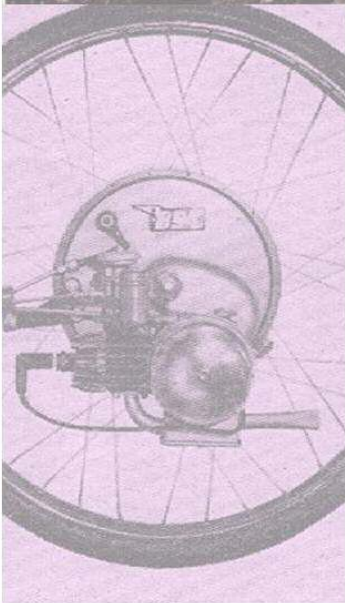


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ROAD TEST REPORT

The HORSY

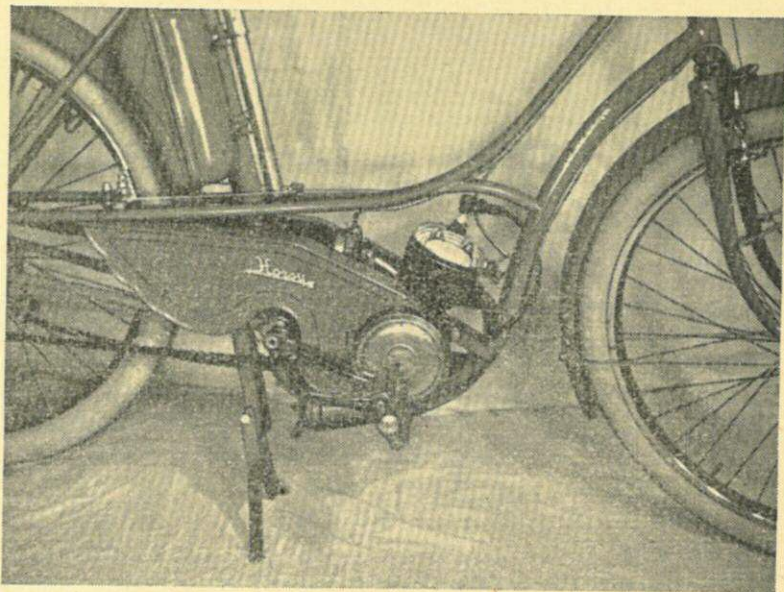
A New French Autocycle

SO few cyclistmotorists in this country have ever known the feel of a properly designed, one-piece, modern machine that reporting on such a model needs a slightly different approach from the report technique used for attachment units. It is not simply that there is a cycle as well as a motor to be described, but a new and complete machine which produces completely new reactions.

The test of this newly arrived French machine brought this up sharply because of the fact that, from the first turn of the pedals, the rider was at home on a machine that definitely "belonged". The riding position as collected and the unfamiliar controls made no difference to this feeling of security and comfort and the start was made from the centre of London in rush hour traffic quite as a matter of course. It was not until home was reached, after a couple of calls *en route*, that the *HORSY* was even looked at closely at all.

In general appearance the machine is fairly typical of modern French motor-assisted cycles. The "open" frame has curved twin top tubes swinging down from the steering head to the rear hub, to link cleanly with the seat and chain stays and rear fork ends. The down tube forms a complete loop enclosing engine, primary drive and countershaft, and the final drive is by chain on the offside of the machine. The pedal drive is on the near side, quite independent of the power unit and tensioned by jockey pulley.

Front forks are of the conventional "D to round," tapered



The neat lay-out, immensely strong loop frame of the full cradle type and the independent chain drives are shown in this picture. The high grade finish is in light green.

cycle type and the 1 $\frac{3}{4}$ in. wheels are shod with 2-in. Dunlop balloon tyres. The brakes are of the modern French heavy calliper type which have the shoes mounted on lugs brazed to the frame and compensated movement to the cables.

Controls are rather unusual by our ideas there being no way of disengaging the engine by hand, this being done by a small trigger behind the flywheel, not operated from the saddle. The left hand twist-grip, however, gave such a wide range of movement with such positive control for the decompressor valve that this could be really opened to make pedalling with the engine in very easy indeed and should avoid all burning troubles and regrinding jobs on

this component. The right grip controls the throttle and the starting choke is a neat little plate on top of the carburettor which is pushed down with the finger tip before starting and then automatically opens when the throttle is opened.

How it Goes

Those readers who have had some experience of the already popular 48 c.c. *VAP* engine will not be surprised to hear that it has really top class performance in the *HORSY*. It starts at a turn and takes over the drive immediately unless the pedals are deliberately used to speed the getaway. From 10 m.p.h. to a mean maximum of just over 30 m.p.h. there is real

acceleration all the way and main road hill climbing is quite exceptional by any standards.

On several occasions downhill bursts of over 40 m.p.h. were made without any sign that the engine was working except for an increase in the vibration felt through the pedals. The machine steered and held the road perfectly at these speeds. The big tyres, with the front one run slightly soft, absorbed all the shocks and made it seem that spring forks would be an unnecessary luxury. Road adhesion, accelerating or braking was very good, wet or dry.

The brakes themselves were powerful and progressive but on the machine tested they screeched rather. This would probably have worked itself off with use. If not, then slightly softer blocks would cut out the trouble and make things a bit smoother as well.

The Howl

The engine itself was commendably quiet despite its high performance, and the easily demountable exhaust system was as neat as it was effective. But the effect was quite spoiled for us by the howl from the primary gear drive. Some

of these continental manufacturers should go in for making sirens, hooters and loud hailers. Certainly they have a genius for producing the biggest possible row from the smallest imaginable mechanical contrivance. We examined the gears and found them clean cut and well meshed so the fault is in the design rather than construction. We know from the excellent sales of another very bad offender that this matter of mechanical noise does not appear to worry many modern riders, but it will discourage many of the older ones and is not good for the Movement in the regard of the public.

Good Looks

This noise is the only real criticism we have of the machine. It looks right and feels right either under power or pedals, is very strong and remarkably light in weight at 69½ lbs. The light green lined finish looks good and durable as well.

The whole machine gives an impression of solidity and durability and we feel confident in saying of it, as of all the best of the autocycles, that it will pay for its extra shillings in a long and trouble-free life. We understand that it will be available with British lamps and

horn at an inclusive price almost immediately and it should find a ready market among those who mean to take their cyclemotoring seriously.

Specification

HORSY Autocycle : Full loop frame with double top tubes, solid front forks and brazed up rear end. 5-pint tank under saddle. Carrier fitted as standard. Wheels 1½ in. with Endrick rims and heavy gauge spokes. Tyres 2 in. (600 c.m. x 50 c.m.) Dunlop balloon. Engine final drive on offside by 3/16th in. chain with slotted fork end adjustment. Pedal drive by 1/8th in. chain on nearside with jockey pulley tensioner.

ENGINE, 48 c.c. VAP with geared primary drive to unit countershaft. Drive-engaging pawl on flywheel. Twist grip throttle control with self-cancelling choke. L/hand twist-grip decompressor. Flywheel magneto with lighting coils. Petrol consumption 176 at 25 m.p.h. All up weight, 69 lbs.

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