



# PARIS SHOW

The 45 c.c. Solex attachment—a beautifully finished job manufactured by the French carburettor concern—as described in *The Motor Cycle* of July 11th, 1946, drives the front tyre by means of a roller. The 33 c.c. CycloRex, of which more anon, uses the pedalling chain as the final drive, so does the 59 c.c. Olympia, which has the pedalling chain arranged triangular fashion around the pedal chainwheel and the countershaft sprocket of the little engine unit. Derailleur gears are usual. That on the Olympia provides five ratios. The A.B.G. of 48 c.c., which is attached beside the rear wheel, has a drive similar to that of old type speedometers, there being a large-diameter internally toothed ring for clipping on the spokes of the wheel. The speed of this motorized bicycle is given as 25 k.p.h., that is approximately 16 m.p.h., and the weight of the complete unit as 9 kg or roughly 20 lb. With the 34 c.c. Monet-Goyon there is a somewhat similar drive, but in this case the pinion or toothed ring is