



Professor A. M. Low peeps at his phony as J. Smith (Power Pak) rides by

## Motor-assisted Cycle Trial

Few Competitors Fail to Gain First-class Awards  
in Second A.C.U. Demonstration Event

**S**UNNY weather favoured the Motor-assisted Cycle Demonstration Trial—the second of the series—run by the A.C.U. last Sunday. A brisk wind blowing from the east helped rather than hindered the tiny engines on most of the hills. Reliability was of an extremely high order. Only one machine failed to complete the course, and not one of the finishers lost marks on the examination of machines for mechanical condition at the end of the trial.

As last year, the event started and finished in the car park at Wembley Stadium. Competitors came from as far afield as Bognor Regis,

Bridgwater, Nottingham and Warrington. A. G. Wall had ridden his 32 c.c. Cyclomaster from Somerset that morning, setting out at 3.15 a.m. and covering the 140 miles to Wembley at an average of nearly 20 m.p.h. His run was non-stop and entailed zig-zag riding on the hill out of Marlborough. Mr. Wall celebrated his 70th birthday a month ago; he was proposing to ride his Cyclomaster back to Bridgwater after the trial.

Of an entry of 67, there were four non-starters. One of them, C. E. King (49 Mobylette) had cruel luck; he turned up at the start but experienced a choked petrol feed and could



R. H. Bury (Tailwind) on Harrow Hill

not get going. The starting test was held on a slight upgrade against the wind. Competitors had to move forward from a line with dead engine, start the engine before reaching a second line ten yards away, and cover the next ten yards without pedalling.

Six competitors paid the penalty of five marks lost for "unlawful" pedalling in the starting test; they were H. E. Evans (49 Power Pak), Miss N. Garlick (48 Cucciolo), F. W. Nunn (48 Cucciolo), Mrs. L. A. Huff (48 Cucciolo with L plates), A. G. Wall (32 Cyclomaster) and B. Hunter (48 Itom-Tourist). Six marks were lost by F. Miller (39 Mosquito), from Warrington, for being six minutes late at the start.

The course consisted of approximately 30 miles of public roads which included plenty of traffic lights, roundabouts, T-road turnings and Halt signs. Two observed hills were included. Traffic was not heavy; indeed, for a fine Sunday, it was on the light side, but possibly the lunch-time period during which the trial took place was responsible; the event started at noon, and the last man was back at Wembley by 3.15 p.m. Schedule speed was 15 m.p.h.

Perhaps this lunch-time aspect also accounted for the complete lack of public interest in the event. At no point on the course except the two observed hills was even a knot of spectators seen, and the few who foregathered on the observed hills were motor cyclists. That the event attracted no public attention whatsoever could be a praiseworthy commentary on the quietness and unobtrusiveness of cycle-motors in general.

### Top Gear Climbs

First major acclivity on the course was Harrow Hill, approached from the London side. But such was the following wind that the climb entailed no toil. Out of about a dozen competitors watched on the steepest bend, not one moved a pedal so much as an inch. Among them was E. Lauritzen (50 Jet) from Denmark. Perhaps Stanmore Hill—approached by the sharp left turn at the bottom, into the London-Watford traffic swinging in from the right—would prove more productive of grief.

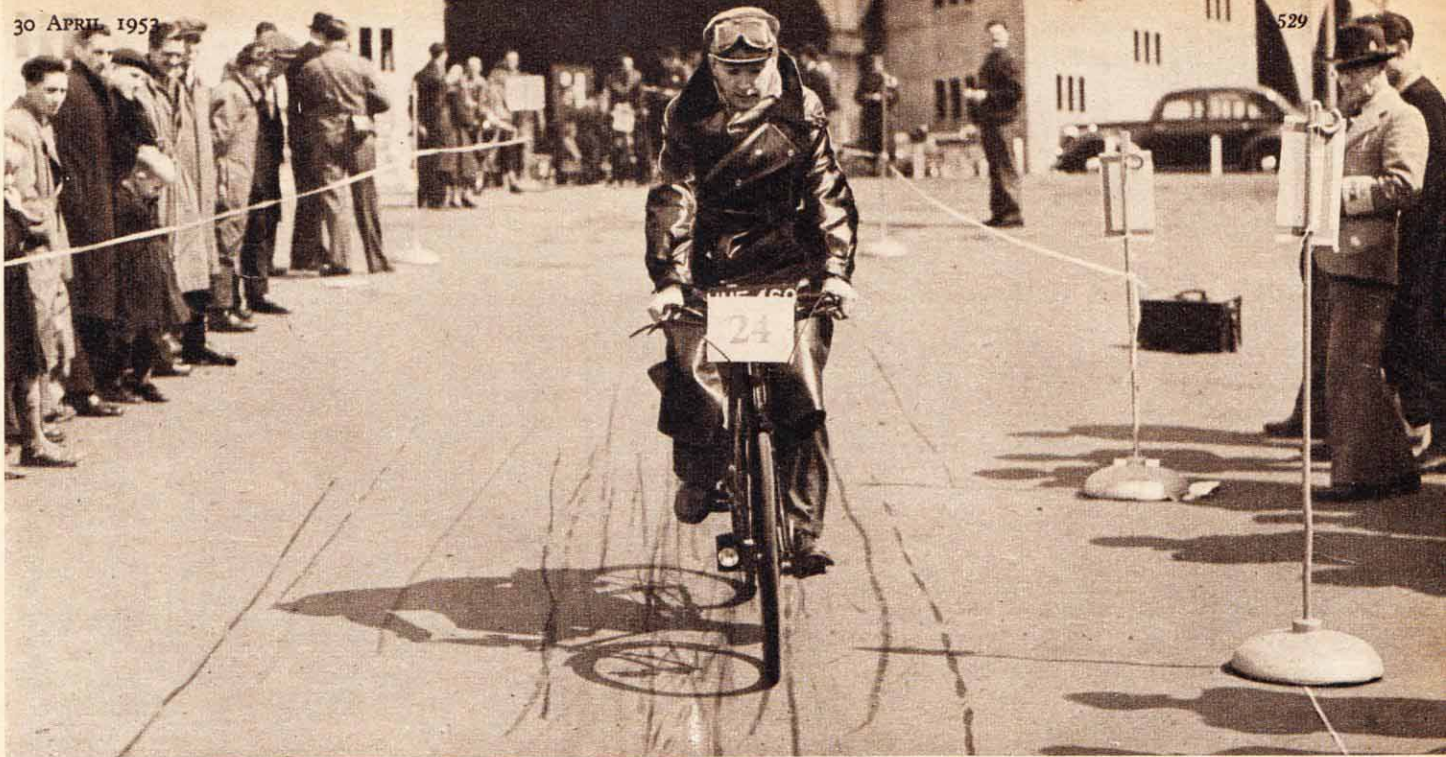
But on Stanmore Hill the story was the same—there was a friendly, helpful following wind. J. H. Edwards (49 Mini-Motor) roared up without any drop in speed. Mrs. Huff (Cucciolo) changed down after the corner and cruised up at high revs. R. S. Varney, J. W. Wiggett and K. J. Poole demonstrated the flexibility of their Cucciolos and their contempt for the climb by making the ascent in top gear.

First observed section was marked out on Woodcock Hill, on the road from Elstree to Barnet. Riders had a run-in of nearly 100 yards and were allowed to pedal as far as line A, but must have stopped pedalling on reaching line B, three yards from A. Thereafter were lines C, D, E and F (end of section) at five-yard intervals. Pedalling in the section entailed a penalty of: B to C, 15 marks; C to D, 10; D to E, 5; E to F, 0. A stop in the section meant a penalty of 25 marks. The gradient was about 1 in 12.

With monotonous regularity, rider after rider on machine after machine buzzed or popped through the section without penalty. Indeed, only one competitor, F. M. M. Steiner (25 Cyclomaster) resorted to pedalling, for which he lost 15 marks. K. J. Poole (Cucciolo) again showed contempt by clearing the section in top gear, changing down higher up the hill, where



Gradient and a headwind did not simplify starting. D. Bennett (25 Cyclomaster) moves off the mark



Brakes hard on: J. H. Edwards (Mini-Motor) in the stopping test

it was steeper. W. H. Griffith (32 Cyclomaster) asked, "Where is the hill?" as he buzzed through; he was reputed to have made the climb with a pillion passenger on the Friday evening.

Route cards were issued to competitors two days previous to the event, and from the facility with which the majority found their way without apparent reference to their cards it was evident that many had had a prior scamper round the course.

The second observed hill was that used in 1952, but whereas last year almost the entire length of the hill up to the right-hand bend was observed, on this occasion the observed section was marked out as on the first hill and extended for only 23 yards. Cucciolo contempt on this occasion was shown by Wiggett, who changed into top gear half way through the section. Again the gradient was about 1 in 12. There were two stoppages and two riders lost marks for pedalling; in at least two of these cases the penalty was incurred through failure to understand the regulations; the riders stopped pedalling long before reaching the demarcation line.

Back at Wembley, each machine had to be ridden uphill (without pedal assistance) past Professor A. M. Low and his audiometer for the silence test. Those who made least noise lost no marks, those in Grade 2 lost five, and

those in Grade 3, ten. Special award for the quietest machine was won by A. K. Brimmer (25 Cyclomaster).

The braking test was stiffer than it was last year. Riders had to coast 82 feet down a hill of about 1 in 11, apply the brakes on reaching a line, and stop before the front wheel crossed a second line placed nine feet from the braking line. One mark was deducted for each yard over the second line. Only three riders—C. Cole (49 Power Pak), C. L. Mouton (49 Power Pak) and N. O. Bartholomew (48 V.A.P.)—were unpenalized. Many lost 1, 2 and 3 marks; some as many as 5 marks. In almost every case the rear tyre left a black line. Front brake efficiency, or lack of it, played a big part.

**First-class Certificates** (up to 10 marks lost).—C. Cole (49 Power Pak), E. G. F. Moreman (49 Power Pak), D. T. Fudge (49 Power Pak), R. R. Dendy (48 Cucciolo), D. Bennett (25 Cyclomaster), E. A. R. Chisholm (32 Cyclomaster), J. P. Mullins (48 Cucciolo),

D. Thomas (49 Mini-Motor), C. L. Mouton (49 Power Pak), D. G. White (32 Cyclomaster), A. W. Jones (48 Cucciolo), C. B. Goddard (48 Power Pak), A. Miles (48 Cucciolo), R. H. Bury (49 Tailwind), J. H. Edwards (49 Mini-Motor), A. Pointer (49 Mini-Motor), Mrs. L. A. Huff (48 Cucciolo), R. S. Varney (48 Cucciolo), G. E. Goddard (48 Cucciolo), J. W. Wiggett (48 Cucciolo), K. J. Poole (48 Cucciolo), J. V. Jebson (38 Mosquito), E. Lauritzen (50 Jet), J. E. G. Rutland (32 Cyclomaster), G. M. Denton (49 Mini-Motor), M. J. Stevens (32 Cyclomaster), L. J. Hunford (49 Mini-Motor), J. Smith (49 Power Pak), J. Saggars (49 Power Pak), W. H. Griffith (32 Cyclomaster), J. F. Meyrick (32 Cyclomaster), A. Jackson (49 Power Pak), E. L. Aldridge (32 Cyclomaster), S. A. Parker (49 Power Pak), J. G. Tanner (32 Cyclomaster), P. Ryan (32 Cyclomaster), R. L. Bennett (49 Mini-Motor), K. E. Stringer (48 Cucciolo), N. O. Bartholomew (48 V.A.P.), D. B. M. Wright (48 Cucciolo), P. F. Burke (32 Cyclomaster), M. H. Hassell (48 Cucciolo), J. C. Underwood (38 Mosquito), J. Latta (49 Tailwind), W. Jopp (49 Power Pak), K. L. Mercer (Mini-Motor), A. R. A. Smith (49 Tailwind).

**Second-class Certificates** (up to 20 marks lost).—H. E. Evans (49 Power Pak), Miss N. Garlick (48 Cucciolo), R. E. A. Gunn (48 Cucciolo), T. W. Hallworth (32 Cyclomaster), H. Huff (48 Cucciolo), F. Miller (39 Mosquito), E. G. Grosvenor (49 Power Pak), D. Gabriel (32 Berini), B. Hunter (48 Itom Tourist).



A Cyclomaster rider on the second observed hill



Harrow Hill trio. Left to right: C. B. Goddard (Power Pak), A. W. Jones (Cucciolo) and D. G. White (32 Cyclomaster)

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