

New Cyc-Autos

The Superior model with twin exhaust pipes



PLEASURE AND TRADESMEN'S MODELS IN 1949 PROGRAMME

A TWIN silencer system leading from exhaust ports high on the cylinder is one of the features of the auto-cycle, to be known as the Superior, which is included in this year's programme of the Cyc-Auto Works Co., 381 Uxbridge Road, West Acton, London, W.3. This system has been designed to ensure silent running and greater all-round efficiency.

Power is supplied by a 98-c.c. engine manufactured by Scott Motors Ltd., Shipley. This has a detachable aluminium head, ample cooling surface, and is fitted with die-cast Hepolite pistons with tapered piston rings. Ignition and lighting are from a Wico-Pacy Genimag.

160 Miles per Gallon

The engine gives a speed of 15 m.p.h. at 2,215 r.p.m. and 30 m.p.h. at 4,400 r.p.m., and a petrol consumption of 160 m.p.g. is claimed. Compression ratio is 5.375 to 1.

A five-plate dry-clutch is fitted, actuated by a hand lever which also operates a transmission brake, and the drive is through a bronze worm wheel and a hardened steel wormshaft and finally by a chain to the rear wheel. The gear ratio is 11.1 to 1. Lubrication is by petroil in the proportions of 27 to 1. The petrol tank

has a capacity of $1\frac{1}{2}$ Imperial gallons, and is mounted in the frame.

Standard fittings include a Lucas headlamp, Dunlop 26in by 2in oversize carrier tyres and an Amal single-jet carburettor. This model is priced in England at £48 10s

Model for Tradesmen

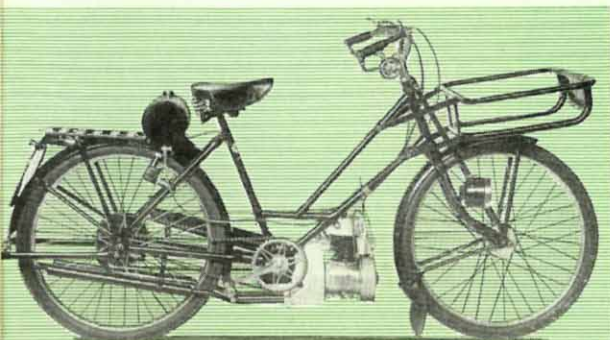
Of particular interest to tradesmen is the Cyc-Auto Carrier model which is also powered by a 98-c.c. Scott engine and has a specification very similar to that of the Superior. Petrol tank on this model is attached to the rear carrier. The front carrier, which is constructed of heavy gauge tubing, has a carrying capacity of 72 lb, the dimensions being 15in (38 cm) by 21in (53 cm). Basic price in England is £52.

Present output of Cyc-Auto machines is about 50 per week, the majority being earmarked for export. Production, however, will be considerably increased when a new factory at Acton is opened in the near future.

Petrol tanks to fit inside the frame tubes of Cyc-Auto machines are now available as separate items, and these can be used to replace the tanks which, on earlier models, were fitted to the rear carriers. These tanks are priced at £4.

On some of the new machines pressed frame lugs will be used to overcome the present shortage of cast lugs.

Cyc-Auto tradesman's carrier model which has a load capacity of 72 lb



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