

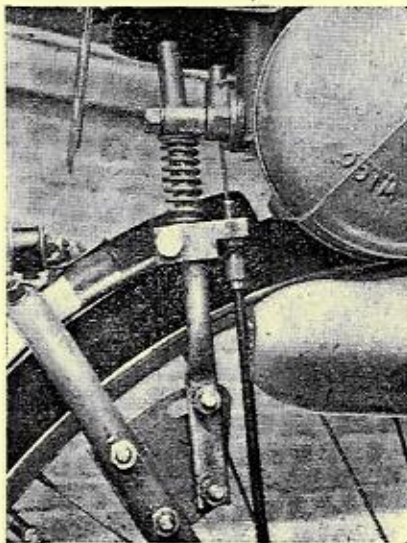


## MOTOR CYCLING

August 17, 1950.

### THE LATEST MINI-MOTOR

Detail Improvements to Well-tried British-built Cyclemotor



*The new method of ensuring contact between driving roller and rear tyre—by pressure of a handlebar lever. The spring shown keeps the drive free.*

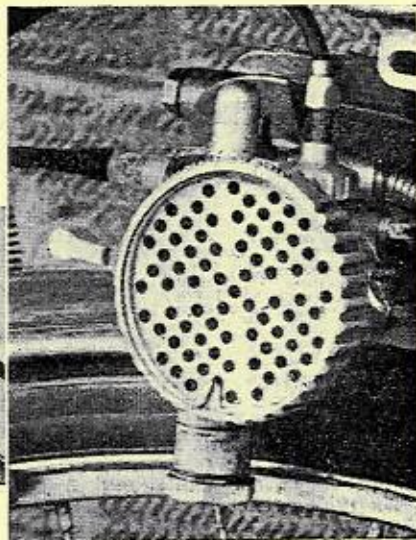
A NUMBER of detail modifications has been incorporated in the latest version of the Mini-motor, the 48 c.c. cyclemotor which has become an established favourite on the British market.

The most obvious of the "mods" is the improved arrangement for disconnecting the drive from the rear tyre. On previous models, the engine was



*The lever, on the handlebar of the machine, which controls the engagement of the drive. It can be locked in the "on" position.*

pivoted at the front, and held in contact with the tyre by a tension spring. On the latest engine, however, a compression spring—operating about an adjustable guide bar—presses the unit away from the tyre. Once on the move, the engine is brought into position by operating a handlebar lever—fitted with a trigger locking device. This method has been found to give improved traffic control, only a flick of the lever being required to disconnect



*The Del Orto carburettor fitted to the Mini-motor now has a lever-operated air strangler and a readily removable sludge trap to aid easy maintenance.*

the drive when a halt becomes necessary.

A heavier flywheel is now fitted, together with a slightly stronger crankshaft, while several modifications have been made to the Del Orto carburettor. The strangler control now has an integral lever, and the sludge trap has been redesigned and strengthened.

The unit, produced by Mini-motor (Great Britain), Ltd., is priced at £21.