## AN AUXILIARY ENGINE

Details of an Italian Unit to be Manufactured in Britain

DRODUCTION of a 49 c.e. Italian auxiliary engine, the Mini-motor, is expected shortly to start in this country.

The Mini-motor is fitted above the rear wheel of a cycle and has a roller which wheel of a cycle and has a roller which drives by bearing on the tyre. A robust fuel tank with brackets at the base carries the engine and forms the "frame" of the unit. A short tube is fitted to the saddle tube of the cycle by means of a clamp. A second clamp attaches the unit to this tube. The rear of the unit is supported by a fork, the elongated holes in which fit on the wheel spindle.

At the rear is a coil spring which forces the unit downward to bring the roller into contact with the tyre. Spring pressure is overcome, and thus the roller raised clear of the tyre when required, by a normal control cable leading to a handlebar lever, with a trigger to retain the lever in the retracted position.

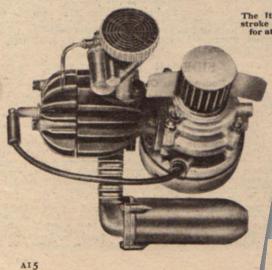
The engine is a two-stroke of straight-

pin and deflectors in the piston crown to match up with the two transfer ports. Transfer passages in the cast-iron cylinder are positioned at top and bot-tom (the cylinder is horizontal), the inlet port is on the left side, and the exhaust port is on the felt side, and the chause port is on the right. Three long studs in the crankcase mouth retain the cylinder and the light-alloy cylinder head. A 14mm sparking plug is posi-tioned approximately in the middle of the hemispherical combustion chamber; there is no decompressor.

The carburettor is a Dellorto with a

pressure on the tyre, and to maintain a consistent contact section as it wears.

The tank holds approximately & gallon of petroil and is fitted with a special nonspill cap. Retail price in Great Britain (including Purchase Tax) will be about £21. Makers are Mini-motor (Great Britain), Ltd., 1, Newman Street, London, W.1.



The Italian 49 c.c. two-stroke Mini-motor unit, for attaching to a cycle

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