

no dim... appear to have been
 ling. Another thing—I hope we won't hear any more about
 state subsidies being necessary for an attempt of this kind.

FROM the sublime to the . . . well, not so ridiculous.
 But it must have seemed an odd contrast for Wilhelm
 Herz to capture the world maximum record at 180 m.p.h.

**CLIP-ON
 RECORD**

and then, during the same session on the
 Munich-Ingolstadt autobahn, for E.
 Dotterweich also to get a record at
 49 m.p.h. Dotterweich was riding a
 cycle fitted with a 38 c.c. Victoria auxiliary unit (picture on
 page 413), and he established the flying kilometre and flying
 mile records. "Established" is the word, because Dotter-
 weich is the first man to claim short-distance records in the
 50 c.c. class. Up till his attempts, the records book had
 been blank. So far as I can recall, these represent the
 first world records accomplished with a clip-on. Does it
 portend that other auxiliary engine manufacturers will show
 interest in records? Probably not, and in any case I think
 ventures of that sort would be largely valueless. Getting
 enough speed has never been a difficulty; more to the point
 is providing tiny engines with good low-speed torque and
 unfailing reliability in the hands of the mechanical mutt.

IXION is puzzled because so many riders make a fetish of
 fuel consumption and seeks a reason. A private the
 the last few days



CLIP-ON RECORD: E. Dotterweich, of Germany, riding
 a cycle with a 38 c.c. Victoria motor attachment, broke the
 50 c.c. class flying kilometre and flying mile records with a
 speed of 49 m.p.h. See page 426

Letters to

air to pass through the sidecar; this only in the winter, of course,
 as in the spring and onwards we have the whole hood drawn right
 back and fastened . . . fresh air—and I