

ROAD TEST REPORT

The 49 c.c.
MOSQUITO
CENTRIMATIC

ONE of the first successful attachment engine units marketed here and still available, was the 38 c.c. *Mosquito*, a remarkably compact unit specially suitable for use with lightweight cycles. Now Mosquito Motors, Ltd., of Moorfields, Liverpool have introduced a new model which is likely to stimulate fresh interest at a time when attachments in general are losing ground against the competition of the mo-ped.

The new *Mosquito*, also by Garelli of Italy, is a 49 c.c. engine with a built-in automatic clutch and roller drive. It is mounted, like the smaller model, under the bottom bracket of the cycle and has the same spring steel front tie rod from the down tube of the cycle frame to the cylinder head of the engine. A short lever located in a "gate" disengages the roller from the tyre or engages it positively to a pre-set and finely adjustable degree of pressure.

On the Road

There is no provision for manually disengaging the engine whilst riding and the advantage of the "centrimatic" clutch is felt immediately on starting. The mach-

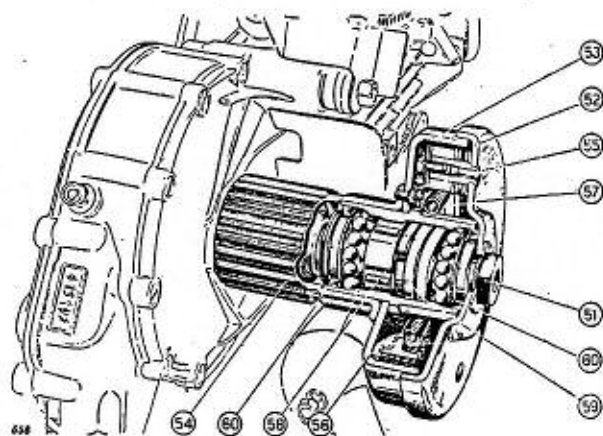
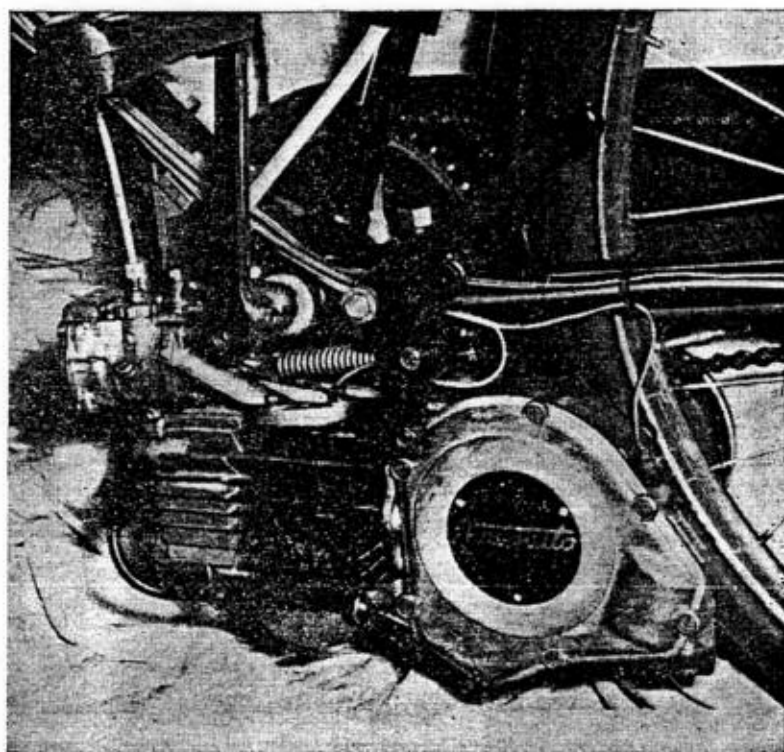
ine is pedalled off in the usual way and the moment the engine fires the control is entirely maintained by the throttle. The machine can stand still with the engine ticking over until wanted, then a touch of the throttle lever brings in the very smooth clutch to take the machine away without any jerk, drag or vibration at all. The sensation of smooth gliding away was almost uncanny.

It was possible to get away from

standstill on the engine and clutch alone but this was manifestly unfair and in normal usage a few light turns of the pedals were used to take the speed up to 6/8 m.p.h. From there up to its maximum of around 25 m.p.h. the engine accelerated smoothly, what slight vibration there was being felt only through the pedals. To stop it is merely necessary to close the throttle and apply the brakes, the machine coming to a standstill with the engine ticking over ready for the next getaway.

The greatest advantage of this type of drive is felt where power assistance is most needed in getting away on up grades. Stop and restart tests on even steep hills demonstrated the effortless manner in which the machine and a heavyish rider could be moved off with only easy pedal work, the engine and clutch taking all the grind out of what is normally the hardest part of cycling.

The 49 c.c. "centrimatic" *Mosquito* is certainly an excellent example of the attachment engine.

**Centrimatic Clutch**

- 51 Main fixing nut
- 52 Shoe holding disc
- 53 Clutch drum 54 Transmission roller
- 55 Roller fixing screw
- 56 Clutch shoes 57 Shoes release springs
- 58 Freewheel (rollers and external seat are in view) 59 Freewheel shock absorber spring 60 Movement case seals

Still the world's best

AND NOW

Three models to choose from

“MOSQUITO”

38 c.c. STANDARD	£31. 10. 0 (Inc. P. Tax)
49 c.c. STANDARD	£36. 10. 0 (" ")
49 c.c. CENTRIMATIC (with clutch)	£39. 10. 0 (" ")

(See Road Test Report in this issue)

PLUS COMPLETE MACHINES from **£46. 2. 0** Inc. P. Tax

IMMEDIATE DELIVERY

H.P. TERMS READILY AVAILABLE

All enquiries to Sole Agent for British Commonwealth

BOB SERGENT - MOORFIELDS - LIVERPOOL

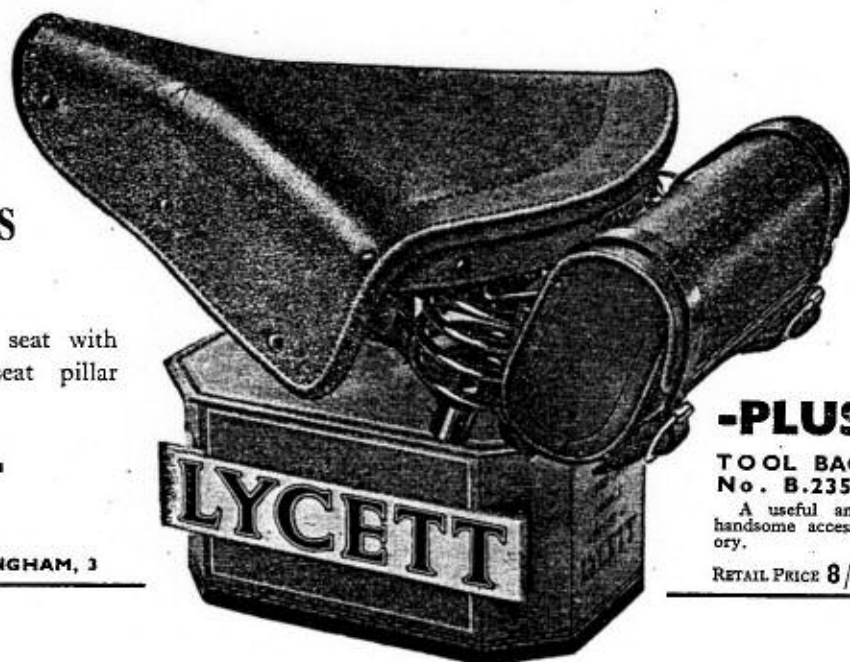
THE LYCETT S.185 SADDLE

**FOR
POWER-
ASSISTED MACHINES
OR AUTO-CYCLES**

Wide comfortable padded seat with spring mattress. $\frac{1}{2}$ in. seat pillar clip.

RETAIL PRICE **25/-**

LYCETT SADDLES LTD., BIRMINGHAM, 3



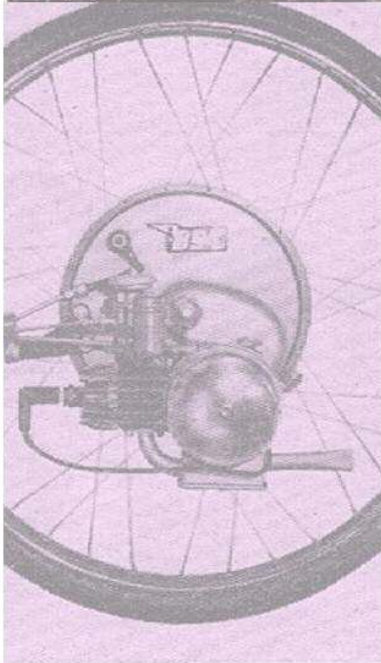
-PLUS

TOOL BAG
No. B.2350

A useful and
handsome access-
ory.

RETAIL PRICE **8/4**

IceniCAM Information Service



www.icenicam.org.uk