

## FB INTRODUCES TWO COMP. MODELS

**T**WO new fully-sprung competition machines have been introduced by Francis & Barnett Ltd.; both the trials Falcon model 76 and the scrambles Falcon 77 employ a Villiers Mk 7E high compression 197 c.c. engine.

The frame is triangulated at the points where greatest strain occurs. Twin tubes go from a lug on the front down tube to another at the top of the rear down tube. These are continued to the fixing points of the rear spring suspension units thus completing a triangle made by the rear stay and down tube. Another triangle is made by these tubes, the head tube and the top tube itself. The suspension units contain comparatively soft springs with substantial hydraulic damping.

The rear chain is protected top and bottom and has a chain guide on the lower run. Dunlop Sports tyres are fitted to the 'Scrambler' and Dunlop Trials Universal to the 'Trials' machine. Both machines are finished in Arden Green with chromed rims, aluminium mudguards and a 2½ gallon fuel tank, matt-chromed to resist dope. Deliveries will commence in 1956.

## NEW BOWN 50 MOPED

—With two-speed gearbox  
and complete equipment

**I**NTRODUCED by the Aberdale Cycle Co. Ltd., Bridport Road, London, N.18, is the Bown 50 motorised cycle which employs a 47 c.c. Sachs 2-stroke engine. A two-speed gearbox is provided and the 9½ pints capacity fuel tank is built-in as an integral part of the frame. Petrol consumption is stated to be 200 miles per gallon.

Swinging-link front-forks, and a large well-sprung saddle ensure comfortable travel for the rider. Handlebars are of the semi-raised adjustable pattern and streamlined, heavy-valanced mudguards enhance the machine's appearance. The Bown 50 has 23 in. by 2 in. wheels and the wheelbase is 45 in. Clutch and gear change control are situated on the handlebars.

Internal-expanding hub-brakes, of 4-in. diameter, are provided; the rear brake is foot-operated and the front by handlebar control. A 5 in. headlamp is fitted. Equipment includes number plates, hooter, pump, complete set of tools, grease gun and rider's hand-book.

**THE BOWN 50 MOPED**  
has generous shielding and  
a good all-round appear-  
ance.



## TWO NEW ENFIELDS

### New Ensign and Moto Cros

**T**WO last-minute additions to the Company's motor cycle range for next season are introduced at the Show by Royal Enfield. They are a luxury version of the 148 c.c. Ensign and a Moto Cros model, available with either a 350- or 500 c.c. engine, which supersedes the present Bullet scrambles models.

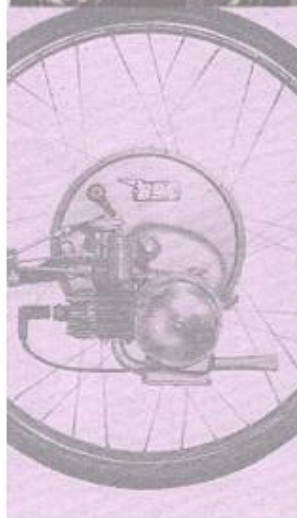
The luxury 148 c.c. will be known as the Ensign II. Among the differences from the standard Ensign—which continues to be available—are a re-designed aluminium alloy cylinder-head and cast-iron barrel with angular, deep-finning; increased power output; automatic lubrication of the front-fork coil-springs; and 5 in. diameter by 1 in. wide brakes. A dual-seat is also included as standard in the specification. Finish is in surf green and the

retail price is £85, plus £20 8s. 0d. tax, a total of £105 8s. 0d.

The Moto Cros model has been evolved in the light of experience gained with factory Bullet scrambles models during the season. Differences in specification from the Bullet scrambles models include the fitting of an Amal TT carburettor as standard, improved damping on the front-fork and the housing of the air-cleaner in a pressed-steel container embodying gauze-covered inlets. The compression-ratios of both engines are raised to 8.5 to one and a larger inlet-valve is fitted. The retail price of the model with either engine is the same—£181 5s. 0d. plus £43 10s. 0d. tax, a total of £224 15s. 0d.

**Lambretta Model D.**—In the last issue on page 108, the Lambretta scooter standard Model D was incorrectly referred to as Model L. The de luxe model is the LD.

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