



## MOTOR CYCLE MATTERS

by Francis Jones

### A moped point

H. V. Powell, the Birmingham constructor, has been saying that it is a mistake to restrict the engine capacity of mopeds to 50 c.c. His argument is that if the unit has a swept volume of as much as 75 c.c., that cuts out the necessity for fitting any form of variable gear, which eliminates a complication, and also saves money. His firm turns out models in both sizes, and, according to Mr. Powell, the more powerful machine will climb any hill in the Birmingham City area without the need for any pedal assistance.

There is substance, and a good deal of sense, in that contention, but I feel that Mr. Powell has gone adrift over his terminology. The fact is that if a powered bicycle has an engine of over 50 c.c., then it ceases to be a moped; the capacity limit is strictly defined, and the definition is internationally accepted. To attempt to get it altered would not be practical at this stage, nor might it even be

desirable.

What Mr. Powell is really saying is that there is a case for the ultra-lightweight motor cycle, of somewhere between 50 and 100 c.c. Putting it in that way I would entirely agree with him, but one cannot pass his proposal as originally expressed. To pursue it would be calculated to prejudice the industry's efforts to secure further freedom for the use of mopeds, which would be a major disaster at the present juncture.