

New Cycle Attachments

Netherlands Projects : A Power Wheel

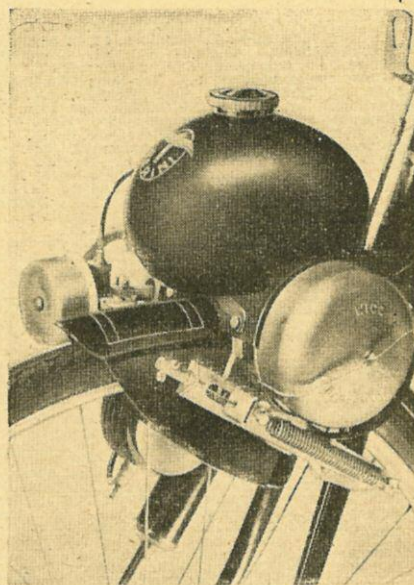
THERE was not a great deal to interest the motor cyclist at the Utrecht Industries' Fair except for the fact that two new cycle attachments were shown. These are the Cyclemaster and the Berini and both have been designed by the Interpro Construction Bureau, the "brains" of which consist of two German engineers, formerly with the Auto Union-D.K.W. organization. In close connection with the well-known firm of Hart Nibbrig and Greeve N.V. (agents for B.S.A., B.M.W. and many other makes), the Interpro Bureau was founded some two years ago at the Hague and its first design to reach the prototype stage was the Cyclemaster.

This power unit takes the form of a motorized rear wheel on the lines of the pre-war Saxonette but of new and different conception. A big hub-shell houses the engine complete with the fuel tank and transmission. The engine is a two-stroke and has a flat top piston and the porting arrangement gives reverse scavenging; driven by and mounted on the crankshaft

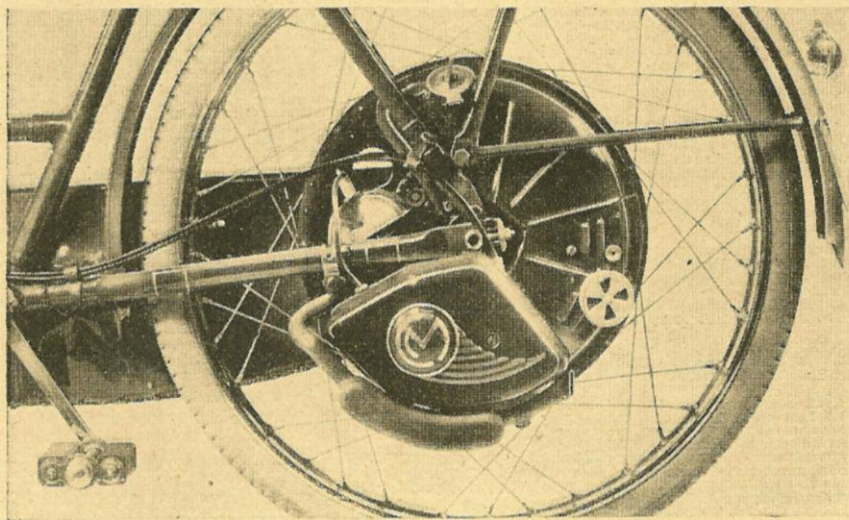
are rotary inlet valves. Bore and stroke are both 32 mm, giving a capacity of 25.7 c.c. Transmission is by means of a primary chain in an oil bath case, a wet clutch, and a short secondary chain, all inside the hub. Ignition is by a Wico-Pacy flywheel magneto and the carburettor is an Amal. Fuel tank capacity is $\frac{1}{2}$ gallon and petrol consumption is stated to be 230 m.p.g. Power output of the engine is 0.6 b.h.p.

The Cyclemaster is a complete unit with the rear wheel and can be fitted to a normal pedal cycle. That shown at Utrecht, however, was a special cycle which incorporated a bottom-link front fork with rubber as the suspension medium.

The second interesting unit is the Berini which has been derived from the Cyclemaster although the Berini is mounted above the front wheel with the cylinder inverted, and drives by means of a roller on orthodox lines. Parts of the engine are identical with those of the Cyclemaster but there are, of course, ob-



Many components of the Cyclemaster are employed in the Berini which drives the front wheel by roller



vious differences such as in the transmission. The Berini, also, has a slightly lower power output (0.5 b.h.p.) and petrol consumption is slightly higher—240 m.p.g. is claimed.

Rubber-mounted on the front fork of the cycle, the power unit can be lifted from the tyre readily by an ingenious, spring-loaded cable-operated locking device; this device is on the underside of the unit and ensures effective contact between roller and tyre. The unit can be raised, and thus the drive disconnected, by means of a handlebar lever which can be locked in the retracted position when it is required to use the machine as a normal cycle.

Prices in Holland of these attachments are, Cyclemaster approximately £27 and Berini £23; the complete Cyclemaster bicycle with the motorized wheel and sprung fork costs £38.

Cyclemaster 25.7 c.c. power unit is housed in the rear wheel (left). The complete wheel unit can be fitted to a normal pedal cycle

The New A.C.U. Centre

NEITHER territorial boundaries nor title has as yet been agreed between the dissident clubs in North-East Yorkshire and the Yorkshire Centre. The matter has been discussed by the A.C.U. as arbitrator, and a meeting is to be held on Sunday, April 23, at which it is hoped the final arrangements for the inauguration of the new Centre will be made. It is believed that the first proposal included York and naturally the Yorkshire Centre objected to the county town being in another Centre. As to the question of title, obviously the Yorkshire Centre itself would no longer be correctly named if a large part of the county was removed from its sphere of influence, and in any event if the new Centre became "The North-East Yorkshire Centre" the exist-

ing Yorkshire Centre would be almost compelled to change its name to "West and South Yorkshire Centre," which is quite a different thing, by the way, from what a non-Yorkshireman would consider to be the obvious title, "The South-West Yorkshire Centre." A pretty pother! "WHARFEDALE."

Lighting-up Times

FROM now until October 7, vehicle lamps need not be lit until one hour after sunset, and may be switched off one hour before sunrise.

Polish Moto-cross

FIRST post-war Moto-cross meeting took place in Poland recently. The course, near Warsaw, was mainly sandy, and deep sand on some of the gradients

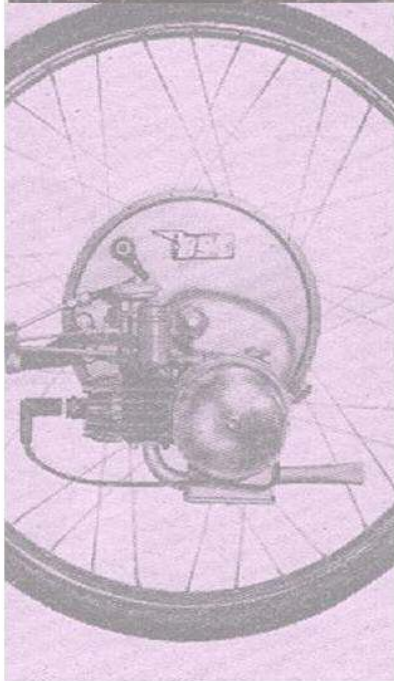
made things difficult for the 125 c.c. machines—and for the sidecar outfits which also took part! Both the 350 c.c. and over-350 c.c. solo classes were won by riders on British machines.

125 c.c. Class.—Martiewicz (SHL) 250 c.c. Class.—Paluch (Jawa), 350 c.c. Class.—Kupczyk (Triumph). Over-350 c.c. Class.—Kwiatkowski (Comp. A.J.S.). Sidecar Class.—Kaminski (Harley-Davidson).

THIS Saturday B.M.C.R.C. is holding the "Motor Cycling" open road-race meeting on the Silverstone Circuit. There is a big programme which includes vintage and production-machine events. First race starts at 11 a.m.

ON Tuesday, April 25, the South Midland Centre, A.C.U., will be holding a Trials Discussion Evening in the Large Committee Room, at the R.A.C., Pall Mall, London, S.W.1, at 7.30 p.m.

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