. Primary drive is by oil bath chain on engine/gear unit and final drive by enclosed chain. There is fly-wheel ignition and 30-watt lighting, while the RL model as tested has a small battery and rectifier fitted to provide direct current for the horn and the parking lights.

Springing is by hydraulically damped telescopic forks at the front and swinging arm at the rear. 12-inch wheels carry 3.25 inch tyres and are interchangeable, being located by knockout spindles. Internal expanding 5in. brakes are fitted. The three speed gearbox is controlled through rod and crank linkage from the left hand twist-grip. Dry weight is about 190 lbs. The machine is built for use as a two seater and there are two separate saddles with a rubber lifting handle between them.

On the Road

First impression of the machine on the road was that it possessed the essential scooter characteristic of natural and easy handling. One



felt at home immediately. The model tested was fitted with a full width lightweight screen with apron and, although this naturally added to the noise audible in the saddle, it provided excellent protection from the winter winds and gave a comfortable ride in ordinary clothes.

Once the knack of using the forward-operating, folding kick-starter had been acquired, starting proved easy and dead reliable, hot or cold. The clutch was smooth but in combination with the wide movement of the twistgrip gear change seemed a little heavy for frequent use in traffic.

The gear ratios are widely spaced and this means the box is there to be used but the excellent range of speed in the well chosen second gear makes the 3-speed box quite satisfactory. On second the machine would accelerate quickly and smoothly from a little over walking pace to nearly 30 m.p.h. and the engine definitely gave the impression of liking high revs. Conversely, pulling power was also very good and the ability of the engine to slog at low speeds appeared to be limited only by the non-scratch minimum

of the chain transmission.

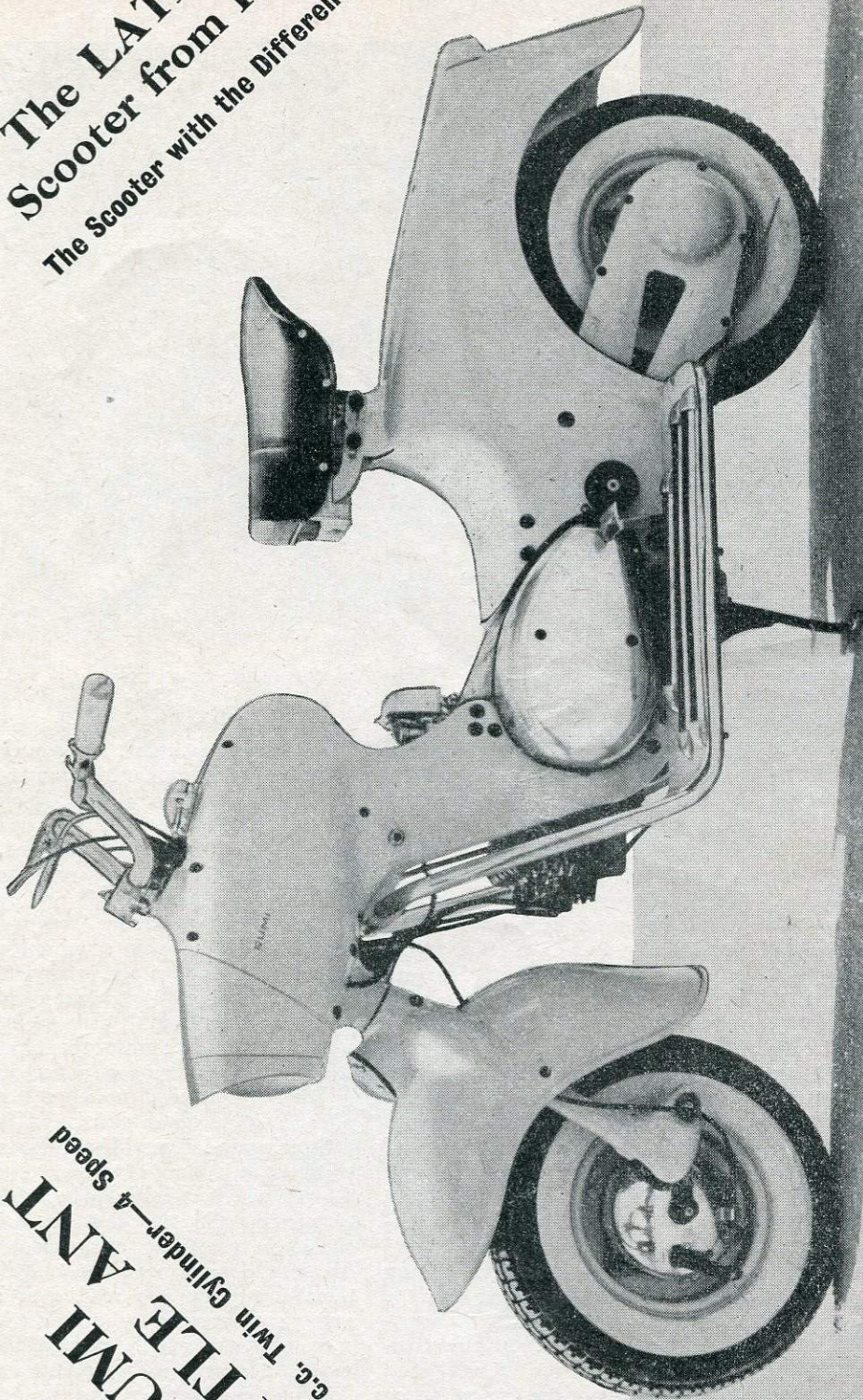
Actually the machine received for test had obviously already been driven hard without overmuch attention and both the minimum and maximum speeds obtained on the test could probably be improved on. The maximum obtained, about 41 m.p.h., did not seem to be stretching the power unit unduly and was reached without "waiting for it". There was a vibration period at about 25 m.p.h. in top and at corresponding speeds in the lower gears but apart from that the engine was smoother than most of its type. Exhaust noise is modest but there is some mechanical noise, a low pitched whine, in all gears.

Steering and general handling are excellent in and out of traffic. The 12-inch wheels appeared to be a nice compromise in size that covered the whole speed range of the scooter and the damped suspension held them firmly on the road over a variety of surfaces. Both brakes were powerful but the pedal of the rear one is awkwardly placed for a longish legged rider and tended to be "on-or-off" because of this.

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affords good, searchlight style beams from the 25/25 watt headlamp although the lamp itself is rather small. The use of the battery operated horn is a great improvement on the usual frog croak effect of the A.C. types.

Summing Up

The comment overheard from a passer-by "She's a handy little tool" fairly sums up our impressions of the *Puch*. The machine is of the "true scooter" type, the open platform giving easy access and comfortable riding. The suspension is good and the speed and climbing capacity well up to any reasonable standards for its engine capacity.

As might be expected, the cruising speeds are very near the maximum by reason of the efficient cooling system and it seemed impossible to over-drive the willing engine. A fairly "hard" plug, however, seemed to be needed to make full use of this capacity for hard work.

NOTE—The concessionaires for the *Puch*, Ryders Auto Service, have confirmed our view that the test machine had already been well used and we have arranged to test it further after routine serving. We will report again in our next issue.

TWO NEW SCOOTERS TRIED

THROUGH the friendly co-operation of S.S. Motors, Ltd., of Lee Road, London, S.E., we were able recently to enjoy brief test runs on two interesting newcomers to the British scooter market.

The first one tried out was the *D.K.W. "Hobby"*, a lightweight with automatic gearing on the Phillipson pulley principle. With an engine of 74 c.c. giving a performance roughly equal to a British 98 c.c., the machine proved capable of taking off from standing start uphill with two heavy riders making a total load of 27 stone. It accelerated smoothly from there, over

the crest and away at 30 m.p.h. without any manual gear operation at all. This cruising speed can be maintained solo indefinitely with a maximum on the level around 35.

Although a lightweight, the *Hobby* is a full sized scooter in appearance and feel, both driver and pillionist being very comfortable. Handling from crawl to maximum on the throttle control only is a new and delightful experience of ease and simplicity. When the news gets around there will be an enormous demand for this machine.

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From the lightweight we changed straight on to a real car-on-two-wheels, the luxury *Kieft* with electric starting, 3-speed gear and as much performance as any but the most ardent road burner could want.

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Starting is instantaneous at the pressure of the switch and a demonstration proved that, if the battery were run down too far to turn the engine, a certain start could still be obtained by walking alongside the machine in top gear.

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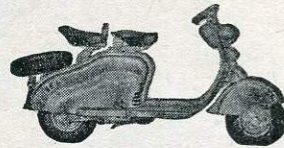
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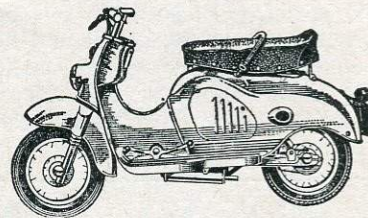
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Scooter Girl

GLOSSARY

GEAR TWISTGRIP: The gears of the "Vespa" are controlled by turning the left hand grip. 1st gear is bottom, 3rd gear is top.

CLUTCH: is engaged when the lever mounted with the gear twist-grip is released and disengaged when the lever is withdrawn.

TICKLER: the small plunger on top of the carburettor float chamber which floods", i.e. raises the petrol level temporarily for starting an engine from cold.

HINTS FOR A NEW DRIVER

by

Margaret Farquhar

and also to prevent losing a foot under some vehicle running too close.

3. Practise getting the machine on the stand. Place foot on the stand until the latter touches the ground, lift up machine and pull back.

Having passed that stage, the next thing is to turn on the petrol, depress the tickler for a few seconds, kickstart the engine, then with the machine stationary and engine running, open and close throttle to get an idea of the acceleration.

The next and biggest obstacle, also the commonest fear, comes with the starting off. When the machine begins to move off, panic ensues. "Shall I be able to stop?" "Shall

THE first obstacle to the new rider is often the question of balance, the following suggestions may help:

1. Push machine up and down a quiet lane (it is easiest to place right hand on the saddle and left on the gear twistgrip on the handlebar). Keep on the left side of machine, to avoid laddering your nylons on the kickstart.

2. Get the machine to the top of a slope then, without engine running, freewheel down. Practise the use of *both* brakes from this beginning, as the use of only one may land the inexperienced rider in a skid if the roads are wet. Get used to putting your left foot down when stopping, to leave the right one free for applying the back brake should you have to stop on a hill,

SPEEDWAY of ACTON

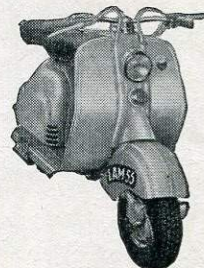
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Acknowledgements

Thanks for their kind help are due to :—

Members of the Mid Warwicks Vespa Club ; Mr. E. Withers, Mr. M. McGrath. (Withers of West Norwood Ltd.).

This article was written from the point of view of Vespa riders, so that there may be a few points which may differ from other scooters.

I miss that tree ? " Shall I fall off?" Keep calm and always bear in mind that you can close the throttle, apply both brakes, and withdraw the clutch in any gear to stop the engine and the machine. Do not be afraid that you will not remember to do these things if an emergency arises, your quick reaction will surprise you. It is here that you must make up your mind, above all, to have the confidence in yourself that you will be the master of the machine, it is not such a

ferocious monster as you fear. However, the following procedure may help you :—

Start the engine. Open throttle a little, engage 1st gear, gently let the clutch lever out until you feel the engine wants to move forward, get ready to put feet up, gradually let the clutch lever out the rest of the way, (feet should be up by now). If you suddenly shoot forward with a jerk, you had the throttle open too far ; if the engine stalled, you did not open the throttle far enough. Practise riding in bottom (1st.) gear, using both brakes, stopping and starting. When you feel confident of this stage, you can safely change into 2nd and then 3rd gears.

The commonest difficulty which is met while riding is the stalling of the engine at traffic lights, halt signs, or in a slow moving stream of traffic. The usual cause of the former is that the rider gets too near the stops before taking action e.g. changing down gear and finally

Continued overleaf

Those Icy Roads . . .

MOST women riders are even more averse to falling off their machines than men—it is so ungraceful anyway apart from being painful. Some scooter girls accordingly leave their machines at home when roads are slippery and thereby lose both pleasure and convenience. Seeking expert advice on the art of staying on and upright when wheelgrip is almost non-existent, I was told blandly that scooters don't fall over unless the riders make them. I pressed the point to some practical conclusions and came away with the following serious advice.

DON'T grip the handlebars tightly. Keep the wrist supple and the elbows well in. It is pulling the front wheel about that causes most falls.

DON'T wave your feet about in

the air or slide them along the ground. This makes the whole machine unstable.

DON'T use your brakes except when the machine is upright and travelling straight. Even then an avoiding swerve is less likely to provoke a skid than heavy braking.

DO handle all controls gently. You should do this all the time for good riding but it is a must on icy roads.

DO use *both* brakes together for stopping.

Do use correct tyre pressures—lower front than rear.

The rest is confidence and practice and, by the way, the best practice is to find a quiet patch of mud and slither around in it alone. After half an hour of that an ordinary road skid seems like no bother at all. P.L.

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getting into *neutral* just as you stop, or just before. The latter is caused by the rider not changing down early enough. If you get a sudden violent jerk when changing down, it means that the throttle was opened too far. An important point to note is never let the engine over-rev, in other words never have throttle open too far so that engine roars very loudly, most peculiar scooter antics with a beginner are caused by this mistake. The right hand signal is often a cause of worry due to the throttle closing while signal is given, one remedy is to signal early, show your intentions of turning right by getting into the centre of the road, early.

Fears of climbing and descending hills trouble the beginner. The chief thing here is to see the hill before the machine does and change down to a lower gear, even when going down hill as the engine will act as another brake if you fear running away. Sometimes the engine stalls when going uphill

(caused by not changing down early enough), and difficulty in handling the machine to restart follows. The simplest answer is to turn round, freewheel to the bottom and restart there. A rather frightening experience can occur when changing down into bottom gear with the throttle too wide open, on a hill; the machine resembles a "bucking bronco", and the front wheel leaves the ground. In this instant, close the throttle immediately and your mount will become more docile.

If you should be pushing your machine with the engine running, take great care that you do not accidentally turn the gear twistgrip into gear.

GENERAL NOTES:

Tyre pressures are very important. If neglected, handling may be affected.

Don't push your machine home 4 miles because you have run out of petrol, remember you have a reserve supply. Turn off reserve

tap when refilled.

Always carry a spare plug. Buy one which can be taken apart to avoid having it sandblasted.

Do not tamper with the machine if you know nothing about it, consult your agents for any adjustments until you know your machine.

Read the Highway Code, give clear hand signals, practise riding in traffic as soon as possible.

Constant practice, daily if possible; patience and confidence will soon help your learners' difficulties. Remember we all have to experience the stalled engines, (the traffic hold-ups as a result!), the irate and impatient road users, the jokes of lorry drivers, the laughs and sneers from our bigger brothers, the running out of petrol 3 miles from home, the near misses of the kerbs, yet, in the end, you will find that it was a worthwhile lesson learning to discover the joys and pleasures of "Scootering".

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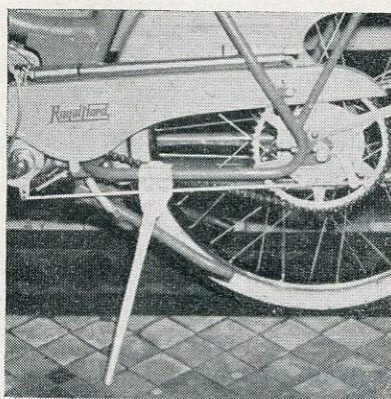
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APOLOGIES to Harry Holt of Ilford for mistakes in his *SHERPA* advertisement in our *Autocycle Handbook*. The copy should have read H. Holt, 399/401 Ilford Lane, Ilford, Essex, Inventor. Patented, Registered Designs.

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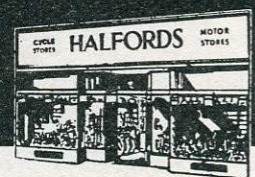
ESSO are now bringing out a self-mixing Two-Stroke Oil and announce it with the figures that two strokes in Britain have jumped from 190,000 to nearly half a million in the past five years.

ON the way out—kick starters for scooters, now that Villiers are providing *Siba* electric starters for their 197 c.c. units. This is in line with overseas practice where few new scooters come in without the "car-type" starter.

SCOOTER and moped progress in the North East expanding—St. Andrews Motors of Newcastle tell us they are opening another branch at Blyth, Northumberland. They already have branches in Darlington and Sunderland, as well as Head Office at Newcastle.

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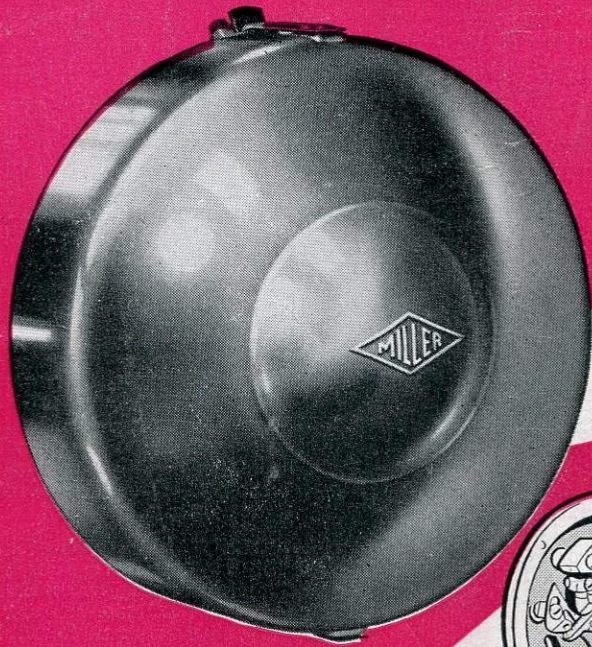
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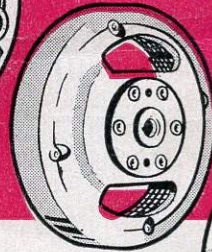


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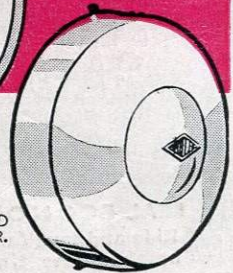
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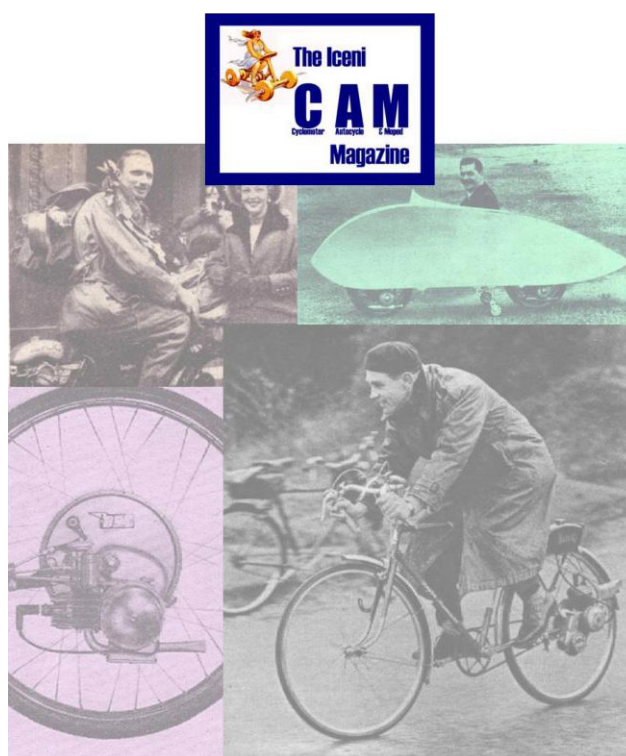
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Printed by Greenfields (Printers) Ltd. 53 High Street Brighton 1, and published by "Power & Pedal" Ltd., 107 Temple Chambers, London, E.C.4
Sole Trade Agent, Horace Marshall & Son Ltd., Publishing Department, Temple House, Tallis Street, London, E.C.4.

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