

THE MOTOR CYCLE, 26 APRIL 1951

### G.Y.S. Engine Mounting

A NEW mounting position for the G.Y.S. bicycle engine unit has been introduced by Cobli Autos. Instead of being mounted over the front wheel, the engine is attached at a point just below the saddle and roughly parallel with the front down tube. The rear seat stays of the cycle frame are removed and replaced by the supporting tubes—the sub-frame—utilized when the engine is in the orthodox position over the front wheel.

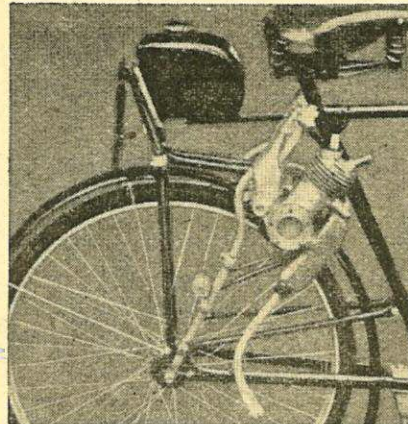
The tops of these tubes have been modified to suit the bicycle frame, and are fixed at the top to the lug under the saddle, and at the bottom to the rear-wheel spindle. The free movement in the tubes is eliminated by locking the sliding portion with bolts; a brace is attached to these bolts and is secured to the rear down tube—the saddle tube—of the cycle frame. Another brace from the spindle lugs is carried vertically to saddle level, forms a support for the petrol tank and number plate and is linked to the engine by short tubes. The triangular layout thus formed is extremely rigid and there are no traces of vibration when the engine is running in its free position.

One modification to the actual engine has been made—the induction pipe from the carburettor to the engine has been lengthened so that the instrument is brought well clear of the bicycle frame.

A test substantiated the claim for road-holding capabilities; it was possible to ride hands off with complete confidence at any speed above 4 m.p.h., and the bicycle would turn in a 12ft road with ease. There was no trace of frame whip at any speed and the machine was extremely well balanced. The exhaust note although not notably quiet was not offensive and possibly an improvement from the rider's point of view could be made by reversing the exhaust pipe so that it faces backward.

Manufacturers are Cobli Autos, 74, Dawes St. Walworth, London, S.E.17.

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The G.Y.S. auxiliary engine fitted for rear-wheel drive