

POWER & PEDAL

Vol. IV No. 6

SIXPENCE

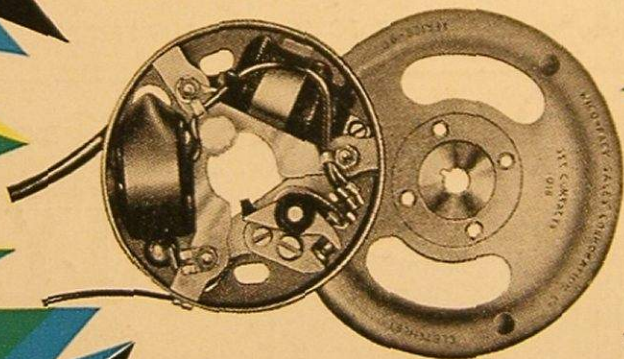
MONTHLY

MAY 1956

The Autocycle Journal

with
the

SCOOTER



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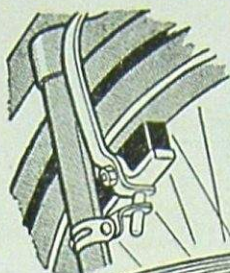


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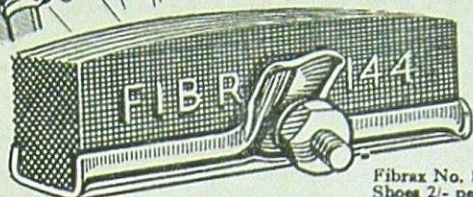
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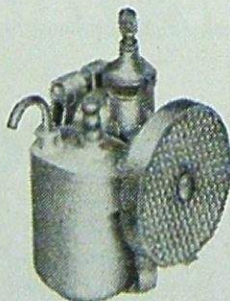
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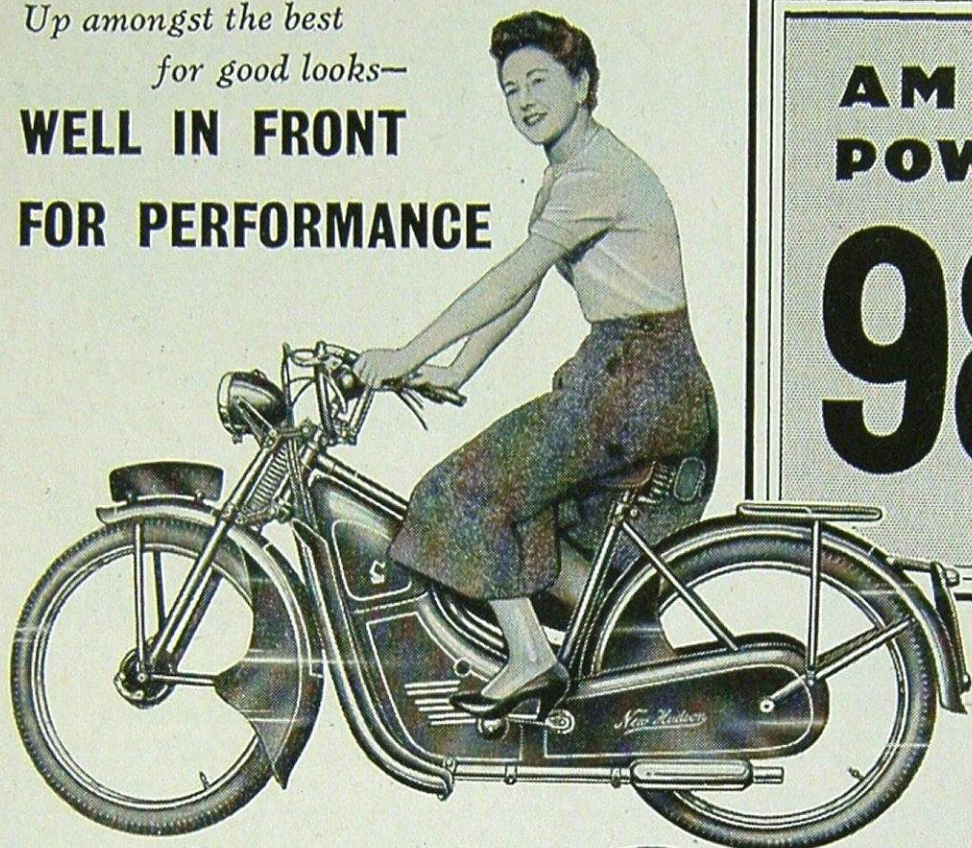
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with
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SCOOTER

Editor : FRANK L. FARR

Vol. IV No. 6

May, 1956

AS a matter of consistent policy this journal has developed to serve a widening public from the motor attachment user to the scooter rider. We have maintained this policy in the belief, previously stated, that all these machines and their riders belong in the same groupings, having the same needs and problems in varying degrees.

Translated into technical terms this belief is now being demonstrated more or less unconsciously by the trade, both at home and abroad, in a turning towards machine designs over a range of engine sizes but serving common requirements. The key to the formula is enclosure and in various forms it is coming in fast.

In the 50 c.c. class one manufacturer has created a special cowling-cum-legshield unit that provides both enclosure for the engine and protection for the driver; others have what they describe as scooter versions of their mo-ped ranges; two new machines recently in our hands offered full enclosure of working parts with legshields and in one case footboards, both retaining pedals, while yet another machine

of this capacity has appeared in scooter form without pedals. A British make 70 c.c. machine appeared at the Earl's Court Show last November and is eagerly awaited on the roads. It has luxury mo-ped specification and price with semi-scooter appearance.

All this goes to demonstrate that there is a growing realisation that the riders of these new powered lightweights need machines that will enable them to ride in normal clothing. This demands protection from engine dirt as well as the mud and water thrown up from the road and, at the same time, provides an opportunity for encouragement in the maintenance

of clean machines.

It is worthy of note that one of the most successful of the larger scooters on the market has a model available which is not totally enclosed and that, despite the very considerably lower weight and price, this model is not nearly as attractive to buyers as its enclosed counterpart. It is clear that the public likes smooth exteriors, easy to clean and easy to look at, and both machine and accessory manufacturers will do well to heed this demand.

Reverting to the smaller capacity machines, however, we maintain that it matters little whether the model has pedals or not, if it is to serve the class of user now appearing it should offer a substantial degree of machine enclosure and rider protection. Those British makers who are at present planning designs to earn a share in the lightweight market now dominated by the foreigners will do well to take a jump ahead of the current mo-ped stylings and build modest priced machines with full enclosure as a major selling point. If we start now we will only be just abreast of events by the time our models reach the roads.

To avoid disappointment please place a standing order with your newsagent or take out a subscription direct from the sole trade agents, Horace Marshall & Son, Ltd. Temple House, Tallis St, London E.C.4 ANY NEWSAGENT CAN OBTAIN "Power and Pedal with The Scooter" through normal trade channels if he wishes.

COMMENT

by

Clip-on

WATCHING through the year the trends of design and demand at the various international shows is one of the ways of estimating what the machines and markets will be like in the period ahead. Perhaps "inspired guesses" would be a truer description of the results than estimates, but the fact remains that many plans are made on no more than analyses of various countries' Show Reports.

Geneva has followed fairly closely on the lines of Brussels so far as I can gather. Mo-peds are doing well in Switzerland as elsewhere; scooter demand steady and satisfactory; larger motorcycles falling back in popularity and the new lightweight cars muscling in on the former sidecar market.

This last trend also shewed itself at Brussels so the reason for it, advanced in Switzerland, that three bad summers in a row had created the demand for closed vehicles, does not seem to be borne out. The truth is almost certainly economic in that these new cars offer much more for the money than the bigger motorcycles can hope to, for the "two-and-two-halves" family man in particular. We have not yet seen those cars here as our system of import duties and purchase tax, as well as the car and flat rate road tax combine to discourage foreign lightweights, while the Government's declared belief in control by high prices does not suggest any change to encourage cheaper motoring. Our picture for the next two or three years will probably, therefore, be different

from that of other countries.

My own guess for 1957 would be a lot more mo-peds and smaller scooters solo, some bigger scooter sidecars and rather fewer cars—Now wait and see.

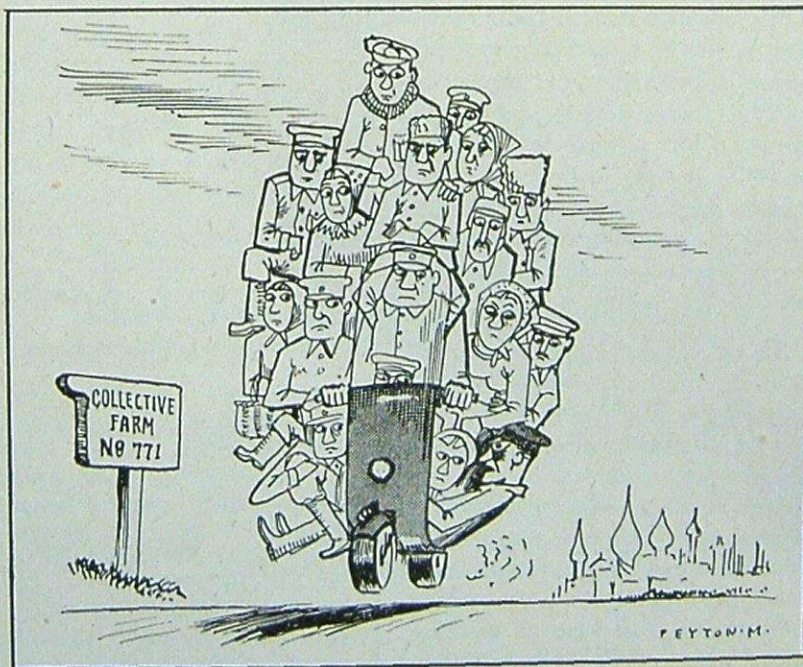
More On Graphite

Recent correspondence in our columns has aroused fresh interest in this subject and once again

demonstrated how unclear many riders are on the subject of two-stroke engine lubrication.

Various constituents in oils may have effects on their service in engines but basically our two-strokes are fed with petroil, a mixture, and the factors which count in the lubricating capacity of this mixture are the viscosity of the oil and the proportions of oil to petrol. We have in the past published tables giving rough equivalents of mixtures for oils of various viscosities. These shewed that a 1 to 16 ratio with an SAE 10 oil offers an equivalent lubrication factor to 1 in 20 with SAE 20, 1 in 24 with SAE 30 and so on, the proportions getting lighter as heavier oils are used.

The makers of the graphited oils discussed in our columns believe that "a heavy basic oil" is the thing for two-strokes and use SAE 50 oil blended with Acheson Colloidal Graphite and recommend 1 in 32 ratio for the cyclemotor oil and 1 in 24 for the two-stroke oil



"The term Collective Leadership does not mean that you all have to drive at once, Comrades".

(mainly for the larger engines). In both cases, however, they state that these quantities are the *maximum* amount that should be used and these ratios should be further reduced when the machine is properly run-in.

This is all very fair and reasonable but the problem of getting the right amount of oil for a given engine still needs an intelligent answer from the rider. As pointed out in our March issue, the machine itself will shew soon enough if it is getting too much or too little oil.

Platinum Plugs

So far I have not had the opportunity of testing any of the new platinum pointed sparking plugs. A couple of reliable acquaintances who have done so, however, report very favourably indeed. One claims a plug life improvement of 300 per cent. and the other, without mentioning mileage, says he is quite happy because the plug can be left alone and does not seem to get whiskers, oil up or burn its points.

In theory at least the hard points should make no difference to the suitability of a given plug design for a certain function, but it seems likely that they will stay in good working condition longer, especially under hard driving. What I find rather puzzling about these plug trouble stories is that plugs do not seem to act badly for *me*. I am pretty heavy and drive pretty hard but I can only remember one whisker and one oil-up in the past three years. I also test plugs in my marine outboard where they run flat out uphill all the time in effect, but they stay in the engine unlooked at for months without trouble—Am I just lucky?

Scoterettes

We are soon going to have fun over definitions as between scooters and mo-peds. Having just been forced to accept this latter name as

a vehicle class label we are faced with a movement towards enclosure that can only be called "scooterisation".

The very neat little Meteora Pony from Italy and the Estlander Swell from Denmark that have just arrived here have 50 c.c. engines, 2-speed gears, full enclosure and legshields *and pedals*. The Danish machine even has wide footboards that fold up to give access to the pedals and down for 100 per cent scooter riding. To the general public these machines are scooters simply because they look like scooters, but by specification they are mo-peds and, which is much to the point, they are likely to be the standard mo-peds of the near future.

I foresee some Sunday paper motoring correspondent soon announcing brightly that the mo-ped is dead, as of course he forecast years ago, and the scooter is now predominant.

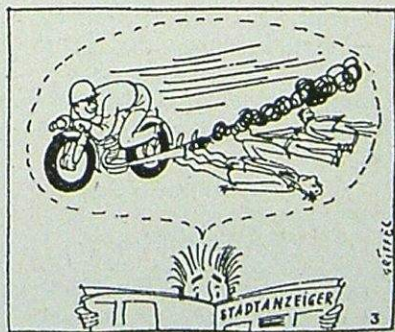
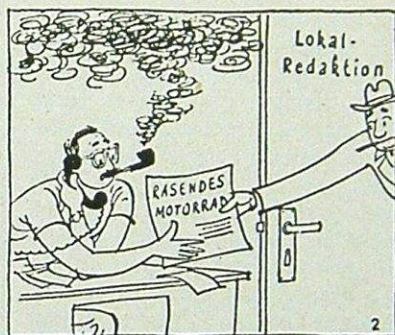
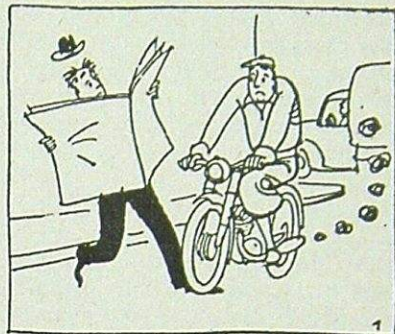
Mo-ped Costs

I thought Brook Lister a little less than fair on the subject of depreciation on the machine he quoted in his "Thoughts On Buying" article last month.

In the first place, this particular machine just happens to have dropped its new price some £20 since it was bought, an event most rare in these days, and a depreciation figure in the region of £25 would be fairer than the £42 quoted in this case. Secondly, on that repairs and replacements figure that machine probably had at least another 10,000 miles before it before any further expenditure would be called for.

I personally noted the last time I was in France that many machines of the make and year referred to had done mileages up to 50,000 mainly on country roads and usually with a minimum of maintenance. Several garage men and dealers with whom I talked remarked on the fact that these machines ran on

and on with very little in the way of work or replacements. Average cost-per-mile figures for mo-peds are quite remarkably low and this is one of their big selling points, so let us make the most of it.



It is the same in all countries—This cartoon reprinted from CYCLE-MOTO of France who in turn had it from a German paper, tells how press stories magnify incidents into scares.

ROAD TEST REPORT

An Interesting Single-Speeder - KREIDLER J.50

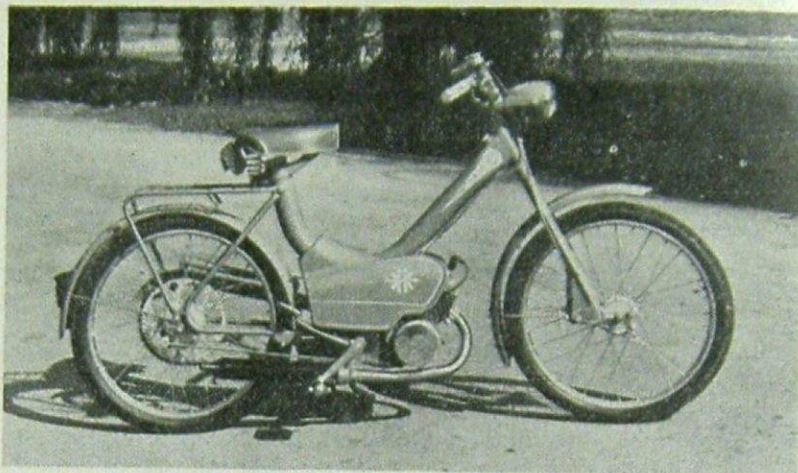
The current spate of 2-speed mo-peds with almost identical specifications is tending to baffle the buyers in this section of the market but almost the reverse is true of single-speeders at the moment. We were, therefore, most interested to have for test a German machine recently introduced here by Motor Imports, Ltd., the *Kreidler J.50*.

The machine was described in our "News From Germany" feature of May 1954 and it has many attractive features. The main frame tube is a single curved member which also acts as the fuel tank. The filler cap is under the saddle and there is a small thumbscrew air vent just behind the steering head. Straight tube front forks with screened bottom link suspension units spring the front end. Tyres are 23in. x 2in. A neat hinged cowling covers the top of the engine, fuel tap and carburettor.

Engine and transmission details are: 38 mm. bore x 44 mm. stroke, compression $6\frac{1}{2}$ to 1, power output 1.4 b.h.p. at 4,500 r.p.m., *Pallas* carburettor, *Siba* flywheel magneto and 17-watt lighting coils. Primary drive is by gears to countershaft and clutch, final and pedal drives by single $\frac{1}{2}$ in. x $\frac{3}{16}$ th in. chain.

On The Road

The advantages of the single-speed machine over its counterpart with a gearbox are light weight simplicity, mechanical silence, cheapness and ease of handling. When, as with the J.50, it also has a powerful and very flexible engine, the result is a most attractive mount.



The curved member of the strong frame also serves as a fuel tank.

A getaway from standstill can be made with or without the use of the pedals and from 5 m.p.h. upwards the acceleration is well above average. The most effective part of the power range goes all the way from 10 to 25 m.p.h., with a little in hand to a maximum mean speed of 28 m.p.h. Over-revving down hill at around 35 m.p.h. produces a little extra vibration but no signs of distress from the engine.

The exhaust noise is modest at small throttle openings but makes itself heard more when the grip is well open. It is never too obtrusive, however, and this combined with the almost complete mechanical silence, makes for a high degree of rider comfort which is likely to be of considerable advantage over longish journeys.

Apart from the fact that the saddle seemed rather too small, perhaps a matter of taste, comfort rates high, the front suspension being soft enough to tame cobbles

with the 2in. tyres running at reasonable pressures. Road-holding and stability are also good, noticeably so when braking. This is important as the brakes are very good indeed, well above the present day mo-ped average, especially the back-pedal operated rear brake which gave excellent control both on hills and in traffic.

The power and flexibility of the engine afforded the lively acceleration already mentioned and also very good hill-climbing. A long, tough hill with a main gradient of 1 in 10 required only a little pedal assistance over its worst section from a 14 stone rider and it was noticeable that the engine pulled hard and smoothly right down to single figure speeds. Actually the pedals are rather low geared and assistance could not be given easily at over 10 m.p.h. but in any case it seemed quite unnecessary.

Handling, particularly in traffic is excellent and the feeling of

confidence and safety engendered by the light weight and simplicity of control of the machine is most satisfying. The fact that the pedals can be used while the clutch is out or being slipped adds a lot to the ease of handling at very low speeds and would be a definite help to a pedal cyclist who likes the familiar bicycle feel with his power.

Summing Up

On the criticism side of the account we must mention sadly that toy bulb horns are even less appropriate nowadays on mo-peds than they used to be with clip-ons. The 17-watt lighting circuit must have plenty of current for an effective electric instrument and we hope one will be incorporated in the standard specification.

The peculiar khaki colour of the test machine was mentioned by some observers as unattractive but colour is, of course, a matter of personal taste. The only other

point of criticism is also a minor one, that the lifting handle is set *inside* the engine cowling where it is awkward to get at. As people who have steps or even stairs to negotiate carrying their machines are the ones most likely to appreciate the lightness and compactness of the J.50, this is a detail worth changing.

These are all minor points it will be noted and the summing up of our test is most favourable to the *Kreidler*. It serves a field of users who need the handling qualities of a good bicycle combined with the performance of a high class mo-ped, a field larger than most people in the Trade have yet realised. The *Kreidler* has these qualities and is easy and pleasant to ride as well. Quality of material is very good and detail work has been given attention down to such points as the spring clip carrier and built-in reflector pedals.

It is a sound machine and can be recommended, not for luxury but for practical everyday usage.

Conscience!

WHEN I first started cycle-motoring we made good progress—my motor and I—and we came to many hills. However, undaunted, we travelled on and soon we were in the country.

The country may be defined as that part of the land where people are sufficiently few and far between to take real interest in each other when they chance to meet. Thus, there was a considerable emotional reaction within me when, suddenly, I saw a young lady cyclist mounting the long winding hill ahead. In the ordinary way, I take perhaps *some* interest in my fellow-men—especially if she's a woman—but here I was in the country where people become individuals.

My first impulse was to accelerate and pass with a superb show of power, at the same time revealing my wisdom and forethought in equipping my cycle with so gallant a little motor. But then . . . as I watched those fine, long, straight legs pushing, yard after yard, so nobly, so courageously, up that long and brutal hill—then was I filled with admiration for her and shame for myself. I was lazy; I was a cheat!

The noise from my exhaust, which till then had sounded merely a gentle pit-a-pat, now seemed an ugly roar that blotted out the bird's song and desecrated the peaceful countryside like litter left by thoughtless trippers. I turned down the throttle, and persuading my lazy legs to work a little, I made over to the far side and passed her by as humbly and as unobtrusively as possible, my head bowed, my knees meeting beneath the crossbar. I did not dare to look.

It's great fun cyclemotoring, but the question is—can you be *carried* to the top of the high hill and then enjoy all the thrills of going down without your conscience being too much troubled?

D.L.

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Part I**GOING CAMPING ?**

WHEN as youngsters we used to return dirty but happy from a camping tour, my father would look at our gear and snort "Tents! —I used to sleep in a ditch". The strange thing was that in later years we found this was true,.

Over the years I have practised most types of camping from the "dear old ditch" to the "all mod. con." of a stationary camp and to my mind the smaller the amount of gear you carry the more carefree your holiday.

On my autocycle the whole of my outfit packs very neatly into one frameless ruc-sac which is strapped to the carrier and the last tour I made was from Guildford to Cornwall, going and returning by different routes—a round 600 carefree miles.

I think what to carry and how to use to the best advantage what you carry are the two main lessons to be learnt in any form of camping. On a half hundred the amount of gear is extremely important because, after all, there aren't all that number of dray horses available.

Consider your basic needs during a camping tour. They are good shelter and, we being nice people, toilet kit. With a tent, sleeping bag and groundsheet you are at once free from the need to search for accommodation and, eating at restaurants and wayside cafes you can tour with a minimum of load and labour at a very moderate cost. Indeed, if you don't mind looking for a bed on a wet night, you can take a water-proof sleeping bag only and sleep under the stars. This to me is camping at its very best.

Nothing turns a would-be camper back to "bed and breakfast" so quickly as a cold night with no more than fitful dozing. You can keep as warm as toast in the middle of winter if you have the right bedding—which is the down filled sleeping

bag. If you can afford £10-£12 you can have the best, weighing maybe 4 lbs. From about £5 upwards you get a good range but at lower prices you come into kapok filled bags which are heavier and not so warm. There are some good American Army sleeping bags on the market at about 30/-, which include a shower-proof outer bag. I have used one very successfully but if you buy, see you buy "genuine" and not "type".

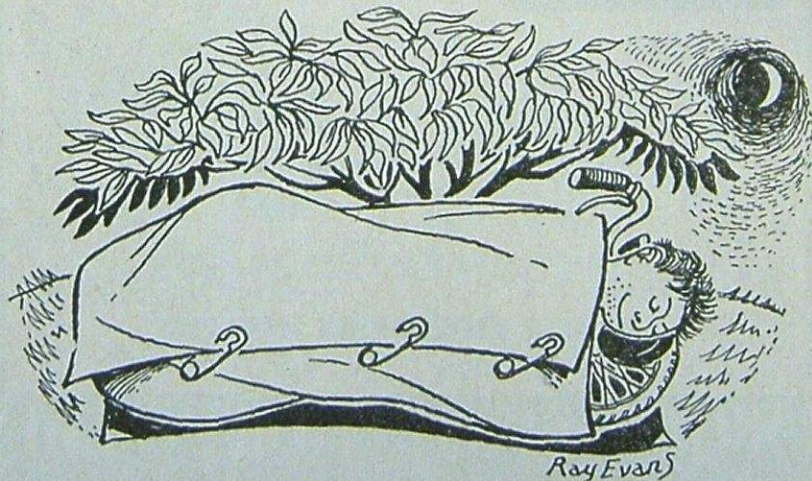
If you have ever browsed through camping books you will have read of where not to pitch your tent. The ideal site is dry, soft and sheltered with the farmer almost waiting on you with supplies. Unfortunately it is usually only in those books that such sites exist. If you are pitching late in the evening and intending to be off early next morning you needn't be too choosy, but certainly get on the lee of a hedge if possible. If the night looks like remaining fine try sleeping outside the tent, you'll see more stars shooting across the heavens than you will in a whole year at home—you will also hear the night life of the countryside—a very worth-while experience. When raining keep away from the

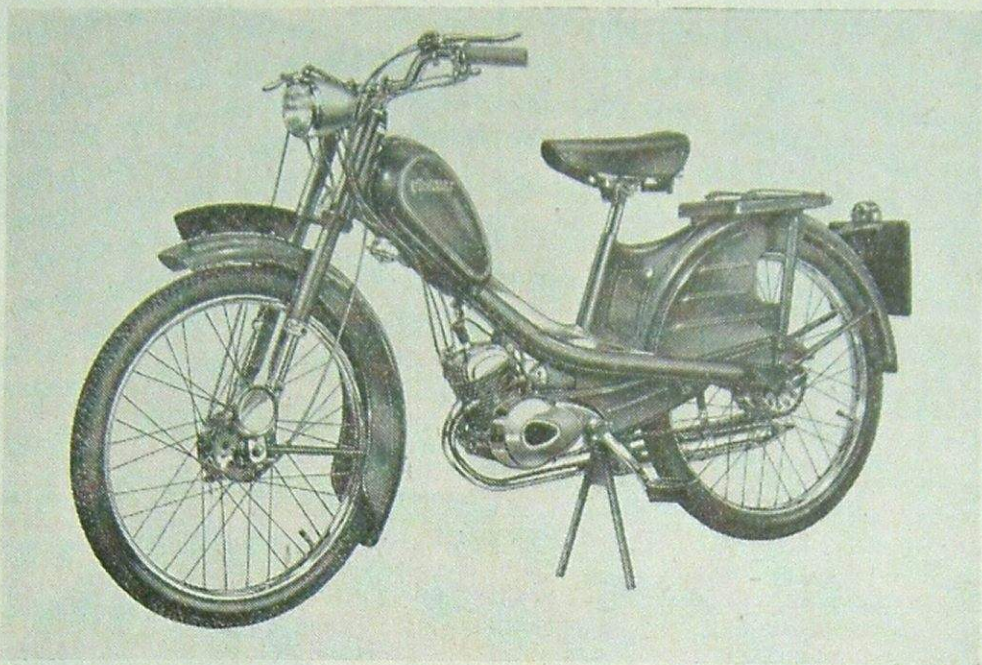
woods because the drip, drip, drip, on your tent will not be very conducive to sleep. Sooner or later you will encounter both wind and rain, a bad combination, and you will have to resort to cunning.

Whilst in the northwest of Scotland two years ago, looking for wild cat, my daughter and I were caught in a 48-hour soaker with gale force wind. Our little tent would not have survived had we not built a rock wall shelter—as it was we came through unscathed. You are not supposed to touch the walls, or rather sides, of a lightweight tent when its raining because this can start a trickle through the fabric. If you do so, inadvertently, put your finger tip on it and slowly run it down to the bottom and usually you will find this will cure the leak.

You will often have to pack your tent wet. Don't worry about that but just dry it off when the opportunity arises.

A last word about bad weather conditions. If you get a run of wet days and nights don't regard a night in a pub or hotel as being "beyond the pale". It will give you a chance to dry out and get clean and may make the difference between carrying on with a tour or going home. Get in a pub and have a nice fuggy evening with the locals—you'll not mind the weather.





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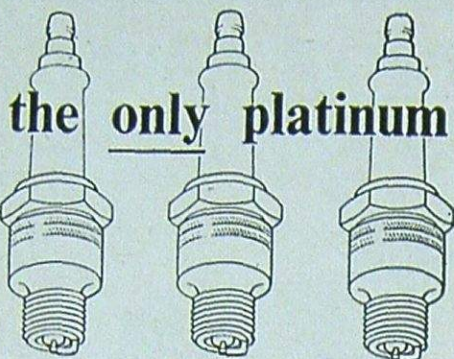
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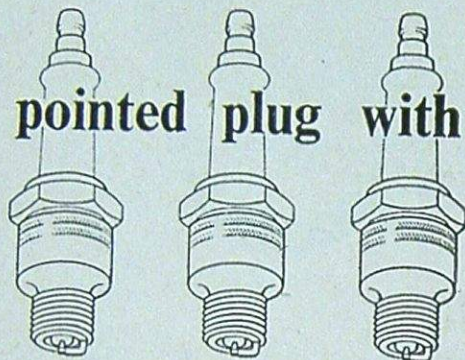
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ELECTRICS

"Most people shy off this subject. There are probably more wrong deductions made and more bad advice given on matters electrical than the rest of the engine put together. "Change the coil", says one, "Change the condenser" says another, and all too often such changes are not the answer. The fact is that coils and condensers are not infallible but they are difficult to test, and that makes them suspect".

"Let us be simple—maybe, over-simple—in outlining an approach to lighting and ignition problems by etc., etc., etc."

The above is an extract from the "Power and Pedal" Handbook. This particular chapter goes on to explain how ignition and lighting perform when the machine is running normally. It tells you what to look at so as to be able to recognise a fault the moment it appears—if it ever does. Other chapters deal with choice of machine, frequency and method of overhaul, use of tools and the finer points of riding.

Like "Power and Pedal" it is good value for the price asked. It is 3/6 from book sellers and motor cycle dealers or 3/9 post free from :

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SHELL WELCOMES TWO-STROKES

THE thousandth Petroiler was recently installed at the Stonebridge Service Station at the busy junction of Harrow Road and North Circular, London.

It dispenses the mixture as 20 parts of petrol to one part of either of two grades of oil and pumps it straight into the tank in just the same way as petrol is pumped into a car, a quick and clean operation.

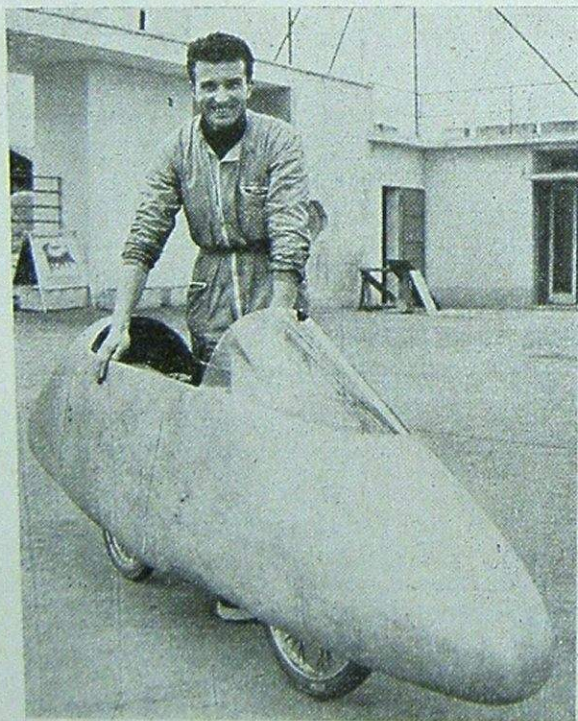
Because the Petroiler is fully mobile, it can be wheeled into any convenient corner, away from the main line of petrol pumps, so that two-strokes can be serviced without interrupting the traffic in the forecourt.

The growing fleet of two-stroke motor scooters, motor-assisted



Former T.T. Champion Jimmy Simpson fills up for the first customer of the 1000th Petroiler

cycles, motor cycles, and small three-wheelers on the roads of this country represents, in total, considerable sales opportunities for garage owners.



The record-breaking DEMM see here with its tuner Guerrino Mantovani

7 WORLD-SPEED RECORDS

Thursday, March 29th, a completely enclosed DEMM 49 cc. moped, driven by Giampiero Zubani and Giancarlo Dobelli broke seven world's records of the A category, 50cc. class, on the banked track of the famous Monza autodrome. The two-stroke, single cylinder power unit of the record breaking machine developed a max. power output of 5 B.H.P. at 9,500/10,000 r.p.m., i.e., a 100 B.H.P.-per-litre ratio. Both cylinder and head are light alloy die cast and deeply finned. An austenitic liner is employed. Bore and stroke are 50mm. by 39mm ("oversquare" engine); compression ratio is 10-1.

The fastest lap during the attempts was made in 2.07", average speed 119.867 Km.p.h. However, during its first try out on the same track the DEMM moped recorded some laps at 130 Km.p.h. when the weather conditions were far better. In fact the attempt was suspended after the 47th lap because G. Dobelli fell in consequence of the strong wind. Till then, the following records had been broken:

10 Kilometres	...	114.869 Km.p.h.
10 Miles	...	116.197 Km.p.h.
50 Kilometres	...	117.600 Km.p.h.
50 Miles	...	115.429 Km.p.h.
100 Kilometres	...	117.111 Km.p.h.
1 Hour	...	117.173 Km.p.h.
100 Miles	...	117.627 Km.p.h.

SHORT ROAD TESTS

An Italian "Pony" and the Bown "50"

THROUGH the kind co-operation of Messrs. S. S. Motors of 135 Lee Road, S.E.3., we have been able to enjoy two interesting test runs on machines new to the market.

The first of these was the *Pony*, an Italian machine by Fabbrica Metora of Milan that can best be described as a semi-scooter. In specification it is a straightforward mo-ped with a Mondial 49 c.c. engine in unit with a two-speed gearbox with built-in pedal gear. The pedals are used to start the engine and operate the back pedalling brake; a twist-grip control with the clutch lever mounted on it operates the gear change.

Springing is provided front and rear, the latter by swinging arm unit; tyres are 20 in. x 2 in. and there are full width finned hub brakes to both wheels. Apart from the wheel size the scooter characteristics are a high degree of enclosure over frame, wheels and engine, plus a unit combining the dual protection of crash bars and leg shields in front. Protection from wind, rain and road dirt is complete and lady in a skirt and nylon could be assured of staying warm, dry and clean in any weather.

The performance of the machine seemed very lively, cruising at just under 30 m.p.h. on the flat and dropping very little below this speed up main road grades. In First gear there is power to spare for rear climbing and a good getaway. Exhaust noise is reasonable and the standard of mechanical noise much better than most for the similarly powered machines now available. Steering is light and positive and riding comfort, thanks to the rear springing and a luxury soft saddle, very good indeed.

Finished in red, the *Pony* is very attractive in looks and, in view of

its luxury specification with good electrical equipment and speedometer included, the price of £85. 10s. 0d., all in is quite modest. The machine tested is the first to arrive in Britain but we understand that others are on the way and we confidently expect to see them on the roads very soon.

The other machine tested was the *Bown "50"* shewn for the first time at Earl's Court last November and just becoming available to the public.

It is a conventional 2-speed mo-ped with the well known *Sachs* engine/gear unit and in performance naturally compares with others of the type now on the market.

The *Bown* has some definite

scoring points of its own, however, notably appearance and riding comfort. The fuel tank is deep but slim and the machine has both a solid yet graceful look about it added to by the flowing lines of the deeply valanced mudguards and the enclosure of the greater part of the engine and transmission. Finish is good and a range of colours and linings is available.

Comfort is largely due to the rather high steering head and well-angled handlebars which enable the rider to sit up straight in the saddle with his hands just resting naturally on the bars with the wrists relaxed. The controls seemed easier to operate than on machines where some weight is carried on the hands and it felt too, as if this weight distribution improved the steering.

Priced on a level with its competitors in specification it seems that this machine should appeal to a wide public.

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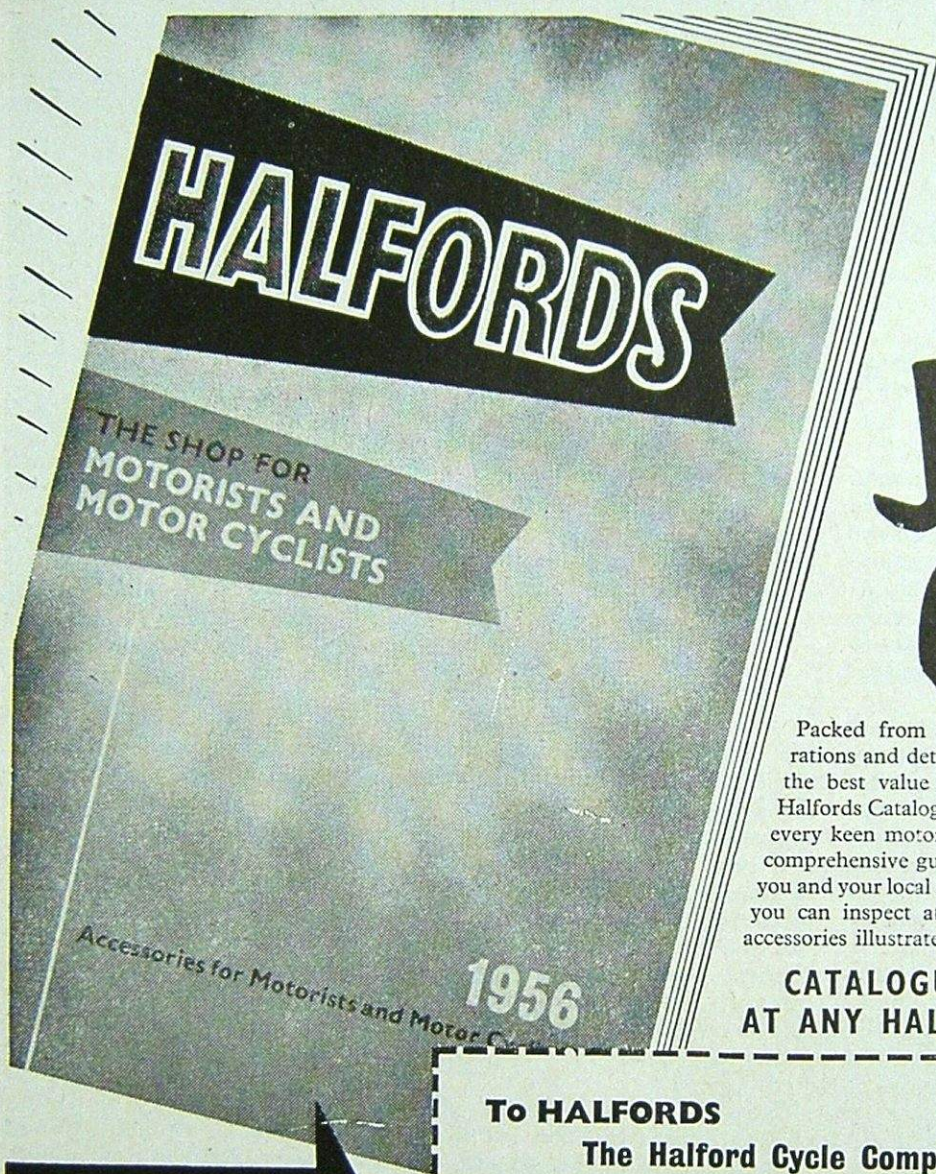
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TOURING

IAN MERCER takes us
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FRANCE and SPAIN to MAJORCA

ONE of the very best places for a holiday these days is Majorca, for it has everything to make the visitor's stay a thoroughly enjoyable one—comfortable but inexpensive hotels, wonderful bathing, magnificent scenery, and plenty to do both in the daytime and at night.

Unfortunately, there is—for the majority of people—a definite snag. The fare is far from cheap. This drawback, however, does not concern the scooter owner; he can get to his destination without spending a lot of money—if he knows the best route to take and reasonably priced hotels to stay at en route.

After doing the trip on innumerable occasions, sometimes by car and at others on my *Vespa*, I've come to the conclusion that the cheapest, and also most interesting, way of reaching Majorca is as follows:

Cross from Newhaven to Dieppe, and from there make for Orleans via Rouen, Evreux, Dreux and Chartres. At Orleans there are several small hotels with rooms at under 10/-, and a meal in one of the Cafes on the main street should not cost more than 7/6, wine and service included. (If you want to economise, *always* have a picnic lunch).

To get to Tours from Orleans (first-class road) takes about four hours, and you ought to reach Poitiers, by way of Chatelrault,

late in the afternoon. The place to put up here is the Hotel des Voyageurs where a room costs approximately 8/-.

If you can manage to make Mansle, a delightful village a few miles north of Angouleme, and it can be done, go to the Hotel Beau Rivage. Overlooking the river, it's extremely comfortable, and I've seldom come across better cooking. For room, dinner and breakfast I gave 17/6.

From Mansle—or Poitiers—it's a pleasant run to Belin via Bordeaux, where I advise you not to stop as it's one of the most expensive cities in France. The rates at Belin's only inn are more or less the same as those at Mansle.

The next day, allowing for an hour or two in Biarritz and St. Jean-de-Luz, you'll get to Pamplona with its luxurious Hotel la Perla which costs no more than a second-rate establishment in France.

The road from Pamplona to Lerida was not too good when I travelled on it last, but it is now undergoing repairs and will be in

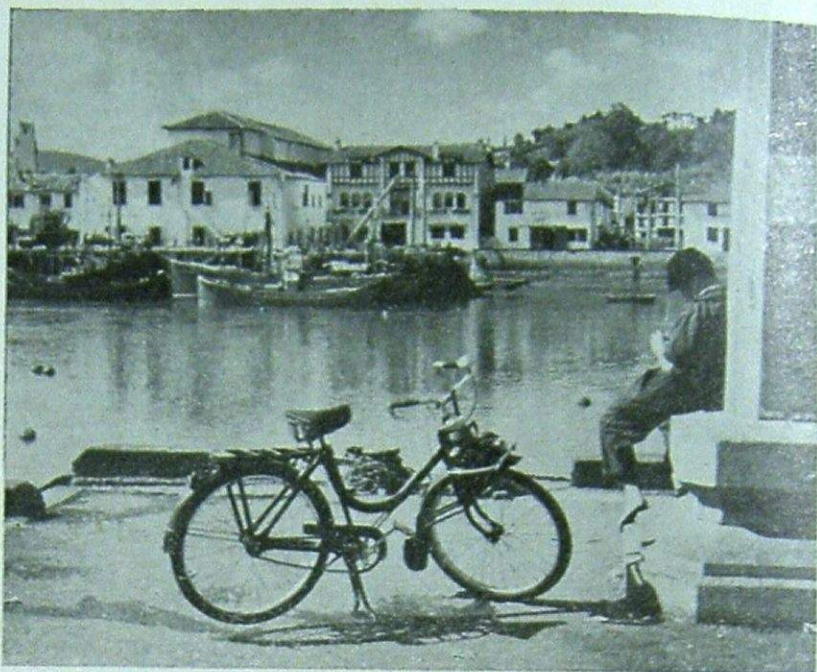
order by the summer. In Lerida, there are three hotels that charge in the neighbourhood of 15/- for room, dinner and breakfast.

Leaving Lerida early in the morning you'll arrive at Barcelona in good time to catch the night boat to Palma. The first-class fare, including cabin, is about five pounds return; the second-class three pounds; and third-class 27/6. To take a scooter to the island and back works out at around 50/-.

The boat—air-conditioned throughout—docks at eight o'clock in the morning, and the early riser is rewarded with a unique view of Palma's Gothic cathedral with the sun coming up behind it—an unforgettable sight.

The island possesses literally hundreds of hotels and boarding houses at prices to suit everybody, but because of its enormous popularity it is essential to book accommodation well in advance.

If you're going in summer, don't stay in Palma, for the capital at that time of year—and particularly during



St. Jean de Luz with local transport in foreground

July and August—is almost unbearably hot. On the other hand, all the bathing resorts cool down in the evening, and—on the coast—the nights are never intolerably warm.

Places on the sea that offer perfect bathing, other outdoor activities, and a variety of hotels of all categories, include Paguera, about fourteen miles west of Palma; Camp de Mar, two miles to the west, an unspoilt little backwater of very great charm; Puerto de Soller, a picturesque fishing village within an hour's drive of Palma; Puerto de Pollensa, in the north of the island, where English is the Number One language from June to September; Alcudia, a deep-sea fisherman's paradise some four miles from Pollensa; Cala Ratjada, fifty miles north-east of the capital, which has the best beach in the

better value for money than can be obtained anywhere else in Europe to-day.

There's a certain amount of sophisticated night life—dancing in the cafes and so on—available at Pollensa, Soller and Paguera. But for night clubs—by the score—you must go to Palma. Of the respectable ones I recommend Jack el Negro, where they have a floor show that compares with anything to be seen in Paris; Tito's, in the suburb of Terreno; and the Trocadero. The entrance fee to these establishments is negligible, and you can have a good night out in any of them without spending more than a pound to thirty shillings. (Don't order champagne. It's expensive and bad).

Should you go to a restaurant, try *paella*, a delicious rice dish, and *huevos* (eggs) Mallorquina.

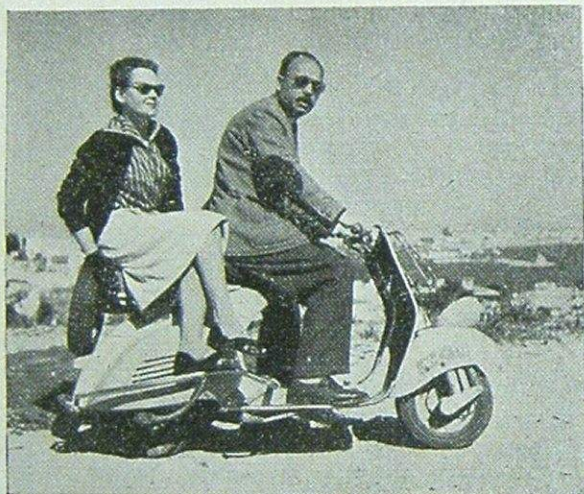
The best red wines are Pomal and Binisalem, while a good white one of the Sauterne type is Monte Haro.

To see the natives, who are just about the kindest people on earth, in their element, spend a morning roaming round the vast market. It's the most modern in southern Europe; there's nothing you can't buy; and the prices will astonish you. For instance, a pound of oranges cost 2d., bananas a penny each, and a litre of wine 6d.

Cigarettes (black market) are openly sold by the bootblacks at 1/2 for a packet of twenty (American) and 1/6 for the English brands.

There are bargains galore to be found in the shops, too. A pair of hand-made shoes for men about 50/-, and half that for women's; a bottle of fine sherry 4/6; Swiss watches from a £1 up; a set of beautiful glasses and a decanter under £1; embroidered tablecloths, between 35/- and £5, napkins included; and leather gloves at around 10/- a pair.

At the end of your stay in the "Island of Calm," don't be surprised if you feel lazy, for the favourite saying of the Mallorquins is: "It's wonderful to do nothing and then have a good rest afterwards".

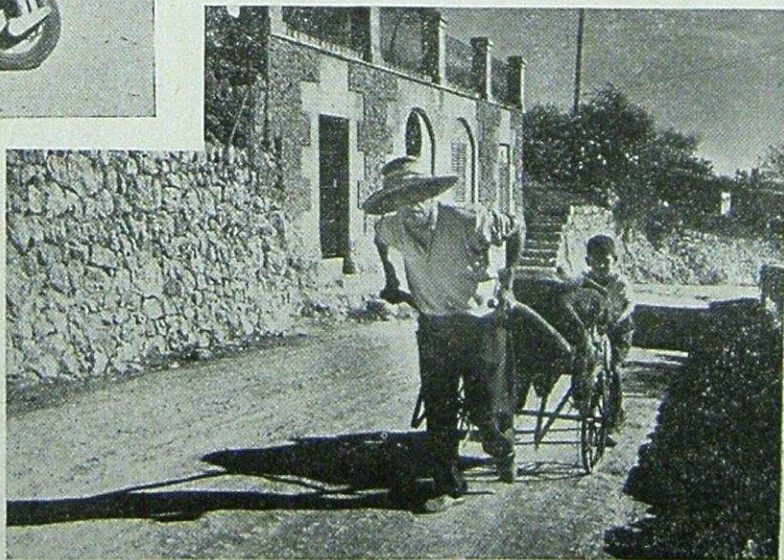


Mr & Mrs. Ben Herb of the Visitors' Information Bureau in Majorca. Their services are at the disposal of readers free of charge.

BELOW:
The iceman calls—but not by scooter

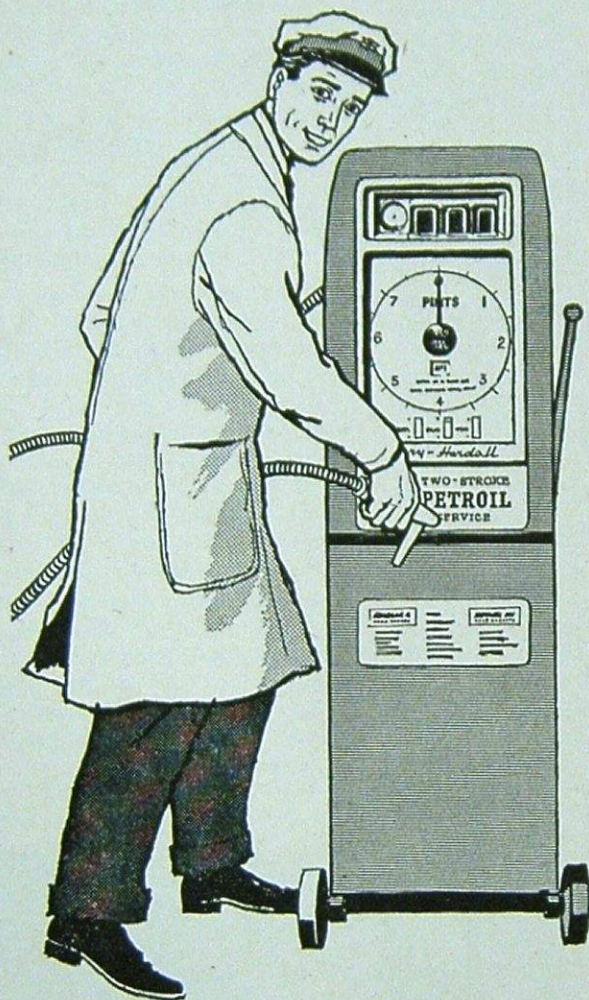
whole island; Porto Cristo, also in the north-east but nearer Palma, with the nearby Caves of the Dragon (*Cuevas del Drach*) and the biggest underground lake in the world; and, in the same area, Cala d'Or, celebrated for its plage and glorious scenery.

At every one of these resorts you'll find hotels where you can stay, absolutely all-in, for between 15/- and a pound a day, and if you pay the higher rate a private bathroom is thrown in. This, as I know from experience, represents



ANNOUNCING THE PETROIILER

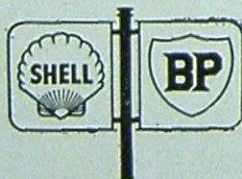
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★ Most makers of 2-stroke engines officially approve either No. 1 Mix or No. 2 Mix according to the needs of their engines. Each Petroiler bears a list of these manufacturers showing the mixture which they approve.



SHELL AND BP

2-stroke Petroil Service

CORRESPONDENCE

Safe Mopeds

Congratulations *Power and Pedal* on your wonderful April editorial or leader. It is just the job and should be read by everyone concerned throughout the country.

May I suggest you reprint it on single sheets of paper and hand it out to all those who will honestly make good use of it.

As Hon. Secretary of the Notts Cyclemotor Club also Secretary of the V.C.A. (Nottingham Region) I would be glad to dish copies out to where they would do most good.

All the local road safety committees, all City and County M.P.'s, Police Traffic Dept., Local papers, etc.

R. H. PRATLEY

Nottingham

Japanese Clip-on

After having become the owner of a "Clip-on" about 10 months back it was a great pleasure to discover the existence of a monthly journal which catered for owners of Cyclemotors and I promptly became a subscriber. I find the most interesting part of your periodical is the Correspondence section where the exchange of experiences of fellow owner riders of these miniature motor attachments or autocycles is most intriguing.

My Clip-on is a Japanese *Hondacub* 50 c.c. with clutch and chain drive. I was offered a *Cyclemaster* 32 c.c. and a *B.S.A. Winged Wheel* 35 c.c. and would certainly have taken the latter, but for the fact that I reside in a hilly district (Nilagiri Hills of South India) at a height of 7,500 feet and I felt that more power was essential. I must say that despite its Oriental origin the little *Handacub* is quite reliable and takes me about these hills with just a little pedal assistance on the steeper grades. Consumption, however is fairly high as I just get 160 m.p.g. this probably being due to the heavy climbing work. The maker's instruction book unfortunately is very sparse in information and of no value.

Recently I took a trip down to the foot of the hills 22 miles of continuous slope with a descent of from 7,500 to 1,000 feet. Due to lack of knowledge on the subject, I kept the engine in gear (clutch on) petrol shut off and just rolled down those 22 miles. On the return journey, as I took my bike off its

stand, I found to my horror that the cycle frame was just coming apart. Actually the steering column and front wheel gently broke off and I was stranded at 5.30 p.m. 22 miles from home. Fortunately a passing empty lorry took me home with my bike in 2 pieces. I can only attribute this calamity to the continuous shocks set up by the piston working up and down without any power stroke, as the cycle was a good British make. However I would like the opinion of your readers. Later on on such continuous slopes I used to declutch and roll down, till someone told me I would wear out my clutch, so now I just remove the chain and coast down on my freewheel.

Thanks for your entertaining journal and I wish you a greatly increased circulation in 1956.

R. A. MARTELL,

Ootacamund.

Overheating

I, like your correspondent "L.A.K. 317" own a *Cyclaid* engine.

The overheating problem would have been very annoying if it were not for the engine's other virtues. I have only had my engine for about three months and it has done just over six hundred miles. After careful running in, plug whiskering gradually became apparent, until only a couple of miles were needed to stop the engine completely. A few weeks ago I had a look at the inside of the unit, and found a few patches of carbon which needed removing. I wonder if your correspondent has decarbonised his unit and if so, how long ago? I have found that the *Cyclaid* needs to run on a rich mixture, that is, "four-stroking" all the time except when accelerating and pulling up hills. This of course means rather frequent "de-coking". Lastly, and this seems the most effective cure for whiskering—a K.L.G. "C-F 50", the *Cyclemaster* plug with



BROMFIETS-HOLLAND

Can you carry your mo-ped? This lady in Holland makes it look easy.

the rotating electrode. The engine still gets hot—too hot really, but it stops whiskering.

You of *Power and Pedal* are pressing for a revision of the laws and taxes related to mopeds. May I say that I was shocked to find that if I wished to tow a small light trailer occasionally, as I was originally intending to do, I had to pay more tax on the trailer than I did on the actual bicycle itself!

B. MARTIN

St. Annes

(Trailers behind two-wheelers are illegal in Britain—ED.)

"Cyclaid Whiskers"

In reply to L.A.K. 317's query about plug whiskering on his *Cyclaid*. I suggest that he tries the K.L.G. anti-whisker plug C-F 50.

Personally I never wear a coat or mac. for long distance itineraries on my *Cyclaid*. This, as your correspondent has discovered, encourages whiskering. Instead I wear a windcheater which does not shield the engine. If rain threatens I carry a pair of plastic over-trousers in my pocket for emergencies. These give good protection.

I have owned my *Cyclaid* for 5 months and have done 1,000 miles quite trouble free. I use a 1:32 ratio of *Castrolite* to *National Benzole*. My plug is a *Wipac P.4*, which gives superior results to the K.L.G. F.50. I fully support L.A.K. 317's views on the attributes of the *Cyclaid*, the district where I live is very hilly, ranging from 1 in 3 to 1 in 20. My engine never fails me on these, needing pedal assistance rarely. Maximum speed is 21 m.p.h., but hill climbing

power at 12/15 m.p.h. without pedals is grand bearing in mind it is only 31 cc.

I can ride up hills without pedals at 13 m.p.h. that a *Minimotor* (49 c.c.) has to have vigorous pedal assistance to climb.

Congratulations to *Power and Pedal* and please bring your excellent magazine out weekly.

S.P.T.96

Consett.

Cyclaid Answers

In the correspondence columns of your March issue I noticed a letter headed "Cyclaid Whiskers" to which, with your approval, I should like to reply as follows:—

"We are grateful to your reader who writes under LAK 317, for his complimentary remarks concerning the efficiency of our *Cyclaid* Engine, and also for the Service facilities which we endeavour to maintain at all times.

When wearing an overcoat or mackintosh the flow of air to the engine will be restricted by the tails, with subsequent overheating and possible whiskering of the sparking plug. Suitable clothing is really the most advisable answer".

for BRITISH SALMSON CYCLAID LTD.
M. E. BARMEN
S.W.1.

More Cyclemotor Space?

I note Mr. Philip Emery's letter regarding scooters in the March, 1956 *Power and Pedal* and disagree thoroughly! What about more information regarding engine attachments such as

Cyclmaster, Power Pak, Teagle, Cyclaid, etc., to which little space is allotted? There must be thousands of such units on the road to-day and practical tips regarding their maintenance would be of invaluable assistance.

I have the new type of exhaust system fitted to my *Cyclmaster* and find that the pipe from the exhaust port easily becomes loose inside the silencer and creates engine noise even though all bolts and nuts are secure.

Can anyone suggest anything to overcome this please?

H. J. GOLDSMITH,

Harrogate.

"Filtrate Oil"

It is probable that Mr. T. Waymouth Pringle's unfortunate experience while using *Filtrate* oil may lead some of your readers to "fight shy" of it, and I feel that my own experience may help to redress the balance.

My "Grand Sports" *Vespa* has just used its first gallon of this graphited oil, and throughout the whole of the period has never failed to maintain its very considerable power output, the extent of which would surprise owners of ordinary scooters. Piston, rings and cylinder bore are in perfect condition, and exhaust pipe and silencer show evidence of good clean combustion having taken place. My faith in this lubricant is such that I am determined to find room for a gallon tin when I tour the Alps and Mediterranean Coast later this year.

Lest it should be thought that I am a paid representative of the makers, however, I should add that I myself have discontinued using it on my *Mobylette*, as I found that the heavy oil



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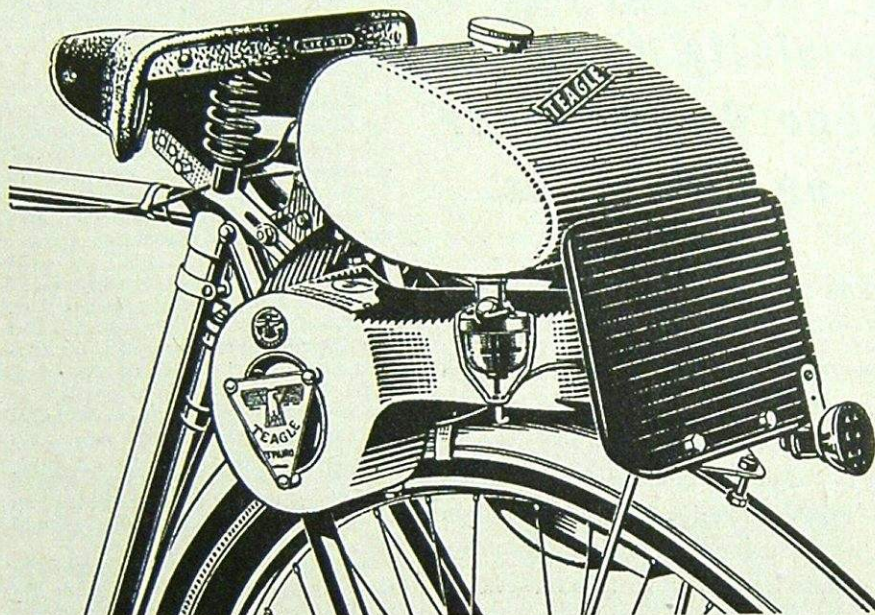
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tended to precipitate, and cause difficult starting, especially in very cold weather. This may also explain your correspondent's trouble, and is really a reflection upon the designer of the fuel tank rather than the oil. In any case, a reserve fuel-tap would obviate the bother, and owners of mo-peds having shallow fuel tanks should have no difficulty.

H. S. D. BOOTH

S.W.15.

Quickly Maintenance

I was delighted to find almost a complete page of letters from *Quickly* owners in your April issue, and would endeavour to comment on one or two points.

Mr. Frederick Caton has done justice to *Colloidal 2-stroke* oil manufactured by Edward Joy & Son, I would confirm the fact that the correct oil for the *Quickly* is the 2-stroke and not the Cyclemotor Oil. My own experience of the use of this oil has been, easy decoking, and if anything, quieter running.

Mr. Ernest F. Draper has mentioned the *Squirt* can for refilling the gear box, a method I have used ever since I had my *Quickly*. It is easy and clean. Regarding the lubrication of the wheel hubs I hope to be in a position to convey some "gen" on this matter in the near future after consultation with N.S.U.

May I inform Mr. Stuart Russell that the capacity of the gear box is 1/5th of a pint as stated in the Official Maintenance Manual.

I would like to add my congratulations to the *Power and Pedal* on the publishing of such an interesting magazine, and like many others look forward to the time when it will become a weekly publication. Carry on the good work.

CHRIS SEDGWICK

Assistant Secretary

N.S.U. *Quickly* Club of

Great Britain

S.E.27.

Quickly Pump

I purchased a *Quickly* 6 months ago, after riding a *Power Pak Clip-on*, and find this machine the best "Moped" of its kind on the market.

I must agree with Mr. Eastwood Rann of Carshalton, the four points he raised are correct, but I have managed to solder a bicycle connector on to the pump, and fit an ordinary cycle pump connector into it.

Also, I have overcome the gear oil change, by injecting the oil in with a syringe.

So would like to pass this information

on to other readers of *Power & Pedal*.

I find your magazine very interesting but think it could be improved by giving more "dope" and technical drawings on machines.

I only wish you could publish each week, as a month is a long time to wait.

I only heard of it at the last Motor-Cycle Show and have never seen it advertised anywhere, but find I can only obtain it at W. H. Smith's book-stall—why is this?

R. C. STUTTER.

Teddington.

(Any newsagent can order *P & P* through normal trade channels.—ED)

Quickly Service

In the February issue of *Power & Pedal* you published a letter from a Mr. C. Eastwood Rann, giving what he thinks are four unsatisfactory points with his *Quickly*.

Whilst agreeing with him regarding the pump, stand and lack of instructions re lubricating hubs, I cannot see any fault with the oil filler plug for the gear box. Any reasonable oil can will give satisfactory service for this job.

Has he been in touch with the manufacturers about these points? I

can quote an example of their excellent service. Recently both the clutch and brake cables of my *Quickly* snapped. I wrote to the manufacturers and received by return, replacements for both free of charge. Well done and carry on the good work, N.S.U.!

J. H. KAY.

N.W.6.

The Editor is not responsible for views expressed by his correspondents. Letters should be typed or written on one side of the paper only and may be signed under a nom de plume for publication, but must be accompanied by the sender's name and address.

Petrol

The article on Maintenance in the March issue was very interesting and informative. But I cannot agree with the writer regarding his suggestion that "Commercial" petrol is more suited to Two Strokes—as far as my 'bike is concerned, anyway—

A friend persuaded me to try a tankful of Commercial in my scooter

which I did, with the following results. Efforts to start it up the following day were futile, despite the usual encouragements one employs on cold days.

When my foot had recovered, I had another try and managed to produce a few revs. accompanied by clouds of black smoke from the exhaust. This performance continued throughout the day. In desperation, I drained off all the petrol from the tank, and refilled with fresh "super" grade.

Result: normal running.

Conclusion: never use *Commercial* again.

My scooter is a new one, so I doubt that the trouble resulted from anything else. Its possible my 'bike is more erratic than most, although other people have since told me of similar experiences.

Your "Questioner" in the same article mentions that manufacturers recommend *Commercial*. Again! I think this is a personal matter of preference: *Vespa* manufacturers, to mention one, clearly say, use "first class petrol and oil".

I should be interested to hear of other readers' experiences over the "petrol problem".

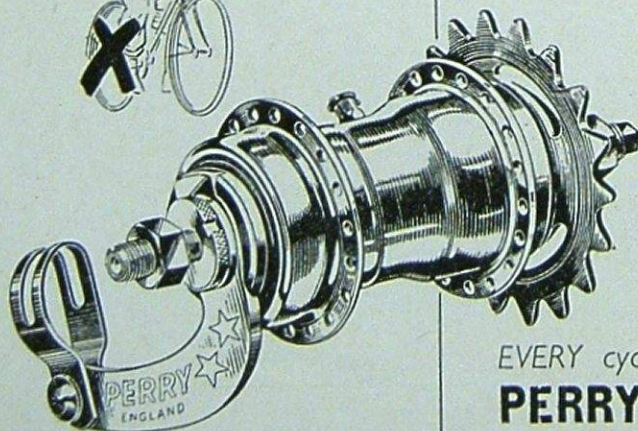
I heartily agree with your correspondent Alan E. Ashby, with his plea for more practical scooter gadgets.

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Another factor that needs attention from manufacturers, is that of luggage accommodation. On most scooters it is pathetically inadequate. I realise it is unwise grossly to overload a 'bike, but those owners who want to, *do so*—and surely it is better to make provision, to a limited extent, than to leave owners to their own devices?

I would suggest specially designed case or panniers to affix to rear or sides of the vehicle, or zipped canvas bags to fasten on the inner side of the leg shield. (*Both available*—ED).

This would ensure, at least, proper distribution of luggage.

All good wishes to your excellent magazine. Don't become a "weekly"—rather a larger "monthly".

J.F.A.G.

West Wickham

All Scooters Clubs

Being publicity agent for the "Lucky 13" Scooter Club, S.E. of London, I can sympathise with the North London Lambretta Club who, according to Mr. L. Langley's letter published last month, are at loggerheads over the question of turning into an all scooter club. My club has recently passed through this phase in its history with a very large majority in favour. We think it high time that this corny "cold war" which has always existed between *Lambretta* and *Vespa* owners is shelved away in the files of stupidity once and for all! Both of these scooters have been reigning in their field and type of transport too long, and judging by the competition that is steadily increasing they may soon be forced to abdicate! Therefore let us dispense with that air of superiority which seems to breed like a disease in an exclusive club. If you shut out the light of progress in scootering then you must be content to sit in the dark!

It was mentioned that an all scooter club may divide members into cliques. According to Mr. Hasso R. Felsing late of the famous *Vespa* "Cheshire Cats", it appears that divisions of a permanent nature can occur if you DON'T turn into an all scooter club. His letter certainly proves the point. Obviously the makers of both *Lambrettas* and *Vespas* will discourage their exclusive clubs from becoming "converted" in their own interests of sales and publicity. If a *Heinkel* owner joins a recently "converted" club he would expect initially to be in the background as regards to club discussions. BUT, at least he has got a club, social activity and the chance to make good friends with people who have accepted him. His turn will come when people begin to wonder at the performance of his machine and

want to know what makes it "tick" If he eventually convinces certain members that it's the machine they have been looking for, then at least they won't have to say goodbye to their friends if they purchase one, because it is an all scooter club!

Naturally when going out on club runs scooters will have to be split into "self contained" sections according to engine capacity. This can be an advantage because it is unpractical for anyone to expect a whole continuous fleet of scooters to remain in formation for a very long distance. One of the principles of the "Lucky 13" club is to advocate travelling in sections rather than mass. If you travel in mass,—you end up a mess!

ALLAN E. ASHBY

S.E.9.

"Vespa" Tip

As a *Vespa* owner, I have, in the past encountered trouble with the Push-Pull Petrol Tap and have found this most common.

After tentative enquiries I found a replacement tank was the only solution, as this was quite an expensive item, I had to find an alternative.

All *Vespas* up to 1955 have this diabolical *Rod* which one pushes and pulls to no avail, so, I took off the Petroil feed pipe and mounted a tap in this, (between tank and carb.) and I find that at last I can control the flow of Petroil.

Like many readers I feel sure *Stephen Robinson's Gesture (Power & Pedal Feb. Issue)* will be received with "awe and admiration" by many people as my copy is much read by many persons; incidentally, it took him long enough to come to the conclusion that you are "going to pieces":—*COME OFF IT STEVE*

"Diana" Stand Technique

Regarding the difficulty found in pulling the machine on to its centre rest. I have now heard from the factory that by adopting the following procedure, the operation is quite simple and can be carried out easily by the fair and weaker sex. Place one foot on the foot rest. With the left hand on the steering handle, pull the wheel inwards. Then with two hands on the steering handle pull backwards and the machine will roll easily on to the centre rest.

This method has been tried out here and I can confirm that it is as simple as mentioned above.

DIANA CONCESSIONAIRES

(SCOOTERS) LTD.,
G. KRASKER

Ruislip.

"Winged Wheel"

Since obtaining my *Winged Wheel* in November I have had nothing but pleasure and satisfaction from it. It starts first time with the strangler partly closed on the coldest of mornings, and so far I haven't had the slightest trouble of any sort.

Top speed on the flat is about 28 m.p.h. and the fuel consumption on the richer fuel is about 210 m.p.g. by the speedo reading. I use *Castrol SAE 30* for the gear case and *Shell low premium* in the recommended proportions for the fuel. One little complaint is the way the brake snatches if I apply it when the engine is running harder than Idling with the clutch on. Apart from this I think it is the best clip-on in the market, and wouldn't be without it

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Topics

by ROLLO

Trouble In Paradise

ALTHOUGH only a minority of the scooter riders in Britain belong to clubs, the club movement is of considerable importance both to trade and public. A dozen scooters may pass along a road individually without anyone noticing them but the same dozen riding in convoy will attract considerable attention and act as a publicity medium, good or bad, for scootering as a whole. Furthermore club events provide news pictures for the press and most of them have voluntary press officers who are prolific letter writers.

With all this in mind it is little wonder that the present controversy on the subject of one-make clubs should be stirring up considerable feeling among riders and even some bitterness.

Of course the manufacturers who sponsored these clubs in the first place regarded the cost and effort as worth while, not only as a form of direct advertising but also as a way of getting into touch with the users of the various machines, educating the riders towards good maintenance and satisfied usage and finding out what the market wants in the way of developments. At the same time it must be admitted that the riders themselves probably get more out of the club movement than the makers.

From any manufacturer's point of view it seems obvious that he will wish to keep his one make club a "closed shop", but the members, judging from the correspondence reaching me, feel that this limitation is strangling the development of club life. They argue that members should not have to leave the club if they buy machines of different makes—in short that a real club is an organised group of people,

ROUND THE BEND, a

Progress scooter demonstrates its ability to corner at speed.



not of scooters. This feeling has already reached the point at which the sponsors are at loggerheads with the members and officials of the clubs they have helped to create and some adjustment must be made immediately if this season's club life is to be as good as it should be in a rapidly expanding movement.

My own feeling is that a workable compromise should be sought rather than either "closed" or "open" clubs being the only choices. Maker Association membership on a section basis within the organisation of all-make clubs is perfectly practicable on the one hand, as is Associate Membership of one-make clubs by riders of other machines. It would be silly to fight about such an issue.

What For?

A telephone caller to this office a few days ago sought advice on the choice of a machine. There

was a particular feature of one make that appealed to him but he was not sure that the performance would be up to his requirements.

After some cross questioning it came out that he was more or less unconsciously trying to convince himself that the machine he liked would compare in performance with another of double the engine capacity. This, of course is impossible as far as the present state of the market is concerned in the scooter field but it could happen.

In the motor cycle market there are machines in the sports category whose engines produce as much power, or whose power/weight ratios are so favourable as to give performance figures near enough equal to machines of considerably higher capacity but this is not necessarily an advantage. Very high power outputs by small engines are usually obtained at the expense of flexibility, economy and

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engine life and the ordinary user of utility and touring machines is much better served by these desirable attributes than by sheer power per c.c. Indeed it is difficult to see what advantage is to be found in the use of high volumetric efficiency engines in scooters and my advice in general would always be that if you want more power you should choose a machine with a bigger engine.

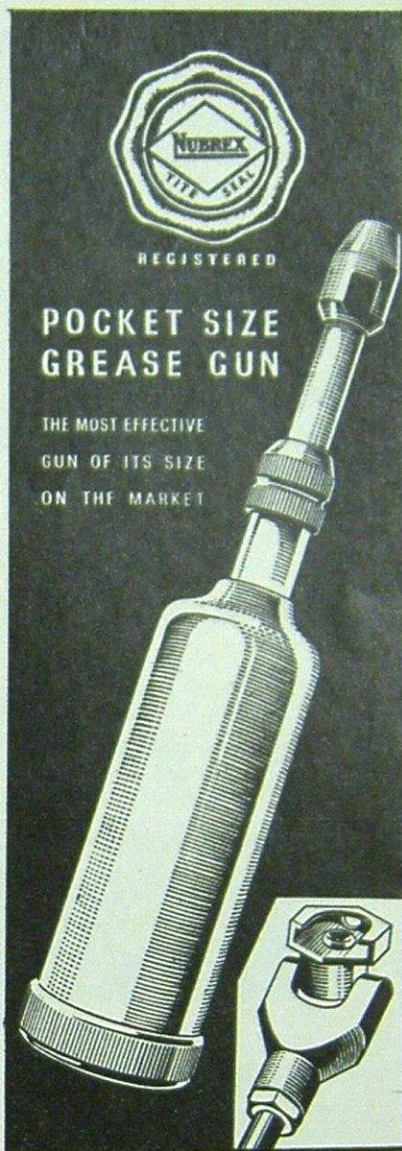
Skull Savers

As I don't use crash helmets myself I have no personal axes to grind in the way of recommendations, but I find myself perturbed at what appears to be a blind spot on the design side of their manufacture.

The trouble appears to arise from the magical influences attributed to the British Standards Institute marking a system with which I have no quarrel, but B.S.I. Standard No. 2001 which relates to crash helmet design was laid down some time ago and more recent knowledge suggests that it is quite out-of-date.

In our issue of July 1955, we reported on this matter as a result of first hand discussion with the staff of the Road Research Laboratory. Our conclusions were that the padding in the helmet does its job by being there *to be crushed instead of your skull*. The most common commercially available material that did this job satisfactorily was cork, although certain modern plastics such as foamed polystyrene performed equally well and had the advantage of being lighter.

Springy materials such as sponge rubber do not serve this purpose and, in certain circumstances, may even do more harm than good, as they merely delay the impact effect by storing its energy to be delivered in concentrated form a fraction of a second later. Nevertheless, a number of helmets are still being marketed with rubbery substances as their padding and no true crash absorbing content at all.



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ROAD TEST REPORT

A Lightweight Sidecar for Scooters

THE Canterbury *Demon*



THE practicability of the scooter and sidecar as a means of personal and passenger transport has been a much discussed subject ever since it became clear that the scooter itself had arrived in Britain to stay. The relatively poor weather protection enjoyed, or suffered, by the pillion rider on a machine naturally turns thoughts towards the complete enclosure provided by a sidecar and the subsidiary advantages of easy luggage carrying and maximum stability under all road conditions add a strong appeal. For carrying small children, of course, the sidecar is a must.

It was quite noticeable that the machines exhibited with sidecars at the Earl's Court Show last November came in for close study from large numbers of people and among these the new *Canterbury G.M.C. /8* lightweight chassis fitted

The "Demon" body is neat, light and roomy and matches the lines of the scooter.

with their fully enclosed "Demon" body attracted much favourable attention for its compact design, neat appearance and reasonable price. We have now had the opportunity of testing one of these units and have become firmly convinced of the suitability of the type for the needs of a wide public.

The chassis is of the tubular construction type with lug and clamp attachments adaptable to most of the popular scooters now available. The body is wood framed and plywood panelled with an outer skin of aluminium. The top hinges over the machine to provide access by way of a door, which cuts out the need for stepping over to get in, and the roof is of fabric, press-stud fastened, and can be rolled back or taken off

altogether in a matter of seconds. The body is, of course a single seater, but there is considerable luggage space provided behind the seat.

On the Road

For this test the sidecar was fitted to a standard *Vespa* 42L2 "World" model scooter, kindly loaned by Messrs. Douglas of Bristol. We have already tested one of these machines in solo form and reported in our issue of August 1955. It is a traditional scooter designed as a handy run-about, smooth and quiet and of modest performance. Naturally this gentle mannered 125 c.c. machine did not produce high speeds when asked to haul a sidecar, but it did demonstrate adequately that even with so modest a performance the scooter sidecar outfit is a useful and practical proposition.

Starting from standstill the get-away was surprisingly good and the acceleration through first and second gears quite sufficient to hold place in a normal traffic stream. In top gear the machine cruised anywhere from 25 to 33 m.p.h. according to gradient and wind direction. It seems clear from comparison of this performance with that of the same model solo that any modern scooter of 125 c.c. upwards, appropriately geared, would be able to maintain quite useful cruising speeds indefinitely with this type of sidecar attached.

The wheel of the *Canterbury* sidecar is set a little forward of the rear wheel of the scooter and this layout with a toe-in of 3in. to the front hub line gave straight hands-off steering on level roads. The steering actually felt very light at first when compared with a conventional motorcycle outfit, but once accustomed to this lightness we found control easy and certain. There was no tendency to swing either way when accelerating or braking and normal bends were taken quite effortlessly at full

cruising speeds. The standard brakes of the scooter were quite adequate for the extra load and the stability afforded by the third wheel enabled the front brake to be used much more effectively than is the case solo.

At its modest weight and price this could not be a luxury outfit but comfort from the passenger's viewpoint was reasonably good. Foot and headroom are adequate for a person of normal height (It is claimed that the sidecar will accommodate a person of 5ft. 10in.) and all round visibility is good. Weatherproofing is 100 per cent and there are no draughtholes in the body design. Some transmission noise from the scooter could be heard inside the sidecar body, presumably through resonance in the offside vertical panels but this was much less noticeable with the fabric top rolled back. Road bumps could, of course, be felt but the four inch tyres appeared to compensate for the relatively small wheel diameter to some degree and rolled smoothly enough on normal surfaces.

Criticisms are confined to two points; the sharp corner on the body at the rear of the door opening being inclined to catch clothing on entry and exit; and the fact that the seat and squab could have done with more upholstery. Admittedly this latter improvement would add a little in weight and cost but the extra comfort would be worth while over more than a short journey.

Verdict

There is a little difficulty in summing up the performance and characteristics of this outfit in that we have nothing with which to compare it. The scooter and passenger sidecar is still very new in this country and its handling is not the same as any other familiar type of vehicle. Frankly, to the confirmed soloist as most scooter riders are, the sidecar outfit takes some getting used to and all its handling character-

istics seem awkward. Once accustomed to the feel of the machine however, the natural stability of the three wheeled outfit makes itself appreciated favourably and the freedom from the problem of strapping on every piece of spare clothing or luggage around the scooter is no mean advantage.

From the passenger's point of view complete protection from the weather and a reasonable degree of riding comfort are given by the sidecar. The cruising speed of the machine on dry roads is reduced by about 20 per cent with the sidecar normally loaded as against solo performance, but its carrying capacity is much increased.

It seems likely that there will be an expanding market for this type of machine and this *Canterbury* lightweight sidecar is an excellent partner to any of the popular scooters now available. It is a safe investment for anyone needing really economical passenger transport.

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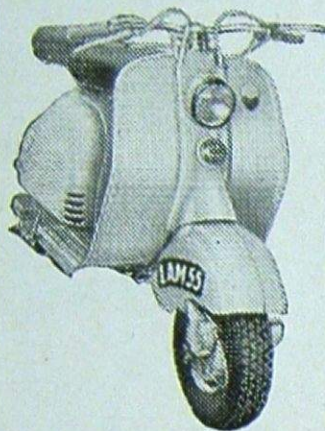
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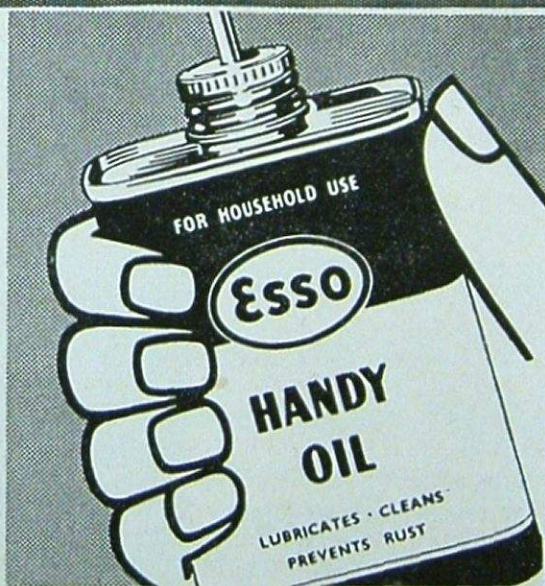
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Scooter Girl's Diary

from

Marion Brown

RIGHT: From Sweden comes picture of universal use for driving mirror;



LEFT:
The Chapeaufort,
described under.
Note two positions
possible.



Sunday: Went to the annual meeting of the scooter club I have just joined, and listened to officers reviewing events of the year. Was told that I am the only member with a *Lambretta*—which doesn't really surprise me because I belong to a *Vespa* club who generously let me join since there is no other club in the vicinity. Secretary tells me that it is his belief and hope that such clubs will eventually drop their "brand" names and be open to every scooter rider. If they don't, it's going to be a little unwieldy with so many makes of scooter on the market.

Monday: To-day "Emma" my scooter came out in spots. For me, the height of luxury on the road is to possess leopard skin upholstery (we can't all have zebra). For an Easter gift I received a yard of leopard fabric (no need to hunt the real thing nowadays) and diligently went to work making paper patterns

of the scooter seats. They came out quite simply, a lot like triangles with blunt corners. I allowed an inch all round when cutting out the cloth, to make a hem for the elastic. They fit snugly and look fine. My boy friend is facetiously suggesting that I take the cover off the back seat and wear it on my head to match the other. One of these days I'll shake him by doing just that.

Tuesday: Nine times out of ten when you see a man and a woman on a scooter, he's doing the driving. Apart from the mechanical mind of the male, his vanity also comes into it. As a rule I prefer to hand over the job to mine and admire the scenery whizzing past. Whenever I do take him on the back he keeps lamenting in my ear: "Look at everybody watching me being driven about by a woman . . ."

Wednesday: Visited friends tonight and had a draughty half-

hour's ride back on the pillion. A cold wind whipped round my legs, under my skirt and round my back and I realised that in cold weather the driver is much better off than his passenger. He has a windscreen at the front and someone at the back to protect him, but the unfortunate on the rear seat gets all the "slipstream" round the small of the back. When I negotiate with my boy friend that he takes his turn in cold weather he puts a pair of cycle clips round his ankles. But pillion riding comes into its own in hot weather. Being driven fast down a quiet road in blazing August is the most delicious way of cooling off that I know.

Thursday: Talking of summer reminds me of holidays, of course. I am taking "Emma", but staying in this country, and am giving thought to wardrobe. Slacks, jeans or trousers are out; I haven't the figure for them (It's my opinion that few women have) so I do not intend to entertain holidaymakers with a laughable view of my stern. But as I expect to be pillion rider for most of the time, I have tried to solve the problem by a gaily coloured full cotton skirt (only 35/-) which I shall wear with a variety of tops. An asset will be a Terylene skirt which is uncrushable

and will not show the dirt.

Friday: For two months now I have been trying out a new scooter cap (the Chapeaufort, price 52/6). This is made of laminated cork covered with fawn gaberdine, and from the point of view of glamour it could put the average "skidlid" out of business. It is also good protection against the weather. It is light and can be worn without the earflaps by fastening them deer-stalkerwise on top. Crash protection is naturally limited as the only cushioning inside is a few thin pads of rubber near the peak. There is no suspension whatever. The skull is in contact with the top of the cap all the time. I suggest that the makers consider the hard caps worn in the hunting

field: the silk linings of these are pulled up by a drawstring and have saved many nasty head injuries. Let's be jaunty, by all means. But let's be safe.

Saturday: Was introduced to a woman driving instructor to-day, so I popped the age-old question: "Are women drivers as bad as people try to make out?"

"They are always extreme," she replied. "Either very good or very bad. They don't concentrate—that's the chief fault. Dress shop windows and what other women are wearing seem to draw them like magnets." She teaches would-be car drivers, of course, but there's a moral in that for all of us.

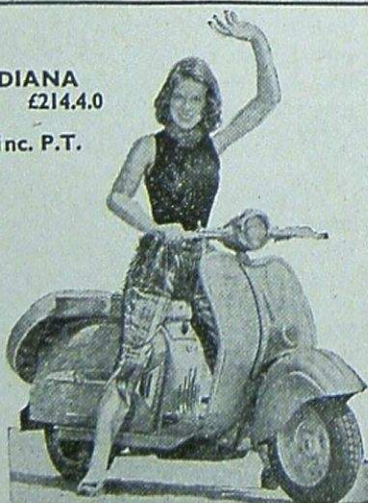
Even men drivers

ON SHOW . . .

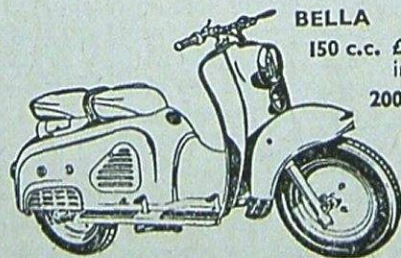
At Factory Equipment Exhibition: Range of barrier and cleansing creams. The drill is to put the barrier cream on before you start tinkering. They are efficacious, some of them sweet smelling and they leave the hands soft and white. If you haven't used a barrier and your hands are grimy try the cleansers. These are quite different from normal cosmetic cleansers but all have good effect

on skin, besides doing the job Names to remember: *Rosalex* (they also make a lanolin cream for sore skin which is efficient and nice to use); *Duckhams* (both barrier and cleansing) *Iqal*, feminine pink perfumed barrier, *Swarfega*, antiseptic pleasant cleanser. They can mostly be obtained from garages, motor cycle dealers and chemists.

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I Shall have to ask Bulganin

by Mary Stuart

QUITE recently I became the victim of an acute and gnawing curiosity concerning Soviet scooters.

The mere thought of Muscovites cruising past the Kremlin on *Vespa* or *Lambretta* counterparts induced in me that overwhelming sense of brotherhood so oft extolled and so seldom conceived these days. Here we were, discussing projected tours to that vast enigmatic country, exchanging visits to strengthen international relations, whilst I, ignoramus and self-styled scooter enthusiast, was unaware even of the colour of their scooters.

Were they green like many of ours, or (forgive me) red? Were they sombre like the grey, leaden skies of winter, or black and stark against the white ground of snow? Where did they come from, and who used them most? Rapidly the questions grew.

Someone at work I knew had been to Russia. I tapped him for details. "Well," he said, "I was there just after the war you know, and they were pretty badly hit—anyway we didn't have scooters here at that time."

Of course not . . . still, it was a beginning and, like Alice, I was becoming curiuser and curiuser. It occurred to me that Russian scooterists might well solve many of our problems. What about non-skid appliances and anti-freeze, or special clothing for the bitter weather? Possibly they had designed something for women that made them look less like a drawing by Ronald Searle?

I wrote to the Russian authorities here and tried to curb my impatience. Meanwhile the questions multiplied and speculations were endless . . .

A polite reply came from the

Soviet Consulate; they were unable to answer my queries, but would I try the Cultural Department of the Soviet Embassy? Indeed I would . . . Stupid of me really, I should have known where to write in the first place. It was merely a matter of time before I learned about my fellow scooterists rushing around Red Square.

The Soviet Embassy's letter was extremely courteous in every respect; the writer was gratified by my interest in Russian activities; he ventured no information I had asked for, but enclosed a booklet about sport and physical culture in the U.S.S.R. I have it beside me now—it contains everything from rowing boats to wrestling, but no scooters. I was also advised to contact a certain newspaper who would, no doubt, be able to help.

By this time my scooter obsession had assumed the proportions of a Burgess-Maclean mystery. Even as I wrote to the *Soviet News*—and only then—it seemed from a far off place a tocsin rang and doubts began to sprout unbidden.

This paper did nothing to allay my fears. To the best of its knowledge there were no scooters in Russia. Possibly the condition of the roads after several months of frost, snow and ice was responsible for this—especially with the small wheel diameter of the scooter. Only cars with high road clearance made anything of them at all.

Here indeed was dismay and disillusion . . . a bleak, scooterless world, no cute little machines buzzing past the Bolsoi; no comrades in crash helmets.

Nevertheless, there is no proof positive, and still I pursue my quest. If all else fails, I shall have to ask Bulganin.

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CLUB NEWS

Though not as numerous as scooter clubs, 50 c.c. clubs are still going strong. A new club has just been formed. It is the **Birmingham Cycle-motorist Club**. Sec.: W. BOWDLER, 50 Hertford Street, Sparkbrook, Birmingham.

The **Belfast Club**, first mentioned last month, is flourishing, one member having particular success with a geared up Rex engine.

Half Hundred Club plans run London—Land's End—John O'Groats—London, starting 16 July. Those interested contact Mr. KEATS, 50 Vallance Road, London N.22.

The **Quickly Club** plans a "Concours d'Elegance in Kensington Gardens on July 14. Those interested please contact Secretary.

A 50 c.c. race meeting at Long Eaton Stadium is planned for the near future by **Nottingham Cyclemotor Club**.

We are very glad to say that the **British Lambretta Owners Association** and the **Vespa Club of Britain** have accepted challenge cups offered by this paper. The competitions for which the cups will be awarded will be announced by the B.L.O.A. and the V.C.B.

This month's **Lambretta Rallies** are at **Oxford** on May 6; **Brighton** on May 13 (not May 12 as previously announced) and **Edinburgh** on May 27. **Vespa Rallies** are at **Romford** on May 6, **Cotswolds** on May 19-20 and **Crystal Palace** on May 27.

Mr. Bond's mystery event in the **Vespa** programme is now announced as "The Secretary-General's Own At Home", on July 15 at **Woburn Abbey**.

Reports of the **Southend Lambretta Rally** and the **Hurst Park Vespa Rally**, both held on April 22, will appear in our June issues.

Two new **Lambretta Clubs** appear this month. One at **Doncaster** (Sec.: R. F. ALLPORT, 45 Cusworth Lane, Doncaster), the other at **Portsmouth** (Sec.: J. N. VINCENT, 25 Soberton Road, Leigh Park, Havant).

Welcome to these columns the **Lambretta Club of Ireland**. The Chairman, L. F. MCGINN, 22 Rathgar Avenue, Dublin, would like to hear from British clubs so that they can make contact when the Irish scooterists are visiting England, or vice-versa.

A rounders match was a feature of a joint event by the **Leicester Motor Scooter Club** and the **Sheffield Lambretta Club**. The Leicester Club now has over 40 members and continues

to grow. On Easter Monday they visited the Bottle Kicking contest at Hallaton.

"**Lucky Thirteen**" **Scooter Club** announces that learners are particularly welcome and will be given all possible help. Club was accompanied by **Kent Premiere Lambretta Club** on run the Eastbourne. Citizens must have feared invasion as other clubs had also chosen the town as their destination.

London Scooter Club plans fortnight's Continental tour starting June 9.

The **Herts Lambretta Club** is now well and truly installed in their new H.Q. at the **Royston Club**, College Road, St. Albans. Herts Lambretta-ists invited to join and enjoy the darts, billiards and the bar. Club nights May 3, 17, 31 and fortnightly. Sec.: R. PANNELL, 76 Benskin Road, Watford.

"Do not waste the best years of your life *Join Now!*" is the slogan of the **Bats (S.E. London Lambretta Club)** latest recruiting drive. The Easter trip to the Isle of Wight proved a great success even though one member turned out to be a somnambulist. Congratulations to Mr. and Mrs. Snell on their wedding.

On a recent run to Aylesbury the **North London Lambretta Club** decided to climb Ivinghoe Beacon. After scaling the sheer cliff they found the **Windsor and Slough** club at the top. Like Stanley to Livingstone, Secretary Langley asked: "The Windsor and Slough, I presume?"

Club with the best news service must

be the **Wessex Lambretta Club** whose news letters appear weekly or even more often. Club member plans trip Gibraltar, Spain, France, starting late May and would welcome French-speaking companion, cost not less than £60.

N.W. London and Middlesex Group. The Club Lambretta will be running a "Reliability Ride", open to the whole country, on May 6 from Staines to the Oxford Rally.

Miss M. C. Farquhar, Sec. of **Mid-Warwicks Vespa Club**, was one of the many *Vespists* who attended **Lee Valley's** most successful evening at Edmonton on April 7.

Other **Mid Warwicks Wanderers** have been doing plenty of travelling with trips to Kenilworth and the exotic "Hey Calypso" at Stratford-on-Avon.

Cover of **Thames Valley Vespa Club** journal is getting praise from all sides, including Mr. Claude McCormack. Artist—Roy Sandford.

Thirty members of the **Falconwood Vespa Club** spent Easter at the Robinson Crusoe Holiday Camp at Woking, meeting fellow *Vespists* from Reading, Basingstoke and Rochester. Club's youngest member, John Barcoleskin, 17, won the Reliability Trial on March 21. Secretary's address is now: F. G. BARNES, 6 Wilson Road, London S.E.5.

New address of Sec. of **Merseyside Vespa Club** is John Murray, 298 New Chester Road, Port Sunlight, Cheshire.

Again its scooters for weddings. **West Middlesex Vespa Club** an-



The Club Lambretta off to France by Silver City

nounces that members Gilian Lee and Peter Collinson have just become engaged.

MAY PROGRAMMES

Half Hundred Club

(all runs start from Marble Arch 9 a.m.)
6th—Oxford
13th—Cambridge
20th—12-Hour Event.
27th—Ashdown Forest

Nottingham Cyclemotor Club

5th—Night Trial, 10 p.m.
7th—M.M. Princess Royal, 8 p.m.
13th—Castle Donnington, Castle Rock 10.15 a.m.
20th—Loughborough, Trent Bridge 10 a.m.
27th—Kirkley in Ashfield, B.M. Bridge 10 a.m.

Quickly Club of Great Britain

5th—Noggin and a Natter, The Mitre, Hampton Court, 18.30 onwards.
12th—Whipsnade, Trafalgar Square, 09.30
27th—Epping Forest, Trafalgar Square 14.30

Leicester Motor Scooter Club

6th—Oxford Lambretta Rally, 9 a.m.
13th—Spalding and Lincolnshire Bulb fields 10.30 a.m.

20th—Cheltenham *Vespa* Rally, 9 a.m.
27th—Casual Run, 2.30 p.m.
June 3rd—Treasure Hunt, 2.30 p.m.

North Lancs Lambretta Club

6th—Treasure Hunt, Pye Motors Ltd., 10.30 a.m.
3pth—Mystery Run, Pye Motors Ltd., 7 p.m.

North London Lambretta Club

3rd—Club Night, Orange Tree, Friern Barnet, 8 p.m.
6th—Oxford Rally. For time of meeting at The Orange Tree, Friern Barnet, see Club News Sheet, obtainable on Club Nights or from L. Langley, 46 Colney Hatch Lane, N.10.

13th—Brighton Rally
17th—Club Night, 8 p.m.
19, 20, 21st—Tour, Stonehenge, Stourton, Wells, Cheddar Gorge, Chepstow, the Wye Valley and Monmouth.

26th—Tour of Essex Lanes, winding up with Morris Dancing and Village Fete at Thaxted. Meet Ward's Corner, Tottenham 10 a.m. or 2 p.m.

27th—Run to Wendover and then Cross Country Walk. Meet Orange Tree, Friern Barnet, 10 a.m.

31st—Club Night 8 p.m.
June 3rd—Run and Games Day. Meet Orange Tree, Friern Barnet 10 a.m.

Bromley Vespa Club

6th—Romford Rally
19/20th—Cheltenham Rally
27th—Bromley Rally

Merseyside Vespa Club

13th—Moel Fammau. Leader Mrs. J. Murray. Meet Tunnel Entr. 10 a.m. (Walkers shoes or boots)
19th-20th—Cheltenham Rally
27th—Trough of Bowland. Leader Roy Gardner. Meet Tunnel Entr. 10 a.m.

Mid-Warwicks Vespa Club

3rd—Club Night
6th—Romford Rally
13th—Club Run
19/20th—Cheltenham Rally
27th—Bromley Rally

Oxford Vespa Club

1st—May Morning Carols, Magdalen College, 6 a.m.
4th—Club meeting, Dawson Street, 7.30 p.m.
6th—Romford Rally
11th—Supper run. Start Ashmolean 7 p.m.

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P.I

Flashes

MISTAKE in our road test report on the *Norman "Nippy"* last month was reference to a short circuiting button for stopping the engine. None is fitted to the production model of this machine.

KIEFT are replacing their model 215 with a similar one called the *Kieft 216* at the lower price of £69. 19s. 10d., including P.T. A de-luxe model with rear springing is promised soon, a super mo-ped which it is said will probably be "the most expensive mo-ped marketed in the country".

BOND Minicar is to have a Convertible Hardtop, secured by nine clips and removable in a matter of minutes. The top has added only £11 to the basic price.

A WORKER at Fort Dunlop who has done nothing but make pneumatic tyres for 56 years

has just retired. He is Mr. James Stokes of Aston, and he joined Dunlop at Para Mills, Aston Cross in 1899. Reports that friends described the occasion as a happy release may be exaggerated!

THE Britax Racing Service Van will again be present at the majority of principal meetings this season. Staffed by Arnold W. Jones and a team of helpers, the Britax Racing Service will provide free welding facilities to competitors. Spares for parts that are likely to become damaged, will also be available.

DUNLOP'S oldest servant, Mr. C. A. Proctor, has died at the age of 80. He joined the Company in Dublin as a junior clerk 65 years ago and he had been joint managing director for eight years when he retired in 1945.

NEW prices for *Mars* mo-ped are:- de-luxe models £74-1-2 and £71-3-10. Standard model £70-3-5

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CREDETTE, 48 c.c. ...	86	11 5
DIANA 194 c.c. elec/str.	214	4 0
D.M.W. BAMBI, 98 c.c.	98	18 0
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I declare that I am the owner of the above cycle/s and that the above statements are true and complete in every respect and that the cycle/s will be kept in good and thoroughly sound condition. I further declare and agree that if such statements and particulars which I agree shall form the basis of and be considered as incorporated in the policy to be issued by the UNITED KINGDOM FIRE & ACCIDENT INSURANCE COMPANY LIMITED are in the writing of any person other than myself such person shall be deemed to have been my agent for the purpose of filling in same and the Insurer shall be not affected by the knowledge of such person, whether also an agent of the Insurer or otherwise.

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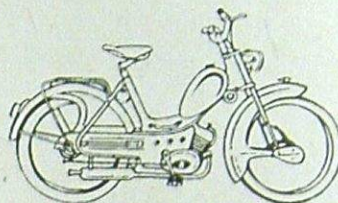
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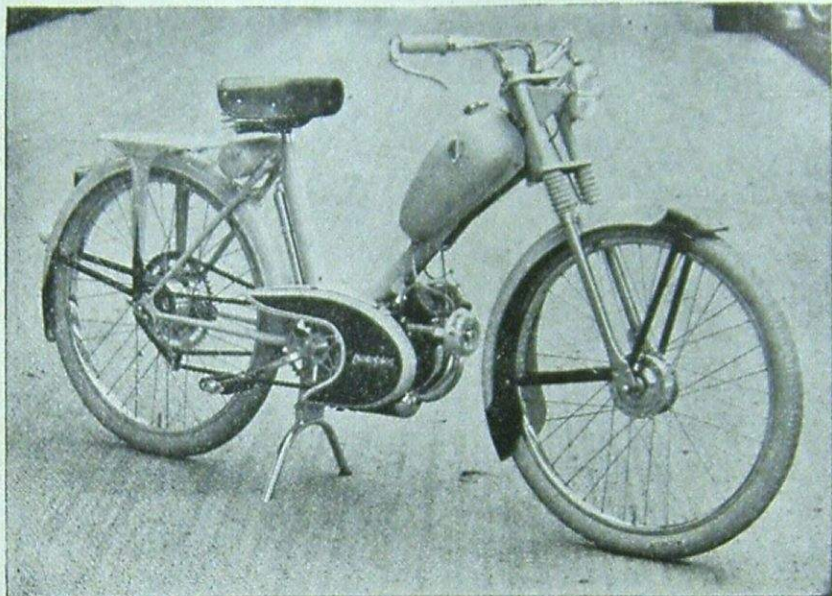
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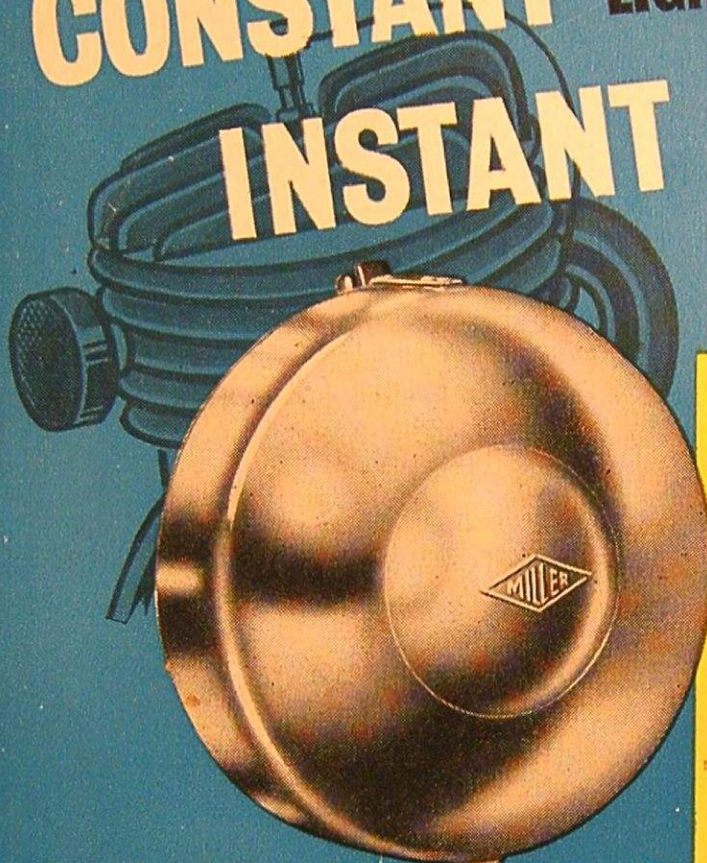
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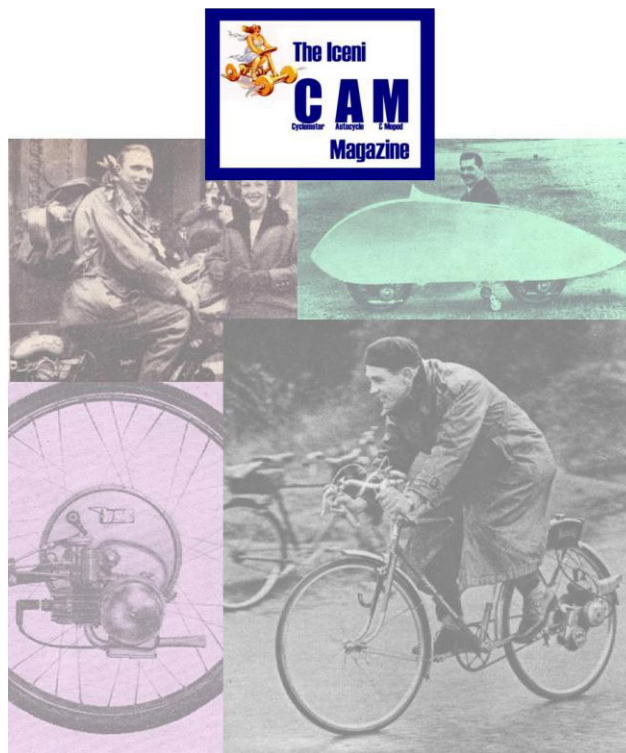
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