

JUNE 1954

*Clarke c/p*

MONTHLY 4<sup>D</sup>

# POWER & PEDAL

**The Journal of the Cyclemotor**

158

POWER AND PEDAL

## Correspondence

*The Editor is not responsible for the views expressed by his correspondents. Letters should be typed or written on one side of the paper only and may be signed under a nom de plume for publication, but must be accompanied by the sender's name and address.*

### Spring Forks

The space in your paper is packed with so much of value that I hesitate to seek any for myself, but many of the points which you have already raised seem to be illustrated in my own experience.

My *Minimotor* was bought from, and fitted by, one of the larger cyclemotor firms in this part of the world, (not advertisers in your magazine), chosen, almost at random, on the strength of their window display. Although no mechanic, I have since refitted it with the aid of the Makers' Instructions, and, as seems to be the rule amongst your correspondents,

will now back my own cyclemotor against all comers.

Encouraged by your remarks about Spring Forks, I invested in a *Telelink*—but not from the same shop. The care with which this was fitted was a revelation and the results have more than justified it.

In "pre-Mini" days our local Dock Road, with a surface of uneven setts and railway lines, was a horror to be avoided at all costs, no matter how slowly it was taken, but the *Telelink* fork and *Mini* enable a steady 20 m.p.h. to be maintained in even its worst parts, and without discomfort, whilst on ordinary roads the road-holding and steering seem actually to be improved.

To conclude, I suggest that any intending cyclemotorist should:

1. Read *Power and Pedal*.
2. Choose the Retailer with care
3. Buy a *Minimotor*.
4. Fit a *Telelink* Spring Fork. "N.K.A. 188"

Liverpool.

Cyclaid

H. Millar