

# POWER & PEDAL

The Autocycle Journal

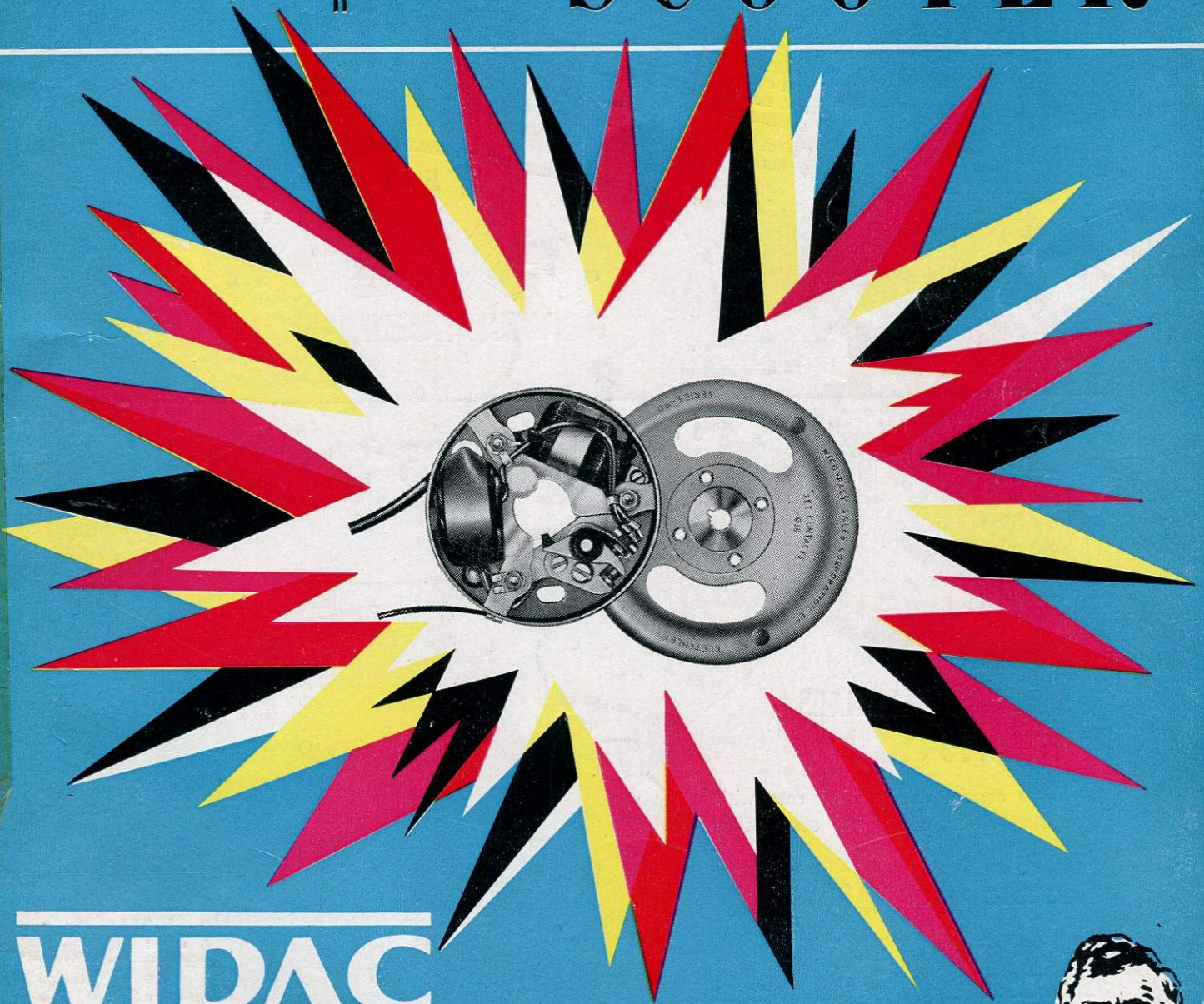
with  
the

# SCOOTER

SIXPENCE

MONTHLY

MARCH 1956



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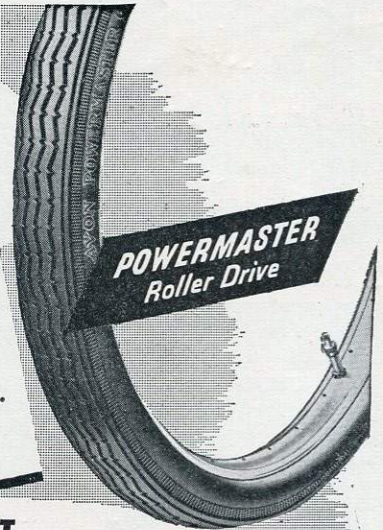
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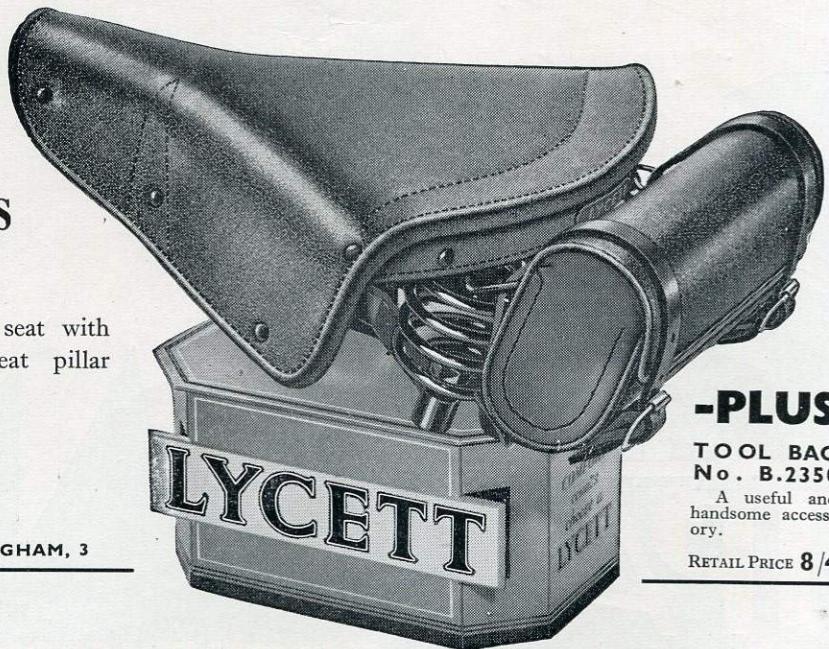
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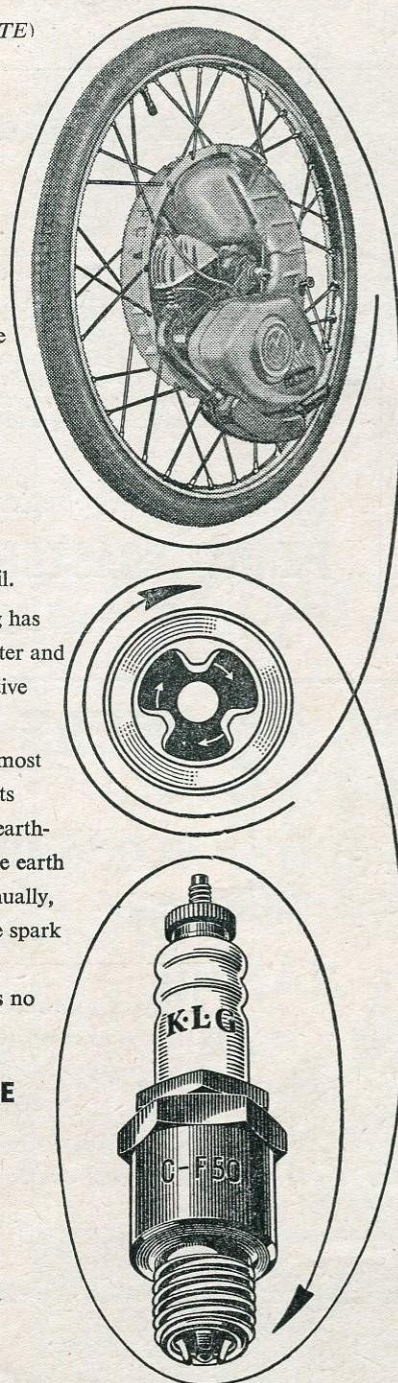
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**POWER & PEDAL  
with  
THE SCOOTER**

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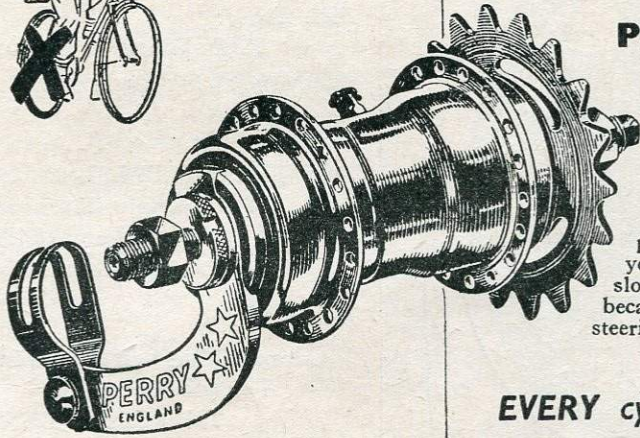
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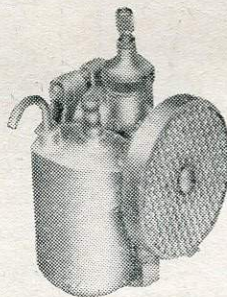
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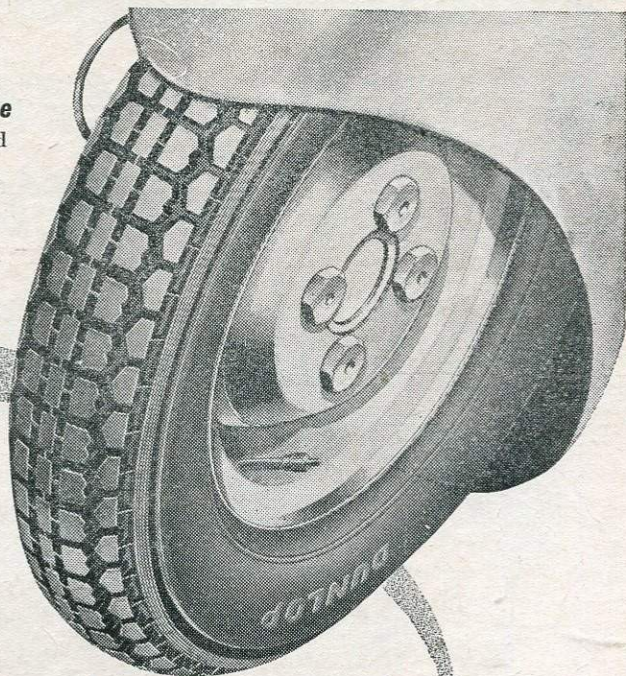
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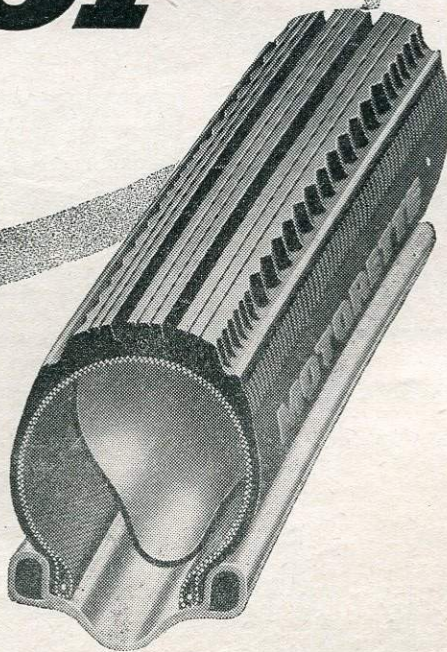
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# POWER & PEDAL

THE AUTOCYCLE JOURNAL

with  
THE

# SCOOTER

Vol. IV No. 4

Editor : FRANK L. FARR

March, 1956

WHEN we first incorporated the new title, *The Scooter*, in this journal in January of last year our leading article in that issue explained the reasons that led us to this step.

The main argument stated was that the three groups of vehicles, motor-assisted cycle, autocycle and scooter, which we covered served the needs of one class of rider, and we foresaw that the machines themselves would become more difficult to divide into classes as they developed.

Even in the short time since then, this forecast has been proved correct and there are already several machines on the market which are in a stage of transition from autocycle to scooter or, to put it more simply, whose basic designs are equally adaptable to pedal starting or scooter enclosure. Some existing cyclemotors can already be fitted with cowling, legshields and screens; some will retain pedals while others drop them. Under-

50 c.c. scooters are now sold and give good performances in that class. Technically the merger of the types is already a matter of fact.

The needs and lessons in the marketing and maintenance of this whole group have yet to be learned by many people in the business. There are some dealers of the new type who cater for this single market but not enough to give the intelligent sales advice and practical service facilities that the public needs. Those who have so adapted themselves, have found it a rewarding market in which many customers who first buy modest motorised cycles go on quickly through other types to the luxury scooter class. This means that one customer correctly advised in the first place soon produces three initial sales and, if he has found the service that good, will probably remain a customer for life.

There is no reason to suppose that design work in this vehicle range is anywhere near finality,

to the contrary new developments can be expected right through from the really light, quiet and cheap attachment that the market is still waiting for to further developments of what one maker at least calls "cabin scooters", lightweight machines with three or four wheels and complete weather protection. The qualities that all these vehicles should have in common are reliability, cleanliness, comfort, safety and economy and these virtues should be built into the specifications of all new machines throughout the range on the basis of the experience so far gained. The individual rider's choice will then be made on performance, appearance and price.

Whatever design form the new machines take in the next few years, however, the need for good sales service will remain the same. The progress of the movement towards independent light personal transport will depend as much on the retail trader as on the manufacturer.

# COMMENT

by

## Clip-on

**FOUR-STROKES** are pushing their way into the 50 c.c. market and returning to the engine classes most popular in the scooter field, hitherto almost exclusively two-stroke.

There is nothing new in small four-stroke engines but the simpler two-strokes have had it almost entirely their own way since the war and there must be many riders today who are thinking that a wholesale changeover is about to occur. This is definitely not the case and there is room for choice without any likelihood of a drop in two-stroke sales and popularity.

Broadly speaking the four-stroke engine has the advantage over a two-stroke of similar quality, type and capacity in being slightly faster at absolute maximum output and slightly more economical on fuel and oil. Against this the two-stroke is cheaper to buy and maintain by virtue of its simplicity and gives more power at low revs. i.e., better hillclimbing and load carrying abilities. Some people like the quiet tickover and silent over-run of the four-stroke so much that they will not put up with the hit-and-miss running of a two-stroke engine under light load. Others feel that the smooth pulling power of the two-stroke and its absence of mechanical clatter compensate for any disadvantages of the type.

I have ridden both types so extensively that I cannot take sides with any very strong feelings. But I must admit that I think the majority of cyclemotor and scooter riders will be well served

by two-strokes. These people are not much interested in maximum speed, do not want to be driving all the time on the gearbox, which is what the small four-stroke demands for high performance, and will prefer simplicity for its own sake, especially if they do their own maintenance.

### What's in a Name

I do hope that *Power & Pedal* readers at least will get the names right when discussing this subject. Many people I meet, the lay press consistently, and even some so-called technical writers nowadays use the terms "two-cycle" and "four-cycle" to describe two-stroke and four-stroke engines respectively. They are just doubling the revs.

The two strokes, one up and one down, of the piston make *one* cycle

of a two-stroke engine, while the four strokes put in two upward and two downward strokes of their pistons to achieve the same object. The four-stroke then is a *two cycle* engine and there is no such animal as a four cycle engine known to mechanics.

### Camping Loads

Holiday plans are already being made and enquiries about camp kit and the packing and carrying thereof are coming in. The problem of the weight and bulk of combined personal and camping gear is not quite so serious for the new-style mo-peds as for the cycle and attachment jobs but I feel there are still some staggering loads being carried, or at least planned for, by over-optimistic and under-experienced camper/riders.

My golden rule for all travelling is to travel light and this is particularly important when two-wheeling. For personal kit the best standard is to take what you can wear and carry in your pockets. It is true you will not want to wear all the extra woollies and top coat and keep the razor in your pocket all the time. There will have to be accommodation on the machine for some of the gear most of the time; but at least a limit will have been set that avoids overloading the machine and will enable you to get home with the kit when you have broken the carrier and mudguard stays miles from anywhere with no time or money in hand.

As regards the camping gear itself, the ultra-lightweight stuff turned out for walkers is rarely very satisfactory, tents especially being flimsy and vulnerable. The best way to get over that problem of weight fighting serviceability for tents, stoves and eating utensils is to buy for a party of three or four and share the load between you. I don't camp any more now as advancing years place the accent on comfort and idleness as my ideas of

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pleasure, but I think the most efficient way of camping is to cut out elaborate cooking gear and have one decent cooked meal a day out of camp.

### Spare Plugs

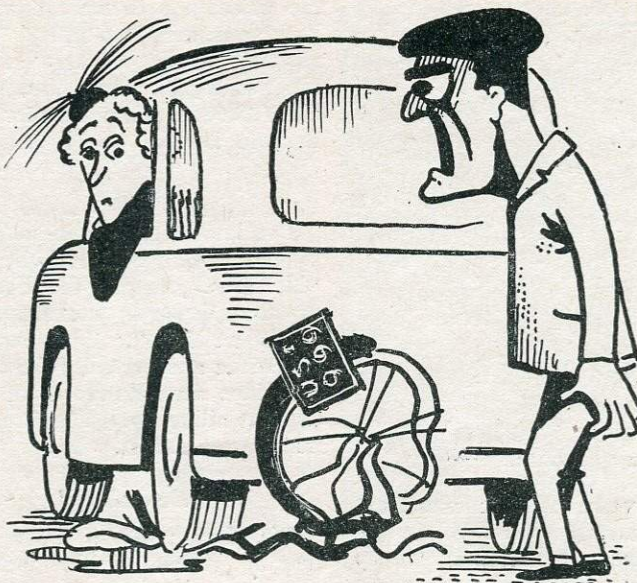
Every rider should carry a spare plug. It is the first and easiest thing to test if the motor ceases to function properly; plug trouble is the commonest cause of stoppages in single cylinder engines; and even if the trouble is only oil it is more efficient to put in a clean plug than fiddle with the dirty one at the roadside.

The trouble is that of carrying the spare plug so that it is always to hand in good condition and ready for use. I have found these new flexible plastic carriers absolutely first class for this job and thoroughly recommend the spending of the modest two-shillings they cost. They are free from hard edges and corners and soft enough to be carried in the pocket with comfort and safety, but tough enough to stand kicking around loose in the toolbox without letting the plug come to harm. They are also come petrol, oil and waterproof and even flame-resistant.

Next problem is spanner carrying and I like to have my plug spanner always to hand, outside the main toolkit. As I am always swapping about on machines I carry the plug in its case in one pocket and the flat ring-spanner from my *VeloSolex* kit in the other. If I were a one machine man I think I would fit a couple of spring clips somewhere on the machine and mount a spanner in them. It is details like these that save time and irritation on the road.

### Lightweights and Legshields

Those things that look like two halves of a drainpipe mounted one each side of the machine look horrible and cannot be very efficient



COMMENT by Clip-on (As seen by Peyton)

but the new legshield-cum-cowling ensemble by N.S.U. for the *Quickly* depicted in our last issue is a very different and much more attractive proposition.

I must admit that I have been slow to come round to the ideas of shields and windscreens on cyclemotors, but recent observations on other machines and some thought on the logical way the machines are developing to serve their required ends have brought me to a warmer appreciation. This

N.S.U. fitting completes my conversion.

The appearance of the machine is actually enhanced by the shapely cowling, the clothing is protected from engine dirt as well as weather and I rather suspect that the screening off of some mechanical noise figures in the advantages of the shield. I hope they will soon be available in this country and look forward to trying one for myself. They should be fittable to other makes of German style mo-ped.

## If you can read . . .

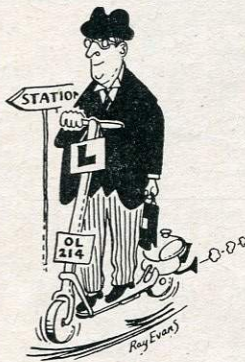
and if you are interested in light powered two-wheelers you must get a copy of the

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## MAINTENANCE V



—On the type of machine

THE trouble is that most experts, with the best will in the world, have no idea how lay we lay folk can be. They talk glibly about needles in the second groove, b.h.p's at r.p.m's etc., in a way mindful of my insurance agent when he wades into me about waiver clauses or double indemnity. But what is most disturbing is when we find out that the experts themselves cannot agree on some really fundamental points. Let me give some examples.

### Lubrication

Let's start with the lubrication of 2 strokes. (Of course if we really wanted fun we could innocently ask which is the more efficient type of small engine, 2 strokes or 4 strokes?). All I want to know is the correct petrol ratio for say 50c.c. engine. Castrol say 2 stroke mixture at 16:1. The makers in a letter mention this oil safe at 24:1. (although their handbook stipulates "a heavy S.A.E. 50" oil at 25:1.) Articles in *Power & Pedal* mention 40:1. The machine runs merrily (to my ears) on Filtrate at 32:1 and still leaves plenty of traces of oil in the exhaust. Should I leave well alone or what?

### Petrol

Is "Premium" or "Commercial" the better buy for our 2 strokes? I should have thought the higher

the price, the better the quality. But the makers recommend "Commercial" while "expert" friends differ strongly on this point. They differ likewise about whether or no Benzole is good for 2 strokes.

### Plugs

I've known of a "clip-on" fitted by the makers with K.L.G. F.20. "Nonsense", laughs the Foreman at the dealer's workshop. "It needs an F.70". The exchange was made and certainly the engine has since done hundreds of miles without oiling up. Yet surely the maker knows best.

### "De-cokes"

Mr. Brook Lister in a most helpful recent article indicated



—the load it carries

that a full "de-coke" is necessary only every 2/3000 miles. My handbook says "every 1,200" and certainly the engine needed it at 1,500.

### Tyre-Pressures

*Power & Pedal* has long been crusading for pressure somewhere around the "20", for a "2" tyre. Yet still the manufacturers urge "50" or, even "60". Are they really concerned with the welfare

# IT ALL

A reader sent in the questions under the title: "Pity The Poor Layman" and as these are all questions that keep on cropping

of the machine, or only the long-life of the tyres?

Some of the inconsistencies may be explained by different circumstances needing different tactics. But can they all? And when experts differ, what should the layman do?

Those are the questions

—and here the answers.

THE answers are, as this correspondent half agrees in his closing paragraph, that it all depends on the type of machine, the load it carries, the way it is treated and what it is used for.

Manufacturers in producing both engines and instruction books have to allow for a wide range of possibilities and they can only give general guides, not specific instructions. Naturally enough they tend to give such instructions as will safeguard their products and reputations and provide safely margins against actual breakdowns. They don't have to do the decokes or replace the plugs, but they do stand to lose face and money if their engines (or tyres) fail to stand up to the fair wear and tear, misuse and neglect that the wide range of users will give them. Bear this in mind and try to apply this information to your own individual case.

### Lubrication

Because the volume of metal to contact area of flame is much greater in cyclemotors (30 to 50 c.c.) than scooters (100 to 200 c.c.)

# DEPENDS

up, we decided to make them the basis of an article in the Maintenance series.

the small engines are usually running at relatively low internal temperatures and are more fussy about over-oiling. A cyclemotor that is run consistently on small throttle openings; lightly loaded and/or over short distances requires less oil than one that has to take a 14 stone rider up long hills on full throttle.

Our own experience is that most of the engines on the British market now are reasonably happy on an all-round petrol/oil proportion of about 24/1 ( $\frac{1}{3}$  pint to the gallon) using an SAE 20 oil. The heavier oil with graphite (Filtrate) will give the same results at 32 to 1, while the light oil SAE 10, will call for 16 to 1, as recommended by *VeloSolex*. Our own test experience with the self-mixing oils is that 20 to 1 is a fair compromise as these oils are slightly diluted by the mixing agent.

BUT, if your engine gets tired on long ascents with these ratios it needs some more oil, OR if it shews signs of unburnt oily mess round the exhaust tail-pipe it could do with less to advantage. Only you can find out what is the ratio actually needed to get optimum performance from your own machine in your own hands.

## Petrol

The quality of the petrol in "Super" or "Commercial" grades is roughly the same. The extra cost is for the additives which are designed to give better performance with fairly high compression ratios and with the ignition



—the way it is treated

timing well advanced at high revs. Most of our two-strokes have lowish compression ratios and fixed ignition and are, therefore, better off with the cheaper fuel.

## Plugs

There are "hot" plugs and "cold" plugs and one uses hot plugs for cold engines and *vice versa*. There are also medium plugs. The plug should suit your style of driving as well as your engine. Hot plugs will whicker or burn at the points if over-driven. Cold plugs will oil up if under-driven. We have found the Cyclomaster-designed KLG C-F50 a very efficient all-rounder, but each maker has a plug for the job.

## Decokes

If the machine is in good tune and correctly lubricated the exhaust port, pipe and silencer are the only parts that need decarbonising at all frequently. Generally speaking the less engines are torn apart the better they like it. When you have to decoke use the makers instruction book and follow it slavishly for order of procedure. For general instructions see the *Power & Pedal Handbook*. Mileage alone is a very poor guide to the need for decokes.

## Tyre Pressures

These depend on the size of the tyres, diameter and circumference, and the load per wheel. The bigger the tyre the lower the optimum pressure; the bigger the load the higher the pressure required. For 2" cyclemotor and 4" scooter tyres we find an average of 15-20 lbs. front and 18-24lbs. rear, covers most machines and uses solo. Pillion passengers or heavy baggage on the carrier will demand higher rear tyre pressures. but very slippery roads may call for lower pressures where safety is more important temporarily than tyre life.

Roller driven cyclemotors call for higher-than-comfort pressures on the driven wheels to give the rollers a grip without damaging the casings.

## Last Question

What should the layman do? asks our correspondent, and the answer is treat the insides of your machine as you treat your own insides. "A little of what you fancy does you good" is an excellent maxim for both man and machine and if you know where to look for the signs (and you should after reading this article) your engine will tell you clearly if it wants more oil or less, hotter or colder plugs, decoking or leaving alone.

BUT, remember its a *little* of what you fancy that does the good —take it easy with the experiments.



—and what it is used for

The

# BINETTA

## A New Mo-ped with many Attractions

NOTE: *Photograph and further test data will be published in our next issue*

THE current crop of mo-peds tend to look much alike and this fact alone gave us an interest in the new *Binetta*, for its looks are very much a good point. It is of low, compact build, clean design and has excellent finish and attention to detail.

Produced by Rabeneick in Germany and handled here by Stuart & Payne, Ltd., the *Binetta* has the 47 c.c. *Sachs* engine/gear unit already well known here in several machines. The two-speed gearbox is twistgrip operated; a 15-watt lighting coil is incorporated in the flywheel magneto; and the *Bing* carburettor has built-in air and petrol filters.

The open frame has a strong but light built-up centre section with tubular front and rear forks. Bottom, leading link suspension units on the front end provide the springing. Wheels are 23" x 2" with whitewall tyres and *Sachs* hub brakes, that on the rear being back-pedal operated. Detachable panels enclose the transmission system completely and are styled to match in with the deeply valanced mudguards. Handlebars and saddle are adjustable for height.

A particularly attractive feature of the machine is the very complete specification which includes a number of things commonly classed as extras but here included in the standard specification and price. These include built-in

headlamp-mounted speedometer, electric horn, spring clip carrier, thief-proof steering lock, pedal reflectors and lock-up tool box. The finish is an attractive golden colour officially described as "sand grey".

### On the Road

The performance of the 47 c.c. *Sachs* engine is already too well known to need further detailed description. It is a unit which combines adequate pulling power with an ability to rev mightily if called upon. Top gear is used for all normal riding, First being there for getting away from standstill and climbing really bad hills. We were unable to find a hill within reach of London that made any real test of the limits of the machine's climbing capacity in Low gear, but we can well believe the makers' claim that 1 in 5 can be taken without pedal assistance.

Climbing on this gear was naturally not fast, but the ability to get away from standstill on any gradient without physical effort compensated for the lack of speed. In Top the *Binetta* climbed all normal main road hills with ease and cruised at 20/25 m.p.h. indefinitely with throttle in hand.

Steering and roadholding are very good at all speeds and the "cobbiness" of the machine was much appreciated in heavy traffic.

The 2" tyres contributed much to both comfort and stability and the leading link front forks seemed rather smoother and softer than most of the similar types we have tested. Brakes were smooth and adequate but not of the wheel-locking variety.

Much of the test was carried out in very bad weather and full marks must be given for the really first class mudguarding. No road dirt at all reached the rider from the wheels, while the panels from the rear of the engine over the single chain to the rear hub provided equally complete protection from oil stains and machine dirt. It was notable that the exterior of the machine itself also remained very clean under these conditions.

The 15-watt electrical system provided good lights and the single handlebar switch contained the dip-switch, engine cut-out button and horn button in one neat unit. The horn, being on direct current, gave anything from a croak to a clear and penetrating note according to engine speed.

### Summing Up

Criticisms are not many or serious. The exhaust noise, although modest enough at modest speeds, rose to quite a lively buzz when revving in First and there is also some mechanical whine in this gear. Neither is worse than average for this type of machine but the average is still not quite good enough. There is also a mild vibration period about half-way up the rev range that disappears when the engine is turning over really fast.

On the whole the *Binetta* is a very good example of its class. It is easy to handle, easy to look at and by reason of its very complete specification at an all-in price should be comparatively easy to buy. We have found several dealers who are most enthusiastic about this machine and it can be expected that it has come to stay.

**A BRILLIANT NEW  
2-SPEED MO-PED  
WITH THE FAMOUS  
"SACHS 50" ENGINE—**

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See one to-day or write for leaflet to:—

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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.*

## "Icy Comment"

*A letter to Scooter Girl*

Whoever told you that scooters don't fall over unless the riders make them must either be an idiot or an over zealous scooter agent! (Rollo!—Ed.)

I admire you for pressing the point to some practical conclusions because it is an all too important subject to we scooterists at this time of the year. Your do's and don'ts are obviously good common sense and particularly sound advice to the learner. I have been riding a scooter for three years now, in all weathers, so I think you will agree that I do not come under that category. Despite this I have had many a shaky moment on icy roads including a super skid and tumble only a few weeks ago. I was automatically carrying out your "do's" and don'ts"

to the letter but a split second saw me from riding evenly along a road to lying somewhat unevenly on it! The identical thing happened to a friend of mine a week later but he was able to use his leg as a "prop" in time to let himself down a little more gradually than I.

Fortunately a scooter with its platform space relieves the possibility of the weight of the machine falling on the rider's legs in the event of a tumble. This does not of course lessen the seriousness of the possible outcome of such an accident to any great degree.

If, as you say, some scooter girls leave their machines at home when the roads are slippery, they certainly lose the convenience of them but they do not lose pleasure as well! It's no pleasure riding on icy roads and no one should be encouraged to think that it might be.

As for practising handling skids on a quiet mud patch, that's all very well,

because you're intending to slide then. It's an entirely different story when the intention is timed by fate!

With all the vast array of scooter accessories available—many of them just embellishments with no practical use—it amazes me why some kind of stabilisers for scooters haven't been designed to combat the treachery of icy roads. Sometime ago I saw a photograph of some scooters taken in Germany which were fitted with small ski-like stabilisers which could be retracted out of the way when not required.

Wake up England!

ALAN E. ASHBY.

S.E.9.

## 98 c.c. Autocycle

I was interested to read the letters by MFU 973 and Mr. Malpas in your last issue.

I also graduated from treadmill cycling by investing in a C.M. and ran it with a fair measure of success for about ten months. Water in the ignition system troubled me on two occasions, however, and on one of these I was faced with a ten-mile pedal home through pouring rain. It was after this that I decided to change over to a *New-Hudson* Autocycle.

The chief trouble with the C.M. and other clip-ons appears to be that

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they are usually purchased from multiple and other cycle dealers with no servicing facilities and no interest in the job after the initial sale.

I changed over to the *New-Hudson* last spring and have had no regrets whatever. I note that Mr. Malpas has only recently purchased his cycle, and I fancy that his exhaust will become less noisy when he has accumulated a little carbon in the silencer. My own machine is certainly quieter than it was when I first took delivery of it.

I would like to warn him on one point, however.

The rear baffle in the silencer contains a series of very small holes, which require frequent clearing. Failure to do this will result in serious back-pressure, trouble, oiled-up plug, and so forth.

I am not a young man, and I consider the *New-Hudson* to be the ideal machine for my purpose, carrying my 13-stone around this hilly district with no signs of trouble whatever.

Wishing *Power & Pedal* all the success it undoubtedly deserves.

F. C. SHAW.

Brighton.

### Good Pastry!

I wish to thank you for your generous gesture in posting me the January issue of your fine magazine.

I won't get into the same position of being without one again and I have now placed a regular order with my newsagent.

As Chairman of the 47th West Middlesex Branch of *Vespa* Club of Britain, may I say "Carry on the good work of being light, airy and informative."

If sometime you can find space, a few hints and tips and maybe a couple of drawings of the Model G engine (*Vespa*) would prove invaluable to the many Pre-1955 riders who are on the road.

Thank you once again.

A. R. GANDER

Hayes

### Comic Mirror

With regard to the *Daily Mirror's* article about motorised cycles. Surely you do not take their articles seriously? I often have that paper but only regard it as an adult's comic. I am sure that the majority of the *Mirror's* readers do likewise.

However, if you do take the comments of that paper seriously, write to them and ask them to prove their case. Personally I do not think they will be able to do so. Most motorised cycle riders (I did not say all) are like

myself, middle-aged and are more interested in ease and comfort than speed.

How about some more readers' experiences? I used to enjoy them, and what has happened to Mick Brown, his experiences are a joy to read. I will let you have my experiences when we go on Tour next Easter, as the whole family including our Dachshund are all keen Buzz-cyclists.

LEATHER DRESSERS,

Leicester.

### Petrol, Oil, Etc.

Recently I had a peculiar spot of bother with my *Quickly* and I am wondering if any of your readers have had a similar experience. The facts are:

I ran for 1,568 miles on No. 1 *Shell* and *Castrol Grand Prix* at 1:25 and had perfect trouble-free running. I then decoked and found the engine in perfect condition. I changed over to *Edward Joys Colloidal Cyclemotor Filtrate* at 1:32. 376 miles later I lost all power, and upon stripping the engine I found the combustion chamber sludgy, rings well and truly gummed up and oil was dripping out of the silencer. I rectified this and went back to *Grand Prix* and since then I have had a further 550 miles with no bother at all. I wrote to Messrs. Joy and they cannot account for the trouble I had. Everything else, points, camp release valve plug were in perfect condition.

I might say I am now running on *Power* and find it just as good as *Shell*. I did not find this so with my *Cycle-master* and *Vincent*. *Shell* gave me the extra punch I needed, these two motors

did not seem to like the *Pool* petrol.

I have studied the specifications of the many Mopeds now in existence and still think the *Quickly* beats them all; a good rugged job, light in weight and very easy to keep clean. I know some of the Italian jobs are lovely things with rear springing, etc., but this all adds to weight and I feel the *Quickly* has just enough to pull with its tiny engine.

I definitely do not agree with Steven Robinson of Stockton-on-Tees (Feb. issue). You were wise in taking up Mopeds, Auto-cycles and Scooters; clip-ons are on their way out, the cycle is complete again and attachment engines have grown up to Mopeds, if you had stuck to Clip-ons you would have been out of business by now.

In 1949, I began to find pedal-cycling hard work and thought how nice to have a little **light** engine just to get me up the hills yet leave the cycle absolutely free for pedaling. The only one that approached this ideal was the *Lohmann*, all the others were far too heavy. Back in 1932 I swore that I would never ride a motor cycle again and now I have sunk so low I am riding one.

When, oh when are you going to come out weekly? A month is a hell of a time to wait between copies.

T. WAYMOUTH PRINGLE

Croydon.

### Cyclaid Whiskers

I have had a *Cyclaid* engine fitted to my cycle for the past year, and a better little engine for the price (and even at a higher price) would be hard to find. The service arrangements both at



N. W. Lancs. Lambretta Club on the road. (Photo: N. Wood, Lancaster)

agents and at the *Cyclaid* firm itself, are also excellent and generous, as I have found for myself. My small problem is that when riding long distances, wearing my overcoat or mac., the engine is shielded off from the air and gets rather hot, sometimes causing plug whiskering. Can any *Cyclaid* rider give me any advice on keeping engine cool under these circumstances?

L.A.K.317.

*Shipton.*

#### Flywheel Tapers

I read the article on Flywheel Magnetos in the February issue of your excellent journal, with interest. I was surprised however, to see the instruction to apply oil to the shaft taper and bore of flywheel, before fitting same.

This is at variance with most authorities (including Messrs. Villiers) who stress that these parts must be wiped clean and dry before fitting as otherwise slipping is likely to occur (at least with a plain taper.). Perhaps the author has a special reason for recommending this procedure in the case of cycle-motor engines?

E. R. DAWSON.

*Handsworth.*

#### Continental Touring

In your December issue you were kind enough to publish a letter from me which included a plea for information about Continental touring.

*Messrs Shell-Mex and B. P. Ltd.*, of Shell-Mex House, Strand, W.C.2., evidently saw my letter, and although I own only a *Firefly* (180 m.p.g.) they wrote me a long and courteous letter, enclosing several extremely interesting pamphlets which they themselves publish and which together cover almost every aspect of touring on the Continent, including a list of their own Service Stations in Europe.

I would be most grateful if you would kindly give me the opportunity, in your columns, of expressing my gratitude and appreciation to them for their valuable help and consideration.

JOHN WALKER.

*Harpenden.*

#### That Teagle Service

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I have been motor cycling since 1922 and since then I have yet to find a Service to match that provided by Messrs. Teagle, Ltd.,

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*Sutton Coldfield*

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H.P. 1.8 ; rotary inlet valve; crankshaft mounted on 3 bearings; transmission through helical geared sprockets made of noiseless material ; carburettor with automatic choke ; Bosch magneto with lighting coil ; chromium-plated exhaust ; fuel capacity 1½ galls. (plus reserve) ; brakes : front internal-expanding and reinforced back-peddalling hub ; telescopic front sprung fork ; spring-loaded rear stand ; tyres : 2 in. balloon, white walls ; rims chromium ; colour : metallic green ; speed up to 38 m.p.h. ; 200 m.p.g.

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### Scooter Spares Prices

I am the owner of a *Vespa Scooter* 125cc and read with some amusement last month "Scooter Topics."

You state that the high cost of Scooters is due to the body presswork only! Well! I don't mind paying extra for more comfort BUT, what about the very high cost of spares for Scooters. How do the manufacturers fix prices for them?

For example, last week I purchased a Rear Wheel nut, being approx, 1" dia. x  $\frac{5}{8}$ " long. Price 2/4.

The day after I bought a Clutch nut approx.  $\frac{5}{8}$ " dia. x  $\frac{1}{4}$ " long. Price 4/3d. The smaller of the two being twice the price—it's ridiculous.

Other spares are just as bad! Why! even a set of points cost 12/6d., yet we can buy them for a car for 5/-! Having seen such nuts and screws made on automatic machines turning out thousands, and knowing there are  $\frac{1}{2}$  Million *Vespas* on the roads today I am sure the original dies and jigs have already been paid for and that the manufacturers are making a vast profit from the purchasers. Do other owners of scooters have the same trouble? If so what can be done about it?

DISGUSTED.

Manchester Vespa Club.

### The Scooter

Being a potential buyer of one of the growing range of British scooters and wishing to get a preview of the scooting fraternity, I purchased the January issue of *Power & Pedal*.

This is the first edition which I have had the pleasure of reading, finding it pleasantly light-hearted as well as

being a valuable source of information. However, I feel sure that many readers who already own scooters will agree with me that the percentage of space devoted to their section is inadequate.

The scooter is becoming increasingly popular in this country and many riders who have previously boasted of being staunch motor-cyclists are fast discovering the numerous advantages to be had by becoming "staunch scooterists", not the least among the attractions being its versatility in the town and country. (I have worked in a motor-cycle establishment for the past four years and, believe me, if a motor-cyclist can be made to change his views, there must be a very good reason for it.)

It would be interesting to see the readers' views on the question of increasing the size of the scooter section, and as one who will most certainly continue to buy your monthly I should like to see this increase, even if it should put up the price of the finished product by a copper or two.

Finally, may I submit a suggestion to set the ball rolling? A selection of readers' hints and tips would help the scooterist to maintain his machine thereby increasing safety on the roads.

Best wishes for '56.

PHILIP EMERY.

Hampton.

(We are expanding as fast as resources permit—watch us grow—ED.)

### "L" Plates

After carefully reading the leading article in your January issue I find quite a lot to justify "L" plates and number plates, because if nine Countries could be wrong, the tenth need not be the same.

An old lady or gentleman can be

knocked down and maimed just as easily with a 50 c.c. machine as a 1,000 c.c. one, and if a mechanically propelled machine has no registration number what chances are there of bringing the offender to book in the event of the rider not stopping. With a number plate there is a chance of a bystander taking his number.

As for "L" plates, I think they are essential because there are so many fools on the roads to-day an "L" plate can identify the green ones.

A. E. PAYNE, M.M.

Reading.

### Vespa Spares

In reply to the letter from Mr. H. S. Clarke, published in our last issue, both LONDON SCOOTERS, LTD. and WITHERS, LTD. (Birmingham Depot) have written in to say that they operate "spares by post" service for scooters covering all Britain. They say that full stocks are currently available.

—ED.

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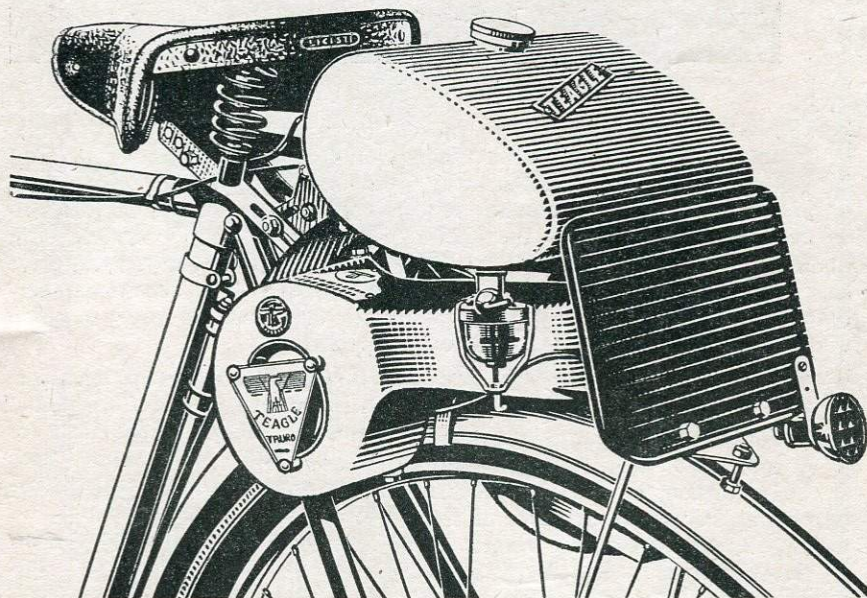
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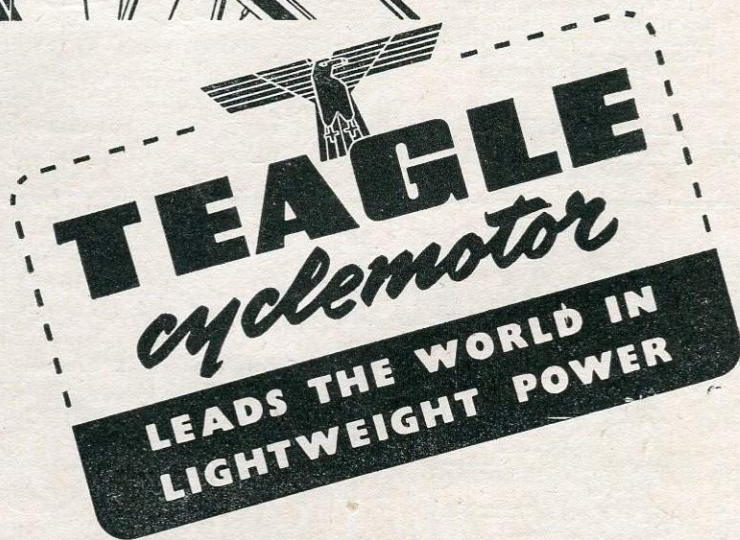
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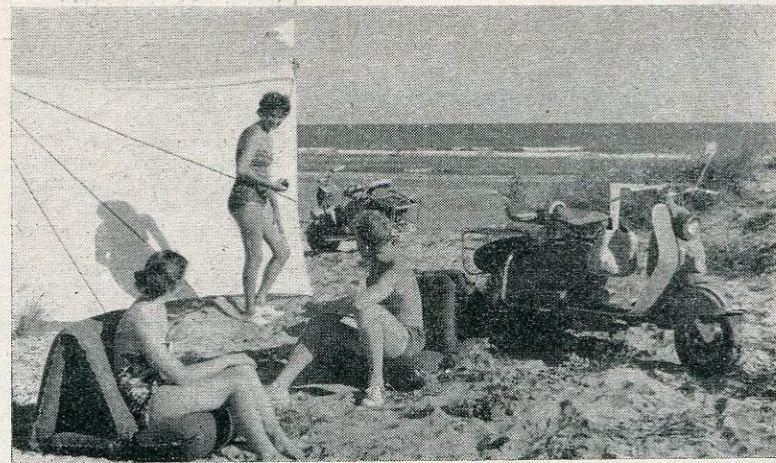
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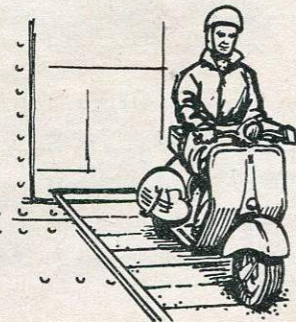
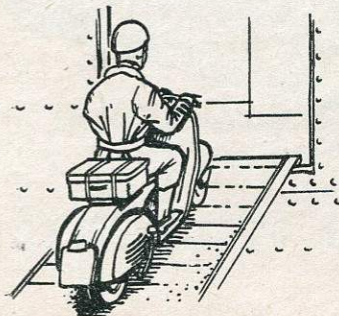
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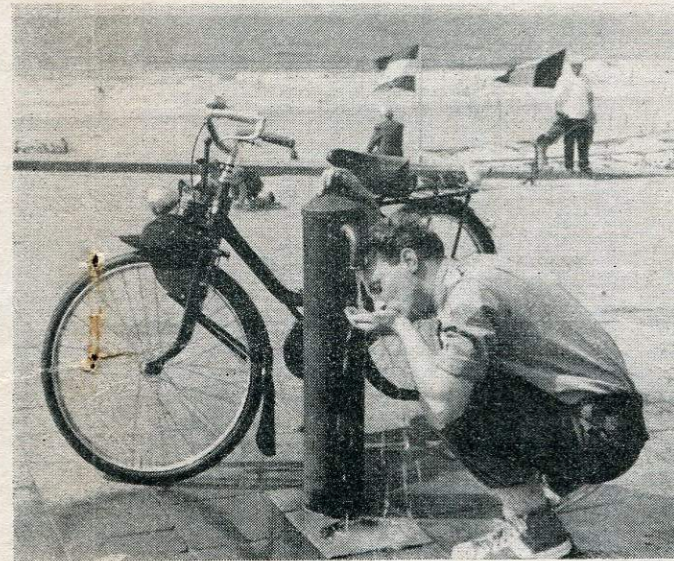


Photo : Bromfiets, Holland

At the Lido (left) on the shores of the Adriatic, run by N.S.U. for their riders the world over, campers are welcome. Here there is comfortable, inexpensive accommodation and across the water, served by frequent motor boats, lies Venice.

(Right) Nearer home, another seaside, on the coast of Holland.

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|                | Dover-Dunkirk                              | Brit. Rlwy. car ferry 1. 4. 0             | 1. 4. 0  |                                  | 1. 16. 0  |
|                | Dover-Boulogne                             | " " 1. 4. 0                               | 1. 4. 0  |                                  | 1. 16. 0  |
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|                | Dover-Folkestone-Calais                    | Brit. Rlwy. passenger Ser. 1. 15. 3       | £. 15. 3 |                                  | 1. 19. 0  |
|                | Folkestone-Boulogne                        | " " 1. 15. 3                              | 1. 15. 3 |                                  | 2. 1. 3   |
|                | Newhaven-Dieppe                            | " " 1. 15. 3                              | 1. 15. 3 |                                  | 2. 14. 6  |
|                | Southampton-Havre                          | " " 1. 15. 3                              | 1. 15. 3 |                                  | 3. 13. 6  |
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|                | Tilbury-Gothenburg                         | Swedish Lloyd Line 1. 5. 0                | 13. 10   | 13/10                            | 7. 10. 0  |
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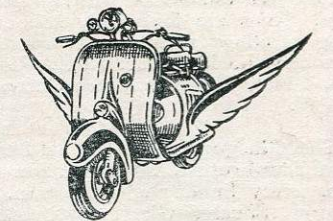


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## CLUB NEWS

*Lambretta* and *Vespa* Clubs have been busy drawing up plans for the season's rallies. First in the *Vespa* programme is the rally on April 22nd, organised by **Thames Valley**, at Hurst Park Racecourse. **S. Essex** are putting on the rally at Romford Stadium on May 6th and **Cheltenham** are holding a rally in the Cotswolds on May 19-20th. May 27th sees **Bromley** organising at the Crystal Palace and **S. London** are running the Hastings rally on June 10th. Another rally in June will be organised by **Bristol** and one at Felixstowe will be put on by **Ipswich** in September. A surprise item in the season's programme is being thought up by Mr. W. M. Bond, Secretary-General of the **Vespa Club of Britain**.

**Lambretta rallies** have been arranged as follows: Southend, April 22; Oxford, May 6; Brighton, May 12; Edinburgh, May 27; Birmingham, June 17; Bournemouth, June 24; All London Rally at Ruislip, July 8; Southport, July 29 and Whitley Bay, September 2.

Welcome to **The Quickly Club of Great Britain**, which is growing fast and has had its first run—to London airport. A note about the Club appears in our classified advertisements.

Welcome also to these pages the **Isle of Wight Vespa Club**. The Club is now well established with 35 members. Runs are fortnightly and evening meetings monthly. Prospective members should contact K. A. White, No. 4 Flat, Woodvale Hotel, Gurnard, I of W.

**The Glasgow and West of Scotland Lambretta Club** now meets for runs every Sunday at 12.30 p.m. in George Square, Glasgow. Meetings at 7.30 p.m. in the Dixons Halls, Cathcart Rd. have been fixed for March 7th, April 4th and May 2nd.

July 28th will be the start of a Continental holiday for ten members of the **Herts Lambretta Club**—destination, the Italian Riviera. Another important date in the Club's calendar will occur in June or July—the Club's first "happy event"—to Pam and Maurice Beaulants. Maurice is the Club's Vice-Captain.

Formerly exclusive to *Lambrettas* the **Lucky Thirteen Scooter Club** is now open to any kind of scooter Writes the Secretary:

*Be it Lambretta Vespa or Bella Kieft, Beeza or whatsoever For a small fee and without any fuss,*

*You, My Dear Friend, may become one of us.*

A similar policy is adopted by the **N.W. Lancs. Lambretta Club**, now four months old, which invites all scooter owners to be members.

The **London Scooter Club** wishes to inform readers that it is not associated with any manufacturer.

Since its formation in June last year the **North London Lambretta Club** has organised 25 runs, only two being abandoned because of the weather. Membership invited from *Lambretta* owners living north of the Thames and South of Hertford.

This advice for AGM's is given by the **Lambretta Club of Northumbria**. *If you want to make your speech immortal, don't make it everlasting.*

An innovation by the **N.W. London and Middlesex Group, the Club Lambretta**, is a camping section. On May 6th the Club will be promoting a "100 Mile Road Reliability Ride" starting at Staines. In addition to Club Members, 50 outside *Lambrettists* are invited to take part—contact P. Franklyn, 55 Blandford Way, Hayes, Middlesex.

The **S.E. London Lambretta Club**—the *Bats*—is now associated with the RAC. A run to the Isle of Wight is planned for the near future. Mr Hayward, of the Limes Garage, Brockley, has presented the club with a beautiful silver and gilt challenge cup. The Club's journal *The Belfry*—has decided to decline an advertisement offered by a local undertaker.

Membership of the **Vagabonds Lambretta Club**, based on Hounslow, is now 40. The club has acquired the use of a garage and mechanics are available to help members with their machines two nights a week.

Beer and Skittles is one way in which the **Wessex Lambretta Club** passes the long winter evenings. Top scorers on the last occasion were Mr. P. J. Smith and Mrs. D. M. Pankhurst.

New meeting place has been secured by the **Falconwood Vespa Club** at the Scouts Hall, Warwick Rd., Welling, Kent. Club meets there every Thursday at 8 p.m. Further information from F. G. Barnes, 29 Gloucester Ave.,

(Continued on p.148)



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# Scooter

## Topics

### Those Icy Roads

THE reader who waxes indignant at my reply to our Women's Editor on the subject of falling off scooters has obviously taken a casual wisecrack too literally. But I maintain in the face of the skidding experiences of this correspondent and his clubmates that most road falls are induced by rider action.

If you can find an open enough skidding space to try it, such as the frozen lakes that Swedish and

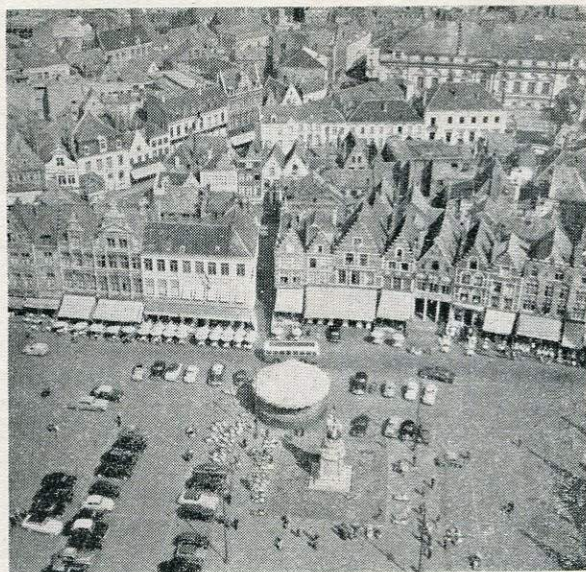
by

### ROLLO

*Specs in Bruges Square are scooters.*

*The riders were on top of the Tower with the photographer.*

Photo : H. Hulsinga



Canadian motorcyclists race on, you will discover that it is almost impossible to make a machine slide whilst riding hands-off. It is the grip on the handlebars and the instinctive tensing of muscles as a bad patch is struck that brings the rider down. Our reader's remark that "the intention (to skid) is timed by fate" is much too pessimistic an outlook and I can promise him that he can hope for and expect increasing freedom from falls as his years of riding mount up. Deliberate skidding in safe places is very good practice as it makes those instinctive reactions the correct ones.

### Easter Touring

This year's early Easter is making it a bit harder than usual for people to make up their minds about touring. It is a little difficult to work up an enthusiasm for a four day holiday on the road when we are still all too conscious of the grip of Winter on the fringe of the firelight as we plan.

Personally, I have always looked forward to an Easter tourlet as a kind of *hors d'oeuvres* to a season's riding. It marks an official opening, as it were, to Summer even if the long warm days are still

well ahead. One must take care, however, to keep the enthusiasm within bounds, keep the riding hours fairly short and book accommodation ahead—one cold, dark evening spent looking for beds can wreck the whole holiday this early in the year.

One tip gained from experience and I think worth passing on is to make special provision for carrying top clothing on the machine. On a Spring day the hours between breakfast and closing time can have quite a range of weather and temperatures and the rider will almost certainly need full dress protection at some time while being glad enough to uncover a little at another. The tip is to keep one pannier bag or carrier free for nothing else than the outer garments, so that they can be whipped on and off as fancy and the thermometer dictate without cluttering up the machine.

### Pillion Problems

The old fashioned motorcyclist was entirely exposed to the blast created by his passage and his passenger was slightly better off in having the rider's bulk as a screen. The scooter has reversed this set-up and it seems that none of us was prepared for the change.

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Given a sensible screen that overlaps the legshields, a scooter rider on the move is quite well protected from the elements and may be disinclined to take his passenger's complaints seriously. It is from the pillionists that we get these ideas about wrapping up in old newspapers to keep warm. The wide tails of some scooters make things worse as the legs of the back-seater are well outside the protected area and the distance from the windscreen is usually just enough to ensure a backdraught across the shoulders.

What answer there is to this problem I do not know. Narrow-tailed machines that get the legs more or less behind the driver's will help, but can we do anything about the upper regions short of "hard-top" enclosure?

My own solution is to teach the girl to drive and let her have a machine of her own. Actually you will have more fun, as well as some valuable independence, with two small scooters than with one big one!

### Carrying Spares

The letter from the *Hobby* rider in our last issue that told how he applied to his agents for the sealed package of spares he wished to carry on his continental tour, was told they were not available and he would not need them—and didn't, makes good reading. Even the best of machines have bad luck sometimes though, and I would like to see the returnable spares package system become generally accepted in the scooter world.

The system is that a package of probable wants is made up by the makers, handed over to the rider against a deposit covering the full value, and redeemed as and when returned if not used. It is a valuable insurance against being stuck for spares and a well worth while service. Many car makers use it but I know of no scooter people in Britain who are so organised.



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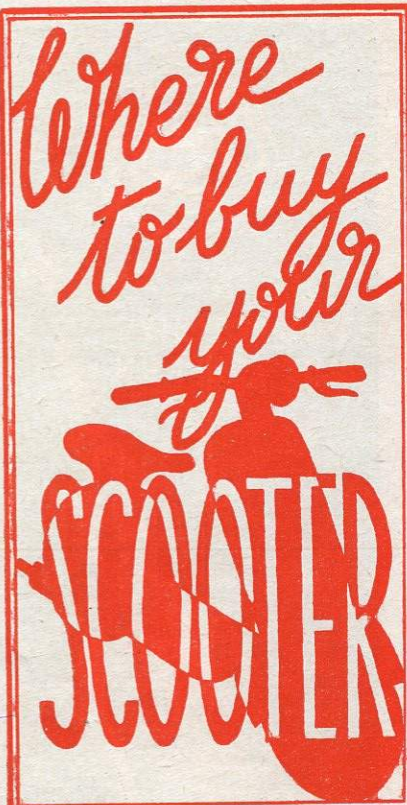
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## BRUSSELS SHOW NOTES

(with pictures by ERASMUS)

**F**IRST AT Earls Court, then at Milan and now Brussels, the Shows all tell the same story—mo-peds and scooters are the two-wheelers of the day and this goes for all countries where cycles, powered or pedalled, have their being.

The range of machines shewn at Brussels indicated a consolidation of this trend rather than any novelty and the real interest to the observer is that it probably shews the way things will be for the next few years. A whole range of light personal transport vehicles from power assisted cycles to miniature cars is growing up, divisions between the types are becoming less sharp and a new market is being created that will greatly exceed the previous markets for all kinds of motoring.

Britain, quondam Great Power in the production and export of powered two-wheelers, was hardly there, only B.S.A. figuring in the new market with the *Beeza* and *Dandy*, neither of which we have seen on the roads ourselves. The 2-speed mo-peds were the largest class in the Show, many of them variations, if only by the tank transfer, on a common theme.

*Sparta* shewed two machines of

similar size and shape but one with a conventional tubular frame and the other with more modern pressings. The *Berini* now has a 2-speed version called the *M 22*. The little Czech *Jawa* of 49 c.c. as shewn at Earls Court stands out as one of the first in this class to appear without pedals. It is a tough little machine made to carry good loads over bad roads.

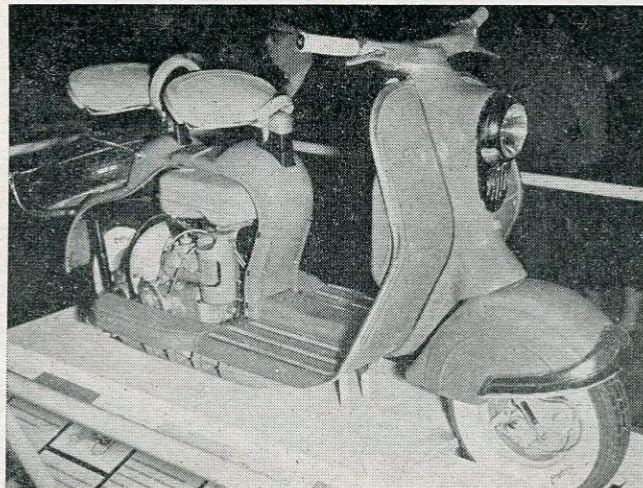
Among the scooters the two most interesting to ourselves were the *Piatti*, soon to be manufactured here, and the *N.S.U. Prima* just announced as being marketed in Britain. The new N.S.U. machine obviously closely follows the pattern of the Italian type formerly made by them under licence, but has undergone some cleaning up and has many new features. Interest in it at Brussels was considerable and it seems likely to be a real success here as well.

New cabin scooters on three wheels made their appearance and seem to have a following on the Continent; even more attractive is the small four wheeled *Goggo-mobile* by the well known German scooter firm. We shall see more of this kind of vehicle before long,



ABOVE (Top) *The Sparta*.  
(Centre) *The Czech Jawa*.  
(Lower) *Berini M.22*

BELOW (Left) *The N.S.U. Prima* with offside panel removed.  
(Right) *The Piatti*





# Scooter Girl's Diary

from

**Marion Brown**

Her Scooter takes her to work every day and as for play—well, she even goes to dances on it. This is the first of an occasional series of extracts from the diary of a very live Scooter Girl.

*Evening dress  
on a Scooter—  
and why not?*

WHEN I first bought the scooter she was intended purely for joy riding. "I will just use her in traffic to practise for the test" I told myself. But I soon changed my mind. Having once used her for daily transport I have never stopped. I found it cheaper and more comfortable—no more strap hanging in the rush hour or being one of a throng of pushing people. And then I proved to my own satisfaction that there really is no need to wear special clothes for scooter riding. I can step off my scooter and walk straight to the office desk without first crawling out of an encasing of protective clothing. And for me that is a consideration when I am late for work again. Even better, I don't mind being seen on a scooter, which is more than I could say if I had to put on the kind of weird garments motorcyclists wear.

The first accessory I ever bought for "Emma" was a windscreen.

It made scootering easy, but was primarily to protect my makeup. Before I got the windscreen I used to wonder why my friends stared at me oddly when I proudly showed them the ins and outs of my machine. For a time I assumed that they were taken aback by my astounding knowledge, until, worried at last, I fetched out my powder compact and saw in the mirror a face flecked all over with black spots from the road.

## New Hair-do

It isn't mere coincidence that since I have owned a scooter I have changed my hairstyle from long and sleek to short and permanently waved. The new hair-do will take all the buffeting a scooter can give it: nevertheless I have invested in a couple of head-hugging caps which keep every hair sedately in place for a special date.

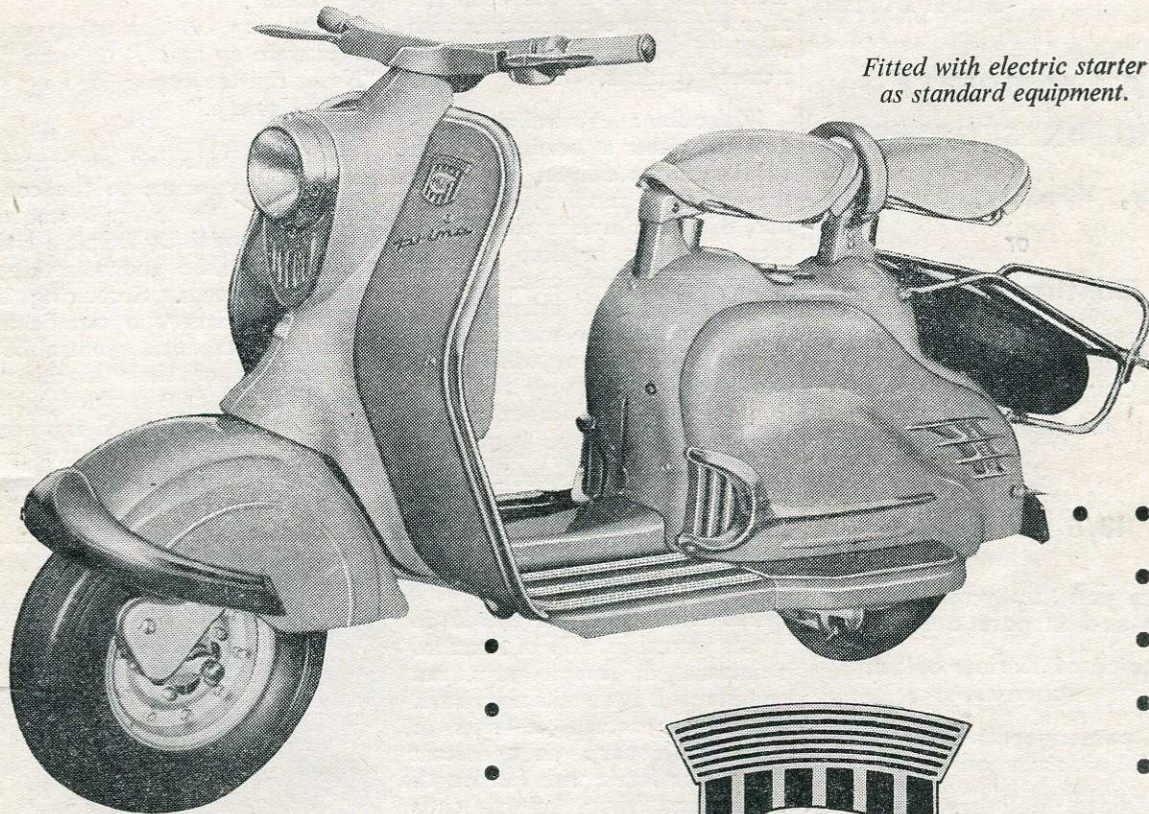
But it's time you looked at my diary . . .

*Monday*: It may be just Monday morning blues but I can't help wishing that instead of those two woolly caps with the pom-poms I had put the money into one of those furry hair-covering shower caps which are so fashionable just now. But another change of mind—what about turbans? When I went to the London fashion shows recently, I noticed that one of the Top Twelve designers had put all his model girls in turban-style hats, which might have been made with scooter girls in mind. They would keep your hair in place and your ears warm. Attractive, too.

*Tuesday*: Decide that, after all, there are times when one must forsake vanity for a little common-sense. It is advisable to wear a crash helmet for a long journey

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over unfamiliar roads or in heavy traffic. I must confess I don't like crash helmets—even if you call them "skid-lids". Mine makes me look like an early arrival from another world, but at least that's better than being an early arrival in the next. It isn't that I lack faith in my driving. It takes two drivers to cause a collision, and after one or two experiences with roadhogs, I have become extremely cautious.

*Wednesday* : A word about nylons—or rather a warning. Don't stand near the exhaust pipe when the engine is running. You will find that your nylons either melt there and then or drop in holes very soon. In any case, it's best to make a habit of using the left foot to balance the machine at a standstill. Then you will automatically dismount on the side away from traffic—and the exhaust.

*Thursday* : Was in the garage today changing a sparking plug and running the engine to check

it when my boy friend came in. He took one look at the quivering scooter and threw open the doors. "Hey, it's cold outside," I complained.

"Better than killing yourself," he explained, and went on to say how easy it was to be overcome by fumes of carbon monoxide from the exhaust.

"You may fall fast asleep and never wake up again," he warned. "Never run the engine for long in a closed garage."

*Friday* : Reflecting on yesterday's incident, came to the conclusion that it is no use a scooter girl being femininely helpless and insisting that she knows nothing about the works. Scootering is for modern girls who can be as feminine as the next woman but still masters of their machines. And, if I can talk knowledgeably about sparking plugs and flywheel magnetos—all new words to my vocabulary since I became a scooter rider—then so can anyone else.

### TOTAL ENCLOSURE

THE Arctic Coat advertised in this journal by Hill of Romford is unusual in several ways, not least in that it is what its name says.

The coat actually consists of two separate parts, an undercoat of grey fur fabric with full length sleeves and snug knitted cuffs and an outer garment of proofed twill lined throughout. This outer coat has a hood, permanently attached with a cord threaded round the face aperture to pull it close against the icy winds.

Sealing out the weather is carefully planned. The under coat is buttoned from neck to thigh and the outer has a full row of buttons, then a zipp fastener and then another row of buttons.

For the benefit of the many readers who have asked his identity it may be revealed that the model in the photograph is none other than Clip-on. He says he is really warm and the outfit is excellent value for its very low price.



## LAMBRETTA to LANDS END

by John Furlong with Bernard Fell and a Scooter

ON August 10th at 9.15 a.m. two bundles of clothes which upon closer inspection turned out to be human climbed onto a Lambretta 125 and left John O' Groats House Hotel. The target was Lands End in one run.

The idea had occurred to me after a trip to Tarporley and back in a day, a distance of 388 miles in 13 hours with no trouble, so I rang Bernard Fell whose answer was an hysterical laugh and "John O' Groats to Lands End? Of course I'll come."

One serious set-back was that on August 2nd I had collided with a van and bent the frame, but after an exceedingly rapid bit of work including a frame change, the machine was ready by the day we intended leaving for Wick.

We were going up by train and as no sleepers were vacant we had accepted the prospect of spending the night in the corridor until Bernard mentioned where we were going. We were promptly promoted from 5th on the waiting list to an extremely pleasant two-berth cabin.

We arrived at Wick at 5 o'clock the following evening and Bernard drove to John O' Groats. I should mention that he had ridden the machine once before and was on a provisional licence. Hence the L-plates. Nevertheless, he put 38 miles in the hour on wet roads during the trip.

After a good night's rest the proprietress of the hotel formally saw us off having first signed a postcard giving our time of departure.

The first hour was over fairly straight roads and we put 33 miles in the hour. The roads were in various stages of dampness for the first 24 hours with torrential rain at times.

After the first hour we hit hilly

tortuous roads which lasted as far as Carlisle to a greater or lesser extent. Just as we were driving into one corner we passed a small girl waving a bunch of white heather. We afterwards discovered why—the corner was a full hair-pin and we did a pretty desperate tail slide but did not come off.

Night fell shortly after Lanark and we spent two hours driving across the Scottish moors with a headlamp which was none too bright (I discovered at a later date that the celluloid window in the windscreen apron caused this and removed it.) Just after midnight we crossed the Border and at 1.30 pulled in at a transport cafe for tea which was served in Service mugs and tasted very good. By now we were feeling rather stiff, mainly due to the shape of the saddles. Despite the fact that we had sorbo cushions we were limited to driving spells of 1½ hours.

We reached Preston at daybreak and by 7 a.m. we were at Wellington, Shropshire. Here we had breakfast and set off again greatly refreshed, with the sun shining and the roads drying.

There followed a fast, pleasant run to Exeter where there was mist and it felt distinctly chillier. Next port of call was Okehampton where I was hurt to find we still had 100 miles to go. If only these people would look at a map!

From here the weather got steadily worse until at Penzance it was raining "cats and dogs".

I remember very little about it except that Bernard was riding and suddenly stopped and refused to drive on. He insisted that I should cover the last leg, which gesture I appreciated. I must have been a trifle "nuts" because I was driving much too fast and had I been driving solo I should have



*The author, in saddle, and co-driver. They look quite happy.*

fallen off. She handles 100% better two up in the wet.

We arrived at Lands End Hotel at 8.0 p.m., cold, stiff, tired and rather incredulous, but very pleased and after a little celebration went to bed.

The distance was 902 miles, time 34 hours 47 mins.

Average speed 25.93 m.p.h., (target speed 26.0 m.p.h.).

Fuel consumption 99 m.p.g.

I think that we achieved what we set out to prove: that these scooters are not just runabouts, but well-mannered, goodlooking babies with car reliability. When we inspected the sparking plug, Lodge H.14, we discovered the gap to be .0057" in contrast to the normal .0020". But she was still firing regularly.

Finally a thank you to the Club Lambretta of G.B., particularly Francis Gwynn, the Secretary, and to all those who gave the much needed moral support to attempt the whole thing.

## ROAD TEST REPORT

### A Luxury Scooter

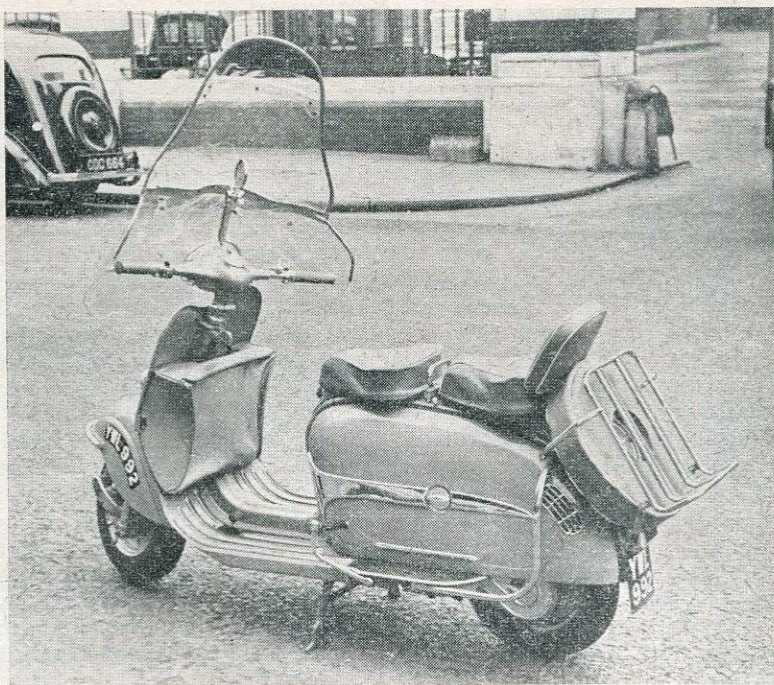
# THE DUERKOPP DIANA

SCOOTERS get more and more luxurious and there is no knowing where this trend will lead to. The latest "last word" to come into our hands is the Duerkopp *Diana*, a super scooter of superb appearance and big machine performance, just introduced to the British market.

The engine is a 194 c.c. two-stroke with blower cooling. Cylinder and head, crankcase and blower casing are all in light alloy. There is a shrunk-in cast iron liner to the cylinder and the top one of the three peg-located piston rings is chromed. The crankshaft is supported on four bearings and the big end is of the caged double row type.

Electric starting is by *Noris* 12 volt, 100 watt starter generator and twin batteries. A combined starter switch and ignition key is mounted just below the driving seat. Lighting is by 12 volt, double-35 amp, main bulb with separate parking light. Stop light, speedo illuminator and ignition warning light are built in.

Transmission is by enclosed chains, the four speed gearbox being in unit with the engine. The gears are controlled by a single foot pedal which is rocked forward for down and rearward for upward changes. A valuable innovation is a simple and positive neutral selector operated by a heel pressure on the folded kickstarter.



The 10" split rim type wheels are interchangeable and are single-side mounted on swinging arm spring suspension units with hydraulic damping. Care and good sense have been shewn in the complete elimination of servicing requirements for the rear suspension system by the use of rubber bushes on the unit and self-lubricated bronze on the rear chain case that forms the swinging arm section. The 5½" internal expanding brakes have steel drums, that on the rear wheel being alloy finned for cooling.

### High Performance

First impressions on the road are quite different from what may be fairly described as "ordinary" scooters. The Duerkopp engine has plenty of power and it is given over a wide range of revs. Some roughness at low revs gives way as the speed mounts up to a turbine-like smoothness with speeds well above scooter averages. 30 m.p.h. in 2nd gear, 45 in 3rd. and around 55 in Top were achieved without waiting for it and this on a very

new engine which decency forbade driving to its limits.

This kind of performance naturally calls for the gearbox to be used, as the best of the power comes in at relatively high revs. The gear change, however, is easy, positive and absolutely silent and there is no mechanical noise on the indirect gears to discourage their continuous use. To get away, a good handful of twistgrip in each gear with the foot pedal gently stroked backwards to a flick of the clutch for each up change would leave all other traffic outside the sports class standing.

The power unit is quite flexible and top gear speeds down to 15 m.p.h. could be held on the level without snatch, mainly due to the very consistent two-stroking of the engine itself, although the transmission smoothness is also noteworthy. Top gear would also climb most main road hills with ease, but gradients of more than 1 in 12 could be taken much faster and more smoothly in 3rd. Thanks to double expansion chambers noise was not a problem even when

**DIANA—cont.—**

driving hard, and those passers-by who noticed our approach appeared appreciative rather than disturbed by it. The efficient horn had to be used often enough to prove that point.

These modern generator/starter units have given scooter users real electrics all round and the starter itself and the lighting system proved first class. The headlamp threw a powerful beam and the handy dipswitch brought in a useful but quite non-dazzling flood at low level. Brakes were first-class, both very powerful and very smooth.

**New Class**

In summing up the qualities of the *Diana* it has to be considered that such a machine does not compete directly with the original types of scooter that appeared mainly to provide cheap, reliable transport at modest speeds. This luxury machine was obviously not intended to be used primarily for running errands in town, indeed the frequent use of the gearbox with a rather heavy pull clutch and the weight of the machine in the absence of a prop stand would make it rather unhandy for such purposes. Its best performance would

be found on longish trips over fastish roads where the lively performance of the engine, the excellent steering and roadholding and the security of good lighting can be used and fully appreciated.

Comfort was definitely better over 30 m.p.h. than under by the design of the suspension system, the passenger seat with its padded backrest and the full length footboards being a revelation in pillion riding possibilities. An adjustable windscreen with a cleverly designed slot gave clear vision coupled with 100% protection to the driver and all controls fell easily to hand.

The technique of getting the machine rolling gently backwards before bringing the centre stand down worked quite effortlessly on a flat surface but at times the considerable weight of the *Diana* made itself felt adversely. For this reason we are doubtful whether it will appeal greatly to women riders, certainly not to the less experienced of them.

The appearance of the machine is really fine, especially when fully equipped as the test model was. All passing observers praised its looks and many enquired about it during the test. This is a mount for an enthusiast and the enthusiasm is unlikely to wane quickly.

**REVIEW**

**How to Keep Your . . . Tyres Fit**

*Free on application to Service Department, Fort Dunlop, Erdington, Birmingham, 24*

The title says motorcycle tyres but the useful tables include scooter and autocycle sizes. This amusingly illustrated booklet gives a lot of valuable information on pressures, tyre and rim sizes, removing and fitting instructions and a list of *Dunlop* service stations in various major towns. The modern method of education by amusement is effectively demonstrated and the answers to quite a few club room arguments are contained in this well produced 16 pp. publication.

**Star Measurer**

Sir Harold Spencer Jones, K.B.E., F.R.S., lately retired Astronomer Royal, will continue to act as consultant to Smiths Motor Accessories, Ltd., makers of our speedos.

**B.E.N.**

The 51st Annual General Meeting of the Motor & Cycle Trades Benevolent Fund will be held at the Connaught Rooms, Great Queen Street, W.C.1 on Tuesday 24th April, at 10.30 a.m. with the President, Viscount Nuffield, in the chair.



**DIANA**  
£214.4.0  
incl. P.T.

## SPEEDWAY of ACTON

for **LAMBRETTA, BELLA, DIANA, RUMI**  
**SCOOTERS**



**LAMBRETTA**  
150 L.D.  
£154.17.5  
incl. P.T.



**BELLA**  
150 c.c. £194.13.7  
incl. P.T.  
200 c.c. £204.12.0  
incl. P.T.

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We are the Largest Stockists of Lambretta & Diana Spares & Accessories in Gt. Britain Same day C.O.D. Service

Continued from page 136

Welling, Kent. Clubs' practice trials are on March 4th. A party is going to Devon and Cornwall August 11-25th. Still some vacancies for Easter party to Wokingham holiday camp.

March is to be "Maintenance Month" for **Lea Valley Vespa Club** and there will be no Sunday runs during the month. The Club's Spring Trials have now been fixed for April 29th.

**South Essex Vespa Club** thanks Vespa riders for their generous response to the appeal for Winnie Bennet. Nearly £40 was raised.

The coveted plaque for the Vespa club gaining the most new members during 1955 has been won by the **West Middlesex Vespa Club**. Member riding first G.S. in club is reported to be getting larger crash helmet.

### MARCH PROGRAMMES

#### N.W. Lancs. Lambretta Club

- 1st. Supper & Films, Olivers' Cafe, Penny Str., Lancaster, 7.30 p.m.  
15th. "Scooter Maintenance" talk George Hotel, Torrisholme, 7.30 p.m.  
25th. Run to Lake District. Meet A.6 corner 10.30 a.m.

#### North London Lambretta Club

- 4th. Mystery tour. Meet Orange Tree, Friern Barnet, 2 p.m.  
8th. Club meeting, Orange Tree Friern Barnet, 8 p.m.  
11th. Epsom Downs. Meet Orange Tree, Friern Barnet, 11 a.m.  
22nd. Club meeting, Orange Tree, Friern Barnet, 8 p.m.  
25th. Aylesbury. Meet Orange Tree Friern Barnet, 11 a.m.

#### Sheffield Lambretta Club

- 2nd Club meeting 7.30 p.m. followed by Beetle Drive.  
16th. Visit to Tennant's Brewery or a Fire Station!  
30th. Club meeting to arrange run programme.  
Apr. 2nd. Easter, opening run in conjunction with Leicester or Scooter Club.

All club meetings at "Dog & Partridge", Trippet Lane, Sheffield. New members are welcome.

#### Merseyside Vespa Club

- 4th. Meet Queens Drive, Prescott Rd., 1 p.m. and at Warrington side of Frodsham, 2 p.m.

- 18th. Speke Hall and Airport. Meet tunnel entrance (Liverpool) Car Park 2.30 p.m.  
1st. April Fools' Run. Meet tunnel entrance (Liverpool) 9.30 a.m.  
4th. April Supper Dance at Speke Airport Hotel.

#### S. Essex Vespa Club

- 4th. Scavenger Hunt, Woodlands Cafe, 9.30 a.m.  
7th. Music, etc., British Legion Hall, Romford, 7.45 p.m.  
11th. Rochester via Tilbury Ferry. Romford Market, 2 p.m.  
18th. Finchingfield. Romford Market, 2 p.m.  
25th. Open Day.  
28th. Films. British Legion Hall, Romford, 7.45 p.m.

#### W. Middlesex Vespa Club

- 10th. Daily Mirror tour.  
13th. Drama evening.  
16th. Visit Metropolitan Police School, Hendon. Social in the evening.  
27th. THE ANNUAL GENERAL MEETING.

## CURRENT MARKET PRICES

(Including P.T.)

| AUXILIARY ENGINE UNITS     |    |    |    |
|----------------------------|----|----|----|
|                            | £  | s. | d. |
| B.S.A. WINGED WHEEL        |    |    |    |
| 35 c.c. ...                | 32 | 4  | 0  |
| CYCLAID, 31 c.c. ...       | 15 | 0  | 0  |
| CYCLEMASTER 32 c.c. ...    | 30 | 18 | 3  |
| DUCATI, 48 c.c. OHV. 2-sp. | 49 | 7  | 2  |
| ITOM TOURIST, 48 c.c. ...  | 29 | 8  | 0  |
| MINIMOTOR 49 c.c. ...      | 21 | 14 | 0  |
| MOCYC 49 c.c. ...          | 31 | 10 | 0  |
| MOSQUITO, 38 c.c. ...      | 31 | 10 | 0  |
| 49 c.c. ...                | 36 | 10 | 0  |
| 49 c.c. auto/clutch        | 39 | 10 | 0  |
| POWER PAK 49 c.c. ...      | 28 | 7  | 10 |
| 49 c.c. synchro/clutch     | 33 | 11 | 0  |
| TEAGLE 49c.c Blower cooled | 19 | 3  | 0  |
| VINCENT FIREFLY 48 c.c.    | 26 | 15 | 2  |

#### MOTORISED CYCLES AND AUTOCYCLES

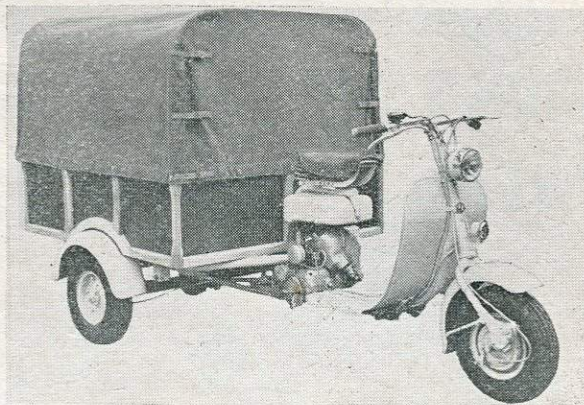
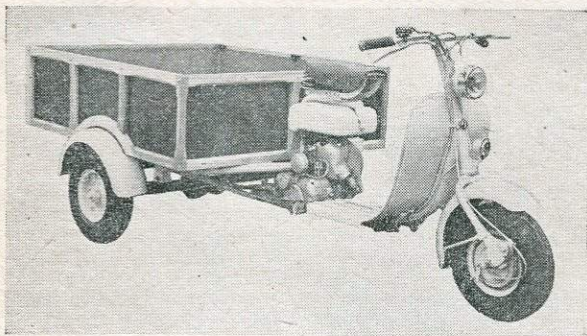
|                         |    |    |    |
|-------------------------|----|----|----|
| BERINI, 49 c.c. ...     | 67 | 14 | 1  |
| BINETTA 48 c.c., 2-sp.  | 70 | 19 | 6  |
| BOWN "50" 47 c.c. 2-sp. | 74 | 10 | 0  |
| BRITAX DUCATI 48 c.c.   |    |    |    |
| OHV. 2-sp. ...          | 69 | 19 | 8  |
| "Hurricane" racer       | 99 | 19 | 6  |
| B.S.A. WINGED WHEEL     |    |    |    |
| 35 c.c. ...             | 50 | 8  | 7  |
| CYCLEMATE, 32 c.c. ...  | 46 | 12 | 3  |
| CREDETTE I, 48 c.c. ... | 66 | 2  | 3  |
| II, 48 c.c. 2-sp. ...   | 72 | 13 | 11 |
| III, 48 c.c., 2-sp. ... | 79 | 5  | 8  |
| COMBINETTE 49 c.c. 2-sp | 70 | 1  | 3  |
| CYC-AUTO, 98 c.c. ...   | 68 | 15 | 0  |

|                               | £         | s. | d. |
|-------------------------------|-----------|----|----|
| EXCELSIOR AUTOBYK, 98 c.c.    | 72        | 4  | 8  |
| 98 c.c. 2-sp ...              | 78        | 2  | 5  |
| HEINKEL PERLE, 49 c.c. 2-sp.  | 75        | 6  | 8  |
| HERCULES "49 cc., 2-sp        | 61        | 15 | 0  |
| ITOM ASTOR, 49 c.c. 3-sp.     | 89        | 18 | 0  |
| Sports, 49 c.c. 3-sp.         | 99        | 4  | 0  |
| KIEFT, 47 c.c., 2-sp. ...     | 77        | 10 | 0  |
| KREIDLER, J50, 48 c.c.        | 57        | 17 | 4  |
| MERCETTE 48 c.c. O.H.V.       |           |    |    |
| 2-sp. ...                     | 64        | 12 | 7  |
| MOBYLETTE, 49 c.c. ...        | 41        | 4  | 7  |
| 49 c.c., auto/clutch          | 46        | 5  | 11 |
| MOBYMATIC 49 c.c., 3-sp.      |           |    |    |
| auto/clutch ...               | 89        | 15 | 7  |
| MARS, 48 c.c., 2-sp. ...      | 86        | 1  | 2  |
| NEW HUDSON, 98 c.c. ...       | 70        | 8  | 8  |
| NORMAN, 98 c.c., 2-sp. ...    | 76        | 14 | 6  |
| "NIPPY" 47 c.c. 2-sp.         | 71        | 18 | 6  |
| N.S.U. QUICKLY, 49 c.c. 2-sp. | 61        | 17 | 11 |
| POWER PAK MOPED, 49 c.c.      | 56        | 12 | 6  |
| Deluxe 49 c.c. ...            | 64        | 15 | 0  |
| PHILLIPS MOTORISED CYCLE      |           |    |    |
| 49 c.c. ...                   | 57        | 7  | 11 |
| MOPED 49 c.c. 2-sp.           | 68        | 15 | 2  |
| PUCH, 49 c.c., 2-sp.          |           |    |    |
| Blower cooled ...             | 89        | 18 | 0  |
| RIVA-SPORT S. 49 c.c.         |           |    |    |
| auto/clutch ...               | 53        | 19 | 3  |
| L. 49c.c. auto/clutch         | 68        | 18 | 2  |
| ROYAL NORD, 49 c.c., 2-sp.    | 85        | 0  | 7  |
| TORPEDO 48 c.c., 2-sp.        | 78        | 15 | 0  |
| VELOSOLEX, 45 c.c. ...        | 37        | 4  | 0  |
| VINCENT FIREFLY 48 c.c.       | 39        | 19 | 5  |
| JAWA "50" ...                 | Not Known |    |    |
| VICKY 49 c.c., 2-sp. ...      | 69        | 17 | 3  |

#### SCOOTERS

|                                       | £         | s. | d. |
|---------------------------------------|-----------|----|----|
| ALBATROSS, 224 c.c.                   |           |    |    |
| elec/starter ...                      | 207       | 18 | 0  |
| ADLER, 98 c.c. elec/starter           | 159       | 0  | 0  |
| BELLA 151, 148 c.c. elec/starter ...  | 194       | 13 | 7  |
| BELLA 201, 198 c.c. elec/starter ...  | 204       | 12 | 0  |
| BRITAX SCOOTERETTE 48 c.c.            | 99        | 19 | 6  |
| B.S.A. DANDY, 70 c.c.                 | 74        | 8  | 0  |
| BEEZA 198 c.c., elec/str              | 204       | 12 | 0  |
| CREDETTE, 48 c.c. ...                 | 86        | 11 | 5  |
| DIANA, 194 c.c. elec/str.             | 214       | 4  | 0  |
| D.M.W. BAMBI, 98 c.c.                 | 98        | 18 | 0  |
| D.K.W. HOBBOY, 74 c.c. auto/gears ... | 122       | 19 | 4  |
| EXCELSIOR HEINKEL                     |           |    |    |
| 175 c.c. OHV. elec/str.               | 247       | 7  | 7  |
| HARPER SCOOTAMOBILE                   |           |    |    |
| 197 c.c. elec/str. ...                | 190       | 0  | 0  |
| HERMES, 49 c.c. ...                   | 89        | 5  | 0  |
| KIEFT 191 c.c., elec/str.             | 217       | 0  | 0  |
| NICKY, 49 c.c. ...                    | 105       | 17 | 4  |
| LAMBRETTA D., 150 c.c.                | 134       | 4  | 1  |
| LD 150 c.c. ...                       | 154       | 17 | 5  |
| COMMERCIAL 3-wheeler                  | 245       | 2  | 3  |
| MOBYLUX, 123 c.c. ...                 | 167       | 8  | 0  |
| PARILLA, 153 c.c. ...                 | 170       | 10 | 0  |
| PRIMA                                 | Not Known |    |    |
| PROGRESS 175 c.c. ...                 | 199       | 12 | 9  |
| 200 c.c. ...                          | 215       | 15 | 1  |
| Special ...                           | 229       | 8  | 0  |
| PUCH, 125 c.c. ...                    | 172       | 10 | 0  |
| RUMI LITTLE ANT 125 c.c.              | 169       | 0  | 0  |
| SQUIRREL, 125 c.c.                    | 189       | 8  | 10 |
| ROLLETTA, 197 c.c., elec/starter ...  | 229       | 8  | 0  |
| VESPA, 42 L2, 125 c.c. ...            | 138       | 1  | 1  |
| VESPA, G.S., 150 c.c. ...             | 188       | 12 | 8  |

## THREE WHEELED BUSINESS



**A** GAIN with the lead coming from the continent, a new type of commercial vehicle is making its way into the market on a large scale. Three wheelers that are basically motor cycle in design are not new and we have seen several come and go in this country, but the new scooter types in this class have much that is interesting.

Engines in popular demand range from 50 c.c. upwards but the size that is advancing most rapidly is

the 150 c.c. class which can afford a fair turn of speed with real climbing power when loaded. Italian machines of the type are capable of cruising at 25 m.p.h. and climbing 1 in 5.

The real advantage of the type of vehicle lies in its tare/load ratio. The *Lambretta* pictured here carries nearly double its own unladen weight whereas the lightest 4-wheeler just about reverses that ratio. It is this factor which gives

the three-wheeler its remarkable economy, low first cost and reasonable maintenance demands.

As the pictures shew, the front end of the machine is virtually a model D *Lambretta*; the engine is cowled for good cooling when working hard; shaft drive is retained and the final drive is through a differential back axle. Rear suspension is by long semi-elliptical springs and the footbrake operates on both rear wheels.

## Flashes

**A** MBASSADOR are to run Service Courses for dealers with the Service Representative and Factory Engineer from the Zundapp works giving the instructions on the servicing of *Bella* and *Combinette* machines.

The Courses are to be held in London, Bristol, Birmingham, Manchester, Edinburgh, Newcastle and Leeds.

**F**IVE out of every six vehicles examined at the M.O.T's Testing Station at Hendon had faults. Motor cycles, including scooters and cyclemotors, averaged a lot better with less than half having faults, mainly troubles with brakes and lights.

**W**HITE BROS. LTD., of Darlington have opened new premises at Bishop Auckland to extend

their sales and service facilities in Co. Durham.

**M**OTOR ACCESSORIES MANUFACTURERS ASSOCIATION, LTD., has just been formed. Objects: "To promote, by exchange of information and by concerted action, the unrestricted sale and display of accessories, tyres, batteries, oils and other products distributed by Members of the Association to the motor and allied trades."

**A**COUSTIC division of N.S.U. have been busy in lowering the exhaust noise of their mopeds. The *Quickly*, for instance, had a phon level of 77 (standard agreed level was 78 in Germany) now has a level of 70 phons. That means that the *Quickly* is much quieter (exhaust) than many motorcars. And very definitely quieter than trams or trains.

Actually, 70 phons is about the same amount of noise one gets from a normally played violin. A church choir can knock up 102 phons—that is ten men and thirty boys all singing together, and a state orchestra can reach 115 phons.

**R**EMINDER from Vitality Bulbs that their recommendation chart gives exactly the right bulb for the particular machine. If retailer has difficulty in providing bulb, as chart, write direct to manufacturer, Vitality Bulbs Ltd., Neville House, Neville Place, London, N.22.

**N**EW premium rates for scooters by *Power and Pedal* insurance agent—up to 150 c.c.: £3. 10s. 0d. comprehensive; £1. 15s. 0d. Third Party, Fire and Theft; £1. 10s. 0d. Third Party only. Up to 250 c.c.: £4. comprehensive, £2 Third Party Fire and Theft £1 15s. 0d. Third Party only.

**SMART  
GIRLS  
WEAR**

The very latest in Scooter Fashion !  
Light as a feather,  
a MISS-CHAPEAUFORT  
Scooter Cap  
thwarts the unwelcome attentions of  
wind and rain, adds a unique  
outdoor glamour and offers  
a protective hand  
in the case of a fall.



The MISS-CHAPEAUFORT is made of 3-ply laminated cork, covered with fawn gaberdine. It can be worn with or without its chinstrap.

**MISS-CHAPEAUFORT**

**SCOOTER**

Retail Price **52/6** each (Inc. P.T.)

**CAPS**

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B.P.44

**RUTIN-'T'**

**for HIGH BLOOD PRESSURE**

To sufferers from this complaint and associated disorders comes welcome news of an inexpensive everyday remedy, hitherto only available in costly capsule form. RUTIN-'T' is made from the dried leaf and flower of Buck Wheat, which is the source of precious Rutin, and is at last readily and cheaply obtainable. **Developed in the U.S.A. during the war, it was found to strengthen the blood vessels and was used to counteract internal haemorrhage caused by contact with atomic radiation.** RUTIN-'T' utilises the natural properties of the plant, for both prevention and treatment of hypertension (High Blood Pressure) and it retains other beneficial substances including Chlorophyll, which are refined out of pharmaceutical Rutin. RUTIN-'T' acts as a preventive, delays the effects of advancing years and is a health-promoting tonic.

**PRICES**

RUTIN-'T' in cartons for 1 month's supply - **7/-**  
RUTIN-'T' in cartons for 2 month's supply - **13/3**

Above prices include Postage and Purchase Tax

(U.S. and Canada 1 dollar and \$ 1.75,  
other countries 6/- & 11/6 post free)

From all good Health Stores and Chemists, or direct from  
**RUTIN PRODUCTS LTD.**  
STATION YARD, WOKINGHAM, BERKSHIRE

**U.K. CYCLEMOTOR INSURANCE**

**CYCLEMOTORS AND AUTOCYCLES UP TO 50 c.c.**

Covering any make of machine whilst being driven by any licensed driver.

**COMPREHENSIVE (excluding first £1) — £1. 10. 0-**

**THIRD PARTY, FIRE & THEFT-15/- • THIRD PARTY ONLY-12/6**

•Where the total value of the cycle and motor unit exceeds £50 a small extra premium is charged

Send in form with cheque or P/O made payable to :  
INSURANCE AGENT, 197 TEMPLE CHAMBERS, TEMPLE AVENUE, LONDON, E.C.4

Name.....

Address..... Age.....

Make of Power Unit..... Registered Letters and Number.....

Estimated Total Value of Cycle and Motor (including accessories).....

Do you require COMPREHENSIVE, THIRD PARTY FIRE AND THEFT OR THIRD PARTY Insurance ?

Do you or any person likely to drive the cycle suffer from any physical or mental infirmity, impaired sight or hearing ?

Has any Insurer at any time in respect of your motor cycle insurance or that of any person likely to use your cycle declined to insure, required special terms, cancelled or refused to renew ?

**DECLARATION**

I declare that I am the owner of the above cycle/s and that the above statements are true and complete in every respect and that the cycle/s will be kept in good and thoroughly sound condition. I further declare and agree that if such statements and particulars which I agree shall form the basis of and be considered as incorporated in the policy to be issued by the UNITED KINGDOM FIRE & ACCIDENT INSURANCE COMPANY LIMITED are in the writing of any person other than myself such person shall be deemed to have been my agent for the purpose of filling in same and the Insurer shall be not affected by the knowledge of such person, whether also an agent of the Insurer or otherwise.

Date..... Signature.....

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## FOR SALE

**BACK ISSUES** of *Power & Pedal* 1952/3, 53/54, 54/55. Bound in *Power & Pedal* binders. What offers? Also, *B.S.A. Winged Wheel*, sprung forks, all etc's., taxed and insured, mint condition, £35. BOWes Pk 7481.

**ALMOST** new *B.S.A. Winged Wheel*, Lighting, Speedo, Insured, Perfect Order. Bargain £14. Ring Forest Hill 5386. After 6 p.m.

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**SECONDHAND SCOOTERS.** G. H. CYCLES, TWO-STROKE SPECIALISTS, 429 High Road, Harrow Weald, Middlesex.

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**DONKEY JACKETS AND DUFFLE COATS.** Warm, robust garments for the outside operative or executive. Write or phone for lists. HILL, 9 Arcade Place, South Street, Romford. ROMFORD 4453, 8825.

**FOUL WEATHER CLOTHING.** Waterproof clothing of all descriptions, Oilskins and P.V.C. Write for Lists. HILL, 9 Arcade Place, South Street, Romford. Tel.: 4453, 8825

**ARCTIC COATS.** Ex-Government, brand new. Comprises two units. Knee length, long sleeved fur lined jerkin. Medium weight gaberdine overcoat to wear over jerkin—wind hood. Waterproof. £3 5s. 0d. HILL, 9 Arcade Place, South Street, Romford. ROMFORD 4453, 8825.

**DESPATCH RIDER JACKETS.** The familiar ex-Army Brown Waterproof double texture Twill. Hardwearing and comfortable. Available in women's sizes only. Price 17/6 each HILL, 9, Arcade Place, South Street, Romford. Tel.: 4453, 8825.



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**JACOBI'S** of IPSWICH for SALES AND SPARES for *Mini-Motor, Power Pak, Cyclenmaster, B.S.A. Winged Wheel, N.S.U. Quickly, Mobylette*, 74-76 Norwich road. Tel: 2556.

**ROLLASON CYCLES—The Keenest Dealers in N.W. London.** CYCLEMASTER, ITOM, MOBYLETTE, POWER PAK, TEAGLE, VINCENT, NSU 2-speed QUICKLY Sales, Spares, Repairs and Accessories—Parts by return C.O.D. 49 South Parade, Mollison Way, Edgware, Middlesex EDG. 0858.

**RALPH PRICE** of Woolwich for your new Cyclenmotor. Spares and Service:—Cyclenmaster, Vincent, Power Pak, B.S.A., N.S.U. Quickly, Wipac magnetos. 77 Plumstead Rd., S.E. 18. WOO 3367

**REO MOTORS Ltd.** Feltham Service Station, 59 High Street, Feltham, Middx. Specialists for *Cyclenmaster, Sales, Spares, and Repairs.* Call, Write, or Phone Feltham 2990 Parts by return C.O.D.

**GEORGE MOORE MOTORS** 24-27 CHURCH STREET, Edgware Road, Marylebone, N.W.8. (*The Noted Moped People*) FROM A SKID LID TO RUBBER BOOTS—District Agents for *Credettes, Berini, Nippy, Bown, N.S.U. Quickly.* RUMI LITTLE ANT SCOOTER. H.P. Terms, Part Exchange, Service, Spares, Repairs, Recommended and helpful—Ring PAD 5980.

**HAROLD CLARK** of Longsight, the 100% Scooter and Moped Specialist. Agent for *N.S.U. Quickly and Credette* mopeds all models. No waiting, terms, exchanges welcome. 756 Stockport Road, Manchester 12.

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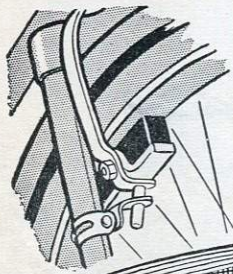
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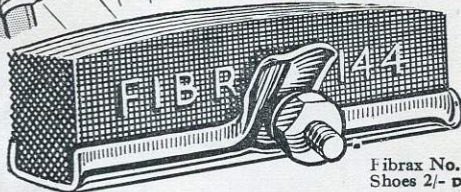
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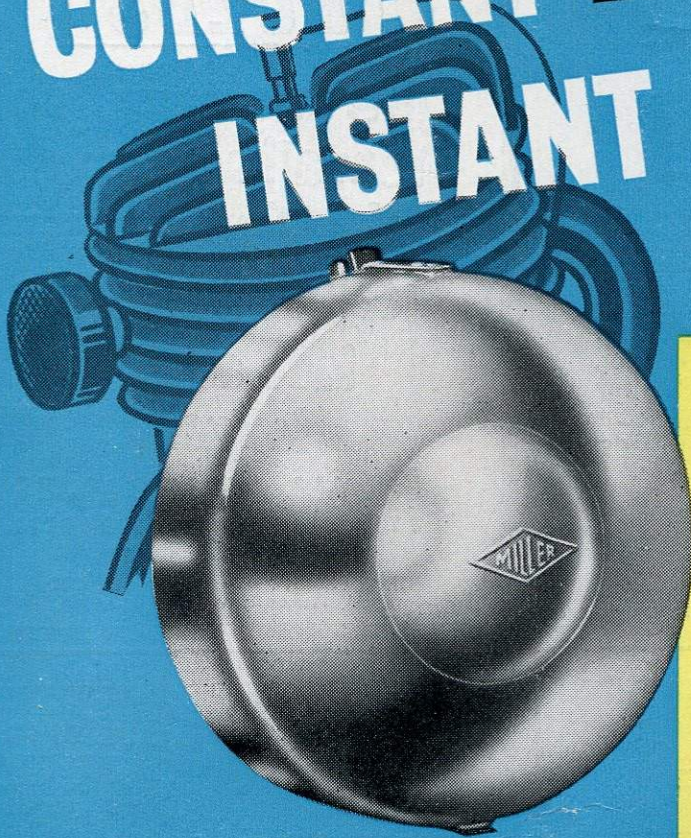
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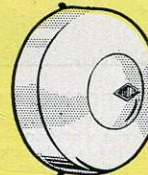
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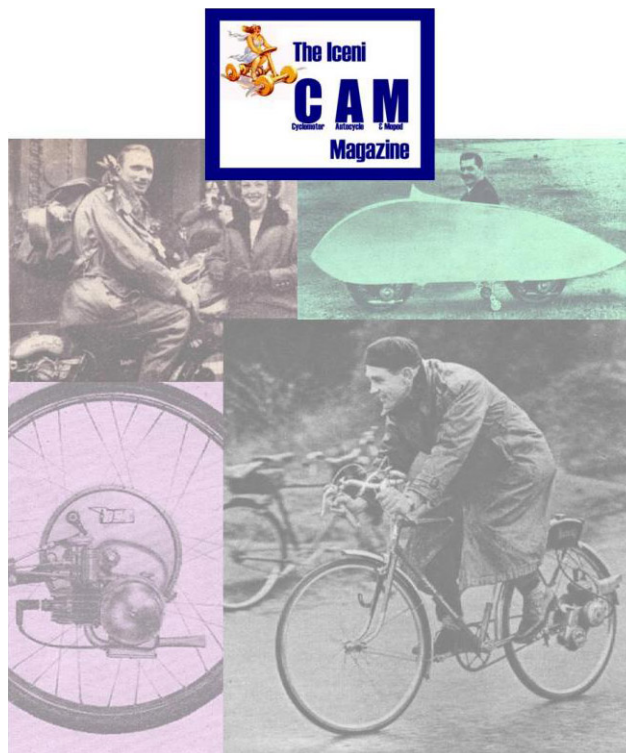
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