

# POWER & PEDAL

with  
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MONTHLY

JUNE 1956

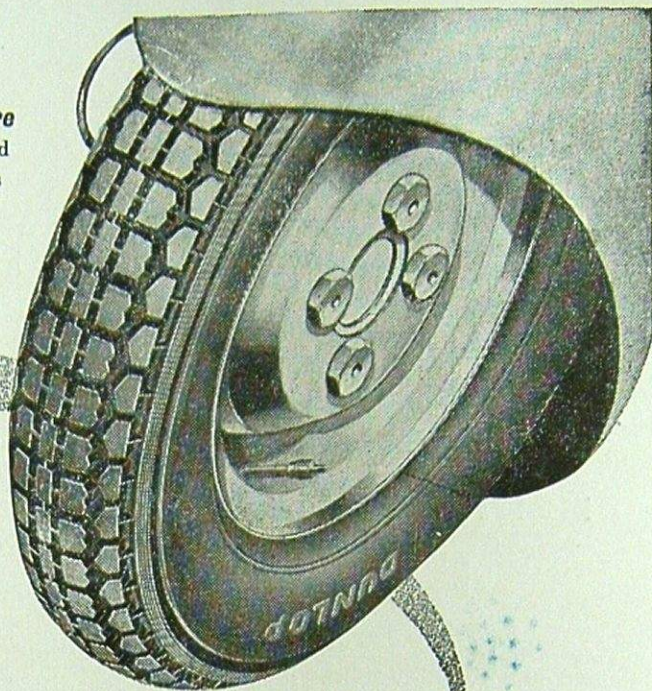


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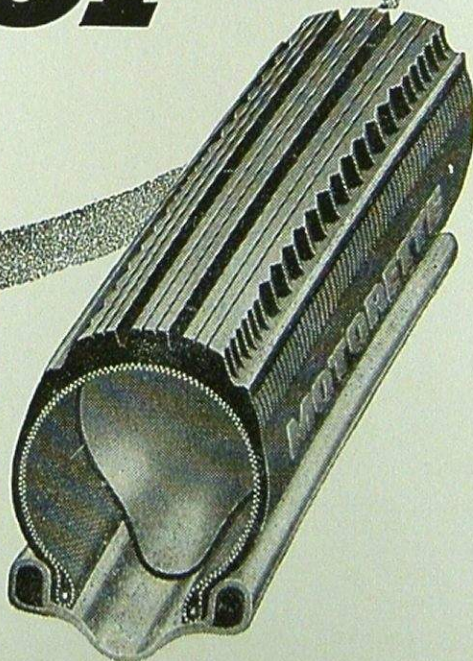
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GREATEST SAFETY,  
GREATEST COMFORT**

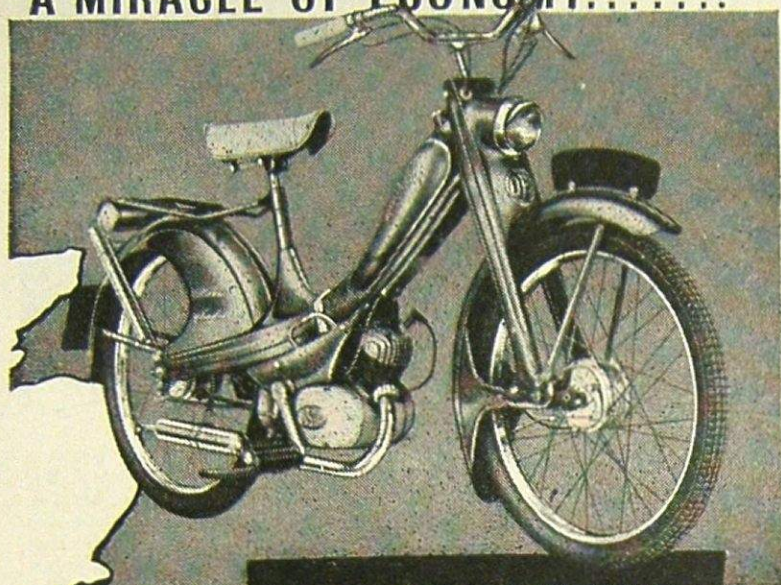
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A COMPANY OF THE  CYCLE DIVISION

NORMAN CYCLES LIMITED, ASHFORD, KENT

**POWER & PEDAL**  
with **THE SCOOTER**

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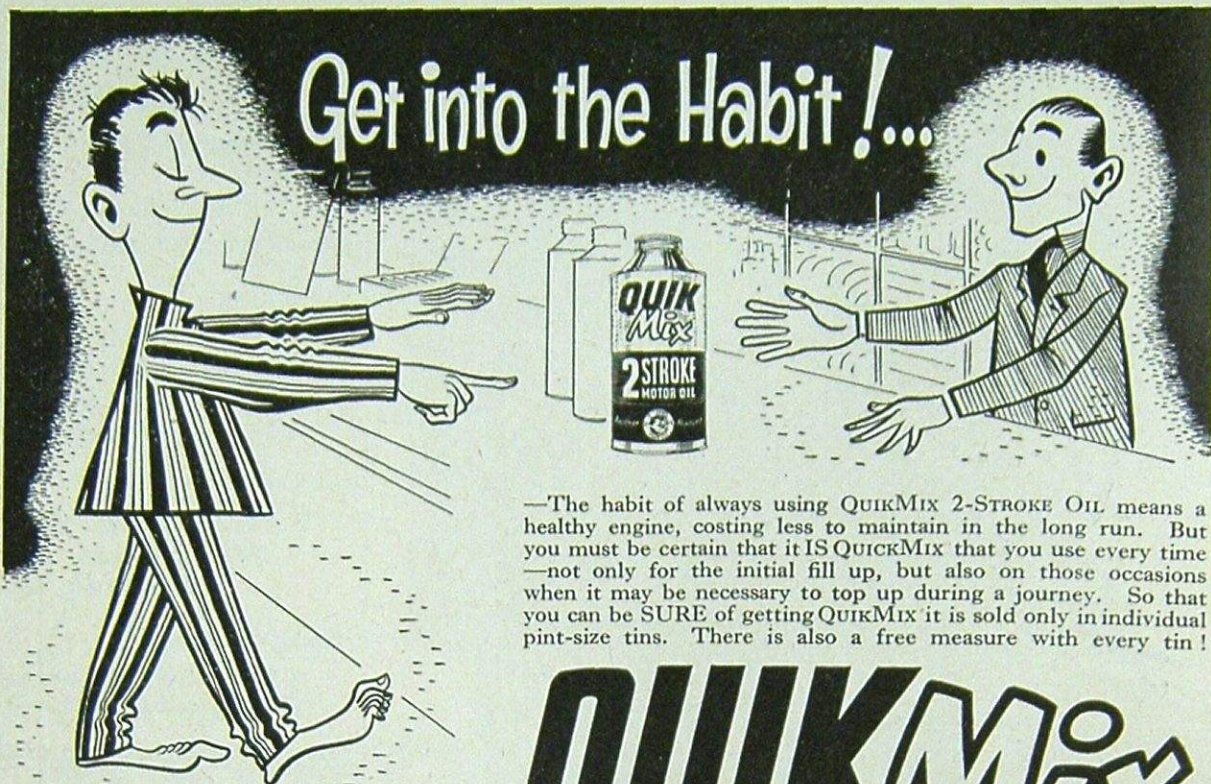
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JUNE

1956

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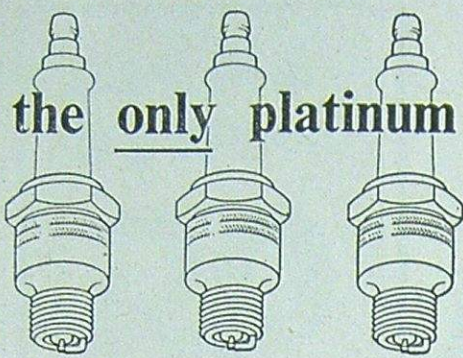


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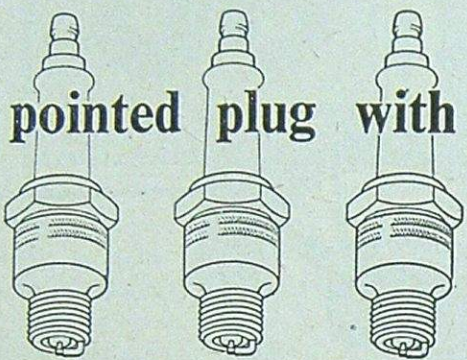


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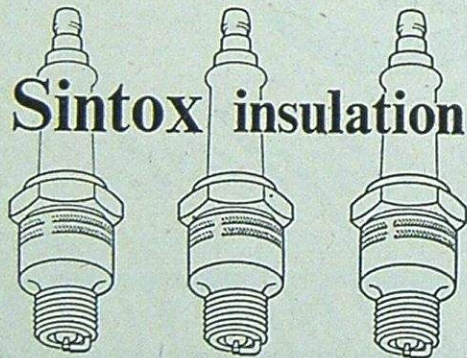
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LININGS**  
*are here*

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MOSQUITO	1955	F	10 x 11 x 11	PCL10	100
MOSQUITO	1956	F	10 x 11 x 11	PCL10	100
MOSQUITO	1957	F	10 x 11 x 11	PCL10	100
MOSQUITO	1958	F	10 x 11 x 11	PCL10	100
MOSQUITO	1959	F	10 x 11 x 11	PCL10	100
MOSQUITO	1960	F	10 x 11 x 11	PCL10	100
MOSQUITO	1961	F	10 x 11 x 11	PCL10	100
MOSQUITO	1962	F	10 x 11 x 11	PCL10	100
MOSQUITO	1963	F	10 x 11 x 11	PCL10	100
MOSQUITO	1964	F	10 x 11 x 11	PCL10	100
MOSQUITO	1965	F	10 x 11 x 11	PCL10	100
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MOSQUITO	1970	F	10 x 11 x 11	PCL10	100
MOSQUITO	1971	F	10 x 11 x 11	PCL10	100
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MOSQUITO	1973	F	10 x 11 x 11	PCL10	100
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MOSQUITO	1996	F	10 x 11 x 11	PCL10	100
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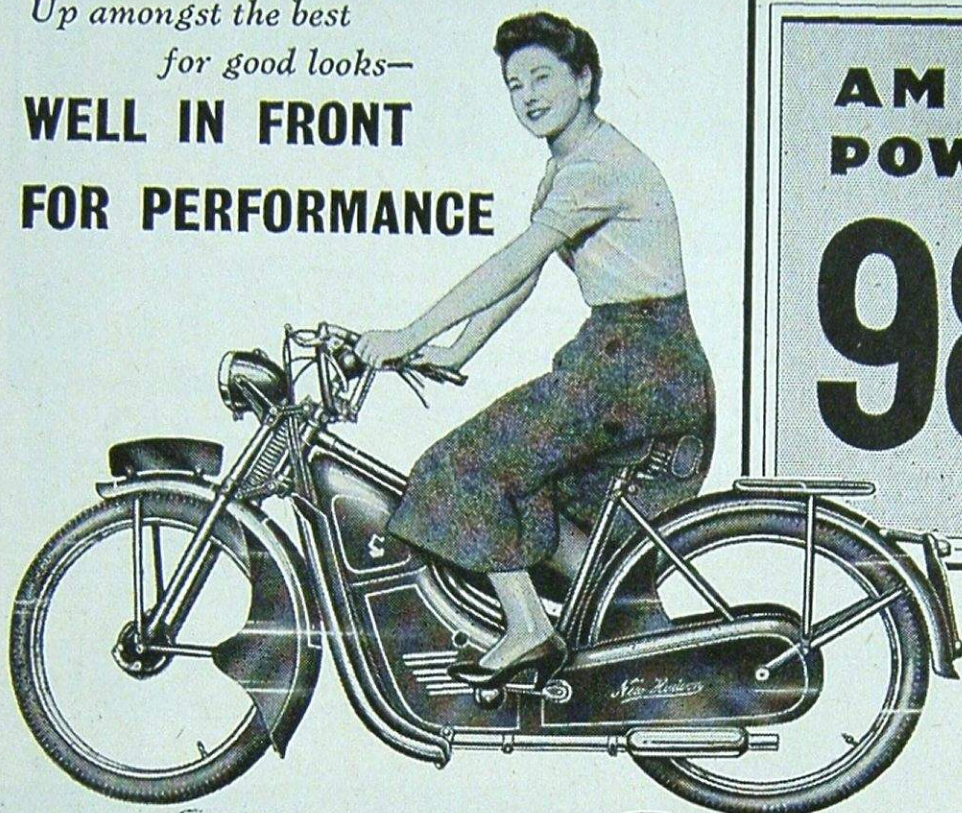
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Birmingham 10. Please send me illustrated folder.

Name .....

Address .....

# POWER & PEDAL

Founded 1952

with  
THE

# SCOOTER

Editor : FRANK L. FARR

Vol. IV No. 7

June, 1956

THERE could be no simpler method of lubricating an engine than the petroil system. It requires no pumps or other mechanical devices to be supplied and maintained, no expensive oilways to be drilled, no sumps, tanks or external oil pipes and unions. Indeed it may well be said that the near universality of two-stroke engines in the field of everyday utility two and three wheeled transport is largely due to the simplicity and cheapness of the petroil lubrication system.

Nevertheless, a remarkably high proportion of the queries and requests for advice received by *Power and Pedal* concern lubrication problems and we believe it to be a fact that the majority of the two-stroke engines on the roads of this country to-day are incorrectly lubricated. One has only to observe the trails of blue smoke behind all too many of them to be aware of a vast amount of oil being wastefully burnt to the annoyance of the rest of the population to be assured that over-oiling is the commonest of the lubrication

faults. The irritating sound of excessive four-stroking and uneven firing supports the same diagnosis; while the all too common condemnation of two-strokes as a class as being "temperamental" about starting can be traced to the same cause.

Some users are taking a great deal of trouble in buying and experimenting with various proprietary oils in various proportions to petrol, but the great majority take what the garages give them, a range and variety of mixtures usually of more or less half a pint of the oil in the nearest bin to every gallon of petrol. Where, as is commonly the case, the petrol is bought in less than complete gallons the quantity of oil supplied is based on the wildest of guess work.

A third user group sticks rigidly to the maker's instruction book regardless of driving methods and conditions. These people do not get much oiling trouble but rarely get perfect running either.

The introduction of the

"petroiler" has improved this position somewhat for a limited number of riders although the mixtures are arbitrary as, according to a letter published in this issue, the service may be also. We would suggest, however, that there is a much simpler step that might be taken towards cleaner-running two-strokes, namely the introduction of an oil measure for the purpose.

Most countries use metric measures and the 25 to 1 ratio of petrol to oil for which the majority of the mo-peds and scooters here were designed is easy enough to work out in litres. It is our insular 16 half pints to a gallon system of measuring that causes nearly all the difficulty described above. When some government in its wisdom decided that the English school child needed  $\frac{1}{3}$ -pints of milk per day to maintain its health and the national consumption of liquid milk, the trade just made million of  $\frac{1}{3}$ -pint bottles and measured in that quantity quite easily. Oil companies could do the same and they would solve an awful lot of riders' problems if they would.

# COMMENT

by

## Clip-on

THAT the attachment engine and bicycle should gradually give way to the complete machine for the job was foreseen as a natural development as soon as the public became used to the idea of the small engine as a serious contribution to the field of personal transport.

I am inclined also to the view that there will be a market for clip-ons for many years to come because this type of unit presents the easiest and cheapest introduction to powered or power assisted cycling for the millions in this country who use their pedal cycles mainly for utilitarian transport. There is yet another class of user who may well perpetuate the attachment engine and that is the pleasure cyclist who wants power assistance but retains his liking for cycling.

Several cases have come to my notice lately of riders expressing in various ways their liking for the use of pedals. One personal friend complained that his new light autocycle was "too good" because it took him everywhere and gave him no cause to pedal. Another reader said he was selling his high class machine and getting a cheaper and lower powered machine so that he could "use some leg power occasionally".

Although I do not share these feelings I can well understand and sympathise with them and usually advise the owner of a light cycle to go in for one of the high quality Italian under-bracket engines available. These units are light and lively and leave the cycle able to be

pedalled or free-wheeled in absolute freedom and silence.

All the same, it is a pity a little more time and money has not been spent on making one of the hub units lighter, cheaper and quieter. That is the unit that would hold a market for as long as there is a cycle left to be motorised.

### True Diesels

We have seen tryouts at commercial levels of several compression-ignition engines in both Italy and Germany and there is a lively public interest in their development.

From my personal experiences with two of these units I take the view that their performance is adequate; they are likely to afford good fuel economy and long life; that they are compact and light in weight. The only thing against

*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.*

them is the complication of two controls, throttle and compression, which have to be juggled into relative equilibrium whilst riding. The technique is fascinating but by no means simple and definitely beyond the average cyclist's user's scope.

It seems to me that the root of the problem is in the use of the more or less conventional carburettor instead of the true diesel injector and I cannot help wondering if the bogy of cost and weight of a small pump and injector has not frightened designers too much. Need such an assembly cost or weigh more, or even as much as a magneto and carburettor combined? I think not, especially if the pump is designed to be part of the fly-wheel assembly as the magneto is on petrol engines.

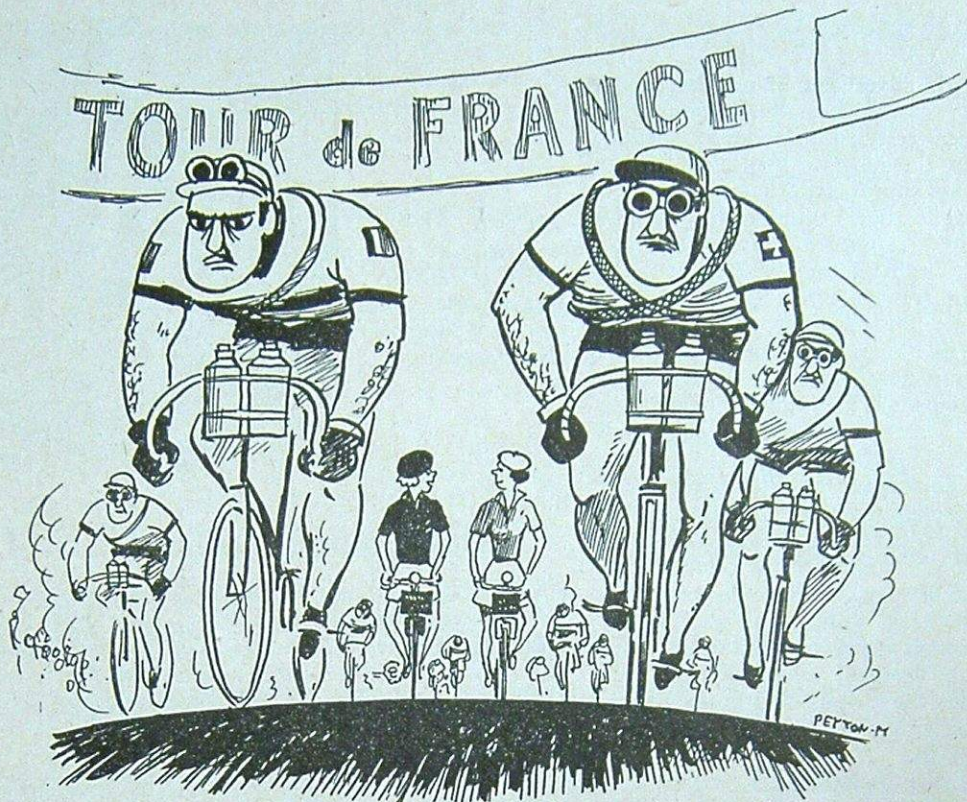
### Freedom From Fuss

The Atlantic Charter contented itself with a short list of human freedoms and most of us would add a few of our own choosing if we could.

So far as engines are concerned my choice would be freedom from fuss and it is sheer fuss that I hold against almost all the modern mopeds I have tried. These machines do their job quite efficiently, climb almost anything, get away well and cruise quite fast enough for their purpose. On short journeys and in traffic they are almost ideal, but for long distance pleasure riding I would far sooner take my old *Solex* and cruise around at 17 m.p.h. and 2000 almost silent r.p.m.

The modern mo-ped revs. too much and the two-speeders nearly all whine as well so that the performance is just not worth the racket according to my taste. Yet many people need the power output of the high-revving unit and I was interested in a suggestion put up by a contributor to a French contemporary that his ideal would be a *VeloSolex* engine of 75 c.c.

*"We seem to have picked a popular route. This crowd have been with us a fortnight".*



which, he claimed, would give him 30 m.p.h. at 2000 r.p.m. whilst retaining the walking pace pulling for which this engine is justly famous.

This is quite the reverse of my own attitude in the April "Comment" in which I castigated the suggestion that we might go in for larger engines on the grounds that it would create a new class of machine. Extra c.c. alone, however, would not create any problems and the big, low-speed engine offers many advantages.

### Riding Positions

Testing a new machine last week I found I liked it better than most on several counts, but I could not use one regularly myself or recommend it to most of my friends because the riding position was too low for a six foot man and there

was no provision for raising the handlebars except a limited turning movement.

Apart from the shortsightedness of designing and marketing a machine with this limitation, experience raises the point that buyers must watch such details carefully and agents should note and advise on them.

It is no good at all having a machine of lively performance, good steering and braking and all the other things that make up the qualities looked for by road test report readers if the riding position is such that it will be permanently uncomfortable. This is a matter for each individual and not a thing on which someone else's experience is of much help, so when you look at various models in a showroom, take note of the top and bottom settings of saddles and handlebars—They are your margins of personal comfort.

## Competition

SID Franklen, the East London agent with a belief in publicity as well as sales and service, is running a free for all competition for a slogan to be used as his own business flag.

The prize is a *Canterbury* "Demon" sidecar complete (as road tested in our May issue) for the person sending in the best slogan describing the Service After Sales feature of the Sid Franklen firm. There will also be several consolation prizes of useful accessories.

There is no entrance fee; just post your idea written on a piece of plain paper but accompanied by your name and address to: Sid Franklen, Motor Cycle Specialists, 480 Barking Road, Plaistow, London, E.13., marking the envelope "PP comp".

## NEW New Hudson

AS advertised in our last issue, the 98 c.c. *New Hudson* has been restyled to modern fashion, but the changes go much further than appearance alone.

The new tubular front forks which replace the old girder type are both lighter and cleaner; the loop frame is lower for easy mounting; mudguards are fully valanced; engine and transmission almost completely enclosed. The enclosing panels are quickly detachable for accessibility. Finish is in maroon with gold lining.

The engine is a *Villiers Mark 2F*, 98 c.c. with flat piston. It is single geared and has a built-in oilbath clutch with a ratchet control on the handlebar to provide a "neutral" gear. The pedals drive through an independent cycle chain. The flywheel magneto also provides the current for the new large headlamp. Tyres are 21in. x 2.25 in.

Price, including tax, is £75. 12s. Legshields, speedometer, wind-screen and carrier are optional extras.

## NEW Combinette

FROM Ambassador Motor Cycles Ltd., of Ascot comes news of a new *Combinette* mo-ped with a very full specification which includes rear wheel springing.

Powered by the successful *Zundapp 422* engine with a 2-speed gear box, the new model has bottom link front forks and swinging arm rear suspension. The balloon tyres 23in. x 2.25 in. add to the luxury.

The fuel capacity is 9½ pints, enough for over 200 miles on a tankful. 17-watt lighting, electric horn, cats-eye pedals and a large carrier are standard fitments. The finish is in a light metallic blue. Special attention has been given to the efficiency of the braking system.

Price is £77. 16s. 3d., including Tax.

The new, re-styled **NEW HUDSON** showing the quickly detachable engine panelling



## NEW from Holland . . . The R.A.P.

DISTRIBUTED by Continental Concessionaires, Ltd., of 28-32, Highbury Corner, London, N.5., and imported from the well known Dutch firm, *Stokvis & Zonen*, N.V. of Rotterdam, is the Rex engine *R.A.P.* mo-ped now available through D/U signatories.

The 49 c.c. engine affords a useful 2.1 b.h.p. at peak revs. and is an all-alloy job with iron lined piston and chromed rings. The flywheel magneto is a Bosch with 17-watt lighting coil. Carburettor is a *Pallas* with its air filter/intake silencer carried into the main frame member to provide absolute silence and maximum cleanliness. Primary drive is by gears through a multi-plate clutch running in oil to a twist-grip controlled 2-speed

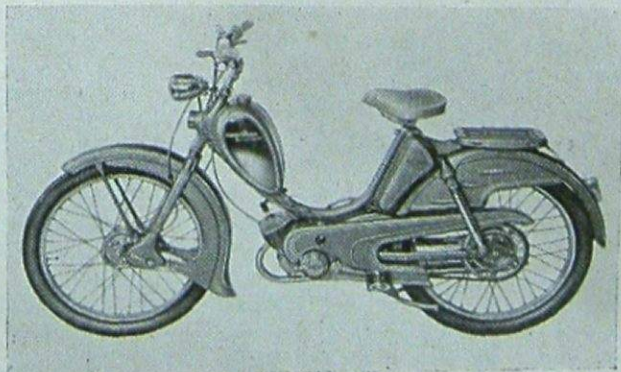
gearbox. The 9½-pint fuel tank is rubber mounted.

Telescopic front forks with a full 3in. movement give good riding and also allow full use to be made of the full hub width brakes with cooling fins on both wheels. Tyres are 24in. x 2in. The saddle is a soft pan seat with adjustable springing and it and the handlebars are also adjustable for height and angle.

A speedometer built into the headlamp and illuminated is included in the price of £74. 17s. 4d. including P.T.

We hope to give a full road test report in our next issue. A first impression run suggests lively performance with exceptional silence, both mechanical and exhaust.

The spring frame **COMBINETTE**



**CORRECTION**

THE PRICE OF THE  
**KREIDLER 'J.50'**

"The Mo-ped for the Millions"  
was incorrectly printed in our  
May issue.

Cash Price (inc. P.T.) is

**£57.17.4**

**MOTOR IMPORTS CO. LTD.**  
158 Stockwell Road, London, S.W.8  
will be pleased to send Agency Details and  
Illustrated Catalogue on request.

**E**LLIOTT Rentals, Ltd., of Boston Manor, are offering scooters on rental under yearly agreements. The terms cover machine, accessories, licence, insurance and all

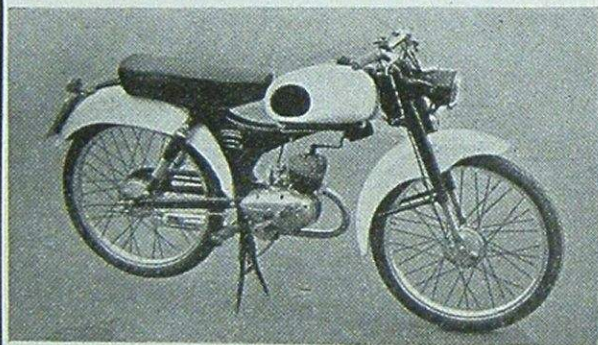
maintenance and repairs and the rates run from £2. 17s. 6d. per week for the first year down to £1 per week in the fifth year.

**Commonwealth Tour  
By N.S.U. Chief**

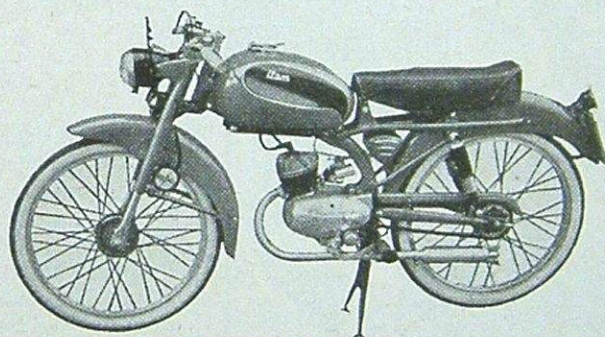
**JOHN BUTTERWORTH**, General Manager of N.S.U. (Great Britain) Ltd., is now touring Africa and will later go on to India, Ceylon, Australia and New Zealand to organise full Commonwealth distribution of the *Quickly*, already a best seller throughout these markets, and the newly introduced *Prima* scooter.



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**STANDARD MODEL**  
**£72.10.0** plus £17.8.0 P.T.



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#### THE LAMBRETTA GUN

The pocket grease gun made specially for the Lambretta scooter. It has the patented universal slide-on swivel nozzle which greases from every angle.

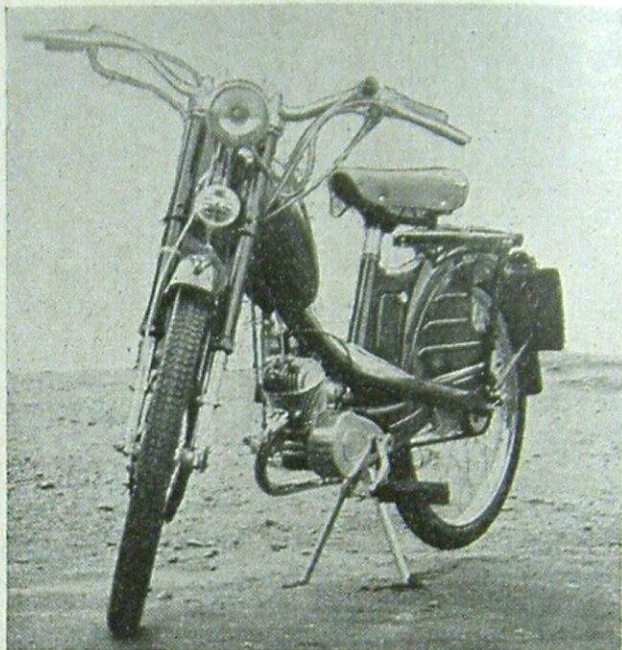
Ask your Lambretta Agent

Manufactured by: CH. J. NEUMAN LIMITED  
445, Brighton Road, South Croydon, Surrey

## ROAD TEST REPORT

# The Phillips "Gadabout"

*A quiet,  
well-sprung  
and well-  
braked mo-ped  
with a lively  
performance*



THE complaint that all mo-peds to-day look alike loses a little of its point with the arrival on the market of the Phillips "Gadabout" for there is a noticeable difference at the front end of the machine in the shape of telescopic forks. The frame is of tubular construction, its main members being a pair of oval section tubes running in a wide curve from steering head to rear wheel. Wide valances to both mudguards and a boxing in of the space between the seat tube and the rear wheel to form a tool box give the effect of panelling which improves appearance as well as affording protection.

All-alloy, the engine is claimed to yield the high power output of 2.1 b.h.p. at 6000 r.p.m. Com-

pression ratio is 6.8 to 1. The cylinder is iron lined and the big-end bearing of the double row roller type. The engine is in unit with the 2-speed gearbox and drives through an oil bath multi-plate clutch. The Bosch flywheel magneto carries a 6-volt, 17-watt lighting coil.

Both brakes are of the internal expanding type, the rear one being of full hub width, 23in. x 2in. tyres are standard. 3½in. headlamp with provision for speedometer, electric horn, carrier and number plates are included in the specification.

#### On the Road

A neat lever protruding from the smooth exterior of the car-

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give maximum light  
from all sets, more  
light from same  
current and  
last a LOT  
longer

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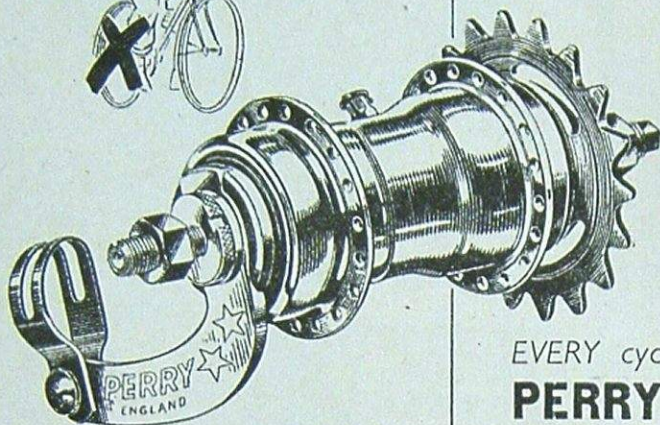
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burette provides a rich mixture setting for starting from cold. Apart from that it is never used. Starting is certain and the engine will tick-over positively as soon as it is fairly running.

First impression on moving off is one of extreme liveliness and the acceleration is very good indeed through both gears. First gear could be taken up to 15 m.p.h. if in a hurry but Top would take over comfortably from 6 m.p.h. and pulled away smoothly with no need for finesse in handling the throttle up to its maximum of around 32 m.p.h. Despite its lively performance the engine is very docile and traffic manners are perfect. Hill-climbing is good, main road hills being taken in Top without effort and Low gear offering a mountain-climbing reserve.

Exhaust silence is good without being exceptional but most welcome is the absence of the mechanical whine so common to many mach-

ines of this class. The *Phillips* is almost completely free from any noise other than the exhaust note, a purr at small throttle openings or a bumble bee buzz with the taps open.

By far the outstanding characteristic of the machine is its braking. This is mainly due to the front forks which permit a really effective front brake to be really effectively used. The rear brake, back pedal operated, is also a first class stopper and has the stamina and cooling fins to be an effective speed controller on long descents.

The telescopic forks themselves are designed with the springs anchored at both ends so that they act as rebound springs in tension. The range of movement is modest and the action fairly stiff so that they do not give a really soft ride. Against that it must be noted that although cobbles could be felt there was no bottoming or clashing even when moving fast over very

bad surfaces, while the lateral rigidity of the forks instilled great confidence and afforded excellent steering.

### Summing Up

The only serious criticism of the machine we have to make is the non-adjustability of the handlebars for height. A comfortable position for long journey work could not be obtained by a tall rider and the adjustment for angle provided, though welcome, did not help materially. Alternatively, high level bends would meet the case if the fork design limits adjustment.

Apart from this one major defect the *Phillips* appears to be a good example of the two-speed mo-ped type by current standards and is a cut above many of its competitors in its braking and mechanical silence. Given a little more attention to rider comfort, it could have a very wide market indeed.

## CLEANING THE CLIP-ON

### Reader's Experience

I RECENTLY noticed how easily a friend of mine washed down his car by using one of the new detergent brushes on a water-hose. Thick mud, grease, etc., were cut off immediately and, most important, without harming the finish of the car.

Surely, I thought, this practice could be adapted to deal with "clip-ons" and "mo-peds".

Accordingly I set to work with a bowl of hot water with a generous amount of a well known detergent added. This solution was lavishly applied to the complete cycle, engine, and all the fittings and in no time at all the dirt and grease began to roll off.

Note well, the oil and grease do come off, so all bearings, etc., should be oiled or re-greased

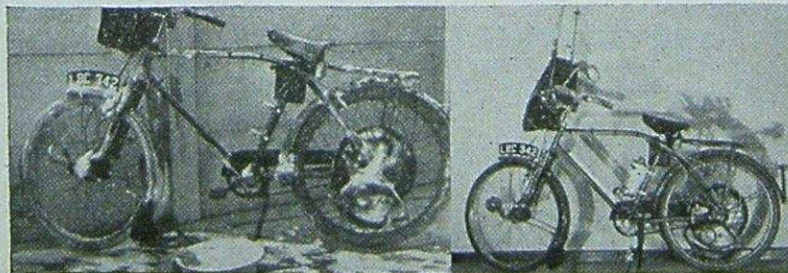
afterwards. This should be done at least once a week anyway, so these two jobs can be combined and thus need only take up a couple of hours each week-end.

If you have a hose-pipe you may use it to wash down the cycle after using the detergent, if not, bowls of clear water should be thrown over the machine to remove all traces of the washing solution.

This recalls a point raised in the correspondence columns of this magazine, namely *Cyclemaster* owners having trouble with water in the ignition system. I have never had any trouble of this kind, and

I believe that if the two rubber grommets, one on the lighting lead and one on the spark plug lead, are kept in place and the drainage hole in the bottom of the magneto-cover is kept clear, no one else need have any trouble either. In fact, this engine will still continue to run perfectly if a strong jet of water is directed onto the magneto.

After washing down the machine with clear water it should be left in the open air until dry. You will find that it dries with quite a shine even without polishing, but please, don't forget to attend to the oiling and re-greasing. J.C.M.



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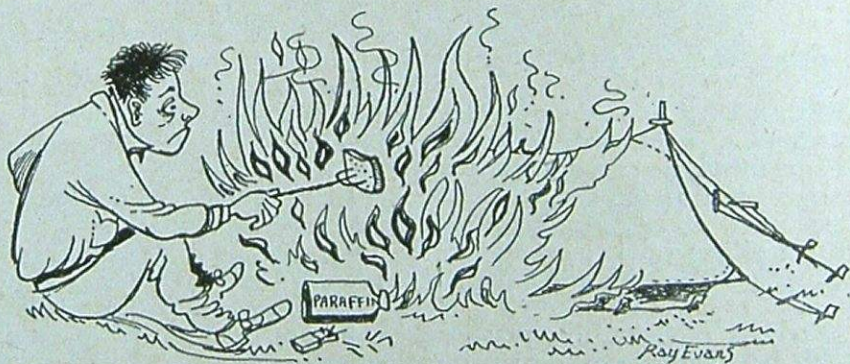
# GOING CAMPING ?

by B. J. Folliard

NOW for cooking. A half pint primus type stove is an excellent buy. However, there is now on the market a meth stove which has a cooking ring just like a gas ring. I was told it will boil a quart of water in six minutes and it is light and compact. Do remember if you invest in one of these, they are around £2, that they require protection from draught rather more than a primus. If you use a primus do not start out without a packet of "pricks", you will find the jet will block up when you are miles from anywhere. A primus is pre-heated, usually with meth, but you can always make do with a little paraffin instead if you use a piece of paper to act as a wick. These stoves are of course highly reliable and the only other point I

other main requirements. You can get camping cutlery—if you haven't any old stuff at home. My water bag is canvas and I fill it just before making camp and sling it over the handlebars. In these days of plenty in the shops you need not carry, too many supplies. I find a small wicker basket carries all my needs and I don't carry tins for everything such as tea, sugar, etc. I have found their original packaging lasts as long as the contents.

I would not as a mere male try to tell anyone how to cook. I will however, include my own pet meal and so here goes. Meat, potatoes, in fact any and all vegetables and bovril or an oxo all together in one pot, all covered with water and well salt and peppered, which I boil slowly for as long as possible.



"I would not, as a mere male, try to tell anyone how to cook . . ."

would suggest you watch is the pump washer. When I am contemplating a camp I soak this in oil for a week and this ensures it will remain supple and give the pump a chance to pump.

A small nested canteen in aluminium, but not an alloy cup, and a canvas or plastic water bag are the

I get it going as soon as I stop for the night and this with some bread together with, if abroad, a bottle of "vin du pays" will guarantee a good sound repose. Actually this dish must hark back to ancient times long before menus became the vogue. During the day a billy of tea and snacks are the limits to

which I extend the art—one doesn't want to make a holiday a continuous cooking chore.

Toilet requirements are your own personal choice. I'm all for simplicity and one piece of soap washes up, washes me and also is used for shaving. Add a razor and toothbrush and a small towel which can be easily washed if it gets too grubby and that's my lot.

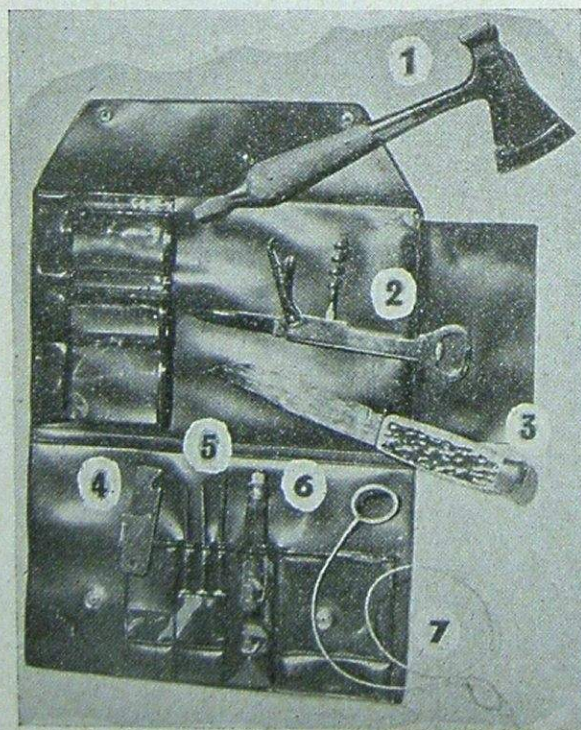
With everyone of course there is always the essential extra. I like to take my binoculars and also a book. Its a good thing to combine a pastime with a tour and I think it makes it all the more enjoyable.

Touring grounds are rather a separate story but we in these islands have a great selection from which to choose and for campers the Camping Club of Great Britain and Ireland, Old Kent Road, London is a friend in need. They issue to members a handbook listing thousands of sites—they ask only that you practice good clean camping.

## SOME CAMPING EQUIPMENT

The good camping shops are full of excellent advice as well as things to buy. Do, unless you really know what you are about, talk to the people in them—the manager will probably be a camping fiend and full of useful tips. One gentle but implacable expert in a City stores put in a request—please tell your readers, he said, *not* to use petrol in our meths or petrol stoves, it doesn't do the equipment any good and the makers won't guarantee it in those circumstances . . . The pictures

shown appealed to your correspondent—but they are by no means comprehensive.

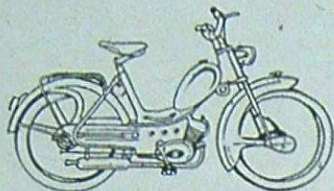


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**ROUND THE BEND**

with

**Stanley  
Preston**

*A sad story in which  
faith goes unrewarded*

I had just failed my driving-test for the seventeenth time; it was my right-hand turn.

I decided to drive straight over the first cliff-edge I encountered but cliff edges are scarce in my city and I had given up the search when my eye caught the brass plate on a house. It read "Mulk Bromid. Hypnotist," and with a surge of joy I stopped and dismounted.

He had a turban, a thick beard and a foreign University accent.

"Sit down, please. Now then, you are worried about something?"

Over-tense, I began to ramble on in incoherent sentences—Bromid pulled me up sharply.

"You say you want to go properly round the bend? Now, come, come . . . surely you have come to the wrong place! Just go home and watch T.V. if you want to go properly round the bend. I really cannot act against my principles by—what do they say?—sending you off your castor."

"Rocker," I corrected, and added quickly: "No. It is the driving-test. The right-hand turn. I am the finest exponent of the right-hand turn in the country. I have practised it continually.



I am perfect at it—until I enter for a Test. And then,—"

"You go to fragments!" cut in Bromid.

"Pieces," I amended.

"Ah! Confidence is your need," beamed Bromid. His wide smile showed a bevy of gold teeth. I realised I could have confidence for anything, with all that amount of gold as a back-set.

"I will give you three sessions," Bromid announced airily, "And you will pass your test with—" He paused, fishing for a colloquialism.

"Flying colours," I suggested.

"—with ease," he said soberly, ignoring my assistance.

"And the fee?" I asked tentatively.

"Don't worry about that," he reassured me "Just think: you will pass that test after only three sessions with me! Your troubles are over. No more disappointments—"

"Er, the fee—" I interposed.

"You can have full status as a roaduser," he went on blithely.

"You can remove the odorous hell plates and take your rightful place in Society as a fit and useful citizen full of capabilities—"

"And the FEE?" I repeated doggedly.

"The fee?" Bromid looked at me with reproach at such a trivial question. "The fee? . . . . . A mere 3 guineas . . . . . a session," he added, and went on hurriedly: "We may as well start now . . ."

I rose, and staggered to the door, but Bromid was after me like a flash.

"For you," he said, "I will specially reduce the fee to one guinea. Just sit down . . ."

"Keep talking," I said "I like your melodious voice . . . . ."

That night, I went home with high hopes. Bromid was going to hypnotise me, at the next session. In the meantime, I had to use auto-suggestion. Just as I was falling asleep, I murmured aloud: "I am passing my driving test twenty times." I was puzzled though. Why pass it twenty times when once will do? Still, Bromid knows best.

I never thought it would be so difficult. Bromid had started off by fixing me with a penetrating stare, but to our mutual embarrassment, I found myself laughing fit to burst. I simply can't stand people looking earnestly into my eyes.

Undeterred, Bromid tried a different ruse. He took a keychain from his pocket and swung it before my eyes, quietly chanting meanwhile: "You are very sleepy. Your eyes want to close . . . . . You are falling asleep . . . . ."

But he reckoned without my native obtuseness. There are times when nothing but logic will do for my mind. After ten minutes of this key-chain gambit I said: "But I'm not falling asleep, honestly."

"You will," said Bromid firmly

"I'm not so sure," I replied conversationally. "I never felt so

wide awake in my life. I—"

"Please do not talk so much," he begged. "I will try something else."

He took a pen-light torch from his pocket and directed its beam into my left eye.

"Watch the light," he intoned. "It is very bright—"

"It is, rather," I agreed, but lapsed into silence as he looked sternly at me.

"The light is very bright," he continued, "and you will shortly want to close your eyes. It is very bright, VERY BRIGHT . . ."

Accidents do happen, and at this moment the bulb went out. Bromid spoke rapidly in Hindustani for four minutes, before he recovered sufficiently to continue the treatment.

"Close your eyes," he commanded. "Now, imagine a blackboard. Can you imagine that?"

"Yes," I said. "It is a black-

board of about the size we had a school. There are little pegs at the bottom that go into a sort of frame."

"Just concentrate on the blackboard," said Bromid in an odd, choking voice. "Just a blackboard. An ordinary blackboard. Right? Now, you can see a letter written on it. The letter 'S'."

"In chalk?" I asked. I like to get things clear.

"Yes, in chalk, in chalk. In yellow paint if you like," he answered wearily. "Now watch. There is another letter. 'L' Now 'E'. Now 'E' again. Now 'P'. S-L-E-E-P. Sleep."

"Mine are in block capitals—is that O.K.?" I asked.

He answered in Hindustani, so I can't record his words. But I heard a strange, rending noise, like straw being rustled, and opened my eyes. It was Bromid, sitting cross-legged on the floor, tearing his hair . . . .

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# CORRESPONDENCE

## Soviet Scooters

It is with regret that I read the politically biased article in *Power and Pedal* contributed by Mary Stuart, i.e., "Soviet Scooters".

I suggest that before she asks Bulganan, she approach British Manufacturers first, when she would discover that we haven't a British Scooter on the Market! Yes! plenty of promises but no deliveries.

The Scootamobile is not yet in production after 3 years whilst the *Albatross* has yet to be seen in Showrooms outside London whilst the *Beeza* and *Dandy* haven't yet reached this stage! In fact, reviewing the entire range of British motor cycles the number of machines specially designed as such can be counted on the finger of one hand. So those in Glass houses, etc.

W.O'D.

Liverpool.

## Crash Helmet Design

May I comment on that part of last "Topics" feature in which your correspondent "Rollo" criticised the design of motor cyclists' protective hats made in accordance with British Standard 2001?

Your contributor expressed the view that the design of protective hats laid down in the standard is out of date, having been overtaken by technical discoveries since the standard was published in 1953. I would, however, point out that B.S.2001 lays down simply standards of performance and imposes no limitations on either exterior or interior design. Manufacturers are free to use whatever materials or methods of construction they choose, provided that the finished helmets pass all the tests described in the standard. These tests were designed to ensure a reasonable measure of protection combined with good appearance and comfort.

In fact, the "springy material" mentioned by your contributor is used in some designs solely to ensure that the hat fits comfortably on the wearer's head and not to absorb energy transmitted in a crash. The latter function may be carried out in one of two ways at the manufacturer's own discretion: in order to comply with those requirements of the British Standard which relate to resistance to impact he may either line the hat with protective padding material, or fit a webbing harness specially designed for the purpose,

the objective in both cases being to absorb the kinetic energy of the head during an impact.

S. G. WILBY,  
Press Officer

British Standards Institution.

(This letter confirms Rollo's point that the sponge rubber used in many helmets is of no value in crash absorption and does not deny that the Road Research Laboratory have more recently found a range of commercially available materials which do absorb efficiently. Rollo's case that B.S.2001 is an insufficient guide to helmet design in itself appears to be substantiated—ED.)

## Club Trial

We shall be running a Road Trial for two strokes on June 24th over a course of approx. 100 miles which is open to any two-stroke vehicle capable of averaging about 20 m.p.h. It will start in Surrey and proceed to the coast and back, with a break for lunch at the turning point and will include a couple of simple special tests to help sort out the entry.

There will be the usual awards for the different classes of machines, team awards, etc., and we can promise a good day's outing to any driver of a scooter, auticycle or mo-ped who cares to enter.

Regulations and entry forms are available from me at the below address.

R. S. G. CAWSE

British Two-Stroke Club  
54 Gravel Hill, Addington,  
Surrey.

## For 98 c.c.

Having enjoyed once again reading *Power and Pedal* I see all the praise going to the 49 c.c. machines. You never mention the dear old *New Hudson*.

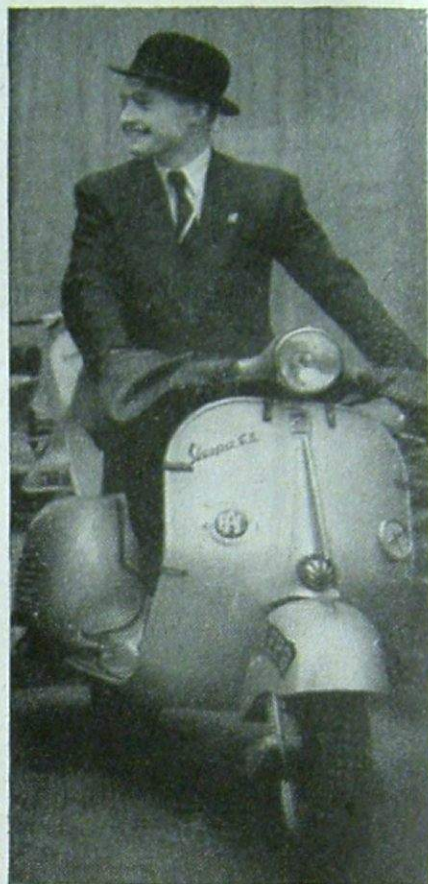
As a rider of one, I wouldn't swop for any one of these toys of motor-cycling. I had a *Minimotor* and a *Cyclemaster* and they were a dead loss. I never had a good ride on any of them I still have the *Minimotor*, out of order now having spent about £4 within 6 months. It was new in 1951.

The *Cyclemaster* was sent back to Works within 6 months and still went wrong. I had it sent to the local garage and they made a good job of it for £3. So I sold it and got this *New Hudson* and have done about 8,000 miles in 14 months with no trouble.

Good luck, *Power and Pedal*.

J. BANKS

Pinner.



Westbury Hotel, Conduit Street, London is the first to provide a special scooter park. Picture shows a City business man arriving at the hotel

## No. Spares

Quite by accident, in April last I purchased for the first time a copy of your very interesting publication. I have read one of your Correspondents complaints regarding spares and prices of same.

My own particular groan is not the price of spares but lack of same.

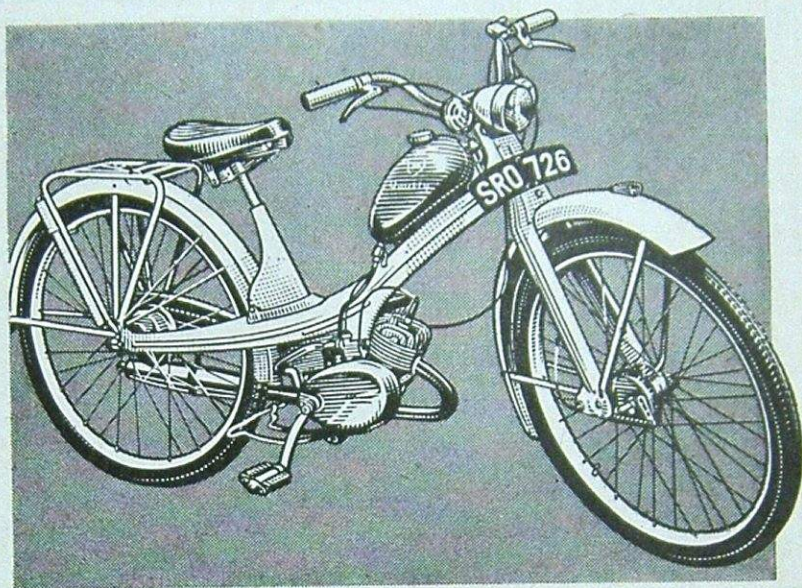
I have a *Vincent Firefly*, having had no experience of small engines previous to purchase of above, I must say that for 49 c.c. this engine WAS terrific; alas at time of writing WAS is the word.

I have broken the pull bar and pull bar guide, current value 6/3, but none of the local agencies can supply and

Stop Press:- Mr. H. H. Holliday is now unable to judge in the Sid Franklen competition advertised on page 280.

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QUICKLY  
AND  
ECONOMICALLY



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Spares and Service: Broomfield Road, Ealing, London, W.13

alas neither can the makers supply the two items. One part I have had from them, the other is to follow when to hand (where do the makers obtain their spares). This is the second time the makers have been unable to supply me with a complete order. Meanwhile my engine—I may say perfectly serviceable engine—remains idle, but my Tax and Insurance just go down the drain. May be that I shall have had this replacement before you receive this but a month's tax and insurance has been wasted, so reluctantly, I am purchasing another maker's engine, with the satisfaction of purchasing any replacements over the counter. Finally is there any genuine explanation for the shortage in the Cardiff area of replacements for these otherwise excellent *Firefly* engines?

E. FOREMAN

Towbridge

### Luggage, Petrol and Whiskers

In answer to J.F.A.G., I had a steel wire basket fitted at the rear of a *Vespa* machine and into this put a large canvas holdall and in front of the saddle another one on the hook. On the platform of the machine we had a special auxiliary tank made and painted *Vespa* green for touring.

My husband and I have both owned *Vespas* and a *Cyclemaster* each. Now we have a *Bond Minicar* and a *Cyclemaster*. We have tried all the various makes and grades of petrol in the various engines and come to the conclusion that two stroke engines all go just as well, if not better on "pool". We invariably use *Power* with *Easy-Mix* two-stroke or, in the case of the *Cyclemaster*, *Cyclemaster* oil.

Whiskering was encountered in one *Cyclemaster* when using *Shell X100* oil, but not the other.

"CYCLEMISTRESS"

Bebington.

### Petrolers

"Shell Welcomes 'Two-Strokes'" says the heading on page 205 of the May issue of your magazine.

There is no doubt that many two-stroke owners likewise welcome *Shell*, but not necessarily in a ready-mixed petrol form.

One club member has drawn my attention to an instance in which he has been refused the petrol and oil which he requested at a filling station, and was informed that he could be served from the new petrol appliance or not at all.

Other filling stations may, in time, forget the easily earned twopence or

threepence which they receive for decanting a small measure of oil, and I suggest that only united action by all scooterists now, will successfully prevent this distasteful compulsion from becoming common practice.

REGINALD JEFFARD,  
S.E. Lambretta Club

S.E.9.

*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.*

### Insurance Rates

Might I suggest that you give more prominence to your notification regarding insurance. I am fairly new to motoring and last year paid a premium of £5. 2s. 6d. to insure my *Vespa Scooter* with a comprehensive policy. This year, however, with my renewal notice a note was enclosed stating that the premium had been increased to £6. 5s.

In view of this I have changed my insurance company but for the benefit of other readers I think it would be a good idea if *Power and Pedal* gave some warning as regards excessive charges.

G. CARRWICK,

Rhyl

(The *Power and Pedal* insurance agent will assist all readers to get cover at economic rates—ED)

### British Railways Charges

It is unreasonable that the cost of taking a 50 c.c. autocycle by train is greater than the cost of a passenger ticket but at Easter I paid 7/3 to bring my *Quickly* from Haslemere to Waterloo, although I had no other luggage, and 6/11 for my passenger ticket.

There are many reasons why people should be encouraged to use the railways rather than adding to congestion on the roads, and good as the 50 c.c. is in heavy traffic and in the country it is not ideal for covering the suburban by-pass and British Railways could encourage a growing public by offering reasonable facilities.

I believe power cycles up to 70 lbs. weight are carried free as luggage in



ON Wednesday, April 4th, an experimental *Aer Macchi* moped broke the standing Mile world's record of the 50 c.c. class on the Milan-Varese super highway, Northern Italy. The rider was Massimo Pasolini. Over the Mile average speed was 51.2 m.p.h.

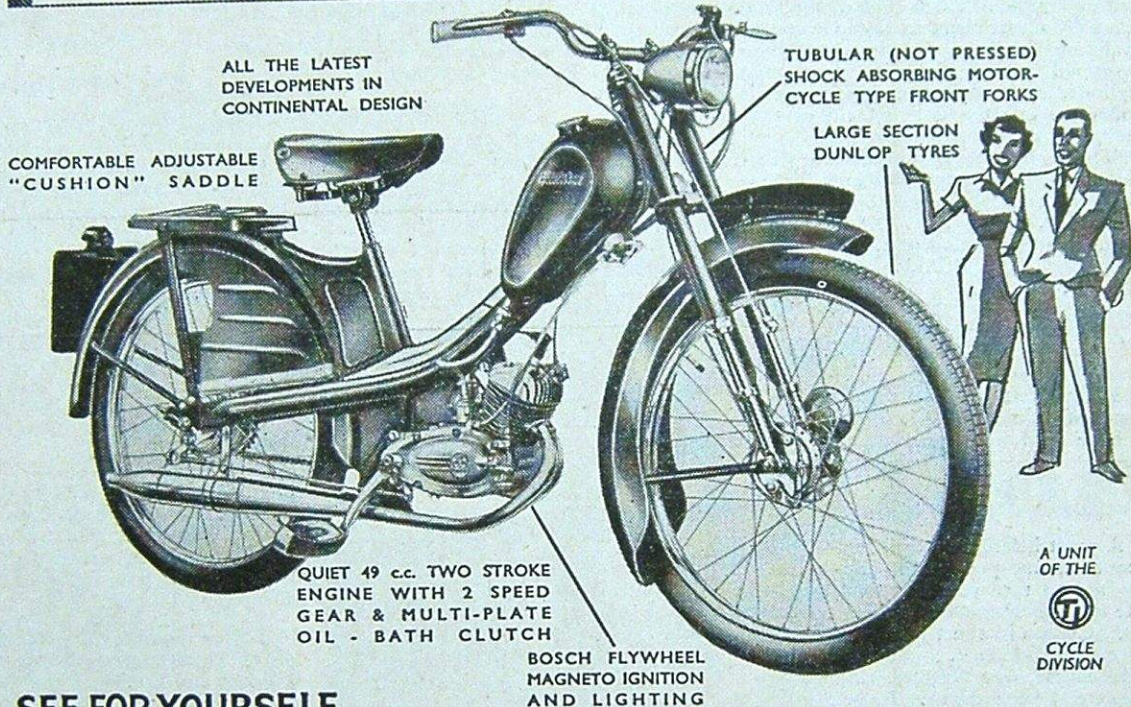
The 50 c.c. *Aer Macchi* employs a four-stroke, twin o.h.c., single

port power unit. The twin camshafts are driven by means of a chain. Bore and stroke are 42.4 mm. by 35 mm. equals 49.5 cc., A dual ignition system (with two sparking plugs) is worthy of note. Max. power output is 6 B.H.P. at 12,000 r.p.m.

The frame is fully sprung, with girder front fork and swinging rear arm with telehydraulic dampers.

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French railways and apparently the cost of taking one to France by air would be little more than the cost of taking it from London to the airfield by train.

Miss N. F. GREENHALGH  
N.W.3.

### Cyclomaster Rattles

In reply to H. G. Goldsmith's problem of *Cyclomaster* exhaust rattle (May issue of *Power and Pedal*) I solved his problem easily and cheaply with a couple of cable clips of the type used by electricians to fasten cable to walls and skirtings. One or two of these wrapped round the pipe from the cylinder and tucked inside where it joins the exhaust will get rid of that irritating rattle.

These clips are also invaluable when decarbonising for use as shims for the removal and replacement of piston-rings for, being soft, they will not damage either piston or rings.

R.F.M. 298

Chester.

### Minimotor

I have just received the May 1956 issue of your admirable journal which I have read with great interest. But

what nonsense is Mr. S.P.T.96 talking about?

I have just fitted a *Minimotor Mark V* to my bicycle and a better engine you could not have. It will do anything between 28-32 m.p.h., on the flat depending on wind conditions, which on occasions have allowed a maximum of 35 m.p.h. It will also climb a 1 in 8 hill at 10 m.p.h. without pedal assistance. It does not whisker-up or overheat and can easily overtake anything of comparable size (*N.S.U.*, *Bowen*, *Phillips*, *Cyclomaster*, *Cyclaid*, *B.S.A.*, *Power Pak*, etc.) anywhere anytime. A 31 c.c. *Cyclaid* cannot compare with or surpass any 49 c.c. engine that is in reasonable condition.

RODNEY C. WEBB

Salé.

### One Make Clubs

As a Secretary of a very thriving *Vespa* Club, I wish to disagree with Mr. A. E. Ashby's remarks contained in his letter re Scooter Clubs, that the reign of the *Vespa* and *Lambretta* in the scooter world is nearing its end. Perhaps so for the *Lambretta*—I am no authority on that particular type of machine—but as regards the British built *Douglas Vespa* 125 Scooter—what have we in this country comparable to this machine in regards to price, performance,

dependability and the excellent after-sales service which exists throughout the country?

One has only to look at the present list of Scooters available in this country—three quarters are imported and prices range from £155 to the £247 mark.

No Sir, one has only to know that there are at present in this country, 74 Branches of the *Vespa* Club of Britain and still on the increase, which surely defeats the remarks of this gentleman.

F. G. BARNES,  
Secretary  
Falconwood Vespa Club

### N.E. Club Wanted

I have been a reader of *Power and Pedal* for about two years now. When I bought it first I wrote you asking what kind of cyclomotor I should fit on a tandem, I have now fitted a *Teagle* to it, and so far it is doing nicely but what I would like is to meet any cyclomotor user from Edinburgh to Newcastle with the idea of forming a club. I wonder if anyone is interested or is there a club already in this area, if so, I would be pleased to hear about it.

Good luck to *Power and Pedal* and hurry and try and publish it weekly.

B.S.S. 266

East Lothian

## CLUB NEWS

A most interesting trial in which all scooters, mo-peds and clip-ons are invited to take part is being held by the **British Two-Stroke Club** on June 24. Classes in the trial include under 50 c.c.; 51-150 c.c.; and over 150 c.c. The course, over 90 miles, will be to the coast and back starting from the Red Arrow Cafe, Beare Green, Nr. Holmwood, Surrey. Entry Fee is 5/- and entry forms can be obtained from R. S. G. CAWSE, 54 Gravel Hill, Addington, Surrey and must be returned by 18 June.

The Third Rossendale Enduro, to be held on September 16, also has classes for all machines from under 50 c.c. to 250 c.c. The route is 120 miles long, mostly main and secondary roads, but including some unsurfaced roads. Entries invited from any riders. Contact C. J. Ebbrell, **Rossendale Motor Club**, 240 Newchurch Road, Rawenstall, Rossendale, Lancs.

The large silk embroidered banners of the new Bella clubs have started to flutter on the roads. Club machines also carry gilt and enamel badges. The first Bella clubs are the South



Mr. Peter Agg speaking at the Southend Rally. Left is Mrs. Agg, right, Nancy Spain who presented the prizes.

**London Bella Club** (Sec. : Miss A. HUNT, 366 Cowley Road, S.W.9.); **the North London Bella Social Club** (Sec. : R. B. Parker, 106 Chase Side, Enfield, Middlesex), and the **Bella Scooter Club** (Sec. : K. L. COLLINS, 63 Ward Avenue, Grays, Essex.)

In the road trial held by the **Belfast and District 50 c.c. Club** the first two places were won by *Itoms* with *NSUs* third and fourth. In the rally a *Ducati* came first, followed by a *Rex*, *Firefly* and *Itom*.

Thirty members of **Nottinghamshire Cyclomotor Club** attended a Supper and Social at the Whitemoor Hotel, Bobber's Mill, Nottingham last month when the guest of honour was Mr. Fred Wallis, president of the Nottingham Tornado Club.

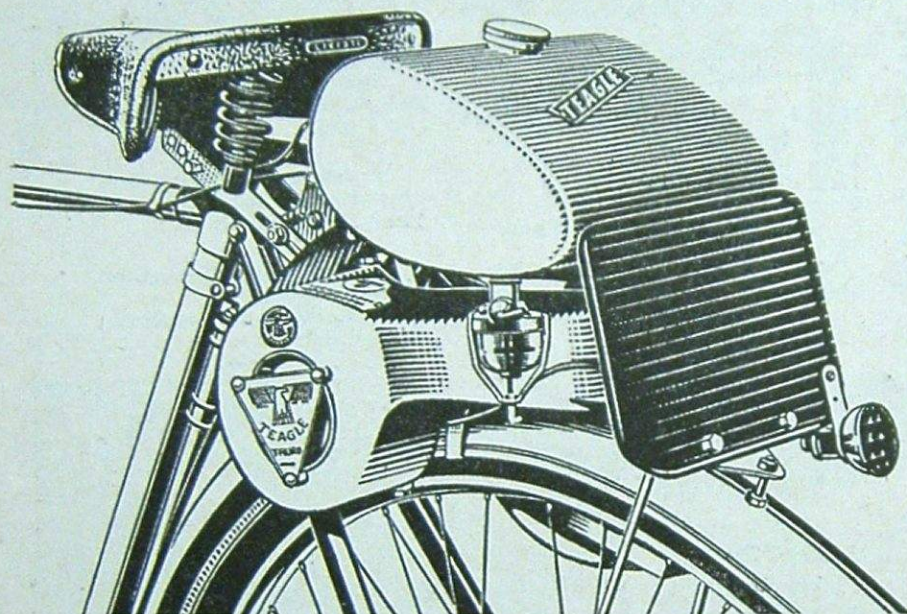
The **Lucky Thirteen Scooter Club** reports that it is possible to have the 200 c.c. *Kiefts* and the *Contessa* which have recently joined the club on the same runs with 125 c.c. machines. The leader is always respected except when climbing steep hills. Club nights now Thursdays.

Three new *Lambretta* Clubs have been formed recently. At **Camberley** (Sec. : J. D. ATKINSON, 20 Victoria Avenue, Camberley); at **Chelmsford** (Sec. : L. T. PARKER, 56a Moulsham Street, Chelmsford); and at **Doncaster** (Sec. : R. F. Allport, 45 Cusworth Lane, Doncaster).

The Mayor and Sheriff of Poole, assisted by their wives, were the Judges

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**LEADS THE WORLD IN  
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in the competition for the *Power and Pedal Scooter Girl Cup* which was held after the **Club Lambretta's** night rally on May 19 and 20.

At a very successful AGM of the **Herts Lambretta Club** new officers were elected as follows: Capt. R. R. Pannell; Vice-Capt., L. David; Secretary, P. S. Dollimore whose address is 32 Feather Dell, Hatfield, Herts. Next social is on June 15 at the Royston club.

Despite competition of 150 c.c. models, the first four places in the **Lambretta Club of Ireland's** Waterford trial were taken by 125 c.c. machines.

The gruelling two day rally and reliability trial run by the **S.E. London Lambretta Club—The Bats**—on Salisbury Plain was won by Ron Storrar who receives the Hayward Silver Cup. The Club now has its hundredth member.

**Wessex Lambretta Club's** own rally on April 29 was very well attended. First came Mr. Langdon and won a chrome wheel disc; second Mr. Woodford, chrome air vents; third Mrs. White, chrome deflector.

Colin Byers, Captain of **Falconwood Vespa Club**, will be representing his club at Munich International Rally.

**Lea Valley Vespa Club** Treasurer Stanley G. Dicker and Secretary Bernard J. Sparrow are members of the VCB team which is going to Munich.

**Mid-Warwicks Vespa Club** has adopted a points system for attendances at Club meetings. The member with the most points at the end of the year collects a prize.

**The N.W. London Vespa Club**—the famous Number One club of the VCB—now has a fine social club for its HQ. Keen Vespa owners are invited to become members. Sec.: K. WATTS, 40 Valley Drive, Kingsbury, N.W.9.

A wasp buzzing round the famous castle is the motif of the attractive transfer of the **Nottingham Vespa Club**.

Pre-historic motor bikes had an attraction for **West Middlesex Vespa Club** which went to Epsom to see the Old Crocks race.

## JUNE PROGRAMMES

### Quickly Club of Great Britain

9th.—Henley-on-Thames. Leave Trafalgar Square 09.30 hours.  
24th—British Two-Stroke Club, 100 miles trial, details from Secretary.

### Half Hundred Club

3rd—Salisbury  
10th—Newbury  
17th—Preliminary run over Doreen Hundred course  
24th—Doreen Hundred

### Doncaster Lambretta Club

3rd—Bridlington via Yorkshire Wolds, 9 a.m. Waterdale.  
10th—Roundhay Park, 2 p.m. Waterdale  
17th—Birmingham Rally.  
24th—Nottingham, 2 p.m. Waterdale

### Happy Wanderers Lambretta Club

3rd—Ramsgate 9 a.m.  
10th—Cambridge 10 a.m.  
17th—Eastbourne 9 a.m.  
24th—Windsor 9 a.m.  
July 3rd. Club Meeting, 8 p.m.

### North Lancs Lambretta Club

13th—"Treasure Hunt"—Entrance Fee 2/-, Meet at Pye Motors, Ltd. 7.0 p.m.

### North London Lambretta Club

2nd—Run to West Wycombe Golden Ball and Hell Fire Caves. Meet Orange Tree, Friern Barnet, 1.50 p.m.  
3rd—Club Games Day at Camber Sands, nr. Hastings. Meet Big Ben, 9 a.m.  
7th—Roller Skating at Alexandra Palace. Meet outside 8 p.m.  
10th—Swimming Run. Meet Orange Tree 10 a.m.  
14th—Club Night at Orange Tree, 8 p.m.  
16th—Run to Compton Wynyate. Meet Orange Tree 9 a.m.  
17th—Panther Concours. Meet Orange Tree, 11 a.m.  
21st—Tennis Evening. Meet at Courts. Broomfield Park, 7.30 p.m.  
24th—Run to Sissinghurst, Meet Big Ben 9.15 a.m.  
28th—Club Night at Orange Tree 8 p.m.

### Falconwood Vespa Club

3rd—Coastal Run  
10th—Hastings Rally

### Nottingham Vespa Club

3rd—Cambridge  
10th—Wrekin and Shrewsbury  
17th—Dudley Zoo

*D. Kieff (Thames Valley) chats to R. O. MacDemitria (Brighton Sec.) at Hurst Park Rally.*

*Photo: B. E. CHELTON*



## JUNE RALLIES

LAMBRETTA. Birmingham, 17th; Bournemouth, 24th.  
VESPA. Ashburton, 2nd.—3rd; Hastings, 10th; Bristol, 16th.—17th.

Good luck to British team at Munich Vespa Rally 9th.—10th.

# The Scooter



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THE NEW 125 c.c. *Piatti***

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# Topics

by **ROLLO**

## Whither Scooters?

**M**ANY people, including some of my colleagues, seem worried at the development of scooters into fast, heavy, motor cycle type mounts.

It is undeniable that this is happening as is demonstrated in this month's road test report, but it need not suggest any change in the status of the "real" scooter. It has been noted editorially in previous issues that the advent of the scooter has led to an interest in enclosure and weather protection that has extended from the mo-ped to the motor cycle and it is fast becoming impossible to define the different types specifically.

At the same time we all know that scooters belong in the field of usefulness; that they are in their very nature light, handy machines, easily controlled travelling at reasonable speeds and offering long life with economy and reliability. Any vehicle that does not afford these advantages is not a "real" scooter even if it has enclosure, weather shielding and an open platform. The new big fellows are really civilised motor cycles and none the worse for being that. The only thing we have to watch is that people who want scooters do not get misled into buying the wrong kind of machine.

## Third Wheel

A loophole in the foregoing argument is the development of the scooter sidecar outfit. Obviously size and weight matter a lot less when the outfit stands up by itself

and the extra power would be quite handy. Even so, however, there is the matter of initial price and running economy to be taken into account and the original light scooter design has still these advantages with a sidecar attached.

Recent conversations with manufacturers' representatives, agents and a club secretary in the past week have all led to the conclusion that there is a boom coming in this kind of outfit. Most of the pleasure riding scooterists on the road are young couples and many of these will soon be starting families. While some will have to give up the scooter for the perambulator, a lot of others will add to their pleasure by fitting sidecars.

Keen pedal cyclists have done it for years so there can be no bottom limit to engine capacity for the job, but the 150 c.c. class really starts to take sidecarring seriously and the 200's will offer luxury as well.

## Made to Measure

Writing of the new Cyclomaster Piatti a woman reader is enthusiastic about the wide range of adjustability for saddle height provided on this design and asks rather plaintively why all manufacturers seem to think we are all the same size. They don't, of course; it just happens that engine and tank take up x-inches and the seat goes on top of that.

There is much point in the selection of a machine to fit the rider and too little attention has been given to it by all concerned, including the riders. Talking the other day



Crash helmet in use by the R.A.F. is made of nylon, bonded with phenolic resin. This has great impact strength and is very light in weight. A completely new idea in protective helmets, it has passed stringent tests. Nylon helmets will, it is hoped, be available for scooter drivers soon.

with an agent carrying a large range of machines, he remarked that one very sound machine was not popular "although it's the only one many of them can get their legs over".

It happens that this particular agent does not believe in using any pressure at all when selling. He likes the customer to try them all and make his own choice. In this case he had noticed the leg-stretching problem, but not raised it as a problem to the prospective purchasers—Too kind?—I think so. A word or two on the subject, even a little sales pressure, might be good for the customer in a case like this.

### Colour Schemes

An interesting point cropped up in conversation with a scooter manufacturer the other day over colour schemes for scooters and mo-peds. This man is in both fields of production and when someone asked if he proposed to offer an alternative colour he replied in the negative and incautiously advanced the theory that the public learned to identify makes by their colours so that consistency in colour was a form of advertisement.

However, he told me a few min-

utes later that his scooter was appearing in three alternatives and this set me thinking. Motor cycles have for years been known by their paintwork; cars, except for the era of the all-black Ford, never have—Why? I think the reason is that large areas of smooth panelling invite re-spraying, colour variation and paint maintenance whereas the more spidery outlines of motor cycles and mo-peds do not. Personally I rather regret the passing of the days when *Lambrettas* were white, *Vespas* green and *Bellas* red. The uniforms had distinction as well as distinctiveness.

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# A New British Scooter . . The PIATTI

ANNOUNCED in London on May 23rd and immediately available for distribution is the new *Piatti* scooter by Cyclemaster, Ltd.

The machine is completely new in concept and design and looks as different from the current styling of popular scooters as they in their turn did from ordinary motor cycles. The main member is frame and body in one, a steel shell the full length of the machine and set low down. A dual seat on a single pillar gives a range of adjustment from 28in. to 32½in. Legshields and full length footboards form part of the main structure.

Modestly priced at £129. 11s. 7d. including Tax, the *Piatti* specification includes electric horn, speedo, spare wheel with cover and luggage carrier. It weighs only 180 lbs.

The 125 c.c. engine lies horizontally and has a nickel iron cylinder with alloy head and piston. The top piston ring is chromed. Drive is through a 3-speed gearbox and totally enclosed oilbath rear chain.

Front suspension is by coil spring in compression and rear by tension

spring with three stage adjustable damping. Lighting is direct with provision for parking light battery.

The new *Piatti* is a notable addition to the British market and with Cyclemaster service to back it should be a very popular scooter indeed.

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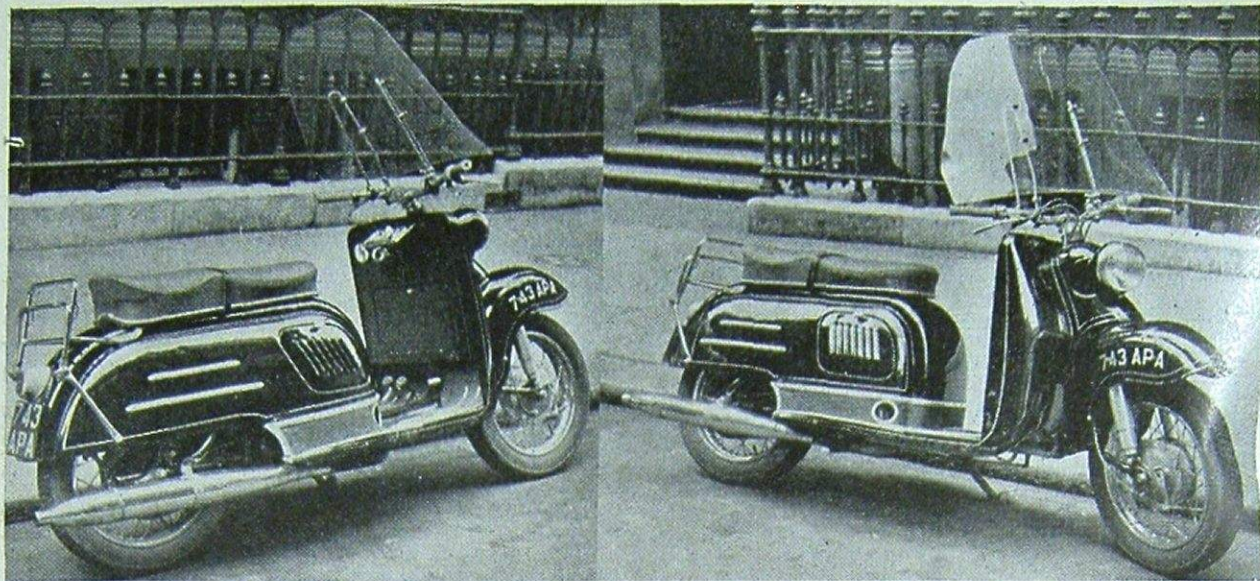


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## ROAD TEST REPORT

# *A fast luxury scooter* **The PROGRESS "SPECIAL"**

SCOOTERS are not what they were and one of those that sets new standards is the recently introduced *Progress* handled by Carr Brothers Garages, Ltd. of Purley. To use the concessionaires' own description of the machine, it "moves towards merging with motor cycle practice" and its handling characteristics and performance are definitely those of a lively modern motor cycle.

The range available is of three models, a 175 c.c. "Standard" a 200 c.c. "Major" and another 200 c.c. job with electric starting and very complete equipment. The machine tested was this last mentioned, called the "Special de luxe".

Starting is merely a matter of pressing lightly on the ignition switch with the finger tip, leaving the throttle closed until the engine is running. From cold the trigger-operated choke had to be used and the engine allowed to idle for about twenty seconds before opening up. There was never any

doubt about the start under any conditions, its absolute certainty being up to the best modern car standards.

The 4-speed gearbox is built in unit with the *Sachs* engine and is operated by two pedals set side by side in front of the left foot. A light pressure on the left pedal changes down, the right changes up. There is a neutral selector operated by a cable and trigger control on the right handlebar; but we were unable to make this work on the test machine and found it easier to select neutral by halfway movement of the gear pedals.

The large spoked wheels equipped with 3.25 in. x 16in. tyres have 6 in. internal expanding brakes in finned full-width hubs with notably smooth exteriors. Suspension is by hydraulically damped swinging arm units front and rear.

### **On The Road**

The gears engage silently and

the very smooth clutch takes up the drive without the need for careful handling. A firm toe pressure on the gear pedal and a mere flick at the clutch lever makes each upward change easy and very fast, in keeping with the extremely lively acceleration of the machine in the indirect gears. The engine is really docile and quiet in traffic and can be ambled at down to 15 m.p.h., in Top gear and appropriately lower speeds in Third and Second. The gearbox is there to be used, however, and for acceleration away from the ambling speeds a down change is always needed.

On open roads the speed capabilities of the engine proved well up to all expectations with figures of 30 m.p.h., in Second gear, 45 m.p.h. in Third and 55 m.p.h. in Top being reached and, furthermore, reached quickly. Naturally enough the engine could be both heard and felt at such revs, but at more modest speeds there was

very little vibration and the silence standards were good. Over-revving down hills at speeds over 60 m.p.h. the engine seemed actually smoother than when pulling.

Undoubtedly the characteristics that make the *Progress* the machine it is are its steering and roadholding. These are superb and the almost ridiculous ease with which corners and bends can be taken at speed is a real pleasure. The suspension system provides complete comfort and safety from walking pace to over 60 m.p.h. on the straight or round the bends, accelerating or braking, solo or two up. Much of this quality is due to the excellent damping which almost entirely eliminates rebound so that there is no rocking motion even on the corrugated type of road surface.

A special word must be given also to the brakes, both of which were first class. Either would stop the machine quickly and easily while light pressures, hand and foot, using the two together would produce a really quick stop but without squealing, judder or skids.

With two heavy riders aboard the machine would climb real hills faster in Third than Top, but ridden solo most main road hills were taken without a change down. A comfortable cruising speed around 45 m.p.h. could be easily maintained and a baulk by another vehicle simply called for a quick stamp into Third gear and a handful of throttle to get past and back to the cruising speed in a few yards.

*This cutaway drawing shows the well-cooled Sachs engine and the telescopic suspension units fore and aft.*

Lighting equipment is up to the standard of the performance and, unlike too many scooter fitments, the horn can be heard by the traffic in front. The rear chain runs in an oil-bath chaincase and requires no maintenance. There is some mechanical noise from the transmission but we were unable to locate its origin.

### Summing Up

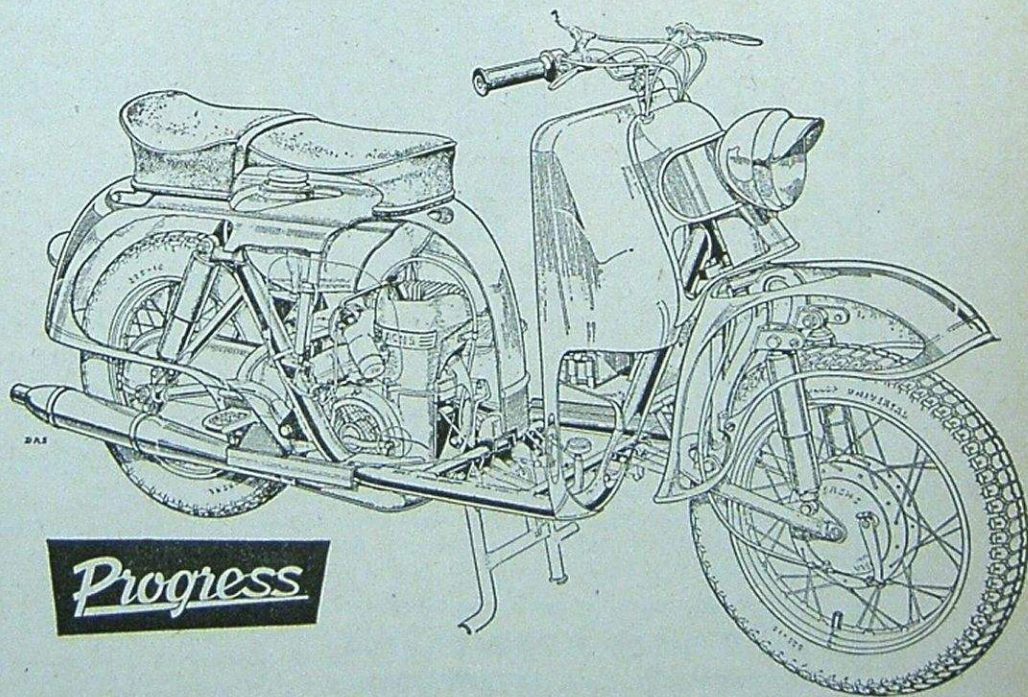
By the functional standards on which the scooter as a vehicle type has been introduced to the British public, the *Progress* can hardly be called a scooter at all. It has much of the scooter appearance, very complete enclosure and the essential open platform of the type but there all resemblance ends.

The *Progress* is fast, heavy and takes driving to make the most of its qualities. Traffic work calls for much more gearchanging than the lighter conventional scooters demand and the all up weight of well over three hundred pounds, plus the wide platform, made manhandling in a confined space a job needing strength as well as knack. Many people, including a notably high percentage of garage mechanics and commercial drivers, shewed great interest and asked many questions during the time we had the machine on test and we feel that there is undoubtedly a

sizeable potential demand for this "enclosed motor cycle" type of mount.

No mud or water from the roads reached the rider but the straight vertical front shield, which also incorporates the built-in tool compartment and instrument panel, did not divert frontal draught as well as some we have tried. This in combination with the apronless screen fitted to the test machine, created wind eddies that lifted the skirt of a heavy riding coat up around the rider's waist on occasion. More efficient sealing of this gap is called for.

Whether one calls it a special kind of scooter or a sample of to-morrow's motor cycles is a matter of individual opinion, but it is certain that this well-enclosed high performance machine is an interesting contribution to the two-wheeler range on the market. Those riders who like to travel far and fast in a civilised manner will join with us in appreciation of the *Progress* of design.



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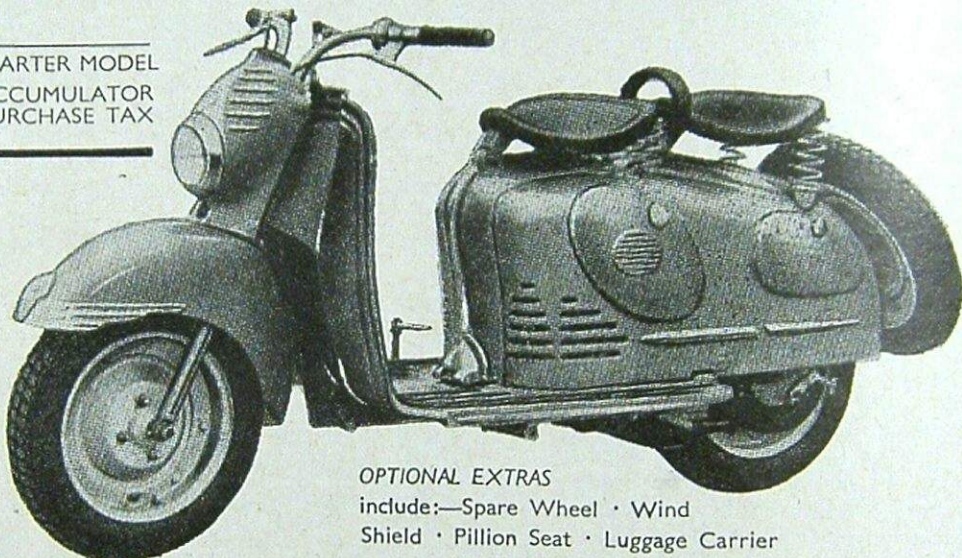
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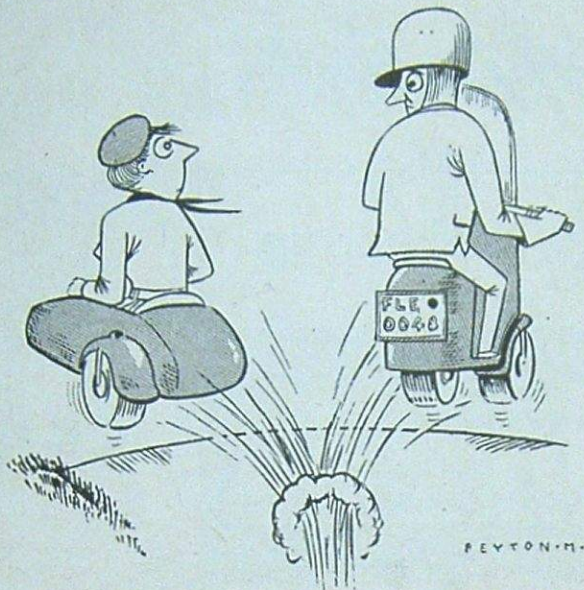
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CAUTION,

# 1st Side- car



COMBINATIONS are among the safest vehicles on the road with insurance premiums well below those of solos. Yet they certainly seem bewitched chariots, if you mount one having been used to solo scootering or motor cycling. An evil spirit seizes your handlebars so that your machine turns right at the slightest provocation and positively refuses to turn left. You know perfectly well that, armed with three wheels, you will not fall over, yet down goes your right foot in an attempt to check an apparent stall turn.

The reason for all this is that your reactions are tuned to a symmetrical vehicle and now you have an asymmetrical one. Your driving wheel and your two braking wheels are all on the right hand side. The sidecar wheel, on your left, is quite free and has no brake. The main effect of this is that, when you brake, the sidecar tries to go on without you, thus tending to shove the whole machine to the right. When braking, therefore this tendency should be checked by inclining the handlebars slightly to the left. This is instinctive for an experienced combination rider but the novice may forget when forced to brake hard suddenly. The result is a dramatic and possibly dangerous right swerve.

The brake-turn-right tendency

makes deliberate right turns very easy. Little movement of the handlebars is necessary and light application of the brake will bring the machine round.

Left turns are much more difficult. Here the drill is to brake before the turn and accelerate round it, even so, to the feel of a solo rider, an awful lot of steering is necessary. If you take a left hand turn at all fast centrifugal force tends to pull the sidecar towards you. The sidecar may move on its springs and at first seems certain to make your mount execute a right hand roll with you beneath. In fact this cannot happen unless you corner very fast but it is well to beware of the sensation.

Another new sensation for the combination rider is the lightness of the steering. The machine's weight is spread over three wheels instead of two and, even with the weight of the sidecar, is less per wheel than on a solo. This lightness is most noticeable at slow speeds.

After a few days riding your reactions will be accustomed to the asymmetrical machine. You will keep a steady course effortlessly as you did on your solo and congratulate yourself on the reduction in your insurance premium and the increase in your passenger capacity. But during those few days—be careful.

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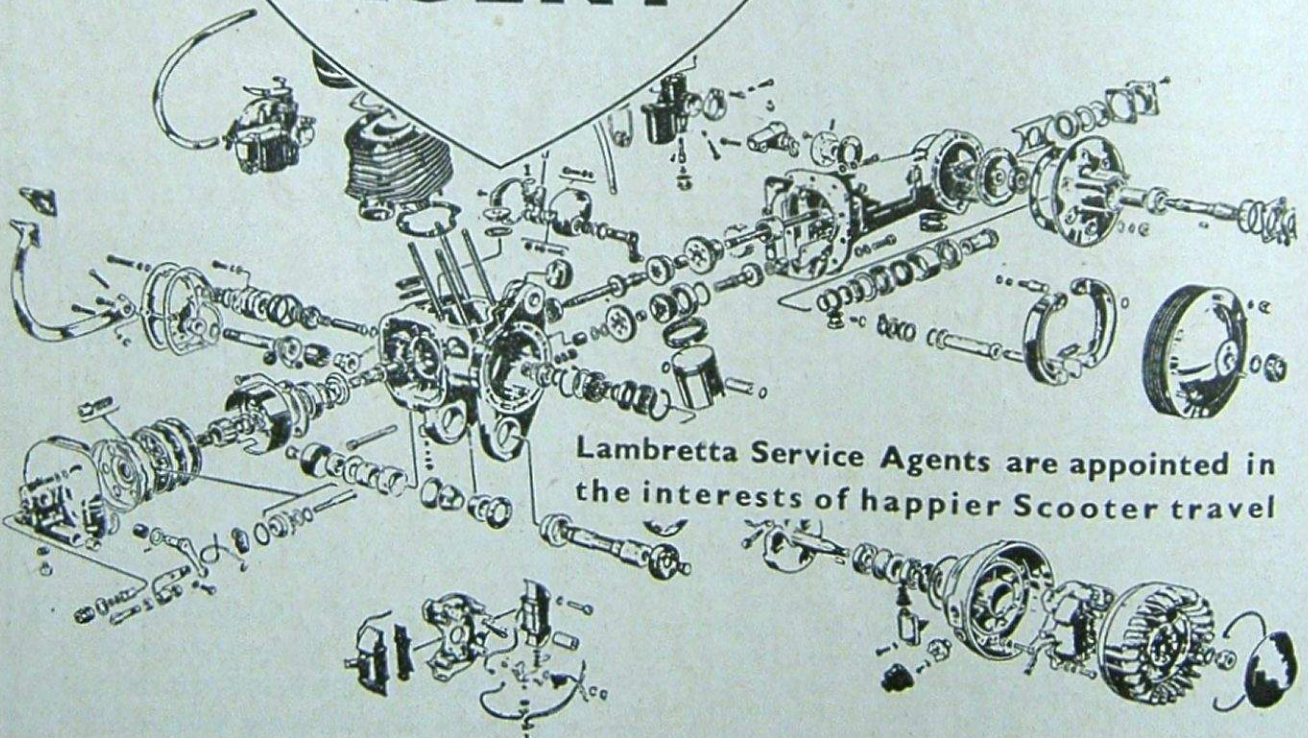
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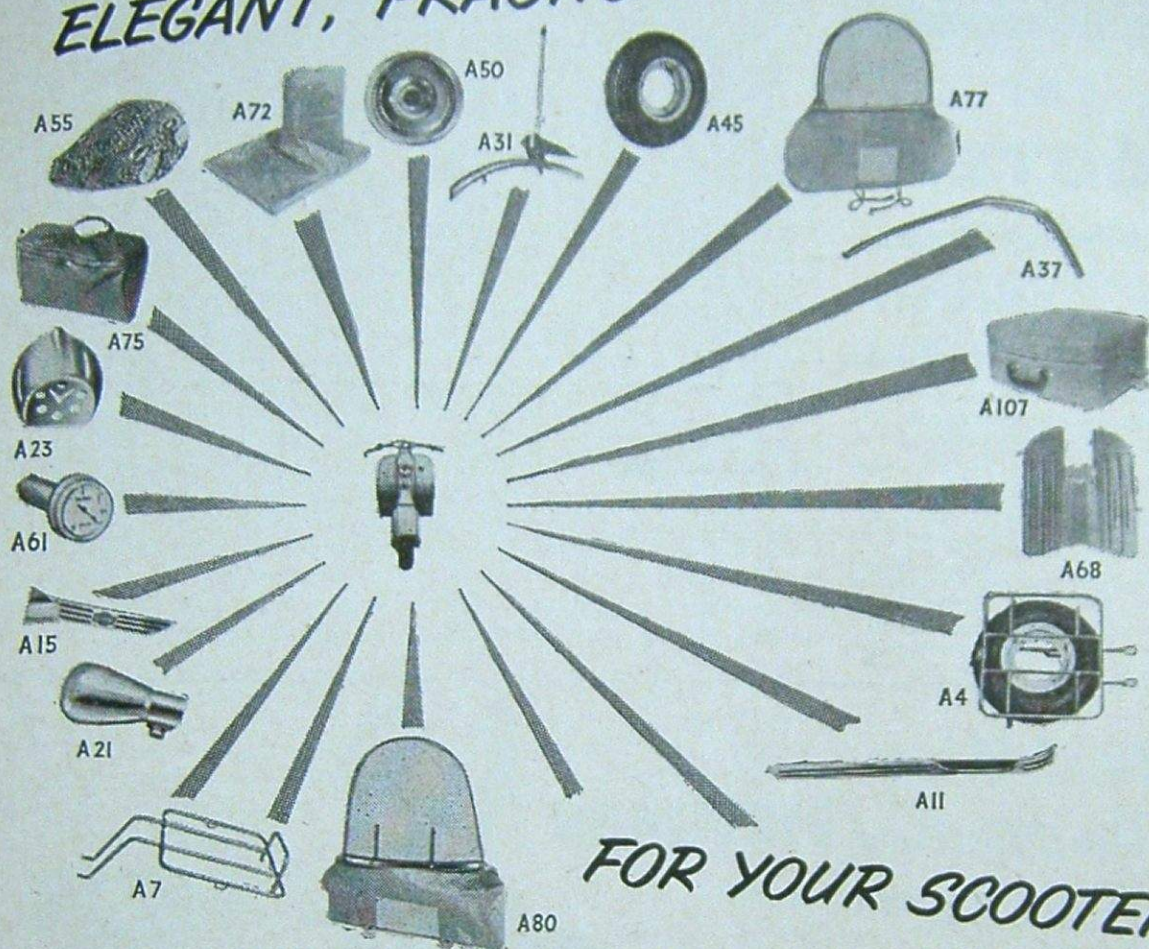
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ALL DEPOTS HAVE WORKS ATTACHED

# Scooter Girl's Diary from Marion Brown

*Monday*: What a way to start the week—with a red letter day. To-day, "Emma" my *Lambretta* is completely mine, to have and to hold from this day forth without any hire-purchase instalments to think about. The last one has been handed over, and my System has worked fine. Knowing my tendency to get money matters in a mess, I bought an exercise book the day I bought the scooter. I drew up a list of weeks, calculated how much weekly payments would work out at and conscientiously "paid" them into a tin cashbox as soon as I got my paypacket, ticking off the appropriate date

with a pencil. Then, when the monthly instalment was due, I had no desperate, last minute expense. In fact, I finished two month's ahead because I went on putting my hoard away even in the months containing five weeks. The golden rule, of course is "Never borrow from the scooter fund, even if you're broke the night before a dance or want to buy Mum a special birthday present". Regard paying the money as essential as paying the rent.

*Tuesday*: Have decided that the System is too good to give up, now that I have acquired the habit; so

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I'm going to put by a smaller amount each week to provide for insurance, road fund licence and driving licence, with a surplus for any repairs that might crop up. This little fund won't take any account of petrol. The gallon I use every week is budgeted for in my "living expenses". Strange

that a scooter can instil the virtues of thrift and foresight into a person who previously went on the basis of "Well, when it's gone, it's gone". Scooter makers! Do you think it would be any good advertising your machines with slogans such as: "Cut out bus queues, enjoy the fresh air, and develop your character" . . . . .?

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*Wednesday* : Offered a colleague a lift home this evening and was affronted by his blunt "No". He explained that, on principle, he never travelled with a woman driver.

"I've passed my test", I bridled.  
"First time?"  
"Of course," I retorted icily.

He expressed astonishment, as a male friend of his, had already failed his test three times on his motor cycle and was waiting for a fourth go.

"Inferior road sense and no natural ability, obviously" I commented, and this stung my colleague into accepting the lift. But in climbing on to the rear seat he mounted in the way that most new-

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comers do—by putting one foot on the runner board instead of keeping it on the kerb. With twelve stones of masculinity dragging on one side, the scooter nearly toppled to the ground. I managed to save it in time, but didn't save the reputation of my sex. The incident only confirmed for him the folly of letting women loose on the road.

*Thursday*: Some of my friends are busily planning touring holidays by scooter—but not me. My idea of a holiday is not to dash madly from place to place, as if you are doing it for a bet, but to settle down in one attractive spot and relax. But that doesn't mean that "Emma" is going to stay in a stuffy garage all by herself. Travelling on her saves money, and I am taking her by train to North Devon so that I can amble around the local beauty spots. I'm looking forward to purring (I hope!) up those hills along the coast without having to bother with bus timetables. There will be days, though, when I leave the scooter at the hotel and stretch my legs for a change.

*Friday*: Discussion to-night among members of the Scooter club brought out some useful scraps of experience—items which riders thought worth passing on. Trivial

though it may sound, it's handy to know that putting a scooter on its stand on soft earth makes it liable to keel over easily. The metal sinks in under the weight and the machine may crash over some time after you have left it. Always make sure the parking place is level too.

Was surprised to find that some of the members—girls, mostly—make such heavy going of pulling a scooter back on its stand. I confess to struggling with "Emma" for a week or two, puffing and yanking her backwards, angry that the makers should cause me so much labour. Then some-one gently pointed out to me that the part you put your foot on before pulling back has a bump in it. Put all your weight on the metal and it is so balanced that the bike swings up with only the slightest pull backwards.

I had a comment of my own to add to the hints—and that was not to tinker about with the electrical equipment while the engine is running. The other day I revved up to dry off some water left after using cleaning liquid, and tried to swab out a puddle round the sparking plug. The live plug gave me a smart shock like a snake bite. I now have a healthy respect for sparking plugs, live or dead.



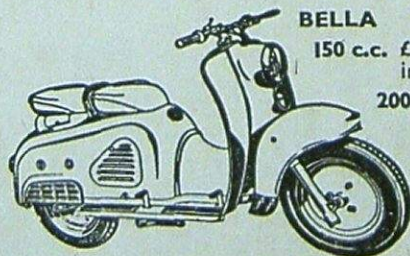
Winner of "She" competition for best scooter outfit is Mrs. E. Stapleton R.A.F. Oldenburgh, B.A.O.R. Note continental influence in over-boots, wimple type hood and pleated coat.

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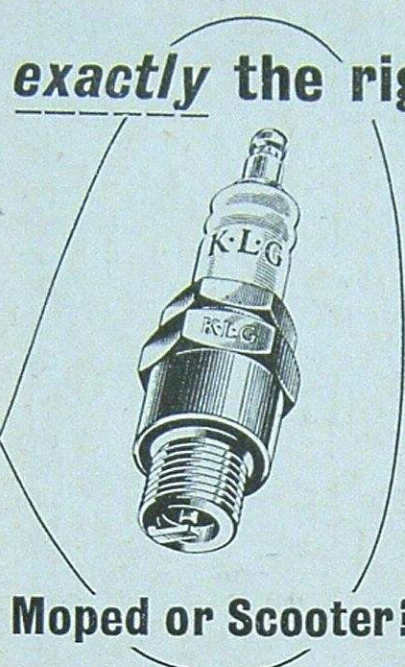


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Stockholm Harbour

## Vespa in SWEDEN

by IAN MERCER

IN summertime Sweden is one of the most beautiful countries in the world; it possesses numerous tourist attractions; and the people, once you get to know them, are both kind and almost embarrassingly hospitable. Add to these points in its favour the little known fact that it can also be cheap, and you will realise why I include it in this series describing scooter holidays abroad.

There are many ways of getting to the "land of the midnight sun", the best—and cheapest—being in one of the superlatively comfortable boats, owned by the Swedish Lloyd Line, which leave Tilbury at 6 p.m. four times a week. The return fare to Gothenburg works out at about fifteen pounds if you sleep in a dormitory, twenty pounds

in a third-class double cabin, twenty-six pounds, second-class, and from thirty-two pounds, first-class. These prices include all meals at sea (five each way). The cost of taking a scooter is surprisingly reasonable—approximately two pounds, there and back, if it has two seats, and less if it has only one.

Gothenburg being the largest port in Sweden and the second largest city, you may be tempted to remain there for a day or two and see the sights. If so, you can get a room and full board at the Hotel Kung Karl for 30/- a day.

And talking of accommodation reminds me to say that there are many spotlessly clean hostels in Sweden, a list of them being available on request from the Swedish

Travel Bureau in London. Most of them, it should be noted, are only open from June 1st until the end of August. The overnight charge for bed and blankets is around 3/6, and cookers are provided on payment of a sum of 5d. Should you prefer not to cook your own meals you can have them in small cafes recommended by the wardens. The charge for lunch or supper at these establishments is between 3/6 and 5/-.

There are many things of interest to be seen in Gothenburg. The Concert Hall is a perfect example of modern Swedish architecture. You should also see the Residence, which is the official home of the Provincial Governor; the seventeenth century Court-house; Lundby Church, a pure English Gothic style building; the Shipping Museum with its vast experimental tank; the Botanical Gardens; and the Liseberg Amusements Park.

There are, by the way, Anglo-Swedish societies in nearly every town in the land, and if you contact the secretary he will be delighted to introduce you to those inhabitants—and there are any number of them—who welcome British visitors into their homes.

The road from Gothenburg to the Swedish capital is absolutely first-rate. Go by way of Karlstad, Vasterhas, Enköping and Uppsala. The last mentioned, a Cathedral and University city of tremendous charm, is particularly interesting on Walpurgis Night when the students don their white, summer caps and parade through the streets with flaming torches to light an enormous bonfire.

The Cathedral is the biggest in Scandinavia, the twin spires being 400 feet high, almost exactly equal to the length of the building. Inside you will see a priceless collection of gold and silver-ware, and a royal dress that dates from the fourteenth century.

If you remain overnight—and you could do worse, for the students, who like practising their

English, will assuredly give you a good time—stay at the Hotel Gillet. It is very comfortable; the food could not be better; and the rates are most reasonable.

Stockholm, which can easily be reached in a day from Uppsala, is often called the "Venice of the North", for the sea surges right into the heart of the capital, reflecting in its ever-changing hues the elegant Town Hall, the Royal Palace, and other remarkably fine edifices.

Stockholm is one of the very few cities in Europe these days where you can be sure of getting a room at practically a moment's notice—even at the height of the season. Among establishments offering demi-pension (room breakfast and lunch or dinner) for a *maximum* daily outlay of 30/-, I can personally recommend the Cosmopolite, the Regina, the Stockholm, the Grand Pension Dehn, and two boarding houses where you will pay less than a pound a day for full board—Ellen Andersens Pensionat in Wallingatan, and the Arreta Pension in Grevfuregatan.

Having to do their own housework, for maids are scarce and terribly expensive in Sweden and they would not dream of working after six o'clock, Stockholmers naturally have a penchant for eating out. In consequence, there are restaurants galore and of the many I have lunched and dined at in the course of the last ten years I can unhesitatingly sing the praises of Bachi Wapen's luxurious place with really fine food; the Cecil in Biblioteksgatan; Den Gyldene Friden (the Golden Peace), a charming eighteenth century inn with a genuinely bohemian atmosphere; Branda Tompten in Stureplan; Regnbagen (Rainbow Cafe) Theuset and Solliden. The first two are expensive, the third reasonable, and the remainder extraordinarily cheap.

Among places in the neighbour-

hood that you ought to visit on your scooter are the great castle of Gripsholm, on a cove of Lake Malaren, with its unrivalled collection of portrait paintings; the home of the celebrated Swedish sculptor Carl Milles, on another island—Lidingo; Skokloster, a wonderful old chateau in the midst of the Uppland plains; and, finally Drottningholm, yet one more royal castle, which is justly famous for its unique formal gardens.

There is, needless to say, plenty of night life to be found in the Swedish capital, and it can be enjoyed fairly cheaply. My favourite spot is the Ambassadeurs in Kungsgatan, the main street, where they have spectacular floor shows, dancing to two bands, and no entrance charge.

Shopping—alas—is far from cheap, but it would be quite unthinkable to leave Stockholm without paying a visit to the Nordiska Kompaniet, the biggest department store in northern Europe. Here you will come upon all the beautiful things for which Sweden is known throughout the world—glass from Orrefors, Kosta

and Strombergshyttan, ceramics from Gustavsberg, Ekeby and Rorstrand, furniture from Varnamo, and textiles, designed by the incomparable Marta Maas-Fjetterstrom, from Bastad.

In order to see as much of the country as possible, you would be well advised to return to Gothenburg *via* Nykoping, Norrkoping, Linkoping, and Granna. This last, an utterly unspoilt village on an inland sea, where you can bathe, as you can in most of the lakes in Sweden, is the perfect spot for a quiet holiday. Indeed, the Hotel Gyllene Uttern, standing some 200 feet above Lake Vättern with breath-taking views of the surrounding countryside, is one of the few places in Scandinavia to which I give three stars plus two crossed knives and forks. It is open from May 15th until the middle of September, and at 30s. a day, all-in, represents amazingly good value for money.

From Granna, you can easily get to Gothenburg, passing through Jonkoping *en route*, in two days, and I have often done it—the last time on my *Vespa*—in one.

*Also from Sweden, two models in a Stockholm park.*

*The machine is the 50 c.c. Crescent described in our January issue.*



# PILLION PROBLEMS

*Dear Mr. Designer,*

*Please do something about us.*

*Daisy Belle*

IT is obvious that the scooter was designed for the driver. There has been ample evidence to show that the pillion rider—literally an afterthought—has not been catered for at all by the manufacturers except that in response to demand they provide a second seat, or more often, the diabolical dual seat. With the increasing numbers of new scooters available, it is necessary to go into this pillion business fairly carefully and to make some suggestions.

We are all aware that one of the scooter's basic advantages compared with the motor cycle, is weather and wind protection. The screen and the apron keep the rider dry in almost all weather conditions if he is riding at reasonable speed, and also provide protection from skin dryness and windburn. On the old fashioned sort of motor cycle, there were none of these amenities, and consequently the pillion passenger, sitting close up beside the driver, who of course rode with legs astride the machine, obtained some shelter. The scooter driver sits, with his legs on the platform, well covered by the front of the scooter, behind the screen and apron, and the pillion passenger must sit, legs astride behind him protecting his back from the inclement weather, obtaining herself no protection whatever from the driver or from screen and apron.

On the contrary, she—for it is usually a she—is more exposed than on the old motor bike, and at more of a disadvantage. This, because in the old days you were expected to dress up in jerseys, scarves, towelling, trousers, boots,

spats and an all enclosing leather coat, not to speak of unspeakable headgear; and this was all right because the driver did so too. To-day the driver sits pretty and so must the pillion passenger.

More, the driver experiences no discomfort, and can have no idea of what lies behind a remark such as "Oh! dear, do you think it's going to rain?"

What in fact does lie behind such remarks? First, cold; the pillion passenger experiences the worst cold on the legs, inside the knees, where apparently a slipway of wind is provided. This cold can be bad enough to be really uncomfortable on a warmish day when in all other respects the passenger is happy. On a bad-day, it is almost insupportable, and one of our Scooter Girl contributors, a scooter rider and passenger of long standing suggested wrapping in newspaper before setting out, as the best method of keeping warm. (In passing here, of course it is possible to wear fleecy lined waterproof trousers, but as far as feminine charm goes, they, too, are out). Next, the wind blows directly at one's head and shoulders, as does the rain, and rain will also collect in the lap, and in one's shoes. The slip stream also takes you round the back of the shoulders.

Weather apart, there are other infelicities in pillion riding.

1. The passenger's footrests; these are always placed forward, and in one particular machine have to go in front of the engine. Thus we have to sit astride with weight on legs, heels and toes. This is extremely uncomfortable. It would be much better to be able

to sit normally with one's feet tucked back a little. On sitting astride in general, I would say this is uncomfortable for any length of time, and usually inelegant. One notes that Continental ladies sit side saddle and look charming. I understand this is illegal here (why?) but could the designer possibly offer the pillionist a platform too?

2. Dual seats. Many scooters have dual seats which are leftovers from racing motor cycle two-position motor mattresses. The thing about a dual seat is that there is no way of allowing one's skirt to drop below the knees. The skirt gets rucked up and lies on the seat. If it is wide enough you can drape it over the knees, but such wide skirts also take up the wind and blow back. A proper saddle allows one to dress normally. Some people have said they don't feel safe alone on a saddle. For them a short course of tuition in confidence is necessary, also a backrest or a handle to hold on to.

3. Heating. One machine has the engine cooling outlet so designed that the burning hot air comes right up against the pillionist's legs. This gave this pillionist ideas. Why instead of burning my legs, could it not *warm* my legs? Could the outlet be so designed as to allow a warm flow of air to ride along the passenger's legs? Incidentally this machine was in the luxury class with all sorts of driver refinements.

Enough has been said to show that pillion riders' needs are not considered by the scooter designer. No doubt other pillionists could add all sorts of discomforts to the list I have given. May I point out to the manufacturers that all scooters these days, except the tinies, are supposed to be "bicycles made for two", and that in decency and chivalry to the female sex, even if there are no financial inducements, their designers should do better on behalf of the pillion passenger.

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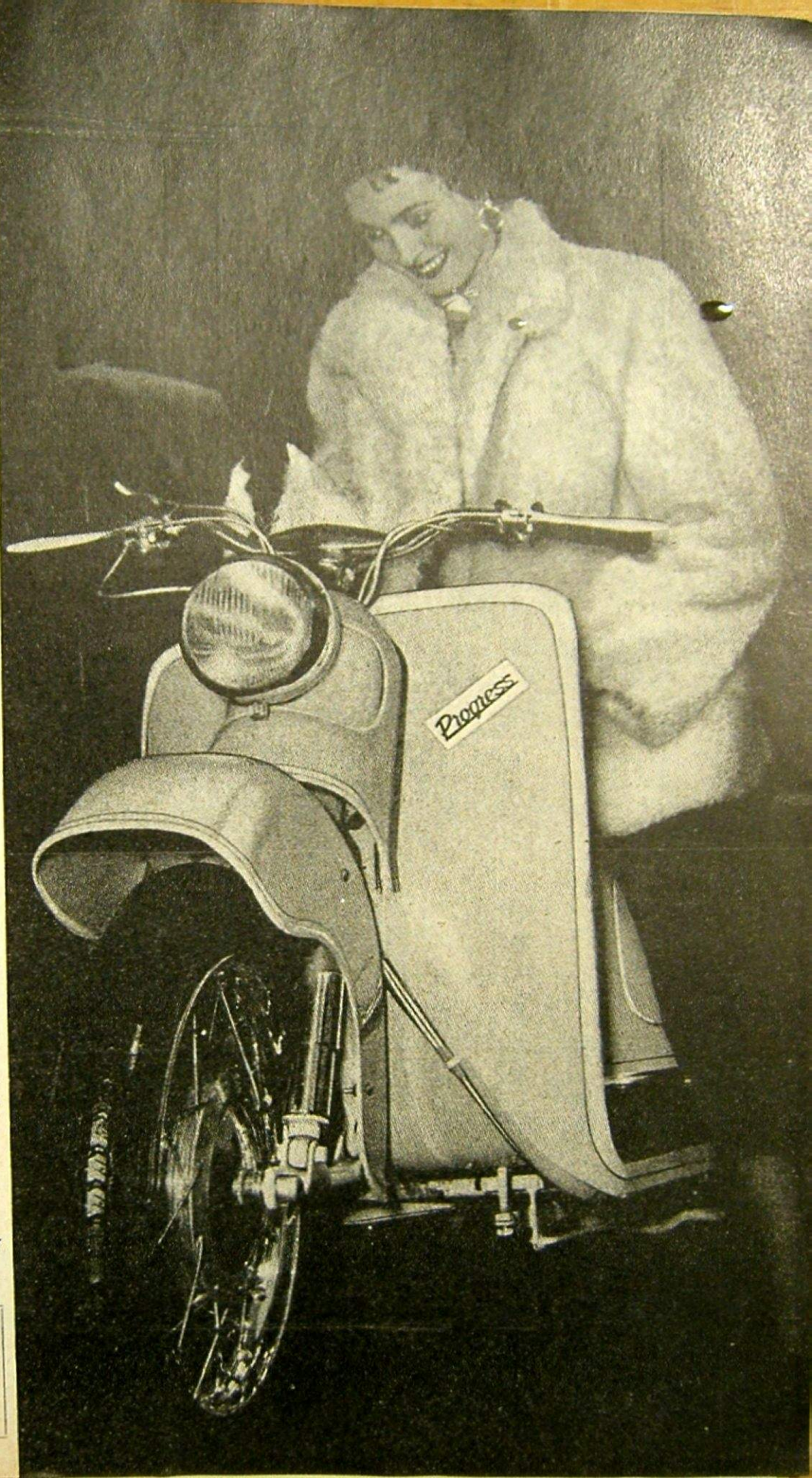
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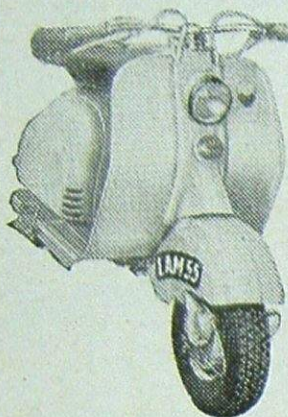
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## EDITORIAL NOTE

WE like it when people ring up or write for advice on technical matters. It keeps us in touch and we enjoy being of service to our readers. But we sometimes wish that more people would save this trouble by reading and digesting the "Power and Pedal" Handbook. The object of this book—and here we quote the Author—is "to offer, as it were, father-to-son advice on the use, maintenance, understanding and, indeed, enjoyment of power-assisted cycling". There are chapters describing the different machines and attachments on the market to-day, a "Buyers' Guide", some notes on suitable clothing for either sex, and touring at home and abroad.

This book is not a substitute for either the maker's handbook or the highway code, but in addition to a great deal of simple and technical information the book includes a list of manufacturers' specialised features and where and how to obtain them.

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1. Entries are to be submitted on plain paper.
2. Any number of suggestions can be sent in.
3. Closing date for entries is JUNE 30th, 1956.
4. The Judges' decision will be final and no correspondence can be entered into.

The results will be published in the **AUGUST** issue of this publication.

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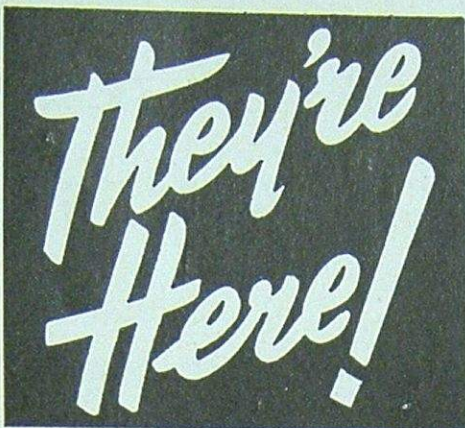
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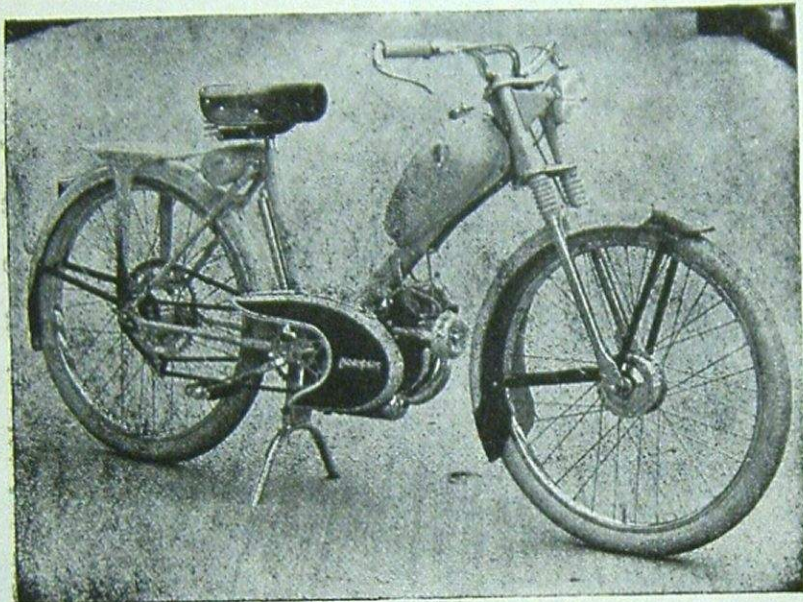
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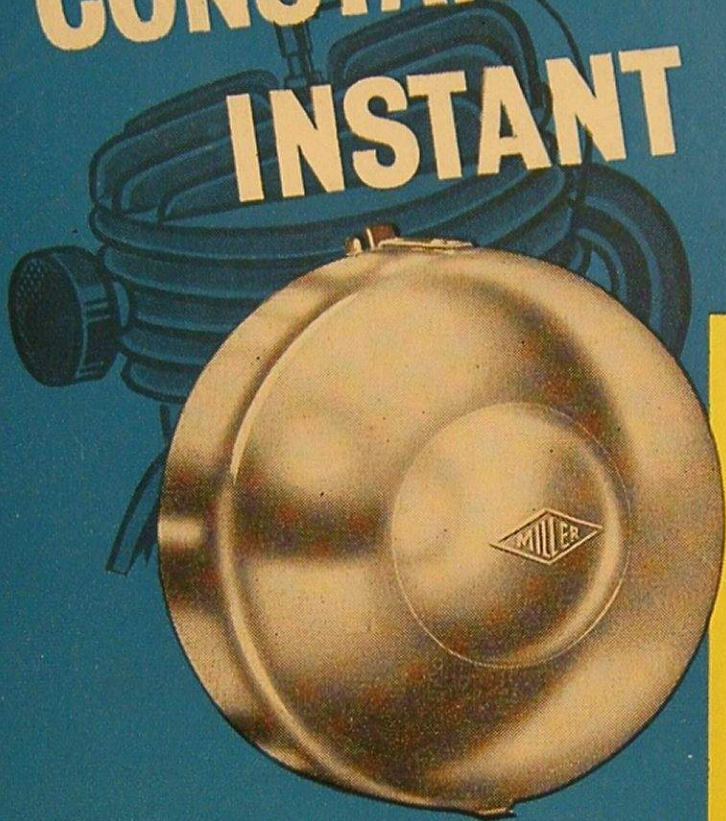


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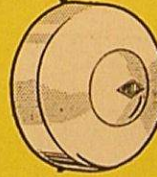
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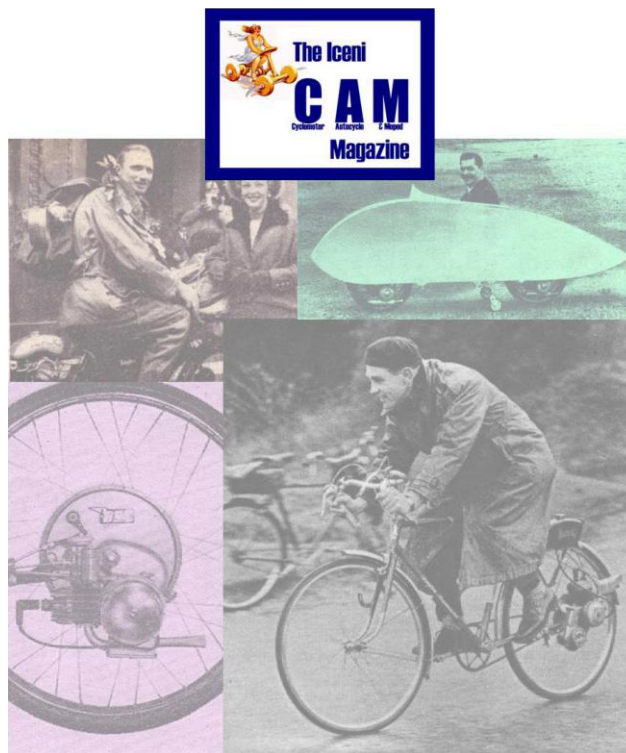


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