
VINTAGE

Motorcycle News

LA ROUTE A JAMAIS - RIDE TILL YOU CAN'T - DER WEG IST DAS ZIEL

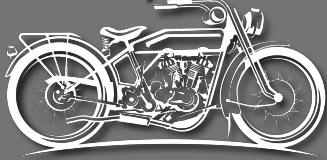
SPECIAL EDITION N°17 • Collector Series



The Autoped

VINTAGE

Motorcycle News



A motorcycle publication
for the motorcyclist enthusiast.



EDITOR

Pat Castel

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COVER PAGE

Autoped 3D by Pellmencheg

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NEXT EDITION

During the 1910s, Indian Motorcycle became the largest manufacturer of motorcycles in the world. The next edition is all about the iconic Indian Motorcycle and its style rooted in 120 year of history.



FROM THE EDITOR'S DESK

Our modern life brought to our cities the eScooter (E for energy, electric, economy, etc...). We have looked at this new way of transportation as a revolution in our city commutes. Actually, there is nothing new in this novelty. Over hundred years ago the scooter had already been invented and put in good use in North America.

It was the very first attempt to build a viable motor scooter, the Autoped was manufactured by Autoped Corporation of Long Island, New York and presumably intended as a means of countering congestion in that overcrowded metropolis.

This fascinating machine represents the world's first model of scooter. The Autoped was spiffy transport in the burgeoning metropolis of New York City. It was the only motorcycle to be built in New York City. Though adopted by the U.S. Post Office and other official services and the fashion conscious women in Europe and America, it was also used by New York gang members for easy getaways (they could motor down narrow alleys to escape police in cars behind them) as well as groups of rowdy youth who were soon terrorizing the boroughs of Brooklyn, Queens and Manhattan.

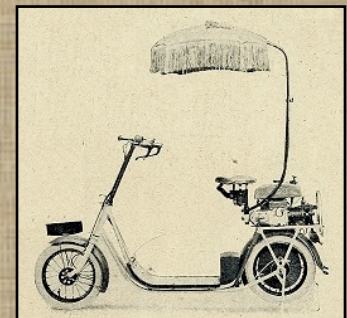
The Autoped was the true ancestor of the modern motor scooter. It first appeared at the New York Auto Show in January 1914 but did not enter production until 1916, having undergone a partial redesign. Introduced by Arthur Gibson and Joseph Merkel (designer of the Flying Merkel), it was the first motor scooter to enter production. In 1918 the Eveready Battery Co bought into the company and a battery and coil were fitted to the machine, turning it into the first electric scooter.

The cover design is from the artist Pellmencheg. I tried to know more about this guy but to no avail. However I was able to download his work on the Autoped.

The compilation of the articles, facts, stories and documentations on the Autoped was not an easy task. These machines are quite rare and mostly unknown from many of the motorcycle gents. I have to thank my sources for sharing so much with us. Without their collaboration, I would not have been able to put what I gathered into this issue.

I decided to add another kind of scooter to this special edition. The ABC Skootamota. It has nothing to do with the Autoped but they targeted the same demographics and came out approximately at the same time on each side of the pond.

The Skootamota appeared for the first time in 1919 at the Olympia trade fair in England. The reviews written by the MotorCycle magazine in 1919 and 1920 were surprisingly positive. You can read more about it on page 72.



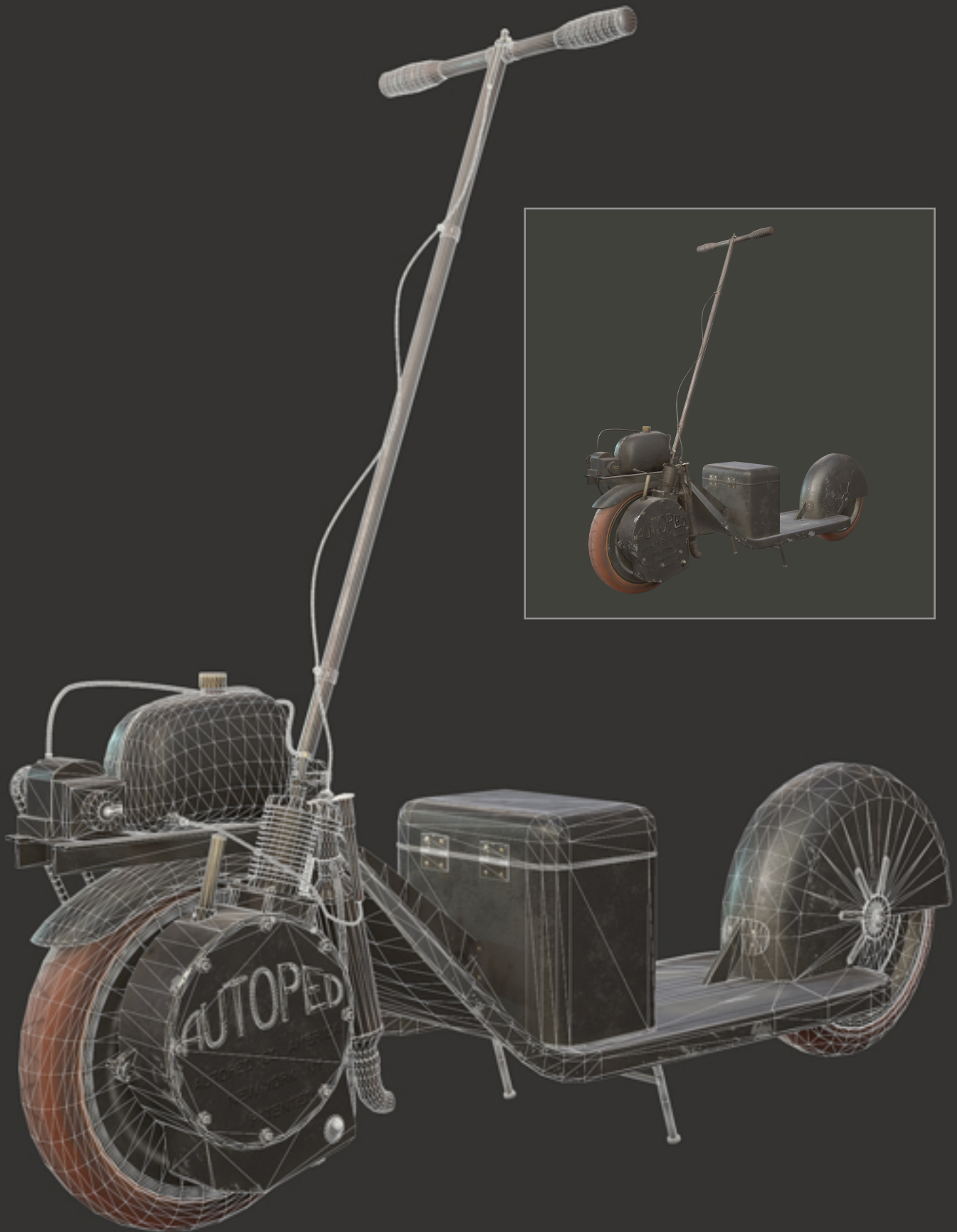
Skootamota tropic version

Till next time... Ed.

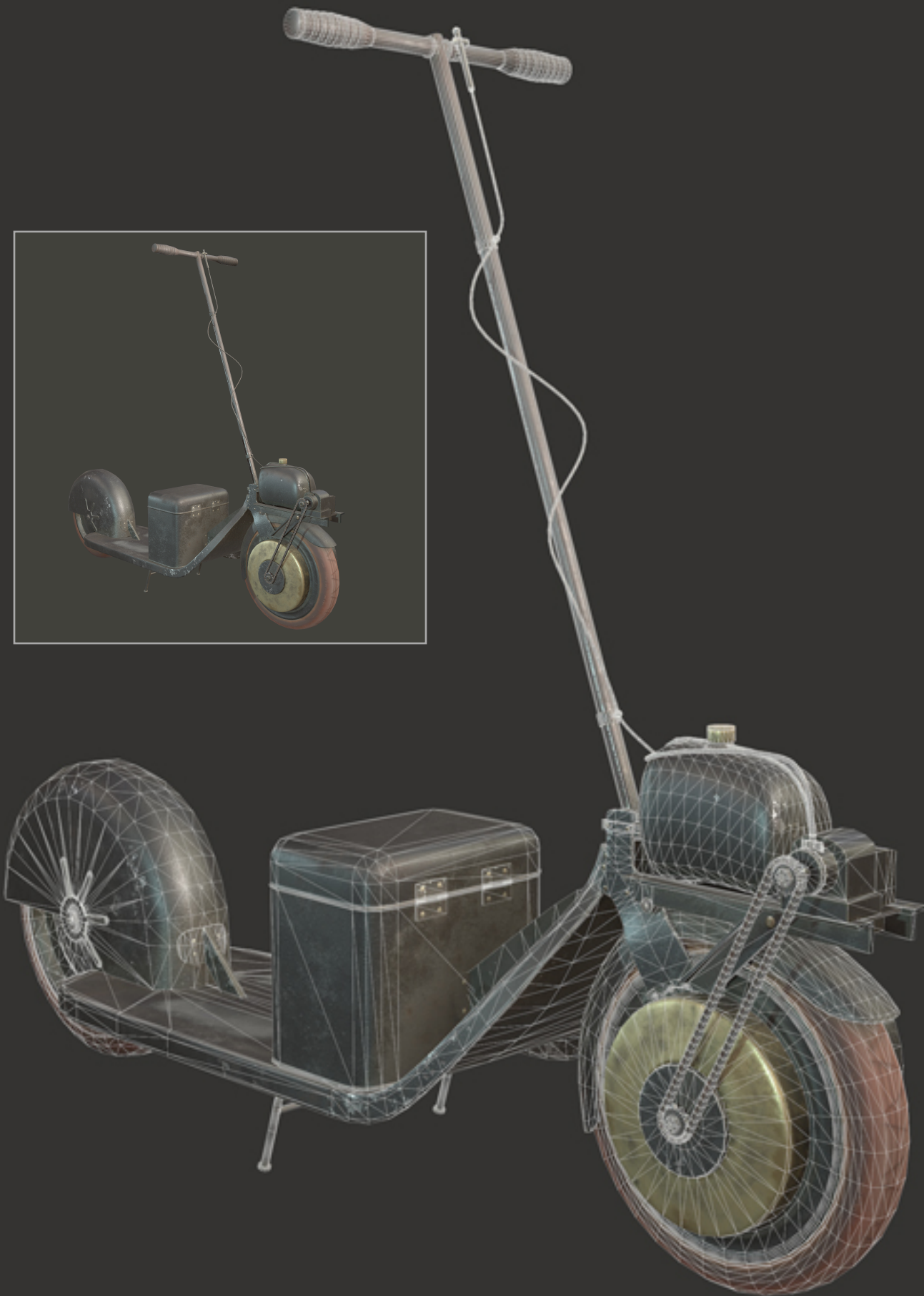


Autoped 3D by Pellmencheg

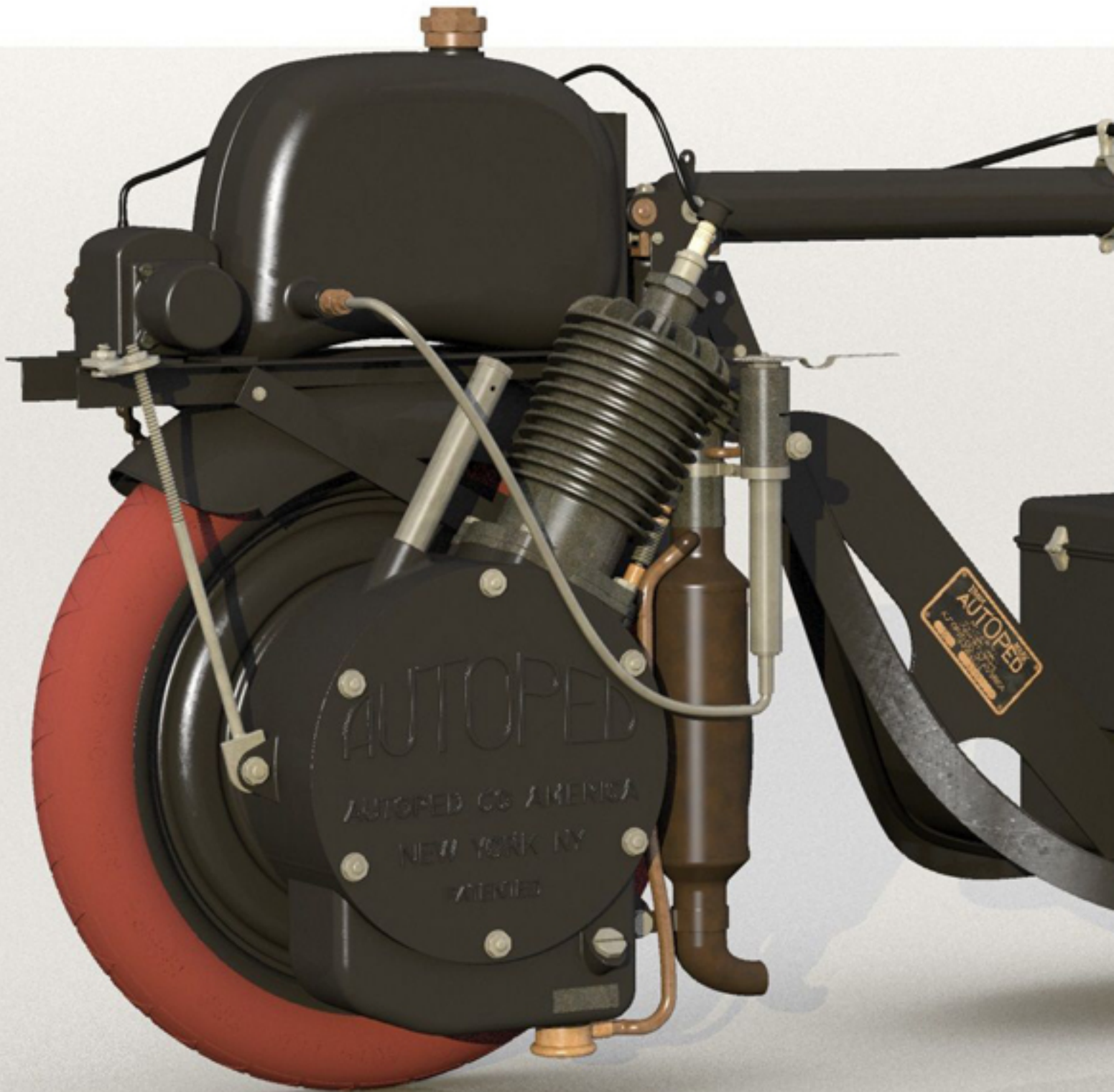
Autoped 3D by Pellmencheg



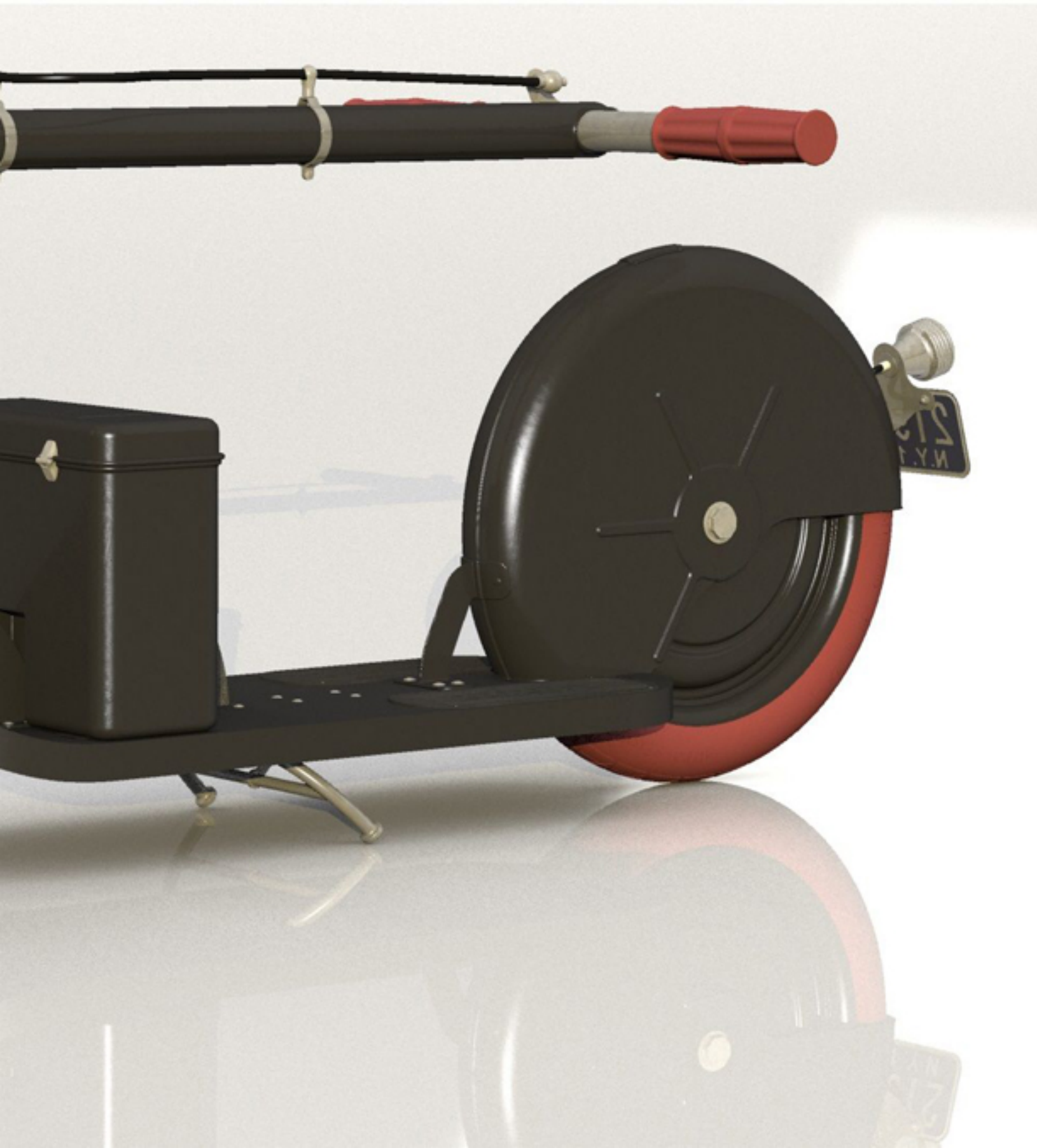
Autoped 3D by Pellmencheg



Artist unknown



Another digital creation of
the 1916 Autoped





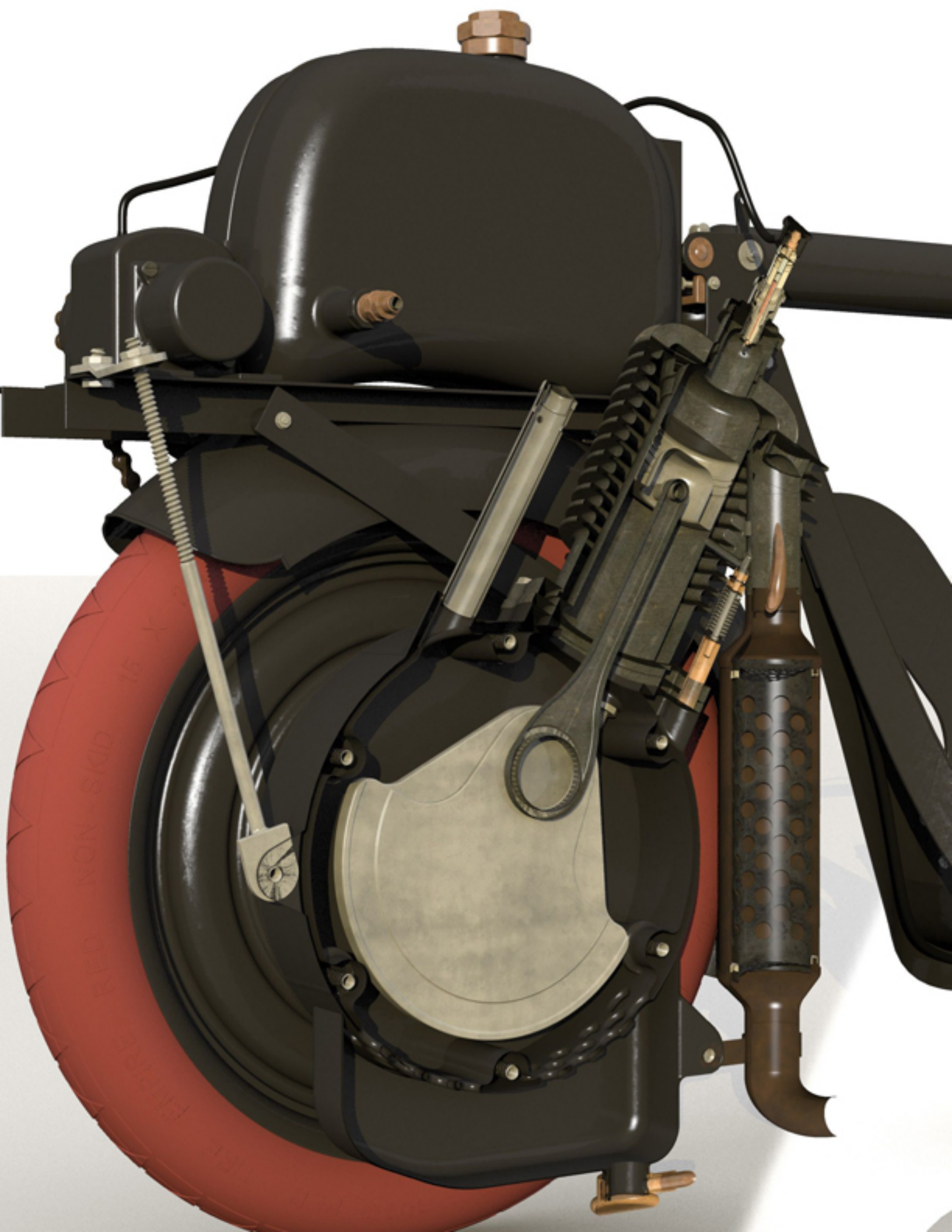
AUTOPEDE

AUTOPEDE CO AMERICA

NEW YORK NY

PATENTED

REC. NOV. 27 1924
ENGINE



Autoped Company of America, Inc.
 eventually a subsidiary of the
American Ever-Ready Company
New York (Manhattan; Long Island City)
1914-1926?
Trade Name: Autoped

Source: The Motorcycle Industry in New York State by Geoffrey N. Stein (Museum Memoir 27)

"Motor scooter" accurately describes the Autoped; with its small-diameter wheels and lack of seat, it resembles more a child's sidewalk scooter than a conventional motorcycle. Yet the Autoped led a rather long life for what the cycling press of the 1910s readily labeled a "freak" vehicle. While intended to provide handy transportation for urbanites running their errands, it's likely that most Autopeds served as recreational devices.

Hugo C. Gibson is credited with the Autoped's creation, although Joseph F. Merkel, one of America's best known motorcycle designers, brought the machine to a marketable state. At the time of the motorcycle's announcement, Gibson was president of the Autoped Company of America, Inc. But by the fall of 1915, Gibon was promoting the similar

Gibson Mon-Auto (q.v.). Succeeding Gibson as president of the Autoped Company was William B. Hurlburt, also president of the Hurlburt Motor Truck Company. A labyrinth of investors and officers involved with both companies extended to an Autoped Securities Company at the same 569 Fifth Avenue address as the Autoped Company of America.

In 1913 Merkel had left the Miami Cycle and Manufacturing Company of Middletown, Ohio, which built the Flying Merkel motorcycle. Of Merkel's work on the Autoped, it was claimed in 1917 that he "developed [it] from a crudity into a practical vehicle, which at the present time is making noticeable headway." Yet his stop with the Autoped was brief, and

it's likely he undertook the job on contract or salary while he sought another business opportunity. In 1916 he incorporated the Merkel Motor Wheel Company (q.v.), which built a bicycle motor attachment at Rochester.

The first news of the Autoped came in early 1914, when it was to be 42 inches long and 9 inches wide, weighing 40lbs. It was to cover up to

100 miles to a gallon of gasoline at up to 25mph. According to its adherents then, i.e., Gibson ("who has been identified as [an English] engineer and designer with both the automobile and aviation industries"), as well as Hurlburt and his "automobile men", the Autoped "can be stored in the corner of one's house or office so that all storage expense is avoided; it can be carried in an



**Frances Smith and Florence Owens
 riding Autopeds on Long Beach, Long Island.
 From Motorcycle Illustrated, September 14, 1916.**

automobile or car like a suitcase."

In January 1915, the revised machine appeared at the New York motorcycle show, a reporter noting that Joe Merkel had no connection with the manufacturer, "but he designed and built it [the Autoped]." And in fact, Merkel patented the Autoped design.

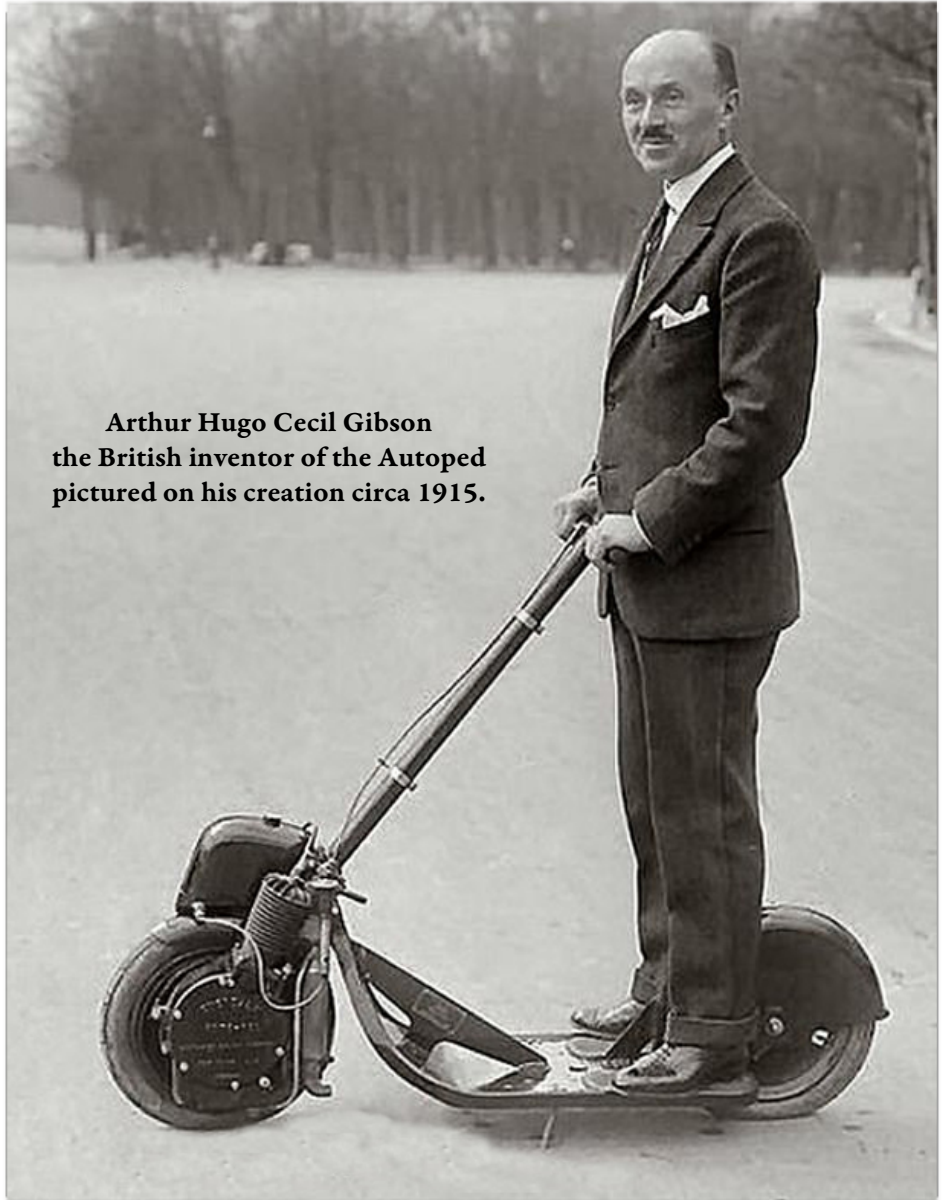
Patents 1,290,276 and 1,290,277, issued on January 7, 1919, describe the Autoped. Applications were filed on December 23, 1915, by Merkel, who gave a Flushing address. Patent 1,290,276 deals with the control lever, and 1,290,277 with the transmission, i.e., multiple-plate clutch and gear train.

Merkel said his goals were :

to produce a practical passenger-carrying motor of small size, compact, of great portability and of very light weight and inexpensive construction, primarily intended to carry a single person preferably in the standing position upon the vehicle, such vehicle being adapted to be pushed along or trundled by the dismounted rider and being adapted to be taken into the hallways of buildings and upon the passenger elevators thereof, if desired.

The Autoped Company of America had been incorporated in 1913 by the state of Delaware. By the fall of 1915, the Autoped office and factory were in Long Island City.

In January 1917, the Autoped Company applied to the New York secretary of state to do business in New York. The company proposed to manufacture and sell "certain motor propelled vehicle known as Autopeds,



**Arthur Hugo Cecil Gibson
the British inventor of the Autoped
pictured on his creation circa 1915.**

and other similar devices." The principal place of business was to be at Thompson Avenue and Orton Street in Queens. By 1917, the American Ever-Ready company of Long Island City had acquired the Autoped business. Chief stock holder of American Ever-Ready was Conrad Hubert (1860-1928), an innovating Russian immigrant, who was credited with the invention of the pocket flashlight.

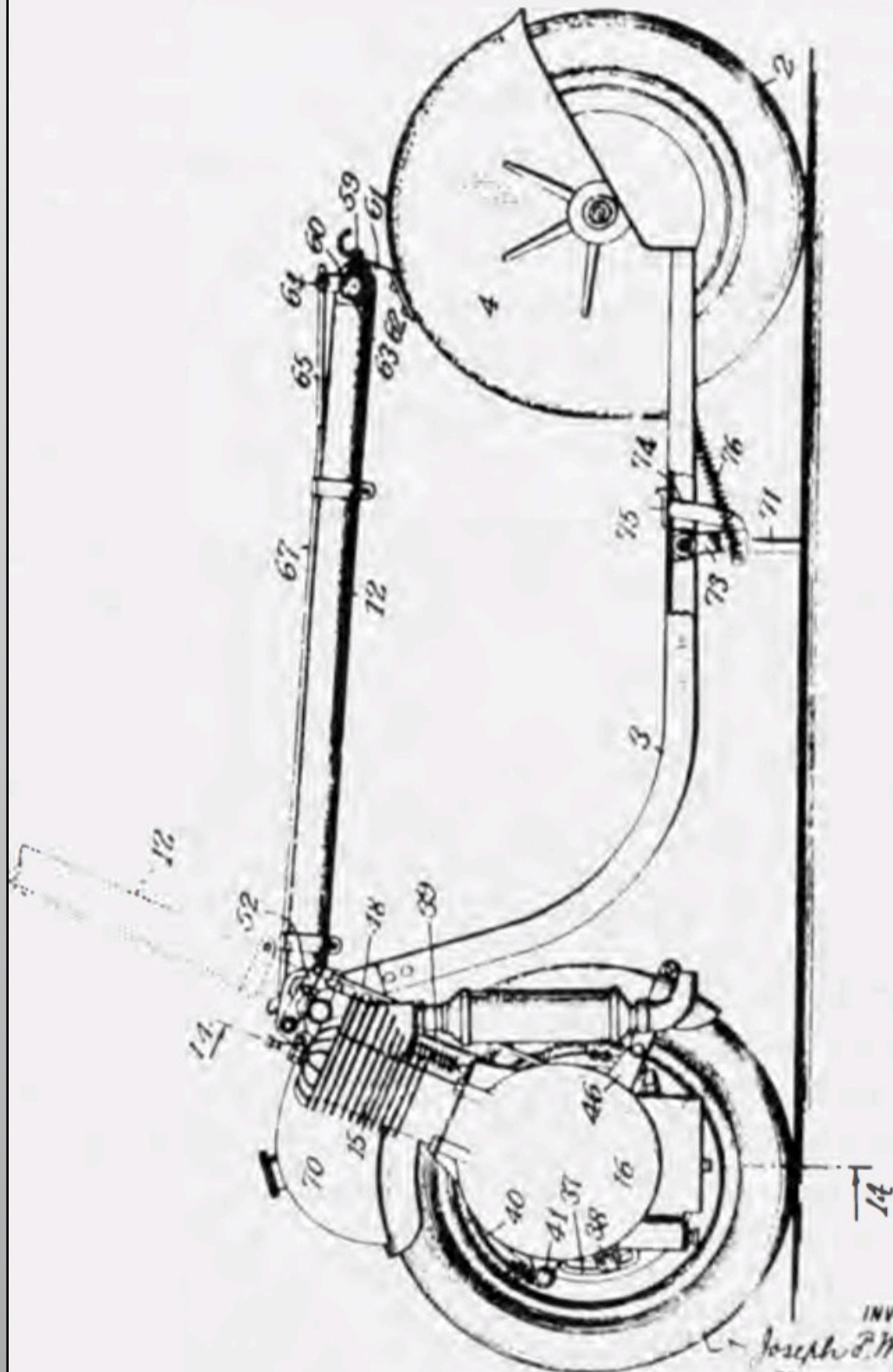
Among Autoped buyers in the late winter of 1917 were California operators who had secured 50 machines to be "rented out at the beach resorts next season." In San Francisco, "the Owl Drug Store, San Francisco News Bureau and Marks Bros." all had acquired Autopeds for "delivery and other utilitarian services."

The Autoped design as patented by Joseph Merkel in 1919, following a 1915 application.

1,290,276.

J. F. MERKEL.
SELF PROPELLED VEHICLE.
APPLICATION FILED DEC. 23, 1915.

Patented Jan. 7, 1919.
5 SHEETS—SHEET 1.



INVENTOR
Joseph F. Merkel
BY
Henry S. Williams
ATTORNEY

Attached to the front wheel on the left side of the Autoped was a one-cylinder, 2.25" x 2.75" four-cycle engine with automatic inlet valve. On the right was a flywheel incorporating the magneto. Controls were all located in the handlebars and stem. Pushing forward on the bars engaged the clutch. Pulling back applied the brake, fitted to the front wheel. The left grip adjusted the throttle, and the right the compression release. The rider stood on the platform between the wheels. The announced horsepower for the engine was 2HP. A five-plate clutch and 5:1 gearing connected engine and front wheel. The 30-inch wheelbase Autoped frame was pressed steel. The steering column folded to the rear and clipped to the fender. While announced at 40lbs in 1914, the 1916 Autoped weighed 95lbs. And while the anticipated top speed was going to be 25mph, actual top was 20mph.

In early 1921, *Motorcycle and Bicycle Illustrated* reported on the **Wacker Motoped**, which had *"refined all of the crudities of its predecessor, the Autoped [sic], and it begins where the latter machine left off."* The Motoped featured a leaf-spring frame, two-stroke engine, saddle (although the machine could be ridden while the operator stood), electric lighting and a removable gasoline tank. By leaving the last "on the back porch" with the rest of the machine inside the house, "all fire risks are overcome." The Motoped was the invention of George W. Wacker of Rutherford, New Jersey.

Motorcycle historian Hugo Wilson notes that in the 1919-1922 period the Krupp company in Germany built the Autoped under license; an engraving of the German machine shows a saddle mounted on a post. *Motorcycle and Bicycle Illustrated* for December 15, 1921, reports on the German motor scooter built by "Fried, Kupp, A.G.". Perhaps this was a corruption of the wellknown Krupp name. In any case the Kupp machine appears nearly identical to the Autoped, a major difference being the provision of a saddle on a post. Edwin Tragatsch, who dates the American Autoped from 1915 to 1921, reports that it was built under license in Czechoslovakia by C.A.S., as well as in England by Imperial Motor Industries, Ltd., of London.

In September 1921, the Louis C. M. Reed [export] Company at 230 Fifth Avenue in Manhattan advertised 25mph, 100 miles-per-gallon Autopeds available to "Motorcycle and Bicycle Dealers [looking for] an opportunity for a right smart profit in quick time." In lots of 10, the machines were available at a

cost of \$43.50, freight prepaid – this on a motorcycle with a \$125 list price. This opportunity is possible only because of the slump in the export business. It left us with a little over five hundred Autopeds on hand. We are going to turn them into quick cash, regardless of the loss involved. Hence the low price... less than the original manufacturing cost.

In September 1925, *Motorcycling* reported that the Autoped "with larger wheels, now [is] being announced from 1974 Broadway, New York, by F. H. Ingerman, head of the Minute Man Motor Co." The machine was to be exhibited at the National Motorcycle, Bicycle and Accessories Show in January 1926.

Tragatsch said "like all other scooters of that period, the Autoped was not a commercial success." Richard Hough and L.J.K. Setright thought that the simple nature of the Autoped style machine, with no seat and a single gear "was its down-fall, for it failed to be competitive with the motorcycle proper and cost far more [\$95] than a push-bike."

One of several surviving Autopeds is in the collections of the National Museum of American History. The serial number of D3210 for that 1918 model might indicate production numbers, assuming the "D" represents the fourth year of manufacture and the four digits the total for all Autopeds. An Autoped sold at auction in July 1992 was called an "Eveready [sic] Autoped".

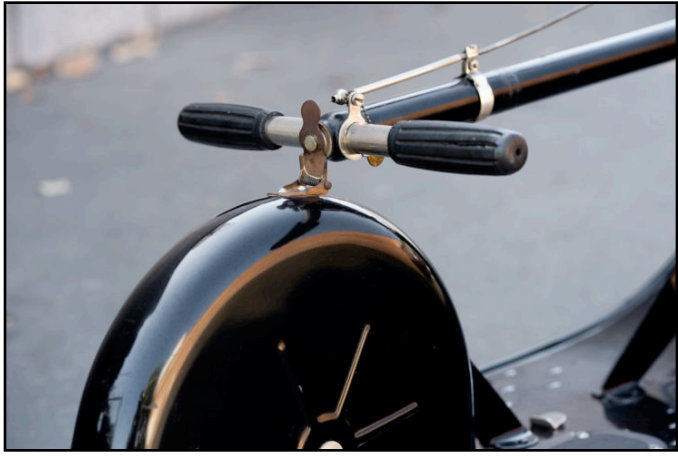
Note to the reader:

Eveready Battery Company, Inc. is an American manufacturer of electric battery brands Eveready and Energizer, owned by Energizer Holdings. Its headquarters are located in St. Louis, Missouri.

The predecessor company, **The American Ever-Ready Company** began in 1890 in New York and was renamed in 1905.







The Autoped







Four special delivery postmen for the U.S. Postal Service try out new scooters in the mid-1910s.

THE AUTOPED - DESCRIPTION

The Autoped was an early motor scooter or motorized scooter manufactured by the Autoped Company of Long Island City, New York from 1915 to 1922.

The driver stood on a platform with 10-inch tires and operated the machine using only the handlebars and steering column, pushing them forward to engage the clutch, using a lever on the handlebar to control the throttle, and pulling the handlebars and column back to disengage the clutch and apply the brake.

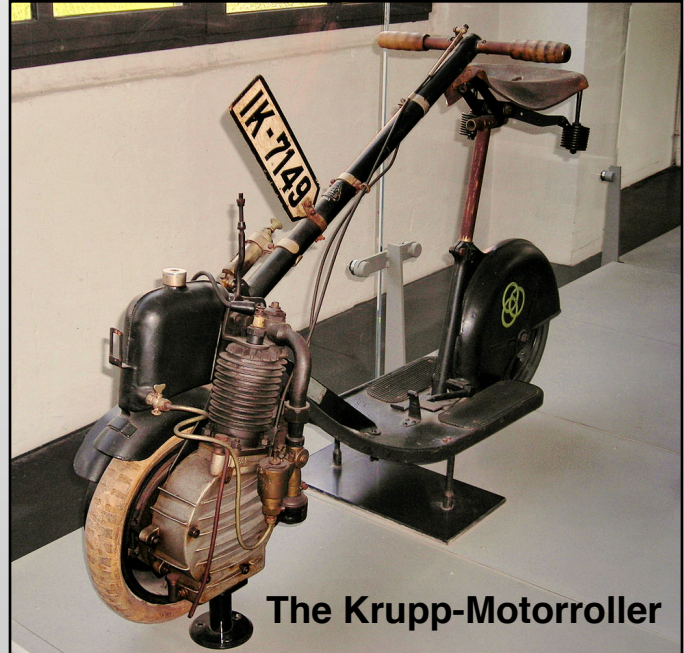
After riding, the steering column would be folded onto the platform to store the scooter more easily.

The engine was an air-cooled, 4-stroke, 155 cc engine over the front wheel.

The bike came with a headlamp and tail lamp, a Klaxon horn, and a toolbox. Developed during wartime and gasoline rationing, it was quite efficient, but was not widely distributed.

A patent for the Autoped as a "self-propelled vehicle" was applied for in July 1913 and granted in July 1916. An early description of the Autoped described it as having a hollow steering column that acted as the fuel tank. However, the production version had a fuel tank above the front mudguard.

The Autoped went out of production in the United States in 1921, but was manufactured by Krupp in Germany from 1919 to 1922.



The Krupp-Motorroller



The Autoped in India

SPECS

Manufacturer	Autoped Company
Production	1915–1921
Class	Motor scooter
Engine	155 cc air-cooled single
Bore / stroke	56 mm × 63 mm (2.2 in × 2.5 in)
Top speed	20 mph (32 km/h)
Power	1.1 kW (1.5 hp)
Ignition type	Flywheel magneto
Transmission	clutch operated by handlebar column
Frame type	welded steel
Suspension	none
Tires	10 inches (250 mm)

Photo source:
The National Museum
of American History



The Autoped Company of America, of Long Island City, New York, built this lightweight scooter in 1918. It bears the number D3201 on the left side of the engine.

The 4-cycle engine has an air-cooled integral-head cylinder bolted to a circular crankcase. The engine is geared to the wheel by means of a disk clutch.

All control of the vehicle is through the steering column. Turning the column steers the machine in the conventional manner; pushing it forward engages the clutch; and pulling it back operates the internal expanding brake on the front wheel.

Turning the left grip operates the throttle, and turning the right grip operates the compression release through a wire controlling the opening and closing of the intake valve.

The Motorized Scooter Boom that hit a century before dockless scooters

Launched in 1915, the Autoped had wide appeal, with everyone from suffragettes to postmen giving it a try
By Jackie Mansky

Source: SMITHSONIANMAG.COM

Peter Minton was riding his motorized scooter on Rockaway Beach Boulevard when the patrolman served him with a summons to appear in traffic court. The reason: the 16-year-old was operating the vehicle without a driver's license.

Minton wasn't zipping along on a Lime, Bird, Skip or Spin. Instead, the news item dates back to July 1939, when the motorized scooter was first booming in the U.S. Long before Silicon Valley companies swarmed American cities with their cheap rideshare scooters, the Autoped disrupted it all first when it hit the pavement around 1915.

The Online Bike Museum explains that the Autoped, the first mass-produced motorized scooter ride in the U.S., was "*essentially an enlarged child's scooter with an engine mounted over the front wheel.*"

Though some reports claimed it could reach speeds of 35 miles per hour, the steering column operated the clutch and brake, which the museum noted made the ride "unsteady" when it pushed 20 mph.

Later, a battery-operated version of the Autoped was made available when the Everready Battery Company bought the outfit.

A. H. C. GIBSON.

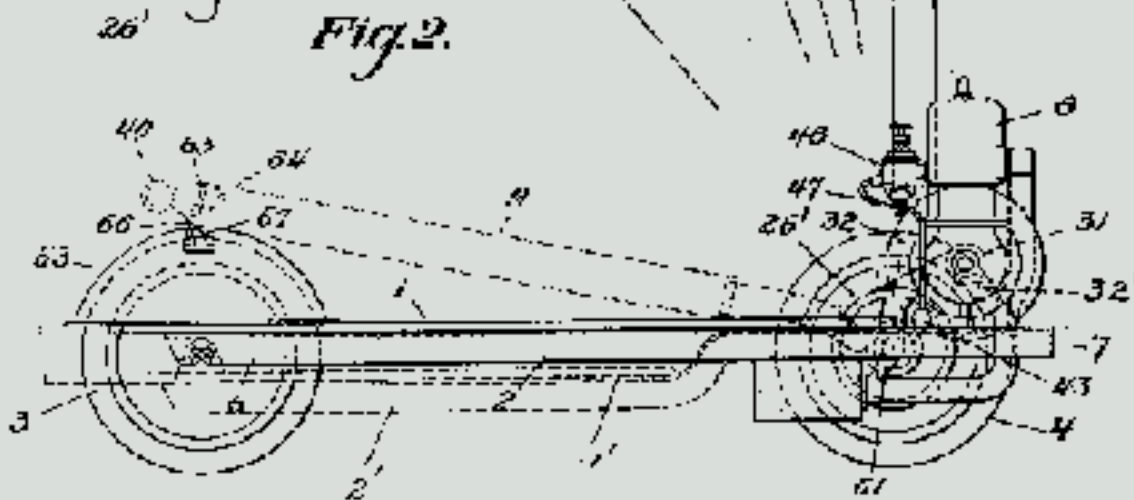
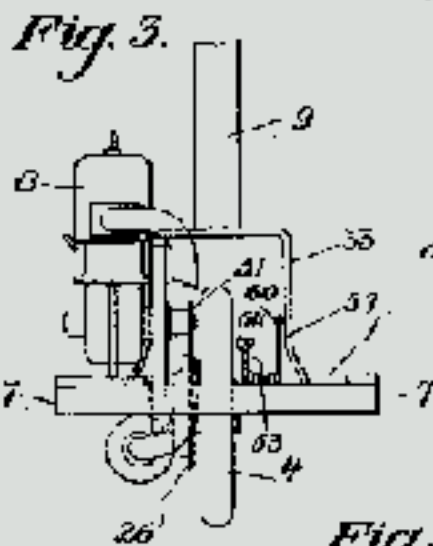
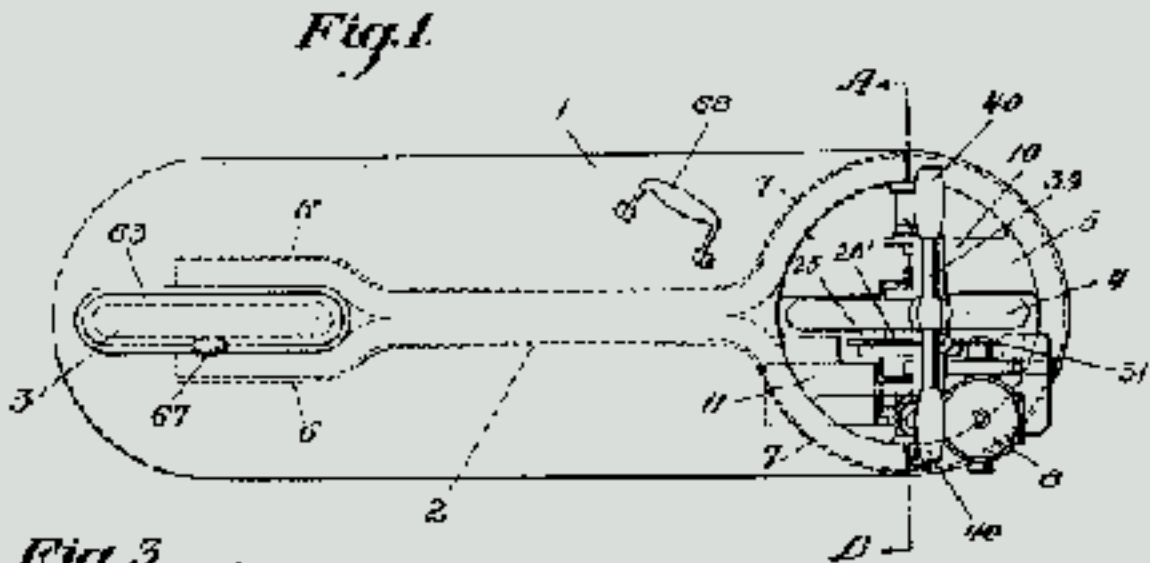
SELF PROPELLED VEHICLE.

APPLICATION FILED JULY 26, 1913. REFINED SEPT. 28, 1914.

1,192,514.

Patented July 25, 1918.

2 SHEETS—SHEET 1.



Arthur Hugo Cecil Gibson.

Inventor

Witnesses:

John Darby
H. M. Moore

By His Attorney
W. H. Moore

The concept of the scooter stretches back at least a century before to 1817 with Baron Karl von Drais de Sauerbrun of Germany. After he debuted his early two-wheeled, human-powered ride, the velocipede concept was quickly spun off into bicycles, tricycles and kick scooters.

Give or take a few decades, the transportation was being motorized, too, with rear treadle drives popping up in Scotland around the 1840s, according to the Encyclopedia Britannica. Come the turn of the 19th century, battery-powered machines were also entering into the fold; Ogden Bolton Jr. was issued a U.S. patent for his battery-powered bicycle in 1895.

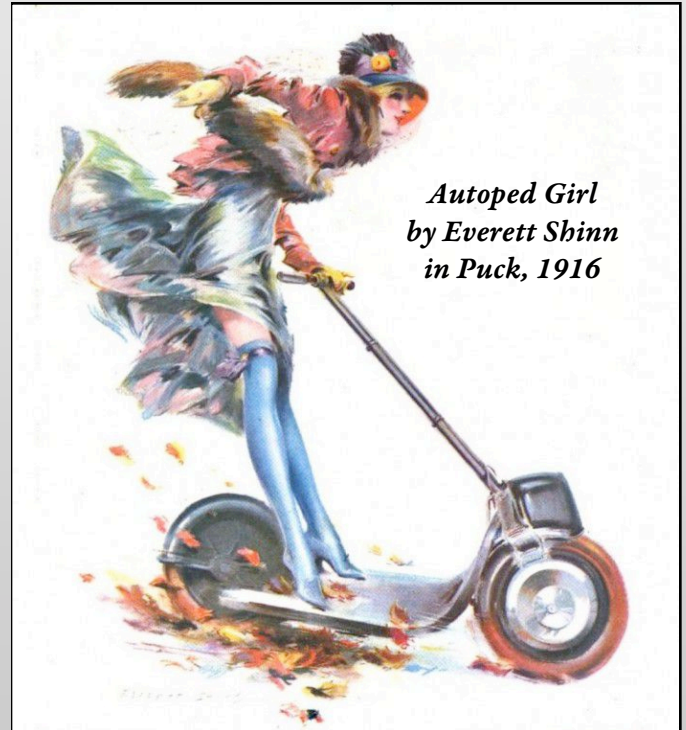
But the Autoped can be seen as “the true ancestors of the modern motor scooter,” according to the museum. It came at a time when there were scarcely any safety regulations for motorized vehicles on the road. While Connecticut created the first statewide traffic law to regulate motor vehicles in 1901 and New York introduced drunk driving laws roughly a decade later, by the time the Autoped rolled out, traffic lights were still 15 years away from being introduced.

The patent for the design of the “self-propelled vehicle” went to inventor Arthur Hugo Cecil Gibson, though it appears that Joseph F. Merkel, the designer behind the Flying Merkel motorcycle, helped significantly in the creation of the final product. The rides were manufactured through the Autoped Company of America, first incorporated in 1913, which set up shop in Long Island City in Queens, New York, in the fall of 1915.

At first, the cycling press of the day wrote off the Autoped as “a ‘freak’ vehicle,” according to New York State Museum senior historian emeritus Geoffrey N. Stein. But the Autoped hung around longer than expected, perhaps because it intrigued a wide tent of users. As its advertisement copy makes clear, it was marketing broadly:

“The Autoped is an ideal short distance conveyance for business or professional men or women to and from their places of business; for women to go shopping or calling; for physicians to make their regular daily calls or to answer hurry calls; for the older children to go about quickly for outing or school; for servants when they are sent on errands; for grocers, druggists and other merchants for quick delivery purposes; for commercial salesman to call on the trade; for employees to ride to and from work; for collectors; repairmen; messengers, and for anybody else who wants to save money, time and energy in going about.”

All will enjoy the comfort and pleasure of AUTOPEDING.”



*Autoped Girl
by Everett Shinn
in Puck, 1916*

Just as their modern-day equivalents have come under fire for being toys of the wealthy elite, the Autoped’s marketing certainly carried a bit of a class element. An advertisement that ran in Puck magazine in 1916 —“Look out for the Autoped girl”— pictured an illustration of a fashionable well-to-do white woman in a fabulous hat, a fur wrapped around her neck. The copy was clearly after a specific demographic: “If you were the sort of person who did your gift shopping in the 1916 equivalent of the Neiman Marcus Christmas catalog (Hammacher Schlemmer, maybe), an Autoped was on your list,” explains Hemmings Daily, the blog of the classic car marketplace.

But the Autoped wasn’t just a plaything of the rich. Just like the bicycle before it, the advent of the motorized scooter promoted a level of freedom and mobility for women that gave the messaging “Look out for the Autoped girl,” more heft. Over at Mashable, Chris Wild recounts the story of the “suffragette on a scooter,” Lady Florence Norman, who rode her Autoped to work in central London. Meanwhile, Amelia Earhart, the famous aviatrix, appeared in multiple photographs with the Autoped around California, even after it stopped being manufactured around 1921. With Earhart on it, it’s easy to imagine why the caption to one of those photographs reads: “In the near future, we are told, no one will walk at all.”

*Lady Florence Norman, a suffragette, on her motor-scooter in 1916, travelling to work at offices in London where she was a supervisor. The scooter was a birthday present from her husband, the journalist and Liberal politician Sir Henry Norman.
(Paul Thompson/FPG/Archive Photos/Getty Images)*





*Delivery postmen for the U.S. Postal Service
and their new scooters in the mid-1910s.*

Businesses also gave the Autoped a try. The best example might be the New York Postal Service, which used the slim rides to deliver mail.

To the frustration of police, delinquents saw their own window of opportunity in the nimble machinery, repurposing them as getaway vehicles. “Groups of rowdy youth were soon terrorizing the boroughs of Brooklyn, Queens and Manhattan,” writes the Online Bike Museum, highlighting the intriguingly named Long Island Bogtrotters. Led by the “legendary” Fat Burns, the museum notes the group even made a Yonkers Grand Prix with the machines. “The first and last” of such an event.

Still, like the ubiquitous packs of tourists traveling via Segway today, the majority of the machines were used for recreation. Stein features one gleeful picture of two women taking part in an impromptu Autoped race on the sand in Long Island that had been snapped for a 1916 *Motorcycle Illustrated* issue. California businesses, the historian noted, had purchased 50 machines by 1917 so they could be “rented out at the beach resorts next season.”

But just as dockless scooters today struggle to recuperate costs—while there’s been billions invested in the eco-friendly startups, a profitable business model remains a work-in-progress to put it diplomatically—the Autoped’s lifespan was ultimately cut short by its bottom line.

Erwin Tragatsch, author of *The Illustrated Encyclopedia of Motorcycles*, tells Stein that “*like all other scooters of that period, the Autoped was not a commercial success.*” Experts he spoke to suggested the problem may have had to do with the need for the device, which was more expensive than a bicycle but didn’t offer the seated comfort of a motorcycle.

The Autoped was, perhaps, just a little ahead of its time with what it was offering. After the Great Depression hit, the Cushman company, which got its start making engines in the early 1900s, picked up where its predecessor left off, finding new utility in the ride among those pinching pennies. Stuck with a surplus of Husky engines as the Depression lingered, the company got creative. In 1936, it debuted the Cushman Auto-Glide. “A byproduct of the 1929 catastrophe, the scooter was lauded for being thrifty,” *Cycle World*

magazine later wrote because of its price point and gas needs. One brochure went as far as to claim driving an Auto-Glide was “NO COST AT ALL,” adding, “Why, it’s actually cheaper than walking.”

Ultimately, the Auto-Glide and its competitors were dogged by the same kinds of regulations that sent Peter Minton to traffic court in 1939. The years of “driving dangerously” of the early 1900s were changing as lawmakers attempted to get ahold of the early age of the automobile.

“Little attention has yet been paid to the right of any man to drive a car,” the New York Times had bemoaned in 1907, suggesting that “Something akin to the French system, which is the ideal plan of licensing drivers, furnishing them with official cards with the penalty of revoking the license in addition to a jail sentence for a second or third serious offense,” was needed in the U.S. By the 1930s, the framework of such a system had arrived.

“It says much that Cushman faced serious financial problems again when the U.S. government introduced more stringent traffic laws for young riders,” Josh Sims comments in *Scotermania*, which chronicles the evolution of the ride.

It’s easy to see how the times we’re living in now echo back to the first scooter boom.

“Today’s startups are promoting their products by following the same playbook as cars: get them on the street, and figure out how to regulate them afterward. That strategy also propelled Uber and Lyft to multi-billion dollar valuations,” Michael J. Coren wrote for *Quartz* in 2018. But it remains unclear how the vehicles will fare as lawmakers once more play catch up to regulate the rides this go around.





F. LORENZI





EVEREADY
AUTO-PED
EVEREADY CO. NEW YORK







AUTOPEDED

The MOTOR
Vehicle of the
Millions

AGENCIES in exclusive territories are offered to progressive men who are equipped to take up the sale of one of the most unique and widely useful motor vehicles that has ever been produced. This new vehicle has many times the selling opportunities of any other form of motor vehicle, both for business and pleasure. It is new, but has been thoroughly tested by two years' road use. It is light, easily operated, easy riding and runs 125 miles on a gallon of gasoline. And its price is so low that almost everybody can afford one. The exclusive agency for the Autoped offers a wonderful opportunity for the man who wants to get into the motor vehicle business right. Visit our plant at Long Island City and see this remarkable vehicle.

**THE AMERICAN EVER READY WORKS
OF NATIONAL CARBON COMPANY**

Long Island City

NEW YORK

The above advertisement shows that sales agencies were offered for the brand but beyond the police and mail contracts, it's not known how many were produced or how widely distribution developed in the United States.

(The original) 100 year-old motorscooter up for sale

By Mike Hanlon

The history of technological development has unearthed many good ideas which seemingly tick all the boxes for commercial success, but just don't make it. The Eveready Autoped is one such device – it was the world's first scooter, manufactured in New York from 1915 to 1921. It sold for just US\$100, offering 125 mpg (1.9 l/100km) transportation at 25 mph (40 km/h). It was perhaps too far ahead of its time, but it remains one of the most significant transportation devices in history ... and there's one about to be auctioned.

One of the Autoped's key features was its ability to fold away, and despite this convenience, it seems that living and parking space in New York was not at quite the same premium that it is 100 years later, because sales did not achieve their targets and Autoped production ceased in 1921. In Europe there was greater acceptance and the Autoped was manufactured by the giant Krupp company in Germany under license from 1919 to 1922.

At the same time as the Autoped was being released, Gibson produced the Mon-Auto transportation device under his own name, with the miniature motorcycle the first incarnation of the modern day Monkey bike, and it's most recent coming in the form of the extraordinarily awesome Honda MSX.

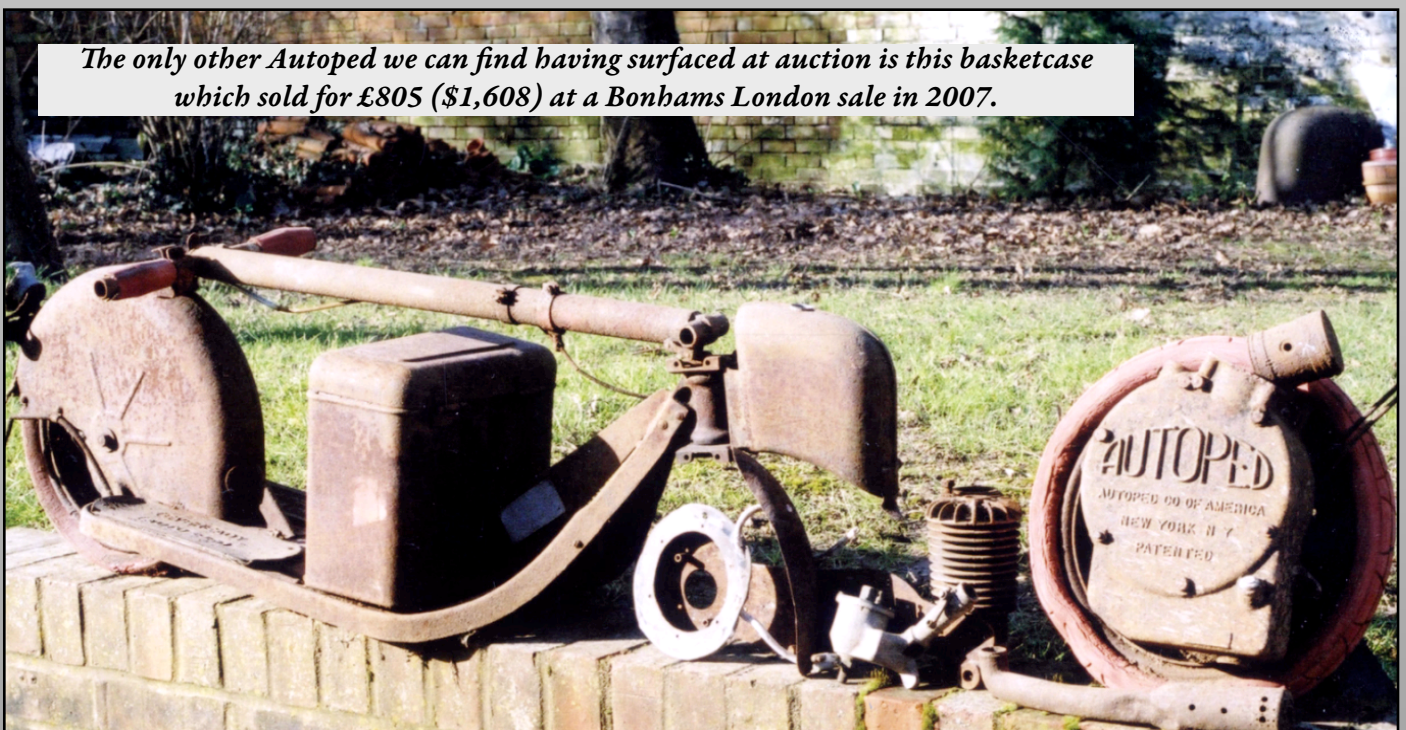


This 1916 Autoped was sold at Bonhams Autumn Stafford Sale on October 16, 2016

Given its place in history as the first scooter, the Autoped is seemingly disregarded by established motorcycle collectors, and though very few have ever reached the auction block, those that have don't fetch prices in line with the scooter's place in history.

The highest price we can find one to have ever sold for is just \$13,750 (above - the buyer paid a buyer's premium on top of the hammer price of \$12,500), which was achieved by Mecum at the January Las Vegas auctions earlier this year.

The only other Autoped we can find having surfaced at auction is this basketcase which sold for £805 (\$1,608) at a Bonhams London sale in 2007.



AUTOPED—Step On and Go!

The **FRAME** is of pressed steel with suitable reinforcements, it will not buckle under the weight of the heaviest rider. The steering head and fittings are solid drop forgings, heat treated.

The **WHEELS** are made from sheet steel discs, Electrically welded; they are fitted with quick detachable rims to facilitate tire changes. Tires are extra heavy pneumatic, with non-skid treads. In size they are 15 x 2¼. The inner tubes are fitted with the standard Schrader valves.

The **CLUTCH** is dry disc, faced with Raybestos; it will positively not burn nor wear out under any service.

The **BRAKE** is internal expanding, faced with Raybestos; it acts directly on the front wheel.

COLLAPSIBLE LEGS are provided to enable the machine to retain a standing position when not in use.

The **HANDLE BAR** is made of heavy gauge steel tube and acts as an auxiliary gasoline tank. It carries fuel, which if transferred to the Gasoline Tank, will run the Autoped an additional five to ten miles. When the handle bar is folded down into its clips it provides a handle for carrying the machine about.

Price: \$100.

F. O. B. Long Island City, New York.

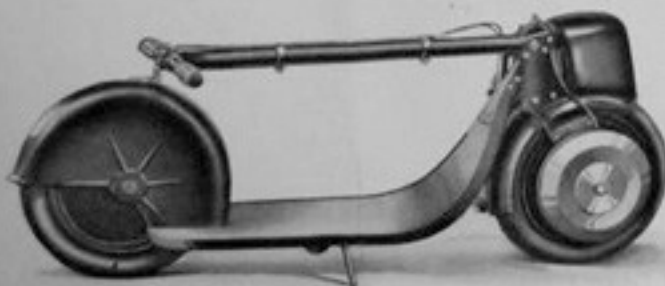
The Autoped conveniently folded up

Dimensions when folded:

Length . . .	51 inches
Height . . .	24 inches
Width . . .	12 inches
Weight . . .	90 lbs.

EASY TO HANDLE AND STORE:

When not in use, the AUTOPED can be folded up as illustrated. It takes up very little space, so that it can be kept in a vestibule or entry way. It can be conveniently handled on railroad or steamship journeys. Owing to its weight, (less than 100 lbs.), it is not expensive to transport.



AUTOPEd — Step On and Go!

“AUTOPEd” GUARANTEE

1. All Autopedes are warranted against imperfections in workmanship and material, and any part proving defective within ninety days from date of shipment, when sent to us during that period, transportation charges prepaid, will be replaced free of charge, subject to our inspection and decision.

2. This guaranty extends to replacement of defective parts only.

3. When complete machines or assembled parts are sent to us in which defective parts are to be replaced, a reasonable charge for labor will be made.

4. Wear, misuse, abuse or negligence are not guaranteed against.

5. This guaranty is not operative when parts manufactured by other than this company are inserted or used for repair.

6. Alteration of our construction in any way, whatsoever, or use of devices, not approved by us, terminates this guaranty.

7. When sending in parts for replacement, customer must tag same with his name and address.

8. *A letter giving full particulars should be sent to us in each case, giving the engine number to avoid delay in identification.*

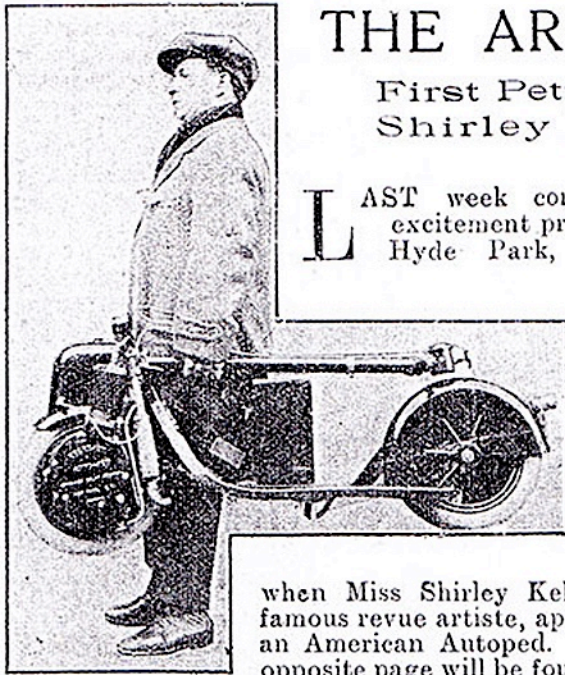
THE AUTO-PED COMPANY OF AMERICA
EVEREADY BUILDING
LONG ISLAND CITY, N. Y.



Page Seven

THE ARRIVAL OF THE AUTOPEDE.

First Petrol Scooter to Reach England—Miss Shirley Kellogg an Enthusiastic Convert.



LAST week considerable excitement prevailed in Hyde Park, London,

The Autoped can be easily carried.

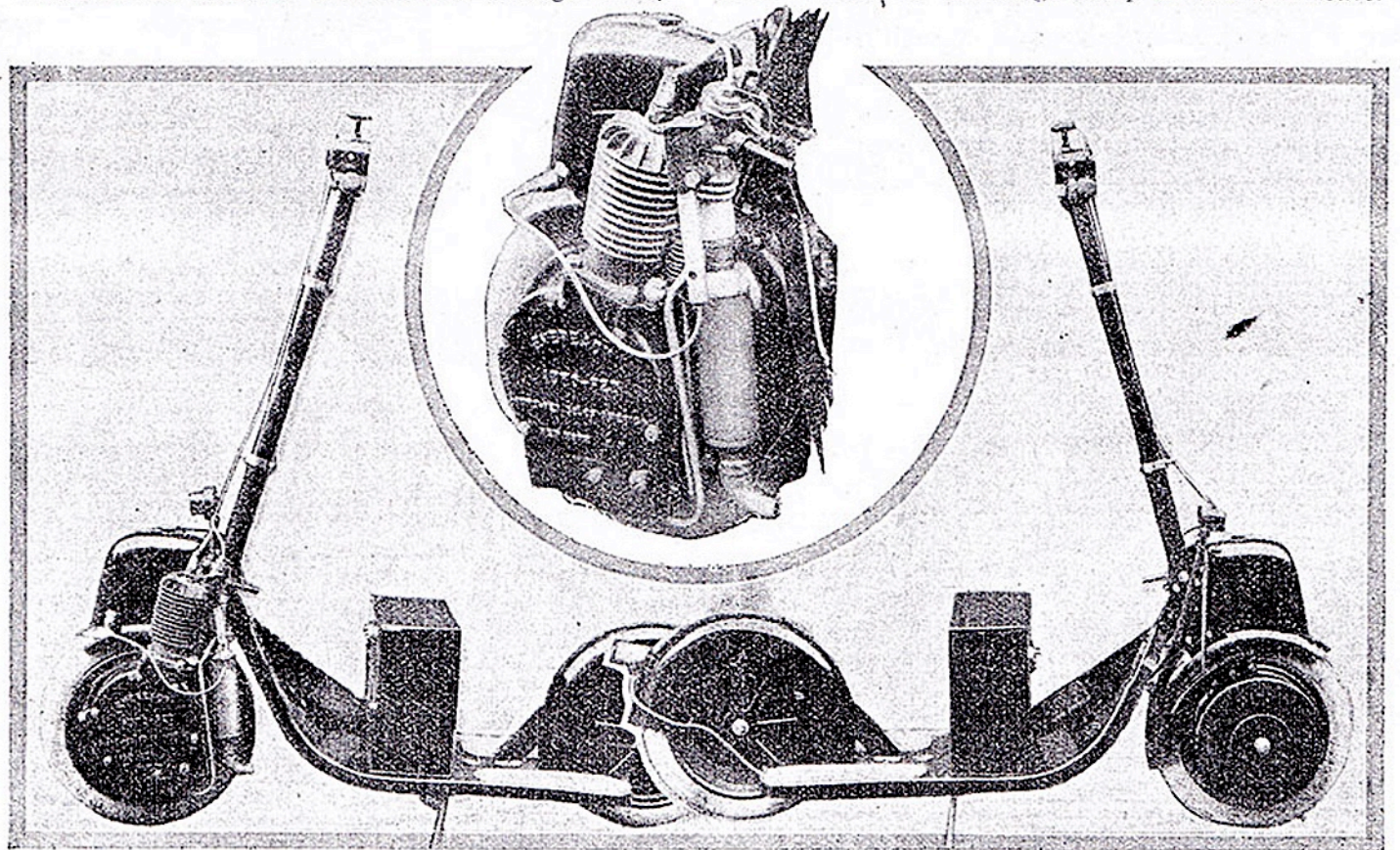
when Miss Shirley Kellogg, the famous revue artiste, appeared on an American Autoped. On the opposite page will be found photographs of Miss Kellogg in full flight.

Since the Autoped was first described and illustrated in MOTOR CYCLING it will be seen that alterations have taken place in the finished model, photographs of which we were able to obtain by the courtesy of the concessionaires, Geo. Newman and Co., of 307, Euston Road and 68, Warren Street, London, N.W.

The engine has a bore and stroke of 55 mm. by 60 mm., giving a capacity of 155 c.c. It is, as will be seen from the photographs, attached to the front wheel of the scooter. The drive is through a Ray-

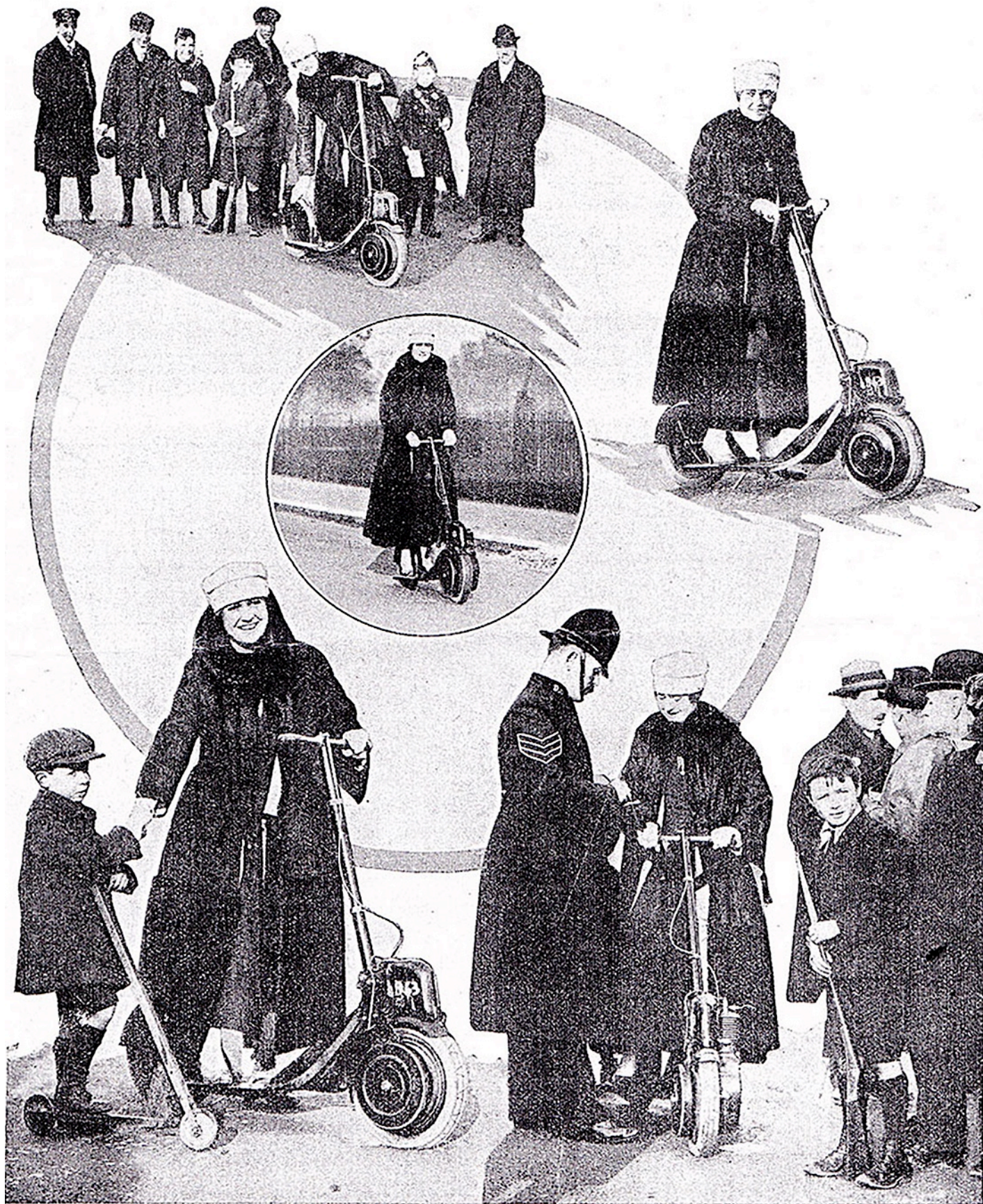
bestos-lined clutch and by a geared-down spindle giving a single speed of about 8 to 1. The clutch, as indeed the entire control of the machine, is operated by the swivelling control bar, which has practically three positions. Midway in its range free engine is obtained with the engine just firing. A forward movement of the bar opens up the throttle and engages the clutch, the scooter proceeding forward at a speed of about 10 m.p.h. If brought right back the brake is applied and the engine shut off. An auxiliary method of control is by an exhaust lifter brought into action by one of the twisting grips mounted on the short crossbar at the top of the control shaft. Incidentally, the latter acts as an auxiliary petrol tank, the main supply being contained in the tank immediately above the front wheel, which, by the way, is shod with a 15 in. by 2½ in. beaded edge cover. Midway in the platform is a box containing the batteries for the front and rear electric lights. A flywheel magneto of the Ford type provides the ignition, whilst the carburetter is extremely simple, being on the injector principle.

The actual road speeds of the machine are controlled by a disc which can be seen mounted on the top of the injector. It is not intended radically to alter the speed of the Autoped when it is travelling along, consequently this disc can be set so that the rider can be propelled at any speeds from about two to ten miles an hour. Lubrication is entirely automatic, and is on the force-feed principle, pressure being obtained from a pipe leading from the exhaust system to the large sump in the crankcase.



Broadside views of the 2 h.p. Autoped named "The Everready." In the centre illustration of the power unit, the injector, carburetter, the control—interconnected with the steering and control bar—the pressure feed to the sump by trapped exhaust gases, and large silencer will be observed.

THE AUTOPEDED ON THE ROAD.



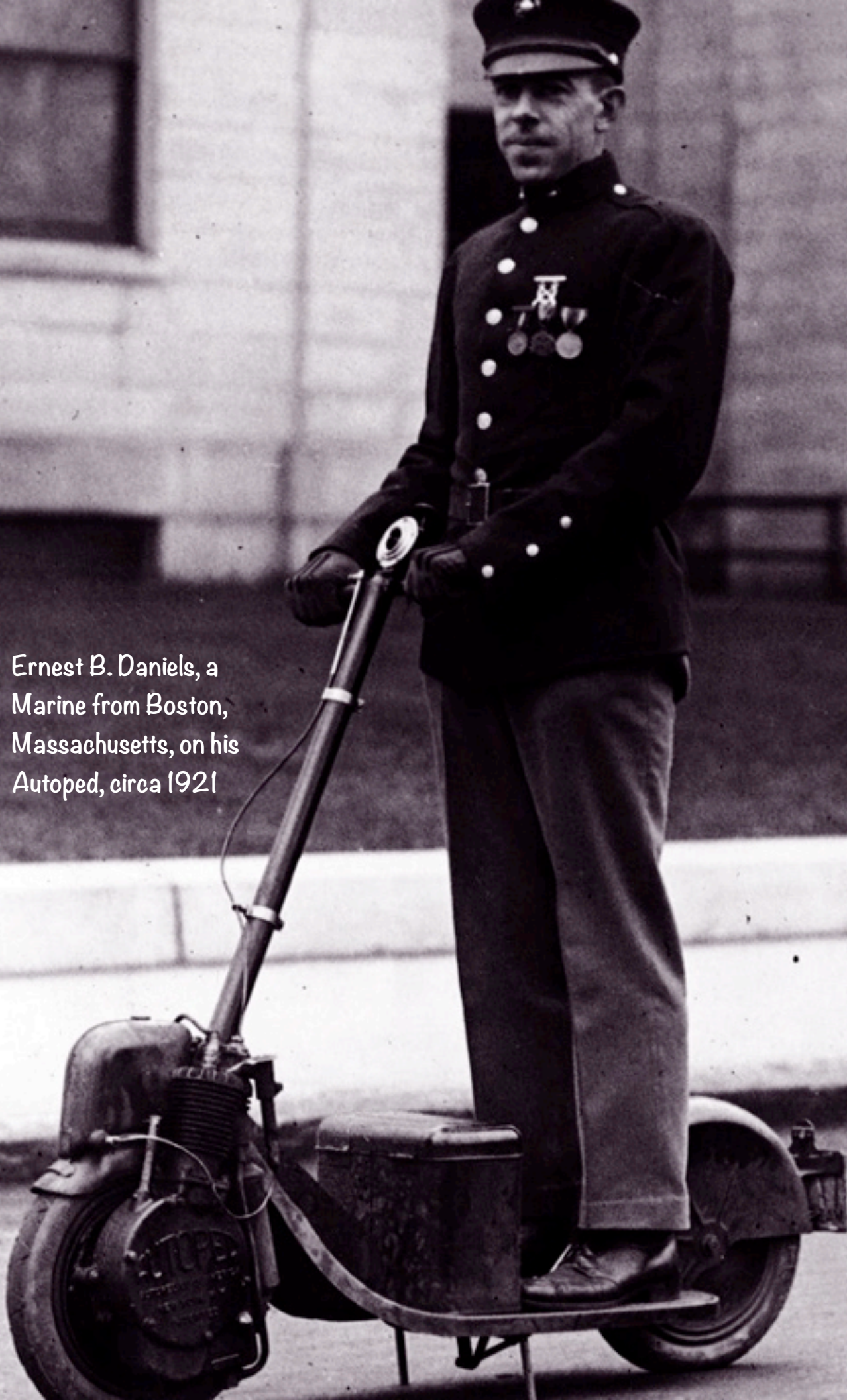
. Last week Miss Shirley Kellogg, the famous revue actress, created quite a sensation in Hyde Park by appearing on an Autoped—the mechanical scooter, driven by a small motorcycle engine, which has been illustrated and described in many past issues of "Motor Cycling." A police-sergeant, unable to believe his eyes, demanded Miss Kellogg's licence, which was luckily forthcoming. The tiny little machine ran quite successfully, and will in all probability appear on the stage with its charming driver.





German-built Krupp Autoped
in Berlin, circa 1920

Ernest B. Daniels, a
Marine from Boston,
Massachusetts, on his
Autoped, circa 1921





Mrs Charron
circa 1918



Porto, Portugal, circa 1918



Sir Henry Norman arriving at the House of Lords circa 1919

Scoot the Scooter! Lady Norman's Way of Getting About in London

"L. U. 290"—that's the number on Lady Norman's runabout.

It's known as a motor scooter, but it takes the tag of a motorcycle, for London never saw anything like it before.

Sir Henry Norman gave it to Lady Norman for a birthday present.

Lady Norman turns on the juice in the 1½ h. p. engine, gives the thing a push, hops aboard and gets anywhere she wants to go as quick as a taxicab would take her, and at the expense of a few spoonfuls of petrol.

She even keeps social engagements on it, which shows that Lady Norman doesn't care a hang for liveried attendants.

The motor scooter weighs 120 lbs. and hails from America, tho none of the "Vanastorbits" have yet been seen negotiating Fifth ave. on one of the devices.

"Anybody who can ride a bicycle can ride a motor scooter," says Lady Norman.



Lady Norman circa 1919

COST OF EXECUTING PRISONERS GOES UP

By the Associated Press. Copyright, 1919, by the Associated Press. All rights reserved. This article is published in the New York Times, dated October 10, 1919.

DE AUTOPED

NIEUWSTE ÉENPERSOONS TWEEWIELIG
MOTORRIJTUIG

GENERAAL AGENT VOOR NEDERLAND & KOLONIËN:

D. KÖNIGSBERGER
AMSTERDAM

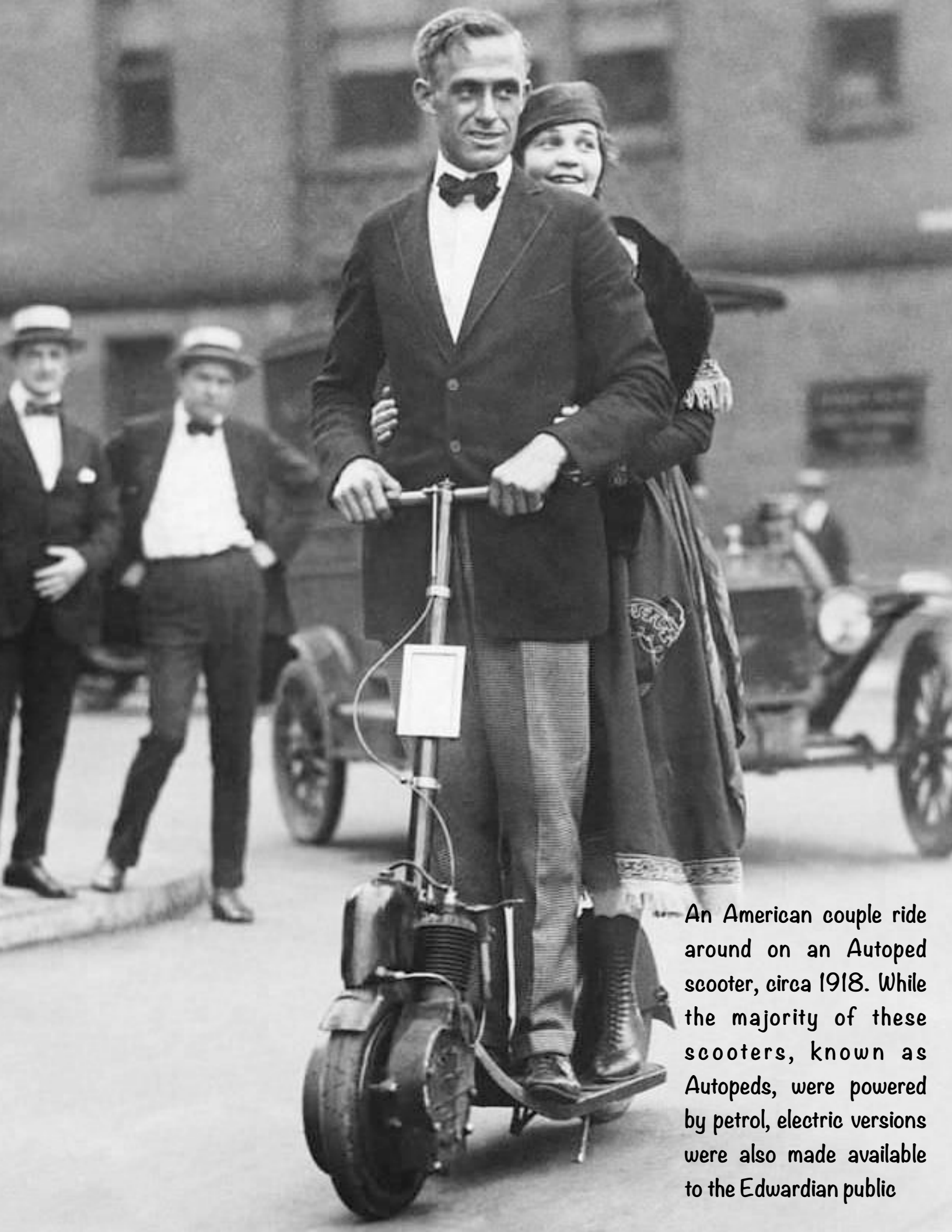
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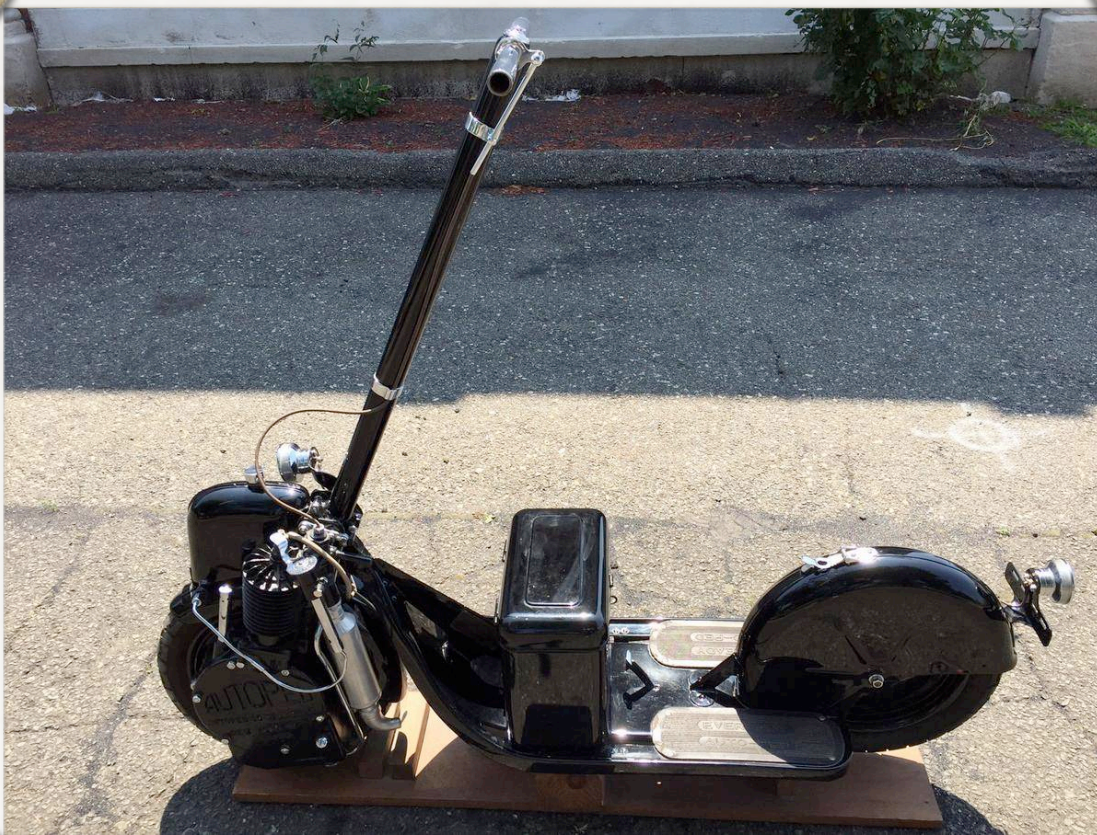




An American couple ride around on an Autoped scooter, circa 1918. While the majority of these scooters, known as Autopeds, were powered by petrol, electric versions were also made available to the Edwardian public



For sale 1917 Eveready Autoped (Hemmings Motor News)



Barcelona Circa 1917







EVENING NEWS
AND SOUTHERN DAILY MAIL
Telephone 22322 (10 lines)

portunity for bigness

IT is a pity that once again the election of Portsmouth's chief citizen should be accompanied by a cloud raised by political discord in the City Council. The honourable office of Lord Mayor can only achieve its full dignity when all the members of the Council are seen to regard it in that light, and this can hardly be the case when one section walks out as the Labour members did this week or boycotts the Council's social activities as the same Party did a few years ago.

It needs to be remembered that although in a minority a substantial number of ratepayers in Portsmouth vote for the Socialist candidates at municipal elections, and they are some considerable

When you transport u kitch table

IN our correspondence columns the other day a Southsea reader asked what was the difference between the motor-scooter of the 1920's and the modern models. Well, the picture opposite gives the answer.

This 40-year-old scooter was photographed by Mr. Bert Punchard, of 33, Esher Grove, Waterlooville. He came upon the veteran in Edinburgh in 1960 when he was taking part in the 450-mile "Scoot of Scotland."

And the old-timer, powered by a 50-60 c.c. engine, was still going strong.

As you see, the motor-scooters of the 1920's were not glorified by mock leopard-skin saddles. You stood on the things, your shoes protected by an upward-flared mudguard.

But the outstanding feature was the fold-back steering-column for easy storage. You

String Quartet in Locillet's Sonata for and Continuo.

There will be a string quartet by B. Witol, and the may be Handel's Concerto with Flutes and Str. major.

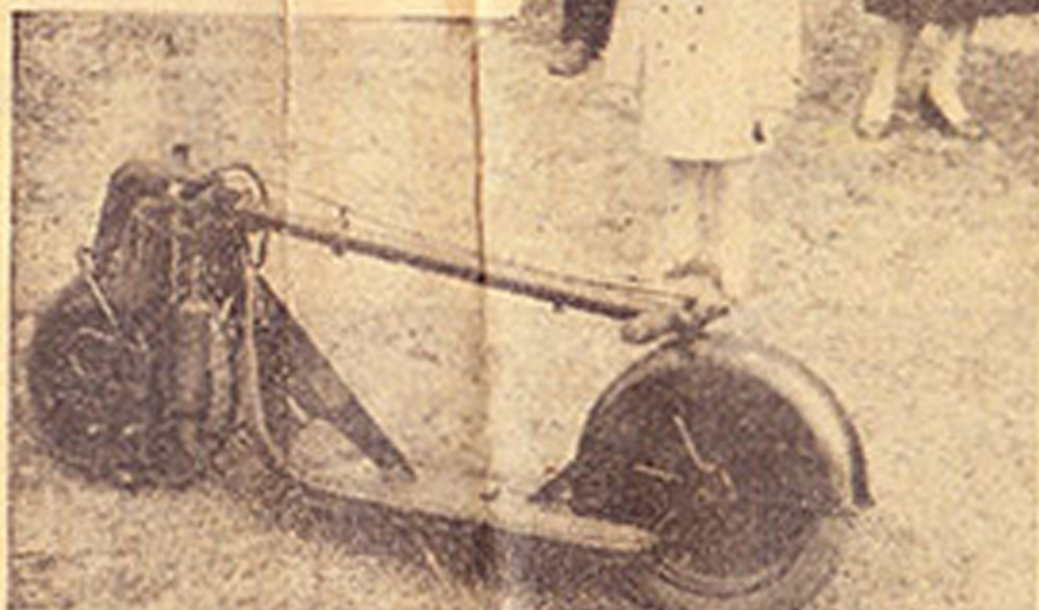
The Provost (the Very Rev. E. M. tells me that attend Cathedral recitals encouraging that to be continued Wednesday of each the end of the year July, August, and

Lenten ta

A LENT Cour of a series the general head Church," started Lee-on-Solent, this The first of the ship in the Church by Canon Adrian S (Diocesan Mission The course will



could garage your under the hen



No garaging problems about this 40-year-old motor-scooter with the fold-back steering column.

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or Two Flutes

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mouth Northern Grammar School
and his first short stories were
printed when he was 18. His
first novel appeared in 1944.

But writing is a spare-time
occupation for Mr. Jeffery, who
is an Executive Customs Officer.

Dupree chess

ENTRIES are now being
received for the Sir
William Dupree Chess Tourna-
ment which opens at Portsmouth
Guildhall on Monday, April 16.

Last year there were 56 entries
from boys and youths of ages
ranging from ten to 20. They
competed for eight prizes to the
total value of £200.
The premier prize of £75 was

said the Carnival's Publicity
Chairman, Mr. Barry Mishon.

With a week to go before
the competition's closing date, 38
entries were received from
Bognor girls. "An exceptionally
good response," said Mr. Mishon.

Eighteen girls will be selected
from the photographs which have
been sent in, and on May 18
they will parade before a panel
of judges—including comedian
Tony Hancock, and probably
actress Sylvia Sims.

QUOTED

Never try to prove
what nobody doubts.—
Proverb



From our
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and then
Colossus.

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SKIDDING THROUGH FACT A



THE AUTO-PED ELOPEMENT

Solo Devil Wagon Taken Up in a Serious Way Might Add New Terrors to City Life

MOTORING in the city is some sport. It is a kind of motor-cycling, this autopeding. Now that lovely actresses find that it is too cold to be photographed autopeding or preforming down at Long Beach, serious minded persons can take up the sport and get some fine new sensations.

One can be an autopedist without bothering much about the autopedist. All that one needs is to have one's feet on a straight and a keen eye and no nerves. The autoped is a push-cycle that has acquired suitable handles.

You of course would not be caught dead in the woods or ensnared up on Broadway, for that matter, with your wretched frame twisted up in a piece of machinery to which were attached two hinged wheels from a roller skate. That would be indeed quite vulgar, "and I get" just as, "Don't you see it's a push-cycle, but for better, ought to be the machine as the morning, the

middle and all these contrivances, the autoped is likely to become an established disposition. The first time you see a man riding on one the inclination is to ask him why he is not at school and what he means anyway by going about the streets evincing discontentation. After one has seen two or three autopedists riding along Fifth avenue or Riverside Drive, hearing their tales severely out of sight the sensation of disapproval wears off and one begins to wonder how it would feel to ride on one of the contraptions.

The other day a New reporter mounted one of the devices and started out to explore the great city. It seems perfectly simple to run an autoped. The directions say that you are to stand on the platform and turn the handle, and standing perfectly erect go forth to enjoy the scenery. It does seem largely what kind of wretched one likes. For the novice autopedist, look out the handles.

The autoped consists of a narrow platform of thin steel raised about four inches from the ground and pivoted on two little front wheels and one hind



MR. BROOKLYN WILL FIND THEM USEFUL

her main which seem to late "Welcome, little stranger," written all over them, grab the handle and away you go. First you creak like a judge in a typhoon and then you lurch over and the ice scrapers are awash. You skid along the asphalt and say "Whoa!" just like that.

In your heart you give the handles a twist and they fall all over yourself and your poor spine coming back. The danger is the disposition of a person and the pole of it. How

brave, who doesn't really want to weather? The skating parties attracted himself and looked at the

A newspaper clipping from 1916 warning of the potential dangers of the new scooter craze, with one subheading reading: 'Solo devil wagon taken up in a serious way might add new terrors to city life'

ND FANCY ON AN AUTOPEDE



JUST A COUPLE OF KIDS

What May Happen if the Haughty Descendant of the Small Boy's Pushmobile Becomes Popular

and away it goes on a rapid expedition at the rate of twenty-five miles an hour.

The autoped can also be used as a kind of yacht tender. When a landing is made at some out of the way spot and strands of "rovy sherry" or something of that kind is needed to replenish the factors, away the wheels and you will cover the dusty roads to the nearest quarry.

The little contrivance can stand some pretty rough usage and can be worked through the woods by lumberjacks at a good rate if there is the semblance of a path.

For the joys of the open road it is commended. As the steered in an erect position, he can survey the country over as he is propelled on the usual travelled way. If he chooses nature he should be in his element, provided he does not make any well merited detours why as he strikes along with himself. As the pilot has the general appearance of a tall man, there is no talk at all about his ability to transfer himself easily along with an automobile going at a good clip, and keeping out of the dust, to hold the wheel steady and constant.

It has been suggested that autoped would be available for transporting small loads of infants. One of the little machines can, if properly built

There seems to be no limits to the way in which an autopedist can equip himself for his little jaunts in the world. He can give up part of his platform to a seat box in which he can store tools and food and necessaries of various kinds. He can also tuck on the side of the box a spare tire which will be an ever ready help in time of trouble.

Thus equipped and with a good compass over his back, he can take far into the country on his going tour. He can leave all the fat of walking without using his feet. The contrivance is not equal to that afforded by wheels' more, but all the while the rider gets a mild vibration which shakes him up conservatively and does some good to his stomach, according to the popular belief.

The autoped is coming into use among students who want to get away very swiftly in a hurry. Essentially, after the gear has come down, some what it may be found available for the busy workman. Many persons who live at some distance from their work are also to employ the bicycle and there exists no reason why it should not be quickly moving little pilot

The autoped could be used for coming home from the opera, with or without a footman riding behind. In there would be no doors to open, perhaps one would not need an attendant. A man and his wife on an autoped could just wait themselves into a lobby of a theatre, and when the time came for them to go away from the main floor in the situation they just jump lightly on and say to their self "Home, James" and away to town would go.

As for those persons, nothing could be more comfortable than a few autoped. Diving with our little feet could drop themselves about and after experimentally and to live on the wings of love to friends or enemies. Let the traffic sign police they will be such autopedists. They shall yield us with.

As yet the autoped has not been used for shipment purposes, but well might be. The inventor has external use under his spread of feet and, suddenly arising it to the feet back after the feet are laid the feet fully step on pedals and away they would be on their way.

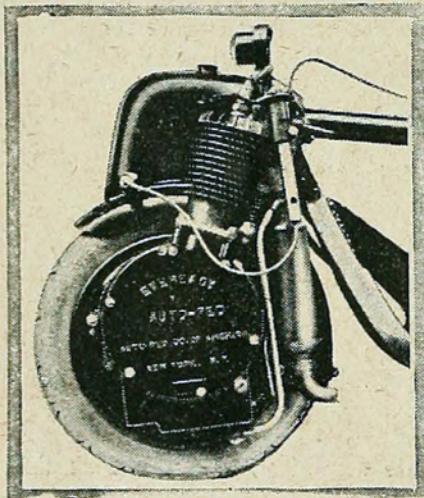
The autoped has had many uses

CONK
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DUNK

WHY NOT A JITNEY-PEDE?

STANDING ROOM ONLY!

THE general tendency in this country is to more comfortable motor cycles and the adoption of spring frames in addition to spring saddles. Our cousins across "the Herring Pond" appear, however, to be made of sterner stuff, if we may judge from the last American importation. Just how it came to be imported we are at a loss to understand with the present ban on all things motorish. Did it come through as a com-

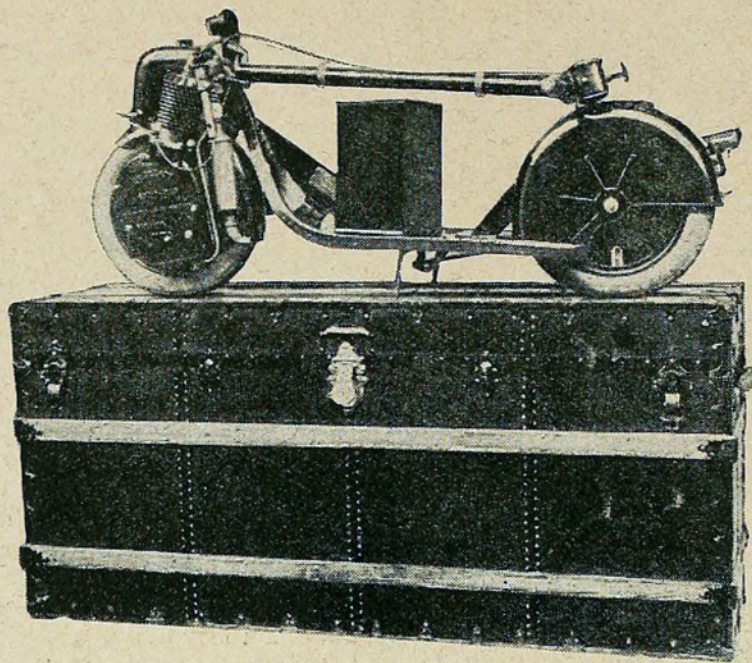


The engine is a four-stroke of 162 c.c.

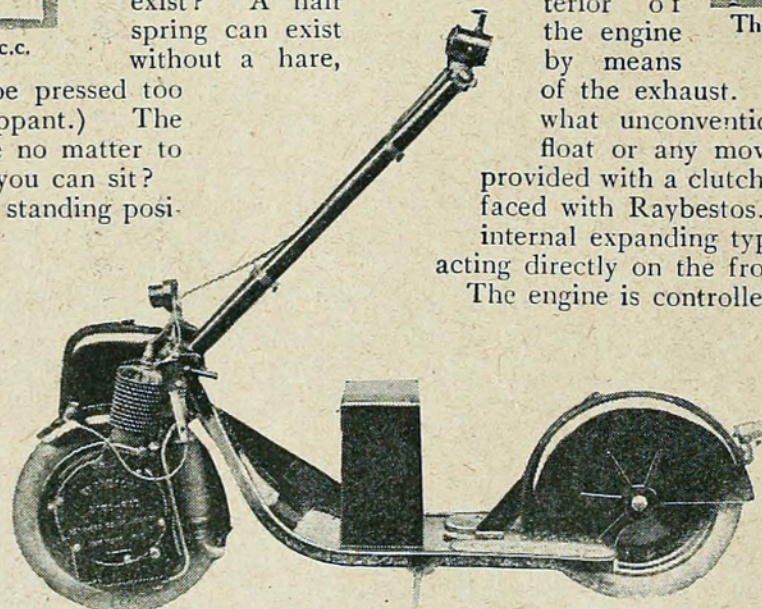
mercial vehicle designed for the use of errand boys, or is the clue to the mystery to be found in one of our illustrations?

A careful examination failed to reveal any spring frame, and spring saddles appear to be as rare as spring flowers. (By the way, can one spring what does not exist? A hair spring can exist without a hare,

but the analogy must not be pressed too far. We must not be flippant.) The absence of a saddle may be no matter to some, but why stand when you can sit? On the other hand, in the standing position, we believe that eights and loop threes can be executed with ease and precision, while any skater knows that sitting down is fatal to the graceful performance of these simple figures. It seems a pity that no reverse is provided, for this makes it quite impossible to perform a rocking turn, which necessitates a change of direction but not a change of edge. This would be



The Autoped and its packing case. Is it a portent of the future? Will the Auto trunk be a necessary part of the luggage when the seaside and promenade are thought of again?



The 2 h.p. "Eveready" Autoped mechanical scooter in racing trim.

THE AUTOPEDED, AN AMERICAN MOTOR SCOOTER.

a most effective figure if done at high speed on a falling gradient, provided that nothing else was falling.

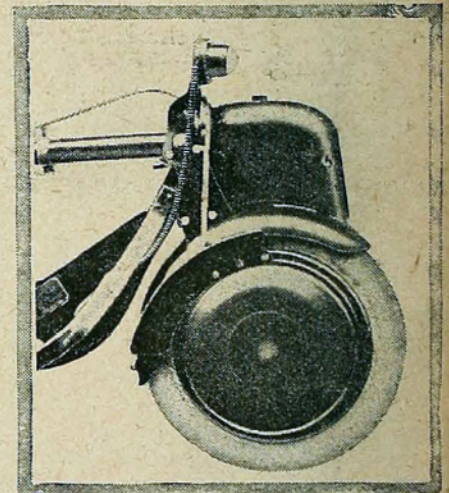
Engine Details.

The engine is a single-cylinder four-stroke, 2¼ in. bore x 2½ in. stroke (162 c.c.). The piston has two rings, the gudgeon pin is of nickel steel, heat treated and ground, running on two hardened bronze bushes pressed into the piston. The connecting rod is a drop forging and fitted with a hardened bronze bush at the crank pin

end. The crankshaft is a solid drop forging with the web, counter weight and crank pin forged integrally. It is hardened, ground, and runs on a bronze bush at one end and on a ball bearing at the flywheel side. The engine is lubricated by spraying the oil from the sump into the interior of the engine by means of the exhaust.

The carburetter is of somewhat unconventional design, and is without float or any moving parts. The Autoped is provided with a clutch which is of the dry disc type faced with Raybestos. One brake is fitted of the internal expanding type faced with Raybestos, and acting directly on the front rim.

The engine is controlled by one twist handle on the right-hand side of the handle-bar, which raises the exhaust and opens the throttle. The magneto, which is housed completely in the flywheel, is entirely concealed, the only visible part of the ignition system being the cable leading from the inside of the flywheel to the sparking



The tea cosy receptacle over the wheel is the petrol tank.

Standing Room Only !—

plug. The petrol tank is of pressed steel, all joints being welded, and is attached to the front mudguard, while the steering column also acts as an auxiliary tank. This column is capable of being pulled down into a horizontal position and clipped to the rear mudguard, so that it may be stored out of the way, and also used as a handle when it is desired to carry the machine about.

The machine, of course, will be regarded as a motor car or motor cycle within the meaning of the Motor Car Act, and must therefore be registered and carry number-plates, and the owner must take out the usual licences. It also cannot be used until it is fitted with two independent brakes; so far, it is only fitted with

one. To mount the Autoped one has to run behind till the engine fires and then step on to the platform.

The Autoped has met with a certain amount of popularity in America, but is practically unknown over here. It is said to be quite suitable for short distances on good roads. The maximum speed obtainable is claimed to be twenty-five miles an hour, but an average speed of fifteen miles an hour is recommended. When not in use it can be packed in a trunk, and may be taken, at any rate in America, as passenger's luggage. The British agents are Messrs. George New-man and Co., 307, Euston Road, N.W., but supplies are not available owing to the ban of motor imports. The few specimens which reached this country were impounded by the authorities at Liverpool.



PORT DESIGNS ON TWO-STROKE ENGINES.

More Complete Scavenging by Increasing the Size of the Exhaust Port and Manifold.

SINCE it is the opinion of many experts that the two-stroke engine is the engine of the future, perhaps a short *résumé* of the principal advantages and disadvantages of this type of engine will not be out of place.

The chief merits of two-stroke engines are:

1. Excellent torque.
2. Good thermal efficiency.
3. Power for weight.
4. Simplicity.
5. Absence of valves.

The principal disadvantages are:

1. Want of flexibility.
2. Difficulty of cooling.
3. Poor scavenging, causing four-stroking and overheating.
4. High petrol consumption.
5. The difficulty of keeping crank case compression efficient.
6. Rapid carbonisation of piston rings.

The list of disadvantages may seem a trifle weighty to one who has had little or no experience of the remarkable practical efficiency of two-strokes. But on many types almost every one of these difficulties has been overcome by patient experimenting and ingenious design. Every day progress is being made by firms who, ignoring the whims of the public, are working to make the two-stroke engine a genuine and permanent success.

Two-stroke Defects.

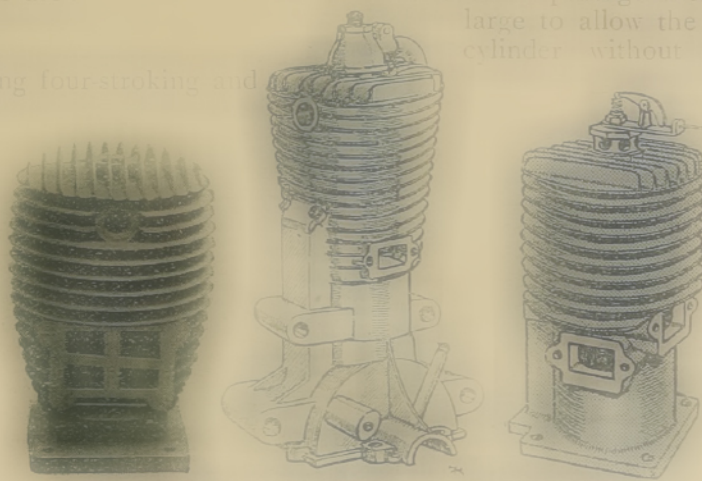
It is to such as these that I would point out the following defect—a defect known and recognised by all manufacturers and users of two-stroke engines from the days of the old two-stroke four-wheelers to the present day, when the two-stroke holds a fair share of the market and might hold more. There being no proper scavenging stroke on these engines, the efficiency

of the exhaust depends almost entirely on the area of the exhaust outlet. The design of deflectors on piston heads means much when considering such a question, but the amount of outlet available for the exhaust gases means much more. On many machines I have observed that the exhaust port area was seemingly designed to equal that of the inlet. On many two-strokes a similar resemblance was apparent between the areas of the transfer and exhaust ports. This is *prima facie* absurd, since the new mixture is mechanically forced into the combustion head, and therefore a passage from the crank case sufficiently large to allow the new mixture to flow into the cylinder without undue difficulty would not

necessarily be sufficient to pass out hot and expanded exhaust gases under far greater pressure. Larger exhaust ports would in no way interfere with the timing, since the increased dimension would be made horizontally. Difficulties of construction might occur if very much increase were made with some types, but on many of the machines I have examined in this respect quite twice the existing outlet area might be utilised with no other change than an increase in the size of the exhaust

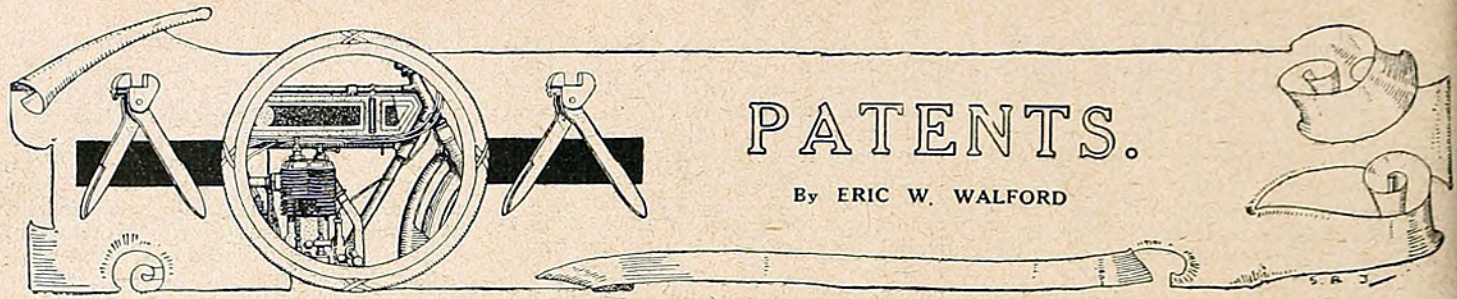
manifold. Expense might, of course, keep many firms to their present arrangement, but I think most of the motor cycling public have sufficient confidence in the British motor cycle manufacturers to believe that progress is their policy and perfection their end, even though many considerations must of necessity control their policy and end. The one way for two-stroke makers to show that they mean to demonstrate the permanency of two-stroke popularity is to make their power units equal to four-stroke units in all ways, and superior in those ways which the natural advantages of two-stroke engines bring forth.

PROGRESSIVE.



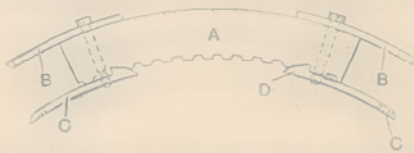
THE PORTS OF MODERN TWO-STROKES.

- (1) Connaught two-stroke cylinder, showing combined inlet (at top) and exhaust ports (at bottom)
- (2) Allon two-stroke, showing inlet and transfer ports.
- (3) The inlet and exhaust ports on the Radco two-stroke.



A Belt Fastener.

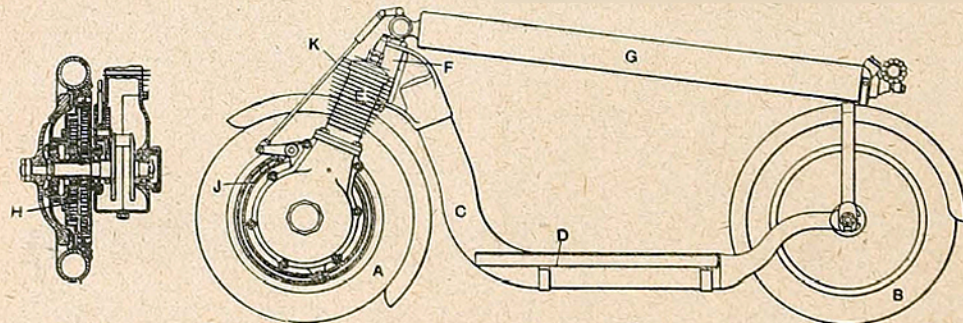
With the object of obviating the gap which exists between the belt ends when an ordinary fastener is used, this inventor proposes to employ a short length of belting A, to each end of which is secured top and bottom plates B and C. These plates are held in position by screws, and the ends of the belt to be joined are inserted between the plates and secured.



To permit of the belt curving round the pulleys the plates are formed with a curve, and for additional security projections D are formed on the lower plates to engage corresponding recesses in the belt length A.—T. R. Eaves and W. Miller, No. 14,396, 1914.

The Autoped.

The object of this interesting American innovation is stated to be "the provision of a new vehicle so totally different from other self-propelled vehicles as in many respects to take the place of walking, by affording a motor propelled platform on which a person usually will stand, although a seat may also be provided, and at the same time having a construction so compact, light, simple, and inexpensive to make and operate, that it will accomplish a purpose in the economic life of individuals which is not afforded by any self-propelled vehicle to-day," and so on. The wheels A and B are mounted upon a member C, which carries a foot-plate D. The front wheel A carries the engine E, and is steered about the pivot F. The pillar G is shown folded down out of use, but when it is desired to use the Autoped this pillar is brought to a more or less vertical position, and, besides



being used for steering, it affords some lateral support to the rider. This pillar also is formed hollow to carry the fuel. Between the engine-shaft and the wheel hub is arranged an epicyclic reducing

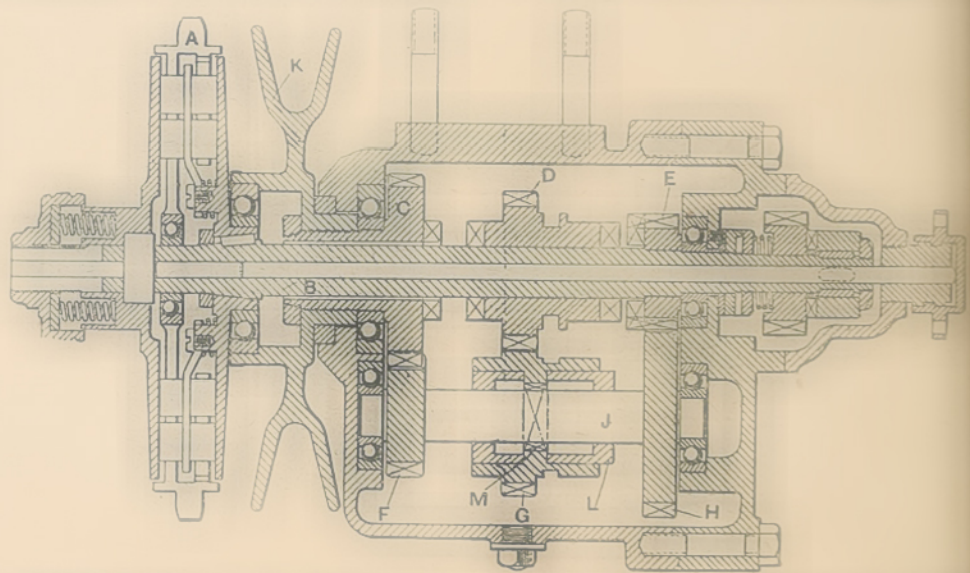
gear H, one member of which is acted upon by a brake band J connected by a rod K with the pillar G. This connection is such that by moving the pillar through a slight angle the engine may be caused to drive the wheel, a free engine provided, and finally a brake applied.—The Autoped Co. of America, No. 2,099, 1914.

The New Hudson Gear Box.

The chain wheel A is driven from the engine and communicates its motion to the gearshaft B through friction clutch mechanism. On the shaft B are mounted

gears D and G are constantly in mesh and slide together, being moved by a double forked lever (not shown). On moving the central elements to the left the clutch dogs on the gear D engage those on the gear C, and the drive is direct. On moving the parts to the right, that is, into the position illustrated, the drive is from D to G through

and thence by the gears F and C. This is the second gear. The lowest gear is provided by moving the central members over to the right, so as to engage the

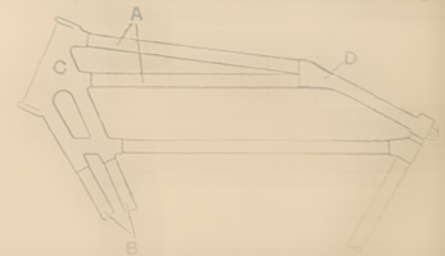


three spur gears C, D, E, which engage corresponding gears F, G, H, on a layshaft J. The spur gear C is formed with a sleeve to which is secured the belt pulley K. The gears C and E are normally free on the shaft, whilst the gear D is free to slide but not rotate in relation to the shaft. The gears F and

right-hand dogs on the gear D with those on E. The drive is now doubly reduced through the gears EH and FC.—The New Hudson Cycle Co., Ltd., and T. A. Tisdell, No. 4,875, 1914.

A Rigid Frame Construction.

From the drawing it will be seen that the top tube A and front down tube B are duplicated and connected at the front to a single piece head C, affording a



the rear the top tube members converge, and are joined to a dropped member D, allowing of a low saddle position.—W. A. Foster, No. 10,472, 1914.

Occasional Comments

BY "IXION"

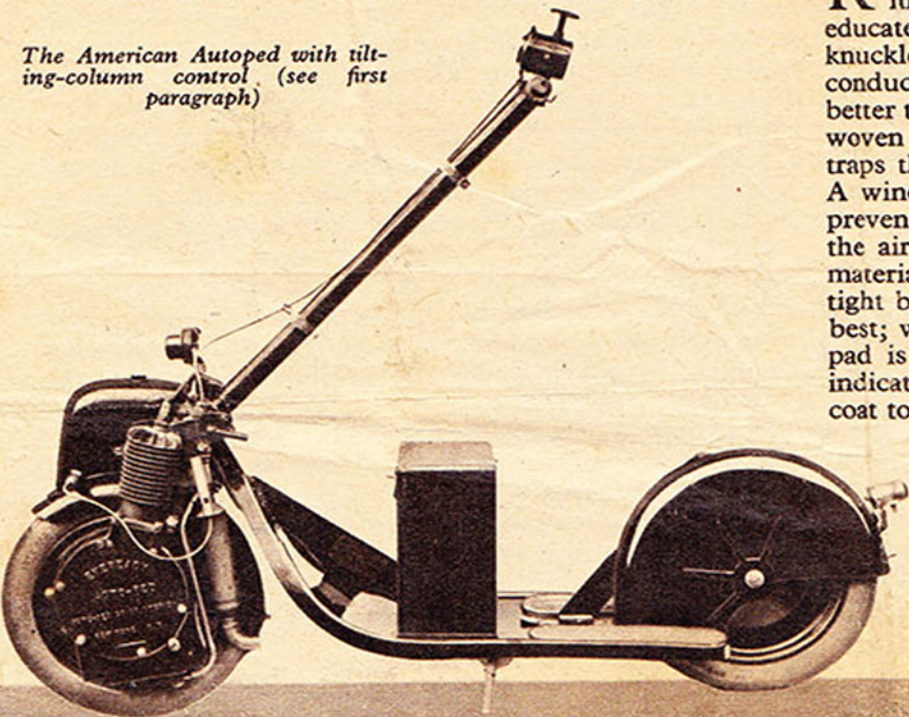
The 1919 Autoped

OUR archives have produced a full specification of the American Autoped scooter (mentioned on February 28) which many of our own period models closely resembled. It furnishes ample reason for the scepticism with which engineers and the public regarded those crude layouts. Most of them, as I stated in regard to the Autoped, corresponded very closely with children's scooters. The Autoped weighed 96 lb (76 lb on the front wheel), had an automatic inlet valve in its 155 c.c. engine, 15in wheels, a 35½in wheelbase, a single gear ratio of 5½ to 1, one brake and flywheel magneto. A great talking point was simplicity of controls, for there were only two—the throttle lever and the steering column! The column had three positions: tilted forward—clutch in, brake off; vertical—clutch out, brake off; tilted backward—clutch out, brake on. On a rough road the rider must frequently have operated the main control quite unintentionally!

We Missed No Boat

QUITE a lot of fellows remark with long faces that we deserve to be up against strong scooter competition from across the Channel because we missed the boat in 1919 when Britain shrugged off an incipient scooter boom. By now this journal has printed enough gen about that early scooter boom to protect our fathers from such accusations. The 1919 development resembled the present boom about as much as a female chimpanzee resembles Miss Marilyn Monroe. It was mostly started by Sir Henry Norman, editor of a magazine called *World's Work*. He wrote in pity for the demobbed colonels who had no money. He suggested that somebody should make a motor edition of the child's scooter. Numerous somebodies eagerly responded. Norman tried to get permission for them to be ridden on the sidewalks of London streets. They were for the most part simply

The American Autoped with tilting-column control (see first paragraph)



enlarged editions of the kid's scooter, fitted with a wee engine bolted to a carrier fitted over either wheel. They couldn't climb any perceptible hill. The one thing they could do was—believe it or not—speed wobble, for in many cases the geometry of their steering had apparently been decided by the office boy and their wheels were about the size of a dinner plate. No! The scooter of today is a complete novelty—like it or leave it.

Racing in South Africa

ACCORDING to private reports—as opposed to newspaper puffs—Geoff Duke has become even more of a hero in South Africa than he is at home. The story in each race appears to be similar. Duke naturally devotes the first few laps to studying the course and discovering the strength of the opposition. At that stage those who see him for the first time are perhaps the least shade disappointed and begin to wonder if he is really so marvellous after all. Comes a moment when he has measured up the lap to his liking and weighed the threat of any opposition. Probably he still doesn't go much faster than is necessary to win—no wise or reasonable man would. But from then on he does just enough to demonstrate his personal skill and the quality of his mount beyond all cavil; and the spectators are mostly quite shrewd enough to gauge his real stature. (With one exception, maybe. An up-country lad was heard to remark at Port Elizabeth: "No wonder the Gilera licks the Norton. It's 500 c.c. and the Norton's only 499 c.c. It isn't fair! The Norton should be given a start!")

More About Fur

RASH is he who ventures to discourse on technical topics in public. And what topic is not technical in these highly educated days? Anyhow, the latest professor to rap my knuckles does it gently. Air, he says, is an effective non-conductor only when it is static, as in a cavity wall. Far better than the layers of air furnished by wearing three closely woven vests is a single garment of cellular weave, which traps the air in little cells and prevents its being circulated. A windscreen on a motor cycle helps so much because it prevents the cells and layers in our clothing from having all the air squeezed out of them by wind pressure. Resilient materials, which automatically open out after being drawn tight by muscular movements or other interferences, are the best; wool is particularly resilient. The thickness of the air pad is important, and microscopic study of animal fleeces indicates marvellous mechanism for adapting the fleece or coat to the seasons.

Our Tyre Pumps

IN the early decades the buckshee tyre pumps figuring in the kits issued with motor cycles could almost be mistaken for fountain pens, so exiguous were their dimensions. Customs have varied. At one period no manufacturer issued a pump



Stamp advertising from Central African Republic, circa 1917 (above picture)





The Norlow

Creation 1919
Owners Sir Henry Norman
 Archibald Low
Company Norlow Engineering Company Limited

Made in Britain, it was a pale imitation of the Autoped. This name comes from the union of the names of Sir Henry Norman and the inventor Archibald Low.

In the midst of WWI, the American company Autoped marketed in 1915 a two-wheeler for getting around in order to bypass gasoline rationing.

The Autoped quickly met with success with personalities like the American actress Shirley Kellogg.

In 1916, Sir Henry Norman gave his wife Florence Norman for her birthday an Autoped. The latter uses it to go to work in London. She declared to the press *"Anybody who can ride a bicycle can ride a motor scooter"*.

Easy to use, Sir Henry Norman travels to the House of Lords by Autoped. He then decided to join forces with the inventor Archibald Low to develop his own model.

The British scooter Norlow was introduced in 1919. It had a 100cc two-stroke single cylinder engine at the front wheel. The machine looked a lot like the Autoped scooter, which had a similar construction. The Norlow could reach a speed of about 36 km/h.





A SEA-BATHING DIVERSION—A FAIR AMERICAN AUTO-PEDDING ON
THE SANDS AT LONG BEACH.

The Auto-ped, an American idea, is not unknown to our readers, as it was illustrated in these pages some twelve months ago. It is propelled by a small single-cylinder engine, and the machine illustrated will be seen to be complete with head and tail lamps and warning bell. It resembles in general outline the motor "skicycle" described and illustrated in *The Motor Cycle* of July 20th last.

Published in *The MotorCycle*

21st of September 1916

American stage and screen actress Lillian Lorraine on her *Autoped*



THE AUTO-PED IN ENGLAND.

The Auto-ped has arrived, and its user was soon in trouble—not of the mechanical variety! Miss Shirley Kellogg, the revue actress, took her motor scooter for a spin and was hauled up for “causing an obstruction,” so the daily papers say. Most likely, however, the absence of registration letters was the real offence, as the scooter is a motor cycle within the meaning of the Act.

Published in *The MotorCycle*
11th of January 1917

People and Inexpensive
 "Go!"

SPECIFICATIONS

MOTOR—single cylinder, four cycle, air cooled, simplified design— $1\frac{1}{2}$ H.P. Cylinder and piston of best close grained grey iron. Piston has two rings. Connecting rod drop forged, and fitted with bronze bushing at crank pin end.

CRANK SHAFT—solid forging with web counter weight and crank pin forged integral. Hardened and ground, having an annular ball bearing at flywheel end. Flywheel secured at crank shaft end.

LUBRICATION OF MOTOR—spray system designed to supply oil in proportion to requirements of motor. No delicate parts.

IGNITION—specially designed high tension magneto. Housed completely in flywheel. Oil, water and dust proof. Spark is fixed. No adjustments, coils or batteries needed. Only visible part is cable leading from inside of flywheel to spark plug.

VAPORIZER—special design. Simple and highly efficient. No floats, s rings or any moving parts to get out of adjustment. Its design makes starting easy and eliminates back firing.

VALVES—nickel steel, large size, thereby developing maximum power from motor. Intake valve is of automatic type.

GASOLINE TANK—pressed steel, welded, not soldered. Practically indestructible. Holds sufficient fuel for 30 to 40 miles. Provided with strainer to prevent impurities getting from tank to vaporizer.

FRAME—pressed steel with suitable reinforcements. Will not buckle under heaviest rider. Steering head and fittings solid drop forgings, heat treated, and have many times necessary strength.

WHEELS—made from sheet steel discs, electrically welded. Fitted with quick detachable rims. Tyres $15 \times 2\frac{1}{2}$, extra heavy pneumatic, with non-skid treads.

CLUTCH—multiple disc type faced with Raybestos. Will not burn out.

BRAKE—internal expanding, faced with Raybestos. Acts on front wheel.

COLLAPSIBLE LEGS—enable machine to retain standing position when not in use.

STEERING COLUMN—is of heavy gauge steel tubing and can be folded down when not in use, providing handle for carrying machine.

GAS CONTROL—steering column provided with corrugated rubber hand grips, right-hand grip being twist-of-the-wrist control for gasoline. Releases motor compression for starting machine.

EQUIPMENT—Generator for lighting enclosed in flywheel; $2\frac{1}{2}$ inch front and tail lights with combined illuminated license bracket. Klaxon type horn. Detachable utility box. Set of tools.

OVER-ALL SIZE—51 inches long; 21 inches high (to top of gasoline tank); 12 inches wide.

WEIGHT—110 pounds complete.

PRICE 37 GUINEAS

MANUFACTURER'S GUARANTEE PROTECTING YOU AGAINST IMPERFECTIONS IN WORKMANSHIP AND MATERIAL GOES WITH EVERY AUTOPED SOLD.

IMPERIAL MOTOR INDUSTRIES (1917) LTD.

Denmark Street, London, W.C.2.

Iliffe & Sons, Ltd., London & Coventry.

AUTOPEDEDING



SOMETHING NEW IN TRANSPORTATION

Promotional pamphlet (front)

Its New, Natural, Simple — Just "Step"



For Pleasure and Utility

The Autoped is efficiently used going to and from the golf links and the country club, for the beach, and for any of the hundred and one little excursions where it is desirable to make the most of time without the expense attendant upon the big four wheeled motor vehicles.

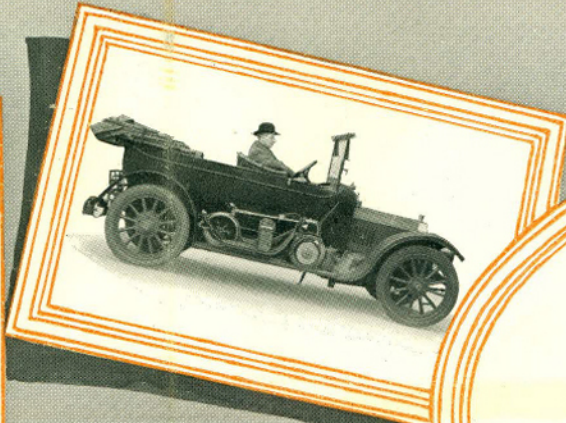


Of Unlimited Usefulness

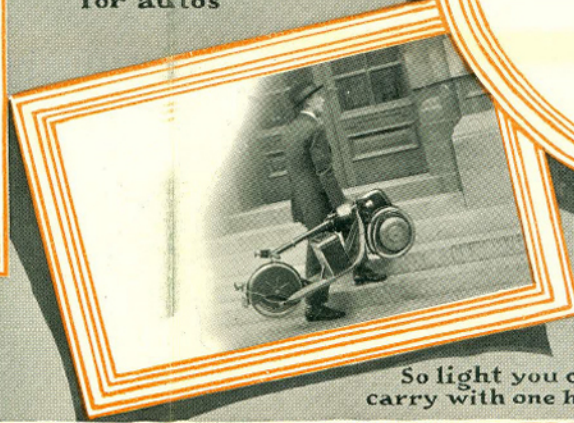
The Autoped is an ideal conveyance for business men to and from their places of business; for physicians to answer hurry calls; for commercial salesmen to call on the trade; for employees to ride to and from work; and for anybody else who wants to save money, time and energy in going about.



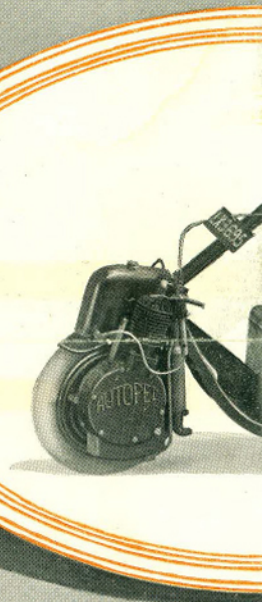
For the ladies—shopping calling, or just “going.”



A land tender for autos



So light you can carry with one hand



The Au

THE world has long awaited the development of a form of motor that is universal in its scope—that has no class distinctions nor class restrictions—that everyone of both sexes and all ages can ride with safety, comfort, pleasure and economy.

Such a form of transportation has at last been developed in the AUTOPED. The AUTOPED stands essentially in a class by itself—a new idea tried, tested and proved. Individual and entirely distinctive, there is nothing else like it.

It has proved to be the simplest form of motor vehicle made. Anyone can understand it and ride it.

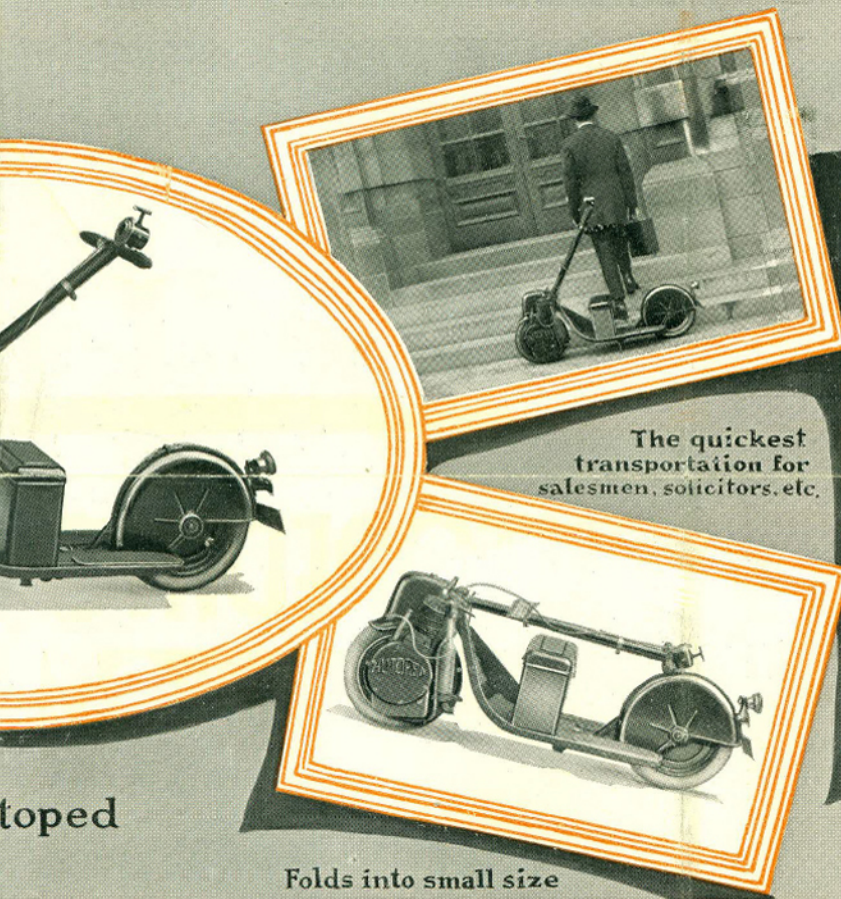
It is the first and only machine that truly motorizes the pedestrian.

THE AU

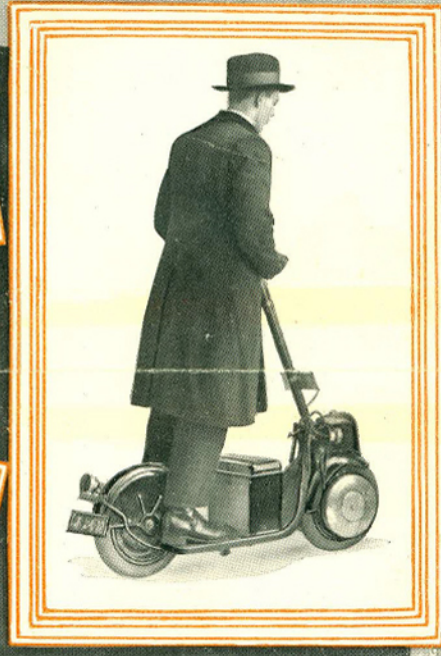
AUTOPEDING is a dignified method of getting about, a fascinating and delightful sport, a healthy recreation. Built principally for transportation over moderate distance, it is rapid, yet safe; natural, comfortable, pleasant and inexpensive.

The AUTOPED is designed for everybody who feels the necessity of getting about quickly, safely, with fullest measure of enjoyment, and at the same time keeping transportation cost down to a low mark.

The AUTOPED is doubtless the most economical motor-driven vehicle on the market. It will run over one hundred miles on a gallon of gasoline and a small measure of lubricating oil.



The quickest transportation for salesmen, solicitors, etc.



For everyman's business and pleasure

toped

Folds into small size

AUTOPED

HOW IT OPERATES.

Briefly you "Just Step On and Go."

The operator pushes the steering column forward, thus engaging the clutch, gives a little push, simultaneous with a turn of the handle grip control, steps upon the platform and is OFF!

Simple manipulation of the handle bar which supports the rider, steers the machine and controls its operation and speed. The twist-of-the-wrist handle bar grip controls the supply of gas to the cylinder, and the steering column through being moved backward or forward controls both clutch and brake. Because of the riders standing position on a platform hung

below the axles only a few inches from the ground, the centre of gravity is lower than on any other vehicle, making the AUTOPED exceptionally safe and simple balance and control.

The tyres are extra pneumatic, with non-skid treads, and because of the light weight of the machine and the comparatively slight wear, with reasonable care and proper inflation should give very long mileage.

The AUTOPED weighs about one hundred and ten pounds. The steering column can be folded down to form a handle for carrying, and thus, as the machine can be stored in almost any small space, it requires no garage. For any purpose that takes the rider a few blocks or a few miles, the AUTOPED offers a new standard efficiency.

OWENSBORO

THE FIRST NEWSPAPER IN WESTERN KENTUCKY TO INSTAL

VOL. XXXVIII, No. 74. OWENSBORO, KY.,

Autoped Traffic Cop



Timothy Porter, traffic cop at Newark, N. J., rides about on an autoped untangle traffic tie-ups.

KENTUCKY WILL LO IN COAL

Non-Union M
ern State Fi
to C

FINAL PAR

LEXINGTON, Ky. (A. P.)—Many of the employed at the Lear, Ky., are preparing a strike April 1, with country over, accord brought here today ley, president of the pany, who with H charge of the Ryle Hazard coal field, from a business tri section.

SPRINGFIELD, Mo. (A. P.)—Non-union anthracite and bitu join in large num miners in the coal s L. Lewis, internat the United Mine V today in a statem home here.

NEW YORK, Mar —After a week of mishing, the miner sub-committee on v day attacked the ch —the demand of th per cent. wage incre

THE ARKANSAS GAZETTE, LITTLE ROCK, TUES

*Auto-peding, Newest Mode
of Locomotion, Is Popular*



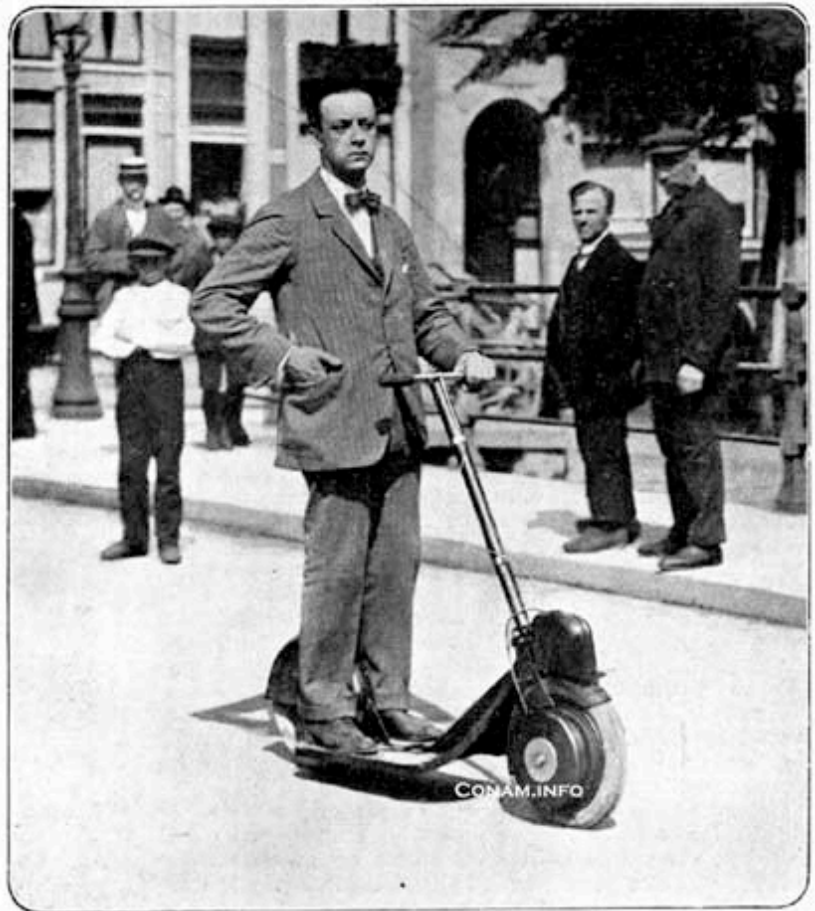
THE AUTO-PED ELOPEMENT

DE AUTOPED IN DE AMSTERDAMSCH E STRATEN

••

Sedert langen tijd konden wij in de buitenland-
sche motorbladen afbeeldingen vinden van een in-
strument, dat in ons land nog onbekend was, n.l. de
autoped. Het bestaat uit een stevig stalen platform,
met een sterk, voor- en achterwiel, voorzien van
fiksche luchtbanden, terwijl het geheel gedreven
wordt door een kleinen motor en te besturen is, zoo
spoedig iemand de geringe moeite wil nemen op het
lage platform te gaan staan. Zooals gezegd, brach-
ten de buitenlandsche motorbladen reeds lang af-
beeldingen van dit aardige vervoermiddel, waarmee
men zich zonder eenige moeite kan voortbewegen
met een snelheid van 30 à 40 K.M. Nu brengen ook
de Nederlandsche bladen afbeeldingen van den
autoped, zich voortbewegend op eigen bodem en zij
kunnen dit doen dank zij de ondernemingsgeest van
den heer D. Köningsberger, in Amsterdam, die het
toestel in ons land geïmporteerd heeft.

Wij hebben de vorige week van den autoped
gebruik gemaakt op een zeer druk stads gedeelte
n.l. het Singel bij de Paleisstraat, waar noch het
plaveisel, noch het drukke verkeer er toe mee-
werken om iemand, die zich de eerste maal in
in zijn leven per autoped voortbeweegt, op zijn
gemak te stellen. Laat ons echter zeggen, dat we
geen seconde ook maar eenige moeite hadden,
zoo eenvoudig is het toestel te besturen, zoo
gemakkelijk is het in beweging en tot stilstand
te brengen. De heer Köningsberger, die we op
onze foto de autoped zien berijden, demonstreerde
dien ochtend op het drukke gracht-gedeelte de
bestuurbaarheid door in sierlijke bochten om een
sleeperskar en een bakkerswagen, een berg steenen
en andere hindernissen heen te rijden.



Equip your errand boys with an Autoped. You'll get five times the work out of them.

**Territory
Open.
Agents
Wanted.**



**Don't Fly Up In the Air—
IT'S DANGEROUS**

**Fly Near the Ground
ON THE
AUTOPEd—**

IT'S SAFE!

For full particulars call on or write the
Massachusetts Autoped Co.
1094 Commonwealth Avenue
Phone Brookline Boston, Mass.

The Krupp Autoped Scooter - Circa 1919









The Autoped - Circa 1920

The Best of Peter Egan offers a “greatest hits” collection of Egan's motorcycle musings from the past four decades, delivered in his signature, wise but amusing, style. Peter Egan's writing invites you to pull up a chair, pour a little scotch, and relax while he shares with you his tales from the road, his motorcycling philosophy, and his keen observations about the two-wheeled life.

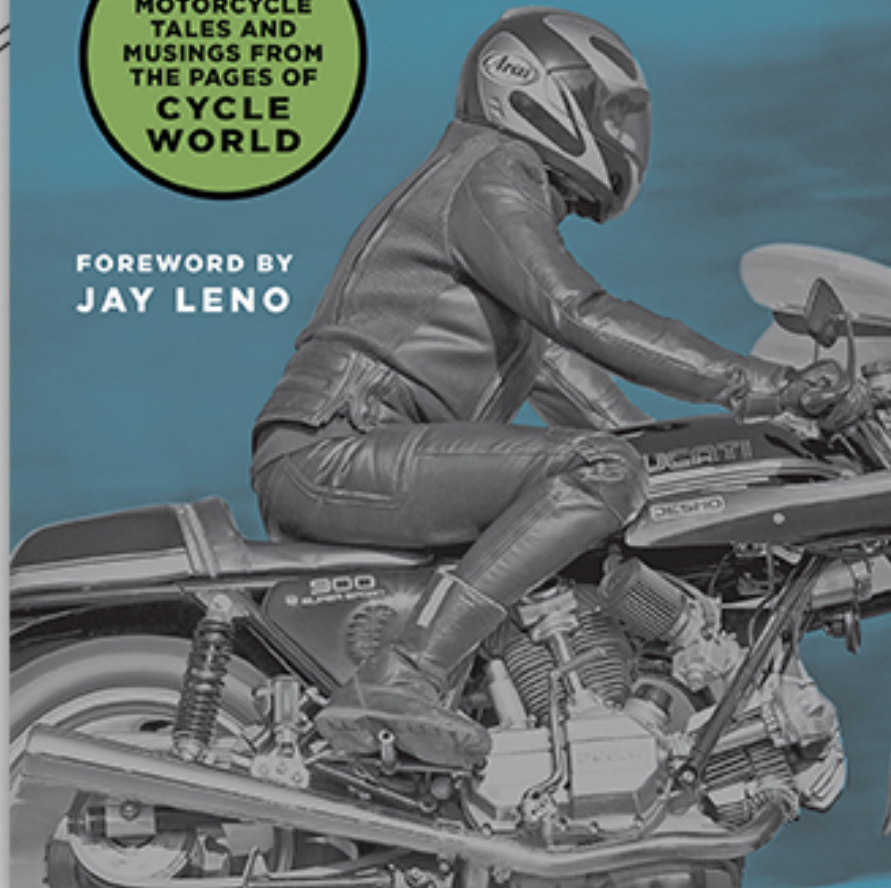
For some forty years, Peter Egan's columns and feature articles have been among Cycle World's most anticipated monthly content. Egan's legions of fans know they will gain a fresh perspective on motorcycling from each of his articles.

Drawings from motoring artist Hector Cademartori beautifully illustrate Egan's musings, and a foreword by super-enthusiast Jay Leno introduces the book. This is an unforgettable collection from a master writer whose simple adventures of two-wheeled life remind us why we love to ride.

THE BEST OF PETER EGAN

FOUR
DECADES OF
MOTORCYCLE
TALES AND
MUSINGS FROM
THE PAGES OF
CYCLE
WORLD

FOREWORD BY
JAY LENO



Discover the life of **Peter Egan!**

WWW.MOTORCYCLECLASSICS.COM

\$29.75

Who is Peter Egan?

Peter Egan is an American writer specializing in automotive and motorcycle journalism — widely known for his monthly car-related column, Side Glances, in Road & Track magazine as well as his monthly motorcycle-related column, Leanings, in Cycle World magazine — as well as road tests and occasional features in both magazines.

Egan's columns are chiefly autobiographical and anecdotal. He has written extensively about road trips, including detailed accounts of the failings of the vehicles, interactions with the people he travels with and those he meets.

Early life

Egan was born in St. Paul, Minnesota in 1948. He first became acquainted with sports cars from photographs of celebrities and their cars in his sister Barbara's glamour magazines. He would later watch sports car racing at Elkhart Lake, Wisconsin.

Egan decided to leave college, and enlisted with the US Army, entering basic training in March 1969, and eventually serving in Vietnam. Characteristically, he later described a Jeep he had that the Viet Cong hit with a mortar shell as "the only non-English vehicle I ever drove that exploded." After his tour of duty, he visited Paris, France, from which he and a friend road-tripped on bicycles to Marseille.

Upon his return to Wisconsin, Egan proposed to his girlfriend Barbara and started working as a mechanic at Foreign Car Specialists, a repair shop in Madison owned by Chris Beebe, who is frequently mentioned in Side Glances and is now a neighbor and close friend.

Motor journalism career

In the early 1980s, Egan wrote a freelance article about a motorcycling trip with his wife, which he submitted to Cycle World. When the article was published, editor Allan Girdler offered him a position as a staff writer. Egan accepted and he and Barb relocated to southern California.

While writing for Cycle World, Egan also wrote for the automotive magazine Road & Track, part of the same organization, and had its headquarters in the same building in Newport Beach. His writing style fit well with, and may have been influenced by, those of his contemporaries at Road & Track, including Henry N. Manney III, Rob Walker, Innes Ireland, and Dennis Simanaitis.

Apart from writing road tests and reports on motor races and car shows, Egan wrote about the perils and pitfalls of repairs, restoration, and racing, illustrating his points with first-hand anecdotes. His experience of working on and his love for English cars has led him to exaggerate their faults and idiosyncrasies, though he makes it clear he prefers to work on and drive them. He has also expressed a particular interest in old English and Italian motorcycles.

Egan has since retired from the regular staff of both magazines, although he still contributes monthly columns to both and also writes features as an Editor-at-Large. Egan and his wife returned to Wisconsin in the summer of 1990, moving to a farm near Cooksville where they still live.

Awards

Egan won both the 2008 Motor Press Guild Dean Batchelor Award for Excellence in Automotive Journalism, and the 2008 International Motor Press Association Ken Purdy Award for an article published in April and May editions of Road & Track. He was a finalist for the Dean Batchelor Award again in 2012.



1919 - 125cc ABC Skootamota



The ABC Skootamota, designed by Granville Bradshaw, was the first scooter which allowed the passenger to sit, so it's considered the forerunner of the modern scooter.

It was well designed. The small wheels made it very stable. Its engine is positioned above the rear wheel, which it drives by chain, and the saddle and spacious footboard provide ample comfort for the rider.



Of the various early scooters that came on the market around this time, the Skootamota was the best. It was comfortable and easy to ride. Its top speed is 15mph.

This first generation of scooters was initially marketed toward female riders.

The Skootamota ceased production in 1922. But the seeds were sewn ...after World War 2, its concept was revised and modernists have not looked back since.

The 1919 ABC Skootamota

The Beginning Of A Transportation Revolution

by Ben Branch • Images courtesy of Bonhams
Source: silodrome.com



The ABC Skootamota was the brainchild of engineering genius Granville Bradshaw, inventions like the Skootamota, the Motoped, the Kenilworth, and the Reynolds Runabout showed remarkable foresight, and they would evolve into the hugely popular motor scooters built by the likes of Vespa and Lambretta.

The Skootamota was designed in 1919, just a year after the end of World War 1. There was a huge demand for cheap motorized transportation, specifically motorcycles, that could easily be ridden by both men and women.

Most motorcycles proved difficult for women to ride due to the clo-

thing of the era and the location of the engine, frame, and fuel tank which made them essentially impossible to ride (with dignity) while wearing a skirt, let alone a heavy dress and petticoats.

Engine and Specifications

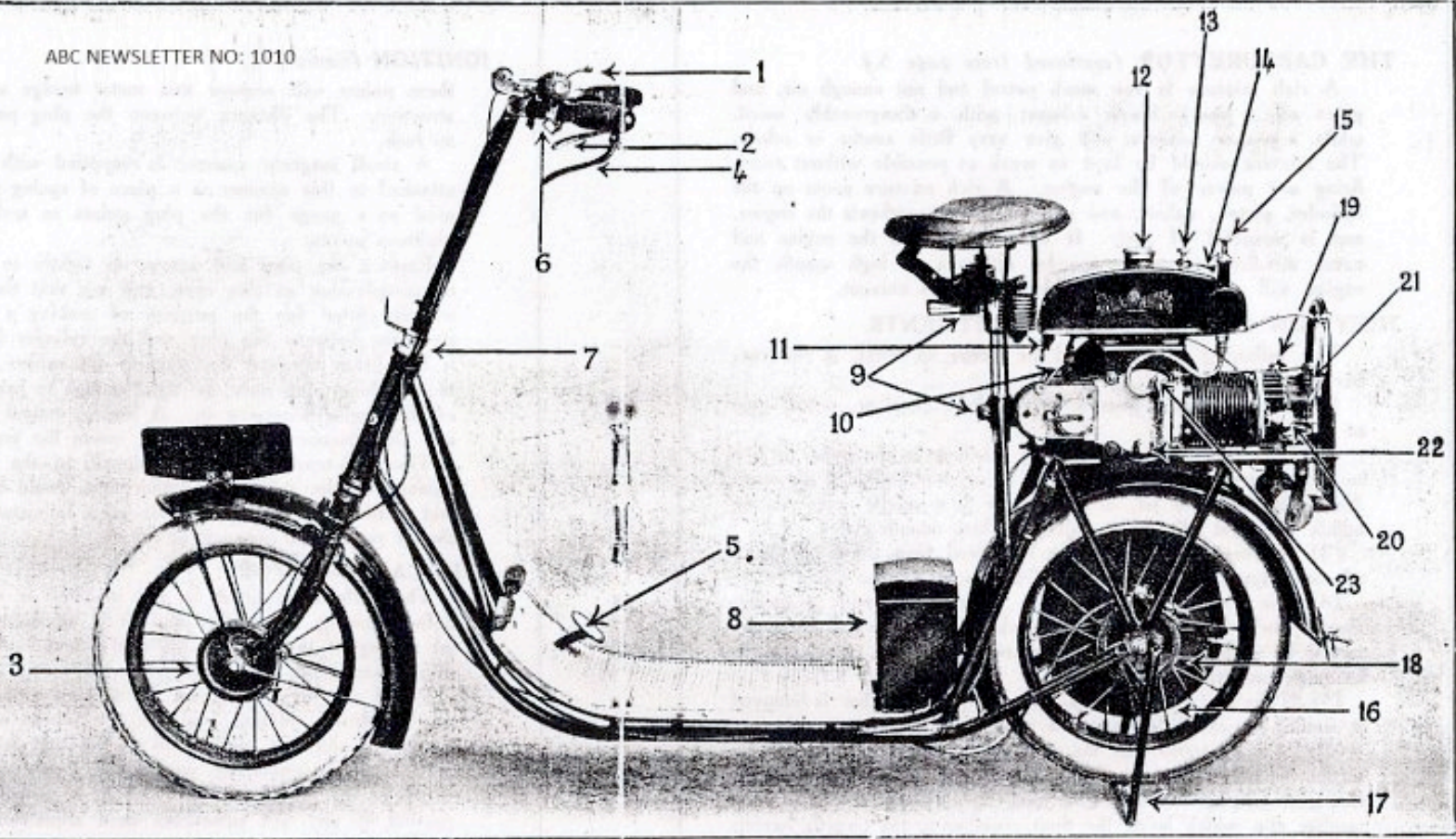
Granville Bradshaw's clever design for the Skootamota featured a simple tubular steel frame with a flat platform and a rear brake pedal.

Small spoked wheels were fitted front and back, adjustable height handlebars had controls for the throttle and the front brake (and exhaust valve), and an adjustable height seat was fitted with a sprung

saddle to compensate for the lack of suspension.

The single-cylinder engine was mounted horizontally over the rear wheel, with a fuel tank above it to gravity feed the carburettor. The motor has a capacity of 123cc, early engines were intake-over-exhaust with later models using overhead valve engines.

This left plenty of space for women to ride regardless of what they were wearing, many men preferred them too as they were a little more comfortable than a traditional motorcycle, and less likely to crumple their suits.



- | | | | | |
|--------------------------|-------------------------------|-----------------------------|--|---------------------------|
| (1) Gas Lever. | (6) Exhaust Lift Catch. | (11) Drain Cock for Petrol. | (16) Lower half of Chain Case, detachable, and forming oil-bath for Chain. | (19) Compression Tap. |
| (2) Front Brake Lever. | (7) Steering Head Adjustment. | (12) Filler Cap for Petrol. | (17) Stand or Support. | (20) Sparking Plug. |
| (3) Front Brake. | (8) Tool Box. | (13) Petrol Tap. | (18) Rear Brake. | (21) Valve Rocker Arm. |
| (4) Exhaust Valve Lever. | (9) Seat Adjustment. | (14) Filler Cap for Oil. | | (22) Engine Drain Plug. |
| (5) Rear Brake Pedal. | (10) Magneto Terminal. | (15) Oil Pump. | | (23) Oil Pipe Connection. |

Slowing the Skootamota down was accomplished with external contracting band brakes on each wheel, though they didn't have to work too hard as the Skootamota had a top speed of just 15 mph (24 km/h).

Sales and Influence

The Bradshaw - designed Skootamota was manufactured and sold under license by Gilbert Campling Ltd, it was marketed as the ABC Skootamota and sold in Britain and throughout Europe.

The runaway success of the design led to a slew of copycat designs, as a result the Skootamota was only sold from 1919 to 1922 when production ceased due to overwhelming competition.

The influence that the humble little British scooter had on the future of

personal transportation is often overlooked, cheap scooters with the same or similar basic architecture proved hugely popular in Europe, Asia, and around the world.

Still today in many developing countries the majority of the population uses a 125cc single-cylinder motor scooter for personal transportation, and in much of Asia the family scooter is used to carry Mum, Dad, the kids, grandma, grandpa, and anyone else who needs a lift. Often all at the same time.

As we move into the 21st century the scooter has been making a resurgence in urban areas, now with an electric powertrain and a removable battery pack that people take into their offices to charge during the day.

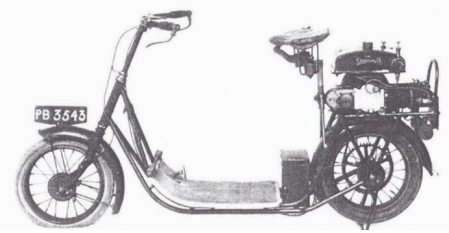
The surviving examples of the Skootamota have a loyal fanbase and there's an active community online. Pricing is still quite cheap considering their age and historic significance, the example you see here is expected to fetch £1,600 to £2,200 when it crosses the auction block with Bonhams.

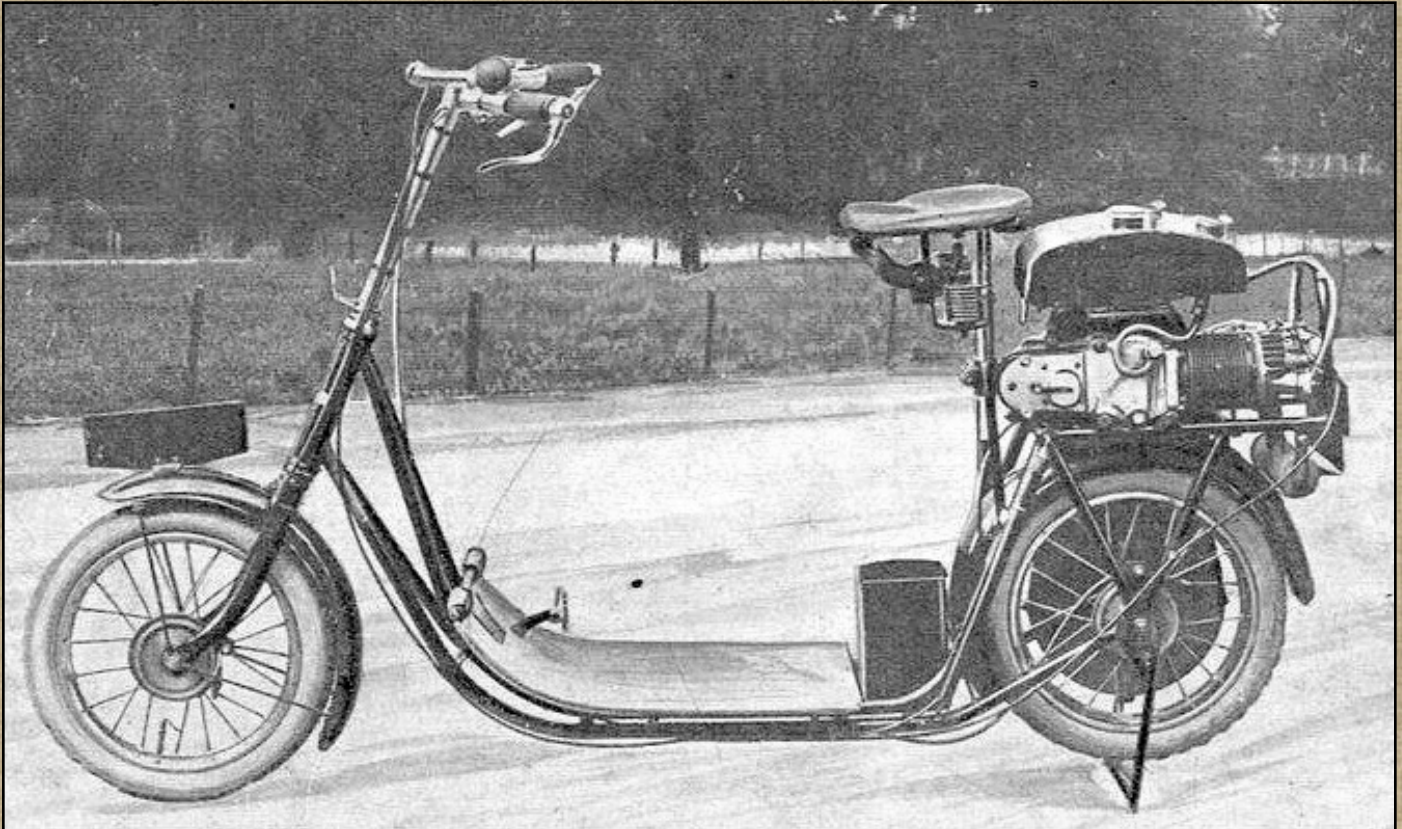
"Skootamota"
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GRIMPE : 10 à 12 9/10 de côte
CONSOMME : 3 litres aux 100 km
POIDS : 45 kgs en ordre de marche





Memory Lane • Photos from Yesterday





Scooter Developments

Published by "The MotorCycle" - May 29th, 1919

The Latest A.B.C. "Skootamota" provided with a Pan Seat and now forming a Step between the Scooter Proper and the Lightweight Motor Cycle

The Motor Cycle policy in regard to scooters is well known. We have openly stated our conviction that it will eventually develop into a miniature motor bicycle - the genuine lightweight we have sought for years past. Our query, oft repeated, "Why stand?", has remained unanswered. Surely the person who would prefer to stand on a motor-propelled platform when he or she might well adopt a comfortably seated position and progress at comparative leisure is a rarity.



An idea of the size of the A.B.C. "Skootamota" is conveyed by the photograph shown above. Incidentally, it confirms our contentions that the scooter is the ultra lightweight in embryo, for it embodies nothing which is not more or less motor cycle practice.

We have made these remarks before, since the answer to our simple question admitted of but one answer. Apart from this, we welcomed the advent of the original motor scooters, since it was clear that they would perform

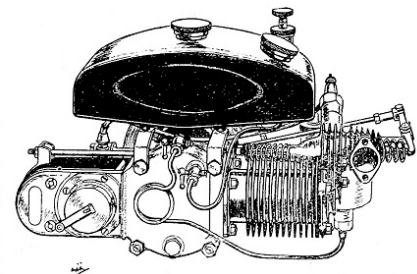
important missionary work by attracting to the ranks push cyclists who have hitherto regarded motor cycles as too heavy.

The natural development which we foresaw and forecasted in the columns is happening. The scooter we are about to describe can more correctly be described as a miniature motor bicycle - the genuine lightweight, in fact. It has a pan seat, an open frame permitting a coat or mackintosh to be worn by the rider, petrol capacity to give it a range of action far beyond that of the original toy scooters, and its road performances more nearly approach the lightweight motor cycle, though obviously, in the absence of a change speed gear - which may or may not represent a possibility of the future - its hill-climbing or, alternatively, its speed capabilities, are limited by the gear ratio adopted.

For some time past a considerable amount of experimental work has been carried out in the evolution of a practicable scooter by Messrs. A.B.C. Motors, Ltd., which has now reached fruition, and the new design should be ready for sale in about a month's time. Viewed through the eyes of the average motor cyclist, the A.B.C. (properly known as the A.B.C. "Skootamota") is an extraordinarily diminutive and compact bicycle, yet directly one takes the saddle and assumes control of the machine an impression is immediately evident that it is built for ease of handling and the utmost simplicity of control.

As seen in the illustrations, the frame is of the open type, and built up of light steel tubing with welded joints, and, owing to the fact that the centre portion of the frame is dropped to a very low point, it has been possible to provide a large open space in the centre of the machine so that any tangling of dress in the case of lady riders is entirely avoided, whilst at the same time there is plenty of foot room. The frame is built up of four longitudinal tubes attached at the front to the steering head and to the triangular framework at the rear of the machine, which is built over the rear wheel and supports the power unit and pillar for the pan seat. In the centre of the frame of the scooter are three shallow X-shaped cross members made of light steel tubing, which stiffen the middle section of the framework and give additional stability in the main frame assembly.

The Power Unit.

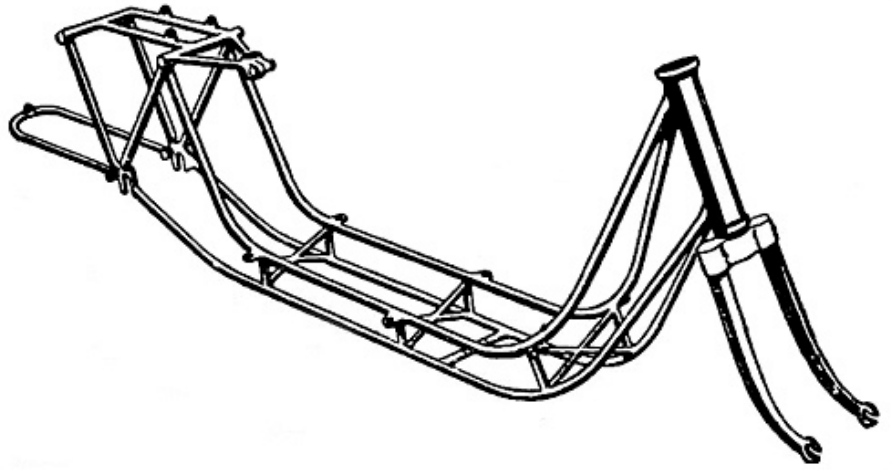


The complete power unit of the A.B.C. scooter, showing the neat arrangement of the magneto and combined petrol and oil tank above the crank chamber. An important item is that the cylinder head complete with inlet and exhaust valve assembly is detachable from the cylinder for overhauling purposes.

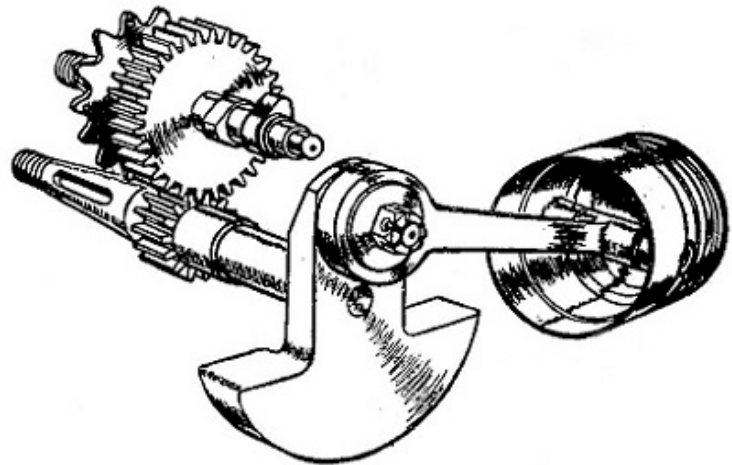
The engine has a single horizontal cylinder with a bore of 60 mm. and stroke of 44 mm. (125 c.c. capacity), and, although only

rated at 1¼ h.p., the engine is easily capable of giving 2½ h.p. under normal conditions. The cylinder head is detachable complete with the valves, which are mounted opposite to each other in the cylinder head casting, the exhaust valve being overhead for cooling purposes. Following A.B.C. practice, the cylinder is made of steel and turned from the solid, a flange being provided at the base so that the cylinder can be held to the crank case by four nuts.

A single-throw crankshaft with one web and balance weight is mounted in ball bearings inside the miniature crank case, and the big end provided with a roller type bearing. The piston is of cast iron, having two rings of the same material above the gudgeon pin. On the opposite side to the cylinder a small C.A.V. magneto is secured to the crank case by means of a clamp and long bolt, and is driven by a train of gear wheels from the crankshaft in a housing cast at the side of the crank chamber. The camshaft for operating the valves is mounted in ball bearings above, the crankshaft as shown in the sketch, and also carries a sprocket by which the drive is taken to the rear wheel with an enclosed ½in. x 3/16in. roller chain, the gear ratio being 10 to 1. A small steel flywheel is keyed on the outer end of the crankshaft outside the crank case, and is also enclosed. A little single-lever automatic carburetter is fitted to the engine in an open and accessible position, and is supplied with petrol from a small tank mounted on brackets above the crank case, the feed of petrol being



The frame of the A.B.C. scooter stripped to show arrangement of tubular members.



The single web balanced crankshaft of the A.B.C. scooter power unit with roller bearing in connecting-rod big end. The transmission of the rear wheel is taken through the timing gear wheels to a chain sprocket on the camshaft.

by gravity. Inside the tank there is a separate compartment for lubricating oil; a hand pump is fitted in this compartment by which lubricant is forced through a pipe directly to the crank case as occasion requires. The exhaust gases are taken through a short length of piping to a small silencer mounted just above the tail of the rear mudguard.

Bicycle Parts.

The steering head and front forks of this little machine follow ordinary bicycle practice in construction, with the exception that the forks

themselves are very short in length, while the 16in. wire wheels are shod with 2 3/8in. tyres. Two contracting band brakes are fitted as standard, the rear brake being operated by a pedal in the front part of the footboard, whilst that in front is controlled by a grip lever on the right handle-bar. In order to give additional comfort a special pan saddle of extra width is employed, and rubber shock absorbers are fitted under the footboard on the main frame. There are also rubber supports at the front end of the board.

General Utility.

In taking a trial run with this miniature motor bicycle (for in effect it is no other) we were pleased with the manner in which the machine could be used and controlled. It should make a distinct appeal for short journeys and general town runabout purposes, where constant stopping and starting are necessary. We found the machine comfortable to ride and able to ascend the moderate hills in the locality in which our test was made with no signs of overheating. Owing to the small overall dimensions it is possible to ride the machine through narrow spaces in comfort at three miles per hour where it would be unsafe to pilot an ordinary motor bicycle, and a great point in its favour is that it requires little effort to start while in the saddle, merely a single push of the foot being necessary.

The ease of control, in conjunction with its open frame, low weight and build, suggests possible developments for this type of machine for messenger service and parcels delivery.

This, the newest of the many A.B.C. productions, can also be used with success in journeys of some length, such as from outlying farms into neighbouring towns, largely for the reason that the rider is seated on a comfortable pan saddle instead of remaining in the standing position; it is suitable for narrow lanes, it climbs hills comfortably, and the petrol tank will hold sufficient fuel for a run of fifty miles.

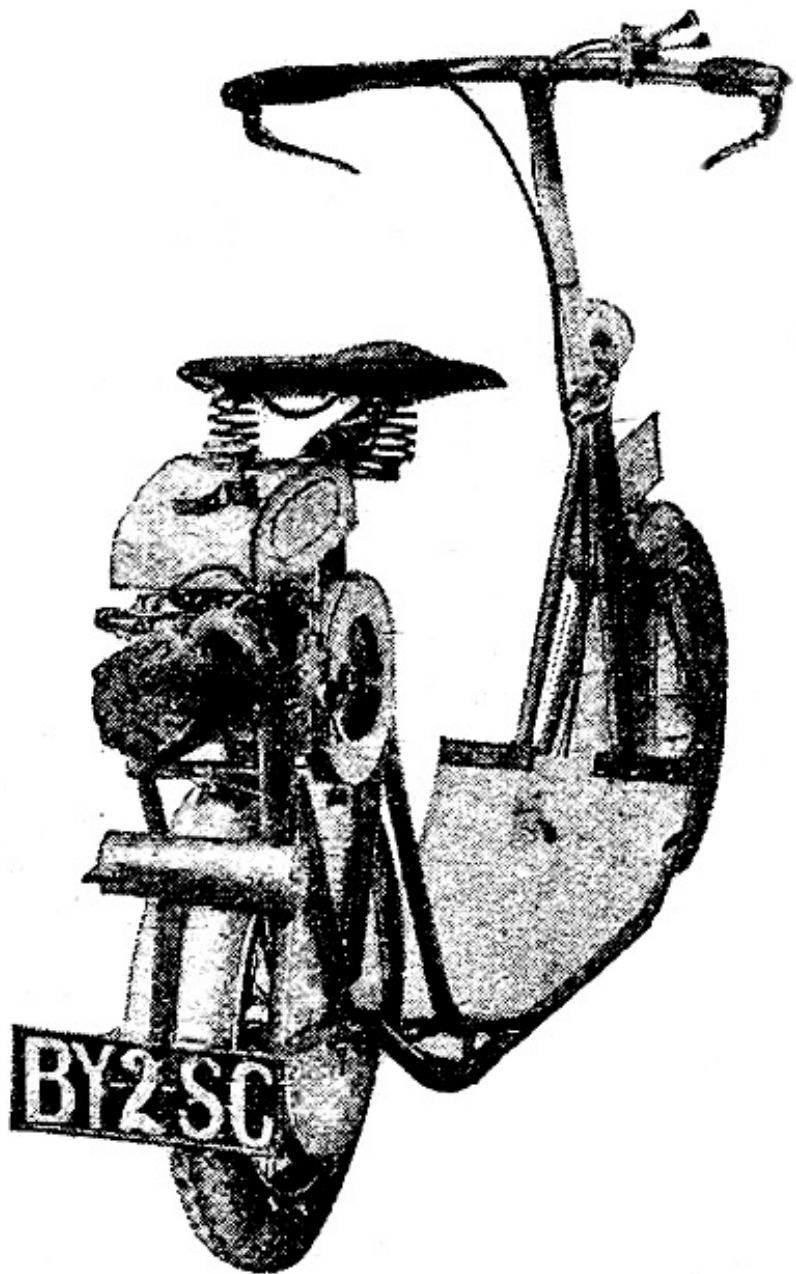
A Comprehensive Equipment.

It is possible to traverse a circle of 9ft. diameter with ease, while the

engine is throttled down, and since the maximum speed of this scooter is about twenty miles an hour it is possible to accomplish ten miles an hour with reasonable comfort for journeys of moderate length. As the machine, only weighs 60 lb., and is compact and easy to handle, an attractive point is that it can be stored away in any handy place in a house or shed, and is ready for use at a moment's notice.

The price of this smallest of all motor cycles, known as the A.B.C. "Scootamots," is £40, which covers the registration fee, and equipment comprising horn, tools, number-plates, electric head and tail lamps with battery. The sole rights of manufacture and distribution are held by Messrs. Gilbert Campling, Ltd., 1, Albemarle Street, Piccadilly, London, W.1.

Rear of the A.B.C. "Skootamota." It will be noticed that our query, "Why stand?" is answered in Mr. Bradshaw's design.





Book Review: The Scooter Bible

Source: Archive from Rider Magazine

The Scooter Bible, compiled by brothers Michael and Eric Dregni, is a superbly readable, and viewable, tome on the history of motorscooters. Most Americans think of scooters as some mildly bizarre sub-species of the motorcycle world, but in truth they inhabit a universe of their own.

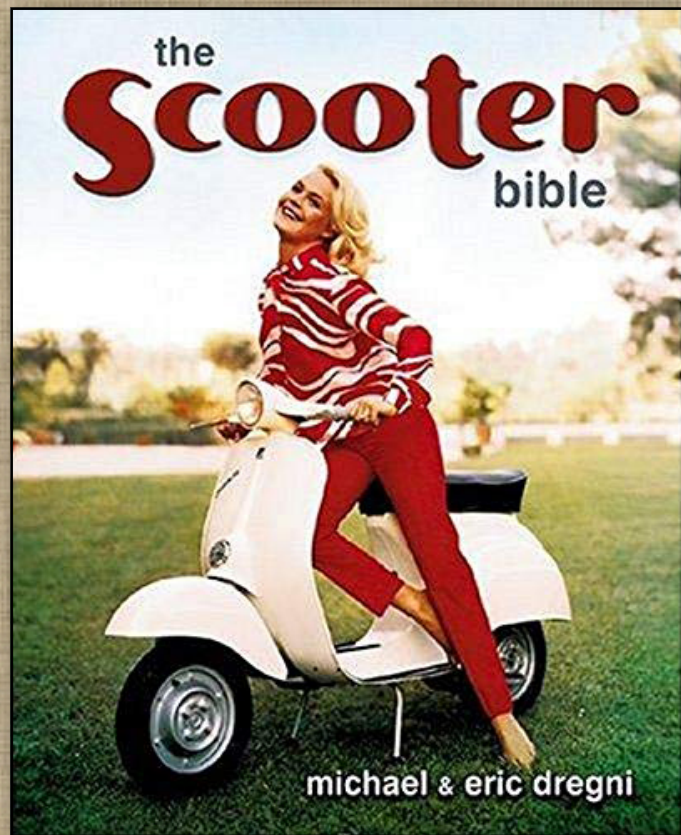
The Dregni boys apparently know more about these contraptions than does most of the rest of America combined, and they have made good use of their arcane knowledge by putting together a great many excellent pictures with an entertaining text and a whole lot of humorous captions in this “publication that is preeminent especially in authoritativeness”—which is a Merriam-Webster’s definition of the word “bible.” Nothing blasphemous going on here, merely a compilation of scooter lore.

To qualify as a scooter the motorized two-wheeler must have small wheels and a step-through chassis design...although, of course, there are numerous exceptions. This concept began life as an inexpensive way to get from hither to yon, often based on what looked like a child’s push scooter with a tiny motor attached, such as the 1914 Autoped. Rake and trail were not part of the specifications.

The first minor boom in scooters was in the 1930s, when roads were getting better, traffic heavier, and the Great Depression meant there was little money available. The Salsbury and Cushman and a dozen other U.S. makes competed for the American dollar back then.

It was following World War II that scooter sales really took off, based on war-ravaged Europe’s desire to get mobile—with Italy’s Vespa and Lambretta leading the way. Here was cheap, fuel-efficient transportation, which even had its own spare wheel in case of a flat. Italian commuters loved them, and that country’s generally good weather probably had something to do with this. Scooters also flourished seasonally in more northern climes, like Germany and Britain.

But in the United States, with inexpensive gas and more money, the Chevrolet Stylelines and Nash Ramblers won out—except for the newsboys lusting after Mustang Colts and Briggs & Stratton-powered Doodle Bugs. In 1951 Sears & Roebuck bought the rights to rebadge the Cushman Pacemaker as an



Allstate Deluxe and sold it through the mail for \$219.95. What a deal!

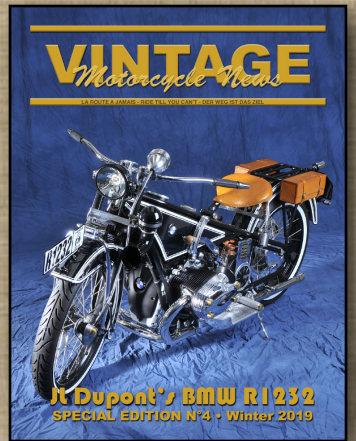
In the late 1950s several motorcycle manufacturers tried to cash in on the scooter market, with Harley marketing the Topper, Triumph the Tigress, but the marketing types had hopelessly misread the market. Scooters were on the way out, with big-wheel bikes like Honda’s Cub and Yamaha’s Riverside becoming the mini-transporters of choice. By 1970 there was hardly a scooter to be found on any showroom floor.

Now we have a resurgence in scootering. Vespa has reappeared in U.S. showrooms, sold more as a fashion accessory than a useful commuter. Three of the Japanese Big Four companies are offering the Americans better than a dozen different models for 2006, everything from a Yamaha 50cc Vino to a 650cc Suzuki Burgman, while other Asian manufacturers, notably Chinese, are set to flood the market.

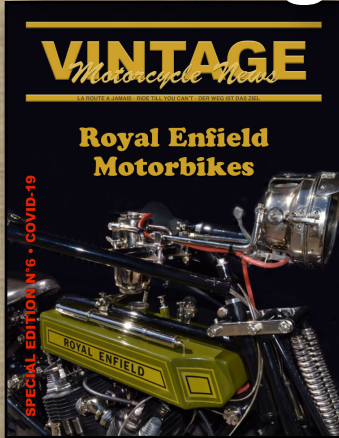
With traffic and parking getting nothing but worse, and the price of gas skyrocketing, this may become the urban transport of the next decade. That would be nice.

Available from Amazon.ca

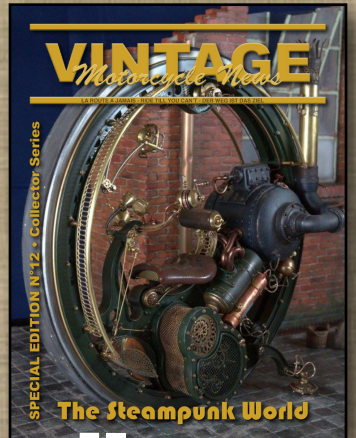
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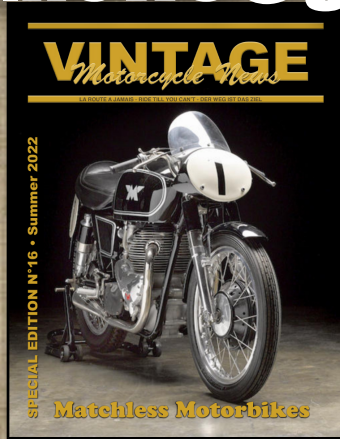
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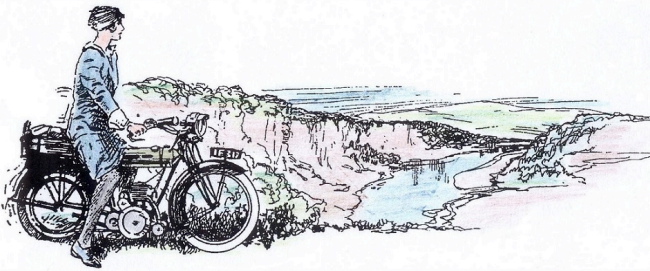
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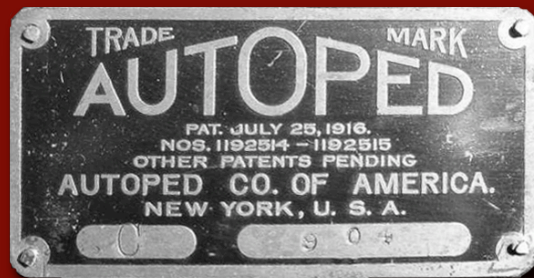
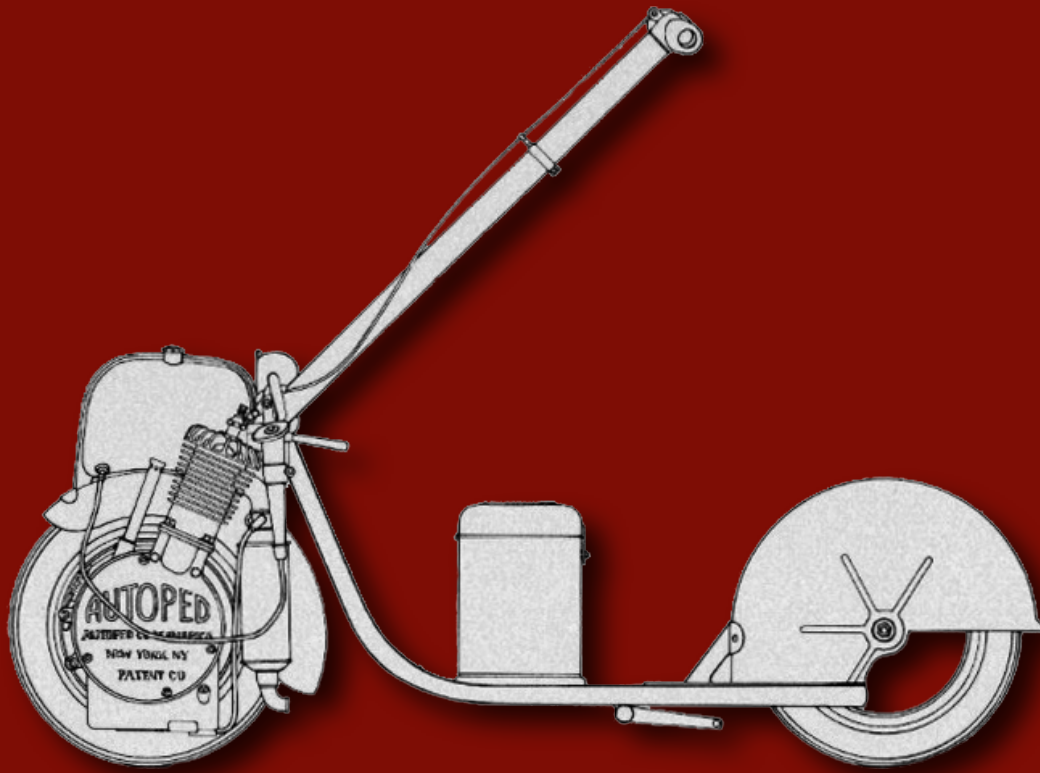
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