

10 JANUARY 1952

37



A happy scene taken in the Box Hill area showing members of the
-staff with various motorized cycles

Among the machines handled during the past year was a "chatter" of pedal cycles with motor attachments. They have interested me greatly and I have found that an almost surprising number of motor cyclists are equally interested, and not merely from a design angle or because they revel in any petrol engine. What has occurred, it seems, is that many motor cyclists have bought motor attachments, fitted them to pedal cycles and use the resultant machines as tenders to their fully fledged motor cycles. It is, they say, far cheaper to employ them for running to and from their work than to use their motor cycles or, at present-day fares, public transport.

I have tried just about all the little engine units at present available, some over greater distances than others. One I have known over a fair number of years is the Mosquito, designed by the Italian Garelli concern. This, I believe, is the unit which, so far, has been made in the largest numbers; today, as you know, it is being manufactured in Great Britain, as well as in Italy, Holland, France and goodness knows where else. It is an excellent little unit, and unusual in that there is a primary gear drive and the engine is of high-revving type.

Here I am not going to run through the list. The smallest of all, the 26 c.c. Cyclemaster, intrigued me a lot. Another of several to impress me was the very popular Mini-Motor. What I do urge those of you who have bought, or proceed to buy, such