

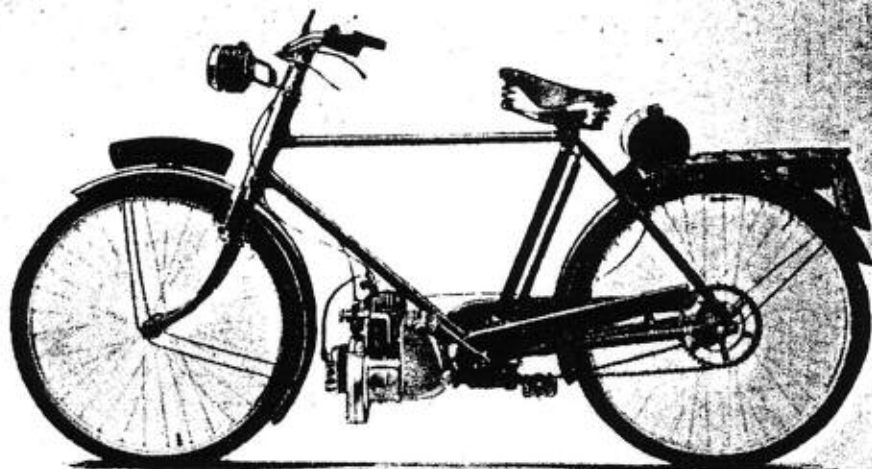
An Improved Cyc-Auto

Small but Practical Alterations to a Popular Motor-assisted Cycle

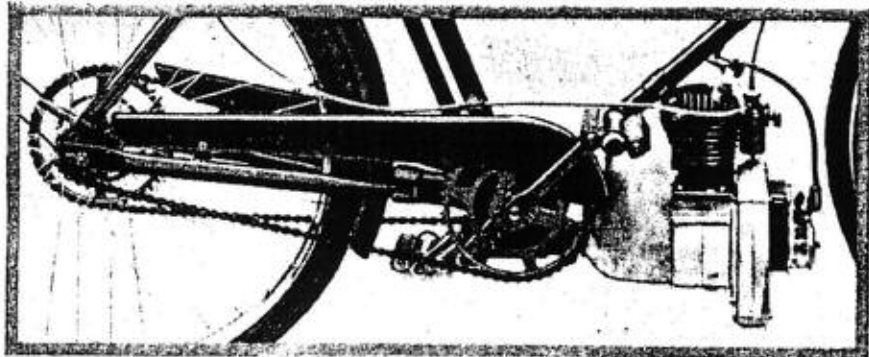
ALTHOUGH the Cyc-Auto has been on the market since 1934, so satisfactory was the original design and layout that it has been found necessary to make only a few minor alterations for 1935.

The neat 98 c.c. engine gear unit remains the same, as does the method of transmission. In the latter connection it will be recalled that a worm-drive is employed from the transversely mounted engine to the chain-wheel axle, and that the normal cycle pedalling gear may be used to propel the machine or assist the engine.

Perhaps the greatest attention has been paid to the frame. In view of the demand it has been decided to use 21in. frames (19in. for the ladies' open frame models), instead of 23in. frames as fitted previously. This reduction in size has resulted in a sturdier triangulation of the frame. A cast one-piece malleable steering head is fitted in place of the two lugs and distance piece used previously, while by means of a new method of trapping the ends of



A 21in. frame is now fitted to the Cyc-Auto instead of the 23in. frame employed previously. The engine-gear unit and transmission remain in essentials unaltered



The neat Cyc-Auto engine-gear unit and the simple yet ingenious method of transmission by worm drive. The gear housing has been modified for the use of gear oil in place of grease lubrication

the rear fork tubes it is now possible to fit 27 x 2in. tyres, although 26 x 1.75in. tyres are fitted as standard.

In connection with such accessories as mudguards and chainguards it should be noted that wherever possible brazed lugs have been substituted for clips and brackets.

Each of the two chainguards is now made in one piece, while the front mudguard bolts have been supplanted by rivets for the stay connections.

An ingenious method is employed to steady the long fuel pipe that leads from the tank behind the saddle to the carburettor in front of the engine. A piece of T-shaped rubber tubing is slipped over the piping and fits snugly on to a small lug brazed to the seat pillar tube.

Another novel feature is the use of a Tecalemit grease nipple as an air vent on the fuel tank. This permits the filler cap to be used as an oil measure.

In practice it was found that grease was rather unsatisfactory for lubrication

of the worm gear, and on the latest models the gear housing has been adapted for the use of gear oil. The filler orifice has been increased in diameter and a dipstick is provided.

The pedalling gear is unaltered in its essentials. It will be remembered that

two chains are employed, the one on the near side taking the drive from the engine and the off-side one connecting the rear wheel and the pedals. The engine is engaged by pressing the off-side crank, which incorporates a dog clutch, towards the near side.

The two chains are the same length and are interchangeable. The spider in the rear chain ring is now located by three 1/4in. B.S.F. bolts screwed through and secured by a locknut.

No alteration has been made to the simple controls. The left handlebar roller-lever operates the compression release, the right the front brake, and a third control on the right handlebar operates the throttle. The rear brake is of the ordinary back-peddalling (coaster) type.

The price of the Cyc-Auto is £14 14s., including carrier, tools, inflater, Miller rear lamp, licence holder and number plates. Third-party insurance costs only 7s. 6d. a year, while the annual tax is 12s.

The address of the manufacturers is Cyc-Auto Patents, 107, Westbourne Grove, London, W.2.

A BROOKLANDS "EDUCATION"

Motor Cycles Perform at Last
Saturday's Car Meeting

A MOTOR CYCLE event—a five-lap "Mountain" handicap—was included in the B.A.R.C.'s final meeting of the year at Brooklands last Saturday, and it provided the car folk with something really interesting in the way of a demonstration of the capabilities of the racing two-wheeler.

The weather was very blustering when the twelve starters lined up for the race,

but that did not prevent the pace being a "cracker" from the fall of the flag. N. Christnas (348 Velocette), 22 secs., L. J. Archer (348 Velocette), 11 secs., and R. Harris (490 Norton), scratch, were all prominent, and interest centred on whether Harris could catch the swift Velocettes.

Christmas took the lead on the second lap and by brilliant cornering increased his advantage lap by lap until at the finish he was about 100 yds. ahead of Harris. The latter managed to account for Archer, but could make but little impression on the winner. Christmas speed for the race was 67.50 m.p.h.