



32 c.c. CYCLEMATE

Britain's Smallest Moped Tested in 1958 Guise

ALTHOUGH 50 c.c. is the generally accepted engine capacity for mopeds, there is one machine which has always managed "very nicely, thank you" on far less than that—on 32 c.c., to be precise. That machine is the Cyclemate, a combination of a Norman-built frame and the Cyclemate engine, developed from the Cyclemaster power wheel attachment. This handy runabout is, in fact, a power-assisted bicycle in the full sense of the term, for it is light and unsprung, and does not set out to give much more in the way of sustained speed than the everyday touring cyclist would think of using. Thus on level roads the Cyclemate purrs sedately along at a steady 18 m.p.h., leaving just a little power in hand. Its hill-climbing is unspectacular, but not very much below the standard which can be attained by the run-of-the-mill single-speeder of 50 c.c. Obviously, one has to pedal much earlier

on inclines, but the assistance which needs to be given is no greater than one would put into ordinary cycling on a level road. And if the hill is a real snorter—the sort which would bring a three-speeder into bottom gear, or call for pedalling with a two-speeder, then one just hops off and walks alongside, with the flexible two-stroke engine propelling the machine. But, as I say, it has to be a snorter of a hill before the Cyclemate needs those tactics!

Steering and road-holding are first rate, and the comfort attainable is as good as that of far more expensive machines—better, in some respects, for the Cyclemate offers a wide range of saddle and handlebar adjustment. With engine vibration non-existent, the exhaust note gentle, and no mechanical noise worth speaking of, the Cyclemate is an ideal mount for lane-pottering. On the other hand, its qualities of nippiness and firm road-holding, coupled

The CYCLEMATE at a GLANCE

Maximum Speed: 22 m.p.h. in 32 sec. from rest.
Economy: 196 m.p.g. at 20 m.p.h.
Braking: From 20 m.p.h. From 30 m.p.h.
 Both brakes .. 10 feet. Not applicable.
 Front only .. 28 feet. Not applicable.
 Rear only .. 29 feet. Not applicable.
Load carried during test: 200 lb.
Engine: Cyclemaster two-stroke; 36 mm. bore x 32 mm. stroke = 32 c.c.; rotary-valve induction; c.r. 6.2 to 1; 0.8 b.h.p. at 4,500 r.p.m.
Gearbox: None. Countershaft clutch built in unit with engine; chain primary and final drives; separate pedalling gear for starting.
Frame: Tubular, of brazed and welded construction; rigid front forks.
Tank: 5½ pints capacity.
Lights: Head and tail lamp fed direct from Wico-Pacey flywheel magneto-generator.
Wheels and Brakes: Both brakes 4-in. internal-expanding; chromium-plated rims and rust-proof spokes; 2.00-in. x 26-in. Dunlop tyres.
Equipment: Bulb horn; luggage carrier; prop stand; number plates and licence holder; tool kit; tool bag; tyre pump.
Finish: Polychromatic green enamel with chromium-plated and gun-metal detail finishes.
Weight: 84 lb.
Makers: Planloc Engineering Co. Ltd., Tudor Works, Chertsey-road, Byfleet, Surrey.
Price: £44 2s. inc. P.T.

When it's a mile of mud to the nearest shop the country-dwelling housewife is pleased to have a mount as handy as the Cyclemate.

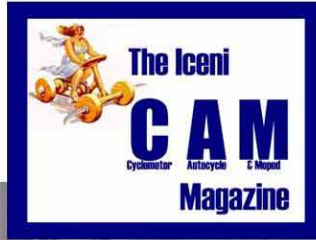
with its possession of a sturdy clutch, make it a first-rate town vehicle. Here, too, its flexibility scores. It is quite happy pulling hard at around the eight m.p.h. mark, and will accelerate cleanly and without chain snatch.

It is worth noting, too, that the system of control adopted for the machine is simplicity itself. There is the normal twist-grip throttle on the right handlebar, and the brakes are controlled by inverted levers, that for the rear brake being on the right, with the front brake lever on the left. Also on the left is the clutch lever, which is equipped with a trigger. When you wish to stop, you close the throttle and pull out the clutch. The trigger catch engages to hold the lever in the disengaged position, and all the rider needs do then is concentrate on braking. To restart, a few digs of the pedals suffice to get the Cyclemate under way, when the clutch trigger can be released and the lever allowed to go smartly home. The system is nearly fool-proof, and obviates the need for fine co-ordination of clutch, throttle and pedals on the get-away.

Braking is better than average—the lowish weight of the Cyclemate obviously has something to do with that—making this one of the safest of all mopeds. It could be recommended for a beginner with absolute confidence; on the other hand, it would not dissatisfy the man who needs a reliable machine for town or country journeys, and who does not wish to be encumbered with more weight or to use more power than is absolutely necessary. In short, this is the ideal moped for the user who asks primarily for a bicycle which propels itself.

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