

Running Repairs and Adjustments.

3^D

THE MOTOR CYCLE

Circulation Exceeds 120,000 Weekly.

Founded 1903.

COVERS EVERY PHASE OF THE MOVEMENT AND CIRCULATES THROUGHOUT THE WORLD

No. 888. Vol. 24.

Thursday, April 1st, 1920.

Price 3d. Published Weekly.

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What you can get at WAUCHOPE'S

We give below a selection from our list of machines ready for the road—each one carries a guarantee of mechanical fitness. Write, 'phone, or call to-day—

- 1917 10 h.p. **GRAND PRIX MORGAN**, water-cooled, M.A.G. £275 0
- 1920 3½ h.p. **SUNBEAM**, New Special T.T. Roadster Offers.
- 1920 2½ h.p. **BABY TRIUMPH**. New. £66 0
- 1914 3½ h.p. **B.S.A.** £47 10
- 1914 2½ h.p. **CAMPION** (Lady's).. . . . £45 0
- 1920 2½ h.p. **P. & S.**, 2 speeds, free engine, and kick-start.. . . . £63 0

WAUCHOPE'S Ltd., 9, Shoe Lane, LONDON, E.C.4.
'Phone: Holborn 5777. 'Grams: Opficer, Fleet, London.

YOUR PERSONAL COMFORT WILL BE CONSIDERABLY INCREASED

if you ride an

XL-ALL SADDLE

In best leather, adjustable cantilever springing, 40/- with large Backrest, 70/-



XL-ALL, LTD., Hall Green, BIRMINGHAM

For Speed & Power.

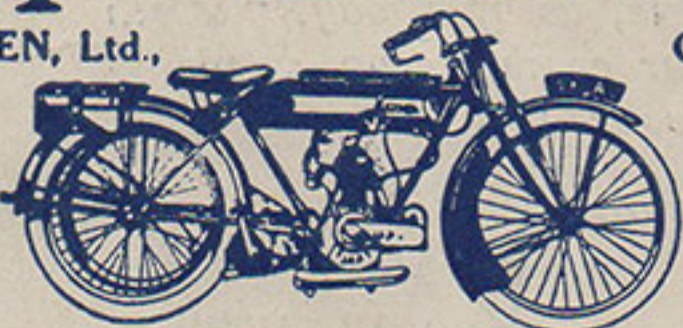


THE SPHINX MFG CO BIRMINGHAM ENG

OMEGA

W. J. GREEN, Ltd.,

COVENTRY.



MONTGOMERY SIDECARS

GOOD HONEST VALUE.

1903 — 1920

NO INFLATED PRICES.

THE PIONEER FIRM.
W. MONTGOMERY & Co.,
COVENTRY.

Douglas ON BUSINESS

DYER & HOSIERY MERCHANT

LEICESTER.
Dear Sirs,
I purchased the machine (4h.p. and Sidecar) in Easter week last year; since then it has done over 7,000 miles and has given entire satisfaction.

On a recent run of 500 miles, the petrol consumption was 77 m.p.g.; the only trouble was a broken belt fastener, no other adjustments were made, and the run was entirely successful.

Yours faithfully,
(Signed), AY 5331.

DOUGLAS Motors, Ltd., Kingswood, Bristol.



Dunhill's, Ltd.

MOTOR CYCLISTS' EQUIPMENT HEADQUARTERS,

359-361, Euston Road, London, N.W.1.

DUNHILL'S CHASSIS
Distortion impossible. Triangular frame combines maximum strength with minimum weight.
DUNHILL'S BODIES
Passenger's comfort studied in every way.

Illustrated lists of Sidecars, Motor Cycle Clothing, Lighting Outfits, or Tools sent Post Free on request.

Matchless

THE PERFECT PASSENGER MOTORCYCLE

FIRST IMPRESSIONS.

"Rockwall,"

*Talbot Road,
BROMLEY, Kent.*

Gentlemen,

May I here say how pleased and satisfied I am with the new model. I have ridden it over some of the roughest roads it is possible to find, but the spring frame has functioned perfectly, and all my friends tell me they have never seen such a fine turnout as my Matchless Combination.

I am, Gentlemen,

Yours faithfully,

(Signed) NORMAN F. HARRIS.

*38, Blenheim Avenue,
BARNSELY.*

Dear Sir,

Just a line to let you know we arrived back to Barnsley all right without any trouble of any kind, and I may say I am highly satisfied with the combination, it is being admired here and well spoken of by several of my motor cycle friends, and I, like other riders, am now fully convinced that it is, as you say, "worth waiting for." It seems to be quite a dream when on your combination, so please accept my congratulations, also thanking you for past favours.

I remain,

Yours faithfully,

(Signed) W. WRAY.

TO-DAY'S PRICE—

Model "H" Standard Equipment - - £186

H. COLLIER & SONS, LTD.,

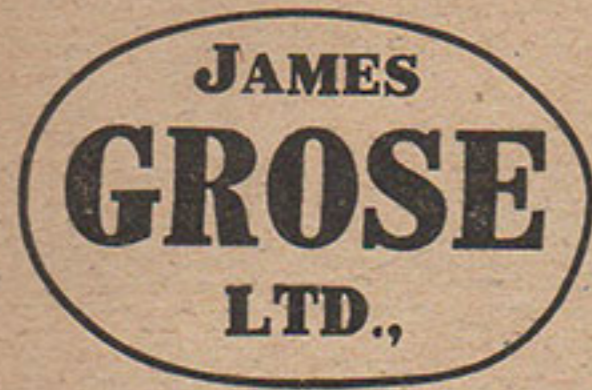
44-45, Plumstead Road, Plumstead—LONDON, S.E.18.

Telephone—
Woolwich 17 and 18.

Works—Burrage Grove and Maxey Road, Plumstead.

Telegrams—
"Matchless, Woolwich."

In answering this advertisement it is desirable to mention "The Motor Cycle."



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1876.
Phones:
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**OLD JEWRY, CHEAPSIDE,
LONDON, E.C.2,
and at 255-257, Holloway Rd., N.,
and at 8, New Bridge St., E.C.**
To save delay, please address all post orders to
Old Jewry, E.C.2.

TERMS.
Cash with order only, and Carriage extra.
Cash returned for any goods not approved of.

MISCELLANEOUS.

DELIVERY FROM STOCK.

ACCUMULATORS.—

10 amps. 4 volts, 5 1/2 x 2 1/2 x 2 1/2 in.	13/6
20 " " 6 x 4 x 2 1/2 in.	16/6
40 " " 6 1/2 x 4 1/2 x 3 in.	22/6
60 " " 6 1/2 x 4 1/2 x 6 in.	28/6
80 " " 6 1/2 x 4 1/2 x 7 1/2 in.	35/-
100 " " 6 1/2 x 4 1/2 x 8 1/2 in.	42/-
40 amps. 6 volts, 6 1/2 x 4 1/2 x 5 1/2 in.	35/-
60 " " 6 1/2 x 4 1/2 x 7 1/2 in.	45/-
80 " " 6 1/2 x 4 1/2 x 9 1/2 in.	58/-

DRY BATTERIES.—The "Flash," 4 1/2 volts, 14/7; the "Volex," 4 1/2 volts, 15/-; the "Giant," 6 volts, 21/-; Accumulator Repair Outfits, 1/9; Celluloid Cement, 10d. and 1/6; Asbestos Millboard, 10 x 10 in. 6d., 20 x 10 in. 1/-; A.A. Badge-holders, to fix on number-plates, 1/3.

Dunlop, John Bull, or Pedley Rubber and Canvas Belting. 1/10, 1/11, 2/4, 1/2 in. 2/8, 1/2 in. 3/2, 1/2 in. 3/9 per foot. Rubber and Canvas Belting in lengths that necessitate the use of two fasteners instead of one, for not less than 7ft., 1/2 in. 1/2, 1/2 in. 1/6, 1/2 in. 1/9, 1/2 in. 2/- per foot.

BELT DRESSING.—Guaranteed to stop belt slip, 8d.

BELT FASTENERS.—The "Grose" Hook, 3d.; the "Lion Stanley," 9d.; the "Stanley," 1/-; the "Challenge Forward," 1/-; Belt and Brake Rims, all sizes, 5/6 each; Belt Rim Plates and Screws, 1/6 doz.; Belt Rim Spokes and Nipples, 3/2 doz.; the "Spur" Belt Punch, 1/6; the "Dunlop" Belt Punch, 2/6.

BRAKES.—Foot-operated belt rim brake, 25/-; foot-rests and belt rim (foot-operated) brake, 32/-; Bowden front brakes, lightweight 14/- heavyweight 27/6; Brake Blocks, for all makes of motor cycles, 1/- to 3/-, according to size and shape.

CARBURETTERS.—B. & B., Amac, Senspray, 67/- and 72/-; Shippey's Decarboniser, will remove all carbon from valve stems and cylinders without the expense of dismantling, 2/9.

TUBULAR BACK CARRIERS.—1/2 in., 10/6; 3/4 in., with double stays, 15/6; made specially to fit Douglas, to their pattern, 14/6; Leather Straps, 24 x 1/2 in. 6d., 30 x 1/2 in. 8d., 36 x 1/2 in. 9d., 42 x 1/2 in. 1/2, 28 x 1/2 in. 1/-.

MOTOR CYCLE CHAINS.—Perry's or Renold's, 1/2 x 1/8 in. 4/8, 1/2 x 1/8 in. 4/8, 5/8 x 1/8 in. 5/6, 5/8 x 1/8 in. 5/9, 3/4 x 1/8 in. 6/10 1/2 per foot; Spring Links, 6d., 9d., and 1/1 each; Cranked Half-links, 7d., 10 1/2d., and 1/3 each; Chain Rivet Removers, 1/2 in. 5/-, 3/4 in. 6/-, 1/2 in. 6/-.

CONTACT FILES, 7d.

COPPER TUBING.—1/2 in., 6d.; 3/8 in., 8d.; 1/2 in., 1/-.

DECOMPRESSORS.—Starley, 7/-; Endrick, 10/6.

DISCS.—For 24 in., 26 in., or 28 in. wheels, enamelled black, 15/- each wheel; enamelled any colour to order, 2/6 each extra; in solid aluminium, 21/- each wheel.

DRIP FEED LUBRICATORS.—"Enots," 25/-; Glass Domes only, 1/3; Best & Lloyd's Drip Feed Lubricators, 21/-; all spare parts in stock.

ENAMELS.—Robbialac Black, 2/- and 2/6; Robbialac Colours, 2/6; Robbialac Radiant Aluminium, 1/6; Robbialac Tyre Paint, 2/-; Rosco Cylinder Black, 9d.; Radiolene Cylinder Black, 1/-; Iron Cement, 1/9; Robbialac Enamelling Outfits, 6/6.

ENGINE PARTS.—Genuine B.S.A. and J.A.P. parts in stock.

FOOTRESTS.—Tubular, to clip on frame tube, 8/6; Aluminium Footpads, to clip on 3/4 in. tubes, 4/3 pair; Footrest Rests, to bolt through engine plates, rubber ends 13/6, or with aluminium ends 10/6; Footrests to bolt through engine plates, dropped pattern, 18/6; Aluminium Footboards, 12/6 pair.

FOOTREST RUBBERS.—For old pattern Triumph, new pattern Douglas, B.S.A., 10d. each; new pattern Triumph, 1/3; Rover or Rudge, 1/-; 3/4 in., 1/2 in., or 1 in. round, 9d.

SPRING LINKS.—Terry's patent, 12/6 pair.

GLOVES.—Tan Cape, with long stiff gauntlet, 8/6 pair; ditto, superior, 11/6; ditto, lined wool, 14/6.

HANDLE-BAR MUFFS.—Best fawn double-texture waterproof twill, 6/6 pair; or with heavy fleece lining, 10/6.

GOGGLES.—Red rubber, 1/- and 1/9 pair; "La Svelte," 3/6; collapsible cup shape, bound chenille, 2/11 pair.

HANDLE-BARS.—Best plated, Douglas T.T. pattern, W.D. pattern, B.S.A. pattern, 15/6 pair.

HANDLE-BAR GRIPS.—Bluemel's, 2/-; Bluemel's, with knob ends, 2/8 pair; horn, with hook ends, 3/6; Pedley pneumatic rubber, 4/6 pair.

HORNS.—Bulb pattern, 4 in. side bell, 10/6; ditto, with end mouth, 12/6; the "Knut" bulb horn, small, squeaky, but effective, 3/6; Lucas bulb horns, 14/6 and 27/6.

HORNS.—Mechanical, "Grose" push-down type, 7/9; Klaxon, 36/-; Cowey, 60/-.

HORN BULBS.—Size 2, 1/3; size 4, 1/8; size 6, 2/-; size 8, 2/6.

KNEE GRIPS.—The "A.K.," 12/-; the "Grose," canvas and leather, to lace round tank, 6/6.

HEAD LAMPS.—"P. & H." No. 120 sets, 37/6; "P. & H." No. 125 sets, 50/-; "P. & H." No. 127 sets, 75/-; Miller's No. 31 sets, 64/-; Lucas sets, 75/-; Bobjon sets, 52/6; Bobjon Junior sets, 44/-; Hunt's Electric Head Lamps, 21/-, 23/-, 34/-, 37/6, 66/-, 70/-; Electric Head Lamp, complete with battery and case, 54/-; ditto, with rear lamp, 60/-; Solid Aluminium Gas Lamp, 11/9; ditto, Electric, 12/6.

REAR LAMPS.—Ruby, to bolt on number-plate, 4/-; Torpedo, to bolt on carrier, 6/6; Lucas Rear Lamp and Generator, 14/-; Lucas Rear Lamps, 6/-; Lucas Rear Generators, 10/-; the Birmingham, 5/-; Solid Aluminium, to bolt on carrier, Gas 8/6, Electric 9/3; Miller's Rear Lamp Sets, complete with Generator, 24/-; Electric Tail Lamp, to bolt on number-plate, 6/-.

SIDECAR LAMPS.—Lucas Lamp and Generator sets, 28/6.

LAMP GENERATORS.—Small, for rear, 5/6; the "Birmingham," complete with detachable bracket, 6/6; the "Grose," solid aluminium, complete with detachable bracket, large enough to light 3 lamps, 21/-.

EMERGENCY LAMPS.—Burns petrol, and clips on an ordinary lamp burner, 3/9.

ELECTRIC LAMP BULBS.—4, 6, 8, or 12 volts, with bayonet fitting, 2/-.

LAMP SUNDRIES.—Large Rubber Generator Washers, 3d.; Sidecar Lamp Brackets, 1/- and 1/6; Gas Bags, with 1/4 in. tube 1/4, 12 in. 1/6, 18 in. 2/-, 24 in. 2/6; Roni Burners, to fit P. & H. and Miller's lamps, etc., 1/3; ditto, for rear lamps, 4 1/2d.; 3-way or Y-pieces, 4d.; Best Red Gas Rubber Tubing, 6d. yard, extra heavy 1/- yard; 12 in. moulded ends Gas Rubber Tubes 7d., 18 in. 9d., 24 in. 1/-; all "P. & H." Lamp Parts in stock.

BOWDEN LEVERS.—For lightweight brake, 2/9 and 5/6; for heavyweight, 12/6 and 15/-; for magneto control 7/6; double lever, for carburetters, 9/6.

MAGNETO SUNDRIES.—Bowden Control, complete, 16/-; Magneto Files, 7d.; the "Magnife," knife, file, and gauge of superior quality, 4/6; Carbon Brushes and Springs, 8d.; Flat Contact Breaker Springs, 6d.; Magneto Spanners, 4d.; Cogs, 3/- to 6/6; Moleskin Magneto Covers, 2/11; ditto, rubber and reinforced fabric, 4/-; Magneto Oil, 1/3; Handle-bar Switch or Cut-out, 2/-.

MATTING.—Aluminium, 1/2 in. wide, 1/9 foot; 12 in. wide, 2/3 foot.

MIRRORS.—To fix on handle-bars, 3 in., 5/-; the Clayrite, Lucas pattern, 12/6.

MUD SHIELDS.—The "College," 16/6, in leather 32/6; Sterling Leg Shields, 50/-; Aluminium Leg Shields, 32/-.

OILCANS.—Engineer pattern, 1/9; Terry's, pair of cans, with clip to fasten on frame, 5/3.

NUMBER-PLATES.—Front or back, with fittings, 9d.

NUMBERS AND LETTERS, 9d. per doz.; Varnish for fixing, 3d.

OIL PIPE TUBES, complete with ferrules, 1/-.

OIL DAG.—If mixed with oil, you obtain freer running, no carbon, pistons do not gum up, easy to start from cold: 1 gallon charge, 1/6; 5-gallon charge, 5/-.

SPOTS.—1 Spot in 2 gallons of petrol, you will obtain more power and mileage: 25 Spots, 2/6; 50 Spots, 4/-.

PISTON RINGS, all sizes, 1/3:

TYRE PUMPS.—15 x 1/2 in., metal, 2/6; 18 x 1/2 in. folding foot pump, celluloid, 6/9; Bluemel's 15 in. Motobike foot pump, 7/4; ditto, 18 in., 7/8; Terry's special Motor Cycle Pump Clips, 1/6 pair.

SADDLES.—Brooks' B170, slightly soiled, 45/-; Spare Springs, inner 1/-, outer 1/9.

SIDECARS.—Henderson and Watsonian in stock, also Grose's coachbuilt, £16 16s., £18 18s., £21.

SIDECAR BODIES.—Coachbuilt, £5, £7 7s., £8 8s., £10 10s., £12 12s.

SIDECAR CHASSIS.—Light underslung, £7 7s.; heavy underslung, £9 9s.

SIDECAR SUNDRIES.—Coverall Aprons, 17/6; Half Aprons, 9/6; Grose's Hoods, 39/6; Grose's Hoods with detachable side curtains, 50/-; Cover for Hood, 6/6; Taylor's Hoods, 50/-; with fixed side curtains, 59/6; Folding Sidecar Carriers, 13/6, fixed 7/6; Taylor's Fixed Windscreens, 25/-; Standard, 30/-; Low one-fold, 36/-; Low, one-fold, with side wings, 47/6; Cameo Windscreens, 55/-; Easting's Windscreens, 90/-; Sidecar Mats, 7/9; Four-point or Auxiliary Arms 9/6, superior 16/6; Cloth-to-cloth Press Buttons, 2/6 doz.; Cloth-to-wood Press Buttons, 2/6 doz.; Brass Turn-studs and Washers, 3/6 doz.; Chassis U Bolts and Nuts, 6d.; Fawn Hood Cloth, 72 in. wide, 15/6 yard; Springs, 25/- pair, for 2-leaf.

PILLION SEATS.—Tan-Sad, with cushions, 33/-; Terry's, 50/-; Grose Wicker, child's size 21/-, adult's size 25/-; Austin's Spring Seats, 18/6; Glad-eye Cushions, 7/6.

SPEED GEARS.—Albion Countershaft Two-speed, £7 10s.; Osborne Variable Pulley, lightweight, with fittings, 50/-.

SPEEDOMETERS.—The "Grose," registers up to 60 miles per hour, guaranteed, 70/-; Cowey, 110/-; with trip, 130/-.

SPRINGS.—For Druid Forks, 2/-; for Douglas, 1/6; for Triumph, old pattern, small 1/6, large 2/-; large new barrel pattern, 5/-; for B.S.A. Forks, 1/6; Kick Starter Springs, for B.S.A., James, Sturmeys-Archer, etc., 6d.; Exhaust and Inlet Springs, 4 1/2d. each; Expansion Springs, 1 in. 2d., 2 in. 4d., 3 in. 6d., 4 in. 9d., 5 in. 1/-.

**LARGE STOCKS OF ROTHERHAM'S PETROL,
OIL, COMPRESSION TAPS, TANK CAPS, UNIONS,
LUBRICATORS, etc.**

TOOLBAGS.—Lycett's, leather, armoured, 8 in., strap fastening, 7/-; ditto, lock fastening, 8/-; Grose's ditto, 8 in., strap fastening, 6/3; all-leather toolbag to strap on, 4/6 and 5/6; special Metal Clips for fixing toolbags, 4d. each.

TOOL ROLLS.—Heavy canvas, with 10 useful tools complete, 9/6; ditto, with 12 tools, suitable for combinations or light cars, 16/9; heavy canvas tool rolls, 1/6 and 2/-; black solid leather tool roll, with pocket, 4/3.

TYRE SUNDRIES.—Patchquick Outfits 3/-, refills 1/-; Dunlop Outfits, 3/3 and 5/-; Holdtite Outfits, 2/6; Grose Motor Cycle Rubber and Canvas Clip-in-head Tyre Gaiters, 2 in. 1/9, 2 1/2 in. 1/11, 2 3/4 in. or 2 1/2 in. 2/-, 3 in. 2/6; Inside Canvas Repair Plasters, 9d.; Patchquick Oval Patent Patches, size 1 1/5 doz., size 2 1/11 doz., size 3 3/3 doz., size 4 5/3 doz.; Security Bolts, 6d.; Outer Cover Tyre Stopping, 6d.; Tyre Levers, set of 3, hook on spoke pattern, 9d.

VOLTMETERS, 6/6; with amperemeter, 7/6.

ENGINE VALVES, for all motor cycle engines, 4/6.

INSULATED WIRE.—5 mm., 6d. yard; 9 mm., 1/- yard.

WATCHES.—Handle-bar watch, in stout metal case, guaranteed, 15/9.

CLOTHING.—Fawn Suits, double-breasted, waterproof twill, complete with leggings, 39/6; with seatless trousers, 50/-; Superior Suits, 59/6 and 84/-; Waterproof Leggings, 9/6 and 18/6; Waterproof Seatless Trousers, 25/- and 29/6; Leather Link Belts, 1/6.

CAPS.—Aero racing pattern, with ear rolls, leather 7/6, wool-lined 11/6.

In answering this advertisement it is desirable to mention "The Motor Cycle."

“is a marvel of efficiency”

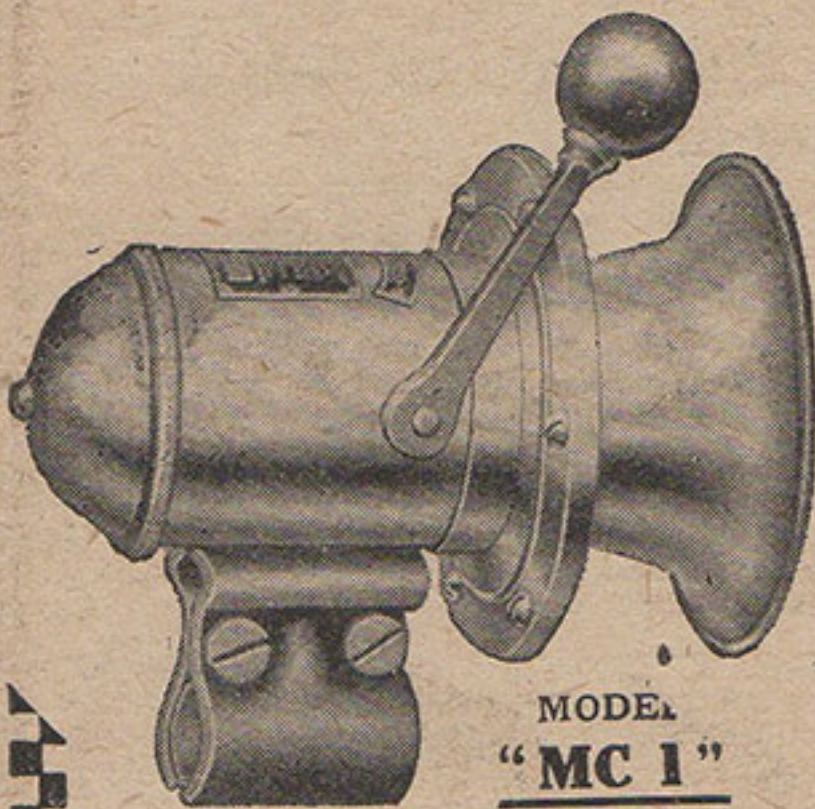
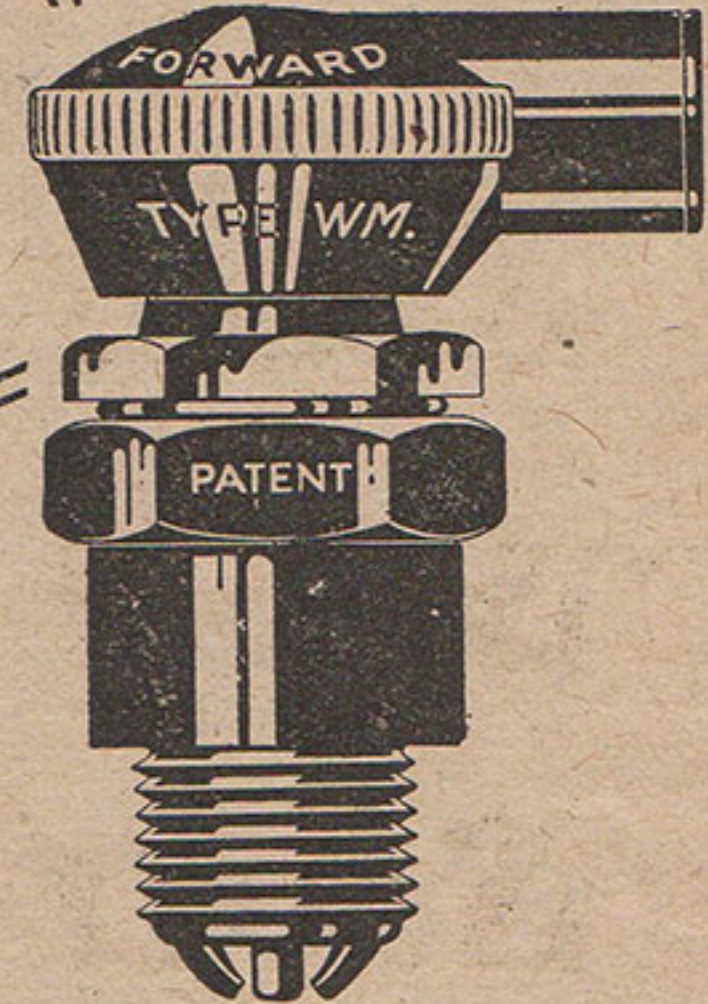
Copy of letter received from B.K.G. under date 18/3/20.
 “My 1919 Speed Model Triumph Motor Cycle is fitted with the

FORWARD W.M.

which I must say is a marvel of efficiency, as, although I have over-oiled copiously during the first 500 miles, I have never had so much as a single misfire from my engine. The Plug stands up to prolonged speed work in a wonderful way and without the slightest sign of pre-ignition, although the engine has a very high compression. In actual fact, it has not yet been removed from the engine.”

And that is the way with **THE PLUG THAT PERSISTS.** Persists, over-oiled or otherwise, in giving good service. If you're interested—and you must be—ask for the **FORWARD** Booklet—it's free.

FORWARD SPARKING PLUG CO.,
 83, Summer Row, BIRMINGHAM



MODEL
 “MC 1”

All Black, or with polished Aluminium or Nickel Bell,

42/-

Nickel plated all over, 2/6 extra.
 This Model is adjustable for tone and wear, and actuated by pulling the lever.

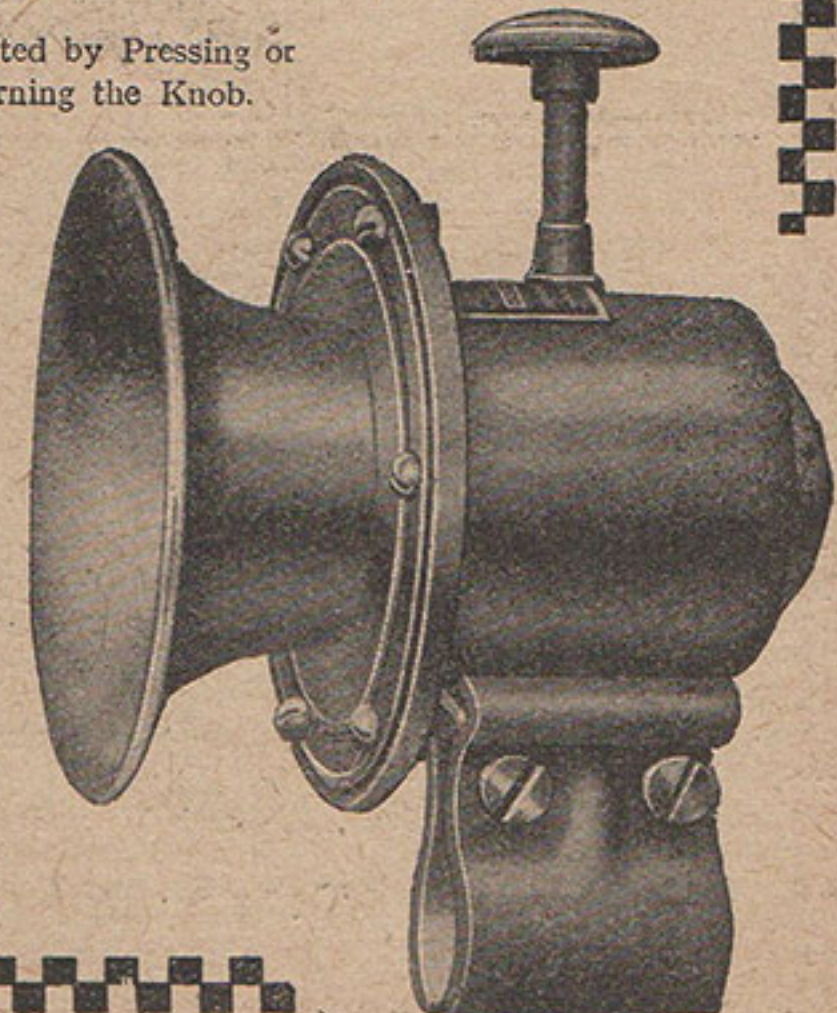
PREMIER PATENT

MECHANICAL HORNS,
BRITISH MANUFACTURE.

MODEL “MC 3”

All black or polished Aluminium or Nickel Bell, **37/6**

Operated by Pressing or Turning the Knob.



PREMIER HORNS are the acme of perfection and utility. All wearing parts are made in hardened steel.

DELIVERY from Stock. Order now from your Agent or direct.

HORNS can be supplied with angle bracket for fitting to sidecar or cycle car instead of clamp as illustrated.

THE BEST THAT BRITISH INDUSTRY CAN PRODUCE.

Sole Manufacturers and Patentees:

GRATZE LIMITED,
 “PREMIER WORKS,”

44 to 46, WHITFIELD STREET, LONDON, W.1

In answering these advertisements it is desirable to mention “The Motor Cycle.”

PARIS-NICE

FACTS.

Scott Won Cup presented by the President of the French Republic for the best Manufacturer's Team.

Scott The Fastest Time on La Turbie Hill Climb of any machine which had completed the Paris-Nice Trial, made by Captain C. P. Wood, again proving wonderful efficiency.

Scott (Bradford Club Team) Awarded Prize presented by M. Martini Rossi.

Scott All Scotts Climbed La Turbie Hill on top Gear, Demonstrating Power and Maintenance.

5 *Scotts* Entered. 5 *Scotts* Finished.

WATER-COOLED



TWO-STROKE

THE SCOTT MOTOR CYCLE CO., LTD., SALTAIRE, YORKSHIRE.

Any Roady!

Any road reveals the merits of the "JAMES."

Highway or byway—rough road or smooth—all come alike to "The Perfect Motor Cycle"—the mount that's designed and built to triumph over every adverse condition of road or weather.

You can always trust your JAMES—its manufacture and equipment being of the highest class throughout, ensuring an absolute reliability under all conditions. Note the full choice offered:—

No. 6, 4½ h.p., "Big Single" 3-speed, £120.	No. 8, 2½ h.p., 2-str., 2 sp., Lightweight, £70.
No. 7, 3½ h.p., 3-speed, Twin Solo, £120.	No. 9, 5-6 h.p., 3-speed Twin.. .. £135.
JAMES Modele de Luxe Sidecar, for fitment to Models Nos. 6 and 9 £35.	

(Prices as from March 1st.) Our Art Catalogue gives fullest details and all information. You are invited to write us direct for copy, or call upon the nearest JAMES agent for inspection.

JAMES CYCLE CO., Ltd., Greet, BIRMINGHAM.
 London: 22, Holb. Via., E.C.1. B'ham Depot: Broad St. Corner.

COLMORE CUP Awards.
 BEST PERFORMANCE in 750 c.c. s/c class, also 2 GOLD MEDALS and 2 FIRST-CLASS CERTIFICATES.

"JAMES"
 R.H.S.

Harrods

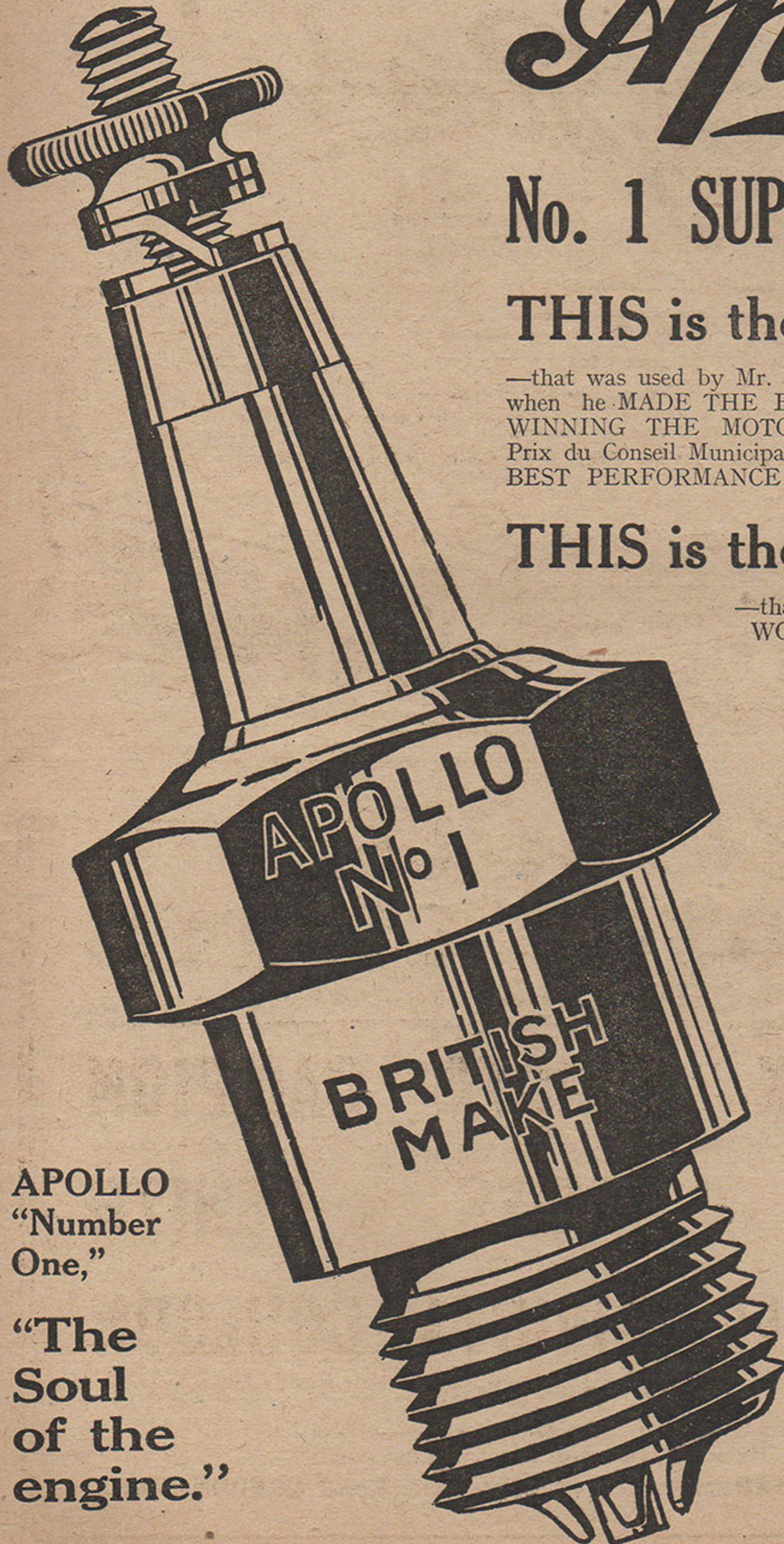
NEW MOTOR CYCLES

In Harrods Motor Showrooms is always to be found an excellent selection of New and Second-hand Machines. The following New Machines are available from stock. Be advised to order early.

SPARKBROOK 2½ h.p. Lightweight 2-stroke.	INVICTA 2½ h.p. Lightweight 2-stroke.	CAMPION 2½ h.p. 2-speed clutch & kick starter
HAZLEWOOD 5.6 h.p. Combination.	JAMES 6 h.p. Combination.	ZENITH 6 h.p. "Sports Model E."
NEW IMPERIAL 8 h.p. Coachbuilt Sidecar.	INVICTA 2¾ h.p. 2-speed clutch & kick-starter.	COULSON 4h.p. Model "B." Blackburne Engine.

Harrods unique system of extended payments is available for those who do not wish to pay cash.

HARRODS MOTOR SHOWROOMS 116-118 Brompton Road LONDON SW1



Apollo

No. 1 SUPER MICA PLUG.

THIS is the PLUG—

—that was used by Mr. Kaye Don, in the PARIS-NICE Trial, when he MADE THE BEST PERFORMANCE in all classes, WINNING THE MOTORCYCLISME CUP, Prix Gompertz, Prix du Conseil Municipal de Paris, and BRONZE MEDAL for BEST PERFORMANCE in CLASS 4.

THIS is the PLUG—

—that was used by Mr. Eric Williams, who WON THE COLMORE CUP.

THIS is the PLUG

—that YOU must use if you want to get the MAXIMUM POWER and SPEED out of your engine.

Ask your Agent for the APOLLO "Number One" and don't be put off with any other—if he should be out of stock we can supply by return of post.

Write for our NEW BOOKLET, "Plug Tips for Plug Users."

**APOLLO PLUG MFG. Co., Ltd.,
Apollo Works, Birmingham.**

Telephone: Midland 278 and 279.
Telegrams: "Apollo, Birmingham."

**SHOWROOMS AND SERVICE
DEPOT:**

84A, Great Titchfield St., LONDON,
W.1.

Telephone: Museum 628r.
Telegrams: "Ugornapol, Wesdo, London."

APOLLO
"Number
One,"

"The
Soul
of the
engine."

Price:

6/-

In answering this advertisement it is desirable to mention "The Motor Cycle."

A.M.A.C.

PARIS-NICE, 16th February, 1920.

General Classification, A.M.A.C. 1, 3, 5, 6, 7, 9, 10.

COLMORE CUP, March 6th, 1920.

Winner of Colmore Cup - A.M.A.C.

Winner of Calthorpe Trophy, A.M.A.C.

11 Gold Medals Granted 8 A.M.A.C.

A.M.A.C.

A.M.A.C. LTD., Aston Cross, Birmingham.

(Catalogue Free. "Hints and Tips" 6d.)

Let the Wind Blow !!

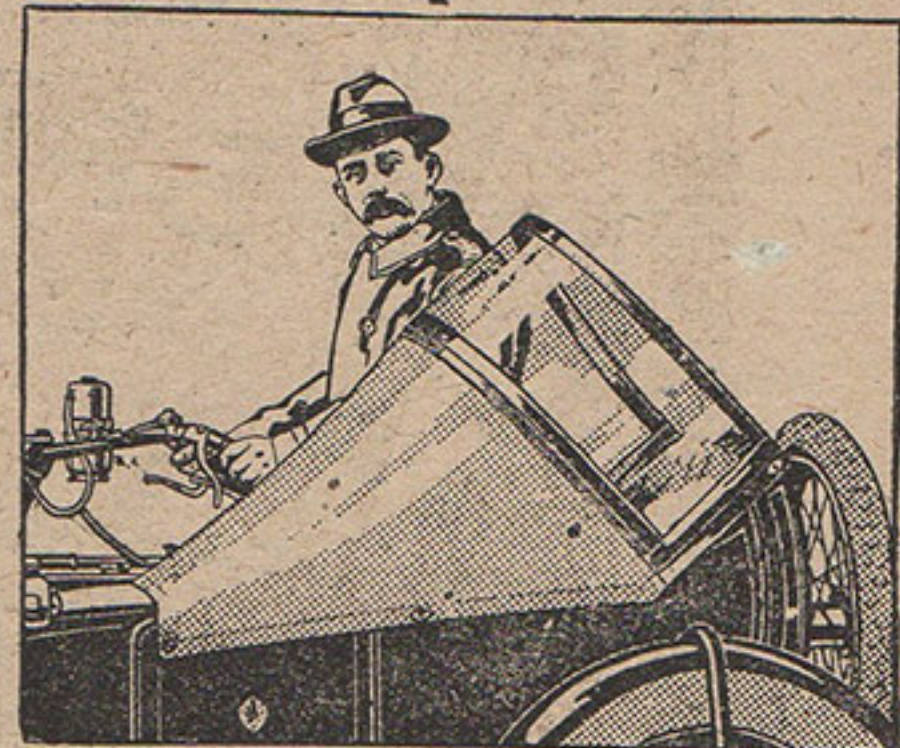
What matter if you're behind an
"EASTING"

It offers the fullest protection on the stormiest days.

The streamline waterproof apron and the extreme tilt of the adjustable fitment enables the passenger to ride in comfort to the last yard of the journey.

Will fit any make of sidecar.

Ask your agent for a demonstration or send for illustrated catalogue.



EASTING WINDSCREENS, Ltd.,
132, Steelhouse Lane - - - - - **BIRMINGHAM.**

STOCKISTS: { AUSTRALIA—J. J. Wilkins & Son, 586, George Street, Sydney.
SCOTLAND—Alexander & Co., 115, Lothian Road, Edinburgh.
D. C. Cruikshank, 13 & 19, Rosemount Viaduct, Aberdeen.
IRELAND—W. Peck, 191, Great Brunswick Street, Dublin.
WALES—Tom Norcic, Ltd., Llandrindod Wells.

W.A.A

Kingsbury

Scooter

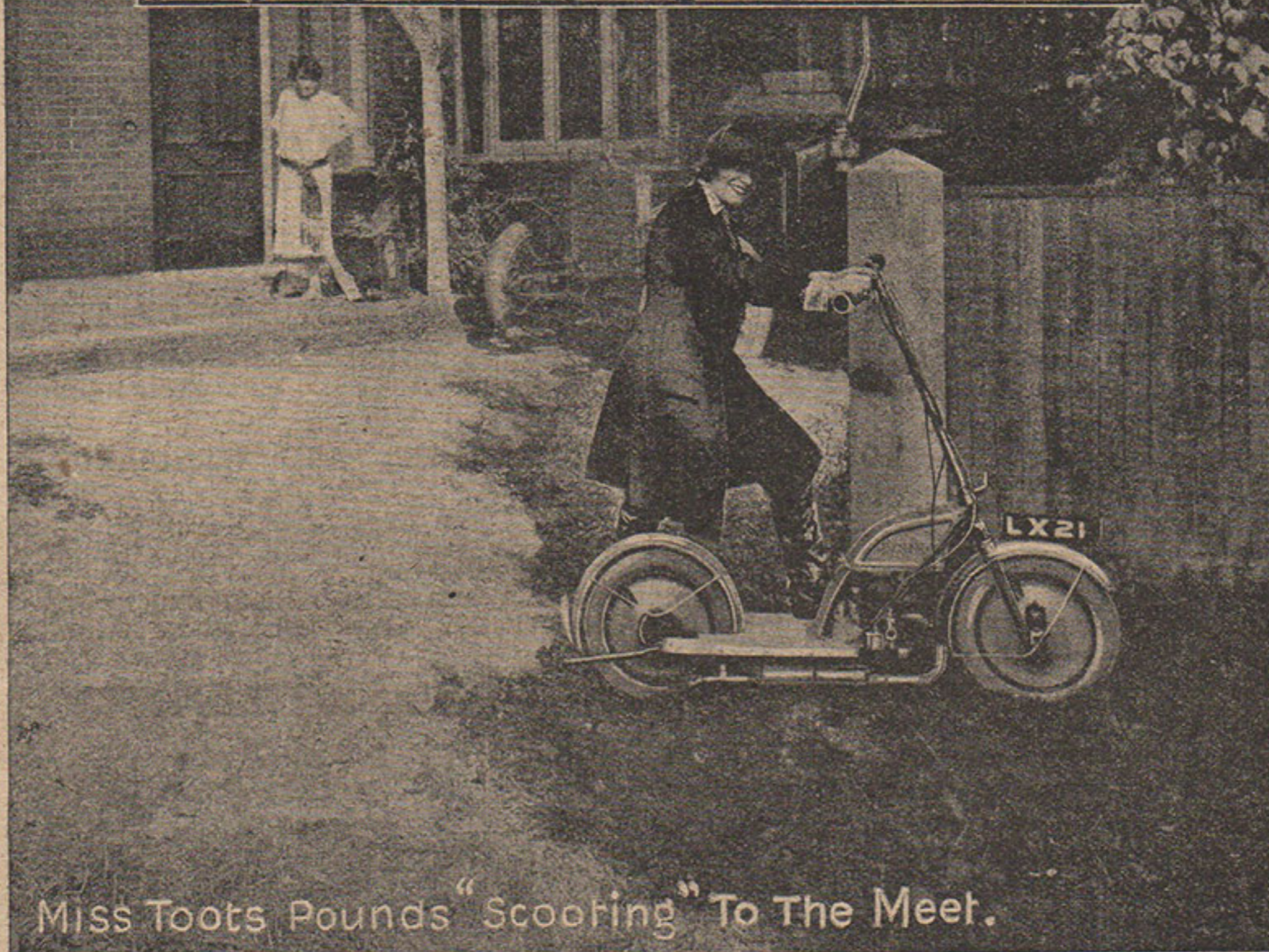
40 guineas is all you need to give to obtain a reliable, ever-ready and handy means of transport — safe to ride in ordinary clothes, inexpensive to run and maintain.

The Kingsbury is admirably designed and excellently built, and will go anywhere in any weather. Automatic lubrication renders the engine almost independent of attention.

LONDON & MIDLAND MOTORS, Ltd.,
445, OXFORD STREET, LONDON, W.1.

Telegrams
Lonandmid, Wesdo, London.

Telephones:
Mayfair 4202 and 4203.



Miss Toots Pounds "Scooting" To The Meet.

"WILLOW" AUTO-CYCLE.

ADVANTAGES.

Simplicity of Control.

Lightness.

Cleanliness.

Speed (4 up to 30 miles per hour).

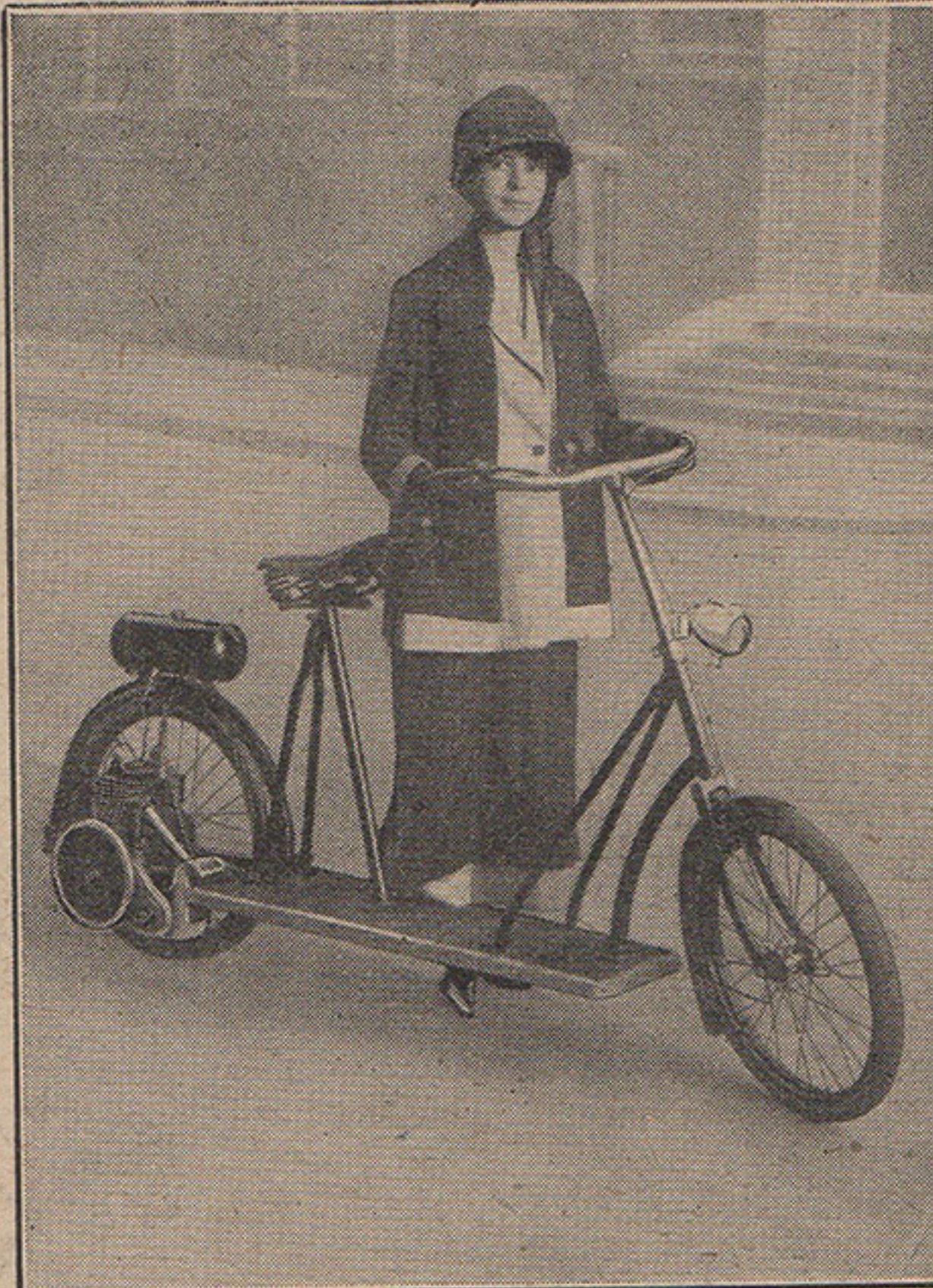
Small Consumption (one gallon per 140 miles).

Interchangeable Wheels.

And above all—

Non-rigid Frame

Giving comfort and elasticity not obtainable in any other machine.



NOTE PATENT NON-RIGID FRAME.

PARTICULARS.

Engine 1½ h.p. Four-stroke, Transmission Chain, Waterproof C.A.V. Magneto. Gear-driven, Wheels 20 x 1¾ in. fitted with Dunlop. Palmer, or Avon Tyres

DELIVERY IN 21 DAYS.

Patented and Registered the World Over.

PRICE 40 GUINEAS

Manufactured by

THE

Willow Auto-Cycle Co.,
WILLOW WORKS, WILLOW St.,
LONDON S.W.1.

When you buy your motor cycle

CONSIDER
THE OUTSTANDING
FEATURES OF THE

SUPER TWO-STROKE

S. TYPE

FOR DESIGN, WORKMANSHIP, AND EFFICIENCY,
IT IS YEARS AHEAD OF ITS PROTOTYPES.

A SUPERB MACHINE

ALL STEEL FRAME. FOOL-PROOF GEARBOX. ROLLER BEARINGS TO BIG END. BALL BEARINGS TO CRANKSHAFT. POWER UNIT COMPLETELY ENCLOSING TRANSMISSION. PERFECT LUBRICATION THROUGHOUT, etc., etc.

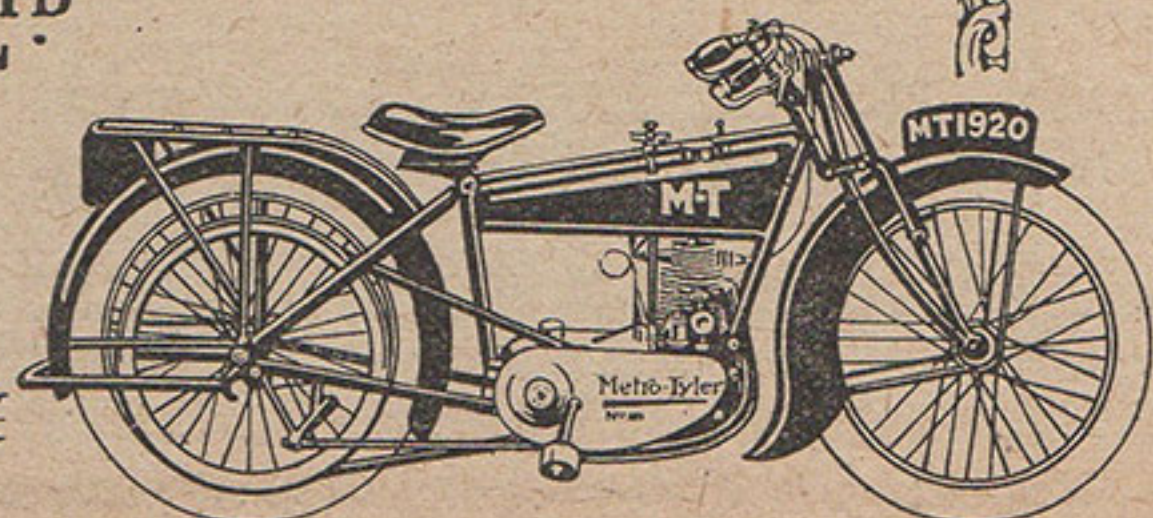
PRICE 85 GUINEAS. DELIVERIES: 1920 "S" Type, Commencing April. All Red "A" Type Model of all accredited Agents from Stock.

Tyler Apparatus Co. Ltd

Banister Road,
Kilburn Lane,

North Kensington, W.10.

Telegrams. "TYLEMATCO" Phone LONDON. Telephone WILLESDEN 1356 (2 Lines.)





Start your Easter Tour on Tyres you can Trust

IT takes very few unforeseen stops to spoil a programme. Don't take risks on a Tour with Tyres that may be worn thin or perished. If you are not *confident* they will carry you through, reserve them for "pottering," and for serious work fit the trusty Bates' Tyres and Tubes

Bates have been making tyres since tyres have been made and it is this unmatched experience which makes Bates Tyres unapproachable for strength, easy running, resilience, and long life on the road. You will be interested in the Bates' Tyre Book. There is a copy waiting for you—post free

W. & A. BATES LTD.,
ST. MARY'S MILLS, LEICESTER.

DEPOTS IN LONDON, MANCHESTER, GLASGOW,
NEWCASTLE-ON-TYNE, BELFAST, and BRISTOL.

Colonial Wholesale Stockholders:

AUSTRALIA—A. G. Healing & Co., Ltd., 354, Post Office Place West, Melbourne; Bennett & Barkell, Ltd., Meagher and Chippen Streets, Chippendale, Sydney; Cornell, Ltd., 127, Pirbright Street, Adelaide, S.A. **UGANDA**—Sultani, Kampala. **BURMA**—Skippers & Co., Ltd., 51, Barr Street, Rangoon. **F.M.S. & S.E.**—15, Penang. **INDIA**—Skippers & Co., Ltd., 86-1, Clive Street, Bombay; Elphinstone Circle, Bombay; and at Cawnpore. **NEW ZEALAND**—Cycle and Motor Supplies, Ltd., Featherstone and Johnson Streets, Wellington; 140, Lichfield Street, Christchurch. **SOUTH AFRICA**—H. E. A. Smith, 34, Von Brandis Street, Johannesburg. **WEST INDIES**—Frederick N. Marlinez, Barbados.

In answering this advertisement it is desirable to mention "The Motor Cycle."

Acmeisms (No. 4).

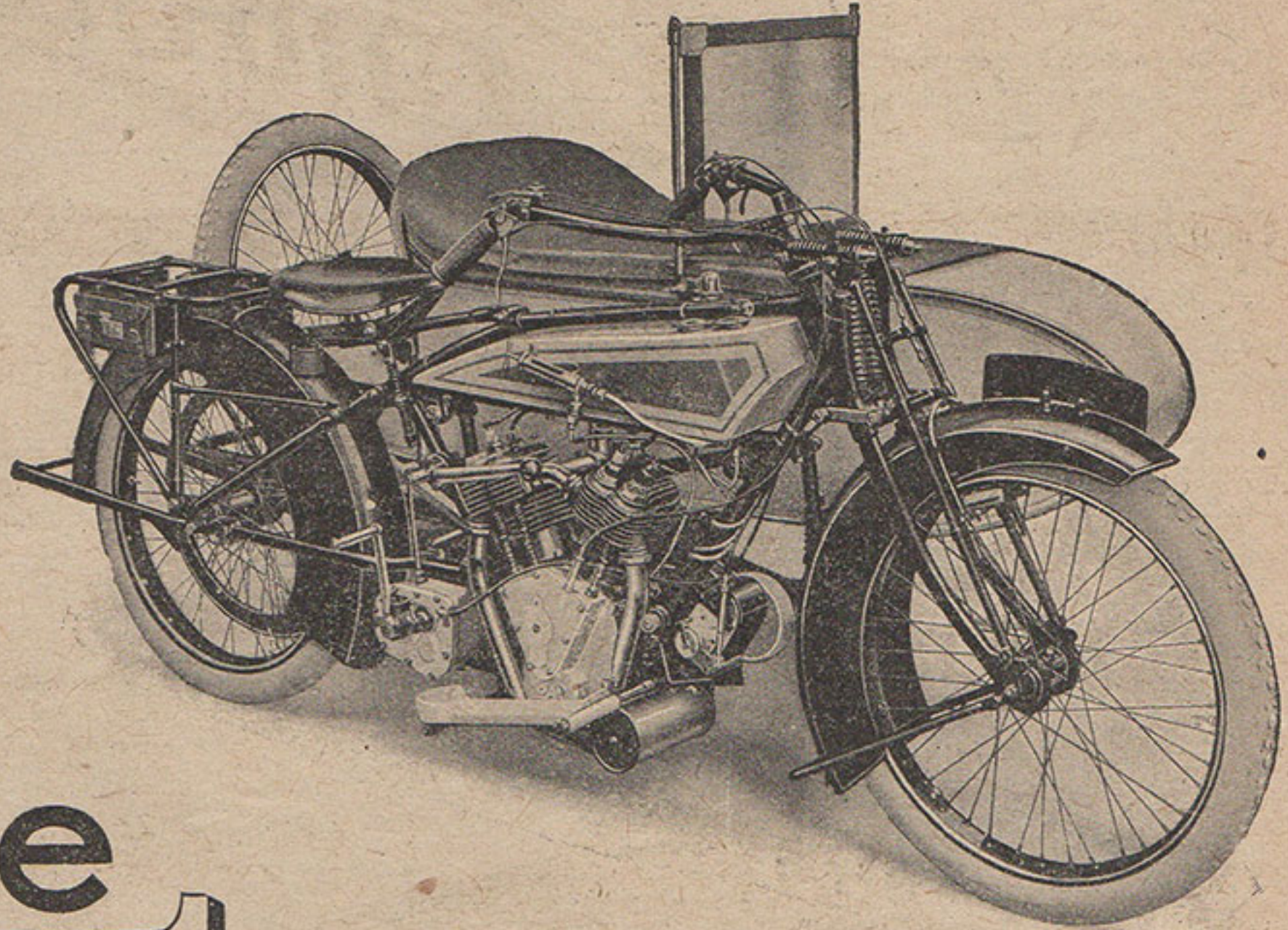
We refrain from discussing the rest, that's not our modesty, it's business. It is for you as a Motor Cyclist to discuss the rest, but we insist on telling you that the "Acme" is a machine full of good points!—Have you seen one yet?

8 h.p. Twin-cylinder.

Three-speed Gearbox.
28in. by 3in. Detachable, Interchangeable
Wheels.
Permanent Sidecar Connections.
Coach-built Sidecar.
Cantilever Springing, etc.

Price £190 0 0 nett

Complete combination, spare wheel included.



Acme

MOTOR CYCLES:

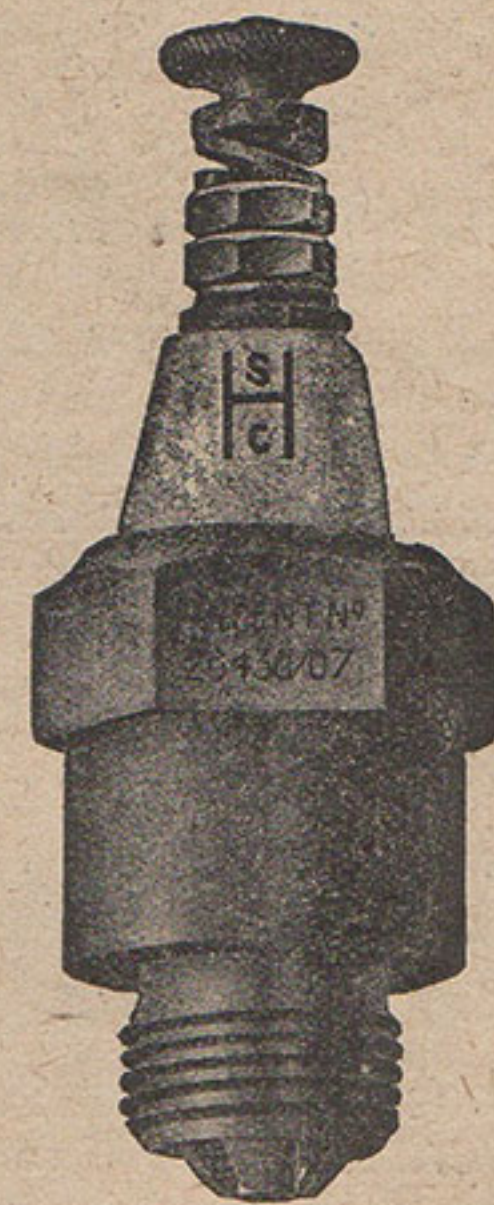
THE MACHINE OF NO REGRETS

"There is so much good in the worst of us;"
"There is so much bad in the best of us,"
"That it ill becomes any one of us"
"To talk about the rest of us." (R.L.S.)

8 h.p. Twin-cylinder "Acme" Combination.

The Coventry Acme Motor Co., Ltd., Coventry

**FOR ECONOMY
IN PETROL
USE
COOKE 5/-
PLUGS**



EVERY PLUG TESTED AND
GUARANTEED BY
HOWARD S. COOKE & CO.,
116, NORTHWOOD ST., BIRMINGHAM.

A NEW
LESSON
.....IN

Comfort

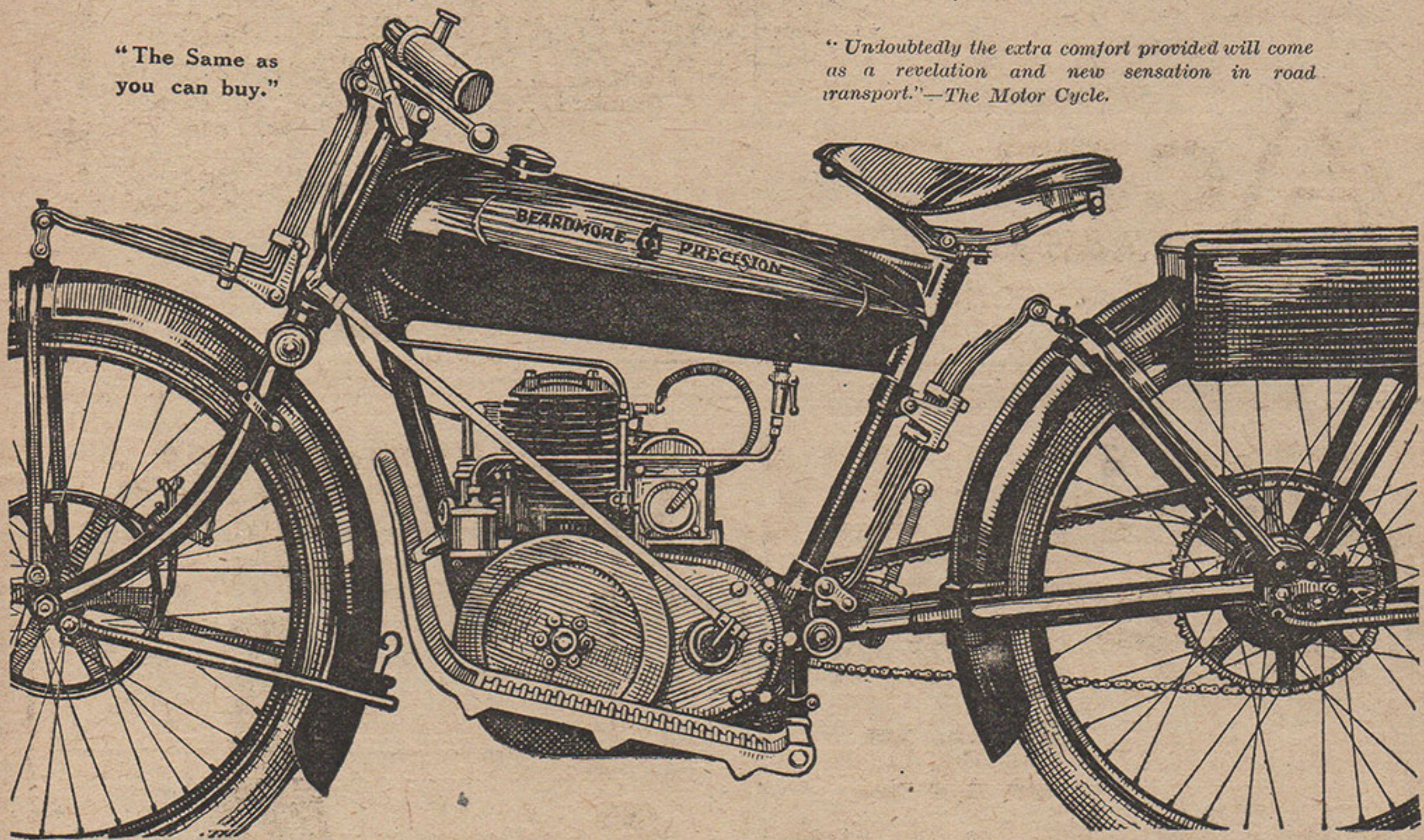
FOR THE
MOTOR
CYCLIST

Look at the Springing on this Bicycle.

The Beardmore-Precision Motor Bicycle has a highly effective spring frame and ample protection against mud and dirt. It is intended for the rider who looks for the fullest possible enjoyment and the least personal discomfort; who wants to use his machine every day, and regards motor cycling as a pastime rather than as a feat of physical endurance; who prefers comfort and cleanliness to mere pace who wants to feel that he has the best.

"The Same as
you can buy."

"Undoubtedly the extra comfort provided will come
as a revelation and new sensation in road
transport."—The Motor Cycle.



FOR DAILY
RIDING

"The machine for the practical rider. The man who wants a machine good enough for anything with decent weather protection, and needing the minimum amount of cleaning. I was delighted with the way the springing did damp out the road shock — "flight" describes the sensation. And at high speeds its quality did not diminish."—Daily Mail.

BEARDMORE Precision MOTOR BICYCLE

The Price is £95 complete. Full particulars from

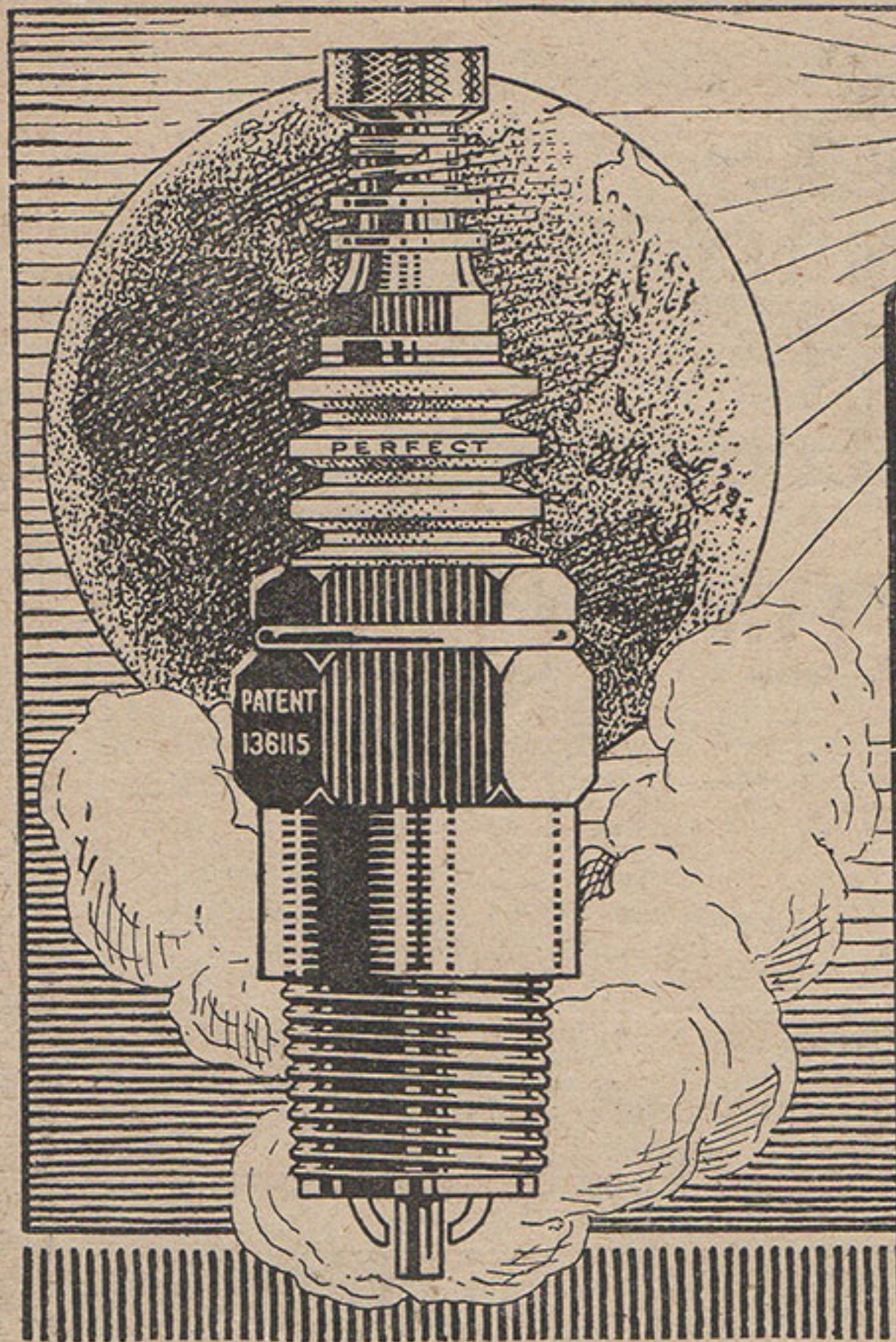
F. E. BAKER, LTD.,

The Precision Works, King's Norton, BIRMINGHAM.

In answering this advertisement it is desirable to mention "The Motor Cycle."

WITHOUT
FATIGUE

"The keynote of the design is that of strength combined with simplicity, much care and thought having obviously been expended on every detail of the construction." — Motor Cycle Trader.
"A machine which is brimful of successful innovations..... unconventional throughout but devoid of anything of a freakish nature. The design is inspired by broad experience, and it tells you so."—The Clarion.



Parallel No. 2

Just as the Sun gives life to the Earth,
so does the Plug give life to the Engine.

Every spark of the
“SPITFIRE” PLUG

is a spark of life and precision. It
is the most Efficient and the most
Reliable Plug under the Sun.

Ask your Agent for it.

Special	4/6
Standard	5/6
Perfect	6/6

Sole Manufacturers:

THE VITAL MOTOR UNITS CO.,
Tyler St., Greenwich, London, S.E.10.

10 YEARS AGO
**THE FIRST
LITTLE MIDLAND**
WAS BUILT.

It was the first cycle car to “Make Good,”
**AND THE NEW MODEL IS STILL
THE BEST.**

CAR COMFORT AT SIDECAR COST.

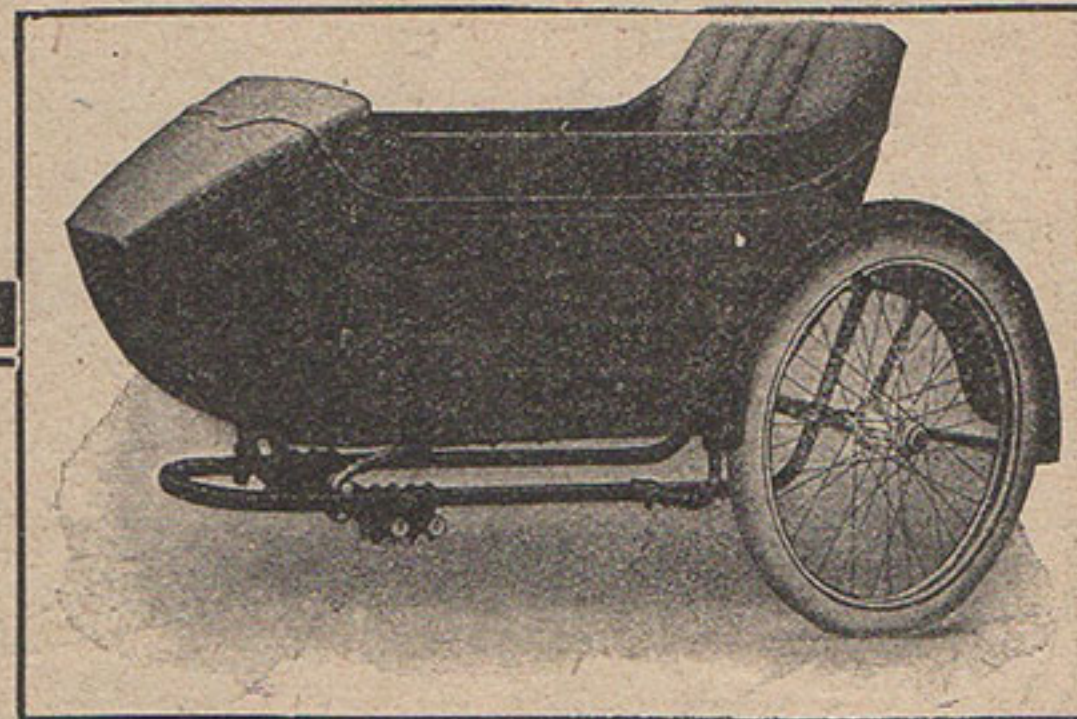
Complete 240 Gns	Ready for the Road.
2-seater, with dickey.	8 h.p. J.A.P. Engine, w.c.
Electric Lighting.	Seat Starter.
Michelin Detachable Disc Wheels.	3-Speeds forward, and Reverse.

Send for Catalogue to :

**The LITTLE MIDLAND LIGHT CAR
Company, Limited,**
Lynwood Road, **BLACKBURN**

Telephone: 5713. Telegrams: “ELM.”

For Agency and Terms apply Messrs. J. E. WHITE & Co
(Liverpool), Ltd., 57, The Albany, LIVERPOOL.



THE COMFORT
of the Motor Car is fully realised in the

**CANOELET
SIDECAR**

MEAD & DEAKIN
Patentees & Manufacturers,
RUSHEY LANE, TYSELEY,
BIRMINGHAM - ENG.



STANDARDISATION *of* CHAINS

Britain and America Collaborate

THE Association of British Driving Chain Manufacturers has been in touch with the American Chain Manufacturers with a view to getting the standards proposed by this Association established internationally. To this end each body has referred its proposals to its National Engineering Standards Committee.

In as much as the differences between the British and American proposals are very slight, it is felt that international standards can readily be established in the near future, pending which the Association of British Driving Chain Manufacturers has decided to defer putting into force the standards already announced for Roller Chains.

Members of A.B.D.C.M.

BRAMPTON BROS., LTD., BIRMINGHAM
 "THE COVENTRY" CHAIN CO., LTD., COVENTRY }
 HANS RENOLD, LTD., MANCHESTER
 ALFRED APPLEBY CHAIN CO., LTD., BIRMINGHAM }
 PERRY & CO., LTD., BIRMINGHAM

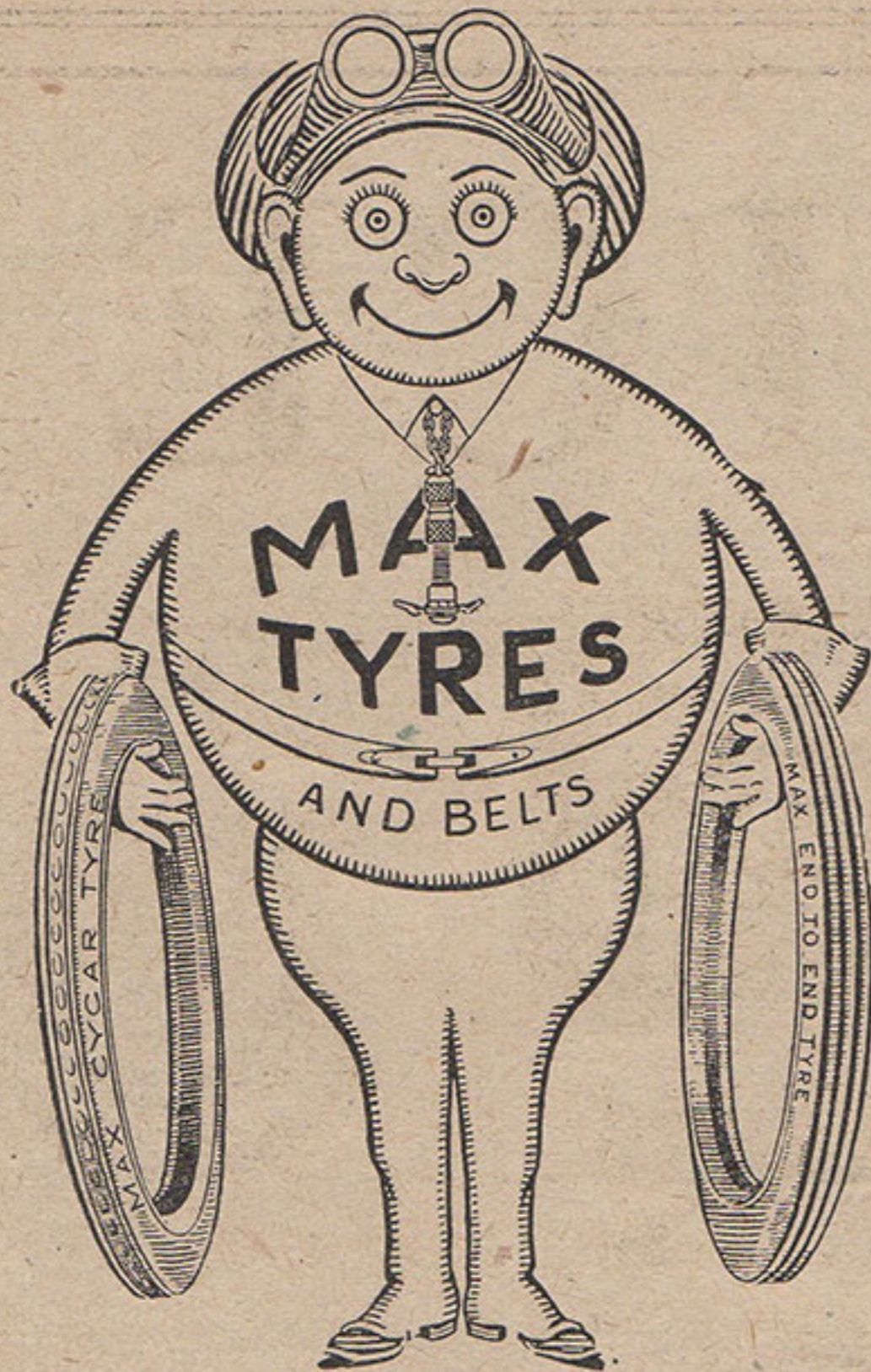
Sections.

{ CYCLE AND MOTOR CYCLE, HEAVY
 ROLLER, AND INVERTED TOOTH.
 { CYCLE AND MOTOR CYCLE

ASSOCIATION OF
BRITISH DRIVING CHAIN
 MANUFACTURERS,

Bassishaw House, Basinghall Street, LONDON, E.C.2.

In answering this advertisement it is desirable to mention "The Motor Cycle."



MAX TYRES

and Silver Streak Belts

give you MAX-imum value. Of this there is no shadow of doubt, no possible doubt whatever. You may pay more money, but you cannot have better Tyres than

The CYCAR Tyre

and

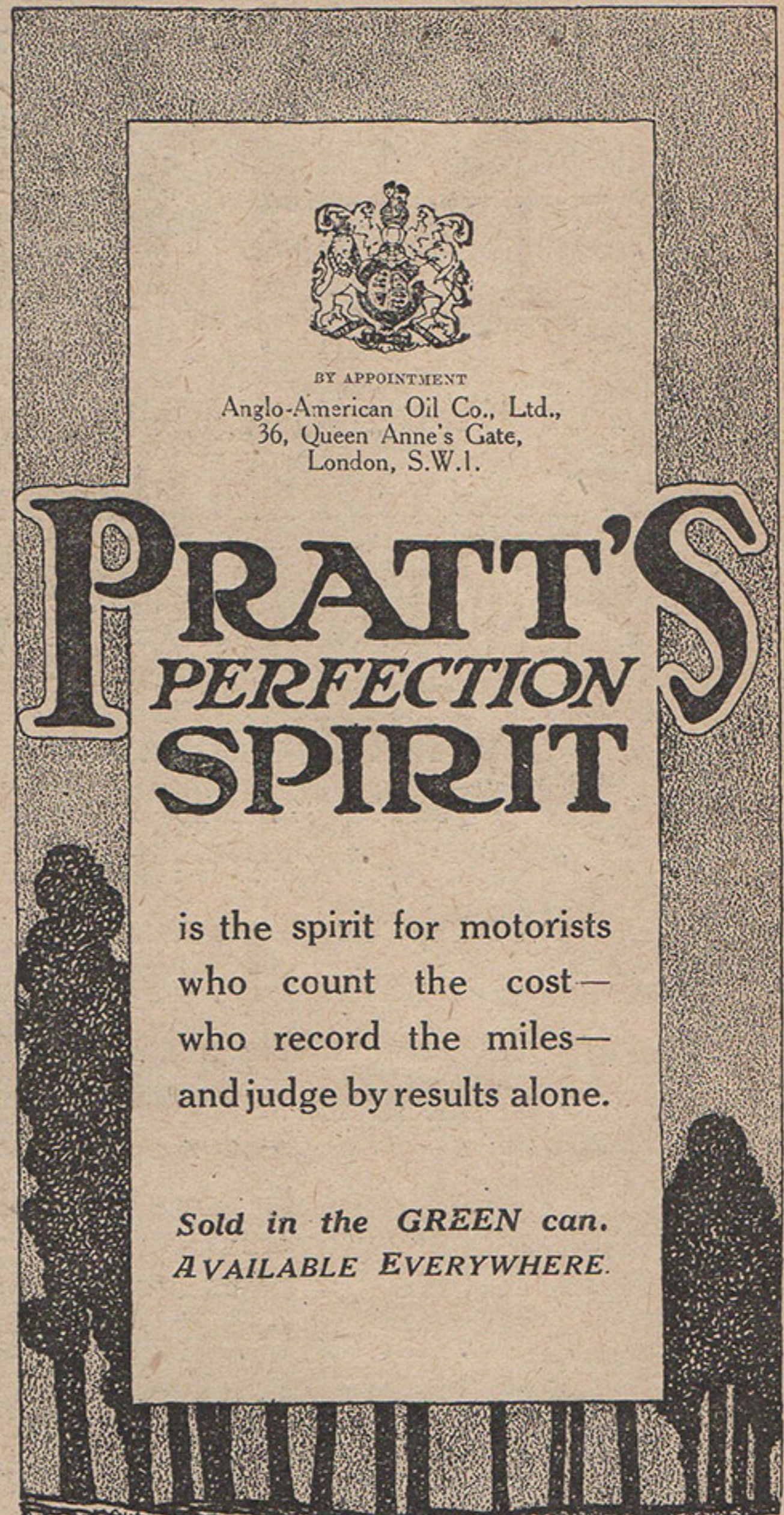
MAX END-TO-END Tyre

Made by Rubber Craftsmen of life-long experience.

Ask your Dealer to give you full particulars; or write to the Manufacturers: CUTHBE & Co., 37, Gt. Eastern Street, London, E.C.2.

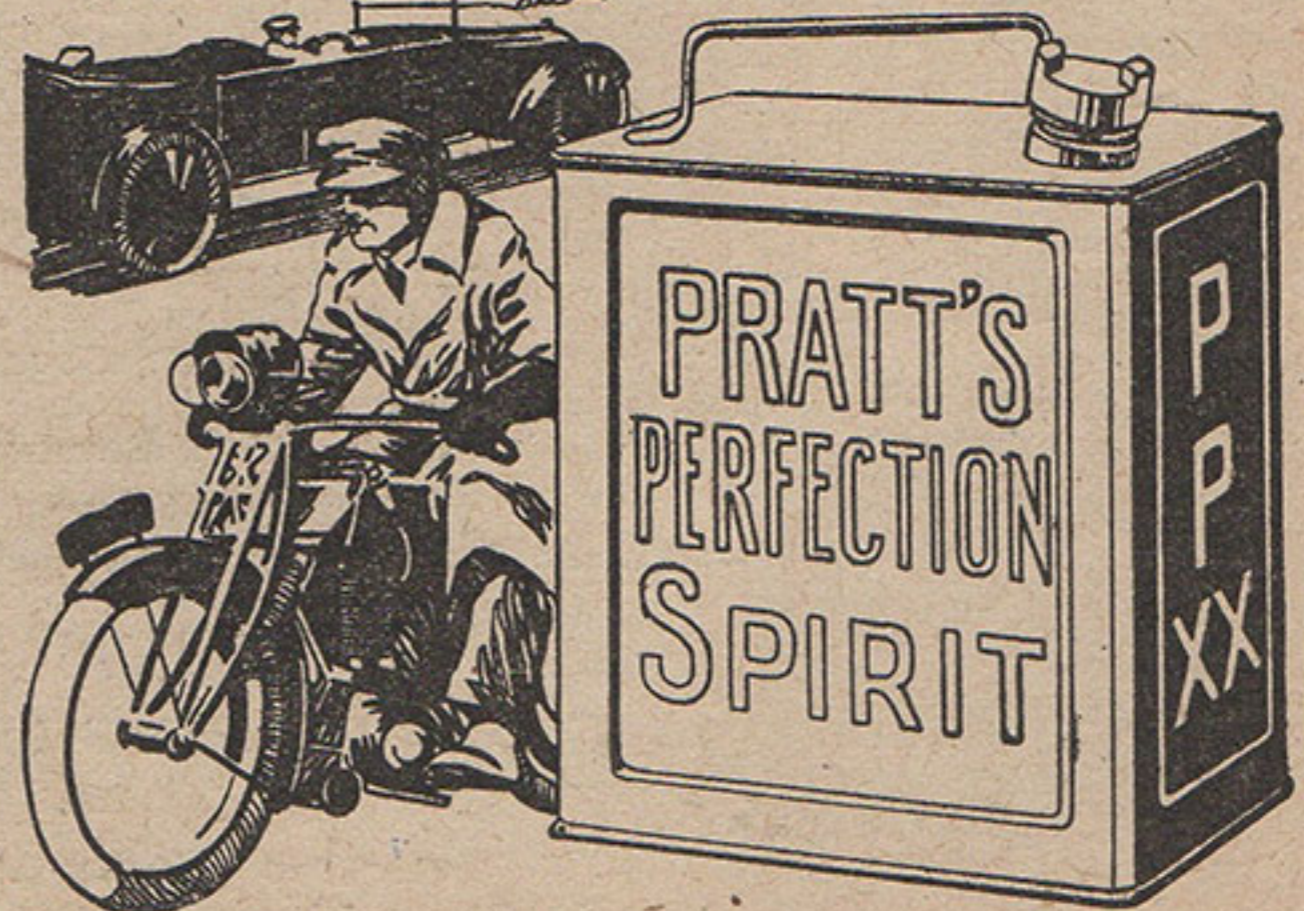
CUTHBE

For Rubber



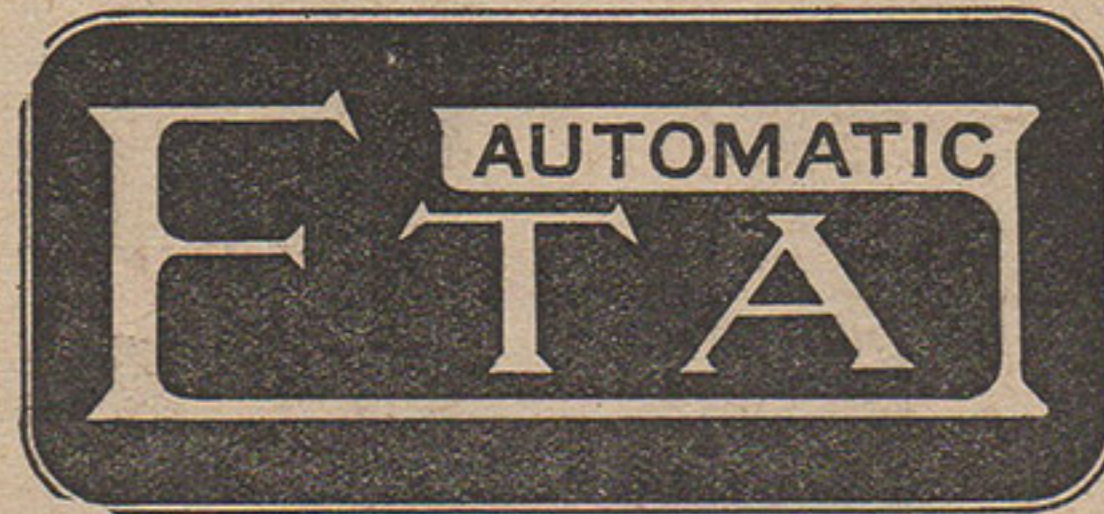
is the spirit for motorists who count the cost— who record the miles— and judge by results alone.

Sold in the GREEN can.
AVAILABLE EVERYWHERE.



1972a

NOTICE



CARBURETTERS

THE directors of Geoferic & Keene, Ltd., beg to announce that owing to the large number of orders received for the Eta automatic carburetter they find themselves unable to guarantee immediate delivery.

In view of this fact they have decided temporarily to withdraw the cash-with-order requirement, and until further notice orders accompanied by a ten shilling (10/-) deposit only will be booked for delivery in *strict rotation*.

Orders received from or through a recognised bona fide motor cycle trader need not be accompanied by a deposit.

Those customers who have already remitted cash and whose orders cannot be filled in reasonable time may have their remittances returned—less 10/- if they desire their orders to remain on the books.

Arrangements are being made for a very greatly increased production and it is hoped that the present shortage will very soon be overcome.

The price of the ETA is
82/6
 complete with control.

In the meantime attention is called to the undoubted fact that the Eta carburetter stands absolutely without a rival and is very well worth waiting for.

Geoferic & Keene, Ltd.
 24, Wormwood Street,
 London, E.C.

Perfect Protection from Wet.

Dunhills
 Waterproof Overalls
 Suits
 Smart,
 Light,
 Comfortable
 Impenetrable.



"no need ever to get wet."

DUNHILL Motor Cycling overalls are made of mackintosh material in three different qualities, viz.: A, B, & C, and all garments are guaranteed for two years' ordinary fair wear and tear.

In "A" quality there are three weights—Union Cashmere Medium Weight, Heavy Brown Twill for Winter, and Indiana for Summer wear.

In "B" quality Cotton Twill with heavy yellow twill back, and Cotton Twill with light self-coloured back.

"C" quality, medium weight Cotton Twill with Check back.

Patterns sent on application.

Being actual manufacturers we can ensure our customers having good new stock, thoroughly tested, and with the best finish put in to even the cheapest garment. Better finished mackintoshes than Dunhills' cannot be obtained, and it is largely due to the care and thought expended on unobtrusive details that they owe their superiority.

The double texture material from which they are made consists of three distinct layers—an outer one of cashmere (which contains a higher percentage of pure wool than is found in any other mackintoshes), then a film of fine rubber, and finally a strong foundation or backing. Thus made up the material is absolutely, without reservation, waterproof.

Each length directly it enters the factory is tested with a vacuum pump and has to resist the passage of water under high pressure before it is passed by the inspectors. Every seam in every double-texture garment is carefully stripped, sewn, solutioned and taped. In the case of single texture garments the stripping is not necessary, but each seam after sewing is solutioned and taped. This gives a rubber-to-rubber contact, and forms a union as close as that between the inner surfaces of the cloth itself. The seams can neither gape nor sag, and are quite impervious to wet.

2345/60. Double-breasted Jacket, as shown above, 36in. long, made in strong waterproof material, well cut and smart in appearance, and very durable. In various weights and qualities. Patterns sent on application.

Without Belt—A £3 3 0 B £2 15 0 C £2 5 0 With Belt—A £3 5 6 B £2 17 6 C £2 7 6

2346/60. Trousers Overalls, as shown above, with seat:—A £2 5 0 B £2 0 0 C £1 15 0 2347/60. Without seat:—A £1 17 6 B £1 11 6 C £1 7 0

2348/60. Single Leg Overalls:—A £1 12 0 B £1 8 6 C £1 5 0

Do not fail to write for a copy of the Motor Cycle Clothing List.

Dunhills Limited

359-361, Euston Road, LONDON, N.W.1.
 West End Showrooms: 2, Conduit Street, W.1.
 GLASGOW: 72, St. Vincent Street.

MOUNTAINEER

"You can't beat"
The Mountaineer
for climbing.

PRICE 65 Guineas.

2½ h.p., 2-stroke, 2-speed
MOTOR CYCLE.
 Powerful-Economical-Comfortable
BUILT TO LAST.
 Deliveries actually commence
 this Month

This machine is designed by a motor cyclist of many years' standing, who has brought his personal experience to bear on the production of a MOTOR CYCLE which, for all-round excellence, cannot be rivalled.
 SEND FOR ILLUSTRATION AND FULL SPECIFICATION

RICHARD WYLDE,
 THE GARAGE, MARSDEN,
 HUDDERSFIELD.

MOUNTAINEER

TAMPLIN

(Late CARJEN)

1920.

TANDEM

**TWO-SEATER
 RUNABOUTS.**

SPECIFICATION.

Engine 9 h.p. twin J.A.P. A.C. in front, Amac carburettor Sturmey Archer 3-speed gear box, drive by enclosed Renold chain and belt seat kick-starter, detachable scuttle, petrol capacity 4 galls., large oil tank, length 9ft 6in width 3ft 2in., seat width 20in., ample leg room inside controls, combined clutch and brake pedal, hand side brake. Dunlop tyres and belt, solid live axle giving double wheel drive and

braking, car type wheel bearings (Skefko), Ackermann steering direct by rods, body impervious fibre, level wings, coach finish blue and black, speed 45 m.p.h., consumption 60-80 m.p.g. Delivery strictly in rotation against deposit with order, about 8-12 weeks. Improved features for 1920 include a DEEPER REAR SEAT, LIVE AXLE giving double wheel drive and braking CAR TYPE WHEEL BEARINGS

PRICE £150 plus 10%. No Accessories

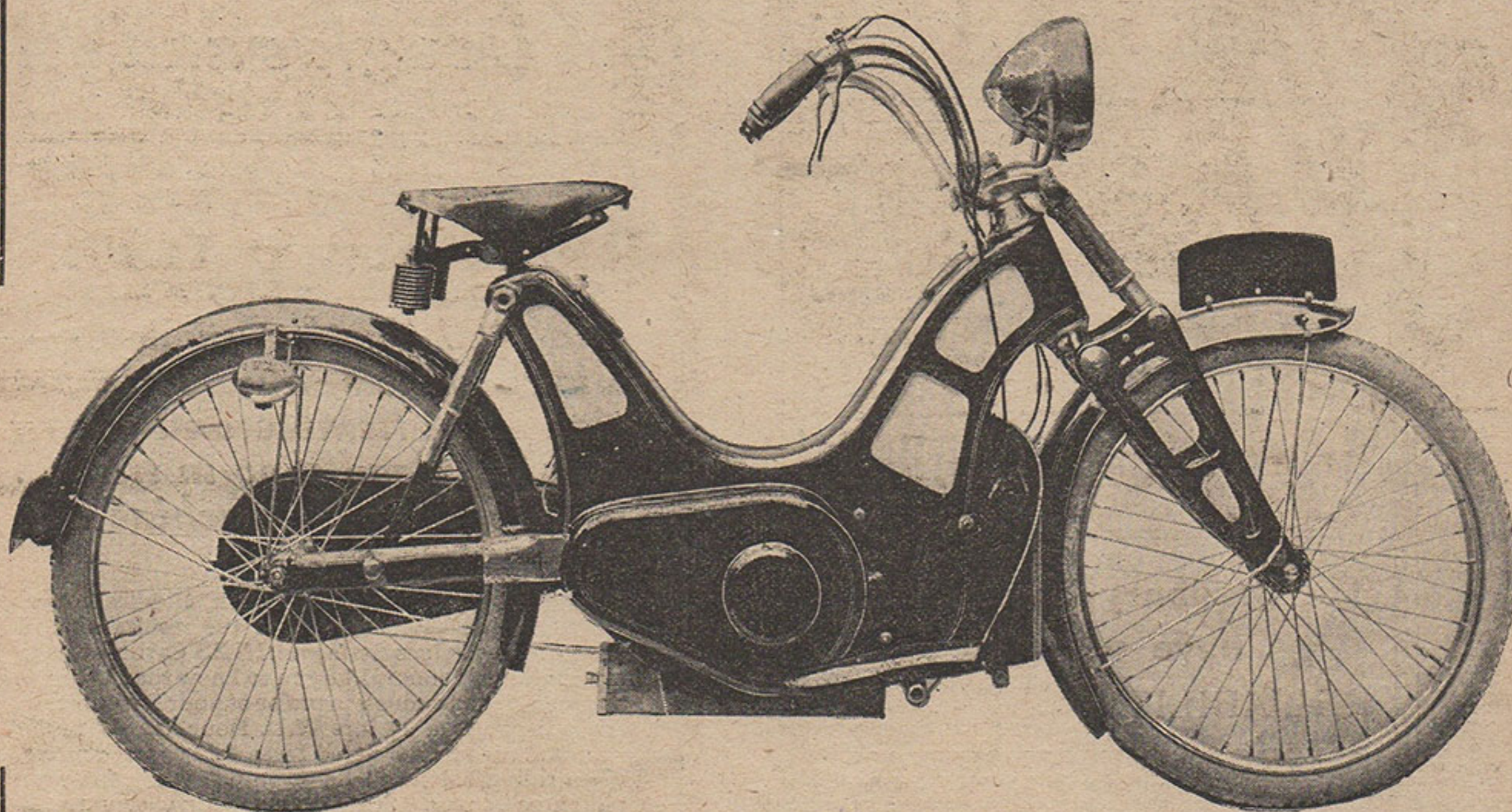
AWARDED GOLD MEDAL
London-Exeter Trial, Dec. 19th.
 ONE CAR ONLY ENTERED.
 TRANSMISSION UNTOUCHED THROUGHOUT.

SUCCESSORS Gold Medal in J.C.C. Light Car Reliability '19
 Hallsworth Ladder (1 in 2½) Hill-climb.

THE TAMPLIN ENG. CO.
 KINGSTON ROAD, STAINES,
 MDDX.

PHONE: 139 STAINES

THE PULLIN MOTOR CYCLE



PRICE 49 GUINEAS,

TWO-SPEED GEAR SPRING FRAME CHAIN DRIVE RATED $2\frac{1}{4}$ h.p

Order Now, Deliveries Commencing June.

Write for Catalogue,

PULLIN-GROOM MOTOR Co., Ltd.,

24, Buckingham Gate, London, S.W.1.



THE
BRADBURY
IN
SOUTH AFRICA.

.....
*Another Bradbury
Victory.*
.....

R.M.C.C. CHAMPIONSHIP

for Motor Cycles up to 600 c.c.
Won by Mr. F. NISSEN
mounted on a

6-Year-old BRADBURY

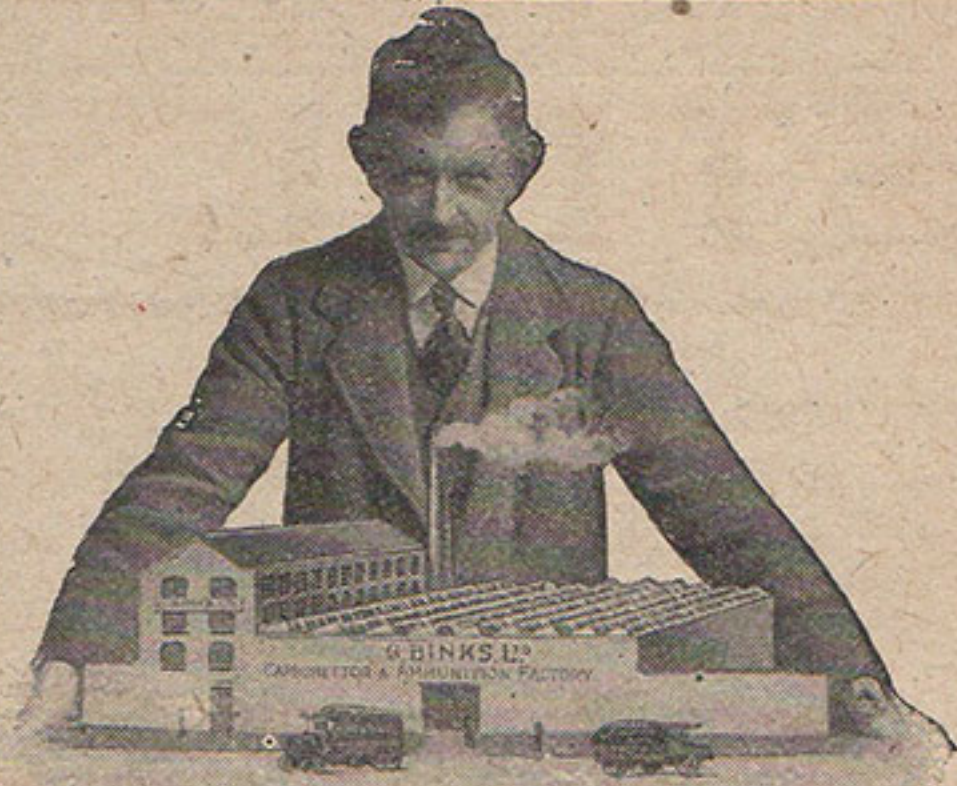
The Bradbury Motor Cycles
have won the
RELIABILITY,
PETROL CONSUMPTION,
and
SPEED CONTESTS in
South African Competitions.

*Please write for List and Name of Nearest
Agent.*

BRADBURY & CO.,

LIMITED,

Wellington Works,
OLDHAM.



*My advice to users
of Douglas and all
other makes—get
at once a **BINKS**
CARBURETTER*

*and stop wasting money. A
Binks makes any machine
tick over, flexible and silent,
and pull dead slow in traffic.
Makes an old machine run
like a new one.*

"12, Park Road North, Middlesbrough.

"Dear Sirs,—With regard to the results which I have obtained since fitting a BINKS Carburetter to my machine, I should like you to know that I cannot find words good enough in praise of your Carburetter. My machine is a 2½ h.p. W.D. Douglas. With the standard carburetter fitted I was doing 95-100 m.p.g. when riding solo, and 85-90 m.p.g. when taking a pillion passenger. Since fitting your carburetter, I have been getting regularly 140-150 m.p.g. solo (even on short runs) and 125-130 m.p.g. with a pillion passenger. When riding down here in September from Stirlingshire, I did the 200 odd miles with a consumption of actually 156 m.p.g., a truly excellent performance.

"For the interest of Douglas users, I may say that the jets I have fitted are 000, 1, 6. As regards speed I have added 8 m.p.h. to my maximum speed. Further, the engine will tick over so slowly on top gear that one can hardly keep one's balance. A much cooler engine due to the correct mixture given by your Carburetter is another noticeable feature. In short, your Carburetter has completely transformed my machine, and my invariable answer to anyone who asks me how to get the best results from a motor bike is 'Fit a Binks.'

"Yours truly,

"T. Arnold Wilson, Capt."

Also 11,000 other Testimonials confirming above. Get one on approval. Send for Lists and Treatise on Carburation.

C. BINKS, LTD., ECCLES.

STILL THE BEST

We can still offer one of the best selections of new and nearly new motor cycles for immediate delivery, and advise all, who wish to motor this Easter, to select a machine without delay as our stock is rapidly diminishing, and machines are now practically unobtainable at such attractive prices as those we offer below.

NEW MACHINES for Immediate Delivery at List Prices.

RUDGE , I.O.M., 3½ h.p., multi-gear and clutch	£110 5	CLYNO , 2½ h.p., 2-speed, clutch (2 in stock)	£75 0
COULSON-B. , 4 h.p., 2-speed, T.T. model, spring frame (2 in stock)	£110 5	P.V. , 2½ h.p., 2-speed, spring frame (2 in stock)	£75 0
COULSON-B. , 2½ h.p., 2-speed, spring frame	£94 10	VERUS , 2½ h.p., 2-speed, clutch, and kick starter	£75 0
COULSON-U. , 2½ h.p., spring frame	£65 0	CALTHORPE , 2½ h.p., 2-speed, clutch	—
H.B. , 2½ h.p., 2-speed, clutch, and kick starter (2 in stock)	£94 10	KINGSBURY Scooter	£42 0

Plus carriage from works.

NEARLY NEW MACHINES.

Majority of which have not run 100 miles, and are indistinguishable from new in every respect.

NORTON 1920 Big Four, 3-speed, clutch, and kick starter, Swan sporting Sidecar to match, P. and H. lamps, horn, etc., etc. Very attractive	£190 0	RUDGE , 1920, 3½ h.p., multi and clutch, sporting coachbuilt Sidecar to match, all lamps, horn	£145 0
RUDGE , 1920, I.O.M., multi gear and clutch, and Canoelet sporting Sidecar, lamps and horn, speedometer	£150 0	RUDGE , 1920, 3½ h.p., multi, clutch, and touring coachbuilt Sidecar to match, all lamps and horn	£145 0
P. & M. , 1920, 3½ h.p., 2-speed, Lucas lamps and horn	£110 0	SUNBEAM , 3½ h.p., 3-speed, clutch, and kick starter, Henderson Sidecar to match	£165 0

SPECIAL OFFER.

DOUGLASES, 1916 models, 2½ h.p., 2-speed, latest pattern buffer spring forks, all are completely rebuilt and thoroughly overhauled, enamelled standard Douglas colours, tyres and belts are in many cases brand new, all are guaranteed to be in perfect running order, and ready for immediate service.

Limited number only at £65, or £32 10 down and 12 monthly instalments of £3 2 4

SECOND-HAND MACHINES.

ENFIELD 1916 Combination, 6 h.p., lamps, horn, all in perfect condition throughout	£145 0	HARLEY-DAVIDSON 1916 model Combination, splendid order throughout	£140 0
ENFIELD 1916 Combination, 6 h.p., new condition throughout, looks new been stored for 3 years	£155 0	TRIUMPH , 1918, 4 h.p., countershaft, new condition, lamps and horn	£92 10
ENFIELD 1916 Combination, 6 h.p., Lucas dynamo lighting set, excellent condition throughout	£155 0	ROVER , 1919, T.T. model, 3½ h.p., Philipson pulley, run 700 miles, and is as new throughout	£88 0
ENFIELD 1914 Combination, 6 h.p., in 1920 condition, been stored for nearly 4 years, as new	£132 10	ROVER , 1919, 5-6 h.p. twin, Lucas dynamo lighting, just been re-enamelled throughout	£155 0
INDIAN 1916 Powerplus and Swan sporting Sidecar, electric lamps, horn, speedometer, very fast, and one of the smartest outfits on the road	£150 0	DOUGLAS 1919 Combination, 4 h.p., 3-speed, in new condition throughout	£140 0
INDIAN 1916 Powerplus and Phoenix sporting Sidecar, P. & H. lamps, horn, speedometer, disc wheels all round, T.T. bars, very fast	£145 0	DOUGLAS , 1914, 2½ h.p., 2-speed, special T.T. model	£54 0
INDIAN 1916 Powerplus Combination, all lamps, horn, etc., good condition throughout	£135 0	B.S.A. , 1919, and genuine B.S.A. Sidecar, new condition throughout, absolutely sound	£150 0
INDIAN , 1915, 7-9 h.p., 3-speed, T.T. bars, engine not done 500 miles, perfect condition	£90 0	NEW IMPERIAL , 1919 model, 2½ h.p., 2-speed, wide mudguards, practically brand new, all lamps, and horn	£70 0
HARLEY-DAVIDSON , 1918 model, 7-9 h.p., 3-speed, and Swan touring Sidecar, lamps, etc.	£155 0	ZENITH , 8 h.p., T.T. model, sporting coachbuilt Sidecar, exceptionally fast outfit, Lucas lamps and horn, speedometer; very attractive outfit	£120 0
		RUDGE , 1913 model, multi gear and clutch, sound condition throughout	£44 0

NEW SIDECARS IN STOCK.

LIST PRICE, plus carriage.

HENDERSON Model, Elite	£43 0	SWAN Sporting, Zenith fittings	£33 0
" " Br	£30 0	CANOELET Sporting	£17 8
" " Featherweight	£22 0	BAMCO Touring, grey	£30 0
SWAN "Sporting, aluminium	£30 10	RENNOC Spring Frame Indian	£37 0
" " blue	£30 10	ALBEN Bulbous Back, any colour	£30 0

BODIES in Stock from £8.

Please remember, all dates quoted are guaranteed accurate, and all machines are guaranteed by us to be in sound mechanical condition throughout.

CASH.

EXCHANGE.

EXTENDED PAYMENTS.

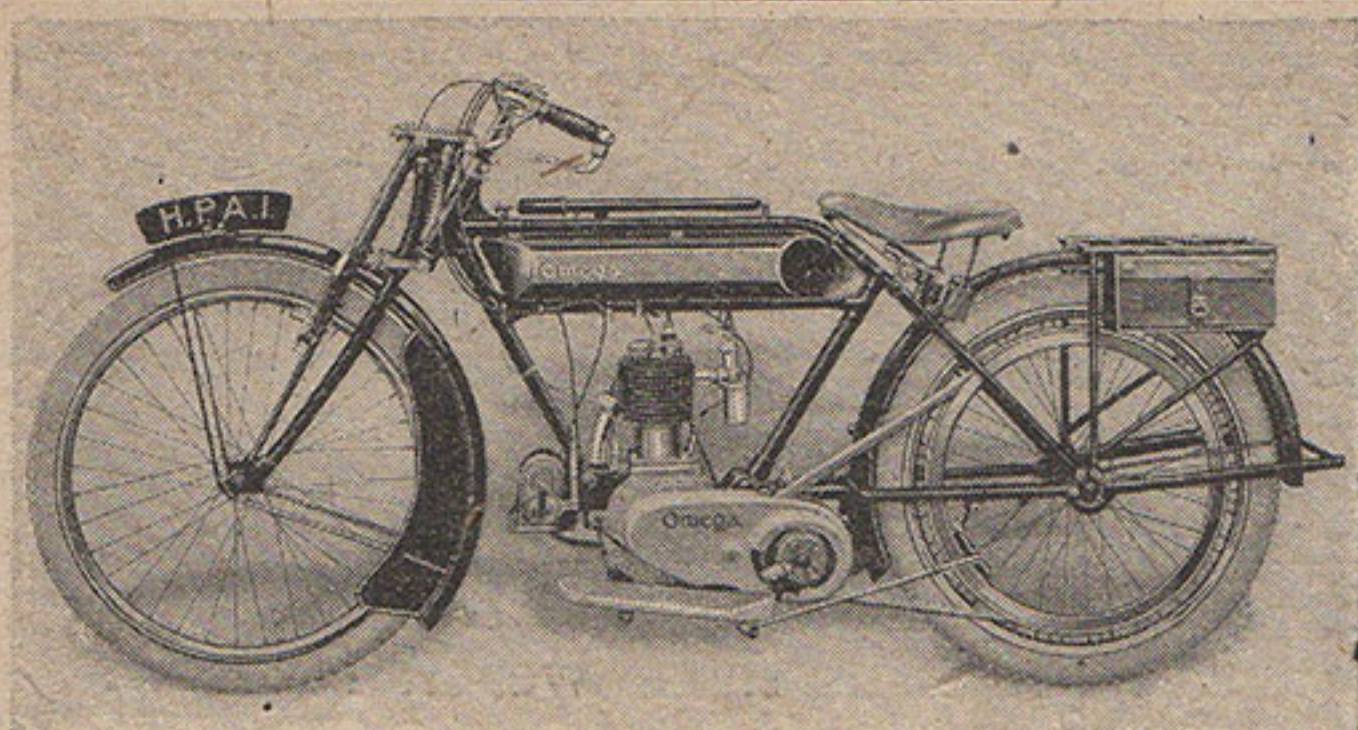
Allen Bennett Motor Co.,

9-10-11, Royal Parade,
London Rd., West Croydon

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BUCKINGHAM ST. WORKS
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Spring Cushion Pillion Seat.
 Made on birchwood frame.
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 Ideal third passenger Seat

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A USEFUL BOOK for Motor Cyclists

FULL of valuable information and “wrinkles” relating to the purchase, driving, adjustment, management, equipment, repair, garaging, etc., of motor cycles. The present edition has been thoroughly revised and is right up to date in every respect.

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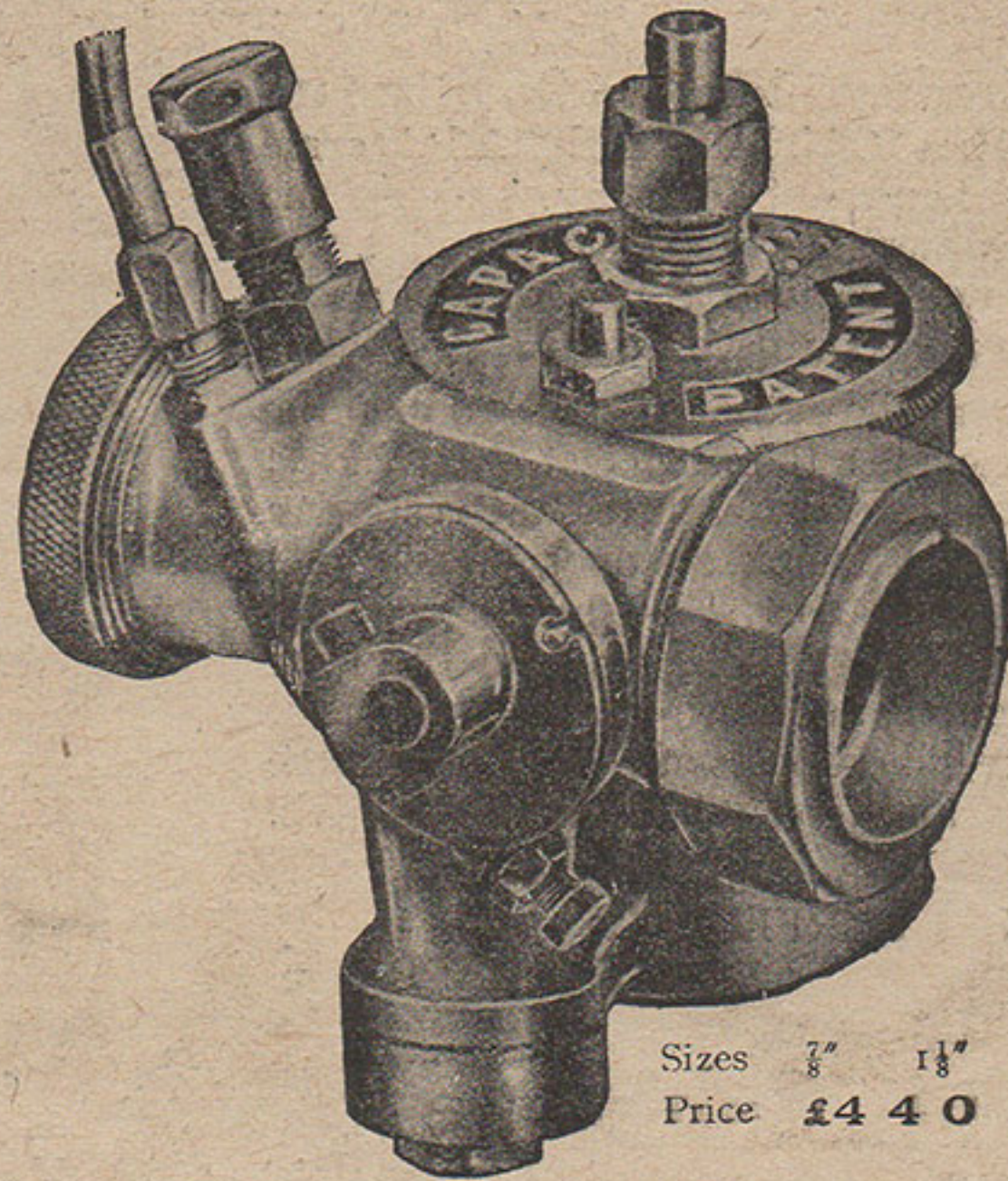
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To obtain maximum pleasure at
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FIT A CAPAC CARBURETTER

You will then have few regrets
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DELIVERY FROM STOCK.



Sizes $\frac{7}{8}$ " 1 $\frac{1}{8}$ "
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**Pneumatic
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Recommended by all long-distance riders.
To fit $\frac{7}{8}$ in. or 1in. Bars. You can fit
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The "CALTHORPE-JAP" 2 $\frac{3}{4}$ h.p.

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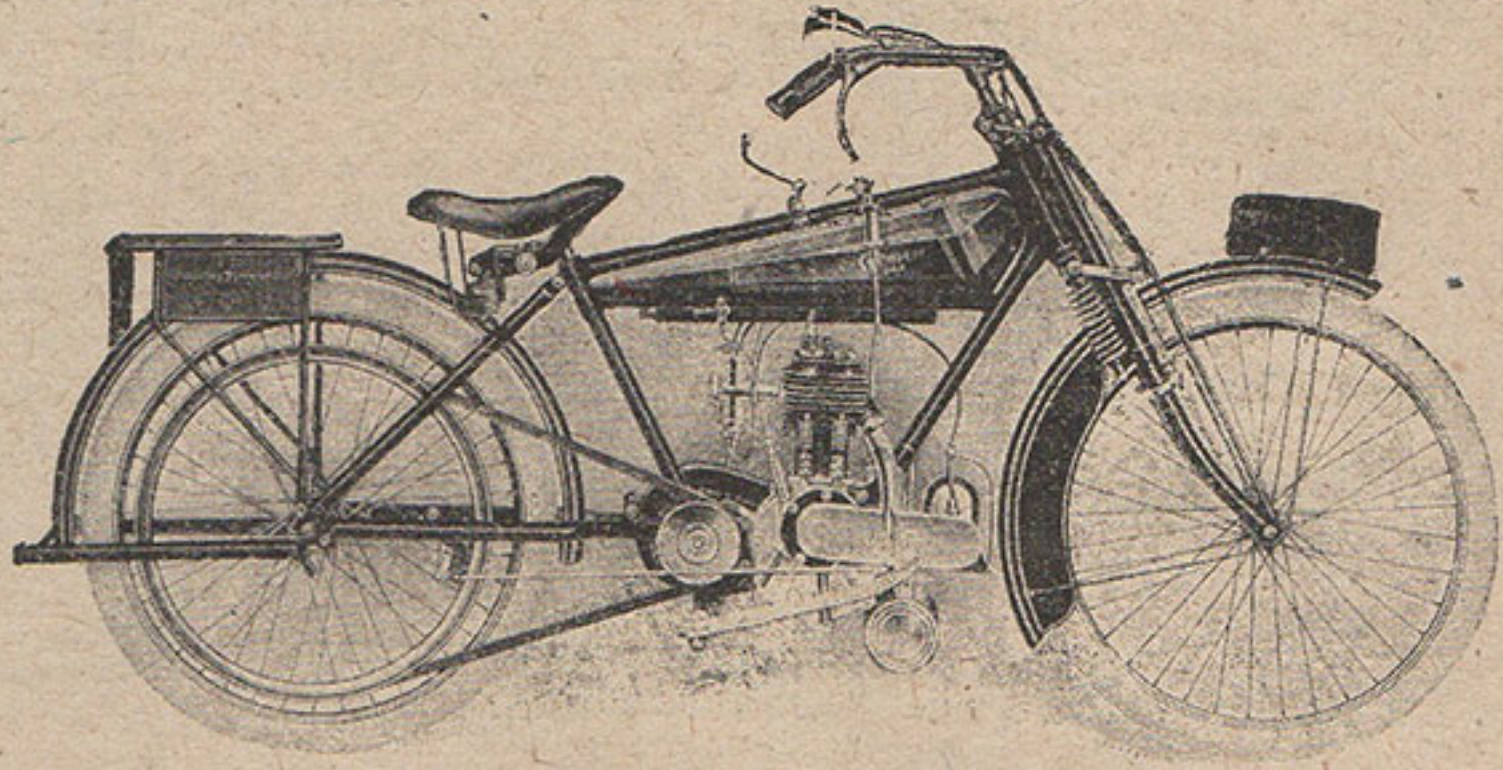
Gradient 1 in 4 — 23 Stone up

"The 'CALTHORPE-J.A.P.' came to hand last Tuesday, and as the weather has been very bad I was only able to get two runs of about 10 miles until yesterday.

From the outset I decided to give the machine a thorough test, with the aid of an expert. Started out yesterday—he driving (12 stone), I (11 stone) on the carrier. We rode a two mile gradient of 1 in 4 without the least trouble, and during a trip up some of the hilliest parts of N.W. Durham the machine took us both without a hitch.

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Fitted with the fast and powerful 2 $\frac{3}{4}$ h.p. J.A.P. Engine, with Enfield two-speed gear, Chain-cum-belt drive, Druid pattern forks, and Dunlop tyres, this Calthorpe model will successfully stand the strain of heavy and strenuous work.

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A full hundred per cent. efficiency in brake and control gear is essential if the rider would experience that feeling of perfect safety when a wheel.

"BOWDEN, Tyseley" Fitments give that maximum efficiency under all conditions—their dependability is proverbial and their world-wide popularity a clear indication of the motor cyclist's appreciation of their worth.

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All casing repairs are charged extra according to the description of repair.



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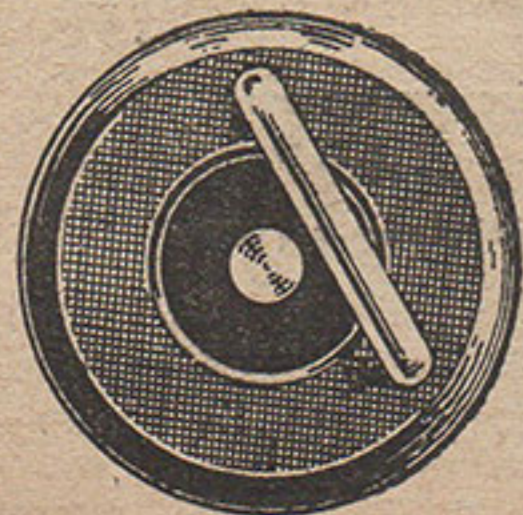
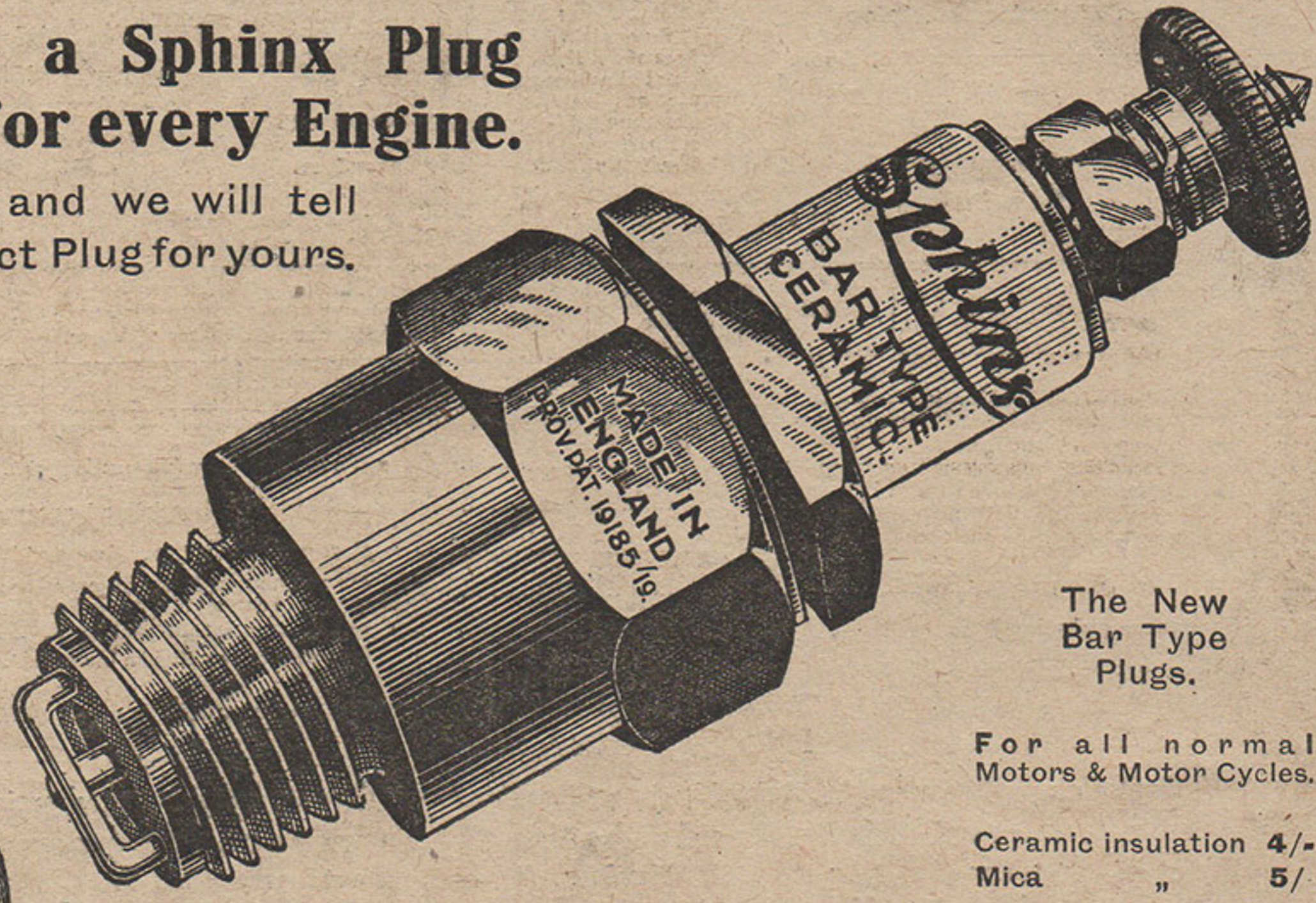
All goods sent on seven days approval against remittance. Carr. Paid.
 We have a large MOTOR Tyre stock and shall be pleased to quote on receipt of postcard.



264-266, Vauxhall Bridge Road, Victoria S.W.1.
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There is a Sphinx Plug suitable for every Engine.

Write to us and we will tell you the correct Plug for yours.



The New Bar Type Plugs.

For all normal Motors & Motor Cycles.

Ceramic insulation 4/-
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THE SPHINX MFG. CO., BIRMINGHAM.

THE MOTOR CYCLE *SPECIAL PRIVILEGE*

A free weekly copy of "THE MOTOR CYCLE" is sent to every policy holder when the premium paid is £4-5-0 or over

Insurance Policy

Underwritten by The Autocar Fire and Accident Insurance Company, Ltd. (Incorporating "The Autocar" Insurance Dept. Established 1904).

COVERING MOTOR CYCLES or CYCLES and SIDECARS—USED FOR PRIVATE PURPOSES.

Complete Comprehensive Cover Free of Vexatious Restrictions.

THIRD PARTY. Complete indemnity up to an unlimited amount against all legal liability. All law costs incurred with the Company's consent paid in addition to compensation awarded. Defence of any police summons for driving to the danger of the public when an accident, as insured, is concerned free of legal costs.

ACCIDENTAL DAMAGE up to full value, including side slip. Reasonable repairs up to £5 may be put in hand at once.

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TRANSIT. Accidental damage during transit by road, rail, or inland waterway.

BONUS: 10% reduction off renewal premium if no claim.

If present value, including accessories, exceeds £100, an extra premium of 10/- is payable, exceeding £200 20/-

Cycle used to carry passenger on pillion seat or luggage carrier—50% extra.

If machine driven by any person other than owner—10/- extra

If named extra rider—5/- extra.

Comprehensive Policy SCHEDULE OF PREMIUMS.

Motor Cycles not exceeding

3 h.p.	4 h.p.	5 h.p.	6 h.p.	8 h.p.
£2 15 0	£3 0 0	£3 10 0	£4 5 0	£4 10 0
Third Party, Fire, and Theft only.				
£1 7 6	£1 10 0	£1 12 6	£1 15 0	£1 17 6

Occasional business journeys, 25% extra. Professional purposes, 40% extra. Trade purposes, 75% extra.

REDUCTIONS.

To be taken off premiums in schedule only.

11% if Insured bears first £1 of all claims.

25% " " £2 " "

3 1/4% " " £5 " "

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Two cycles insured—one out at one time 25%

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BENEFITS: Death, £250. Loss of two limbs or sight of both eyes, £250.

Loss of one limb or sight of one eye, £150.

Total disablement, limited to 26 weeks each accident, £3 per week.

Premium 25/- cycles, 20/- cycles with sidecars.

Half Benefits—Half Premiums

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BENEFITS AS FOR OWNER: If

passenger specified by name. Premium

15/- sidecars. Any passenger of not

less than 16 or more than 55 years of age.

Premium 20/- sidecars.

PROPOSAL FORM. Particulars of Motor Cycles

Make.	H.P.	Date of Make.	If with Sidecar.	Value (including Accessories).		Registered Letter and Number.
				NEW Cost.	Present Value.	
				£	£	

Owner's Name (in full).....

Address.....

Occupation (if any).....

Have you any physical defect or infirmity?..... Age.....

Will cycle to be insured be used solely for private pleasure purposes?.....

I declare that the above statements are true and complete.

Date.....

Proposer's Signature.....

If not, please give full particulars.....

Will cycle be solely driven by proposer?.....

Have you ever had your licence endorsed or suspended?.....

Are you now, or have you ever been, } insured in respect of a Motor Vehicle? }.....

Has any Company refused to renew your } insurance or required an increased premium? }.....

Immediate protection can be obtained by forwarding this Form, filled in, and remittance for first premium to
The Autocar Fire and Accident Insurance Company Limited

Telegrams—"Cyclist, Fleet, London."

20, Tudor Street, London, E.C.4.

Telephone—2848 City.

Branch Offices: {
 BIRMINGHAM: Guildhall Buildings, Navigation Street.
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NEW HUDSON

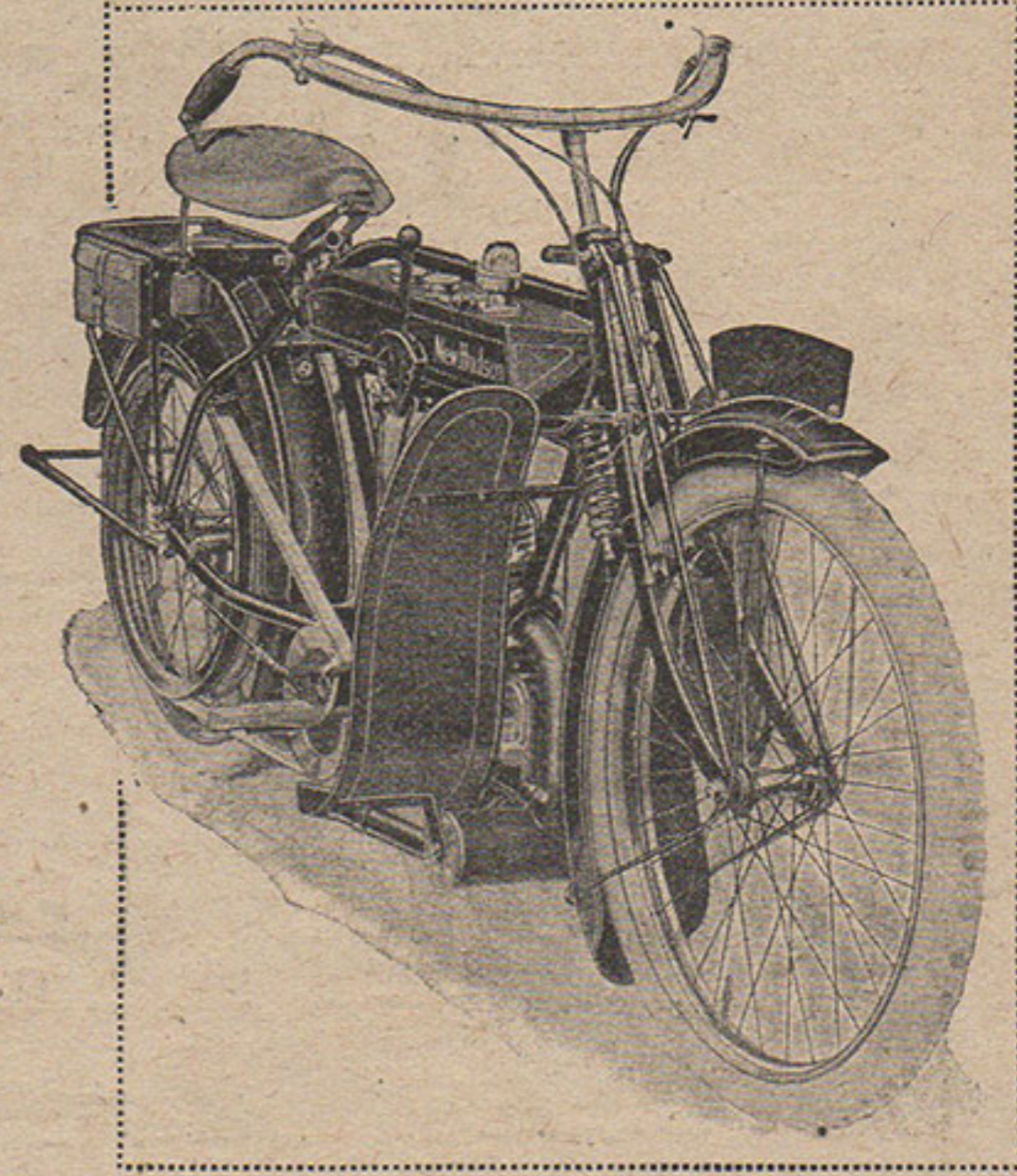
Powerful 2-stroke Lightweight

A proposition that is to meet the greatest popular demand for the Lightweight combining every essential for strength, power, speed, and dependability.

Power, Service, and Endurance are determined in the NEW HUDSON luxurious Lightweight by its substantial construction, its powerful New Hudson Engine, its excellent provision for comfort and convenience, and its wide range of utility.

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Its complete specification includes Engine, Gears, and Component parts produced in the Company's Factories, and equipment of highest grades. **The Motor Cycle with Irresistible Appeal to the Practical Man.**



Price £75-0-0

Write for Illustrated Catalogue.

NEW HUDSON, Ltd.,
St. George's Works, BIRMINGHAM.



Reg. Trade Mark.

The
A.J.S.

Scientific Frame (Registered Design.)

The frame of the A.J.S. Motor Cycle is of a strictly scientific construction.

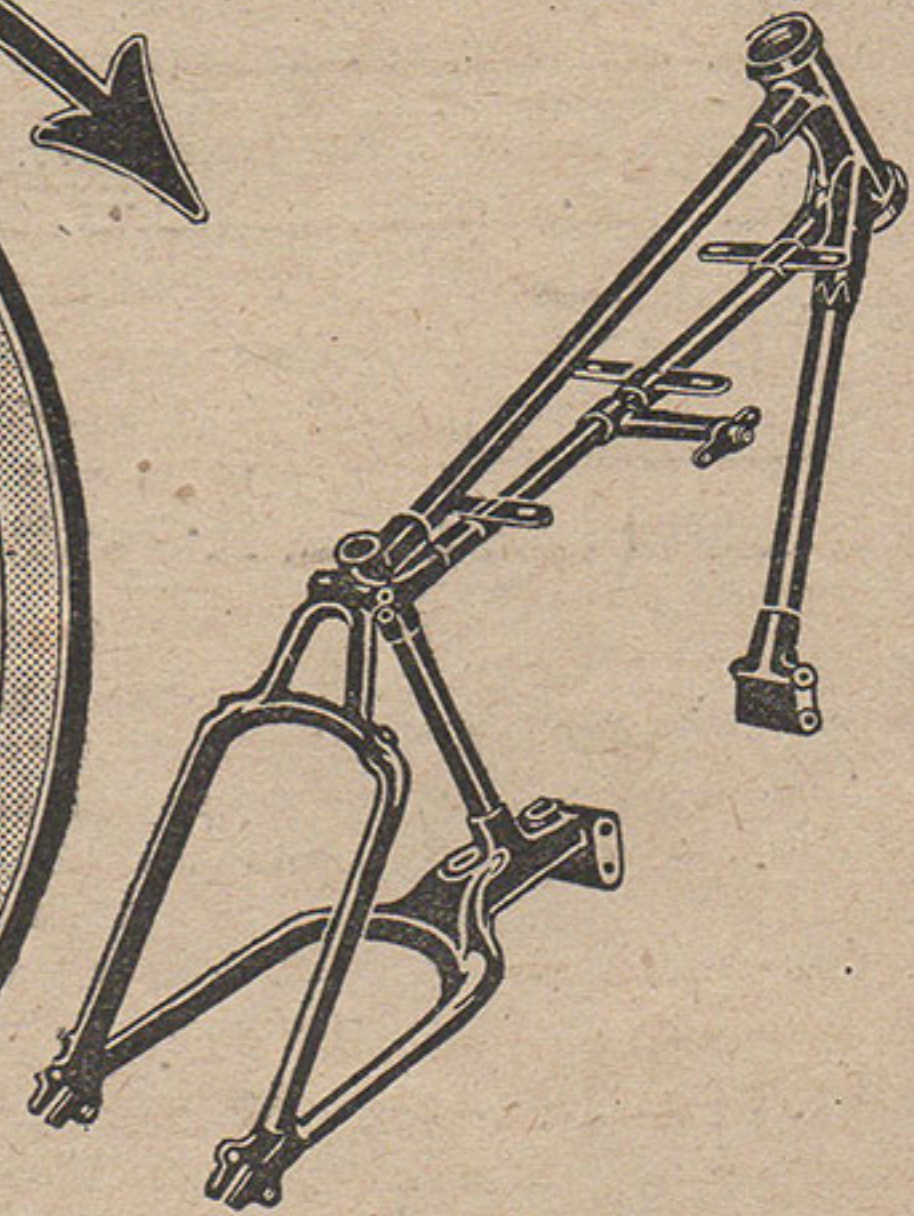
After careful experiment and extensive research into the subject of stresses and strains, we decided in 1915 to entirely abolish the bent top tube from the A.J.S. frame, which was then the ruling fashion, and which, moreover, is still adhered to by many manufacturers in spite of its inherent weaknesses.

We adopted instead a straight top tube frame inclining from head to rear—a design we have never since altered, because it has proved to be **the strongest possible form of construction!**

In the A.J.S. Frame, not only is the top tube straight but every other tube incorporated is also straight. Wherever bends do occur owing to necessity of design, stout castings or steel stampings are employed. All tubes are of the highest quality steel of heavy gauge with mitred joints, and strengthened at all vital parts.

The A.J.S. Frame is but another instance of the care and thought given to the design and construction of every component part, and this fact explains why the A.J.S. enjoys an unrivalled reputation. Catalogue gladly on request.

A. J. Stevens & Co. (1914), Ltd.,
Wolverhampton.



6 h.p. Combination, to standard specification, which includes spare wheel and tyre, spring seat-pillar, windscreen, stormproof apron, and tools £200
Motor Cycle only £148

London Agents:
H. Taylor & Co., Ltd.,
Store St., Tott. Court Rd

In answering these advertisements it is desirable to mention "The Motor Cycle."

IMPORTANT ANNOUNCEMENT.

Owing to the general increase in wages and material, we are obliged to slightly advance the prices of Blackburne Motor-Cycles as follows—

- 4-h.p. Solo Machine, £115
 - 8-h.p. Solo Machine, £145
 - 8-h.p. Combination, £190
- Complete with Spare Wheel, etc.*



Blackburne

The Machine that Runs like a Car.

BURNEY & BLACKBURNE, Ltd., 166-168, Shaftesbury Avenue, London, W.C. 2.

MOTOR SUITS

DIRECT FROM THE MANUFACTURER.
SINGLE SUIT AT WHOLESALE PRICE
 GUARANTEED ABSOLUTELY WATERPROOF.
 Made from Heavy Fawn Twill, as supplied to the Army.
 ONE QUALITY ONLY.—THE BEST.



JACKET.

DOUBLE-BREADED.

Extra large pockets, Wind Cuffs, Storm Collar.

Lengths 33 to 40.

Chest 34 to 44.

All Sizes - - **40/-**

TROUSERS.

Seatless. Full Gaiter. Leather foot-strap, Double thickness at ankle, easy to adjust. **25/-**

All sizes.

28 to 34 leg, and up to 40 waist.

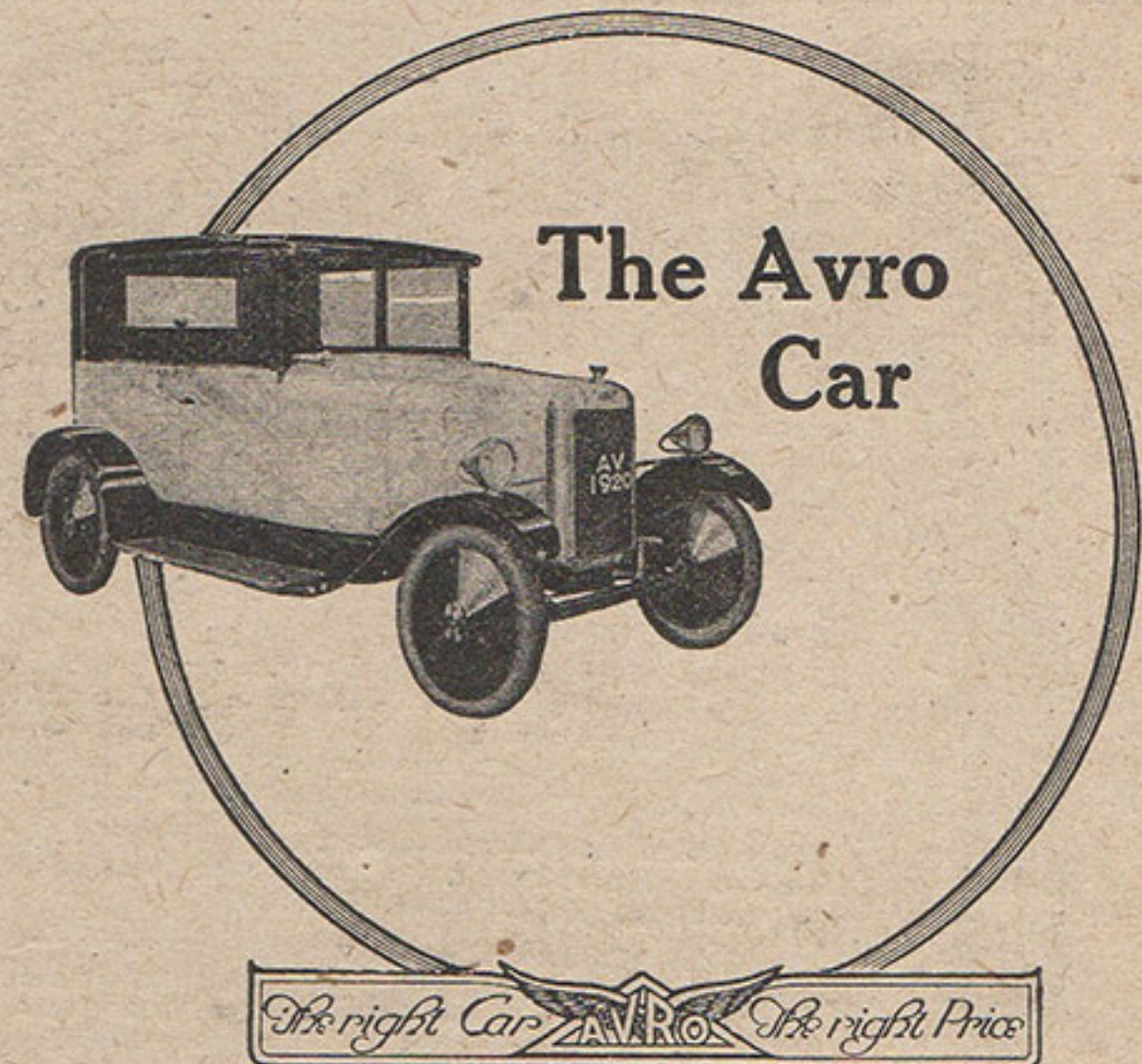
SUIT COMPLETE

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Carriage Paid.

Money returned if not approved.

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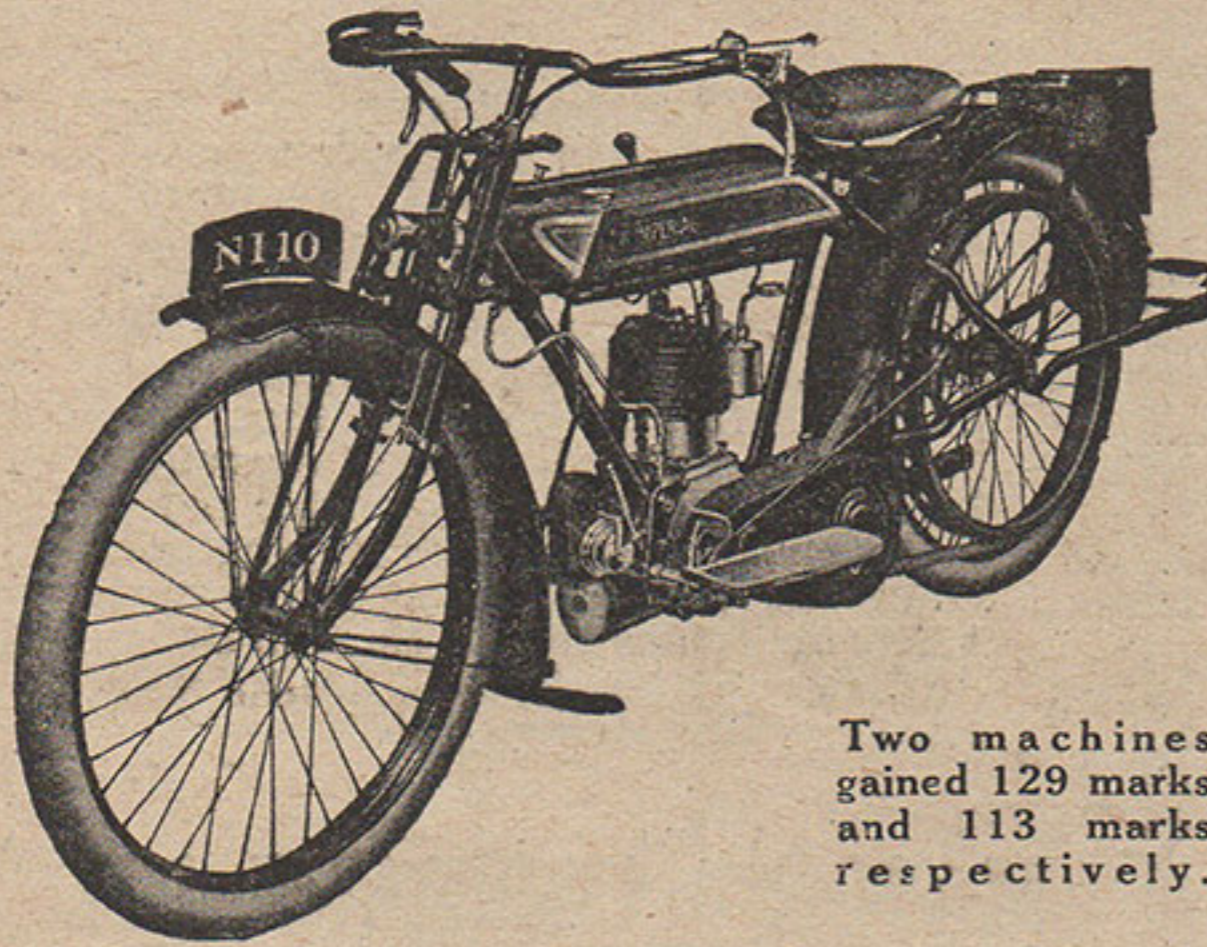


HAD the circumstances permitted the Avro Car to be shown at Olympia, a sensation would have been created. The unusual type of body, the simplicity of the chassis, and lastly, the price, combine to make the vehicle a proposition quite out of the ordinary.—
Autocar, Nov. 27th, 1919.

Write us for particulars to
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New Imperial



Two machines gained 129 marks and 113 marks respectively.

3 Started - 3 Finished

—that was the New Imperial Light Tourist performance in the

PARIS-NICE TRIAL

—the only machines in their class with 100% finishers—ONCE MORE demonstrating NEW IMPERIAL *Dependability*.

Model 1 Light Tourist, with two speed	..	71 Guineas Nett
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Sidecar	..	36 Guineas Nett

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NEW IMPERIAL CYCLES, LTD.

Princip Street - - BIRMINGHAM

(Established over 30 Years)

W.H.W.

ROYAL ENFIELD

MADE LIKE A GUN

Revised Prices.

The prices of Royal Enfield Motor Cycles have been revised and those shown opposite will be in operation on and after Monday, 8th March.

2½ h.p. 2-stroke Lightweight model 200.....	£68	0	0
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THE ENFIELD CYCLE CO., LTD.

Head Office and Works: - - REDDITCH.

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Place Your Orders Now

for

Coulson B. 2 $\frac{3}{4}$ h.p., spring frame, 2-speed, with Blackburne engine.....**95 gns.**

Coulson B. 4 h.p., spring frame, 2-speed, with Blackburne engine.....**105 gns**

H.B. 2 $\frac{3}{4}$ h.p., 2-speed, clutch and kick-starter, with Blackburne engine..**90 gns.**

Blackburne 4 h.p., 3-speed, clutch and kick-starter : Solo**£115**
Combination.....**£140**

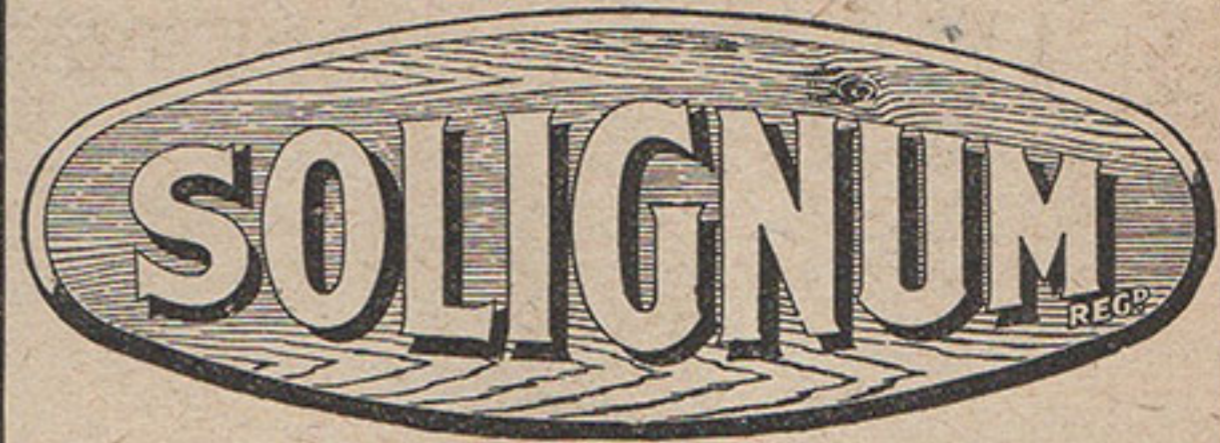
Blackburne 8 h.p., 3-speed, clutch and kick-starter : Solo**£145**
Combination.....**£190**

Triumph W.D. 3-speed models, 1917, 1918, 1919**£92 10s.**

For particulars write to:



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used across the world from Cape Horn to Hong-Kong, has two supreme qualities: It protects wood indefinitely against every source of decay and destructive insects, and beautifies it by intensifying the natural grain of the wood—the 13 tints are transparent, and so soft and pleasing that they harmonise with all natural surroundings. It is specially suited for motor cycle sheds and garages costing one-third the finished price of painting. Write for colour card to London Depot, 205, Boro' High Street, S.E.1., mentioning "The Motor Cycle."

MAJOR & COMPANY, LTD.

SELF PRESERVATION THE FIRST LAW OF NATURE

Do you ride in a Sidecar with your own Bread Winner?
If so, take the precaution to have it FITTED WITH

VISLOK

the Reliable and Safety Lock-Nut
that cannot be shaken off.

AN ENGINEER KILLED

by an "Ordinary" Nut coming off his Sidecar,
fully reported in the "Daily Mail" of July 8, 1919

SOLD BY MOTOR GARAGES.

FREE SAMPLE sent for you to test under
your own conditions on any Machinery.

APPLY TO

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BOX SPANNERS

The "Apollo" tubular box spanners spell finality in spanner construction. Cleverly designed, strong and beautifully finished, they are right in the forefront of anything else of their kind.

We manufacture a complete and most useful range of box spanners, and illustrate below the M.C. 11, 12, and 23 sets. The sets consist of three spanners to take SIX SIZES OF NUTS, viz.: for bolts $\frac{1}{8}$ in., $\frac{3}{16}$ in., $\frac{1}{4}$ in., $\frac{5}{16}$ in., $\frac{3}{8}$ in., and a square nut $\frac{3}{8}$ in. across flats.

The whole set will telescope neatly for the waistcoat pocket. The spanners are 'just the thing' for those "hard-to-get-at" nuts.

ONCE USED—ALWAYS USED.

PRICES PER SET.

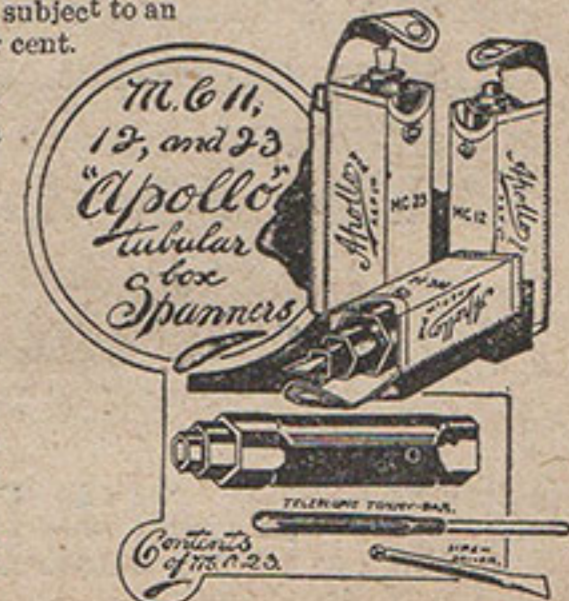
		Extra for leather case.	
With plain tommy-bar	2/6	1/6	M.C. 12.
With screwdriver tommy-bar	2/6	1/6	M.C. 11.
With ditto and telescopic tommy-bar	3/1	1/7	M.C. 23.

The above prices are subject to an increase of 10 per cent.

Postage 4d. extra.
May be had from all retailers, or in case of difficulty direct from the manufacturers.

ACCLES & POLLOCK,
LIMITED,
OLDBURY,
BIRMINGHAM.

Telegrams: "Accles, Oldbury."
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**Magneto users
speak their mind**



"The machine was out in all weathers, doing short journeys every day for three years, and in the Spring of 1916 was out in the rain for over 14 days, yet I cannot remember a single misfire, although the magneto is in an unsheltered position. My M-L was an absolutely no-trouble one under trying condition."

J.D.M.

"It might interest you to know that this magneto has not given the slightest trouble, has not been touched since it was fitted, and its starting capabilities are wonderful."

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"I would not like to state how many thousand miles this M-L has done, but it has been in perpetual use for four years, and, to all appearances, it is as good as new."

D.W.A.

"I must write you to express my complete satisfaction with the manner in which your magneto, fitted to my 10 h.p. Crouch car, behaved in the London-Exeter-London reliability Trial. During the whole of the Trial I never had one misfire and the power of the spark at all speeds was perfect."

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"I asked him what in his opinion was the best magneto on the market. His reply was, 'The only one I found really any good—and it was good—was a magneto made by a Coventry firm called the "M-L," and I have had most makes passing through my hands during the last four years.'"

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"My machine has done just over 3,500 miles and never given the least trouble. The climate is distinctly 'sticky' and the atmosphere always very moist—a severe test for magnetos. It is good to know that we have at least one good reliable magneto of British manufacture."

A.C.M. (Gold Coast).

"During 12 months as Artificer to the 3rd Tank Brigade Sigs. I had absolutely no trouble with your magnetos."

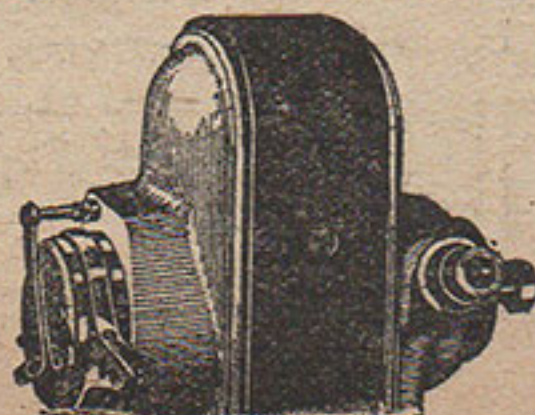
S.D.

Quality Tells!

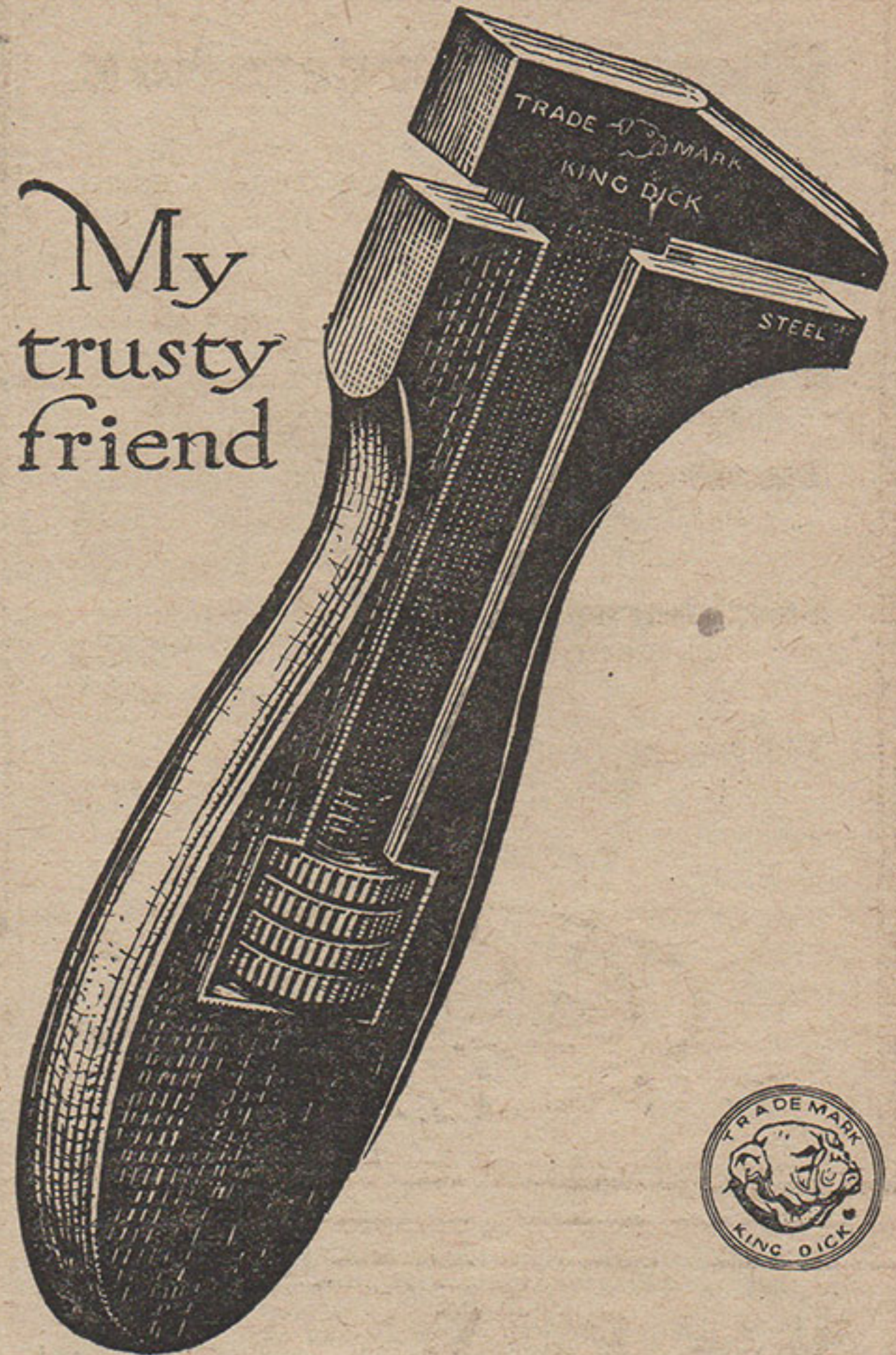


All inquiries and correspondence relating to overseas trade, and to retail and trade business in this country, to be addressed to S. SMITH & SONS (M.A.), Ltd., 179-185, Great Portland Street, London, W.1.

Sole Makers: THE M-L MAGNETO SYND., Ltd., COVENTRY, to whom all inquiries from manufacturers should be sent.



My
trusty
friend



"King Dick" Spanners

"KING DICK" SPANNERS are British made from solid steel drop forgings, and capable of infinite adjustment. Always grip and never burr the nuts. Made in four sizes—3in., 4in., 6in., and 9in. Remember that every "King Dick" Spanner is **Guaranteed for Ever.**

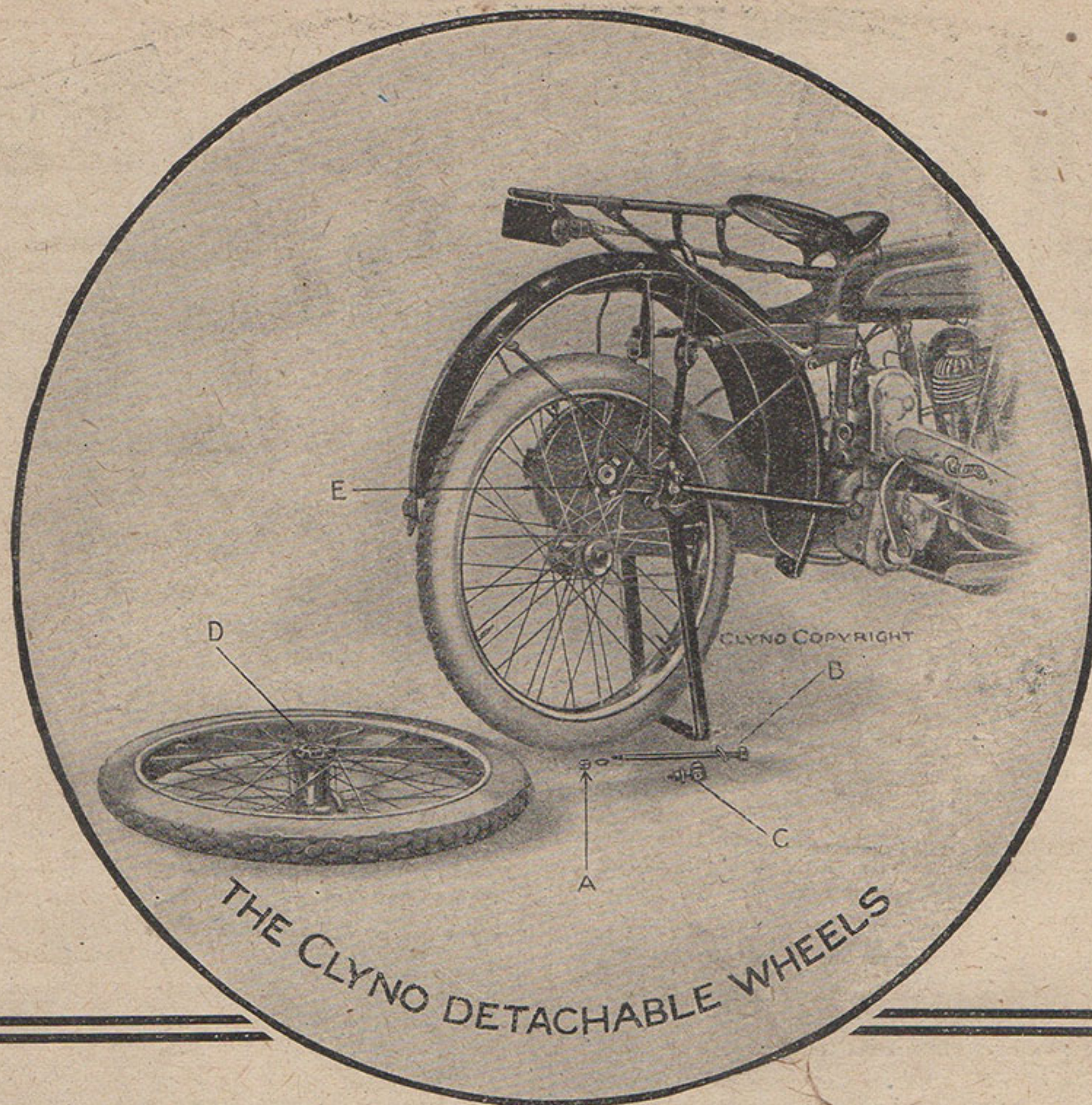
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Abingdon Works, Ltd.,

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The detachable wheels of the

CLYNO

8 h.p. Combination.

This famous Clyno feature is of course retained. Its excellence has led to its being widely copied, but the long experience we have had with these wheels has enabled us to introduce various modifications and improvements, especially in the design and adjustment of the wheel bearings.

All four wheels are detachable, identical and therefore interchangeable. Our illustration gives some idea of the simplicity with which the wheels can be changed. The method of procedure is as follows:— Remove nut (A), withdraw spindle (B), and take out loose distance piece (C). The dogs (D) on the wheel can then be withdrawn from engagement with similar dogs on the chain sprocket (E), and the wheel is rolled out under the mudguard stays. The chain, chain cases, driving sprocket, and back brake remain in position and are in no way affected. The absolute simplicity of the "one nut" feature robs punctures of their terror. Anyone can change wheels on the road in three minutes; an experienced person can do it in very much less.

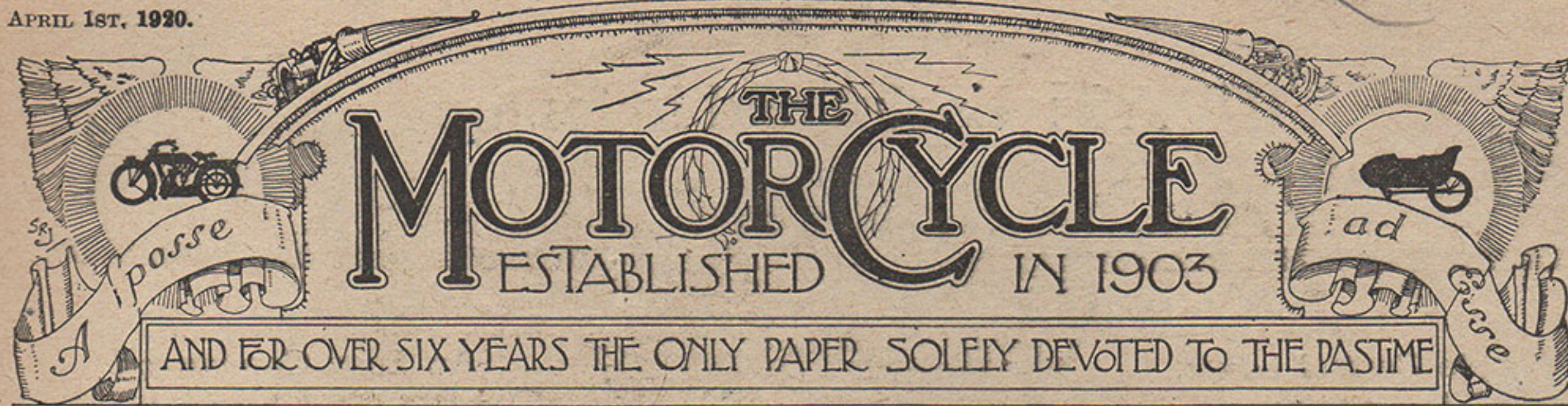
Our new Folder, illustrating and describing ALL the important features of the Clyno 1920 8 h.p. Combination, will be ready shortly. Let us forward you a copy.

**THE CLYNO ENGINEERING CO., LTD.,
Pelham Street, Wolverhampton.**



1064A

In answering this advertisement it is desirable to mention "The Motor Cycle."



AND FOR OVER SIX YEARS THE ONLY PAPER SOLELY DEVOTED TO THE PASTIME

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Easter Events.

IT is only natural that motor cyclists should take advantage to the full of a national bank holiday time. War weariness has given added zest to motoring bank holidays.

It is consequently not surprising that we find a galaxy of fixtures for the forthcoming week-end, including certain long-established events, such as the Northern motor cyclists' meet at Richmond. Gatherings of this description are of the greatest possible service to the movement, for hundreds of motor cyclists will come together in a spirit of friendly rivalry and will exchange ideas on motor cycle matters. Owners of new models are encouraged to attend, and, amongst other prizes, there is one for the smartest turnout.

The M.C.C. London-Land's End run is another popular event, which has attracted nearly two hundred entries. This year an element of novelty is included in that the outward route has been varied to include Porlock and Lynton hills, and, incidentally, some of the most beautiful scenery in the British Isles. This makes the journey very much more strenuous, but, in compensation, entrants are free to return in their own time. Everyone will be pleased with the innovation, for the long return journey at scheduled speed was apt to be wearisome and, with the exception of the magnificent stretch of Dartmoor, between Tavistock and Ashburton, there was little of outstanding interest.

The Birmingham Club's run to Barmouth also finishes at the objective town, and, consequently, competitors are free on arrival to spend the week-end at the coast.

Two open hill-climbs and a large number of club events have been arranged, so that motor cyclists who prefer to spend their holidays touring in company have plenty of choice.

To all our readers we would extend our heartiest good wishes for fine weather and absence from trouble. A final word of advice. Show consideration for all other road users, and never indulge in reckless driving.

Identification Dates.

ALTHOUGH makers of motor cycles generally are only too willing to state the delivery date of any machine when the identification number is given to them, too many purchasers of second-hand machines depend upon the statements as to age which are given to them by the sellers. We like to think that when these claims as to age are in error it is due to ignorance and not with any deliberate intention to deceive.

It has been suggested many times that it is particularly desirable for makers to give a public statement regarding the dates of their machines, but for some reason best known to themselves, considerable reluctance has been shown in giving such information, probably because it would show the yearly outputs. Why this question should be regarded as a secret is not at all clear, as even the smallest makers could show an output of which they should be proud.

One can perhaps understand hesitation in those cases where the year's output has totalled, contrary to popular conception, only a low figure; but in such instances the necessity of giving dates and numbers, naturally, is not so important as in the case of makes of which there are large numbers on the second-hand market.

At the present time second-hand motor cycles command such high prices that it would be particularly annoying to a purchaser to find that he had been mistaken in his estimate of age, and it is unfortunately true that there are many who are only too anxious to take advantage of the ignorance of the uninitiated.

Elsewhere in this issue, we are able to give the numbers and dates of one well-known Continental make, of which considerable numbers have been sold in this country, and we hope British manufacturers will follow the excellent lead set them in circumventing a state of affairs which lends itself to confusion and misunderstanding.

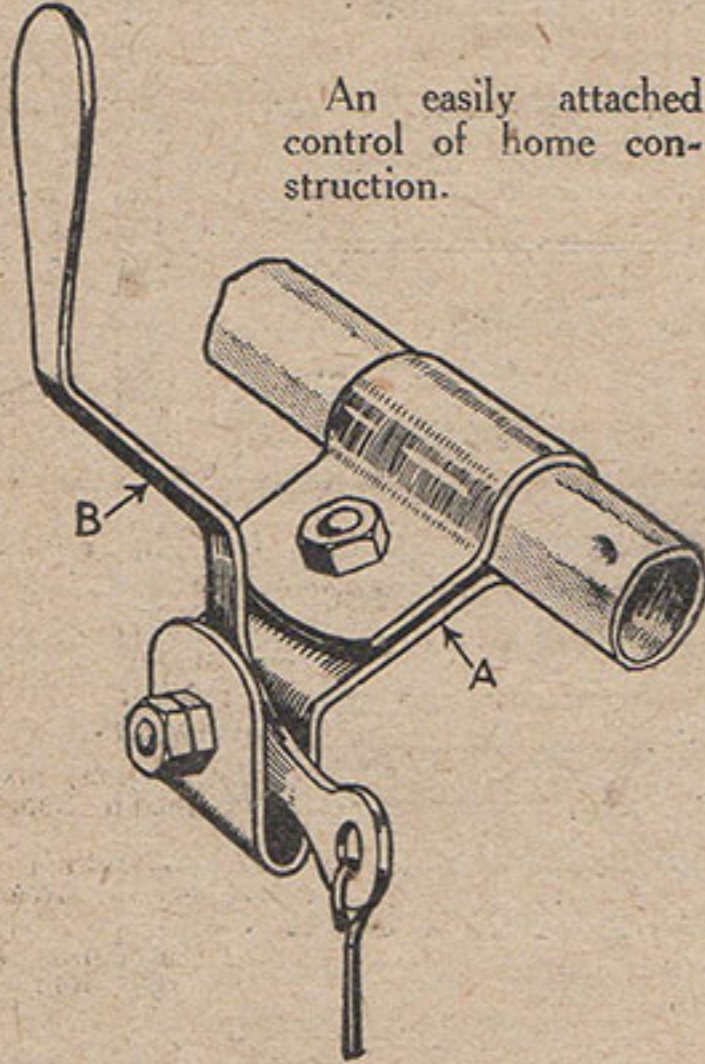
IDEAS: Useful and Ingenious.

Sydney R. Jones



A Simple Control Lever.

BY means of a suitably-shaped clip bolted to the bottom rail of the motor cycle frame, a satisfactory control to the magneto may be obtained without soldering fittings on to the tank. A shows the type of clip required, while

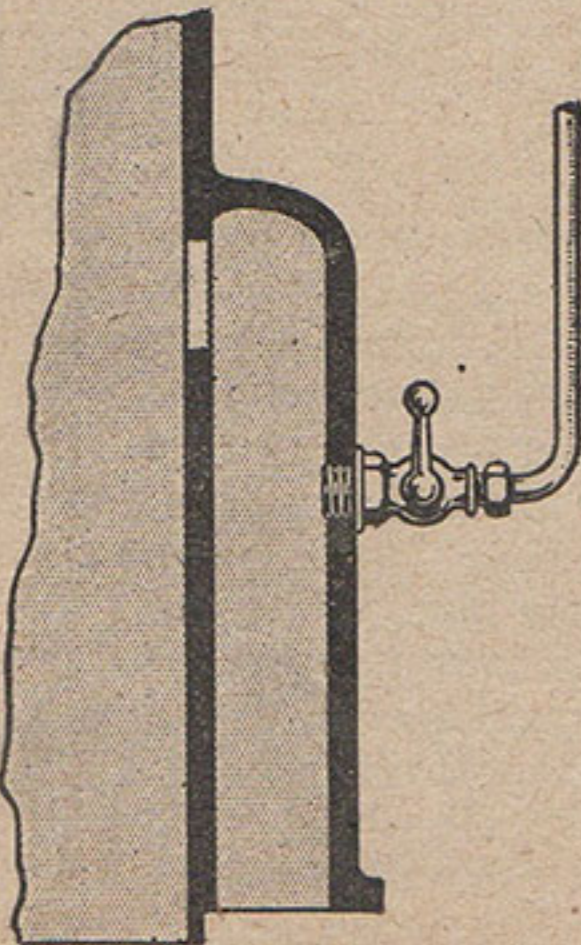


An easily attached control of home construction.

B is a simple lever made from sheet metal. The method of fitting is clearly shown in the illustration. This control is useful also for operating extra air devices, variable ignition, etc.—N.H.

Priming a Two-stroke.

TO facilitate starting a two-stroke engine in cold weather, a 1/4 in. gas tap may be fitted for priming purposes. This is screwed into the transfer port wall, the necessary hole being first

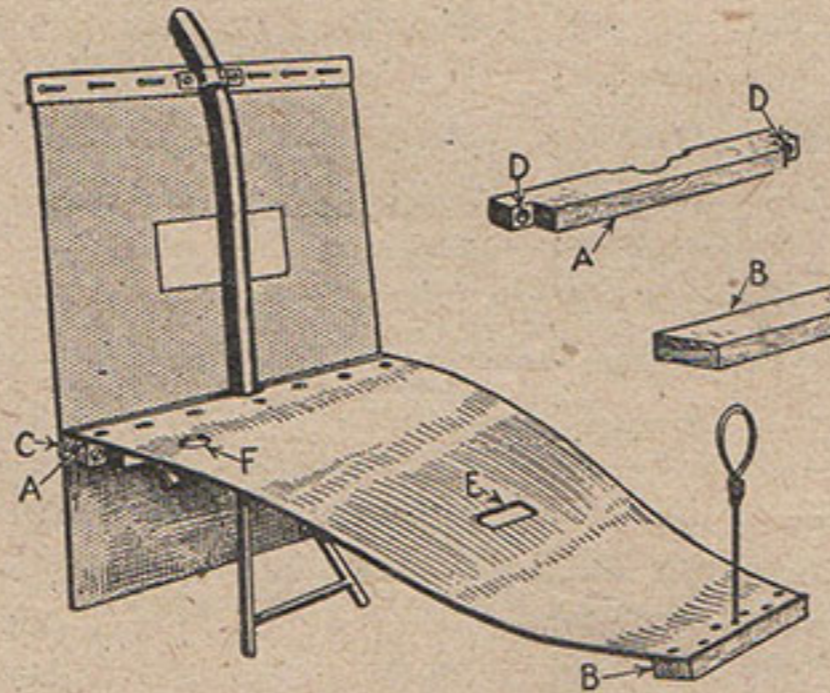


An easy starting tip for two-stroke users.

drilled and tapped. A few drops of petrol injected directly into the passage enables the machine to be started from cold with certainty and ease. If required, a small pipe from the tank may be fitted directly to the tap, thus making it unnecessary to carry a separate petrol squirt.—B.C.W.

Combined Silencer and Mudshield.

IT is claimed that the silencer illustrated herewith not only tends to an exceptionally quiet exhaust, but also keeps the crank case and lower portion of the machine generally in a clean condition. The whole is built up of sheet iron with welded joints, is about 2 1/2 in.



The Douglas engine and gear box are kept clean by this simple undershield.

in depth, and is turned up at the front as shown. To obviate any tendency to vibration, the gases on entering are deflected by means of baffle plates alternately right and left, finally emerging through a pipe with fish-tail end.—W.A.B.

An Improvised Link.

IF a repaired belt is too short for use, and no link is available, one may be made up from the spare fastener which is usually to be found in every

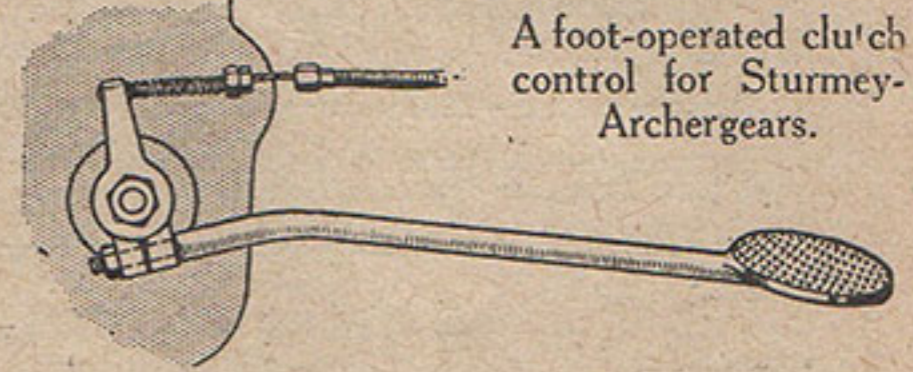


A roadside belt repair.

toolbag. The illustration shows clearly how this is done. A piece of leather (or broken belt) is inserted at A to protect the pulley flanges.—H.G.B.

An Easy Conversion.

FOR those readers who own machines fitted with Sturmey-Archer countershaft gear boxes, and who prefer a foot-operated clutch, the method of conversion described herewith may be interesting. As will be seen, all that is neces-

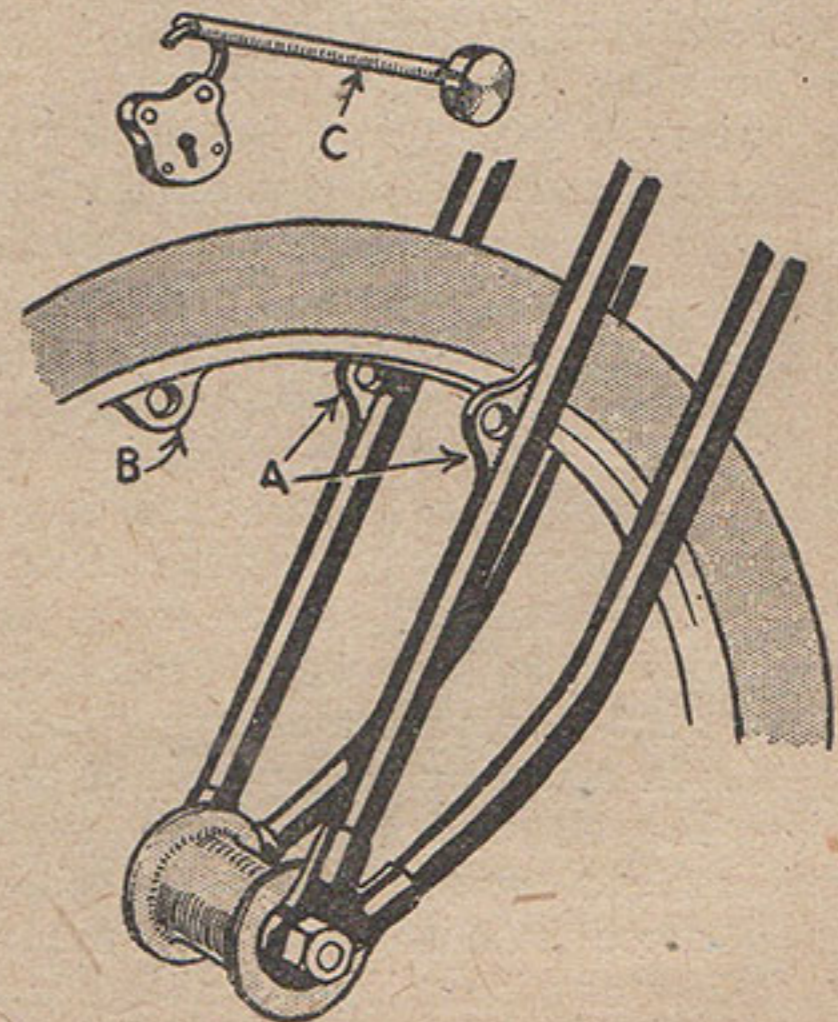


A foot-operated clutch control for Sturmey-Archer gears.

sary is a long pedal, which is reduced in its diameter at the end to replace the bolt which normally holds the clutch operating arm in position. This pedal should be long enough to be easily reached by the rider's heel. The fitting of this pedal does not interfere in any way with the working of the standard handle-bar control.—F.D.S.

A Simple Anti-theft Lock.

A DEVICE of some description to baffle motor cycle thieves is now almost a necessity. Absolute safety is assured by means of brazing two small eyeleted lugs A on to the front forks in such a position as to register with a lug B riveted on to the rim. The relative positions of the lugs are clearly shown in the illustration. A steel pin C is inserted through the eyelets, thus rigidly locking the wheel. By means of this arrangement the spokes cannot be damaged. If desired the lugs may take the form of detachable clips.—W.H.T.



To baffle thieves the front wheel is rigidly locked by this device.



No Takers.

I RECENTLY enquired if any reader could teach me to ride one motor bicycle whilst leading another by its handle-bars. I have only had one reply from a reader who attempted the stunt for a bet, and lost both his wager and a lot of skin.

Easy Starting of a Scott.

HAS any reader got a first-class wrinkle for starting a Scott from cold on the first kick? I am a Scott novice, and, though I experience no real difficulty in getting away from cold, it does not seem too easy to manage with one kick, as we can most of us do with four-strokes. Suggestions at present to hand are to substitute short reach compression taps for the plugs fitted in the heads of the cylinders, and to use these taps for doping; or to connecting the drain tap of the Scott petrol tank to a nipple screwed into the induction pipe. The sole objection to this dodge is that meddling urchins may operate the tap and flood the crank case with petrol. Mr. Binks's recommendations include the use of an air strangler and necessitate half-a-dozen kicks. I have seen repeatedly Scott experts get away from cold with one kick and should like to know how it can be done.

Three Inch Tyres.

I ALWAYS retract any statements which subsequent experience proves to have been wrong, and at present I am much regretting the aspersions which I once uttered against three inch tyres. I tried them some years ago on fast machines, and formed the opinion that they rolled in speedy corner work, unless they were inflated too hard for additional comfort. In view of their weight and cost I concluded that they were best relegated to monster sidecar outfits. Just now I am using a pair of three inch Palmer cords on a touring machine. I still reserve my judgment as to how these tyres may suit a road racing mount, but they are unquestionably the goods for comfortable touring. They go about halfway towards the comfort of a spring frame, they wear with astonishing imperturbability, and they are rock-steady on grease. In future, I shall get tyres of this size for all my touring machines, when they can be fitted without costly structural alterations.

Cheap Garages Wanted.

AS I go up and down the country, I notice that the farmer, the farmer's sons, and, in a few cases, the farmer's hinds, are buying motor cycles. This is a commonplace as far as it concerns the big Midland farms, but the same process is evident on a smaller scale where the average acreage of a farm barely reaches three figures. In many cases it is either impossible or undesirable to drive a motor cycle up to the farm buildings. The farm roads are negotiable

by carts and also by tanks, but a quarter of a mile of mud which would make a 1914 Army camp feel like a clean slate is no going for a two-wheeler, and does not attract a sidecar. Lots of these buyers are putting up garages for their new cycles and cars at the nearest point on the farm to a hard road. It is difficult to suppose that the local tradesmen can knock up a good shed more cheaply than a mass-production firm of the Boulton and Paul type can do it. When the shortcomings of so many suburban villas from a garaging standpoint are taken into account, there must be a big demand for small, cheap garages just now.

And Benches.

ANOTHER want which some 'cute trader should foster and supply is that of a motor cyclist's bench. Though I have had a lot to do with the tool trade, at the moment I can only name one firm which could supply me quickly with a small bench, fitted complete with a good-sized tool rack, small bench, and drawers to contain odds and ends. Yet hundreds of motor cyclists require such a bit of furniture, and would rather buy it than many of the purely ornamental gadgets on which they waste so much money every year. Take this paragraph as a tip for some demobilised officer who is hunting round for an investment and a job.

Low Centre of Gravity.

IT is rather late in the day to begin querying the standard position of the engine in the frame; but I am beginning to wonder whether changes are not imminent. We have all seen in the Isle of Man that the Scott holds the road as no other machine has ever done. To see Philipp or Applebee or Wood corner in a race was enough to frighten a man whose ideas of tilting on a bend were culled from a vertical single-cylinder. It used to be said that the Scott open frame was a big factor in these stunts: that it whipped a trifle where a stiffer frame would bounce. Not being an engineer, I swallowed this myth, and mentally credited 50% of the Scott corner work to its open frame, and the other 50% to its low centre of gravity. Time went on, and I tested other open frame machines, without finding that they clung to the road, Scott fashion. Then the 3 h.p. A.B.C. came along, with a rigid frame and a low centre of gravity, and, lo! it was just about a second Scott for corner work. Now few of us wish to tear round corners as Tim Wood does in the Isle of Man. But the low centre of gravity is an immense benefit in ordinary touring. It means that balance does not become precarious when your front wheel hits a big stone or a deep pot-hole. It means that when the roads are slimy you need not slow right down and take a corner with the machine vertical. On a Scott or an A.B.C. I can lean over with perfect safety on grease to as sharp

Occasional Comments.—

an angle as I dare on dry roads with a high centre of gravity. Not far from my door there is a very sharp corner, which is generally greasy, and is succeeded by quite a nice little pitch of gradient. I like the corner with a low centre of gravity, but I always scrabble it if my centre of gravity is high.

The Lorry Nuisance.

SOME motor cyclists hold that the drivers of big lorries and chars-à-bancs deliberately obstruct them; and there can be no doubt that a load of trippers enjoy a practical joke, and sometimes egg a not-reluctant driver to play pranks. But my own experience has always been that the driver of the big commercial motor is quite as well-mannered as the so-called "pleasure" motorist, and my own difficulties in passing the big fellows have always been due either to the narrowness of the road concerned, or the driver's ignorance of my presence at his tail. Compulsory mirrors will be a great help, but two other expedients are necessary. Prolonged drives, day in and day out, are extremely monotonous for the unfortunate driver, and it is highly improbable that the compulsory mirror would receive as much attention from the chauffeur as it requires; he will continue to concentrate on the road ahead, and will not watch his mirror continuously. But if we all used alarm signals with a note which was audible above the thunder of a three-tonner, we could always pass those drivers who are gentlemen, provided the road was wide enough. For those drivers who are surly or given to practical jokes, prosecution is the sole remedy. If this nuisance reappears next summer in Wales or the Lake District—and 1920 will see enormous fleets of lorries and chars-à-bancs on our roads—a repressive campaign must be initiated. The solitary motor cyclist, who is viciously bullied by a juggernaut full of half-tipsy trippers, is at their mercy for the time being. But he can take the number, and report it to his club—the A.A., or what not—and the clubs will find means of identifying and punishing the obstructionists. Indeed, in most cases a remonstrance addressed to the proprietors of the vehicle concerned is sufficient.

To Find Air Leaks.

HERE is a reader's suggestion for finding air leaks based on the theory that compression affords a better method than suction.

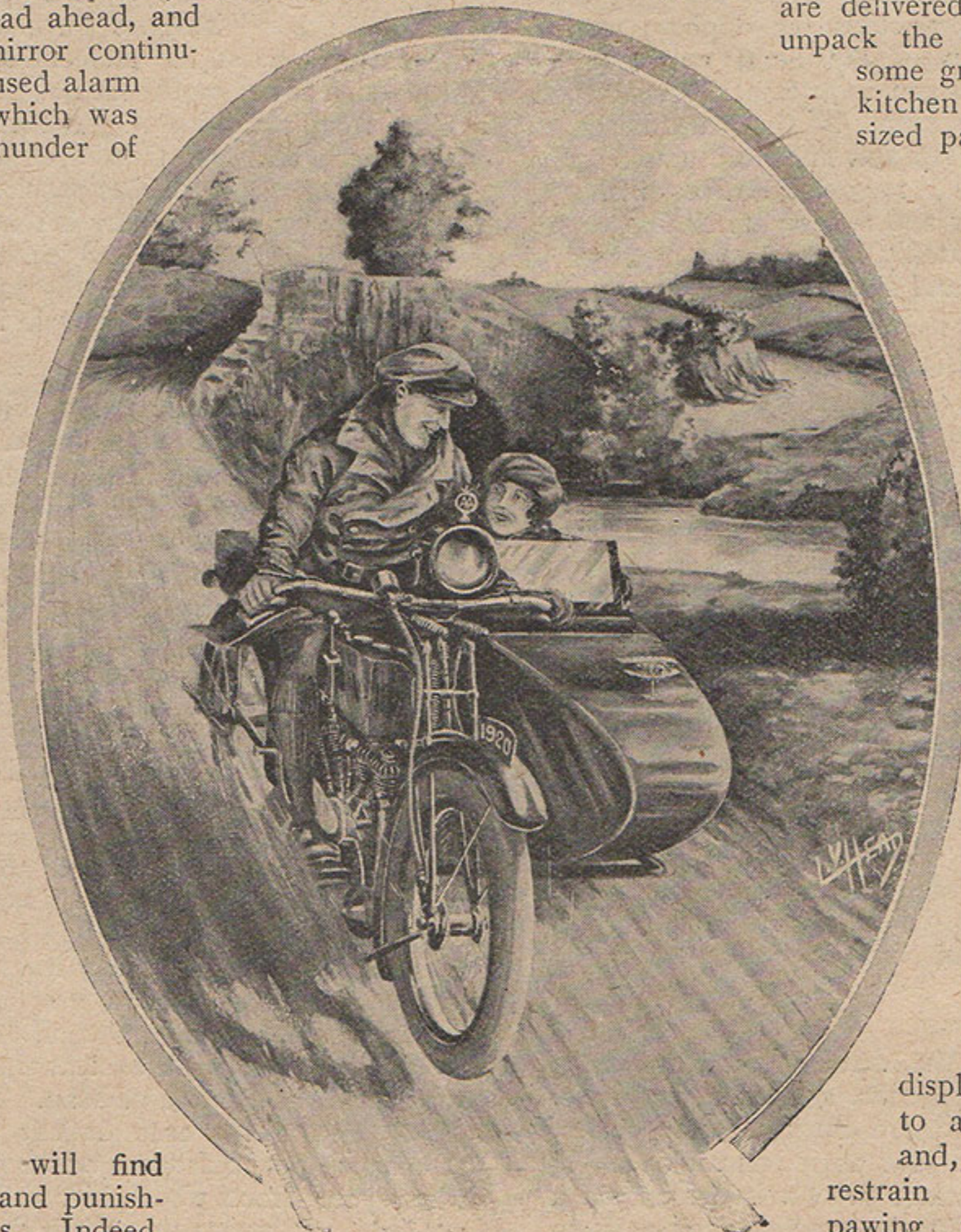
- (1.) Shut the throttle and air levers.
- (2.) Turn engine forwards until inlet valve has just shut.
- (3.) Turn engine backwards. The piston will rise and the inlet valve open. A compression is thus created in the induction system, and leaks may be detected by ear, oil squirts, etc.

Greasing the New Machine.

IN dry parts of England, where the rainfall averages less than 24in. per annum, plating will last well provided the machine is promptly cleaned after every ride. But there are places in these islands where the rainfall touches about 80 or 90in. per annum, and even where this frightful figure is not approached, the atmosphere is often so humid all the year round that rust gets in its deadly work in garage between rides, as well as after a sprint in a shower or a lengthy mud plug. That owner is to be envied who lives in a dry climate and has unlimited leisure. The rest of us must grease our machines all over as soon as they are delivered. For my own part I unpack the new jigger, thin down some grease or thick oil on the kitchen range, get a medium-sized paint brush, and obscure

all the bright parts under a green film at once. As I go in for a warm after this freezing job, I muse on many things. For example, as to why the small nuts under the saddle and on the rear number plate should be nickelled? And whether I should really be blown off the saddle if I ordered disc wheels for my next mount, and ventured it across the moors in one of our frequent local gales? And why hub barrels are generally plated? Still, I retain one consolation—nay, two. This grease coat will last until selling day, when I shall wipe it off with the superimposed filth and

display a glittering machine to a fascinated purchaser; and, furthermore, it will restrain garage loafers from pawing the jigger after the fashion of their breed. But some labour is involved if I covet the club "appearance prize"!



THE NEW MOUNT.

Is there anything quite so interesting as the first good run on a new machine?

THE CAPAC CARBURETTER.

A Single Lever Instrument with Variable Jet.

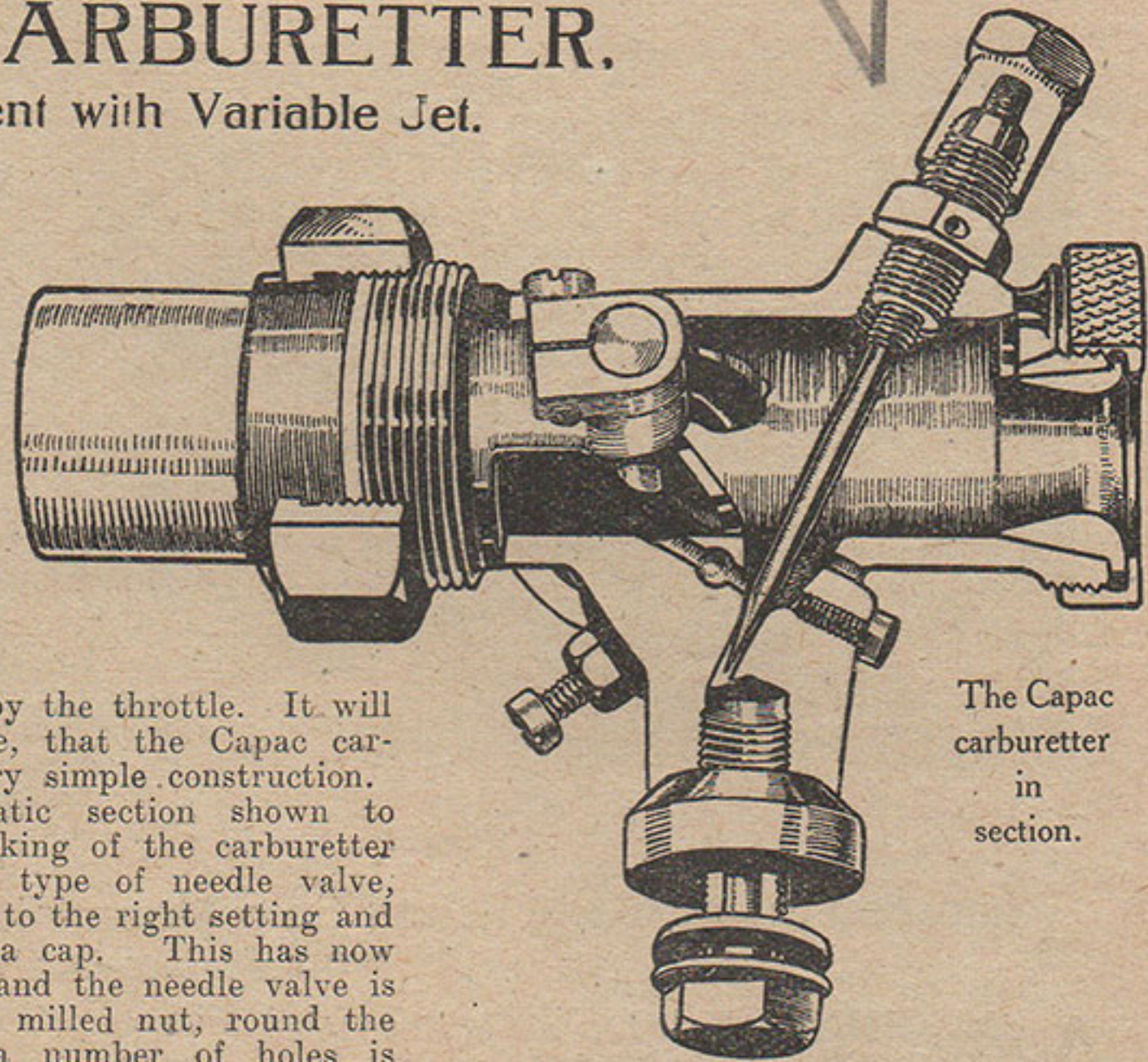
THE Capac carburetter has had a full year's trial in the hands of the public, and has behaved in a very satisfactory manner on the Coulson-B. and numerous other motor cycles. We have a very happy recollection of it during a trial of the first named motor bicycle, and we know of others which are giving excellent satisfaction.

Among the chief advantages of the Capac carburetter are its simplicity and economy. It consists merely of the ordinary type of float chamber, in which the petrol is delivered at the top, and a tapered needle set at a certain angle running into the jet orifice. This needle is capable of being screwed up or down so as to allow more or less petrol to be drawn through. The point of the needle rests in a well of petrol, and almost touching it there is a tiny hole communicating between the well of petrol referred to and the engine side of the throttle. This small orifice is used for the purpose of a slow running or by-pass jet, and through it there flows a small quantity of strong

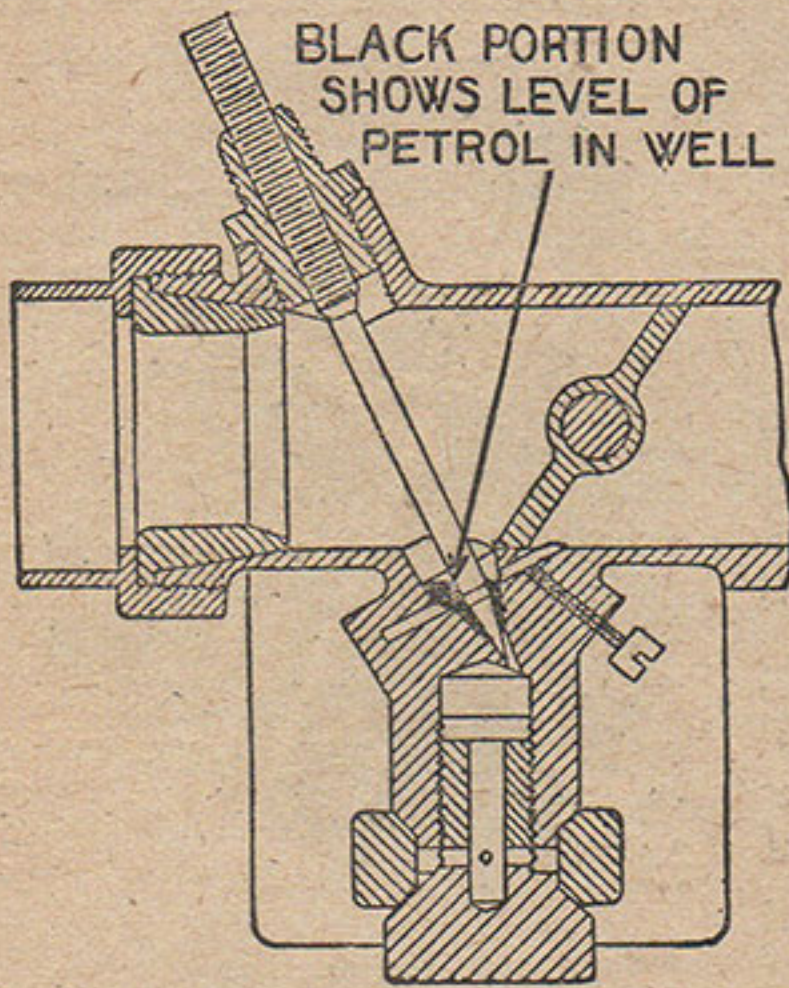
mixture for starting and slow-running purposes. As the throttle is opened the suction on the slow-running jet decreases and petrol flows through the main jet, and at the same time air passes in via the choke tube, its quantity also being controlled by the throttle. It will be seen, therefore, that the Capac carburetter is of very simple construction.

The diagrammatic section shown to illustrate the working of the carburetter indicates the old type of needle valve, which is adjusted to the right setting and then covered by a cap. This has now been eliminated, and the needle valve is surmounted by a milled nut, round the edge of which a number of holes is drilled. Through one of these holes there is inserted a small screw, which allows the milled nut to be turned only between two limits. The position of this screw is found first of all by the makers, so that the carburetter is approximately right when delivered from the works, and it allows the mixture to be varied from strong to weak, or *vice versa*, and enables the carburetter to be adjusted to suit varying atmospheric conditions.

The new device prevents unauthorised interference with the setting of the carburetter, besides the other advantages named, and yet at the same time it allows the needle to be removed with ease in the case of an obstruction in the petrol passage, and when this is done it in no way upsets the adjustment. If the adjustment is not quite correct, the screw may be removed and inserted in another of the eight holes. There is a friction spring beneath the milled head which allows the needle valve to remain in any position in which it is put. The makers also realise the value of taking in the air



The Capac carburetter in section.

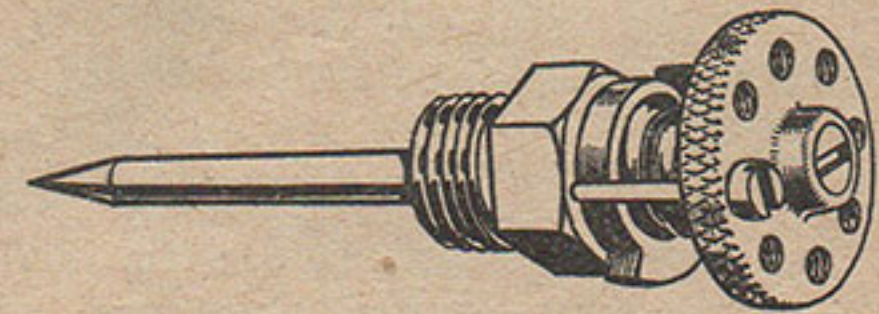


BLACK PORTION SHOWS LEVEL OF PETROL IN WELL

Section showing choke tube and tapered needle in well.

warm, and fit a muff surrounding the exhaust pipe connected to the air intake by means of a detachable tube. The top union of this is provided with a shutter allowing the quantity of hot air to be regulated.

The Capac is a single-lever carburetter, specially designed for motor cycle work, and was one of the first of its kind to be placed on the market after the Armistice. It provides excellent slow running, and gives good acceleration and plenty of power. The makers are the Capac Co., Ltd., 2, Woodstock Street, Oxford Street, London, W.1.



Capac fuel range control.

A LABOUR-SAVING STAND.

THE physical effort required to lift a heavy motor cycle on to its stand is considerable, and, realising this, Mr. R. George, of 50, Bramble Street, Coventry, has evolved the stand described and illustrated herewith. As will be seen, its construction is simple and inexpensive, consisting of two legs which are joined at the extreme ends by a curved distance piece. Two cross members are fitted, one at the end of the long leg and the other at the most convenient point along the curved members in order to engage with the "holding-up" clip on the mudguard. The whole stand is pivoted on two hinge pins above the centre of the back wheel. One of these hinge pins is screwed, and carries a wing nut which is used to lock the stand in any position by means of two serrated washers, one of which is fixed to the back stays of the machine and the other to the inside of the stand.

Fig. 1 shows the stand up for running, and held in position by the clip on the mudguard; fig. 2 the stand supporting the weight with the tyre touching the ground; and fig. 3 in the "right up" position, which is only necessary when it is re-

quired to remove the wheel. This last position is gained with a minimum of effort, as the machine runs up the curved portions gradually. Mr. George would be glad to hear from any manufacturer who is interested in the device.

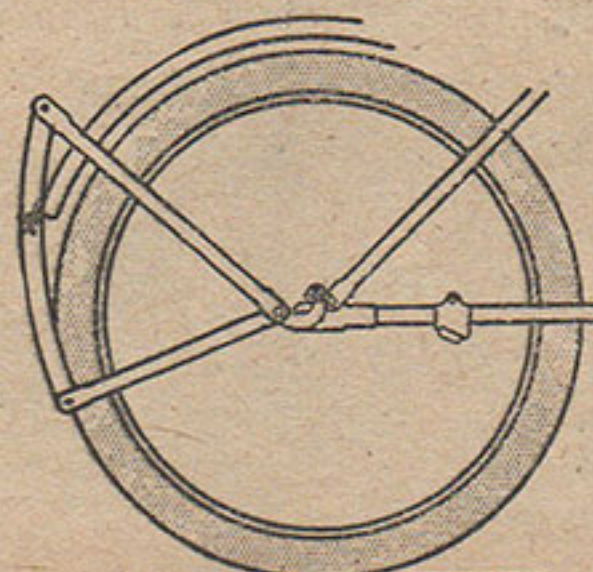


Fig. 1.

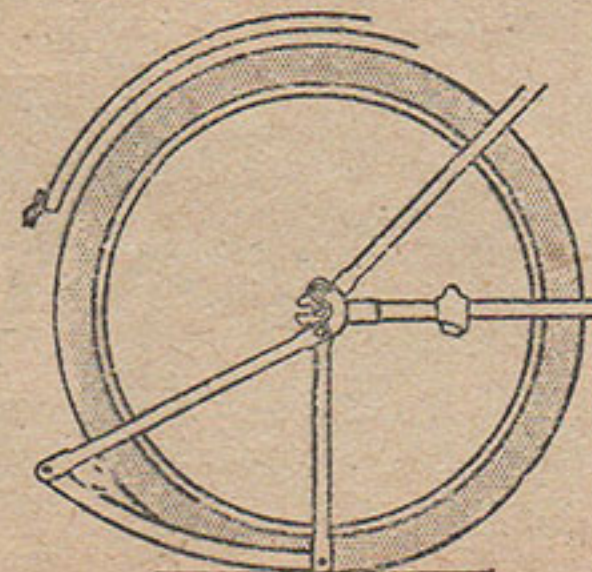


Fig. 2

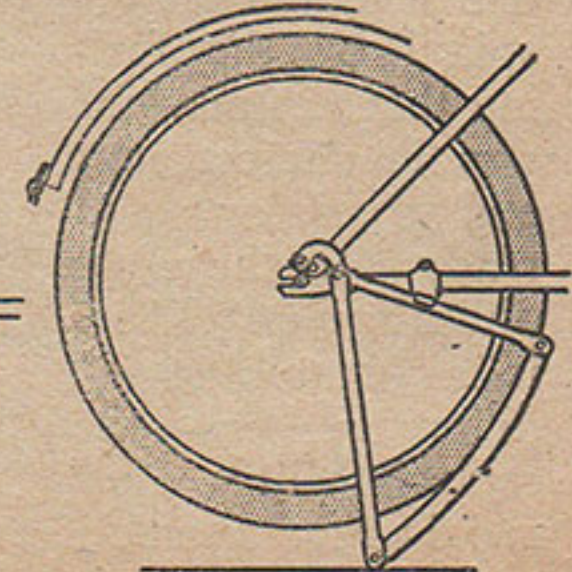
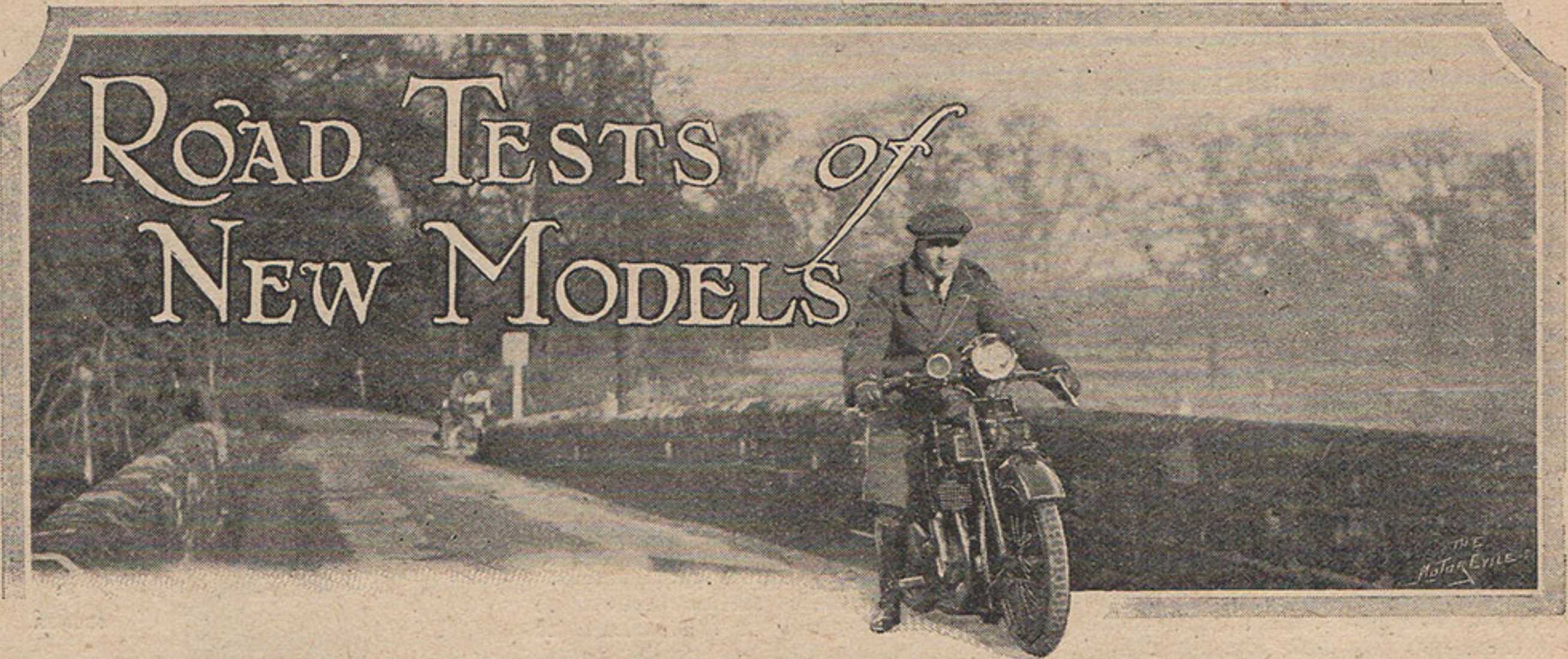


Fig. 3.

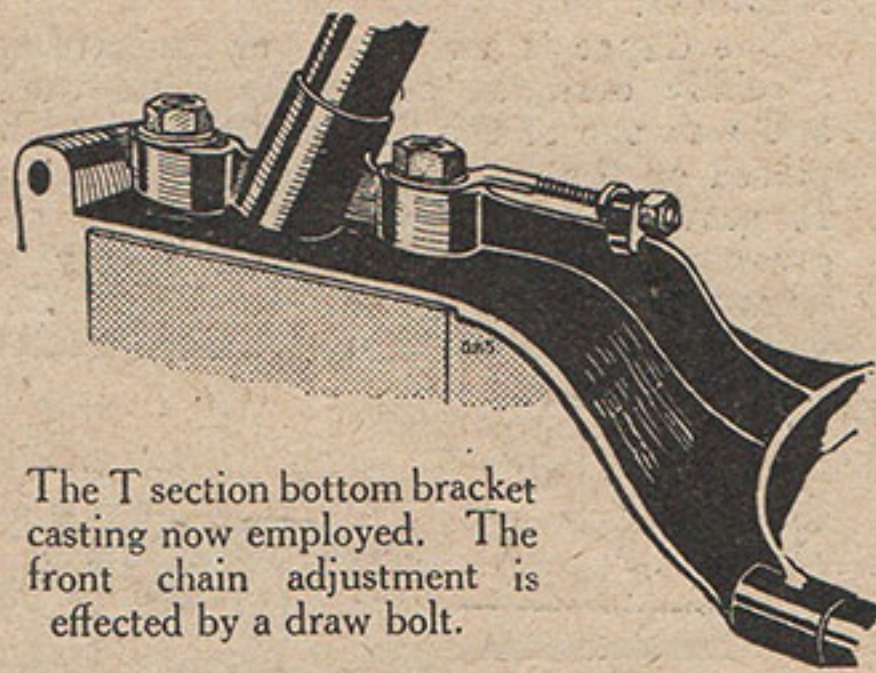
An easily operated rear stand.

ROAD TESTS of NEW MODELS



Impressions of a High-class Solo Mount—the 3½ h.p. Sunbeam—which has already won its Spurs in Competition.

A MACHINE which has always occupied a place in the very front rank is the Sunbeam. With the happiest memories of a Six Days Trials' experience in the Lake District on a 2¾ h.p. model, it was with the greatest pleasure that the writer adopted Mr. A. S. Bowers's suggestion of an extended trial



The T section bottom bracket casting now employed. The front chain adjustment is effected by a draw bolt.

of the 1920 3½ h.p. single-cylinder sporting model. By reason of its good name, one, of course, expects a great deal from a modern mount with the now familiar black and gold tank, but those expectations are fulfilled in their entirety—nay, more—on acquaintance with the machine. First impressions are everything, they say. Our trials machine was handed over tuned to the last notch and equipped to the last word. Would that we could say the same of every machine placed at our disposal for trial! A dig at the kick-starter, and the willing engine promptly answered, the silky-acting clutch engaged, and away the machine went as smoothly as a good-class car. Gear changing proved easy, and, in short, one was at once inspired by the feeling that the machine was in perfect tune and condition, and ready for the most difficult test. There is a great deal of difference in the controllability of modern motor cycles. Some engines are docile and

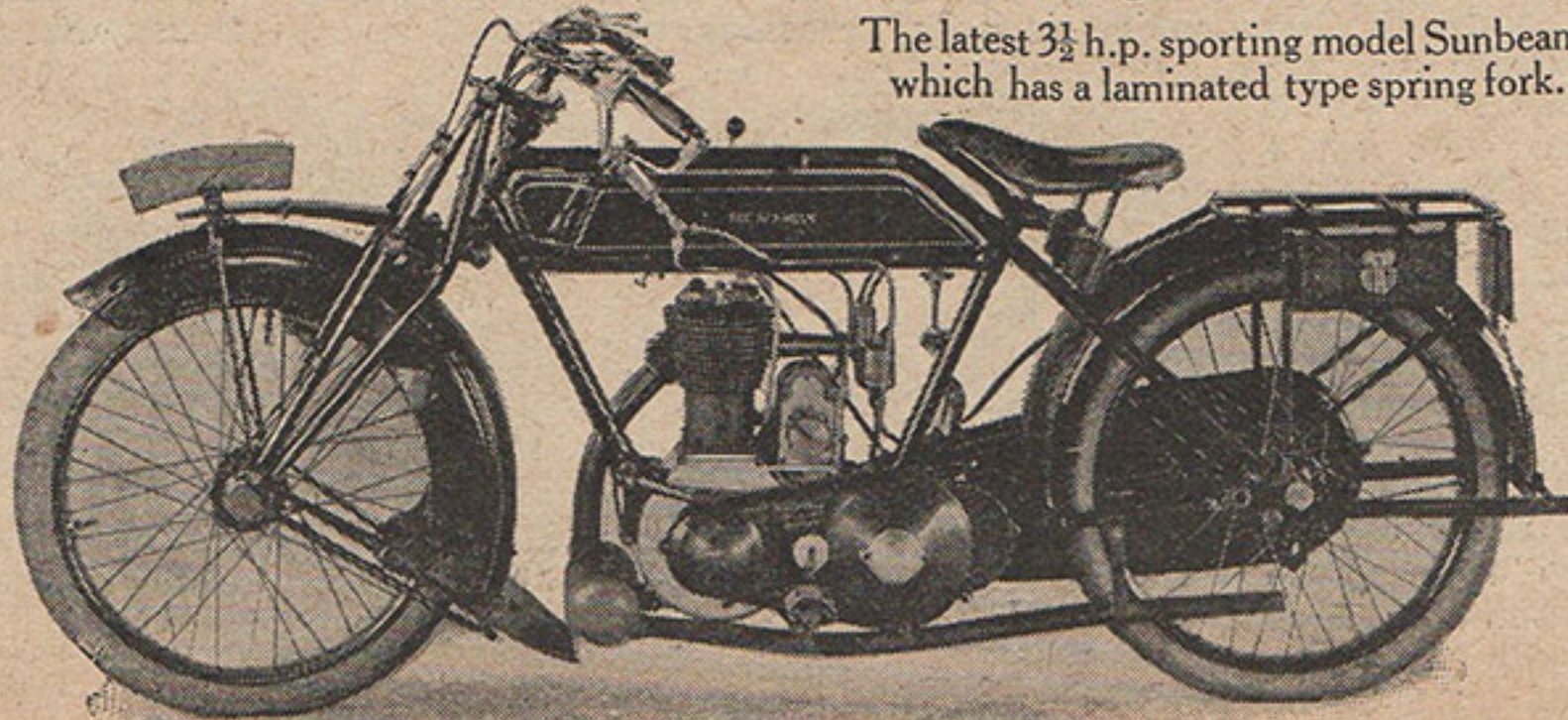
tick over quietly in the free position; others with smaller flywheels and less carefully designed cams will roar and vary in their actions when not running under load. Need we say that the Sunbeam belongs to the former category? It is by no means a lightweight, yet its controllability, due to its well-balanced engine and conveniently arranged controlling mechanism, contributes in no small measure to the contentment of the rider and feeling of long acquaintance with the machine, even though that acquaintance may have been but short.



The seat lug of the 3½ h.p. Sunbeam has the rear stays brazed in. An expander bolt and cone secures the saddle-pillar.

With semi T.T. bars and the new type laminated spring fork, one can imagine no more desirable type of mount for the man who desires to "get there"—and back, and withal with the minimum loss of time. Hill-climbing with this all chain-driven "3½," with

The latest 3½ h.p. sporting model Sunbeam which has a laminated type spring fork.



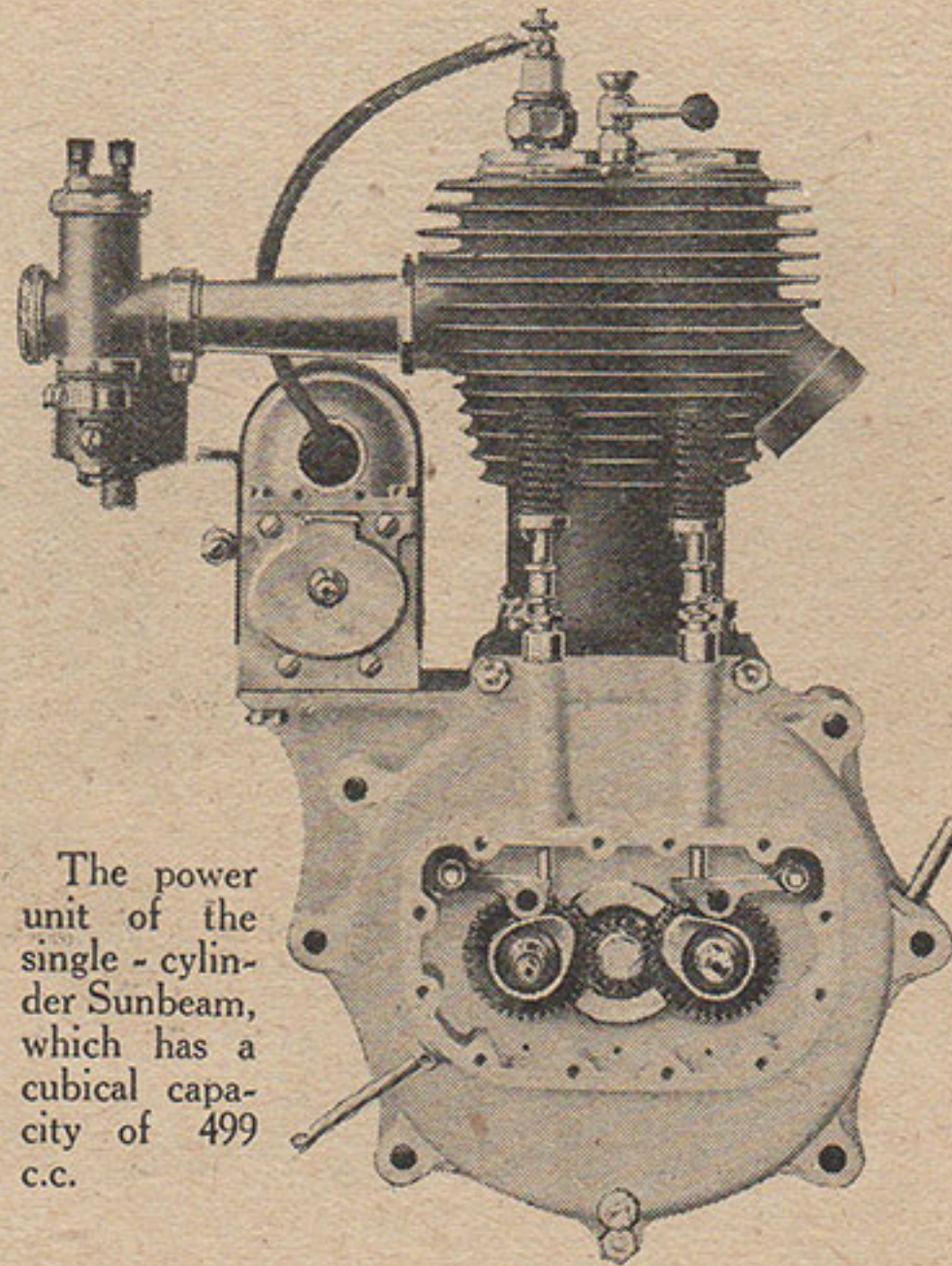
its 85 x 88 mm. (499 c.c.) side valve engine, is a sheer delight. Although provided with three separate ratios, the lower ones are seldom called into use for solo work, except, of course, when starting away from rest, and possibly in thick traffic, for all ordinary

Road Tests of New Models.—

hills are quite within the compass of the top gear of 4.6 to 1 even with a rider of 11½ stone up. It is no compliment to a mount of the Sunbeam calibre to instance Sunrising, Edge, and Sudeley Hills, since public trials have demonstrated that no hill with a rideable surface is too steep for such a mount. One's appreciation must, therefore, be devoted to its reliability, its cleanliness, its controllability, and its generally excellent design, leaving hill-climbing ability as a foregone conclusion. We have proved that the clutch will stand any amount of abuse. The handiness of the detachable wheels we have not had occasion to demonstrate with this latest 3½ h.p., since the makers are wise enough to equip it with tyres well up to their work, and which, as an almost natural result, have never punctured. A detail worthy of praise is the oil feed to the gear box, controllable by a two-way tap operated from the saddle, thus eliminating the need for periodic use of the usual separate oil gun, which, to say the least, is a nuisance and a messy operation at best. The gears, incidentally, are extremely quiet in action, as well-cut gears usually are.

A Cool Running Engine.

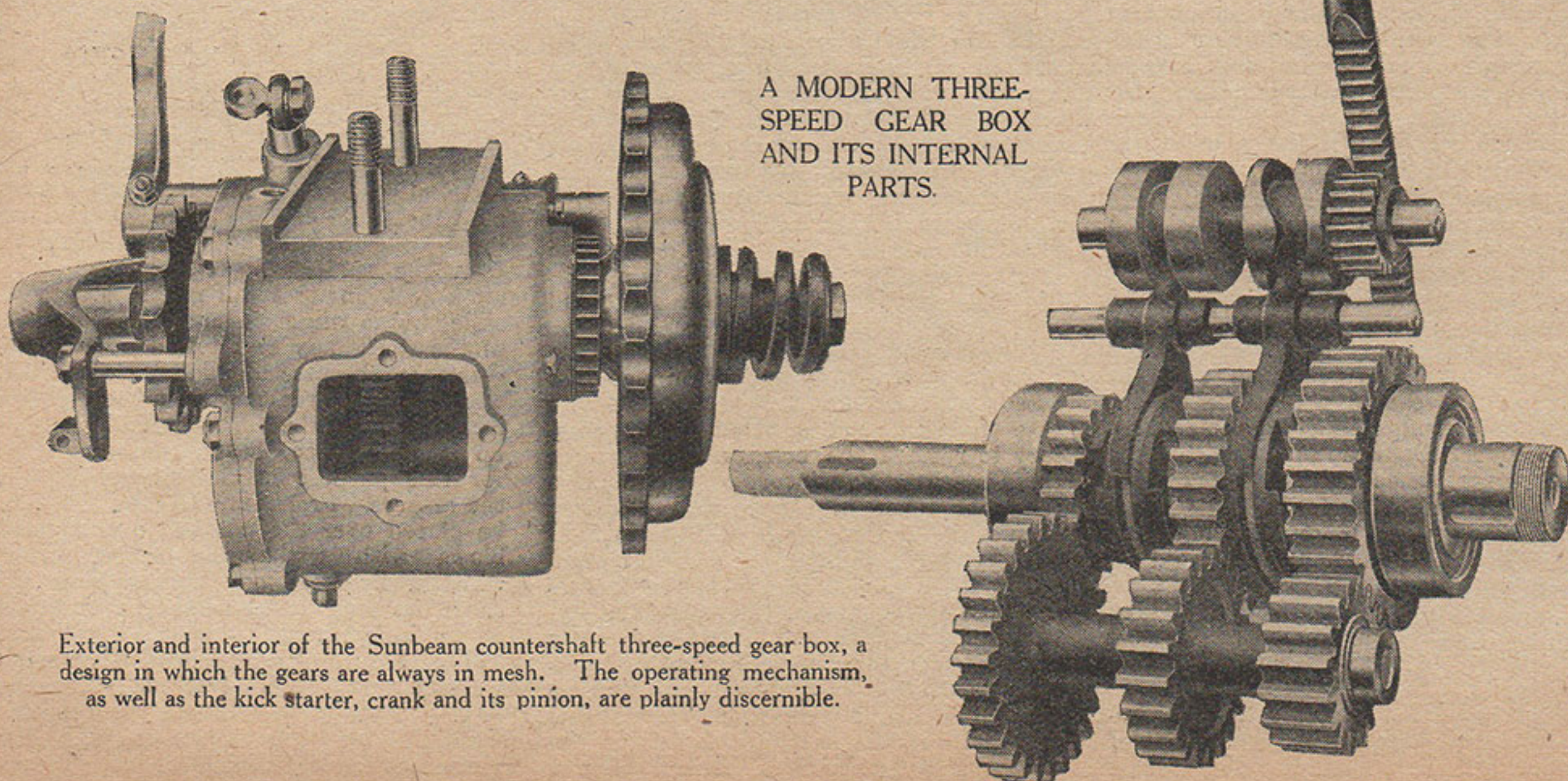
Prolonged fast running in no way affects this remarkably efficient engine, and that the cooling is sufficient for all purposes is demonstrated by the ease with which single figure gradients are surmounted on the run. Indeed, as we have said, the Sunbeam owner can revel in hill work whether the roads are wet or dry, for in the event of wet, the



The power unit of the single-cylinder Sunbeam, which has a cubical capacity of 499 c.c.

rider can proceed in comfort so far as the machine is concerned, buoyed up with the knowledge that, whatever the elements, the transmission, running as it does in oil bath chain cases, is working under ideal conditions. The prolonged life of chains, due to their entire protection from outside elements, needs no emphasis. In our trials we have been impressed by the absence of valve clatter; separate timing wheels are employed for inlet and exhaust with their respective cams formed upon them, the cams operating the adjustable headed tappets through rockers.

Once or twice in a rather tight corner, we have raised the left handle-bar lever expecting to operate the valve lifter, forgetting for the moment that the control of the Sunbeam front brake is operated by the left-hand lever and the valve lifter on the right—but that, after all, is due to custom, and only confirms our opinion that motor cycle controls should be standardised. The brakes themselves are extremely effective and solidly arranged, nothing to get bent or disappear with vibration, the wide guards are a feature to admire, whilst throughout the design bears the mark of the master hand only to be expected when one realises that managers, designer, and testers alike are keen motor cyclists themselves, always out to improve, and having a high standard invariably in mind. In brief, our experience of the machine, extending over several weeks, has been entirely devoid of untoward incident, it has failed at nothing, started easily with wonderful consistency, not even a puncture has marred our enjoyment, and consequently one may justly dub the Sunbeam as a machine of unfailing reliability.



A MODERN THREE-SPEED GEAR BOX AND ITS INTERNAL PARTS.

Exterior and interior of the Sunbeam countershaft three-speed gear box, a design in which the gears are always in mesh. The operating mechanism, as well as the kick starter, crank and its pinion, are plainly discernible.

RUNNING REPAIRS & ADJUSTMENTS

Hints on the Cursory Examination and Tuning Up of a Motor Cycle.

AT this time of the year, many motor cyclists are either just in receipt of a newly-acquired machine, or are contemplating extended use of a machine which has possibly been laid up during the winter months.

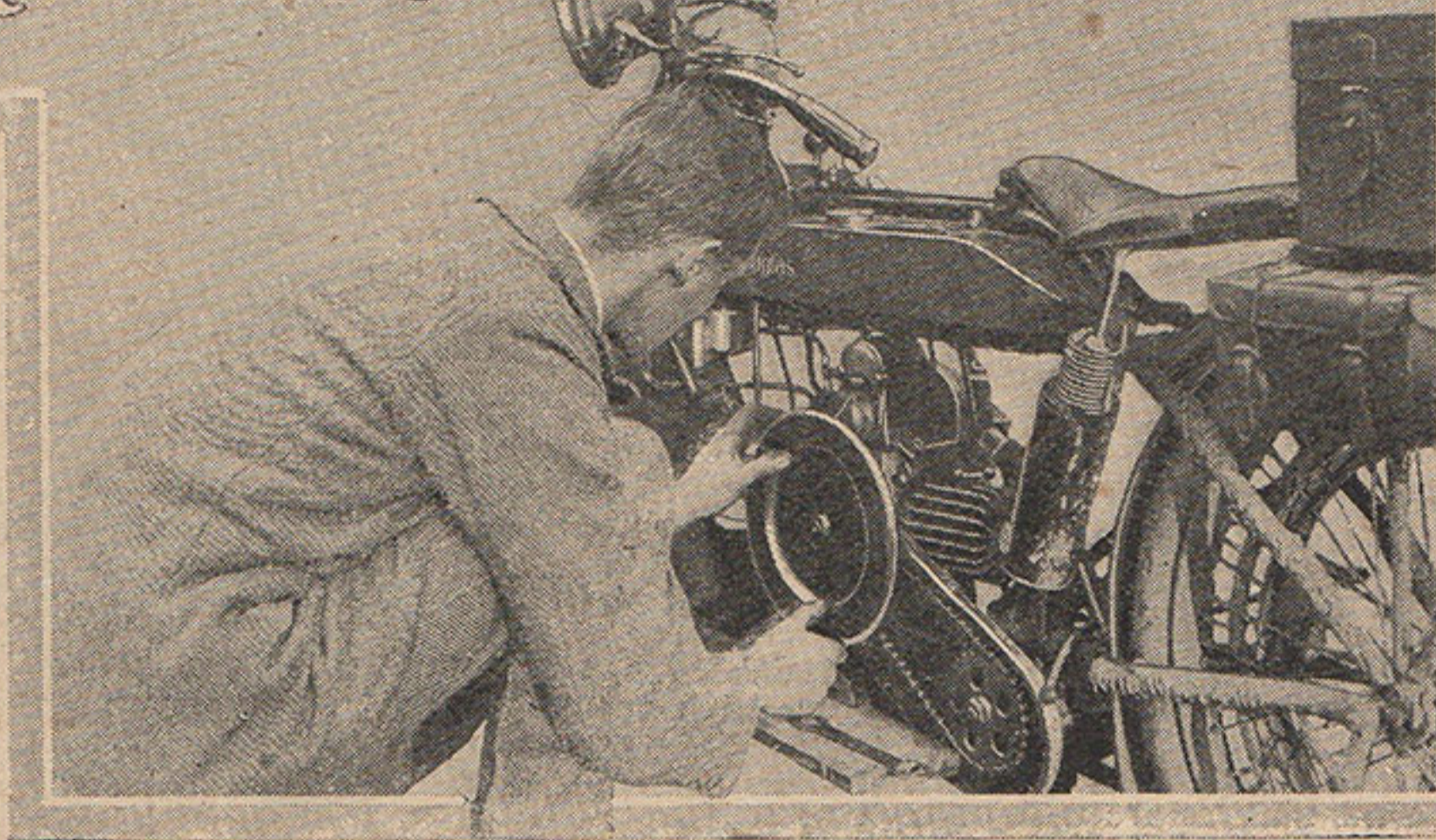
To ensure a minimum of roadside trouble, it is well in such circumstances to overhaul thoroughly all the external adjustments, and to make certain that no part requires extensive repair, as if this is not done early in the year, considerable difficulty and delay may be experienced in getting any work done during the spring and early summer months, when repairers are usually inundated with work.

A Road Test.

In order to ascertain the general condition and performance of the machine, it is best to take it out on a short run of about eight or ten miles; this is especially advisable when it has not been used for some time, or has only been newly purchased, and the rider is not familiar with it. After covering this distance at an easy pace, some general idea of the condition of the engine and transmission will have been gained, and a stop should now be made to examine the various parts in detail. It will have been noticed whether the steering is too loose, and whether the forks are inclined to clash or chatter on rough surfaces. If these troubles have been noticed, it is very possible that the steering head or wheel bearings may require adjustment. Wheel bearings are best tested when the machine is jacked up, so that the wheels can revolve freely. In the case of the back wheel, the belt should be removed.

An attempt should be made to rock the wheels sideways, and any shake or looseness in the bearings should be taken out by the adjustment provided. In the case of hubs with the ordinary type of cup and cone bearing, this is quite easily done by screwing in the left-hand cone a little (it must be remembered that the adjusting cone should always be on the near or left-hand side of the machine). The Douglas, P. and M., Zenith, and several other machines are fitted with disc adjusting hubs; in this case the adjusting disc, if on the left-hand side, has a left-hand thread, and is secured by a lock ring, which must be slackened before attempting to tighten the disc. The latter process being most easily carried out by using a hammer and punch.

Uncertainty in steering may frequently be traced to faulty adjustment of the steering head bearings. The easiest



Testing the bearings by rocking the flywheel.

way to test this is by standing over the machine, gripping the handle-bars, and endeavouring to lift them vertically against the weight of the machine. Shake in the head bearings will at once be noticed, and the trouble is rectified by loosening the head clip bolt and screwing down the adjusting ring, which is situated immediately above it. A special ring spanner is usually required for this, but in emergencies the adjustment may be effected by means of a hammer and blunt chisel; but these tools are liable to cause a considerable amount of damage if clumsily handled.

The above adjustments are preferably carried out after the machine has returned from its test, but their necessity can best be ascertained on the road.

Engine Adjustments.

During the test run it will have been noticed whether there was an excessive amount of vibration or whether the engine was not up to its usual standard of power. Vibration, if more than is usually to be noticed, may arise from several causes; for instance, the engine fixing bolts may be loose, or some of the bearings may be worn. The first trouble may be remedied as easily as it is traced, but the second requires more skill and experience.

Loose bearings in any of the engine parts are most readily noticed on machines fitted with outside flywheels. In the case of engines not so fitted, it is necessary to remove the belt, or, if a two or three-speed gear is incorporated, to place the gear lever in the neutral position, then while the engine is still warm hold the flywheel, pulley, or sprocket, and rotate the engine until the piston reaches the end of its stroke, then rock the flywheel backwards and forwards. Any play between the connecting rod bearings and crank pin or gudgeon pin will be felt as a slight vibration. It is this play between the parts which sets up the annoying vibration often noticed when a

machine is running "light" on the level or downhill. If the vibration is really so excessive as to render the machine uncomfortable to ride, it will be necessary to have the bearings renewed, and this, of course, will mean dismantling the engine completely and sending it either to the makers or to a competent repairer. Should the machine pull well, however, and only the slightest amount of vibration be noticeable, it may be assumed that the internal mechanism of the engine is in good order.

Worn Main Bearings.

Small two-stroke engines, especially with plain bearings, lubricated by the "petrol" system, may occasionally give trouble through excessive play in the mainshaft bushes. Not only will this trouble cause a considerable amount of noise and vibration at high speeds, but it might account for a certain lack of power due to a compression leak between the shaft and bush. The condition of these bearings can be readily observed by taking hold of the flywheel at the top and bottom as shown in the picture at the head of this article, and endeavouring to rock the flywheel sideways. Only the smallest perceptible amount of movement in this direction is permissible, but a direct in and out movement of the shaft may be allowed up to about $\frac{3}{32}$ in. In the case of all outside flywheel engines, it is necessary that the flywheel lock-nut should be kept tightly hammered up into its place, and a special spanner for this purpose is usually supplied by the makers. From time to time it should be placed over the nut and a few smart blows with a hammer given, otherwise the flywheel may become loose and shear its key, or damage the shaft on which it is fitted.

The engine having been thoroughly warmed up with its test run, the rider is in a position to estimate the compression retaining state of the engine. If a kick starter is fitted, the compression

Running Repairs and Adjustments.—

should maintain the rider's weight on the pedals for quite an appreciable time, but if no starting apparatus is provided an endeavour should be made to pull the back wheel round by hand with the top gear engaged, listening carefully the while for any slight sound indicating the leakage of compression. It is well to remember when testing compression that the throttle should be almost fully open.

If the compression is noticeably weak, it is as well to inspect some of the external adjustments before commencing to dismantle any parts. Notice whether the valve caps and sparking plugs are tight, or whether they show trace of leakages, and if these appear to be in order examine the clearances of the valve tappets. Although the latter may appear to be in order when the engine is cold, it is quite possible that the clearance is insufficient when the engine is warm.

Tappet Clearances.

The clearance between the valve head and tappet should be such as to permit the insertion of a thin visiting card, as shown in the illustration below.

These points being in order, remove the valve cap in order to find out the internal state of the engine, as regards the amount of carbon deposit in the cylinder head. Should the inner surface of the valve cap be thickly coated, it may be assumed that the engine requires decarbonising,

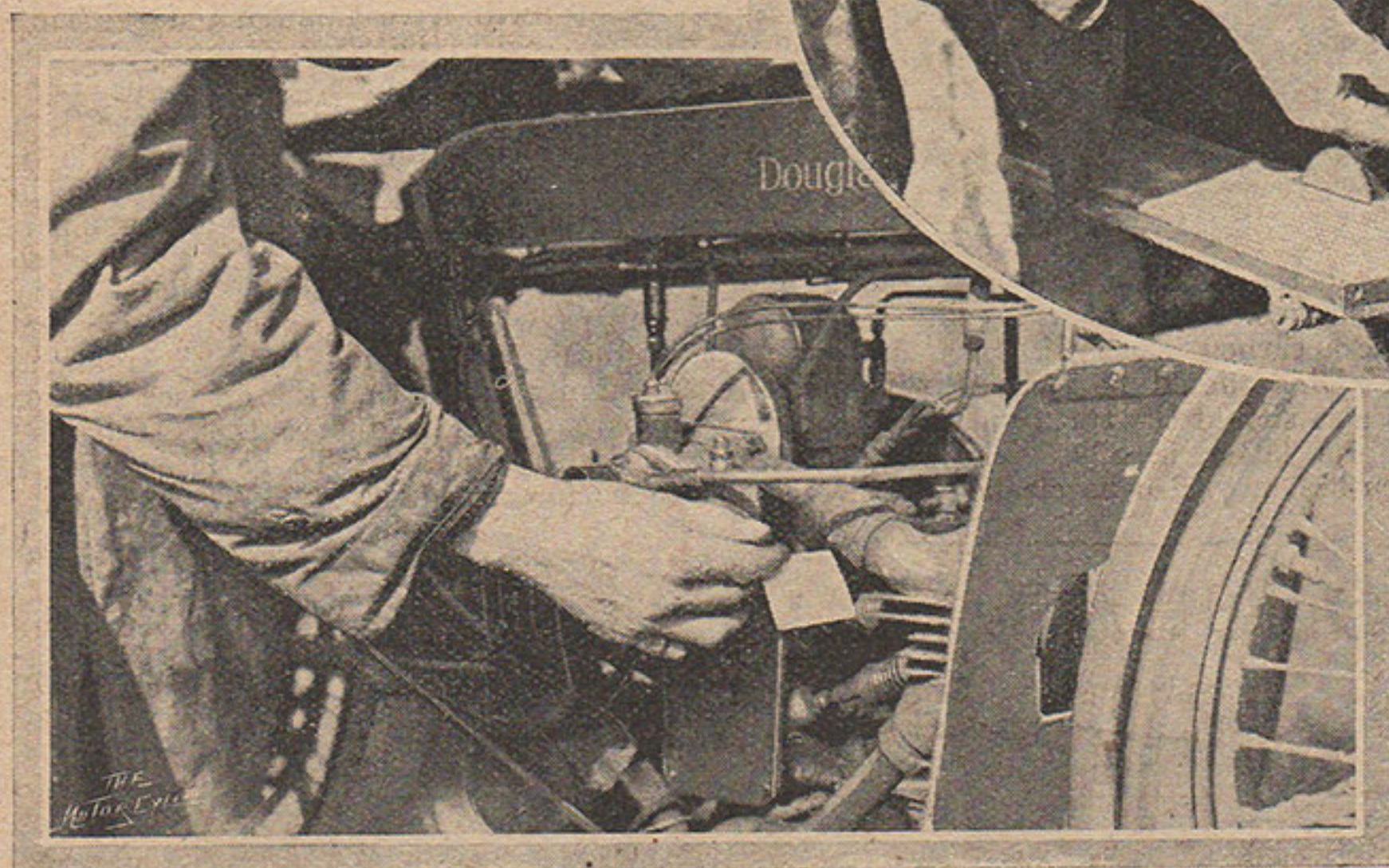
that the gaps are not too closely adjusted. About $\frac{1}{32}$ in. is a satisfactory gap for the sparking plug points.

Transmission Details.

As a rule, there is very little attention required in maintaining the transmission of a modern motor cycle in good running order. This is especially so in the case of chain-cum-belt or all-enclosed chain drive. The essential adjustment concerns the correct tension of belt or chain as the case may be. Chains should not be run too tight. A short chain, such as that between engine and countershaft, should have about $\frac{1}{4}$ in. up and down play midway between the two sprockets, and it is to be remembered that correct alignment has far more bearing on satisfactory results than a small variation in tension.

Should the chain be out of alignment considerable wear will be noticed on the

quite free. After draining off the paraffin it should be immersed in a bath of hot grease in which a quantity of graphite has been mixed, and allowed to remain in this for some hours, when it may be assumed that the lubricant has reached all the bearing surfaces between rivets and bushes of the links. Chain tension should be tested with the wheel in several positions so as to avoid "tight spots." Where the final drive is by belt the adjustments are much more simple, and it is merely necessary to see that the belt is at the correct tension—that is to say, it should not be possible to depress it midway between pulleys more than about $\frac{1}{2}$ in. The condition of the ends of the belt should be noticed, and if the fastener shows signs of pulling through it will be as well to cut off about $\frac{1}{2}$ in. of the belt and refit the fastener again, making up



(Left) It should be just possible to insert a thin visiting card between valve stem and tappet when the engine is warm.

(Right) A small amount of up and down play should be allowed on the chain.

the length by means of one of the special detachable leather links, which can be fitted to almost any standard fastener.

Carburettor and Lubrication System.

If the engine has performed satisfactorily during its short test, it may be assumed that the carburettor is in order, although it is well to note whether any flooding takes place when the machine is brought to a standstill. Considerably improved consumption may usually be obtained by lowering the petrol level somewhat beyond the setting usually adopted by the makers. Alterations in level are effected by raising or lowering the small collar fitted on the float chamber needle. In the case of top feed and inverted needle carburettors the level is lowered by tapping the collar, which is a driving fit, further down the needle. Older pattern carburettors, in which the needle is controlled by small balanced

and, of course, this must be done in the garage, the cylinder having to be removed, and the inside of the head and the piston top being thoroughly cleaned by scraping off the deposit.

Grinding-in the Valves.

Granted that all the above mentioned adjustments are in order and the compression is still not as it should be, it is possible that the exhaust valves have become burnt, and, if so, they must be removed and ground in with carborundum powder or one of the special grinding pastes specially prepared for this purpose.

While the valve caps are out of the cylinder it is as well to examine the sparking plugs, at the same time cleaning the points very carefully, and noticing

side plates at one side of the chain, and if this is permitted chain breakages may be expected with annoying frequency, therefore make certain that the chain sprockets are in the same line, and that the shafts on which they are carried are parallel. Long chains such as those in the final element of the transmission from countershaft to back wheel may be permitted a little more play, say, $\frac{3}{8}$ in. midway between the sprockets, and here again alignment is the most important consideration. Usually the front chains are reasonably well protected, but final drive chains very often run under the most adverse conditions. If the chain is noticeably dry it should be removed when the garage is reached, and should be soaked in paraffin until all the joints are

Running Repairs and Adjustments.—

weights, are altered by reversing this process, *i.e.*, the collar is raised slightly when the level is to be lowered. Persistent flooding of the carburetter is usually caused by the needle valve seating being badly worn and if a very distinct ridge is found on the pointed end of the needle should be trimmed off with an exceedingly fine file, and the needle should then be slightly ground on to its seating.

All the carburetter parts should be carefully cleaned, and it is advisable to remove the petrol pipe and notice that it is clear; the same applies also to the jet. Turning to the lubrication system, machines fitted with ordinary hand pumps or two-strokes lubricated on the petrol system may be dismissed almost at once, as neither of these arrangements requires attention. If a semi-automatic drip feed is fitted, it should be observed that the oil passes freely. In the case of those two-stroke engines which utilise crank case suction to induce a flow of oil through a sight feed, it is advisable to run the engine on the stand or in a neutral position, and if it happens that no flow of oil is noticed, the trouble may be traced to defective operation of the small non-return valve which is usually fitted at the base of the sight feed body. This valve consists of a small disc of pen steel, and it should be removed from time to time and cleaned with petrol. Its action depends upon the alternate compression and depression in the crank case due to the movement of the piston; it closes as the piston descends and opens as the piston rises, thus permitting the partial vacuum in the crank case to draw upon the oil in the tank. This system is perfectly satisfactory, but it is somewhat susceptible to temperature variations; in

cold weather the viscosity of the oil prevents a free flow under the influence of comparatively low crank case suction, and the regulator should be adjusted accordingly.

If the engine has fired with regularity on its brief test run, it may be safely assumed that the ignition apparatus is in order; however, make certain that continued satisfaction is likely to be obtained. It is well to inspect one or two details, so that some estimation of their future life is possible. The platinum points should first have attention, and must be set so that they open .5 mm.; they should close smartly and meet evenly, and may be trimmed with a fine

way if oil is present, and the slip ring may be cleaned by inserting a petrol-soaked rag through the brush orifice and rotating the engine. Lubricate the magneto very sparingly if oil holes are provided.

Final Adjustments.

Having glanced over all these points, and assuming that no troubles have been discovered which demand extensive dismantling or expert attention, it only remains to examine all parts on the machine which could possibly come loose through the effect of vibration. Carefully go over the whole of the nuts on the machine, tightening up everything securely with a spanner. Cast an eye over the tyres, renewing the valve rubbers if they show any tendency towards gradual deflation, and systematically lubricate with thin oil all moving parts such as controls, brake pedal, wheel bearings, front fork spindles, and, in fact, every point where movement takes place. Adjust the brakes carefully and take up the adjustment on all the control wires if the levers show any idle movement before commencing to move the particular part which they operate.

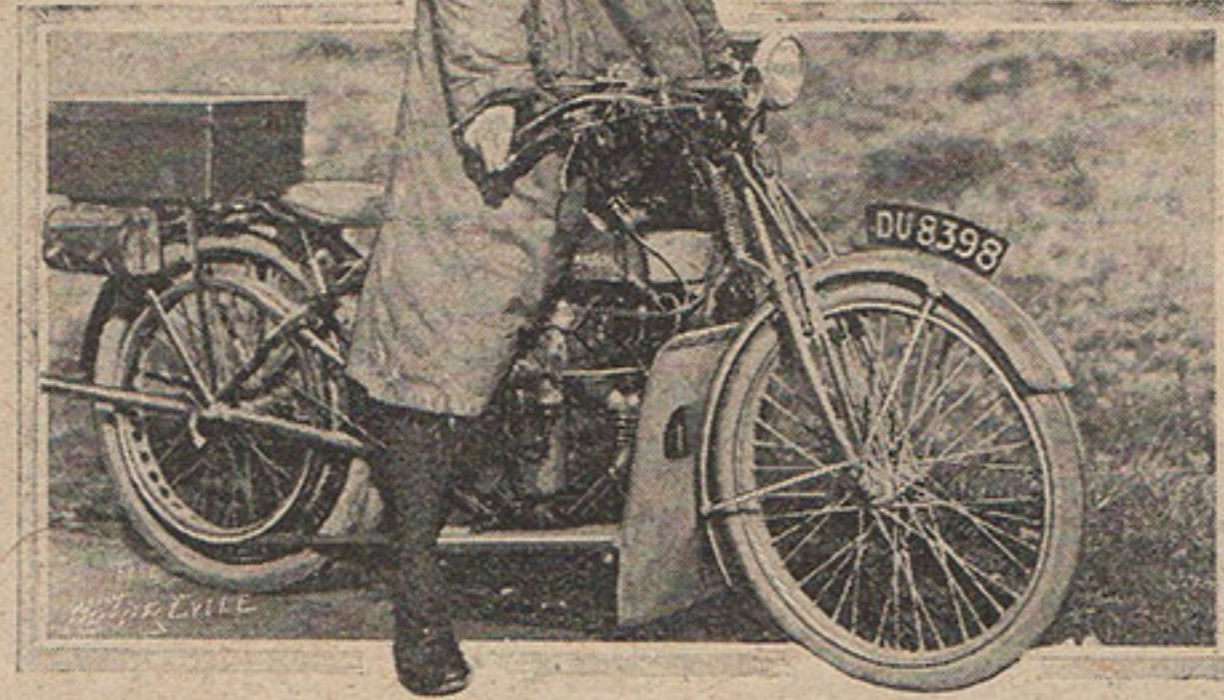
The Secret of Skill.

Attention to all these details will have familiarised the rider with the state of every part of his machine, and if he notes anything which is in the least doubtful, he will be able to anticipate the cause of any involuntary mechanical stoppage almost as soon as it takes place.

It may truly be said of those motor cyclists who are so expert, and whose diagnosis of roadside troubles is almost uncannily rapid, that the essence of their apparent skill is due to their realisation of the saying that "To be forewarned is to be forearmed." **WHARFEDALE.**

Play in the head
may cause
uncertain steering

The fault can be
readily traced by
lifting the
handle-bars as
shown.



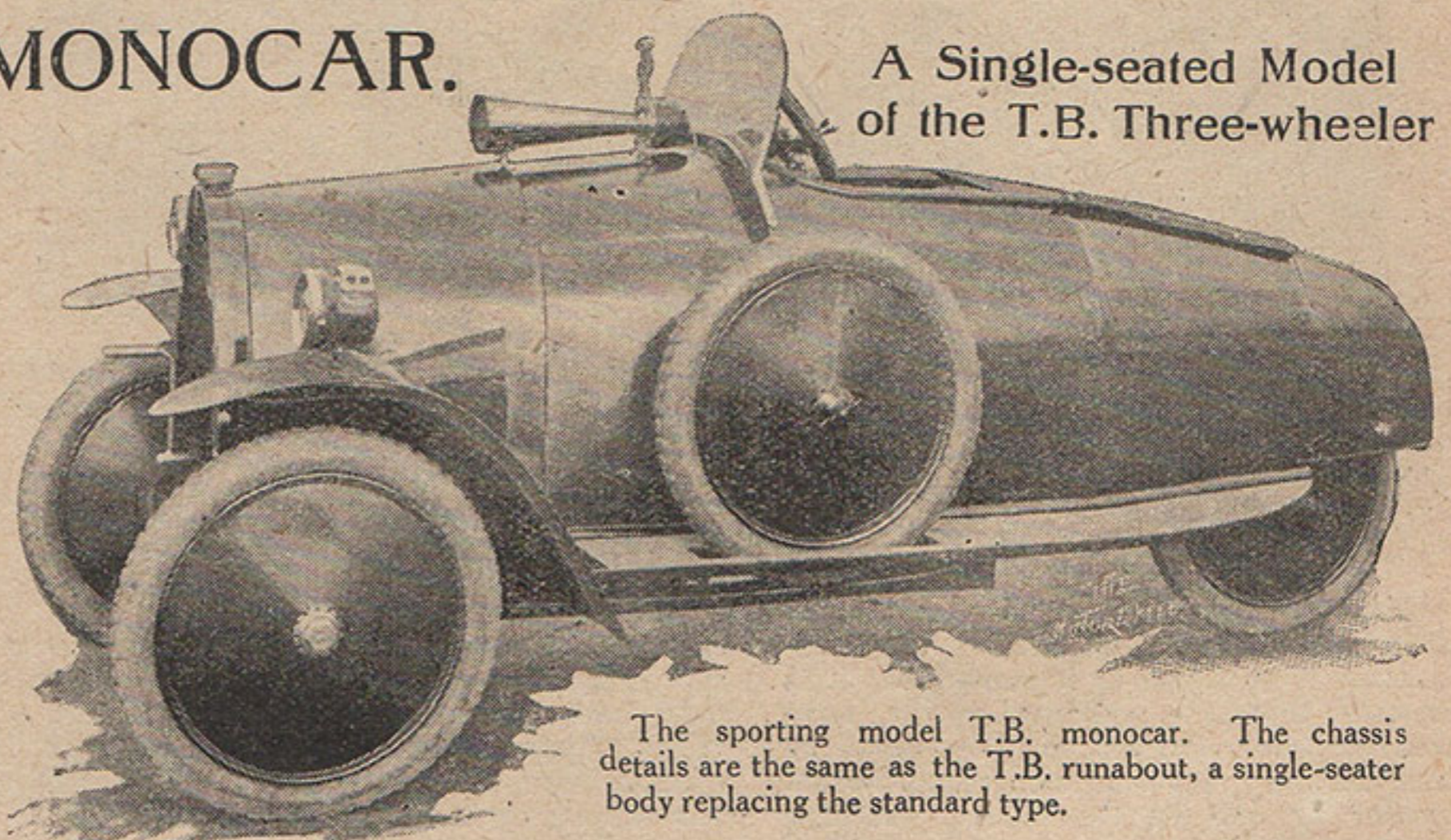
file if the surfaces are not smooth and clean. On removing the contact breaker disc a carbon brush will be found behind it. This should be cleaned with petrol, as also should the track on which it runs, if the latter is oily. The high-tension brushes may also be cleaned in the same

A SPORTING MONOCAR.

It has often been suggested that there is a sure market for a monocar built and finished in a first-class manner by a firm who could market it effectively. So far, most such propositions have emanated from small firms, and their specifications, with one exception, have not been sufficiently good to make them a commercial success.

The machine illustrated is an entirely different proposition. It is a "designed job," produced by a firm of engineers well equipped to make it in quantities. This firm is Thompson Bros. (Bilston), Ltd., who have for some time been experimenting with three-wheelers—the T.B. cycle car described in our issue for January 8th being the leading model.

Shaft drive, an 8 h.p. air-cooled V engine bolted up directly to a two-speed and reverse gear box, and a tubular frame form the chief items of specification. The only departure from standard in the sporting model is that the steering column is fitted centrally.



The sporting model T.B. monocar. The chassis details are the same as the T.B. runabout, a single-seater body replacing the standard type.

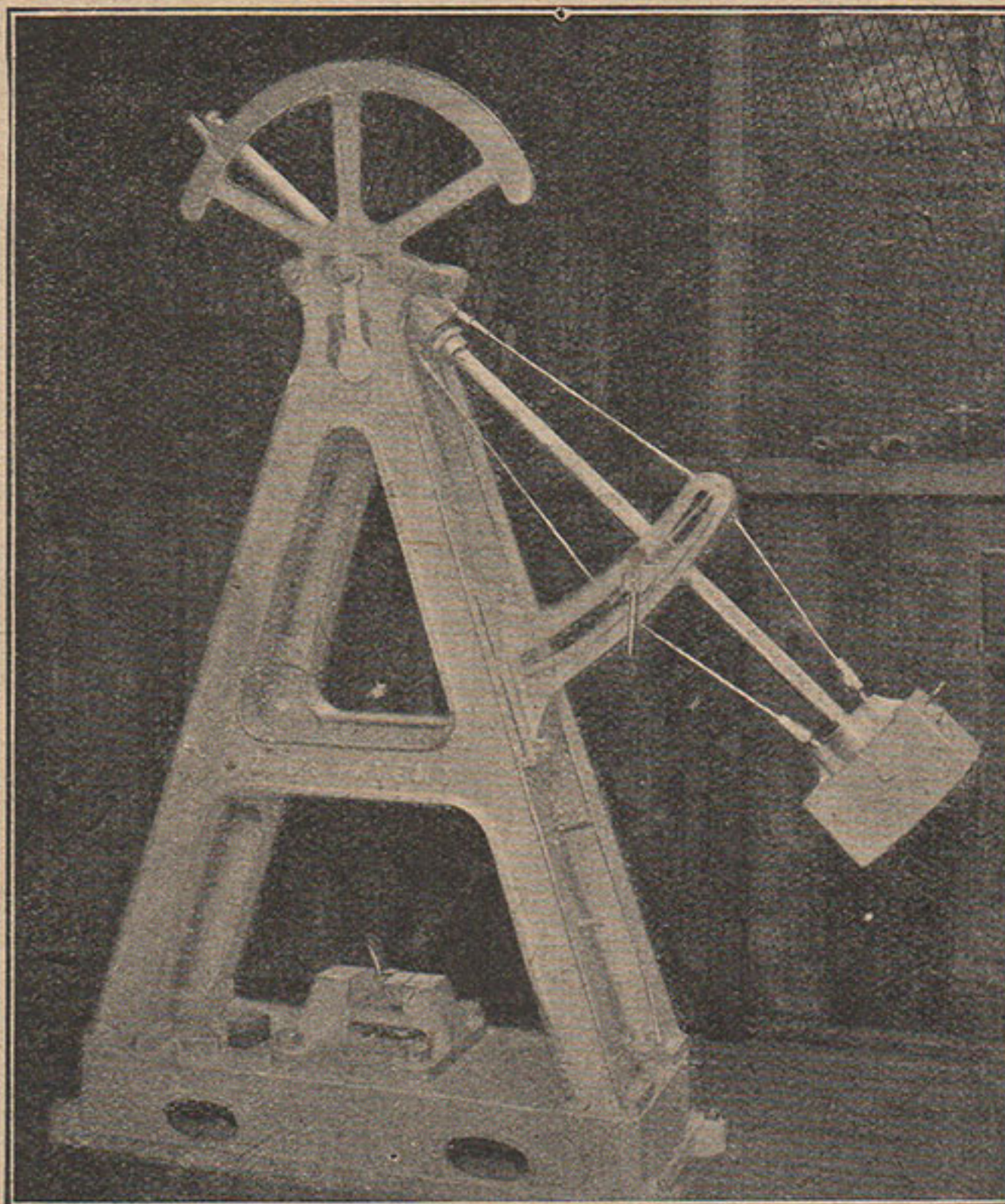
A "beetle back" body of pleasing design provides ample room for driver, luggage, guns, fishing tackle, or golf clubs, while at the rear there is an

emergency seat for an occasional passenger. The body is well upholstered and finished in scarlet and black, and disc wheels add to its sporting appearance.



Quality is
secured by
exact
Knowledge.

5. THE IZOD IMPACT TEST.



The capability of particular kinds of steel to resist a blow is measured in the following manner.

A test piece of given size is firmly fixed in a vice and is subjected to a blow of known intensity delivered by a pendulum.

When the pendulum strikes the test piece it contains a known amount of energy. Part of this energy is absorbed by the resistance of the test piece, the remainder is represented by the swing of the pendulum past it. By measuring this swing by means of a loose indicating hand working over a scale, the energy required to break the test piece can be calculated, and this, of course, is an indication of the metal's suitability for employment for specific purposes.

A.B.C. parts are made under the eye of a scientific detective.

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AVIATION & ENGINEERING CO. LTD

65, SOUTH MOLTON ST., LONDON, W.1.

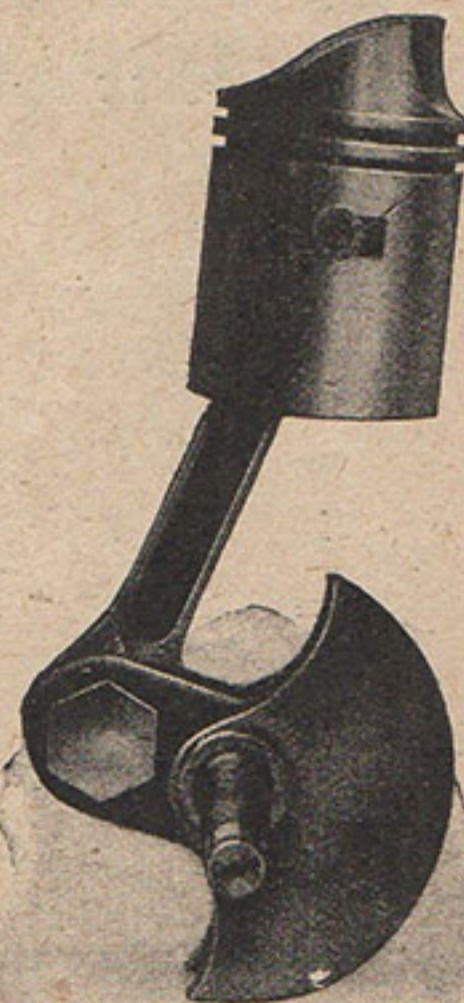
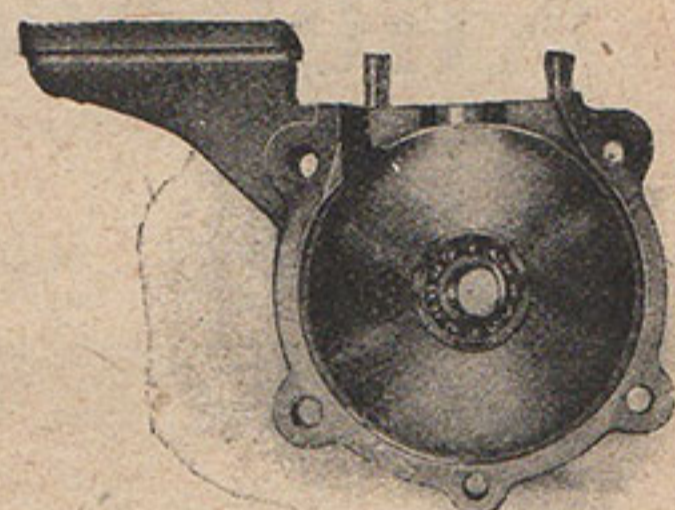
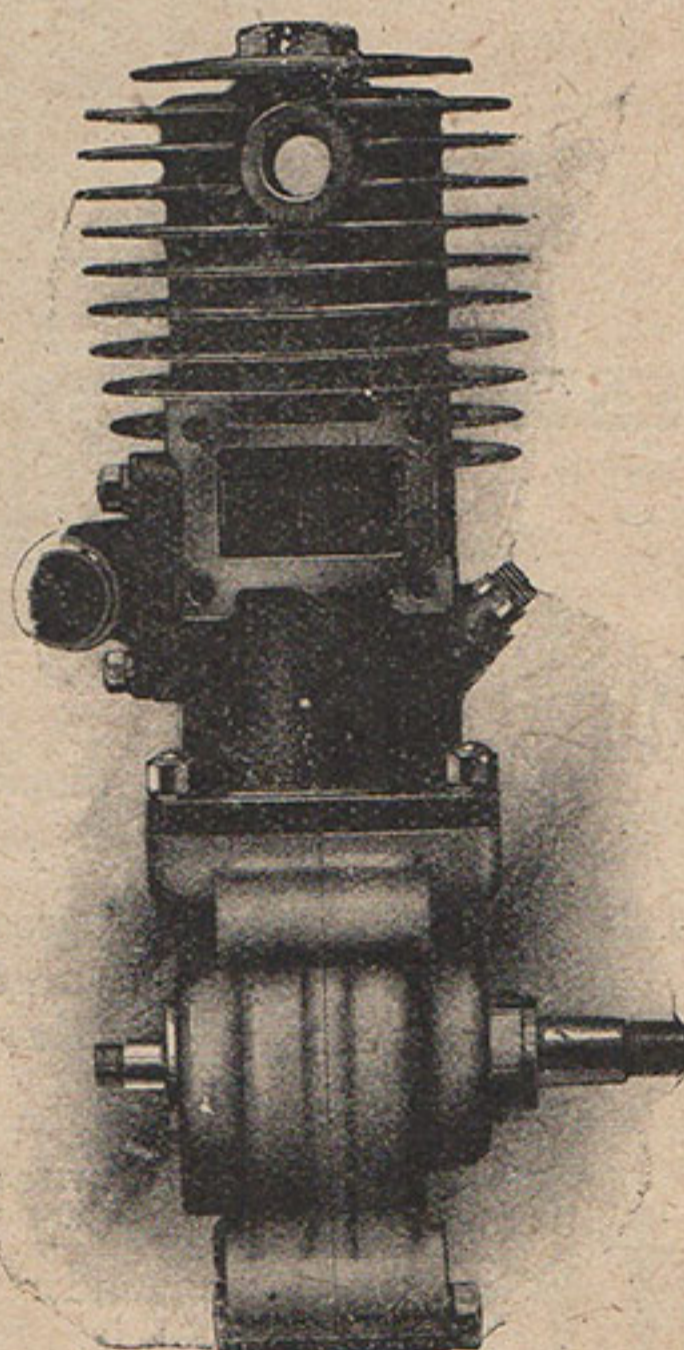
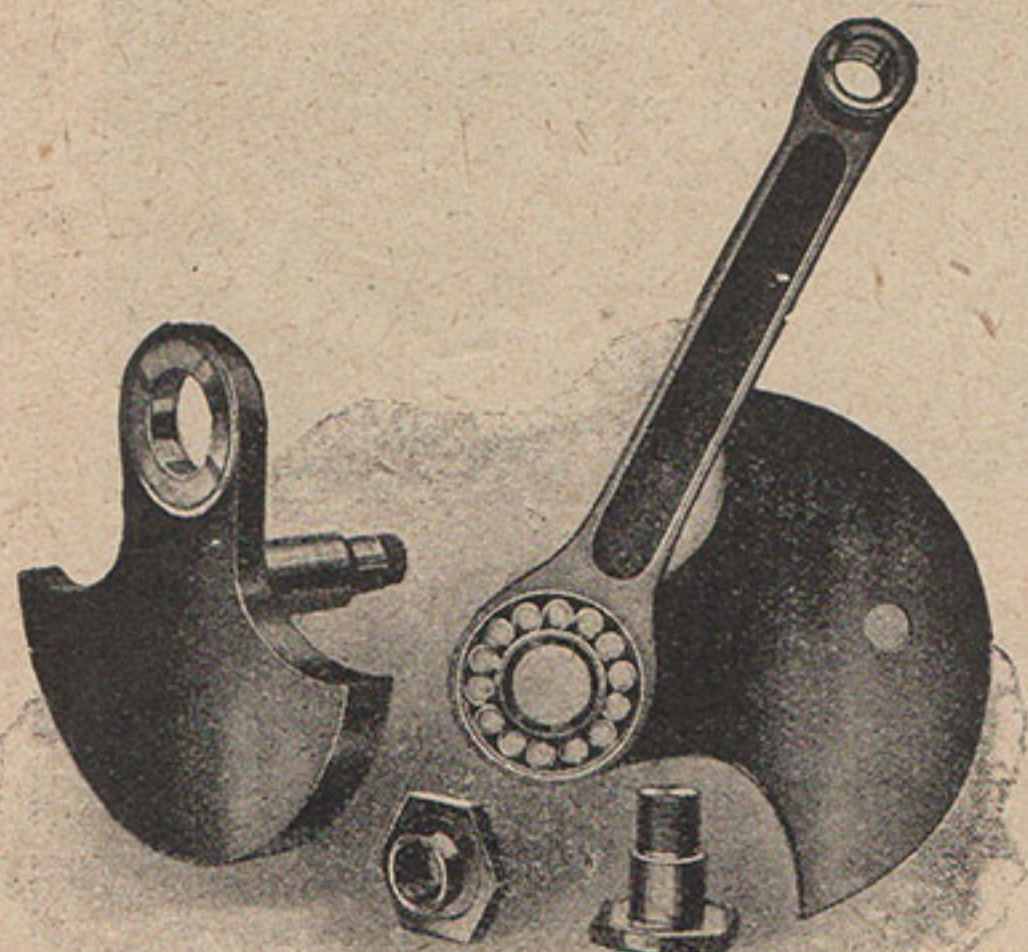
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CEDOS

TWO-STROKE
TWO-SPEED
LIGHTWEIGHT

“Again another Cedos point”

THE “HEART” OF A MOTOR CYCLE-“IS”-
THE ENGINE



PARTICULAR ATTENTION IS PAID TO BALANCE.

THE CEDOS ENGINE
IS NOT A PUSSYFOOT ENGINE, NEVER GOES DRY.

Cedos Motors (Hanwell & Sons,
Components, Ltd.) **Northampton**

THE BUYER'S GUIDE FOR 1920.

CONTINUED FROM LAST WEEK (See pages 344-355.)

SCOOTERS.

Alwin.

1½ h.p., 2-stroke.
C.A.V. magneto.
Amac carburetter.
Shaft transmission.
Pressed steel.
Solid tyres.
Spring frame.
ALWIN MANUFACTURING CO.
Luther Road, Teddington, S.W.

Autoglider.

2½ h.p. Union, 2-stroke, 70 × 76 mm., 292 c.c.
Petrol lubrication.
C.A.V. magneto.
Amac carburetter.
Length 64½ in. Height 47½ in. Handle-bar width 24 in. Platform (sprung) 12 in.
Tank capacity 80 to 90 miles.
Price £40. Weight 130 lb. (approx.)
Other model: Service, with coachbuilt body and upholstered hinged seat. Capacity 3 cubic ft.
AUTOGLIDER, LTD.
Caxton House, Gt. Charles Street, Birmingham.

Autoped.

1½ h.p., 4-stroke, 57 × 53.5 mm., 162 c.c.,
Flywheel magneto.
Floatless carburetter.
Multiple-disc clutch.
Single-speed.

Autosco.

1 h.p., 1-cyl., 52.5 × 54 mm., 117 c.c., automatic
inlet valve.
Sump lubrication.
Chain-driven magneto.
B. and B. carburetter.
Single-speed.
Gear driven.
BROWN AND LAYFIELD,
12, Empire Parade, Sydenham Road, London, S.E.

Kingsbury.

2½ h.p., 2-stroke, with detachable head
C.A.V. magneto, chain driven.
Amac carburetter.
Single speed.
Chain transmission.
Disc wheels.
LONDON AND MIDLAND MOTORS, LTD.,
445, Oxford Street, London, S.W.1.

Kenilworth.

1½ h.p., 1-cyl., 55 × 60 mm., overhead valves.
Runbaken magneto. Single-lever carburetter
Single gear. Whittle belt and final chain.
18 × 2 in. tyres.
Petrol for 50 miles.
Price £44 2s. Weight 55 lb.
BOOTH BROS.,
Bishop Street, Coventry.

Macklum.

2½ h.p. Union, 2-stroke, 70 × 76 mm., 292 c.c.
Chain-driven magneto. Amac carburetter.
Single-speed gear. Chain drive.
16 in. wheels.
Weight 70 lb.
F. MacCALLUM,
Guildhall Buildings, Birmingham.

Marseel.

2 h.p., 2-stroke, 1-cyl. (horizontal), 232 c.c.
Single-lever lubrication.
C.A.V. magneto. Amac carburetter. Chain drive
to countershaft on chain stay.
Petrol for 50 miles.
Price £33. Weight 65 lb.
MARSEEL ENGINEERING CO.
Victoria Park, Coventry.

Mobile Pup.

1½ h.p., 1-cyl., 55 × 60 mm., 142 c.c. overhead
valves and detachable cylinder head.
Fest and Lloyd sight feed drip lubrication.
Conventional or flywheel type magneto.
Amac or Stafford Auto-scooter carburetter, 1-lever
Gear drive and shock absorber.
Weight 75½ lb.
Price £47 10s., complete with lighting set.
STAFFORD AUTO-SCOOTERS, LTD.,
Waveley Road, Coventry.

Silva.

1 h.p., 1-cyl., 52.5 × 54 mm., 117 c.c., automatic
inlet valve
C.A.V. magneto, gear driven.
S.U. carburetter, single-lever.
Single-speed. Chain drive.
T. AND T. MOTORS, LTD.,
52A, Conduit Street, London, W.1



SCOOTERS (Continued).

Skootamota.

1½ h.p. A.P.C., single-cyl., 4-stroke, 60x60 mm., overhead valves. Hand pump lubrication. C.A.V. magneto, gear driven. Amac carburettor, single-lever. Direct chain drive (70 to 1). Height of saddle 30in. Wheelbase 48in. Ground clearance 4in. Oil 1¼ pints. Petrol ¾ gallon. Weight 85 lb. Price £51 9s. GILBERT CAMPBELL, LTD., 1, Albemarle Street, London, W.1.

Whippet.

1½ h.p., 4 stroke, 56x61 mm., 150 c.c., overhead valves. Splash lubrication. Runbaken magneto. Amac carburettor. Countershaft gear (6½ to 1) and shock absorber. Wheelbase 42½ in. Hub to saddle bracket 18in. Petrol ¾ gallon. Oil ¼ pint. Price £49 7s. SUMNER, VAUGHAN, AND CO., 28, Victoria Street, Westminster, S.W.1.

THREE-WHEEL RUNABOUTS.

Castle Three.

4-cyl., 63x88 mm., 1,097 c.c., water-cooled. Automatic lubrication by mechanical pump. Watford magneto. Zenith carburettor. Epicyclic gear, 2 speeds forward and reverse. Wheelbase 8ft. 6in. Track 4ft. 1in. Petrol 5 gallons. Weight 8½ cwt. (approx.) Price £250. CASTLE MOTOR CO., LTD., Kidderminster.

Coventry Premier.

V twin (50°), 80x105 mm., 1,055 c.c., side-by-side. Mechanical pump lubrication, pressure feed. T.B. magneto, bevel gear driven. Cox Atmos carburettor, automatic. 3 speeds (top 4 to 1) and reverse. Wheelbase 7ft. 6in. Track 4ft. Tank capacity 5 gallons, gravity feed. Weight 7 cwt. (approx.) Price £260 complete, fully equipped. COVENTRY PREMIER, LTD., Read Street, Coventry.

L.S.D.

8 h.p. J.A.P., twin (50°), 85.5x85 mm., 976 c.c., air-cooled, side-by-side valves. Hand lubrication, direct. M-L magneto, bevel driven. Amac carburettor 2 speeds (top 5 to 1) and reverse. Wheelbase 6ft. 9in. Track 4ft. Petrol 5 gallons. Oil 1 gallon. Weight 6½ cwt. Price £204 15s. SYKES AND SUGDEN, LTD., Spring Place Works, Huddersfield.

T.B.

8 h.p. V twin air-cooled J.A.P., or 10 h.p. Precision, 85x96 mm., 1,090 c.c., side-by-side. Best and Lloyd drip-feed lubrication, semi-auto. M-L magneto. Amac carburettor, single-lever. 3 speeds (top 4½ to 1) and reverse. Wheelbase 7ft. 6in. x 4ft. Ground clearance 7in. Petrol 3 gallons. Oil 3 quarts. Weight 7 cwt. Price £225, including spares. Weight 7 cwt. Other models: Sporting monocoar, emergency seat, 8 or 10 h.p., as above, weight 7 cwt., price £225, including spares. THOMPSON BROS. (BILSTON), LTD., Bradley Engineering Works, Bilston, Staffs.

Merrall-Brown.

10 h.p. Precision, 2-cyl., 85x96 mm., 1,096 c.c., water-cooled. Thomson-Bennett magneto. 2 speeds forward and reverse. Shaft and chain transmission. 650x65 mm. tyres. Semi-elliptic springs in front, quarter-elliptic in rear. Price £300. MERRALL-BROWN MOTORS, St. George's Road, Bolton, Lancs.

Morgan.

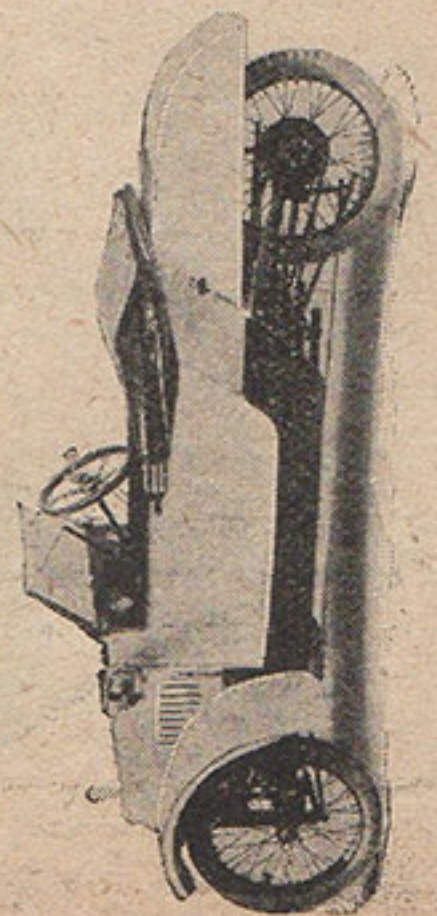
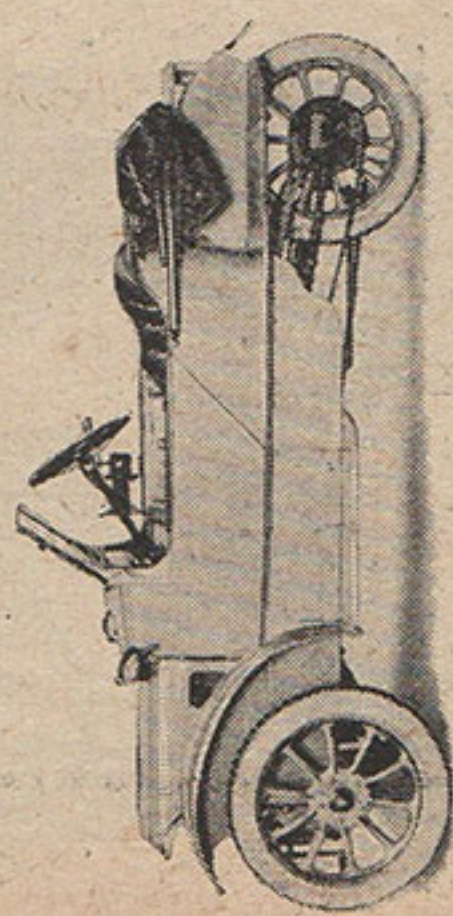
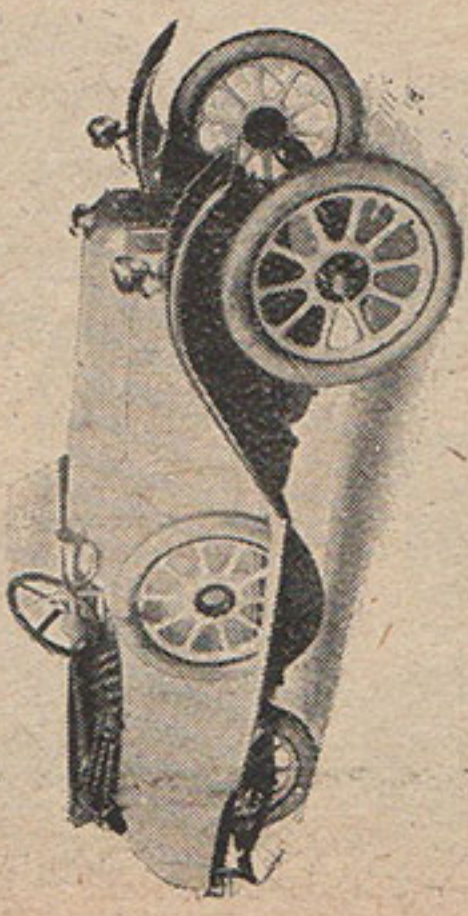
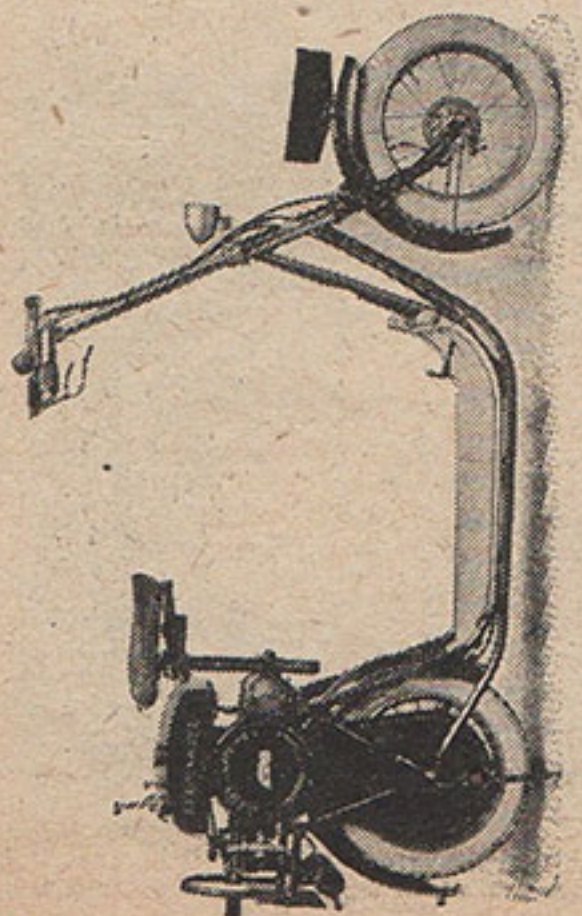
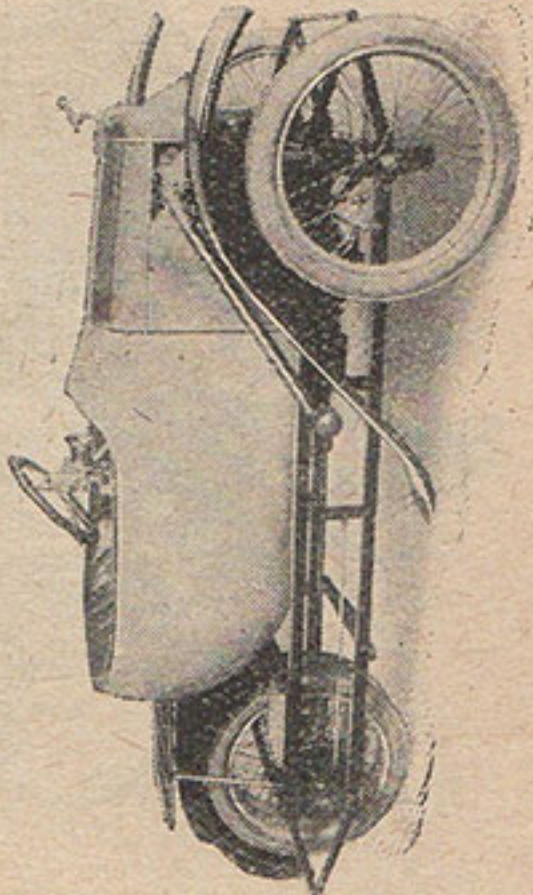
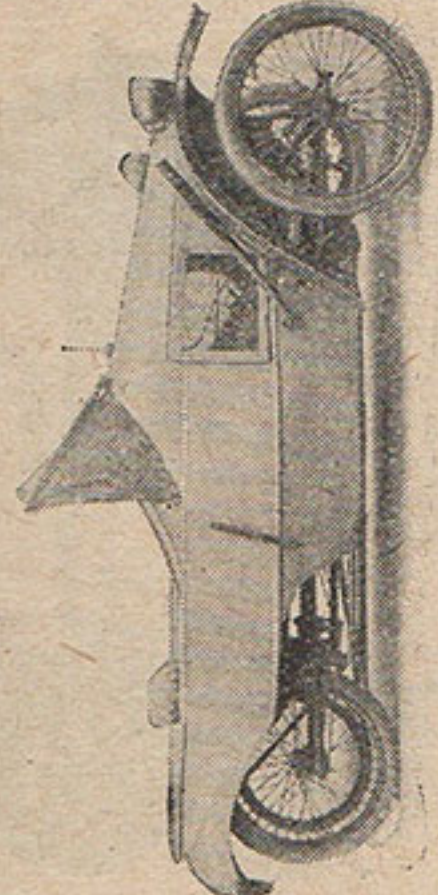
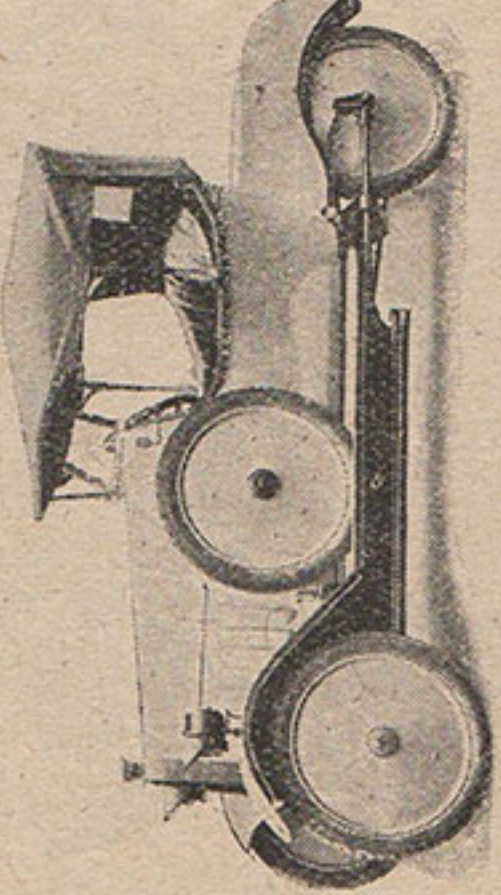
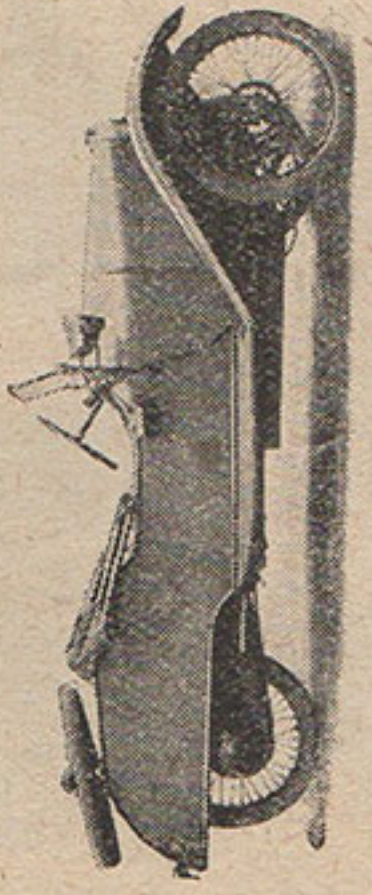
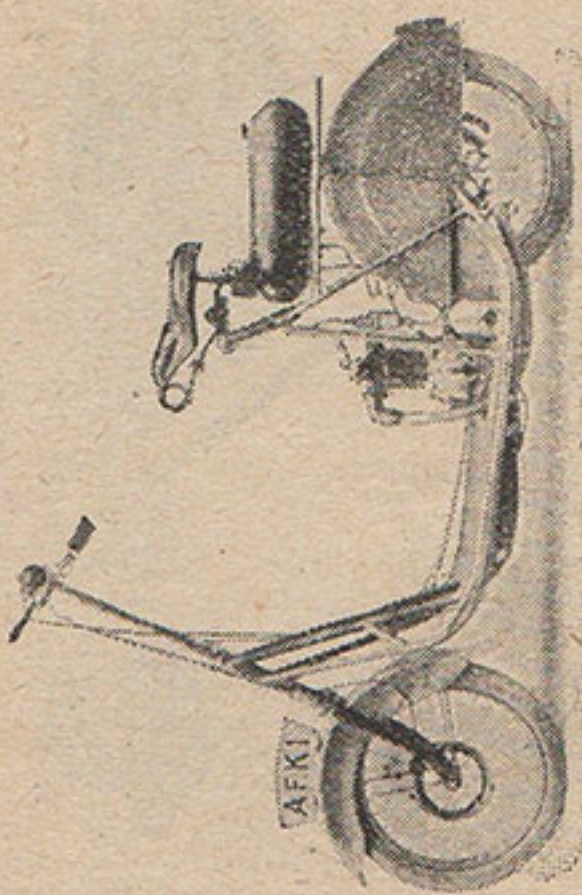
10 h.p. J.A.P., 2-cyl. (50°), 85.5x85 mm., 976 c.c., water-cooled, side-by-side valves. Hand pump lubrication. M-L magneto. Amac carburettor. 2-speed countershaft gear. Wheelbase 7ft. Track 4ft. Ground clearance 7½ in. Petrol 3 gallons. Oil ¼ gallon. Price £285. Other models: Same machine, with water-cooled M.A.G.; standard model, with air-cooled J.A.P. or Precision engine, £170. MORGAN MOTOR CO., LTD., Malvern.

Thurlow.

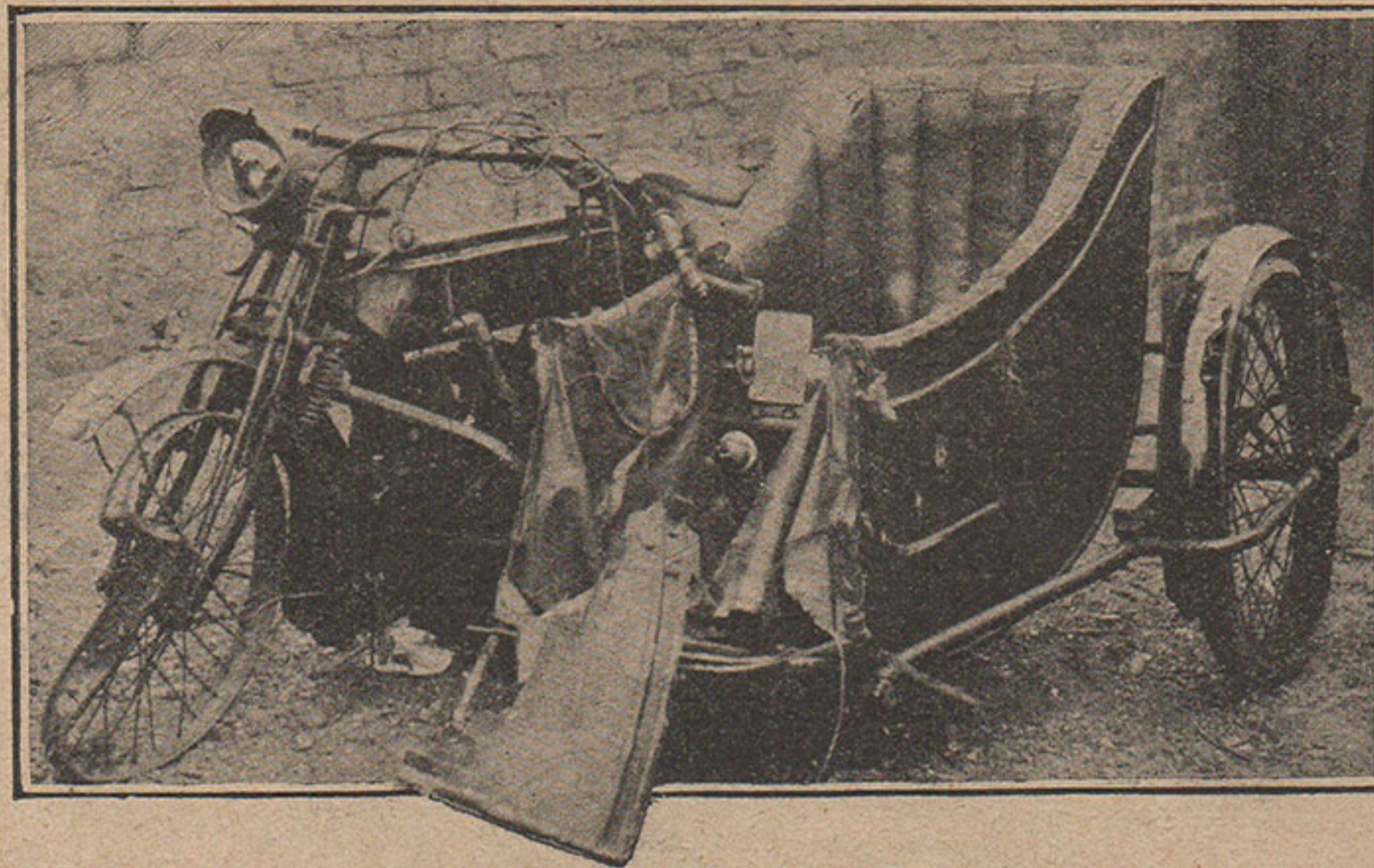
8 h.p. Precision, 85x88 mm., 998 c.c. Amac carburettor. Fellows magneto. Sturmev-Archer 3-speed countershaft gear. Chain-cum-belt transmission. Seat starter. Quarter-elliptic front spring. Coil at rear. J. THURLOW, 3, Kingston Road, Wimbledon.

Wooler Mule.

8-10 h.p. Wooler, flat twin, 85x90 mm., 1,022 c.c., mounted across the frame. Mechanical lubrication by chain elevator. M-L magneto. Wooler carburettor, surface type. Infinitely variable gear. Belt and worm transmission. Wheelbase 6ft. 6in. Track 4ft. Reinforced girder frame. Twin interchangeable wheels to rear. WOOLER ENGINEERING CO., LTD. Alperton London.



This may happen to your machine.



No experience or skill can quite eliminate the risk of accident. At any time you may become the victim of another rider's carelessness, for there are always possibilities of mishap beyond your control.

The only POSITIVE SAFEGUARD is to be FULLY INSURED.

THE AUTO-CYCLE UNION'S SPECIAL POLICY

provides against every contingency. It is compiled by motor cyclists for motor cyclists, and protects its holder in the event of any mishap that may occur to him, his passenger, his machine, or a third party.

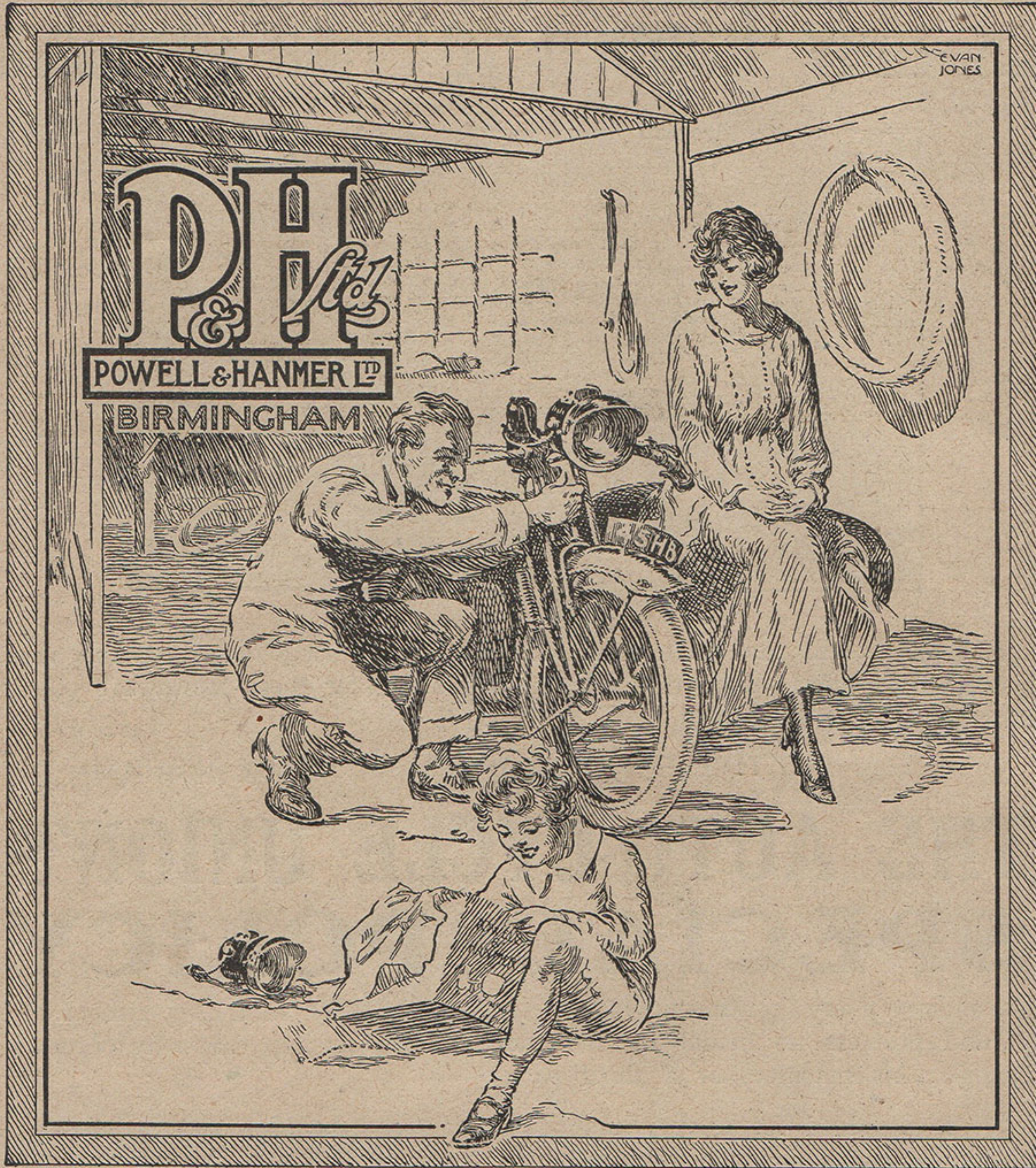
Full cover is provided for a very moderate inclusive premium. You cannot afford to motor cycle without being fully insured!

Send in this coupon for particulars to-day.



Information Coupon	
<p>The Insurance Manager, AUTO-CYCLE UNION 83, PALL MALL, LONDON, S.W.1</p>	
<p><i>Please send me further particulars regarding the advantages of the A.C.U. Insurance facilities, together with Application Form for membership.</i></p>	
<p>Name.....</p>	
<p>Address.....</p>	
<p>"The Motor Cycle," 1/4/20.</p>	

In answering this advertisement it is desirable to mention "The Motor Cycle."

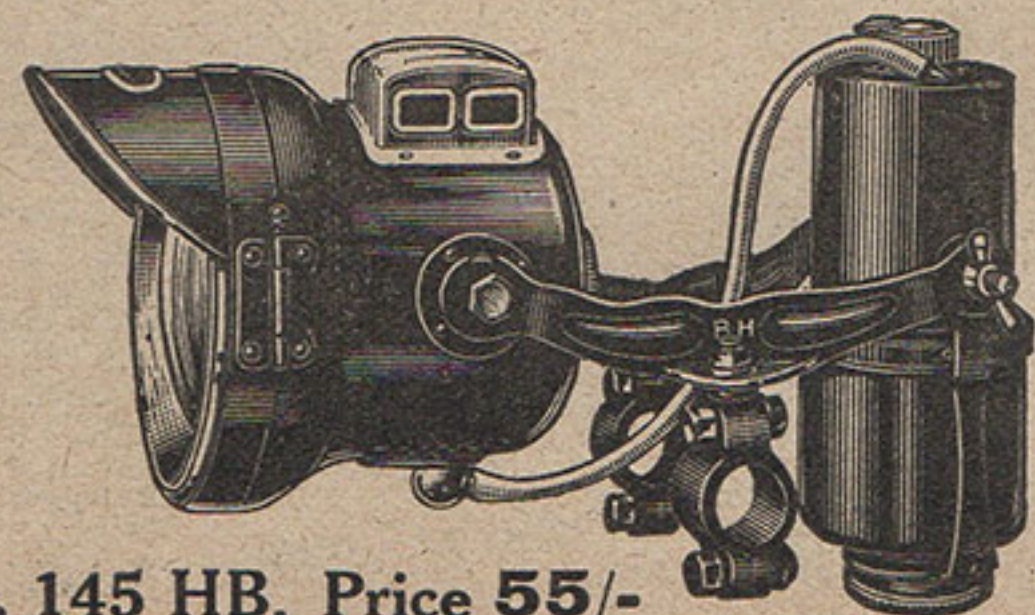


Fit your mount with a "P & H" Lamp

—you can then depend upon obtaining a clear, powerful light, whatever the weather conditions.

—"P & H" is your guarantee for a British-Made LAMP of Highest-grade and Highest value—a lamp that will always afford "perfect service."

—Hence, fit a "P & H" and eliminate all uncertainty and trouble.



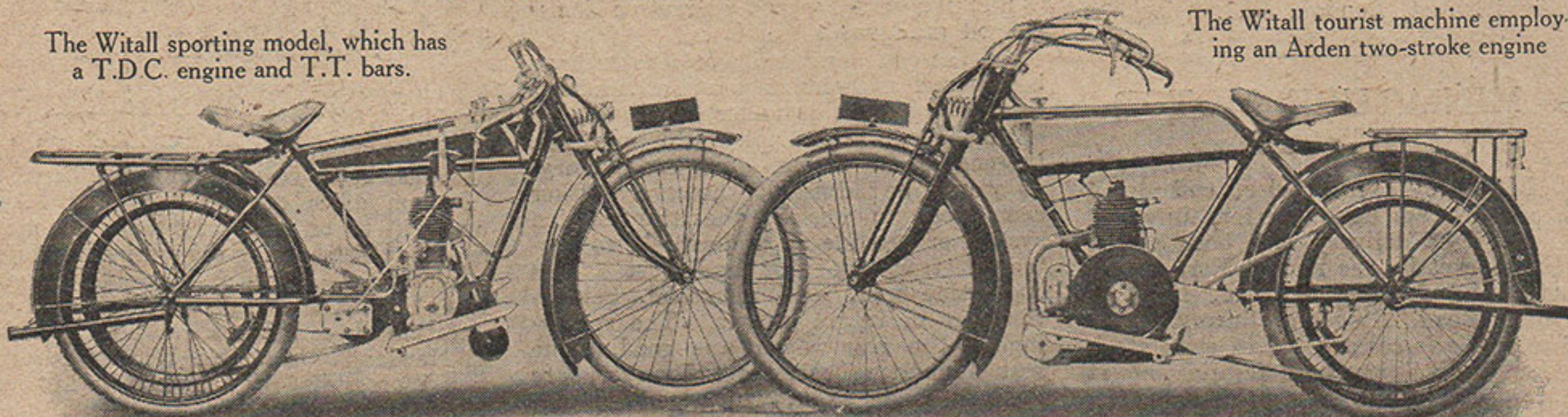
No. 145 HB. Price 55/-

The Latest Entrants in the Motor Cycle Field.

New Lightweights. Developments in Scooters. A Tandem Motor Cycle.
A Miniature Tricycle. A Manxland Mount.

The Witall sporting model, which has a T.D.C. engine and T.T. bars.

The Witall tourist machine employing an Arden two-stroke engine



AS was to be expected, the demand for motor vehicles of all types is inducing many small firms to introduce motor cycles. These almost invariably take the form of "assembled" lightweights, and the passenger field is left to those who produce most of the parts themselves. This is probably due to the fact that the production of engines of larger sizes is strictly limited, whereas the manufacturers of two-stroke units and small gear boxes are in greater evidence, and, owing to the simplicity of the two-stroke engine and the small gear box, fairly large quantities can be produced quickly.

Below we give particulars of some of the new propositions to which we have just referred.

THE WITALL LIGHTWEIGHTS.

TWO two-stroke lightweights are being introduced by the Witall Garage, 136b, Tanners Hill, Lewisham High Road, New Cross, London, S.E.8. They are similar in design, with the exception of the power units and petrol tank capacities. Model A is a sporting little machine, and employs a T.D.C. engine for the power unit, which, it will be remembered, has a bore and stroke of 70x70 mm. (269 c.c.).

The frame of the sporting model has a diagonal top tube, and the tank a capacity of one gallon of petrol and a quart of oil. The T.T. handle-bars no doubt will tempt the younger class of enthusiast to a large degree. 26x2in. Dunlop tyres and Saxon spring forks are at present fitted, but it is possible that a different fork may be substituted at a later date. The Witall model B is a tourist machine with an Arden two-stroke as the power unit.

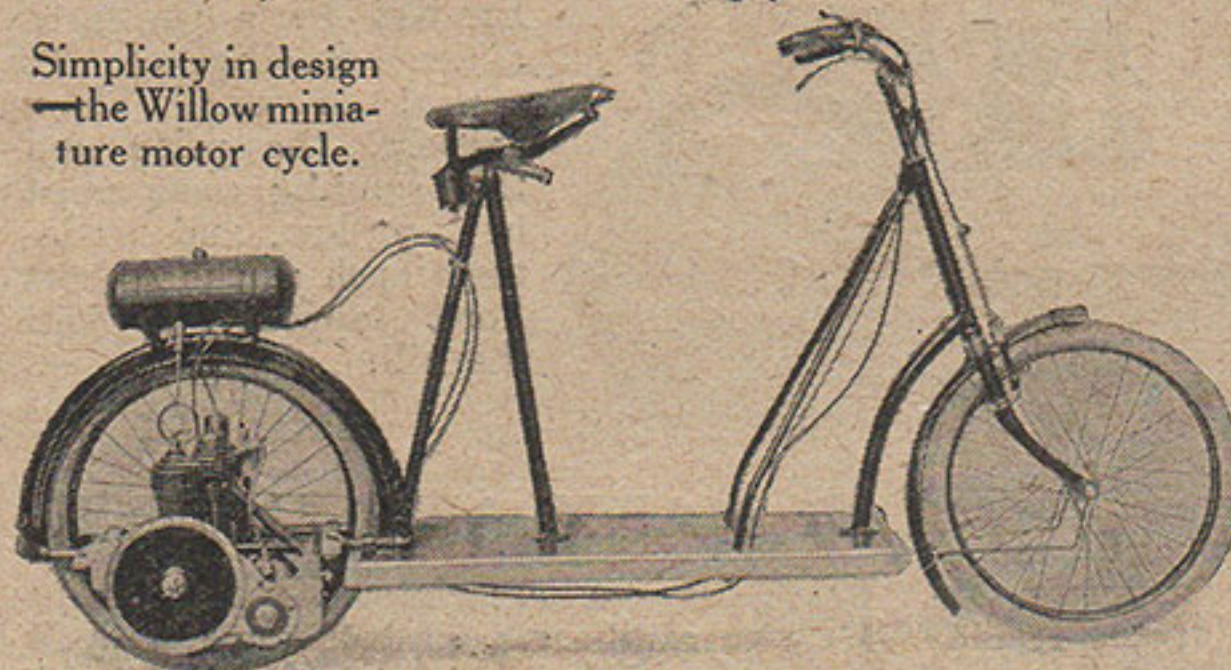
As in Model A, an Amac carburetter and C.A.V. magneto are fitted, the latter being in front of the engine and driven by an enclosed roller chain.

The petrol tank has a capacity of one and a half gallons of spirit and over a quart of lubricant. Substantial and neat aluminium footboards and Roc two-speed gear boxes are fitted on both models. We are informed that delivery of both models can be made in approximately sixteen days.

THE WILLOW SCOOTER.

ALTHOUGH termed a motor scooter, the machine shown in the illustration would perhaps be better termed a miniature motor cycle employing the Wall Auto-wheel as a power unit. For a machine of this type the open frame has many advantages; the simplicity of its construction, which consists simply of

Simplicity in design—the Willow miniature motor cycle.



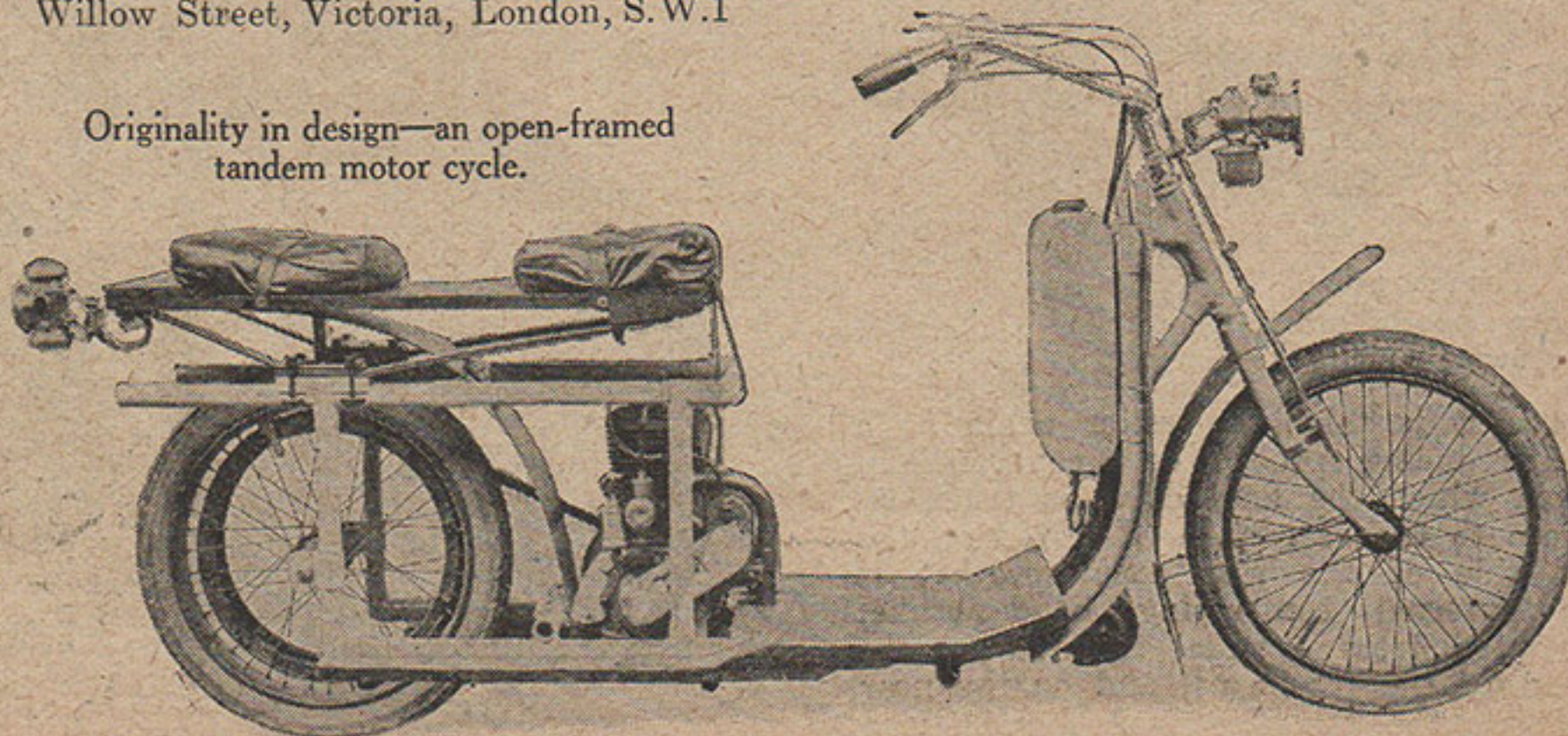
bolting the frame tubes which support the front and rear wheels to a stout ash foot-board, renders it suitable for quantity production.

This construction gives greater flexibility than a metallic frame, and it is claimed that the rider's comfort is greatly enhanced thereby.

A single lever carburetter is fitted, and, moreover, the compression release device is operated from the throttle lever.

This machine is manufactured by the Willow Autocycle Co., Willow Works, Willow Street, Victoria, London, S.W.1

Originality in design—an open-framed tandem motor cycle.



A NOVEL TANDEM.

THE Jackson motor cycle is the invention of Mr. R. L. Jackson, who has been associated with the motor industry since 1896, and was one of the pioneers of the light car movement. Intended primarily for short journeys, it has an open frame, carrying the engine amidships inside the duplex tubes in such a position that if the machine falls over the power unit is not damaged.

In the machine shown to us the engine was a 2½ h.p. Union two-stroke, driving directly to the back wheel by means of a belt. In future models, however, a two-speed gear and spring forks will be fitted. The petrol tank is carried in front of the driver.

Not the least interesting part of the machine is the method of springing the platform on which the two seat cushions are carried. This is mounted on laminated springs, and it is so constructed that two passengers can comfortably be carried, or, if desired, the after cushion may be removed and a large box carrier fitted.

The major part of the weight is below the centre of the wheels, which should tend to keep the machine steady and to reduce the chances of skidding. At present three-ply wood mudguards are

The Latest Entrants in the Motor Cycle Field.

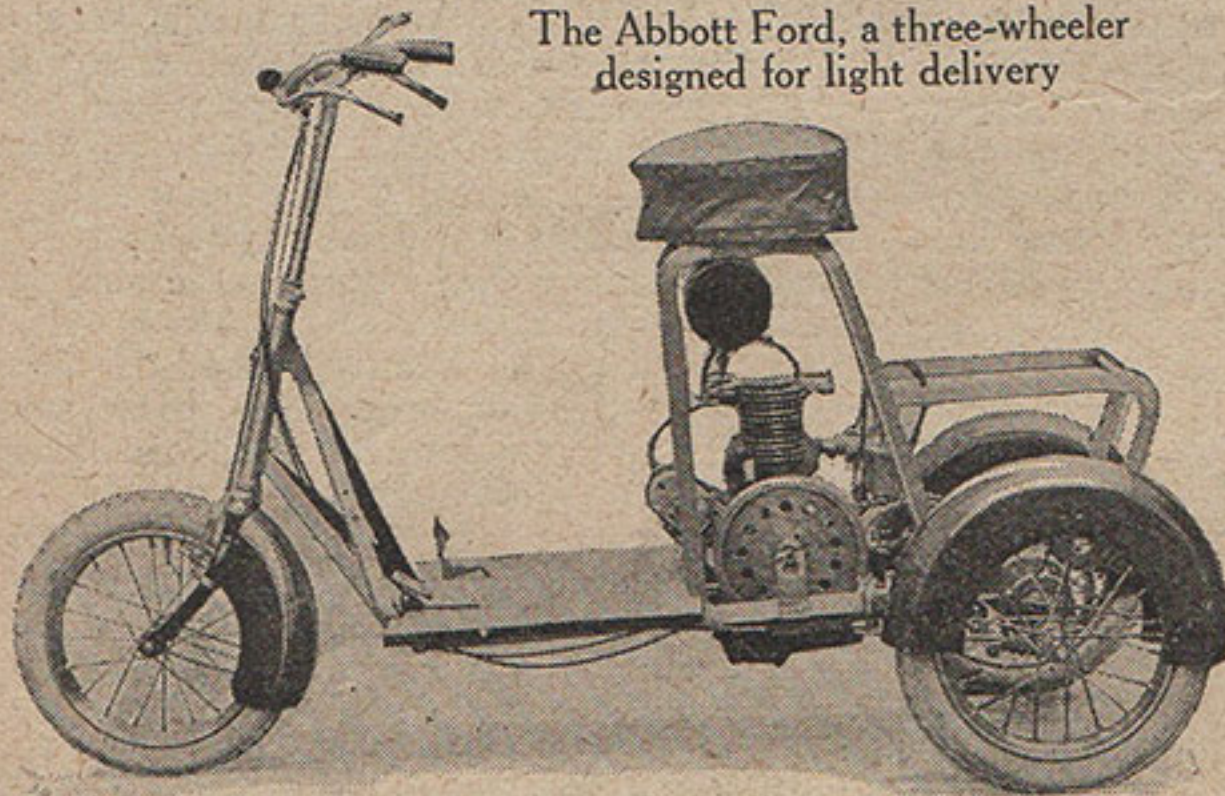
fitted, and another interesting feature is the tyres, which are 550 x 65 mm., as fitted to Baby Peugeot cars.

The machine is handled in London by Messrs. Gastons, Ltd., 212-214, Great Portland Street, London, W.1.

A MINIATURE MOTOR TRICYCLE.

A LITTLE three-wheeler, embodying clutch and hand starter, intended for light delivery, has been placed on the market by the Abbott Ford Motor Scooter and Engineering Co., Ltd., 5, Surbiton Road, Kingston, Surrey.

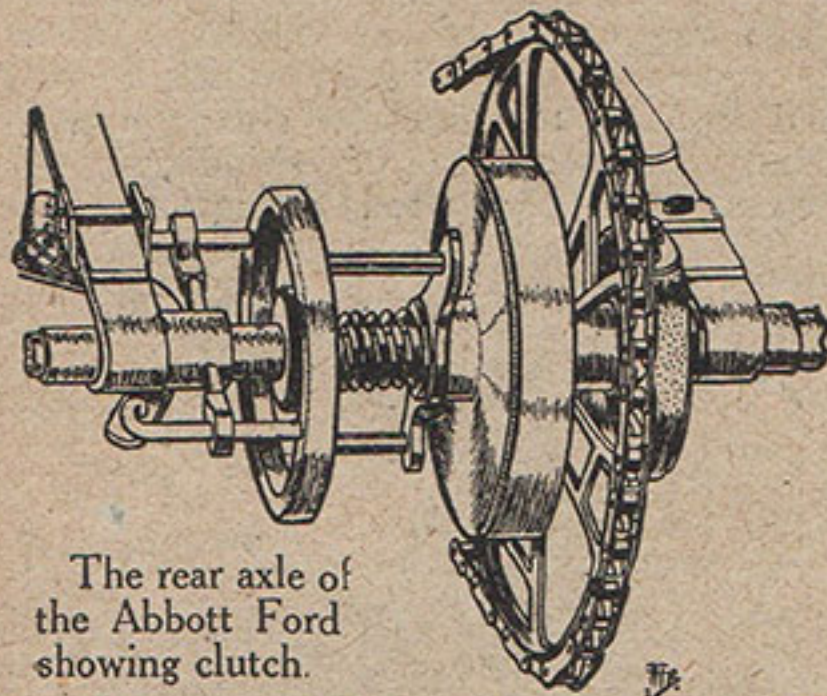
The frame is constructed of strip steel, the longitudinal members terminating at the forward end in V shaped supports, which are welded to the steering head, laminated springs supporting the rear axle.



The Abbott Ford, a three-wheeler designed for light delivery

A 2½ h.p. two-stroke engine, having a bore and stroke of 77 mm. x 67 mm., and fitted with a Fellows magneto, is held between the rear ends of the frame members by two right angled plates.

The tank, holding half a gallon of petrol and oil mixed, is fixed immediately below the seat, the supports of which are welded to the main frame members. Attached to the seat support is a skeleton frame for the accommodation of a delivery box. The drive from the engine



The rear axle of the Abbott Ford showing clutch.

sprocket is taken by roller chain to a gear-reducing sprocket on a countershaft, from which the final drive is taken by chain to the rear axle. Located on the off side of the rear axle sprocket is an external contracting band brake, operated from a pedal situated on the right of the footboard, and on the near side of the sprocket is a Ferodo-lined

clutch, the clutch spring being located between the cone and a flange keyed to the axle. The clutch pedal, which is provided with a ratchet, is connected to the clutch ring by a rod and bell crank lever.

16in. x 2¾in. tyres and attractive dome-shaped mudguards are fitted.

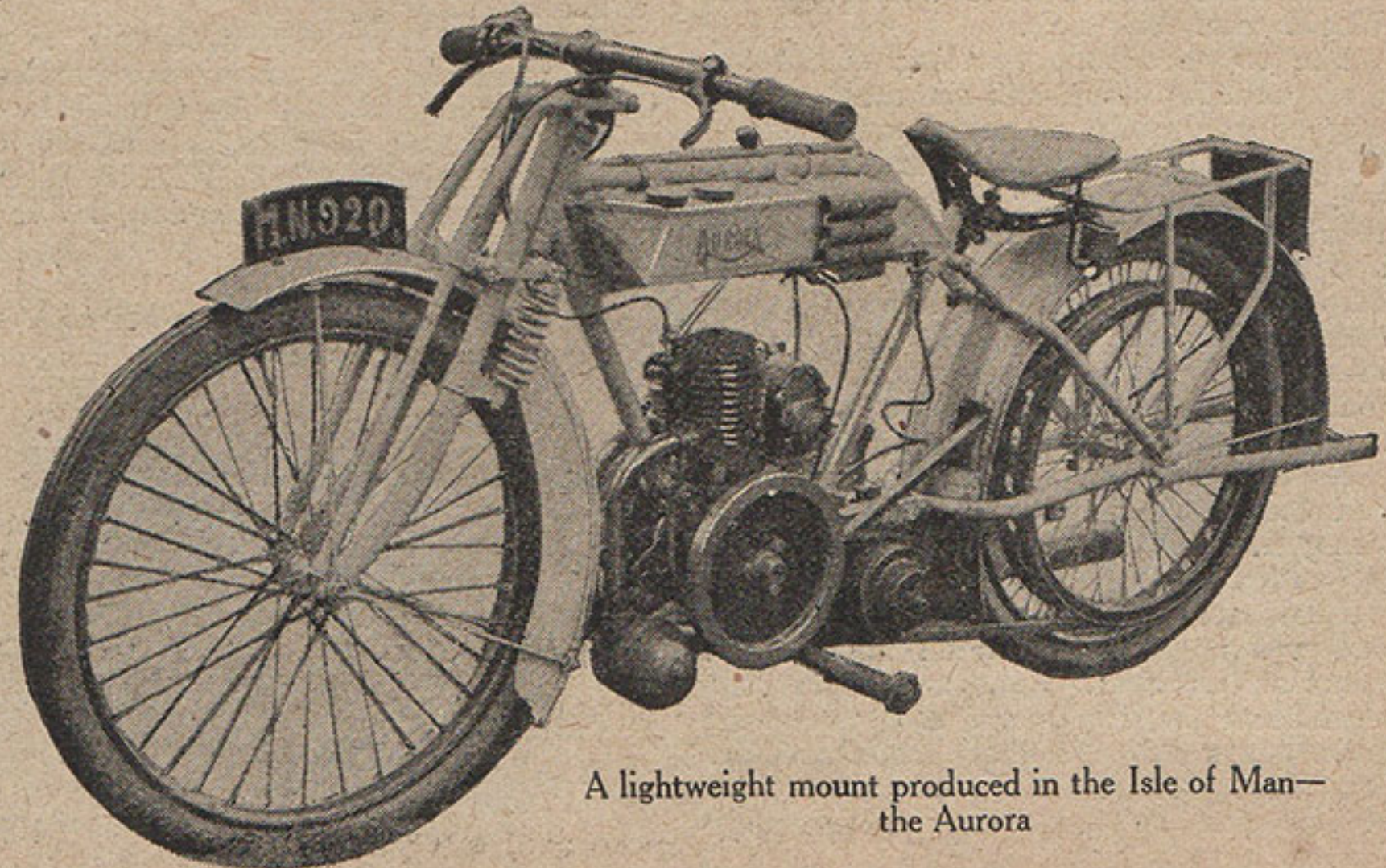
All the components of the scooter have been made as light as possible, resulting in a total weight of under 40 lb.

During our brief trial of this machine, the engine unit seemed quite satisfactory. It would be advisable, however, either completely to enclose the transmission system or provide an undershield to protect it from the mud and dust. This suggestion will, we understand, be carried out in future models. The springing of the rear wheel was good. The seat supporting members, however, are inclined to be weak, which permits considerable side sway when turning a corner. These members are also to be adequately improved.

Undoubtedly there is a potential demand for a light motor-driven vehicle for light delivery which will give a service showing decided advantages over the pedal carrier cycle, and which can be handled by a youth of average intelligence. To appeal to small shopkeepers, the price and the running costs must be kept low, and miniatures such as the Abbott Ford appear to fill the bill.

A MANXLAND MOUNT.

JUST as one associates Epsom Downs with racehorses, so does a motor cycle produced in the Isle of Man automatically become a T.T. mount. It is therefore, perhaps, not surprising that the new Aurora motor cycle, made by Aurora Motors, of Mona Terrace, Douglas, I.O.M., is a sporting little mount, which should make a strong appeal to the youth of Manxland.



A lightweight mount produced in the Isle of Man—the Aurora

The engine is a 3 h.p. Dalm two-stroke, having double exhaust pipes to the silencer, two-speed gear, hand-controlled clutch, chain-cum-belt transmission, 26 x 2¼in. tyres, D.R. handle-bars, E.I.C. magneto, and Amac carburetter. The price of the two-speed model is 75 gns., single-speed 65 gns.

ROADS IN THE MIDLANDS

THE road information contained below has been compiled by the Birmingham office of the A.A. and M.U., and will be of great assistance to many motor cyclists during the coming holidays:

Worcester-Malvern.—Tarmac laying from Powick to Worcester City boundary, duration three months. Roller working at Newlands Common. Widening operation Worcester City boundary to Malvern Town boundary.

Worcester-Tewkesbury.—Bumpy between second and third milestones from Worcester.

Birmingham-Worcester.—Bumpy at Droitwich, Witton, and Rockhill, Bromsgrove. Care should be taken in wet weather half mile south of Rubery.

Birmingham-Bristol Old Road.—The portion of the road known as Rosehill, Rednal, should be avoided; it is used as a test hill for heavy lorries.

Birmingham-Walsall.—Road bad.

Birmingham-Wolverh'pton.—Very bad.

Birmingham-Wolverhampton (via Willenhall).—Road bad condition.

Wolverhampton-Stourbridge.—Very bumpy between Wolverhampton and Himley. Roller working between third and fourth milestones south of Wolverhampton, full width.

Wolverhampton-Stafford.—Bad between Gailey and Wolverhampton.

Tamworth-Lichfield.—Bumpy, particularly on approaches to both towns.

Erdington-Gailey (Chester Road).—Chester Road crossing (Erdington) to Gailey very bumpy.

Birmingham-Tamworth (via Tyburn and Minworth).—Bad.

Northampton-Stony Stratford.—Tarmac laying and roller working between Wootton and Collingtree.

Shrewsbury-Ludlow.—Tarmac laying and roller working at Craven Arms, full width. All clear day and night.

TRIUMPH

However rough the road, however steep the hill, the Triumph "four" is easily master of the situation.

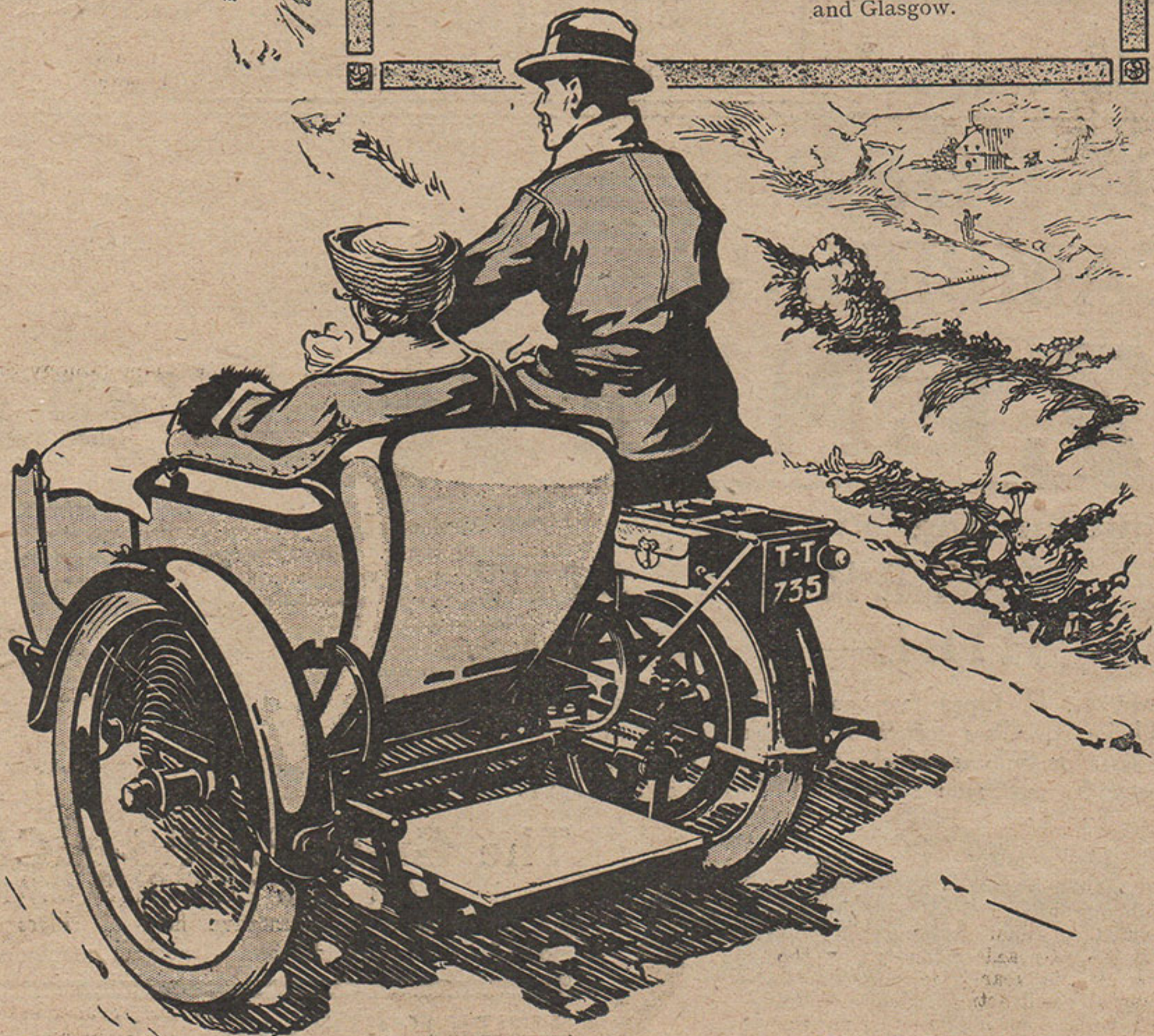
Road grip and the marvellous engine power developed by the Trusty Triumph make light work of the steepest gradients.

This is the "single" that made no-trouble motor cycling possible a decade and a half ago—never failing, tireless, economical to buy, inexpensive to run.

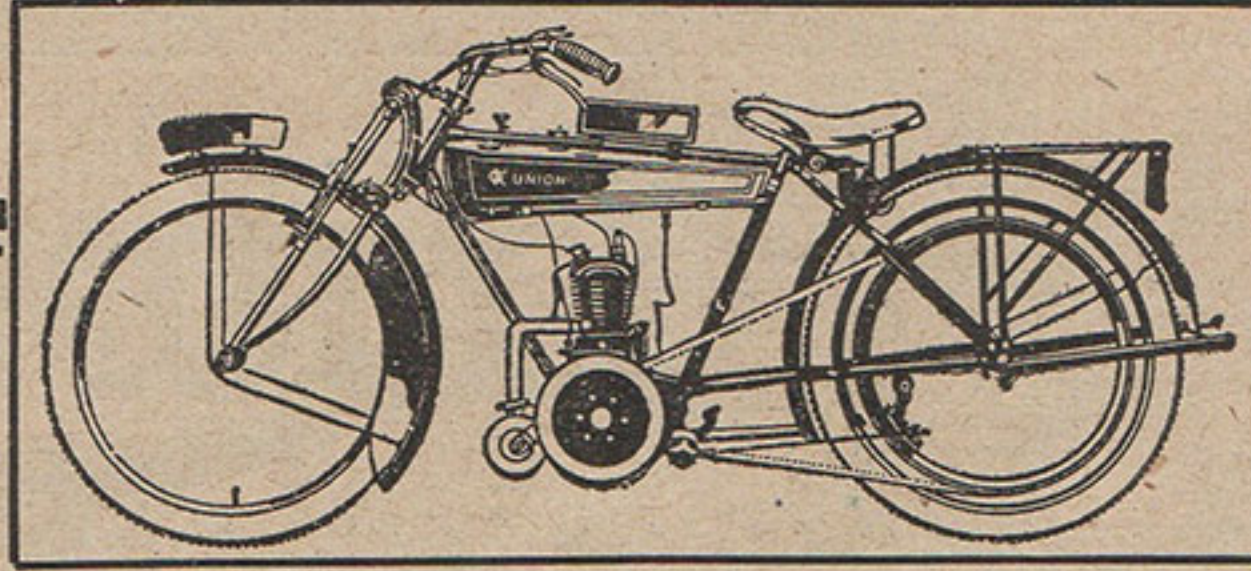
Catalogue Post Free.

TRIUMPH CYCLE CO., LTD., COVENTRY.
LONDON: 218, GT. PORTLAND STREET, W.I.

And at Leeds, Manchester
and Glasgow.



In answering this advertisement it is desirable to mention "The Motor Cycle."

2 $\frac{3}{4}$ h.p. TWO-STROKE

O.K. - UNION

EASE OF CONTROL, PERFECTLY
SIMPLE, POWERFUL, MADE IN A
MODERN FACTORY WITH THE
BEST OF MATERIALS—THE MOTOR
CYCLE FOR THE MILLION COSTS
48 GUINEAS.

HUMPHRIES & DAWES

LTD.,

HALL GREEN WORKS,
BIRMINGHAM.

Telephone : Shi:ley—48.

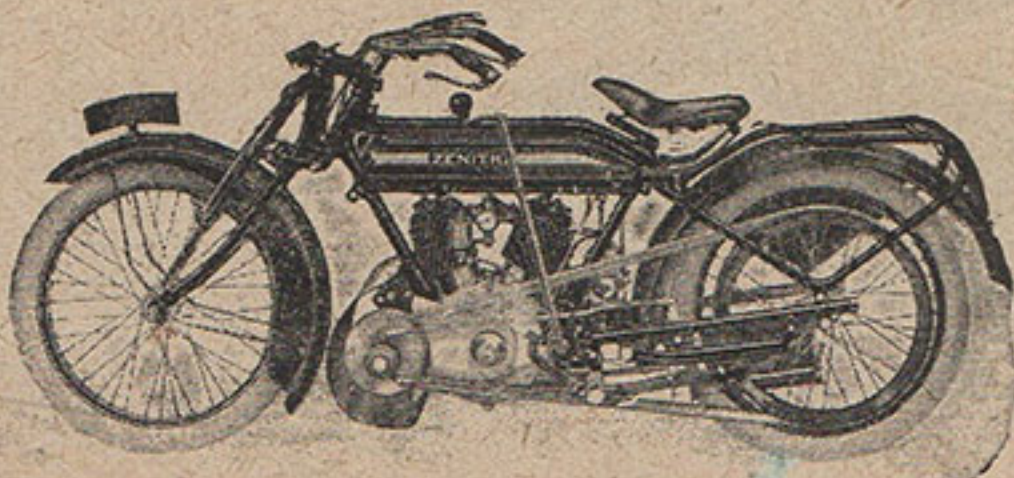
Telegrams : "Humdaw, B'ham."

OXFORD v. CAMBRIDGE.

ZENITH won

outstanding successes in the recent
INTER-VARSITY
HILL—CLIMB.

Mr. L. P. Openshaw on a ZENITH was FIRST in the
Unlimited Class for Solo Machines, FIRST in the Unlimited
Class for Sidecar Machines, beating the next best by over 11
seconds, and made FASTEST TIME of the DAY.



The Great PARIS-NICE TRIAL

was also WON on a ZENITH by Mr. Kaye Don in com-
petition with a representative field of riders mounted on latest
model British, French, and American machines.

ZENITH MOTORS, LTD., HAMPTON COURT, ENG.

Cables : Zenith, East Molesey.

Code : A.B.C '5th Edit.

CURRENT CHAT

Times to Light Lamps.

SUMMER TIME.			
Apr. 1st	...	...	8.1 p.m.
" 3rd	...	...	8.4 "
" 5th	...	...	8.7 "
" 7th	...	...	8.10 "

The T.T.

Three Blackbournes, at least, will be in this year's T.T., a team having been entered by Messrs. Burney and Blackburne.

A Dangerous Hill.

The Royal Automobile Club informs us that White Hart Hill, about 1½ miles from Bristol, is under repair, and in a dangerous condition for motoring.

Motor Cycle Dumps.

W.D. open lorries, packed with war-worn motor cycles, are to be seen daily on the Dover Road. Some are packed flat on each other; others are dumped in, front wheel foremost, or with the wheels upwards. It is said the machines are arriving via Richborough from the French dumps near Calais.

Graduates' Section of the I.A.E.

At a meeting of the London Branch of the Graduates' Section of the Institution of Automobile Engineers held recently at 28, Victoria Street, London, S.W.1, Mr. J. Chappell read a paper on "Magnetos." The author described in a very lucid manner the functions of the various parts of the magneto, and the characteristics of the different types. A very instructive and interesting contribution was added by Lt.-Col. Bristow.

Police Activity.

We are informed that the police are active at Epsom, working in the ten-mile limit in High Street, also at Leatherhead on the Dorking Road, between the town and the church at the top of the first hill out, working both ways.

Manchester motor cyclists are warned that a police trap is working daily between Hollowfield Station and the White Lion Hotel, Withington, from 5.30 to 9 p.m., and no fewer than ten riders were stopped within an hour on March 22nd for speed, obscured number plates, or insufficient lighting.

Special Features.

RUNNING REPAIRS AND ADJUSTMENTS.

ROAD TESTS OF NEW MODELS.

NEW LIGHTWEIGHTS.

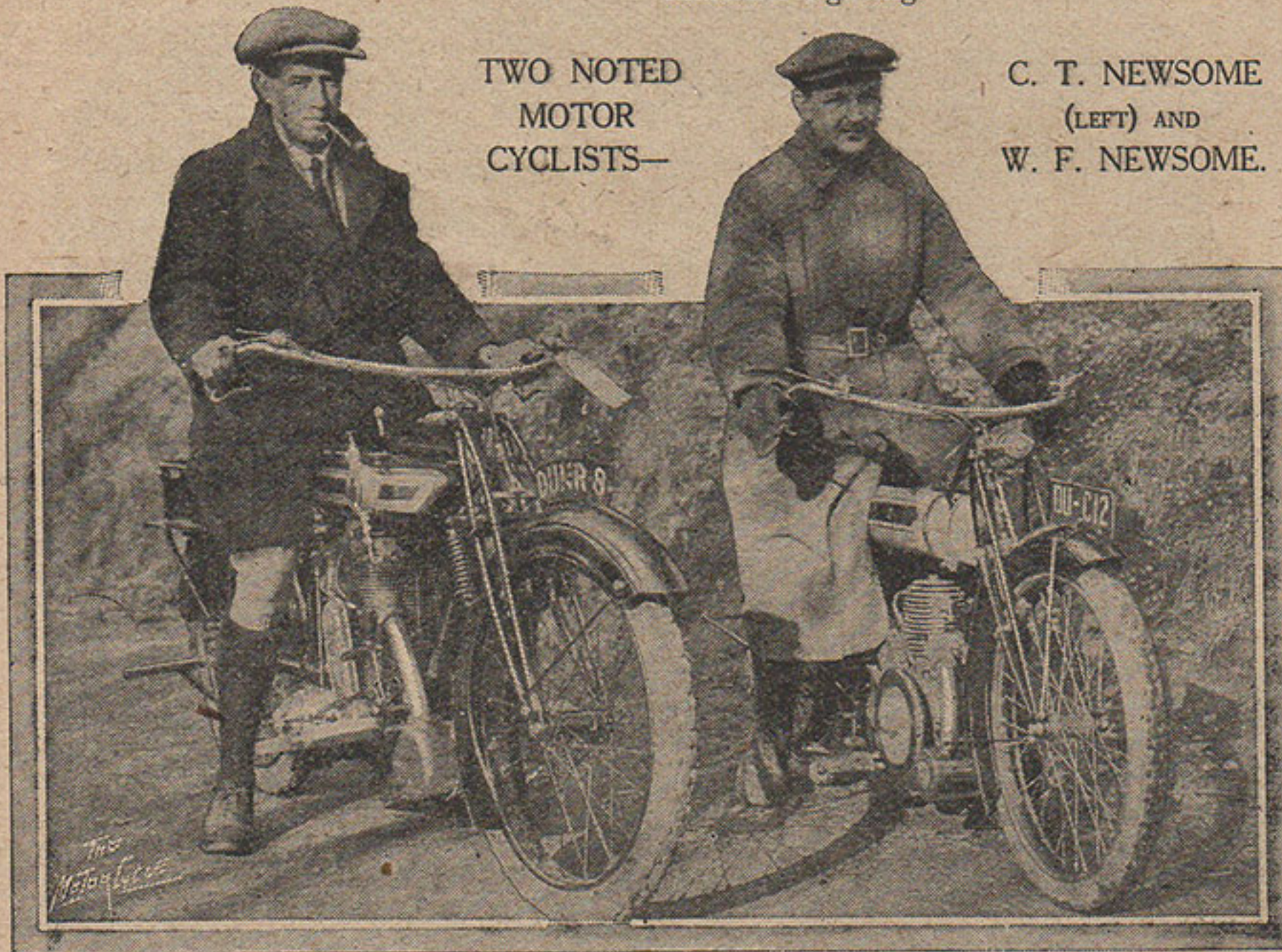
Western Enthusiasm.

Judging by the crowds at the start and finish of the Bath Club trial last week, the sporting side of the game is booming in that district. To run two twenty-four hours trials in a few weeks and to get an entry of about thirty each time at this unsympathetic season of the year is distinctly good.

Second-hand Prices.

There appears to be a further slight rise in second-hand prices with the advent of spring. This, however, seems to be confined principally to high-class outfits, while the single-gear lightweights and two-strokes are the same as last month, ranging from £30 to £60.

For prospective riders who find high-class variable-gear machines beyond their means, and who are content to ride entirely solo, there are quite a number of good make available at this time for about £50, which, with a little care in selection, would give much enjoyment.



TWO NOTED
MOTOR
CYCLISTS—

C. T. NEWSOME
(LEFT) AND
W. F. NEWSOME.

In pre-war days there was much confusion between C. T. Newsome, of the Rover Co., and W. F. Newsome, of the Triumph Co. Both were leading competition men who early joined H.M. Forces when the great call came. Now they are back with their respective firms, and were, oddly enough, encountered together by a *Motor Cycle* photographer.

A J S, 1914, 6 h.p., sidecar	£100-£115
" 1916 and later	£130-£220
Bradbury, 4 h.p., single-speed, solo	£35-£50
" 4 h.p., sidecar	£60-£80
B.S.A., 4½ h.p., 3-speed, sidecar	£70-£155
Calthorpe-Jap, 2½ h.p., 2-speed	£45-£60
Clyno, 2-stroke, 2-speed	£60-£70
" 5-6 h.p., 3-speed, sidecar	£95-£125
Douglas, 2½ h.p., W.D.	£50-£70
" 4 h.p., 3-speed, sidecar	£75-£160
Enfield, 2½ h.p., 2-stroke	£55-£70
" 3 h.p., twin, 2-speed	£55-£94
" 6 h.p., sidecar	£90-£175
Harley-Davidson, 3-speed, sidecar	£110-£200
Humber, 3½ h.p., 2-speed, sidecar	—
Indian, 1914, 7-9 h.p., 2-speed, sidecar	£75-£115
" 1919, 7-9 h.p., 3-speed, sidecar	£100-£205
Lea-Francis	£68-£110
Levis, 2½ h.p., single speed	£35-£45
" 2½ h.p., 2-speed	£54
Matchless-Mag, sidecar	£120-£185
New Hudson, 2½ h.p., 2-stroke	£40-£58
New Imperial, 2½ h.p., 2-speed	£40-£69
Norton, 4 h.p., 3-speed, sidecar	£115-£130
P. & M., 1919, 3½ h.p., sidecar	£80-£130
Rover, 1913-14, 3½ h.p., T.T.	£45-£55
" 1914 3½ h.p., 3-speed, sidecar	£110
" 1918, 5-6 h.p., 3-sp. c/shaft, sidecar	£135-£176
Rudge-Multi, 3½ h.p.	£65-£95
" 5-6 h.p., sidecar	£120
Scott, solo	£55-£120
" sidecar	£95-£160
Sunbeam, 1915-18, 3½ h.p., solo	£80-£100
" 3½ h.p., sidecar	£110-£175
Triumph, 3½ h.p., single-speed	£35-£50
" 3½ h.p., 3-speed hub	£45-£70
" 4 h.p., 3-speed c/shaft, solo	£85-£110
" 4 h.p., 3-speed c/shaft, sidecar	£100-£150
" 2½ h.p., 2-stroke	£50-£60
Zenith, 6 h.p., sidecar	£78-£135



LIKE FATHER—LIKE SON.

The youngest entrant in the London-Land's End event, C. W. W. Cooper (the son of the well-known competition rider). Although only 14½ years of age, this young motor cyclist has much experience behind him, having ridden Harley-Davidsons, Triumphs, Douglases, and a Bradbury and sidecar. His mount on Saturday will be a 2½ h.p. Douglas.

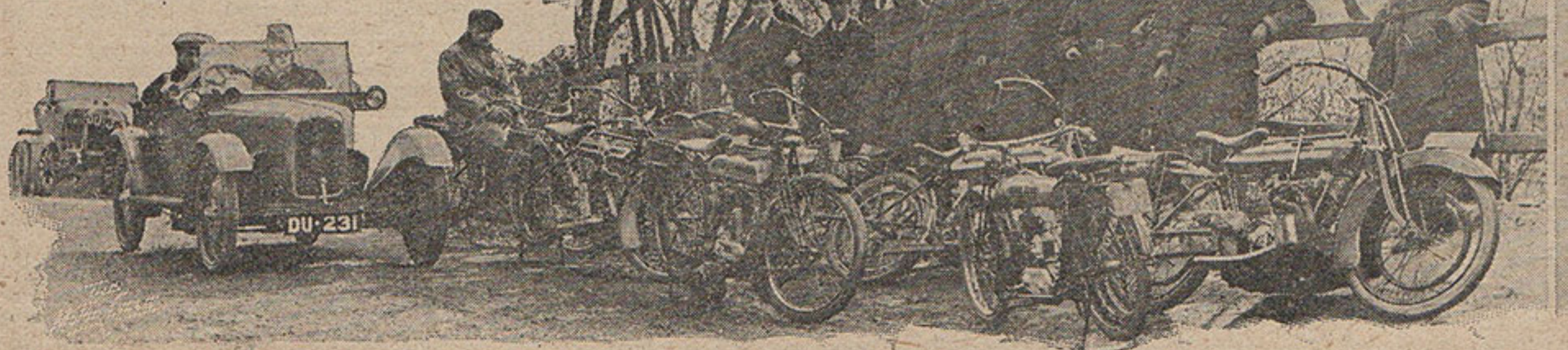
Easter Awheel.

This Easter promises to see a record number of motor cyclists on the roads, whether on touring bent or in competition. The two outstanding events arranged are the Northern meeting of motor cyclists at Richmond, Yorks., on Good Friday, and the M.C.C. London to Land's End run on Easter Saturday.

Obstructions on the Road.

Both *The Motor Cycle* and *The Autocar* have in the strongest possible manner urged that large and heavy road vehicles be fitted with means by which they may immediately be aware of following traffic.

At the recent Royal Automobile Club General Committee meeting, two matters bearing on this subject were proposed.



The majority of motor cycle manufacturers have during the past few weeks accelerated their output to the utmost degree. The above group depicts testers on the top of Stoneleigh Hill, a gradient of 1 in 9. The little car is the new 8 h.p. air-cooled Rover recently described in *The Autocar*.

The Warwickshire County Council suggest making a byelaw, requiring that every locomotive and heavy motor car used on a highway in the county shall be provided with a mirror, fixed in such a position as will enable the driver to observe traffic approaching from the rear.

The proposal was warmly approved, and referred to the Commercial Motor Users' Association, with the recommendation that they would support it.

A Nisbet Award in the T.T.

Appreciation has been widely expressed at the decision of the Auto Cycle Union to award a special prize in future Tourist Trophy contests to the competitor displaying the greatest pluck and endurance in the race. This prize will be known as the "Nisbet" award, and will commemorate the late Mr. J. R. Nisbet, chairman of the Auto Cycle Union from 1914 to the time of his death last summer. The classic motor cycle road race, held annually in the Isle of Man, certainly provides scope for the exercise of the finest sporting instincts, and it is well that these should be recognised by a special prize given in memory of one who was an example of the best type of British sportsman. At the same time the A.C.U. has been wise to rule that any competitor who continues in the race while suffering from injuries will not qualify for the new award.

Annual Elections.

At the meeting of the Auto Cycle Union held in London last week, the Hon. Sir Arthur Stanley was unanimously re-elected president, and the following gentlemen were elected vice-presidents: Lt.-Col. A. E. Davidson, Rev. E. P. Greenhill, Mr.

H. P. E. Harding, Sir Capel Holden, Col F. Lindsay-Lloyd, Lt.-Col. D. F. Nicholl, Col. M. O'Gorman, Sir Julian Orde, Mr. G. F. Sharp, and Mr. A. W. Torkington. At the subsequent annual meeting of individual members the following gentlemen were elected as representatives of individual members on the General Committee: Messrs. S. L. Bailey, W. Cooper, A. Ross, G. Smith, E. B. Ware, and W. H. Wells.

Identification Dates.

In order to protect purchasers of second-hand F.N. motor cycles, the London Concessionaires F.N. (England), Ltd., have provided us with the numbers and dates of these popular Belgian machines since 1902. We are glad to give publicity to these figures, and hope British manufacturers will afford us similar facilities to assist buyers of second-hand machines. The F.N. dates and numbers are as follow:

LIGHTWEIGHTS.			
Year.		Nos.	
1902	..	5,000	to 5,999
1903	..	6,000	" 9,999
1904-6	..	10,000	" 14,999
1907-9	..	20,000	" 24,999
1909-10	..	30,000	" 31,999
1910-11	..	32,000	" 34,999
1912-13	..	40,000	" 41,999
1913-14	..	42,000	" 45,830
1920	..	46,300	

FOUR-CYLINDER MACHINES, A.I.V.			
Year.		Nos.	
1905	..	15,000	to 16,999
1906-7	..	17,000	" 19,999
1908-9	..	25,000	" 29,999
1910-11	..	35,000	" 36,999
1911-12	..	37,000	" 39,999
1912-13	..	50,000	" 51,503

FOUR-CYLINDER, 7 H.P., M.O.V.			
Year.		Nos.	
1914	..	70,000	to 70,576
1920	..	71,000	



The "OLD BILL" MASCOT

(Motor Cycle Model)

Exclusively sold by SMITHS of Motor Accessories fame



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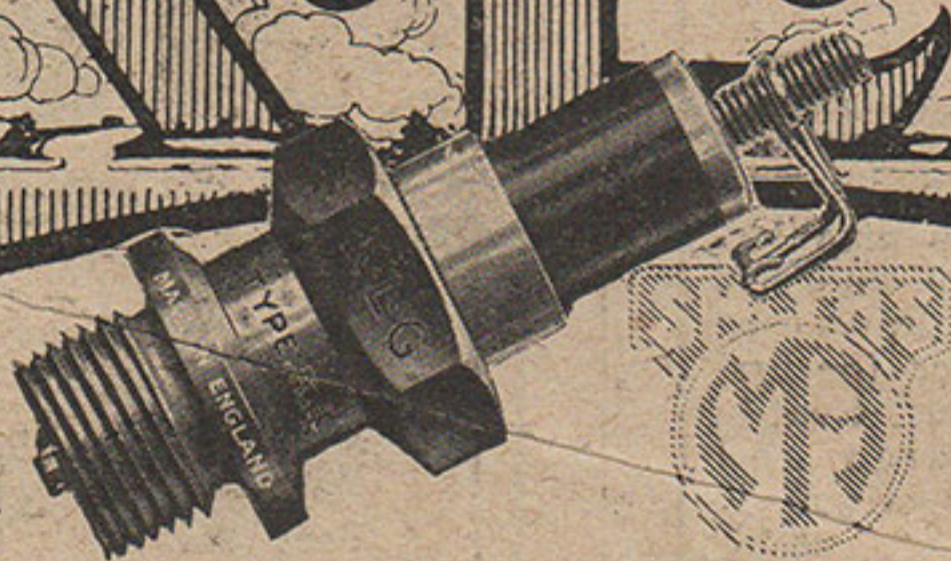
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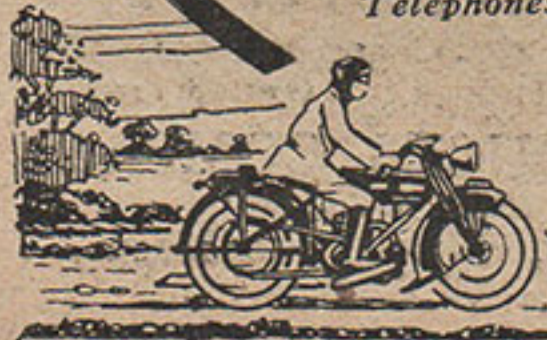
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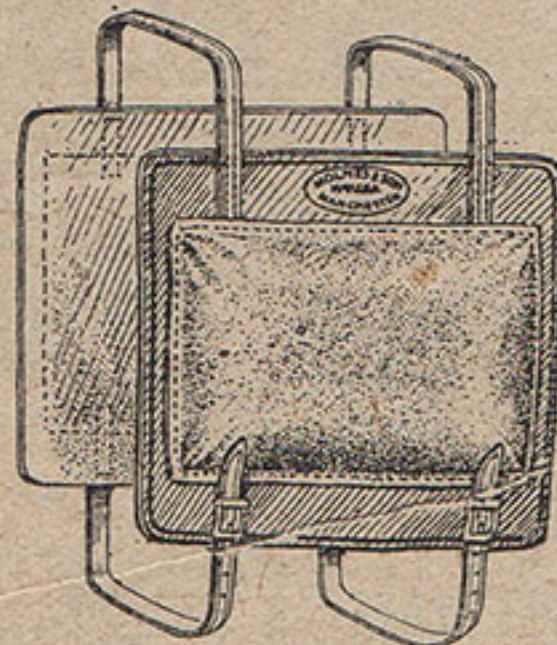
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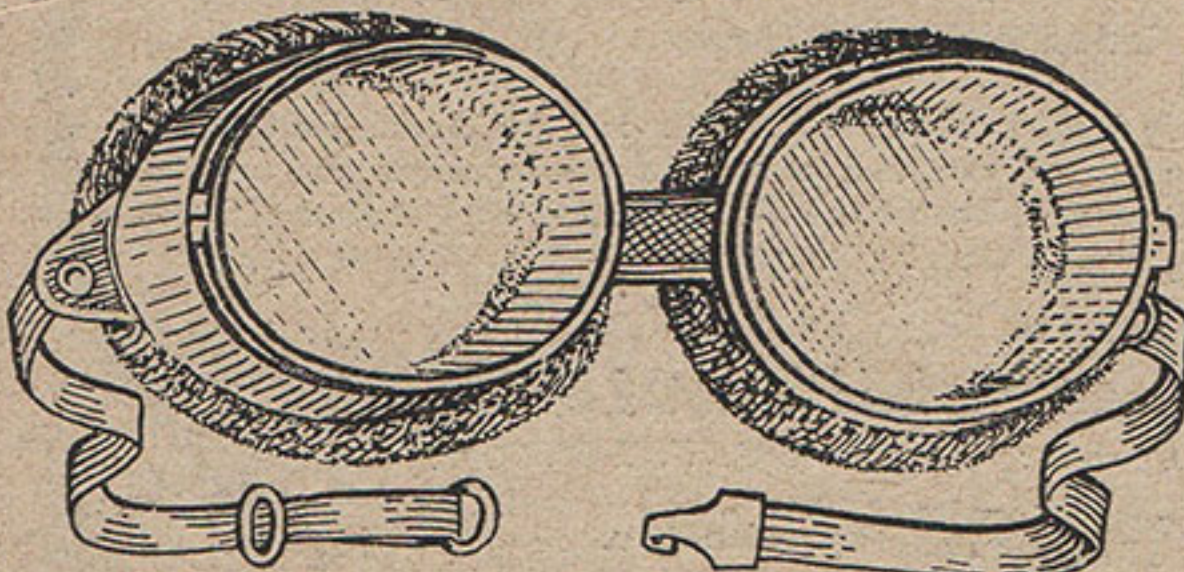


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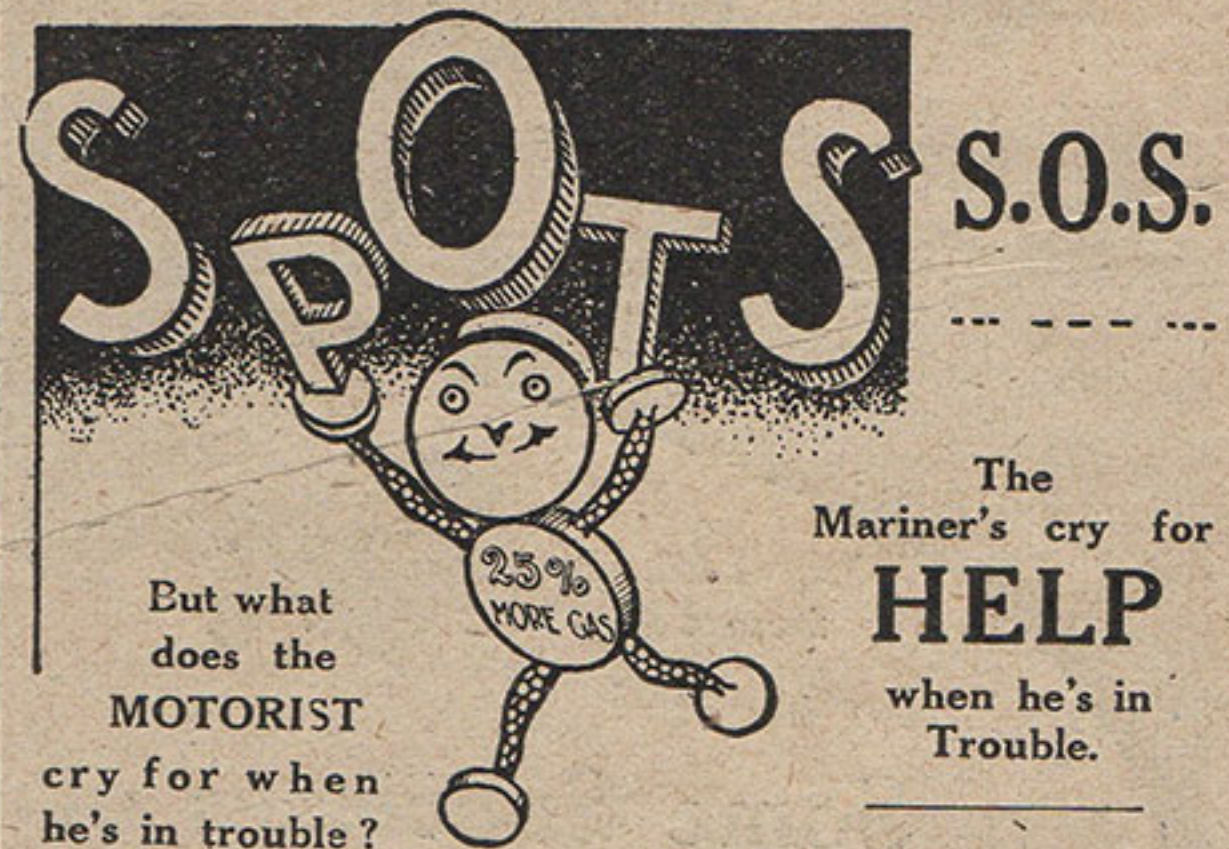
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An Inspection of the T.T. Course.

Satisfactory Condition of the Roads.

QUITE recently we had the opportunity of making a complete circuit of the T.T. course, with the exception of the short cut in Ramsey to the Snaefell Road, which is not yet open.

For the most part we found the roads in quite good condition and pleasantly free from the eternal potholes one encounters everywhere in England, the reason being, of course, that no lorries are to be found on the Island to hammer the roads which, on the average, are superior to those at home.

Our trip had as a starting point the Quarter Bridge Hotel (a mile outside Douglas) from which place towards Union Mills the road is fair and under the steam roller for half a mile.

From Union Mills to Crosby the surface is moderate, and remains so until the Ballacraigne Hotel corner is reached, when the road up the rise improves considerably.

The surface through Glen Helen is excellent all the way, and particularly beautiful at this time of the year, when the Manx gorse is in full bloom.

Creg Willey has some rough stretches for the first 300 yards, but signs of repairs are observable by the roadside.

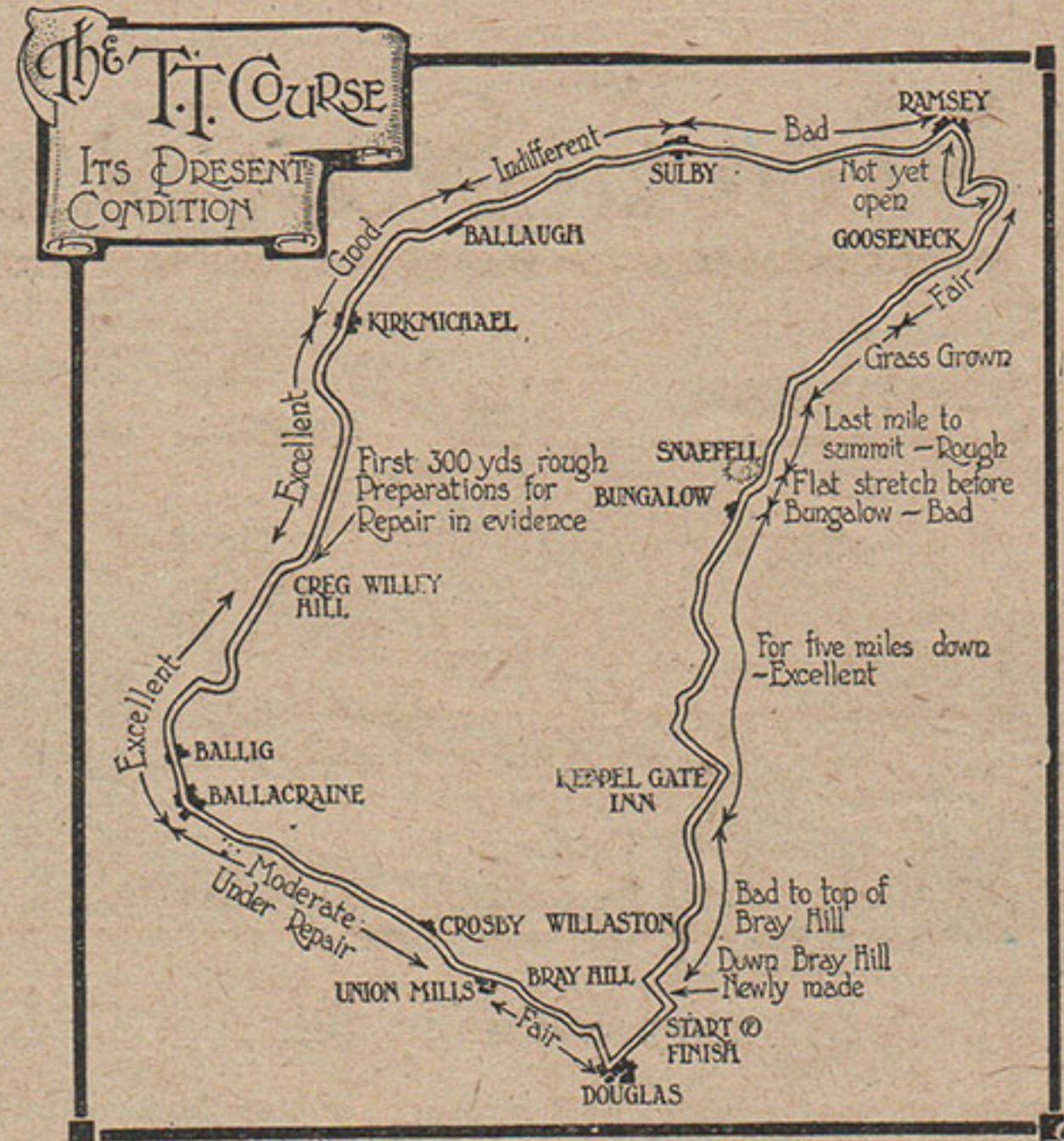
From the crest of this hill, for the next four miles, the road is beautiful in more senses than one until the Kirk-michael corner is reached.

The village street is bumpy, but it is good past Bishop's Court for four miles, when the surface becomes bad and continues in this condition, becoming steadily worse all the way to Ramsey. The corner over the bridge before the Ginger Hall Hotel is wide and good, but possesses this distinction alone until the town is reached.

As the short cut to the mountain is not yet available, we made across the level crossing, narrowly escaping annihilation by an incoming electric train.

Up the slope of Snaefell the wild mountain road is, for the most part, in fair condition, being especially good for the first three miles—the hairpin bend has been recently repaired.

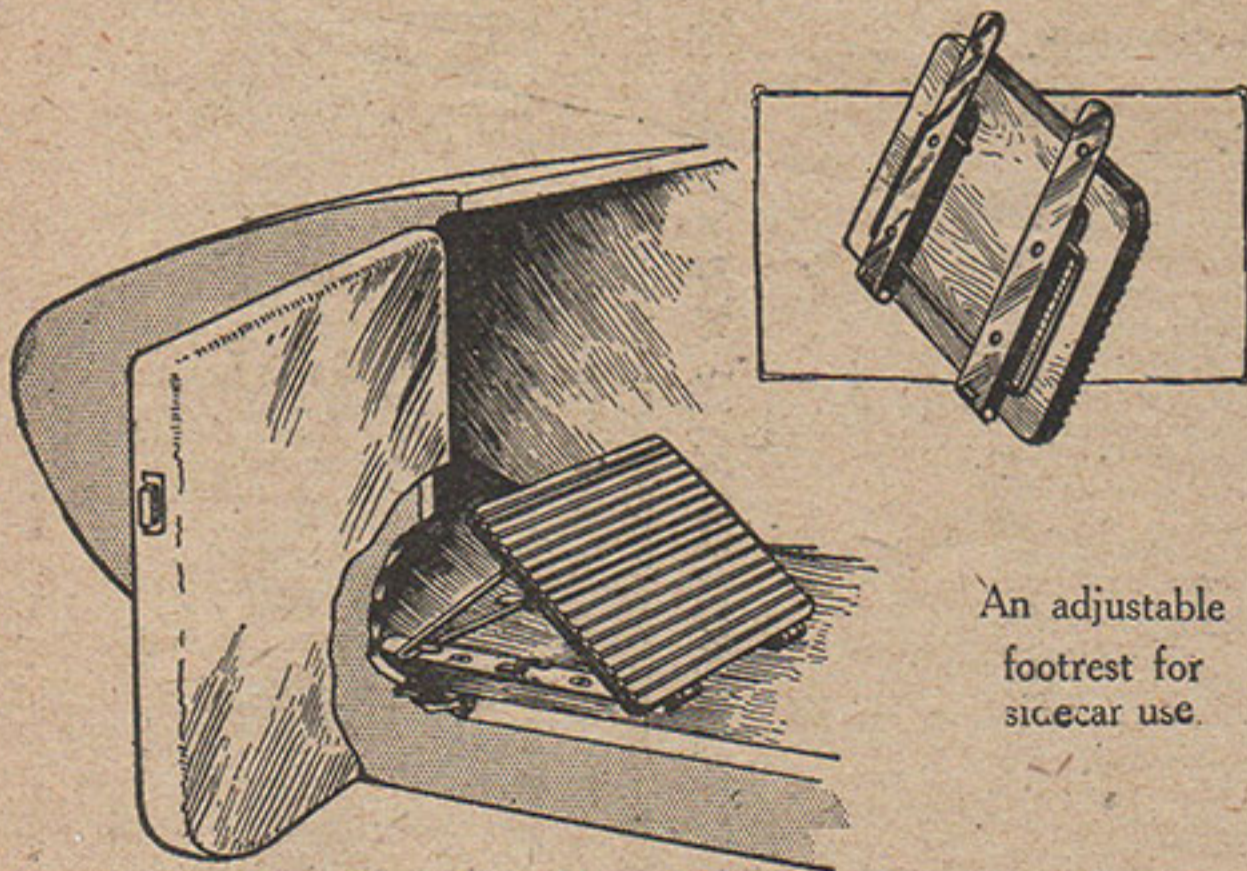
The road becomes more and more grass-grown as one approaches the summit (which, when we passed, was wreathed



in rain clouds), and is somewhat rough for the last mile or so until nearing the flat stretch before the Bungalow, where the crown of the road is dangerously humped in places.

From this point down the mountain to the finishing post is probably the fastest stretch of the course, and for five miles the road is in excellent condition, as far as the corner of St. Ninian's Church, where the road is bad to the top of Brae Hill, which has been newly metalled from top to bottom.

The above observations will serve to show that the T.T. course is, with the exception of a few short stretches, in a safe and satisfactory condition for the forthcoming race, and it is evident that these rough places will be attended to by the Manx authorities before the course is opened for practice.



An adjustable footrest for sidecar use.

AN ADJUSTABLE FOOTREST FOR SIDECARS.

NCESSITY is a prolific mother of inventions, and no doubt the adjustable footrest for sidecars illustrated is the outcome of experience on the part of sidecar passengers. In the majority of cases, short people are required to use sidecar bodies more suitable for tall passengers, and *vice versa*, and in the former case a means of easily adjusting the "reach" will no doubt be very much appreciated.

The device shown is manufactured by Messrs. W. Towell and Co., of Earlsdon, Coventry, and is sold at 21s. It consists of a five-ply wood platform on a hinged frame, which is secured to the sidecar floorboards, three positions being available—flat, and at two angles. It is perfectly rigid when in use, and occupies practically no space when in the down position, and should be specially suited to any sidecar having a roomy front portion.

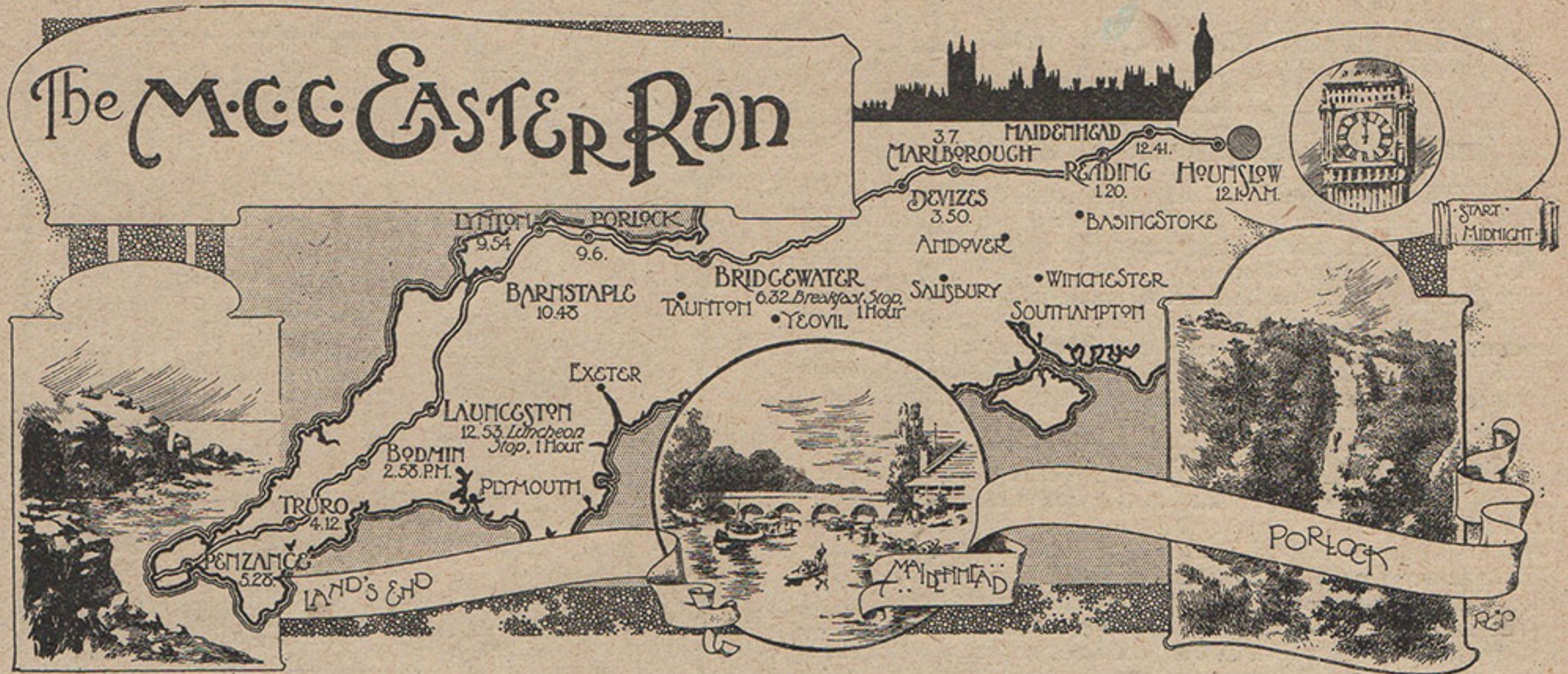
THE LATEST TAN-SAD SEAT.

AS a substitute for spring frames and spring seat-pillars, the Tan-Sad Works have now introduced a new motor cyclist's seat. Briefly, it consists of a seat fixed on the ends of two quarter-elliptic springs which are secured to a frame suitable for locking to the carrier. The pivotal point, instead of being placed immediately in front of the rider, as is the case with the majority of saddles, is located as far as is possible behind him. This gives a maximum resilience. The attachment can be instantly

fitted to carriers. The address of the makers is Freeman Street, Birmingham.



A Tan-Sad seat to replace the saddle of a motor cycle.



194 Competitors in this Year's Easter Long-distance Run to Land's End.

AT midnight to-morrow (Friday, April 2nd) nearly 200 motor cyclists and light car owners will be assembled at Cranford Bridge, Hounslow for the M.C.C. Easter run to Land's End. This means, counting one person for every solo machine, two for each sidecar, and, assuming that the light cars will also carry one passenger only in addition to the driver, that about 300 persons will journey to the south-western end of England.

It is a big run—314 miles—with only two intervals of an hour each to break into the 20 m.p.h. schedule, and illustrates the keen enthusiasm of motor cyclists for long-distance runs sans a mass of irritating conditions when so many competitors are forthcoming.

The Jarrott Cup.

The premier award was presented to the M.C.C. by Mr. Chas. Jarrott, O.B.E., and is known as the Jarrott Cup. The run was first held in 1908, when twenty-five competitors journeyed westward, and was won by S. G. Frost (4½ twin Minerva), whose total error was 2m. 22s. F. G. Smith (3½ Triumph) secured the trophy in 1909 with a total time error of 2m. 22s.; as in the previous year's contest, twenty-five riders competed.

In 1910 there were thirty-five competitors, and the trophy was won by the late Sir R. K. Arbuthnot on a 3½ h.p. Triumph, his total time error being 2m. 9s. This was the first year the trial was held at Easter, August Bank Holiday being the date of the previous runs.

In 1911 a slightly more difficult route was planned, which included the crossing of Dartmoor. Sixty-nine competitors started, and the winner was the late A. J. Moorhouse (7 Indian). Time error, 2m. 32s.

No fewer than eighty-six motor cyclists entered for the 1912 event, the winner being Harold Karlake (3½ h.p. Rover), whose total time error was only 52s.; and in 1913, out of 110 competitors, P. W. Moffatt (2¾ Douglas) secured the cup. Time error, 1m. 37s.

One hundred and seventy-four competed in 1914—the last event—and the honour of securing the cup went to E. A. Colliver (7 Indian), whose total time error was 1m. 7s.

All the foregoing trials to Land's End have included the return journey, but this year a change has been made, the trial being over the single journey only.

The route has been altered, and takes in Porlock and Lynton hills. The number of competitors constitute a record, in which connection it is interesting to compare the entries in past London-Land's End trials:

1908	...	25	1912	...	86
1909	...	25	1913	...	110
1910	...	35	1914	...	174
1911	...	69	1920	...	194

First Competitor's Schedule.

Time.	Place.	Total Distance.
12. 1	Cranford Bridge	—
12.41	Maidenhead	13½
1.20	Reading	26½
2.11	Newbury	43½
2.37	Hungerford	52
3. 7	Marlborough	62
3.50	Devizes	76½
4.20	Trowbridge	86½
4.47	Frome	95½
5.21	Shepton Mallet	106½
5.48	Glastonbury	115½
6.32	Bridgwater	130½
7.32	Depart after breakfast	—
8.24	Williton	148
9. 6	Porlock	162
9.52	Lynmouth	173½
9.54	Lynton Hill Top	174
10.48	Barnstaple	191
11.15	Bideford	200½
12.11	Holsworthy	218½
12.53	Launceston	232½
1.53	Depart after luncheon	—
2.58	Bodmin	254½
4.12	Truro	278½
5.28	Penzance	304
5.58	Land's End	314

Below we give a list of the competitors in this year's event:

SOLO.

- Hugh Gibson (2½ Clyno).
- F. Notari (4 Triumph).
- A. Wooding (4 Sunbeam).
- E. Foster (2¾ Hobart).
- H. F. O. Evans (3½ Sunbeam).
- C. A. McKeand (4 Harley-Davidson).
- H. W. Glendinning (8 Blackburne).
- R. C. Staunton (4 Triumph).
- L. T. Gilson (4-5 Zenith).

- V. Gayford (5 Zenith).
- Major S. R. Axford (4 Triumph)
- K. V. Chidley (5 Brough).
- W. E. Brough (5 Brough).
- H. Thorpe (2¾ Douglas).
- A. J. Sproston (3½ Lea-Francis)
- W. Cooper (3½ Lea-Francis).
- C. W. W. Cooper (2¾ Douglas).
- H. Karlake (6-7 Ariel).
- F. R. G. Spikins (7-9 Harley-Davidson)
- W. J. Fleetwood (3 A.B.C.).
- F. A. Longman (3½ Ariel).
- T. S. Sharratt (4 Triumph).
- J. Robertson-Brown (8-10 Henderson).
- H. E. Symons (3¾ Scott).
- V. Olssen (8 New Imperial).
- J. A. Hilger (3½ Rover).
- R. B. Clark (4 Blackburne).
- H. F. Edwards (7-9 Harley-Davidson).
- W. Ford (2¾ Blackburne).
- E. C. Redvers Johnson (3½ Humber).
- G. A. Reed (3¾ Scott).
- A. E. Walker (2¾ Hobart).
- H. B. Browning (3¾ Scott).
- J. Harrison (3 Calthorpe).
- H. V. Bateman (2¾ Diamond).
- F. A. Applebee (4 Indian Scout).
- E. A. Colliver (4 Indian Scout).
- P. G. Kennedy (3½ N.U.T.).
- F. E. Jones (3½ Ariel).
- G. T. Udall (2½ Chater-Lea).
- W. G. Boyer (4 Triumph).
- L. Pulham (3½ Ariel).
- F. E. Salter (2¾ Zenith).
- A. G. Battley (4 Triumph).
- L. E. Clulee (2½ Allon).
- W. C. Hemy (2½ Metro-Tyler).
- J. S. Miller (4-5 Zenith).
- G. Wray (3½ Triumph).
- P. J. Enticknapp (4 Blackburne).
- A. H. N. H. Hewett (6 Zenith).
- D. D. Tilt (4 Triumph).
- A. E. Kipps (7-9 Harley-Davidson).
- B. J. Sims (4 Triumph).
- J. A. Watson-Bourne (— Blackburne).
- R. H. Baxter (2¾ Radco).
- S. L. Squires (4 Triumph).
- F. Mighell (4 Triumph).
- H. Cowlin (3½ P. and M.).
- H. Reuben Harveyson (4 Indian Scout).
- H. J. White (4 Triumph).
- P. Pike (2¾ O.K.-Union).
- E. Porter (3 A.B.C.).
- C. Keith-Robinson (3 A.B.C.).
- J. S. Truscott (3 A.B.C.).
- G. P. Osborne (3½ B.S.A.).
- F. S. Spouse (6 Zenith).
- A. H. S. Love (2¾ Douglas).
- H. J. Scale (3½ New Scale).
- L. S. Pinder (8 Zenith).
- J. A. W. Armstrong (8 Blackburne).
- F. M. Chinn (3½ Zenith).
- M. W. P. Nell (2¾ Metro-Tyler).
- J. A. O'Sullivan (Coulson B).
- Sub-Lt. H. F. Fellowes, R.N. (3½ Rudge Multi).
- Sub-Lt. W. S. Jameson, R.N. (3 A.B.C.).
- H. Minton (3½ Norton).
- A. E. Carr-Stone (4 Triumph).
- H. P. Lucas (5-6 Zenith).
- Capt. R. Charlesworth (8 Zenith).
- L. W. B. Parsons (4 Triumph).
- G. L. Fletcher (2¾ Douglas).
- T. Thompson (4 Douglas).
- T. Thompson (4 Douglas).
- C. F. Plowman (4 Blackburne).

The M.C.C. Easter Run.—

- 85. C. Pearson (2½ Douglas).
- 86. F. Wasling (3½ N.U.T.).
- 87. H. Horst (3½ Scott).
- 88. H. M. Barton (3½ N.U.T.).
- 90. J. A. Newman (3½ Sunbeam).
- 91. R. E. L. Saunders (2½ Green-Precision).
- 92. S. Matthews (5-6 Brough).
- 93. Capt. A. W. Brittain (3½ Sunbeam).

SIDECARS AND RUNABOUTS (THREE WHEELS).

- 94. S. B. Green (8 New Imperial).
- 95. H. Reyre (5-6 James).
- 96. J. S. Morgan (7 Harley-Davidson).
- 97. H. Dale (8 Royal Ruby).
- 98. L. A. Apsey (8 Royal Ruby).
- 99. E. J. Pittock (5-6 James).
- 100. S. Goodwin (10 Castle Three).
- 101. B. S. Allen (7-9 Matchless).
- 102. C. E. Bennett (7-9 Harley-Davidson).
- 103. Flt.-Lt. R. S. Aitken (7-9 Indian).
- 104. E. T. Elliott (5-6 James).
- 105. C. W. Birstow (7-9 Indian).
- 106. W. H. Elce (10 Morgan G.P.).
- 107. T. B. G. Vale (10 Morgan G.P.).
- 108. D. H. Noble (10 Reading Standard).
- 109. F. W. Applebee (4½ B.S.A.).
- 110. E. W. Choldcroft (6 A.J.S.).
- 111. W. Pattison (10 Morgan).
- 112. T. J. Baker (10 Morgan).
- 113. C. Chapman (10 Morgan).
- 114. F. Arbuckle (4½ Humber).
- 115. E. Clark (4 Douglas).
- 116. D. Bradbury (4 Norton).
- 117. W. Pratt (8 T.B.).
- 118. F. Thorpe (4 Douglas).
- 119. R. Carey (7-9 Harley-Davidson).

- 120. R. E. Darnton (8 Sunbeam).
- 121. J. Smith (6 Enfield).
- 122. H. T. Whitty (4 Triumph).
- 123. G. W. Wilkins (3½ Blackburne).
- 124. P. W. White (3½ Sunbeam).
- 125. K. de Berniere-Smart (8 Zenith).
- 126. G. Richardson (4½ James).
- 127. R. Richardson (4½ B.S.A.).
- 128. J. A. Masters (7-9 Harley-Davidson).
- 129. W. A. Fell-Smith (7-9 Harley-Davidson).
- 130. S. Frank (4 Triumph).
- 131. J. S. Holroyd (8 Blackburne).
- 132. J. Simpson (6-8 Rex).
- 133. P. D. Walker (4½ B.S.A.).
- 134. J. G. Sanford (5-6 Rover).
- 135. T. J. Ross (8 Matchless).
- 136. R. C. Boxer (8 Matchless).
- 137. F. J. Ellis (8 Matchless).
- 138. J. A. Hault (8 Matchless).
- 139. E. D. Hardee (8 Matchless).
- 140. G. Nott (8 Matchless).
- 141. E. Atkins (3½ Ariel).
- 142. Capt. G. T. Baggallay (6 A.J.S.).
- 143. E. J. Anderson (3½ Scott).
- 144. J. Mackenzie (6 Humber).
- 145. S. E. Longman (7-9 Harley-Davidson).
- 146. T. F. W. Wright (7-9 Indian).
- 147. G. S. Wright (7-9 Indian).
- 148. H. G. Hodder (8 Zenith).
- 149. J. D. Marvin (7-9 Harley-Davidson).
- 150. C. R. Collier (— Matchless).
- 151. W. E. Clifton (5 Brough).
- 152. R. A. Lucking (6 New Imperial).
- 153. L. Poirier (7-9 Harley-Davidson).
- 154. Flt.-Lt. C. B. Cooke, R.A.F. (5-6 James).
- 155. G. Packman (8 Matchless).
- 156. Dr. G. H. T. Letchworth (7-9 Harley-Davidson).
- 157. F. J. Watson (6 Ariel).

- 158. J. B. Blakemarsh (4 Triumph).
- 159. W. R. Brown (3½ Sunbeam).
- 160. G. S. White (7-9 Rudge).
- 161. C. D. Wright (7-9 Harley-Davidson).

LIGHT CARS.

- 162. Lionel Martin (10 Aston-Martin).
- 163. Vivian Hardie (10 Douglas).
- 164. W. H. Oates (11 Lagonda).
- 165. W. G. Brownsort (10 A.C.).
- 166. S. C. H. Davis (12 A.B.C.).
- 167. Rex G. Mundy (10 Bugatti).
- 168. W. B. Gibb (10 Douglas).
- 169. F. R. Waring (10-16 Hampton).
- 170. C. M. Harvey (10 Eric Campbell).
- 171. W. S. Taylor (10 A.C.).
- 172. C. Finch (10 G.N.).
- 173. Kaye Don (10 A.C.).
- 174. C. E. Nagenbach (9.5 Standard).
- 175. T. Gilmore-Ellis (10 G.N. Vitesse).
- 176. C. J. Myson (10 Singer).
- 177. C. H. Mocatta (10 Aero Car).
- 178. A. C. Gripper (10 A.C.).
- 179. C. J. Mebes (10 Crouch).
- 180. C. F. Mebes (10 G.N.).
- 181. H. Dan Leno (10 Charron-Laycock).
- 182. V. A. Bruce (10 A.C.).
- 183. C. T. Newsome (8 Rover).
- 184. G. C. Stead (10 A.C.).
- 185. C. H. Auty (10 Mercury).
- 186. H. J. C. Smith (10 Eric Campbell).
- 187. W. D. Hawkes (10 G.N.).
- 188. Major R. C. Empson (8 A.V.).
- 189. E. A. Tamplin (— Tamplin).
- 190. C. Crosthwaite (8 Bleriot Whippet).
- 191. A. F. Nash (10 G.N.).
- 192. S. C. Westall (11.9 Wilton).
- 193. W. Paddon (10-16 Hampton).
- 194. W. R. Brown (10-16 Hampton).
- C. R. Whiteroof (7-9 Indian).

EASTER EVENTS.

Trials, Races, Runs, Meets, and Hill-climbs.

IN addition to the M.C.C. London-Land's End run, starting to-morrow at midnight, there are several other Easter events of interest. These include: The B.M.C.R.C. Race Meeting at Brooklands, Easter Monday.

The Birmingham M.C.C. Trial to Barmouth, April 3rd.

Inter-club Meet of Northern Motor Cyclists at Richmond, Yorks., April 2nd.

Westmorland M.C.C. Open Hill-climb, Easter Monday.

Staxton Hill-climb, near Scarborough, Easter Monday.

South Wales Inter-club Hill-climb, April 2nd.

Races and Rallies.

The programme of the British Motor Cycle Racing Club meeting, at Brooklands, includes eight events, the first of which commences at 2 p.m. The following are particulars of what should prove a very interesting afternoon:

Event 1. 2 p.m.—Victory handicap for solo motor cycles of any class.

Event 2. 2.30 p.m.—The Essex Easter short handicap for motor cars.

Event 3. 2.50 p.m.—Two-stroke sprint race.

Event 4. 3.10 p.m.—350 c.c. sprint race.

Event 5. 3.30 p.m.—500 c.c. sprint race.

Event 6. 4 p.m.—The Essex Easter long handicap for motor cars.

Event 7. 4.30 p.m.—1,000 c.c. sprint race.

Event 8. 4.50 p.m.—Three-wheeled handicap for three-wheeled runabouts and sidecars of any class.

The track is now available for use by members of the B.M.C.R.C., the entrance fee to which is 10s. 6d. and annual subscription £2 2s. for the first 250 members only joining or rejoining the club as from January 1st, 1920.

Brooklands is near Weybridge, Surrey. To reach the track motor cyclists from

London pass through Walton-on-Thames, those from the North can travel *via* Reading or Windsor, and from the south *via* Guildford.

Richmond, Yorks., where the northern clubs meet to-morrow, is in North Yorkshire, and lies in the centre of scenery typical of the Yorkshire dales. Those Yorkshire and Lancashire motor cyclists who are not attached to any of the clubs participating, and who are at a loss for an objective, may find a run to the meet worth while, as all rallies of machines are interesting, if only for the sake of seeing new models, which may not have been seen before.

The journey is too far, of course, for London riders, and even those in the Midlands will only consider it in connection with a week-end tour, but for those who do not know exactly where Richmond lies, it may be useful if we point out that it is about four and a half miles southwest of Scotch Corner on the Great North Road.

The Birmingham club's Easter event is a reliability trial for the Sangster cup, with Barmouth as the objective. The start will be from Duke's Garage, Birchfields, at 8 a.m., on Saturday next. The course includes the famous Bwlch-y-Groes, and the trial finishes at Barmouth, where no doubt most of the competitors will spend the Easter week-end.

Hill-climbs.

Orton Scar is the rendezvous of the competitors in the Westmorland M.C.C. open hill-climb. It is about thirteen miles from Kendal, Tebay being the nearest railway station. Sporting members of several well-known Northern clubs have notified their intention of competing, and, given good weather, an excellent competition should result.

Also, in the North, is the Staxton hill-climb—a classic of long standing. It has been organised by the Scarborough

M. and M.C.C. for Easter Monday, and will no doubt attract many motor cyclists in that district.

Another important hill-climb is the joint club event organised by the Carmarthen, Neath, and Ystalyfera clubs. This will take place on Saturday, and as quite a large entry has been received, South Wales motor cyclists will no doubt make it an objective for their Easter Saturday run. Mr. J. J. Jenkins, Nelson Hotel, Carmarthen, has the arrangements in hand.

A Scottish Trial.

The Glasgow Western M.C.C. will hold a reliability trial on Easter Monday. The A. J. Stevens trophy will be awarded to the winner. Advantage will be taken in this trial to find the winner of the Palmer trophy, for which twenty-four competitors tied in the recent Glen Douglas-Rest and be Thankful trial held by the Western Club. The course on this occasion is laid through the picturesque districts of Lanarkshire, and some well-known hills, including Mouse Lane (Kirkfieldbank), Hartree, and Devil's Elbow, figure on the route. A new hill—at least, new to trials competitors—near Hazelbank is also included, and it is expected that the gradient will prove a pretty severe test even to the best machine.

The observed hills are Mouse Lane, Hartree (both ways), and Hazelbank. There is a non-stop section from Tweedsmuir to Innerleithen, where lunch will be served. There is also a non-stop section from Hazelbank to Glasgow. On Hartree, going out, there will be a fast hill-climb, and on the journey back a slow hill-climb. After the lunch stop an easy starting test will be made.

Most clubs have events of their own for this Easter, and altogether, given fine weather, the roads of this country will be well frequented by riders of all possible types of two and three-wheeled motor cycles.

CLUB NEWS.

Burnley and District M.C.C.

It was decided at a general meeting to change the name from "Burnley Motor Gipsy Club" to "Burnley and District Motor Cycling Club."

Dorchester M.C. and L.C.C.

Much local interest was aroused on the occasion of the opening run to Bournemouth on March 18th. Despite unfavourable weather, about thirty members turned out, testifying to the keen spirit prevailing in the club.

North London M.C.C.

A slow hill climb in the neighbourhood of Northaw has been fixed for April 3rd, and on Easter Monday the captain's run will take place. Members will meet at headquarters at 10.45 a.m. for both events. The club membership has now reached 55, including two lady members.

Cardiff M.C.C.

A trial run of forty-seven miles, over a difficult course, took place on March 20th. Competitors started at Kingsway, and followed a route through Ely, Llantrisant, to Upper Boat, where a wide detour was made, including Groesfaen, Nantgarw, returning to the starting point.

East Midland Centre Challenge Trophy.

A meeting of club representatives has now been fixed for April 10th, at the "Mallet and Tool," Chesterfield, at 3.30 p.m. The North Derbyshire Club is making arrangements for tea, and all visitors are invited. Any new clubs desirous of attending should communicate with Mr. J. Simmonds, 10, Cranmer Street, Nottingham.

Dublin and District M.C.C.

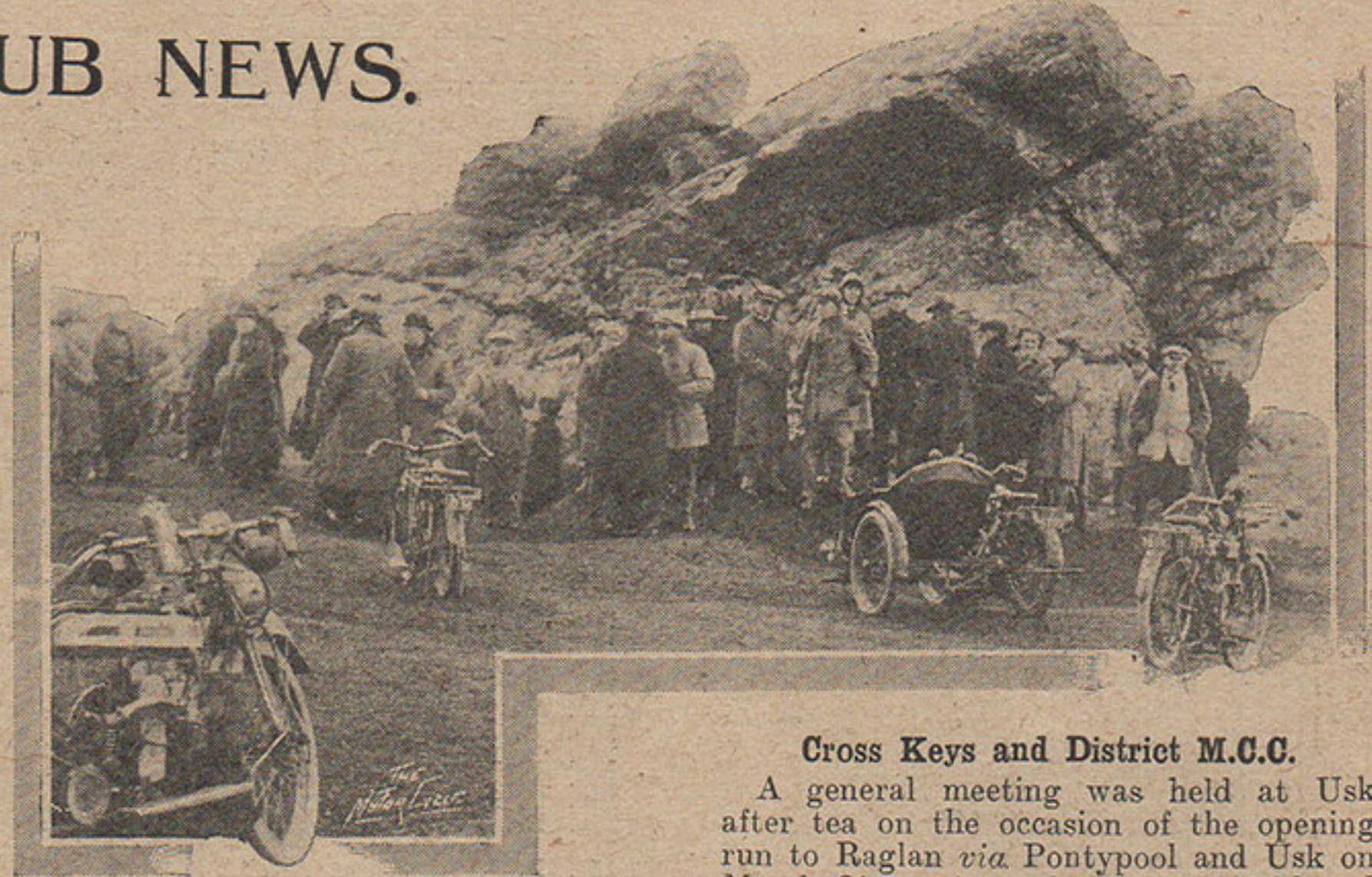
Silver medals were awarded to the following competitors, who took part in the trial on St. Patrick's Day, having lost no marks: A. Wayte (7.9 h.p. Harley-Davidson sc.), P. H. Hurse (4½ h.p. B.S.A.), C. W. Johnstone (3½ h.p. Sunbeam sc.), S. G. Smith (4 h.p. Norton sc.), H. McAllister (7.9 h.p. Indian sc.), D. Allen (2½ h.p. Sun), T. Redmond (7.9 h.p. Indian sc.), and B. Smith (4 h.p. Triumph).

Liverpool M.C.

A successful impromptu team trial was held on March 21st over a short sporting course near Llangollen. Each team consisted of three competitors, who had to complete the course three times. Quite a number of the old members are back again, and the attendance was good.

The result was a win for C team, comprising H. P. Richards (Harley sc.), A. Mosses (3½ Sunbeam), and J. C. Walker (2½ Edmund).

Several short reliability trials are being organised for the Easter week-end, beginning from Friday, April 2nd. Full particulars will be posted up daily at the club's headquarters, the Commercial Hotel, Kendal. In addition to other prizes, the President's prize will be competed for during the week-end. Secretary: Mr. E. E. Holloway, 36, Sandown Lane, Wavertree, Liverpool.



Cross Keys and District M.C.C.

A general meeting was held at Usk after tea on the occasion of the opening run to Raglan via Pontypool and Usk on March 21st. A good number of old and new members were present, and the future programme was decided upon.

Rochester, Chatham and District M.C.

Provided Brooklands Track is ready in time for the opening race meeting on Easter Bank Holiday, a run has been arranged, starting from Esplanade at 9 a.m., to view the racing. Should the race meeting not materialise, arrangements are being made to attend a gipsy meeting, if one is being held within easy reach. Failing these, an impromptu run will be organised.

N.M.C.F.U. (Birmingham).

The opening run will take place to Newtown Linford, near Leicester, for the Easter week-end, starting from the "Fox and Goose," Washwood Heath, at 3 p.m. on April 3rd.

For those unable to take part in the week-end event, a day run has been arranged for Easter Monday to the above place, starting from the "Fox and Goose" at 10 a.m.

North Wilts M.C. and L.C.C.

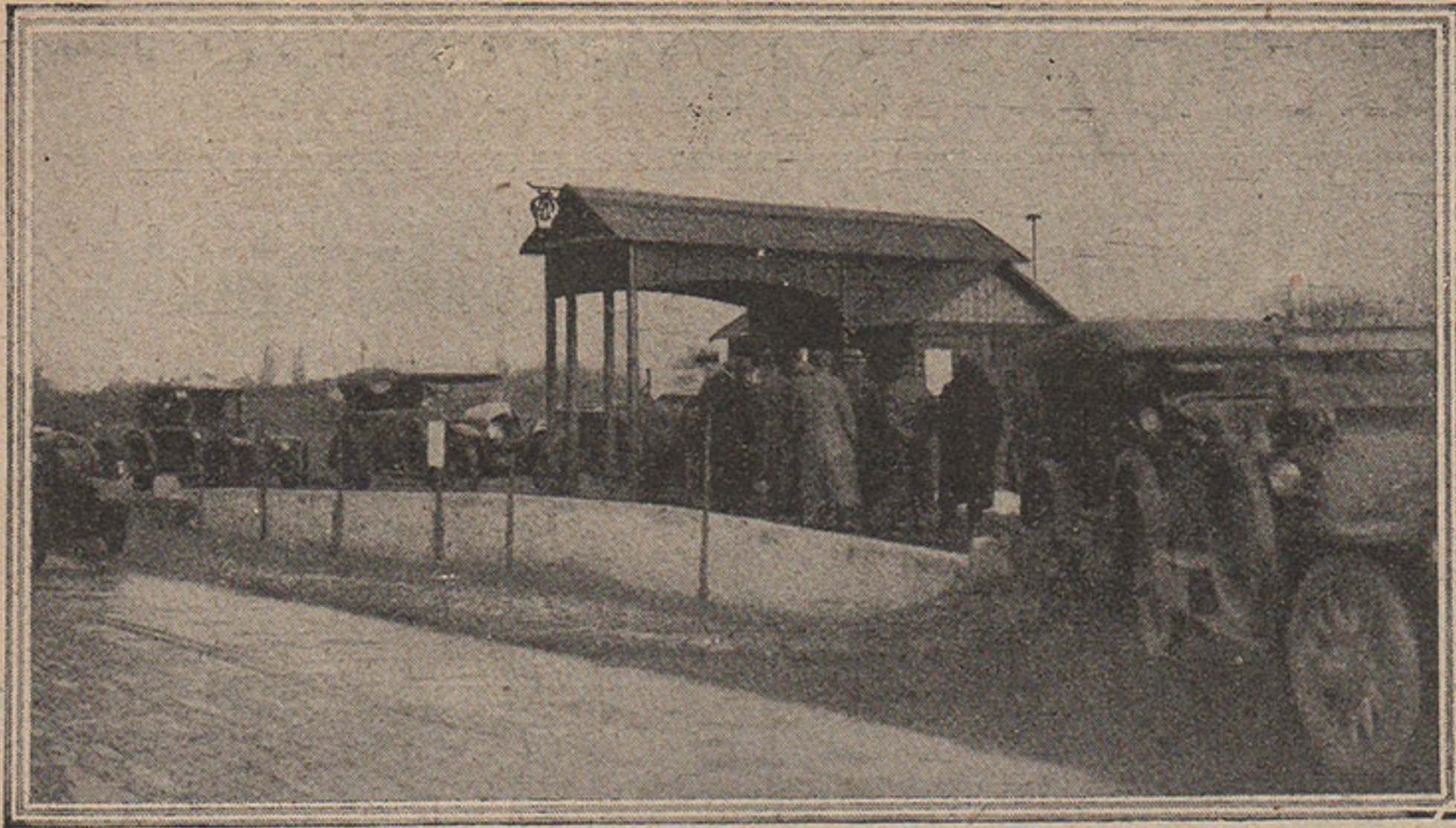
April 2nd is the date selected for the opening run, starting from the Square, Corn Exchange, at 2.45 p.m., the destination being the "New Inn," Lechlade, where members will be entertained to tea. The captain of the club is Mr. F. G. Attwood, 13, Park Terrace, Swindon, and the secretary, Mr. A. R. Norris, 26, Kent Road, Swindon. Headquarters are at the "King's Arms," Swindon.

Kidderminster M.C.C.

In ideal weather the opening run took place on March 20th, starting from the "Red Lion," Kidderminster, at 2.30 p.m. The first real test was the well-known Flagstaff Hill, where several failed, and a certain amount of baulking was experienced. Good climbs were made by B. Janis (2½ Viper), A. Welkes (Rover), H. Perks (Levis), and F. Adam (7 Indian sc.). The results were as follows: 1, B. Janis (Viper); 2, W. A. Lawson (Norton sc.); 3, H. Perks (Levis). A further trial is arranged for April 3rd. Hon. sec., Mr. R. J. Prichard, Eastbourne Lodge, Chester Road, Kidderminster.

Week-end Club Events.

- Apr. 1.—Harrogate and District M.C.C. Opening Run to Richmond.
 Apr. 1.—Eastern Valley M.C.C. Run to Monmouth.
 Apr. 1.—Eastbourne and District M.C.C. Four Days' Tour.
 Apr. 2.—Norwich and District M.C. Opening Run.
 Apr. 2.—York and District M.C. Opening Run to Richmond.
 Apr. 2.—Plymouth and District M.C. and L.C.C. Reliability Trial, Penzance and Return.
 Apr. 2.—Manchester M.C. Reliability Trial.
 Apr. 2.—Ilkeston and District M.C.C. Opening Run.
 Apr. 2.—Norwich and District M.C. Opening Run.
 Apr. 2.—North Derbyshire M.C.C. Opening Run.
 Apr. 2.—Newcastle and District M.C. Grimshawe Shield Competition.
 Apr. 2.—Carmarthen M.C. and C.C.C. Hill-climb.
 Apr. 2.—N.M.C.F.U. (Barrow-in-Furness).—Opening Run.
 APR. 2.—MEETING OF NORTHERN MOTOR CYCLISTS AT RICHMOND, YORKS.
 Apr. 2.—Ilkley M.C. and L.C.C. Social Run (Richmond).
 Apr. 2.—Scarborough M. and M.C.C. Run to Richmond.
 Apr. 2.—Northern M.C. Run to Richmond.
 Apr. 2.—Dorchester M.C. and L.C.C. Run to Lyme Regis.
 Apr. 2-5.—Liverpool M.C. Tour Lake District.
 Apr. 2-5.—Stalybridge and District M.C. Week-end Social.
 Apr. 3.—Birmingham M.C.C. Reliability Trial for Sangster Cup.
 APR. 3.—M.C.C. LONDON-LAND'S END RUN.
 Apr. 3.—Swinton and District M.C.C. Opening Run.
 Apr. 3.—Bedford and District M.C. and L.C.C. Run.
 Apr. 3-5.—Edinburgh and District M.C. Run to Westmorland Hill-climb.
 Apr. 4.—Rochester, Chatham and District M.C. Run to Hastings.
 Apr. 4.—Scarborough M. and M.C.C. Gipsy Meeting.
 Apr. 4.—Isle of Wight M.C.C. Opening Run.
 Apr. 4.—N. Cheshire M.C.C. Opening Run.
 Apr. 4.—Widnes M.C.C. Opening Run.
 Apr. 4.—Warrington M.C. Run to Buzton.
 Apr. 4.—Ilkeston and District M.C.C. Run to Bakewell.
 Apr. 4.—Bedford and District M.C. Run.
 Apr. 5.—Scarborough M. and M.C.C. and Harrogate and District M.C.C. Staxton Hill-climb.
 Apr. 5.—Rochester, Chatham and District M.C. Race Meeting. Run to Brooklands.
 Apr. 5.—N. London M.C.C. Captain's Surprise Run.
 Apr. 5.—Jersey M.C.C. Reliability Trial.
 Apr. 5.—Warrington M.C. Run to Horton Scar.
 Apr. 5.—Ilkley M.C. and L.C.C. Social Run.
 Apr. 5.—Bedford and District M.C. and L.C.C. Gymkhana.
 Apr. 5.—Scarborough M. and M.C.C. Staxton Hill-climb.
 APR. 5.—B.M.C.R.C. MEETING.
 APR. 5.—WESTMORLAND M.C.C. OPEN HILL-CLIMB.
 Apr. 5.—N.M.C.F.U. (Barrow-in-Furness).—Run to Horton Scar.
 Apr. 5.—Newcastle and District M.C. Team Trial.
 Apr. 5.—Reading and District M.C. and L.C.C. Run to Brooklands.
 Apr. 5.—Dunheved (Launceston) and District M.C. Non-stop Run.



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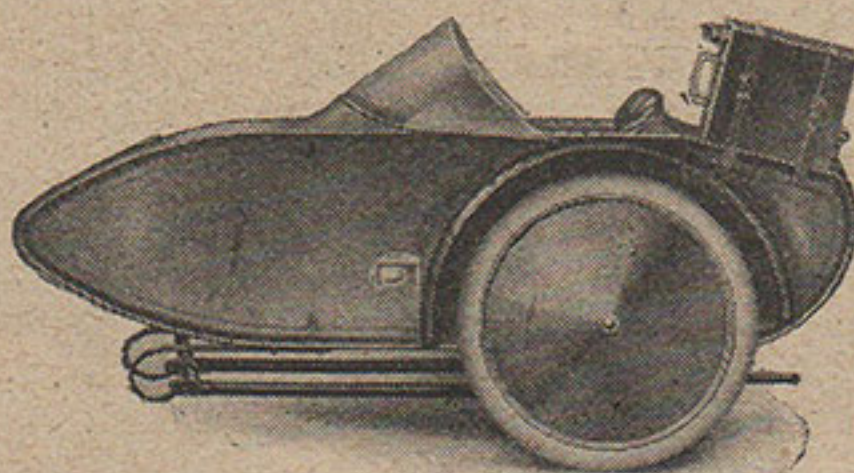
Full particulars of the benefits which the Association extends to its members are contained in a booklet, which can be obtained post free, from the Secretary, The Automobile Association, 21, Fannum House, Whitcomb Street, London, W.C.2. Motor Cyclists in London who wish to join the Association without delay, are invited to call at headquarters, where a staff of experts is always in attendance to give information on any question relating to Motoring.

If unable to call, send a postcard to-day, and the booklet will be despatched by return of post.

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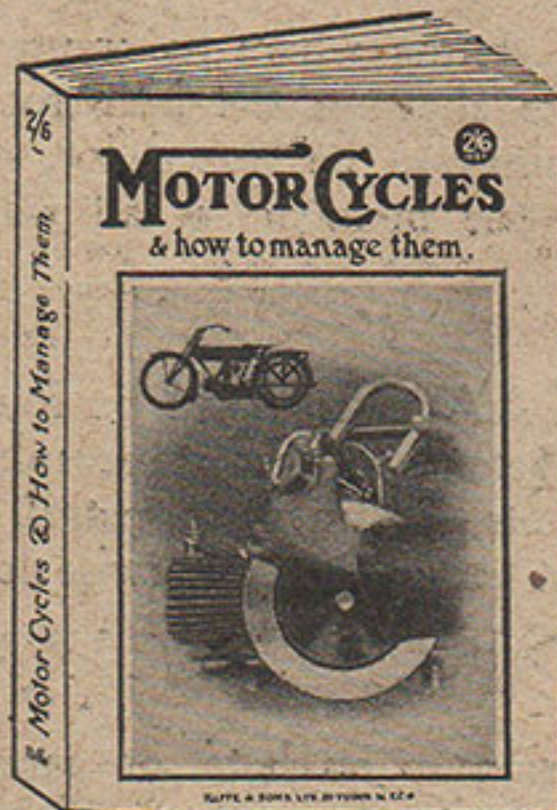
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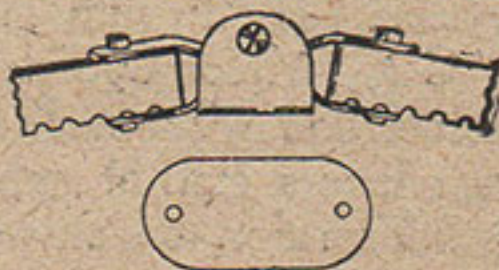
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Club News.—

Stourbridge M.C.C.

The club is now in full working order, and an attractive programme is being arranged for 1920. Particulars of the Easter run can be obtained from the secretary, 111, High Street, Stourbridge.

New Tredegar and District M.C.C.

A new club, with the above title, has lately been formed, and the following officers appointed: President, Mr. E. J. Draper, M.P.S.; vice-president, Mr. L. Lloyd; treasurer, Mr. P. Carozzi; hon. sec., Mr. M. Jones, Commercial Street, New Tredegar, with whom interested local motor cyclists should communicate.

Harrogate and District M.C.C.

A good programme has been arranged by the club for 1920, starting with a run to Richmond, which will include a speed-judging competition. The following officials have been appointed: President, Mr. J. E. Brooke; vice-presidents, Mr. W. N. Fawcett, Mr. W. L. Rutland, Mr. W. Hill, and Mr. R. Spencer; captain, Mr. J. Baxter; and hon. secretary, Mr. H. W. Fortune, St. James's Chambers, Cambridge Rd., Harrogate.

Purley and District M.C.C.

Saturday, the 17th inst., is the date selected for the opening run to Leith Hill Hotel, starting from Purley Corner at 3 p.m. All motor cyclists are invited, and should send in their names to the hon. secretary, Mr. S. J. Tayler, 19, Clifton Road, Wallington, Surrey, not later than the previous Wednesday. Officers will be elected at a meeting to be held after tea.

Sunderland and District M.C.

A very successful hill-climb was recently carried out at Tunstall Hope. The weather was fine, and a large crowd of spectators were present. Much interest was displayed in the fine performance of Miss Holland, who made two complete ascents on a Skootamota, winning a gold medal.

Awards were given for least variation in time in two ascents: 1, F. Turvey (B.S.A.), $\frac{1}{2}$ s., gold medal; 2, R. Hudson (P. and M.), E. Wade (Douglas), and P. Bell, $\frac{2}{3}$ s., tied, bronze medals. Fastest time: F. Turvey (B.S.A.), 30s., gold medal. Fastest passenger vehicle: R. Drewry (Harley sc.), 35 $\frac{1}{2}$ s., gold medal; and slowest complete non-stop: Miss Holland (A.B.C. Skootamota), 2m. 34 $\frac{2}{3}$ s., gold medal.

Manchester M.C.

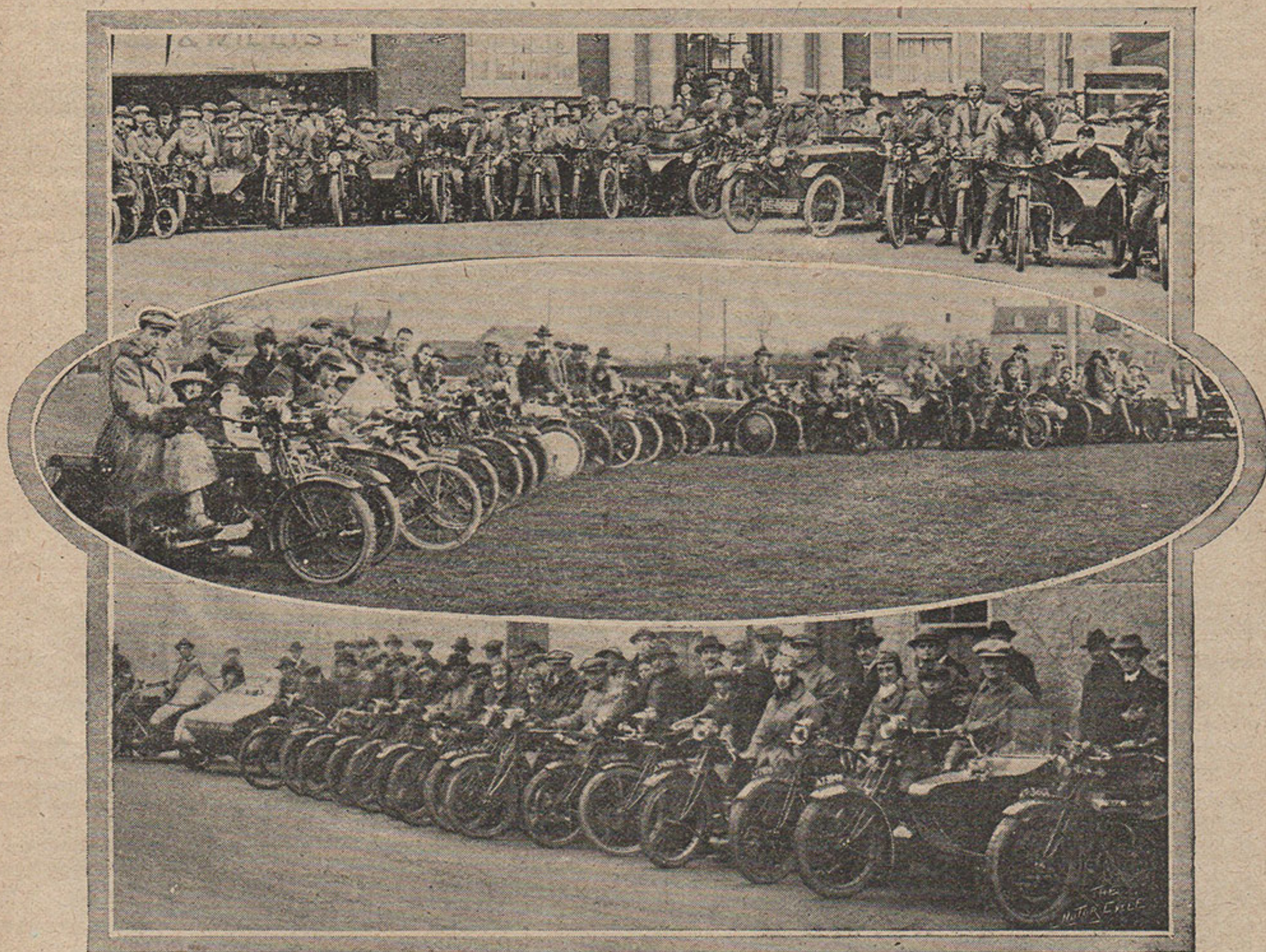
A large crowd of spectators watched the start of the initial run of the club on March 21st. The trial was a great success, there being 100 competitors.

Three prizes were awarded, and the successful riders were: 1, H. Andrews, jun., total error 3m. 45s.; 2, H. Killick, total error 3m. 50s.; while Blakley and Chadderton tied for third place with a total error of 3m. 57s.

The hon. sec., Mr. W. H. Cottrell, 75, Broad Street, Pendleton, Manchester, would be glad to hear from the winners.

The Northern M.C. (Newcastle).

About thirty riders started in the club's opening run to Rothbury on March 21st. The weather was fine, and the "Queen's Head," Rothbury, was reached about 12.15, where members had lunch, after which a speed-judging test was held on a hill near by. The best performance was put up by Mr. C. Travers (Henderson sc.). Bell (3 h.p. A.B.C.), also made a fast ascent. Unfortunately, there was some difficulty in ascertaining the winners owing to one of the watches refusing to function. Members returned home after tea, and all enjoyed the day's outing.



CLUB ENTHUSIASM.

The crowds that assembled at the opening run of the Kidderminster M.C.C. (top), Bedford and District M.C.C. (centre), and the Hull Motor Cycle (bottom), augur well for the future of these "live" clubs. All classes of vehicles were represented, from the scooter to the four-wheeled cycle car.



The Editor does not hold himself responsible for the opinions of his correspondents.

All letters must be addressed to the Editor "The Motor Cycle," Herford Street, Coventry, and must be accompanied by the writer's name and address.

TAXATION.

Sir,—I hope you will use your power in every way possible to enforce a fuel tax as the main means of raising revenue. It is indeed the only fair way and one by which, generally speaking, the man whose vehicle does most road damage—i.e., in broad terms the user of the heaviest vehicle—pays more towards the upkeep of the roads.

"Single and twin" refers to the varying petrol consumption of different types of engine, and anticipates in consequence unequal shares of the burden. But, sir, it would be a sheer impossibility to devise any scheme which did not appear unfair to some section of the motoring community; and the fact that the two-stroke engine is more extravagant than the four-stroke would perhaps prove a blessing in disguise by forcing the manufacturers to pay more attention to this point, and produce two-stroke engines considerably less rapacious than at present.

ARTHUR GOUGH.

THE MACHINE FOR SPORT.

Sir,—I notice in your valuable paper of March 18th a letter from "Reg. A. Green," and I really do not know whether to take his letter as a joke or seriously. Being a rider of a T.T. Norton (B.R.S.) myself since 1915, I happen to know something of its capabilities, and very much doubt what "R.A.G." tells us as regards the three miles per hour. I quite agree with him when he says he can do sixty miles per hour; so can I, quite easily; and I also agree with him when he claims the T.T. Norton to be equal to a twin 5-6 h.p. machine. But when he talks about three miles per hour it makes me smile, as surely will other Norton T.T. owners. Anyway, I should like to hear what other Norton T.T. riders have to say. I have no connection with Nortons, Ltd.

C. B. FRYER.

Sir,—With reference to Mr. Felix B. Sladden's letter re "Machine for Sport."

He says that to obtain acceleration from a high compression T.T. machine is a very fine art indeed. He has obviously neither seen, heard of, nor ridden any model Norton. If he had he would not make the assertions he does.

Again, Lt. T. H. Lewis stated that the all-belt drive on T.T. machines is an abomination in snow and wet weather.

I ride my Norton in all weathers, and am afraid I do not by any means agree. In snow, perhaps, he is right. I live in the South, where snow is a luxury, but where it rains nine-tenths of the year! I should like to know what T.T. machines he has ridden. Since he has an idea that singles are not in the running for acceleration, I would ask him to try a T.T. Norton. He should tie a soft cushion on the carrier lest he is shot back on to it!

Chichester.

MERELY AN ENTHUSIAST.

Sir,—I was exceedingly interested by "T.T.'s" letter in your issue of February 12th. I am all with him up to a point—the 500 c.c. single-cylinder being my ideal for solo work; also the rigid frame, T.T. handle-bars, etc., but the single gear mount is a bit too "sporting" for my liking. Medium geared machines are my pet aversion, and I cannot stand starting a 3½ to 1 geared bus in traffic, so nothing remains for me but the variable gear machine.

Having a dislike for gear boxes, I do not consider them, and so we come to the variable pulley gear, and nothing is nicer. Its extra weight can be ignored, even on the lightest of lightweights, and if a free engine position is

cr8

incorporated, you are as comfortable as can be, even in the thickest of traffic. A gear for every grade, no chains to be looked after or to help you to skid on a greasy day, and no extra weight on the rear part of the machine.

My present machine is a 3½ h.p. Zenith-Gradua single, and with its J.A.P. engine, once you master the oiling, it is all that can be desired, ninety being the average m.p.g., thanks to a sensible top gear, and ready to pop along quite as fast as I wish on these present-day roads.

I am hoping that Zenith Motors will start making this model again soon.

What do other readers think about the subject of variable pulley gears?

C. B. NOTLAW.

THE T.T. AND TRADE.

Sir,—As we understand the Tourist Trophy Races will be held, although a few firms are declining to enter, we have definitely decided to compete in the Junior Race. Not only does the sporting side of the event strongly appeal to us, but we also feel it our duty to defend our title as present holders of the Junior Trophy. In arriving at this decision we are not unmindful of the preparatory work already done by the A.C.U. and the Isle of Man authorities, and for this reason alone we consider the races should have all possible support from the trade, and so make the events the success they have always been.

The difficulties brought about by the moulders' strike are ours also, but no effort will be spared on our part to have the A.J.S. ready to compete on June 15th.

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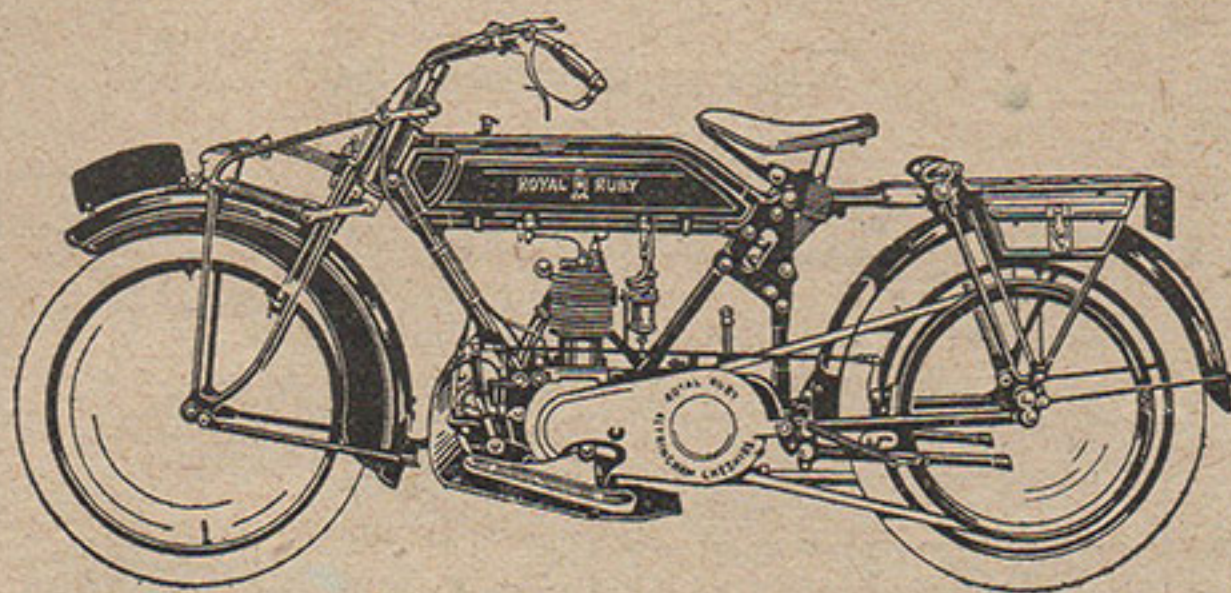
GEO. STEVENS, Managing Director.

COMPETITIONS.

Sir,—You say, quite truly, that it is unsportsmanlike to rail at the conditions of a trial or the decision of the judges after the trial has been held. Every competitor by entering has agreed to abide by the conditions of the trial and to accept the award of the judges. He has no ground of complaint, provided that the conditions have been observed. On the other hand, there are one or two points in regard to which the competitor may have a grievance after the trial. In the first place, the organisers of the trial should prevent, as far as they possibly can, the publication of unofficial "results." A glaring instance of this was the telegram of a press agency in the case of the Paris-Nice, but the same thing is not unknown in English trials. Secondly, they should not themselves publish incomplete or "provisional" results. Few people take any notice of corrections. Lastly, results should be got out as quickly as possible. The results of a trial are sometimes awaited with much interest, but after three or four weeks the interest evaporates. Of course, I am quite aware of the difficulties. On the other hand, I remember trials in which the results have been known the same night or early the next day. Elaborate formulæ and intricate calculations take time. They should be avoided.

Whilst I am grouching (I have never had the painful experience of having to make out results in a hurry), may I suggest that two old bogeys which one hoped were dead—the split second and the secret check—seem to have revived. Both are acknowledged to be quite useless as a test of the rider and his machine, and both go far to spoil his enjoyment—whether he wins or loses. A cup won in this way should not be considered an advertisement of somebody's motor, but of somebody's stop watch. I wonder that no watchmaker has seen his opportunity.

H. GEORGE MORGAN.



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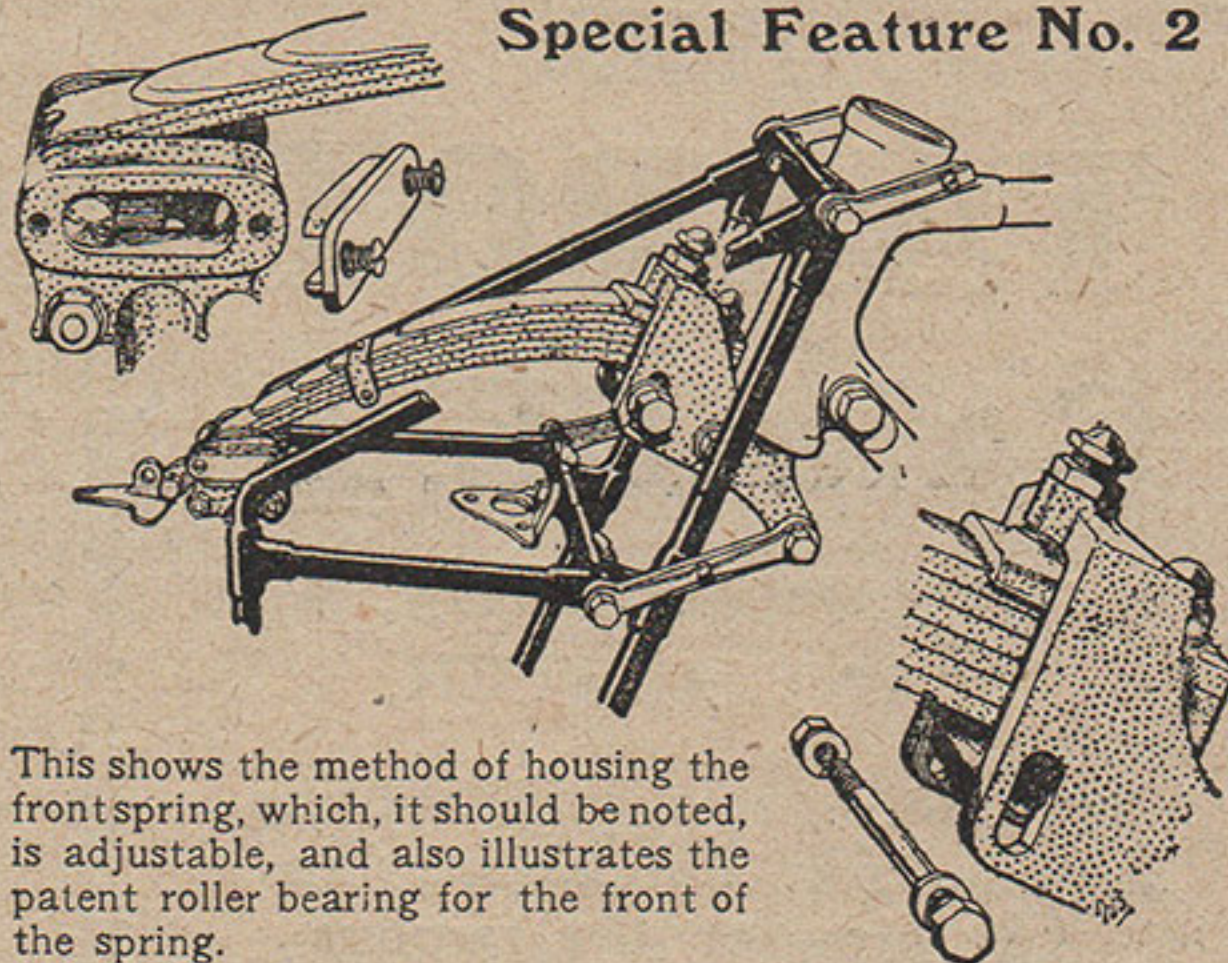
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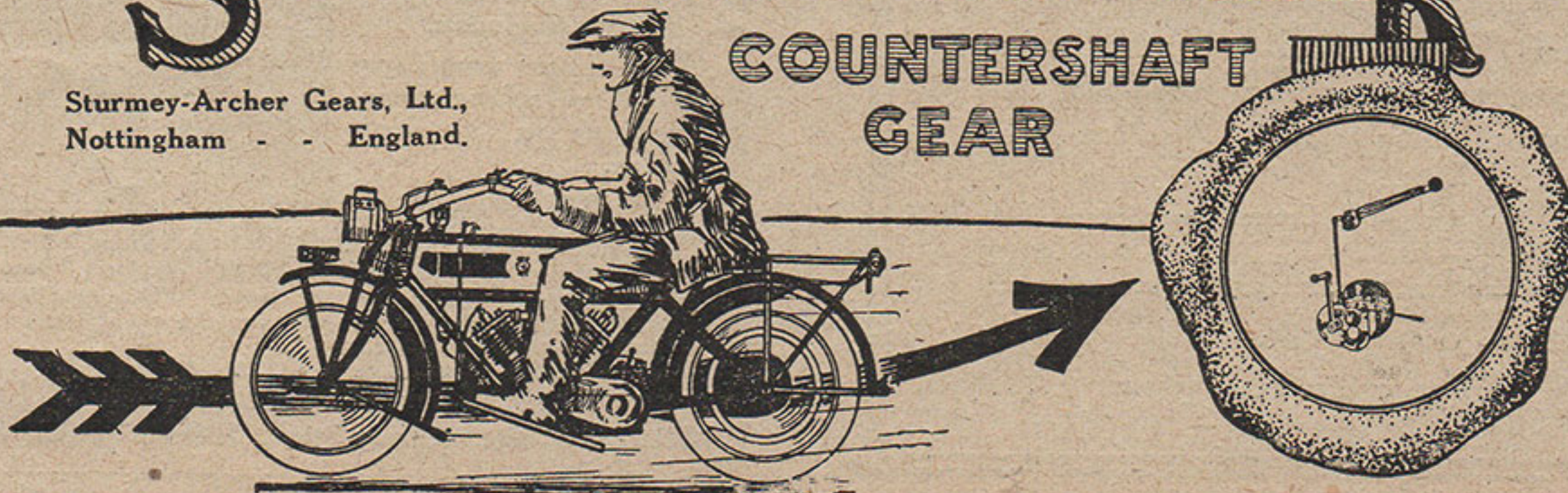
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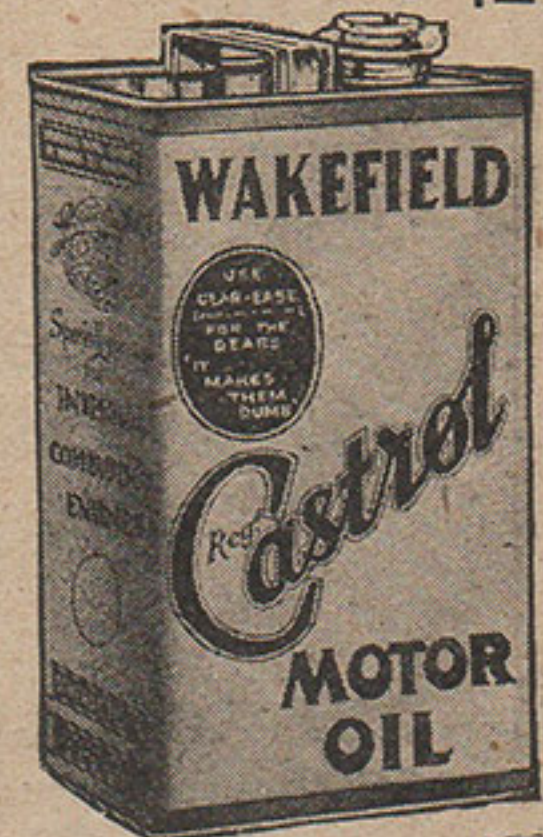
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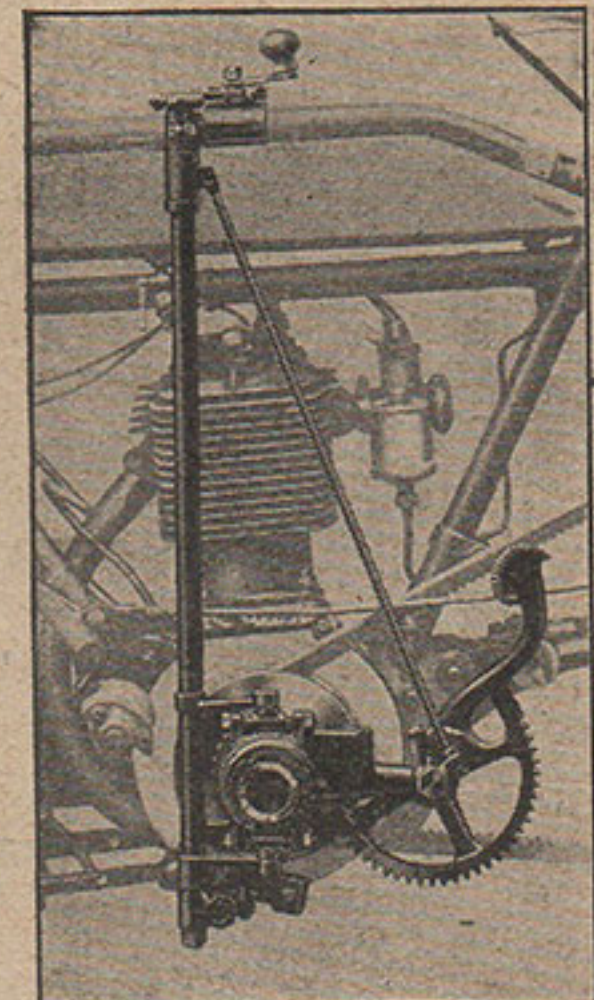
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GOOD SERVICE.

Sir,—I have noticed at various times in *The Motor Cycle*, of which I am a regular reader, letters from motor cyclists who have had occasion at some time or other to submit their machines to a firm, and have received satisfactory treatment at the hands of the firm.

I should be very much obliged if you would allow me to recount the treatment I received from a well-known firm of magneto repairers.

Some few weeks ago the armature winding of my U.H. magneto gave out, and I immediately took it to Messrs. Gumbrell and Co., of 43, 45, and 47, Derby Road, Loughborough.

The fault was located and the repairs effected in a very short time, and at an extremely reasonable cost to myself, and I might add the repairs were extremely satisfactory, the magneto working far better than it had done previously.

I wish to point out that I have no interest in this firm except as "A very satisfied customer."

ARTHUR DOMONEY.

PROMPT DELIVERY.

Sir,—Can any of your readers beat this for business-like treatment? A short time ago I wanted a certain make of two-stroke machine, rather scarce in the market at that time. I telephoned the agents, Messrs. Tilley, The Esplanade, Weymouth. Nothing doing at the moment, but they expected one soon, and would ring me. Four days later they telephoned to say they had a new 1920 model, just arrived, at list price. Would I have it? I said yes, and asked them to paint my numbers on the plates, adding I would call for it the next day. On calling, I found the machine with the plates properly painted, and enough oil and petrol for fifty miles. I paid for it, and was loaned a Skootamota to play with whilst my receipt was being made out. Judge my surprise on receiving my change to find no charge for painting plates, delivery, or the petrol and oil—just the list price of the machine; that was all. I was informed that this was the usual treatment given the purchaser of a new machine. How different from paying for the carriage of a machine from the works, etc. Of course I purchased a well-known machine. I am a stranger to Messrs. Tilley.

R. C. STONE.

PROVISIONAL PRICES.

Sir,—With reference to the letter by Mr. W. A. Pechey in your issue of March 18th, I notice that your correspondent has discovered the date 1914 on the fork of a 1919 machine, and consequently accuses the makers of profiteering.

I venture to suggest to Mr. Pechey that this represents the date of *design* rather than the date of manufacture. For example, last July I purchased a new machine from a firm who supplied many thousands of machines to the Army. Yet the forks of that machine bear the date 1914. Now, it is beyond my power to believe that, after the immense quantity of machines turned out by that firm during the war, it should still have a stock of parts manufactured in 1914!

The *design*, of course, as everyone knows, is virtually the "1914 model"—a jolly good model, too!

I have no connection with any manufacturing firm.
S. Norwood. C. McG.

Sir,—May I be permitted to reply to Mr. W. A. Pechey *re* his suggestion that some firms are using pre-war material and charging post-war prices?

This is really not such a reprehensible case of profiteering as it would appear at first sight. The firm in question is doing what is called following the market, and is probably making a big profit on these machines.

We now come to the other side of the picture. The firm is presumably now buying raw material at very inflated prices. In the dim future, or perhaps sooner, and who is to say, raw material will drop in price.

The firm will again *have* to follow the market and bring their prices down, although they are using material for which they have paid a big price. Their goods may even have to be sold at a slight loss. The directors now take the big profit which they have made in the first case and square things up, the net result being that they have made a bit on the whole deal, but not too much.

This is the way nearly all manufacturers who have to buy raw material work, and that is why sensible firms often put by what would appear excessive sums into their reserves, instead of paying larger dividends.

I may add that I have unfortunately no connections with any firm, and am replying to Mr. Pechey in order to show that the profiteering question is very complex, and I believe there is very much less of it than one would think from the outcry made about it.
F. W. M. VAUGHAN.

SPEED WOBBLE.

Sir,—I have followed with considerable interest the discussion on speedmen's wobble which has appeared in your columns during the past few months. As to the Rudge Multi being immune from this peculiar defect, as stated by Mr. Walter Hare, I should like to point out that this is not the case; in fact, the letter which caused the discussion was written by the rider of a Rudge, who stated that he "was riding a brand new Rudge-Multi, which I have never ridden before, down an incline at 65 m.p.h. when the machine commenced to wobble," and went on to say that he was precipitated in the dust, etc.!

I think that one of the most probable causes is a "period" of engine vibration at high speeds. I do not say that this is the only cause, but I have not heard of a two-stroke wobbling, nor yet a Douglas.

With regard to the centre of gravity being placed too far forward or too far back, I may say that I know of a machine which wobbles at all speeds when the weight is carried forward, but which does not wobble when a pillion passenger is carried, which contradicts the argument that the centre of gravity should be well forward. TECHNICAL.
Dover.

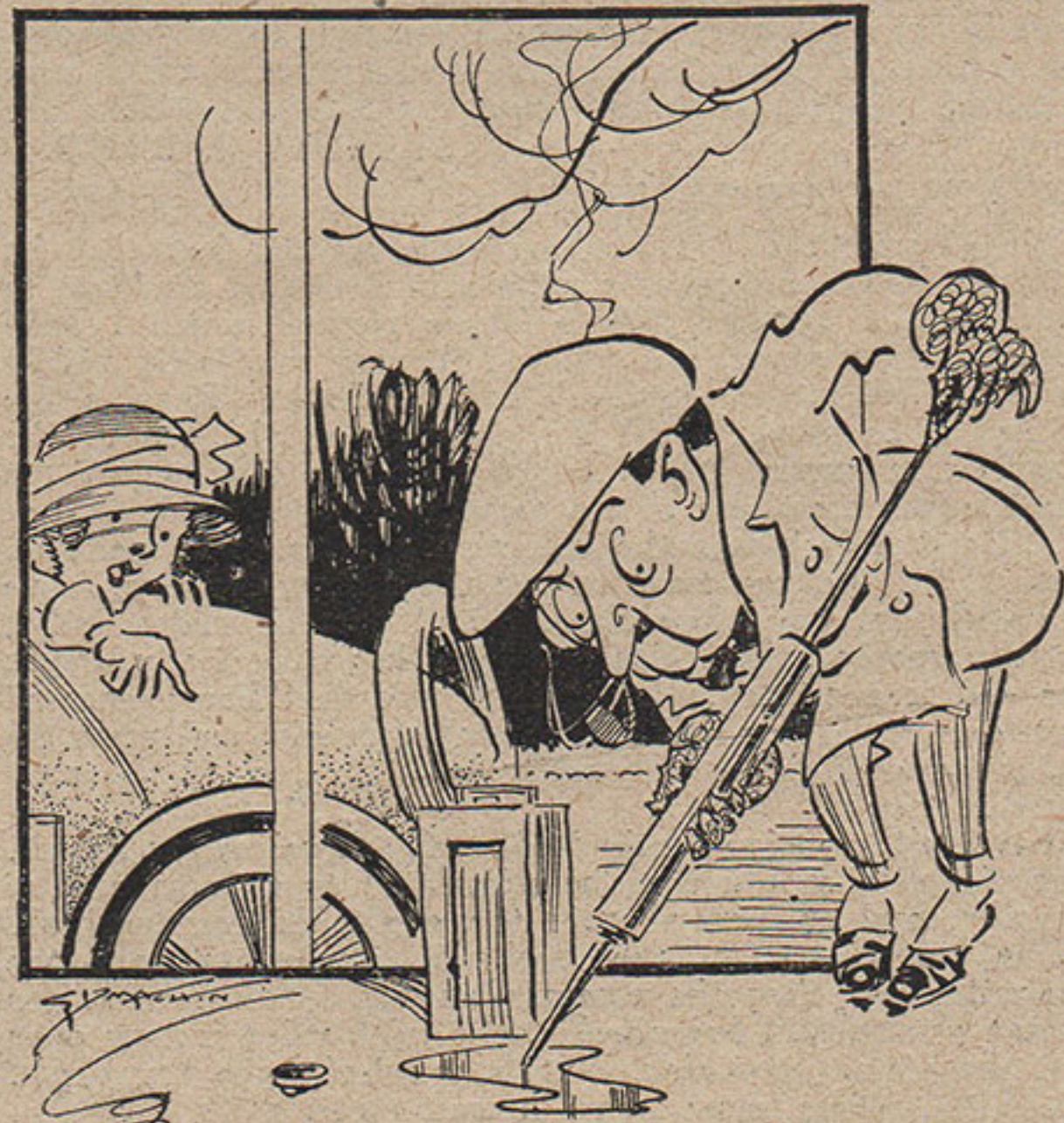
Sir,—Having seen many letters in your valuable paper *re* the above, I think my painful experience may prove of interest to your numerous readers. I have just been out with the express intention of getting a wobble or knowing the reason why. (Yes; I was successful, thank you!)

The machine, a 3½ h.p. Rover, will not wobble on a smooth road at 65 m.p.h.; but on a moderately rough road the saddle first of all bounced up and down, then this gave place to a slight sideways motion, which was conveyed to the handlebars *via* myself. (Exit me through hedge, muttering.)

Am I right in saying that the Reading Standard saddle springs have telescopic rods in the middle? If so, it might be interesting to hear if that machine ever wobbles.

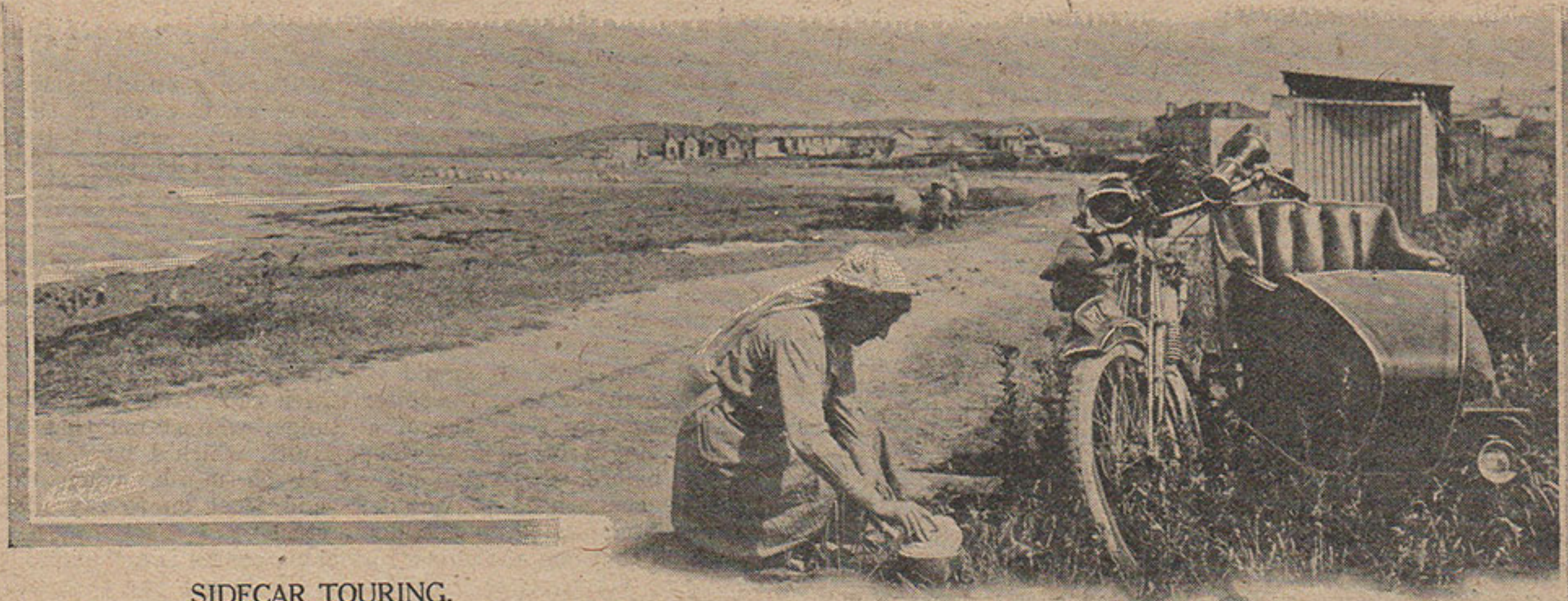
London, N.

NEARLYDONEIN.



RETRIEVING THE ODD DROP OF PETROL.

Petrol has reached an exorbitant price. We may expect to see motor cyclists armed with syringes for collecting spilt spirit in the near future.



SIDE CAR TOURING.

One of the charms of the motor cycle is its ability to go anywhere—even down to the waters' edge, where al-fresco meals may be taken.

NORTH LONDON ROADS.

Sir,—May I, through your columns, warn those readers of *The Motor Cycle* who anticipate using the main roads to the North-west during the coming holiday carefully to avoid the Edgware Road between Cricklewood and Edgware. Between these two points the road is composed of muddy gravel, with a wood block centre upon which, after rain, the tramlines float as on a raft!

It is practically impossible for a solo machine to negotiate this stretch of road after dark, unless its rider is thoroughly acquainted with the few places where the lines may be crossed with a minimum of danger. I should mention that in places, particularly in the region of the "Welsh Harp," the road has sunk so considerably that the trams enjoy (yes, they *do!*) a permanent (?) way quite six inches higher than the road!

To finish, I walked from Cricklewood to Hendon a few days ago, and in the space of one mile picked up the following articles from the road: One car crank case inspection plate, one leather drive for car lighting dynamo, and one bent Douglas footrest, from which you may draw your own conclusions. Perhaps had I continued further I could have obtained sufficient parts to assemble a complete 'bus.

STANLEY J. BAND.

DETECTING AIR LEAKS.

Sir,—I note that "Ixion" is bemoaning the fact that he does not know of a reliable method of detecting air leaks in the induction system. There is one method which I have used for many years, and which I thought was fairly widely known. The *modus operandi* is as follows: Revolve the pulley or back wheel till the piston is at the top of the compression stroke. Open the compression tap. Open the throttle and air slides of the carburetter to the full extent, and insert a cork into the induction pipe so as to make an airtight fit. (If you want to test the carburetter also, leave the cork out and close the air and throttle slides fully.) Take a freshly lighted cigarette (one that is perfectly dry at the end is necessary. Do not use one that has been well licked or the engine will not "draw" properly) and press the unlighted end gently but firmly into the cup of the compression tap.

Revolve the engine gently *backwards* (all valves are closed). The cigarette should thus be stimulated to a fierce rate of burning, and one knows that the engine is drawing well. When the bottom of the stroke is reached, remove the cigarette, and close the compression tap. Now revolve the engine gently, still *backwards*. The inlet valve is now open and the piston ascending. It is wonderful the number of places the smoke issues from, in most cases.

I have never failed to make an engine run slowly without missing after using this method, provided everything else is in order. The elimination of air leaks is about the most important of all things in inducing a big twin to be docile. Once the induction system is airtight any good carburetter

will give really slow running, and it is not necessary to have an umpteen-jet carburetter. The carburetter I have now, and which has been in use on several machines, is a 1912 B. and B. variable jet, which gives me an average of 95 m.p.g. riding solo on a 6 h.p. twin on long rides through hilly districts. I have tried many carburetters, but I have never found one to beat it for slow running, flexibility, and power.

GRADUATE.

High Wycombe.

Sir,—In your issue of March 11th "Ixion" enquires for a method of detecting air leaks in the induction system. I think you will find the following usually avails:

Put a little engine oil on the suspected spot, then open the throttle and turn the engine till the piston is at the bottom of the inlet stroke. The cylinder is now full of gas. Close the throttle and give the engine a sharp turn in the reverse direction. The inlet valve will, of course, open, and the resulting compression in the induction system will cause bubbles of air to exude at any faulty joint and betray leaks. A little vaseline smeared on the slides of the carburetter will help to increase the compression.

C. MACHEN.

GOOD SERVICE.

Sir,—I recently had some slight trouble with an E.I.C. magneto on a new Douglas combination. I wrote the firm, explaining in detail, and by return of post I received a brand new magneto, and a letter, stating that if I would send the faulty one to them they would pass me a credit note for the account enclosed. I sent no money, and duly received the credit note.

LEO. E. POOLE.

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The new prices of the G.N., ruling for all deliveries from March 1st, are given below; they bear, as always, a very favourable relationship to the cost of the sidecar combination or the light car.

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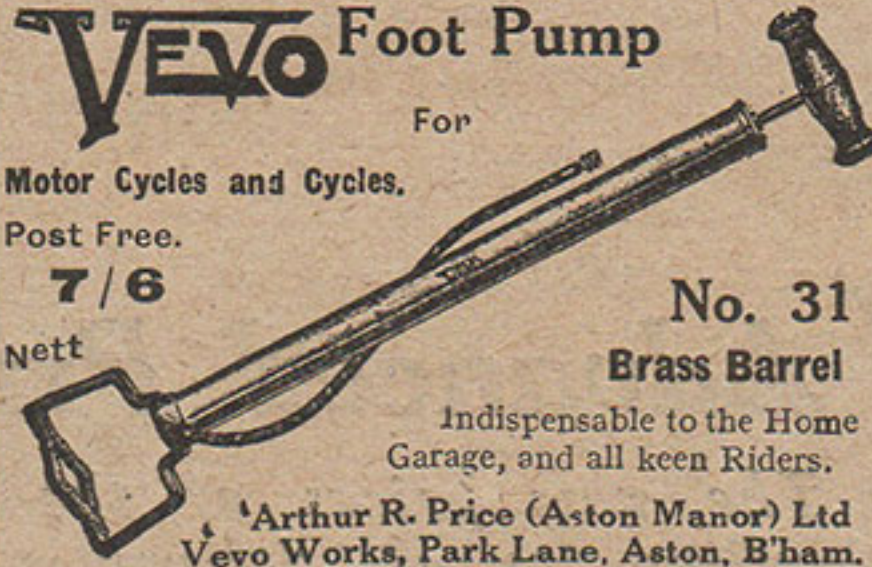
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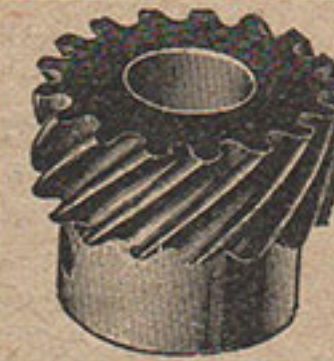
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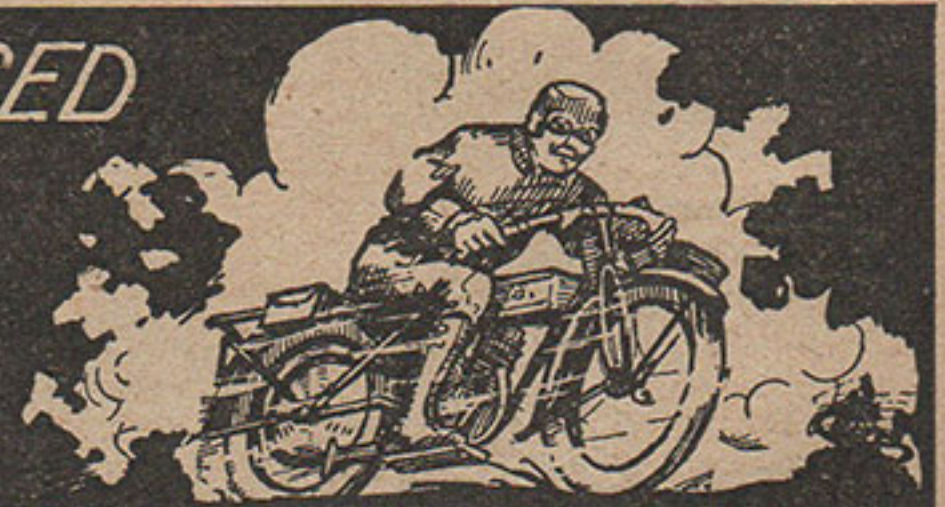
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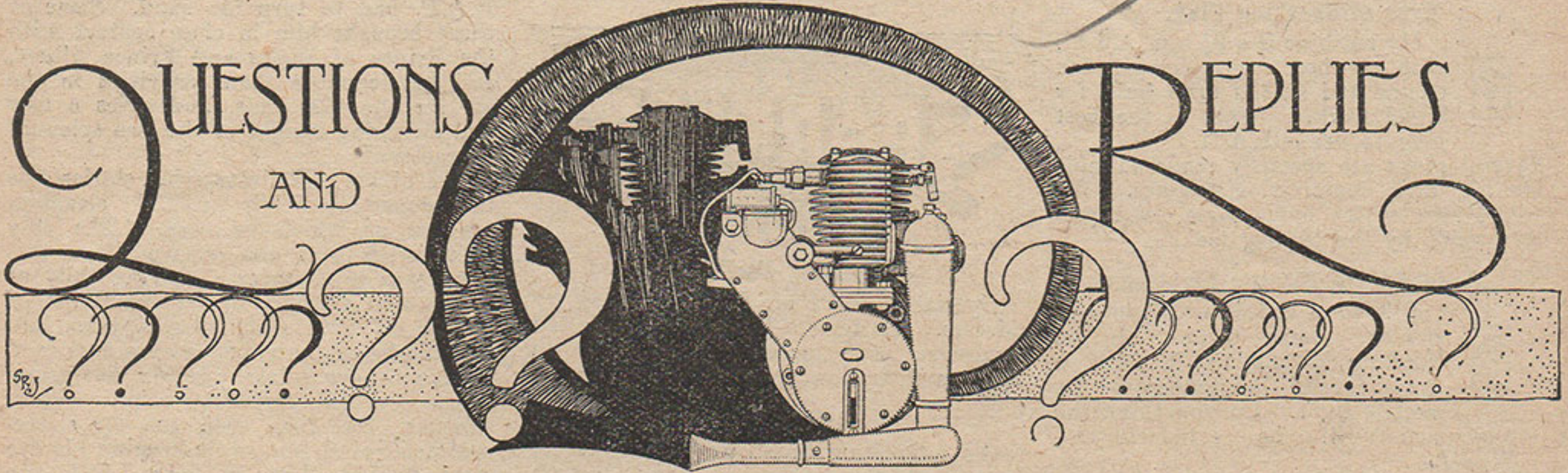
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QUESTIONS
AND

REPLIES



A selection of questions of general interest received from readers and our replies thereto. All questions should be addressed to the Editor, "The Motor Cycle," 20, Tudor Street, London, E.C.4, and whether intended for publication or not must be accompanied by a stamped addressed envelope for reply. Correspondents are urged to write clearly, and on one side of the paper only, numbering each query separately, and keeping a copy for ease of reference. Letters containing legal questions should be marked "Legal" in the left-hand corner of envelope, and should be kept distinct from questions bearing on technical subjects.

Lack of Power.

Q I have a 1914 2½ h.p. two-speed Singer motor cycle, on which I can only attain seventeen miles per hour. When riding all out the engine gives a nice healthy note, and gives one the impression of travelling at about 30 m.p.h. The timing appears correct, the petrol pipe is clear, and the oiling system is in good working order; moreover, the compression is good. The belt when pressed down in the middle gives about 2in. The carburetter is an Amac, and the jet in use is No. 28. I have tried Nos. 23, 25, and 26, but they make no difference. The petrol feed is at the top of the carburetter. Please say what is wrong, and would a different carburetter make any difference?—W.H.

Without actually seeing the machine, it is very difficult for us to say what is the matter with it. We are inclined to think that the belt is rather on the slack side, and the trouble may be largely due to belt slip. The petrol level may be a trifle too high. The existing carburetter should be satisfactory.

Four-cylinder V Engines.

Q (1.) If two 50° twin engines were coupled together with crank pins set at 180° should I get the same even torque and even firing intervals as a four-cylinder line ahead engine? (2.) Would it be necessary to use two magnetos, or could one magneto and a distributor be used? (3.) If the answer to No. 1 question is yes, if the cylinder were set at any other angle would it make any difference?—H.N.B.

(1.) Even torque cannot be obtained by any arrangement of two standard V twin engines coupled together. (2.) It would be cheaper to use two magnetos, as a specially designed model, with suitable distributor, would have to be made. (3.) Using four cylinders, it is necessary to adopt the line-ahead system for even firing, the cranks being set at 180°, or the cylinders might be horizontally opposed with the cranks at 180°. No arrangement of two coupled V type engines could be devised to give even firing if the connecting rods of each engine work on a common crank pin.

A Hub Gear Trouble.

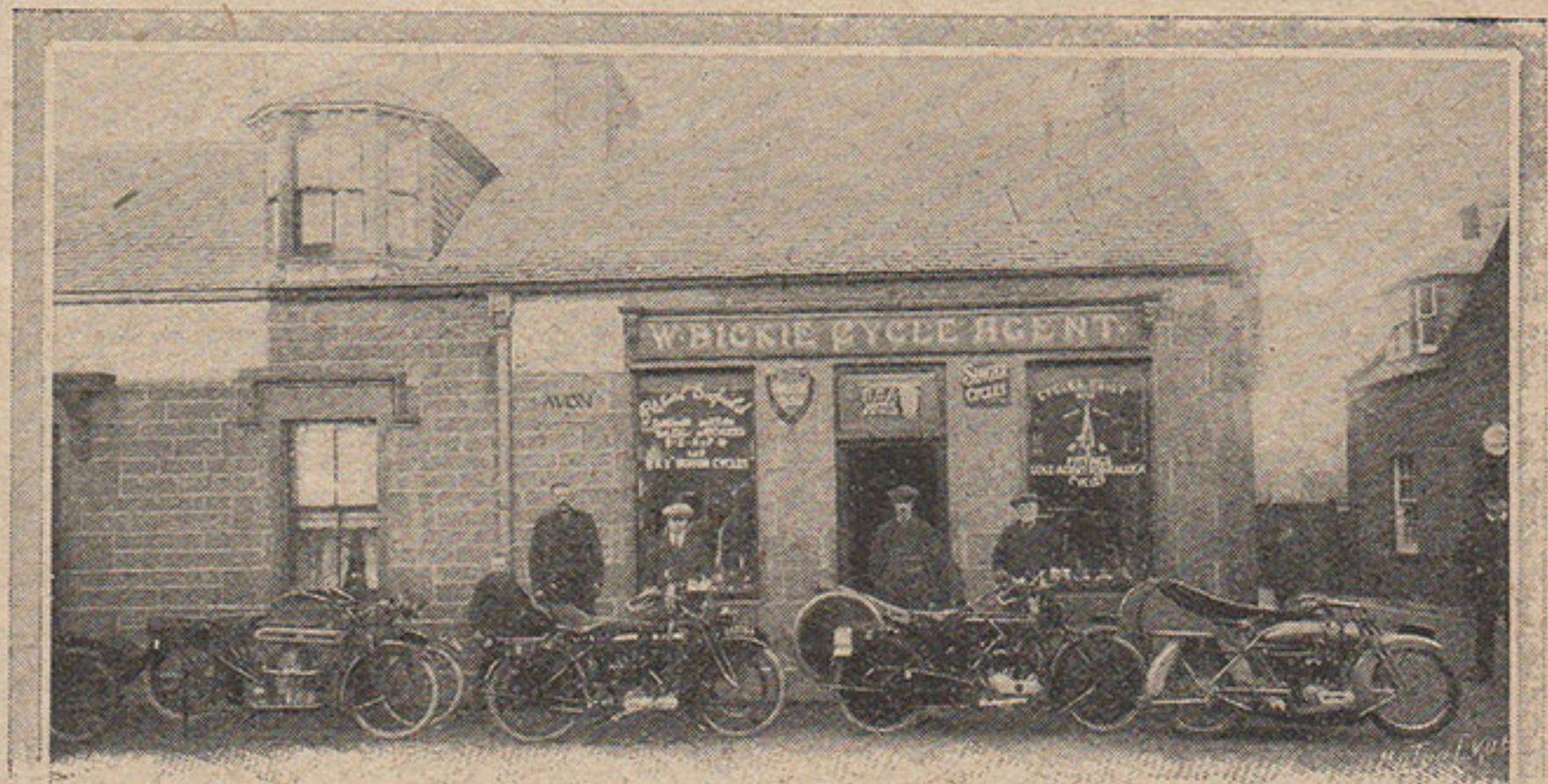
Q My 3½ h.p. motor cycle is fitted with a three-speed gear. The clutch and gears are perfect, also the adjustment, but when changing from second into top gear there is a whirring noise in the hub, and the gear does not engage until the machine is practically stopped. All the other changes are instantaneous. Perhaps you will suggest a remedy.—G.L.P.

If the adjustment of the hub is correct, as you state, it is evident that the slow engagement of the second gear is due to wear of some part in the hub itself. Probably the extremities of the teeth on the sliding sun pinion are damaged, and it will be necessary to dismantle the hub in order to ascertain if this is correct. Before doing this, however, you might endeavour to screw up the adjustment a little more, although this should not be done at the expense of missing the correct neutral position, at which the back wheel should revolve quite freely while the belt drum is stationary. A slight grating noise may be disregarded, but not so pronounced grinding sounds.

Lubrication of Two-Stroke.

Q I have recently had my Villiers two-stroke engine overhauled, and have had a new Amac carburetter fitted. My motor cycle is fitted with a Best and Lloyd sight-feed lubricator, and the oil used to enter the engine through a hole drilled in the side of the carburetter immediately above the jet. With the new carburetter this will not be possible, as a gauze air filter surrounds the only position possible for drilling a hole to fit a union. Apart from this, the idea seems to me to be crude. Can you suggest a position on the engine where I could drill a hole and fit a union to connect with the oil-feed and obtain most satisfactory lubrication? I do not want to revert to any "petrol" system.—P.H.C.

The latest type of Villiers engine is fitted with a special engine bolt which incorporates the oil pipe union. You should write to the makers, and ask them if this bolt can be used to replace the existing top front engine bolt which passes through the engine bearer plates on your machine.



The ever extending scope and popularity of the motor cycle is best illustrated in small out-of-the-way towns where one might expect to find the sale of motor cycles achieved by catalogue and enamelled signs. The photograph depicts the depot of Mr. W. Dickie, of Turriff, a Scotch town of approximately 2,340 inhabitants, and shows some of the new machines in his stock a few weeks ago. Among the machines in the group are a Bat, three Sunbeams, B.S.A., and several Douglas mounts, from which it will be gathered that motor cyclists in Turriff are discriminating in their choice.

Type of Sparking Plug.

?

My machine is a 2½ h.p. A.J.S., with a hot high compression engine and special cams built for speed work. What is the best plug to use?—L.A.H.

Several plugs are specially made suitable for hot high compression engines. We would suggest the mica single point pattern made by the leading makers.

Reliability of Electric Lighting.

?

I have a 5-6 h.p. Clyno and sidecar, chain drive. I am thinking of fitting it with a dynamo and accumulators for electric light. Do you think the conversion will be satisfactory?—W.A.J.

The modern dynamo lighting systems which are on the market are quite reliable, and will, in most instances, outlast the machine to which they are fitted.

RECOMMENDED ROUTES.**HUCKNALL TO MANCHESTER.—E.G.**

Hucknall, Chesterfield, Baslow, Stony Middleton, Tideswell Road, straight on to Chapel-en-le-Frith, Glossop, Mottram, Hyde, Denton, Manchester.

KIRKBY (NOTTS) TO NEWMARKET.—A.H.

Kirkby, Blidworth, Farnsfield, Edingley, Southwell, Newark, Grantham, Stamford, Wansford, Stilton, Huntingdon, Godmanchester, Cambridge, Newmarket. Approximately 95 miles.

LONDON TO WORCESTER.—A.W.F.R.

London, Brentford, Hounslow, West Drayton, Slough, Maidenhead, Henley, Benson, Dorchester, Oxford, Woodstock, Chipping Norton, Moreton-in-the-Marsh, Bourton-on-the-Hill, Broadway, Evesham, Wyre Piddle, Worcester.

BIRMINGHAM TO LLANDUDNO.—S.L.

Birmingham, Sutton Coldfield, on to Watling Street, which follow through Weston, Crackley Bank, Shrewsbury, Ellesmere, Wrexham, Mold, Trefnant, St. Asaph, Rhuddlan, Abergele, Colwyn Bay, Llandudno. Approximately 130 miles.

HUCKNALL TO GLASGOW.—E.G.

Hucknall, Clowne, Whitwell, Work-sop, Tickhill, Doncaster, Ferrybridge, Brotherton, Micklefield, Aberford, Bramham, Collingham, Harewood, Arthington, Otley, Ilkley, Skipton, Settle, Clapham, Kirkby Lonsdale, Kendal, Shap, Penrith, Carlisle, Longtown, Lockerbie, Beattock, Abington, Hamilton, Glasgow. (A break of the journey at Ilkley is recommended.)

TRURO TO SAXMUNDHAM.—W.A.P.H.

Truro, Tresillian, Ladock, St. Dennis, Goss Moor, Lanivet, Bodmin, Liskeard, Callington, Gunnislake, Tavistock, Two Bridges, Moretonhampstead, Exeter, Honiton, Ilminster, Ilchester, Wincanton, Hindon, Amesbury, Andover, Basingstoke, Hook, Hartley Row, Bagshot, Staines, Uxbridge, Rickmansworth, Watford, St. Albans, Hatfield, Hertford, Bishop's Stortford, Great Dunmow, Braintree, Colchester, Ipswich, Woodbridge, Saxmundham.

**Welding Facilities.**

Special licences are being granted by Messrs. Barimar, Ltd., to selected engineers and garage proprietors to operate their new process of welding.

A Retirement.

An interesting ceremony took place recently at the offices of the Triumph Cycle Co., Ltd., the occasion being a presentation to Mr. R. A. Rotherham, by the directors, on his retirement from the secretaryship of the company. The new secretary is Mr. Arthur Wright.

Catalogues Received.

We are in receipt of a beautifully got-up and copiously illustrated publication from Messrs. Phelon and Moore, showing the original design of the P. and M. in 1900, and giving the fullest particulars of the latest model.

A New Address.

The Klaxon Co., Ltd., in conjunction with their sister company, the O.S. Speedometer Co., Ltd., have moved into new premises at 38, Blandford Street, Marylebone, London, W.1. Their works remain at Landor Street, Birmingham.

The Beldam Tyre Co., Ltd.

We are informed that the Beldam Tyre Co., Ltd., of Windmill Road, Brentford, Middlesex, have appointed the Universal Export Co., Ltd., 43a, Rathbone Place, London, W.1, their sole agents for British East Africa.

A.B.C. Motors (1920), Ltd.

This concern has recently made an issue of 250,000 10% participating cumulative preference shares of £1 each. These shares, after a payment of 10% on the ordinary shares, are entitled to one-third of the balance of any surplus profit which it shall be determined to distribute in any one year. The company acquires the business and undertaking of A.B.C. Motors, Ltd., of Walton-on-Thames.

Review.

"Planes and Personalities: a Pot Pourri." Capt. A. Cunningham Reid, D.F.C.; Philip Allan, Quality Court, Chancery Lane, London, W.C. A very charming little book written by a distinguished flying officer who loved his work and loved his corps, if the R.A.F. can now be called a corps.

It starts with an introduction by that distinguished airman, Lt.-Col. W. A. Bishop, V.C., D.S.O., M.C., who begins by saying, "Capt. Cunningham Reid in this book gives the public something which has been badly needed for some time." In Col. Bishop's words, "the author describes fully the complete work of our Air Force, and with a rare touch of humour gives a general outline of his own career step by step through the many different jobs to which a pilot in the

R.A.F. had to turn his hand. Some of these brought him in close contact with the Prince of Wales and Prince Albert, and he describes their activities in the air for the first time, and gives a new and charming insight of the two splendid characters."

One of his most interesting stories was in connection with ground straffing, *apropos* of which he says, "The only satisfaction you can derive from this work was to discover a moving body of troops and actually to see the result of letting off both your machine-guns into the middle of them, or, as once happened to one of our pilots, chasing an enemy motor cyclist despatch rider. Panic stricken, the Hun soon got up a tremendous speed, the while keeping his eye more behind than in front, with the result that he suddenly came to a wall straight in front of him, the road branching left and right, and the last our man saw of him he was literally diving through a door in the wall, motor bike and all, just like the hoop trick at a country circus."

The glossary at the end of the book is also worth investigation, many of the definitions being delightful. A "gadget," we learn, "is any sort of contrivance the name of which you cannot for the moment recollect," while it is interesting to note that the term "conked" has been borrowed by the airmen from the motor cyclist's glossary. Readers of the book will find much to interest and amuse them.

Reliable Plugs.

It is interesting that both Kaye Don, who obtained the highest marks in the Paris-Nice Trial, and Eric Williams, the winner of the Colmore Cup, used Apollo plugs.

Speedometers in the Paris-Nice.

We are informed that the winning Scott team in the Paris-Nice Trial did not use Cowey speedometers, as previously stated. We understand that W. L. Guy used a Jones, while both C. P. and H. O. Wood used Bonniksen instruments.

"Premier" Motor Policy Enterprise.

A fully equipped breakdown lorry is now garaged at the Highfield Garage, Golder's Green Road, and is at the disposal of policy holders in the event of an accident within a twenty-mile radius from Charing Cross—telephone Finchley 788.

A Newcastle Sale.

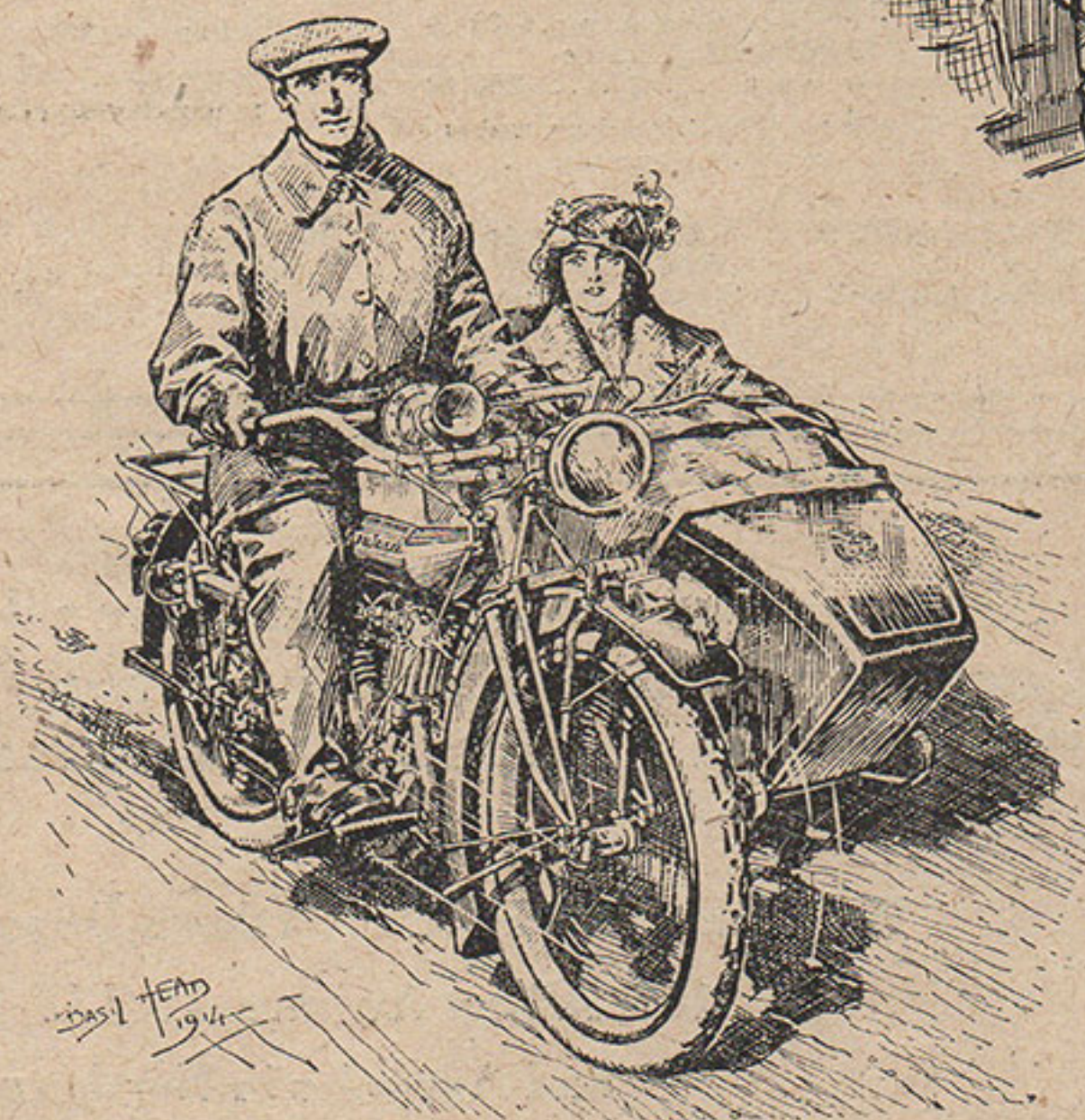
On behalf of the Disposals Board, Messrs. Cooper, Ltd., of Newcastle, recently sold a number of P. and M. motor cycles at prices ranging from £40 to £60. We understand that, although incomplete and of somewhat dilapidated appearance, the engines were in every case practically new and in good condition.

Ariel Reliability.

Mr. L. Newey, on a 6-7 h.p. Ariel sidecar outfit, made the second best performance in the Colmore Cup Trial, out of 111 entries. He also made the best performance in the sidecar class for machines over 750 c.c. Five Ariels were entered. All made non-stop runs and secured awards, and also team prize.

Easter Holidays.

Four days' vacation—no Combination!
Agent's fault?—or procrastination?
Whatever the cause—result the same:
Umteen hours in a crowded train,



There are other holidays to come, and the summer is before you, when you can have good times on the open road. If you have not yet ordered your machine or combination, write to Godfrey's. You can rely on GODFREY'S, and be absolutely sure that anything they sell you will be entirely satisfactory

We may be able to fix you up to-day if you call or ring us up.

'Phone: No. 7091 Mayfair (2 lines).

GODFREY'S L^{TD.}
208, Gt. PORTLAND STREET,
LONDON, W.1.

Superior specially picked used
DOUGLASES

Blue and Silver Tanks. Guaranteed.

65 gns.

These are much above the average condition of W.D. Machines. ALSO a few practically unused models.

72 gns.

NEW MACHINES AT MAKERS' PRICES.

- 1920 COULSON "B" 4 h.p.
- 1920 NEW HUDSON 2½ h.p.
- 1920 CLYNO 2½ h.p.
- 1920 ALLON 2½ h.p.
- 1920 CALTHORPE 2½ h.p.
- 1920 ENFIELD 2½ h.p.

NEARLY NEW.

- 1920 ARIEL and Ariel Sidecar, 3½ h.p.
- 1919 BRADBURY and Canoelet Sidecar, 4 h.p.
- 1919 ROVER and Rover Sidecar, 5-6.
- 1920 INDIAN and Indian Sidecar, electric, 7-9 h.p.
- 1920 A.J.S. and A.J.S. Sidecar, 6 h.p.
- 1919 MORGAN.
- 1920 ROVER and Rover Sidecar. Quarter down and 12 monthly payments.

SECOND-HAND.

- 1915 INDIAN and Sidecar, 7-9 h.p. £105 0
 - 1917 B.S.A. and Sidecar, 4½ h.p. £135 0
 - 1914 TRIUMPH and Sidecar, 4 h.p. £94 10
 - 1917 JAMES and James Sidecar, 4½ h.p. £125 0
 - 1914-19 WOLF 2-speed, 2½ h.p. £42 10
 - 1916 HARLEY-DAVIDSON and H.D. Sidecar, 7-9 £160 0
 - 1914 EXCELSIOR and Sidecar, 4 h.p. £89 10
- May be purchased half down and 11 monthly payments.

W.D. MACHINES.

- NEW IMPERIAL and Sidecar, 8 h.p. £145 0
 - ROVER and Sidecar, 5-6 h.p. £145 0
 - B.S.A. ALL CHAIN and Sidecar, 4½ h.p. £130 0
 - B.S.A. Chain-cum-belt and Sidecar, 4½ h.p. £130 0
 - DOUGLAS and Sidecar, 4 h.p. £105 0
- May be purchased half down and 11 monthly instalments.

LAMB'S,

151, HIGH STREET, WALTHAMSTOW.
 Phone: 169 Walthamstow.
 Grams: "Cyc.otomo, Phone, London."

50, HIGH ROAD, WOOD GREEN, N.22.
 Phone: Hornsey 1956.

387, EUSTON ROAD, N.W.1,
 Phone: Museum 4978.

WOOLER
 MOTOR CYCLE Co. (1919) Ltd.

ALPERTON, LONDON.

- Messrs.—
- Albert Motor Co., Gloucester.
 - *Abergele Motor Co., Abergele.
 - Allin Bennett Motor Co.
 - J. N. Bodmer, Wymondham.
 - Bridport Engineering Works, West Street, Bridport.
 - Bedford Garages, Lichfield Street, Walsall.
 - Bann & Co., Edleston Road, Crewe.
 - Ballard Motors, 92, Gloucester Road, W.1.
 - Bath Engineering Co., 5-11, Wells Road, Bath.
 - Crown Motor Co., Tamworth.
 - Crompton & Sons, Market Square, St. Neots.
 - *Curtis & Sons, Dublin.
 - *A. A. Cooper, 89, Regent's Park Road, N.W.1.
 - *Drake & North, 32, King Street, Leicester.
 - Fareham Motor Works, 2, High Street, Fareham.
 - J. Ewen, King's Lynn.
 - *W. Edwards, The Garage, Denbigh.
 - Fowler & Bridgson, 130, Euston Road.
 - H. Girling, Station Road, Malden.
 - C. H. Gray, 57, Queens Road, Watford.
 - Dan Guy, The Esplanade, Weymouth.
 - W. Howes, 35, Prince of Wales Road, Norwich.
 - Lightstrung Co., Ltd., Rushden.
 - *Lockwoods Garage, 3, Commercial Road, Eastbourne.
 - *Langton's Ltd., Wick Garage, Hove.
 - Muncey & Pine, 4, Taunton Road, Bridgwater.
 - Parker's Garage, St. Ives.
 - Page & Scott, 75, Military Road, Colchester.
 - *Palmer Bros., Selwyn Works, Wisbech.
 - A. Roberts, 36, Friargate, Derby.
 - St. Giles Engineering Works, Northampton.
 - *H. Taylor, Montagu Street, Kettering.
 - Valentine's Garage, City Hall Square, Perth.

Second List of Wooler Agents where a demonstration machine will shortly be seen. Those marked with an asterisk* have already a model on show.

WOOLER MOTORS, Northern Depot,
 186, Albert Avenue, HULL.

and Agencies in Northern Area.

- Messrs.—
- Brooks Garage, Victoria Square, Worksop.
 - *Croft & Blackburn, The Square, Ripon.
 - F. H. Ellis, West Yorks Garage, Settle.
 - Fords Garage, Bondgate, Alnwick.
 - Fords Garage, 5, Hide Hill, Berwick.
 - *Hexham Motor Co., Hexham, Northumberland.
 - *Jones Bros., Manchester Road, Warrington.
 - *R. W. Lang, Bridge Street, Garstang.
 - Myers, Manningham Lane, Birmingham.
 - *J. R. Myerscough & Sons, Central Motor Works, Rawtenstall, Lancs.
 - *Oxton Motor Co., 1a, Village Road, Oxton, Birkenhead.
 - *R. Pickering, 239, Linthorpe Road, Middlesbrough.
 - Simpsons, Ltd., 31, Renshaw Street, Liverpool.
 - Simpson, Ltd., 91, Duke Street, Barrow-in-Furness.
 - United Services, South Road, Bishop Auckland.

EXPORT.

- Max Turkheimer, 6, Via Sirtoria, Milan (Italy).
- *Atkey (London) Ltd., 90, Cannon Street, E.C. (Africa, India, and the East).

MISCELLANEOUS ADVERTISEMENTS.

PRICES.

ADVERTISEMENTS in these columns—First 12 words 3/—, and 3d. for every additional word. Paragraphs of under 8 words are charged double rate. Each paragraph is charged separately. Name and address must be counted. Series discounts, conditions, and special terms to regular trade advertisers will be quoted on application.

Postal Orders and Cheques sent in payment for advertisements should be made payable to **ILIFFE & SONS Ltd., and crossed & Co.** Treasury Notes, being untraceable if lost in transit, should not be sent as remittances.

All advertisements in this section should be accompanied with remittance, and be addressed to the offices of "The Motor Cycle," 20, Tudor Street, London, E.C.4, or 19, Hertford Street, Coventry. To ensure insertion letters should be posted in time to reach the offices of "The Motor Cycle," by the first post on Friday morning previous to the day of issue.

All letters relating to advertisements should quote the number which is printed at the end of each advertisement, and the date of the issue in which it appeared.

The proprietors are not responsible for clerical or printers' errors, although every care is taken to avoid mistakes.

NUMBERED ADDRESSES.

For the convenience of advertisers, letters may be addressed to numbers at "The Motor Cycle" Office. When this is desired, the sum of 6d. to defray the cost of registration and to cover postage on replies must be added to the advertisement charge, which must include the words Box 000, c/o "The Motor Cycle." Only the number will appear in the advertisement. All replies should be addressed No. 000, c/o "Motor Cycle," 20, Tudor Street, E.C.4. Replies to Box Number advertisements containing remittances should be sent by registered post, but in all such cases it is advisable to make use of the Deposit System.

In the case of motor cycles offered for sale under a box number, as it is unusual for these to be sold without first being inspected by the intending purchaser, advertisers will facilitate business by embodying in their advertisements some mention of the district in which the machine offered may be seen and tried.

DEPOSIT SYSTEM.

Persons who hesitate to send money to unknown persons may deal in perfect safety by availing themselves of our Deposit System. If the money be deposited with "The Motor Cycle," both parties are advised of this receipt.

The time allowed for a decision after receipt of the goods is three days, and if a sale is effected we remit the amount to the seller, but, if not, we return the amount to the depositor, and each party to the transaction pays carriage one way. For all transactions up to £10, a deposit fee of 1/- is charged; on transactions over £10 and under £50, the fee is 2/6; over £50 and under £75, 5/-; over £75 and under £100, 7/6; and on all transactions over £100, 1/4%. All deposit matters are dealt with at 20, Tudor Street, London, E.C.4, and cheques and money orders should be made payable to Iliffe & Sons Limited.

The letter "D" at the end of an advertisement is an indication that the advertiser is willing to avail himself of the Deposit System. Other advertisers may be equally desirous, but have not advised us to that effect.

SPECIAL NOTE.

Readers who reply to advertisements and receive no answer to their enquiries are requested to regard the silence as an indication that the goods advertised have already been disposed of. Advertisers often receive so many enquiries that it is quite impossible to reply to each one by post.

MOTOR CYCLES FOR SALE.

A.B.C.

A.B.C., delivery April, what offer option?—Lewis, Caerlysi, Pencoed, Glam. [1887]

A.B.C. 3h.p., just delivered; wire best offer over £140.—Lowe, Chemist, Bristol. [2057]

A.B.C.—Early deliveries of car and motor cycles.—A. J. Young and Co., Ltd., Newmarket. [0116]

A.B.C. Electrically Equipped Combination, third London agent's list; £5 deposit paid March, 1919; delivery any day now; highest offer secures.—Write, E.S.T., 78, Muswell Av., N.10. [1632]

WAUCHOPE'S ACCESSORIES.

LAMPS & GENERATORS.

	No.	£	s.	d.
P. & H.	127 H.B.	3	15	0
P. & H.	128 H.B.	3	0	0
P. & H.	145 H.B.	2	15	0
P. & H.	120 H.B.	1	17	6

REAR LAMPS.

P. & H.	131	10	6
P. & H.	135	5	9
Aluminium Torpedo R. Lamps		6	6
" " " "		7	6

GENERATORS.

Small Black Generators		7	6
P. & H.	126	2	2
P. & H.	121	10	6
P. & H.	122	15	0

HORNS, etc.

Volta Mechanical Horns	1	7	0
Victa " "	1	8	6
Bulb Horns	1	4	0
Cowey Horns	3	0	0
Lucas Horns	1	7	6
Second-hand Car Horns from	15	6	

SPEEDOMETERS.

Cowey Speedometers (Trip)	6	10	0
Cowey Speedometers, Model B	5	10	0
Watford (Trip)	5	10	0
Watford (Speed)	4	15	0

MISCELLANEOUS.

Cameo Wind-screens	Lycett Saddles
Cameo Aprons	Tyres, new and second-hand
Sidecar Hoods	Discs for Douglas and Triumph
Sidecar Carriers	Machines
Petrol Tin Holders	Knee Grips
Sparking Plugs	Tan-Sad Seats
XL-All Saddles	

Wauchope's Ltd.

9, Shoe Lane, Fleet Street, London, E.C.4.

'Phone: Holborn 5777.
'Grams: Opifceer, Fleet, London.

MOTOR CYCLES FOR SALE.

A.B.C.

3h.p. A.B.C., brand new, fitted with P. and H. lamps, Lucas horn, etc.; best offer secures.—Beck, Thornhill, Hoole Rd., Chester. [2063]

A.B.C.—Book early and prevent disappointment. Specification and full particulars will be sent on application.—The Spalding Motor Co., Ltd., Spalding, distributing agents for Lincolnshire. [0015]

Abingdon.

A BINGDON 1916 6-7h.p. Twin Combination, 3-speed countershaft, chain-cum-belt; £110.—Freeman, Brighton Rd., Redhill. [1714]

A BINGDON 3½h.p., Bosch, B. and B., good condition, ride away; £240, or exchange combination; cash adjustment.—3, Ashwood Rd., Well Hall. [2135]

A.J.S.

A J.S.—Good deliveries from John Aldrich and Co., Diss, Norfolk. [6632]

A J.S. 6h.p., 3-speed; with Mills-Fulford coachbuilt sidecar, accessories.—Moss, Wem. [X8021]

JACK HEALY, Cork, official A.J.S. agent.—Rotational delivery. No premiums accepted. [6485]

CROW Bros., High St., Guildford, A.J.S. agents since 1912, accept no premiums. [X7943]

A J.S., 2½h.p., 1916 model, like new; £60, no offers.—County Garage Co., Gerrards Cross. [1028]

1920 A.J.S. Combination, brand new, in stock; £245.—2, Nightingale Rd., Lower Clapton. [1593]

1919 A.J.S. Combination, as new, all lamps and accessories; £240.—2, Nightingale Rd., Lower Clapton. [1594]

A J.S. 1916 Combination, in perfect condition, only wants seeing; £145.—Hidderley, Creswell Farm, Stafford. [1731]

A J.S. Combinations; early deliveries; orders booked in rotation.—A. J. Young and Co., Ltd., Newmarket. [0115]

A J.S. Combination, spare wheel, and complete accessories; £155.—Grimes, 18, Bruton Place, Bond St., W.1 [2312]

LATE 1919 6h.p. A.J.S. Combination, lamps, etc., as new; £215; seen any time.—29, St. Leonard's St., Bromley-by-Bow. [1913]

A J.S., 1914, spare tyre, hood, wind screen, Lucas accessories, splendid order; £120.—161, Camberwell Grove, S.E.5. [2005]

A J.S. 6h.p., 3-speed, all-chain, Amac, Bosch, hand clutch, overhauled and enamelled; £80.—15, Barack Rd., Stoughton, Guildford. [1533]

1918 Military Model 6h.p. A.J.S. and coachbuilt sidecar, Lucas lamp and accessories; £140.—Winn, Bentham, near Lancaster. [1892]

1919 (September) 6h.p. A.J.S. Combination, Swan sidecar, lamps, etc., under 1,000 miles, everything excellent; £185.—Lee, Wendover, Bucks. [1940]

A J.S. Specialists, The Walsall Garage, Wolverhampton St., Walsall. Tel.: 444. Can give favourable deliveries of these grand combinations. Book early for your spring outfit. [7215]

1916 6h.p. A.J.S. Combination, Lucas dynamo, electric lamps, electric horn, hood, screen, spare wheel; absolute bargain, £150.—Crow Bros., Guildford. [1663]

A J.S. 1914 6h.p. Combination, hood, screen, electric lamps, overhauled, new gears and back wheel, car redecorated; any test.—77, Nova Rd., Croydon. [1885]

A J.S.—Exeter Motor Cycle and Light Car Co., Ltd., Bath Rd., Exeter, and 28, Tavistock Rd., Plymouth. Sole agents. Now booking for earliest deliveries. [0061]

1916 A.J.S. and Coachbuilt Sidecar, spare wheel, Lucas horn and lamp, beautiful condition; £135.—National Drug Stores, 13, Prince of Wales Rd., Kentish Town. [1865]

1920 A.J.S. Combination, delivery promised middle May, unable to take delivery, will transfer contract for £10 plus £5 deposit paid; Leeds district.—Box 421, c/o The Motor Cycle. [X7897]

A J.S. Combination, 1919, condition as new, lamps, speedometer, horn, back-rest, luggage carrier, wind screen, spare wheel and extra tyre, superb outfit; £235.—17, Claremont Rd., Blackpool. [2096]

MOTOR Cycle, A.J.S. Combination, 1916 model, 4.5 h.p., hood, screen, spare wheel, all wheels interchangeable, lamps, in first-class condition; £120.—Fitz-Hugh, Euston Rectory, Thetford, Norfolk. [1673]

A J.S. 1914 6h.p. Combination, 3 speeds, K.S., hand clutch, Lucas lighting, Tan-Sad, numerous spares, tools, etc., been little used, absolutely as new; £130.—Bramall, Cottage, Creswell, Gt. Bridgeford, Stafford. [1730]

MOTOR CYCLES FOR SALE.

A.J.S.

A.J.S. 6h.p. Military Model (delivered April, 1919), and Millford best sidecar, spare wheel, Lucas lamps, horn, tools, etc.; price £170.—A.B., 39, Westbourne Ter., N. Paddington, W.2. Phone: Padd. 3418. [2101]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—6h.p. A.J.S. combination, 1919 model, detachable wheels, spare wheel, 3 speeds, free engine, kick starter, accessories; £185; also another 1919 model, offers. [1414]

1919 (July) A.J.S. 6h.p. Combination, mileage 1,500, fully equipped, spare wheel, lamps, generators, horn screen, storm apron, etc., 65 m.p.g., beautiful condition; £200; any trial.—Pickson, East Cliff, Sidmouth. [9520]

1919 (Oct) 6h.p. A.J.S., black finish and Canoelet sidecar, good tyres, 2 large head lights, tail light, Klaxon, Triplex wind screen, whole perfect; any trial; seen any time; £170.—5, Bexhill Rd., St. Leonard's-on-Sea. [1737]

1919 (late) A.J.S. Combination, practically new, mileage under 200, complete with unused spare wheel, wind screen, storm apron, lamps, and Lucas horn; £215, or nearest offer.—Albert Baston, Yeo's Farm, Alphington, Exeter. [1462]

A.J.S. 5-6h.p. Combination, 1918, bought 1919, sidecar, hood, wind screen, storm apron, carrier, etc., bought late 1919, spare wheel, all interchangeable, dual lighting, speedometer, horn, spares, all nearly new; £230.—Paddington 2433.—Argent, Archer and Co., 89, Abby Rd., St. John's Wood, N.W.8. [1821]

A.J.S. Spares: engine and gear box repairs; prompt delivery.—Cyril Williams, Chapel Ash Depot, Wolverhampton. T.A.: Parts. [2237]

Alldays.

ALLON 1916 2½h.p., all fittings, perfect, any trial; £42.—109, St. Leonard's Rd., Mortlake. [X7862]

ALLDAYS, 3-speed, thoroughly overhauled; £48.—Hemmings, Jersey House, Hewlett Rd., Cheltenham. [1535]

ALLON, Sept., 1919, mileage 200, 2-speed, clutch, kick start, accessories; £77.—44, Melling Rd., Scuthport. [1699]

ALLDAYS Matchless 2-stroke, good condition; £40; after 5.30 p.m.—13, Lambourn Rd., Clapham Common, S.W.4. [1754]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—For delivery from stock, 1920 Allon 2-stroke, 2-speed, free engine models. [1415]

ALLDAYS-ALLON, just delivered, 2-speed, hand clutch and kick starter; £85.—Parks, 1, Lewisham Rd., Greenwich, S.E.13. [1526]

ALLDAYS 4½h.p. Combination, 3-speed, clutch, Bosch, B. and B., lamps, horn, tools; ride away; £65, offers.—132, Canton St., Poplar, E. [1726]

1919 Allon De Luxe, 2-speed, kick start, clutch, perfect, equal to new, accessories; £68.—Morgan, Broekton, Much Wenlock, Salop. [2060]

ALLDAYS Allon, 1918, 2-speed, clutch, plated, tank enamelled, new back tyre, mudguards, pillion seat, lamps, horn, as new; £62.—54, Killieser Av., Streat-ham Hill. [1834]

ALLON, 1918, bought new Feb., 1919, single speed, equal new, tyres perfect, all accessories, insurance policy; ride away; £50; appointment.—Adkin, Claverdon, Grove Park, S.E.12. [X7692]

4h.p. Alldays Matchless, believed 1915, 2-speed, clutch, B. and B. variable jet, splendid condition, including tyres, fully equipped; first £60, or near, secures.—175, Earl's Rd., Nuneaton. [X7873]

Ariel.

CROW Bros., High St., Guildford, Ariel agents, supply at makers' prices. [X7944]

ARIEL 6-7h.p. Combination, new from works; what offers?—Randall's, Andover. [9211]

3½h.p. Ariel, Bosch mag., overhauled; £35.—27, Walpole Rd., New Cross, S.E. [2010]

ARIEL 3½h.p., ride away, good condition; £35.—85, Merritt Rd., Brockley, S.E. [1666]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—Ariels; early delivery; book now. [1416]

3½h.p. Ariel, good running order; £25.—Particulars, Jenkins, 4, Glamorgan Ter., Swansea. [1815]

CYRIL WILLIAMS, for early delivery of Ariels.—Chapel Ash Depot, Wolverhampton. [X8625]

FOR Early Delivery of Ariels, all models, apply, Bedford Garage, Walsall. Phone: 270. [5302]

ARIEL Combination, 3-speed clutch, perfectly beautiful turnout; £135.—38, Harmer St., Gravesend. [1859]

ARIEL 3½h.p. 1916 Combination, 3-speed, kick starter, as new throughout; 85 gns.—280, Camberwell Rd., S.E.5. [1573]

ARIEL, all models, early deliveries; all parts stocked.—F. Speakman, Ariel Expert, 7, Rochdale Rd., Harpurhey, Manchester. [7414]

ARIEL 1920 3½h.p. Countershaft, just delivered; list price, £110; first cheque secures.—Parks, 1, Lewisham Rd., Greenwich, S.E.13. [1527]



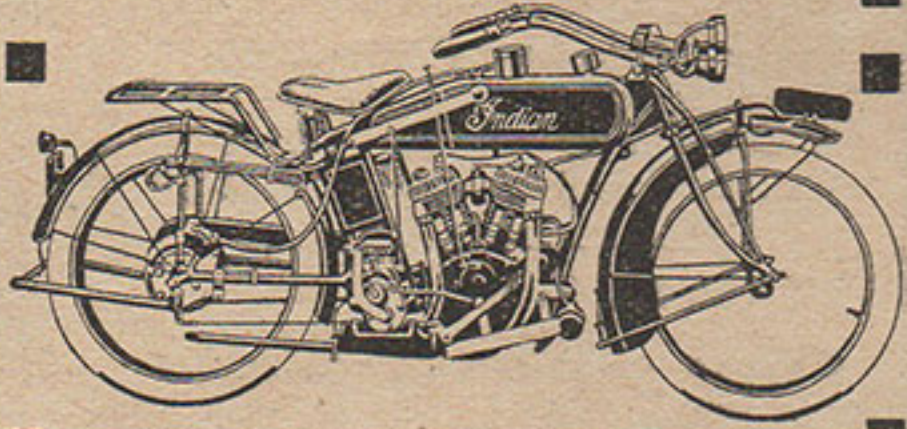
87-91, John Bright St.
Phone: 662 Mid.
Graph: "Lytcar, B'ham."

IN TIME FOR THE EASTER HOLIDAYS.

Immediate Delivery from Stock of a limited number of the famous



Indian Motorcycles.



1918-19 POWERPLUS Models, 7-9 h.p., spring frame, kick-start, 3-speed, standard finish, but without electrical equipment.

PRICE £125.

These machines have done only a small mileage, and have been completely overhauled, re-enamelled, and plated.

SOLE BIRMINGHAM AGENT FOR "Indians" P. J. EVANS.

MOTOR CYCLES FOR SALE.

Ariel.

1919-1920 6-7h.p. Ariel Combination, No. A9138, grid, horn, etc., indistinguishable from new; offers over £175.—Hartwell, Burgh, Lincolnshire. [2059]

LATE 1919 Ariel Combination, 5-6h.p., Henderson sidecar, spare wheel and electric lamps; what offers?—J. Warr and Son, 111, Warwick St., Leamington Spa. [X7525]

ARIEL 3½h.p. 1914 Coach Combination, 2 speed, clutch, K.S., B. and B., accessories, £56; also wicker sidecar, £7.—Parkin, Lynwood, Benhill Av., Sutton. [1465]

ARIEL 3½h.p. 1920 Combination, ready for delivery, catalogue price; exchange entertained; deferred payments, half down.—Bunting's Motor Exchange, Wealdstone. [2133]

ARIEL 1913 3½h.p. Combination, 3 speeds, kick starter, Brown and Barlow, U.H. mag.; £98.—Maudes' (below).

ARIEL 1919 3½h.p. Combination, Ariel sidecar, Brown and Barlow, E.I.C. mag., 3 speeds and kick starter, 3 lamps, almost new; £130.—Maudes', 100, Gt. Portland St., London. [2143]

F.O.C.H. have a 1919 Ariel Combination, 3½h.p., 3-speed, clutch, K.S., fully equipped, excellent order.—Fair Offer Car House, 5, Heath St., Hampstead (nr. Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [8505]

Auto-Wheels.

AUTO-WHEEL, B.S.A. gent's cycle, very little used; £20.—Sandham's, 336, Gray's Inn Rd., W.C.1. [1936]

AUTO-WHEEL, B.S.A. de Luxe, fine condition; £15.—Proctor, 35, Cranford Av., Knutsford, Cheshire. [2188]

NEW Young Engine, 1½h.p., attached high-grade Rover cycle, special back wheel; 28 gns.—16, Chase Side Crescent, Enfield, Middlesex. [2215]

AUTO-WHEELS, the latest pattern: immediate delivery. Easily affixed to any cycle, very cheap to run; £25. The Johnson motor wheel converts your push cycle into a lightweight motor cycle. New back wheel with heavier spokes, back-pedalling brake, all-chain drive shock absorber, 2-cyl. 2-stroke, dynamo generator to light head and tail lamp; price, including all the necessary fittings, £31/10; immediate delivery.—Service Co., 292, High Holborn, London. [8702]

Bat.

BATS for early delivery, apply, Bedford Garage, Walsall. Phone: 270. [5305]

BAT.—For earliest delivery, book now with agents.—Goding and Co., 9, Grosvenor Rd., Tunbridge Wells. Tel.: 449 [9104]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—6h.p. Bat combination, spring frame models; delivery from stock. [1417]

5-7h.p. Bat Racing Model, 2-speed gear box, Stewart speedometer, sporty machine, very fast; bargain, 65 gns.—Foster, Greyhound, Ardingly, Sussex. [1648]

8h.p. Bat Combination, 1914, 3-speed countershaft, kick starter, Cowey, 3 lamps, large coachbuilt sidecar, in first-class condition; £130.—52, Leslie Park Rd., Croydon. [1861]

BAT-J.A.P. Combination, 5-7h.p., powerful machine, twin-cyl., P. and M. 2-speed, make excellent tradesman's carrier.—Stevenson's Garage, Tunbridge Wells. Phone: 425. [1622]

Beardmore.

LANCASHIRE (West) and Cheshire.—Beardmore Precision, the most advanced and practical motor cycle yet designed.—Enquiries invited by J. Blake and Co., 110, Bold St., Liverpool. [6575]

Blackburne.

BLACKBURNES.—All models.—A. J. Young and Co., Ltd., Newmarket. [0119]

CROW Bros., High St., Guildford, are old Blackburne agents, and invite enquiries. [X7945]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—Early delivery of 4h.p. and 8h.p. twin Blackburnes. [1418]

EARLY Delivery of the Celebrated Blackburne machines from the accredited agents.—The Lankester Engineering Co., Motor Cycle Dept., 63, Brighton Rd., Surbiton. [2089]

Blumfield.

BLUMFIELD 3½h.p. Sporting Combination, 3 speeds and clutch, discs, Lucas King of the Road head light, sidecar and electric tail lamp, canoelet streamline racing sidecar, disc wheel, quantity spares including cover, tube, valves, springs, special racing cams, valve rocker, pump, mechanical horn, first-class condition, ride away; offers wanted; £95.—Mills, Monmouth St., Bridgwater. [2070]

Bown.

BOWN-VILLIERS, new 1920, 2½h.p., 2-speed, luxurious lighting set, mechanical horn, accessories, perfect, speed model; £68.—Noyes, Bracknell. [X7987]

Bradbury.

4h.p. Bradbury, Bosch mag., any trial; £28.—12, Hanbury Rd., Lavender Hill, Battersea. [1942]

MOTOR CYCLES FOR SALE.

Bradbury.

BRADBURY 4h.p., first-rate condition; what offers? —Jones, Rock Villa, Llanbilleth, Mon. [1660]
BRADBURY.—Order now to avoid disappointment.—The Walsall Garage, Wolverhampton St., Walsall. [7217]
BRADBURY 4h.p., 2-speed, kick start; immediate delivery; £90.—Birch's Garage, Wolverhampton. [1636]
BRADBURY 3h.p., Grado gear, free engine, ride away; £24.—20, Gladstone Rd., Wimbledon, London. [2042]
23h.p. Bradbury, M.L. mag., Binks carburetter, good condition; ride away; bargain, £29/10.—J.B., 8, Lennard Rd., Croydon. [1797]

1917 Bradbury 6h.p. Twin, 3-speed, kick start, all-chain drive, with sidecar, etc.; £130, or nearest.—Mitchell, Holts, Lees, Oldham. [1801]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—4h.p. Bradburys, single-cyl., 2-speed models; delivery in about 3 weeks. Book now. [1419]

BRADBURY 1914 4h.p., coachbuilt sidecar, spare tyre; £60, or near offer, must sell.—Ridge Cottage, Coleridge Rd., North Finchley. [2217]

BRADBURY 1914, N.S.U. 2-speed, just rebushed, and in fine running order; first £42 secures this genuine bargain.—Walters, 50, Cobden St., Kidderminster, Worcestershire. [1851]

BRADBURY 4½h.p., 2-speed countershaft, all chain, coach sidecar.—Seen Wardle's Garage, Carshalton, Surrey. Owner, Allison, 113, Park Lane, Carshalton. £80. [2258]

4h.p. Bradbury, Bosch mag., B. and B., 2-speed N.S.U., in thorough order, ride away, just overhauled, tyres and engine practically new; £49/10.—A.W., 45, South End, Croydon. [1796]

1920 Bradbury 4h.p., N.S.U. 2-speed, kick start, delivered March 9th, 1920; £115/10; sole reason for selling, financial.—Evans, White House, Tilstock, Whitchurch, Salop. [X7901]

BRADBURY Late 1913 4h.p. C.B. Combination, B and B, Bosch, N.S.U. gear, lamps, horn, overhauled, excellent condition; any trial; £70.—Allen, Stationer, Hawarden, nr. Chester. [1813]

BRADBURY 4½h.p., watertight Bosch, B. and B. carburetter, Phillipson pulley, good appearance and good order; £35; ride away; first cash secures.—Thos. Cooper, 8, Hirstwood Rd., Saltaire, Yorks. [1920]

BRADBURY 4h.p. 2-speed, clutch, Bosch, Senspray, latest coachbuilt combination (underslung), electric lighting, wind screen, speedometer, etc., perfect running order; £68.—43, Waldeck Rd., West Green, N.15. [1738]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—New 1920 Bradbury motor cycles, solos or combinations. 4h.p. 2-speed solo, with kick start, £96/10; 4h.p., all chain drive, 3-speed countershaft gear, clutch and kick start, £117/17/6; sidecars can be supplied to fit from £20. [2326]

Brough.

SOUTH Staffordshire Agents for Broughs, early delivery guaranteed, Bedford Garage, Walsall. Phone: 270. [5304]

SOUTH Lancashire, North Cheshire, and Isle of Man only.—Brough enquiries.—J. Blake and Co., Official Dealers, Liverpool and Manchester. [6588]

BROUGH Model H., 4h.p., o.h.v. horizontal twin, 2-speed countershaft, splendid low mount, hardly been ridden, full accessories; £75.—C., 26, Powell Rd., Clapton. [X7869]

B.S.A.

1919 4½h.p. B.S.A., as new; 98 gns, all on.—Morris, Glenthorne, Cannock. [1743]

B.S.A. Combination, late 1919, lamps, horn; 130 gns.—H. Rock, Cradley, Staffs. [X7949]

B.S.A.—The Walsall Garage, Walsall. Booking orders for all models; rotation deliveries. [7216]

B.S.A. 4½h.p. 3-speed countershaft, kick starter, excellent condition; £85.—King, Egrove Farm, Oxford. [X8002]

4h.p. B.S.A., late 1919, fitted with new sidecar, only ridden a few miles; £140.—Apply, 24, Castle St., Canterbury. [1695]

B.S.A., kick start, lighting set, horn, tools, good condition; £55.—54, Dundonald Rd., Wimbledon, S.W. [2221]

B.S.A. 1912-13 3½h.p., 2-speed clutch, as new, lamps, horn, tools, new belt, tyre, tube; £55.—Fininstall Farm, Bromsgrove. [1790]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—Book now for B.S.A. motor cycles. Early delivery anticipated. [1420]

1916 4½h.p. B.S.A., 3-speed countershaft, belt, kick starter, coachbuilt sidecar, accessories; £100.—Moss-Blundell, Huntingdon. [X7958]

B.S.A. 1913, free engine, W.S.V., 2-speed gear, lamps, horn, spare tubes, good tyres, ride away; £50.—Young, Misterton, Somerset. [1485]

1920 B.S.A. Combination, lamps, etc., as new; £165.—Clifford Wilson Mfg. Co., 70, Royal Hospital Rd., Chelsea, S.W.3. Tel.: Kens. 7113. [2157]



Now is the time for machines for Easter ; we have the finest selection of Solo machines and Combinations in London. We can offer you only first-class machines. It will be well worth your while giving us a call, and you will not be disappointed.

Combinations.

- 1920 **A.J.S.** Combination, spare wheel, lamps.
- 1920 **MATCHLESS** Combination, dynamo lighting, mud shields.
- 1920 **MATCHLESS** Combination, standard model, fitted with lamps, hood, and windscreen.
- 1919 **6 h.p. ROYAL ENFIELD** Combination, Lucas dynamo lighting set, hood, windscreen, almost new.
- 1920 **B.S.A.** Combination, mag. dynamo lighting, as new.
- 1920 **B.S.A.** Combination, standard model, very good condition.
- 1920 **6 h.p. JAMES** Combination, brand new.
- 1919 (November) **8 h.p. SUNBEAM** Combination, fitted with spare wheel, hood, windscreen, side curtains, Lucas lamps, speedometer, Lucas horn, almost new.
- 1919 **3½ h.p. ARIEL** Combination, disc wheels, electric and acetylene lamps.
- 1919 **6 h.p. JAMES**, Canoelet sporting Sidecar, competition model, lamps, etc.
- 1919 **4 h.p. TRIUMPH** Combination, latest change-speed lever.
- 1917 **3½ h.p. NORTON**, countershaft model, Norton Sidecar, lamps, good condition.
- 1917 **3½ h.p. ROVER** Combination, Lucas dynamo lighting set, exceptional condition.

Solo Machines.

- 1919 **3½ h.p. SUNBEAM** Motor Cycle, lamps, speedometer, as new.
 - 1920 **4 h.p. BLACKBURNIE** Motor Cycle.
 - 1920 **T.T. TRIUMPH** Motor Cycle.
- Brand new **LEA-FRANCIS**, immediate delivery. List price.

Cars.

- 1914 **10 h.p. MORRIS-OXFORD**, de Luxe Model, exceptionally good condition £340
- 1916 **11.9 h.p. PERRY**, 2-seater, dickey back, Lucas dynamo lighting £410
- 1914 **BUGATTI**, 2-seater touring body, exceptionally splendid condition £475

We are **London Agents** for the **Henderson Elite Sidecar**. All models in stock.

Also **London Agents** for the **CASTLE Three-wheeler**. Orders taken in strict rotation.

Also **London Agents** for the famous **Dinky Sidecar**. Deliveries commence now.

J. SMITH & CO.,
16, HAMPSTEAD RD., LONDON, N.W.1.

'Phone No.: Museum 419

MOTOR CYCLES FOR SALE.

B.S.A.

B.S.A. Coachbuilt Combination, fully equipped, new tyres; £67; trial.—7, Rodborough Mews, Woodfield Crescent, Harrow Rd., London. [1863]

1919 B.S.A. Combination, unscratched, complete set of lamps and horn and speedometer; £145.—Parks, 1, Lewisham Rd., Greenwich, S.E.13. [1525]

B.S.A. 1917 4½h.p. Coachbuilt Combination, 3-speed countershaft, kick-starter, excellent condition; —£125.—Kington, 2, King Edward Parade, Norbury, S.W. [1971]

1920 B.S.A. Combination, completely fitted, under 50 miles; £175.—Clifford Wilson Mfg. Co., 70, Royal Hospital Rd., Chelsea, S.W.3. Tel.: Kens. 7113. [2153]

B.S.A. 3½h.p. 1912 Combination, belt drive, Millford sidecar, Capac carburetter, Bosch mag., 2 speeds, pedal start; £68.—Maudes', 100, Gt. Portland St., London. [2145]

B.S.A. 1914 4½h.p., 3-speed, kick starter, coachbuilt sidecar, wind screen, luggage carrier, accessories, recently overhauled; bargain, £90.—98, Basingstok Rd., Reading. [X7870]

1919 (October) B.S.A., Model K combination, under 500 miles, all accessories, lamps unused, Klaxon and other horn, as new; £160.—S., 10, Wellington Sq., Chelsea, S.W. [2200]

4h.p. 1914 B.S.A., 2-speed and clutch, wicker sidecar combination, lamps and accessories, guaranteed in perfect running order, and first-class condition; any trial; £85.—12 Chatsworth Rd., Torquay. [1701]

B.S.A. Specialists.—All replacements in stock: B.S.A. sidecars, screens, hoods, and grids in stock.—The County Cycle and Motor Co., Broad St., Birmingham. T.A.: Comcoyco, Birmingham. [7753]

B.S.A. Combination, 1918, 3-speed countershaft, all-chain driven, kick start, triple lighting set, Klaxon, apron, guaranteed, any test gladly; 116 gns. S.R.L., Fairview, Gordon Rd., S. Woodford. [2132]

LATE 1915 B.S.A. Combination, 4h.p., 3 speeds, countershaft, kick starter, Montgomery sidecar, luggage grid, lamps, etc., good condition throughout; £97.—Smith, Great Gidding, Peterborough. [1907]

B.S.A. (Oct., 1914) Coachbuilt Combination, 4½h.p., countershaft, kick start, 3-speed, clutch, wind screen, hood, very reliable, any trial; exchange 4-seater car or sell; £98.—51, Beckenham Rd., Beckenham. [2152]

FO.C.H. have a 1915 B.S.A. 4½h.p. Model H, fully equipped, in excellent order.—Fair Offer Car House, 5, Heath St., Hampstead (near Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [6870]

B.S.A. 1919 4½h.p. Combination, chain drive, electric head, side, and tail, speedometer, horn, wind screen, Terry spring links, luggage carrier, 2 spare tubes, 1 unused, tyres unpunctured, all excellent order; £150.—6, Morden Rd., Blackheath. [1779]

1919 (Oct.) B.S.A. Combination, 4½h.p., chain-cum-belt drive, Henderson sidecar, all lamps, wind screen, mechanical horn, etc., a perfect outfit; seen any time; price £140, or nearest.—A. W. Croucher, Dolphin Hotel, Preston St., Faversham, Kent. [1499]

1919 B.S.A., 4½h.p. Model K, with B.S.A. No. 2 sidecar, Lucas dynamo electric lighting set, all lamps, hood, screen, speedometer, horn, insurance to June, excellent condition; £150; inspection by appointment.—9, Mycenæ Rd., Blackheath, S.E.3. [1555]

Calthorpe.

CALTHORPE-J.A.P. 2½h.p., 2-speed model, splendid condition; £48.—Moss, Wem. [X8022]

CALTHORPE-PRECISION Junior, 2-speed, good condition; £33.—26, Carshalton Rd., Carshalton. [1831]

CALTHORPE-J.A.P. 1915 2½h.p., new condition, little used; £42.—Peaston, Station Rd., Epsom. [1668]

CALTHORPE 2½h.p. 2-stroke, perfect condition; £38.—Wyth, 1,078, Harrow Rd., Willesden, N.W. [1760]

CALTHORPE Junior, 2-speed, good condition, but requires tuning; first £25 secures.—37, Furzehill Rd., Plymouth. [X7951]

MOTOR Cycle, Calthorpe-Jap 1914 model, 2½h.p., just overhauled; private; what offers?—Apply, 22, Abbey Rd., N.W.8. [1963]

CALTHORPE-J.A.P., 1916, 2½h.p., Enfield 2-speed, mileage 1,500, new tyres and appearance; £48.—11, Byfleet Rd., Weybridge. [X7689]

1916 Calthorpe 2-stroke, 2-speed countershaft, lamps, excellent condition; any trial; £45.—Watson, Kent Cottage, High St., Cranbrook, Kent. [1664]

1920 Calthorpe 2½h.p. 2-stroke, Enfield 2-speed, £66/3; also 2½h.p. J.A.P. model, £68/5, brand new; immediate delivery.—Clarke and Co., Queen St., Louth. [2171]

CALTHORPE-J.A.P., 2½h.p., 2-speed, 1920, de livery ex-stock; list price £68/5, plus carriage.—Elce and Co., 15-16, Bishopsgate Av., Camomile St., E.C.3. [0071]

CALTHORPE Junior, 1914, 2h.p., 2-speed neutral, stored most of war, low mileage, equipped with best new lamps, generator, new back tyre, pump, spare belt, plugs, tools, toolbags, condition and appearance perfect; any trial; done 138 m.p.g.; £35, or best over any way.—Write Owner, 42, Summer Hill, Kendal. [1482]

MOTOR CYCLES FOR SALE.

Campion.

CAMPION T.T. 2½ h.p. twin, mechanically perfect, lamp set, all complete, ride away, good condition; bargain, £34/10.—2a, Church Gardens, S. Ealing. [1880]

CAMPION-J.A.P. 4 h.p., 1916, Sturmev-Archer gear box, 3-speed, clutch, kick start, Empire coachbuilt sidecar, underslung chassis, whole outfit in splendid condition; £78.—15, Summerhill Rd., Dartford. [1590]

Cedos.

CEDOS.—Now booking orders for 1920 delivery, first place on our list still vacant; ladies or gents.—Goding and Co., 9, Grosvenor Rd., Tunbridge Wells, Tel.: 449. [9103]

CEDOS.—The finest 2-stroke ever produced; ladies or gentlemen's; order now for spring delivery.—J. Blake and Co., Lancashire's leading motor cycle dealers, Liverpool and Manchester. [6576]

Centaur.

CENTAUR Lightweight, running order, new tyres and belt; £28/10.—78, Grove Rd., Balham, S.W.12. After 6. [2198]

Chater-Lea.

CHATER-LEA Enquiries Invited by J. Blake and Co., leading motor cycle experts, Liverpool and Manchester. [6577]

CHATER-LEA 8-10 h.p. twin, C.B. outfit, 3-speed box, repainted nicely, as new; £105.—109, St. Leonard's Rd., Mortlake. [X7861]

1910 Chater-Lea, 3 h.p., overhauled, fine condition tyres, B. and B., Dixie mag., stand, etc.; £25.—White, 93, Forest Drive, Leytonstone. [1464]

CHATER-LEA 8 h.p. No. 7 Combination, 3-speed, countershaft, all-chain drive, comfortable sidecar-screen, lamps, speedometer; £105.—Godin, 147, Seathwaite Rd., S.W.11. [1735]

CHATER-LEA 8 h.p. and Coachbuilt Sidecar, perfect condition, very smart, 3-speed, chain drive and clutch, new tyres, very little used, mechanically perfect; best offer over £110.—Edwards, 5, Goswell Rd., E.C. [9355]

F.O.C.H. have a 1914 Chater-Lea 8 h.p. Combination, 3-speed, clutch, handle start, fully equipped, excellent order.—Fair Offer Car House, 5, Heath St., Hampstead (nr. Hampstead Tube Station) Phone: 3752. Hours 9-7, including Saturdays. [8508]

Chater-Lea-Jap.

CHATER-J.A.P. 4 h.p., good running order powerful; £29.—Willoughby, Merstham, Surrey. [1982]

CHATER-J.A.P. 8 h.p. Combination, Gloria coach sidecar, screen, 3 speeds, clutch, all perfect condition; £110.—6, Avoca Rd., Upper Tooting, London, S.W.17. [1520]

CHATER-LEA-J.A.P., 4 h.p., Amac, Bosch, lamps, tools, accessories, spring carrier, perfect condition, expert inspection invited.—Call, 15, Hartfield Rd., Wimbledon. [1521]

Clyno.

CLYNO 8 h.p.'s and 2-strokes.—A. J. Young and Co., Ltd., Newmarket. [0118]

CLYNO 2-stroke, brand new, actually in stock; list price.—Moss, Wem. [X7687]

1920 Clyno Lightweight, 2-speed, and clutch; £75.—Taylor's Garage, Wednesbury. [9968]

CLYNO 2-stroke, Oct., 1919, guaranteed perfect, 500 miles, accessories; £68/10.—137, Southgate, Gloucester. [1581]

1920 Clynos.—Two lightweights in stock at makers' list price.—Rhosha Motor Co., Mawney's Rd., Romford. [2309]

CLYNO 6 h.p. Combination, new sidecar, very silent and reliable; £125.—Bale, 126, High St., Croydon. [2234]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—2½ h.p. Clynos, new, 1920, 2-stroke models; £75; from stock. [1421]

NEW Clyno 2½ h.p. 2-speed, clutch, actually in stock for immediate delivery; list price.—Greaves, Harby, Melton Mowbray. [2175]

CROW Bros., Guildford, West Surrey Clyno agents, have large contracts for 8 h.p. combinations and 2½ h.p. lightweights. [3172]

1920 Clyno 2-stroke, mileage 50, complete, lamps, horn, knee grips, etc., as new; £68.—Wise, Ironmonger, Kidderminster. [1652]

CLYNO.—New 1920 2-speed 2-stroke models actually in stock.—Chandler, Reyre and Williams, Hitchin Herts. Phone: 165 Hitchin [0063]

CLYNO 2-speed 2-stroke; £70; delivery from stock.—Julian, 84, Broad St., Reading. Biggest dealers in the South. Phone: 1024. [0112]

CLYNO Combination, 1918, 3-speed, kick start, interchangeable wheels, perfect order; any trial.—280, Camberwell Rd., S.E.5. [1572]

CLYNO Combination, 1918, 3-speed, K.S., interchangeable wheels, equal to new; 140 gns.—Box 2,682, c/o The Motor Cycle. [1571]

CLYNO, 1920, 2-speed, 2-stroke, delivery ex-stock, at list price; £75, plus carriage.—Elce and Co., 15-16, Bishopsgate Av., Camomile St., E.C.3. [0073]



IN STOCK NEW

(At makers' list prices.)

CLYNO , 2½ h.p., 2-stroke, 2-speed, and clutch	£75 0
DOUGLAS , 2½ h.p., 3-speed	£90 0
METRO-TYLER , 2½ h.p., 2-stroke	£57 10
METRO-TYLER , 2½ h.p., 2-stroke, 2-speed	£69 6
NEW IMPERIAL-J.A.P. , 2½ h.p., 2-speed	£74 11
RUDGE-MULTI , 3½ h.p., I.O.M. Model	£110 5
SCOTT , 3½ h.p., 2-speed, etc.	£126 0
TRIUMPH JUNIOR , 2½ h.p., 2-speed	£66 0

(Several other machines are expected before the Easter Holidays.)

Soiled

W.D. ROVER Combination, 5-6 h.p.	£145
W.D. NEW IMPERIAL Combination, 8 h.p.	£145

These machines have J.A.P. engines, 3-speed countershaft gear box, clutch, kick-start, all-chain drive, and are finished "Service Green."

Second-hand

1920 SCOTT , 3½ h.p., speedometer, etc.	£120
1919 JAMES Lightweight, 2-speed	£65
1920 METRO-TYLER , 2½ h.p., 2-speed lamps, etc.	£70
1919 DOUGLAS , 2½ h.p., 2-speed, lamps, horn, speedometer	£80
1914 CLYNO Combination, lamps, horn, windscreen, etc.	£85
1920 TRIUMPH and Gloria Sidecar, lamps, horn, and speedometer	£145
1916 NEW IMPERIAL , 2½ h.p., 2-speed ...	£50
1919 ROYAL RUBY , 2-stroke, lamps, horn ...	£50
1917 ENFIELD Combination, as new, Lucas dynamo lighting, Lucas horn, windscreen, etc.	£180
1919 TRIUMPH and Millford Sidecar, lamps, horn, speedometer	£120

New Sidecars

**CANOLET.
GLORIA.
HENDERSON.
MILLS-FULFORD.
SWAN.**

We have an excellent Stock of Lamps, Horns, Speedometers Hoods, Windcreens, and other Accessories.

Eastern Garage Co.

Official Repairers to R.A.C., A.C.U., A.A.&M.U

**418, ROMFORD ROAD,
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Telephone: 490 East Ham. Telegrams: "Egaraco, London."

MOTOR CYCLES FOR SALE.

Clyno.

CLYNO Combination, 1916, 6 h.p., as new, been stored, speedometer, horn, lamps, etc., a fine turnout; £155.—Wyth, 1,078, Harrow Rd., Willesden, N.W. [1762]

CLYNO 1917 6 h.p. Coach Combination, 3-speed, kick start, 4 interchangeable wheels, lamps, horn; any examination; £120.—2, Fortune Gate Rd., Harlesden, N.W.10. [9885]

CLYNO Lightweight in stock. Orders booked in rotation. Clyno combination orders booked in rotation, delivery from March.—Rothwell and Milbourn, Cowleigh Garage, Malvern. [1685]

CLYNO 1914 2-stroke, 2½ h.p., 2-speed, clutch, horn, lamps, spares, small mileage, splendid condition; £45; view Saturday afternoon.—Hart, Reseda House, Brockley Park, Forest Hill, London. [1665]

CLYNO Combination, 1913, with late improvements, 3 speeds, kick starter, Bosch mag (with complete spares for same), Binks 3-jet carburetter, Stewart speedometer, 4 interchangeable wheels, lamps, and other accessories and spares; £110.—2, Palace Mansions, Colney Hatch Lane, Muswell Hill, N.10. [2245]

CLYNO 6 h.p. Combination, 3-speed, K.S., interchangeable wheels, one spare wheel and tyre, hood, wind screen, speedometer, lamps, horn, luggage and petrol tin carrier, good condition, 3 tyres nearly new; £100.—Hirst, Sandymount, Thornfield Rd., Lockwood, Huddersfield. [1553]

Connaught.

CONNAUGHT 2½ h.p., 3-speed, clutch, mechanical horn, privately owned; £45.—Seen at 151, Kingston Rd., Teddington. [1486]

1917 Connaught 2½ h.p., splendid condition, mechanically perfect, lamps, horn; £43.—Sinclair, Maylands, Torrington Park, North Finchley. [1680]

HOVE Engineering Works, Davigdor Rd., Hove., Connaught sole district agents; deliveries ex stock; R.A.C. repairers. Established 12 years. [2236]

Coulson

COULSON.—1920 models all in stock; the no premium depot.—Goding and Co., 9, Grosvenor Rd., Tunbridge Wells Tel.: 449. [9102]

COULSON B.—The ideal spring frame.—Enquiries invited by J. Blake and Co., the motor cycle experts of Liverpool and Manchester. [6578]

COULSON B., 1920, 2½ h.p., 2-speed, spring frame, Blackburne engine, delivery from stock; 95 gns.; extended terms if desired.—Elce and Co., 15-16, Bishopsgate Av., Camomile St., E.C.3. [0067]

F.O.C.H. have new Coulson-B models 2½ h.p. and 4 h.p.; list price.—Fair Offer Car House, 5, Heath St., Hampstead (near Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [2273]

COULSON Model B, 4 h.p. Blackburne engine, Albion 2-speed gear, spring frame; may be obtained on Harrods system of extended payments.—Harrods Motor Showrooms, 116-118, Brompton Rd. (opposite Main Building), London, S.W.1. [1612]

Coventry Eagle.

COVENTRY EAGLE 2½ h.p., 2-stroke, 1916 model, perfect condition; £35.—89, Queen St., Banbury. [X7954]

F.O.C.H. have a Coventry Eagle Model 7, brand new; list price.—Fair Offer Car House, 5, Heath St., Hampstead (nr. Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [8511]

Dalm.

1918 Dalm, 3 h.p., 2-speed countershaft, mechanical horn, P. and H. lamp set, very fast; genuine bargain, £45.—31, Palamos Rd., Church Rd., Leyton. [1954]

Diamond.

DIAMOND 2½ h.p. 1920 2-stroke, brand new, in stock.—Moss, Wem. [X7684]

DIAMONDS.—All models; immediate deliveries.—A. J. Young and Co., Ltd., Newmarket. [0121]

DIAMOND, new, 2½ h.p., single-speed, in stock; £56/10.—Birch's Garage, Wolverhampton. [1639]

CYRIL WILLIAMS, for early delivery of all model Diamonds.—Cape Ash, Wolverhampton. [X8622]

JACK HEALY, Cork, official Diamond agent.—Rotational delivery. No premiums accepted. [6487]

BEDFORD Garage, Walsall, official agents for Diamonds; delivery from stock; makers' prices. [5303]

1920 Model Diamond-Jap, 2-speed, just delivered; at list price.—The Central Garage, 12, Bridge St., Jordan's Yard, Cambridge. [1774]

DIAMONDS.—2½ h.p. J.A.P., Enfield 2-speed, £75; Villiers 2-stroke single-speed, £56/10; several in stock.—T. Stevens, 248, Gooch St., Birmingham. [X7523]

LATE 1919 Diamond-Jap, 2½ h.p., Enfield 2-speed, all accessories, heavy Dunlops, mileage under 500, unscratched; £65.—Beaulieu, Avenue Rd., St. Albans. [1656]

1920 Diamond-Villiers, single-speed, £56/10; 1920 Diamond-Jap, Enfield 2-speed, and clutch, £75; 1920 Diamond-Jap, Enfield 2-speed, and clutch, footboards, £77/12/6.—Taylor's Garage, Wednesbury. [9967]

MOTOR CYCLES FOR SALE.

Douglas.

- VIVIAN HARDIE and Lane, Ltd., Douglas Specialists.**
4 h.p. Combination, 1920 model; £155.
2³/₄ h.p. Solo, 3-speed Model W.; £90.
WE Stock Everything you require for your Douglas.
24, Woodstock St. (off Oxford St.), Bond St., W.1. Phone: Mayfair 6559. [0012]
2³/₄ h.p. Douglas, 2-speed, 1916; £60.—2, Macclesfield Rd., S.E.25. [9470]
19²⁰ Douglas 4h.p. Combination, new; £155.—8, Grange Rd., Ramsgate. [1787]
DOUGLAS, 4h.p., 1918, perfect condition; £85.—111, Loughboro' Park, Brixton. [2264]
DOUGLAS 1920 2³/₄h.p., 3-speed, brand new; £98.—Box 2,376, c/o *The Motor Cycle*. [1967]
DOUGLAS 2³/₄h.p. Standard Model; £95.—Particulars, Leonard Wilson, Loughton, Essex. [1900]
19¹⁶ Douglas, 2³/₄h.p., splendid condition; £60.—29, Norlington Rd., Leytonstone. [2078]
19²⁰ Douglas 2³/₄h.p., 3-speeds, brand new; £96.—2, Nightingale Rd., Lower Clapton. [1595]
DOUGLAS, 1916, new condition and running; £65.—Hunt, 46, Holly Rd., Chiswick, W.4. [1782]
19¹⁶ Douglas 4h.p., 3-speed, C.B. outfit; £105.—109, St. Leonard's Rd., Mortlake. [X7860]
DOUGLAS 2³/₄h.p., 1915, just overhauled; £68.—Chuter, The Garage, West Hall, Byfleet. [1939]
DOUGLAS 2³/₄h.p., lamp, footboards, just overhauled; £42.—103, Clock House Rd., Beckenham. [1540]
DOUGLAS 1915 2³/₄h.p., perfect, new tyres, accessories; £55.—42, Hamlet Rd., Chelmsford. [1910]
DOUGLAS 2³/₄h.p., good tyres; £25.—H.J.S., 15, Sparricks Row, Weston St., London, S.E.1. [1952]
DOUGLAS, 2³/₄h.p. (late), racing model, mechanically perfect; £58.—165, Church Rd., Mitcham. [1515]
DOUGLAS, T.T., 1914, 2-speed; £45; just overhauled.—Moon, Little Heath, Potter's Bar. [1512]
LATEST 1916 Buffer Forks 2³/₄h.p. Douglas, as new; £65.—374, Grove Green Rd., Leytonstone. [2079]
19²⁰ Douglas 4h.p. Combination, brand new; what offers?—Hazelmere, Earlsdon Av., Coventry. [X8048]
DOUGLAS, 2-speed, engine 29027, not done 50 miles, new tyres; bargain, £58.—108, Meadvale Rd., Ealing. [1893]
DOUGLAS 2³/₄h.p., 2-speed, brand new, beautiful machine; 67 gns.—60, Wallingford Av., North Kensington. [2117]
DOUGLAS 1911, less rear piston, otherwise complete; what offers?—Box 2,378, c/o *The Motor Cycle*. [1969]
DOUGLAS 2³/₄h.p., kick start and clutch model, in perfect order, any trial given; £70.—Reid, Balford, Orkney. [9412]
DOUGLAS, 2-speed, lamps, speedometer, new Dunlops; bargain, £55.—202, Munster Rd., Fulham. [1471]
19²⁰ Douglas Combination, brand new, unregistered; £167/10.—2, Nightingale Rd., Lower Clapton. [1596]
DOUGLAS 2³/₄h.p., 2 speeds, excellent condition, tyres as new, fully equipped; £32.—14, Melbourne Av., West Ealing. [1917]
19¹⁵ 2³/₄h.p. 2-speed Douglas, W.D. overhauled, runs well; first £52 secures.—Box 2,746, c/o *The Motor Cycle*. [2295]
2³/₄ h.p. Douglas, 2-speed (three), specially tuned; £48, £55, £65.—Marks, Boot Stores, 121, Acton Lane, Chiswick, W.4. [2308]
DOUGLAS 1916 2-speed, buffer forks, just overhauled, perfect; £55.—Dairy, 106, Church St., Chelsea, S.W.3. [2167]
DOUGLAS 1914 3¹/₂h.p., 2 speeds, kick starter, Empire sidecar; £105.—Maudes', 100, Gt. Portland St., London. [2144]
19¹⁶ Douglas 2³/₄h.p., overhauled, as new; £60; after 6 o'clock.—Fox, 41, Greencoat Place, Westminster, S.W. [2058]
2³/₄ h.p. Douglas, 2-speed, just as new, only used few times; bargain.—31, Claremont Rd., Alexandra Park, Manchester. [X6775]
DOUGLAS, 1915, overhauled, fast, very smart, complete with lamps and horn; £75.—Bale, 126, High St., Croydon. [2233]
2³/₄ h.p. 2-speed Douglas, kick starter, complete with 4 lamps, horn, speedometer; £60.—Taylor's Garage, Wednesbury. [9969]
19¹⁹ 4h.p. Douglas Combination, like new, all accessories; any trial; £140.—Meech, Wanderwell, Bridport, Dorset. [X7898]
19¹⁵ (?) Douglas 2³/₄h.p., T.T., 2-speed, in good condition, and real fast; £58, or nearest.—Mitchell, Holts, Lees, Oldham. [1802]

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London.

February 18th, 1920.

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 Dear Sirs,—Yours of the 17th inst to hand. I intend having Disc Wheels fitted to my machine. Could you obtain these for me, and have them fitted? . . . Thanking you for the prompt and exceedingly good treatment I have always received from you.

I remain,
 Yours sincerely, H.S.E.

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MOTOR CYCLES FOR SALE.

Douglas.

- 19**¹⁶ 2³/₄h.p. Douglas, 2-speed, Lucas lamp set, toolbags, complete as new; £68.—125, High St., Merton, S.W.19. [2223]
19¹⁸ 4h.p. Douglas Combination, new tyres and tubes, excellent condition; 100 gns.—107, Greyhound Rd., Fulham. [1672]
SMITH'S.—Douglas 1914 2³/₄h.p., very little used; £50.—Smith's, 10-16, Haverstock Hill (opposite Chalk Farm Tube Station). [0150]
DOUGLAS Motor Cycle and Sidecar, 1919 model, complete with lamps, as new; £115.—Brook Bros., Burnham-on-Sea. [8986]
DOUGLAS, 2³/₄h.p., 2-speed model, mechanically perfect throughout, fully equipped.—Parker's, Bradshawgate, Bolton. [X8019]
19¹⁵ 2³/₄h.p. 2-speed Douglas motor cycle, in excellent condition.—Stevenson Garage, Tunbridge Wells. Phone: 425. [1621]
DOUGLAS 2³/₄h.p., fully equipped, perfect running order; first £52/10 secures.—Gray, Fiona, Bromley Rd., Shortlands Station. [1992]
DOUGLAS 2³/₄h.p., 1913, ridden about 2,000, fully equipped, splendid condition; 55 gns.—Fowler, Stanley Rd., Bracknell. [2201]
JAMES MOFFAT, Douglas Agent, Yeovil.—2³/₄h.p. model, clutch, £95, less clutch £90; 4h.p. combination, £155.—Phone: 50. [1103]
19¹⁴ T.T. Douglas, acetylene and electric lighting, in perfect running order, very fast; £65.—Cookson, 118a, Finchley Rd., N.W.3. [1841]
2³/₄ h.p. Douglas, 1916, unused, Douglas colours; £65.—55, Piccadilly, W.1. Tel.: Gerrard 7711, after hours, Sydenham 1284. [2082]
DOUGLAS 2³/₄h.p., clutch, kick starter, as new, perfect, lamps, horn, spares, etc.; £80.—C., 12, Station Parade, Muswell Hill. [1941]
DOUGLAS 4h.p. Combination, lamps, horn, disc wheels, like new; seen by appointment; £135.—95, Bostall Lane, Abbey Wood, S.E. [1924]
DOUGLAS (Late 1919) 4h.p. Combination, perfect, fitted complete; £175, bargain.—H., 27, Woodberry Crescent, Muswell Hill. [2318]
DOUGLAS 4h.p. Combination, new tyres, belt, lamp, mag., carburetter, sidecar, etc.; £105, bargain.—322, Whitehorse Rd., Croydon. [1685]
DOUGLAS 2³/₄h.p., 1915, excellent condition, with accessories; £65, or nearest.—Mitchell, Strawberry Field, Woolton, Liverpool. [1888]
2³/₄ h.p. Douglas, delivered March, 1919, absolutely as new, any trial; £75; makers' colours.—Wombwell, Abbey Bridge, Chertsey. [1943]
DOUGLAS 2³/₄h.p., 1915, excellent order, new carburetter, rear wheel, tank, and bars; £60.—Marshall, Bridge St., Witham, Essex. [1707]
SMITH'S.—Douglas 1916 2³/₄h.p., in excellent condition; £60.—Smith's 10-16, Haverstock Hill (opposite Chalk Farm Tube Station). [0149]
19¹⁵ 2³/₄h.p. Douglas, Baby Klaxon, new mudguards, new lamp set, P.H., full T.T. bars, very fast.—30, Riggindale Rd., Streatham, S.W. [1545]
DOUGLAS 2³/₄h.p., 1915-16, 3-speed Colonial model, Bosch mag., lamps, fast, ready for Easter; £55.—F. Hodson, Mill House, Orpington. [1689]
2³/₄ h.p. Douglas, very late 1916, makers' colours, excellent order, mechanically perfect; £65.—Owen, 59, Schofield Rd., Upper Holloway. [X8016]
DOUGLAS 4h.p. 1918 Combination, new C.B. sidecar, smart appearance, fully equipped; £120.—9, Stoneleigh St., N. Kensington, W.11. [2267]
DOUGLAS 2³/₄h.p., 2-speed, uncrated December, 1919, absolutely perfect, exceptionally smart; 62 gns.—60, Wallingford Av., North Kensington. [2115]
19¹⁷ 2³/₄h.p. Douglas, mechanically perfect, ready for Easter, exceedingly smart; 55 gns.—10, Bonner Hill Rd., Kingston-on-Thames. [2255]
W.D. 2³/₄h.p. Douglas, used only few months, enamel excellent, new tyres; ride 20 miles to purchaser; £55.—Beaulieu, Avenue Rd., St. Albans. [1957]
GIBB, Douglas Specialist, Gloucester, gives personal attention to all orders. All spares at makers' prices stocked. No profiteering.—Phone: 852. [6340]
DOUGLAS 4h.p. Combination, 1919, Easting wind screen, lamps, horn, in splendid condition; £140.—Dawe, 19, Heathville Rd., Gloucester. [2150]
19¹⁵ 2³/₄h.p. Douglas, heavy Dunlops, footboards, long exhaust, Lucas lighting set, Klaxon; £57/10.—66, Perry Vale, Forest Hill, S.E. [2149]
19²⁰ Douglas 4h.p. Combination, £155; 2³/₄h.p., clutch, £95; less clutch, £90; prompt delivery.—Moffat, Douglas Agent, Yeovil. Phone: 50. [1103]
DOUGLAS 2³/₄h.p., 2-speed, uncrated July, 1919, perfect and unscratched; bargain, £62/10.—174, Barcombe Av., Streatham Hill, S.W.2. [2206]
DOUGLAS, 2³/₄h.p., 1916, exceptionally smart, low mileage, tyres and enamel as new, lamps, etc.; £62.—295, Latimer Rd., N. Kensington, W.10. [2268]
19¹⁹ (Nov.) 4h.p. Douglas Combination, Lucas lamps, disc wheels, mudshields, miles 350; £150.—Leonard, Westover Collonade, Bournemouth. [1650]

MOTOR CYCLES FOR SALE.

Douglas

1916 2½h.p. Douglas, on road, 1919, 2-speed, Binks carburetter, lamps, just overhauled, perfect; £80.—25, Thornfield Rd., Heaton Moor, Stockport. [1808]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—New Douglas machines for early delivery, 2½h.p. model, 3-speeds, £90; 4h.p. combination, £155. [1423]

DOUGLAS 2½h.p., W.D. model, 2-speed, latest buffer forks, delivered 6 months, not ridden; best offer over £75.—77, Borough Rd., Middlesbrough. [X7899]

1919 Douglas 4h.p. Coachbuilt Combination, 3-speed, K.S., clutch, speedometer, lamps, accessories, as new; £140, no offers.—174, Vicarage Rd., Leyton. [1794]

1920 Douglas Combination, tools, lamps, horn, all complete, as new, run 100 miles; first cheque £176 secures.—Leonard Jones, High St., Malmesbury. [1845]

DOUGLAS 2½h.p. 1915, electric lighting, Bosch, mechanically perfect, Colonial shields, blue aluminium tank; 51 gns.—43, Brailsford Rd., Brixton. [1868]

1916 2½h.p. Douglas, latest mudguards, new carburetter, bars, etc., £65; 1915 ditto, perfect, trial willingly, £52/10.—Newton, Ash Vale, Surrey. [1934]

DOUGLAS 1915 2½h.p., 2-speed, new chain, and latest Amac, mag. just overhauled, tip-top condition; £58.—31, Drakefield Rd., Balham, S.W.17. [2055]

DOUGLAS 2½h.p., 2-speed, an exceptionally fast and smart machine, makers' colours, uncrated 1919.—Hillier, 216, Portobello Rd., Notting Hill, W. [1089]

1916 Douglas 2½h.p., 2-speed model, large lamp set, Lucas horn, rear lamp, all tools, guaranteed perfect, almost new; £69.—Box 2,734, c/o The Motor Cycle. [1965]

DOUGLAS 1915 2½h.p., W.D., good condition, £45; another, 1915, as new, fully equipped, not W.D., £65; bargains.—18, Marlborough Rd., Old Kent Rd., S.E. [2129]

1920 Douglas 4h.p. Combination, just delivered, complete with lamps and horn; first offer over £180 secures.—55, Avondale Rd., Croydon. Phone: 1882. [2235]

4h.p. Douglas, 3-speed, clutch, kick, combination, screen, lamps, low mileage, £150; another, fully equipped, any trial, £95.—Wall, Aldenham Rd., Bushey. [1528]

£63 and £68, W.D. Douglas selected machines, some makers colours.—Clifford Wilson Mfg. Co., 70, Royal Hospital Rd., Chelsea, S.W.3. Tel.: Kens. 7113. [2159]

1916 4h.p. Douglas Combination, W.D., 3-speed, clutch, looks almost new, very little used, horn, pump, tools, spares; £110.—67, Little Heath, Charlton, S.E.7. [2294]

DOUGLAS, 2½h.p., 1913, single speed, Bosch mag., footboards, lamps and horn, just overhauled; £45.—Wilson, 492, Kingston Rd., Raynes Park, S.W.19. [1476]

DOUGLAS Combination, 1919, electric lighting, speedometer, spares, mechanical condition guaranteed; 130 gns.—Douglas, 2, Queen's Av., Woodford Green, Essex. [9415]

DOUGLAS 2½h.p., late model, tyres as new, makers' colours, long exhaust, engine overhauled, very fast; owner going abroad; 64 gns., offers.—Read, Aston Clinton, Tring. [1554]

1915 Douglas, 2-speed, 2½h.p., in splendid condition, not W.D. finish, horn, pump, etc., £62; 1914 ditto, with clutch and kick start, £55.—67, Little Heath, Charlton, S.E.7. [2293]

DOUGLASES, 2½h.p. always in stock at competitive prices, open till 7 p.m. week days, 5 p.m. Saturdays.—Smith's, 10-16, Haverstock Hill (opposite Chalk Farm Tube Station). [0151]

LATE 1912 Douglas 2½h.p., single speed, splendid condition inside and out, Dunlop tyres as new; any trial or examination; £48/10, or near offer.—Meer Hill, Loxley, near Warwick. [1835]

1917 4h.p. Douglas Combination, fully equipped; £115; or easy terms of payment arranged.—Kirkdale Motors, 88-90, Kirkdale, Sydenham, S.E. Phone: Sydenham 739. [1611]

1919 Douglas 2½h.p., uncrated 1920, 2-speed, T.T., mileage 300, front and undershields, Pedley grips, heavy Clinchers, tools, condition perfect; 78 gns.—156, Nantwich Rd., Crewe. [1805]

BRAND New 2½h.p. 2-speed Douglas, W.D., just uncrated, unriden; seen by appointment; cash offers, or exchange 4h.p. combination, cash adjustment.—H., 32, Triangle, Bath. [2061]

DOUGLAS 4h.p. Combination, October, 1919, 3-speed, latest clutch, 3 lamps, horn, screens (front and side), mileage 360, not used since Xmas, and as new; £150.—Lloyd, Staplegrove, Taunton. [1916]

1917 Douglas Combination, 4h.p., 3 speeds, C.B. sidecar, new Dunlops, thoroughly overhauled, condition perfect, with lamps; apply after 5; £120.—211, Queen's Rd., Peckham, S.E.15. [2208]

2½h.p. Douglas W.D. Model, new, unused, just uncrated; £78.—The Commercial Rd. Transport Co. (Birmingham), Ltd., 461, Bearwood Rd., Smethwick, Birmingham. Phone: Edgbaston 724. [1926]

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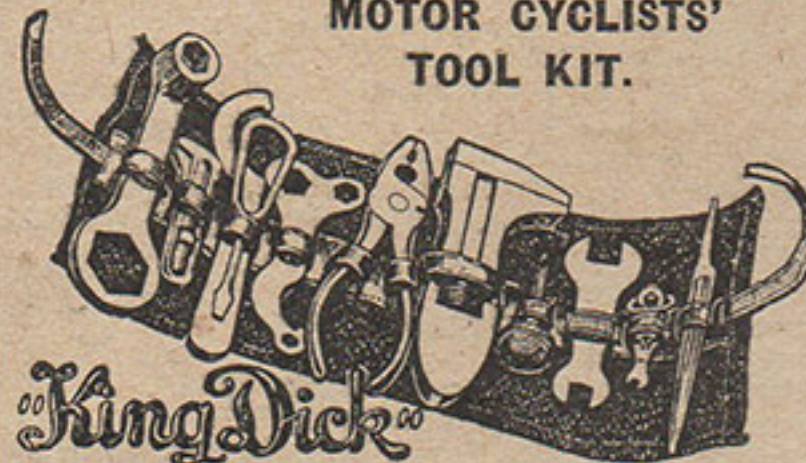
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MOTOR CYCLES FOR SALE.

Douglas.

STANDARD 2½h.p. Douglas (uncrated 19/2/20), unscratched, faultless, very fast, specially mud-guarded, lamps, etc.; approval; 64.—Appointment, 288, Plumstead Common Rd., S.E.18. [1470]

READY to Ride Away.—Douglas 1916 combination, 3-speed, clutch, kick start, lamps, horn, speedometer, perfect condition, excellent climber; £115; call any time.—7, Recreation Rd., Sydenham. [2111]

£24.—1911 2½h.p. Douglas, T.T. bars, aluminium footboards, P. and H. head lamp, just overhauled and repainted makers' colours, go anywhere machine.—50, Manor Park Rd., Harlesden, N.W.10. [1956]

FOUR 1916 W.D. Douglases, mechanically perfect and indistinguishable from new; £69. each; well worth £75; real Easter snips.—B.P. Garage, 40, Murray Mews, Murray St., Camden Town. See Harley. [2095]

DOUGLAS 4h.p. Combination, 1919, lamps, horn, speedometer, special torpedo sidecar, perfect running order; bargain, £110, no offers, no dealers.—Apply, Warwick School Motoring, Warwick Rd., London. [1843]

DOUGLAS 2½h.p., 1914 T.T. model, engine No. 14287 lamps, horn, tools, sundry spares; £40; seen by appointment Saturday afternoons or any time Sundays.—Jones, Wynthorpe, Knutsford, Cheshire. [9292]

2½h.p. Douglas, 1916, 2-speed, new tyres, beautiful machine, and been ridden with care; 65 gns., bargain; seen by appointment only; no dealers.—Write Cole, 107, St. Mark's Rd., St. Charles Sq., London, W. [1758]

IT Appears Ridiculous to Advertise when you have no stock, but we are giving deliveries to the early birds. Place your order at once if you want delivery.—Eli Clark, Douglas Agent, 196, Cheltenham Rd., Bristol. [0016]

F.O.C.H. have a 1919 Douglas 2½h.p., excellent order, small mileage.—Fair Offer Car House, 5, Heath St., Hampstead (nr. Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [8509]

DOUGLAS, 2½h.p., 2-speed, W.D. models, re-issued machines, in guaranteed sound order; £65 cash; undoubtedly splendid value for money; only a few left.—Elice and Co., 15-16, Bishopsgate Av., Camomile St., E.C.3. [0065]

DOUGLAS 2½h.p. 1917, W.D. model, completely overhauled, guaranteed perfect condition throughout; £64; another, 1916; £58.—Seen, Dollis Automobile Co., Finchley, Church End Station. Phone: Finchley 2386. [1623]

1919 (Sept.) 4h.p. Douglas Combination, engine 9153, latest clutch, fully equipped, spares and extras, mileage 1,500, retuned makers, absolutely sound; £143.—Banister, Heath Bank, Vine St., Kersal, Manchester. Tel.: 33 Higher Broughton. [2033]

DOUGLAS 1914 4h.p. Combination, with wicker pillion seat, 2-speed, kick start, mechanically perfect, will take 3 anywhere, 2 new heavy Dunlops, spare cover, tube, chain, valve, springs, links, etc.; £90; trial.—265, High Rd., Kilburn. 3011 Hampstead. [X8046]

1918 Douglas 4h.p. Combination, 3-speed, K.S., thoroughly overhauled, now indistinguishable from new, special sidecar, disc wheels, fully equipped, everything guaranteed, perfect, any trial and examination; bargain, £125.—W. Penning, 3, Addison Place, Brixton, S.W.9. [2127]

2½h.p. Douglas, 1919, 2-speed, touring model, delivered 24 makers end October, new accessories include H.A.H. battery lighting, speedometer, Klaxon, footboards, mudshield, handle-bar muffs, tools, ridden about 300 miles, owner abroad during January, February, March; seen by appointment near London; bargain, £85.—Box 2,688, c/o The Motor Cycle. [1589]

DOUGLAS 2½h.p., completely renovated, and guaranteed mechanically perfect, enamelled makers' colours, standard tank and transfers, all usual parts replated, tyres equal new, new belt, appearance and condition as new, complete with toolbags, pump, etc.; £65; a machine that won't let you down at Easter. Our usual 3 months' guarantee.—Hubert Turner and Co., 4-5, Crawford Passage, Ray St., Farringdon Rd., E.C.1. [1584]

Duzmo.

DUZMO 3½h.p. Single and 8h.p. Twin. Orders in strict rotation. Deliveries commence May.—All Lancashire and Cheshire enquiries to Leach and Seed, 16, John Dalton St., Manchester. [X2657]

Eagle.

EAGLE 7-9h.p. Twin, a good sporting 'bus; 55 gns.—21, Oxford Rd., Gunnersbury. [1895]

Edmund.

EDMUND-J.A.P. 2½h.p. 2-speed Model, now in stock.—Moss, Wem. [X7536]

2½h.p. Edmund, spring frame, 3 models.—Lists free from Gourlay's, Fallowfield. [2951]

2½h.p. Edmund, spring frame, 3 models.—Lists free from Gourlay's, Fallowfield. [8991]

Elswick.

ELSWICK Precision 4h.p., 2-speed, splendid order throughout; £42.—Speechley, 1, Gunnersbury Lane, Acton Hill, W.3. [2252]

MOTOR CYCLES FOR SALE.

Enfield.

- 1920** Enfield 2-stroke (unregistered); £73, or offer.—Weights and Measures Office, Swindon. [X7994]
- 3** h.p. Enfield, 2-speed, Bosch, Binks, overhauled; ride away; £42.—76, Western Rd., Southall, W. [1856]
- 1920** Enfield 2-stroke, mileage 20, lamps, horn; £73.—89, Oak Lane (phone 2190), Bradford. [2178]
- 1920** Enfield 6h.p. Combination, mileage under 20; £185.—46, Gladstone Av., East Ham, London. [1871]
- ENFIELD** Twin, 2½h.p., 2-speed, splendid condition, tyres nearly new; £45.—87, Truro Rd., Wood Green. [8153]
- ENFIELD** Combination, 6h.p.; a bargain, £97/10.—Wilkins, Simpson, and Co., opposite Olympia, London. [2205]
- ENFIELD** 2-stroke, 1918, condition almost new, lamps, etc.; best offer above £50.—47, Hamilton Rd., Reading. [2203]
- LOOK!**—3h.p. twin Enfield, 1915, 2-speed, Bosch, Amac; nearest £55.—Young, Kitsbury Garage, Berkhamsted. [1460]
- 3** h.p. Enfield, late 1915, K.S., 2-speed, lamps; after 6. all day Saturday; £60.—17a, Lytchett Terrace, Richmond, Surrey. [1542]
- ENFIELD** Combination, 1916, 6h.p., fully equipped, splendid outfit; £138.—Confectioner, 222, Oldham Rd., Failsworth, Manchester. [X7991]
- 6** h.p. Royal Enfield Combination, 1917, in good running order; offers solicited.—The Fife Coal Co., Ltd., Survey Dept., Leven. [1999]
- 6** h.p. Enfield Combination, late model, overhauled and rebushed, lamps, horn, luggage grid; £130.—Willoughby, Merstham, Surrey. [1983]
- ROYAL ENFIELD** 2½h.p. Twin, 2-speed gear, just overhauled, lamps, tools, good condition; £52.—H. Cragg, 53, Conduit Rd., Stamford. [1669]
- ENFIELD** 1920 2-stroke, 2-speed, delivery ex-stock, at list price; £68, plus carriage.—Elce and Co., 15-16, Bishopsgate Av., Camomile St., E.C.3. [0072]
- 1916** Enfield Combination, 6h.p., dynamo lighting, fully equipped; £146.—Smith's, 10-16, Haverstock Hill, opposite Chalk Farm Tube Station. [0126]
- ENFIELDS.**—Place your name on our list without delay, rotational delivery strictly adhered to, no premiums.—Bedford Garage, Walsall. Phone: 270. [5306]
- 1918** Enfield 3h.p. Twin, 2-speed, kick start, lamps, horn, etc., small mileage; first £70 secures; before 8 p.m.—2, Noel Rd., Edgbaston, Birmingham. [1457]
- ROYAL ENFIELD** 1915-16 3h.p., 2-speed, K.S., accessories, mechanically perfect, like new; £70, or near offer.—306, Kingston Rd., New Malden, Surrey. [X8034]
- 1916** Enfield 3h.p. 2-speed, K.S., lamps, horn, good tyres, T.T. bars, footrests, unused this winter; £55.—Watson, Elizabeth House, Boreham Wood, Herts. [1502]
- 1919** 6h.p. Enfield Combination, 3 P. and H. lamps, Watford speedometer, horn, practically new condition; £150; N.W. district.—Box 2,681, c/o The Motor Cycle. [1570]
- ENFIELD** Combination, 6h.p. J.A.P., just overhauled, complete with lamps, wind screen, apron, and spares; £105; splendid condition.—Bowen, 41, Coleham, Shrewsbury. [X7988]
- ENFIELD** 1916 Combination, new tyres, wind screen, full kit, speedometer, mileage guaranteed under 3,000, practically unscratched; £145.—Phone: Griffiths, Brixton 286. [2006]
- 1919** Enfield Lightweight, under 600 miles, complete, speedometer, horn, etc.; reasonable offer, or exchange combination, cash adjustment.—73, Holme Rd., East Ham. [2084]
- ENFIELD** 3h.p. Twin, 1917, in perfect condition; £70, or exchange with cash for 6h.p. combination (late model).—Write, Blacher, 50, Hillaries Rd., Gravelly Hill, Birmingham. [1498]
- EDMUND**, Oct., 1919, 2½h.p. J.A.P., Enfield 2-speed, not ridden 30 miles, bought by lady who is buying lady's machine; £76.—Miss Glyn, Thistlewood, Dalston, Cumberland. [2064]
- 1916** Enfield Combination, 6h.p., fitted with 700x80 tyres, Lucas dynamo lighting set and horn, spares, and extra piston, all fine condition; £150.—Osgood, Alma Rd., Clifton, Bristol. [2083]
- 1916** Enfield Combination, engine just overhauled by J.A.P. at cost of £18/10, new chains, light car tyres; £120; owner medically advised not to ride.—Child, Shoe Works, Colwyn Bay. [1472]
- 1920** (March) 8h.p. Royal Enfield Combination, Lucas magdyno lighting set, Best horn, luggage grid, mat, Palmer cord tyres, not run 100 miles; £200.—14, South Bank Rd., Bury, Lancashire. [2249]
- WAUCHOPE'S**, 9, Shoe Lane, Fleet St., London.—6h.p. Royal Enfield combination, 1917 model, offers; also 1916 6h.p. Royal Enfield combination, and 1913 Royal Enfield combination, ready for the road. [1424]
- ENFIELD** 6h.p. J.A.P. Combination, 1914, large family sidecar, all-chain-driven, handle start, fully equipped, unusually good outfit, any inspection and test; 102 gns.—S.R.L., Fairview, Gordon Rd., S. Woodford. [2133]

MOTOR CYCLES FOR SALE.

Enfield.

- ENFIELD** 1916 3h.p. Twin, 2-speed, clutch, kick start, all-chain, lamps, horn, speedometer, mirror, etc., has been carefully used, and is in almost new condition; £66; any trial given.—R. Watson, 132, High St., Aldeburgh, Suffolk. [2021]
- ENFIELD** 1916 Twin Combination, 6h.p., just overhauled by makers, first-class condition, Lucas electric lighting outfit, Enfield hood and screen, Stewart horn, spare parts; £180.—White, 61, Hampton Rd., Teddington, Middlesex. Phone: Molesey 254. [1516]
- ENFIELD** 3h.p., 1919 (July), specially selected engine, 2-speed, clutch and kick-starter, semi-T.T. handle-bars, horn, hooked grips, Palmer cord tyres 26x2½ (unpunctured); Brooks No. 170 saddle, under-screen, complete set of tools, spare cover and tubes, fast, reliable and economical, in perfect condition throughout, £85; electric lighting set, £5; Watford trip speedometer, £4.—Box 334, c/o The Motor Cycle. [X6875]
- Excelsior.**
- 1920** American Excelsior, just delivered; at list price.—The Central Garage, 12, Bridge St., Jordan's Yard, Cambridge. [1771]
- 1919** British Excelsior, 2-speed model, lamps, horn, tools, as new; £57.—The Central Garage, 12, Bridge St., Jordan's Yard, Cambridge. [1773]
- LANCASHIRE**, Cheshire, North Wales, Isle of Man only.—American Excelsior; enquiries.—J. Blake and Co., Official Dealers, Liverpool-Manchester. [6586]
- THE** New 1920 American Excelsior represents the best value for money on the market. Book now for early delivery. Fitted with Swan de Luxe sidecar.—Edwards and Parry, 4, Blenheim St., Bond St. Mayfair 2666. [2262]
- EXCELSIOR-BUILT** 2-seater Sidecar Combination, 5-6h.p. Condor engine (single), 3-speed, handle-start, lamps, speedometer, all spares, first-class condition; trial given; £85.—Mr. A. Gregory, 11, Upper North St., Poplar, E.14. [1778]
- 6** h.p. British Excelsior Combination, 1915, 3-speed countershaft, all chains, new screen, 3 new lamps, Klaxon, speedometer, apron, engine and gear box just returned from makers (all renewed), usual spares, excellent condition; first £130; any trial by appointment; owner buying car.—Burton, Builder, Cheam, Surrey. [1994]
- Fafnir.**
- F**AFNIR, 3h.p. Brown-Barlow, very fast; bargain, £22.—Geo. Braithwaite, Bainbridge Rd., Sedburgh. [X7992]
- 3½** h.p. Fafnir, 2-speed, F.E., mag., excellent condition; £26/10.—1, Clifton Terrace, Liskeard, Cornwall. [1626]
- 3½** h.p. Fafnir, Grado gear, wicker torpedo sidecar, 2 wind screen, perfect tyres, lamps, sundries; ride away; photograph; £27.—29, Cherhill, Caine, Wilts. [1928]
- Fleetwing.**
- F**LEETWING 1915 3½h.p. Combination, cane sidecar, free engine, kick starter, Mabon variable gear, in thoroughly good condition; £70.—70, Yalding Rd., Bermondsey. [2001]
- F.N.**
- 3½** h.p. F.N. single gear, mag., tyres good, horn; price £25.—Roberts, Four Firs, Lepton, Huddersfield. [1676]
- F.N.**, 2½h.p., Druid forks, coil, needs overhauling; £15, or nearest.—P.D., 2, Thorold Rd., Chatham. [1904]
- F.N.** 4-cyl. 1914, hand clutch, 3-speed; £40, or near offer; good condition.—King, Borough, Farnham. [1720]
- F.N.** 2½h.p., 2-speed, h.c. clutch, shaft drive, mag., lamp set and horn; £35.—Bracey, Bennington, Herts. [1829]
- C**ROW Bros., Guildford, F.N. agents for the 7h.p. 4-cyl. and 2½h.p. lightweight. Book your machine now. [3171]
- F.N.** 4-cyl. drop frame, new, Dunlop, sound condition; £30, no offers.—Greenfield, Adyar, Shorncliffe Rd., Folkestone. [1818]
- F.N.** 5-6h.p., 4-cyl., shaft drive, 2 speeds, kick start, hand clutch, as new; £70, or offer.—Manderson, Woodbush, Dunbar, N.B. [X8037]
- 5** h.p. F.N., newly enamelled, in good running order, fast and powerful; £30.—Coleman, 14, Elderberry Rd., Well Hall, S.E.9. [X7997]
- 5** h.p. 4-cyl. F.N., 2 speeds, shaft drive, overhauled, fine order, many new parts.—Apply, Reid, Grantown View, Grantown-on-Spey. [2119]
- £**26.—Belt-drive F.N. 2½h.p., perfect condition, good appearance; will ride 100 miles to purchaser.—31a, Compton Rd., Kensal Green N.W.10. [1739]
- F.N.**, 4 cys., 2 speeds, hand clutch, just spent £30 in overhaul; £55, or exchange for lightweight.—Buckner, 1, Tarver Rd., Manor Place, Waltham. [1993]
- 1914** 4-cyl. 3-speed F.N., speedometer, clock, Lucas horn, lamps, Gloria sidecar, hood, screen, portmanteau, spares, tools, perfect order.—Philbrick, 5, Elsham Rd., Kensington, London. [9509]
- F.N.** 4-cyl. Coachbuilt Combination, electric lighting, 2-speed, clutch, smart outfit, runs like a car, fast and powerful; any trial; 75 gns., bargain; after 5 o'clock.—11, Pretoria Av., Walthamstow, E.17. [1702]



NEW SPECIALITIES FOR 1920 ENTIRELY NEW MODEL MOTOR CYCLE HEADLAMP.

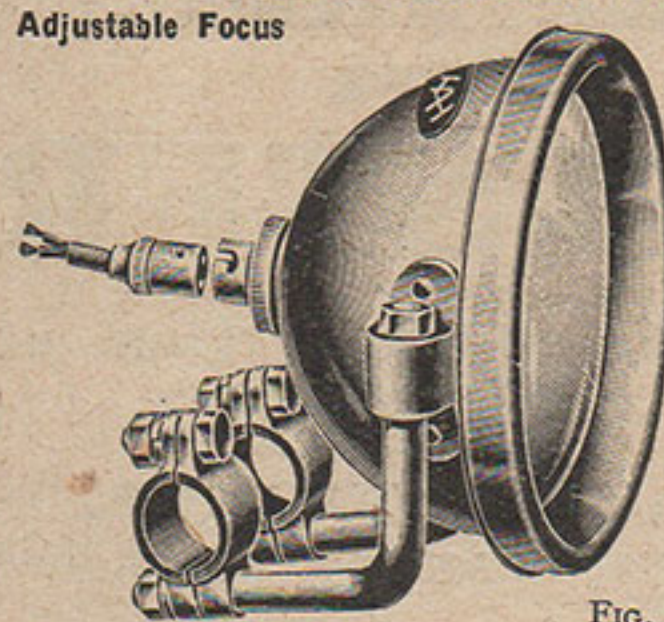


FIG. 878.

Fitted with arms, clips and bolts for handlebar fixing.



Double ended bayonet holder showing large milled locking ring for adjusting focus.

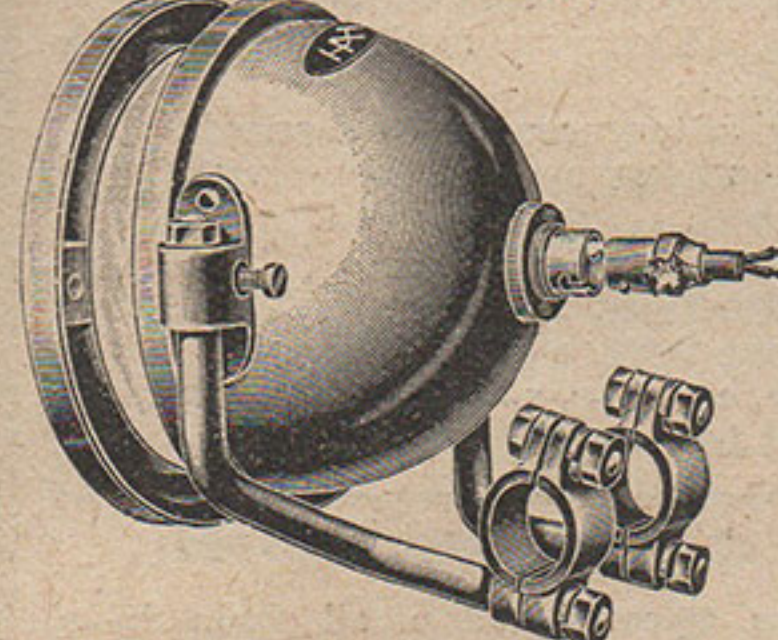


Illustration showing detachable front and method of fixing, with draw screws each side.

Fig. 878 in black plated finish . . . 55/- each.
 „ 878 Nickel-plated or brass finish 54/- each.
 S.B.C. electric bulbs for this lamp . . . 3/- each.
 carriage extra.

NOTICE TO THE TRADE.
DELIVERIES—Special efforts have been made lately to speed up deliveries, and already a great improvement is apparent. Owing to the very large number of orders on hand, it is impossible to give delivery by return, and at present a slight delay is unavoidable. Customers are therefore thanked for consideration and indulgence already extended and assured that every possible effort is being made to complete orders on hand in strict rotation of receipt.

NEW SPECIALITIES & ACCESSORIES FOR 1920.

Many new lines are in course of production, and customers should therefore ask for their name to be added to the mailing list for new Catalogues as issued.

Will all customers kindly note
CHANGE OF ADDRESS.

**A. H. HUNT,
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 TUNSTALL ROAD,
 CROYDON,
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Telephones:
CROYDON
 2225 & 2226.

Telegrams:
"KEYAGE."
CROYDON.

MOTOR CYCLES FOR SALE.

F.N.

4-CYL. F.N., Bosch, B.B., footboards, dropped frame, sound but needs adjusting, £27; another, less unit and tyres, £7; carburetter and controls, 15/-; connecting rods, exhaust pipes, flywheel, and few other spares; cheap, offers.—Heath, Winterringham, Doncaster, Lincs. [2032]

Forward.

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—2½h.p. Forward motor cycle, £27/10. [1425]

Glen.

GLEN-VILLIERS Lightweight Motor Cycles, 1920 models; delivery from stock; single speed 53 gns., 2-speed 60 gns., 2-speed, clutch, kick starter, 68 gns. Agents wanted.—Adams, Motor Depot, Fighting Cocks, Wolverhampton. [X7963]

Harley-Davidson.

JACK HEALY, Cork, official Harley agent.—Rotational delivery. No premiums accepted. [6488]

HARLEY-DAVIDSON.—Book now for early delivery —Official Agents, The Motor Cycle Mart, Stafford St., Walsall. [X3382]

HARLEY 2-speed 7-9h.p., hand, foot-controlled clutch, 3 lamps, new sidecar; appointment.—Taylor, 25, Barby Rd., W.10. [2155]

HARLEY-DAVIDSON, 1918, 3-speed model, as new; £120, or offer.—Littlewood, c/o Brown, 385, Garrett Lane, Wandsworth, London. [2035]

HARLEY-DAVIDSON 1915-16 Model 7-9h.p. Combination, perfect mechanical condition, all accessories; £120.—101, Church St., Croydon. [1872]

HARLEY-DAVIDSON (1917) Combination, new tyres, spare chain, valves; £135.—Carter, 29, Heathway, Northumberland Heath, Erith. [1736]

1915-16 Harley-Davidson Combination, 7-9h.p., 3-speed, overhauled; £115, or exchange for recent combination.—Box 2,741, c/o The Motor Cycle. [2288]

7-9h.p. Harley-Davidson Combination, 1916, electric model, just overhauled, new tyres, fast; £130.—Stonehouse, Manor House, Highley, Kidderminster. [X7985]

1919 Harley-Davidson, magneto model, discs, lamps, horn, spare tyre, tube, etc., perfect order, insurance; ride to purchaser; £155.—Box 428, c/o The Motor Cycle. [1557]

HARLEY 7-9h.p. Combination, 1915, Mills-Fulford sidecar, good tyres, lamp, splendid order, too fast for owner; £148.—Richardson, 108, Eastgate, Worksop, Notts. [2062]

HARLEY-DAVIDSON Combination, 1915, complete with lamps, horn, luggage carrier, tools, speedometer, spare cover and inner tubes; best offer over £130; by appointment.—Griffith, 90, Newman St., London, W.1. [1491]

FOUR 1918 (guaranteed) Mag. Model Harleys, mechanically perfect, but rough; £100 each; absolute snips.—B.P. Garage (J.A.P. specialists), 40, Murray Mews, Murray St., Camden Town, N.W. nr., N.L. Railway. See Douglas. [2094]

HARLEY-DAVIDSON 1920 Mag. Model, acetylene lighting, electric horn, speedometer, all accessories, new January, done a few hundred miles only, new condition; £175, or with new sidecar, 200 gns.—Roberts, Blencathra Garage, Keswick. [0154]

HARLEY-DAVIDSON 1916 7-9h.p. Combination, Bosch mag., Lucas lamps, tyres practically as new, nearly new Millford sidecar with hood, the whole in excellent condition; £165, or nearest offer; only reason for selling, new A.J.S. just received.—T. H. Drinkwater, Sandhurst, near Gloucester. [1975]

Hazlewood.

1920 Hazlewood (delivered Jan.) Combination, 6h.p. J.A.P. 3-speed C.S., clutch, K.S., Canoelet sidecar; list price, £185; accept nearest to £170.—Saunders, Cycle Co., Chatham. [9576]

5-6h.p. Hazlewood Combination, standard equipment, etc.; may be obtained on Harrods system of easy payments.—Harrods Motor Showrooms, 116-118, Brompton Rd. (opposite Main Building), London, S.W.1. [1617]

HAZELWOOD 6h.p. Combination, brand new, immediate delivery; price £186, plus delivery charge; first cheque secures machine.—The Shotton Motor and Cycle Co., 85, Chester Rd., Shotton, near Chester. [1891]

H.B.

H.B. Blackburn 2½h.p. 1920 2-speed Model, as new; £85.—Moss, Weir. [X7685]

H.B. 2½h.p. Blackburne engine, 2-speed, kick starter, hand clutch; 90 gns.—Delivery ex-stock from Joseph Devey and Co., 50, Darlington St., Wolverhampton. Phone: 606. [1055]

Henderson.

1920 Henderson 10h.p., brand new; £200.—2, Nightingale Rd., Lower Clapton. [1597]

1920 Henderson, dynamo lighting, 3-speed, kick starter, brand new, unused; what offers? private owner.—J. Wilson, West Hall, Byfleet. [1484]

LANCASHIRE, Cheshire, North Wales, and Isle of Man.—Enquiries for Henderson 4-cyl. wanted.—J. Blake and Co., Official Dealers, Liverpool-Manchester. [6587]

THE COVENTRY Motor Mart Ltd., London Road, Coventry.

Telegram: "Selection, Coventry"

NEW MACHINES FOR EASTER

All in Stock at Time of Going to Press.

LIGHTWEIGHTS.

- Alldays Allon, 2-speed, kick-start, hand clutch.
- Omega Jap, 2-speed, kick-start, hand clutch.
- Excelsior Jap, 2-speed, kick-start.
- Calthorpe Jap, 2-speed.
- Calthorpe, 2-stroke, 2-speed.
- Connaught, Standard model, single speed.
- Connaught, Miniature model, 2-speed, kick-start, hand clutch.
- Ivy, all purpose model, 2-speed, kick-start.
- Ivy, all purpose model, 2-speed.
- Hobart Jap, 2-speed, kick-start.
- Hobart, 2-stroke, 2-speed.
- Clyno, 2-stroke, 2-speed. (2)
- Metro-Tyler, 2-speed discs.
- Metro-Tyler, 2-speed.
- Sun, 2-stroke, 2-speed, kick-start.
- Dot Jap, 2-speed.

COMBINATIONS.

- New Imperial, 6 h.p. all chain drive, Canoelet, mm. 4 sidecar.
- Hazlewood Jap, 6 h.p.
- Acme, 6-8 h.p. with spare and interchangeable wheels.

SIDECARS IN STOCK

Canoelet, Mills-Fulford, Grindlay, Montgomery.

ALL AT MAKERS' LIST PRICE.

We are COVENTRY'S Largest Motor Agents.

And can give you earliest possible deliveries of any make of motorcycle for which we are accredited agents.

THE COVENTRY MOTOR MART LTD. LONDON ROAD, COVENTRY.

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MOTOR CYCLES FOR SALE.

Henderson.

HENDERSON 10h.p., 2-speed, torpedo coachbuilt sidecar, lamps, horn, speedometer, etc., first-class condition; £145.—Clay, 35, Topsfield Parade, Crouch End, N.8. [2067]

1917 4-cyl. Henderson, Campion sidecar, luggage carrier, lamps, horn, h.b. watch, Watford speedometer, knee-grips, tools, spares, recently overhauled, perfect condition; £150.—Williams, 161, Upper Parliament St., Liverpool. [X7690]

HENDERSON 10h.p., 4-cyl., used for demonstration and road test only, not done 1,000, recently examined throughout, complete with accumulator electric lighting, Sunbeam sidecar, Easting wind screen, efficient leg shields, and all necessary accessories; £230.—Batten, Hope Park Lodge, Peebles, N.B. [X7461]

Hobart.

1920 Hobart-Jap, 2½h.p., Sturmey-Archer 2-speed, kick starter, brand new; immediate delivery; £80.—Clarke and Co., Queen St., Louth. [2170]

Humber.

HUMBER 2h.p., new belt, lamps; ride away; £30.—Allen, Clayton St., Skelmersdale. [1703]

HUMBER 3½h.p., Bosch; £45, no offers.—Lynn, 53, North Side, S.W.18. [2214]

BEDFORD Garage Walsall, district agents for Humbers; rotational delivery. [5307]

HUMBER 3½h.p. Twin, lamps, mechanical horn, tools, ride away.—Hall, 25, Venue St., Poplar. [2019]

£38.—**Humber** 3½h.p., B. and B., Bosch, fast, good throughout, lamps.—Swinford, Minster, Isle of Thanet. [1849]

HUMBER Lightweight, perfect condition; evenings; £25.—Westbury, 7, Raleigh Rd., Richmond, Surrey. [2199]

2½h.p. Humber, 3 speeds, clutch, nearly new tyres, condition as new; £48.—Smith, Great Gidding, Peterborough. [1009]

1919 Humber Combination, flat twin, mileage 800, lamps, horn; £140.—89, Oak Lane (phone 2190), Bradford. [2179]

HUMBER 3½h.p., Bosch, 2-speed, clutch, excellent condition; £35, or near offer; any trial.—41, Park Rd., Leyton, E.10. [2189]

HUMBER 3½h.p., late 1919, not ridden 200 miles, owner selling owing to ill-health; £90.—163, Fort Rd., Bermondsey. [1534]

HUMBER Combination, 3½h.p., handle start, Bosch mag., 2-speed, wicker sidecar; £65.—Medcal, 18, The Wash, Hertford. [X7996]

HUMBER 3½h.p. Single, T.T., low built, lamps, tyres good, Bosch, ride away; £37; offers.—417, Highland Rd., Chiswick. [2259]

HUMBER 3½h.p. Combination, 2-speed, clutch, handle start, lamps, good running order; £48.—King, Egrove Farm, Oxford. [X8003]

HUMBER Combination 3½h.p., 2 speeds, handle start, wicker S.C., good; any trials; £65, no offers.—55, Green Walk, Crayford, Kent. [1896]

HUMBER 2½h.p. 1914, 3-speed, clutch, full equipment, excellent condition; £45.—Kington, 2, King Edward Parade, Norbury, S.W. [1972]

HUMBER 3½h.p. 2-speed, mag., handle start, recently overhauled, owner purchased lightweight; £40.—Evans, Tynant, Llantwit Major. [1625]

HUMBER 3½h.p., sidecar Watsonian, Bosch mag., splendid condition; £50; first cash secures, no offers.—Baxendale, 20, Mordaunt Rd., Harlesden. [1884]

HUMBER 6h.p., horizontal opposed, w.c., 3-speed combination, Millford sidecar, just overhauled, tyres good; 100 gns.—115, Gainsborough Rd., Crewe. [1467]

EARLY Delivery of the Celebrated Humber machines from the accredited agents.—The Lankester Engineering Co., Motor Cycle Dept., 63, Brighton Rd., Surbiton. [2090]

LATE 1919 Humber Flat Twin, mileage 1,500, condition as new, Millford sidecar, spring cushion, and luggage board, Cowey speedometer; £140.—Hall, 30, Gunterstone Rd., W.14. [1543]

HUMBER Lightweight, 3-speed, clutch, splendid running order, tyres perfect; any trial; ride away; £35; seen by appointment after 3 o'clock Saturdays.—R. Green, Elmwell, Suffolk. [1552]

Indian.

1914 Indian 7-9h.p. Combination, new condition; any trial; £100.—H. Wright, Arlesey, Beds. [2073]

1920 Indians: prompt deliveries.—E. Brown, Indian Specialist, 3 and 7a, Parker Lane, Burnley. Tel.: 194. [X6264]

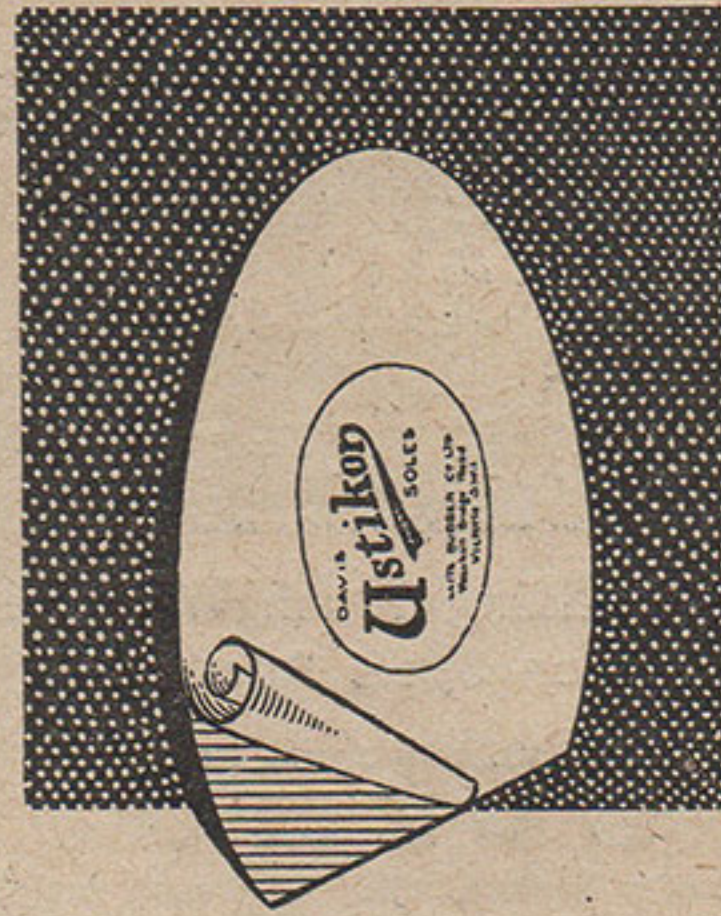
INDIAN Combination, 7-9h.p.; £105; 2 new tyres.—Can be seen at Bishops, Bartholomew St., Newbury. [2202]

7h.p. Indian and Mills-Fulford sidecar, 1913, 2-speed clutch model, Lucas lamps and horn, good running order; £70, or nearest offer.—Boucher, Redbourn, Herts. [1899]

MOTOR CYCLES FOR SALE.

Indian.

- L**ATE 1919 Indian Combination, 7-9h.p., dynamo; £190; seen any time.—29, St. Leonard's St., Bromley-by-Bow. [1914]
- I**NDIAN 7-9h.p., 2-speed, clutch, speedometer, lamps, horn, tools, new appearance; £65.—16, St. Mary Abbotts Terrace, Kensington. [2156]
- 1915** 5-6h.p. Indian Combination, complete, good condition, laid up 1916 and 1917; price £90.—Box 2,732, c/o *The Motor Cycle*. [1963]
- I**NDIAN 7-9h.p., 1913, 2-speed, clutch, in good running order; £55, or offer to clear.—Broom, 1, Montague Mews, N. Crawford St., Baker St., London. [1945]
- 7-9h.p.** Indian Combination, coachbuilt, clutch model, 2-speed, kick start, everything as new; £95.—295, Harrow Rd., Paddington, London. [1455]
- W**AUCHOPE'S, 9, Shoe Lane, Fleet St., London.—7-9h.p. Indian combination, 1914, electric lighting model, disc wheels, £105; also 1914 model, £77/10. [1426]
- 7-9h.p.** Indian Combination, spring frame, clutch, 2-speed, K.S., hood, W.Sc., pillion, electric horn; £105; appointment.—F.K., 92, King's Cross Rd., W.C. [1752]
- 1920** Powerplus Electric Combination, disc wheels, mileage 400, fully insured, open expert examination, perfect; £210, or near.—Indian, 63, St. George's Place, Glasgow. [X8017]
- 1915** 7-9h.p. Indian Combination, 3-speed, kick starter, electric lighting, hood and screen, beautiful condition; £120.—Anthony, 64, Dyne Rd., Brondesbury. [1517]
- I**NDIAN Combination, late 1914, not used during war, kick start, clutch, 2 speeds, fast, good; offers, exchange 2½h.p. Douglas cash.—4, Fenwick Grove, Peckham Rye. [1509]
- 1916** Powerplus Indian, electric light and horn, kick start, hand and foot clutch, new heavy Dunlop tyres; bargain, £135.—374, Grove Green Rd., Leytonstone. [2074]
- 1920** 7-9h.p. Indian Combination, electric lamps, speedometer, spare valves (2), handle-bar mufflers, tools, done 2,500 miles; £190.—Craze, 9, Alum Chine Rd., Bournemouth. [1649]
- R**EADY to Ride Away.—Indian 7-9h.p. 1913 combination, 2-speed, clutch, kick start, all on, condition equals late model; £90.—Call any time, 7, Recreation Rd., Sydenham. [2112]
- 1916** Indian 7-9h.p. Powerplus Combination, electrically equipped, 3-speed, hand and foot clutch, speedometer, tools; £140.—Simpson, 8, Argyll St., London. Gerrard 1004. [2120]
- I**NDIAN 7-9h.p., 2-speed, 1914, replated, enamelled, and thoroughly overhauled, heavy Dunlops, all 1916 improvements, really as new; price £85.—374, Grove Green Rd., Leytonstone. [2075]
- I**NDIAN Road Racer (1915), 7-9h.p., clutch model, not used till 1918, in perfect running condition, complete; nearest offer £90; see by appointment.—S. Mitchell, The Lindens, Farnham, Surrey. [1929]
- 1920** 7-9h.p. Indian Combination, dynamo, electric, speedometer, Sterling mud shields to match, aluminium disc wheels, little used and unpunctured; what offers?—Rodber, Richmond, Yorks. [1478]
- I**NDIAN 5-6h.p., 1915, 3-speed, clutch, K.S., tyres almost new, mechanically perfect, lovely sporting solo machine; £85 for quick sale; trial by appointment.—Allen, 154, Lower Addiscombe Rd., Croydon. 'Phone: 117. [9063]
- I**NDIAN 1915-16 5-6h.p., new Swan Canoelet sidecar, disc wheels, 3-speed, kick start, enamel and plating as new, lamps, motor cycle horn, Binks carburetter; any examination; £120.—2, Fortune Gate Rd., Harlesden, W.10. [9886]
- I**NDIAN 1916 Coachbuilt Combination, 5-6h.p., 3-speed countershaft gear, recently overhauled, in perfect running, tyres perfect, new heavy Dunlop back; £100 or near offer.—Beech Hill, Mayford, Woking. [2210]
- 1915** Indian 7-9h.p. Combination, 3-speed, clutch, kick starter, lamps, etc., beautiful coachbuilt sidecar, everything in splendid condition; £125.—Turner, 499, High Rd., Wood Green. 'Phone: Patmers Green 600. [1879]
- 1920** Indian Powerplus Combination, with Indian bulbous back sidecar, numerous accessories and spares, any examination, perfect condition; £220.—Danesbury, 52, Woodbourne Av., Streatham, S.W. 'Phone: 169 Brixton. [1749]
- I**NDIAN 7-9h.p., 1916, in perfect condition, hardly used owing to illness of owner, new batteries required for lamps, otherwise complete; seen near Northallerton, Yorkshire; 100 gns., or near offer.—Box 2,744, c/o *The Motor Cycle*. [2289]
- F.O.C.H.** have a 1916 Indian 5-6h.p., 3-speed, clutch, K.S., overhauled by makers, fully equipped, excellent order.—Fair Offer Car House, 5, Heath St., Hampstead (nr. Hampstead Tube Station). 'Phone: Hampstead 3752. Hours 9-7, including Saturdays. [8504]
- 1920** Indian 7-9h.p. Combination, latest bulbous back sidecar, dynamo lighting, including sidecar lamp, electric horn, speedometer, absolutely new, mileage only 250, magnificent outfit, ready for Easter; £250; seen any time.—Indian, 1, Blenheim Grove, Peckham, S.E.15. [1514]



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F.O.C.H. have a 1915 Indian 5-6h.p. Combination, 3-speed, clutch, kick start, overhauled, re-enamelled, plated, as new, electric lights.—Fair Offer Car House, 5, Heath St., Hampstead (nr. Hampstead Tube Station). 'Phone: Hampstead 3752. Hours 9-7, including Saturdays. [8503]

Invicta.

INVICTA Lightweight, fitted with Villiers 2½h.p. 2-stroke engine, 24in. and 26in. wheels; may be obtained on Harrods system of easy payments.—Harrods Motor Showrooms, 116-118, Brompton Rd. (opposite Main Building), London, S.W.1. [1615]

Ivy.

IVY.—The Walsall Garage, Walsall, can supply at early dates. [7218]

IVY 2-speed 2-stroke. Orders booked for early delivery.—Rothwell and Milbourne, Cowleigh Garage, Malvern. [6186]

IMMEDIATE Delivery of all Ivy models, the acknowledged finest lightweight.—Full particulars, H. G. Henly and Co., London and District Agents, 91, Gt. Portland St., W.1. Mayfair 4084. [0022]

Ixion.

1916 Ixion 2½h.p., 2-stroke, Villiers engine, footboards, leg shields, in perfect running order; £35, lowest.—44a, Wakeman Rd., Kensal Rise, N.W. [2068]

1917 2½h.p. Ixion, just overhauled, excellent condition, Dunlop tyres and belt, practically new, Lucas lamps; £36; satisfaction guaranteed; owner going abroad.—Dutton, Austerston, Nantwich. [X7959]

James.

THE Walsall Garage, Walsall, for good deliveries of all James models. [7220]

JAMES.—All models; early deliveries.—A. J. Young and Co., Ltd., Newmarket. [0145]

31h.p. twin James, 1915, 3-speed model; £75.—204, Holdenhurst Rd., Bournemouth. [X7864]

5-6h.p. James Combination, practically new; £165.—Sparks, Park Farm, Wootton, Surrey. [1767]

JAMES 4½h.p., believed 1914, 2-speed, powerful; £55.—Griffith, 6, Gipsy Hill, Norwood. [8924]

JAMES 1920 5-6h.p. De Luxe Combination, just delivered; what offers?—Young, Misterton, Somerset. [1578]

JAMES 2-stroke, 1920, brand new, not ridden; first offer list price, £70.—47, Hamilton Rd., Reading. [2204]

5-6h.p. James and Sidecar (July, 1919), lamps, wind-screen, etc.; £155.—Creswell, Barnfield Rd., Exeter. [1463]

1916 James 2-stroke, 2-speed, C.S., good condition, lamps, horn; £50.—125, High St., Merton, S.W.19. [2222]

JAMES Big Single Combination, P. and H. lamps, tyres and condition perfect; £110.—193, Francis Rd., Leyton. [2011]

1919 James Combination, 6h.p., mileage 400, Lucas lamps, Klaxon; £160.—89, Oak Lane ('phone 2190), Bradford. [2180]

1916-17 James 4½h.p. Combination, electric lamps, Watford trip, in good condition; £110.—Edwards, 27, The Boroughs, Hendon. [1781]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—1920 5-6h.p. James combination, twin cylinder, includes accessories; offers. [1427]

JAMES 2-speed, 2-stroke, lamps, horn, new Dunlops, perfect running and appearance; £46/10.—Seen at 151, Kingston Rd., Teddington. [1487]

JAMES 1920 5-6h.p. Twin Combination, nearly new de luxe sidecar; £185.—Elce and Co., 15-16, Bishopsgate Av., Camomile St., E.C.3. [0070]

JAMES 4½h.p., 3-speed, enclosed chain drive, Binks carburetter, lamps, horn, very powerful; any examination; £70.—44, Camden Rd., Tunbridge Wells. [1490]

ADVERTISER Requires someone to take delivery of 5-6h.p. Model de Luxe James combination, Easter or before, at listed price.—Box 2,745, c/o *The Motor Cycle*. [2292]

41h.p. James 3-speed Combination, fully equipped, 4 discs, valves enclosed, spares, lamps, top-hole condition, ready to ride away; £140.—83, School Lane, Didsbury, Manchester. [2239]

JAMES 5-6h.p. Combination, 1919 (Aug.), unriden this year, electrically equipped, Klaxon, insurance, spares, etc.; £175.—Dentist, 162, High St., Walthamstow. 'Phone: Walthamstow 347. [1814]

1914 James, 4h.p., and sidecar; 2 speeds, handle start, discs, Bosch, recently overhauled, painted Dreadnought grey, very smart; £65; seen any time.—Pine View, Maybury Hill, Woking. [1902]

1920 James 4½h.p., big single combination, ready for delivery, catalogue price; exchange entertained; deferred payments, half down.—Bunting's Motor Exchange, Wealdstone. [2124]

JAMES 1916 3½h.p. and Venus sidecar, splendid condition, lamps, horn, speedometer, clutch, 3-speed, all chain drive, not done 4,000 miles, kick start; 95 gns.—12, Elm Gardens, Hammersmith. [1875]

MOTOR CYCLES FOR SALE.

James.

1918 3½h.p. Twin James, discs, 110 m.p.g., lamps, horn, excellent condition, tyres good, T.T. very fast and sporty; 85 gns.—Soanes, c/o Greenwood Bros., 74-5, Arches, Putney Bridge, London. [9713]

5-6h.p. James Combination, twin engine, De Luxe sidecar, extra heavy tyres; may be obtained on Harrods system of easy payments.—Harrods Motor Showrooms, 116-118, Brompton Rd. (opposite Main Building), London, S.W.1. [1616]

J.A.P.

1914 o.h.v. J.A.P., 4h.p., fast condition, perfect; £55; Friday.—9, Lanercost Rd., Tulse Hill, S.W. [2187]

J.A.P. 1920 6h.p., new, unregistered, countershaft; £120.—45, Lawden Rd., Bordesley, Birmingham. [1803]

4h.p. J.A.P., good running order, Bosch, B.B., nearly new engine; £30.—Mace, The Court, Daglingworth, Cirencester [1811]

J.A.P. Motor Cycle, 2½h.p., in Omega frame, 2-speed, discs, T.T. bars, excellent condition; £45.—Smout, 28, Radford, Coventry. [X7580]

1913 J.A.P. 3½h.p., Binks, Bosch, lamps, etc., new tyres, tubes, perfect running, new appearance; £46; after 6 week-end.—Long, 59, Gartmoor Gardens, Southfields, S.W. [2043]

1915 4h.p. J.A.P. Twin P.V., 3-speed gear, engine just overhauled and rebushed, spring frame, Binks 3-jet, roomy C.B. sidecar, new tyres back and side, excellent running order, take 3 anywhere, Miller lamps; £75.—Entwistle, Garage, West Haddon, Rugby. [1832]

J.E.S.

J.E.S. Motorcyclette, better than a scooter, economical, reliable.—Enquiries invited by J. Blake and Co., Liverpool and Manchester. [6579]

J.E.S., in perfect order, just overhauled by makers. Wattle belt, automatic carburetter, almost new Dunlop Magnum tyres, price £25; perfect spare engine for above, also just overhauled, £7; or £30 for whole outfit.—Major H., Littlewick Meadow, Knaphill, nr. Woking. [1721]

J.H.

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—7-9h.p. J.H. and sidecar, 1915, M.A.G. engine, Sturmey-Archer 3-speed countershaft gear; £115. [1428]

Kerry

KERRY 2½h.p., requires adjustment, brand new Amac, Dixie; £18.—8, Telford Rd., Hendon, N.W.9. (After 6.) [1799]

KERRY 2½h.p., just had £10 spent on Bosch, other parts, and complete overhaul, Amac, spring forks, tyres excellent, low and sporty, good going order; £21/10 lowest.—Herbert Talbot, 8, Darlington Rd., West Norwood. [2196]

KERRY Combination, 3½h.p., Palmer tyres, Best and Lloyd drip feed, Bosch waterproof, Brooks saddle, B. and B., lamps and horn, very powerful, ride away; £45, or exchange for lightweight and cash.—7, David's Rd., Forest Hill, S.E. [1500]

Lea-Francis.

1920 Lea-Francis, just delivered; offers.—A.B., 39, Westbourne Ter., N. Paddington, W.2. 'Phone: Padd. 3418. [2102]

LEA-FRANCIS, 1920, new, not used, Mag engine, every refinement; best offer over £130.—47, Hamilton Rd., Reading. [9976]

LEA-FRANCIS 1919 Combination, all-chain enclosed drive, excellent condition; £135, or nearest.—3, Vere St., Rugby. [X8045]

LEA-FRANCIS, 4h.p. J.A.P., latest improvements, delivered November and stored, unsoiled; £120.—49, Kendrick Rd., Reading. [X8015]

LEA-FRANCIS, 1914-15, 3½h.p., 2-speed, free engine, chain drive, in good condition; £70.—H. Kimpton, Somersham, Hunts. [1469]

LEA-FRANCIS, 1920.—Place your name on our waiting list for delivery of these aristocratic mounts.—A. J. Sproston, Ltd., 198, Gt. Portland St., W.1. [0099]

Levis.

LEVIS.—Popular model; in strict rotation.—A. J. Young and Co., Ltd., Newmarket. [0120]

CYRIL WILLIAMS for early delivery of Levis.—Chapel Ash Depot, Wolverhampton. [X8626]

LEVIS 2½h.p., 1916, full range fitments, lovely order; £45.—109, St. Leonard's Rd., Mortlake. [X7942]

2½h.p. Levis, 2-speed countershaft, £50; 2½h.p. Levis, single, £44.—Hunt, Elm House, West Wickham, Beckenham. [1853]

1916 2½h.p. Levis, engine perfect condition, tyres good, enamel slightly shabby; £38.—Inglewood, Reigate Rd., Leatherhead. [1519]

LEVIS, 2½h.p. 1918, Enfield 2-speed, clutch, perfect mechanical and external condition; 50 gns.—Hayward, 54, Kingsmead Rd., Tulse Hill, S.W. [1671]

LEVIS.—We strongly recommend, and can supply early, this famous 2-stroke.—District agents, The Walsall Garage, Wolverhampton St., Walsall. 'Phone: 444. [17219]

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Levis.

LEVIS Popular, 1918 guaranteed, splendid condition and appearance, all accessories, electric lamps, tyres and belt perfect; £55.—Capt. Hay, Cookham, Berks. [1628]

LEVIS 2½h.p., engine 2972, re-enamelled, completely overhauled, Lucas, Stewart, horn, spares, tools; ride away; £45 nett.—Tugwell, Chemist, Highcliffe, Hants. [1696]

LEVIS 2½h.p. 1920 Popular Model.—Vivian Hardie and Lane, Ltd., authorised agents, 24, Woodstock St. (off Oxford St.), Bond St., W.1. 'Phone: Mayfair 6559. [0082]

LEVIS 1920 2½h.p., complete with head and tail lights, horn, and tools, tyres, tubes, and belt nearly new; pair £60, selling 45 gns.—Apply, Box 2,748, c/o The Motor Cycle. [2297]

LEVIS Populars convertible into 2-speed models with the addition of the Roc countershaft gear.—Apply, Roc Gear Dept., A. W. Wall, Ltd., Hay Mills, Birmingham. [0136]

LEVIS, guaranteed 1916, mileage 2,000, knee grips, mechanical horn, B.B., E.I.C., condition throughout as new; snip, £47/10.—322, Lordship Lane, E. Dulwich, London. [2209]

1920 2½h.p. Levis, mileage 550, been carefully run in, 130 m.p.g., lamp, Lucas horn, etc., everything guaranteed; £57.—Wall, side door Victoria Club, Wellington St., Strand, W.C. Opposite Lyceum Theatre. [2269]

LEVIS, single speed model, in perfect order and condition, new Clincher tyre, complete front and rear lamp sets, horn and tools, carefully used, and as good as new; £45.—Marshall, The Gables, Bridge St., Witham, Essex. [1510]

Lincoln-Elk.

LINCOLN-ELK 3h.p., Dixie, variable jet, tyres excellent, aluminium footboards, spring forks, French grey, good horse; £20.—Morgan, Winston, Stourmarket. [1783]

L.M.C.

1920 6-7h.p. L.M.C. and Millford Skiff sidecar, new; £160.—22, Sackville Rd., Bexhill-on-Sea. [1768]

1919 4½h.p. L.M.C., 3-speed gear box, K.S., h.c., new condition, about 1,500 miles, accessories; £90.—26, Galpin's Rd., Norbury, S.W.16. [X7999]

Martinsyde.

MARTINSYDE-NEWMAN.—Barnes Motor Garage having been appointed special authorised agents can promise earliest possible deliveries commencing next month.—Secretan and Mallet, Ltd., 149, Lowther Parade, Barnes, S.W.13. 'Phone: Hammersmith 1743. [0140]

MARTINSYDE-NEWMAN Combination, the sensation of Olympia.—Book your order now for strict rotation delivery with J. Blake and Co., the motor cycle experts, 110-112, Bolt St., Liverpool, Britain's premier motor cycle saloon; also at Blackfriars St., Manchester. [6580]

Matchless.

EGERTONS, Northgate St., Ipswich, can offer early delivery Matchless if ordered now. [7645]

CROW Bros., Guildford, West Surrey agents for this first-class outfit.—Matchless in name and quality. [3173]

MATCHLESS Combination, 8h.p., overhauled and repainted; £125.—Bale, 126, High St., Croydon. 'Phone: 1882. [2231]

1919 Matchless, lamps, horn, wind screen, spare wheel, luggage carrier, Tan-Sad, perfect; trial; £165.—183, Moulsham St., Chelmsford. [1724]

MATCHLESS 1919 Victory Model, Auster screen, spare wheel, lamps, good condition; £165; after 7.—F. Towers, 182, Kew Rd., Richmond, S.W. [9892]

MATCHLESS 1915 Combination, 3-speed, kick-starter, full equipment, excellent condition; £145.—Kington, 2, King Edward Parade, Norbury, S.W. [1973]

MATCHLESS 1914 6h.p. Combination, 2 speeds, kick start, J.A.P. engine, coachbuilt sidecar, all accessories; £90.—Dr. Searle, 67, Bridge St., Cambridge. [1725]

5-6h.p. Twin Matchless-Jap Coachbuilt Combination, countershaft gears, kick starter, requires magneto to complete; £40, to clear.—Marks, see under Douglas. [2306]

MATCHLESS 8h.p. Combination, J.A.P., Bosch, speedometer, lamps, spare belt and tubes, in perfect order; £95.—Dimond, Bootmaker, Sutton-at-Hone, Kent. [9060]

MATCHLESS Combination, Model H, 1920, dynamo lighting, legshields, Cowey horn and speedometer, done 500 miles; £245.—Bolton, 11, Oakfield Rd., Southgate. [2016]

MATCHLESS 8h.p. Coachbuilt Combination, wind screen, 2-speed, kick starter, chain drive, first-class condition; £100.—Haines, The Valley, Glass Mill Lane, Bromley, Kent. [1791]

MATCHLESS Victory Model, May, 1918, combination, spare wheel, in perfect order throughout, plating and enamel unscratched; £158.—175, The Grove, Denmark Hill, S.E.5. [2004]

MATCHLESS 4h.p. Combination, 3-speed kick start, chain-cum-belt drive, new Dunlop tyres just fitted, lamp and accessories; £75, or nearest offer.—Dredge, 125a, Lupus St., Pimlico, S.W.1. [1927]

MOTOR CYCLES FOR SALE.

Matchless.

1920 Model H Matchless Combination, electric, every accessory, only done 50 miles; £240, or offer cost £250 new last month.—Write, David, 12, Railway Approach, London Bridge, S.E.1. [1537]

1914 Matchless, 6-8h.p., and sidecar, J.A.P. engine, Bosch mag., lamps, speedometer, horn, tools, in splendid condition and perfect running order, stored during war; £90—1, Melrose Rd., Merton Park, S.W. [1960]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—8h.p. 1920 Matchless combination, detachable wheels, spare wheels, accessories, ridden less than 500 miles, offers; also 1916 7-9h.p. M.A.G. Matchless, £165. [1429]

6-8h.p. o.h.v. Matchless-Jap, 1913, adjustable pulley, fast, comfortable, touring machine, starts easily, runs slowly, B. and B. pilot jet carburetter, Lucas head lamp, generator, Klaxon horn; £65.—Kingscote, Dorchester. [1524]

MATCHLESS New Spring-frame Model.—Orders booked for rotational delivery. Demonstration model on view. Replacements for Matchless models of all dates in stock.—Tassell, 1a, Bloomfield Rd., Plumstead, S.E. [9411]

1914 5-6h.p. Matchless-Jap, complete with lamps, horn, pump, and spare tubes, latest Zenith carburetter, Bosch mag., Best's lubricator, sound and good appearance, fast; cheap at £55.—Homestead, Birchington. [2192]

MATCHLESS Model H Combination, dynamo lighting, fully equipped. Book now for early delivery.—Authorised London agents, Vivian Hardie and Lane Ltd., 24, Woodstock St. (off Oxford St.), Bond St., W.1. Phone: Mayfair 6559. [0081]

6h.p. twin Matchless-J.A.P., believed 1914, engine just rebushed right through, Bosch waterproof, single speed, adjustable pulley, new Palmer cord back, nearly new front tyre, enamel and plate equal new, fast solo mount; £65.—Wallis, 49, High St., Saffron Walden, Essex. Phone: 45. [1948]

MATCHLESS Combination.—Book your orders with Ross, 86, High Road, Lee, S.E., for 1920 spring frame 8h.p. Matchless combination. A model always on view at above address. Deliveries guaranteed strictly as per order received. Retail price as ruling at time of delivery. A large assortment of second-hand motor cycles of all makes always in stock. [5242]

Metro.

METRO 2-stroke, 1917, T.T. bars, disc wheels, sportsman's model; £38.—R., 24, Pier Rd., Erith. [2319]

METRO-TYLER.—Enquiries from Liverpool and district invited by J. Blake and Co., 110-112, Bold St., Britain's premier motor cycle saloon. [6581]

1919 Metro-Tyler, 2-stroke, single speed, lamps (P.H.), mechanical horn, tools; this is a new machine (done 200 miles); owner going back to France; price 50 gns.—Taillardant, Chatsworth, Colne Rd., Clackton-on-Sea. [1712]

Minerva.

3h.p. Minerva, Bosch, Amac, good running order; £26.—76, Western Rd., Southall, W. [1858]

MINERVA 3½h.p., mag., B. and B., fine running order; £18, grand bargain; after 5 p.m.—Lee, 5, Fyfield Rd., Walthamstow. [1687]

MINERVA 2½h.p., Bosch, B. and B., wants timing only; £25; consider cycle car wheels part.—56, Crown Rd., E. Twickenham. [1546]

Monarch.

2½h.p. Monarch-Villiers, 2-stroke, 2 speeds, as new, 4 ridden 20 miles only; £65.—Chapman, Aylesbury Rd., Wendover, Bucks. [1850]

MONARCH 2½h.p. Villiers 2-stroke, Albion 2-speed gears, not done 100 miles; £65.—Roberts, Blencathra Garage, Keswick. [0155]

Motosacoche.

MOTOSACOCHÉ 2½h.p., Bosch, Druids, XI'all, Avon tyres, splendid condition; ride away; £25.—8, Shalimar Rd., Acton. [1631]

2½h.p. Motosacoche, Bosch mag., splendid compression, and good running order; £20.—Bostock, 80, South St., Ilkeston. [X7688]

MOTOSACOCHÉ 3½h.p. Combination, hood, screen, etc., 1914, but used about 9 months only, perfect order; a real bargain, £85; buying new.—Richardson, 3, Broughton Pavement, Stoke Newington, N. [2272]

New Comet.

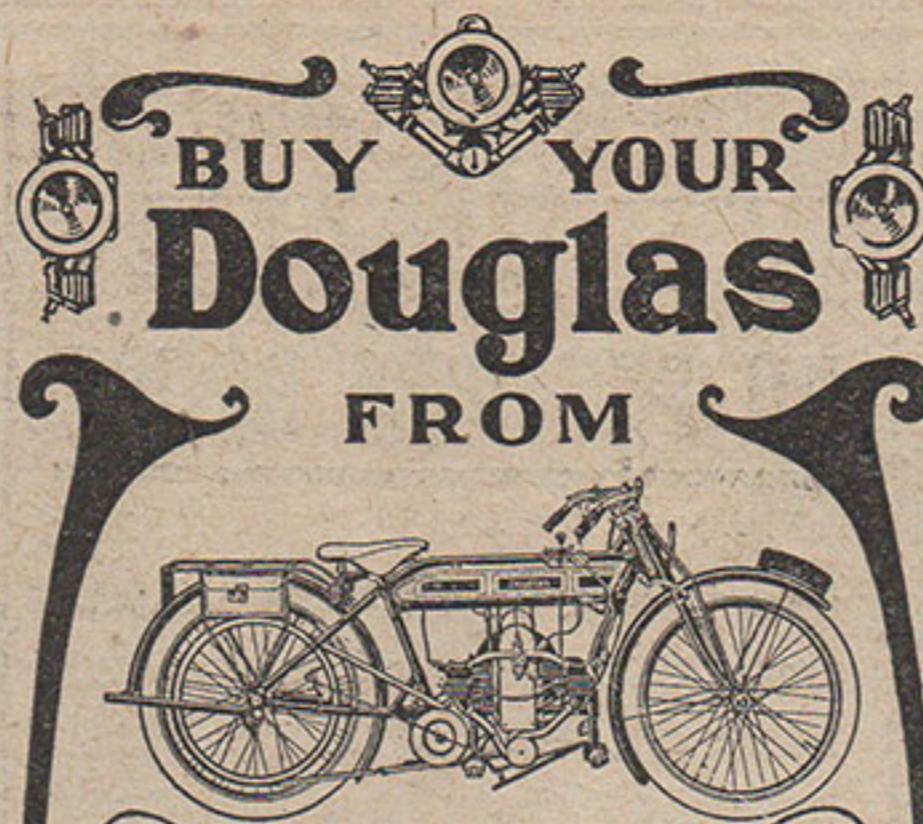
NEW COMET—In stock, New Comet 2-stroke, £60; or with sidecar, £78.—Sandham Engineering Co., 336, Gray's Inn Rd., W.C.1. Phone: Holborn 933. [1935]

New Hudson.

1920 6h.p. New Hudson Combination, run only few miles.—Anderson, 10, Binnie Place, Glasgow. [2008]

NEW HUDSON 1915 2-stroke, splendid condition, lamps, horn, etc.; £38.—Williams, Ironmonger, Crowland, Peterborough. [1461]

NEW HUDSON lightweight, late 1919, lamps, leg-shields, horn, tools, etc., mileage 600, absolutely perfect condition.—Alexander, Winkleigh, N. Devon. [1889]



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New Hudson.

1915 3½h.p. New Hudson, 3-speed, clutch, kick start, Bosch mag., Miller lighting set, horn, good tyres, new belt, splendid machine; £60, nearest.—Olliver, 46, Springfield Rd., Brighton. [1898]

NEW HUDSON 2-speed 2-stroke, 1915, just completely overhauled, engine rebushed, practically new tyres, Palmer and Dunlop, usual accessories, smart little bus, private; £55.—199, Fox Lane, Palmer's Green, N. [1539]

NEW HUDSON 4h.p., 1914, 3-speed (hub), countershaft drive, clutch kick start, new lamp set, horn, etc., in perfect condition throughout, stored 4 years; any trial; £58/10.—R. Watson, 132, High St., Aldeburgh, Suffolk. [2022]

1914 New Hudson, 2-stroke, 2½h.p., 2-speed, Bosch, B. and B., chains, belt, tyres; head and rear lamps and horn, almost new, saddle, and all bright parts in splendid condition, also controls and engine, tools and spares, ready for riding; £50, or nearest offer.—Letters to Kruse, 37, St. Helens Rd., Hastings. [X7950]

New Imperial.

CROW Bros, High St., Guildford, have contracted largely for 1920 New Imperials. [X7946]

1918 New Imperial 2½h.p., 2 speeds; £58.—G. Wilson, 84, Whitley St., Reading. [2242]

NEW IMPERIAL 2½h.p., 2-speed, fast and reliable; £45; ride away.—82, Norman Rd., Wimbleton, S.W. [2114]

1919 (Oct.) New Imperial, 2½h.p., 2-speed, clutch, kick starter, perfect; £67/10.—Bishop, 39, Cheddon Rd., Taunton. [2182]

NEW IMPERIAL, 2½h.p., 1917, clutch, countershaft, lamps, excellent condition; £49.—Brynmennai, Cheam Rd., Sutton. Phone: 1259. [1522]

NEW IMPERIAL 1916 2-speed, just rebushed, lamps, horn, tools; £45, no offers; after 6 p.m.—Davis, 42, Thirsk Rd., Clapham Junction, London. [1723]

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London, E.C.4.—New Imperial lightweight machine, delivery in 10 days; 71 gns. First cheque secures. [1430]

1919 New Imperial, 2½h.p. J.A.P., 2-speed, lamps, very fast, hardly used, in perfect condition; £60.—Townsend, 276, Abbeyfield Rd., Sheffield. [1479]

8h.p. New Imperial-Jap, Military combination, 1918, 3-speed countershaft, hand clutch, all-chain, mechanically perfect; £128.—Hill, 44, Winchester Rd., Brislington, Bristol. [X8036]

8h.p. New Imperial (delivered December), Mills-Fulford sidecar, Lucas horn and lamps, done less than 800 miles; trial: what offers over £160.—Butcher, Beaufort House, Wark-on-Tyne. [1804]

F.O.C.H. have a brand new New Imperial, light tourist No. 2; list price.—Fair Offer Car House, 5 Heath St., Hampstead (near Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [2275]

8h.p. New Imperial, 3 speeds, clutch and kick starter, and coachbuilt sidecar; may be obtained on Harrods system of easy payments.—Harrods Motor Showrooms, 116-118, Brompton Rd. (opposite Main Building), London, S.W.1. [1618]

Norton

JACK HEALY, Cork, official Norton agent.—Rotational delivery. No premiums accepted. [6486]

NORTON 3½h.p. Countershaft Model, Dec., 1915, just overhauled, frame and tank enamelled in makers' colours; £90.—Clatworthy, St. Patrick's Hall, Northcourt Av., Reading. [1493]

NORTON Big Four, 1916, speeds, clutch, and luxurious coachbuilt sidecar, hood, screen, apron, new condition; any trial; £115, or exchange light car.—Adams, 278, Dudley Rd., Wolverhampton. [X7962]

N.S.U.

N.S.U. Twin and Sidecar; £36.—Hall, next to Green Man, Whetstone, London. [1825]

N.S.U. 2½h.p., single-speed, complete, lamps, horn, etc. in splendid condition, ride away; £30.—165, High St., Hounslow, Middlesex. [1988]

N.U.T.

JACK HEALY, Cork, official N.U.T. agent.—Rotational delivery. No premiums accepted. [6489]

N.U.T.—The motor cycle par excellence; regular deliveries from works.—A. J. Young and Co., Ltd., Newmarket. [0117]

N.U.T.—We are sole wholesale and retail agents for Staffordshire, and can supply these famous machines for early delivery.—Walsall Garage, Walsall. Tel.: 444. [7221]

W. SPARROW, Ltd., Osborne Garage, Yeovil, sole agents for Somerset, including 10 miles radius of Yeovil, for N.U.T. motor cycles; early deliveries. Write for particulars. [8395]

T.T. N.U.T., believed 1915, 3½h.p., overhead valve twin J.A.P. engine, 60 mm. bore, new back tyre, good front lamp set and horn, sporting mount; £75.—Wallis, 49, High St., Saffron Walden, Essex. Phone: 45. [1949]

N.U.T. 1914-15 3½h.p. Twin, T.T. model, 2-speed, N.S.U. gear, T.T. bars, in most excellent condition throughout, stored 3 years, fast sporting machine; £75; exchanges.—R. D. Varty, Thundersley, Rayleigh, Essex. [2283]

MOTOR CYCLES FOR SALE.

N.U.T.

N.U.T. 1920 Model 3½h.p., Lucas dynamo lighting, electric horn; 140 gns., complete.—Authorised London agents, Vivian Hardie and Lane, Ltd., 24, Woodstock St. (off Oxford St.), Bond St., W.1. Phone: Mayfair 6559. Book now for early delivery. [10080]

O.K.

O.K. 1920 Model, done 120 miles; £37.—White, 8, Pottery Rd., Brentford. [1759]

O.K. Junior, Villiers engine 2½h.p., 2-speed, in stock; £65.—Birch's Garage, Wolverhampton. [1637]

O.K. (late 1919) 2-speed, 2-stroke, little used, complete with accessories; £65.—Lt. Willson, Flowerdown, Winchester. [1937]

O.K.—New 2-speed 2-stroke, Villiers, in stock.—Chandler, Reyre and Williams, Hitchin, Herts. Phone: 165 Hitchin. [0064]

2½h.p. O.K.-J.A.P., 2 speeds, perfect, equal to new, lamps, etc.; £50; no dealers; after 6 Thursday.—172, Greenvale Rd., Eltham, S.E.9. [2247]

1917 O.K., 2-speed, 2½h.p., in perfect condition, ready to ride away; £45.—A. Flower, Harpenden Garage and Coach Works, Harpenden. [1541]

F.O.C.H. have a brand new O.K. Junior, Mark V.; list price.—Fair Offer Car House, 5, Heath St., Hampstead (near Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [2276]

Omega

OMEGA-J.A.P., 2-speed, and medel de luxe, at 66 and 74 gns. respectively.—Stocked by Lloyd and Son, 29, Station St., Lewes. [1675]

P. and M.

CYRIL WILLIAMS for early delivery of P. and M.'s.—Chapel Ash Depot, Wolverhampton. [X8624]

P. and M. Combination, lamps, horn, and tools; £130; 250 miles.—Jones, Grocer, Trimdon Garage. [X7682]

P. and M. Combination, as new; £110, or near offer; complete; seen any time.—King, Borough, Farnham. [1719]

DECEMBER (1919) P. and M., engine No. 9077, unscratched; £105.—F. Jeffery, 3, Herbert Grove, Southend-on-Sea. [1544]

P. and M., 2-speed, good condition, complete with lamps; £48.—Bale, 126, High St., Croydon. Phone: 1882. [2232]

P. and M. 3½h.p., 2 speeds, believed 1913 or 1914, new tyres and saddle, disc wheels; £48.—G. Wilson, 84, Whitley St., Reading. [2243]

1920 R.A.F. P. and M. 3½h.p., 2-speed, horn, etc., £100 lowest, run 300 miles, and in perfect condition.—Box 427, c/o *The Motor Cycle*. [X8044]

P. and M., 1918, 3½h.p., reconstructed R.A.F. model and new canoelet sidecar; £105.—Elce and Co., 15-16, Bishopsgate Av., Camomile St., E.C.3. [0068]

£105 W.D. P. and M. Combination, new sidecar, selected machine.—Clifford Wilson Mfg. Co., 70, Royal Hospital Rd., Chelsea, S.W.3. Tel.: Kens. 7115. [2161]

P. and M. Combination, in top-hole condition, fully equipped, with £20 worth of spares, 1919 model; £130.—A. Stevens and Sons, Whitchurch, Hants. Phone: 13. [2321]

PHELON-MOORE, ex-military stores, overhauled and sent on approval; £78; Millford and P. and M. sidecars to suit, ex-stock.—Maudes', 100, Gt. Portland St., London; 100 Paris St., Exeter. [2141]

1914 P. and M. Coachbuilt Combination, Cowey, Lucas lamps, full kit tools, ready for road, carefully used at week-ends only; £80; tourist.—Garaged, Wren's, 171, Seven Sisters Rd., Holloway. [1864]

P. and M., late R.A.F. model, unscratched, mechanically perfect, new back tyre, new chains, Lucas head lamp, horn, any trial.—Phone: Chiswick 1211, Boxmoor 62.—Box 2,766, c/o *The Motor Cycle*. [2325]

3½h.p. P. and M. Combination, 1912 engine, P. and M.'s best year for engines, perfect order, ready to make Easter tour on, owner purchased big twin for family, 3 H.A.H. electric lamps, accumulators, etc., complete Mills underslung C.B. sidecar, waterproof cover, 3 new tyres, ready to ride away; £70, or nearest offer.—Hunt, 23, Temple Sheen Rd., East Sheen, or phone appointment, London Wall 8220. [2248]

P. and S.

WAUCHOPE'S, 9, Shoe Lane, Fleet St., London.—P. and S. 2-stroke 2-speed Models, Villiers engine, £67/15; also kick start model, £74; delivery from stock. [1451]

P. and S. 2-stroke, several models in stock for immediate delivery.—Sole Agents for Midland Counties, The Commercial Rd. Transport Co. (Birmingham), Ltd., 461, Bearwood Rd., Smethwick, Birmingham. Phone: Edgbaston 724. T.A.: Commerport, Birmingham. [1925]

F.O.C.H. have a 1919 Sopwith-Pearson, Dalm engine, 2-speed, clutch, and kick starter, excellent order, fully equipped.—Fair Offer Car House, 5 Heath St., Hampstead (near Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [2277]

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MOTOR CYCLES FOR SALE.

Peco.

PECO motor cycle, 2-stroke; £25.—Nightingale's Garage, Crawley. [1878]

Peugeot.

PEUGEOT 4h.p. Twin, mag., tyres nearly new; nearest to £25.—232, High Rd., Wood Green, N. [2039]

5-6h.p. Peugeot-Bat Combination, 2-speed, free, new tyres, tubes, and belt, new P.H. lamp set; £60, or exchange 4h.p. solo.—1, Clifton Terrace Liskeard, Cornwall. [1627]

Precision.

PRECISION Enquiries Invited by J. Blake and Co., the leading motor cycle experts, Liverpool and Manchester. [6582]

PRECISION 2½h.p., 1914, Hutchinson tyres, 2 speeds, footboards, low machine; £33.—207, Raitlon Rd., Herne Hill, S.E.24. [2218]

3½h.p. Precision Engine Motor Cycle, 2-speed, 2-stroke, free engine, late 1919, guaranteed perfect; £70, or nearest offer, cash.—Bowden, Picton St., Kenfig Hill, Bridgend. [1981]

Premier.

4h.p. Premier, fitted T.T. engine, Bosch mag., very fast; £65.—Maskell, Easebourne, Midhurst. [1670]

PREMIER 4h.p., 3-speed countershaft, kick start, and excellent coachbuilt sidecar; £78.—King, Egrove Farm, Oxford. [X8004]

PREMIER 3½h.p., fixed gear, Bosch, excellent condition throughout; £25.—22, Dawson Rd., Byfleet, Surrey. [1531]

PREMIER 1914 2½h.p., B. and B., Bosch, just overhauled, excellent condition; £40.—Bacchus, Hills Place, Horsham. [1686]

PREMIER 3½h.p., 2-speed, splendid order throughout; bargain, £38.—Speechley, 1, Gunnersbury Lane, Acton Hill, W.3. [2251]

PREMIER 3½h.p., 1914, N.S.U. 2-speed, Bosch, B. and B., wicker sidecar, excellent order; any trial; £45.—S., Prospect Rd., Banbury. [X7980]

PREMIER 1916 3½h.p., gear box, condition excellent, not used for 2½ years, owner going abroad; £70.—Box 2,733, c/o *The Motor Cycle*. (D) [1964]

PREMIER Combination, 5-6h.p., Simms mag., B. and B., 3-speed, just overhauled, good tyres, lamps; £55.—23, Bexley Rd., Belvedere, Kent. [2100]

PREMIER Combination, 3½h.p., Armstrong 3-speed gear, clutch, Bosch mag., good running order; £50.—Seed, Tailor, 5, Replingham Rd., Southfields, S.W.18. [1619]

PREMIER 1913 3½h.p., 3-speed, Bosch mag., B. and B. carburetter, good tyres (1 new), lamps, new horn; best offer over £40.—15, Woodcote Grove Rd., Coulsdon. [2240]

PREMIER (late 1914) 2½h.p., C.A.V. mag., just been thoroughly overhauled, condition excellent.—B. S. Marshall, Ltd., 33-34, Foley St., W. Phone: Mayfair 5906. [0077]

PREMIER C.B. Combination, 3 speeds, clutch, Bosch, B. and B., mechanically perfect, tyres and belt sound, lamps, horn, pump, etc.; £65; ride away.—173, King's Rd., Kingston-on-Thames. [2257]

Quadrant.

4h.p. Quadrant, 3-speed, clutch, new gears, very powerful; £50.—Marks, see under Douglas. [2305]

WAUCHOPE'S, 9, Shoe Lane, London.—New Quadrant combination, 4½h.p., 1920 models; £122/10. [1432]

3½h.p. Quadrant, perfect order, fully equipped; £32; trial; or exchange lightweight.—7, Rodborough Mews, Woodfield Crescent, Harrow Rd., London. [2270]

4h.p. Quadrant, C.A.V. mag., B. and B., lamps, good running order, £30; Gloria sidecar, heavy cane, good order, what offers?—51, Clifton Park Av., Raynes Park, S.W. [1694]

BRAND new 1920 Quadrant Combination, 4½h.p.; £122/10; finest value on the market; in stock.—Clifford Wilson Mfg. Co., 70, Royal Hospital Rd., Chelsea, S.W.3. Tel.: Kens. 7115. [2162]

1920 Quadrant Combination, 4½h.p., S.A., 3 speeds, Canoelet sidecar, just taken delivery, not run 200, lamps, horn, pillion seat, Easting wind screen, spare valve, insurance, very smart appearance; reason selling, bought 8h.p.; accept £145.—Pearce, 238, Croxted Rd., Herne Hill, S.E. [1991]

Radco.

RADCO 2½h.p. 1915, sound running order, trial; £35.—Hall, 25, Venue St., Poplar. [2018]

2½h.p. Radco, 2-speed Albion, B. and B., Dixie, wants slight repair; what offers.—58, High St., Staines. [1536]

RADCO 2½h.p. 2-stroke, equal new condition, lamps, horn; £35.—Entwisle, 1, Countess Rd., Kentish Town, N.W.5. [2025]

1919 Radco, in perfect running order, lamps, horn, tools; a bargain.—The Central Garage, 12, Bridge St., Jordan's Yard, Cambridge. [1775]

RADCO, 1915, perfect condition, drip feed, new belt, lamps, etc.; £37/10; Saturdays after 2.—39, Marlborough Rd., Wimbledon Park, London. [1987]

MOTOR CYCLES FOR SALE.

Reading-Standard.

READING-STANDARD Combination, 8-10h.p., 2-speed clutch, kick start, Bosch, tyres nearly new; £100.—232, High Rd., Wood Green, N. [2038]

Regent.

SEND postcard for particulars of Regent 5-7h.p. flat twin to us. We can give earliest deliveries of these machines.—Elliott Bros. and Stevens, Cambuslang, Lanarkshire agents. [0124]

REGENT 5-7h.p. Flat Twin; deliveries commencing April.—Full particulars from the Lancaster Motor Co., 158, Norwood Rd., West Norwood, S.E. Distributing agents for South-east London. [9223]

Rex.

REX 5-6h.p., Bosch, B. and B.; bargain, £30.—97, Albert Rd., Croydon. [1574]

6 h.p. Rex C.B. Combination; £55, or nearest offer.—Clarke, Builders, Womley, Herts. [1708]

£22.—Rex 2½h.p., Senspray, Druids, mag., dropped frame.—Parker, 46, Shaw Rd., Blackpool. [2184]

3½ h.p. Rex, 1910, sporting, good condition; £17/10, or offer.—Chappell, Sketchley, Hinckley. [1839]

TWIN Rex 6h.p., Bosch, B. and B., clutch, handle start; £30.—21, Bernard Rd., Wrexham. [2128]

3½ h.p. Rex, 2-speed, handle starting, excellent condition; £38.—64, Dyne Rd., Brondesbury. [1518]

REX 3½h.p., Bosch, B.B., Grado gear, going order; £25; just overhauled.—59, Ivy Rd., Cricklewood, N.W. [X8042]

WAUCHOPE'S, 9, Shoe Lane, London.—8h.p. Rex twin combinations, 1920 models, early delivery; book now. [1433]

REX 5-6h.p. Twin, Bosch, B. and B., F.E., clutch, new belt, tyre, low built, ready for road; bargain, 40 gns.—153, Mortimer Rd., Willesden, N.W.10. [1745]

GREAT Bargain; ready to ride away.—Rex 1913 large coachbuilt combination, 2-speed, electric lighting, speedometer, wind screen; £65.—Call any time, 7, Recreation Rd., Sydenham. [2113]

REX Combination, all chain, No. 3284, 8h.p., late 1914, identical 1920, 3-speed A.J.S. gear, very powerful, any examination, just overhauled; 100 gns.; or exchange modern solo with cash.—60, King's Rd., Wimbledon. Phone: 1622. [2253]

Rex-Jap

LATE 1914 6-8h.p. Rex-Jap Combination, disc wheels, 2 speeds, Bosch, Amac, speedometer, head lamp, mechanical horn, mirror, pillion seat, new coachbuilt sidecar; best offer.—399, Higham Hill Rd., Walthamstow, E.17. [1998]

Rover.

LATE 1919 3½h.p. Rover Motor Cycle, all fittings.—36, Church St., Eastbourne. [1494]

1920 Rover, new, 3½h.p., 3-speed.—Ness, 204, Holdenhurst Rd., Bournemouth. [X7863]

ROVER Combination, 1919, 5-6h.p., 140 gns.—H. H. Rock, Cradley, Staffs. Tel: 145. [X7947]

1920 5-6h.p. Rover, with sidecar, just arrived (unpacked); what offers.—Young, Miserton, Somerset. [1579]

NEW 1920 Rover Countershaft 3½h.p., just arrived; best offer secures.—Rover, 3, Fairview Rd., Banbury. [X7906]

1920 Rover 3½h.p. 3-speed Countershaft, brand new, immediate delivery; list price.—Clarke and Co., Queen St., Louth. [2171]

1917 3½h.p. T.T. Rover, fast, powerful machine, in grand condition; £75, no offers.—Haddon, 40, Causeway, Staines. [2197]

£45.—1913 3½h.p. Rover combination, splendid machine.—Enderby, Schofield and Martin, 7, Southchurch Av., Southend. [2024]

ROVER 2½h.p., Bosch mag., B. and B. carburetter, m.o.v.; a bargain, £28/10.—Thos. Cooper, 8, Hirstwood Rd., Saltaire, Yorks. [1921]

3½ h.p. Rover, 3 speeds, clutch, new tyre and belt, 2 accessories, fast, excellent condition; £70.—Berwyn, Marsh Rd., Pinner. [2003]

ROVER 3½h.p., 1916-17, T.T., Philipson pulley, tools, etc., excellent condition, very fast; £85.—Forshaw, 75, Ladbroke Grove, W.11. [1629]


ROVER 1914 3½h.p., 3 speeds, B. and B., Bosch, Brooks 170, Lucas lamp set, fully equipped and good condition.—58, Church Rd., Upper Norwood. [9525]

1919 (late) 3½h.p. Rover, 3-speed countershaft, lamp, horn, all accessories, under 80 miles, condition as new; £115.—H. P. Lines, Dereham, Norfolk. [X8043]

3½ h.p. Rover Combination, 3-speed, clutch, coachbuilt sidecar, Lucas lamps, horn, speedometer, good running order; £80.—Gilham, Newsagent, Crockenhill, Swanley, Kent. [1741]

1920 5-6h.p. Rover Combination, just arriving from makers, splendid outfit, will drive to purchaser; list price; owner going abroad.—Longley, Y.M.C.A., Tottenham Court Rd., W. [1646]

ROVER Coachbuilt Combination, 3½h.p., 1916, 3-speed countershaft gear, perfect running order, splendid condition; £100, or near offer.—Write, Dunn, 17, Amity Grove, W. Wimbledon, S.W. [2314]



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MOTOR CYCLES FOR SALE.

Rover.

1914-15 3½h.p. 3-speed Rover Combination, dual electric and acetylene lighting, all new tyres, machine just overhauled, little used, stored during war; £100.—Morris, 8, Victoria Rd., Finsbury Park, N.4. [2194]

5-6 h.p. Rover Combination, J.A.P. engine, new Sept., 1919, all-chain, not war finish, with Rover sidecar, lamps and Klaxon, little and carefully used, about 1,500 miles, fast and silent, perfect condition; trial with pleasure; £170 lowest.—Perey and Taylor, 5, New Dover Rd., Canterbury. [X7902]

F.O.C.H. have a 1919 3½h.p. Rover and brand new coach sidecar, 3-speed countershaft, clutch, kick starter, fully equipped, as new, mileage under 300.—Fair Offer Car House, 5, Heath St., Hampstead (nr. Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [6866]

OCTOBER, 1919, Rover 6h.p. Jap Combination, in perfect condition, as new, only ridden 450 miles, specially-built Millford Empress sidecar, all 3 tyres 28x3in. Magnum Dunlops, Lucas horn and lighting set, special wide leg-shields, spare tube, tools, and spares, a magnificent machine; list price, £185.—Crosby, Old Bank House, Leamington. [X5951]

Royal Ruby.

JACK HEALY, Cork, official Royal Ruby agent.—Rotational delivery. No premiums accepted. [6490]

ROYAL RUBY 2-stroke, 1919, excellent running order; £48.—H. C. T. Rice, Esq., Oddington House, Moreton-in-Marsh. [2315]

ROYAL RUBY-J.A.P. 2½h.p., 2 speeds, hand clutch, bicycle No. 10506; any trial; £55, or nearest.—1, Park St., Wellington, Salop. [X8012]

ROYAL RUBY, 1920, 3h.p., spring frame; deliveries shortly; book now to secure.—Halifax Motor Exchange, Union St. South, Halifax. [2302]

WAUCHOPE'S, 9, Shoe Lane, London.—8h.p. 1919 Royal Ruby combination, fully equipped, Lucas accessories, Cameo wind screen, Cowey horn; offers. [1434]

ROYAL RUBY, 1919, as new, Villiers, spare tube, horn; bring £40 and ride away; seen any day after 6, and 1 on Saturday.—61, Torbay Rd., Brondesbury, N.W.6. [1789]

ROYAL RUBY 2-stroke, 1915, perfect condition, new belt, Klaxon horn, all accessories; £38, bargain.—Write, Sutters, The Holt, New Barnet, or phone: Regent 2507. [1653]

ROYAL RUBY 1919 Combination, 8h.p. J.A.P., Millford large sidecar, appearance and condition as new, fully equipped, seen after 6 p.m.; £135; ready for road, 100, Hailsham Av., Streatham Hill, S.W.2. [2266]

ROYAL RUBY, new 1918, 4h.p. J.A.P. combination, Sturmev-Archer 3-speed gear box, clutch, etc., fully equipped, splendid condition throughout; exchange entertained.—Bunting's Motor Exchange, Wealdstone. [2125]

Rudge

RUDGES—Early delivery of all models.—Bedford Garage, Walsall. Phone: 270. [5309]

1920 Rudge Multi 3½h.p., T.T. roadster, brand new; £120.—6, Blyth Rd., Worksop. [9543]

RUDGE Multi, 3½h.p., 1919, sidecar, horn, lamps; £115.—Wale, 7, Queen's Rd., Nuneaton. [X7438]

3½ h.p. Rudge (1914), excellent condition; £50, or near.—Hunt, West Wickham, Beckenham. [1854]

1919 3½h.p. Rudge Multi, lamps, horn, spare belt, and tool kit; £95.—13, St. James's Rd., Dudley. [X8001]

RUDGE 3½h.p., Eisemann, B. and B., good running order; £36.—St. Aubin's, Elm Grove, Wimbledon. [1550]

7-9 h.p. Rudge Multi, absolutely in stock; £147, plus carriage.—A. J. Young and Co., Ltd., Newmarket. [0146]

1920 Rudge Multi, 3½h.p., mileage 500, complete; £100, or highest offer over.—Chambers, Creffield Rd., Colchester. [1996]

RUDGE Multi Combination, 3½h.p., new, C.B., Lucas lamps; trial; £130.—41, Albert Rd., Handsworth, Birmingham. [X799]

I.O.M. Rudge Multi, 1919, 3½h.p., clutch, small mileage; £95.—Jackson, 89, Oak Lane (phone 2190), Bradford. [2181]

DAN GUY, Weymouth.—Rudge-Whitworth 3½h.p., good condition throughout, head, tail lamp, and numbers; £27/10. [1757]

RUDGE 3½h.p. T.T. C.A.V., Senspray, excellent condition, fast; £39; approval.—Gibbs, 58, Ashdown Rd., Worthing. [2190]

RUDGE Multi Combination, 1915 Show model, 5-6 h.p., fine condition; price 100 gns.—Bonny, 49, Upper Marylebone St., W.1. [1506]

3½ h.p. Rudge Multi, late model, new tyres and 32 belt, re-enamelled and overhauled; £70.—Willoughby, Merstham, Surrey. [1984]

1914 Roadster Rudge Multi, hand clutch, all accessories, very fast; offers.—Wren and Co., Brampton Works, Bexley Heath, Kent. [2286]

MOTOR CYCLES FOR SALE.

Rudge.

RUDGE Multi 5-6h.p. Coachbuilt Combination; £80, or nearest offers, for quick sale.—59, Colyers Lane, North Heath, Erith, Kent. [9685]

RUDGE Multi 3½h.p., C.A.V., hand clutch, good condition, very fast; any trial; £50.—Bird, 14, Gordon Rd., High Wycombe, Bucks. [2032]

RUDGE Multi, 3½h.p., 1919, standard roadster, in splendid order; £90.—Elce and Co., 15-16 Bishopsgate Av., Camomile St., E.C.3. [0066]

RUDGE Multi 5-6h.p. Combination, just overhauled and re-enamelled, hood, screen, etc.; price £84; any trial.—Smith, 377, Fore St., Edmonton. [2211]

RUDGE Multi, I.O.M., 3½h.p., 1919, new and unused, with coachbuilt sidecar; £135.—Keene, 301, Goldhawk Rd., Shepherd's Bush, W.12. [2087]

1913 Rudge, T.T. bars, long exhaust, tyres good, engine perfect, exceptionally fast, no good for loiterers; price £38.—21, Wheathill Rd., Anerley. [1840]

1919 Rudge Multi, delivered Dec., not ridden 200 miles, lamps, head and tail, mechanical horn, as new; price £97/10.—Watkins, East Brent, Somerset. [1755]

RUDGE Multi, 1913, h.b.c. clutch, new Palmer tyre, lamp, horn, generator, enamelling perfect; seen any time; £49/10.—Guiver, 6, Broadway, Fleet, Hants. [1728]

RUDGE Motor Cycle, clutch model, engine recently overhauled, in perfect condition; £48.—A. Stevens and Sons, Whitechurch, Hants. Phone: 13. [2322]

1919 Rudge Multi, 3½h.p., complete with lamps, horn and accessories, as new, done under 700 miles; £100.—R. Christopher, Broadmayne, Doncaster, Dorset. [X7859]

WAUCHOPE'S, 9, Shoe Lane, London.—5-6h.p. Rudge Multi and sidecar, £110; also 3½h.p. I.O.M. Rudge Multi, 1915, £90; another 1919 model, offers. [1435]

1919 5-6h.p. Rudge Multi and coachbuilt sidecar, speedometer, lamps, horn, tools, all in perfect order.—The Central Garage, 12, Bridge St., Jordan's Yard, Cambridge. [1772]

RUDGE Multi, 1917, 3½h.p., 1920 colours, semi-T.T., lamps, etc., new tyres or belt, with spare; 70 gns. or exchange Triumph or similar.—64, Turnpike Lane, Hornsey. [1505]

LATE 1919 Rudge Multi 3½h.p., excellent condition, Cowey speedometer, Stewart horn, lamps, spare belt, tools, etc.; £95.—Aston, 161, Upper Parliament St., Liverpool. [X7691]

1920 7-9h.p. Rudge Multi Twin and Sidecar, beautiful turnout, mileage 300, perfect; offers, or exchange for new 3½h.p. Sunbeam combination.—Turner, 27, Blackburn Rd., Church, Lancashire. [2034]

1919 (November) I.O.M. Rudge Multi, 3½h.p., tyres unpunctured, mileage 500, perfect running order, Miller lamps, Klaxon, complete toolkit, ready to ride away; best offer over £110 cash; after 2.—Horsfield, St. Julians, St. Albans. [1944]

F.O.C.H. have a 1919 Rudge Multi and Sidecar, 3½ h.p., small mileage, fully equipped, excellent order.—Fair Offer Car House, 5, Heath St., Hampstead (nr. Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [8507]

RUDGE Multi, 1914, hand clutch, kick start, stored 3 years, and gorgeous (new) C.B. Millford S.C., new tyres and belt, many spares, lamps, horn, generator, apron, spare tyre and 2 belts, overhauled and guaranteed, any test, splendid turnout; private owner; £80; after 7.—89, East Hill, Wandsworth, S.W. [1979]

RUDGE Multi 3½h.p. Tourist, with Watsonian touring sidecar, special strong chassis, with 4th point attachment fitted this month, combination new September, 1919, everything in perfect condition, complete with lamps, horn, tool kit, and sundry spares; £130 cash; will be ridden up to a 100 miles a week-end against firm offer of purchase.—Chapman, 107, Arundel St., Sheffield. [1690]

Sarolea.

5h.p. Twin Sarolea, T.T.; £40.—59, Palfrey Place, Dorset Rd., Clapham Rd., S.W.8. [1549]

Scott.

SCOTT'S—Try the expert for early deliveries.—Gibb, Gloucester. Phone: 852. [1474]

1920 Scott, solo, perfect; £135; Manchester.—Box 2,684, c/o The Motor Cycle. [1558]

SCOTT'S—Place your order now with the Bedford Garage, Walsall. Phone: 270. [5308]

SCOTT 3½h.p. Twin, brand new, 1920 model, in stock: 120 gns.—Birch's Garage, Wolverhampton. [1635]

SCOTT Combination, 3½h.p. 2-speed; bargain, £65.—H.H., 104, Leigham Court Rd., Streatham, S.W.16. [2176]

SCOTT, 1920, just delivered, unridden; best offer accepted over list price.—Coates, Glanconway, N. Wales. [X7957]

SCOTT—Exceptionally early delivery latest models; enquire our dates.—Parker's, Bradshawgate, Bolton. [X8020]

SCOTT, late 1913, 3½h.p., Bosch, Binks, tyres equal new, good condition throughout; £65.—Clarke, 2, Bond St., Yeovil. [1828]



This must interest you if you require early delivery of Britain's best three-wheeler—

THE Merrall-Brown.

SPECIFICATION.

ENGINE (1).—66 x 109.5 mm. 1,498 c.c. water-cooled 10 h.p. Coventry Simplex Engine. Lubricated by mechanical pump in base chamber. Started by crank at front of car.

MAGNETO (2).—M-L or Thomson-Bennett, hand-controlled.

CARBURETTOR (3).—Foot and hand-controlled Zenith.

CLUTCH (4).—Cone type on engine shaft, covered with friction lining, and foot-operated.

RADIATOR (5).—Tall and narrow, semi-Prince Henry type, honeycomb cooling.

WATER CIRCULATION (6).—Thermosiphon.

GEAR BOX (7).—Two speeds forward and reverse, direct drive on all gears. Central change lever. All gears and shafts are made from finest quality steel. Gears are constantly in mesh. Special design. (Patent No. 11,003.)

FRONT AXLE (8).—"I" section, with large journal ball bearings fitted to wheel hubs.

FRAME (9).—"U" section steel channel. Efficiently braced with cross members and tie rods.

SPRINGING (10).—Half-elliptic front, fitted with device to prevent rebound, quarter-elliptic rear, underslung.

STEERING GEAR (11).—By drum and double steel cables, of special improved design. Each cable is 200% over strength, and is separate from the other in operation of the steering.

Model A (2-seater) Complete Car Price - £330

Electric Dynamo Lighting Set, £16 10s. extra.

We are now in a position to accept orders for definite delivery dates of the above, and all orders will be accepted on the understanding that if the car remains undelivered after seven days of date quoted, deposit returned. Don't delay. Come and order to-day.

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MOTOR CYCLES FOR SALE.

Scott.

SCOTT Combination, coachbuilt, kick start, 2-speed, grand condition; £70.—295, Harrow Rd., Paddington, London. [1456]

1914 3½h.p. Scott Combination, not used during the war, in good running order; £90.—H. Sutton, 34a, Broad St., Stamford, Lincs. [1532]

SCOTT, 1914, recently thoroughly overhauled and all worn parts replaced with new; owner going abroad; £60.—Gordon Armstrong, Beverley. [8990]

SCOTT Combination, engine No. 1991, in perfect condition, recently overhauled, fully equipped, Sydenham sidecar, screen; £97/10.—Percy Wardill, Pound St., Carshalton. [1643]

1919 (late) Scott-Henderson Combination, engine No. 3657, mechanically perfect, tools, lamps, horn, low mileage, sidecar as new, 300 miles only; any trial; Norfolk district; £140.—Box 2,731, c/o The Motor Cycle. [1962]

SCOTT'S. Scotts. Scotts.—E. W. Ball, 6, Wheeley's Rd., Edgbaston, Scott's Birmingham agent. I will show you anything worth knowing about Scotts you buy from me, and give you absolute confidence in your mount. [X6629]

1920 Scott, just delivered, T.T. handle-bars, purple disc wheels to match tank, transferable insurance policy, not ridden 20 miles; any trial; owner's car delivered; very smart machine; £141, no offers.—Chattey, Chatsworth Hotel, Eastbourne. [1750]

SCOTT and Canelet Sporting Sidecar, 1920, just delivered, perfect condition, back rest, and torpedo apron to sidecar, oversize heavy Palmer tyres, unpunctured, Cowey speedometer, F.R.S. big head, tail, and sidecar lamps, unused, Lucas horn, complete set of tools, mileage 220 miles; £170, or near offers; seen by appointment.—Woodbridge, 39, Windsor Rd., Ealing. [1644]

Singer.

SINGER 3½h.p. 1914, clutch, speedometer, long exhaust, all perfect; £55; evenings.—64, Claremont Rd., Leytonstone. [1869]

4h.p. Singer Coachbuilt Combination, 2-speed gear box, just been thoroughly overhauled; privately owned; can be seen and tried; £80.—Instone's Garage, Cove, Farnborough, Hants. [2207]

SINGER, 1912, clutch model, Bosch, B. and B., lamps, and horn, new tyres and belt just fitted, perfect condition throughout; £38/10.—R. Watson, 132, High St., Aldeburgh, Suffolk. [2020]

Sparkbrook.

SPARKBROOK 2½h.p., countershaft, single speed £60, 2-speed £65; in stock.—Birch's Garage, Wolverhampton. [1638]

SPARKBROOK 1917 2½h.p., 2-stroke, 2-speed, Bosch, Senspray, perfect order; £45.—Ellison, 1, Countess Rd., Kentish Town, N.W.5. [2026]

1915 Sparkbrook 2-stroke, 2½h.p. Villiers engine, in perfect condition, owner going abroad; £35.—Smith, 2, Sandbrook Rd., Stoke Newington, N.16. [2130]

SPARKBROOK Lightweight, fitted with Villiers 2½ h.p. 2-stroke engine; may be obtained on Harrods system of easy payments.—Harrods Motor Showrooms, 116-118, Brompton Rd. (opposite Main Building), London, S.W.1. [1614]

Spur.

SPUR 1916 3h.p., 2 speeds, Watsonian sidecar; £65.—Phillips, 20, Wightman Rd., Harringay. [2154]

Sunbeam.

1919 Sunbeam, 3½h.p., delivered Nov., as new; what offers?—Ward, Northleach, Glos. [1806]

WAUCHOPE'S, 9, Shoe Lane, London.—3½h.p. 1914 Sunbeam and sidecar, offers; also 1919 model, offers. [1436]

SUNBEAM 6h.p. Combination, hood, screen, spare wheel, mudshields, accessories—Parker's Bradshawgate, Bolton. [X8018]

SUNBEAM 1915 3½h.p. Combination, black and gold, splendid condition, Lucas lamps and horn; £135.—Clarke, Queen St., Louth. [2173]

1917 Sunbeam Combination, leg shields, speedometer, Lucas equipment, as new; £130.—18, Hestercombe Av., Fulham. [2280]

SUNBEAM 1918 3½h.p. Combination, Millford sidecar, 2 lamps, Smith's speedometer, splendid condition; £175.—Maudes' (below). [2175]

SUNBEAM 2½h.p., 2 speeds, kick starter, chain drive, Bosch, Senspray, lamps, and horn, splendid lightweight; £76.—Maudes', 100, Gt. Portland St., London. [2142]

SUNBEAM, 2-speed, countershaft, splendid condition, lamps, horn, leg screens, accessories, etc.; £80.—M. Cripps, Waddesdon, Bucks. [2261]

1914 2½h.p. Sunbeam, first-class order, new kick starter, Sterling guards, undershield, etc.; £77.—Verity, Longfield House, Hatfield, Herts. [X7337]

SUNBEAM 6h.p., Canelet sidecar, perfect condition; also 1919 3½h.p. combination, Miller lighting set, picked engine; offers.—Attwood, Woodfield, Dursley. [2281]

6h.p. Sunbeam Combination, 1914, 3-speed, all-chain, hand clutch, Jones trip speedometer, 3 lamps, in first-class condition; £140.—52, Leslie Park Rd., Croydon. [1862]

MOTOR CYCLES FOR SALE.

Sunbeam.

1915 4h.p. Sunbeam Combination, lamps, horn, speedometer, screen, etc., excellent condition throughout, little used; £120.—436, Whitehorse Rd., Thornton Heath, S.E. [1556]

1919 8h.p. Sunbeam de Luxe Combination, electrically equipped, spare wheel, just overhauled; seen any time by appointment; £200.—J.W., Oakfield Park, Dartford. [9708]

LATE 1919 3½h.p. Sunbeam Combination, Lucas horn and lighting sets, Sunbeam wind screen, as new; first cheque £180, or nearest offer.—Smith, New Road Bakery, Kidderminster. [X7943]

FOR Sale, 3½h.p. Sunbeam, 3 speeds, free engine, complete with lamps and horn, practically unused, only purchased short time ago; owner bought car; first cheque £140 secures.—To be seen at Aldred's Garage, Driffield, Yorks. [2169]

SUNBEAM 8h.p., late 1919, special family sidecar with hood, wind screen, specially made cover for sidecar, Lucas lamps, horn, speedometer, watch, Tan-Sad, fitted up regardless of cost, all black and gold. The lot practically new, small mileage; nearest offer to £240.—Apply, R. Hall, Butcher, Bilston St., Wolverhampton. [1809]

T.A.C.

T.A.C. 4-cyl. Touring Machine, 6-8h.p., shaft drive, 3 speeds, Bosch mag., luxuriously sprung front and rear, excellent condition, bucket seat, very fast solo machine; ride away; £58, or near offer.—Whinnerah, Broughton, Grange, Lancs. [2110]

Triumph.

TRIUMPH, good order; £36.—Hall, next to Green Man, Whetstone, London. [1821]

TRIUMPH, 1912, first-class order; £38, or near.—Hadfield, Rawcliffe, East Grinstead. [1816]

3½ h.p. Triumph, Bosch, excellent running condition; £38.—76, Western Rd., Southall, W. [1857]

3½ h.p. Triumph, specially tuned, lovely condition; £38. Callers only. See under Douglas. [2307]

TRIUMPH Combination, 1918, new sidecar; 120 gns.—H. Rock, Cradley, Staffs. Tel.: 145. [X7948]

1913 Triumph, 3-speed, clutch, lamps; ride away; £55.—King, Egrove Farm, Oxford. [X8005]

TRIUMPH 3½h.p., clutch, Bosch, perfect; nearest £48.—Etherington, Lythe Hill, Haslemere. [1901]

1912 Triumph, clutch model, excellent condition; £50.—Smith, Great Gidding, Peterborough. [1908]

TRIUMPH 4h.p., 1920, delivery expected every day, 3-speed gear; £115.—S. Day, Marden, Kent. [1698]

TRIUMPH Combination, 1914, excellent condition, coachbuilt; £85.—143, Walworth Rd., S.E. [1744]

TRIUMPH Combination, 4h.p. countershaft, 1918, 100 gns.—Scott, 211, High St., Lewisham. [1874]

TRIUMPH 1911 T.T., all accessories, spare belt, tube; £38.—Perry, 3, Fanthorpe St., Putney, S.W. [1959]

1920 Triumph Junior, new, delivered in February; £70.—S. Day, Brook House, Marden, Kent. [1700]

1913 Triumph, clutch model, excellent mechanical condition; £50.—King, Egrove Farm, Oxford. [X8006]

1920 Triumph, countershaft, not ridden; what offers?—Hudson Bros., Wimblington, Cambs. [X8045]

1913 3-speed Triumph Combination, beautiful coachbuilt sidecar; £75.—King, Egrove Farm, Oxford. [X8007]

3½ h.p. Triumph, T.T., new C.A.V., B. and B., almost new condition; £43.—26, Western Rd., Southall, W. [1855]

1918 Triumph Combination, new condition throughout; any examination; £130.—H. Wright, Arlesley, Beds. [2072]

TRIUMPH 1914 4h.p., clutch, single gear, excellent condition; offers.—Apply, 7, Holyhead Rd., Coventry. [X7679]

TRIUMPH 4h.p., 3-speed countershaft, Bosch mag., tyres and belt new; £85.—Dodd, 104, Plough Rd., Battersea. [1489]

TRIUMPH, 1913, 3½h.p., 3 speeds, clutch, lamp set, condition perfect; £65.—100, Riversdale Rd., Highbury, N. [1513]

3½ h.p. Triumph, single speed, clutch, excellent condition, nearly new tyres; £45.—Folley, Emmington, Thame. [1641]

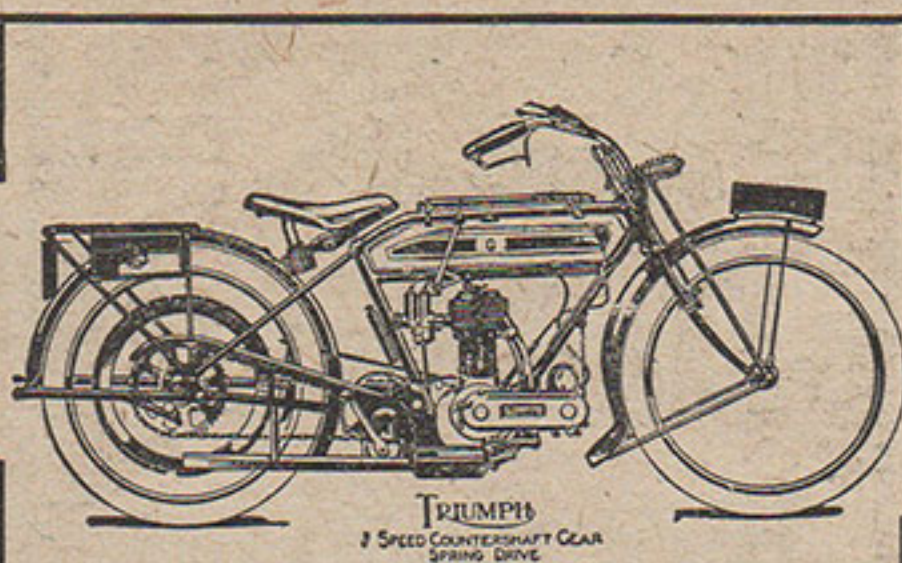
1920 Triumph, countershaft, brand new, what offers? London district.—Box 2,689, c/o *The Motor Cycle*. [1592]

£90 W.D. Triumph, guaranteed.—Clifford Wilson Mfg. Co., 70, Royal Hospital Rd., Chelsea, S.W.3. Tel.: Kens. 7113. [2164]

LATE Triumph Combination, lamps, tools, pillion seat; £110, or exchange Indian.—2, Appian Rd., Old Ford, London. [1495]

TRIUMPH, 1917, 3-speed, kick starter, first-class condition, fully equipped; £80.—262, Blackhorse Lane, Walthamstow. [1930]

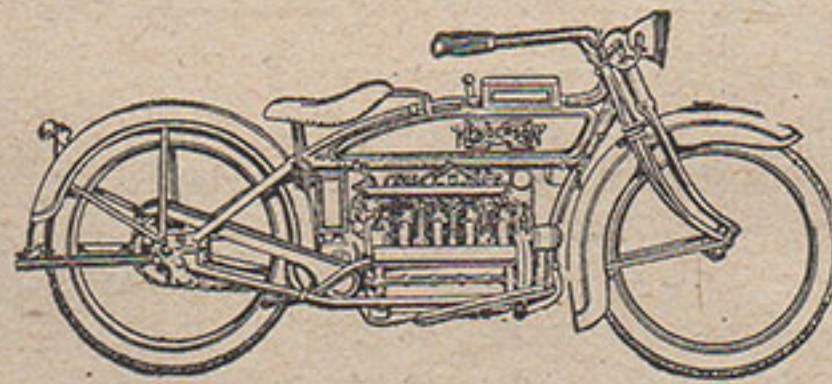
TRIUMPH, 1914, T.T., clutch, hub, Philipson, lamps, horn; 55 gns.—17c, Lewis Buildings, Chelsea. After 5 p.m. [2017]



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- REX, VELOCETTE,
- HENDERSON “FOUR,”
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10 h.p. Henderson 3-Speed.

One or two makes we can DELIVER FROMSTOCK—some we cannot deliver under two to three months. During the existing shortage of new machines, in fairness to our old customers and outside agents, we are only booking orders for BIRMINGHAM DISTRICT.

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MOTOR CYCLES FOR SALE.

Triumph.

TRIUMPH, completely renovated, with lamps, Cowey horn, Stewart trip speedometer; £70, lowest.—30, Homstead Rd., Fulham. [1867]

1918 Countershaft Triumph Combination, fully equipped, splendid condition; £115.—374, Grove Green Rd., Leytonstone. [2077]

WAUCHOPE'S, 9, Shoe Lane, London.—2½h.p. Baby Triumph, £65; also 1912 3½h.p. Triumph, 2-speed, free engine; £65. [1437]

TRIUMPH, 1917, 3-speed, K.S., with new belt and carburetter, in perfect order; £75.—262, Blackhorse Lane, Walthamstow. [1931]

TRIUMPH 3½h.p., clutch model, engine recently overhauled by Triumphs, perfect order; £45.—Pritchard, Butcher, Hereford. [X7956]

TRIUMPH 3½h.p., clutch, Philipson, just overhauled, new tyres, lamp, belt, perfect; £45, near offer.—Haslam, Harwell, Berks. [1770]

COMBINATION, Triumph 3-speed, Millford, guaranteed, including £10 spares, accessories; £65.—57, Stopford Rd., Plaistow, E.13. [209]

3½ h.p. Triumph C.B. Combination, 2 speeds and 32 free, everything, ride away; £60.—123, Ainsworth Rd., Radcliffe, Manchester. [2052]

1919 Triumph Junior, Sept. delivery, very little used, just overhauled for season, lamp, and tools; price £65.—Box 422, c/o *The Motor Cycle*. [X7905]

TRIUMPH 3½h.p., 1912, Bosch, adjustable pulley, good tyres, lamps, horn, spares, etc.; £45; also sidecar, £5.—Ivy House, Terrace, Barnes. [2134]

TRIUMPH Motor Cycle for Sale, 3½h.p., B.B. carburetter, Bosch mag.; price (lowest) £45/10.—C. S. Williams, Gwynfa, Conway Rd., Colwyn Bay. [9531]

1919 4h.p. Triumph cycle, 3-speed, with tools and horn and Gloria sidecar, in perfect condition; price £130.—B., Sherwood, Roehampton Vale, S.W. [1886]

1920 Triumph Combination, used few miles only; £165.—Clifford Wilson Mfg. Co., 70, Royal Hospital Rd., Chelsea, S.W.3. Tel.: Kens. 7113. [2163]

TRIUMPH Countershaft Combination, new August, 1919, luxurious bulbous sidecar, perfect outfit; £130, or near.—60, Wallingford Av., North Kensington. [2116]

TRIUMPH 1918 Countershaft, 3 speeds, and Swan sporting sidecar, all lamps, not W.D., splendid outfit; £130.—2, Nightingale Rd., Lower Clapton. [1591]

TRIUMPH, 4h.p., 3-speed, countershaft model; £75; or exchange for good 6h.p. combination, cash adjustment.—14, Chipley St., New Cross, S.E.14. [2262]

TRIUMPH 3½h.p. Coachbuilt Combination, Philipson pulley, perfect order, accessories; £68, or near offer.—Fountain Rd. School, Tooting, London. [1985]

1919 (June) T.T. Triumph, fixed gear, condition as new, tyres unpunctured, Lucas lamps, horn, spares; £85.—92, Wake Green Rd., Moseley, Birmingham. [1681]

TRIUMPH, 3½h.p., been re-enamelled and overhauled, single gear, tyres and belt very good, new plating; bargain, £35.—Mills, Monmouth St., Bridgewater. [2071]

TRIUMPH 3-speed, clutch, rebushed, footboards, fully equipped, a beauty, black finish; 60 gns. lowest.—Jackson, 3, Wilton Ter., Rhosddu Rd., Wrexham. [X7933]

TRIUMPH and Sidecar, 1913, 3½hp clutch model, good order, lamps, horn, wind screen, spares; £65, or near offer.—Coulson, 44, Heath Rd., Chadwell Heath, Essex. [1819]

TRIUMPH, countershaft, as new, Lucas head and tail lamps, mechanical horn, toolbags, and spares, ready for any journey; £90.—Seath, 5, Villas-on-the-Heath Hampstead. [X7945]

TRIUMPH, 1918, 4h.p., 3-speed countershaft gear, new Millford Skiff sidecar, semi-T.T. bars; £125.—Elce and Co., 15-16, Bishopsgate Av., Camomile St., E.C.3. [0066]

TRIUMPH, 1914, 3-speed clutch, engine just overhauled, enamel and plating in good condition, complete with lamps and tools; £66.—95, Grosvenor Rd., Highbury. [1798]

1919 Triumph Combination, Lucas lamps and horn, sidecar lamps, tools, all in perfect order; £130.—The Central Garage, 12, Bridge St., Jordan's Yard, Cambridge. [1776]

LUXURIOUS Purple Triumph Combination, as new, Gloria, 1919, heavy Dunlops unpunctured, finest accessories; £140, or best.—Lt. Scaife, 25, Eitham Rd., Lee, S.E.12. [1866]

1913 Triumph, clutch, Philipson pulley, overhauled, enamelled, new belt, spares, accessoires, mechanical horn, lighting set; £50.—Battersby, 6, Church View, Kendal. [2238]

TRIUMPH Combination, smart 1918-19 Canoelet sidecar, fullest equipment, speedometer, Philipson pulley, clutch, nice order; £75.—Tamplin, 22, Heath Rd., Twickenham. [2107]

4 h.p. C.S. Triumph, as new, with brand new Burbury sidecar, hood, wind screen, luggage rack, all lamps, horn, tools, leg shields, etc.; £115.—Jack Pruen, Oxford St., Weston-super-Mare. [2108]

MOTOR CYCLES FOR SALE.

Triumph.

TRIUMPH 3½h.p., old racer, new bushes, cylinder, variable B.B., lamps, Stonehenge front, heavy Kempshall back nearly new, aluminium footboards; £35.—Morgan, Winston, Stowmarket. [1784]

TRIUMPH 4h.p. 1915, 3-speed gear, completely overhauled, guaranteed perfect condition throughout, very powerful; £58.—Seen, Dollis Automobile Co., Finchley, Church End Station. [1624]

TRIUMPH Junior, mileage about 250, unscratched and not fully run in, no punctures, horn, usual tools and repair kit, ideal little mount; lowest £70.—D. Lavin, Old House, Sonning, Berks. [1659]

£55 Triumph, 1911, T.T., overhauled, N.S.U. 2-speed, new tyres, belt, new C.B. sidecar.—Clifford Wilson Mfg. Co., 70, Royal Hospital Rd., Chelsea, S.W.3. Tel.: Kens. 7113. [2166]

COUNTERSHAFT Triumph, new lamp set, disc wheels, long exhaust pipe and special exhaust whistle off racing car, fast, good and sporty; nearest £95.—374, Grove Green Rd., Leytonstone. [2076]

1919 Triumph 4h.p., countershaft, 55715, T.T. bars, Stewart car horn, Lucas mirror, knee grips, aluminium number-plates, Lucas rear lamp, excellent condition; £96/10.—Gunville House, North Coker, Yeovil. [1883]

1920 Triumph 4h.p., 3-speed countershaft combination, Gloria sidecar, wind screen, electric and acetylene lighting, mileage under 1,000, condition as new; £150.—A.S., 15, Bramshott Av., Westcombe Hill, Charlton, S.E.7. [2013]

TRIUMPHS, W.D. models, thoroughly overhauled, standard colour tanks, in lots of 5, 10, 20, and 50; special trade prices, single machines slightly extra; machines in stock in London.—Box 2,762, c/o The Motor Cycle. [2310]

1912 3½h.p. clutch Triumph, good condition throughout, perfect engine, semi-T.T. handlebars, low footrests, Bosch, B.S.A. carburetter, benzole 133 m.p.g., Lucas lamp, horn, knee grips, stored during war; £48.—P. G. Chamberlain, Market Place, Rugby. [1620]

4 h.p. Triumph Combination, 1914, sidecar underslung, 3-speed and clutch, Sturmey-Archer gears, re-enamelled and plated throughout, lamps, etc., engine rebushed, etc., and in splendid condition; any trial; ride away; best offer over £70.—Bellevue, 26, Harwoods Rd., Watford, Herts. [1923]

LATE 1913 Triumph, Sturmey-Archer 3-speed, clutch pedal start, stored during war, enamelling and plating, in most exceptional condition, complete with head lamp, rear lamp, mechanical horn, guaranteed sound and reliable machine; £65; exchanges.—R. D. Varty, Thundersley, Essex. [2284]

TRIUMPH, 1911 (late), 3½h.p., clutch model, almost new Dunlop studded tyres, semi-T.T. bars, footboards, stored during war, most exceptional condition and appearance, take sidecar; bargain, £45; exchange Douglas, 2½h.p. J.A.P., or similar.—F. Hall, c/o Varty Motors, Thundersley, Essex. [2285]

T.T. Triumph, late 1919 D., engine 63958, Lucas horn, King of Road set, aluminium tail lamp, Surridge connector, knee-grips, every running spare, long copper exhaust and spare standard fitment, Stewart 75 m.p.h. trip speedometer, one puncture, mileage 2,376, mechanically and externally perfect, very fast; Manchester; £97.—Box 2,680, c/o The Motor Cycle. [1569]

1918 (Six) Triumphs, almost brand new, unscratched, 4h.p., 3-speed countershaft, kick; these are all fitted brand new tyres, belts, saddles, controls, and brand new wheels; the finest show of Triumphs ever been offered; first come first served; real Easter bargains; exchanges entertained.—Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). Phone: Battersea 327. [2029]

COUNTERSHAFT Triumphs, completely renovated and almost indistinguishable from new. We can offer delivery of a few machines for Easter if ordered at once. All machines completely overhauled and guaranteed for 3 months, re-enamelled, tanks makers colours and transfers, all usual parts replated, nearly new tyres and belts, completely equipped with front brakes, toolbags, pump, etc.; prices from £90, and after comparing ours with other so-called renovations you'll say they are worth it. Call or phone.—Hubert Turner and Co., 4-5, Crawford Passage, Ray St., Farringdon Rd., E.C.1. [1583]

Trump.

4 h.p. Trump-Jap Combination, C.B., 3-speed, clutch, perfect order; £70.—Ives, 77, Sizewell Rd., Leiston, Suffolk. [2081]

Velocette.

CYRIL WILLIAMS, for early delivery of Velocettes—Chapel Ash Depot, Wolverhampton. [X8623]

VELOCETTE, 1920, 2-speeds, speedometer, Klaxon, ridden 30 miles, perfect, ordered car; £65.—Stewart, 7, Garturk St., Glasgow. [2031]

VELOCETTE, 1920 model, purchased March 17th, 2½h.p., 2-speed, chain drive, all black, new Miller lamps and horn, marvellous climber; nearest £65 buys; will consider good modern combination, cash adjustment, exchange.—Pemberton, Tailor, Crewe. [X7900]

Verus.

VERUS.—1920 models actually in stock; list price.—Goding and Co., 9, Grosvenor Rd., Tunbridge Wells. Tel.: 449. [9101]

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Quality sometimes suffers when prices are low, but we assure our customers that when buying from us they get first-class quality at third-class price, and all goods are sent on 7 days' approval against remittance.

SPECIAL CLEARANCE LINES.

GOVERNMENT COVERS. Hardly used, and in fine condition. (Extra Heavy Rubber Studded Dunlops, etc.).

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28x3, specially picked.....	35/-	80/-
28x3, good.....	30/-	—

A few at 27/6.

26x2½, Grooved Retreads.... 30/6 .. —

26x2½, Skew Heavy Rubber Non-skid	63/-	70/-
26x2½, Passenger Heavy Rubber Studded	45/-	60/6
26x2½, Tourist Trophy	35/-	50/3
26x2½x2½, Rubber Studded ..	40/-	51/-
26x2½, Extra Heavy Keygrip.	52/-	62/-
650x65, Avon Square	50/-	66/9
650x65, Avon 3-rib.	58/6	75/-
29x2½, Goodyear Rubber Stud., Oversize for 28x2½ rims ..	42/-	—

TUBES.

26x2½, New Endless	8/6	10/3
26x2½, New lap-ended	9/6	—
26x2½, New Endless	9/-	11/-
26x2½x2½, New Endless	9/6	11/6
26x2½, New lap-ended	9/-	—
28x3, New Endless	12/9	—

RETREADING.

Extra Heavy, 17/6. Heavy, 15/-. Mediums, 12/6. Repairs extra.

THE TYRE HOUSE, 83, Theobald's Rd., HOLBORN, W.C.1.

MOTOR CYCLES FOR SALE.

Verus.

DELIVERY from stock, 2½h.p. 2-speed K.S. Verus machines. A serious touring mount. Send us your enquiries for other models.—Elliott Bros. and Stevens, Cambuslang, Glasgow. [0125]

VERUS-BLACKBURN 2½h.p., 2-speed, h.b.c. clutch, delivered one month ago and used for journalistic test only, clean sheet in recent trial containing several of the worst hills in Scotland, complete; £100.—Batten, Hope Park Lodge, Peebles, N.B. [X7462]

Villiers.

VILLIERS-REVERE 1918 2½h.p. 2-stroke 2-speed, lamps, Gloriphone, spare tube, etc., splendid condition, not done 2,000; £40.—Green Cottage, Ruislip. [1727]

V.S.

7-9h.p. V.S. with sidecar, takes everything on top; £50.—22, Sackville Rd., Bexhill-on-Sea. [1769]

White and Poppe.

FOR Sale, 3½h.p. White and Poppe motor cycle; £15.—Neale, 51, Lyall Mews, Eaton Place, London, S.W.1. [2137]

Wilkin.

WILKIN Enquiries for early rotational delivery invited by J. Blake and Co., the leading motor cycle experts, Liverpool and Manchester. [6583]

WILKIN Motor Cycles with Blackburne engine and Sturmey-Archer gears, and all-enclosed chain drive, 4h.p. 100 gns., 2½h.p. 4-stroke 90 gns., 2½h.p. 2-stroke Villiers engine, Burman gears, 62 gns.; all plus 10%. Order at once for early rotational delivery.—Birmingham Agents, Moore Bros., Templefield St., Small Heath. [X7049]

Williamson.

WILLIAMSON 8-10h.p. Combination, water-cooled, complete; £125.—Bale, 126, High St., Croydon. Phone: 1882. [2230]

WILLIAMSON 8-10h.p., w.c., new coachbuilt sidecar, wind screen and hood, 2 speeds, clutch, lamps, mirror, all in good condition; £140.—White Lion, Esher. [2195]

8h.p. 1915-16 Williamson Coachbuilt 2-seater Combination, water-cooled, 2-speed, clutch, kick start, hood and lamps in splendid condition; £140, or offer.—59, Palfrey Place, Dorset Rd., Clapham Rd., S.W.8. [1547]

Wolf.

WOLF-J.A.P. Combination, hub gears, perfect; £85.—38, Harmer St., Gravesend. [1860]

F.O.C.H. have a brand new Wolf, Model B, 2-speed; list price.—Fair Offer Car House, 5, Heath St., Hampstead (near Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [2274]

Wooler.

1916 Wooler, 2½h.p., 2-stroke, straight tube sprung frame, mechanical lubrication, variable gear, good condition; stored 18 months; £50.—9, Loxley Rd., Sheffield. [2097]

Zedel.

ZEDEL, about 1910, minus mag., carburetter; £12, or exchange Auto-wheel.—28, Erlanger Rd., New Cross. [2121]

Zenith.

WAUCHOPE'S, 9, Shoe Lane, London.—For new Zeniths; book now. [1438]

3½h.p. Zenith, Gradua gear, C.B. sidecar, perfect; £58.—Palmer, Mary's Terrace, Twickenham. [2136]

5h.p. Twin Zenith Coachbuilt Combination; £100.—59, Palfrey Place, Dorset Rd., Clapham Rd., S.W.8. [1546]

3½h.p. Zenith-Gradua and Sidecar, 1914, J.A.P.; £75.—Write, Brown, 41, Blythe Vale, Catford, S.E. [2212]

ZENITH 6h.p., 1914, new coachbuilt sidecar, lamps, horn, excellent condition; £90.—Pool, The Gables, Fleet, Hants. [X7694]

4h.p. Zenith-Gradua Combination, late overhauled, re-enamelled, new tyres, head lamps, spare tyre, etc.; £78.—Merton House, Ainsdale. [1792]

ZENITH 5-6h.p., countershaft and kick starter, disc wheels, Canoelet sidecar, 3 lamps; £138.—Maudes, 100, Gt. Portland St., London. [2146]

1915-16 5-6h.p. Twin Zenith, Grado gear, new tyres, overhauled, splendid condition; £85; near offer. G. Wilson, 84, Whitley St., Reading. [2244]

ZENITH-GRADUA Combination, 3½h.p., good tyres, Bosch mag.—Apply, Big Four Garage, Bromley Rd., S.E. (Private owner; £50 or near). [1657]

5-6h.p. Zenith-Jap Coachbuilt Combination, Gradua, clutch, speedometer, disc wheels; £95.—Keene, 301, Goldhawk Rd., Shepherd's Bush, W.12. [2088]

ZENITH-GRADUA 1914 4½h.p., Bosch, B. and B., just re-enamelled and overhauled, in perfect condition; £65.—Elsewood, Cannington, Bridgwater. [1504]

ZENITH 6h.p. Sporting Model, Dec., 1919, engine No. 8/68038/A, 1,850 miles, tyres, belt, perfect, enlarged ports; £125.—15, North Park Ter., Edinburgh. [1654]

ZENITH-GRADUA Combination, 8h.p., countershaft, kick start, 1918, electric lighting, horn, etc., condition equal new; £123.—24, College Rd., Bedford. [1480]

MOTOR CYCLES FOR SALE.

Zenith.

ZENITH 1916 8h.p. Combination, roomy bulbous back sidecar, grand condition, new tyres, lamps, everything; £125.—24, Silchester Rd., North Kensington, W. [2041]

ZENITH 1915-16 Luxurious Coachbuilt Combination, 8h.p., hood, screen, full equipment, excellent condition; £135.—Kington, 2, King Edward Parade, Norbury, S.W. [1974]

1919 T.T. Zenith, 5h.p. twin J.A.P., new Binks, Lucas lamps and horn, delivered last August, only ridden a few times; £115, or nearest offer.—B. Chawner, 14, Stoke Rd., Shelton, Stoke-on-Trent. [X7680]

1916 Zenith 4h.p. Twin, clutch model, lamps, horn, and all tools, just rebushed and overhauled, guaranteed perfect, enamel and plating good as new; £95.—Box 2,735, c/o *The Motor Cycle*. [1966]

8-10h.p. Zenith-Gradua, clutch, 1915, canoelet sporting sidecar, new Palmer cord to back, others almost new heavy; a fine sporting outfit; £115.—Keen, 301, Goldhawk Rd., Shepherd's Bush, W.12. [2086]

31h.p. Zenith Combination, Jap. Bosch; following new last season, Venus coachbuilt body, apron, Cameo screen, Lucas head set, horn, all tyres; £65; after 6, or week-ends.—Hatch, 68, Longbridge Rd., Barking. [1997]

1919 Zenith 5-6h.p. and Henderson 2-seater Sidecar, lamps, horn, and tools, tyres and condition as new; best offer over £140; seen any time.—Apply, G. W. Sharples, Carterton, Clanfield, Oxon. Station: Alvecot. [1682]

ZENITH 6h.p. Sports Model E, Gradua gear, in stock ready for immediate delivery; may be obtained on Harrods' system of easy payments.—Harrods' Motor Showrooms, 116-118, Brompton Rd. (opposite Main Building), London, S.W.1. [1613]

T.T. 6h.p. Zenith, Paris-Nice long-stroke J.A.P., Binks carburettor, Bonniksen speedometer, Millar lighting, Terry links, handle-bar muffs and unscratched, 650 Dunlops, mileage 1,000, expert ridden and tuned; £135.—Major Huntbach, Mere House, Alsager, Stoke-on-Trent. [X6743]

F.O.C.H. have a 1914 8h.p. Zenith countershaft model, with sporting coachbuilt sidecar, fully equipped, electric lights, grand order.—Fair Offer Car House, 5, Heath St., Hampstead (near Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [2278]

ZENITH GRADUA 1920 new 8h.p. Model H Combination, J.A.P. twin, kick starter, clutch, etc., Mills-Fulford coachbuilt sidecar, Easting wind screen, Lucas head lights, horn, Trip speedometer, complete, ready to drive away; best offer over £230.—Mann, 37, Elington Ter., Newcastle-on-Tyne. [X7693]

1916 Countershaft Zenith, completely renovated, re-enamelled standard colours, tank makers' colours and transfer, all usual parts including exhaust pipes replated, tyres nearly new, guaranteed in first-class mechanical condition, a machine that won't let you down for Easter; £105.—Hubert Turner and Co., 4-5, Crawford Passage, Ray St., Farringdon Rd., E.C.1. [1585]

ZENITH 3½h.p., 1916, £90 gold medal London-Edinburgh, 1919, thoroughly reliable, good condition machine throughout, complete spares, no further expense; H.A.H. electric lighting set comprises 6in. head lamp, 2 tail lamps, handle-bar inspection lamp; charged accumulator in metal case and dry battery on 2-way switch, Zenith clutch, Watford speedometer, Lucas horn, 3 large tool wallets, tyre pump, knee grips, new service belt, Terry spring links, spare cover, spare valve complete, full set of tools in roll and puncture outfit.—C. H. Hunt, H.A.H. Works, Tunstall Rd., Croydon. Phone: (Appointment) Croydon 2225-6. [1932]

Ladies' Motor Cycles.

LADY'S Douglas, 1913, 2½h.p., 2-speed, overhauled, perfect condition; £50.—Bailey's Garage, Wallington. [2193]

LADY'S Douglas 2½h.p., 1914, 2-speed, kick start; bargain, £55.—Hermitage, Higher Heath, Whitechurch, Salop. [X8013]

LADY'S Douglas, 2½h.p., kick starter, clutch, 3-speed, guaranteed perfectly sound, as new; £90.—Gibb, Douglas Expert, Gloucester. [1475]

CONNAUGHT Lady's 2½h.p., 1914, 3-speed, kick start, £50; pillion seat, wicker, 10/-; air seat, 7/-.—4, Tame Rd., Witton, Birmingham. [2044]

LADY'S 1914 2½h.p. J.A.P. Motor Cycle, clutch, 3-speed, enamelled and overhauled, excellent condition; £38.—Smith, 28, James St., Northampton. [2056]

Miscellaneous.

ROYAL RUBIES, all models.

1917 Rudge Multi, 3½h.p., as new; £80.

1916 7-9h.p. Indian Combination; £110.

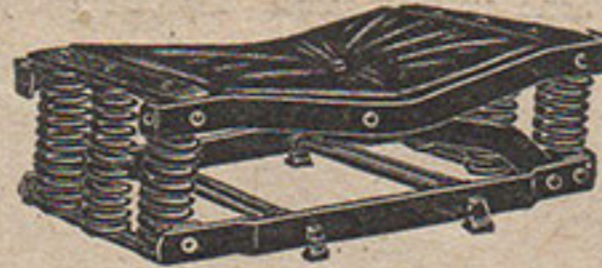
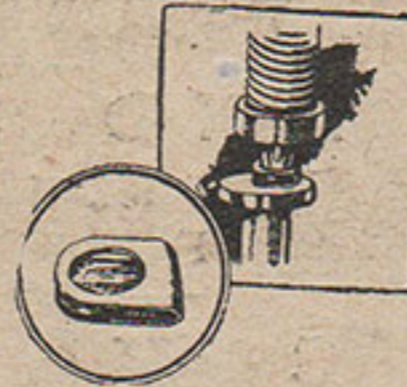
1916 3h.p. Horizontal Twin Bradbury; £70.

THE H.C. Motor Co., 347, Finchley Rd., N.W.3. Phone: Hampstead 4631. Open afternoons and Sundays. [5694]

FROM STOCK.

SERVICE TAPPET ADJUSTERS

2d. Each. Post 1½d.
6d. Set of 4. Post 2d.



TAN-SAD PILLION SEATS
Latest Design. 38/- Post Free.

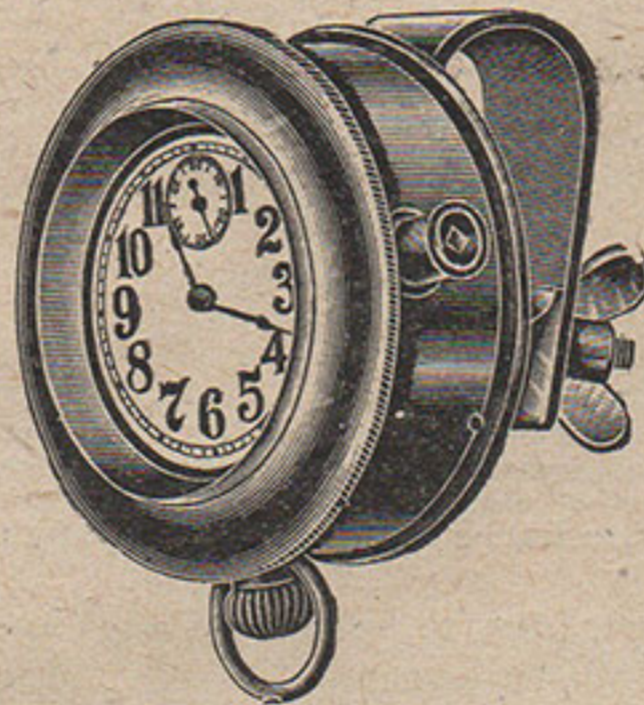


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Outlasts 3 rubber belts—no slipping—no gap at belt fastener. THE belt for Multi and Gradua Gears.

	¾"	7⁄8"	1"	1 1⁄8"	
2 Ply ..	3/-	3/5	3/9	4/2	Per
3 Ply ..	3/5	3/9	4/2	4/6	Foot.

Post Free.



SERVICE HANDLE-BAR WATCHES
THIEF-PROOF CASES. Superior Quality.
30/- Post Free.



SERVICE PAN SEATS.
Best Birmingham Make.
Small, 30/- Medium, 36/- Large, 38/-
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289-293, High Holborn, W.C.1.

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Telegrams: Admittedly, London.

MOTOR CYCLES FOR SALE.

Miscellaneous.

DO you want to buy a car or motor cycle privately?

DO you want to avoid paying excessive middleman's profits.

DOZENS of privately owned cars and motor cycles on our list to-day. Send six penny stamps for list and free introduction to just what you want.—Kwik-sale Private Motor Registry, 35, Long Acre, W.C. (run by demobilised officers). Call if you can. [0138]

R. D. VARTY for motor cycles, cash or exchange. All machines guaranteed.—Below.

R. D. VARTY guarantees all dates advertised to be correct, and date of machine is put on the receipt.—Below.

R. D. VARTY despatches all second-hand machines carriage paid at railway company's risk to your nearest station.—Below.

R. D. VARTY for satisfaction, a square deal, and your old machine in part exchange.—Below.

R. D. VARTY'S place is at the top of the well-known Bread and Cheese Hill, on the London-Southend road, and every machine is tested up this hill before despatching.—Below.

R. D. VARTY, Thundersley, Rayleigh, Essex. [9748]

BOOTH'S Motories.—New 1920 O.K. Junior, £50/8; new 1920 Omega-Jap, £77/14.

BOOTH'S Motories.—New 1920 O.K., Villiers engine, 2 speeds, lovely machine; £65.

BOOTH'S Motories for Harley-Davidsons, Ariels, Blackburnes, L.M.C.'s, Quadrant, Radco, O.K., Omega.

BOOTH'S Motories, Halifax.—Clyno combination, detachable wheels, £99/10; Clyno gun carriage, £15/10.

BOOTH'S Motories, Halifax.—Eight 1915 Douglas's, £55/5 each; Douglas 1918 combination, £110/10.

BOOTH'S Motories, Halifax.—4h.p. Triumph, with new sidecar, countershaft model; £105/5.

BOOTH'S Motories, Halifax.—3½h.p. Ariel, 3-speed countershaft, with new sidecar; £88/10.

BOOTH'S Motories, Halifax.—1918 Alldays Allon, 2 speeds, £59/10; Hobart, £48/10.

BOOTH'S Motories, Halifax.—O.K., 2 speeds, £46/10; Calthorpe, Enfield gear, £55/10.

BOOTH'S Motories, Halifax.—Large stock of motor cycles.—Address, Portland Place, Halifax. [X7418]

£15 secures motor cycle, owner buying car.—F. Rawson, Awkley, near Doncaster. [2065]

4½h.p. W.D. Combination, 3-speed, clutch, overhauled and perfect, all on; £50.—Villa 52b, Richmond Rd., Shepherd's Bush. [1742]

6h.p. Twin, 2-speed, handle start, electric light, thoroughly overhauled, sidecar, beautifully upholstered; £75, or offers.—Luck, 40, Frederick St., Brighton. [2151]

4h.p. W.D., 3-speeds, clutch, lamps, horn, good tyres, mechanical oil feed, o.h.v., variable B.B., Bosch watertight, fast; first cheque £65.—39, Ruskin Rd., Kingsthorpe, Northampton. [1605]

CLAPHAM (Motors), Greenwich.—Easter Holidays. Special notice for the convenience of clients Our new showrooms will be open daily up to 5 p.m. during holidays.—Note address: 27, Stockwell St., Greenwich, S.E.10. [2265]

F.O.C.H. (the motor car and bike people).—Call and see us. New and second-hand motor cycles, combinations, and light cars always on view, prices to suit everybody. We will buy your old mount or allow a good price for it in part exchange. We are now delivering 1920 models, Coulson-B, N.U.T., Matchless, Harley-Davidson, Rudge, B.S.A., New Imperials, Allon, Bat, Omega, Sun, O.K., Coventry Eagle, Wolf, and the famous G.N., Citroen, Horstmann, and Deemster cars. All 1920 cars and cycles in this advertisement are sold by us strictly at makers' list price; we do not accept premiums.—5, Heath St., Hampstead (nr. Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [1961]

WANDSWORTH Motor Exchange.—Great Easter bargains. D.C.M., 3½h.p. Fainir, gift, 26 gns.; Humber 3½h.p., 45 gns.; 1914 Rex 4h.p., 49 gns.; 1917 Triumph, 3 speeds, less mag., wants overhauling, 55 gns.; 1917 Rudge Multi, 68 gns.; Sunbeam 3½h.p., countershaft 3 speeds, only 85 gns.; nearly new B.S.A. 4½h.p., countershaft, 89 gns.; 1920 New Imperial lightweight, 69 gns.; T.D.C. De Luxe 2-speed lightweight, offers; B.S.A. 3½h.p., 45 gns.; Bat-Jap 3½h.p., 32 gns.; beautiful Williamson coachbuilt combination, 115 gns.; 1916 Red Indian combination, 3 speeds, 125 gns.; T.M.C. latest sprung coachbuilt combination, 10h.p., 4 cyls., water-cooled, 3 speeds, only 125 gns., worth 200 gns.; exchanges entertained.—Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). Phone: Battersea 327. [2030]

TRICYCLES FOR SALE.

RAYBECK Hand-propelled Tricycles, fitted with Sturmey-Archer 3-speed gear, render lame people delightfully independent. The Raybeck fitted with Model de Luxe auto wheel provides an ideal form of motoring for the disabled; catalogue free.—Harry Rayner, 10 and 12, George St., Blackpool. [2065]

MOTOR SCOOTERS.

FAMOUS Skootamota, A.B.C. engine, early deliveries.—Grey and Co., Beaconsfield. [1266]
AUTOPEDED Scooters, ex-stock; £42; dynamo lighting.—Maudes', 100, Gt. Portland St., London. [2140]
EGERTONS, Northgate St., Ipswich, can offer early delivery Skootamota if ordered now. [7646]
WAUCHOPE'S, 9, Shoe Lane, London.—Autoped scooters, ex-stock; £42; dynamo lighting. [1439]
MOTOR Scooter, with seat, perfect condition; £30.—C/o Aitchison and Co., 167, Fleet St., E.C. [9350]
AUTO-GLIDERS.—Place your orders now to secure delivery.—Distributors for Kent, Saunders Cycle Co., Chatham. [8805]
SKOOTAMOTA and Autoped, delivery from stock.—The Lankester Engineering Co., Motor Cycle Dept., 63, Brighton Rd., Surbiton. [2091]
A.B.C. Skootamota, just arrived, brand new, immediate delivery; 49 gns.—Agent, O. Carmichael, 81 and 83, High West St., Gateshead. [1586]

BODIES.

VENUS.—Singles, tandems, stepped, and underslung; cheapest in trade.
VENUS.—Touring, sporting, tradesmen's; repairs repainting; exchanges.
VENUS.—The sidecar body experts. Bodies, any design, in the rough if desired.
VENUS.—Bodies direct from factory to user; save money; lists ready, write.
VENUS Sidecar Co., 6-18, Courley St., S. Tottenham. [6670]
CLYNO Step Body, fit W.D. chassis, very good condition; £7/10.—113, Kingston Rd., Wimbledon, S.W.19. [2131]
COACHBUILT Sidecar Body, as new, off 1919 Douglas; £7/10.—121, The Grove, Wandsworth. 'Phone: Battersca 416. [2260]
ROYAL Leicester Sidecar Bodies are built by experts, first-class finish; models supplied to fit every type of chassis.—Write The Willowbrook Co., Leicester. [0050]
BASTONE'S.—We have several soiled bodies to clear to make room for new models; inspection invited.—228, Pentonville Rd., King's Cross, London, N.1 [5027]
PERFECTION Coach Sidecar Bodies, reduced prices, underslung or step patterns; new sidecar chassis from £7/15.—Halifax Motor Exchange, Union Street South, Halifax. [2298]
SIDECARS, beautiful coachbuilt bodies, many designs and colours to choose from; aprons, hoods, wind screens, repairs. Trade supplied.—City Motor Co., 121, 123, 125, London Rd., Manchester. [0046]
SIDECAR Body Designs for the trade only. Working, coloured, pencil, or line drawings of original designs, also working drawings, full-sized or to scale.—Cooper's Vehicle Journal, Ltd., established designers to the coach trade for over 80 years. Consult us when designing new ideas.—20, Tudor St., London, E.C.4. [0004]
SANDUM Sidecar Bodies.—We are the largest sidecar body builders in the country. We have manufactured to date over 8,000 bodies; 200 bodies always on hand, completed or in the course of completion—3-seaters, 2-seaters, single-seaters, welded metal projectiles, and featherweight. You can get what you want and rely on a superfine finish at the Sandham Engineering Co., 336, Gray's Inn Rd., London, W.C. 'Phone: Holborn 933. [0020]
READ This.—Most important to those requiring sidecar bodies. Wholesale, retail, and export. The Rennoc Sidecar Co., being actual manufacturers of sidecar bodies throughout, are now in the position to give deliveries of every one of their various design bodies, which include tandems, racing, touring, tradesman's boxes for carriers; special designs made to order. We are the people. 500 bodies actually in stock. This is no bluff. We invite you to inspect our tremendous stock, feeling sure it will surprise you. Every part made on the premises; therefore a visit will be most interesting. Coachbuilt bodies upholstered, painted, and lined; no rubbish; from £4/10. Hoods and screens are also our speciality. Aprons to suit all makes. Repainting and re-upholstering to your present body a speciality. We also have several clearance bodies at special low price. Room required. If you cannot call, write for list; it is an eye-opener.—Progress Works (Bodybuilding Department), 155a, Marlborough Rd., Upper Holloway, N. [3658]

SIDECAR ATTACHMENTS.

SWAN Sporting Sidecar, as new; best offer.—Hopwell, Alexandra St., Kettering. [X7960]
COACHBUILT Sidecar, good condition; £15, or near.—33, Hollington Rd., East Ham. [2185]
MIDDLETON'S New Touring Model, the finest in the world; strength, reliability, utility.
MIDDLETON'S Patent Spring Wheel Model will be ready shortly; order in time.
MIDDLETON'S Sidecars the outcome of practical engineering and years of sidecar riding.
MIDDLETON'S, London's oldest established sidecar makers, 27, Stroud Green Rd., Finsbury Park. 'Phone: Hornsey 1584. [7534]

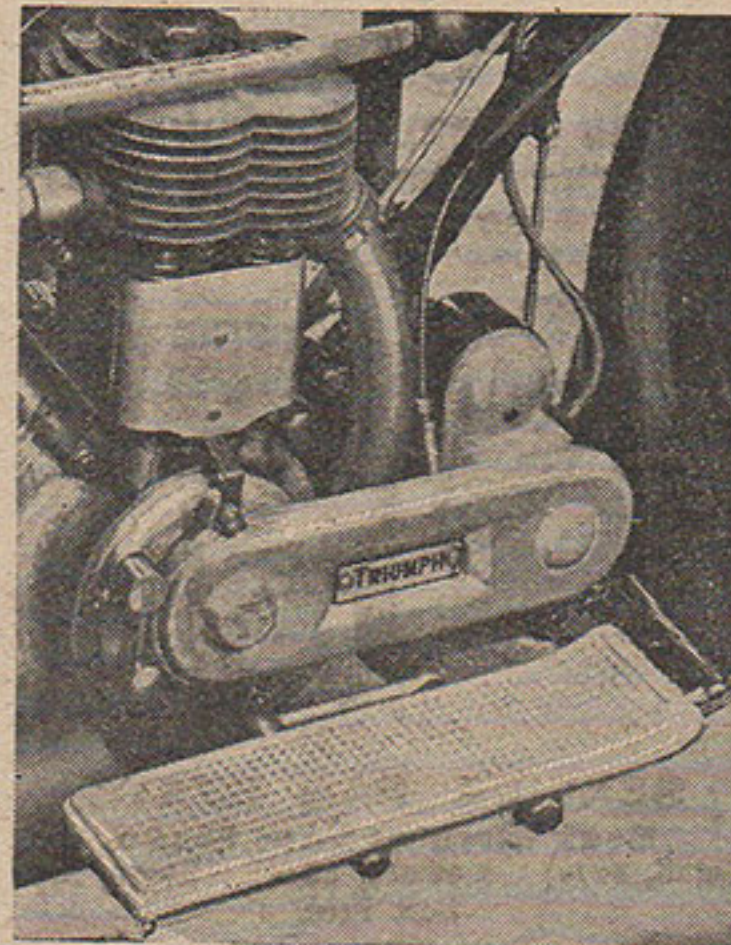
W. BRANDISH AND SONS
TRIUMPH GARAGE
FOLESHILL ROAD
COVENTRY

'Phone: 1050. 'Grams: "1050, Coventry."
We are agents not dealers. We sell only the best, and at makers' catalogue prices.

At the present time we have the following new machines in stock:—

- £63 10 0
 - British Excelsior, 2-stroke, 2-speed.
 - £67 10 0
 - Hobart 2-stroke, 2-speed.
 - £80 0 0
 - Hobart-Jap, 2-speed, Kick-start.
 - £191 0 0
 - 7-9 Harley-Davidson, Lamps, Speedometer, Horn.
 - £200 0 0
 - 5-6 Rover Combination.
 - £23 0 0
 - Millford Skiff Sidecar.
 - £25 5 0
 - Millford Corvette Sidecar.
 - £35 0 0
 - Grindlay Super Sidecar.
 - £97 10 0
 - Rover T.T.
 - £155 0 0
 - 5-6 Rover-Jap.
 - £172 10 0
 - 3½ Rover Combination.
 - £33 10 0
 - Gloria Sidecar.
- SECOND - HAND**
- £80 0 0
 - Rudge-Multi.
 - £140 0 0
 - 5-6 1919 Rover.

We can give immediate delivery of our patent footboards for 4 and 2½ h.p. Triumphs. These ensure you comfort and a safe ride at any distance. Also Easting Windscreen, and Triumph spare parts



Brandish Patent Aluminium Footboards for B by Triumphs 34s. 6d. Packing and carriage 1s 6d., also for 4 h.p. model at the same price.

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SANDUM, the Smart Sidecar Specialists.
SANDUM Sidecar Catalogue, the most comprehensive in the trade.
SANDUM Sidecars.—Our touring models, Nos. 1, 2, and 3, are designed for comfort.
SANDUM Elite Sidecar, £26: the smartest sidecar on the road; highly recommended in "The Motor Cycle."
SANDUM Sidecars, prices to suit all, from £16/10 to £35; absolutely honest value.
SANDUM Patent Convertible Sidecar with the disappearing seat; a de luxe single-seater, yet capable of seating two adults comfortably; the latest evolution of the sidecar body; fully patented.
SANDUM Featherweight Streamline Body, smart and racy, weight 18 lbs., locker in back and under seat; when not in use the seat back hinges forward and neat coverall encloses the whole; price £4/17/6.
SANDUM Hoods, plated fittings, suit any body; immediate delivery; £3.
SANDUM Combination Hood and Screen, absolutely storm-proof.
SANDUM Sidecars.—Wholesale manufacturers of coachbuilt bodies, chassis, hoods, screens, and aprons.
SANDUM Sidecars.—The most noted body-builders in the country.
SANDHAM Engineering Co., 336, Gray's Inn Rd., W.C.1. 'Phone: Holborn 933. Factories: 158 to 164, Pentonville Rd., N.; and Britannia Works, Britannia St., W.C. [0019]
WHITWORTH-STEVEN'S Sidecars.
WHITWORTH-STEVEN'S Sidecars, the best that British industry can produce. Illustrated catalogue on application.
WHITWORTH-STEVEN'S for quick deliveries. Sidecars built throughout of the finest material obtainable. Every sidecar guaranteed.
WHITWORTH-STEVEN'S can supply sidecars to fit practically every make of motor cycle. Correct fit guaranteed. Chassis in any quantities.
WHITWORTH-STEVEN'S New Coachbuilt Sidecars in stock, from £15/10 to £35.
WHITWORTH-STEVEN'S fittings are of the 1920 quick detachable type. Once the sidecar is lined up, it can be detached or attached quickly without further lining up.
WHITWORTH-STEVEN'S Reliability.—Every new model introduced is subjected to severe tests before being finally placed on the market, thus ensuring absolute dependability.
WHITWORTH-STEVEN'S Correct Fitting.—Fittings are not of the so-called universal type, but correct fittings are supplied to suit the make of motor cycle required.
WHITWORTH-STEVEN'S.—Quick delivery can be relied upon. Our plant is most extensive and up-to-date, ensuring a regular and continuous output.
WHITWORTH-STEVEN'S Engineering Co., 184-186, Pentonville Rd., King's Cross, London. 'Phone: Central 10264. [2327]
BAMCO Sidecars.—The Birch Aircraft Manufacturing Co., Ltd., 169-171, High Rd., Willesden Green, N.W.10.
BAMCO Sidecars.—The cars that set up a new standard of sidecar luxury. Prompt delivery can be given of our standard models.
BAMCO Sidecars.—Highest grade workmanship and finish throughout; write for illustrated lists. Suitable attachments supplied for all machines, English or American.
BAMCO Sidecars.—When enquiring, please state make of machine, and we will send colour pattern and suggestions regarding finish.
BAMCO Sidecars.—Specialists in cars for Scott, Triumph, Douglas, Sunbeam, Harley-Davidson, etc.
BAMCO Sidecars.—Stock colour, birch grey, lined red, for Triumph, and coach green, lined cream, for B.S.A.; trimming in dark green pegamoid. Delivery 7 days.
BAMCO Sidecars.—For the convenience of our clients, we can, if desired, supply and fit usual sidecar accessories, hoods, screens, aprons, etc.
BAMCO, Ltd., offices and engineering departments, Grosvenor Works, High Rd.; body shops and wood mill, Villiers Rd., Willesden Green, N.W.10. Tel.: Willesden 872. T.A.: Ibbircraf, Willgreen. [1847]
LIGHT Coachbuilt Sidecar, suit 3½ h.p., wind screen; £14/10.—King, Egrove Farm, Kennington, Oxford. [X8008]
SIDECARS, brand new Rover and Ariel coachbuilt, latest type, with fittings, in stock.—Moss, Wem. [X8023]

SIDECAR ATTACHMENTS.

CORONET Sidecars, manufactured by Booth's Motories, Portland Place, Halifax. Delivery from stock.

CORONET Sidecars.—Latest underslung chassis, fitted with luggage carrier; send for list.

CORONET Sidecars.—Immediate delivery for Triumphs, B.S.A., Ariel, Quadrant.—Booth's Motories, Halifax.

CORONET Sidecars.—Special model for 1920 Harley-Davidson, finished brown.—Booth's Motories.

CORONET Sidecars for Harley-Davidson or Indian, grey or red.—Booth's Motories.

CORONET Sidecars, supplied immediately, direct or through the trade.—Booth's Motories, Halifax.

CORONET Sidecars are high-class and sold at a moderate price.—Booth's.

CORONET Sidecars.—Delivery prompt; send for illustrated list, post free.—Booth's Motories.

CORONET Sidecars are giving satisfaction in all parts of the world.—Booth's.

CORONET Sidecar Bodies, 200 in stock, finished or in the rough.—Booth's.

CORONET Sidecars.—Springs, 17/6 and 25/- pair; wheels, 28/6.—Booth's Motories, Halifax.

CORONET Sidecars.—Mudguard blades with side valance, stove enamelled; 7/6.—Booth's Motories.

CORONET Sidecar, underslung chassis; large stock, no waiting; list free.—Booth's Motories.

CORONET Sidecars.—Models for every make of machine supplied promptly.—Booth's Motories.

CORONET Sidecars, manufactured by Booth's Motories, Portland Place, Halifax. Send for list. [X7420]

COACHBUILT Sidecar, dark blue, beautiful condition; £15.—King, Egrove Farm, Kennington, Oxford. [X8009]

SIDECAR, coachbuilt, Empire, apron, Cameo screen; 15 gns., off Triumph.—114, High Rd., East Finchley. [2220]

CANE Sidecar Body, side door, good condition; what offers?—15, Thorngate Rd., Paddington, London. [1733]

SUNBEAM Sidecar, accessories, excellent condition, recent model; 18 gns.—Spearman, Crediton, Devon. [2122]

LARGE Coachbuilt Ariel Sidecar, 1919 model, practically new; what offers?—R.G.M., 30, Middle St., Stroud. [X7946]

COACHBUILT Sidecar, green, appearance, condition perfect, 26x2 1/4 wheel.—Long, Barton-under-Needwood, Staffs. [1488]

COACHBUILT Underslung Burbury Sidecar, nearly new, tool locker under seat.—58, Church Rd., Upper Norwood. [9526]

WATSONIAN Sidecars, all models, ex stock, to fit any machine.—Frank Whitworth, Ltd., 139, New St., Birmingham. [X8039]

LIGHT Coachbuilt Sidecar, double sprung adjustable chassis, in good condition; £15.—Witham Lodge, Witham, Essex. [1582]

SWAN Sidecar Chassis, with 28in. wheel, tyre and tube; £6.—Broom, 1, Montague Mews, Crawford St., Baker St., London. [1946]

CHASSIS, good underslung, tyre as new, all connections, 26in. wheel.—Wyth, 1,078, Harrow Rd., Willesden, N.W.10. [1761]

SANDUM Streamline Body, cost £4/17/6, used once; accept £4; side gate.—Wilson, 21, Hopton Rd., Streatham, London. [1766]

NEW Sporting C.B. Sidecar with fixed or caster wheel, £16; bench sensitive driller, new, £6.—31a, Compton Rd., Kensal Green, N.W.10. [1740]

SIDECAR HUBS, all sizes, superior manufacture, quick deliveries, from actual makers.—A. W. Wall, Ltd., Hay Mills, Birmingham. [X6782]

MILLFORD Sidecars to fit Triumph, P. and M.'s Sunbeams, and others, from stock.—Frank Whitworth, Ltd., 139, New St., Birmingham. [X8038]

MIDDLETON'S Flier, the sidecar that goes uphill like a shot from a gun. See "Motor Cycling" report and illustration Inter-Varsity hill-climb.

MIDDLETON'S Racing Flier has for 8 years been unapproachable for speed and frightening policemen; sold only to proficient riders.

MIDDLETON'S.—Important notice to those training doubtful minds and memories: Please bring the dough. Sorry, of course you don't understand. Ask a policeman; he'll tell you. Say, "Please, sir, what's dough?" If he laughs, don't be offended, but ask again. [8597]

CANOELET Sidecars.—We can supply and fit immediately any model to any machine.—Frank Whitworth, Ltd., 139, New St., Birmingham. [X8040]

DUNHILL Coachbuilt Sidecar, 4-point attachment, only ridden 50 miles, as new; £26.—Lieutenant Maclean, 12, Penlee Gardens, Stoke, Devonport. [1947]

PHENIX C.B. Sidecar, repainted and trimmed, £15/10; also Millford C.B. trade sidecar, repainted, £8/10.—Laburnum, Gipsy Lane, Wokingham. [2045]

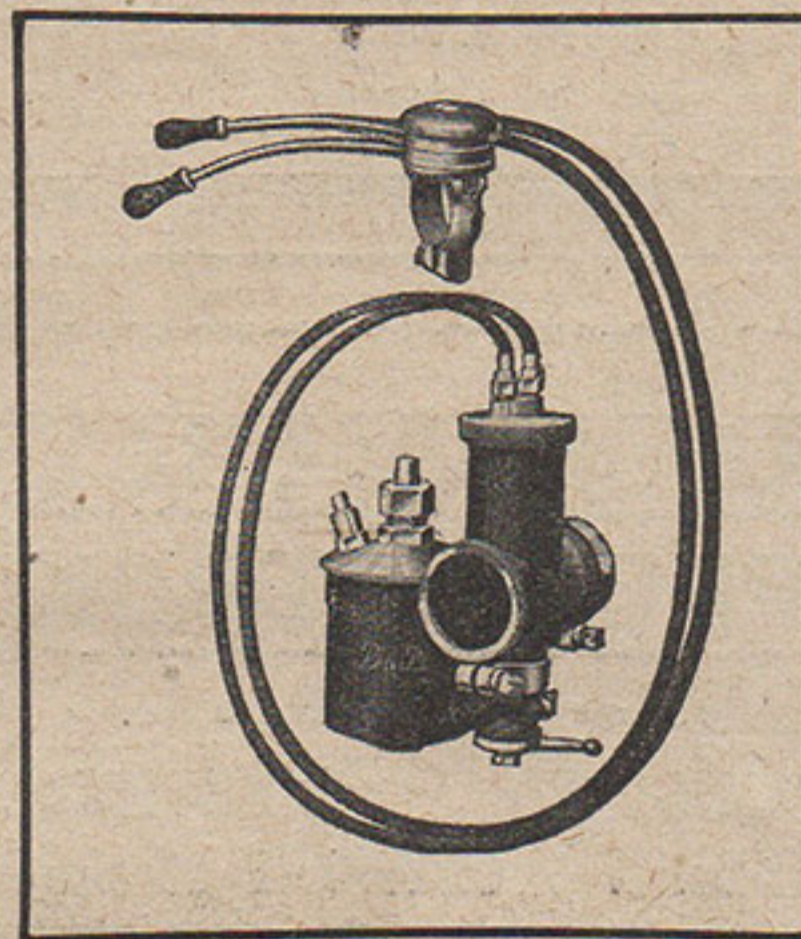
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SIDECAR ATTACHMENTS.

MILLFORD Chassis, complete with all connections, tyre, and tube; best offer over £8; seen by appointment.—Baker, 11, Shipton Houses, Park St., Globe Rd., E.2. [1876]

ROYAL Leicester Sidecars.—Models for all purposes, first-class finish; quick delivery; satisfaction guaranteed. Write for catalogue.—The Willowbrook Co., Leicester. [0049]

BASTONES for Sidecars at low prices. No better or cheaper house. Inspection invited. Latest coachbuilt 1920 models from £16/10; latest coachbuilt bodies from £4/10.

BASTONES.—We have a large stock of coachbuilt bodies. Latest pattern de luxe, torpedo, underslung, step pattern, tan ems, and lightweight. All late models at low prices.

BASTONES for Montgomery sidecars, 1920, latest models in stock. Distributing agent for London. Delivery from stock; trade supplied.

228, Pentonville Rd., King's Cross, London, N.1. Tel.: 2481 North. [8265]

MILLFORD Corvette 25 gns., Skiff £23, B.S.A. No. 2 £34, Canoelet Minor and sporting, Montgomery No. 3 £18/10/6; over 100 actually in stock.—Maudes', 100, Gt. Portland St., London. [2138]

BRAND New Coachbuilt Sidecar, painted red, 26in. wheel, luggage carrier, new Easting wind screen, lamp, only used once on Indian; £30, or offers.—Harris, 60, Hencroft St., Slough, Bucks. [1713]

SUPERB Coachbuilt Sidecars, smartest designs, lowest prices, any colour, from £15 complete; bodies only from £5.—Call and inspect at the Lancaster Motor Co., 158, Norwood Rd., West Norwood, S.E.26. [9221]

SIDECARS and Chassis.—Coachbuilt, 26in. wheel, Royal blue, £20; wicker, 26in. wheel, almost new, £15, very posh.—Paddington 2423.—Argent Archer and Co., 89, Abbey Rd., St. John's Wood, N.W.8. [1822]

MONTGOMERY Sidecars, all models, in stock; No. 1, £26/10; No. 2, £23/10; special Triumph, £24/10; No. 3, £17/17; tandem, £26/10; plus crate and carriage; send for catalogue.—Batchelor and Co., Clarence St., Kingston-on-Thames. [3091]

F.O.C.H. have a selection of brand new 1920 coachbuilt sidecars, suitable for all types of machines; all at list price.—Fair Offer Car House, 5, Heath St., Hampstead (near Hampstead Tube Station). Phone: Hampstead 3752. Hours 9-7, including Saturdays. [2279]

MILLFORD Chassis, off Indian, with all couplings, tyre, mudguard, springs, etc., £7; also Rover chassis, underslung, off Triumph, with all connections, £7; side gate between 9 o'clock and 2 or after 6.—Wilson, 21, Hopton Rd., Streatham, London. [1765]

SIDECAR.—Have a Hopley folding sidecar. No need to pay garage. You can keep motor at home; will go through passage 28in. when folded on any motor. Any shape body fitted. They have been well tested for six years on motors up to 8h.p.—Hopley, Upper Highgate St., Birmingham. [0152]

WAUCHOPE'S, 9, Shoe Lane, London.—New Douglas 1919 sidecars to fit 4h.p. Douglas motor cycles, £27/10; No. 2 B.S.A. sidecars, 1920 models, £35; Canoelet sporting sidecars in various colours, also Canoelet roadster sidecars, from £22; Wauchope No. 1 sidecars £25/10, Wauchope No. 2 sidecars £24/10, and Wauchope No. 3 sidecars £23/10; Williamson sidecars, £28; Rennoc sidecars, from £19/10, in stock.—Phone: 5777 Holborn. [1422]

RUNABOUTS AND CYCLE CARS.

WAUCHOPE'S, 9, Shoe Lane, London.—8h.p. Duo car; £175. [1440]

BEDELIA Cycle Car, 5h.p., 2-seater; £57/10.—77, Acre Lane, S.W.2. [1562]

WAUCHOPE'S, 9, Shoe Lane, London.—5h.p. Carden monocar; 100 gns. [1444]

2-SEATER Light Car, 8-10h.p.; bargain, £145.—2, Florence Villas, Friern Park, North Finchley. [1842]

WAUCHOPE'S, 9, Shoe Lane, London.—A.V. Mono car, twin-cyl., J.A.P. engine, new, 1920 model; offers. [1442]

MORGAN De Luxe, 1920, water-cooled, wanted; premium for early delivery.—14, Goodison Av., Liverpool. [1587]

A.C. 2-seater, hood, screen, lamps, speedometer, first-class condition throughout; £85.—Taylor's Garage, Wednesbury. [9970]

CYCLE Car Chassis, differential, chain drive, good condition; £10.—241a, Lewisham High Rd., Brockley, S.E.4. [1786]

PILOT Runabout, single-cyl., mag. ignition, recently overhauled; price £50, or near offer.—Stroud, St. Michael, Oxford. [1674]

MERRALL-BROWN, the super 3-wheeler; £330; April delivery.—Halifax Motor Exchange, Union St. South, Halifax. [2303]

1919 Grand Prix Morgan, hood, screen, lamps, speedometer, splendid order; £240.—2, Nightingale Rd., Lower Clapton. [1599]

RUNABOUTS AND CYCLE CARS.

A.C. Sociable, 6h.p., electric horn and lamps, hood, screen, tools, etc., had little use; £80.—Bodger, 28, St. Paul's Rd., Peterborough. [1823]

CROUCH, 1920 model, 10h.p., 5 detachable wheels, sound and reliable; bargain for someone, £245.—W.F., 6, Vicarage Rd., Tottenham, London. [1608]

MORGAN, 8h.p. J.A.P., perfect running order, ready to drive away.—Full particulars from Jackson, Electricity Works, King's Lynn. [1830]

CLYDE 6h.p. 2-seater, water-cooled; £80, or exchange for motor bike and sidecar, cash adjustment.—Barton, 27, Church Rd., Erith, Kent. [2263]

PEUGET, 6h.p., 3 speeds, all lamps, recently overhauled, Stepney car: £215.—Maudes', 100, Gt. Portland St., London. [2148]

VICTOR Cycle Car, 1919, 8h.p., 2-seater, hood, screen, very fine condition; seen any time; £195, bargain.—P. Driscoll, 58, Woodfield Rd., Ealing, W.5. [2256]

MORGANS.—We usually have a few in stock, recent models only.—Clifford Wilson Mfg. Co., 70, Royal Hospital Rd., Chelsea, S.W.3. Tel.: Kens. 7113. [2165]

1920 G.N., standard, dynamo lighting set, only driven a few miles; £285, or exchange Singer coupe, cash adjustment.—46, Gladstone Av., East Ham, London. [1870]

A.V. Monocar, for speed and comfort.—Order now from J. Blake and Co., Liverpool and Manchester; authorised dealers for Lancashire (except Fylde), Cheshire, and Isle of Man. [6585]

2-CYL. J.A.P. Engine Cycle Car, magneto ignition, painted aluminium, torpedo shape 2-seater body, electric side and tail lamps, ready to drive away; price £150, or near offer.—Stroud, St. Michael, Oxford. [1675]

MORGAN 8h.p. J.A.P., sporting, splendid lamps, tyres, speedometer, hood, door, all red, £20 spent on overhaul, ready for holidays; £130 for cash; seen at Banbury.—Letters, Silvermere, 19, Sandford Rd., Moseley, Birmingham. [X8041]

WAUCHOPE'S, 9, Shoe Lane, London.—10h.p. Grand Prix Morgan, disc wheel, water-cooled J.A.P. engine, fully equipped with hood, screen, accessories and tools, £225; also sporting model, 1916, £189; and another sporting model, £165. [1441]

CARDEN Monocar, 8h.p., 1919, delivered November, closing dickey seat, Lucas acetylene head and tail lamps, mechanical horn, B. and L. sight drip feed on dash, undershield, aluminium discs, condition as new; 150 gns., or nearest.—Mrs. Halliwell, Kirby Misperton Hall, Pickering, Yorks. [2168]

GIBBONS Mark III. Cycle Car; £110. Send for descriptive literature. Trials can be arranged by appointment; for business men a demonstrator can be available on Sunday mornings. A limited number of cars can be delivered for the coming season.—Gibbons and Moore, Chadwell Heath, Essex. [1321]

TAMPLIN Cycle Cars, £150 plus 10%; finest components, J.A.P. 8h.p. engine, consumption 60-85 m.p.g., car type bearings throughout, live axle, tandem seating; delivery guaranteed 6-8 weeks from receipt of deposit £10 with order; call and inspect cars being despatched.—The Tamplin Engineering Co., Kingston Rd., Staines. Phone: 139. [2103]

SIDE-CARRIERS AND PARCEL-CARS.

£100 Down and 12 monthly payments of £25 secures a magnificent 3-ton lorry.—Details, Palmer's Garage, Tooting. [7857]

TRADESMAN'S Coachbuilt Sidecar Delivery Box, fit any chassis, packed in crate f.o.r. £5/10.—Curling, Marston, Sittingbourne. [1633]

PANHARD Lorry, 10-12h.p., 4 cyls., 4 speeds, reverse, running order; first £35 secures.—47, Gloucester St., Cardiff. [1606]

1920 Enfield Tradesman Combination, ideal double purpose machine, as new; £190.—Clifford Wilson Mfg. Co., 70, Royal Hospital Rd., Chelsea, S.W.3. Tel.: Kens. 7113. [2160]

14-18h.p. Sunbeam Van, 4 speeds, reverse, gate change, Zenith carburetter, Bosch mag., good tyres; £170, bargain, or exchange for combination.—74, Brighton Rd., Surbiton. [2186]

8-10h.p. Panhard Light Covered Van, new body, 3 speeds and reverse, chain drive, carry 8-cwt., good running order, tyres good; £65.—Cook, 148, High Rd., E. Finchley, N.2. [1837]

CARS FOR SALE.

L.M. (Little Midland) Light Car.

PRISE 210 gns. complete.

FOR full particulars and delivery dates apply Vivian Hardie and Lane, Ltd., 24, Woodstock St. (off Oxford St.), New Bond St., London, W.1. Phone: Mayfair 6559.

SOLE agents for London and Home Counties. [0084]

HUMBER 2-seater Small Car; £35.—Hall, next to Green Man, Whetstone, London. [1826]

MERCEDES 18h.p. Landulet, would hold 7 inside; £245.—77, Acre Lane, S.W.2. [1560]

JONES' GARAGE, BROADWAY, MUSWELL HILL, N.

Phone: Hornsey, 2562

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1920 7-9 h.p. **HARLEY** Combination.
 1920 **HARLEY** horizontal twin Combination.
 1920 5-6 h.p. **ROVER** Combination (maker's colours).
 1920 2½ h.p. **ALLON**, 2-speed, clutch, etc.
 1919 8 h.p. **ZENITH** C.S. Combination.
 1920 4 h.p. **BLACKBURNE** Combination.
 1920 4 h.p. **BLACKBURNE**, Solo.
 1919 2½ h.p. **SPARKBROOK-VILLIERS**.
 1919 2½ h.p. **DIAMOND-J.A.P.**, Enfield gear.
 1919 4 h.p. **DOUGLAS** Combinations (2).
 1917 3½ h.p. **SUNBEAM** Combination.
 1919 2½ h.p. **COULSON-B.**, Solo.
 1918 4 h.p. **TRIUMPH** Combination.
 1920 4½ h.p. **B.S.A.** Combination.
 1918 8 h.p. **MATCHLESS-M.A.G.** Combination.
 1919 6 h.p. **JAMES** Combination.
 1916 7-9 h.p. Powerplus **INDIAN** Combination.

Also many others.

The 1920 machines above are all Brand New, and the 1919 are nearly so.

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INDIAN CLYNO (2-stroke)
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 (4-cylinder).
ZENITH NEW IMPERIAL
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 272-274, Gt. Western Rd., Glasgow

CARS FOR SALE.

ROVER 6-8h.p. 2-seater £65; De Dion 8h.p. 2-seater, £75.—230, Brixton Rd., S.W.9. [1559]

PEUGET 12h.p. 4-seater, hood, screen, Stepney; £87/10.—230, Brixton Rd., London, S.W. [2049]

A GOOD Sound 5-seater Hudson Touring Car for sale; £365.—Box 2,705, c/o The Motor Cycle. [1729]

ARGYLL ¾ Landulet, 16-20h.p., guaranteed perfect; £195.—234, Brixton Rd., London, S.W.9. [2048]

WHAT Offers?—Ford landulet, English body, ordered last April.—Box 426, c/o The Motor Cycle. [X7984]

WHITING-GRANT Light Car, 2-seater, repainted fawn, lighting, starting; £265.—Railway Garage, Staines. [2104]

HUMBERETTE, A.C., 1914, perfect running order, Stepney, speedometer, etc.; £170.—8, High St., Doncaster. [2098]

SINGER 1917 10h.p., dynamo lighting and self-starter, guaranteed as new, just overhauled; £435.—Maudes', 100, Paris St., Exeter. [2147]

8 h.p. Rover Car, 2-seater, hood, folding screen, lamps, Stepney spare wheel, good running order; £100.—Cook, 148, High Rd., E. Finchley, N.2. [1836]

6 h.p. Rover 2-seater, modern body, 3 speeds, reverse, acetylene head lights, hood, screen, tools, drive anywhere; £75.—During, Whitehorns, Radlett, Herts. [1777]

20 h.p. Humber, big coupe body, dual ignition, less mag., going order; £90, or exchange for combination; after 6.30.—107, Tylecroft Rd., Norbury, S.W.16. [2216]

BRITON 10h.p. 2-seater, Bosch mag., wind screen, hood, tools, new tyres all round, sound condition, recently painted; £100.—35, Bartholomew St., Newbury. [1958]

HUMBER 2-seater, with dickey, 10-12h.p., hood, screen, S.U. carburetter, running order; £90, or exchange combination.—Hammond, Queen's Rd., Wivenhoe. [2246]

BLERIOT Whippet Light Car; price £280; demonstration car available for trials; early deliveries; book now for the Easter holidays.—Lloyd and Son, 29, Station St., Lewes. [7387]

WAUCHOPE'S, 9, Shoe Lane, London.—1914 9.5h.p. Standard car, fully equipped, with hood, screen, lamp, dynamo lighting; 400 gns., or motor cycle and sidecar taken in part payment. [1443]

VOX-HUMBER 10h.p. Sporting 2-seater Car, 3 speeds, reverse, wire wheels, lamps, etc., splendid running order; £110, bargain; after 6 p.m.—157, Tulse Hill, London, S.W.2. [2213]

J. BLAKE and Co., 110-112, Bold St., Liverpool, Britain's premier motor cycle and accessories saloon, have the largest assortment of sidecars for immediate delivery, including Swan, Grindlay, Canoelet, Mills-Fulford, Patey, Henderson, Luxurette, and J.B. [6584]

ENGINES.

12 h.p. w.e. Twin Engine, Bosch, good order; bont or car.—Walsh, Weaverham, Ches. [X7683]

8-10h.p. J.A.P. Engine, Bosch, condition like new; £25.—Welch, 172, Crossbrook St., Cheshunt, Herts. [1709]

5 h.p. Griffon Zedel Twin, rebushed, adjustable pulley; nearest to £6.—232, High Rd., Wood Green, N. [2040]

MAG, brand new, latest 1920 models, water-cooled, 8h.p.; £55; ex-stock.—Maudes', 100, Gt. Portland St., London. [2139]

ONE J.A.P. 8h.p. Complete Engine Unit, Amac, Dixie; bargain, £24.—123, Ainsworth Rd., Radcliffe, Manchester. [2053]

2 3h.p. lightweight engine, frame, wheels, etc., £10; Premier and Rudge cylinders, 3½h.p. cylinders, £3/10/6 each.—Evers, Wath. [1507]

6 h.p. single-cyl. Buckingham air-cooled engine, overhead valves, outside flywheel; £8.—Thomas, 83, Devonport Rd., Shepherd's Bush, W. [1716]

BRAND new 1920 8h.p. water-cooled J.A.P. engine, just as received from makers; £43.—Wallis, 49, High St., Saffron Walden, Essex. Phone: 45. [1950]

8 h.p. Petrol-paraffin Stationary Engine, water-cooled, all piping and tanks seen running after 5; best over £25.—Sales, Oakleigh Villas, New Rd., Ascot, Berks. [1718]

4 1h.p. Motor Cycle Engine, m.o.v., silencer, etc., Bosch enclosed magneto, B. and B. variable jet carburetter; £16/10.—60, Park St., Farnworth, Bolton. [1492]

RUDGE 3½h.p., slightly incomplete, crankshaft, flywheels, connecting rod and cylinder perfect, £6; also 5-6h.p. twin Antoine, nice order, £3/10.—Marshall, Bridge St., Witham, Essex. [1704]

BRAND New Union 2-stroke Engine, magneto and carburetter, complete unit, what offers? 3½h.p. J.A.P. engine (less one timing wheel), Bat spring frame, forks, and wheels, £10 lot.—37, Furzehill Rd., Plymouth. [X7952]

SALE, 3½h.p. Triumph Engine, Bosch, B. and B., complete, less mag. chain case, £18; and pair wheels, 24x2 tyres and tubes, good, 50/-; Sorlea tank, 10.—Russell, 1, Bangalow, Wintonington, Northwich. [X7903]

ENGINES.

6 h.p. 1919 Twin-cyl. J.A.P. Engines, brand new, complete with magneto driving sprockets, valve lifting mechanism, union nuts for exhaust pipes, induction pipes complete, compression taps, also nut and key for engine sprockets, and 2 oil feed unions, adjustable tappets, and special set of spanners for each engine; £37/10.—Wauchope's, 9, Shoe Lane, London. [6707]

ENFIELD.—A 3½ h.p. Mag engine, with air-cooled exhaust valves, can be supplied to fit in place of your old 2½ h.p. engine (which could be sold), making your machine a fast and powerful mount and capable of pulling a sidecar. Only a few are available.—M.A.G. Engine Co., Ltd., 839, Harrow Rd., N.W.10. Phone: Willesden 1092. [0147]

NEW 8h.p. Air-cooled J.A.P. Engine, latest type, £45; new 8h.p. water-cooled ditto, with bevel drive for mag., suit Morgan, £52; 8h.p. J.A.P. engine, air-cooled, second-hand, as new, rebushed, new cylinder and pistons, £29; new Bosch mag., to suit either above, £10; large stock of genuine J.A.P. parts for 6 and 8h.p.—Tassell, 1a, Bloomfield Rd., Plumstead. [8824]

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NEW 180° C.A.V. Magneto, £6/10.—E.J.W., 19, Holywell Hill, St. Albans. [2250]

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U.H. Magnetos.—Send especially your V twin magnetos to Charles Parker and Co., 75, Park Rd., Acton, London. [0101]

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LET Us Know your requirements, we will quote on per return.—Reliance Magneto Repairing Co., 11, Gt Sutton St., Goswell Rd., London, E.C.1. [9406]

REMY Dynamo Magneto, running order; best offer.—Sharman, 31, Back Parker St., Derby. [1894]

BOSCH Magneto, 45° twin, clockwise, perfect condition; £3/5.—Bicknell, Crabbs Cross, Redditch. [1610]

BOSCH Mag., 45°, off Harley, guaranteed, £5/5; gear wheel if required, 12/6.—Nutt, Killay, Swansea. [2023]

MAGNETO, Dixie, perfect; £3/15, one clock, and one anti-clock.—Hadfield, Rawcliff, East Grinstead. [1817]

MAGNETO, new Thomson-Bennett, for 2½ h.p. Douglas; £6.—F. Matthews, Belmont, Flitwick, Beds. [1900]

MAGNETO, Thomson-Bennett, AM2, 180°, splendid order; 90/.—Swinford, Minster, Isle of Thanet. [1848]

BOSCH ZU4, clockwise, perfect condition; £13/10.—Farrant, 6, Vicarage Rd., Tottenham, London. [1609]

4½-VOLT Brand New Dry Batteries, fully guaranteed; 12/9, post free.—Palmer's Garage, Tooting, S.W. [1308]

BOSCH 180° Magneto, £5; Thomson-Bennett ditto, £4/10; in excellent order.—Marshall, Bridge St., Witham, Essex. [1705]

SOUTHERN Ignition Co., Rutland Works, Hove, magneto repairing specialists; immediate delivery new magnetos and spares. [4300]

C.A.V., 180°, £6; Thomson-Bennett, single, clockwise, and anti-clock, new, £5.—Ashby, 89, Blackhorse Rd., Walthamstow. [9750]

BOULTON Magnetos can now be supplied from stock; 2½ h.p., £4/5; 3½ h.p., £4/15 each.—Boulton Magnetos, Ltd., Wolverhampton. [1810]

HALIFAX MOTOR EXCHANGE,
Union Street South,
HALIFAX.

Motor Cycles in Stock.

SUNBEAM, 1918, 3½ h.p., 3-speed ...	£125 0
P. & M., 1915, 3½ h.p., 2-speed	£72 10
HUMBER, 1919, 3½ h.p., almost as new	£105 0
DOUGLAS, 1915, 2½ h.p., accessories ..	£62 10
N.S.U., twin, 4 h.p., 2-speed	£32 10
METRO-TYLER, 2-speed, 150 miles ..	£69 10

SIDECAR COMBINATIONS.

REX, 1920, 8 h.p., accessories	£210 0
SUNBEAM, 1918, almost like new	£165 0
P. & M., 3½ h.p., 2-speed	£89 10
HUMBER, 1919, new Sidecar	£130 0
N.S.U., 4 h.p., 2-speed, Millford	£37 10
P. & M., 3½ h.p., 2-speed, new body ..	£85 0

SPECIAL BARGAINS.

Douglas, 2-speed, wants attention	35 gns.
Coach Sidecar, for 4 h.p. Douglas	£18 10
Douglas, 2-speed, wants attention	38 gns.
B. & B. Carburetter, 30/-; Pilot jet	37/6
Binks Carburetter	£2 15
Triumph Pedalling Gear	£1 5
New Army Knapsacks, 13½×11×4	5/6
New C.A.V. Magneto	£7 17 6
New Corona Wickless Stove	£1 5
New Capac Carburetters	£4 4

NEW 1920 MODELS.

We can give early deliveries of **ACME, BAT, BRADBURY, EDMUND, REX, ROYAL RUBY** (spring frame), and American **EXCELSIORS, Perfection, Mills-Fulford,** and **Swan Sidecars, L.S.D. and MERRALL-BROWN** Three-wheelers.

A few New Models always in Stock.

P. W. SURPLICE,
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TRIUMPH, ENFIELD, INDIAN, A.B.C., ROVER, ZENITH, LEVIS, CLYNO, MATCHLESS, RUDGE, ALLDAYS, and ROYAL RUBY MOTOR CYCLES.

MORGAN and T.B. CYCLE CARS, and has a few delivery dates still open.

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Telegrams: "Surplice." Telephone 1793.

IGNITION APPLIANCES.

C.A.V., single, anti, £5; ditto, M.L., £6; also Bosch, C.A.V. 180°, cheap; spare contact-breaker, 15/.—Ashby, 89, Blackhorse Rd., Walthamstow. [8787]

BOSCH twin magneto, clockwise, Type ZU2, excellent condition, minus dust cover and cam lever; £12, or offers.—Box 429, *clo The Motor Cycle.* [X7872]

THOMSON-BENNETT Magneto, single, clock, £5; twin anti-clock, £6; both new, unused; cost £7/15.—Sinclair, Blencathra, Walton-on-Thames. [1977]

DRY Batteries for ignition and lighting. A really strong battery guaranteed by us, 5 volt, 12/- each.—Euston Ignition Co., 329, Euston Rd., London, N.W.1. [1035]

ANY Make Car Lighting, starting, and ignition sets repaired and overhauled. All repairs guaranteed. Remagnetising by improved process.—The Magneto Repair Depot, Ivy Rd., Handsworth, Birmingham. [X6472]

GUMBRELL and Co. repair magnetos and lighting dynamos. Spare parts stocked. Quick service. Work guaranteed 12 months. We make a proper job.—43, 45, and 47, Derby Rd., Loughborough, Leicestershire. [7585]

BRAND New C.A.V. Magneto, type KU1, single, lightweight, clockwise, £5/5; B. and B. carburetter, 1½ in., as new, 30/.—153, Manor Rd., West Ham, E.15. [1459]

MAGNETO Repairs. New and second-hand magnetos in stock. Quick efficient repairs. Spare parts.—Wallace Magnetos, 186, Walworth Rd., S.E.17. Hop 3506. [1915]

LOVELAND Magneto Repair Service (established 1900) for reliable repairs; remagnetising by special process; magnetos and spare parts. Phone: Streatham 1390.—Loveland Bros., Crescent Magneto Works, Norbury, S.W. [9371]

JEBRON, registered 291,298, greatly superior to platinum, unequalled for blades, screws, etc., cures misfiring, 10/- each rivet; Jebron screws, fit Bosch magnetos, 22/- pair; old screws Jebronised, 10/- each.

JEBRON, an Iridium-Platinum contact, guaranteed pure; there is no efficient substitute for these metals.—Jebron, 38, Herbert Rd., Woolwich, S.E.18. [0001]

MAGNETOS.—New C.A.V. and Thomson-Bennett for Triumph, B.S.A., Clyno, Douglas, V twins, etc.; trade supplied.—Halifax Motor Exchange, Union Street South, Halifax. [2299]

BASTONE'S for Magnetos.—New E.I.C., water-proof, single, for 3½ h.p. and 4½ h.p., also twins and lightweight, at right prices.—Magneto Dept., 228, Pentonville Rd., King's Cross, London, N.1. [5029]

MAGNETO Repairs.—Send your magneto to Palmer's Garage, Tooting. Reply paid; quotation telegraphed on receipt. Quick, efficient repair guaranteed in from 2 to 6 days, usually within 24 hours.—Palmer's Garage, Tooting. [5489]

BRAND New C.A.V. Magnetos, 180°, £6/6; Dixie 21 ditto, £5/10; new Berlings, single-cyl., £5/5; V twins, all degrees, new and second-hand, in stock.—Euston Ignition Co., 329, Euston Rd., London. Phone: Museum 5034. T.A.: Magdymo, Euston Rd., London. [8931]

THE Magneto Repairing and Winding Co., Established 1912. Manager, S. T. Boon, late from the Bosch works.—Magneto repairs of every description. All repairs at lowest possible prices, and strictly guaranteed. We can mostly return them within 24 hours. We have several new and second-hand single and 2-cyl. magnetos in stock, all guaranteed.—The Magneto Repairing and Winding Co., 78, Hampstead Rd., Euston Rd., London, N.W.1. Phone: Museum 1158. T.A.: Kumagnelec, Eusroad, London. [1812]

EUSTON Ignition Co.'s 24 hour repair service. Guaranteed repairs to all types of magnetos; Splitorf and Dixie specialists; official Indian electrical service station; Thomson-Bennett repairs and spares. All repairs are tested on an approved A.I.D. test bench before dispatch, and therefore carry our guarantee for 12 months. We hold the largest stock of guaranteed magnetos in London, twins all degrees; spare parts for all makes in stock; charged accumulators all voltages always ready in stock, plugs, cables, ½-watt and vacuum bulbs all voltages. We give you real live service always.—Euston Ignition Co., 329, Euston Rd., London, N.W.1. Phone: Museum 5034. T.A.: Magdymo, Eusroad, London. [9357]

TYRES.

PHENIX for every description of tyre repairs, quick, reliable, from 3/6.—Below.

TWO Days is the time it takes us to retread your old covers equal to new again.—Prices, below.

RETREADING 26in. Covers (heavy) 17/6, extra heavy 20/-; 28in. covers, heavy 20/-, extra heavy 25/-; 650mm. and 700mm., ditto.—Below.

SEND for price list, Phoenix Tyre Repairing Co., 224, Sherlock St., Birmingham. [X8010]

DUNLOP Steel and Rubber Combination, 26×2½; £3; nearly new.—28, Hamilton Rd., Twickenham. [1734]

TWO Heavy Dunlops, rubber-studded and grooved, 26×2¼, brand new; 50/- each; approval.—41, Ashford Rd., Cricklewood. [9544]

TYRES.—See Bancroftian Advertisements under Miscellaneous. Stelastic, Pedley, Kempshall, Hutchinson; extraordinary prices. [0054]

TYRES.

LEGGATE, Edinburgh, for tyre value.

LEGGATE, Edinburgh.—For great reductions and genuine value in brand new clearance 1920 tyres Manufactured in this city by the largest indiarubber manufacturers in the British Empire, and famous the world over for quality, resiliency, durability, and non skidding properties.—See below for approval terms Prompt despatch guaranteed. We pay carriage.

LEGGATE, Edinburgh.—1920 new pattern, 4-pl. fabric, heavy, rubber studded, beaded covers 24x2, 34/6, list 46/3; 24x2 1/4, 38/6, list 50/-; 26x2, 36/-, list 48/-; 26x2 1/4, 38/6, list 51/6; 26x2 3/8, to fit 2 1/4 rims, 41/-; list 55/-; 26x2 1/2, for 2 1/4 rims, 45/-, list 59/-; 26x2 1/2, 42/-, list 56/3; 650x65, 55/6, list 73/9; 700x80, for 650x65 rims 60/-, list 81/6; 28x2 1/2, for American rims, 58/- list 76/3; 28x3, for American rims, 61/6, list 82/-

LEGGATE, Edinburgh.—These goods are all brand new and sent anywhere on 7 days' approval against remittance; cash refunded in full if good-not approved of.

LEGGATE and Company, Motor Cycle and Tyre Specialists, 15, Slateford Rd., Edinburgh Phone: Central 8693. Telegrams: Tyres, Edinburgh [6703]

ECONOMIC Tyre Co.—We have a small parcel of the following in Kempshall clearance:

ECONOMIC.—26x2 1/4 anti-skid, 35/-, listed 22/14/6; 26x3 3/8 non-skid, 45/-, listed 23/12/6; 26x2 1/2 anti-skid, 35/-, listed 23/3/6; 28x3 non-skid, 60/-, listed 25/6/4; all new clearance.

ECONOMIC.—All goods sent on approval, carriage paid, against remittance.

ECONOMIC.—24x2 Dunlop rubber-studded, 27/-; 224x2 1/4 Clincher de Luxe, 50/-; 26x2 1/4 Palmer Cord heavy, 63/-.

ECONOMIC.—26x2 3/8 Palmer Cord heavy, 66/-; 26x 2 1/2 x 2 1/4 Rom, rubber stud, 57/3; Dunlop heavy, 59/-.

ECONOMIC.—26x2 1/2 Rom rubber-stud, 56/-; rubber bars, 85/3; Dunlop heavy, 56/9; 26x3x2 1/2 Dunlop extra heavy, 74/3.

ECONOMIC.—28x2 1/2 Goodyear Diamond, 45/-; Dunlop heavy, 63/6; 28x3 Dunlop heavy, 75/9; Clincher Dreadnought, 82/-; Goodyear Diamond, 100/-.

ECONOMIC.—650x65 Avon combination, 25/1/6, Dunlop extra heavy, 23/13/3; Clincher de Luxe, 23/13/9; 700x80 Clincher 3-ribbed, 78/9; Goodrich safety, 87/-.

ECONOMIC.—Tubes: 24x2 9/6, 24x2 1/4 9/9, 26x2 1/4 10/3 (clearance 7/6), 26x2 3/8 11/-, 26x2 1/2 x 2 1/4 11/9, 26x2 1/2 11/3, 26x3x2 1/2 12/3, 28x3 1/2 14/3, 28x3 13/9, 650x65 12/6, 200x80 16/-.

ECONOMIC.—Clearance belts, price per foot, 3/4 in. 1/8, listed 2/3; 1/2 in. 2/-, listed 2/7; 1 in. 2/6, listed 3/-.

ECONOMIC Tyre Co., 314, New Cross Rd., S.E.14 (near Town Hall). Phone: New Cross 1393. Repairs and retreading. [2237]

BASTONE'S for Covers and Tubes. See last week's adverts.—228, Pentonville Rd., King's Cross, London, N.1. Tel.: 2481 North. [8915]

BRAND New Clincher, rubber-studded, 28x3 42/6, 26x2 1/2 39/6, 26x2 1/4 33/6.—Wandsworth Motor Exchange, Ebner St., Wandsworth Town. [2828]

26x2 1/2 Dunlop extra heavy studded tyre, new; ditto, heavy, slightly used; new Palmer tube; suit; £4 the lot.—153, Mortimer Rd., Willesden, W.10. [1746]

DUNLOP Heavy Cover, 26x2 1/2 x 2 1/4, bought new in error 3 days ago, perfect, 50/-; also tube, 10/-; post free immediately.—Breese, Tudor House, Aylesbury. [1922]

RETREADING and all Repairs to Covers and Tubes carried out promptly. Send now; Easter is near.—Stanley Vulcanising Co., 55, Rann St., Ladywood, Birmingham, the H.F. specialists. [X6864]

CLEARANCE, the best known make extra heavy rubber studded motor cycle tyres, 26x2 1/2, fit 2 1/4 rim; price £2 each; approval.—H. Goodridge, 67, Coventry Rd., Bordesley, Birmingham. [2046]

TYRE Repair Specialists.—H. F. process throughout, including retreading burst covers. Every kind of repair to tyres and tubes in 24 hours, retreads in 4 days.—The Motor Tyre Co., 66, High St., West Bromwich [X3383]

24x2 in. Brand New Palmer Cord, 47/4; Palmer 2-ply, 34/7; Clincher Junior De Luxe rubber non-skid, 27/3; Palmer tubes, 7/3; 24x2 brand new Dunlop rubber non-skids, 27/3 each.—Emanuel (see below).

650x65 Brand New Dunlop 4-ply Heavy, 60/- each; all goods carriage paid.—Emanuel (see below).

26x2 in. Brand New Palmer Cord, 49/6; Clincher Junior De Luxe rubber non-skid, 28/6.—Emanuel (see below).

26x2 1/4 in. Brand New Palmer Cord, 52/-; Palmer 2-ply, 41/5; Clincher Junior De Luxe rubber non-skid, 30/3.—Emanuel (see below).

26x2 1/2 in. Brand New Palmer Cord, 57/2; Palmer 2-ply, 45/1; Clincher Junior De Luxe rubber non-skid, 34/3; 650x65 brand new Palmer Cord, 61/4.—H. Emanuel, 27, Belgrade Rd., Stoke Newington, N.16. Phone: Dalston 3161. [0088]

MOTOR CYCLE ACCESSORIES.

	£	s.	d.
Gauntlets, Brown Leather ..	0	12	6
All Leather Knee Grips ..	0	10	6
Handle-bar Muffs	0	9	6
Trouser Overalls, Air quality	1	0	0
Motor Cycle Suits	2	12	6
Pillion Seats	1	1	0
Tan Sad	1	18	6
Handle-bar Mirrors	0	12	6
Rear Lamp	0	5	6
Head Lamps	3	3	0
P.H.	3	7	0
Miller	3	4	0
Bonnixsen Speedometer ..	5	15	0
Cowey	5	10	0
College Mudshields	1	17	6
Sterling	2	10	0
Easting	4	10	0
Stanford Windscreen	3	10	0
Raper	2	17	6
Cameo	3	0	0
Small Mechanical Horn ..	0	10	6
Large	1	1	0
Bulb Horns	0	18	6

Be'ts, Covers, Tubes, Oils, Greases, Fasteners, Belt Punches, P u s, of all makes in stock.

FRANK WHITWORTH LTD
139, NEW STREET,
BIRMINGHAM

INDIAN
Combinations
AND
SCOUT
Models.
THE LAST WORD
IN LUXURY.

Very Early Delivery.

SEAL & BALL,
24, Nevill Street,
SOUTHPORT.

Telephone: 163.

TYRES.

DO You Want reliable high-class retreading, bursts, vulcanising, chafed beads remoulding, or butt-ends fitting? Then get in touch with The Melton Rubber Works, Melton Mowbray. You will never regret it. [0085]

RETREADING.—Your tyres reconstructed, burst tyres and tubes scientifically repaired by our own process. Full satisfaction guaranteed. 13 years' experience.—Victory Tyre Repairing Works, 26, Vine St., Leicester. [X6630]

PALMER heavy 4-ply covers, 700x80 and 28x3, 65/- each; 28x3 heavy cord, 86/-; Clincher de Luxe, 26x2 1/4, 26x2 3/8, and 650x65 covers, new inner tubes one puncture, all sizes, Palmer, Clincher, and Hutchinson, 7/- each.—J. Tassell, 1a, Bloomfield Rd., Plumstead, S.E. [6889]

NEW Heavy Beaded Covers, 26x2 27/6, 26x2 1/4 30/- 26x2 1/2 35/-; sidecar covers, 26x2 1/4 20/-, 26x2 1/2 25/-; butt-ended tubes, 26x2 8/6, 26x3 12/6; endless tubes, 26x2 7/6, 26x2 1/4 8/6, 26x2 1/2 10/6, 26x3 11/6; new rubber belts, 7ft. 6in. x 7/8 in. 12/6, 8ft. 6in. x 7/8 in. 15/-; sent approval carriage paid receipt remittance.—Palmer's Garage, Tooting, S.W. [5490]

TANKS.

TANKS.—Tanks, any shape, to order; repairs, or enamelled Discs for motor wheels, lists free.—Attwoods, 86, Rosebery Av., E.C. Tel.: Central 12445. [3539]

INSURANCE.

FOR Insurance of all kinds (specially motor), apply, Ernest J Bass, Insurance Broker, Bishops Stortford. [0005]

"THE Motor Cycle" Insurance Policy is the policy authorised by "The Motor Cycle," and covers motor cycles or cycles and sidecars used for private purposes. Complete comprehensive cover. Maximum benefits, minimum rates. Free weekly copy of "The Motor Cycle" to all policy holders paying a premium of £4/5 or over.—Full particulars and prospectuses on application.—The Autocar Fire and Accident Insurance Co., Ltd., 20, Tudor St., London, E.C.4. [0007]

ROYS, Ltd., for the insurance of motor cycles, motor cycles and sidecars, scooters, auto-carriers, etc.—See below.

ROYS, Ltd., for complete comprehensive policies, lowest rates, immediate repairs at any repairers, and prompt claims settlements.—See below.

ROYS, Ltd., issue Lloyd's and all leading companies' policies.—See below.

ROYS, Ltd., effect insurances of every description, including accident and sickness, burglary, employers' liability, fire, plate glass, householder's comprehensive, life, third party, all risks, marine, lifts, cranes, boilers explosion, riots, etc.—See below.

ROYS, Ltd., invite enquiries for insurance of all kinds. Prospectuses and rates, quotations and Insurance Offices, 170, Gt. Portland St., London, W.1. proposal forms sent on application.—The Secretary, Tel.: Mayfair 2272 and 2273. [0065]

TUITION.

AUCTIONEERING and Estate Agency.—Special course of postal tuition for those desiring to start a business.—Write for prospectus No. 2, Agric. Correspondence College (Dept. T.), Ripon. [9273]

MOTOR Tuition.—The British School of Motoring, Ltd., gives the highest standard of training in driving, mechanism, and repairs for the lowest fees in England. Call, or write for full particulars.—The British School of Motoring, 6, Coventry St., Piccadilly Circus, W. [0014]

PATENT AGENTS.

J. E. S. LOCKWOOD, Motor Specialist.—Guide free.—3, New St., Birmingham. [8057]

PATENTS Advice, handbook, free.—King, Registered Patent Agent, 165, Queen Victoria St., E.C. [0129]

W. BRYSON, B.Sc., Assoc. M.Inst. C.E., A.F.R., Ae.S., Chartered Patent Agent, 29, Southampton Buildings, London, W.C.2. [5241]

PATENTS, designs and trade marks (British, foreign and Colonial).—Fletcher Wilson, of Coventry, Chartered Patent Agent and Registered United States Patent Attorney. T.A.: Wilpat, Coventry. Phone: 356. Est. 1906. [9566]

AGENCIES.

IMPORTANT firm of distributors requires representatives and agents for provinces, to carry motor cycle and car accessories.—I.D.A., Ltd., 3, Central Buildings, Westminster, S.W.1. [1503]

SITUATIONS VACANT.

WANTED, first-class cycle and motor cycle mechanic, capable of undertaking all classes of repairs, and particularly must be good at motor cycles.—H. H. Timberlake, King St., Wigan. [1508]

SITUATIONS WANTED.

MOTOR Cycle Rider, experienced, to ride in reliability trials and test machines for North of England firm.—Box 2,690, c/o The Motor Cycle. [1678]

EX-CADET R.A.F. Requires Position as salesman-demonstrator, tester, secretary, any equivalent, 6 years' experience, London preferred.—M., 11, Kingsgate St., Winchester. [1501]

PARTNERSHIPS.

PARTNER with substantial capital required for motor dealing in South London.—Box 2,676, c/o *The Motor Cycle*. [1561]

HOTELS AND APARTMENTS.

DOUGLAS—The Monningham Private Hotel, Promenade, 10/6 day inclusive. Manager, T. Hope. [7835]

GENERAL TRADE.

AUCTION Sales.—Palmer's Garage, Tooting, the oldest solely motor auction rooms in London. Terms, 7½%, not chargeable if automobile unsold. Motors bought and sold for cash. Nearest goods stations: Falcon Lane, L.N.W. Rly.; Wimbledon, L. and S.W.Rly.; and G.W.R.—Solo address: Palmer's Garage, Tooting, London. [5250]

WANTED.

COMBINATION or 2-stroke.—Particulars to 29, Old Ford Rd., E.2. [2027]

FORD Van wanted, brand new, for cash.—20, Rosefield Rd., Staines. [2105]

7-9h.p. Harley or Zenith, about £120.—Madden, 45, Burton Rd., Brixton. [1661]

A 2-STROKE Wanted, cash ready.—Phone up Lieut. Hull, Stratford 178. [1989]

4h.p. Douglas Gear Box, also Douglas chassis with or without body.—Below.

SPARES of all kinds for Douglas, Triumph, Clyno, etc., bought for spot cash in any quantity.—Banister and Botten, 341, Upper St., London, N.1 (opposite Agricultural Hall). [2229]

INDIAN T.T. or Semi-T.T. Bars wanted.—D. Walker, Merryhill Rd., Bushey. [1677]

ARMAN'S Overall Suit and Cap; state price.—20, Rosefield Rd., Staines. [2106]

WANTED, 1920 Enfield 2½h.p. 2-stroke.—Percival, Northcourt Av., Reading. [2000]

DOUGLAS 1911 Piston wanted; good price given.—Goodwin, Burrington, Bristol. [1970]

SOLO Scott Wanted, 1920 T.T. Model.—Dallaway, Fruit Merchant, Smethwick. [9469]

BELT Rim for 1911 Triumph? full particulars.—Sykes, 6, Queen's Rd., Urmston. [1647]

FAMILY Sidecar Wanted, no rubbish: state make.—58, Blagdon Av., South Shields. [1490]

N.S.U. Gear, whole or parts, any condition, cheap.—Box 2,743, c/o *The Motor Cycle*. [2291]

TYPEWRITERS Wanted, Corona or Standard folder.—E.W.B., 228, Railton Rd., S.E. [5157]

RUDGE Multi, condition no object; cheap for cash.—Particulars, 101, York St., Rugby. [X7904]

100 Motor Cycles wanted; bring or send; for spot cash.—Palmer's Garage, Tooting. [0010]

NORTON, Triumph, or 4h.p. Douglas, at a reasonable price.—Albert Deans, Baldock. [1642]

ARMSTRONG 3-speed and Clutch Wheel, 26x2¼.—S. Hustoe, Mount St., Cirencester. [2241]

WANTED, C.B. sidecar, good condition, for 3½h.p. Ariel.—Raffles, Lexden, Colchester. [1800]

WANTED, late model solo or combination.—103, Thurlow Park Rd., West Dulwich. [1833]

CRANKSHAFT wanted, and connecting rods, for 4-cyl. F.N.—266, Mill Rd., Cambridge. [1466]

DOUGLAS Frame, 1916, 2½h.p., wheels, mudguards.—19, Grove Rd., Walthamstow, London. [1692]

WANTED, sidecar, fit 5-6h.p. W.D. Clyno.—Templeton, Castle, New Cumnock, Ayrshire. [1634]

WANTED, 2 or 3-speed gear, for 1912 Triumph.—Spencer, 28, Hawthorne Rd., Burnley. [1844]

COMBINATION and Solo wanted.—Write, Lieut., 36, Sebert Rd., Forest Gate, London. [1990]

SIDECAR, R.A.F. model, for P. and M., any condition; cheap.—Lister, R.A.E., Farnborough. [1732]

WANTED, furniture and visible typewriter for office.—Garage, 75a, Friern Rd., E. Dulwich. [5158]

SCOTT Sidecar, genuine, wanted.—Two-stroke Engineering Co., 32, Hustler St., Bradford. [1890]

CYLINDER, overhead valves, 75 to 80 bore; scored would do.—36, Winchester St., Coventry. [X7989]

DOUGLAS Sidecar wanted, complete, moderate price, for cash.—Spoor, The Hydro, Bristol. [1986]

MOTOR Cycle, 1915 or later, lightweight, immediate cash.—Motor, 142, Corbyn St., Finsbury Park, N. [8183]

WANTED, new piston for 2½h.p. 2-stroke Calthorpe.—27a, Ashchurch Grove, Shepherd's Bush, London. [1683]

WANTED, Auto-Wheel for tandem, perfect order.—B., 41, Cambridge Gardens, Sadbroke Grove. [1791]

WANTED, motor cycle or combination immediately; reasonable price, cash.—1, Othello St., Liverpool. [9215]

WANTED, combination or solo; reasonable.—Mosedale, 30, Canterbury Rd., West Kilburn, N.W.6. [9632]

WANTED, 7-9h.p. Indian clutch, for 1914 clutch model.—Gibson, Fordham Rd., Soham, Cambs. [2316]



We can give immediate delivery of the following **NEW MOTOR CYCLES.**

- ROYAL RUBY**, 3 h.p., spring frame model £109 14 6
 - ROYAL RUBY**, 2½ h.p., single-speed .. £52 16
 - METRO-TYLER**, 2½ h.p., single-speed . £52 18
 - O.K.**, 2½ h.p., 2-speed £62 10
- Very early delivery of 8 h.p. **ROYAL RUBY** 3-speed Combinations. Also supplied Solo.

Our Stock of SECOND-HAND MACHINES includes:

- 1916 7-9 h.p. **INDIAN** Combination, all accessories £135
- 1915 7-9 h.p. **INDIAN** Combination, good condition £120
- 1915 5 h.p. **INDIAN** Combination £115
- 1916 2½ h.p. **EDMUND**, 2-sp., spring frame £58
- 1914 single-speed **B.S.A.** £45
- 1916 3½ h.p. **H.O. BRADBURY**, 3-speed . £70
- 1914, 3 h.p., 2-speed, **ROYAL ENFIELD** . —

A large number of **New Coachbuilt Sidecars**, to fit most makes in stock, from £22 upwards.



347, Finchley Rd., London, N.W.

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FOR MACHINES OF DISTINCTION & RELIABILITY.

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- A.B.C.**
- WOOLER**
- HOBART**
- RADCO**
- MARLOE PRECISION**
- MONTGOMERY SIDECARS**

—:O:—
GET IN TOUCH WITH US.

ACCESSORIES.

EXCHANGES.

WANTED.

WANTED, motor cycles in any condition.—Write H. R. Hall, Motor Broker, Whetstone, Middlesex [1827]

WANTED, second-hand speedometer for cash; approval.—Rev. A. T. Cape, C.F., Sandgate. [1655]

1919-1920 American Combination, low mileage; maximum £200.—Fawcitt, Chandos Rd., Buckingham. [1938]

N.S.U. Gear, adjustable preferred, fit Triumph.—Allan, 37, Somerset Rd., Farnborough, Hants. [X8035]

DOUGLAS Spares, parts, accessories, wanted for 4 h.p.; approval.—Casey, 739, Garscube Rd., Glasgow. [2323]

WANTED, motor cycle, any condition, 4 or 2-cyl. preferred.—Luff, Glebe Cotts, Fairfield, Leatherhead. [2126]

WANTED, M.L. Triumph Mag., weatherproof type, complete order.—4, Copinger St., Greenkeys, Manchester. [2220]

SCOTT or Sunbeam, solo, must be late model; fullest particulars, price.—Dambrosio, 43, Fabian St., Swansea. [1658]

DESK Wanted, roll-top or flat knee hole, also swing chair and large partner's table.—T., 44, Barry Rd., S.E. [5159]

MORGAN De Luxe, 1920, water-cooled, wanted; premium for early delivery.—14, Goodison Av., Liverpool. [1588]

WANTED, 4-cyl. F.N.'s, T.A.C.'s, T.M.C.'s, Hendersons.—Wandsworth Motor Exchange, Ebner St., Wandsworth. [6185]

GOOD Solo or Combination, late model; no dealers.—Write, G., 69a, Hambalt Rd., Clapham Common, London. [1249]

WANTED, pair of Druid or other spring forks to suit 2½h.p. lightweight.—Baines Bros., Ltd., Gainsborough. [2118]

TRIUMPH O.B. Combination wanted, countershaft, perfect mechanically essential.—E. Ash, Nurseyman, Slough. [1903]

PHILIPSON Governor Pulley, good condition; no controls; fit B.S.A.—Hitch, 60, Harleyford Rd., Vauxhall. (D) [1881]

ARMSTRONG or Sturmey Gears wanted, one requiring repairs not objected to.—20, Forrest St., Latchford. [2227]

WANTED, 1912 Clyno front cylinder, piston, connecting rod, complete.—Wells, 160, Lytham Rd., Blackpool. [1662]

WANTED, lightweight spring forks, 5in. head; also Albion gear box.—R. Davies, Kingcoed, Llan-denny, Usk, Mon. [2000]

WANTED, a good combination, about 3½h.p., not earlier than 1916; no dealers.—Box 2,481, c/o *The Motor Cycle*. [9201]

TRIUMPH Frame Wanted for Countershaft Model, also 4h.p. engine for same, modern type.—Oke, Kingsbridge, Devon. [1710]

WANTED, motor bike, 2 or 4-stroke, condition immaterial; state lowest price.—Read, 39, Courland Grove, Clapham. [1458]

TRIUMPH Countershaft 4h.p., W.D., wanted for immediate cash.—Full particulars to Box 2,678, c/o *The Motor Cycle*. [1566]

WANTED privately, recent light car with detachable wheels.—Particulars and price, J. E. Green, 198, West Green Rd., N.15. [1747]

WANTED, Enfield 6h.p. combination, late 1919 or 1920, new condition; private owner.—69, Blenheim Gardens, Wallington. [1780]

WANTED, Sturmey-Archer 3-speed J.S. wheel, 26x2¼, controls, perfect condition.—George Bainbridge, Witton Gilbert. [X7955]

WANTED, Douglas gear box, Sturmey-Archer 3-speed, lamp set, and speedometer.—Sinclair, Blencathra, Walton-on-Thames. [1976]

WANTED, F.N. 4-cyl. solo or combination; reasonable price and condition; particulars.—15, Farnham Terrace, Sunderland. [7708]

CLUTCH Wheel, 26x2¼in. or Armstrong with gear smashed, cheap; 2½h.p. F.N. crankshaft.—Boyd, 37, Ashdale Rd., Terenure, Dublin. [1788]

WANTED, late model Morgans, solos and combinations, highest prices given for late models.—2, Nightingale Rd., Lower Clapton. [1598]

WANTED, Precision 4½h.p. Cyl., piston, and connecting rod, also adjustable pulley for same.—Greaves, Harby, Melton Mowbray. [2174]

N.S.U. Gear Wanted, engine-shaft 7/8in.; adjustable pulley; deposit or approval.—Wray, 127, Queen's Walk, New Fletton, Peterborough. [X7865]

MOTOR Cycle Lightweight wanted (less engine), to suit Radco engine.—Price and full particulars to Box 2,679, c/o *The Motor Cycle*. [1568]

WANTED, Scott 1914-1916 combination or solo, not W.D.; Binks preferred.—Particulars, Clayton, 169, Trent Boulevard, Nottingham. [1640]

LEA-FRANCIS, any model, with or without sidecar; good prices paid; also combinations of first-class makes.—198, Gt. Portland St., W.1. [0098]

WANTED.

TWO Douglas 2½h.p. Cyls., 1911 model, suction inlet required; state price and condition.—Richards, Barium Villas, Llangammarch Wells. [2191]

MOTOR Cycles and Cars sold on 5% commission; no sale, no charge.—The Southern Motor Co. (est. 1895), 230-2-4, Brixton Rd., S.W.9. [1563]

ENFIELD, Morgan, or similar big twin required, 1916-1919; cash up to £170, but value for money expected.—175, Camberwell Grove, S.E.5. [2007]

100 Motor Cycles Wanted: spot cash paid; bring or send.—Palmer's Garage, Tooting. [0008]

GENTLEMAN undertakes sale of motor cycles and motor cars for small commission, experienced.—Address, Box 2,740, c/o The Motor Cycle. [2282]

WANTED, solo 1914 Triumph hub gear, or 2½h.p. Douglas; also 1915 4½h.p. James combination.—Dentist, 174, Barcombe Av., Streatham Hill, S.W.2. [7671]

TRIUMPH 4h.p., countershaft, W.D., wanted, any condition, with or without mag. and carburetter.—Full particulars for cash to Box 2,677, c/o The Motor Cycle. [1565]

SPOT Cash for Triumphs, Douglas, A.J.S., Enfields, Brough, Nortons, Hendersons, Sunbeam, Zenith, Harley-Davidson. Write, call, or 'Phone Holborn 5777.—Wanchope's, 9, Shoe Lane, London. [6706]

WANTED Immediately, 2½h.p. Douglas combination, 1919 or 1920, in good to new condition, with all accessories.—Apply, Peacock, Guild Cottage, West St., Epsom, Surrey. [2002]

PERCY and Co. requires at least 100 second-hand motor cycles and combinations. Please offer us your mount. We offer exceptional high prices. We pay you cash on sight.—Percy and Co., 337, Euston Rd., London. [0012]

MODERN Combinations, motor cycles, and light cars: distance no object; cash waiting. 'Phone, write, or call.—Moore's Presto Motor Works, Ltd., Tamworth Rd., West Croydon, Surrey. Est. 1881. Croydon 1545. [2223]

SPECIAL Cash Buyers.—B.S.A.'s, Triumphs, A.J.S.'s, Indians, Harleys, Sunbeams, Zeniths, Enfields, A.B.C.'s, Bradburys, Ariels, P. and M.'s, N.U.T.'s.—Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). [4420]

GEAR Box wanted for Triumph, back wheel with belt rim, mag. chain covers, driving chain covers, mudguards, stands, carriers, etc., must be in good order for W.D. machines.—J. Porter, 25, Green-side Place, Edinburgh. [1567]

WANTED, 1919 or 1920 combination, 8h.p. Sunbeam, Powerplus, Indian, or other good make; seen London; perfect condition; particulars and price; immediate delivery.—Newcomen, Sunny Lodge, Styne Rd., Seaford, Sussex. [1667]

WANTED, first-class combinations, also good solo machines: price paid for good combinations up to £225; solo £140; cash waiting for right machines.—J. Smith and Co., 16, Hampstead Rd., London, N.W.1 'Phone Museum 3419. [7449]

WANTED, Matchless Victory Model 8h.p. combination, complete with screen, hood, horn, speedometer, lighting set, spare wheel, etc.; models before 1919 not considered.—State spot cash terms to Graham, 13, Champion Grove, S.E.5. No dealers. [1630]

WANTED, good lightweights, solos, combinations. Send full particulars; will call with cash. Also light cars. Can accept limited number on sale. Reserve price paid immediately sold; collected free; distance no object.—Bunting's Motor Exchange, Wealdstone. [1919]

TYPEWRITERS Wanted, new and second-hand, Remingtons, Underwoods, Monarchs, Oliviers, Coronas, Barlocks, Smith Premiers, reasonable prices given for any quantity.—State clearly model, serial, and price to Manager, 2, Gray's Inn Rd., Holborn. [5160]

KWIKSALE.—If you want to sell your car or motor cycle privately, at the easiest terms in the kingdom, register with us. Dozens of people have registered their requirements with us. Nothing earlier than 1914 wanted.—Kwiksale Private Motor Registry, 35, Long Acre, W.C. [0139]

SEND Your Motor Cycle to Palmer's Garage, Tooting, Wimbledon Station. Cash offer will be telegraphed immediately on receipt of machine. Machine can be included in fortnightly auction if offer not accepted. Reserve price may be fixed. Terms 7½%, not chargeable if unsold.—Sole address, Palmer's Garage and Auction Rooms, 183-199, High St., Tooting. [0009]

F.O.C.H. still pays highest prices for any good second-hand motor cycles, Morgans, cars, etc.; write, 'phone, or wire particulars and engine or chassis number, and our representative will call immediately with cash, distance no object; we also sell on commission, or will gladly take your old machine or car in part exchange for any we have in stock. Inspection invited. Our name implies our business methods.—Fair Offer Car House, 5, Heath St., Hampstead (near Hampstead Tube Station). 'Phone: Hampstead 3752. Hours 9-7, including Saturdays. [9547]

EXCHANGE.

REX Combination.—See Rex for sale, 'Phone: 1522. [2254]

15 h.p. K.E.L.T. 4-seater Car, £200; exchange late combination.—6, Mount Pleasant Rd., Ealing. [1483]

W. T. DUNN, LTD.,

326, Euston Road, N.W.

'Phone: Museum 5391.

SOLOS.

- 1918-19 **TRIUMPH**, 4 h.p., countershaft . . . £95
- 1918 **TRIUMPH**, 4 h.p., countershaft . . . £90
- 1916 **DOUGLAS**, 2½ h.p., maker's colours £63 10
- 1915 **ENFIELD**, 3 h.p., full equipment . . . £65
- 1919 **RUDGE**, 3½ h.p., T.T., full equipment . . . £95
- 1919 **TRIUMPH**, T.T., single-speed, full equipment . . . £97 10

COMBINATIONS.

- 1919 **ENFIELD**, 6 h.p., lamps, horn, speedometer, etc., as new . . . Offers.
- 1919 **B.S.A.**, Model K., and large bulbous back Sidecar, equipped . . . £135
- 1918 **SUNBEAM**, 8 h.p., Lucas dynamo lighting, hood, screen, spare wheel . . . Offers.
- 1918 **ENFIELD**, 6 h.p., Lucas lamps, horn, hood, speedometer . . . Offers.
- 1918 **TRIUMPH**, 4 h.p., countershaft, fully equipped, thoroughly overhauled and repainted, like a new outfit . . . £115
- 1919 **TRIUMPH**, 4 h.p., countershaft, lamps, horn, tools, screen, etc., Millford de Luxe Sidecar . . . Offers.
- 1918 **MATCHLESS**, Victory Model, Lucas lamps, maker's colours . . . £150

CARS.

- 1916 **FORD** Tourer, electric light, hood, screen, newly painted and overhauled £195

EXCHANGE.

4-CYL. F.N., T.T., clutch, sloping frame, guaranteed perfect; £35; exchange fast single; offers.—7, Cowdrey Rd., Wimbledon. [1753]

8 h.p. Bat-Jap 2-speed countershaft for 2-stroke 2-speed; must be in good condition.—J. Parker, Town End, Caton, Lancaster. [1473]

EXCHANGE Countershaft Gear for N.S.U. Gear, fit Triumph, cash adjustment.—Chas. Amos, 20, Monson Rd., Redhill, Surrey. [1955]

EXCHANGE 2½h.p. motor cycle, in running order, for anything useful, value £14, or sell.—30, Alliance Way, Stoke Heath, Coventry. [X7581]

EXCHANGE 8h.p. Combination, Enfield, 2-speed, hood and lamps, in perfect order; £100, or Douglas and cash.—Curren, 26, Trimdon St., Sunderland. [2037]

A.C. Tradesman's Box Body, 6h.p., smart, good, trial; will exchange for countershaft Triumph, or sell £85.—Seaborn, Mile End, Colchester. [1911]

2½ h.p. Allon, 2-speed, perfect order, plating and enamel new, stored 3½ years, for higher power, horizontal twin preferred.—A. Pratley, Hykeham, Lincoln. [2153]

6-8 h.p. Cycle Car, £65; 1914 B.S.A. combination, £65; 1916 Douglas, perfect, £60; trial here. Scott combination wanted.—Iron Bridge, Newport Pagnell. [2047]

THE House of Reliance exchange typewriters, fair prices allowed for your machine in exchange for a modern typewriter.—Reliance Co., 2, Gray's Inn Rd., Holborn. [5161]

EXCHANGE 4-volt Cycle Dynamo, Senspray carburetter, less controls, and 10/- cash, for single-cyl. magneto, anti-clock, driving end.—Box 2,737, c/o The Motor Cycle. [1968]

EXCHANGE Beckstein Grand, overstrung (£180, price wholesale), proof ebony, magnificent instrument, for good combination; or sell.—H. Perry, 98, Grange Park Rd., Leyton, E.10. [8978]

EXCHANGE 3½h.p. Triumph, in thoroughly good order, single speed, clutch, and cash, for Triumph or Rudge Multi combination; must be sound; or sell £40.—Milford, 31, Lee Park, Blackheath. [1715]

3½ h.p. Rudge, clutch model, complete overhaul, £2 cost £15 trial, examination, guaranteed, value £55, exchange for higher power twin.—Particulars, Clark, 4, Melcombe Rd., Durdley Rd., Bath. [1711]

THREE Cameras, whole-plate, 3 lenses, half-plate and V.P.K., with all accessories, daylight enlarger, retouching desk, dozen whole-plates, S.P.; exchange for motor cycle.—Apply, Moore, 3, Edith Av., Blyden. [2012]

EXCHANGE 1918 4½h.p. B.S.A. Model K. combination, speedometer, electric light, in absolutely perfect condition, for 7h.p. F.N. or Henderson, in good condition.—Write B.S.A., 4, Newington Causeway, London, S.E.1. [2015]

YOU Can Exchange your Smith typewriter for a Barlock, your Remington for an Underwood, your Monarch for a Corona, your Blick for an Oliver, without parting with much money by writing Reliance Co., the Typewriter People, Reliance House, Gray's Inn Rd., Holborn. [5162]

REPAIRERS.

ANY **ARMSTRONG** or Sturme-Archer Gears Repaired promptly and efficiently. — County Engineering Co., Hounslow.

ARMSTRONG and Sturme-Archer Gears.—We are expeditious repairers.—County Engineering Co., Hounslow.

ARMSTRONG and Sturme-Archer Gears Repaired while you wait.—County Engineering Co., Hounslow. [8920]

WHITTALL Machinists Co., contractors to the War Office for all motor repairs.—Below.

WHITTALL for Welding.—Experts in aluminium, broken parts reliably welded, accurately machined, promptly returned.—Below.

WHITTALL.—Cylinders ground with guaranteed accuracy, pistons fitted; prompt, moderate. New pistons made to pattern or sketch.—Whittall Machinists Co., Whittall St., Birmingham. [0017]

ARMSTRONG Gears a Speciality; parts supplied in 3 days; wheels repaired in one week.—Below.

ARMSTRONG Gears.—Send your enquiries. Answer return of post.—Below.

ARMSTRONG Gears.—In special cases wheels returned in 2 days.—A.F.L., Oakleigh, Charlsetown, Weymouth. [2324]

WELDING Broken Cylinders, flanges, combustion heads; immediate attention; reasonable prices.—Below.

WELDING Aluminium Crank Cases, gear boxes, by experts of 11 years' experience.—Below.

CYLINDER Grinding on latest machinery, installed since hostilities ceased; accuracy guaranteed; new pistons fitted.—Sadgrove and Co., 140, Conybere St., Birmingham. [4367]

FRAME, chassis, and tank repairs, enamelling and plating, by experts; prompt deliveries.—Langham Co., Fitzroy St., Leicester. [9348]

Book Single this Easter to SUNNY SOUTHPORT Ride Home on one of these

COMBINATIONS.

- 1920 4 h.p. **DOUGLAS**, lamps, Klaxon: not done 20 miles . . . £163
- 1919 3½ h.p. **SUNBEAM**, new 1920, Sidecar, accessories . . . £175
- 1918 3½ h.p. **SUNBEAM**, accessories . . . £162
- 1916 3½ h.p. **SUNBEAM**, accessories . . . £135
- 1914 6 h.p. **SUNBEAM**, Lucas lamps, speedometer, Cameo screen, petrol can carrier, luggage grid, Lucas horn, etc. . . £145
- 1915 7-9 h.p. **INDIAN**, Canadian model . . . £95
- 1914 4½ h.p. 3-speed **B.S.A.** . . . £95

SOLO BIKES.

- 1920 2½ h.p. 2-speed **CARFIELD**, new . . . £62
- 1920 T.T. **TRIUMPH** . . . —
- 1915 2½ h.p. 2-speed **DOUGLAS** . . . £60
- 1913 2½ h.p. **CALTHORPE**, 2-speed . . . £28
- 4 h.p. **BRADBURY** . . . £36
- 60 bore 8 h.p. O.H.V. **MATCHLESS** . . . £75
- 6 h.p. O.H.V. **MATCHLESS** . . . £60
- 499 c.c. rotary valve **SCOTT**, I.O.M. racer . . . —
- 1913 **SCOTT**, accessories . . . £60

Early Deliveries: **READING - STANDARD, BLACKBURNE, VERUS, CONNAUGHT CARFIELD.**

H. F. BROCKBANK, 58, Lord St., SOUTHPORT.

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CENTRAL Motor Co.—Cylinders accurately rebored and ground on latest machinery; cylinders welded and machined.—Below.

CENTRAL Motor Co.—New pistons (any pattern), rings, gudgeons, made and fitted. Accurate first-class work guaranteed; prompt, moderate.—The Central Motor Co. (Birmingham), Ltd., Engineering Works, Brooms Grove St., Birmingham. [9475]

FOSTER, of 170, Cardigan Rd., Leeds, is again at your service, and can undertake any class of welding and machine work.

CYLINDER Grinding and Piston Making is with us a speciality. We shall be glad to have your enquiries.—Foster, Leeds. [0003]

SEND all your small turning to me. Bushes, gudgeon pins, etc. Terms moderate.—Enquiries, 122, Edward St., New Cross, S.E.14. [1511]

THE M.A.G. Engine Co. are now able to execute repairs and overhauls of all machines and light cars in which Mag engines are fitted.

IT is not absolutely necessary to dismantle the engine; the complete machine may be sent, although if the engine is sent alone it will naturally take less time and the cost will be less.

ALL Repairs should be addressed, carriage paid, to the M.A.G. Engine Co., Ltd., Harrow Rd., Willesden Junction, N.W.10. Phone No.: Willesden 1092. [0148]

ARMSTRONG and Sturmev Gears repaired, or parts supplied promptly.—The Rotary Jointing Co., Cherry Lane Garage, Lymm, Cheshire. [2225]

MOTOR Cycle Cylinders Reground, new pistons, rings, and gudgeons fitted; quick delivery.—Vulcan Engineering Works, Walsden, near Todmorden. [1565]

MOTOR Cycle Overhauls, repairs to frames, new tubes, etc.; 15 years' reputation.—Pioneer Motor Works, 290, High St., Stratford, London. [3305]

WELDING—Broken cylinders, pistons, connecting rods, cylinders rebored, new pistons fitted; engine or complete machine renovations.—Below.

FRAMES—Repairs and alterations, special frames and tanks built, any designs, enamelling and plating.—A. Pilkington and Co., 390, Lichfield Rd., Birmingham. [1019]

ENGINES Rebuilt, overhauled, rings fitted, compression guaranteed, 40/-, twins 50/-; valves, chrome nickel, unbreakable, 12/6 pair.—Below.

PISTON Rings, high grade, standard or oversize, any pattern, return post, 2/- each.—Patent Rings, Wigan Rd., Atherton. [9206]

ARMSTRONG and Sturmev-Archer Gears Repaired by gear mechanics promptly and efficiently without delay.—County Engineering Co., Hounslow.

ARMSTRONG and Sturmev-Archer Gears; no delay in repairs; we employ expert gear mechanics.—County Engineering Co., Hounslow.

ARMSTRONG and Sturmev-Archer Gears; any part repaired immediately.—Send at once to County Engineering Co., Hounslow.

ARMSTRONG and Sturmev-Archer Gears working badly require immediate attention.—Sent to County Engineering Co., Hounslow. [8921]

SWIFT of Coventry, Ltd., undertake thorough repair and overhaul of any make of motor cycle at 132-134, Long Acre, London, W.C. Enquiries invited. [0057]

OVERHAULS and Repairs of Every Description, at reasonable charges.—Marble Arch Motor Exchange, 135, Edgware Rd., W.2. Phone: Padd. 789. [0144]

ENAMELLING, Plating.—Tanks enamelled as before; handle-bars, etc., plated.—Send to Murray's Plating Works, Union St., Coventry. Platers and enamellers to the trade. [0024]

HARLEY-DAVIDSON Repairs and Overhauls.—We are now able to put work in hand without delay; skilled staff under careful supervision.—Harley-Davidson Motor Co., Ltd., 74, Newman St., London, W.1. [0043]

COMPLETE Engine Overhauls; any spare made for any make of year in 2 or 3 days; new piston fitting and cylinder grinding a speciality.—Russell Engineering Co., Moorhead Works, Rockingham Lane, Sheffield. [0025]

ARMSTRONG and Sturmev-Archer Gears Repaired by reliable mechanics; we have a big stock of all parts.—County Engineering Co., Hounslow.

ARMSTRONG and Sturmev-Archer Gears.—Rapid and reliable repairs; parts not in stock manufactured at the works.—County Engineering Co., Hounslow.

ARMSTRONG and Sturmev-Archer Gears Repaired with unequalled rapidity by skilled mechanics; parts not in stock manufactured.—County Engineering Co., Hounslow.

ARMSTRONG and Sturmev-Archer Gears Repaired satisfactorily and promptly; we have a modern plant and only employ skilled labour.—County Engineering Co., Hounslow. [8916]

WELDING—Broken flanges, aluminium crank cases, cracked water jackets, valve seatings, welded and machined complete; scored bores filled in and ground to existing pistons.—Below.

CYLINDERS Reground, new pistons fitted complete.—West London Welding Co., Essex Place, Chiswick. Phone Chiswick 536. [7597]

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CARFIELD

two-stroke, 3 different models. 2½ h.p. Villiers Engine, clutch model, kick-starter **£68/10**

Two-speed model, 2½ h.p. Villiers Engine, **£62**

Single-speed Model **£53/10**

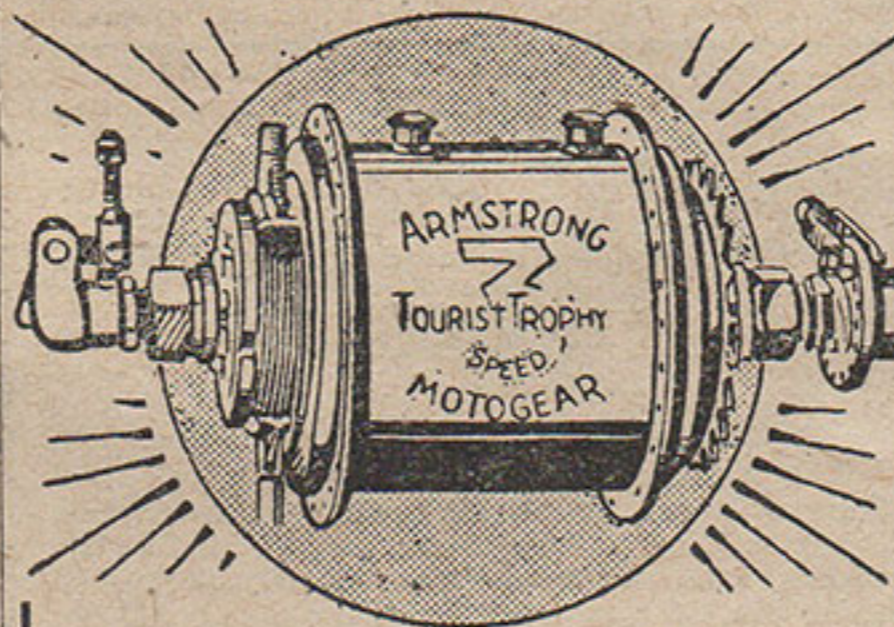
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The world-famous light weight.

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ARMSTRONG AND STURMEV-ARCHER GEAR REPAIRS.

We are pleased to announce that we are now in a position to undertake immediate repairs of Armstrong and Sturmev-Archer gears, including Sturmev-Archer gear boxes. Above all—in urgent cases we can generally repair your gear while you wait.

Send whcels clearly labelled to Hounslow L.S.W. Railway Station.

COUNTY ENGINEERING CO.
64, STAINES ROAD, HOUNSLOW,
LONDON, W.

REPAIRERS.

ARMSTRONG and Sturmev-Archer Gears.—We repair any kind promptly, efficiently, and guarantee satisfaction.—County Engineering Co., Hounslow.

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ARMSTRONG and Sturmev-Archer Gears quickly repaired by our staff of experts; large stock of parts always ready.—County Engineering Co., Hounslow.

ARMSTRONG and Sturmev-Archer Gears of any kind repaired promptly and effectively by experienced mechanics.—County Engineering Co., Hounslow. [8917]

FOR Overhauls and Repairs of every description at moderate rates, try Banister and Botten, 341, Upper St., London, N.1. (opposite Agricultural Hall). [2228]

REPAIRS—We undertake complete overhauls, machining, enamelling, plating, and, in fact, anything, let us quote you.—Askew Motors, 27a, Ashchurch Grove, Shepherd's Bush. [1059]

TONGE Welding Co., Morton St., Middleton, Manchester.—Don't scrap it! Broken cylinders, aluminium crank cases, etc., welded; made like new; guaranteed; quick return. [8150]

WHY Wait for Repairs?—Engines overhauled, cylinders reground, new pistons fitted in few days, and spare rings by return; accuracy guaranteed.—Bowser, Summer Row Parade, Birmingham. [6521]

SEND your Humber, Wall, Rex, or other Roc, V.S., Nala 2-speed wheels to us for repair, with 20 years' experience, at your service.—R.P.R. Engineering Works, 160, Regent's Park Rd., London, N.W.1. [1722]

CYLINDER Grinding and Piston Making is my speciality, and all work is done by skilled engineers; also standard rings by return of post.—Howard Dugmore, Motor Engineer, 40½, Bristol St., Birmingham. [X8014]

ARMSTRONG, Sturmev-Archer, and N.S.U. gears repaired; frames repaired or altered to any design. Don't worry about experts; give us a trial.—The S.S. Motor Cycle Co., 636, Harrow Rd., Paddington, W.10. [9353]

CYLINDER Rebored and Ground, fitted with new piston, complete, with rings and gudgeon pin. £2/15; twins, £5/5.—Henry and Leslie, Engineers, 513, Ridgway Rd., Loughboro' Junction, London, S.W.9. [1063]

DON'T have engine coddged, but have it properly repaired by real mechanics. We specialise in reboring and piston fitting, rings, bushes; welding, etc.—C. A. Winwood and Co., 106, 107, Montague Rd., Smethwick. [X2646]

SEND Your Engine to me for a thorough overhaul. Compression restored, piston slots returned, new rings and gudgeon pins fitted, and rebushed throughout, singles 35/-, twins 45/-.—Below.

TRIUMPHS, Enfields, and Douglas a speciality; repairs to frames, new tubes, etc., at moderate charges.—E. H. Terry, 16, Grove Parade, East Finchley, N.2. Phone: Finchley 2261. [6491]

ENGINES Thoroughly Overhauled, new rings, bushes, gudgeon pins, cylinders bored, new pistons fitted. Bring your machine to the motor cycle experts.—Herpin and Sharples, 47, St. Lambeth Rd., Vauxhall, S.W.8. [2320]

WELDING, Welding, Welding.—Welding done by expert; cylinders, crank cases, gear boxes, pistons, cranks, flanges, etc.; aluminium a speciality. No cure, no pay, and all work returned in 6 days.—H. Heap, 105, Bissell St., Birmingham. [0023]

WANTED, Wanted.—Magnetos, dynamo starters, coils, etc., to repair and rewind, rock bottom prices, cast iron guarantees, 12 hours' service, special terms to trade.—Electrical and Mechanical Repair Co., 24, Leytonstone Rd., Stratford, E.15. [1322]

ENGINES Overhauled.—We specialise in engine overhauls. Cylinders reground and new pistons fitted; broken crank cases and cylinders welded and machined; new spares made in a few days for any engine, any date.—Edwards Engineering Co., 225, Acton Lane, W.4. [8075]

TENNANT Eng. Co., 238, Bristol St., Birmingham, for all that is best in motor repairs. Cylinders rebored and ground to a glass finish. Pistons and rings fitted that give compression. Bushes made that really fit. Engines overhauled. Bodge's rectified. Every operation carried through by men who are repair specialists. Satisfaction guaranteed. If we cannot please you, you are hopeless. Official repairers to A.C.U. and R.A.C. [0047]

REPAIRERS.

6 h.p. and 8 h.p. J.A.P. Pattern Piston, complete; immediate delivery; any make of piston made; engines completely overhauled; frames repaired; very prompt deliveries.—Walter T. Matthews, 114, Suffolk St., Birmingham. Phone: Midland 1858. T.A.: Walmatt, Birmingham. [X7408]

REPAIRS to Typewriters.—Some mechanics are "jacks at all trade, but masters of none." When your typewriter needs attention you will find it pays best in the long run to send it to Reliance Co.'s repair shops, these repair men were born to the business of tuning up typewriters.—Reliance House, Gray's Inn Rd., Holborn. Holborn 2388. [5163]

ARMSTRONG and Sturmev-Archer Gears.—Any part repaired promptly; we have modern machinery and modern mechanics.—County Engineering Co., Hounslow.

ARMSTRONG and Sturmev-Archer Gears.—Rapid and expert repairs; no delay; only skilled workmen employed.—County Engineering Co., Hounslow.

ARMSTRONG and Sturmev-Archer Gears.—Send intricate repairs at once to the recognised gear repairers.—County Engineering Co., Hounslow.

ARMSTRONG and Sturmev-Archer Gears Repaired by experienced mechanics promptly and effectively.—County Engineering Co., Hounslow. [8919]

SAVE Time and Money by sending your Armstrong and Sturmev-Archer gears to Tavistock Engineering Co. Armstrong and Sturmev-Archer gears repaired immediately. Send gears by passenger train to Paddington, G.W.R.—Tavistock Engineering Co., 254, Portobello Rd., London. [8993]

COMPLETE Overhauls and Renovations.—Replating and enamelling a speciality at keen prices. Experts in engine and gear box repairs to S.A., Triumph, Sunbeam, Scott, James, Clyno, Matchless, Humber, and any other make.—K. Pellant, 130, Regent's Park Rd., London, N.W.1. [1529]

MOUNT Engineering Co. undertake repairs and overhauls, welding broken cylinders, pistons, connecting rods; new pistons and rings; spare parts in stock; specials made in 3 days. Send broken parts. Enamelling and plating.—Mount Works, 317, Warwards Lane, Selly Oak Birmingham. [X4824]

WELDING.—Gear wheels built up, machined, and hardened; cracked water-jackets, valve seats, pistons, cylinders, and all classes of welding repairs undertaken; all work guaranteed; charges moderate; delivery good.—The Ubique Welding Co., Ltd., Galgate St., Old Trafford, Manchester. [1607]

WE Are Well Equipped in every respect for repairs, and will thoroughly overhaul your old machine or any Disposal Board machine at shortest notice. Write fullest particulars when enquiring. New parts made and old parts renovated. Valves in stainless steel a speciality.—Somerset Construction Co., Ltd., Burnham-on-Sea, Somerset. [2092]

ACETYLENE and Electric Welding.—Broken flanges, cracked water jackets, scored bores, worn bearings, built up; aluminium gear boxes, crank cases, any broken motor part welded and machined up and returned in 7 days, 14 years' experience.—Lincoln Jeffries, jun., Gun and Motor Maker, 120, Steelhouse Lane, Birmingham. [7078]

MISCELLANEOUS.

ST. MARTIN'S,

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ST. MARTIN'S Accessories.

SEND For New Lists, now ready.

EVERYTHING For the Motorist, at lowest prices; bargains too numerous to mention. Look out for our detailed advertisement in next week's issue.—Write, phone, or call, St. Martin's Motor Works, Ltd., 11 and 12, Upper St. Martin's Lane, London, W.C. Phone: Regent 5070-1. [0042]

TENTS (cyclists'), with jointed poles, weight 5 lbs.—Thos. Black and Co., Greenock. [9056]

50 Nuts, Bolts, Washers, etc., 2/6; post free.—F. Charles, 3, Beech Grove, Southport. [1066]

7 1/2 IN. Screw-cutting Lathe, 245; chucks from 23/3. —Ashton, Thornhill Edge, Dewsbury. [X6768]

GARAGE your Combination or Solo at the Service Garage, 251, High St., Borough, S.E.1. [2051]

N.S.U. Gear, complete, and in good running order; £6/15.—Box 2,742, c/o The Motor Cycle. [2290]

PAN Saddle, 21; toolbags, 5/-; two tubes, 8/-; J.A.P. spares.—5, Villas-on-the-Heath, Hampstead. [X7944]

MUDGUARDS, extra strong, 5in. front 12/6, back 13/6; sidecar or cycle car, 16/6; blades only, 8/6.

WHEELS, 26in. for 2 1/4 or 2 1/2 tyre, for sidecar or cycle car, 34/6; with belt rim, 47/6.

BELT Rims, 19in. or 16in. for 1in. belt, drilled as required, 16/6; stove enamelled, 4/- extra each; carriage paid.—Gibbons, Chadwell Heath, Essex. [0111]

PHILIPSON Pulley, off Triumph, excellent order; 24/10.—Gilbert, 67, Bridge St., Manchester. [9267]

COUNTERSHAFT 3-speed Gear, kick starter; £8/10.—Watson, Oddie's Yard, Colne, Lancs. [2183]

WHY WAIT FOR A 1920 MODEL?

We are agents for the

P & S 2-stroke

and can deliver from stock.

2 1/2 h.p. Villiers engine, Brampton 2-speed gear box, clutch, kick starter, C.A.V. magneto, Lycett saddle, aluminium footboards, Dunlop tyres and belt, £74. Other models in stock, £66 10s. and £57.

ARDING & HOBBS, Ltd.

Automobile Engineers and Agents,
CLAPHAM JUNCTION.
Garage: Essex Works, 83, Lavender Hill, S.W.11 (500 yards from Clapham Junction).
Telephone: Battersea 4 (9 lines).
Telegrams: "Greatness, Lavender, London."



Armstrong and Sturmev-Archer Hub Gears.
We repair the above Gears promptly.
Sturmev-Archer Countershaft Gear Parts stocked.
When sending wheels please remove all outside fittings, label clearly with owner's and our address and advise hub number and type of gear.
Recommended by Sturmev-Archer Co., for Repairs
The CROMWELL ENGINEERING CO
327, Putney Bridge Road, Putney, London, S.W.1
Phone: 1691, Putney. L. & S.W. Rly. Putney Station
We do not repair push cycle gears.

Make your own 2-stroke Lightweight.

We are now able to re-commence delivery of our sets of castings and parts for 2-stroke engines, suitable for Scooters, Cycle attachments or light-weight Motor Cycles. Parts comprise castings in first class quality Cast Iron, Phosphor Bronze and Aluminium, Steel for shafts, all necessary nuts, bolts and studs, together with set of blue prints giving all required dimensions. All these parts may be machined on small Central Lathe and are guaranteed to build up into a powerful and up-to-date engine. We guarantee all material and will replace free of charge any faulty castings, etc.

Price: **55/-** nett (on rails Manchester).
Cash with Order. Prompt Delivery.
Trafford Engineering Supplies,
Hadley Place, Waste Road, Salford.

MISCELLANEOUS.

N.S.U. 2-speed Gear, free, h.b.c.; 26/10.—Cox, Hoy Hill, Tiverton, Bath. [1580]

BANCROFTIAN Co., the most reliable and cheapest house in the United Kingdom.

TYRES.—Don't buy any until you have seen our stock. We have the largest stock of tyres in the country.

BELTING.—All best makes in stock at lowest prices. Special purchase of high-grade leather belting at less than pre-war prices. Limited quantity only.—1in. 3/9, 3/4in. 3/2, 3/4in. 2/6 per foot.

WATERPROOF Overalls, highest class, at practically pre-war prices. Don't buy any until you have seen our list.

MAGNETOS.—We can supply almost any make, Bosch, Nilmeliior, etc. Special purchase of brand new Dixies for single or twin-cyl., suitable for any engine up to 10h.p. Clockwise, price 26/19/6. The greatest bargain ever offered in magnetos. Order at once. Limited quantity.

CHAINS.—Largest stock in England; Coventry, Renolds, practically all sizes; lowest prices.

SPEEDOMETERS.—A great speciality; largest stock in the country. We are the only firm who delivered right through the war. See reports in "The Motor Cycle" or "Motor Cycling." We have actually in stock Stewart, Cowey, Watford, Smith, all models; no waiting. Replacements for every make at lowest prices. Don't waste time going from shop to shop. Order from us, and you will get your requirements.

CARBURETTORS.—Actually in stock. All models Amac and Brown and Barlow; also replacements at lowest prices.

HORN Bulbs 12/6, 16/6, 18/6, and 23/6; mechanical 14/6, 29/6, 32/6, and 36/-; Cowey latest models with extra strong clips, handle-bar or top tube, 23, post free.

SCREENS, wind and aprons in stock; Cameo and Easting at manufacturers' prices.

SIDECARS, complete, from 219/10; bodies, coach-built, all colours, beautifully finished and upholstered, with door, 28/19/6.

GAUNTLETS.—Special purchase (leather), lined, 9/6 worth 15/6; limited quantity. Order at once.

MOTOR Cycles.—Deliveries in January and February, Allon, Radco, Royal Ruby, and others. Book now.

BANCROFTIAN Co., 64 and 78, Bishopsgate, London, E.C. T.A.: Chaikel, London. Tel.: 9897, London Wall. [0053]

BINKS Carburetors.—Large stock ready for immediate delivery.—Booth's Motories, Halifax.

BINKS Carburetors.—We specialise in these; all models supplied.—Booth's Motories, Halifax.

BINKS Carburetors.—We take your old carburetor in exchange.—Booth's Motories, Halifax.

BINKS Carburetors for Douglas, Scott, Indians, Harley-Davidsons, Triumphs.—Booth's Motories, Halifax.

BINKS Carburetors enables your engine to tick over; try one.—Booth's Motories.

BINKS Carburetors save petrol and give more power.—Booth's Motories, Halifax.

BINKS Carburetors.—Let us take your old carburetor in exchange.—Booth's Motories.

STATIONARY Engines.—1 1/2 h.p., run on petrol or paraffin; list free.—Booth's Motories.

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STATIONARY Engines.—Hopper, cooled, mag. ignition, 2 flywheels; list free.—Booth's Motories.

STATIONARY Engines.—Large stock for immediate delivery; list free.—Booth's Motories, Halifax.

STATIONARY Engines.—Latest design, run on petrol or paraffin.—Booth's Motories, Halifax.

STATIONARY Engines.—Large stock; send for list; exchanges entertained.—Booth's Motories, Halifax. [X7419]

TO Owners of Motors and Light Cars, etc.

YOU Are Probably Paying 10/- weekly for garage fees, equal 26 per annum. We can build you a motor house 12ft. long, 8ft. wide, 8ft. high, carriage paid, for the above sum. This is a clear 100% investment and food for thought. Send for our specification and list of other sizes, and become interested in this money saving plan.—P. H. Hart and Son, 56, First Av., Enfield, Middlesex. [6273]

CINEMATOGRAPH, Ruffells, complete, as new, for lightweight.—Dunning, 408, Albany Rd., S.E.5. [1873]

KLAXON Mechanical Wheel Horn, h.b.c., good; 15/-, or useful exchange.—Pratt, Tailor, Huntingdon. [1980]

ARMSTRONG 3-speed Clutch Wheel, just overhauled; £8/10.—Box 2,747, c/o The Motor Cycle. [2296]

BRADFORD Cannot Beat Carpentier, but his carburetor can beat all others.—Bradford, Colne, Lancs. [9324]

SENSAPRAY Carburetor, suit 2 1/2 h.p., new condition, complete, controls; 35/-.—Channon, St. Mellion, Cornwall. [1795]

MISCELLANEOUS.

PREMIER Free Engine Hubs, new; 2 gns. each, no controls.—Cherry Lane Garage, Lymm, Cheshire. [2226]

SPEEDOMETER, Smith's, for sale; accept 42/-.—Lark House, Longcauseway, Farnworth, near Bolton. [2085]

PRECISION Parts.—Sidecar chassis £5/10, car head lamp £3, 5ft. $\frac{3}{4}$ x $\frac{5}{8}$ chain.—8, Osborne Rd., West Bromwich. [X8011]

CROWN Adjustable Pulleys Stocked, Triumph, B.S.A., Bradbury, Humber, Premier, Precision, 14/9.—Below.

MAGNETO Sprockets, 10-tooth, 3/6, 12-tooth 4/-, 14-tooth 4/6; piston rings, 1/9; valves, 5/-.—Below.

LIGHTER Flints, 9d. doz., 3 doz. 2/-; long squares, 6d.—Ridington, 204, Southampton St., Camberwell. [7989]

TRIUMPH Forks, complete with barrel spring, latest pattern, 30/-.—110, Newmarket Rd., Ashton-under-Lyne. [2051]

ROLL-TOP Desks, second-hand.—20, all sizes, at reasonable prices.—Reliance House, 2, Gray's Inn Rd., Holborn. [5153]

P and M. Gear (1912), complete, except operation box and fittings; £2.—681, Wandsworth Rd., London, S.W.8. [1751]

150 Screws, nuts, washers, set screws, 3/-; 144 bright steel bolts, 2/6; 72 bright hexagon nuts, 2/6.—See below.

72 Best Spring Washers, 3-16 to $\frac{1}{2}$ in., 1/9; 36 castle nuts, $\frac{1}{4}$ to $\frac{1}{2}$ in., 1/9.—See below.

144 Coppered Bifurcated Rivets, 8d.; 12 8in. hacksaw blades, 1/6; any of the above carriage paid.—Wood, Tithebarn St., Preston. [X6705]

A SET of Acetylene Car Lamps and Generator; £9 or near offer.—Wren and Co., Brampton Works, Bexley Heath, Kent. [2287]

TRIUMPH Spares of every kind in stock; also P and H. lamps.—K. Pellant, 130, Regent's Park Rd., London, N.W.1. [1530]

PPRIVATE Owner has quantity second-hand accessories; stamped envelope for reply.—Burney, 32, East Hill, Wandsworth. [1688]

JARDINE 2-speed Gear, complete with controls, clutch, spare chain; £9.—Reliance Garage, Green Lanes, Harringay, N.4. [1481]

STURMEY-ARCHER 3-speed Hub, complete, in perfect condition; £10.—Beal, opp. Stonehenge Inn, Durrington, Salisbury. [X7961]

TYRE Levers (motor cycle), best steel, approx. 600; what offers?—1, Melrose Rd., Merton Park, S.W. Tel.: 1012 Wimbledon. [9458]

TAN-SAD Pillion Seats for A.J.S. and other makes; 38/-, by return.—Cyril Williams, Chapel Ash Depot, Wolverhampton. [6655]

DISCS for Triumphs, Enfields, Douglases, or any make to order; enamelled black 35/-, aluminium £3; set for 2 wheels.—Below.

SIDECARS, coachbuilt, with 3-point chassis, complete with hood and wind screen; £29/10.—E. H. Terry, 16, Grove Parade, East Finchley, N.2. Phone: Finchley 2261. [2927]

CARBURETTORS.—Brown and Barlow, 30/-; Triumph, £3/10; Douglas Amac, incomplete, 18/6; new Capac, £4/4.—Below.

CAPAC Automatic Single Lever Carburetors give best results.—Below.

CAPAC Carburetors.—Fit one and ensure easy starting and increased power; exchanges made.—Halifax Motor Exchange, Union Street South, Halifax. [2300]

F.N. 4-cyl. Frame, C.W. wheels, tank, and handlebars, minus drive shaft, £6; F.N. engine, 52 mm. bore, less crankshaft, £4.

1911 Enfield 2 $\frac{3}{4}$ h.p., frame, forks, tank, and handlebars, wheels less spindles, £4; engine for above, few parts missing, £3; exchanges or approval.—R. Crisp, Automobile Engineer, Downton, Wilts. [1933]

DDOUBLE-SEATED Wicker Sidecar, body only; also Rex engine, 2 $\frac{3}{4}$ h.p., B.B. carburetter.—116, Greenwood Rd., Dalston. [1882]

ARMSTRONG 3-speed Wheel, overhauled, less foot control, £8/10; long half Mabon pulley, 10/6.—Rackley, 16, Crofts, Witney. [2219]

VALVE Stampings, 3% nickel, guaranteed every valve A.I.D. tested; 2/- each, 21/- dozen.—133, New George St., Coventry. [X7998]

CLYNO Rear Driving Chain, 20/-; front ditto, 10/-; new; Douglas crankshaft, new, 45/-.—Marshall, Bridge St., Witham, Essex. [1706]

BUSHES, 5/-; rings from 1/9; and spindles; any size, made to drawings or sample.—Moulder, Blackwell St., Kidderminster. [X7953]

USEFUL Safety Razors, complete with stropers, in boxes, 1/6 each; 14/- dozen.—J. Tennet, 33, Cherry Lane, Walton, Liverpool. [X7681]

STEWART Speedometer, trip model, perfect order, little used, 75/-; B.S.A. front wheel and mud-guard, brand new.—Moss, Wem. [X8024]

"MECHANICS" Companion, splendid book, 80 illustrations; post free 1/8.—The Bentley Publishing Co. (Dept. M.C.), Halifax. [9300]

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Are now booking orders for delivery in strict rotation of the following, some in stock:—

ARIEL, NEW HUDSON, ROYAL RUBY, A.B.C., BRITISH EXCELSIOR, AMERICAN EXCELSIOR, ALLDAYS, BROUGH, VELOCETTE, L.M.C., O.K., EDMUND, BRADBURY, HAZLEWOOD.

ALL MAKES OF SIDECARS. A.B.C., SKOOTAMOTA.

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A copy of our new leaflet entitled "Instructions for Amateurs to Enamel a Motor Cycle with Robbialac" will gladly be sent to those giving the name of their nearest accessory dealer. Write Jenson and Nicholson, Ltd., Publicity Dept., Robbialac Works, Stratford, London, E.15.

ROBBIALAC IS SOLD BY ALL ACCESSORY DEALERS.



MISCELLANEOUS.

KERRY Frame, minus front forks, £2/10; adjustable pulley, fit 2 $\frac{3}{4}$ h.p. J.A.P., 10/-, or nearest offer.—P.W., 2, Thorold Rd., Chatham. [1905]

ENFIELD Spare Parts and Repair a Speciality.—Croydon and district agent, Pulling's Garage, London Rd., Croydon. Phone: 1619. [9935]

SPEEDOMETER Specialists.—We can supply from stock the following makes of speedometer: Watford, Stewart, Jones, Cowey, etc.—Below.

REPAIRS in all departments. All work and goods guaranteed. Send on enquiry; prompt attention; goods per return.—Pioneer Accessories and Speedometer Supply and Repairing Co., 228, Gray's Inn Rd., London, W.C.1. (Trade supplied.) [4000]

GEARS.—N.S.U. 2-speed free engine gears, to fit any machine; carriage paid, £10/5; spares stocked, gears repaired.—Loyns, Garage, Darwen. [7676]

DOUGLAS 2-speed Gear Box with clutch and kick start, new, never been used, less controls; £10.—J. Craig, 51, Brockman Rd., Folkestone. [1951]

P and M. Spares at list prices; also second-hand parts; quotations by request, stamp for reply.—Wilson, 21, Hopton Rd., Streatham, London. [1763]

NEW Spare Parts for A.J.S.—Hans Renold chains, hollow spindles, plugs, ball cups, etc., all cheap; stamp reply.—222, Lytham Rd., Blackpool. [X7473]

JONES' Speedometer, complete, 26in., 60/-; Douglas carburetter with controls, 15/-.—Craswell, Ravenwood, Chesterfield Rd., Ashford, Middlesex. [9431]

LEATHER Gauntlet Gloves, air service goods, 5/6; leather waistcoats, 7/6; wool-lined, 12/6; worth double.—Gosnold Bros., Drapers, Folkestone. [1693]

OLIVER Typewriter, in good condition, visible writer; stamped envelope for sample writing; £12.—Geo. Weston, 1, Diamond Av., East Kirkby, Notts. [1045]

PAIR 6h.p. J.A.P. Cylinders, 1918, complete with pistons, rings, gudgeon pins; £6; Amac, complete, perfect, 35/-.—97, Durlston Rd., Upper Clapton. [1395]

FOR Sale, front cylinder 8h.p. J.A.P. or 4h.p. single, £2; 3-speed gear box, clutch, kick start, complete, new; £16.—89, Well Hall Rd., Eltham. [9792]

TRY the Aslatt tyre stopping, the £ s. d. saver in tyre bills; 1/1 $\frac{1}{2}$ per tube, post free.—The Aslatt Co., Midanbury Lane, Bitterne Park, Southampton. [7586]

7-9h.p. Indian Tank, £1; P. and M. front wheel, £1; set telephones, £5; new 26 x 2 $\frac{1}{2}$ extra heavy Dunlop, 53/-.—Capt. Harrison, Hayle, Cornwall. [1325]

700 x 80 New Heavy Dunlop, £3/10; pair P. and M. valves, complete, new, 7/-; Stewart speedometer, requires repair, 30/-.—136, Lambeth Walk, S.E. [9821]

PULLEYS for any motor. Adjustable 14/6, plated, fixed from 7/6; guaranteed, post free.—J. Perkins, 455, High Rd., Leyton. Phone: 248 Walthamstow. [3270]

PILLION Cushions, upholstered green, small quantity to clear; 5/6; post free.—Graham and Thompson, 171, Radnor St., Hulme, Manchester. [1820]

SPEEDOMETERS, Cowey £5/10, Bonniksen with S trip £6/10; horns, Cowey £3, Klaxon £1/16.—Halifax Motor Exchange, Union St. South, Halifax. [2301]

DOUGLAS Parts, new condition, upturned handle bar, 15/-; carburetter, £2; flywheel, 25/-; timing half crankcase, 25/-.—7, Talbot Rd., Wolverhampton. [9123]

BELTS, 10/- each post free, genuine Dunlop, 6ft 6in. x $\frac{7}{8}$ in. a bargain; limited number only.—G. Paterson, 74, Marlborough Av., Broomhill, Glasgow. [9065]

RUDGE 5-6h.p. Piston and Gudgeon, 20/-; Sen-spray carburetter, complete, 30/-; W.S.R. jet, 7/-.—Shutes, 524, Alexandra Park Rd., Wood Green. [9914]

LARGE Quantity of new high-legged rubber boots, all sizes; 17/6 a pair, carriage paid; approval.—H. Emanuel, 27, Belgrade Rd., Stoke Newington, N.16. [0106]

N.S.U. Gear, all controls, good condition, off Triumph, £6/10; set of Triumph clutch plates, new, from hub gear, 15/6.—Fuller, Wheelgate, Malton, Yorks. [9213]

COMPLETE Machines and Spares.—Advertiser, attending all disposal sales, will supply genuine agents on commission.—77, Sandy Lane, Beddington, Surrey. [1254]

200 TYPEWRITERS, standard makes, of proved merit, at from 8 to 12 gns. each, available to-day at Reliance House, 2, Gray's Inn Rd., Holborn. [5168]

FILING Cabinets, card index drawers, folders in all colours, many sizes in stock, second-hand and new.—Reliance House, 2, Gray's Inn Rd., Holborn. [5154]

ALBIION 2-speed Gear Boxes, latest pattern, new, guaranteed; £7/10, complete with controls.—Froggatt and Middleton, 633, Abbeydale Rd., Sheffield. [1454]

CLAUDEL Single-lever Carburetter, with controls and induction pipe, 1 $\frac{1}{2}$ in. outlet, 50/-; suit Navy oilskins, 25/-.—Worters, Hatchford Hill, Cobham, Surrey. [9147]

FOOTBOARDS for Douglases, new, linoleum covered, brass bound, with clips, 15/- pair; trade supplied.—The Service Garage, 251, High St., Borough, S.E.1. [2050]

CENTAUR Frame, tank, fittings, back wheel, 2-speed and controls, incomplete; wicker sidecar, complete; 90/- each, or offer.—3, Devonshire Rd., South Lambeth, S.W. [9015]

MISCELLANEOUS.

B. and **B.** Semi Automatic Carburetter, 1 1/2 in., 25/-; 2 new Whittle belt, 3/4 in., £1; 1 large horn, with 2 bulbs, 10/-.—3a, Recreation Rd., Southall, Middlesex. [9266]

FOOTBOARDS for Douglas, new, brass-bound, linoleum covered, with clips, 15/- pair; postage 9d.; trade supplied.—W. Clark, 253, High St., Borough, S.E.1. [8640]

SPEEDOMETER, P. and H. lamp set, belts, J.A.P. valves, mechanical horn, lot of oddments; motorist giving up; call after 6.—43, Kilmorie Rd., Forest Hill. [9951]

OXYGEN Decarbonising Compound, marvel of science, insert through plug hole, clean engine always; 3/-; post free.—Oxygen Co., 243, Ecclesall Rd., Sheffield. [X7990]

DOUGLAS 2-speed Gear Box, £5/10; Cowey, cost £5/15, new, unused, £4/10; Jones trip, perfect, 65/-; P.H. lamp set, 37/-.—Sinclair, Blencathra, Walton-on-Thames. [1978]

TAN Sad, upholstered, guaranteed new, 30/-; motor cycle pump, 6/-; back rest, 3/6; leather jacket, perfect, £2; owner no further use.—43, Hallelwell Rd., Birmingham. [9157]

ALUMINIUM Number Plates for cycles; set of 3 12/6; sample back plate, 5/-; raised letters and border.—Smethurst, 38, Brownsville Rd., Heaton Moor, Manchester. [1244]

BRAND New Dunlop, extra heavy, 26x2 1/2; three new Triumph exhaust valves, 1919; spare contact breaker, Bosch; what offers?—F. Parsons, Meopham, Kent. [1697]

IF you are out to improve the business side of your business, write Reliance Co., the Typewriter People, the Office Furniture Progressives, 2, Gray's Inn Rd., Holborn. [5156]

GOOD Light Sidecar Body, cane, side door, apron, 27/6; new Dixie magneto, anti, single, 75/-; 26x2 Dunlop cover, B.E., nearly new, 25/-.—Jacobs, 95, North Rd., Brighton. [1228]

EXTRA Strong Packing Cases for sale, sizes 4ft. 3in. x 3ft. x 1ft. 10in., and 6ft. 10in. x 2ft. 9in. x 1ft. 4in., made of 1 1/2 in. boards.—Apply, Harley-Davidson, 74, Newman St., W.1. [7693]

RUDGE Long Exhaust Pipes, weldless steel tubing; 35/- complete; fit in 5 minutes.—C.W. Motor Co., 209, Broadway, West Hendon, N.W. Phone: Kingsbury 162. [1201]

SPEEDOMETER, 26in., Smith's, 60/-; 7ft. 6in. Whittle belt, 15/-; both nearly new. Rudge inlet dome, complete, 10/-.—390, Forest Rd., Walthamstow, London. [1477]

TRANSFER Lining, complete set for pedal bicycles, in gold, red, or green, also in double colours; prices on application.—Hiffe and Sons Ltd., Transfer Printers, Coventry. [0114]

CLYNG 3-speed and Clutch Gear Box, £12/10; 2-speed gear box, £4; U.H. 50° twin magneto, £5; 7ft. inch Pedley belt, 18/-.—45, Clarendon Rd., Walthamstow, E.17. [2028]

THE best accessories are the cheapest accessories in the long run, because their service has been proved. We give below a selection from our stock.—Godfrey's (below).

ACETYLENE Head Lamp Sets.—Lucas King of the Road Matchless, green finish, £4/17/6; H. and B., £4/4; Miller's, £3/1; Security, £2/12/6; P. and H., £1/17/6, £2/10, £3/19; Bobjohn, £2/4.—Godfrey's (below).

SPEEDOMETERS.—Bonnicksen, with or without trip, £6/10 and £5/15; Watford ditto, £4/15 and £5/5; Cowey ditto, £5/10 and £6/10.—Godfrey's (below).

MECHANICAL Horns.—Cowey ebony finish, £3; Klaxon, £1/16; bulb horn, £1/2/6.—Godfrey's (below)

ACETYLENE Rear Lamps, 10/6, 9/6; the Bipol electric rear lamp with unspillable accumulator in leather case, 25 hours on one charge, 30/-.—Godfrey's (below).

DUNLOP Covers, 28x3, 84/-; 28x2 1/2, 77/6; 26x2 1/2, 67/6; 26x2 3/8, 65/9; 26x2 1/2, 24x2, 46/-.—Godfrey's (below).

ELECTRIC Sidecar Lamps, with 6 volt bulbs, nickel torpedo, 10/6; aluminium, 19/-; black nickel, 23/6.—Godfrey's (below).

BLUEMEL Wind Screens, 88/-; Taylor wind screens with side curtains, 45/-; Wood-Milne foot pump with gauge, 47/6; Bluemel foot pump, 7/8.—Godfrey's (below).

ELECTRIC Lighting Sets

SUPPLIED Immediately from Stock. F.R.S. combination sets, 7in. head lamp, rear and sidecar lamp, 6 volt £9/10, 4 volt £8/8; solo sets, with 5 1/2 in. head lamp and tail lamp, with 4 volt accumulator fitting on top tube, £6/10.

THESE Sets are complete with accumulator in wooden boxes, wiring, lamps, switch, etc.; post free 1/- extra.—Godfrey's (below).

POSTAL enquiries receive prompt attention.—Godfrey's, Ltd., 208, Gt. Portland St., London, W.1. [1371]

Telephone 1743

Secretan & Mallett, Ltd.

The Barnes Motor Garage,
149, Lowther Parade, Barnes, S.W.13.

— A —

Large Selection of 1920 MACHINES IN STOCK.

MARTINSYDE-NEWMAN

— DELIVERY NEXT MONTH. —

Most modern-equipped workshops for executing every description of Repairs and Overhauls.

SATISFACTION GUARANTEED

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THE WIM

Weatherproofs Ideal Motor Suit Ltd.

has stood the test of all weathers. Get one in time for Easter. The suit that assures you of **ABSOLUTE PROTECTION AND RELIABILITY.**

Made of the finest selected material, D.B. Jacket, Belt, and Wind Cuffs, Seatless Trousers Gaiter Fronts, and Clip Fasteners.

63/- as illustration. All sizes Stock.

SPECIAL OFFER. HEAVY FAWN LONG TWILL COAT, for ideal use with Leg Shields. **45/-** All sizes Stock. Call or Write, sending cash with order.

WEATHERPROOFS LTD., Makers of the WIM, City Office, 10, Lovell's Court, PATERNOSTER ROW, LONDON, E.C.



MISCELLANEOUS.

GOOD 650x65 Tyre and Tube, 35/-; good 26x2 1/4. £1; three good cycle chains, 5/6; horn and rear light, 8/-; good pair knee pads, 5/-.—Box 425, c/o The Motor Cycle. [X8000]

2 1/2 h.p. Minerva, m.o.v., Minerva carburetter, pulley, 22 new rings, sound condition, £3; frame to suit, bars, back wheel, 15/-.—Hughes, James St., Piffenweem, Fifeshire. [X7357]

MONOCAR Front Axle, Ackermann, wheels, band brakes, 28x3 tyres, mudguards, lamp brackets, 12in. steering wheel; lot £6/10.—22, Bessborough Rd., Birkenhead. [X7457]

SIDECAR Covers.—Send old cover, paper pattern or sketch. We send sample material and price for new cover per return.—Waterproof Specialists, Rutland St., Nottingham. [1918]

CEASE to Struggle and you are done for. You can get forward without the struggle when you use a typewriter. Get list from Reliance House, Gray's Inn Rd., Holborn. [5167]

OFFICER'S Bedford Cord Riding Breeches, sizes 32 to 40in. waist, lace knee; wartime price 70/-, to-day's clearance price 37/6.—Redman, Military Outfitter, Basingstoke. [8188]

ALUMINIUM Solder, Alumend, perfect for all work; large sample and instructions, 1/1 1/2. Trade supplied.—Yates and James, 144, Church St., Kensington, London. [0109]

SEVERAL Foot Bellows, unused, 35/- each; panel beaters' tools, mandrels, heads, block hammers, sandbags, etc., cheap to clear.—Fox, 27a, Yerbury Rd., Holloway, N.19. [6550]

SOPWITH Pup Fighting Scout, genuine built up mascot, not a casting, with carved revolving propeller, 7in. x 6in., with clip for front number plate or sidecar, 6/-.—Below.

AEROPLANES. Aeroplanes. Genuine flying models; splendid present for your boy. Twin screw model, specially designed to pack in small parcel for sidecar or bike, signed guarantee to fly quarter mile, 8/6; to rise off ground, 10/6; smaller 5/6, off ground 7/6.—Morane-Smith Aviation Co., 21, Moring Rd., Tooting, S.W.17. [1852]

OXYGEN Plughole Decarboniser, removes carbon instantly, perfectly safe; 3/- post free; clean engine always; scientific triumph.—Oxygen Co., 243, Ecclesall Rd., Sheffield. [X7339]

ROOMY Light Wicker Sidecar, two 4h.p. Bradbury cylinders, adjustable pulley, B.B. carburetter, Amac variable jet; cheap for cash.—Walker, 27, Masbro Rd., West Kensington. [9219]

LARGE Quantity of New Rubber Thigh Boots, 17/6 a pair; all sizes obtainable; approval, cash with order.—H. Emanuel, 27, Belgrade Rd., London, N.16. Phone: Dalston 3161. [0125]

LARGE Quantity Spares.—P. and M. parts, chains, covers, forks, carburetters, lamps, gears, crank case, saddles, generators. Stamp, enquiries.—77, Sandy Lane, Beddington, Surrey. [1255]

TARPAULINS and Waterproof Covers.—Quantity of new and second-hand for sale, ex-London works.—For prices and particulars write Johnston, 12, Broughton Rd., Croydon. [9382]

TRYCAR Chassis, complete, with tyres and tubes, steering, steering wheel, seat, bonnet, petrol tank, brake, horn, minus power unit; £12.—Dean, Mill House, Berkhamsted. [1691]

MOTORISTS.—Your requirements quickly supplied for new or second-hand motors, sidecars, and accessories; state your wants; stamp reply.—Venn, 62, Coleshill St., Birmingham. [X6153]

GRADO K.S. Recessa, delivered Jan., cycling suit, new, 5.9, lined; flying helmet, new; breeches, Beaford, officers; reasonable offers.—Z., 36, Waterloo Rd., Gillingham, Kent. (D) [1717]

LIGHTING Set, off Douglas Combination, two 5in. lamps, rear light, two P. and H. generators, all fittings complete, used few times; £3/3.—Harris, The Poplars, Downend, Bristol. [9307]

DOUGLAS 1914 Lady's Frame, tank, all fittings, forks, good condition, £6; 150 copies, clean, "Motor Cycle," 1915-20, 10/-, carriage forward.—Griffiths, outfitter, Conway. [9984]

NOTICE to Rudge Owners.—We tune up Rudge Multis to go faster than any other standard 3 1/2 h.p. or 4h.p.—C.W. Motor Co., 209, Broadway, West Hendon, N.W. Phone: Kingsbury 162. [1202]

SOLID Aluminium Footboards, 13x4 1/2 in., handsome design, with carved front rounded heel-piece, best obtainable; 17/- pair, post free.—Browne, 108, Queenswood Rd., Forest Hill, S.E.23. [1756]

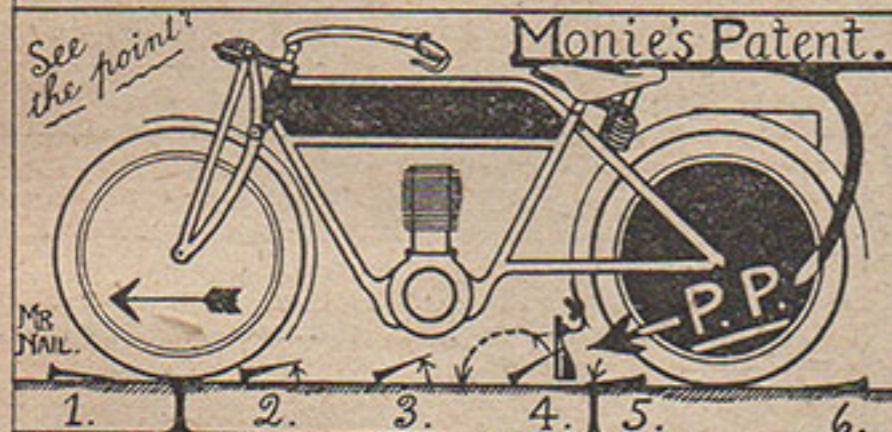
WICKER Sidecar, with springs, boatshape, 35/-; Indian chain, 57 links, 7/6; Scott carburetter and induction pipe, 10/-; Scott bars, 5/-.—Blaw, 2, Woodside Parade, N. Finchley. [1453]

DUNLOP Heavy Covers and Tubes, 3 26x2 1/2, soiled only, £6 the lot; also P. and H. car head lamp and generators in maker's box; what offers?—M., 47, Clock House Rd., Beckenham. [2271]

LARGE P. and H. Lamp Set, complete generator and east aluminium rear lamp, 50/-; Cowey speedometer, perfect as new, 26in. wheel, 70/-.—Worboys, Saffron Rd., Biggleswade. (D) [1142]

"A NEW invention of very great value."

Road Rider in "The Motor Cyc'e."



All dangerous nails are kept out of rear tyre by the Monie

Puncture Preventer.

Of every 100 punctures, the rear tyre gets 90. The P.P. prevents these, and so reduces punctures by 90 per cent. We guarantee this. The P.P. adds to life of rear cover, and also insures it against "sudden death". The P.P. is fitted in five minutes to Triumph, Douglas, A.J.S., Rudge, Ariel, e.c. Simply bore a 1/4-inch hole in mudguard, and bolt on. For short mudguards use an Adapter (1/9 extra). Slot allows rapid adjustment.



Money back if not satisfied.

When ordering, give name of machine, and if Adapter is needed.

Price 10/6. By post 11/-
M.P. PUNCTURE PREVENTER CO.,
 38, BATH STREET, GLASGOW.

MISCELLANEOUS.

ELECTRIC Lighting Set., 6-volt, 40-amp., accumulator, head, sidecar, unique tail lamps, with complete wiring, £5; genuine electric Klaxon, £2/10. —114, Woodstock Rd., Oxford. [9436]

RUDGE Parts.—Single ring piston, special speed cam, standard cam, ex-valve and guide, 2in. valves, pulley complete, and a few sundries; 55/- the lot.—301, Fulham Rd., S.W.10. [1133]

N.S.U. Gear, fit N.S.U., £6/10; pair new 26x2 1/2 heavy rims and hubs, 30/-; Triumph pulley, 16/6; buttress clip and spring, complete, 13/-.—3-197, Park Rd., Aston, Birmingham. [X7185]

GRADO Pulley, for lightweight, and fittings complete, unused, as received from makers, £5; also Amac carburetter, with controls, little used, £2.—Reynard, 47; Kent Rd., Harrogate. [9306]

NEW Dunlop Heavy Rubber-studded Tyre, 26x2 1/2, guaranteed perfect, £2; two gent's cycle frames, two chain wheels, two chains, two handle-bars, lot £1/5.—Box 384, c/o The Motor Cycle. [X7509]

CHATER Dropped Back Frame, tank, wheels, and mudguards, £5; 4h.p. Calthorpe engine, 1915, Bosch mag., and carburetter, £13/10; after 7.—77, Mornington Rd., Leytonstone, E. [9859]

STEWART Speedometer, complete, for 26in. wheel, almost new, perfect order, 50/-; also a few Kyliyre fire extinguishers, large size, for garages, etc., 7/6 each.—Harris, 9, River St., Brighouse. [1178]

B.S.A. Front Chain, 17/6; Autoclipse lamp, 15/-; leather handle-bar muffs, 10/-; Canoelet rear spring, 5/6; Simms vulcaniser, 10/6; all good condition.—3, Hampton Rd., Oswestry. [8989]

LUCAS Acetophote, 7/6; K.O.R., 12/6; Lucia, 8/-; large German, 10/6; Montil, 3/-; new Triumph valves, 3/-; Eisemann and co., £1; 5h.p. Longuemare, 5/-.—Morgan, Winston, Stowmarket. [1785]

OFFICE Furniture you must have. You cannot talk business with a client in your repair shop. You will find good second-hand furniture at Reliance House, 2, Gray's Inn Rd., Holborn. [5152]

AMAC Carburetters, new, complete, heavyweights, £2/15; also lightweights. I have in stock lamps, tyres, sidecars, chassis. Call and inspect. Special prices.—Edwardes, 277, Camberwell Rd., S.E. [1161]

UNBREAKABLE Chrome Nickel Valves, guaranteed one year, any pattern, 7/- each, 12/- pair; step-out piston rings, 5/- pair, post free, per return.—Capacity Tool Co., Broseley, Shropshire. [4759]

PISTON Rings, best quality, for Triumph, B.S.A., Rudge, Sunbeam, Villiers, J.A.P., Douglas, A.J.S., Levis, Premier, Enfield, all sizes, 1/8 each, post free.—Frank Hall, 8, City Rd., Birmingham. [X4456]

SECOND-HAND Wicker Sidecar Body, 15/-; 1912 Triumph cylinder, 1911 P. and M. ditto, £1 each; Triumph 3 1/2 h.p. connecting rod, new, 7/6.—Huttly, 3, Marsham St., Westminster. [9067]

JERKINS, moleskin, lined, sleeveless, new, suitable for all outdoor pursuits, £1; jackets, leather, sleeveless, new, sizes 41, 43, and 45, new, 12/6.—Wellington Bros., 6, Bradford Av., E.C.1. [9348]

100,000 Shop-soiled and Second-hand Files, 6in.—16in., genuine salvage stock, all guaranteed usable. Send 12/6 for 3 dozen assorted, carriage paid, approval.—Palmer's Garage, Tooting, S.W. [4370]

MAGNETO Cogs, 1/2 in. pitch, 8 and 9 teeth, 4/-; 10 and 12, 4/6; 14, 5/-; 16, 5/6; 18, 6/6; 20, 7/6; 24, 8/6 each; post free.—Wood, Engineer, 121, Camden Mews, Camden Rd., London, N.W. [1748]

TRICAR Frame, wheels, tyres, steering gear, heavy Palmer Cord on back, fitted for chain drive, brass petrol tank, brass radiator; £6 the lot, or separate.—96, Old Nelson St., Lowestoft. [1807]

TRANSFER Lines for Motors, various widths and colours, sets for pedal cycles, including mudguards, one colour 1/3, two colours 1/9; stamp brings list, samples.—Axon, Station Buildings, Altrincham. [X6811]

KNEE-HOLE Tables, office and typing tables, chairs, slope desks and stools, deed boxes, stationary cupboards, big lot, all kinds, cheap.—Call, Reliance House, 2, Gray's Inn Rd., Holborn. Holborn 2388. [5155]

RUBBER Thigh Boots, quite new, made for Government, only 25/-; also leather waistcoats, lined grey wool, 14/9; carriage paid. No motorist should be without these.—Hawthorn, Ltd., Dept. M., Shrewsbury. [0153]

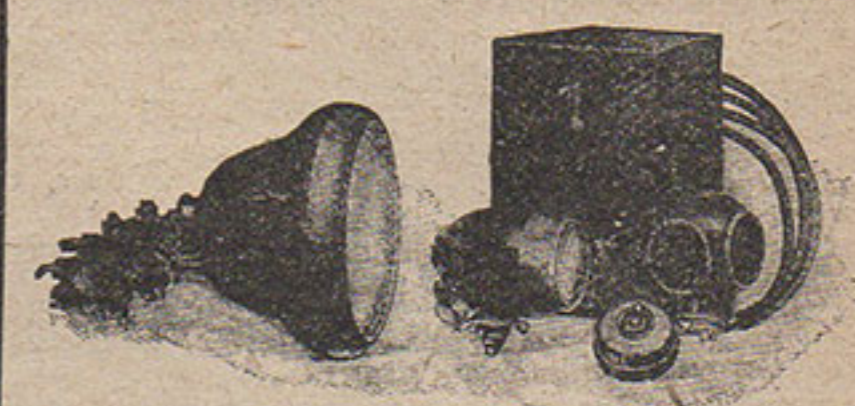
B.S.A. Carburetter and Controls, perfect, 35/-; B.S.A. rear wheel wants chain wheel or belt rim, otherwise complete and perfect, 35/-; rear lamp and generator, 7/6; lot, 75/-.—Bedwell, Bucknell, Salop. [1840]

WONDERFUL Value.—Mechanical horns, suit lightweights, 15/- 1/4 dozen; valve tubing, 3/9 dozen yards; acetylene gas tubing, best red quality, 8/3 dozen yards; cheques accepted.—Irwin, Callow Land, Watford. [9232]

DRIP Sight Feed Pump Lubricators, 25/6; drill chucks, 1/2 in., new, 7/6; Senspray carburetter, as new, £2; Brooks saddle, 32/-; treadle fretsaw, 35/-; lathes, chucks.—Ashton, Thornhill Edge, Dewsbury. [X7342]

3-SPEED Wheel, £12; 1909 Premier engine, twin, 3 3/4 h.p., damaged, £6; carburetter, 35/-; Gradua gear, £2/10; Rex frame, £2, with wheels; sidecar, £10; Thomson-Bennett magneto, £5.—Peake, Banbury. [9202]

F.R.S. LAMPS AND GENERATORS, HOLD WORLD'S RECORDS.



Latest 1920 Models ELECTRIC

- 7" SIDECAR 4-volt Outfit £8- 8-0
- 7" " 6-volt " £9-10-0
- 7" " " " " £9- 9-0
- 7" " 6 " " £10-10-0

NOTHING ON THE MARKET TO COMPARE WITH THESE SETS FOR LIGHTING POWER.

F.R.S. LAMPS, "B'am Works," Pershore Street. BIRMINGHAM.

"AURORA"

3 h.p. Two Stroke.

3 h.p. DALM Engine 318c.c., Mounted in strong frame, giving comfortable and low riding position, "Y" patent spring forks, A.M.A.C. carburetter, E.I.C. Magneto, 26 x 2 1/4 tyres, large tapered tank, 7 in. rear mudguard, Pedley belt, Pan saddle, tool box on tank, best finish, enamelled purple, mauve tank, purple lines.

PRICES:

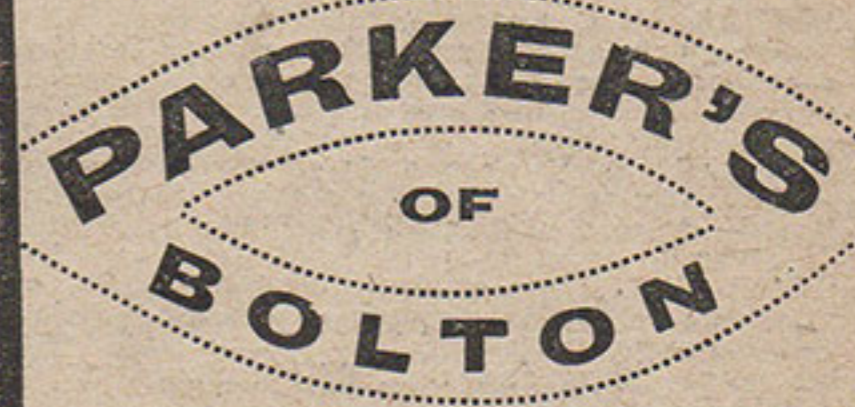
- Single speed 65 Gns.
- Two speed Burman, kick-start, hand clutch 75 Gns

Join our waiting list now to ensure immediate delivery.

Note—Machines delivered free to Liverpool.

Catalogues from
AURORA MOTORS,
 Mona Terrace, Douglas I.O.M.

Bolton, 1348. —'PHONES— Manchester, Central, 864



The Largest Motor Cycle and Light Car Traders in the North.

Your Easter Mount

We have a large and varied stock of machines for immediate delivery. Don't delay! Visit our showrooms and examine our stock. All models ready for road.

Depots:

- Bolton: Bradshawgate.
- Manchester: 245, Deansgate.

MISCELLANEOUS.

CREDIT Accounts Opened, valuable time saved, spares by return, post particulars; prices subject to alteration without notice; spares listed below comprise genuine makers' manufacture, and are in stock at time of advertising.—Robinson's (below).

DOUGLAS 2 1/2 h.p. Connecting Rods, complete with bolts and nuts, 25/-; big end bushes, 4/-; small end bushes, 3/-; big end bolts, 6d.; nuts, 4d.; distance pieces, 3d.—Robinson's (below).

DOUGLAS 2 1/2 h.p. Cylinder and Piston Spares.—Cylinders, front and rear, 1912-19, 40/-; pistons complete, 19/6; gudgeon pins, 2/3; rings, 1/9; copper mds, 2d.; valves, inlet and exhaust, 4/6 each; springs, 3d.; collars, 8d.; cotters, 2d.; valve guides, 3/6; tappets complete, 5/4; valve caps, inlet and exhaust, 17/-; silencer complete, 35/-; long exhaust pipes, 15/-; pair; clips for same, 1/-; jointings and washers, all sizes in stock.—Robinson's (below).

DOUGLAS 2 1/2 h.p. Crankshaft and Flywheel Spares.—Crankshaft, 55/-; crankshaft pinions, 8/-; flywheel, 37/-; 1911 crankshafts, 42/-; pinions, 5/6; flywheel nuts, 1/-; flywheel keys, 1/-; flywheel sprockets, 5/-.—Robinson's (below).

DOUGLAS Crank Case Spares.—Crank case flywheel half, 30/-; timing half, 50/-; ball bearings, timing side 18/-, flywheel side 33/-; cam wheel studs, 4/-; intermediate studs, 3/-; timing case screws, 2d.; tappet guides, 4/-; exhaust lifter links complete, 10/-.—Robinson's (below).

DOUGLAS Forks.—Front forks, complete, £4; forks only, 50/-; head lugs, 15/-; fork springs, 3/6 each; fork spindles, long and short, 1/-; links, 2/-; spindle nuts, 3d.; head clips, 10/-; steering columns, 15/-; steering crown ball races, 1/- each.—Robinson's (below).

DOUGLAS 2 1/2 h.p. Frame, £15/15; 1920 front forks, complete, £8.—Robinson's (below).

DOUGLAS Tank Spares.—Tank, complete with lubricator, filler caps, taps, etc., £5; lubricator glasses, 2/-; petrol and oil filler caps, 2/6; glasses only, 6d.; washers only, 2d.; petrol taps, with filter combined, 3/9; drain taps, 2/3; petrol pipes, 5/6.—Robinson's (below).

DOUGLAS 2 1/2 h.p. Timing Gear Spares.—Cam wheels, 30/-; magneto wheels, 10/-; intermediate wheel, 10/-; inlet and exhaust rocker arms, 7/-; locking plates, 3/-; tappets, 5/4.—Robinson's (below).

DOUGLAS Wheels.—Rear wheel complete, less tyre, £3/16; front wheel, less tyre, £2/5; hub axles, back and front, 1913, 5/-; cups, 3/9 each; 1914-19 hub axles, back and front, 7/-; cups, 3/-; lock rings, 3/3; rims, 26x2 1/2, 26x2 1/2, 650x65, rear and front, 14/3; spokes and nipples, 4d.; aluminium discs, £3 and £3/10.—Robinson's (below).

DOUGLAS Handle-bars, brakes, and controls.—Handle-bars, upturned, with grips, 15-16in. and 1/2in. stems, 25/-; semi-T.T., 30/-; grips only, 2/6 pair; brake shoes, 5/6 pair; exhaust wires, 1/6; pads only, 1/- pair; outer sheaths, 3/-; exhaust levers only, 20/-; brake guides, 2/9 pair.—Robinson's (below).

DOUGLAS 4 h.p. Spares.—Frame, complete, £21; cylinders, front and rear, 50/-; pistons complete, 26/-; gudgeon pins, 2/6; connecting rods complete, 31/-; rings, 2/6; small end bushes, 3/-; big end bushes, 5/-; crankshaft, 70/-; flywheels, 50/-; flywheel sprockets, 5/-; valves, 6/6; springs 1/-; collars, 8d.; cotters, 2d.; valve caps, 7/-; asbestos washers (exhaust), 7d.; valve cap, 4d.; chains, 15/6; spare links, 1/-; front brake pads, 2/- pair; front brake complete, 50/-; head clips, 13/-; mudguards, front 30/-, rear 29/-; Dunlop belts, 21/-; clutch drawbolts complete, 5/-; induction pipes, 40/-; kick start quadrants, 15/-; number plates, front and rear, 2/-; toolbags, 25/-.—Robinson's (below).

COLLEGE Mudshields, for winter, 16/6, 20/6, 32/6, and 36/6 each; Sterling metal mudshields, 50/-.—Robinson's (below).

DOUGLAS 2 1/2 h.p. Footrests and Footboards.—Footrests, 11/- pair; footrest tubes, 7/-; footboards only, 27/6 pair; with clips, 30/-; 1911 Douglas footboards, as new, 15/6 pair.—Robinson's (below).

DOUGLAS 2 1/2 h.p. Amac Carburettor Spares.—Amac carburettor, complete, 70/-; throttle and air valves, 9/- pair; floats, 2/-; needles, 2/-; springs, 4d.; jets, 6d.; caps, 2/-; gauzes, 1/-; handle-bar controls, 15/6; wires, inner and outer, 9/- pair; float chamber caps, 5/-.—Robinson's (below).

DOUGLAS 2 1/2 h.p. Brake Spares.—Front brakes, complete, 37/9; guides, 2/6 pair; shoes and pads, 5/6 pair; pads only, 1/- pair; back brake pads, 2/-; springs, 1/-.—Robinson's (below).

DOUGLAS Accessories.—Grease injectors, 4/3 and 7/-; oilcans, 2/9; horns (bulb), plated 27/6, black 21/6 and 22/6; connections only, 1/3; toolbags, 12/6 each; toolkits complete, £2/15; pattern, 30/-; tool rolls only, leather 6/6, canvas 7/-; belts, Pedley 14/9, Dunlop 15/9; belt punch, K.D., 3/6; belt fastener, Stanley, 1/6; tyre levers, 1/6; pliers, 4/- pair; magneto spanners, 9d.; tappet spanners, latest pattern, double end, 3/-; Lucas girder Major spanners, 10/6; Lucas girder spanners, 5/6; K.D. Model O spanner, 4/3; back carrier, 31/-; valve extractors, 2/6; Duco, 5/-; good quality slip-on saddle covers, 3/-; matted 5/-; goggles, 2/6, 3/-, 3/6, and 4/-; carburettor powder, 6d., 1/-, and 2/-; feelers for tappet, plug, and magneto, 2/6; Blumel's pumps, 9/9.—Robinson's (below).

DOUGLAS Mudguards.—T.T. type front and rear mudguards, 11/- each; back stand clips, 2/-; front stand clips, 1/-; number plates, front and rear, 2/-; stands, back 17/-, front 8/-.—Robinson's (below).

DOUGLAS 2 1/2 h.p. Chains, Renolds 10/7, Coventry Elite, 9/9; rivet extractors, all sizes, 6/3.—Robinson's (below).

(This advertisement is continued in third column.)



ROBINSONS

GARAGE 32-35 GREEN STREET

CAMBRIDGE

Telephone: 995 (2 lines), Cambridge.

Telegrams: "Bicycles, Cambridge."

SPECIAL TYRES

Robinson's Matchless Motor Cycle Covers, made specially for us by Messrs. Moseley and Sons, studded, 26 x 2 1/2, 2 1/2 31/6
Tubes, all sizes 9/6
Postage, 1/-.

CRANKSHAFTS

1911 Douglas Crankshafts £2 15
1911 Crankshaft Pinions 5/6

TANKS

Triumph, complete with all fittings .. £5
Douglas, 4 h.p., complete £6
Douglas, 2 1/2 h.p. £5

LAMPS

F.R.S. Electric Lamp Sets, complete with Head and Rear Lamp, Accumulator, and strong box for same £6 10
"Hunt's" Large Electric Head Lamps £3 6
"Hunt's" Small Electric Head Lamps, £1 7 6
"Hunt's" Sidecar Electric Lamps, £1 3
"Hunt's" Electric Rear Lamps .. 9/6
Battery Cases 12/6
Hellen Batteries 14/7
"Security" Acetylene Head Lamp Set, £3 3
Acetylene Sidecar Lamps 11/9
Acetylene Rear Lamps 8/6
Small Generators 10/6

CYLINDERS

1912 Douglas Cylinders £2

FEELERS

Showing the exact adjustment for tappet clearance, plug points, and contact breaker 2/6

FRAMES

Triumph, Front Portion £7 5
Triumph, Bottom Back Stays ... £3 7
Triumph, Top Back Stays £1 13
Douglas 2 1/2 h.p. Frame £15 0
Douglas 4 h.p. Frame £21 0

FORKS

Douglas, 2 1/2 h.p., complete with springs, 2 spindles, and links £4

1920 DOUGLASES

One or two only early deliveries of 2 1/2 h.p. and 4 h.p. Douglases, at maker's list prices. 2 1/2 h.p. DOUGLAS, 3-sp. (no clutch). £90
4 h.p. DOUGLAS Combinations ... £155
Carriage and crates extra.

PLEASE READ THE MISCELLANEOUS COLUMNS ON EACH SIDE OF THIS ADVERTISEMENT FOR OTHER SPARES; OR SEND FOR OUR MONTHLY LIST.

ROBINSONS

GREENS, CAMBRIDGE

MISCELLANEOUS.

DOUGLAS 2 1/2 h.p. Gear Box and Clutch.—2-speed secondary shaft, 27/6; 24T screwed sleeve, 17/-; 30T plain sleeve, 12/-; mainshafts, 17/-; dogs, 7/-; 3-speed spares, 16T, screwed sleeve, 17/-; 20T plain sleeve, 14/-; 16T pinion, 13/-; dogs, 9/-; ball bearings, large 14/-, small 10/6; fixed pulleys, 10/-; adjustable, pattern, 25/-; keys, 6d.; 30T chain wheels, 12/-; chain wheel nuts, 6d.; kick start bolts, 9/-; kick start springs, flat 1/-, round 9d.; 2-speed gear box, with clutch and kick start, £18; clutch draw bolts complete, 5/-; chain guards, 7/-; kick start quadrants, 15/-.—Robinson's (below).

GEAR Boxes, 2-speed, with free engine, position for lightweights, with pulley, chain sprocket and controls complete, £7/10.—Robinson's (below).

SIDECAR Mudguards, enamelled, with strong stays, standard fitting, 15/-; sidecar luggage grid, 25/-.—Robinson's (below).

HUBS.—6h.p. Enfield rear hub, complete, £3/18/6; front, £1/5; 3h.p. Enfield rear, £3/15; front, £1/5; Triumph 1919 rear hub, 22/-; A.J.S., £4/4 each.—Robinson's (below).

PISTON Rings.—High tensile cast iron, for Douglas, Triumph, Sunbeam, Rover, A.J.S., Indian, Baby Triumph, J.A.P., Humber, Premier, Enfield, B.S.A., P. and M., all sizes in stock, 2/6 each, no waiting.—Robinson's (below).

PISTONS for 3 1/2 h.p. Premier, 35/-; J.A.P. 4 and 8h.p. 35/-, 2 1/2 h.p. 30/-; Triumph, 3 1/2 h.p. and 4h.p., 28/-; Douglas, 2 1/2 h.p. 19/6, 3 1/2 h.p. 25/-, 4h.p. 26/-; complete with rings and gudgeon pins.—Robinson's (below).

RACING Helmets, real leather, very warm linings, 19/6; special fur lined, 45/-.—Robinson's (below).

RENOLDS Chains.—A.J.S. and Sunbeam, 101 links, 3/8 x 3/8, 30/6; ditto, 56 links, 17/3; 7/8 x 1/4, 54 links, 15/6; 5/8 x 1/4, 88 links, 25/-; Morgan chains, 7/- foot; rivet extractors, all sizes in stock, 6/3.—Robinson's (below).

VALVES.—1910-19 Sunbeam, A.J.S., Rover, B.S.A., Enfield 2 1/2, and 2 1/4, 4, and 6-8h.p. J.A.P., and 4 and 2 1/2 h.p. Douglas, Humber, New Hudson, Premier, James, Williamson, 6/6 each.—Robinson's (below).

TRIUMPH Spares.—Compression taps, 2/3; rear stand, 34/-; front guard stays, 5/- pair; rear carrier, 40/-; valve caps, inlet and exhaust, 4/8; valve cotters, 3d.; pistons complete, 28/-; connecting rods complete, 28/10; connecting rod rollers, 2/2 set; cam wheel, 25/-; rocker arms, inlet 11/-, exhaust 10/4; tappets, complete with guides, 29/6 pair; union nuts, 3/3; rear brake pads, 3/9; rear brake springs, 4d.; foot brake complete, 37/6; steering columns and head crown, 24/8; front buttresses, 12/6; barrel spring, 8/9; pattern pistons, 28/-; gudgeon pins, 5/-; bushes, large 5/-, small 3/6; piston rings, 2/6; valves, inlet and exhaust, 6/6; valve spring, 7d.; filler caps, 2/6; inner tubes, 12/6; footrest rubber fitted to frame, 5/6 each; footrest complete, 39/-; flywheel, sprocket side with mainshaft, 58/-; flywheel, gear side with gearshaft, 57/-; crank case ball bearings, 11/6; crank, complete, £5; magneto control lever, complete, 14/-; front wheel complete, less tyre, 49/2; rear, 77/-; aluminium footboards, Junior or countershaft, 34/6; handle-bars, W.D. pattern, 44/-; front portion of frame, 1919, £7/5; frame bottom back stays, £3/7; frame top back stays, £1/13; front forks, complete, £10/12; fork girders, left or right, £1/14; rear mudguards, 15/9.—Robinson's (below).

TRIUMPH Carburettor Spares.—Needles, 6d.; air caps, 3/2; springs, 4d.; air and throttle pistons, 1/10; ticklers, 1/3; petrol and union nuts, 4d.; jets, 6d.; needle valves, long 4/-, short 3/-; controls, 21/8.—Robinson's (below).

TOOLBAGS.—B.S.A. 13/6, Enfield 10/3, James 12/6, Sunbeam 10/-, Zenith 33/-, Douglas 12/6, Rudge 13/6, P. and M. 26/-, Triumph 13/6.—Robinson's (below).

TAPS, Assorted.—Douglas drain taps, 2/6; petrol taps, with filters 3/9, without filters 2/9; Douglas compression taps, 2/6; Triumph compression taps, old and new pattern, 2/3; Sunbeam compression taps, 3/-; Wallace's petrol filters 12/6, with taps 15/-.—Robinson's (below).

TERRY'S Spring Links.—B.S.A., Rover, Douglas, and Druid forks, 3/4 centres, for any make of machine, 18/6 pair.—Robinson's (below).

HORNS.—Covey mechanical 60/-, Macaphone 30/-, plated large bulb 27/6, black bulb 22/6.—Robinson's (below).

WAIST Belts.—Good plain leather 3/-, braided 3/6.—Robinson's (below).

PLUGS.—Forward 8/6, Sphinx 4/-, Lodge ordinary and Model P.F.3 5/-, Lodge weatherproof 7/6, Lodge priming 13/6, Cook's 5/-, K.L.G. 10/6.—Robinson's (below).

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LIGHTWEIGHT Frame, will take gear box, tank to suit, rear stand, front and rear brakes, front and rear mudguards, front and rear wheels, Senspray carburetter, all quite new and unused; £15 the lot; Bedfordshire.—Box 2,518. c/o The Motor Cycle. [9552]

SIDECAR Body, wicker, cigar shape, 50/-; 6h.p. J.A.P. piston, 10/-; 2 exhaust valves, new, 10/6; Triumph front and rear wheel spindles, complete, as new, 7/6; valve with collar, new, 5/6.—P. Wright, 94, High St., West Norwood, S.E. [8950]

5-h.p. Twin Engine, running condition, £9; Bosch twin mag., £7; heavy frame, Saxon forks, brakes, wheels, tyres, and tubes good, and handle-bars, £8; sidecar chassis, wheel, tyre, and tube good, £5; offers.—Clapton, 60, Russia Lane, Bishops Rd., E.2. [2036]

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DISCS.—Make your machine "disc"-tinctive. Aluminium discs in stock for Harley, Zenith, Triumph, Douglas, P. and M., Indian, other makes 3 to 5 days, 77/- set 2 wheels; sidecar wheel, 42/-; trade supplied.—Maudes', 100, Gt. Portland St., W.1.; 100, Paris St., Exeter. [3354]

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DOUGLAS 4h.p. Carburetter, less controls, 10/-; 2½h.p. crank case, timing side, 30/-; Indian 7-9h.p. front forks, £3/10; 28x2½ Palmer cover and tube, 10/-; 28x3 tube, 8/-; 24x2 tube, 6/-; 28x2 covers from 5/-; Humber silencer, 7/6.—87, Salisbury Rd., West Kilburn. [9889]

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JONES Speedometer, tenths, silent drive, perfect, £3/15; electric car tail lamp, 20/-; oxydised generator, 5/-; mackintosh suit, 20/-; extra heavy black oilskin suit, good condition, 25/-; Scott tank, 25/-.—Wanted, two outer covers, 26x2½in.—Little, Barn's Hotel, Tanner Row, York. [9476]

B. and B. off Triumph, 25/-; Triumph carburetter, late type, £2; lamp set, 25/-; saddle, 10/-; foot pump, 10/-; pair T.T. bars, Pedley grips, 1in. stem, 12/6; P. and M. carburetter, less inner wires, 30/-; 9 o'clock till 2 o'clock, after 6 evenings; side gate.—Wilson, 21, Hopton Rd., Streatham. [1764]

TRIUMPH 1914 tank, as new; pair new cam wheels, rockers, valves, valve caps, tappets, footrest hangers; 1913 ditto and connecting rod; T.T. rear wheel, stays, brake shoe; W.D. handle-bars, carrier bags, Bosch contact breaker; 1919 Amac 1½in.; stamp reply.—93, Balfour Rd., Highbury, N.5. [9681]

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7-9h.p. Indian Parts.—Pair of cylinders, £4; pair of cylinder heads, £2/10; 2 pistons and gudgeon pins, £1/10; pair of flywheels, £2; 2 connecting rods, £2; crank case complete, with oil pump, £5/5; racing handle-bar top, £1/1; 3-speed gear box, complete, £17/10.—Stow, Mile End, Colchester. [1912]

DOUGLAS 2½h.p. 1914 Crank Case, with races, practically new, 90/-; crankshaft, 30/-; front cylinder, fins chipped, serviceable, 12/6; Lucas generator and brackets, green, 15/-; horn, 10/-; W.D. flywheel and sprocket, 28/6; back guard and clip, 5/-.—G. Talbot, Milton-under-Wychwood, Oxford. [1088]

VALVES for Triumph, Douglas, Rudge, Rover, B.S.A., A.J.S., James, J.A.P., Humber, Clyno, Indian, Blackburne, Singer, Premier, Precision, Sunbeam, Bradbury, Enfield, Harley-Davidson. All above patterns in stock, 3% nickel; no waiting 4/6 each; specials to pattern, 1/- extra; stampings supplied.—Below.

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ALLDAYS 10h.p. Twin Chassis, believed 1911, in good running order, £75 or offer; cycle car frame, £3; 4 750x85 artillery wheels, £2; front axle and springs for same, 30/-; 3h.p. engine and frame, £3; 5 ball bearings, £1; B. and B. pilot jet carburetter, £2; sidecar chassis and box body, less wheel, £2.—Little Aston Garage (proprietor, H. Webster), Little Aston, nr. Streetly. [X7282]

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6 h.p. Rex Engine, frame, spring forks, pair 26x2¼ wheels, mudguards, carrier, stands, £10; Clyno tank, 30/-; adjustable pulley, 12/6; saddle, 14/6; spring forks, 50/-; 4-cyl. Dixie magneto, £7/10; Bosch 180°, £5/10; Thomson-Bennett, £5/10; O.A.V., £5. Wanted, gear box, 3½ h.p. engine.—143, Lowe St., Wolverhampton. [2177]

19 15 Douglas tank, perfect, £3, 1914, as new, £3/10; pair Douglas wheels (front), 27/-, (back), 32/6; front wheel, good, 15/-; ditto, back, as new, 35/- (26x2¼); write me for rims, tyres, belts, mags., carburetters, frames, forks, in fact anything you require in the motor cycle line you will find my prices right.—Syd Pearson, Gate House, Cheylesmore, Coventry. [X8047]

INDIAN Spares, new.—Connecting rods, 35/- pair; cam wheel, 7/6; ball races, 2/6; handle grips, 4/-; magneto, £3/10. Douglas 2½ h.p. handle-bars, 9/-; front stand, 3/-; fork springs, 2/-; valves complete, 4/-; inner tubes, 5/-; 4h.p. carburettor, new, 35/-; pumps, 5/-; Simms 4-cyl. magneto, £6/10; lamps, horns, etc.—Capon, 70, Baring Rd., Lee. [9690]

BARGAINS in New Accessories.—Cowey speedometer, 80/-; aluminium discs, 60/- set; electric head lamp, H.H., 40/-; plated horn, 22/6; control levers, double, 8/-, single 6/-; Brooks saddle, 34/-; second-hand Bosch magneto, just overhauled, suit twin J.A.P., 80/-; B. and B. carburettor, 1½ in., 25/-.—Mott, 100, Elgin Crescent, Notting Hill, W. [9955]

SPLITDORFF 50° anti, brand new, £6/10; Dixie 45° clockwise, perfect, £4; sidecar hood with curtains, 55/-; Corbin Brown 26in. rear drive speedometer, 50/-; H. and H. trembler coil, £1; one pair new rough rider grips, 10/-; light sidecar chassis with wheel, £2; Douglas front cylinder, 10/-; V.S. hub low gear bronze ring, 25/-.—29, Brigstock Rd., Thornton Heath. [1030]

30 h.p. and 10h.p. Zenith Carburetters, 70/- and 50/-; Dixies, 180° and 50°, 60/- and 25/-; 2 motor cycle horns, 15/- each; 3½ in. vice, 30/-; 2½ in. Yankee, 30/-; T.M. carburetters, 12 and 35h.p., 40/- and 50/-; 14ft. ¾ in. chain, 2 sprockets, 50/-; dynamo, 8 volts, 45/-; motor cycle mudguards, 7/6; 7ft. 1½ in. chain, 15/-.—Tate Bros., Ladbroke St., Amble, Northumberland. [9297]

MATCHLESS Replacements all dates in stock.—V.S. gear parts, J.A.P. spares, 6 and 8 h.p. pistons, rings, valves, guides, overhead valves and springs, Lucas King of Road head lamp set (green), 90/-; Tan-Sads, 33/-; Bonnicksen speedometer, new, 5 gns.; Bosch 50° mag., brand new, £9/10; Berling 4-cyl. mag., as new, £7/10.—J. Tassell, 1a, Bloomfield Rd., Plumstead, S.E. [6888]

TRIUMPH Spares.—Standard pattern silencers, complete with exhaust pipe and union nut, 30/- each; exhaust box only, 20/-; exhaust pipe and union nut, 10/-; union nuts only, 3/6; aluminium chain covers for 4h.p. countershaft chain, 22/6; back plate, 10/-; magneto chain covers complete, 20/-; tank filler caps, 3/6 each.—Hubert Turner and Co., 4 and 5, Crawford Passage, Ray St., Farringdon Rd., E.C.1. [6328]

PAIR Car electric side lamps, 7in., plated, good condition; £3/5; sidecar (wicker) with storm apron, etc., £7/10; B and B. carburettor, 1½ in. top feed, variable jet, 15/-; 1915 Indian 3-speed gear box, countershaft, clutch, and kick start, £17/10; Indian rear portion frame with springs and mudguard, £2/10; Indian carrier, £1/5; foot brake pedal, 15/-.—Seaborn, Mile End, Colchester. [9549]

SPARE Parts, new and second-hand, in stock, for 4h.p. Douglas engine parts, 2½ h.p. Douglas engine and gear parts, 3½ h.p. and 4h.p. Triumph engine parts, 4-cyl. F.N. all parts, 3h.p. Quadrant (a.i.v. type) engine parts, De Luxe Auto-Wheel engine parts, and a few parts for 6h.p. Zenith, 3½ h.p. Enfield, Scott, etc.—Hill and Co., the White Hart Garage, Cranford Bridge, Hounslow. [9052]

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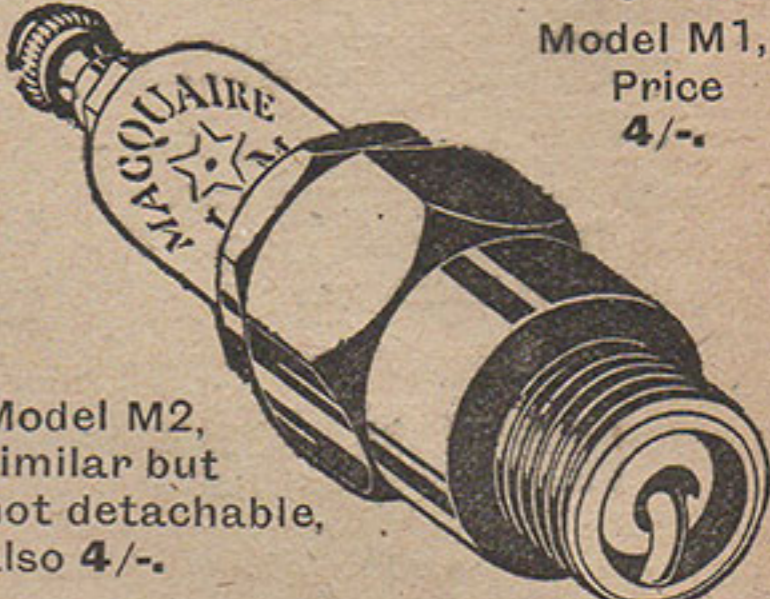
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OIL—Vacuum B.B. motor cycle oil, packed in new 5 gallon drums, carriage paid anywhere, 30/-, cash with order, drums free; Anglo A motor oil, in 5 gallon drums, suitable for motor cars, 27/6 per drum, carriage paid, prompt delivery from stock while it lasts; this oil was manufactured for the Government and guaranteed as described; money returned with pleasure if not satisfactory.—Kirk Co., Ltd., Importers, St. Peter's Church Walk, Nottingham. [X6813]

MOUNT the Mount of the Mount Motor Co. Power Unit, 3 1/2 h.p. Precision 2-stroke, 2 or 3-speed, hand-controlled clutch, kick start. Write or call at works; we shall be pleased to show you round. We undertake repairs and overhauls to any make; send your engine to us; we will overhaul it and return it in 4 days. We carry a large stock of spare parts for all makes; send for what you require.—Mount Works (below).

TRIUMPH Spares.—Pistons complete, 25/-; connecting rods, 28/10; cam wheels, 25/-; rocker arms, 11/-; tappets complete with guides, adjustable special to suit old models, 25/-; gudgeon pins, 5/-; large bushes 5/-, small 3/6; piston rings, 2/6; valves, inlet and exhaust, 6/6; valve springs, 6d.; filler caps, 1/6; aluminium footboards, mudguards, wheels, tanks.—Write Spare Parts Dept., Mount Works (below).

DOUGLAS Parts, Jap-Precision Indian pistons, valves; special footboards, 13/6; pistons from 15/-.—Mount Works (below).

MOUNT Engineering Co.—Write now for above parts. Wheels, 50/- pair; 2-speed brackets for Albion gear box, 16/-; Albion gear boxes, £7.—Mount Works, 317, Warward's Lane, Selly Oak, Birmingham. [9950]

TYPEWRITER Shortage.—There is still a shortage of new machines. Orders are still waiting in a Q with all prominent makers, but Reliance Co. have a bigger stock of genuine second-hand typewriters than ever before, many equal to new, but no American rebuilds, thank you. Machines they handle must carry their usual guarantee; write for list of machines in stock.—Reliance House, 2, Gray's Inn Rd., Holborn, Holborn 2388. [5165]

DISCS. Discs. Discs.—Ours are acknowledged to be the best and simplest to fit; in stock; best stove enamelled steel, light, strong, for 26in. wheels, black 35/-, other colours 38/-; aluminium enamelled discs to match Douglas tank, 40/-; electro-plated discs, 52/- per set for 2 wheels, with all fittings, packing and carriage paid, lining extra according to requirements.—Acme Cycle Co., 10, Lucknow Grove, Greenhe:s, Manchester. [6946]

BROOKS B170, 27/6; auxiliary sidecar connection, 7/6; auxiliary tank, 5/-; rubber h.b. grips, 3/-; leather helmet, 25/-; above goods almost new. Dunlop heavy 26x3x2 1/2, 1 cut wants vulcanising, 5/-; Dunlop extra heavy 650x65, new, 47/6; P. and H. head lamp, Lucas generator, 40/-; Miller lamp set, 30/-; Lucas rear lamp set, 10/-; seatless trousers, suit short person, 15/-, cost 28/-.—Owner giving up.—159, Bromford Lane, West Bromwich. [X7442]

TRIUMPH T.T. Bars, 30/-; Douglas ditto, 20/-; P. and M. ditto, 26/-; Triumph tank, as new, £3; Triumph piston, 4h.p., 25/-; connecting rod, 20/-; belt drum, 12/6; Clyno crank cases, 45/- each; 2-speed gear box, £8; Triumph carburetter, 50/-; Triumph touring bars, 18/-; Douglas 2 1/2 h.p. clutch, 10/-; ditto 2 1/2 h.p. cylinder, 25/-; 4h.p. ditto, 27/6; Lloyds drip feed pumps, 17/6; first p.o. secures.—Reardon, Garage, Tavistock Terrace, Holloway. [9340]

ALL Carriage Paid.—3 1/2 h.p. P. and M., £8; Auto-Wheel, £9; Scott with sidecar, £38; 3h.p. Humber, £10; 2 1/2 h.p. N.S.U., £7; 2h.p. Werner, £7/10; 3 1/2 h.p. Rex, clutch model, £7; 5 7/8 h.p. Minerva, £18; 3 1/2 h.p. Triumph, £22; 4h.p. 2-speed Roc, £29; 3h.p. gas engine, £18; treadle lathe, £7; treadle emery grinder, £3; 1/4 h.p. gas engine, £6; sold on 28 days' approval exchanges; stuff wanted; send stamp for lists.—The Garage, Albert St., Idle, Yorkshire. [X7448]

B.P. Garage (J.A.P. Specialists) stock practically all J.A.P. parts from 1912 onwards; when enquiring send fullest particulars to avoid delay; don't leave things till the last day or so before Easter; we are closing for several days, so your urgent telegrams and letters might have to wait; forewarned is forearmed, so don't be wait and see; write now; see O.K. and Engines.—B.P. Garage, J.A.P. Specialists, 40, Murray Mews, Murray St., Camden Town, N.W. [1207]

GRAND Prix 1916 Morgan, splendid condition, disc wheels, £200; Binks carburetter, £2/15; Wolf, 2-speed, C.S., £38; Rex Combination, 8h.p. J.A.P., K.S., £110; C.B. sidecar, £12; canoelet sidecar, 22/10; 1915 Indian frame, less forks, £4; set B.S.A. discs, £2/15; 2 1/2 h.p. Douglas gear box, £6; 2-speed wheel, £4/10; large head lamp, acetylene, £1/10; bench drill, £2/10; bench drill, £3/10; silent chains, rims (28x3, 26x2 1/2), sidecar mudguards, handle-bars, magnetos, carburetters, and all types motor cycle brake blocks in stock.—Britnell, 45, High St., Fulham. [1372]

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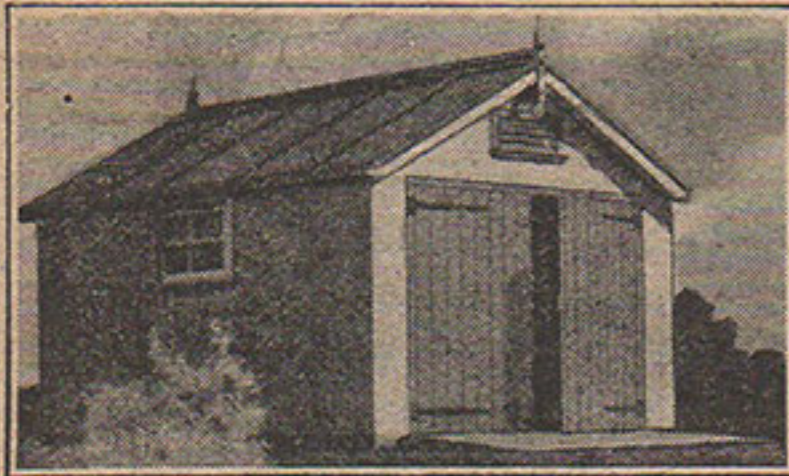
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GOVERNMENT Waterproofs, quite new, best possible quality oilskin jackets, lined, 13/6, 17/-; trousers, lined, 12/6; Sou'-westers, 2/6; Pegamoid rubber trousers, 15/6; officers' rubber Poncho capes, 22/6; oilskin capes, lined, 13/9; many worth double. Second-hand jacket: 8/-; trousers 8/-; coats (lined) 18/6; new fawn cap covers, with neck shields, 1/11; all carriage paid; approval or money back. Obtain our prices for all kinds of waterproofs.—Hawthorn, Ltd., Dept. M., Shrewsbury. Established 32 years. [0110]

MABON Ball Bearing Countershaft Gears are simple, reliable, well-made and foolproof; large diameter of pulley on all gears, free engine and belt always in tension; made for motor cyclists by practical mechanics with many years' experience of this class of work. Supplied to fit Triumph, Jap, B.S.A., Rover, and similar makes; complete with bolts, chain, controls, and sprocket bored for engine-shaft (enabling anyone to fit them); price 9 gns; particulars from the makers.—The Mabon Motor Works, Woodside Gardens, Bruce Grove, Tottenham, N. [7458]

2-SPEED Countershaft, clutch, for chain and belt drive for light car, perfect, 100/-; B. and B. carburetters, require controls adjusting, 10/- each; 4h.p. Coventry engine, new cylinder, etc., 90/-; 26x2 1/2 Dunlop heavy cover, 7/6; 28x2 1/4 Bates cover, 7/6 (both good); 28x2 1/4 wheels, 20/- each; 4 volt trembler coil, 7/6; motor cycle tank, 5/-; pair Humber bars, 7/6; cycle Eddie coaster hub, 6/6; N.S.U. 2-speed gear, 120/-; Panhard Autodynamo, 12 volts 6 amps., and C.A.V. switchboard, for light car or combination, 160/-.—41, Wilnot St., Derby. [1137]

TRIOUMPH Tank, as new, £4; 1918 cylinders, £3; piston, 22/-; connecting rod, 15/-; magneto platform and plates, 12/-; chain cover, 12/-; Lloyds drip feeds, 17/-; P. and M. bars, 25/-; 4h.p. Douglas T.T. bars, 20/-; 1910 B.S.A. cylinder and valves, 45/-; 4 h.p. Douglas cylinder, 26/-; 2 1/2 h.p. ditto, 25/-; Sturmey-Archer gear box parts; clutch worms, with levers, 8/6; pulleys, 22/-; dogs, 18/-; Clvno crank-cases, 50/-; gear box cases, 40/-; all perfect; first p.o. secures.—M. Reardon, Garage, Tavistock Terrace, Holloway Rd., N.19. [2014]

DOUGLAS 2 1/2 h.p. Used Spares: 2 1/2 h.p. engine, £12/10; Thomson-Bennett magneto, less timing cover, £4/10; Amac carburetter, £2; gear box, 2-speed, with pulley, chain sprocket, and controls complete, £5; tank, W.D., complete with lubricator, filler caps, taps, £3; pan saddle, 30/-; front forks with mudguard, £2/10; frame, front stand, back stand, mudguards, rests, and back carrier, wants slight repair, £12/10; handle-bars 15/-; rear wheel with spindle, tyre, tube, £3; front wheel with spindle, tyre, tube, £2; toolbags, 15/- each.—G.F.B., 16, Queen St., Barnard Castle. [2009]

1914 Triumph Rear Part (fixed engine), 35/-; 1914 3-speed bottom stay, 32/6; magneto, suit Rudge, new, £5; J.A.P. carburetter, 17/6; 1918 Triumph cylinder, fins chipped, otherwise perfect, 30/-; 26x2 1/2 cover and tube, perfect, £1; 1911 Triumph frame and forks, £6; 1912 Triumph forks, £4; Armstrong Mark VII. driver, perfect, 30/-; ditto Sturmey-Archer, 30/-; Sturmey-Archer axle, £1; pair 28x2 wheels, 25/-; Premier lightweight piston, 15/-; Rex piston, £1; Rex timing wheel, 7/6; Omega cylinder, new, £3/5; front stand, new, 5/-; B.S.A. fork girder, 28/-.—Below.

CONNAUGHT 2-stroke Engine, carburetter, and magneto, £15/15; Avon water-cooled engine, m.o.i.v., perfect, £6; Rex engine, 3 1/2 h.p., m.o.i.v., £6.—Below.

SECOND-HAND 3/8x1/4 Chain, good, 2/6 foot; B.S.A. footrests, complete, 12/6; pannier bags, new, 9/- pair; new pillion seat, well sprung, 15/-; Fafnir cylinder, 25/-; new B. and B. carburetter, 50/-.—Below.

WRITE Me for valves and rings, pistons, etc. Most patterns in stock. Price right. Stamp for reply.—Syd. Pearson, Gate House, Chelyesmore, Coventry. [X7564]

THE Cheapest House in the Trade for Accessories.—Wind screens: The Easting 90/-, the Orto 47/6, 72/6, the Walbro' 35/-, the Cameo 60/-, the Raper 57/-, Taylor's 25/-, 32/6, 33/6, 35/-, 37/6, and 47/6; aluminium leg shields 35/6, steel enamelled 16/6; College mudshields, 16/6, 35/6; Stewart speedometers 84/-, Watford 95/-, for 24, 26, or 28in. wheels; belt rim brakes, 13/9; M-L magnetos, £8/8 and £10/2/6; engine pulleys—fixed, 4in. 12/-, 5in. 12/6, 6in. 16/-, 18/6; adjustable, 4in. 22/6, 5in. 24/-, 6in. 26/6, 7in. 28/-; aluminium footboards 14/-, 50/- pair; sidecar bodies, £6/10 and £10/15; sidecar hoods, 43/-, 54/-, and 75/-; sidecar aprons, 20/-; W.S.R. adjustable jets, 8/6; oilskin suits, black 21/3, yellow 35/-; fawn twill waterproof suits, 51/-; seatless trousers, 23/-; Amac, B. and B., and Binks carburetters, 67/-, 72/-, and 87/9; Mabon clutches and gears, £5/10 and £9/9; Tynesider pillion seats, 58/-; front and rear number plates, 1/- and 1/6; Bradbury's N.S.U. gears, £10/10; Roc countershaft gears, £7/10; sidecar arms, 15/-; Brooks B170 saddle 47/6, B175 58/-; wheel discs, 45/- per set; metal-covered toolbags, 11/-, 11/8, and 14/-; handle-bars, 4 patterns, 19/-; Bowden brakes, 26/3, 35/-; Bowden levers, from 6/10; Pillion seats, 18/6, 30/-, 33/-, 40/-, 58/-, 75/-; Auto-Wheels, £25, 37/6 monthly; Bowden band brakes, 42/-, 59/-; magneto controls, 21/-, 26/3; fibre carrier cases, 18 1/2 in. x 8 in. x 8 1/2 in., price 18/8; accessories to the value of £6 or over supplied on gradual payments; mechanical hoses, 18/6, 30/-, and 37/6; bulb horns, 25/-; gauntlet gloves, 9/- pair; sidecar chassis £7/5, underslung £9/6; h.b. mirrors, 12/6.—M.Y. Dept., The Metropolitan Machinists' Co., Ltd., 248, Bishopsgate, London, E.C. [4275]

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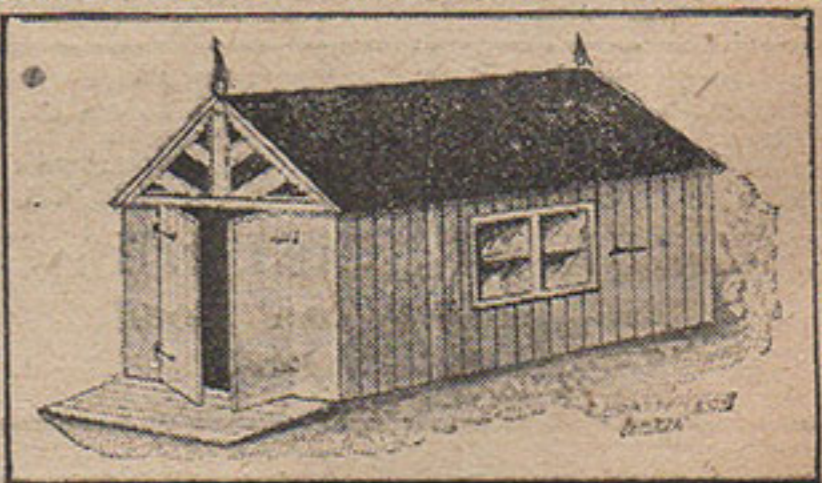
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MISCELLANEOUS.

INDIAN, touring and semi-T.T. bars, carburetter and silencer; Triumph tank, pedalling gear, carburetter and W.D. bars, with controls; Douglas 4h.p. engine and gear box, 1918; 1911 crankshaft, new; Zenith belt rim new, P. and M. tank complete, 1909 carburetter, gear rings; carburetters—Binks 3½ T, Capac 3½ T, 1920 Sensprays, H.W., B. and B., Scott; magnetos—Bosch Aero, Dixie, single, and Douglas. Sidecars—Rennoc 1920 torpedo, and Millford C.B. Speedometers, Stewart, Watford. Cyclecar chassis, 8h.p. J.A.P., water-cooled, 2-speed, and rev. Splitdorf; Amac, wants tyres; all above in good condition; stamp particulars.—Corbett and Brown, 4, Auckland Rd., Doncaster. [2080]

BASTONE'S Bowden Front Motor Cycle Brakes, 15/6; compression taps, 2/6; petrol taps, 3/-; mechanical horns, 21/- and 25/- each; Tan Sad pillion seats, 33/-; 4in. mudguard blades, 4/6; exhaust and inlet valves for Douglas, 2½h.p., 4/-, 4h.p. 4/6; Singer and Triumph, 5/6; C.A.V. 2-cyl. magnetos, set at 180°, anti-clockwise, £7; Bob Jon motor cycle lamps and generators, 52/6; aluminium tail lamps, 7/6; ditto large sidecar lamps, 14/-; Lodge Aero test plugs, 2/6 each; standard ditto, 2/3 each; sidecar mats, 6/6; Bosch ZAV magneto, set at 60°, anti-clockwise, £6/15; handle-bar mirrors, 10/-; B. and B. carburetters in stock.—228, Pentonville Rd., King's Cross, London, N.1. Tel.: 2481 North. [1356]

ELECTRIC Lighting and Charging Plant, comprising petrol engine and 25 volt 8 amp. dynamo, by Smith, Manchester, ignition by Bosch magneto, dynamo just been rewound and thoroughly overhauled, engine a little beauty, the set mounted on iron bed-plate, complete with tanks, water pipes, etc., put on rail free for £25; Scott parts—crank case £2, connecting rod 10/-, carburetter 12/6, petrol tank 12/6, silencer 5/-, inlet pipe 3/6, front brake complete 12/6, front wheel 20/-; Triumph piston 12/6, Sunbeam 15/-, Rex 12/6, Norton 15/-, Douglas 12/6, James 12/6, J.A.P. 7/6; Premier adjustable pulley 7/6, Bradbury 7/6; Triumph connecting rod 12/6, Minerva 12/6, T.D.C. 7/6, Rex 12/6, Kerry 7/6; B.S.A. cylinder 20/-, Douglas 20/-, another (lug broken) 10/-; pair of Darracq cylinders £4, Rex 25/-, two 2h.p. Precisions 20/- each; 1915 Premier chain case 12/6, Wolf 1917 7/6; Bradbury belt guard, 12/6; Armstrong belt rim, 25/-; Bosch single, water-tight, guaranteed equal to new, £6/15; four trembler coils, 5/- each; Douglas induction pipe, complete with carburetter, 25/-; Precision crank case, 15/-; Rex frame, forks, and wheels, 70/-; lightweight saddle, 12/6; B.S.A. footboards, 10/-; Calthorpe carrier, 8/6; Rover ball race, 5/-; Douglas silencer, with pipe and unions, 12/6; two dozen chain wheels and cranks, off various makes, 7/6 set; half-dozen various motor cycle free-wheels, 4/6 each; 1914 3½h.p. A.B.O. tappets, rockers, valves, springs, etc. State wants. Have also the following motor cycles to offer, all guaranteed to be perfect: Norton countershaft combination, 7-9h.p. Premier countershaft combination, 3½h.p. T.T. Zenith, T.T. Precision, 2½h.p. New Hudson, 4h.p. Bradbury (Grado gear), 3½h.p. Rover countershaft; also Canoelet sidecar, £15; Burbury 5-point attachment, very large coach sidecar, £20; brand new sporty sidecar, £30. All above are in stock, and guaranteed as advertised. Stamp must be enclosed for reply. Carriage is extra on all goods.—Billy Grindley, Motor Cycle Specialist, Prees, Salop. [X7242]

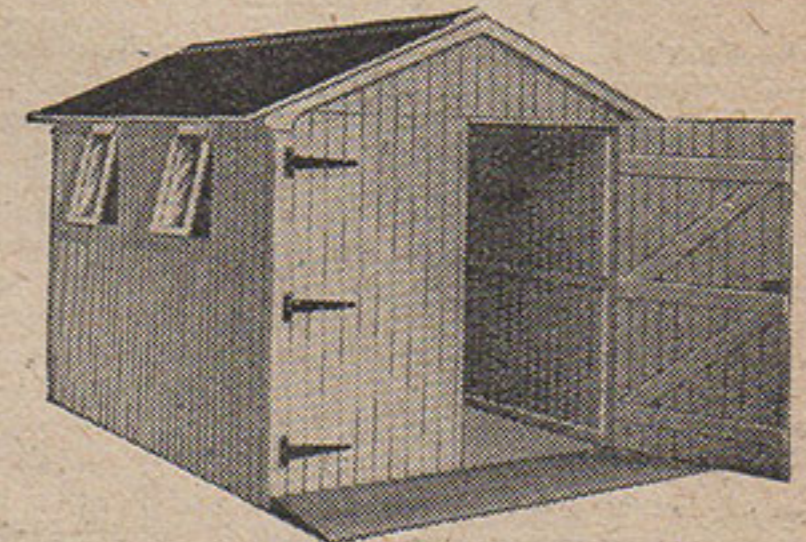
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MISCELLANEOUS.

SINGER, cylinders for, quick delivery, £6/10; pistons (with rings and gudgeon) for Singer (85, 88), Premier, James, B.S.A., Williamson, J.A.P. (8h.p. and 4 h.p.), all 35/-; Calthorpe 2½h.p., Premier 2½h.p., New Hudson 69, J.A.P. 6, all 30/-; J.A.P. 2½h.p. Clyno, Singer 2½h.p., all 27/6; Triumph, Rudge, 25/-; aluminium, for Douglas, 27/6; Rudge, Singer, Triumph, 37/6; aluminium footboards, 15x4½in., 25/- pair; sketch sent. Centaur 3½h.p. cyl., piston and connecting rod, £5; B. and B. pilot jet carburetter, new, complete with controls, 63/-.—M. Foxley and Co., 1, Regent St., Rugby. [X7328]

BOSCH Magneto, 90/-; Triumph carburetter with controls, 32/6; new Douglas touring bars, cut to fit 7/8 stem, 21/-; B.S.A. 4h.p. cylinder and piston, new condition, 65/-; pair flywheels and crank case, new big end and crankshaft, chain case slightly damaged, 55/-; cylinder to fit above, slightly cracked, with piston, 25/-; Triumph rear wheel, complete with heavy Dunlop tyre and tube, 72/6; new Douglas front wheel, with tyre and tube, 45/-; both 26x2¼; strong frame for hub gear, mudguards, stand, carrier, and tank, just painted, £5; new Saxon forks, medium weight, slightly soiled, 8½ stem, 85/-; Grado multi gear, 35/-; good saddle, 12/6; fixed pulley, unbored, 5/-.—The lot assembled, £30, splendid running order. —3, Meadowside, Downton, Wilts. [2317]

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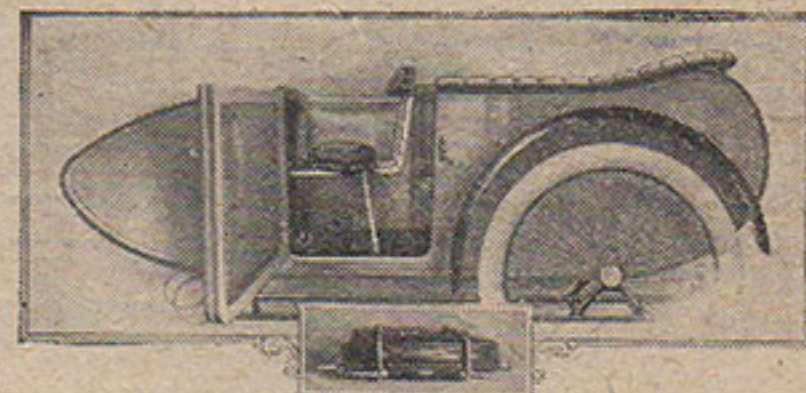
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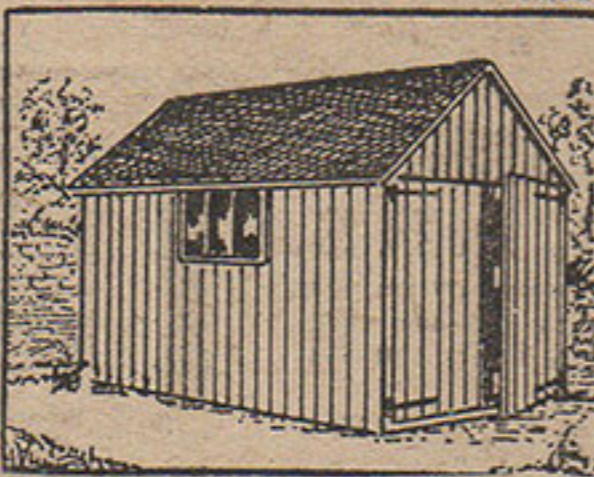
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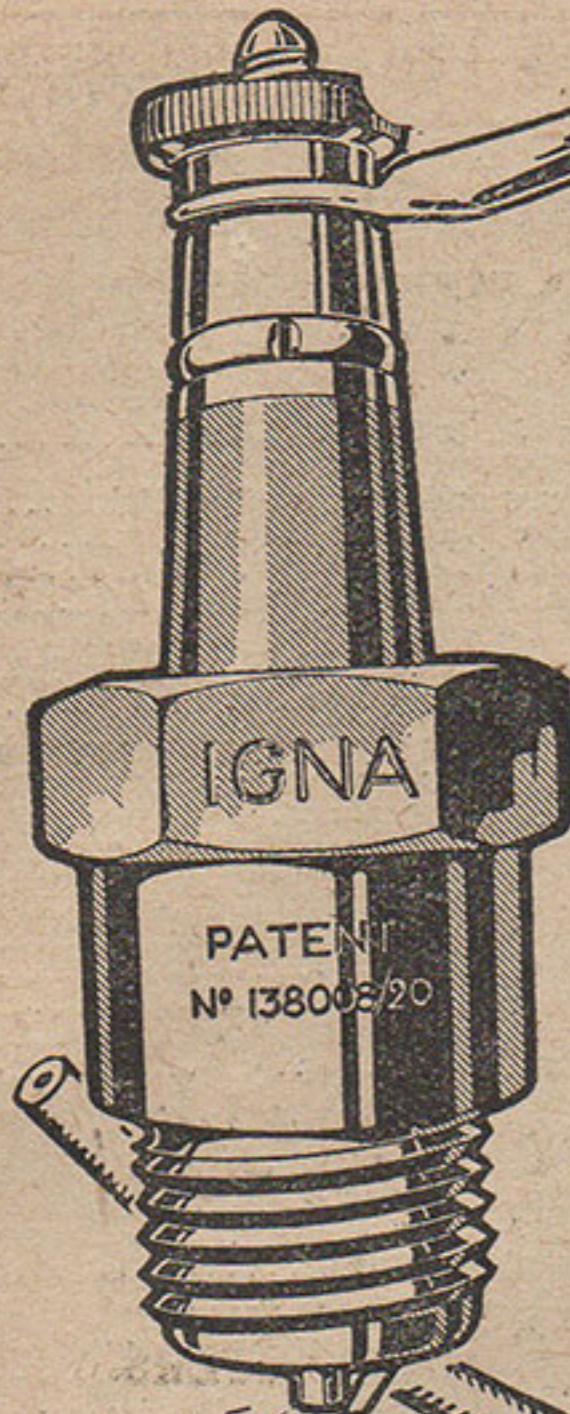
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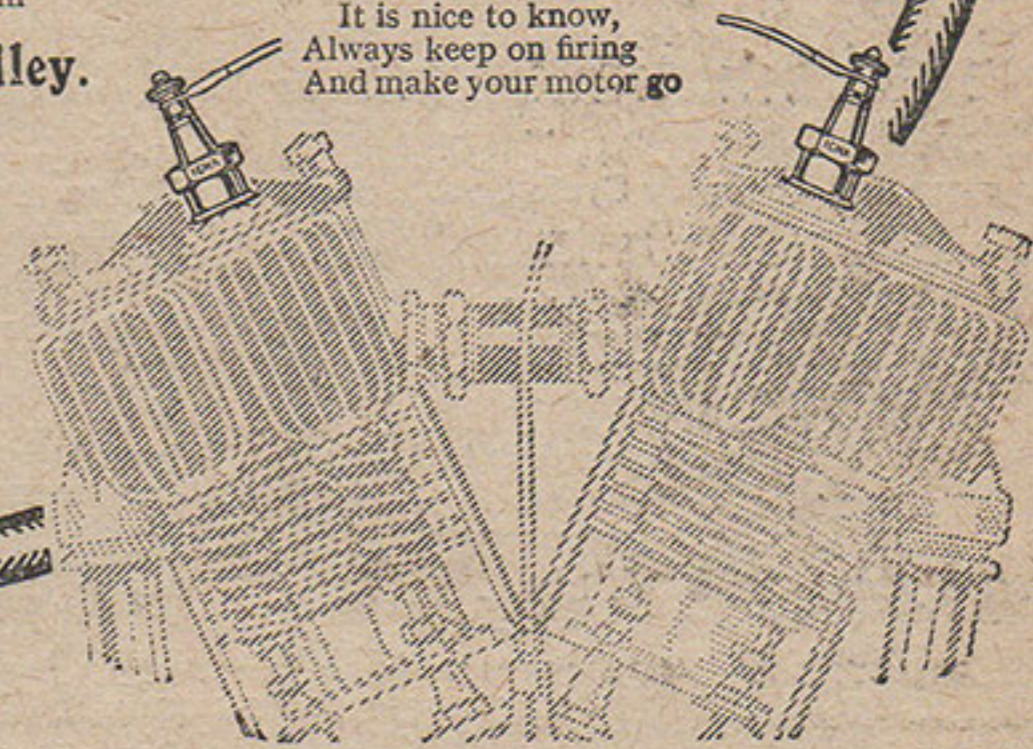
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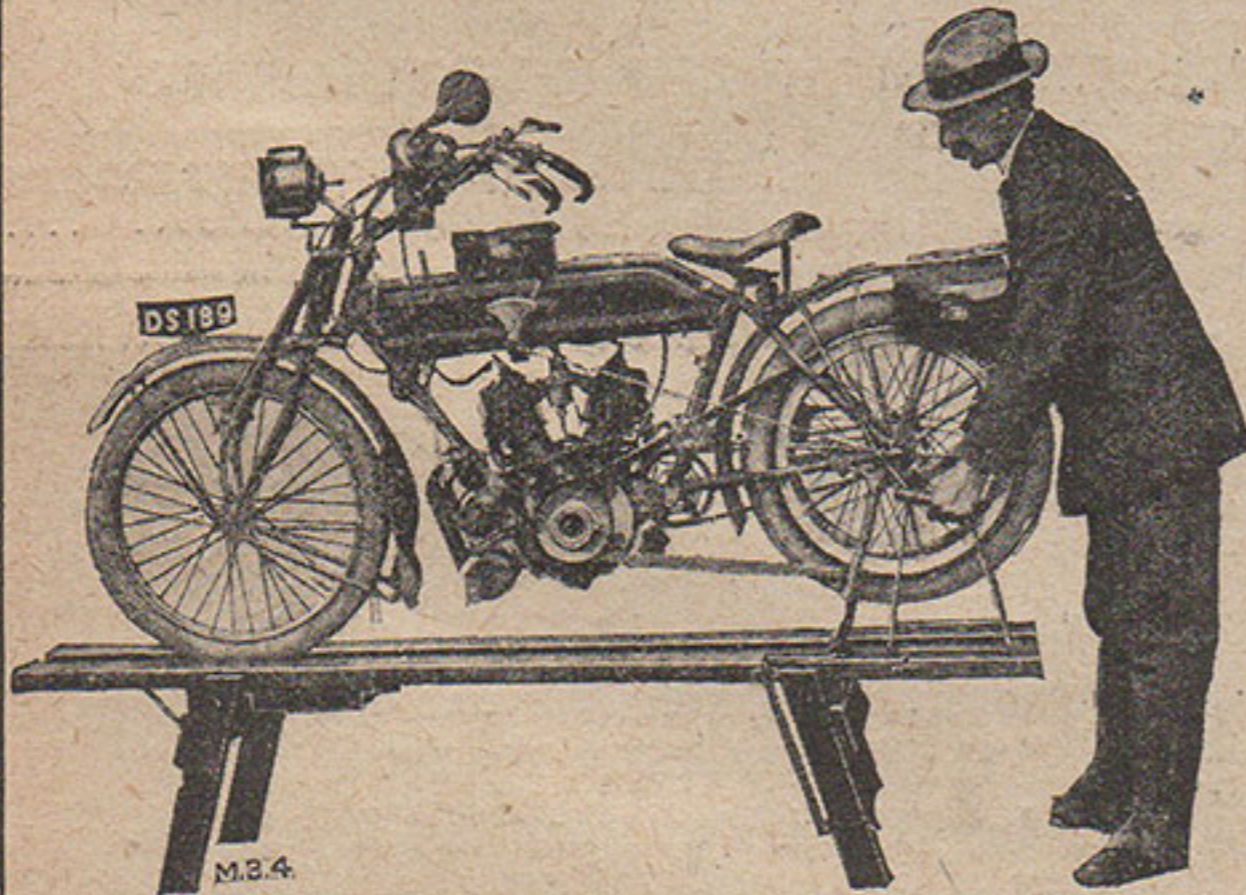
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