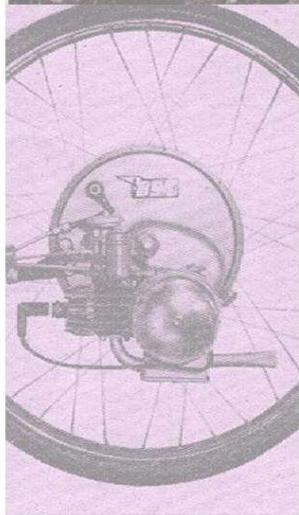
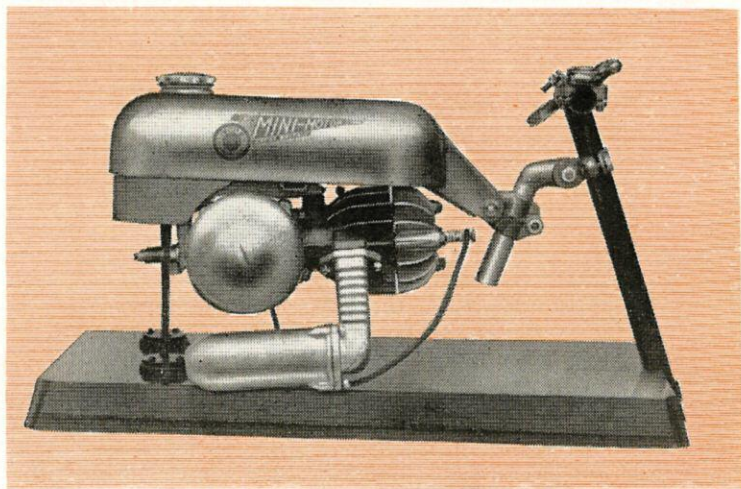


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Trojan Making Mini-Motor

AN auxiliary engine unit for attaching to bicycles that has had a considerable success on the Continent is the Mini-Motor. Manufacturing licences for this have now been obtained by Trojan Ltd., Trojan Way, Croydon, well known for many years as producers of two-stroke engines for cars and commercial vehicles. The British-made Mini-Motor is being marketed in Great Britain, the Commonwealth, and the United States by Mini-Motor (Great Britain) Ltd., and a large proportion of the output, which is stated to be 300 per week at present, will be reserved for overseas. This output will be increased.

Distribution and service for the unit will be handled by credited motor cycle and cycle dealers, and the home retail price is £21. Sales will be of the unit only, as the company do not intend to market complete machines equipped with it. It is suitable for use on bicycles, tandems and commercial box tricycles.

With a bore of 38 mm and a stroke of 44 mm, the engine unit has a capacity of 49 c.c. and is stated to develop 1.3 b.h.p. at 3,000 r.p.m. Weighing only 22 lb

(10 kg) complete, it has no gears, the drive to the rear wheel being through a milled roller which works directly on top of the tyre tread. It is claimed that there is no undue wear on the tyre so long as it is kept well inflated.

Control is from the handlebars, the throttle lever being fitted on the right-hand side and the driving roller control on the left. This left-hand control brings the roller into contact with the wheel when required and also releases it. The engine is started by pedalling and the pedalling gear of the machine can be used for assistance on hills.

Maximum speed is about 20 m.p.h. and consumption is stated to be 240 m.p.g. Lubrication is by petrol and the fuel tank holds $\frac{3}{4}$ Imperial gallons (3.4 litres).

Those who use their cycles for business purposes in hilly districts should find this type of motor attachment very attractive. It can be fitted to any cycle without structural alteration to the existing frame and without making any difference to the riding position. Maintenance is simple and no additional skill is required in its use by any cyclist.