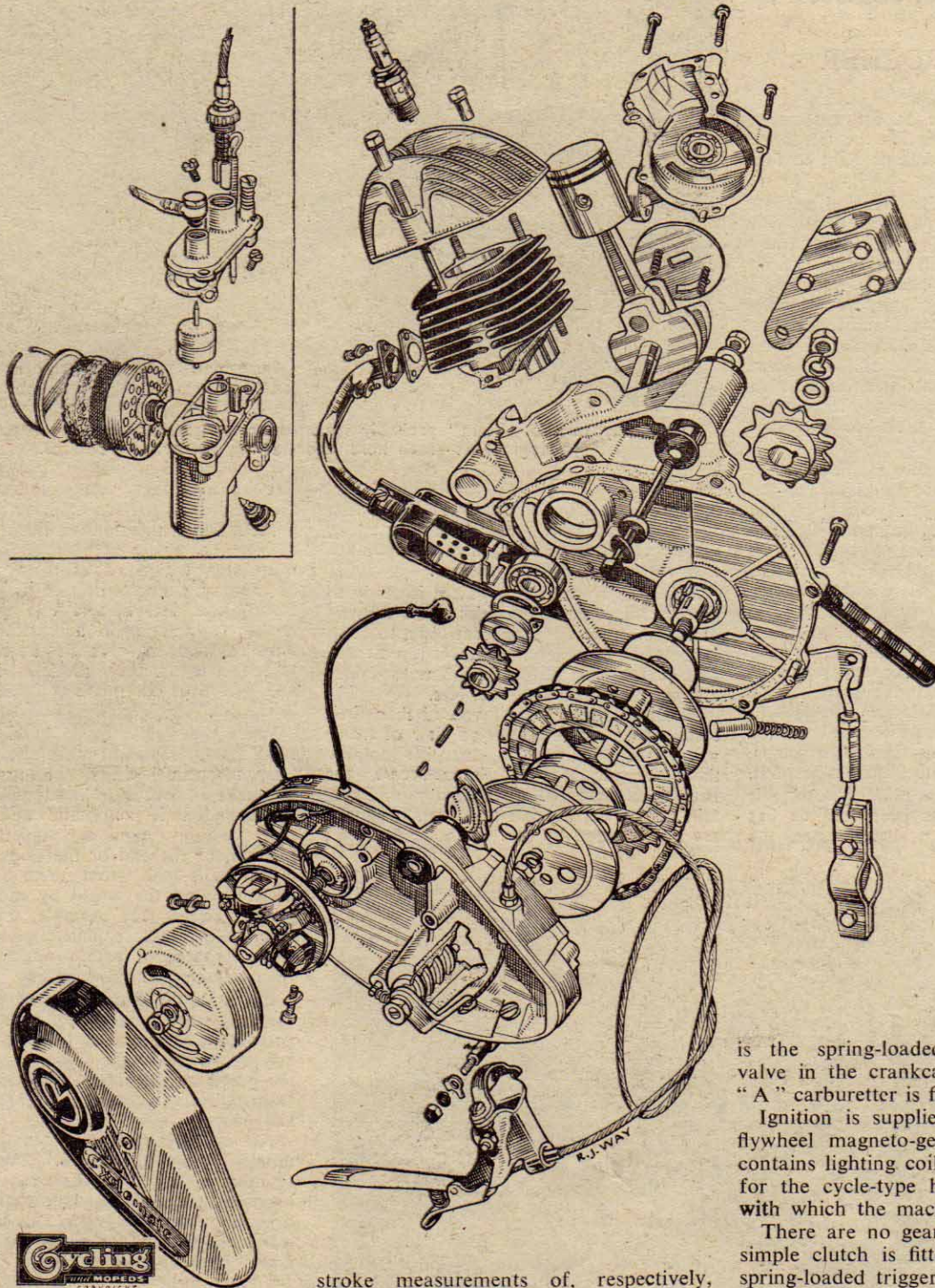


# THE CYCLEMATE

*An All-British Power Unit With An Impressive Pedigree*



is the spring-loaded, rotary induction valve in the crankcase. A B.E.C. Type "A" carburetter is fitted.

Ignition is supplied by a Wico-Pacey flywheel magneto-generator, which also contains lighting coils to provide current for the cycle-type head and tail lamps with which the machine is equipped.

There are no gears, but a strong and simple clutch is fitted. By means of a spring-loaded trigger on the clutch lever this can be locked in its free position, thus enabling the machine to be pedalled without any connection between the engine and rear wheel, save through the countershaft. Separate pedalling equipment is provided.

stroke measurements of, respectively, 36 mm. and 32 mm., it has a cubic capacity of 32 c.c., and develops 0.8 b.h.p., attaining a speed of 20 m.p.h. at 4,500 r.p.m.

A special feature, and one which lends to this unit its low-speed pulling power,

**A** DIRECT descendant of the famous Cyclemaster "engine-in-the-wheel" power unit, the Cyclemate is British-built throughout, and is the smallest moped unit available to-day. With bore and

**Cycling**  
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