

THE RUDGE AUTO-CYCLE

*A Famous Firm Enters
A New Field*

WITH an unbroken manufacturing connection dating back to 1869, Rudge-Whitworth bicycles have always enjoyed an enviable reputation with the cycling public, whilst the history of Rudge motorcycles, since their introduction in 1910, has been one of outstanding success. The news that this famous factory is to market a motor-assisted bicycle is therefore of considerable interest.

The finished product is the result of more than two years' development work, during which time a variety of engines and alternative layouts have been thoroughly tested. Whilst conforming to the accepted lines of the modern motor-assisted bicycle, this latest addition to the ranks has several of those essentially individual features associated with Rudge-Whitworth products now made in the new factory at Hayes, Middlesex.

The decision to adopt the well-known two-stroke 98 c.c. Villiers deluxe engine, with its established reputation for reliability backed by a comprehensive service scheme, ensures satisfaction for the purchaser. This latest Villiers product with its deflectorless piston produces a remarkable power output with extreme fuel economy, for a petrol consumption of approximately 150 m.p.g. is claimed. With a self-contained flywheel generator supplying lighting and ignition, and the provision of a fully enclosed clutch, maintenance is reduced to a minimum, whilst accessibility is excellent. The silencing system is particularly efficient.

Carried in a horizontal position the engine is held in the frame by a large malleable lug, which forms part of the bottom bracket; there is an additional

Detachable metal shields enclose the power unit and pedal chain wheel on the De Luxe model.



An oil measure is incorporated in the fuel tank filler cap.

forward support in the form of a stout sheet-metal clip attached to the down tube of the main frame.

The frame is of robust construction with brazed-up saddle and chain stays and a particularly stout head-lug assembly, welded-steel tubes being used throughout. The standard front forks are of the rigid pattern, but a spring fork—details of which are not yet available—is listed as an extra at £1.

The welded-steel tank is of sensible proportions, carrying 1½ gallons of petrol mixture, an oil measure being

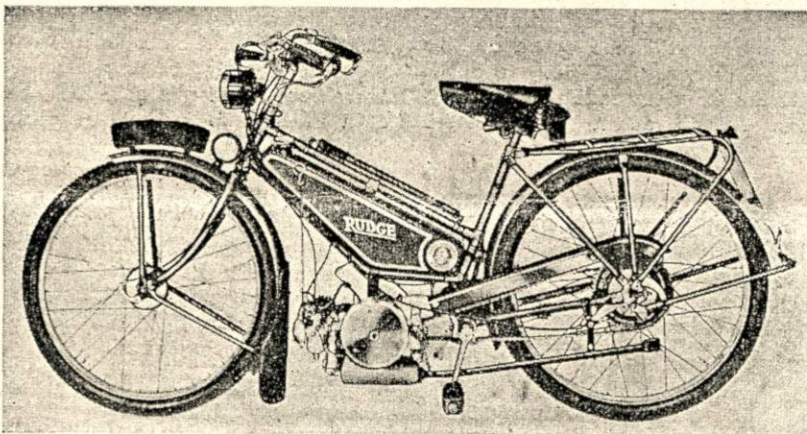


incorporated in the filler cap. The makers have wisely specified a large soft top saddle, whilst the saddle height and handlebar shape are so designed as to provide a very comfortable and natural riding position. The pedals are of the solid rubber pattern.

Mudguarding has obviously received considerable thought; the blades are of wide arc section supported by very stout stays with a large flexible flap on the front guard providing protection for the engine. The driving chain, adequately shielded over its top run, is adjusted by draw bolts, the pedal chain being automatically tensioned by a jockey sprocket. The tubular rear stand is held in place by a spring clip, being located by means of brazed collars. Finished throughout in rust-proof super-sheen maroon enamel, the smart appearance is set off to advantage by the tank lining, maker's transfer and the well-known "Hand-in-Wheel" trade mark.

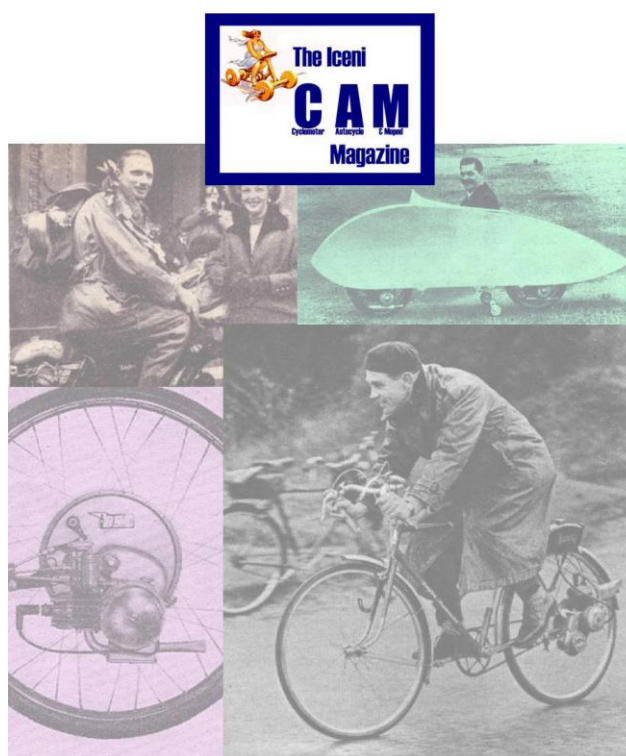
Both brakes are of the internal-expanding type with provision for adjustment, operation being by inverted handlebar levers. The remaining handlebar controls consist of a throttle lever, a clutch lever with trigger control for prolonged traffic stops, and a miniature decompressor lever. A wire control attached to the tank serves to close the choke when starting from cold. The wheels, with chromium-plated rims, are fitted with 26 by 2 by 1½ studded Dunlop tyres.

All models are supplied complete with front and rear number plates, electric lighting with head and tail lamps, bulb horn, large carrier, licence holder, and the usual pump and tools. The Standard model is priced at £22; the De Luxe model at £22 15s., including quickly detachable metal shields surrounding the power unit, protecting the rider's clothing from any possibility of fouling the engine, silencer or pedal chain. The all-on weight is stated to be 105 lb.



This illustration of the Standard model Rudge Auto-Cycle shows to advantage the robust character of its construction.

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