



A PEDAL-CYCLE PLUS 38 c.c.

"Makeshift" Installation of the Mosquito Engine Condemned

MAY I earnestly plead that you "soft pedal" the idea of conversion sets for bicycles? I submit that such makeshifts can only lead to grief, for the following obvious reasons:

(a) If by chance the normal cycle frame stands up to 18-20 m.p.h., the wheels certainly will not: both will soon be out of true, and the rear one short of spokes.

(b) Owing to lack of springing and (in a measure, the same thing) underyring, the vehicle will be more miserably uncomfortable than the equivalent type autocycle.

(c) May common sense preserve us all from further examples of an engine depending from a frame in a position that ensures its operating in a steady stream of dirt. Examine your own bicycle; even with a mud-flap fitted to the front-wheel guard, the bottom bracket and leading surface of the chain case—if any—will at this season be plastered with mud. The Mosquito auxiliary is to be slung even nearer to the road. Perhaps the rider, to avoid engine seizure, is expected to

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continue the habit (engendered by sundry war-time machines) of carrying a screwdriver with which to dislodge from the choked cylinder fins, etc., the clots of baked filth?

If the Mosquito unit is even half as sweet a piece of machinery as the article, "A Pedal-cycle Plus," leads one to think, what a shame to damn it by makeshift installation! And, in the same issue, you show a machine—foreign, alas!—having a spring-fork, stoutly spoked wheels, and a frame giving a sound, in-built, protected position for the unit.

It rather looks as though Italy will as far surpass us in power-assisted machines as the Guzzi lightweight is reported to do in the lightweight grade.

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