

The TEAGLE



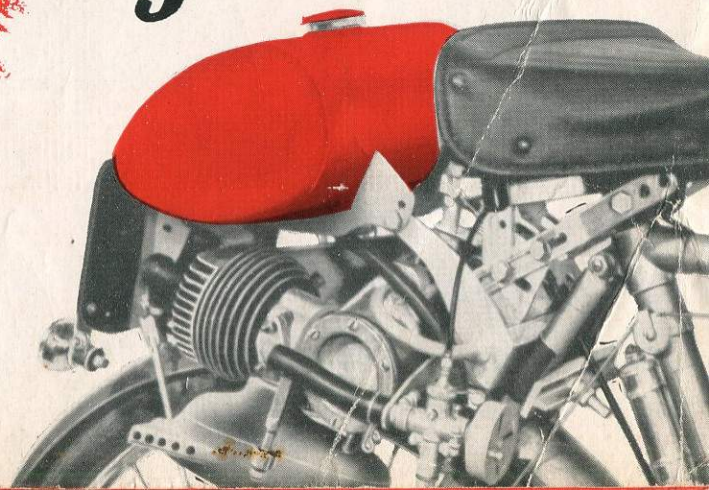
I'M A FITTER
and I know a thing or two about
motors. I'm tickled pink with my
TEAGLE—such power, for so
little weight!

AND I'M A DISTRICT NURSE
—reliability is what I looked for
and found in the TEAGLE. It's
a wonder—day or night, wet or fine,
it never lets me down.



makes it easy going

INSURANCE AGENT
that's me! Always on the go, and
my area's pretty hilly. It's nothing
to my TEAGLE though... and
the money I save with about 220
m.p.g.! Lovely!





Here's power to your wheel —the most advanced and simplest two-stroke made

Right from the start, from the word "GO"—you're leading the field with a TEAGLE. It's an amazing little engine, a mechanical masterpiece, without doubt the finest 2-stroke on the road today. So light—and yet so sturdy.

Here is NEW power...MORE Power to your wheel! Not until you've tried a TEAGLE can you truly experience the joy of effortless cycling. You cruise comfortably hour after hour at anything between

15 to 20 m.p.h., and there's plenty in reserve for passing... up to 30 m.p.h. and over... if you want it! And HILLS? It takes a really steep hill before a TEAGLE expects any assistance from you.

This is a motor so simple to fit and well balanced and easy to manage, that any average child of 10 years who can ride a bicycle can control it. The controls are on the handlebar at your finger-tips, lightly adjusted to afford safe and quick access in traffic. It's as gentle on the road as it is on your pocket... and anything up to 250 m.p.g. can be expected, according to the district.

It's smart, it's unobtrusive and it's easy to maintain. Above all, its efficiency and reliability are second to none. The TEAGLE motor has long been a power for good in various industrial fields and incorporates many unique features, detailed throughout this brochure. The monoblock casting and blower-assisted cooling are exclusive refinements of a TEAGLE... and it is rubber mounted for vibrationless running.

Why is the price so low, by comparison? Because of up-to-date machinery and production methods; because of low overheads and because we have no Distributors—only Agents!

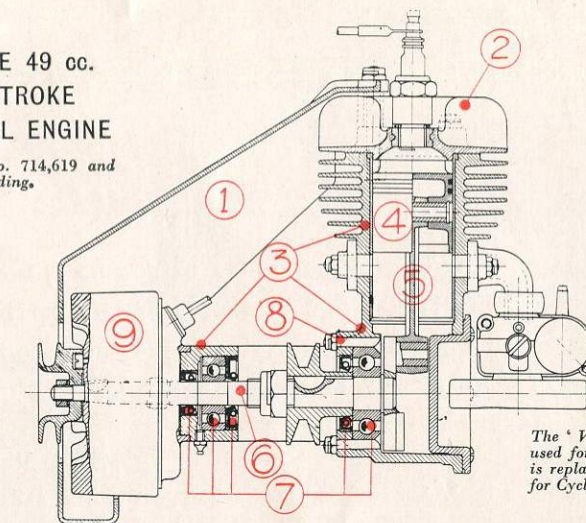
LIVELY ON THE ROAD—LIGHT ON THE PURSE

BRITISH DESIGNED— BRITISH BUILT THROUGHOUT

- 1 Forced Air Cooling gives cool, even running and a much longer engine life; no pre-ignition and other overheating troubles. Allows a greater deposition of oil on moving parts and enables the fitting of the coldest plugs in the manufacturer's heat range, which give less trouble, a longer life and easier starting.
- 2 Heavily-finned Cylinder Head with spherical dome.
- 3 The only engine made with Cylinder, Crankcase and Outrigger Bearing Bracket as a mono-block casting, giving extreme rigidity.
- 4 The Liner and Piston Assembly is supplied by Wellworthy Ltd. A Square Engine in accordance with latest practice—40 mm. bore x 40 mm. stroke. Special alloys used in the construction of these parts give maximum life and performance. After very extensive work, if required, the liner can be removed from the block and renewed.
- 5 Connecting Rod, drop-forged from R.R.56 Alloy, is light and very strong with roller bearing big end.
- 6 Crankshaft of high tensile steel ground to fine limits. Special quality crankpin with patented lubrication system.
- 7 The extra large size bearings used are amply protected by special quality oil seals, thereby giving exceptionally long life.
- 8 The Gib Head Bolts are for holding the crankshaft locating bearings in housing, thereby preventing rotational and lateral movement of outer race due to looseness occurring because of differential expansion of the metals.
- 9 Reliable Wico Pacy Fly-wheel Magneto with cooling fins cast on the fly-wheel.

TEAGLE 49 cc.
TWO-STROKE
PETROL ENGINE

Patent No. 714,619 and others pending.



The 'V' pulley which is used for industrial drives is replaced by drive roller for Cycle use.

Here's what 'Power & Pedal' have to say about one of the earliest models

This authoritative journal devoted to cycle-motoring, report on a Test-run. (Extracts from article appearing May, 1954):—

"The new 49 c.c. TEAGLE is a cyclemotor with a difference, several differences in fact. It is low in price, light in weight, lively in performance.

"Maximum mean speed on the prototype tested was 27 m.p.h. rising to over 30 m.p.h. under favourable conditions. Main road hills were taken mostly at around 18 to 20 m.p.h. and the unit never seemed to tire even after hours of continuous up and down on almost full throttle. It took a really serious grade to bring the speed down to the 8 m.p.h. at which pedal assistance was called for.

"Once warmed up the engine was very smooth and even in running with noticeable freedom from four-stroking even when running on down grades at quarter throttle.

"Acceleration from about 12 to 25 m.p.h. was very lively and other traffic could be passed in safety and comfort. The extraordinary good balance of the engine was demonstrated by the fact that when the throttle was shut off at over 30 m.p.h. the engine could not be felt at all on the over-run. We can quite believe the maker's claim that test rigs with this motor have registered over 9,000 r.p.m. It is the best balanced single we have ever met."

The Gem of cycle motors



The TEAGLE



Compare it for Performance & Convenience

- ★ Packed with Power ... superb acceleration ... perfectly controlled.
- ★ The Cyclemotor that is fond of hills ... try it!
- ★ Economical in fuel ... economical in maintenance. When, ultimately, a new engine becomes necessary, a replacement costs you only £4.
- ★ Fitted behind the saddle. No strain on the front forks; no heat, noise or fumes to disturb the rider; out of the way of dirt and water off the road; no complications when it comes to repairing punctures.

WHY ACCEPT ANYTHING LESS THAN A TEAGLE?

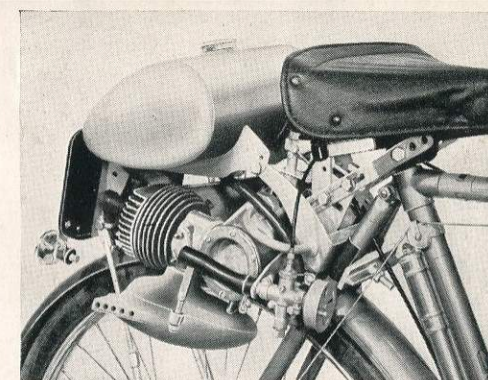
£16

PURCHASE TAX extra
£3.0.10

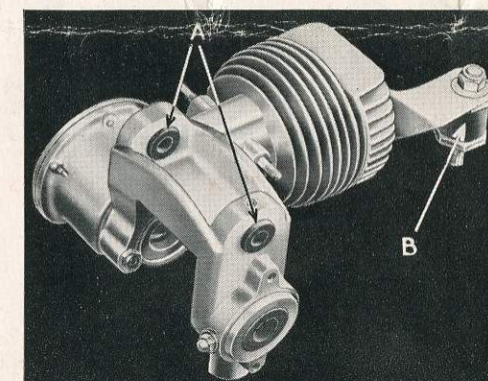
Inclusive of Number Plates and
Lighting Coil. Carriage Paid.

Five spanners and screw-driver
(Terry and Britool), licence
holder and Miller rear light—
£1.0.0 extra.

The illustration below shows the very simple yet secure fixing of a TEAGLE to your bicycle—either lady's or gent's. NOTE also the entirely new and highly efficient 'ocarina'-shaped silencer.



Construction of monoblock engine casting is illustrated below. The mounting brackets (A) are situated directly over bearings taking any strain as directly as possible and also reducing wear and stress to a minimum. The drive roller is situated between the bearing housings. Three point rubber-insulated suspension is used for the engine as shown at (A) and (B).



The Gem of cycle motors



Look for the little RED motor

- ★ Total weight of the engine, complete with magneto, cooling shroud, plug and lead is only 8 lb. With tank, cycle fittings, handlebar control, glass petrol filter, feed pipe and carburettor the total weight is just 15 lb.
- ★ Large fuel tank of $\frac{3}{4}$ gallon capacity is fitted with a filler cap containing special anti-splash device.
- ★ The fuel filter system is the most complete of any similar engine, it includes sediment bowl with two filters (one filter in bowl and the other in carburettor inlet) ensuring maximum cleanliness of fuel reaching the engine.
- ★ Amal Carburettors are fitted for reliability, in addition they help the TEAGLE Engine maintain evenly its terrific power.
- ★ The roller drive pressure and release is operated through toggle levers. This system imparts very little strain on the operating cable and lever.

- ★ Arrangement is also made so that the drive roller can be applied with varying pressures on to the tyre—a light pressure for fine weather, which saves unnecessary wear, and a heavier pressure for wet conditions. This is an exclusive TEAGLE feature.
- ★ Owing to the variable pressure on tyre and shape of roller teeth, tyre life is very high. There is very little strain on the cycle frame, as any pressure applied to roller is taken to the pillar bracket and therefore, from the weight of the rider.
- ★ The size of Drive Pulley used is $1\frac{1}{4}$ " diameter which is the most suitable under all conditions.
- ★ All parts subject to rust are treated with a special chemical anti-rust process.
- ★ Easily fitted to any cycle with the minimum of alterations.

TESTIMONIALS

"Your service is, like your product, second to none and I promise I shall not be slow in telling my friends so. For price, service and performance there is nothing to touch the TEAGLE Cyclemotor."—(CARDIFF)

"To thank you very much indeed for your marvellous service after sales would be totally inadequate. I am really overwhelmed by the wonderful way you have treated me since I bought my TEAGLE... I find your firm completely unique. To charge such a low initial price for your engine and then follow up with courtesy and service that a Rolls-Bentley owner could not fault." (BIRKENHEAD)

"You may be interested to hear of the performance of my unit. Total mileage on the last gallon of fuel was 230 miles... the only timed run I have made was 16 miles which was covered at an average speed of 24 m.p.h. This was not 'flat out,' just my normal rate of travel."—(COVENTRY)

In the interests of progress, the manufacturers reserve the right to alter the specification of TEAGLE products at any time without giving prior notice.



W.T. TEAGLE (M/C) LIMITED

BLACKWATER, TRURO, CORNWALL

Telephone: Threewaters 242 Telegrams: Teagle, Truro



PRICE **£16** Plus Purchase
Tax ~~£3-0-10~~
3-12-11

Including Number Plates and Lighting Coil.
Carriage Paid.

TOOLS, LICENCE HOLDER AND
MILLER REAR LIGHT £1 EXTRA.

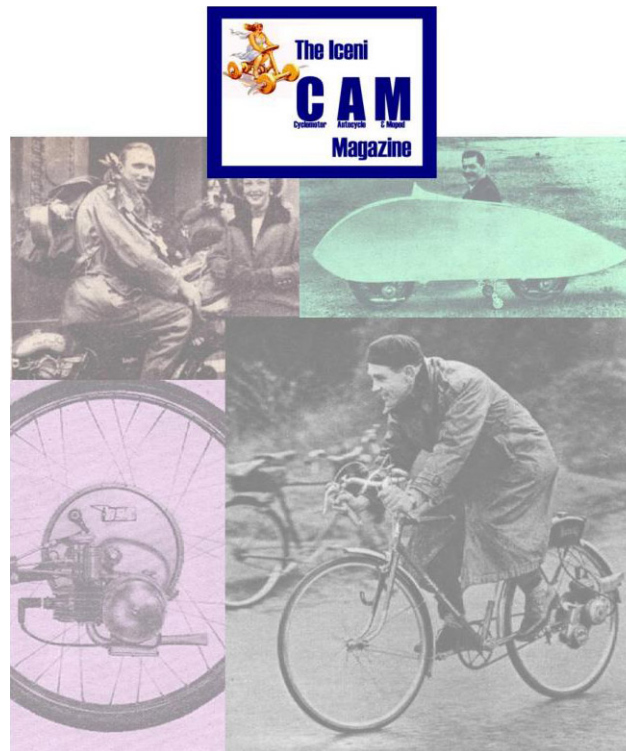
SERVICE

SECOND TO NONE

Your TEAGLE is GUARANTEED for one year against defective workmanship... but, out of many thousands of TEAGLE engines now in use, no customer has yet been called upon to pay for replacement parts. A fast overhaul service is available... you can POST your engine to us and we endeavour to return it to you the day it is received. Alternatively a replacement engine costs as little as £4.

***Insist on a TEAGLE and
accept no substitute***

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