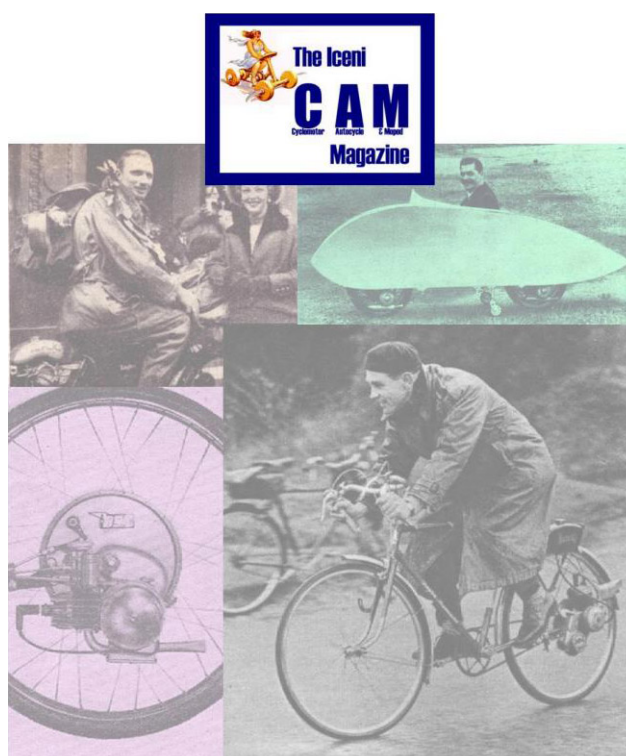


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AUTO-WHEEL AND TRAILER.

A CYCLIST'S EXPERIENCES OF MOTOR-ASSISTED PASSENGER WORK.

Two or three months ago inquiries were made by readers of CYCLING as to what a rider should undertake in the way of distance and hill-climbing when towing a trailer. I then described my experiences, and referred to a short tour last autumn, on which a friend acted as a tow-horse and shared the work with me.

I found the trailer work, however, becoming too arduous when a decent distance had to be covered, and a friend's help not being always available I thought the Auto-Wheel might solve the difficulty. Towards the end of January I obtained delivery of one, and had several rides to get thoroughly used to it. On 1st February I rode to Reading and back to see the F.A. cup tie between Reading and Tottenham, the weather being very wet and cold. On the following Friday I rode down to Farnham, a few miles short of Norwich, the distance via Ipswich being 112 miles, and returned on the Monday through Newmarket (107 miles). Later I had several shorter rides.

It was not, however, until 22nd March that I attached a trailer and had a trial run with the combination, making a circular run through Barnet, Hatfield, St. Albans, Elstree and Edgware, a distance of 44 miles. No times were taken, but the general result was satisfactory, all hills except three (the hill up to St. Michaels and of St. Albans, Elstree Hill, and the rise to the top of Brockley Hill) being ridden.

After two or three more rides of about the same distance I decided to try a three-figure trip. I arranged to ride to Codicote, near Welwyn, there pick up a friend (hereinafter called "C"), afterwards going on through Hitchin and Shefford to Bedford and returning by the same route. The total is 101 miles. The trailer passenger was to be my youngest daughter, aged 12, and the ride was to be on Monday, 21st April. The early morning was wet, but the rain stopped about seven, and we got away in good time. The roads were muddy, but traffic was light, and having passed through Finchley I climbed Barnet Hill and reached the church (10 miles) in 50 minutes. All went well and a good pace was maintained until two miles short of Hatfield, when the engine began to misfire badly,

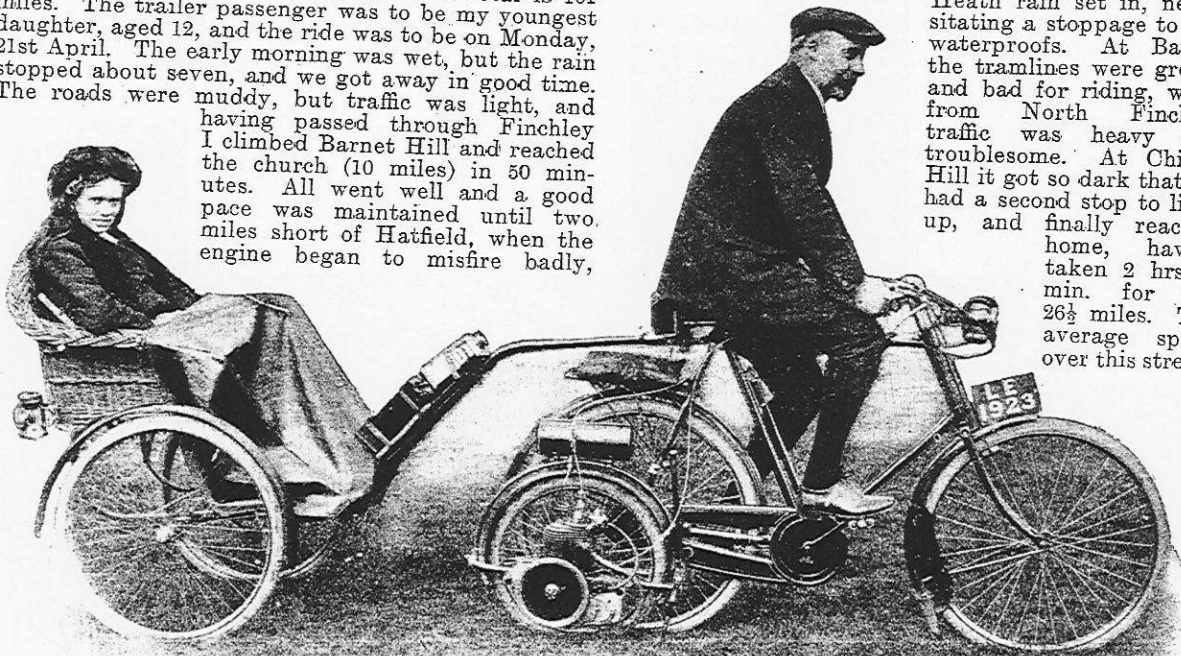
and, in another half mile, stopped. As I could not discover the defect, I pedalled into Hatfield to a repairer, and had the matter put right. This was the cause of considerable delay, and as a result we did not reach Codicote till 11.20 a.m. Disregarding the stop at Hatfield, the running time to Codicote (26½ miles) was 2 hrs. 5 min., and the average speed about 13 miles an hour.

At 11.35 a.m. we started the second stage of the outward journey, "C," who is a strong rider, setting up a hot pace. (He wanted to see what the Auto-Wheel could do with a trailer behind it.) The weather was now fine, the roads good, and the wind lightly blowing from the south. We ran right through without a stop, but eased down through Hitchin and Shefford, and also when going into Bedford. We pulled up at the Bunyan statue at 12.55 p.m., having covered the 24 miles in 1 hr. 15 min. at an average speed of practically 20 miles an hour. ("C" was finding out what the Auto-Wheel could do.)

After lunch the wind was against us, and blowing stronger, the pace consequently falling off somewhat. After walking Hammer Hill "C" was ready to "tuck in" behind the trailer for shelter, and we made very good running to Hitchin. From this town to Codicote the road is rather hilly, and in addition to the hill out of Hitchin, which we walked, one other hill bested the engine when I had nearly reached the top. In spite of these three dismounts we ran into Codicote in 1 hr. 40 min., averaging nearly 15 miles en route.

After rest and refreshment we bade farewell to "C," and commenced the last stage of the trip. The sharp hill out of Welwyn was walked, and at Little

Heath rain set in, necessitating a stoppage to don waterproofs. At Barnet the tramlines were greasy and bad for riding, while from North Finchley traffic was heavy and troublesome. At Child's Hill it got so dark that we had a second stop to light up, and finally reached home, having taken 2 hrs. 5 min. for the 26½ miles. The average speed over this stretch



Mr. W. Jessop with his Auto-Wheel and trailer. Under favourable conditions he has covered 20 miles in an hour with this load.

Auto-wheel and Trailer (contd.)

was thus about 13 miles an hour, despite the disadvantages I have mentioned.

The actual running time for the whole 101 miles was 7 hrs. 5 min., showing an average of just over 14½ miles an hour. The engine ran well, and on the level developed, I should imagine, more than its nominal 1 h.p., but it was a little slow in picking up the drive after running fast down some of the steeper hills. Up stiff hills if the speed fell to less than five miles an hour the engine, in spite of pedal assistance, seemed to find the dead drag of the trailer too much, and failed to develop full power. The trailer, which is of strong construction and rather heavy, ran very steadily with only a slight sway.

Speed is soon picked up on the level, and a fairly

fast average pace can be maintained without great effort by the rider using the high gear of a three-speed hub, while reserving the middle and low gears for hills. There are several small improvements I can suggest, and shall attempt to get them carried out as the result of the experience gained in this and earlier rides. The petrol consumption is rather high, averaging, with cycle alone, about but not over, 45 miles to the half gallon (the reputed capacity of the tank), and with the trailer attached not more than 40 miles. But the object of this article is merely to show that the Auto-Wheel can do a great deal more than propel a cycle and its rider, and is quite capable, with reasonable pedal assistance, of dragging the heavy extra weight of trailer and passenger at a fair average speed over considerable distances.

W. JESSOP.

AFTERNOONS AWHEEL.—TWO INTERESTING TRIPS FOR A HALF-HOLIDAY.

In Peaceful Salop.

THE proud and ancient town of Shrewsbury can put up a good claim to be the finest centre in England for the cyclist. From its picturesque main streets roads radiate to all points of the compass, and, go which way he will, the lucky wheelman is assured of lovely scenery, with no long, monotonous stretches or colourless vistas to depreciate the joys of his ride. The following little itinerary indicates some of the choicest scenery in Shropshire, and, here and there, peaceful retreats where the horn of the motor is rarely heard.

Leaving the town by the Prees road to Whitchurch, in about 1½ mile the route leads off to the right on the Newport highway, which it follows as far as Haughmond Abbey, 2½ miles from Shrewsbury. The ruins of the Augustinian monastery, which was founded in 1110, are situated in a lovely spot, "alike exquisite in its wood and water, the grey stone of its buildings, the wooded hills behind it, and the view of Shrewsbury and its spires." The neighbouring hill, "yon bosky hill" of Shakespeare, overlooks the site of the great battle of Shrewsbury, and the view from it has, therefore, a peculiar interest.



Returning a little way towards the county town, opposite Sundorne Park the road on the left is taken, and the riverside village of Uffington, charmingly situated, is passed on the further way to Atcham, on the old Roman highway, the Watling Street. Atcham or Attingham is a very ancient place, and from the fine stone bridge here some

pleasant river scenery demands a break in the journey. The old church on the riverside was probably erected by the monks of Lilleshall with material from the ruins of Uriconium, and it contains many objects of interest. Following the Watling Street towards Wellington, over an especially attractive bit of highway, in a little over a mile the road forks and the route follows the divergence to the right, an undulating roadway running with the river through a delightful district to Iron Bridge.

In a short distance the road cuts through the site of the old Roman city of Uriconium, where excavations are in progress, and where, during the past few months, some most interesting discoveries have been made. A fragment of the old city wall is in evidence to the right of the road, and down the by-way near it is the village of Wroxeter, whose church contains some of the most magnificent monuments in Shropshire.

Following the main road down the Severn Valley, with the black mass of the lonely Wrekin on the left, and a fine panorama of woodland and mountain on the right, across the river, the route proceeds as far as the by-way to Eaton Constantine, which lies a little to the left on the hillside, where the old, timbered house of Richard Baxter is still in evidence. A rough bit of road on the right leads abruptly down to the river and over Cressage Bridge—or, rather, at present, over a temporary structure which does duty whilst a new bridge is being erected.

At Cressage the cyclist plunges into a countryside which, in summer time, is a veritable "land of afternoon." Taking the route to Acton Burnell, he quickly finds himself traversing lanes and by-ways which are not quite like any he has ever traversed hitherto. To the south his outlook is bounded by the long, wooded ridge of Wenlock Edge, beyond whose western extremity are ranged the hills of the Stretton group, and the mountains of the Borderland. The village of Acton Burnell is primly beautiful, and can show him the remains of the Parliament House, the "greate barn" of Leland, where Edward I held an emergency Parliament, and Pitchford, "the queen of black-and-white timber houses," built in 1403. Condoover has a magnificent Elizabethan house, and a church in which are two beautiful monuments,

"which, though modern, have all the originality and power of ancient art." The whole of the district lying between the route from Cressage and the high road through Cross Houses on the right bank of the river is a glorious field for the cyclist's exploration. B.C.

A Route from Southend.

LEAVING Southend by Victoria Avenue and passing Prittlewell, with its magnificent old parish church, a three-mile ride brings the cyclist to the old country town of Rochford. Having kept straight on through the town, a two-mile gradual ascent is made to Ashingdon, the scene of a battle of that name, in which Canute defeated Edmund Ironside, the victor afterwards building the little church on the hill. Leaving Ashingdon, a sharp descent is



encountered, and an undulating, fairly good-surfaced lane brings the rider to Hockley and the woods to which numerous excursions are made by picnicking parties from Southend. On the way from Hockley to Rayleigh a magnificent view across the valley of the Crouch can be obtained from the road.

On the rider's left hand, descending the hill from Rayleigh, he will notice the peculiarly shaped hill known as the Mount, upon which once stood a Saxon stronghold. The London road is then followed to Wickford Junction, and a turn to the left takes the wanderer through North Benfleet to the main London to Southend road. After joining this road the cyclist will have to walk up Bread and Cheese Hill, thence following the main road. Southend is reached via Hadleigh (from here splendid views of the Thames estuary can be obtained) and Leigh, after a very pleasant run of about 27 miles. E.R.B.