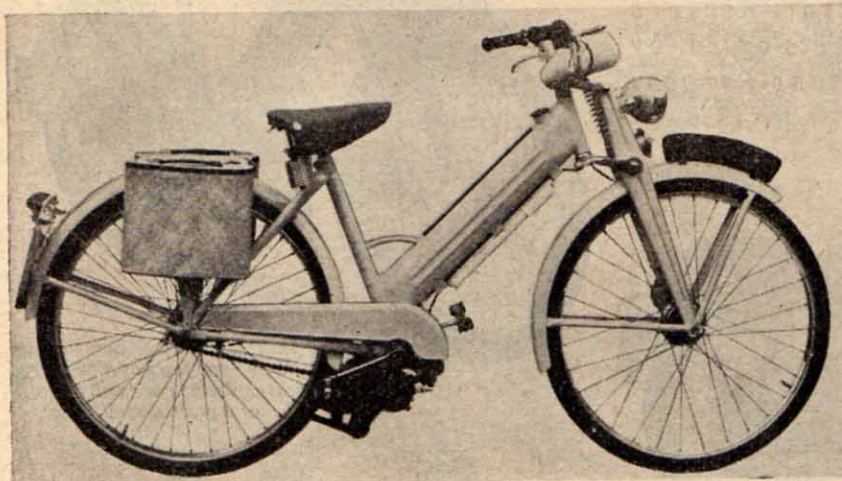


## A MO-PED FROM COVENTRY

British-built Light Autocycle Announced by Power-Pak Engineering Co., Ltd., for the Coming Season



The new Power-Pak moped—the first complete machine to be produced by a well-known manufacturer of auxiliary units.

IN contra-distinction to the lines of development of the moped on the Continent, the Power-Pak "Moped," newly introduced by the Power-Pak Engineering Co., Ltd., of Coventry, follows the classic conception in being essentially a pedal-assisted machine. Rather than run the risk of unjustified over-complication, the Power-Pak designers have taken as their target the production of a sturdy, serviceable machine which, though lavishly equipped, conforms to that standard of operational simplicity likely to appeal to the utility user.

Thus, in a field where two-speed—even three-speed—gearboxes and multi-plate clutches are becoming commonplace, the new British model strikes almost a Spartan note in remaining faithful to the well-tried roller drive direct from the engine to the rear tyre, incorporating the necessary flexi-

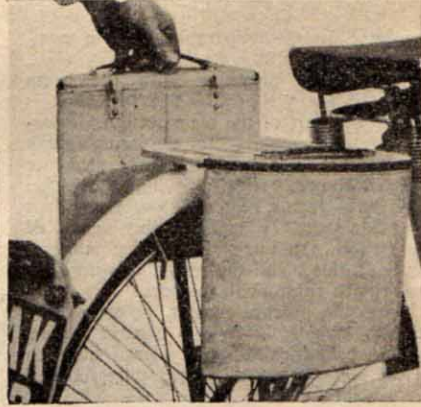
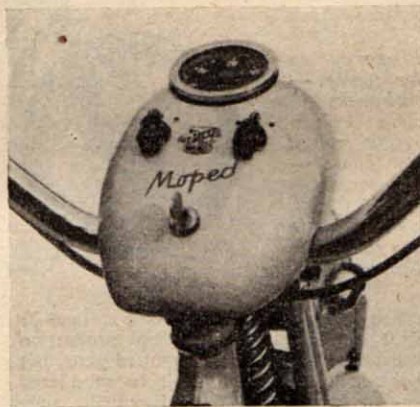
bility in a power-plant which provides sufficient power to give a speed of over 30 m.p.h. coupled with a fuel consumption bettering 200 miles to each gallon of petrol.

The pressed-steel, beam-type frame is of attractive appearance, with integral  $\frac{1}{2}$ -gallon fuel tank, and is equipped with link forks having pressed-steel blades. The 26-in. wheels have hub brakes.

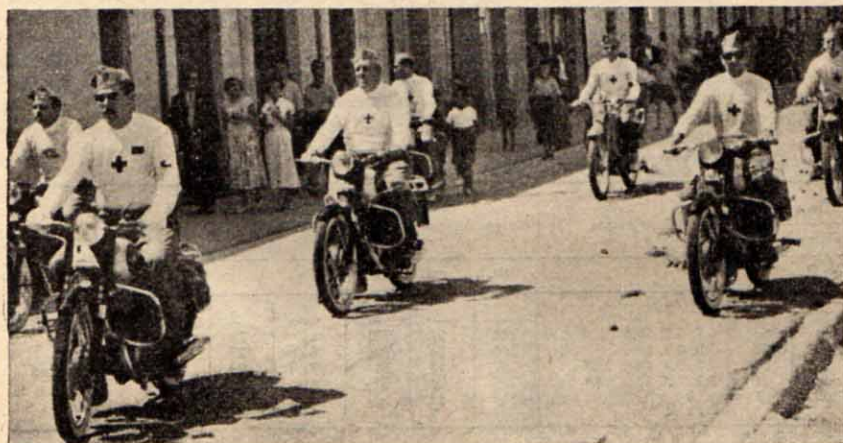
It is in its equipment, however, that the "Moped" scores heavily. It has, for instance, a fascia panel—mounted on the handlebars—which contains an illuminated speedometer, the ignition key, and illuminated switches controlling the lights and the traffic indicators. These last-named are of the winking type—mounted both fore and aft. At the rear, they are incorporated in a combined stop-and-tail lamp. Eminently sensible in view of the machine's likely employment is the provision of leather panniers as well as a rear carrier.

A production of 1,000 machines a week is envisaged, thanks to the acquisition of a large and modern factory in Coventry. Deliveries are scheduled to begin in January of next year but up to the time of going to press, the price has not been settled.

The manufacturers of this moped are no newcomers to the field of 50 c.c. productions. For several years past their well-known auxiliary units have been used widely.



(Left) The head nacelle and (right) the panniers.



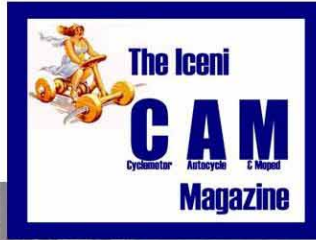
### TRADE NEWS

#### Greeves for Export

DISTRIBUTORS of Greeves motorcycles in the U.S.A., Miss Theresa Wallach's Chicago Mid-West Imported Motorcycles, have recently ordered the first batch of Trials and Scrambles models, and it is understood that one of the scramblers is for Neville Vanassche, who was the lightweight class winner in the recent "Jack Pine" 500-mile Enduro.

Villiers 197 c.c. engines, built under licence, power these Spanish Roa machines ridden by the Abaceta Red Cross officers.

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