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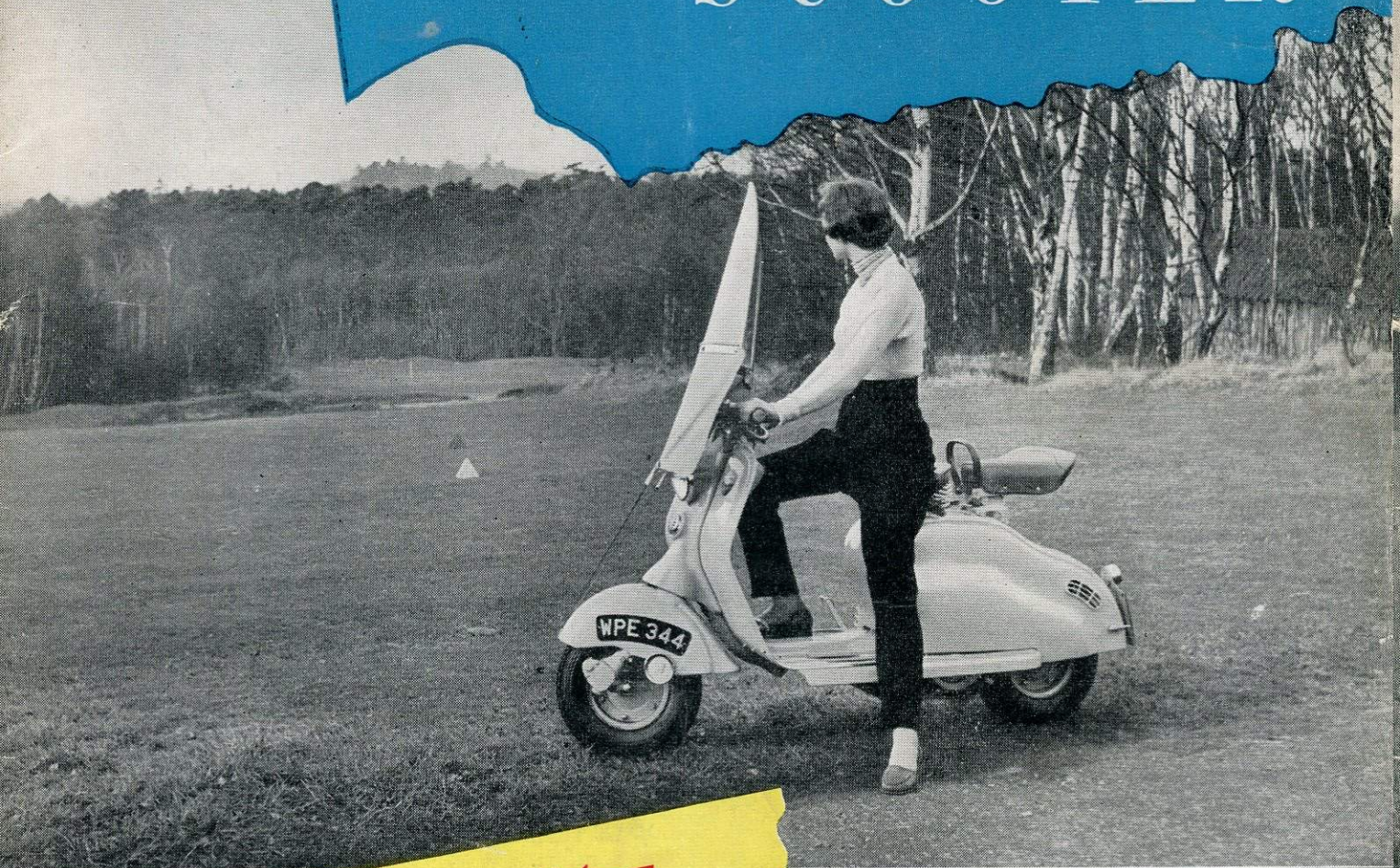
APRIL 1956

Vol. IV No. 5

POWER & PEDAL

The Autocycle Journal

with
the **SCOOTER**



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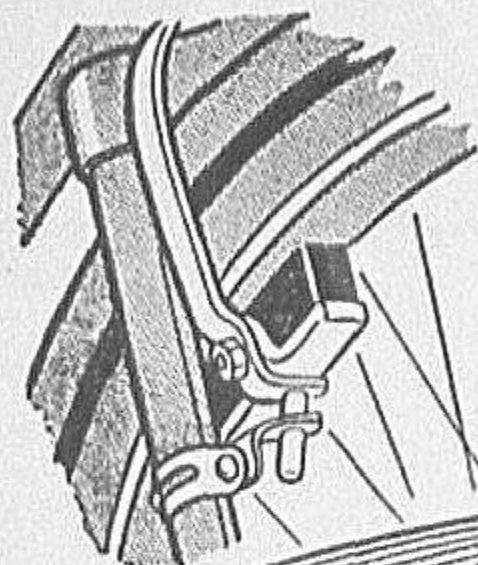
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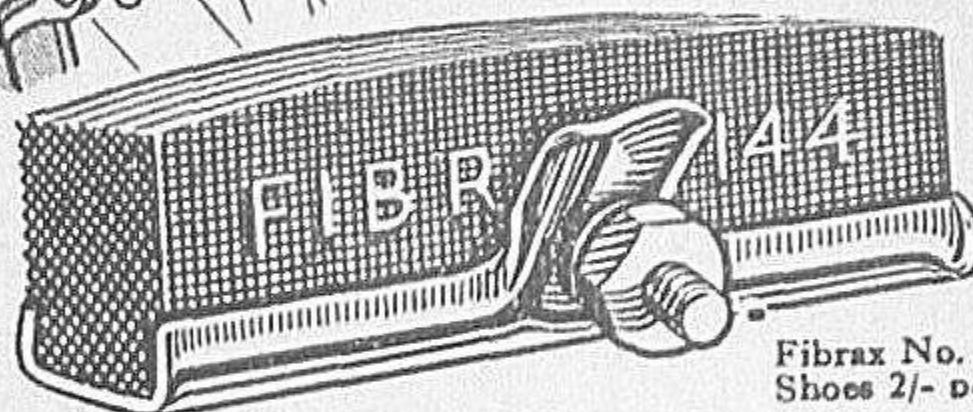
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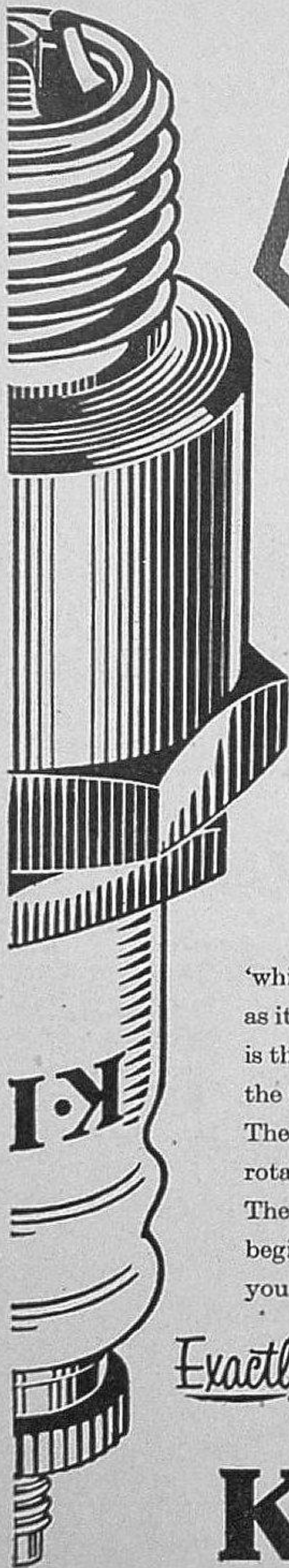
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POWER & PEDAL
with
THE SCOOTER

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1956

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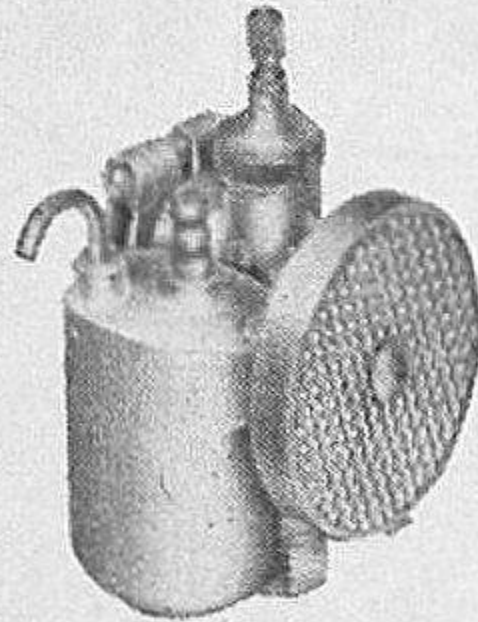


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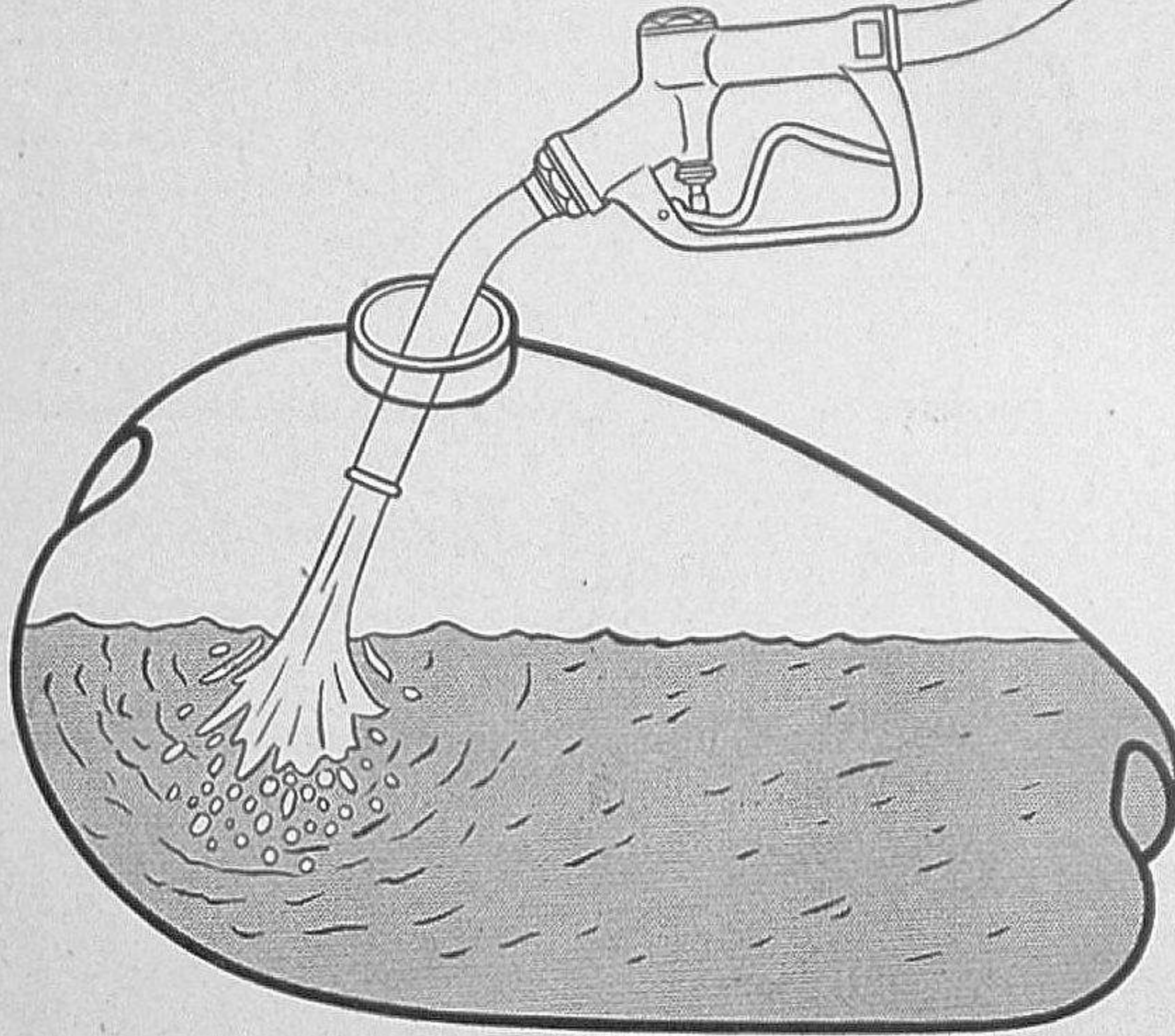
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**CASTROL 2-STROKE OIL IS
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NOTE :- Make sure that the petrol tap is turned off before the oil is poured in. Per gallon of petrol use $\frac{1}{2}$ pint of oil (or the proportion advised by the engine maker for this oil).



**TWO-STROKE
 SELF-MIXING OIL**

POWER & PEDAL

Founded 1952

with
THE

SCOOTER

Editor : FRANK L. FARR

Vol. IV No. 5

April, 1956

PARLIAMENTARIANS, the press and all those public bodies who profess to be vitally interested in road safety should be aware of the quite remarkable record of the under-50 c.c. class of vehicles, but in fact *Power and Pedal* alone has consistently drawn attention to the significance of the comparative figures from official returns and shewn the lessons to be learned.

Now that the Ministry of Transport analysis of the accident returns for the complete year 1955 are available we must again comment on the remarkable and quite unchallengeable safety record of the lightweight machines which, throughout the year, have month by month proved themselves the safest means of powered two-wheelers ever known.

The simple fact is that 20 per cent. of the powered two-wheelers in Britain have had only 5 per cent. of the accidents. In other words, if all the motorcycles in the country were in the 50 c.c. class 1000 lives and

50,000 accidents would have been saved in 1955 alone. There has never been any single opportunity for improving accident rates greater than that provided by the creation of the motorised cycle, for it must be remembered also that it is not only the rider who is involved in every accident and the light weight and modest speed of the motorised cycle means that it is much less dangerous to third parties than any faster and heavier machine.

No one who is really sincere in trying to improve road safety can ignore the remarkable record of the motorised cycle in this field and we believe that any close study of the question must lead to the conclusion that this vehicle type is to be encouraged by every means possible in the public interest.

Some half of the machines now running are pedal cycles with attachment engines and, although a sound cycle with a suitable engine fitted is a safe combination, some

of these are not up to modern standards. The percentage of learner drivers in this class of vehicle is also very much higher than any other. But despite these factors against it, the under 50 c.c. machine stands out as a veritable phenomenon of safety. Used mainly for daily transport under the heaviest traffic conditions, this machine is the only answer to the present day need for personal mobility. It is not a plaything but a necessity.

With this record we cannot see how any reasonable person can object to Britain following the experience of most continental countries and making the power and pedal machine under 50 c.c. exempt from driving test formalities. This single act, by reducing the time-wasting and bureaucratic formality of ownership, would turn and keep thousands of people to the usage of this super-safe and essential utilitarian machine. Safety demands this step.

COMMENT

by

Clip-on

WITH one of the grimmest winters in memory just releasing us from its icy clutch and governmental sabotage of our trading arrangements taking over the grip just as the season should be starting to come to life, prospects are not pleasing. At a rough guess, I should say that anything up to half the people who read our Show issue and planned to have a new machine for Easter will not be doing so and what this means in dislocation in factory plans and sheer desperation among retailers is not to be easily assessed.

To some extent, of course, the further restrictions on buying credit will only defer the ultimate purchase and this would not matter so much by itself. But there is no doubt that many people find it harder to save than to meet regular commitments. Also a major factor is that the money that would have bought many new cyclemotors this Spring was to have been paid out of the fares the use of the machines would save. Here the Chancellor's action will have the wrong effect of forcing people to spend money on fares instead of saving it on purchase.

For the individual there is no way of avoiding the troubles thus unnecessarily thrust upon him but to buy more cheaply than he had planned to. Some people have already made that decision and one dealer friend tells me that the only make in all his range that is now selling is the one priced at around £40. I have said before and shall doubtless say many times

again, that the Mass Market Machine, if and when it comes, will be light, simple and £40, all-on. If this blitz turns some attention in that direction it may have done a little good in the end.

Bigger and Better ?

A correspondent from Holland, who sends me along, well-informed reports on the trends of the trade there, observes that 23in. x 2.25in. tyres are rapidly gaining general favour for mo-peds.

This is fine for that type of machine, especially on those roads, and even here the general adoption of that tyre section would bring comfort and other advantages. But,

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

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

the implications behind the development need examination.

In the same letter my friend reports that the rear springing which was seen in the Milan and Brussels Shows has become the normal thing, that little thought appears to be given to rising cost and weight, indeed some makers are dropping the cheaper and lighter machines from their ranges. Then he goes on to argue that, if cyclemotors are to be classed with motorcycles and taxed, licensed and tested as in this country, we need not stick to 50 c.c. engines but can go on to 65 or 70 c.c.

See where it gets you? A modest start with balloon tyre sizes and the next thing you know the cyclemotor is twice the weight and price and belongs to another vehicle class altogether. I am all in favour of the modernisation and redevelopment of the trusty autocycle and I firmly believe that it *will* develop—into a light scooter; but I still think the under 50 c.c. powered cycle is the thing and I also believe that the rush of makers in Holland into the higher priced field is partly due to the fact that *Solex* and *Mobylette* between them defy competition in the popular field.

Plug Life

To hand a perky but slightly unsure of itself screech from the K.L.G. people, attempting to explain the shorter life of small two-stroke plugs as compared with cars.

It sets up a new standard of measurement for plug life called S.P.M. (sparks per mile) and points out that a scooter with a two-stroke engine probably gives four times as many sparks per mile as a medium sized four stroke car.

That there is some force in this is indisputable, but because it only takes into account one of the many factors involved in plug life it is,

by itself, valueless. A plug is, or should be, designed for its job and if that job is firing petrol mixture every revolution in a 2-inch bore aircooled engine under light load, then it should do that just as well as another plug should fire additive petrol in a 5-inch bore under high compression in a water-cooled unit.

We lightweight users are good customers to the plug makers because we have only one little cylinder for all our power needs and, therefore, any falling off in plug efficiency is more serious to us than to the car users. We cannot, however, accept the idea that we are doing alright on a plug life of a beggarly couple of thousand miles—it's not good enough.

Sub-Standard

A reader warns, with a file of correspondence to back it up, against the purchase of substandard tyres. The sad part of the story is that he had no intention of buying anything but a perfectly good and guaranteed article and did not know what he had got until he had trouble with the tyre and returned it to the makers. Then they refused to accept liability. The agent had sold him the tyre as a normal replacement and there was no visible indication of its quality.

When the factory entered into correspondence on the subject they stated:

"The fact that this 26 x 1 3/4 x 1 1/2 Power Drive Cover is a substandard cover is indicated by the fact that the letter

"Funny how that fifty percent deposit on your bikes improves my business."



part of our name is eradicated from the side of it" and this is the only way of telling apparently.

Personally I think it is rather stupid of makers to allow their rejects to reach the market at all, but if they must they should at least ensure that the reject status is boldly and unmistakably displayed. Anything less than this precaution is just chucking away hard won reputation.

That Driving Test

The lady in Wales whose case I put under this heading in our February issue, writes to say that

through the offices of her Member of Parliament the M.O.T. has conceded an arrangement for her to take her test near her home instead of in a large town 40 miles away. She is duly grateful, of course, but still worried about "all the endless other folk in the same position".

I am pleased to hear that a breach, however small, has been made in the wall of bureaucracy in this matter and gladly pass on her appeal that all the elderly people in her position should forthwith write to their M.P.s in support of her original scheme to substitute a check up at the local police station for the full scale driving test formalities.

RIDING HINTS

"Open the throttle gently - avoid jerks - but close it more sharply. Any two-stroke hates light loads and protests by uneven firing or four-stroking. So make the engine pull or shut it off. On corners it is best to approach somewhat slowly and then put the engine under load so that it drives round the corner. This adds up to stability, and it is actually faster than coming up to a corner more quickly and then proceeding round it in a series of jerks."

This is a typical paragraph from *Power & Pedal's* own handbook. This book deals with simple things such as starting up within 15 yds, how to use tools and what few spares to keep on hand. It also gives more advanced hints on the finer points of riding and how to trace mechanical and electrical faults.

Like *Power & Pedal* it is good value for 3/6d. from book sellers and motor cycle dealers or 3/9d. post free from:

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

THOUGHTS ON BUYING

By

BROOK LISTER

Choose Your Dealer First

WITH all goods requiring after-sales-advice and possibly attention (e.g. Radio, Television, Typewriters, and of course Mopeds) IT IS MORE IMPORTANT WHERE YOU BUY IT THAN THE MAKE YOU GET, ALL OTHER THINGS BEING EQUAL.

In most areas there are acknowledged 2-stroke specialists dealers, often *Villiers* stockists of long standing or pioneers of the clip-on engine. If after-sales-service is a big point in your mind this type of firm should be considered.

Premises are a good guide to any firm's efficiency. In cases where one is just buying something which cannot possibly break down, one naturally chooses the shop with the largest choice and the most convenient serving arrangements; wherever it is.

Moped buyers, however, don't want bustling in, serving, and bustling out—at least I wouldn't if I was going to spend £60 or £70 !!

A Trader friend of mine in the Midlands has the kind of shop I should go to for a Moped. It is not in the busy shopping area, therefore one can "natter" to him for half an hour without being constantly disturbed. He has a grand range of machines on show (though I disagree with his habit of NOT pricing them with clearly-read tickets) and through an archway one can see bins full of spare parts.

The place is clean, but not "posh" and details such as a convenient ash tray in which to drop cigarette ends put one at ease.

The road outside his shop leads only to a factory. I never realised how handy from a purchaser's point of view was this until I witnessed one of his rider-salesmen issuing a B.S.A. *Bantam* to a 17 year old "learner" rider.



In the quiet of that street the veteran taught that boy the controls, and not until he had ridden a satisfactory "practice lap" did he allow him to ride away. That's real point-of-sale service.

Hire Purchase

There has been unfortunately, some indistinct advertising and pricing done in our Trade, and work is going along all the time by Trade Associations to try to enforce uniformity.

Many Hire-Purchase Companies will allow all the costs of a machine including insurance, tank filling, providing or writing number plates, licence holder, etc., etc., to be embodied in the Agreement. (There is a ruling that Road Tax is payable separately).

The law at the moment lays down that whether new or second-hand one must pay a deposit equal to one half of the cash price. This is seriously affecting dealers opportunities of disposing of used machines and compelling them to lower their part-exchange allowances—

so be prepared for this if you are handing an old machine in.

Interest is only chargeable on balance after deposit is paid and should normally not exceed 10 per cent (2/- in the £) for a twelve month hiring period, or 15 per cent (3/- in each £) for an 18 month term.

In some cases you may calculate on the price of the machine fully equipped, plus insurance, number plates, "L" plates and even the initial fill-up. Take half this total, add Road Tax and this will be the down payment.

Divide the other half of the value by 12 or 18 and add interest at 10 per cent. or 15 per cent. to get your monthly payments figure.

Other houses, however, may only work on the price of the bare machine to start the calculations, which means that all the extras have to be added to the down payment, but leaves a smaller balance on which interest has to be paid and the monthly payments divided out.

From this it will be seen why advertisements of the same machine often differ as regards Hire Purchase terms.

Is a Moped a Financial Proposition?

In the right hands, doing work within its capacity, the answer is unquestionably YES.

We have been selling (and this may surprise some new readers) a true Moped for about 3½ years. It was not as elaborate as to-day's machine, but was 49 c.c., chain driven.

The very first one we sold is still doing arduous daily service ridden by a Police-Sergeant who is no lightweight. Its original cost was about £63 equipped. (The same machine to-day is nearer £40—Editor).

We have been responsible for its maintenance over all its life and know that it has cost about £15 to keep on the road, which includes a major overhaul costing about £10, and new tyres and tubes bought recently.

One can sum it up like this :—

	£	s.	d.
Original cost of machine	63	0	0
15,000 miles at 150 m.p.g.	25	0	0
Repairs and replacements	15	0	0
Comprehensive Insurance 3½ yrs.			
Road Tax for 3½ yrs. ...	3	1	3
	<hr/>		
	111	6	3
Less value today for round figures, say ...	21	6	3
	<hr/>		
	£90	0	0

or approx 10/- a week for the 3½ years.

To do the above mileage, this machine has averaged around 13-14 miles per week-day 6 days a week, and its owners have been able to come and go as they pleased independent of 'bus timetables.

Our records are beginning to show that the newer Mopeds, even roughly driven, do nearer 180 m.p.g. (some riders get 200 m.p.g.), and after nearly 12 months the spares demand is still confined to spring links and tail lamp bulbs. Definite design progress has been made, and the man who buys a Moped to-day should show even better figures at the end of 3½ years.

Actual Machine Selection

Your dealer will probably be stocking a simple 49 c.c. Moped around the £40-45 mark, a few different 49 c.c. 2-speed jobs around £65-£75, the old stalwart 98 c.c. single speed autocycle and then possibly lightweight motorcycles and Scooters.

Your choice has to be a balance between what you can afford in time and money whilst you are using the machine, and what you

expect the thing to do.

Cubic capacity and general design do matter—Bus Companies and Fleet Transport Operators go most precisely into the matter, and almost invariably buy the very best well-proved initial equipment—for they are watching the *cost per mile*, taking all expense factors into consideration.

If you only weigh 10 stones, live in flat country, and only have 5 miles a day to ride, the simple single-speed machines will do all you require, and due to the fact that it will never be strained it will last a long time before you pay a penny out for repairs. A more expensive machine would not produce sufficient speed difference to be appreciable over your 2½ mile one way journey.

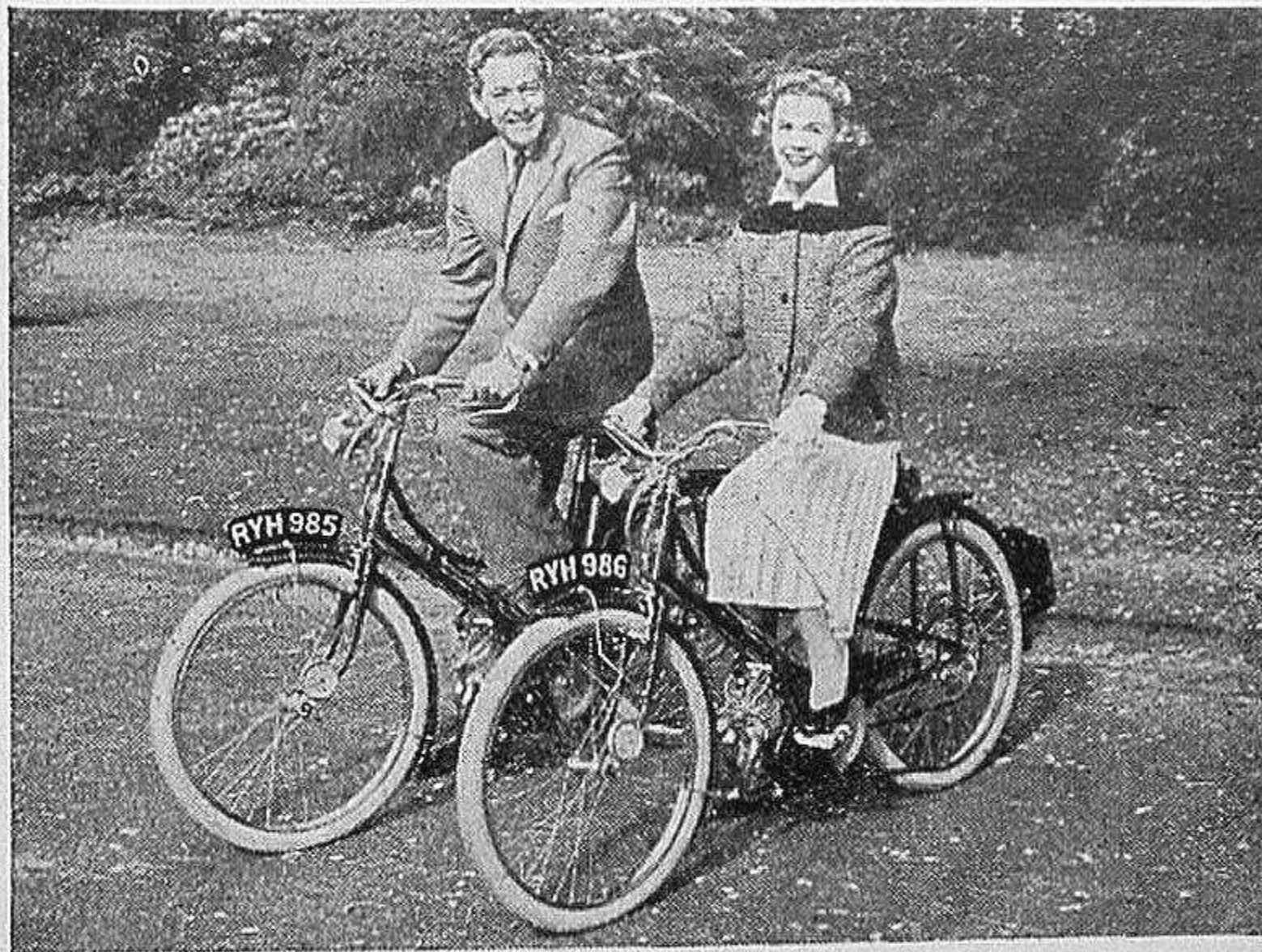
On the other hand, the man who weighs 14 stone and lives in a hilly district is likely (if he buys the same machine) to be eventually disappointed when he meets a combination of head-wind and hill and finds he has to make a staunch pedalling

contribution. In addition, the machine is being "hammered" to the limit of its strength and it is plain common sense that he will start his repair and spares spending sooner.

Tell your dealer how much you weigh, tell him how much you are prepared to spend, tell him the length and kind of daily journey you are going to do. Tell him also of any garaging problems you have. Warn him also if you intend to eventually fit windscreen and/or legshields. If you are not content with mere transport, but like to "bat-on" at times, let him know that too.

With all this information, he will do his best to advise the right bike for you, for any business man's obvious aim is to sell goods which do not raise awkward-to-handle complaints. Furthermore he relies for future business upon the kind of reports you make to friends about your bike.

Good luck, wise choosing, and many happy motorised miles!!



THE MOBYLETTE MASTER AUTO-CYCLE

For only 5/4d. a week you can "Go Buy" Mobylette. With a fuel consumption of 200 m.p.g., high efficiency 49 c.c. engine and the handling qualities of a cycle, the Mobylette is the answer to everyone's Transport problem. Wherever you go it will save time and money, especially now that fares are on the increase again. The Standard Model costs £41.4.7 or £20.14.7 deposit and balance over 24 months. The de Luxe Model, fitted with automatic clutch, costs £46.6.11 or £23.6.11 deposit. Send for free illustrated catalogue and Road Test Reports.

PRIDE & CLARKE LTD., DEP. P.P., 158 STOCKWELL ROAD, LONDON, S.W.9.

MAINTENANCE WITH A DIFFERENCE**IT'S NO TROUBLE** by W. Barnett

I N 2½ years cyclemotoring I have discovered the only sure way to trouble-free running, and the advantage of my method is that it involves no trouble itself. As much cannot be said for any other advice I have ever heard or read!

I discovered the Simple Secret quite by accident. More correctly, it was, so to speak, thrust upon me. When I bought my motor, like so many others, I was determined I was going to get the best from it, and I carried out all the routine maintenance tasks laid down in the maker's instruction book. I also kept everything clean and shining, and devoured all the technical information I could find. I experimented with petrols, oils, ratios, plugs; and I had my share of all the usual minor troubles and irritations.

Then, after some time I acquired a car, though I continued to use my cycle for the daily journey to work. But I was now out in the car most week-ends and a lot of the summer evenings, and so no longer had the time to give any attention to the motor.

This state of affairs has been going on long enough to prove that all a cyclemotor needs is LEAVING ALONE.

Really leaving alone, I mean.

You, Sir or Madam, must be really firm about this business of leaving things alone. Right from the start you must make up your mind to it, and beware!—for it won't be easy. But it will help if you throw away the instruction book as soon as you get the model home, and should the maker have been misguided enough to include a kit of tools with the motor (not too likely, this), you must put these into the dustbin also. It will require a strong mind to do it, but minus these things you can start on the

proper footing and there is every chance of a grand friendship developing between you and your machine.

If something does go wrong, take it back to the dealer at once, and be as dumb as you can about explaining the trouble, but make sure he knows you haven't touched the motor and wouldn't know what to do anyway. The dealer will appreciate this, for it gives him something to grumble about, and the enjoyable time he will have in his "local" that evening, telling his pals what clots he has for customers, will put him in the right sort of mood to straighten out your trouble without charge, you being a newish customer as well.

Next, you *must* resist all temptations to clean the motor. Externally, I mean. Clean the cycle if you're the fussy type, *but leave the motor alone.*

A nice coating of dirt, particularly over the outside of the carburettor, stops the kind of dirt which does the damage from getting in—if you see what I mean. And if yours, like mine, is a roller driven job, this protective dirty covering will form quite naturally in a surprisingly short time. And once you've acquired it, you can forget all about blocked jets, sticking needles, and nuts working loose. But you must never try to wipe the dirt off, because if you do you're certain to drive some of it in, and that's where it causes the trouble.

Don't talk with "knowledgeable" friends about the troubles with which two strokes are beset, and don't read the technical articles about them. To do this is inviting trouble, I'm convinced. The worst service the Editor could do us is to print this technical stuff, but I believe he's too wise and kind a man to do it. Remember that the more scared you are to undo

one nut on your motor, the better for it and you.

As regards de-cokes, the answer is—DON'T DO IT. I very, very occasionally gently scrape out the exhaust port and silencer, but my motor doesn't really like even this small interference with her "innards," and tells me so by making machine-gun-like noises with her exhaust for a few days, before she settles down to the normal quiet and friendly buzz which I have come to expect from her since I have been "leaving her alone."

And that is all? Yes, and to some of you it may seem mostly tripe. But look at the facts:—

My motor is 2½ years (or a little under 10,000 miles) old, and does 90 miles per week on ½ gal. of petrol. Last full scale de-coke was in February this year, done by my dealer who was fitting me some spring forks at the time. One quick scrape out of the exhaust port since then, by myself in June, and the plug scratched over with a wire brush at the same time, and not looked at since. External cleaning—none of any sort. Other attention—the usual very occasional oiling of cycle hubs and control cables.



AMAZING PERFORMANCE makes the

PHILLIPS Gadabout

THE
Easiest
Quickest
Simplest
WAY TO
GO PLACES



NO FARES
NO QUEUES



TO WORK



FOR PLAY



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PRICE **68** GUINEAS

complete with Electric Lighting and Horn; Number Plates and Licence Holder (70 Guineas with Speedometer)

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PHILLIPS CYCLES LIMITED · SMETHWICK · BIRMINGHAM 40

ROAD TEST REPORT

A British-built
Mo-ped, the

NORMAN "NIPPY"

(NOTE: *A first impression road test report on this machine appeared in our February issue*)



AMONG the first of the British cycle and motorcycle manufacturers to take up the new market in 50 c.c. machines, the Norman Company has already a long experience, especially in lightweight motorcycles, and still makes one of the few remaining 98 c.c. auto-cycles on the home market.

Their new 50 c.c. machine is basically a well tried continental design and uses the *Sachs* 2-speed, engine/gear unit. The frame is of pressed steel, incorporating the fuel tank in the main member. The front forks are also pressed steel with bottom link-springing. Mudguards are deeply valanced to provide full screening of the 23in. x 2in. wheels and tyres. Detail work includes built-in headlamp and electric horn, carrier and toolbox. A headlamp-mounted speedometer is available as an optional extra. 15-watt lighting current is provided by the flywheel magneto and finned, full-width hubs enclose

the internal expanding brakes.

On The Road

For a cold start a "tickle" of the carburettor is needed, warm or hot the engine can do without. As is now common with this type of machine it is most easily started by using a pedal as a kick starter with the machine in neutral, either on its stand or off. It could, however, be as easily got away by just pedalling off and dropping the clutch with the Top gear engaged. No decompressor is fitted or needed as there is a cut-out button on the lighting switch assembly for stopping the engine.

Under weigh, the most commendable first impression is gained of sheer handiness. The machine "feels right" from the first turn of the wheels and this feeling of naturalness stays with the rider under all conditions. Traffic rid-

ing is easy and safe with adequate engine power to maintain normal speeds, certain steering and good road adhesion, particularly appreciated on wet roads.

The performance of the *Sachs* engine is already well known and it is sufficient to repeat that acceleration is lively on first gear up to about 10/12 m.p.h. when a change into Top carries the machine smoothly up to its maximum of 27 m.p.h. on the level. The Top gear performance is very good, it being quite possible to get away from standstill in this gear without abusing the clutch. Most main road hills are taken easily at about 20 m.p.h. and the normal maximum can be exceeded handsomely down hill without the higher revs. causing vibration or signs or distress from the engine.

The most comfortable and economical speed was around 22/23 m.p.h. which is obtained on a little over half throttle. Above this

speed the engine can be heard and felt a little more than the little extra speed warrants.

Good steering and the feeling of solidity about the frame inspire confidence at full speeds, even on bad surfaces. The rather short movement of the fork springs combines well with the cushion effect of the 2in. tyres to hold the machine well down on the road and afford a good standard of riding comfort. Bends and quite acute corners could be taken really fast so long as the rider remembered not to leave his inside pedal in the down position where it grounded rather too easily.

Neither of the brakes on the test machine would lock its wheel, that on the front wheel being probably deliberately so designed to cope with the turning moment of the bottom link suspension units. A quick stop could, however, be made with both brakes used together. Mudguarding was first class and the engine unit stayed clean and free from oil stains throughout the test.

Summing Up

That it feels right and looks right sets the standard for judgement of the *Nippy*. The appearance of the machine attracted favourable comment from a number of people both as to line and colour and to its clean and sturdy appearance. There are no bits and pieces hung on as afterthoughts to the main design and the degree of enclosure provided keeps the engine in its place and the weather off the machine and rider most effectively.

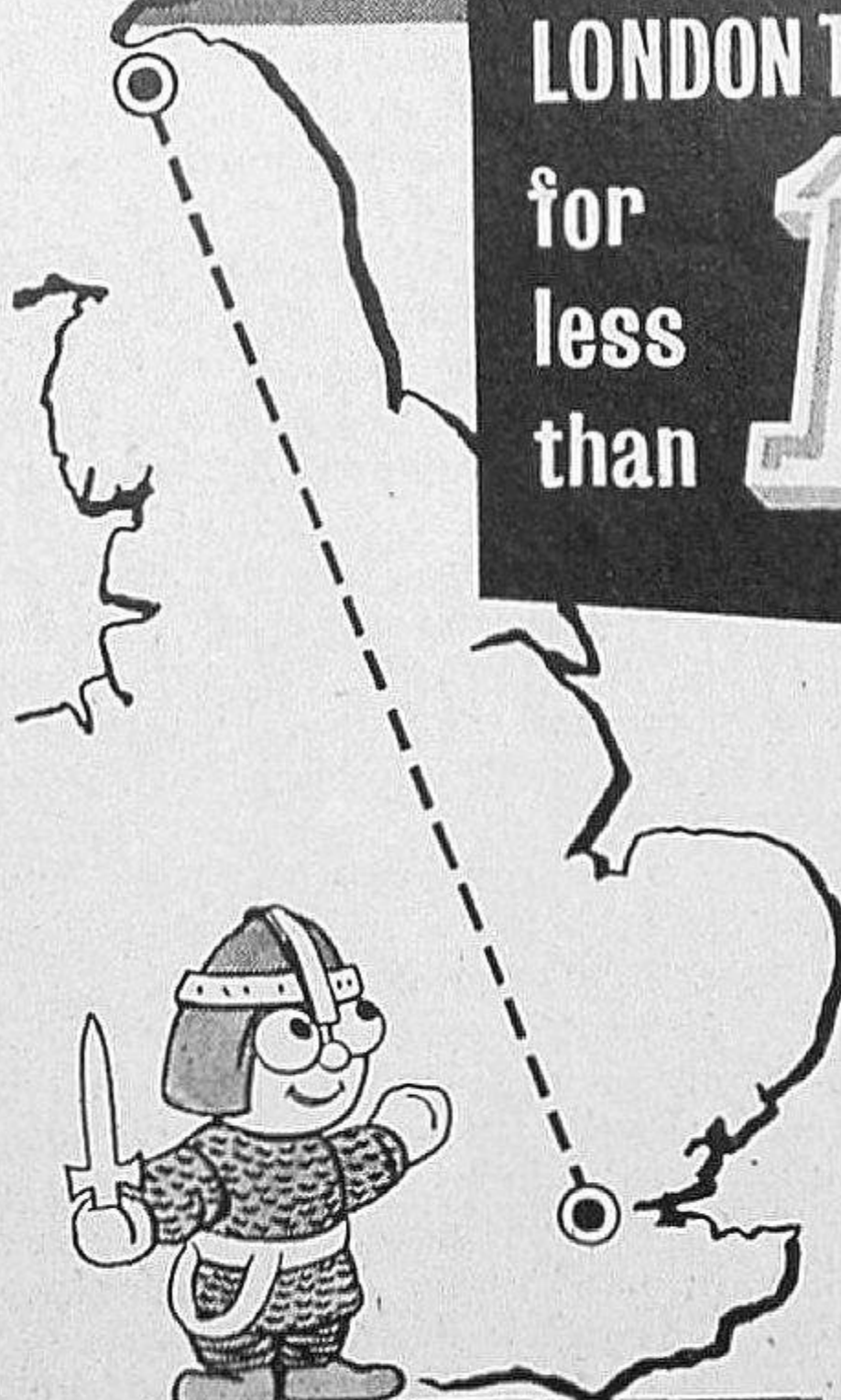
The only point of criticism noted is that the central stand is too narrow to hold the machine on a camber or in a high wind, a minor point that could well be dealt with in future models.

The *Nippy* is now generally available in agents showrooms and we expect to see it coming on the roads in numbers in the near future.

A MIRACLE OF ECONOMY.....!



LONDON TO EDINBURGH
for
less
than **10!**



Talking of economy, the *Norman Nippy* makes for inspired riding at surprisingly low cost. One gallon of petrol carries you along for two-hundred miles—that's really cheap travelling! Two-speed gear—easy pedal starting in the stationary position, the robust "small wonder" 50 c.c. engine is capable of reaching 30 m.p.h. Price (including tax) £71 . 18 . 6. See your dealer for attractive H.P. Terms.

NORMAN *Nippy*

A COMPANY OF THE  CYCLE DIVISION

NORMAN CYCLES LIMITED, ASHFORD, KENT

ROAD TEST REPORT

An Austrian, the PUCH MS 50

FIRST described in our issue of October 1955, the *Puch MS 50* is now handled in this country by Ryder's Autoservice of Bootle, Lancs. It is manufactured by Steyr-Daimler-Puch AG. of Vienna who also produce the scooter under the same name.

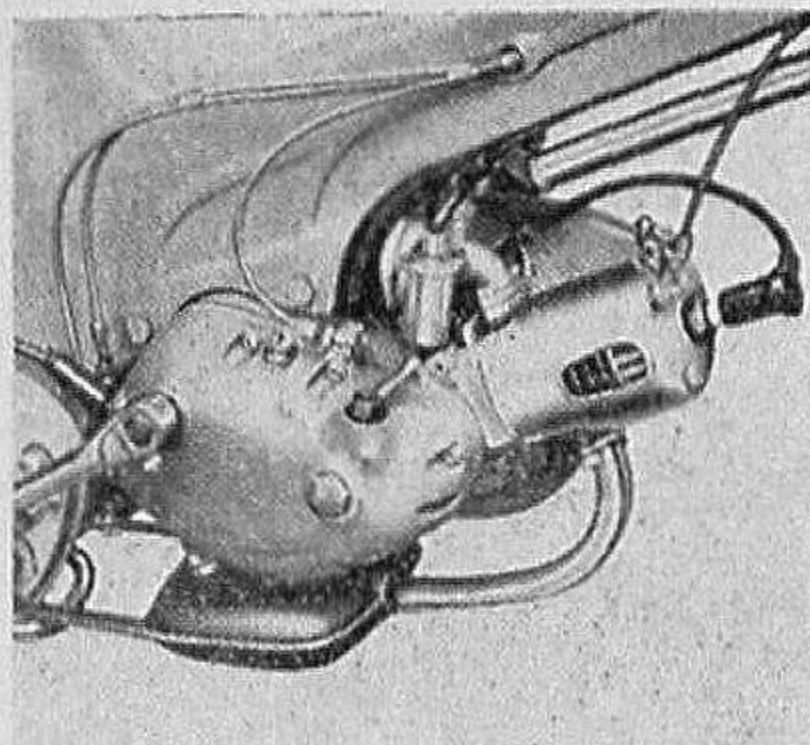
The machine has a number of unusual features. The 49 c.c. engine is blower cooled with its cylinder almost completely enclosed in its cowling which forms a single smooth face over the whole engine, crankcase and gearbox. Primary drive is by gears; the single plate clutch runs in oil and the pedal gear is built into the engine/gear unit. The *Bing* carburettor incorporates an oil-wet air filter with an inlet silencer.

Of pressed and welded steel construction, the frame is built up in a single piece from steering head to and including the rear mudguard. Rear suspension is by swinging arm fork and hydraulically damped spring units. The front forks are also hydraulically damped telescopic units with the headlamp as part of the pressing of the upper fork section. A separate fuel tank of 5-pints capacity is mounted on the main frame member just behind the steering head and includes a detachable panel over the tool compartment in the top.

The flywheel magneto has lighting coils with an output of 17 watts. Tyres are 23in. x 2in. and there are 3½in. hub brakes to both wheels. The wheels, incidentally, have quick release knockout spindles. The soft pansat saddle is hinged at the nose and rubber sprung.

Road Performance

Starting is facilitated by the provision of a car-type choke mounted at the steering head.



Blower cooled and fully cowled

With this pulled out for a cold start, one push on a pedal with the decompressor on the right handlebar used to get it moving would start the engine every time. The choke needed to be used sparingly when the motor was warm, but the decompressor is required to start things turning because of the 6.5 to 1 compression ratio employed.

Most noticeable thing about the engine as soon as it is started is that it revs very smoothly, two-strokes almost all the time and is unusually quiet, both mechanically and at the exhaust.

The acceleration from standstill is very lively and the change up can be made anywhere from 5 to 15 m.p.h. according to the degree of hurry demanded. Once in Top gear the machine stays there until it is brought to a standstill again. Maximum speed, which also can be used as the cruising speed, so thorough is the cooling, is around 30 m.p.h. with an ability to over-rev above this speed still quite smoothly. This dynamo-like feel throughout the very wide rev range is an outstanding characteristic of the unit. The primary drive is quiet, the oil-running clutch very

smooth and the transmission free from snatch.

Hill-climbing is very good indeed and in one respect beat most of the other 2-speeders we have handled. Not only could the *MS 50* climb long, steep drags in Top gear without pedal assistance, but it could also be stopped and restarted on 1 in 12, revved up hard in First and then taken up to Top again to complete the climb. This flexibility, coupled with the high power output of 1.8 b.h.p. makes the *Puch* easy to handle and affords high average speeds.

The telescopic springing at both ends of the machine naturally afforded a higher degree of comfort than that of rigid framed jobs with the relatively limited fork movements popularly provided. The 4in. movement on the front end and 3in. plus saddle springing at the rear ironed out all the minor bumps and softened the blows of big ones. Steering was good, except that the rather limited lock hindered manoeuvring out of the saddle. Brakes were better than current average.

Report

Other minor criticisms are that a high grade and high priced machine like this should have a built-in electric horn and that the centre stand tended to let the machine roll forward at the slightest provocation.

Apart from these details we were very much impressed by the very high quality of material and workmanship as well as the interesting and practical design features of the machine. Her Austrian designers have worked to produce something different from and better than the rest and they have succeeded in their aims. The relatively high price of the *MS 50* will prevent it having a wide popular market, but those people who like to have the best and want it in the form of a comfortable, high performance moped will find much to attract them in this interesting and individualistic machine.



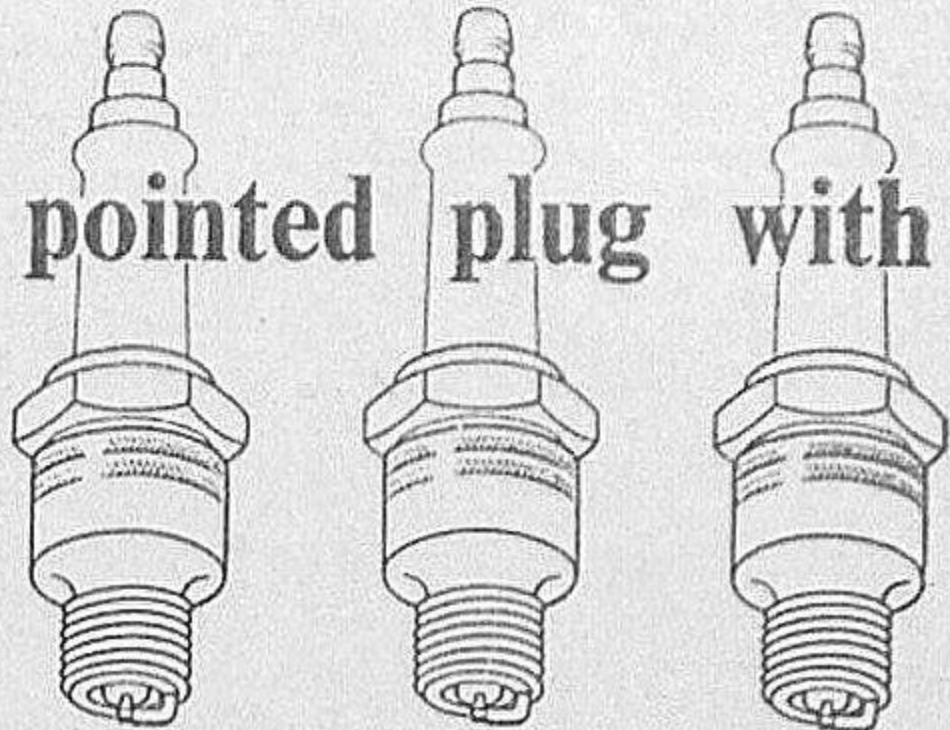
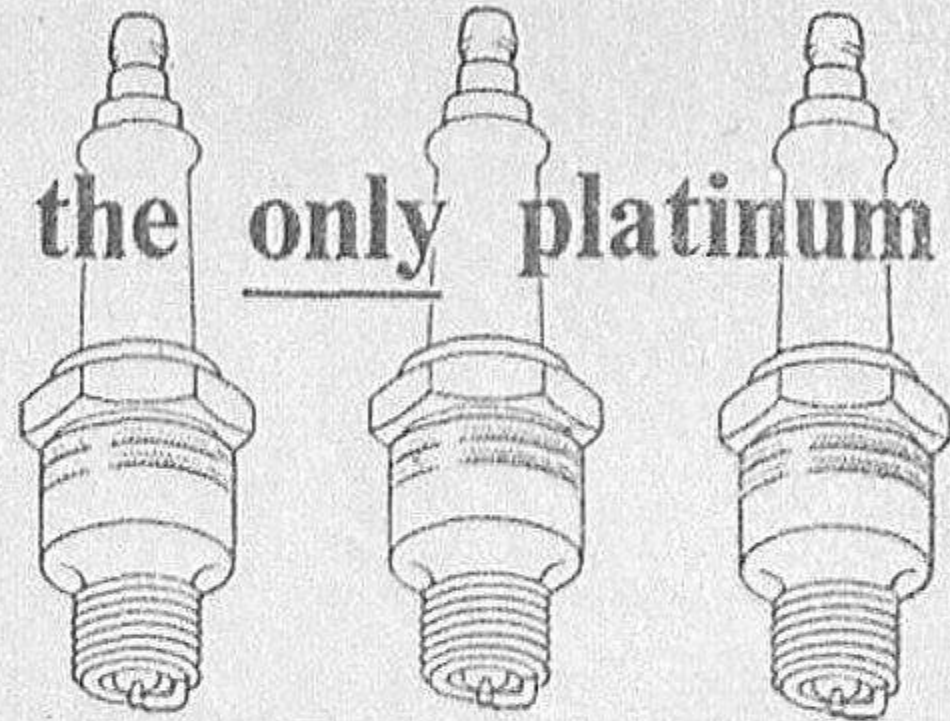
A mo-ped with a difference is the MS 50. It has attractive looks, front and rear telescopic suspensions and a very lively performance. Note the smooth exterior of the cowled-in engine unit.



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M.C.5

CORRESPONDENCE

Graphite

Your correspondent (Mr. Pringle) is most unfair to the manufacturers of *Colloidal Graphited Oil* by suggesting that their product was the cause of his engine oiling up.

I too am a *Quickly* owner—and have used *Mobiloil D* and *Grand Prix*, both S.A.E. 50, in the ratio of 1-25 with good results.

However I changed to *Colloidal 2-stroke* after reading the booklet issued by Edward Joy & Sons, on "2-stroke lubrication".

Is Mr. Pringle sure that he re-assembled the engine correctly after his first de-coke? He talks glibly of "stripping down", which is more than I have done after 2,400 miles. (I have done one cylinder head only and exhaust de-coke) and the engine is running merrily on *Colloidal 2-stroke*.

Obviously the symptoms of unburnt oil "dripping from the exhaust" would suggest that something more than the oil was at fault, slow running, too much throttle, and possibly an error in the proportion of oil to petrol, could all cause over oiling.

Finally *Colloidal Cyclemotor Oil* is not the correct oil for the N.S.U. *Quickly*. According to Edward Joy & Sons the recommended oil is *Colloidal 2-stroke* which, I am informed, is also recommended by the secretary of the N.S.U. Club of Great Britain.

FREDERICK CATON

Liverpool, 14.

"Quickly" Maintenance

With reference to the letter of Mr. C. E. Rann which was published in the February issue I would like to make the following observations. I am in complete agreement with Mr. Rann regarding the inflator and centre stand fitted to the *Quickly*, but I beg to differ about his third point and would like to advise him about the other. The filling of the *Quickly* gearbox is quite simple if one uses a plunger type oil can. Remove the check plug and filler plug, then holding the machine upright with one hand, insert the oil can nozzle in the filler-plug orifice and pump in oil until it just trickles out at check-point. A word of warning here, pause a second or two after each few pumps and give the oil time to find its level, otherwise the gearbox may be over-filled. I am personally of the opinion that the addition of a more upright filler-plug would impair the otherwise quite clear lines of the engine.

It is regrettable that no instruction is given about lubrication of the wheel-hubs in the otherwise very compre-

hensive handbook but the fact is that they are not intended to be oiled. The hubs are packed with a special H.M.P. grease which lasts several thousand miles and only needs renewing when the hubs are stripped for inspection. On no account should any attempt be made to oil the hubs, otherwise oil may find its way onto the brake linings and braking efficiency will be seriously impaired with possible disastrous consequences.

ERNEST F. DRAPER

Nottingham.

"Quickly" Pleased

I am the owner of an N.S.U. *Quickly* and would like to state how thoroughly satisfied I am with it.

Apart from two punctures I have had no trouble at all since it was purchased last June. I have covered 2,236 miles to date, so far without a de-coke. This I find really amazing in such a small engine. Apart from a very slight loss of power on hills it seems as good as ever.

JAMES FINDLAY

Glasgow.

The Editor is not responsible for 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.

"Quickly" Again

May I endorse Mr. C. E. Rann's opinion (*Power and Pedal* February) of the N.S.U. *Quickly*.

I graduated to a *Quickly* from a *Power Pak* and am as pleased as Mr. Rann.

I also had trouble with the stand but by bending it found that it would withstand all but the highest winds. I did this by simply sitting on the 'bike while the stand was down. The pump too seemed awkward but later found the lack of connection no handicap and the result just as efficient.

On points 3 and 4 I entirely agree, the amount of oil to be put in the gear box should be stated in the instructions, the gear box is awkward to fill and there is no instruction on how to oil the back and front hubs. I also found the tyres were sub-standard compared to English tyres. Nevertheless I think it is an extremely good machine.

I hope the *Power and Pedal* carries on as well as it is doing and would like to see it published fortnightly. I am sure lack of publicity is keeping down the sales, I should not of heard of it without seeing someone collecting an order which I borrowed. It's been on order for me ever since.

I should like to see answers to the correspondence as this covers the little irritations which crop up to less skilled among us. I think this is important.

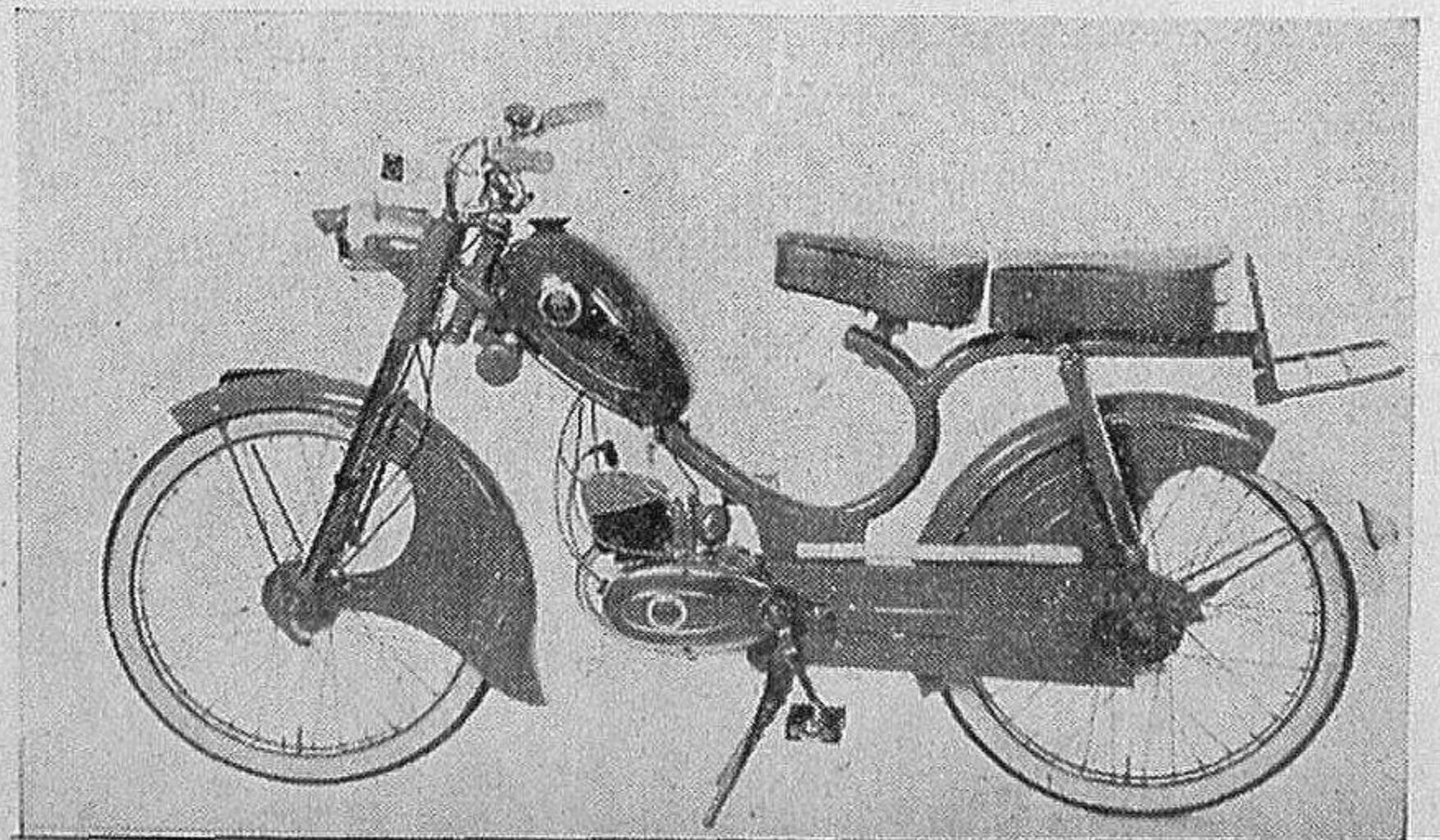
STUART RUSSELL

Derby.

More Teagle Service

I own a *Teagle* cyclemotor with which I am well pleased.

May I say that I have ridden a number of motor cycles during the past few years including a number of



From Holland comes this HMW-engined CENTRO in a two-seater model, shown here, and in standard form. It will be handled in Britain by Winsmith (Finchley) Ltd.

two strokes, in which I used a petrol to oil ratio of 16 to 1.

Last year I took over this *Teagle* and happily covered about two thousand miles—then I listened to the so called experts—the special graphite oils—and their ratio of 32-1. I tried it. Before I had used half a tankful a horrible clanking noise was given out by my poor *Teagle*.

I returned this engine to *Teagle*

explaining exactly what I had done—obviously no blame could be attached to *Teagle & Co.* However within eight days I received my cyclemotor from *Teagle*—completely reconditioned. Included in this was a new silencer and new plug and plug cover—and the advice note was marked FREE OF CHARGE.

Previous to this I had received from *Teagle* an Instruction Manual, Tools

and other odd things also free of charge.

Quite obviously *Teagle* offer the finest service in the cyclemotor world. Indeed in all my experience I have never been offered a service that is even half as good as that of *Teagle* in any field whatsoever.

I am now using a ratio of 16 to 1 and I find *Cyclemaster* and *Castrol* Self-mixing good reliable oils.

My *Teagle* is now covering the miles without missing a beat—and plenty of power to spare.

Previous to this I have never written a letter of recommendation.

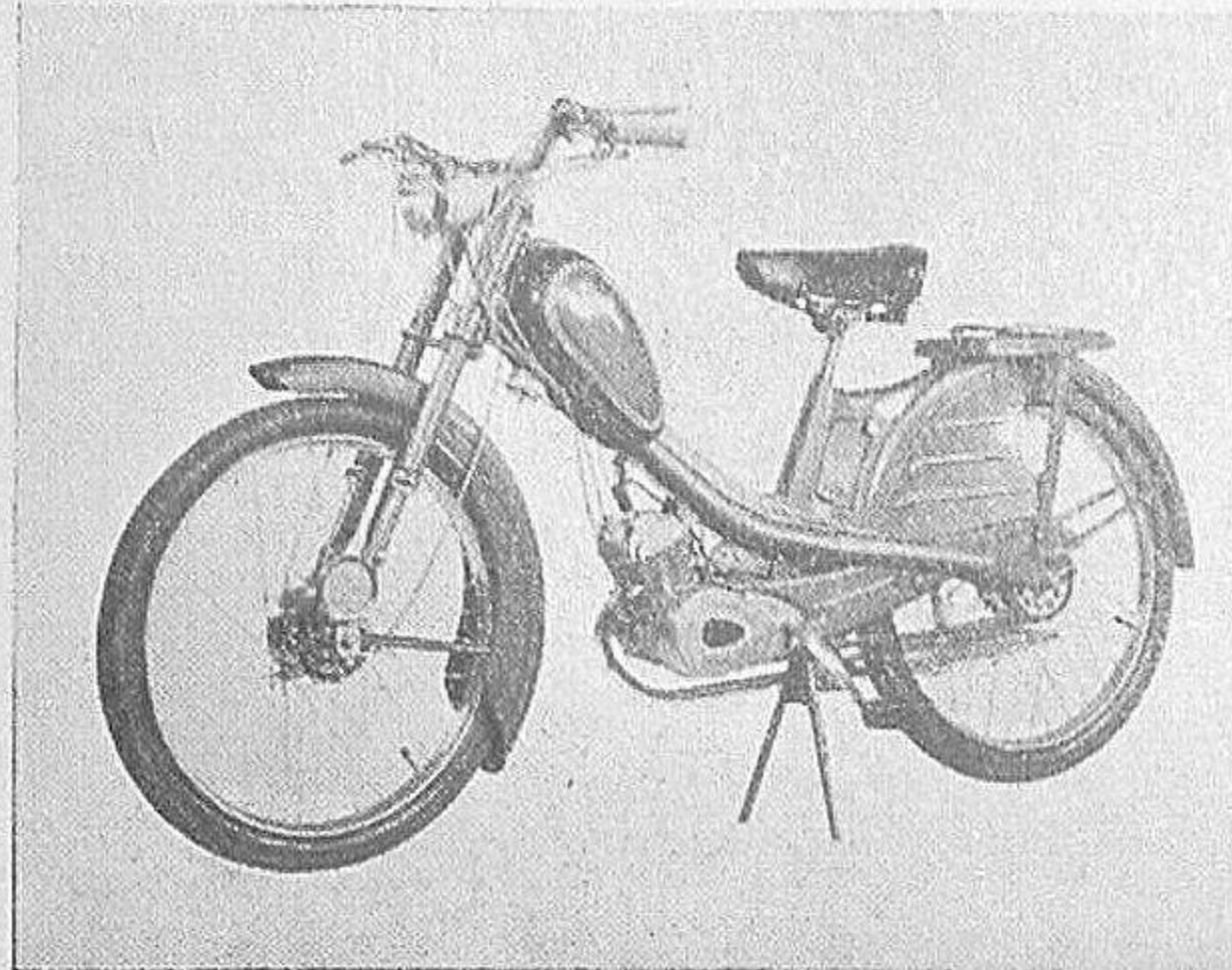
T.T.D. 495

Flixton.

New Reader

I was introduced to *Power & Pedal* in January of this year and was very surprised to discover such an interesting and informative monthly that has been delightful to read.

As I acquired a *Vespa* a few months ago, I was pleased to read under *Scooter Girl* hints for a new driver, in the January issue. I am a matron in my late forties and welcome any help in my new venture to drive under power.



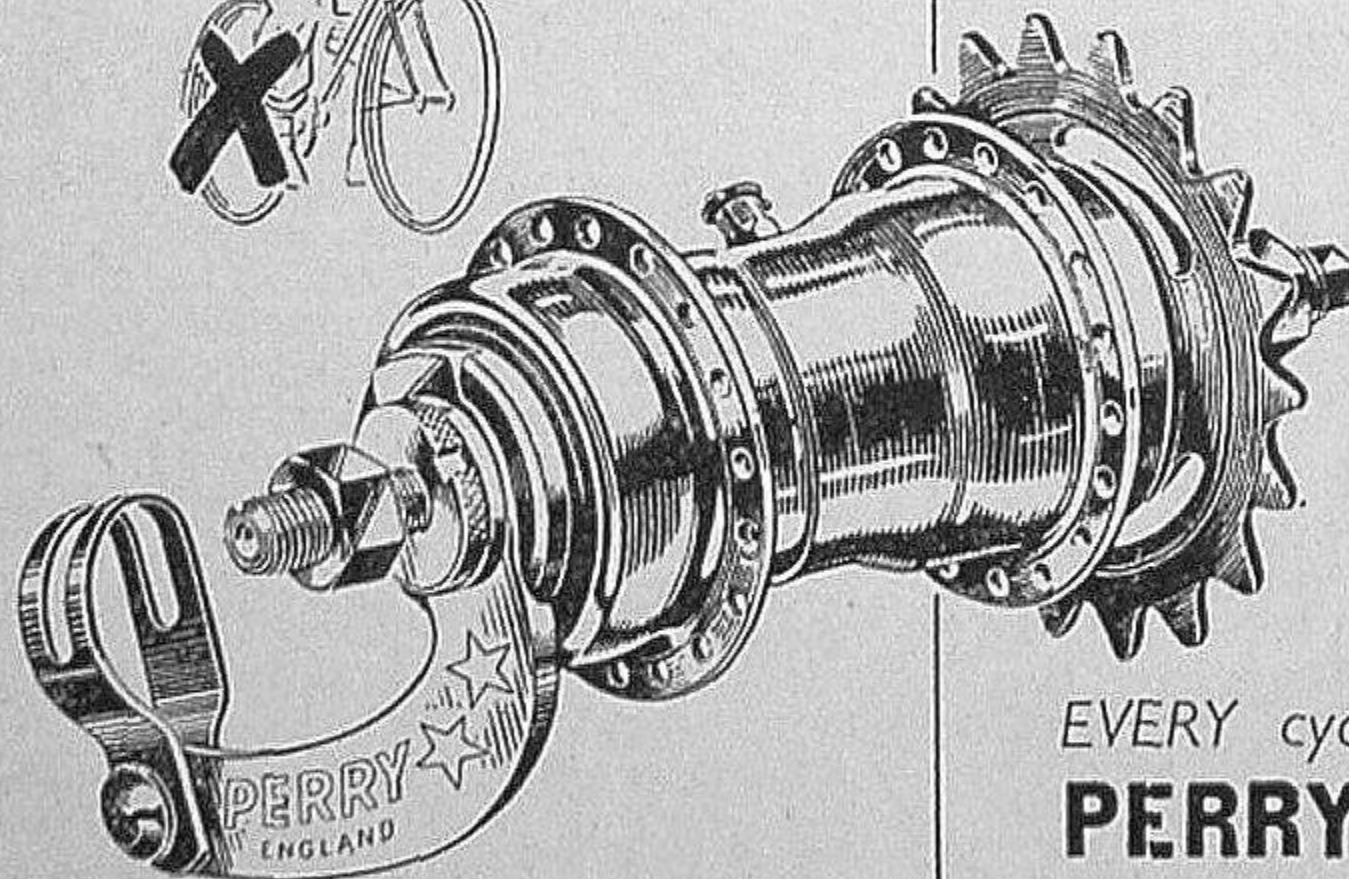
The PHILLIPS mo-ped which made its first appearance as a surprise item at Earl's Court last November is now available. It is priced at 68 gns.

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Back-peddalling Brake



X marks the spot where the PERRY coaster hub brake fits on your bicycle, motorised or self-propelled, to give you that extra stopping power which makes all the difference. Operated by backward pressure on the pedals, the PERRY safety brake gives you absolutely controlled braking, whether for coasting slowly down hills, or sudden emergency stops. And, because it's a foot-brake, your hands are always free for steering, signalling and handling controls.

EVERY cycle is better for a
PERRY COASTER HUB BRAKE

—all the safer to cycle with!

Ask your dealer for a demonstration, or write for free descriptive literature to Perry Chain Co. Ltd., Tyseley, Birmingham, 11

Up to date, I have found that *Vespa* repairs are expensive and would be pleased if it were possible for you to do as A. R. Gander suggested in the March Issue, regarding hints and tips and drawings of Model G which would help me for one to understand my scooter.

Your Journal is on my delivery list and I am looking forward to lots of enjoyable reading and information in your future publications.

The best "tanner's" worth of the lot.

SCOOTERETTE

Manchester

Scooter Wants

I would like to express my agreement with Mr. Emery's letter in the March issue concerning the amount of space devoted to scooters. With the growing flood of machines coming onto the market, there must be many like myself who are considering the purchase of a scooter and would welcome more descriptive articles, and test reports on new machines. Since your space is at the moment limited, I would suggest that the "Scooter Girl" articles could be reduced to one every two or three months. While the correct choice of clothing to wear on a scooter is important, particularly to women, I do not think it justifies the occupation of so large a proportion of the limited space at your disposal.

I think you could render a valuable service to your readers if you were to publish a series of about six articles of a

general nature, which without going into controversial details like the two-stroke / four-stroke argument, would provide prospective purchasers with a general outline of scooter design, sufficient to enable them to know what points to look for and to be able to ask salesmen intelligent and pertinent questions.

As a final point, might I suggest that you append a list of manufacturers and importers to your list of "Current Market Prices"? At the moment, a new machine appears in the list (there are four in this month's), but until a covering advertisement appears the prospective purchaser has no guide as to where he can go for further information. If space limitations do not permit this, then perhaps it might be possible to add the relevant names and addresses for the new machines only.

M. CATTON

Teddington

(Watch *FLASHES* for news of new machines—ED)

Spares Prices

I am in full agreement with "Disgusted" of Manchester Vespa Club. The largest part of any repair bill is the "spares". The high cost of Scootering is the general maintenance (This seems to cover *all* makes). Indeed if it was not for the fact we are able to cover some of these expenses by the M.P.G. it would be cheaper to own and run a car. In regards to bodywork pressings, why cannot plastics or fibre-glass be used? As to what can be done about it, nothing, unless we organise a mass

protest or boycott. If anyone has any ideas that have sense, I'll be very interested.

Good luck to *Teagles*, if only we could have a service even half as good as theirs. How about a Moped or Scooter from these people with their guarantee, they would catch the whole market.

No. 48

Bromley

Scooter Spares Prices

A letter which appeared in your March issue regarding Scooter Spares prices has brought the following comments from our Spares Department. Your correspondent states that he paid 2/4 for a rear wheel nut approximately 1in. x 5/8th. Spares Department state that their prices are 1/3 or 1/6 according to model *Vespa*. In regard to the Clutch nut 5/8th x 1/4in. here your correspondent states he paid 4/3 for one. Spares Department's price of it is 2/4 or 2/5 according to model *Vespa*. In regard to the set points for which he paid 12/6, this price is fixed by B.T.H. and we cannot pass any comment on this.

DOUGLAS (KINGSWOOD) LTD

Bristol.

Vespa Club

The present committee of the famous Cheshire "Cats", including myself, has decided to resign and dedicate their efforts in forming a Scooter Union and Cestrian Scooter Club. This resolution was mainly adopted because

Contd. on p.175

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



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- ★ LEAVES PROTECTIVE, WATER-RESISTANT FILM
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"Between Trafalgar and Waterloo"

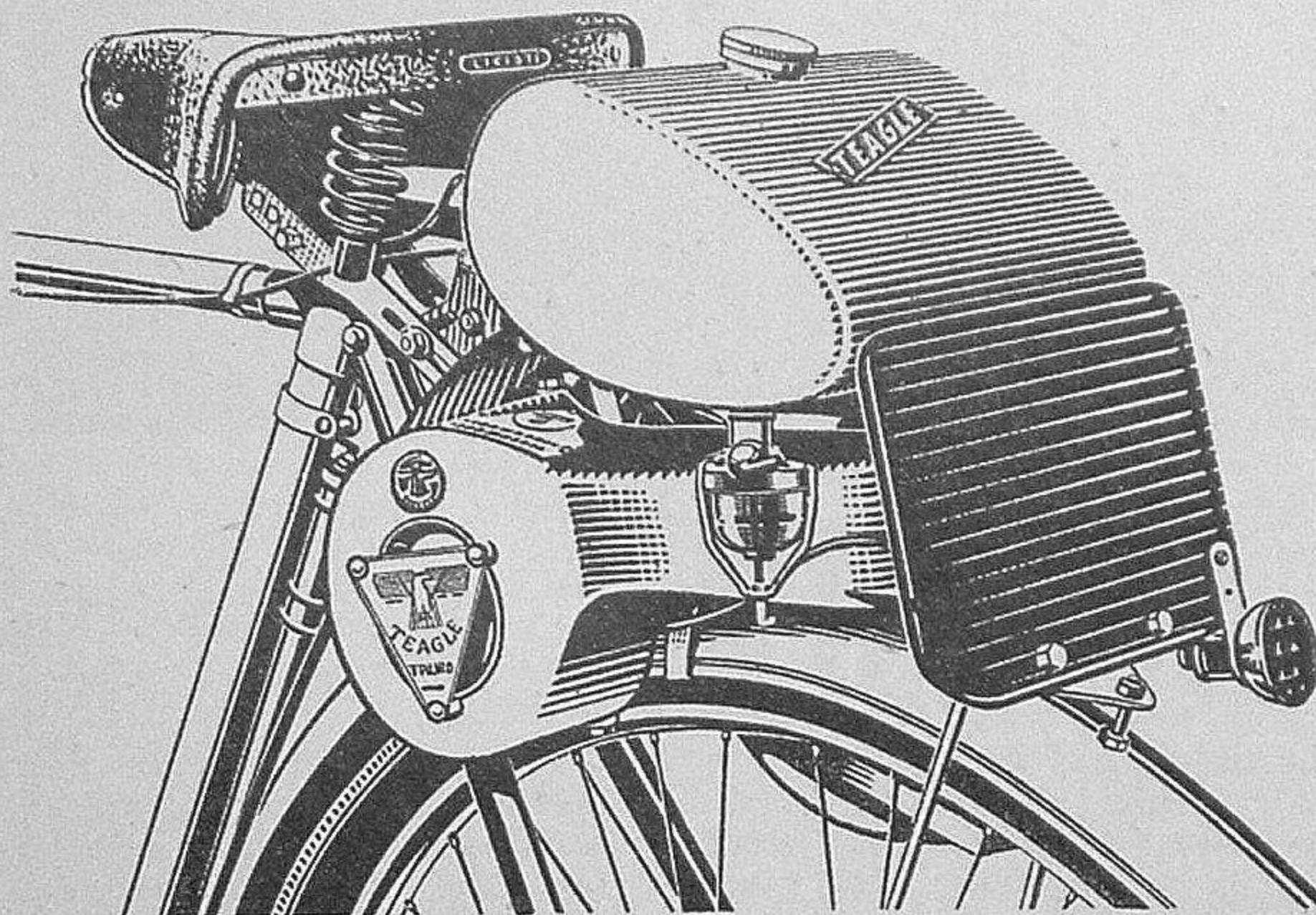
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Because there's nothing on the road to-day to compare for Power, Performance — or Price. Superbly manufactured in the Teagle tradition of fine craftsmanship — tough, simple and thoroughly reliable. Yet if it's speed you want, this little 'Gem' will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



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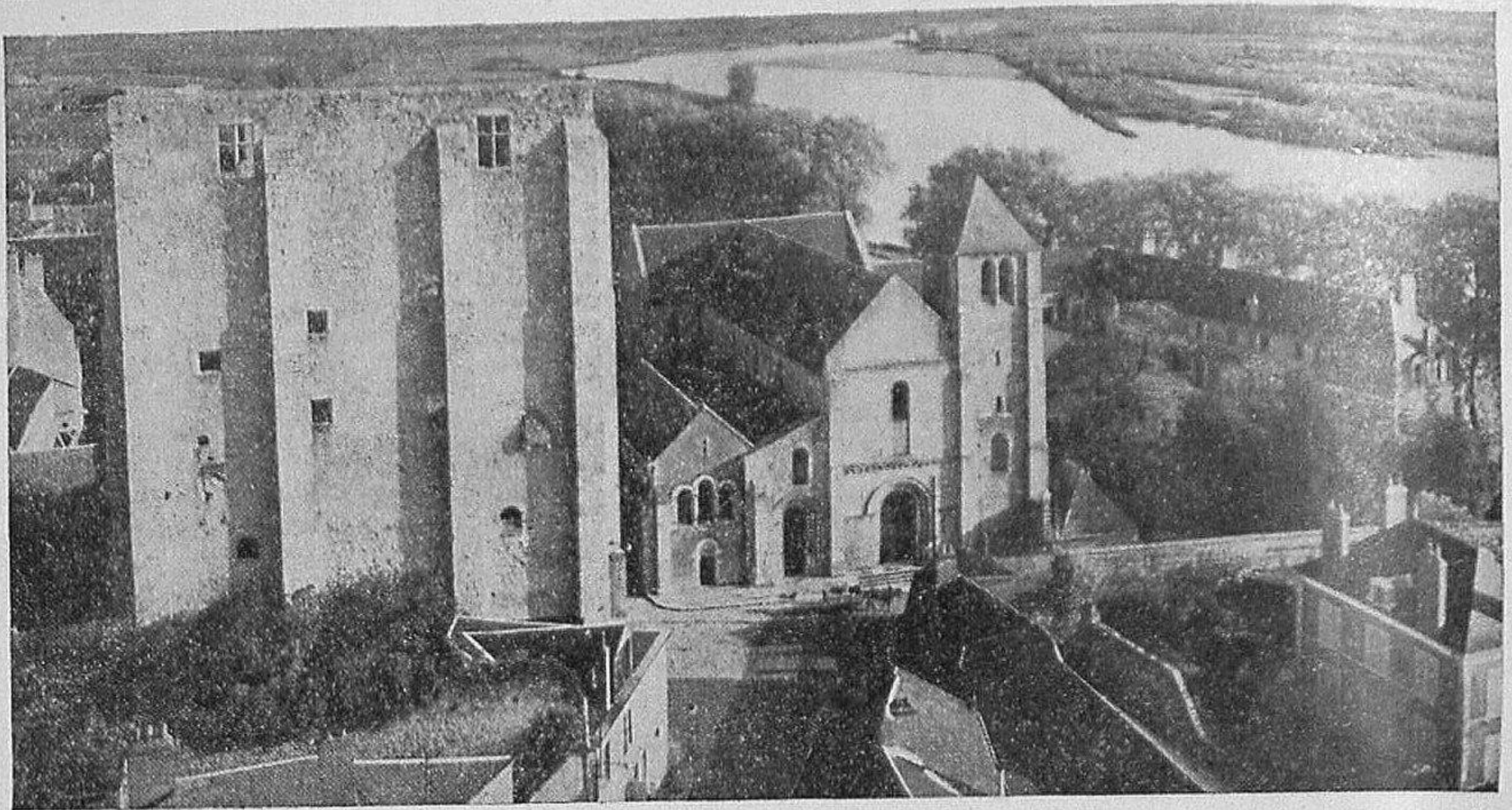
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Practical Touring

AS foreign correspondent in Eastern Spain and the Balearics for a group of British newspapers I find my *Vespa* absolutely indispensable. I never dreamt, however, that I should drive through Europe on it and thoroughly enjoy the experience. But last summer I did so, and the articles I am now writing—based on that 5,000 miles trip—are designed to provide other scooter owners with the kind of information they will need when planning a *cheap* holiday abroad.

First of all, let me say that if time is not a limiting factor you can go literally anywhere on a scooter. I went as far south as the fringes of the Sahara, and reached Stockholm in the north. Furthermore, I never once had any trouble with roads, Customs officials, or accommodation. In fact, in every country I visited people were most

TOURAINNE

helpful and kind.

Bearing all this in mind, and the fact that the language problem doesn't exist these days for wherever you go you find somebody who speaks English, you can now get down to the pleasant task of making plans for a Continental holiday.

If "abroad" is new to you, you'll naturally not want to venture too far from home, and assuming—as I do—that you want value for money it's essential to choose some district where there are inexpensive hotels, first-class roads, and something to see and do.

The obvious choice, where all these conditions are fulfilled, is Touraine. Only a day's easy run from Dieppe, it is situated in the loveliest countryside imaginable, and it has absolutely first-rate hotels where you can stay, living very well indeed, for—at the most—twenty-five shillings a day (no holiday I

by IAN MERCER
and his Vespa

describe should cost more than thirty-five pounds for a fortnight, all-in) some of the finest medieval castles in the world, excellent fishing and river bathing, and—in the towns—plenty of unsophisticated night life.

It is, of course, cheaper to establish a headquarters in one hotel, making day tours from there to places of interest in the neighbourhood, than to move from one hostelery to another, for the majority of hotels in the region will, provided you remain for three days or more, quote a reduced daily rate for room breakfast and dinner—what they call *demi-pension*—leaving you free to make your own arrangements in the middle of the day.

One such establishment, which I cannot praise too highly after staying there off and on for nearly ten years without having once had to make a single complaint, is the

Hotel St. Michael at Vendome. Here, in spotlessly clean surroundings, you will give about a pound a day for a nice bedroom, a sumptuous four-course dinner, and breakfast. That, in these times, is extraordinarily cheap, and the nightly charge for garaging a scooter, if you don't leave it on the road, which can be done quite safely, is only 1/-.

The food for a picnic lunch—a small loaf of crisp, French bread, some farm butter, cheese, liver paté, tomatoes, *rillettes* (a mouth-watering Tourainian speciality), and a large peach—will cost, together with half a litre of *vin ordinaire*, not more than 4/-

This being the chateaux country you will probably want to see at least some of the scores of castles within whose walls, in former times, the history of France was made. If so, I would particularly advise you to visit Amboise, for centuries an impregnable fortress, and once, for a short while, the home of Mary, Queen of Scots; Chinon where the Hostellerie Gargantua furnished admirable accommodation and equally admirable food, which is notable for having had as a guest that very sinister character Cesare Borgia; Chenonceaux (the Hostel du Roy, very cheap at 17/6 a day, absolutely inclusive), to my mind the most beautiful royal residence in all France; and Azay-le-Rideau, if only to have a look at what is claimed to be the finest fireplace in existence.

All these castles can easily be visited from Vendome between breakfast and dinner. Other centres where you can stay without exceeding the thirty-five pound limit for a fortnight include Cour Cheverney (Hotel des Voyageurs), Chaumont (Le Moutier Saint-Martin), Blois (Hotel Anne de Bretagne), and Montrichard (the Bellevue). At various periods I've been comfortably accommodated and well fed at each of them.

Actually, that is a gross understatement, for the food in this part

of France is superb, and at twelve o'clock, mid-day, the smell of sizzling butter mingles with the pungent odour of Caporal cigarettes to signal the arrival of *l'heure de déjeuner*. Shops close, workers down tools, and all the world and his wife enter upon the two most important hours in a Frenchman's day.

After lunch is over, all the male inhabitants—young and old alike—foregather in the street to play a game called *belotte*. It is a primitive form of bowls, and just by watching it for half an hour you will learn more about the people than by reading a dozen books.

Another good way of getting to know the French is by strolling round the markets. These are open, in every town, from sunrise until noon, while a weekly fair, which attracts farmers from the surrounding countryside, takes place in the bigger centres like Vendome, Blois and Tours.

These three places, by the way, offer the sort of entertainment I referred to as unsophisticated night life. In all of them you can dance, go to the cinema (it often "speaks" English), play the French variety

billiards, and—in Tours, at any rate—there is a night club.

While on the subject of Tours, I should mention that this town—the prettiest, in my opinion, in the north of France—has three hotels offering unrivalled value for money. They are the Brunswick, the Mondial, and the Rotisserie Tourangelle. None of them charges more than 30/- a day for full pension in the high season, and the food at the Tourangelle is as good as any I have tasted anywhere.

To sum up. *All* the roads in northern France are good; bathing is safe in most of the rivers, and notices state where it is not so; and both trout and pike fishing are available on payment of a small fee.

One last word. Nobody changes for dinner in any hotel I have mentioned, or will mention, so travelling light is quite in order. Indeed all I took with me through the whole of Europe and North Africa went into a dressing case. I washed out my nylon shirt and socks every night, and had my one suit pressed once a fortnight. It is, in fact, easy to look spick and span while on tour—if you go about it in the right way.

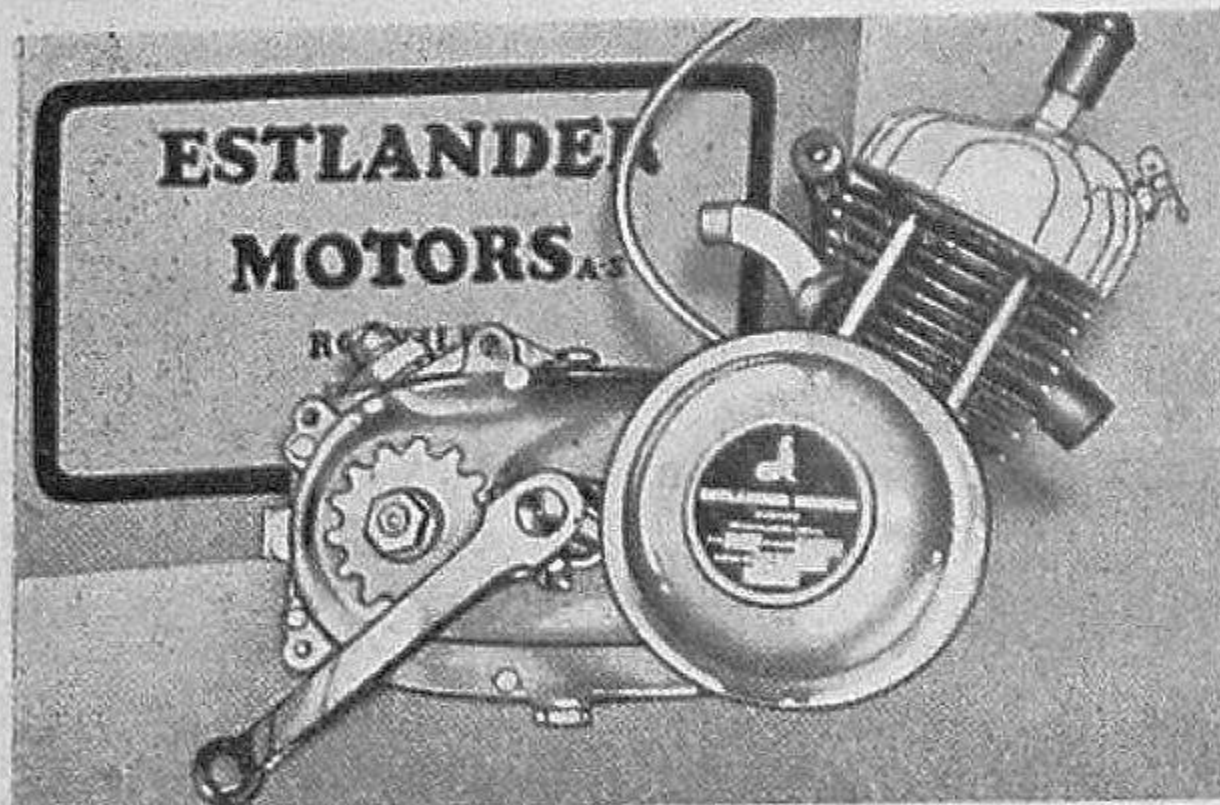
(LEFT) *A Loriet beauty spot—Beaugency.*

(RIGHT) *Typical Touraine vineyard scene at Vendangeurs.*

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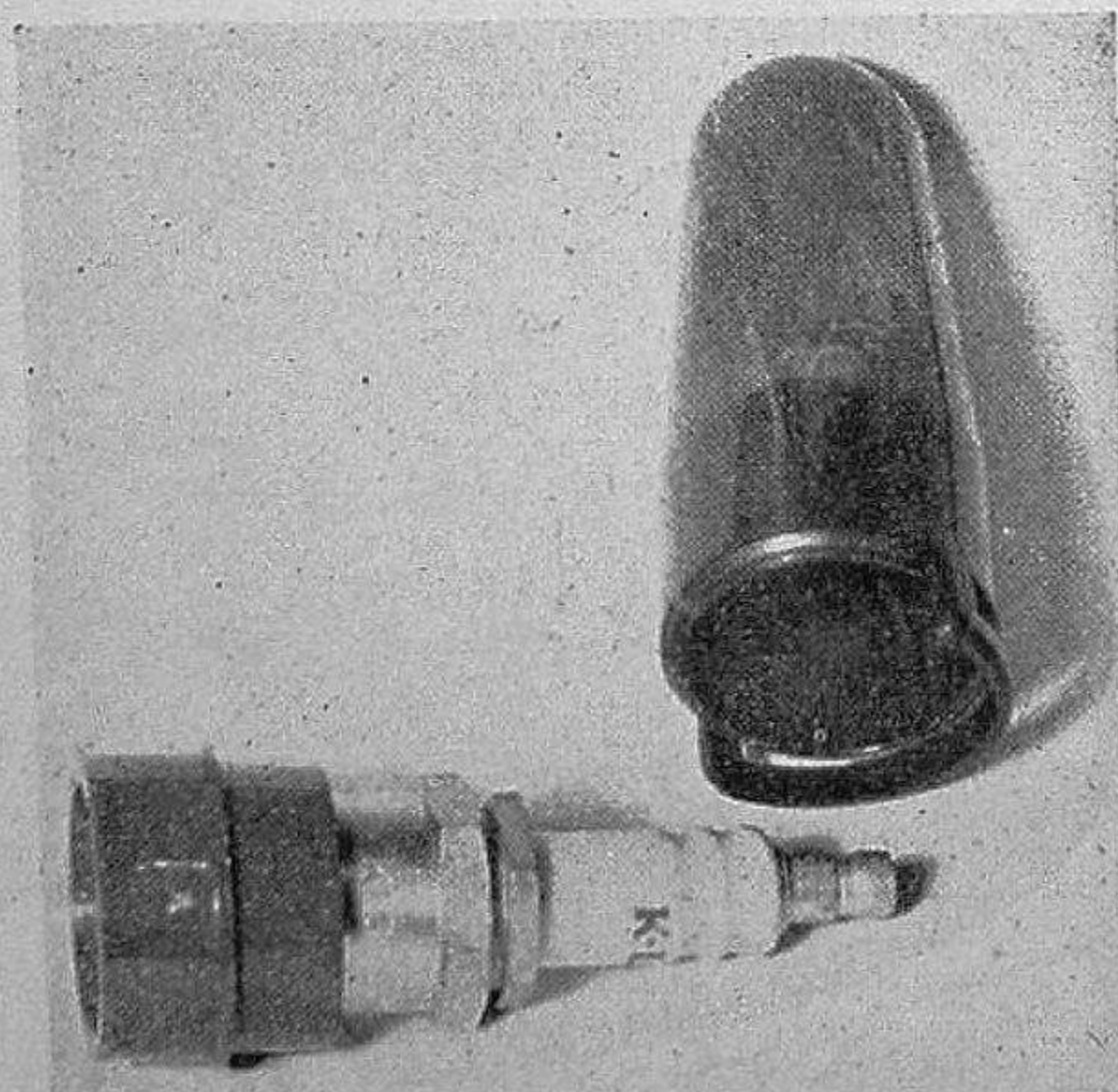
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RELIANCE 5972

of the attitude of the Vespa Club of Britain Ltd. which maintains in its Rules and emphasizes (even after official requests for alterations of the Rules), that former Vespa owners who might be founder members have to leave the Vespa Club of Britain if they possess a vehicle other than a Vespa. Many good pioneers and loyal Vespists had, therefore, to leave their friends.

The undersigned, a founder member and responsible for the 1st International Rally in Chester last year, is one of them, having changed to a *Messerchmidt Cabin Scooter*.

HASSO R. FELSING

Chester.

Lambretta Club

At the A.G.M. of The North London Lambretta Club fierce debate raged over the admission or non-admission of "foreigners" (non-Lambrettas) to a Lambretta club. Arguments were put pro and con. It was thought that admission would make the Club name a misnomer and that the different performance capacities for the several machines would present difficulties on club runs. Would the 200 *Bella* be content to tag along behind the leader riding a 125 c.c. machine? Would a

Heinkel owner attend a lecture on *Lambretta* maintenance? Or would he go along to a *Lambretta* rally? Would the club be split into cliques? The opposite side of the house argued that it would increase club membership with all the attendant benefits thereof. It would also widen the experience and interest of members and prevent anyone becoming *Lambretta*-bound. Cases were stated of friends not being able to belong to the same club because they owned different type machines. Members were sent home to ponder the ultimate question—would members be prepared to admit even the deadly rival, the bulging *Vespa*. I would like to have the opinion of other readers

L. LANGLEY

(Vice-Captain & Publicity Agent)

N.10.

Reply to Rollo

People who have no sense of humour are, in my opinion, no benefit to the community. Therefore, if it appeared that my reply to the topic of "icy roads" was "pessimistic and taking a wisecrack too literally", then I am left without the courage of my own convictions.

However, I still maintain that the subject of skidding is not one to be

wisecracked about. If "Rollo" had to have seven stitches in his leg caused through a skid which befell my club secretary a short while ago, he would be forced to agree.

In writing the interesting point about Swedish and Canadian motorcyclists racing on frozen lakes, our good friend omitted to mention that the machines used are fitted with special tyres equipped with long metal spikes!

If, as he says, it is almost impossible to make a machine slide whilst riding hands off, maybe my safest bet would be to swop my scooter for a uni-cycle. For those readers who, like myself, are interested in the progress and thought being carried on an effort to keep the balance of a two-wheeler, I would like to quote the following extract from a letter I received from the U.S.A. :—

"—Efforts are constantly being made to cope with the heavy traffic that is on the roads today. A news item states that within a few years we should see a lot of *two* wheeled motorcars equipped with a balance wheel under the chassis, which, when spinning will stop the car from tipping over when standing still"

Well, there's a thought!

ALLAN E. ASHLEY

S.E.9.

CLUB NEWS

This month sees the very welcome arrival of a new 50 c.c. club. Owners of machines of 50 c.c. or less are invited to join the **Belfast and District 50 c.c. Club**. *Captain*: T. A. HARRYMAN, "Moyle", Knockbreda Road, Castle-reagh, Belfast; *Secretary*: A. S. LYSTER, 77 Lansdowne Road, Antrim Road, Belfast.

New recruit to the ranks of Lambretta Clubs is the **Happy Wanderers Lambretta Club** based on Dartford, Kent. Club night is the first Tuesday of the month. Meet 8 p.m., Y.M.C.A., West Hill, Dartford. *Secretary*: D. WREN, 102 Manor Way, Barnehurst, Kent.

The **Quickly Club of Great Britain** plans runs for the second Saturday and last Sunday in each month.

Marriage is popular among Scooter riders. On February 25, *Secretary* of **Brighton Vespa Club**, Mr. R. O. MacDemitria married the *Assistant Secretary*, Miss Pauline M. Virgo.

First wedding of **The Bats—S.E. London Lambretta Club**—took place on February 4 with that of Mr. and Mrs. Beckingham. They had kept their plans secret from the club.

South Essex Vespa Club Treasurer Evelyn Hughes is to be married on April 1.

Remember the first rally in the *Lambretta* programme is the **Southend Rally** on April 22 and in the *Vespa* programme that run by **Thames Valley** on the same day.

The resignation of Hasso R. Felsing, *Secretary*, and the *Committee* of the **Cheshire Vespa Club** is the subject of a letter in our correspondence column.

The new *secretary* is Mr. J. TOMPKINSON, 46 The Parade, Hoyle, Chester.

Owners of all scooters, whether on two or three wheels, who would like to take part in the **First International Scooter Rally** to be held at Chester, probably on 28 and 29 July are invited to contact Mr. HASSO R. FELSING, 4 Sandown Terrace, Chester.

The first AGM of the **Vespa Club of Britain** has been tentatively arranged for April 21 somewhere in Central London.

Rosina, "pin-up" of the **Lucky Thirteen Scooter Club** has started a career as a model and, appropriately, will be seen on scooter advertisements. The Club thanks its new member Mr.

Stratford, of S.S. Motors, Lee Green, for the opportunity of trial runs on latest scooter models. There was an excellent attendance for a film show given at the club H.Q. by *Esso*.

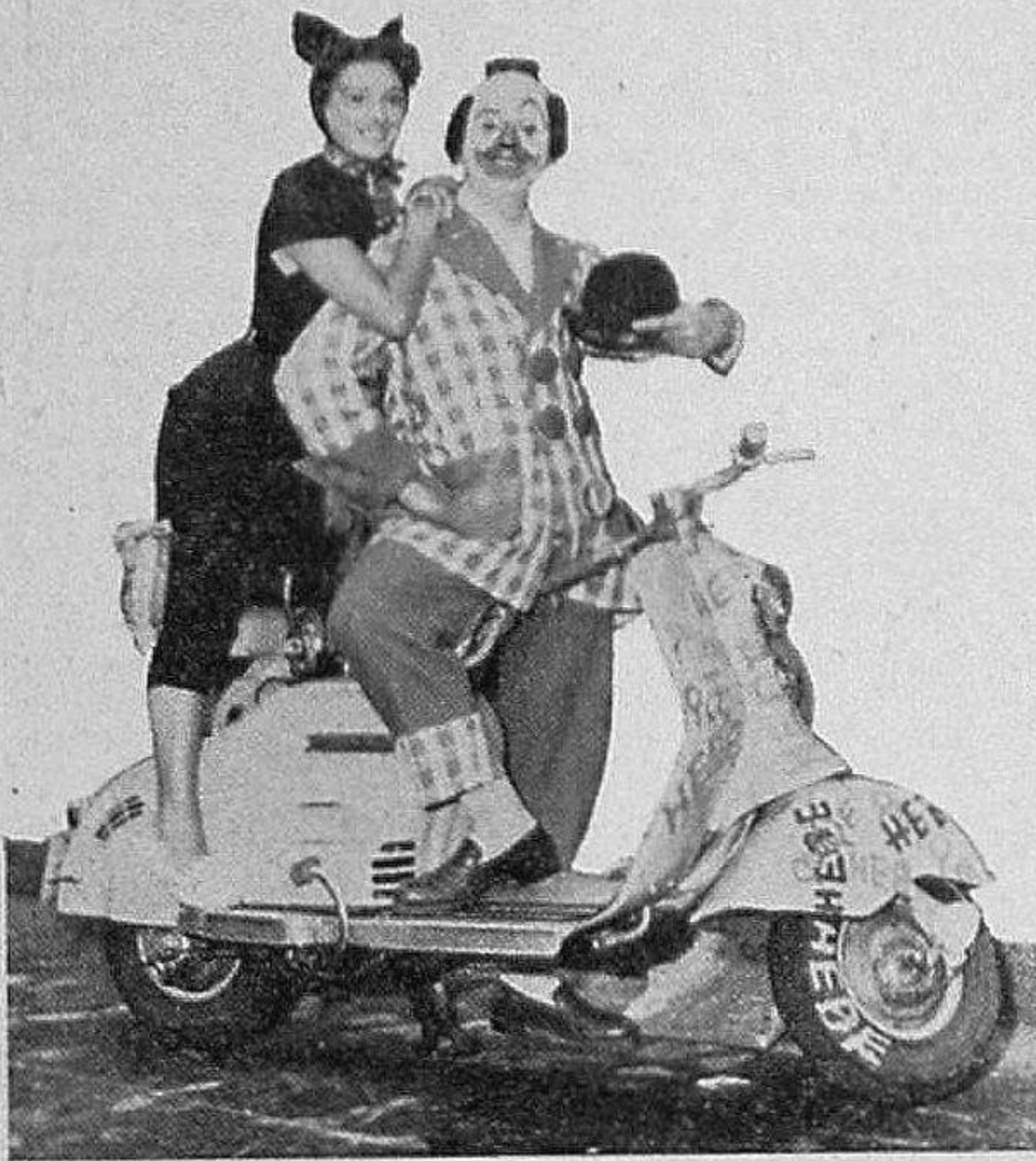
Summer activities of the **Norwich and District Scooter Club** will include a 16-day tour of France, Northern Italy and Switzerland, leaving Norwich on August 4. Estimated cost of the trip £35. 4s. 0d.

The **London Scooter Club** will spend Easter on a four day tour of South Devon.

All mod. cons., billiards and darts are to be found at the new H.Q. of the **Herts Lambretta Club**—the *Royston Club*, College Road, St. Albans. Meetings fortnightly. Plans in hand for summer trip to Bordighera on the Italian Riviera.

The **North London Lambretta Club** made a very successful tour of Stevenage new town and old. The Mars-like costumes of some of the members were perfectly *à la mode* in this satellite town. Moores of Tottenham are supplying the Club with a set of tools and spare parts to take on club runs.

Eleven of the bolder spirits of the



Rallyists —
Buenos Aires
Style

Photo: H. Hulsinga

N.W. Lancs Lambretta Club braved the snow in a run *via* Ingleton, Kingsdale and Deepdale (across a spur of the Northern Pennines), and were compensated by a first-class feast of ham and eggs at the Sun Hotel in Dent. The supper and film show on 1st March was attended by some thirty members and Mr. W. M. Pye, M.B.E., was happily installed as first President. The Club shows every sign of developing into a large organisation and owners of all makes of scooter are invited to join.

The Scooter Cut—why hasn't anyone thought of it before? The quiff beneath the crash helmet. Never mind, a start has been made at a recent meeting of **The Bats** (S.E. London Lambretta Club). Mr. Sweeny Rose gave a hairdressing demonstration. Brag of the month also comes from **The Bats**. One new member is reputed to have bought a scooter in order to join the Club.

All agreed that the meal was excellent and the evening mirthful when the **Tunbridge Wells Lambretta Club** held their first Annual Dinner and Dance at the High Rocks Hotel on March 3.

A lecture by Mr. Knight of Lambretta's was enjoyed by members of the **Wessex Lambretta Club** though he may have gained the impression that all club members were constantly trying to improve the performance of their scooters.

Bromley Vespa Club hope that their May 27 rally will be held at the Crystal Palace. If it is it will be the first *Vespa* rally ever to be held in London.

A cup to be competed for annually has been given to the **Falconwood Vespa Club** by Mr. Shaw of Messrs. Motor Cycles and Engineering Services. Messrs. C. J. Neuman have supplied the club with two of their Nubrex grease guns to test on *Vespas*. Club night is Thursday—8 p.m., the Scouts Hall, Warwick Road, Welling, Kent.

Any Vespiste is welcome to the **Lea Valley Vespa Club** spring social to be held at the Britannia Hotel, Edmon-ton, London, N.18 on April 7 at 7 p.m. Admission is free but please tell the Secretary if you are coming—Bernard Sparrow, 198 Devonshire Hill Lane, London, N.17 (BOWes Park 0864). Club members remember the semi-AGM on April 5, 8 p.m., Clubroom.

APRIL PROGRAMMES

Quickly Club of Great Britain
Runs on 14th and 29th.

North Lancs Lambretta Club
8th—Run: Trough of Bowland, Whitewell and Ribchester. Meet Pye Motors, Lancaster, 1.30 p.m.
18th—Evening Mystery Run. Meet Pye Motors, 7 p.m.
29th—Run: To Bolton Abbey. Meet Pye Motors 10.30 a.m.

North London Lambretta Club
2nd—Motor Cycle Scramble at Ilford. Meet Orange Tree, Friern Barnet, 10 a.m.
5th—Club night. The Orange Tree, Friern Barnet. Lecture on "First Aid" at 8 p.m.
8th—Chislehurst Caves, meet Orange Tree, Friern Barnet, 11 a.m.
15th—Mystery tour. Meet Orange Tree, Friern Barnet, 2 p.m.
19th—Club Night, Orange Tree, Friern Barnet. Social night, starting 8 p.m.
22nd—Lambretta Rally at Southend. Meet Orange Tree, Friern Barnet 9 a.m.
29th—Chiltern Hills. Meet Orange Tree, Friern Barnet 10 a.m.

N.W. London and Middlesex Group the Club Lambretta
1st—April Fools Day Run. Leave Iron Bridge, 9 a.m.
2nd—Run to Goodwood motor racing to meet week-enders at Goodwood race track, 2 p.m.

Merseyside Vespa Club
1st.—Fools Run. Meet Liverpool Tunnel Entrance, 9.30 a.m.
4th—Supper dance, Speke Airport, 3/6. Public dance but will as many members as possible get together.
29th—Little Morton Hall and Mow Cop.
May 13th—Moel Fammau

Mid Warwicks Vespa Club
5th—ANNUAL GENERAL MEETING, followed by Bedlam Drive (this does not involve *Vespas*) Windmill Inn.
7th—Lea Valley Social
21st—Vespa Club of Britain, AGM, in London
22nd—Thames Valley Kingston Trial May 6th—S. Essex Rally.
Until further notice meetings every Thursday, 7.30 p.m. at Windmill Inn, Tachbrook Road, Leamington Spa.

Vespa Club of Nottingham
2nd—Run to Southwell and Newark. Meet Nottingham Market square 11 a.m.
15th—A.G.M. "Gladstone", Loscoe Road, Nottingham, 7.45 p.m.
22nd—Run to Dovedale and Manifold Valley. Meet Nottingham Market Square, 10 a.m.
29th—Run to the Dukeries. Meet Nottingham Market Square 10 a.m. Club night at the "Gladstone".

Thames Valley Vespa Club
4th—Monthly business meeting
8th—Mystery Run, meet Hampton Court Station, 10.30 a.m.
22nd—RALLY AT HURST PARK

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Scooter Topics

by
ROLLO

BY the time these notes appear the new season will have started in earnest with Easter on the doorstep to greet us. Many new riders will have joined the scooter ranks since this time last year and some new makes of scooter have made their appearance to add variety to the scene.

On the whole it looks like being a very interesting season indeed. Club life is well established and already seeking new forms of organisation; manufacturers are taking real interest in building up service organisations; and the international nature of the background to the development of the machines seems also to have affected the riders—they travel everywhere but preferably across frontiers.

The range of new machines gives

a far wider choice than before. There are two or three ultra-lightweights of 50 c.c., the 74 c.c. *Hobby* with its "self-drive" transmission to tempt the unmechanical, a pretty and ladylike "98" with self starting and a whole group of the more familiar 125's and 150's with varying specifications and prices. Then comes quite a formidable selection of luxury machines, good-lookers with smooth, fast engines, four-speed gearboxes and built-in everything. If this variety in machines leads to the development of an equally wide display of riding types we shall see some strange things in 1956.



A stunt dreamed up by a publicity man recently well-known in the scooter world—Fifty Messerschmidt cabin scooters "invade" Piccadilly to boost a new toothpaste.

Weight and Wheels

One of the problems that is already with us is the definition of our machines. What is a scooter?

No doubt there are some funny answers to this but it is not meant to be a funny question. The insurance companies have had to create a standard description to fit into the pattern of their statistical references and have already run into trouble with it.

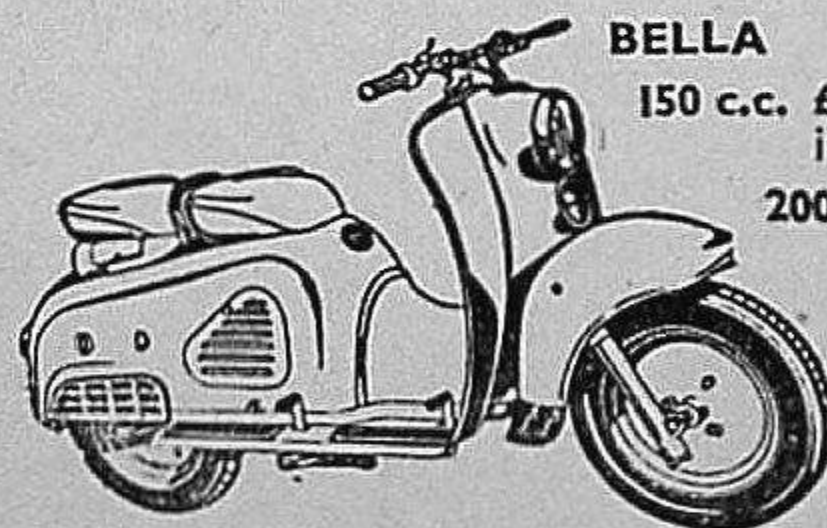
One of the rules of identity laid down by the Tariff companies is that a scooter has wheels not exceeding 12 inches in diameter and the intention, quite obviously,

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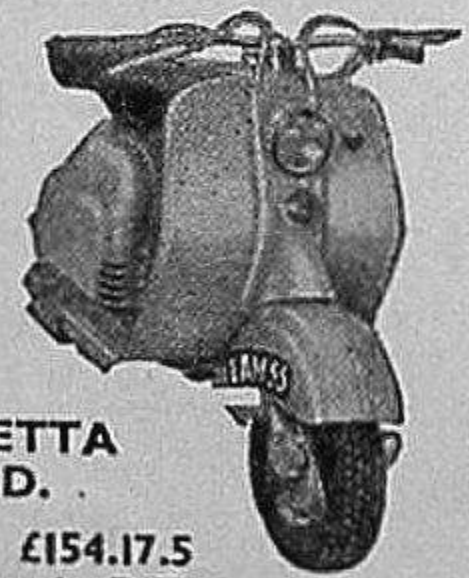
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is to cut the streamlined motor cycle out of the relatively low rate scooter classes. Unfortunately the effect is exactly the opposite and actually eliminates from the scooter classes, all the lightweight 50 c.c. machines, which are the best risk of the lot by any standards. It leaves in, however, several fast, heavy machines costing lots of money and with engines up to 225 c.c. Apart from the rights and wrongs of it, this was obviously not the intention of the insurance men when they made the regulation and it goes to show how hard it is to make sound judgements without getting facts from independent sources.

The question of weight is, I feel, relevant to insurance risk to a greater degree than dimensions. While rolling, weight is no trouble at all, but the moment the machine is stopped then every ounce is an enemy.

Several of these new luxury jobs that have appeared lately are being sold with a special eye to the woman rider market. Good looks, real weather protection and electric starters are all supposed to be keys to the woman rider's heart and the luxury scooters have all these to offer. But the lady is not likely to be favourably impressed if she finds herself unable to get the thing on its stand or heave it out of a sloping-floored garage; while the risk of damage to machine and rider if the scooter just gently topples over is quite considerable.

It all comes back to the original concept of the scooter as a functional creation and the real answer to What is a scooter? is: A scooter is a machine that does completely what scooters were functionally created to do. To me, at any rate, that definition includes the words "light, handy personal transport".

Bag and Baggage

Requests for tips on carrying baggage for touring reach me steadily and the problems, in the main, are

not just those of getting the stuff on the machine and keeping it there, but of getting it off again in usable condition.

First and foremost in the tip line is to have as little as possible to carry and this just means using modern materials that wash out in the hotel handbasin and dry overnight as far as possible. When all that can be left at home has been left and the residue comes to two panniers and a carrier full, what can be done to keep it good?

The worst problems are creasing and rubbing. Creasing can only be avoided by putting the flimsiest of the fancies in a flat and fairly rigid case on the carrier and packing lightly. The rubbing trouble occurs in relatively soft surfaced panniers and is due to the movement of the panniers on the machine in flight. The only answer to this that I know is to insert between the bag and its contents a chafe-absorbing material. This has to be very soft and flexible and the best cheap thing I have met is the spongy sheet synthetic rubber (moltoprene) now being sold for bath mats.

A sheet of this material covering the bottom and back of the inside of the bag will stop anything not actually spiky from rubbing through.

Aerolastic

Most of us use aerolastic for baggage fastening nowadays because it is neater and more secure than straps; but a friend of mine who has been camping mad for some forty years has found another use for it.

He has replaced all his tent cords with it and claims that he can fix the tent in half the time, put pegs in anywhere and/or use fencing or tree roots instead. The aerolastic allows stretch in wind and rain, never tears the tent and keeps everything as snug as can be.

I don't camp myself and this is frankly second-hand advice but the man concerned certainly has experience behind him.

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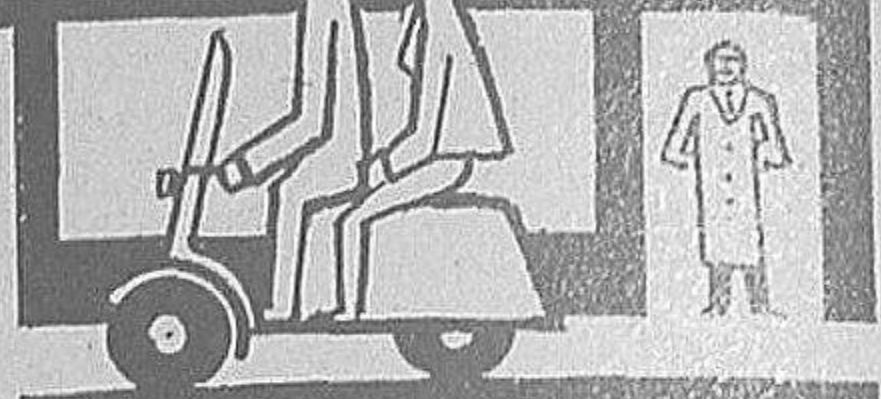
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SCOOTER NEWS

CASTROL'S annual booklet *Achievements* has now appeared again with the impressive list of motoring successes in 1955.

Illustrated with first class action pictures on every one of its 48 pages (plus coloured covers), the book makes a pleasure of its facts and figures covering all kinds of motorcycle and car sport. It is obtainable free on request to C. C. Wakefield & Company, Ltd., 46 Grosvenor Street, London, W.1.

BOB SERGENT of Moorfields, Liverpool entertained nearly 1,000 motorcyclist guests at his 8th annual film show on February 29th and March 1st, when a variety of films of interest to motorcyclists were shown and thoroughly enjoyed.

LIVERPOOL POLICE have just ordered a dozen 42L2 *Vespa* scooters, complete with parking light equipment, "D" type wind-screens and Stadium mirrors, for street patrol duties. The scooters are needed because of manpower shortage in the force.

CONTESSA luxury scooter, product of the German Triumph Company, is to be handled in Britain by Industria (London) Ltd.

We described the machine briefly in our issue of August, 1955, when we had the opportunity of a short test run on the first *Contessa* to arrive here. It has a twin-piston engine, 4-speed gearbox and *Siba* self-starter. The price, including Tax, will be £229. 8s. 0d.

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A COURSE on Zundapp maintenance was organised at Ascot on March 5 and 6 by Ambassador Motor Cycles Ltd., the importers of the Zundapps.

We spent a morning listening, with forty or fifty agents, to Herr L. Schreyer, Zundapp Service Manager at Nuremburg. Afterwards we had the pleasure of lunching with several agents as guests of Messrs. Ambassador.

Everyone was impressed by Herr Schreyer's knowledge of every part of Zundapp's products and the dexterity with which he stripped and reassembled the demonstration components. Mr. J. Loweth, Ambassador's General Manager, was present throughout the course and answered questions on spares supply.

The only criticism we heard was that too much time was devoted to the *Bella* and the *Zundapp* motor cycles, rather to the exclusion of the *Combinette*.

R.D.V.W.

A NEW ALL-BRITISH SCOOTER the 125 c.c. *Piatti* is to be launched on the market by Cyclemaster Ltd., next month. The basic price exclusive of purchase tax will be £104. 10s. 0d. and dealers who would like to receive full particulars are invited to register their names and address with CYCLEMASTER LTD., Sales Dept., 154 Shepherds Bush Road, London, W.6.

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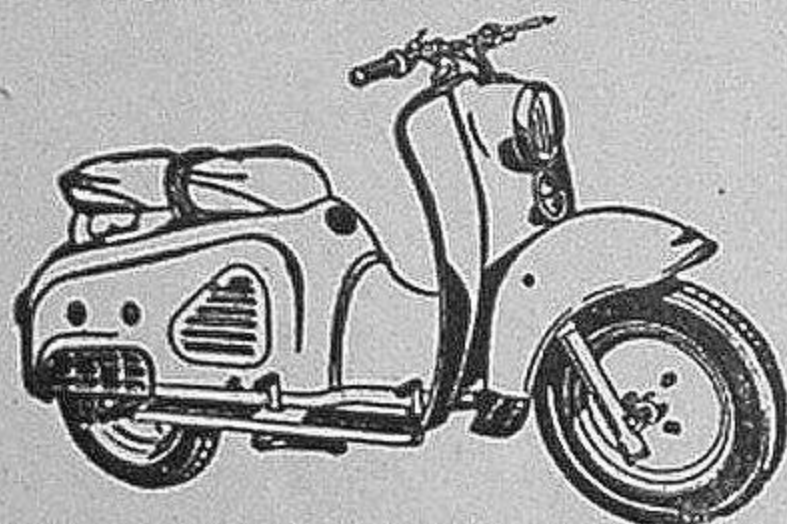
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ROAD TEST REPORT

The 'Family' BOND MINICAR

THE rapidly rising prices and running costs of cars in the post war years and the continuous search for more logical development of weather protection on the part of sidecar users combined to create the market for the modern light three-wheeler. Except for their taxation class, these vehicles have no family links with the older type of cyclecars which were so popular in the 20's and 30's with big twin cylinder engines and small sports cockpits. The light threewheeler of the present day is primarily a utilitarian vehicle, modest in performance, economical in running and surprisingly roomy inside.

Pioneer of the type and most popular on the roads to-day is the *Bond Minicar*. This machine came into being from basically aircraft designs and materials and is a trim-looking confection in aluminium alloys, driving from the single wheel in front. The engine is a 197 c.c. *Villiers* with three-speed gearbox and belt driven electric starter and the unit is mounted in a single assembly with the front suspension system and wheel. The rear wheels carry the passenger load and have only braking stresses to look after.

The stressed skin construction system dispenses with the need for a separate frame or chassis and keeps the overall weight down to a remarkable degree. The "Family" model tested weighs only a little over 4-cwt. Inside the body there is a wide bench seat in front with Dunlopillo and Vynide upholstery and two small semi-hammock seats facing each other behind for children. The seating capacity is best described as "Two and two halves".

On the Road

Easily the most notable first impression of the handiness of the

Bond is the effect of the 180 degree steering lock with front wheel drive. The wheel can be turned literally at right-angles to the car and then driven off, so that only six inches clearance from the car in front is needed to drive out of any tight parking space. The sensation of moving sideways is strange at first but the usefulness of this steering lock is proved over and over again in every day handling. One point about it is that it makes a reverse gear unnecessary and so leaves the *Bond* in the motorcycle class so far as driving licences are concerned.

The gear change is by a quadrant mounted under the steering wheel. It became handy in use with practice but the absence of any visible indicator made things slightly awkward at first. Very fast changes can be made up or down and the performance benefitted accordingly, especially in traffic. Acceleration from standstill was up to normal car standards and a cruising speed of around 40 m.p.h. was reached quickly and easily. A few more m.p.h. were still in hand at this speed under favourable conditions but had to be waited for. The engine seemed to like revs., however, and the 2nd. gear performance under hard driving enabled very good averages to be maintained. On hills the Top gear speed fell fairly quickly to 28-30 m.p.h. and would go well below that figure with the engine pulling well. At no time did the lusty 197 c.c. *Villiers* unit seem to be short of power reserves to do its job.

Any three tracked vehicle feels the bumps somewhat and this one definitely liked good roads better than bad, but the suspension system dealt adequately with the worst of the shocks despite the small wheel diameter. The comfort provided by the upholstery was notably good and the roomi-

ness of the body enabled two largish people to be accommodated with ease.

Weather protection is complete, hood and sidescreens fitting snugly together and keeping out wind and snow most efficiently during the test. The noise from the engine is naturally much increased with the hood up and this, plus a dislike for limited visibility all round, led us to drive the car open much of the time.

The self starter is a much appreciated improvement which goes a long way to making the little threewheeler a car in usage. In the very cold weather of the test period the starter did not always cope from stone cold but on these occasions the kickstarter, operated by lifting the bonnet, proved easy to use and gave a certain start. It would have been better, however, if the bonnet were secured by some means other than two carriage key locks which were by no means easy to refasten.

Summing Up

The *Minicar* certainly does its job. It will transport two people with luggage or small family over any distance and at a useful average speed. It is very economical, a fuel consumption in the neighbourhood of 80 m.p.g. being recorded on a long run, and the maintenance costs should be very low indeed.

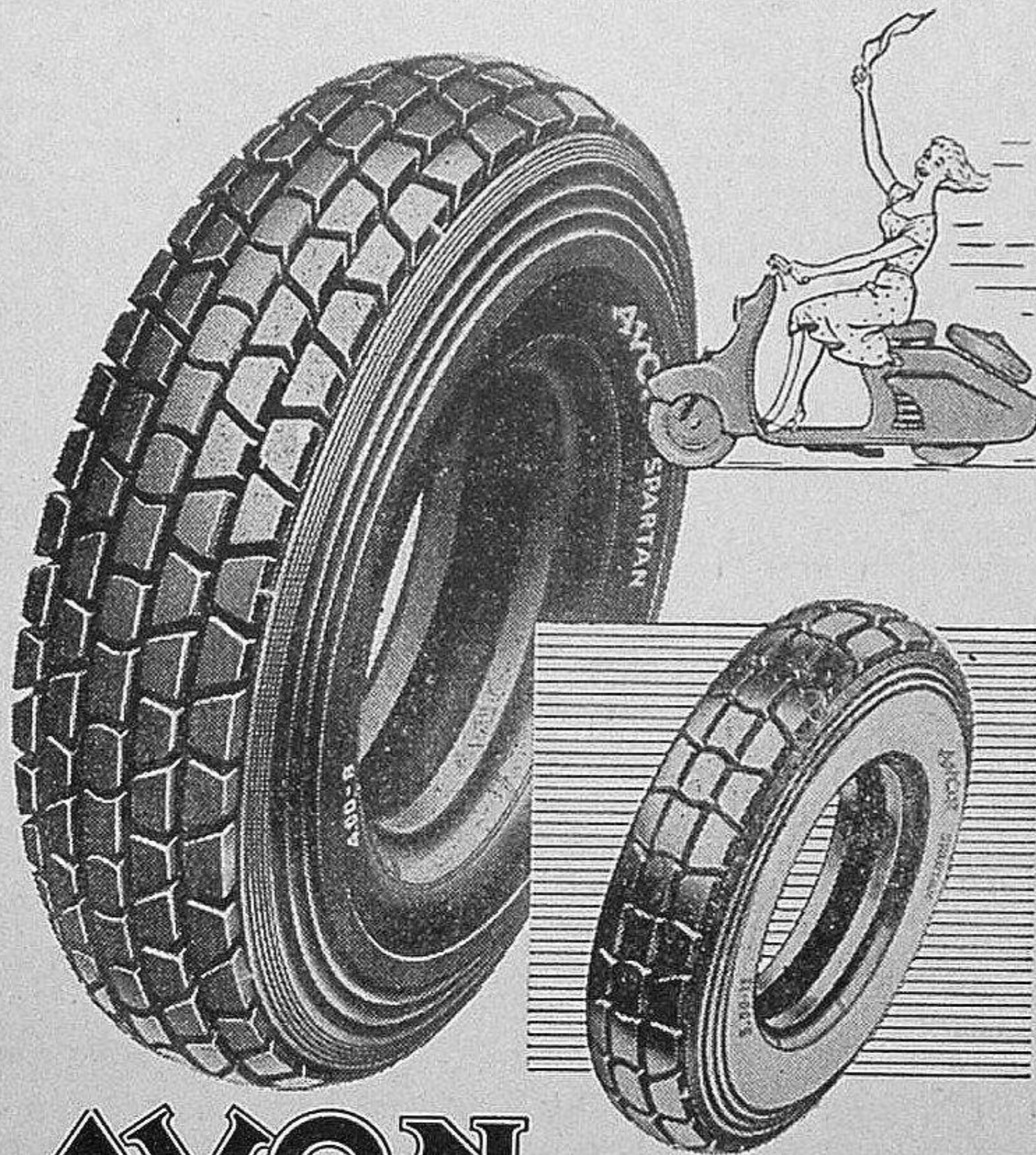
Criticisms are the bonnet locks already mentioned and the fact that the petrol filler cap is under the bonnet. An outside filler cap would be a decided advantage. Another weak point is that the motorcycle type clutch needed very fine adjustment to operate without either drag or slip.

In general it may be said that the *Bond* is a very good example of the light three-wheeler. It should not be judged by either car or motorcycle standards but in its own class where it is well established and successful.

The Family model of the BOND MINICAR is a roomy and practical means of transport.



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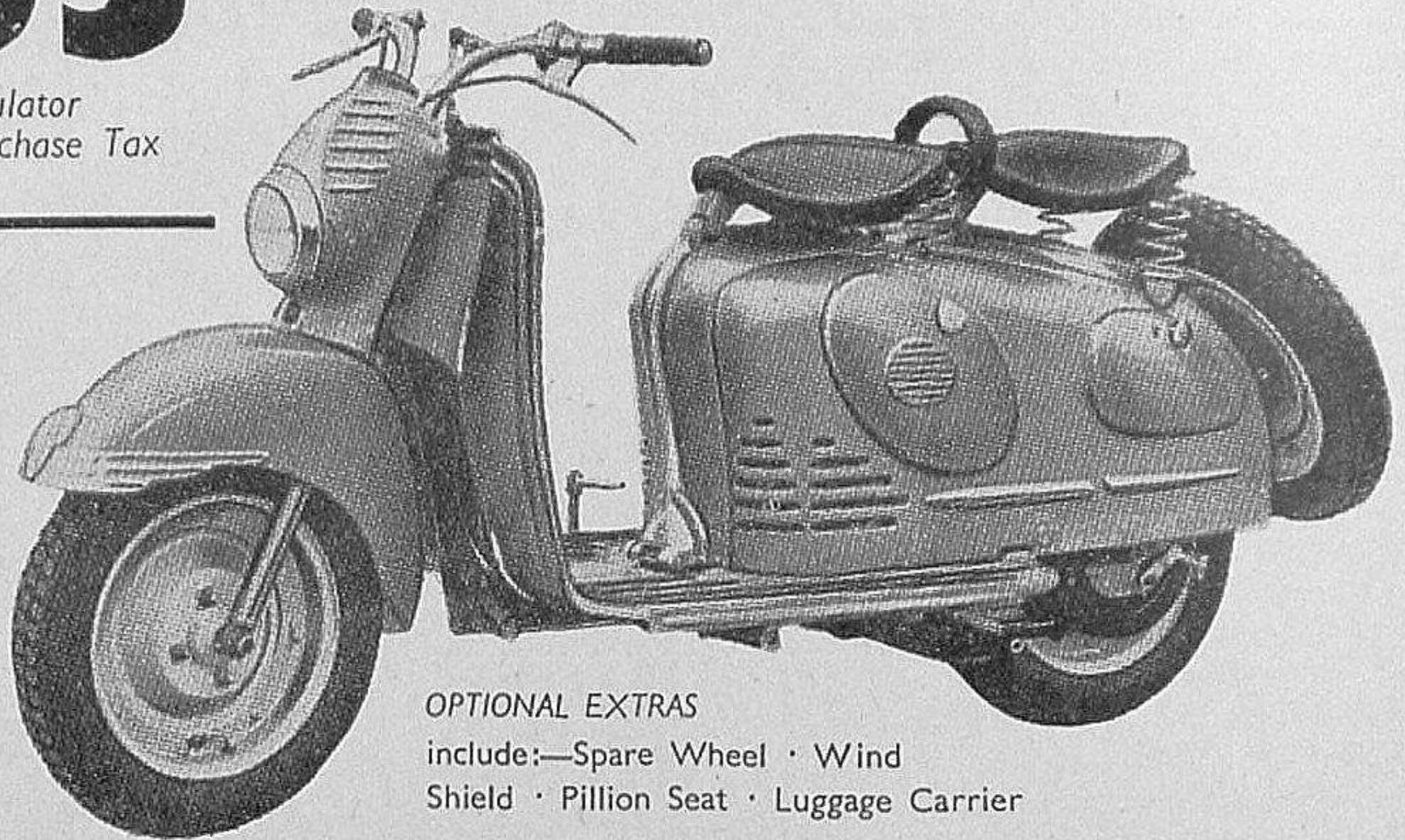
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Scooter Girl's Diary

from

Marion Brown

ISN'T it glorious to be looking ahead to fine summer days again? But it will take a long time before memories of this hard, cold winter fade, so I am making notes in my diary for when the wintry days come once more. The first is to remember to keep my extremities—such as hands, toes and ears—cosy and warm.

This winter I have been wearing fur-lined boots, sheepskin gloves, a wool cap and old school scarf wrapped round my neck with the ends tucked into the small of my back. All I ask for now is for some bright designer to make a coat which is double-breasted, has a generous overlap at the front, buttons snugly at the neck and has tight-fitting cuffs. Add a sheep skin lining and—hey presto! there is an ideal coat for scootering.

Now back to my diary

Sunday: Cleaned "Emma". Getting the dirt off her "innards" used to be a messy job. I would wrap numerous rags round sticks and poke about in the cracks and crevices, but now I have found a wonderful cleaning liquid (*Gunk*) which is sold in tins. You just brush it on, then swill it off again with cold water and the dirt and grease comes away in a kind of milky fluid. How do I get into the crevices? With my toy-shop buy—a water pistol. It is economical, too, because I use no more than

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in a car.*

*The front-driving
engine is, of course,
enclosed.*



is necessary when the liquid can be controlled by pressure on the trigger.

(Beauty note—the liquid is quite harmless to the hands; in fact it cleans them as well).

Monday: Now that the nights are lighter, left cleaning "Emma's" exterior until to-day. All the scooter girls I know would no more drive about on a dirty scooter than wear dirty dresses. Obviously when the weather is bad scooters are going to get dirty but at the first opportunity we see that they are clean and shining again. I remember one Sunday when I spent the whole morning polishing "Emma" because I was going visiting and then went off on the bus. It had started to rain and I wasn't having my handiwork spoiled so soon,—but of course you could carry that kind of thing to ridiculous limits. I have found that a silicone

polish does away with the need for elbow grease and if I rub up the polish regularly with a chamois it will last for months.

Tuesday: Met a girl friend from the Scooter Club for coffee this morning. We started a long discussion on dry skins because she has flakey patches on both cheeks and says it is due to her scooter riding. I told her I always use a colourless cream, which is probably better known as a protection cream against chapping and roughening than as a powder base, but it serves this purpose just as well. And, surprisingly, ever since I started using this cream I have been complimented on my complexion. My boy friend told me "It doesn't look as though you are wearing make-up but have a naturally good skin" which is a back-handed compliment if ever there was one.

Wednesday: Treated myself to a pocket manicure-set to-day. Now, if I have to change a sparking plug on the open road and break a nail in the process, I can trim it up and clean it. I am afraid I cannot bear to have a broken nail. I must either snip it off at once with the scissors, or when the scissors and file are not handy I bite! The manicure set will, I hope, remedy matters.

Thursday: Thinking about my hands again, I brought my spare jar of handcream and nailbrush to the office and put them in my locker. There have been times—especially in my early scootering days—when I have arrived to work with blackened, greasy hands. Even after I

had washed and scrubbed them they still smelt of grease and petrol but a perfumed handcream stops that as well as protecting from soreness.

Friday: Pulled into the garage for a gallon of petrol to-day and both the garageman and I were too busy looking at the pump indicator to notice that the petrol was overflowing from the tank and running on to the carrier and my shopping bag. The fault was mine; I had only thought it was time to have some more petrol and not checked either with the mileage clock or by looking into the tank. In fact, when I pulled in at the garage I still had half a gallon left. Fortunately the shopping bag was empty,

but does anybody want to buy cheap a plastic bag smelling horribly of petrol?

Saturday: Still talking about the winter when a male scooter rider told me that he thought that, on the whole, women scooterists drove much better in the snow and ice than the men. They went slower and they didn't mind travelling in a lower gear if the road conditions were dangerous. I told him I had had one or two nasty skids and he advised "Always drive into a skid; that is, if you are swerving right try to turn to the left, and if you do brake use both the front and back together and use them gently." There is some more good advice which I shall store up for next winter.

RALLY WIDOW *a sad story from Holland*

Translated from the late "Op de Solex" by Nel Clegg

FROM the day my husband bought a *Solex*, he became a different person. He began to explain patiently to me how the engine worked and practically never broke down so that, he said, one could travel very long distances on it—for instance to Breda

I listened without enthusiasm, for I felt that secretly plans were being made. And yes—he felt called upon to trail to Breda on his *Solex*, in order to participate in the Orange-rallye there.

His talent for organisation made him decide to leave our house just before midnight on Friday evening with the aim of buzzing into Breda early on Sunday morning and spending the night there with friends.

What is the use of protesting against such plans. With resignation I accepted the man-less week-end. "Have a good time, and best wishes to Hetty and Jan," I shouted wanly through the darkness, and, together with the buzzing of the *Solex*, the little red rearlight disappeared into the night. "Fate" was to separate us cruelly

for the duration of three days and three nights.

Many readers whose husbands brave the stormy seas, or spend years abroad, will burst into cynical laughter when they read this—and they are right. But none the less, there I stood uneasily in a deathlike silence in our room, at a time when normally we start to lock up and to turn off the gas.

The following days I spent like someone who is lost to the world. Steeped in thought I kept on pouring out tea for the absent loved one, subsequently emptying the cup down the drain, accompanied by a muffled sob.

Of course I could have spent these days usefully by improving many little faults of character and by cleaning the windows—but I decided there would always be an opportunity for that later on, and surrendered completely to my grief. Previously I had always considered it a law of nature that someone would come home at fixed times in order to be fed, and that the evening would be spent in his company, drinking tea and perhaps

having something tasty to eat with it. Someone with whom one solved both crossword-puzzles and the problems of life. All this I missed now more than I would ever have thought possible. Our little daughters clearly suffered much less from the loss. I even suspected them of preferring him to stay away, for their young lives were suddenly full of pleasant surprises. They were allowed to go to bed a bit later, and dirty hands and uncleaned teeth were things which their grief-stricken mother no longer noticed. The cod liver-oil stood in the cupboard, untouched.

So the days passed.

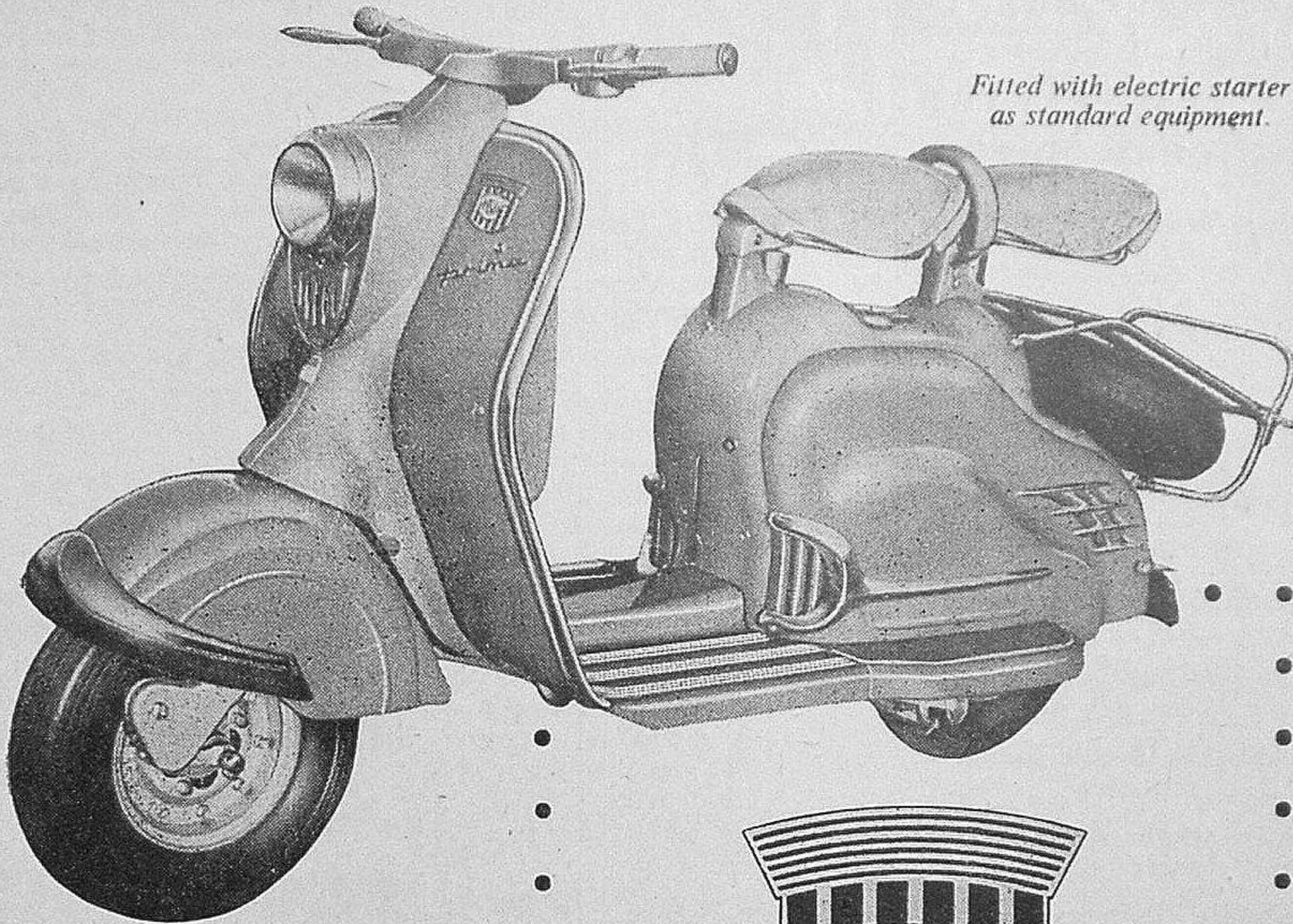
On Monday night he returned, full of beans.

After stormy embraces I enquired how he had fared. With fulsome enthusiasm he declared that everything had gone wonderfully well. The *Solex* went excellently, and he had had a jolly evening out with Hetty and Jan. All best wishes from them. And what had things been like here?

Oh, excellent, I said negligently, you might as well have stayed on a little longer.

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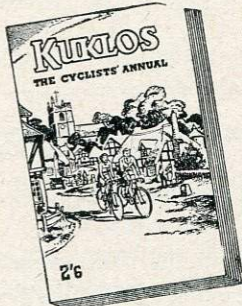
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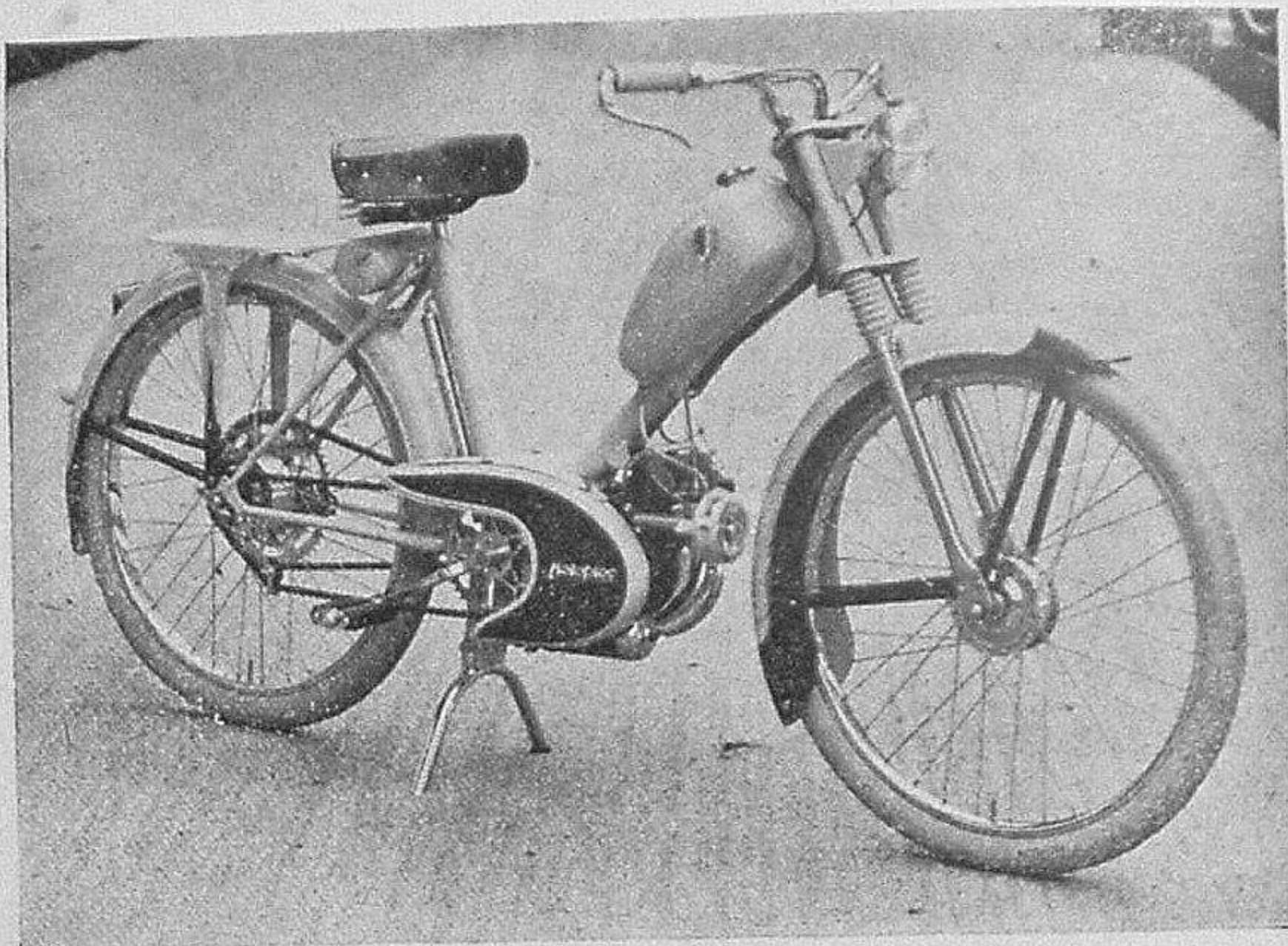
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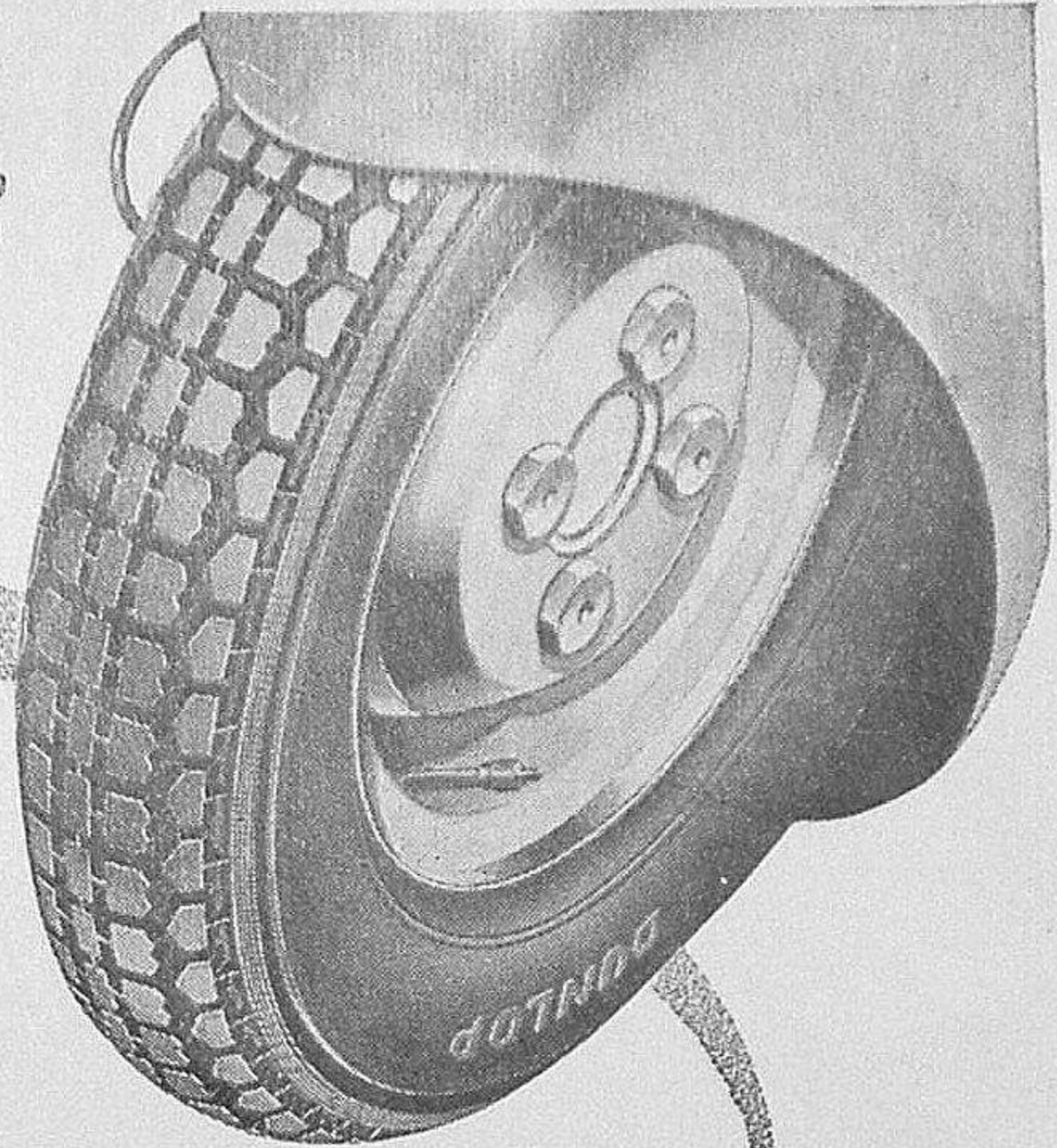
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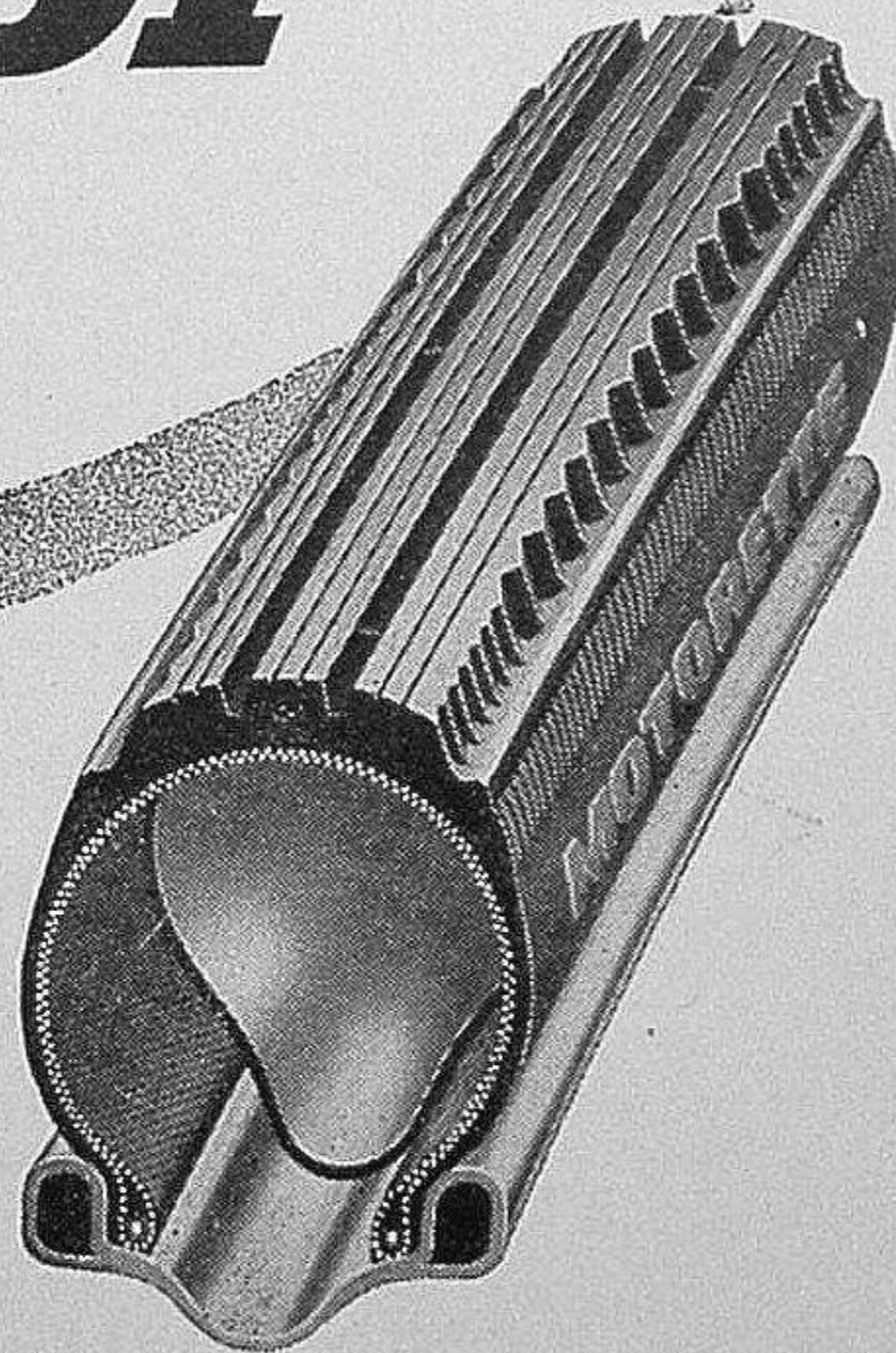
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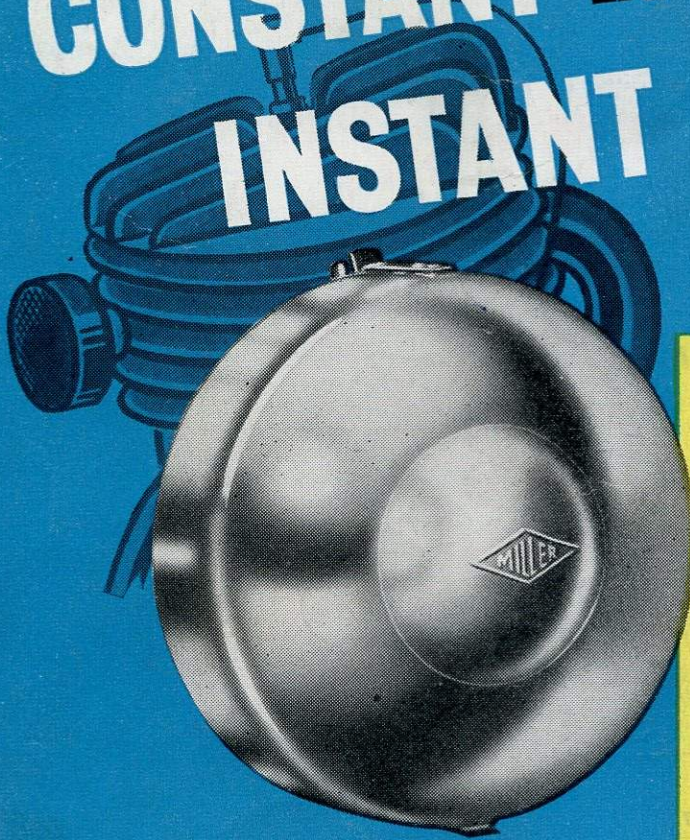
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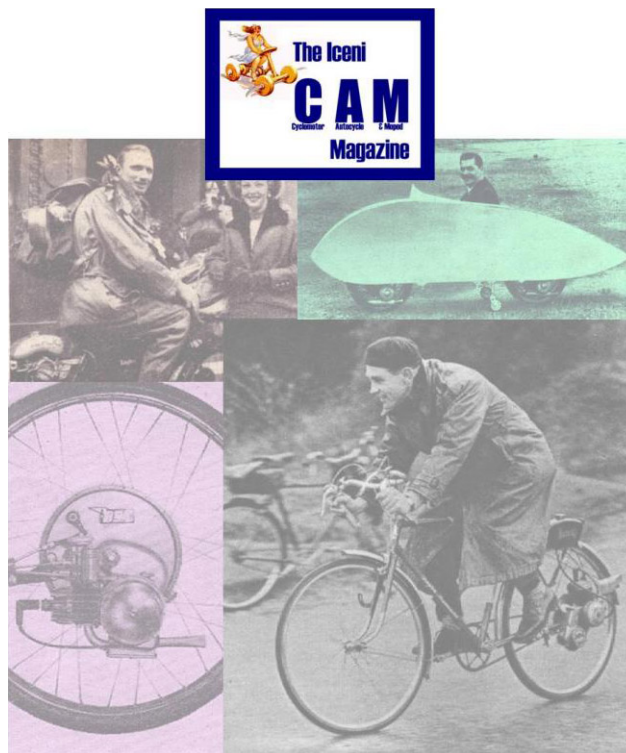
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