

JANUARY 16, 1947.

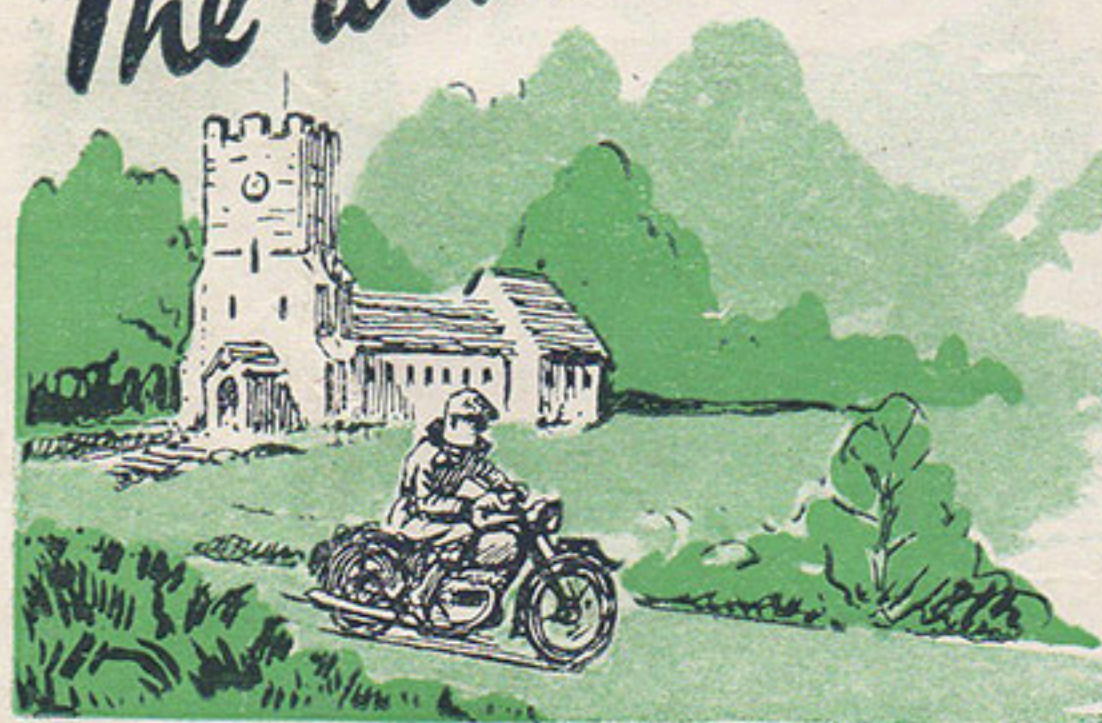
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MOTORCYCLING

READ WHEREVER
MOTORCYCLES
ARE RIDDEN

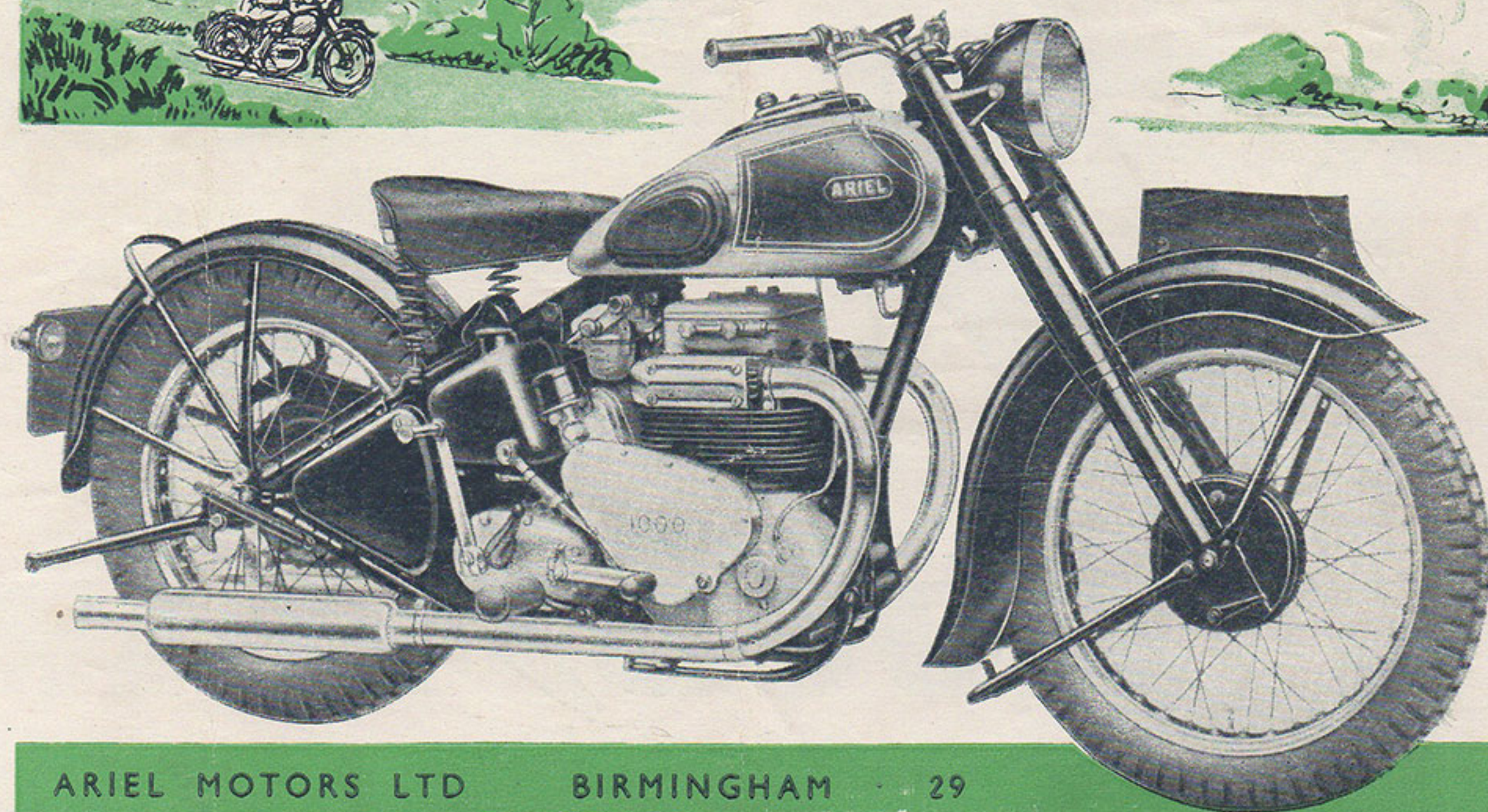
Editor:
GRAHAM WALKER

The world's most exclusive motorcycle



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1000 cc SQUARE FOUR



ARIEL MOTORS LTD

BIRMINGHAM

29

Jack Parker

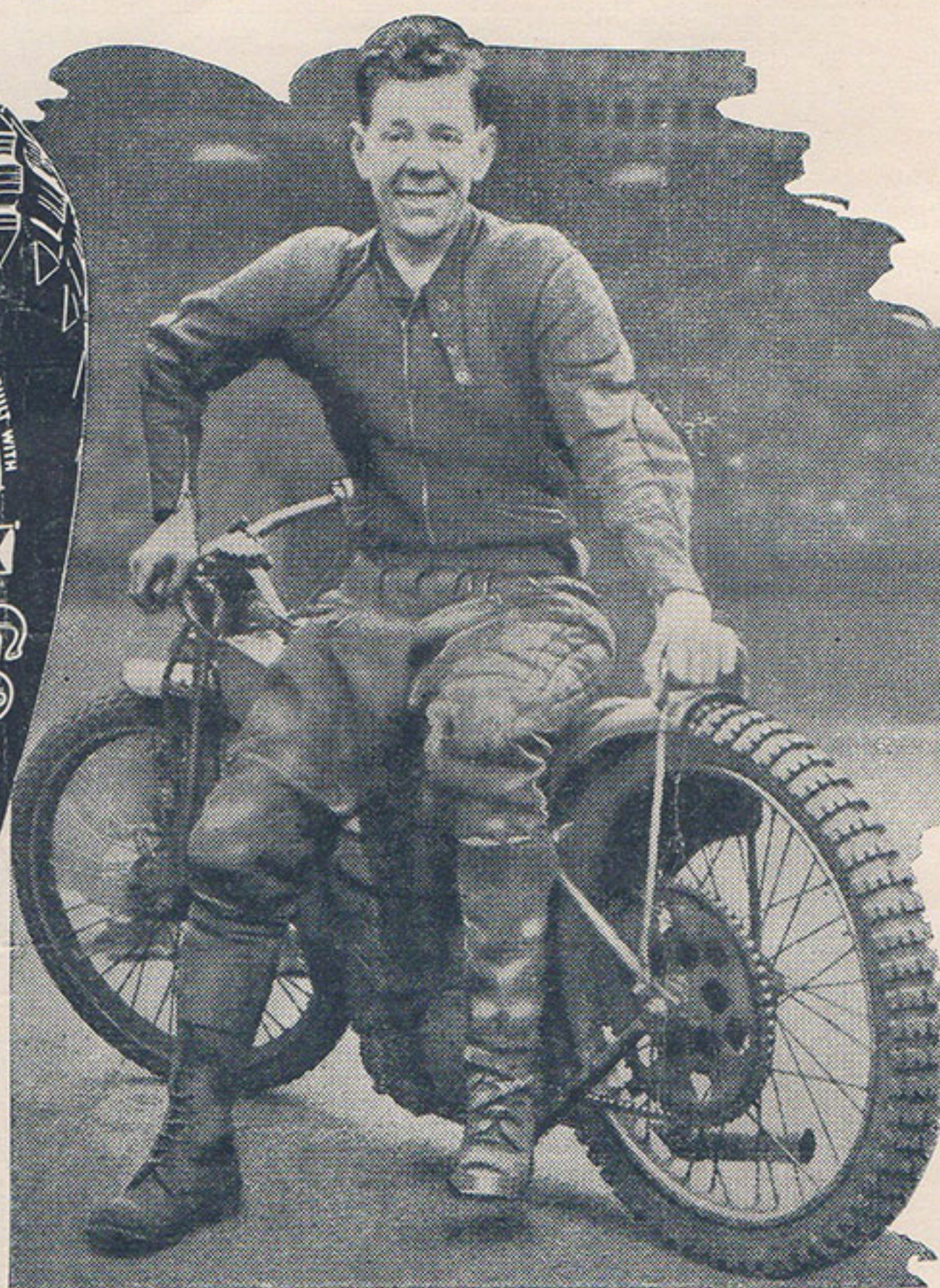
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**ALL-
SERVICE
MOTOR
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TYRE**



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Vol. LXXV.

January 16, 1947

No. 1938

EDITORIAL

The Chance for Which Clubmen Have Waited

CONGRATULATIONS to the Auto.-Cycle Union on its introduction of a Clubman's T.T. Race. Here at last is the logical full-scale development of that experiment made in 1939, during "Motor Cycling's" Donington Day, when the ordinary private owner on his ordinary every-day machine was first given the opportunity to pit his skill against his peers on a recognized road-racing circuit. But rejoicing over this brilliant conception must not blind the organizers and would-be competitors to the need for meticulously careful planning if the new venture is to achieve the success it deserves. Deceptively simple in its bold outline, lasting appeal as a completed picture will depend upon finely drawn and detailed regulations of considerable complexity. We sound this cautionary note because of our anxiety that no unforeseen circumstance should prejudice what is, potentially, the finest series of races to be sponsored by the ruling body.

Consider, for example, the specification of eligible machines. To state that these shall be catalogued, completely equipped models is an insufficiently rigid definition. The mount listed with a close-ratio gearbox will enjoy a considerable advantage over a machine of otherwise equal capabilities equipped as standard with wide ratios. Will major modifications to the gearbox be permitted? Control and maximum speed are influenced by riding position. Will competitors be allowed to use auxiliary rests, in their endeavours to ride "flat," without regard for the element of danger present when feet are far removed from standard brake and gear pedals? To what extent will tuning of power units be limited and how will an efficient check be imposed upon major modifications? Possibly a panel of scrutineers elected from factory representatives will provide the answer.

And what of the competitors themselves? Those clubs which enter successful riders will be given the opportunity to nominate free entries in the 1947 Manx Grands Prix, but not necessarily those riders who are placed in the Clubman's T.T. Thus, unless the regulations cover the point, there will be nothing to prevent a club entering a previous winner of a Tourist Trophy or Grand Prix event. We consider it essential that the regulations should debar entry to any clubman who has taken part in any international long-distance road race; only by such means can the Clubman's T.T. fulfil its intended role as a "feeder" to the September races, themselves the source to which the Trade must turn for new June talent.

There is, too, the vitally important matter of adequate practice. Riders in this new event will, in

the main, have no previous knowledge of the long and extremely difficult T.T. circuit. It is most inadvisable that they should be on the course concurrently with competitors in the Senior, Junior and Lightweight Races. We believe this to be the biggest problem with which the organizers are faced. As the practising hours for the T.T.s proper cannot reasonably be cut, it would seem that the Manx legislature must be prepared to extend the periods during which the roads are officially closed. We would suggest, moreover, that in the early stages of practising competitors in the Clubman's T.T. should be shepherded round in small "schools" by such experts as those sportsmen who act as travelling marshals in the September races. The possibilities for good in this new race are great, but one serious accident can mar its future.

Whilst no indication has been given of the method to be employed in finding the winner among riders of machines ranging from 250 c.c. to 1,000 c.c., it is understood the premier award will be the Guthrie Memorial Trophy. It was a singularly happy thought on the part of the A.-C.U. officials to link the name of that great sportsman with a race in which the spirit of sportsmanship must be the essence of the contract. Good luck to the Clubman's T.T.; may it become a traditional part of the great June Week.

Some Thoughts on Showmanship and the Show

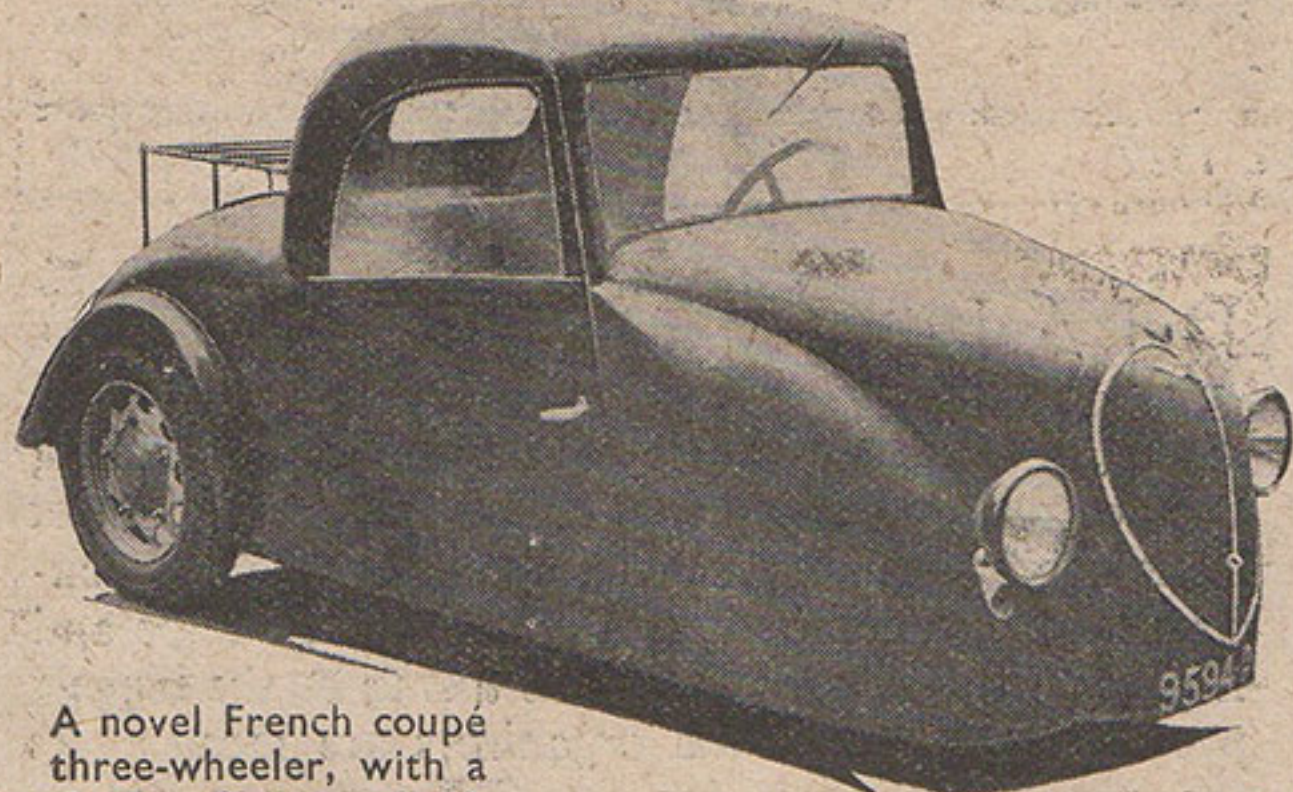
CONGRATULATIONS, too, to our Manufacturers' Union on the decision to stage in October their first post-war show. By their action they have shown that despite the manifold difficulties of to-day, they are looking to the future with optimism and enterprise. Their initiative contrasts favourably with the apathy of the car industry in which the morale-building values of an exhibition are, apparently, ignored.

For many of our readers Earls Court in October will provide a new experience; for others a very welcome return of those grand annual social occasions when pleasure and business seemed to mix so admirably. The friendly atmosphere of "the Show" is something indescribable yet instinctively recognized by all who come in contact with it, but we would appeal to the Union to relax some of those more stringent regulations which, in the past, prevented manufacturers making the best of their opportunities.

In the immediate pre-war years the Show had tended towards a somewhat sepulchral solemnity strangely at variance with the spirit of motorcycling. We believe that the services of a professional showman might well be employed to organize the 1947 exhibition.

"Carbon"
Discusses

EVERYBODY'S



A novel French coupé three-wheeler, with a single front wheel. It is the Rhône, recently seen in Lyons.

NEEDLESS to say, the motorcycle industry is feeling the coal shortage. I notice that Sir Bernard Docker, the B.S.A. Chairman, had a good deal to say on the subject at the company's general meeting the other day. He said that the company was not getting adequate, or even regular, supplies of fuel, including electricity and gas, and that so long as that situation continued their plants could not function either economically or to capacity. Not only were they behind with deliveries, but he added that present prices do not cover production costs. Sir Bernard concluded by warning the shareholders that the company was bound to admit the fact that it might be unable to continue its present level of either production or employment.

But, apart from that note of warning, the B.S.A. Chairman had some pleasant news to give. He mentioned that motorcycle production had got well back into its stride at Small Heath, and that the capacity of the factory, if it could be utilized to the full, is now greater than for some years past. Furthermore, he revealed that good results are being obtained by the Ariel, New Hudson and Sunbeam concerns, which are now part of the B.S.A. group.

DURING the war there was a great deal of talk not only about putting the Civil Defence on a permanent basis, but of creating a peace-time equivalent of the Home Guard. Concerning the latter, not a word has been heard for a very long time indeed, the reason, no doubt, being that the Authorities have quite enough on their plate as it is with the reorganization of the Regulars and the Territorials, not to mention the A.C.F. Whether anything will ever come of the H.G. notion is more than I can say, but I think it will interest quite a few readers to learn that something on these lines is actually being started in America; in the State of New York. This volunteer force is being raised to deal with eventualities in the case of somebody starting another war.

ALTHOUGH I do not think that I ever met the late Mr. A. C. Davison personally, it was with great regret that I read about his death, which took place the other week at the age of 83. Although best known as a cycle engineer, he was, nevertheless, one of the pioneers of motorcycling, and for quite a lengthy period he ran a specialist business for the manufacture of tanks and fittings.

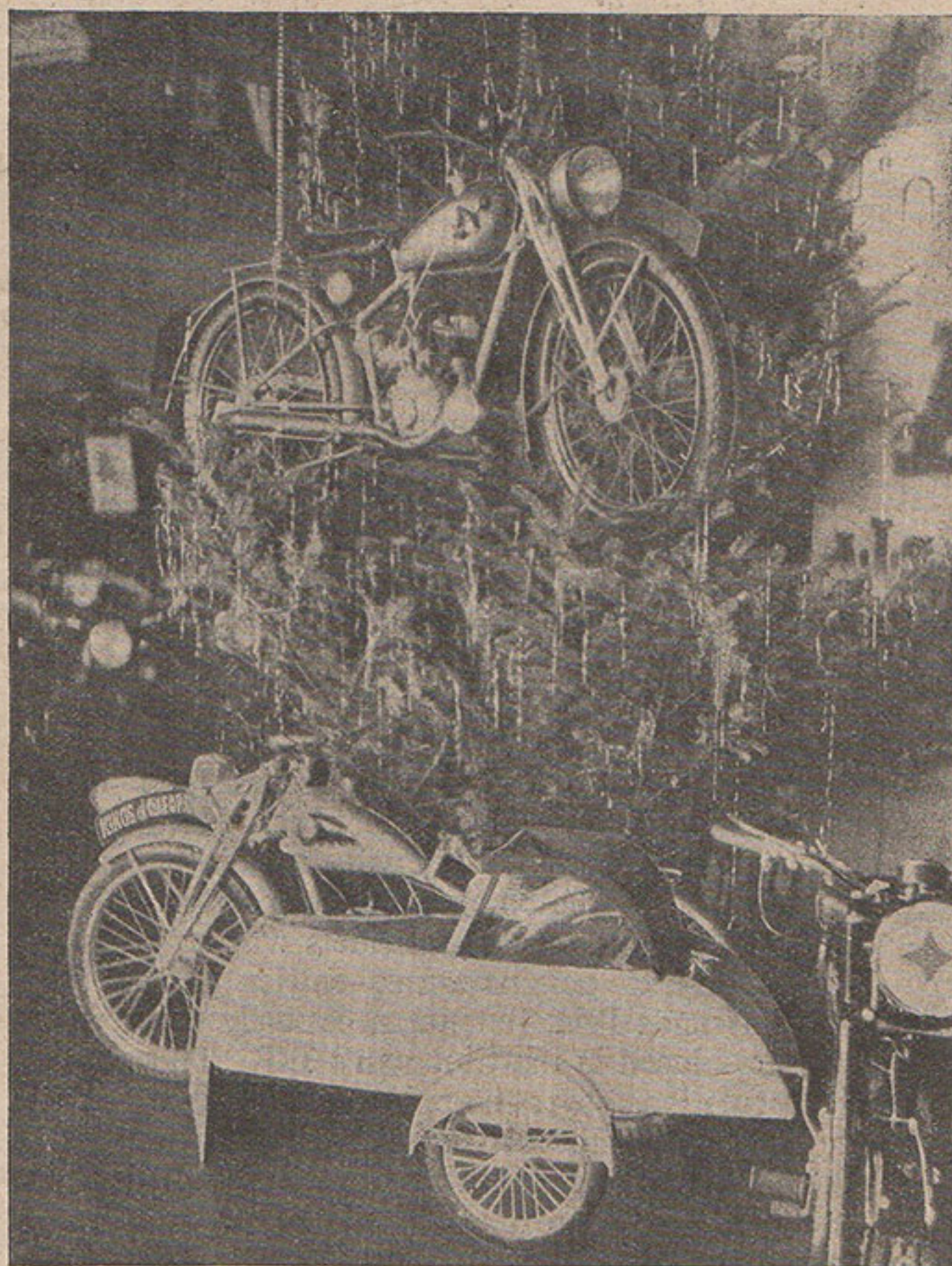
In those days motorcycle tanks were hand-made throughout, and gave plenty of scope for craftsmanship, being decidedly complicated in comparison with those that we use to-day. Each tank would have separate compartments for petrol and oil, and, in earlier years, another for the accumulator as well, while a hand pump for the oil and quite likely a gauge for the fuel would also be included. Additionally, of course, the control levers were originally mounted on the top of the tank, so that it was really quite an elaborate assembly. Tanks by Davison of Camden Town enjoyed an

excellent reputation, and the business only declined when manufacturers adopted the practice of turning out such components in their own factories.

DURING the coming year it is expected that large numbers of tourists from abroad, and particularly North America, will take their holidays in Britain. For their benefit the Travel Association has in preparation a supply of literature that is expected to reach the staggering total of five million pieces. I have already seen a specimen copy of the Association's guide to London, and if the rest of its publications are as attractively produced, then Britain will certainly be advertised adequately.

What one hopes most devoutly is that our summer visitors won't go home disappointed. Frankly, however, there does seem some little risk of that. The hotel industry can hardly be said to have got back as yet to its pre-war standard of service, and the same thing applies to the garage trade. People from overseas, and especially the Americans, will naturally want comfortable accommodation, and reasonable facilities for their travels by road, but, as things are at the moment, it may be that they will not invariably find them. However, let us hope that there will be an all-round improvement during the next few months.

PERHAPS it is natural enough to think of Mr. Kaye Don as a racing motorist, but, in point of fact, he became famous in the world of motorcycling speed considerably



"Light as a fairy . . ." An ingenious method of displaying the Model R.E. Royal Enfield at the recent Manchester Show organized by King's of Oxford and reported in last week's issue of "Motor Cycling." Also seen is the Watsonian juvenile sidecar by means of which this machine becomes an efficient little 125 c.c. combination with a host of obvious uses.

BUSINESS

before he took to driving cars. It was shortly after the earlier war that he first appeared at Brooklands, and he almost immediately gained a reputation. One story that used to be current about him always appealed to me particularly. Whether it is fact, or merely a legend I confess that I have not the least idea, but it is one of those things that ought to be true, even if it isn't.

According to this yarn, when Don paid his first visit to Brooklands he got talking to Reuben Harveyson, who was then very much of a star turn. After some time, Don induced Reuben to let him try one of his machines on the track, the mount being an Indian of somewhere about 1,000 c.c., and one of the fastest pieces of machinery of the moment. Reuben duly cautioned Kaye to take things steady, but, to everybody's consternation, it was soon clear that the "novice" had opened the throttle just about as far as it would go directly he got on to the circuit. For a few minutes the situation was decidedly tense, but eventually Don got safely back to the paddock, and, moreover, proved to be not only unruffled, but hardly excited. Almost casually, he said that he had quite enjoyed the ride, and that motorcycle racing business must be good fun. That was how it all started.

* * *

THERE is one point in the new Highway Code about which I feel considerable misgivings. That is the advice given regarding the use of the horn, which is to the effect that it should not be sounded at all except when clearly necessary. Taking it all round, I really cannot think that injunction a wise one; it would have been far better to suggest that audible warning should always be given if there is any doubt at all that the person ahead is aware that one is going to overtake.

The average motorcyclist, let alone the nervous type, is apt to be disconcerted when a vehicle rolls by quite unexpectedly and, possibly, too close. If only a single toot had been given on the horn, he would have been saved the jump, and, speaking personally, I always appreciate the action of the driver or rider who lets me know that he is about to pass.

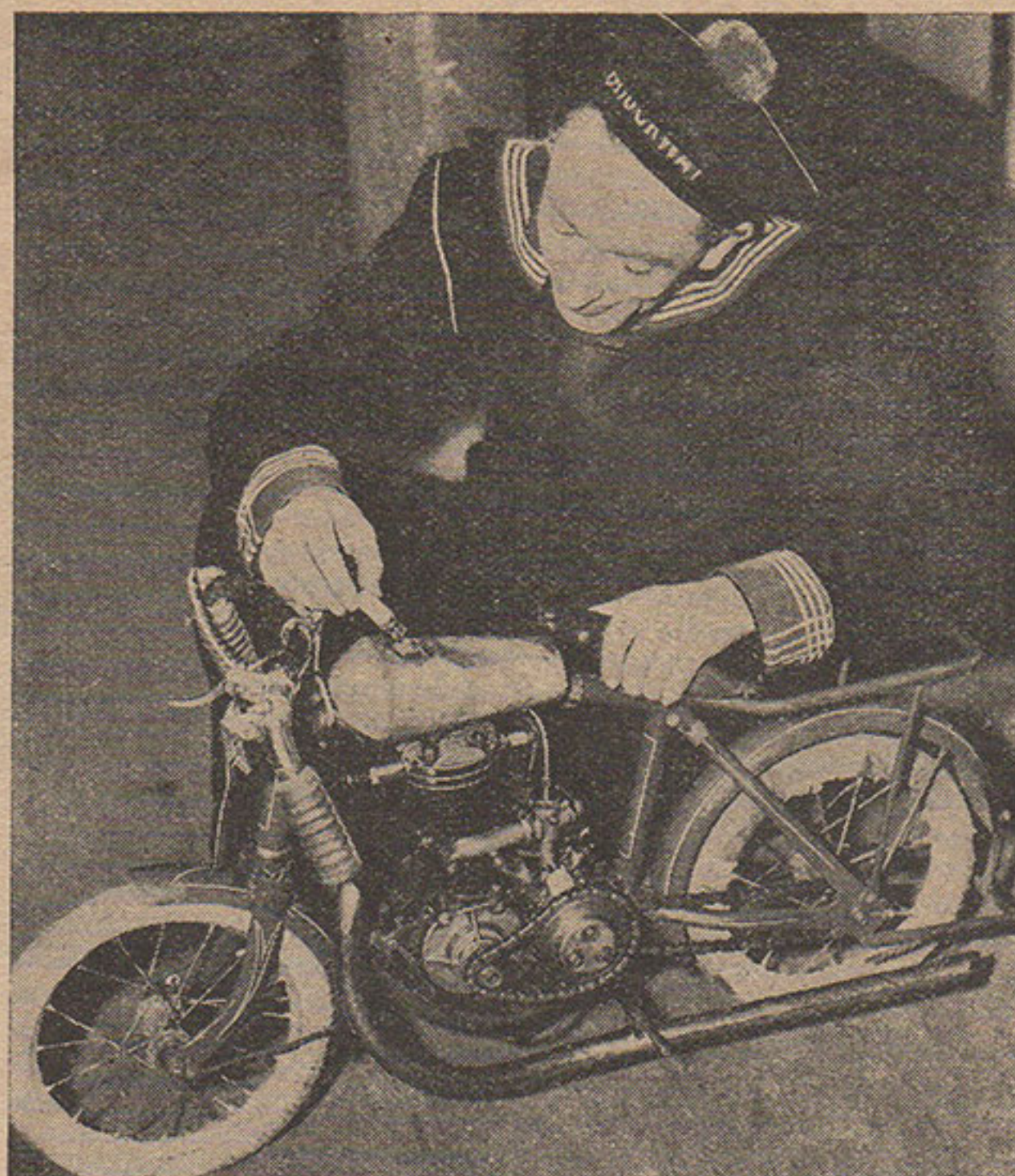
In that connection, I seem to notice that when I am riding a bicycle most motorists sound their horns, but that they don't when I am on a motorcycle. If that is really the fact, the only explanation I can see for it is that drivers expect us to keep a straighter course than cyclists very often do, but, speaking personally again, I wish they would treat us in just the same way, and make no distinction.

Another point about this Highway Code suggestion is that it scarcely seems to me to line up with the law. To carry a horn and make use of it is a legal requirement of long standing, and, in the case of any unfortunate incident, one of the first questions always asked is as to whether audible warning were given. If the answer is in the negative, that means a definite black mark, and one that might in certain circumstances decide the issue of the case. One of these days, it strikes me, somebody who didn't sound his horn when he ought to have done, is going to plead that he was merely following the Highway Code, and, if so, it will be interesting to observe what view Authority takes of it!

* * *

NO doubt a good many people have been puzzled by one of the illustrations in the new edition of the Highway Code. It shows the "Halt" sign, but wrong way up, or so it may appear to the majority of readers. In the sign with which we are all familiar the triangle points upwards, but in the latest picture the position is reversed, the "base" being uppermost.

It is not, however, a case of a mistake having been made. A new type of sign has already been introduced in order to conform with the practice of other countries. I have not, so far, come across any examples of the new arrangement, and, as things are, one imagines that it will be a very long time indeed before all the existing signs are eventually replaced.



The Shinwell Special or making the best of the basic! Visitors to Mills's Circus at Olympia will recognize this miniature two-stroke machine, reputed to be the world's smallest motorcycle, upon which Albert Brockway performs. It is said to cover a mile, with an adult rider, upon sufficient fuel to fill two average-sized lighters.

THIS winter I seem to have been getting out and about quite a lot in the evenings. Certainly, I have done more riding after dark than has been my habit since 1939, apart, of course, from the duty trips of the war years, and most of it has been done on main roads. Consequently, I feel competent at this stage to express an opinion on the problem of dazzle.

My verdict is, chiefly, that nearly all the trouble is caused by heavy vehicles, and not by private cars. Occasionally, I do meet a fast motorist who blinds me to a standstill with his lights, but most car owners seem to use equipment that causes no inconvenience to oncoming traffic. It is different with lorries and buses; they are real dazzlers, in about nine cases out of ten. In saying that, I imply no criticism of the drivers. They just have to use the lighting provided by their employers.

I can't see the excuse for fitting heavy vehicles, which are supposed to travel at limited speeds, with lamps that are more like searchlights. Certainly such things are desirable, if intelligently handled, on a car that can really move. But there cannot be any real need for them on a vehicle that should never exceed 20 m.p.h.—or, perhaps, 30 m.p.h.

Another thing that has struck me, on the same subject, is the extraordinary degree to which one can get dazzled by a bicycle lamp. Cyclists themselves, no doubt, do not realize this fact; also, most of them use lights that can't be adjusted at all, either for strength, direction or anything else. So one shouldn't blame the riders at all, although it is permissible to wish that they could be provided with better lighting sets.

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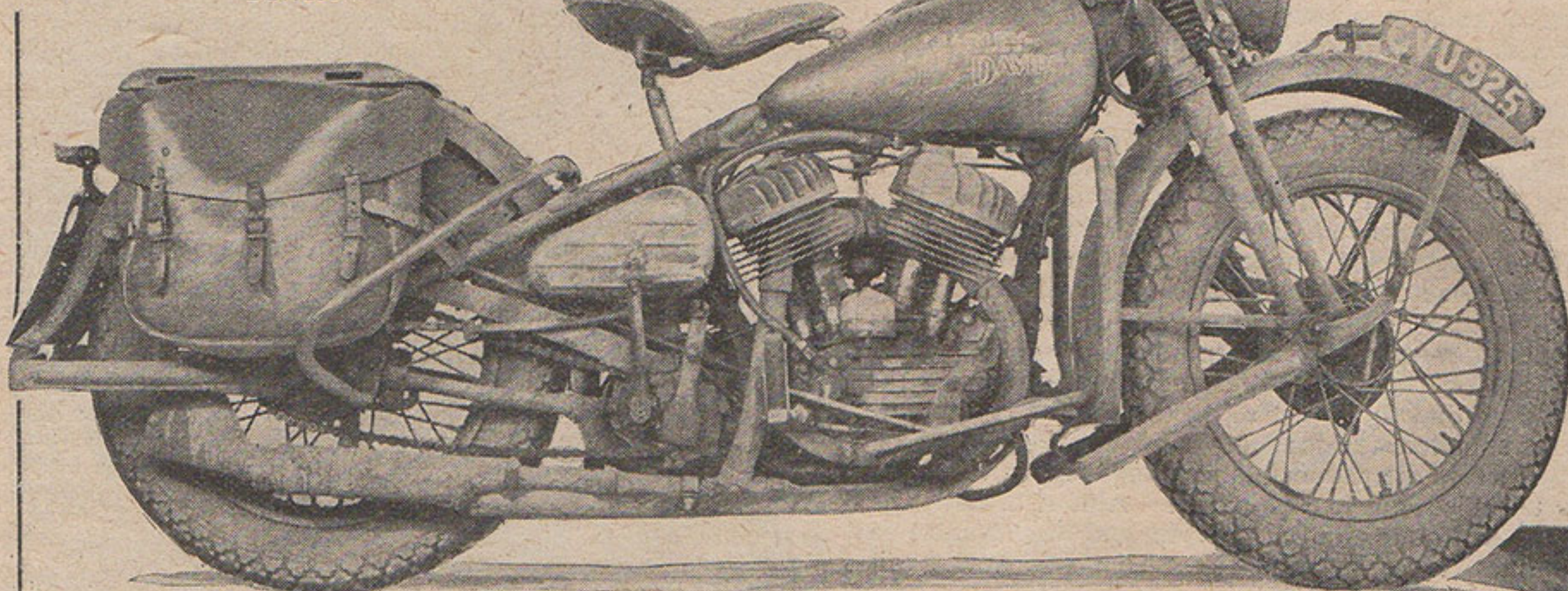
YET another good idea comes from the Sunbeam club. They are starting to compile a photographic record of their doings, and members have been asked to forward pictures that might be suitable for inclusion in the album that is planned as the first of a series. The intention is that the book, and its successors, shall be on view at all major club gatherings.

This should go down very well indeed. The Association of Pioneer Motor Cyclists has been doing much the same sort of thing, under the inspiration of Mr. Harold Karslake, over a matter of years, and other clubs might well copy.

Cyril Quantrill Gets to Know Another—

TRANS

(Below) The model WLC is a fine example of American design. The bottom-link forks, the crash-bars, the sprung-pillar saddle and folding footboards are all features long associated with the Harley-Davidson.



ALMOST as soon as the article on running a Model 741 Indian had appeared in print, last October, letters started arriving at "Motor Cycling's" office. Could something similar be done, dealing with the other Transatlantic machine that is now being sold in this country?

This is the 750 c.c. Model WLC Harley-Davidson, a machine that was built by the famous Milwaukee concern for the Canadian Government.

However, I had drawn upon previous knowledge of Indians, gained in the Army, when writing the original article, but I had no previous acquaintance at all with the Harley. So that, although I was prepared to have a crack at the sort of article required, I had to borrow a machine first and get to know it. Who'd lend me one?

Fred Fearnley, the Manchester distributor, said he would, and in no time at all "Inward Parcels" at Euston were telephoning to say that a great deal of motorcycle was awaiting collection.

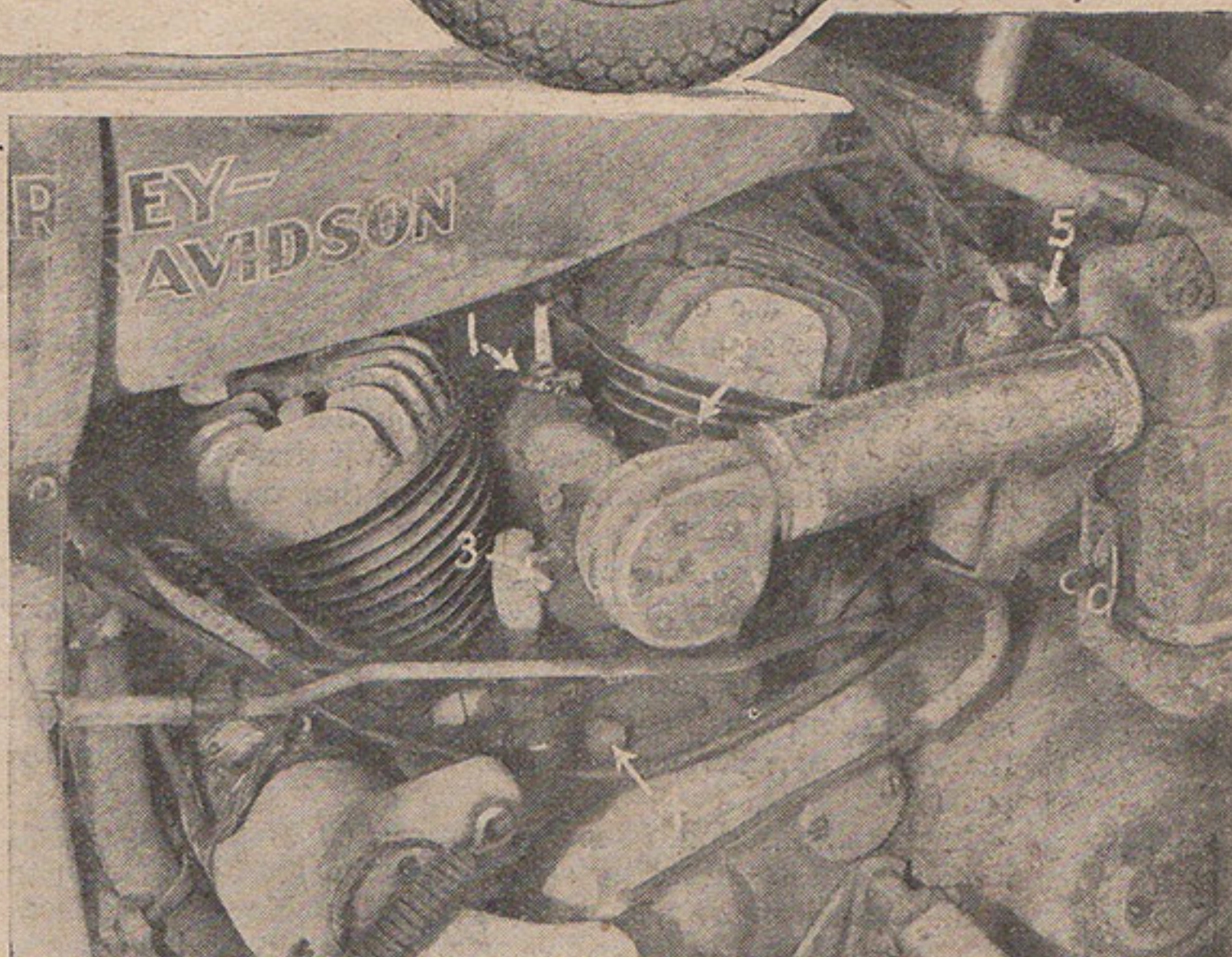
Five Cwt. of Machine!

The Harley looked all of its 5 cwt. when I'd removed its elaborate wrappings, and it stood on the platform against a mass of new British machines, bicycles, and perambulators. And for the first 200 miles, at least, I was acutely aware of that 5 cwt.!

The machine really is an immense motorcycle, even in its "small" 750 c.c. form. I am fairly long-limbed, yet I could only just reach all the controls. A small man would, I imagine, have to sit well forward on the saddle and might have to shorten the long, curving handlebars. To ease his lot, however, he would find that the saddle is adjustable for fore-and-aft positions.

As the weather was wet on the first few days that I rode the Harley—as it invariably is when a strange mount arrives for testing—I was rather unhappy with it on the ride-to-work trips. The twist-grip throttle control is

(Right) There are only two points of adjustment on the Linkert carburetter: the throttle-stop screw (1) and the slow running needle (2). The choke lever (3) is in its open position; it should be vertical for priming. The timing inspection plug is indicated at (4) and the twin ignition coil at (5).



on the left, and the right-hand twist grip operates the ignition; and, what is worse, for a stranger, the front brake is on the left and the lever on the right, which you instinctively grab in an emergency, frees the clutch. Actually, at first, I persevered with the foot operation for the clutch, but as this works in the opposite direction to that on an Indian, i.e., rocking forward for engagement, I found it rather confusing, and reverted to the hand control.

It took me about 200 miles—with an occasional hazardous moment—before I could automatically use the left hand for accelerating and braking, and the right for declutching, and it was some time after that before I'd remembered that a coil-ignition job should have no little lights glowing on the instrument panel when the engine is dead! Incidentally, the green light is "IGN" and the red is the oil-pressure tell-tale.

Since I have grown accustomed to the Harley, I have come to like it. It is very comfortable, will rumble along all day at a speed around the mile-a-minute mark, and is one of the best cold-start-

ing machines I have ever encountered. The starting drill laid down in the handbook is two kicks with the choke lever fully raised and the ignition off, then "contact" and drop the choke to the half-way notch and give a good, long kick. And that works, even when the machine has been standing in the open all night in a blizzard!

The Fuel Tap

The petrol tap is an odd device, although in principle it is similar to that fitted to most pre-1920 British mounts. It is a taper needle, screwed down to close the supply on the lines of the water-tap in the old-fashioned acetylene gas lamps. The reserve supply can be used by lifting the rod as far as it will come; although on the model I rode I found it was necessary to wrap a piece of insulating tape, or something similar, round the rod to keep it in this raised position.

The carburetter, a Linkert, has a butterfly throttle and is very similar to the instrument on the W.D. Indian. As it is fitted with a large oil-bath air filter

ATLANTIC TWIN—

—The 750 c.c. ex-Canadian Army Model WLC Harley-Davidson, and Offers Some Useful Advice on Maintenance

and there is a filter in the petrol system, the instrument should need very little attention once it is correctly adjusted.

On this carburetter the high-speed jet is non-adjustable. The low-speed needle

valve has a knurled adjuster to the rear of the carburetter, which is screwed IN to weaken the pilot mixture and OUT to enrich it. Correct settings should be obtained with the engine normally hot; the needle should then be screwed out three full turns, when the mixture will be too rich. The needle should now be screwed down, one notch at a time, until the mixture becomes so weak that the engine begins to misfire. If the needle is then screwed back from five to 10 notches the correct mixture strength will be obtained. Slow running can then be set by adjusting the throttle stop screw.

(Left) The principal controls are shown here. They are (1) twistgrip throttle; (2) front brake; (3) hand clutch; (4) twistgrip ignition control; (5) ignition and lighting switch; (6) petrol tap (to the front of the petrol filler cap); (7) foot clutch (in the engaged position). The rear brake pedal is on the right.

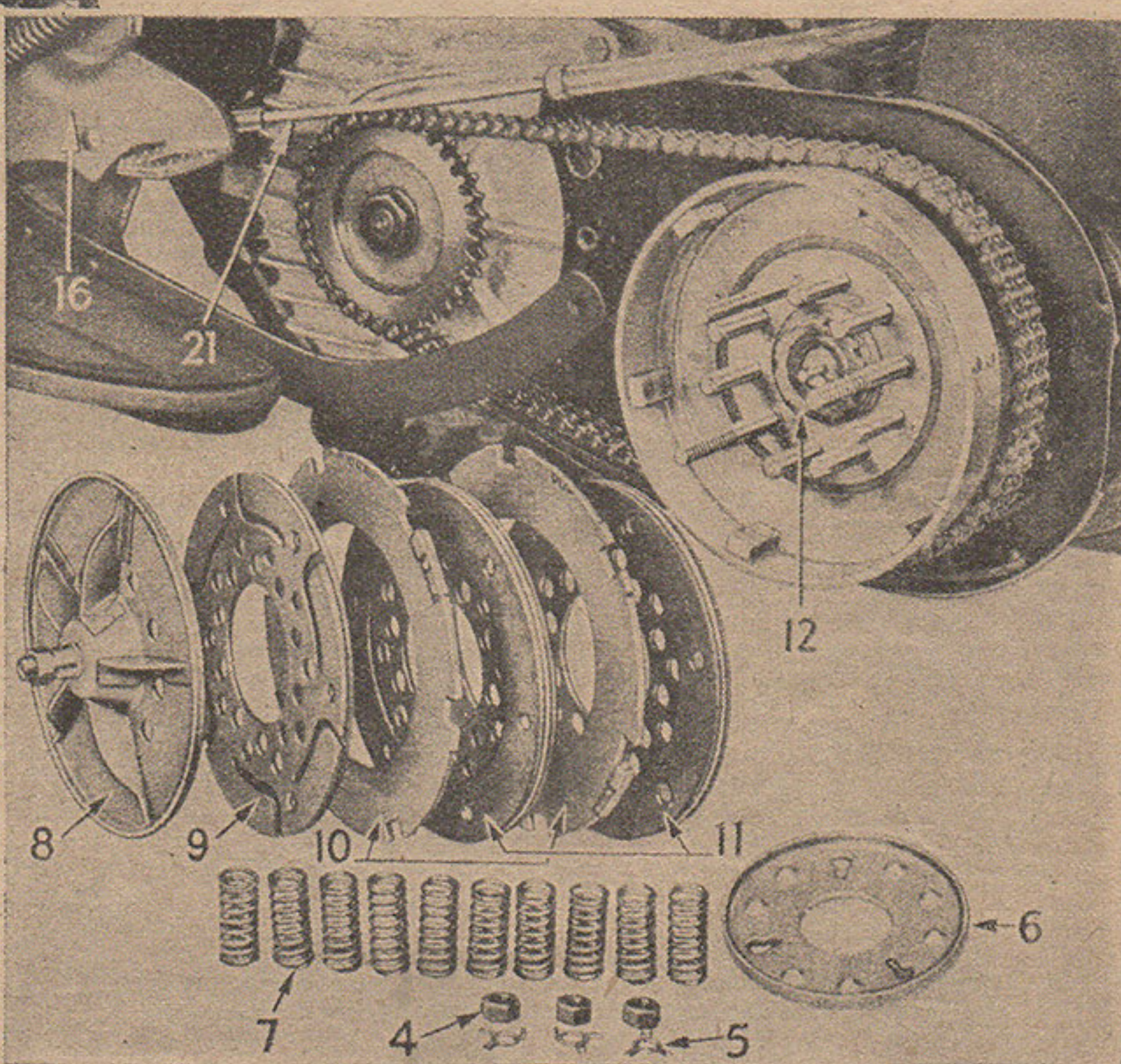
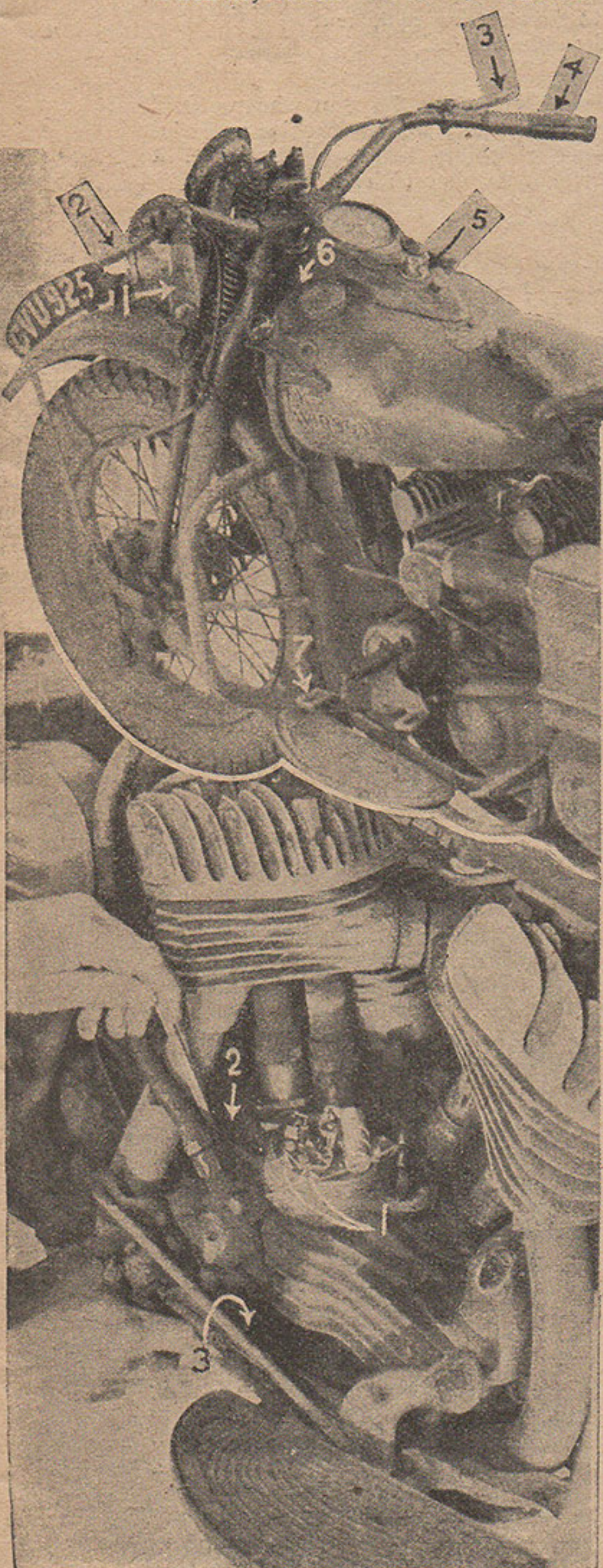
Tappet adjustment is correct when there is .005-in. to .006-in. clearance on the inlet valves and .007-in. to .008-in. on the exhausts. The adjustment should be made when the engine is COLD.

Although the sparking plugs are produced by the H.-D. concern themselves, there is little possibility of obtaining these in this country. However, Champion 3, K.L.G. 777, or Lodge H.1 would be suitable, and the plug point, should be set to .025-in. to .03-in. gap.

Ignition Timing

The contact-breaker gap is .022-in. In the event of the ignition timing being upset, it is a simple matter to reset it. The front piston should be on the compression stroke, and the flywheel moved until the timing mark is exactly in the centre of the inspection hole on the drive side of the crankcase, while the ignition control should be placed in the fully advanced (open) position. The mark on the contact-breaking cam should then be in line with the fibre pad on the rocker arm and the mark on the contact-breaker head and its base, indicating the manufacturer's original timing, should also register. The actual setting is for the points to be just breaking when the piston is $\frac{1}{4}$ in. before t.d.c.

As the electrical wiring follows normal American practice, with all cables grouped in a loom, I am reproducing



(Left) The cover has been removed from the contact breaker (1) to show the two screws which have to be slackened before the point gap can be set. The pencil (2) points to the taper screw that regulates the oil feed to the primary chain. Adjustment of the feed is made with packing washers. The finger of the right hand points to the similar regulator for the rear chain lubricator (3).

(Above) This illustration has been taken from the Harley-Davidson instruction manual. It shows quite clearly the order of clutch assembly. The tension of the primary chain can be inspected through the small cover plate on the chaincase, and adjustment is made by a drawbolt at the rear of the gearbox. Three bolts beneath the gearbox must first be slackened.

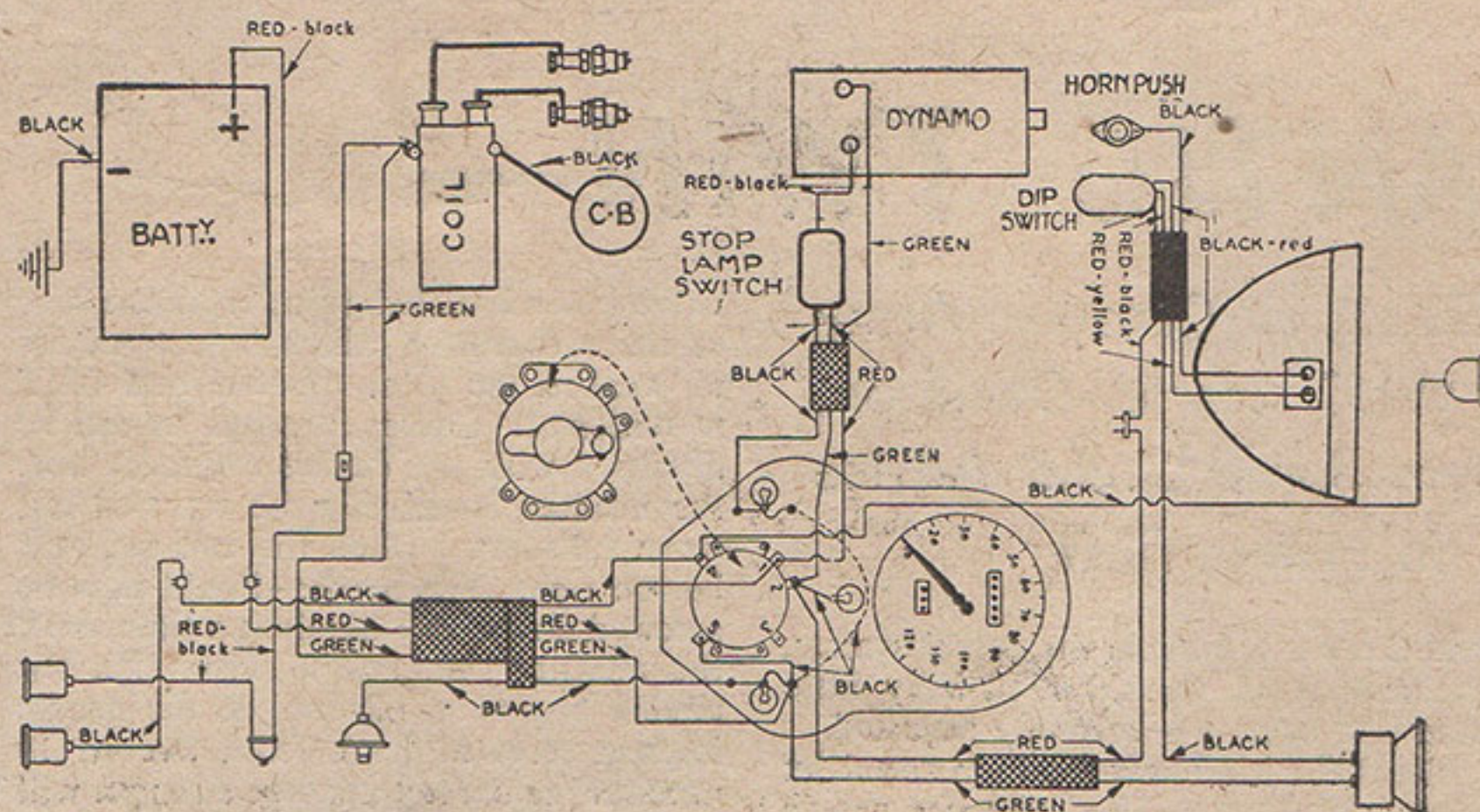
the wiring diagram from the maker's instruction book.

The clutch fitted is of normal motor-cycle type and on the preceding page appears an illustration depicting the component parts. The numbers refer as follow:—(4) Spring guide stud nuts with (5) locking washers; (6) spring collar; (7) springs; (8) pressure plate; (9) outer disc (lined); (10) steel plate; (11) friction discs; (12) clutch hub nut; (16) foot operation control; (21) inter-connection with operating arm on off side of gearbox.

Trouble Rare

Obviously, there are several other items that could be—and probably should be—dealt with, but space is short, and I have confined myself to the things that normally cause most of the troubles that beset motorcyclists.

To be honest, during the many miles that I covered on the Harley I never had any mechanical bothers at all, apart from those that result from leaving the machine parked with the igni-



The wiring diagram referring to the electrical equipment of the Harley-Davidson Model WLC.

tion switched on! And the impression I gained was that, for long-distance touring a sound specimen of the Model WLC would be quite a good proposi-

tion, whilst for the man who required a really hefty sidecar machine and who put reliability before performance, it would be almost ideal.

A NORTON NEUTRAL SELECTOR

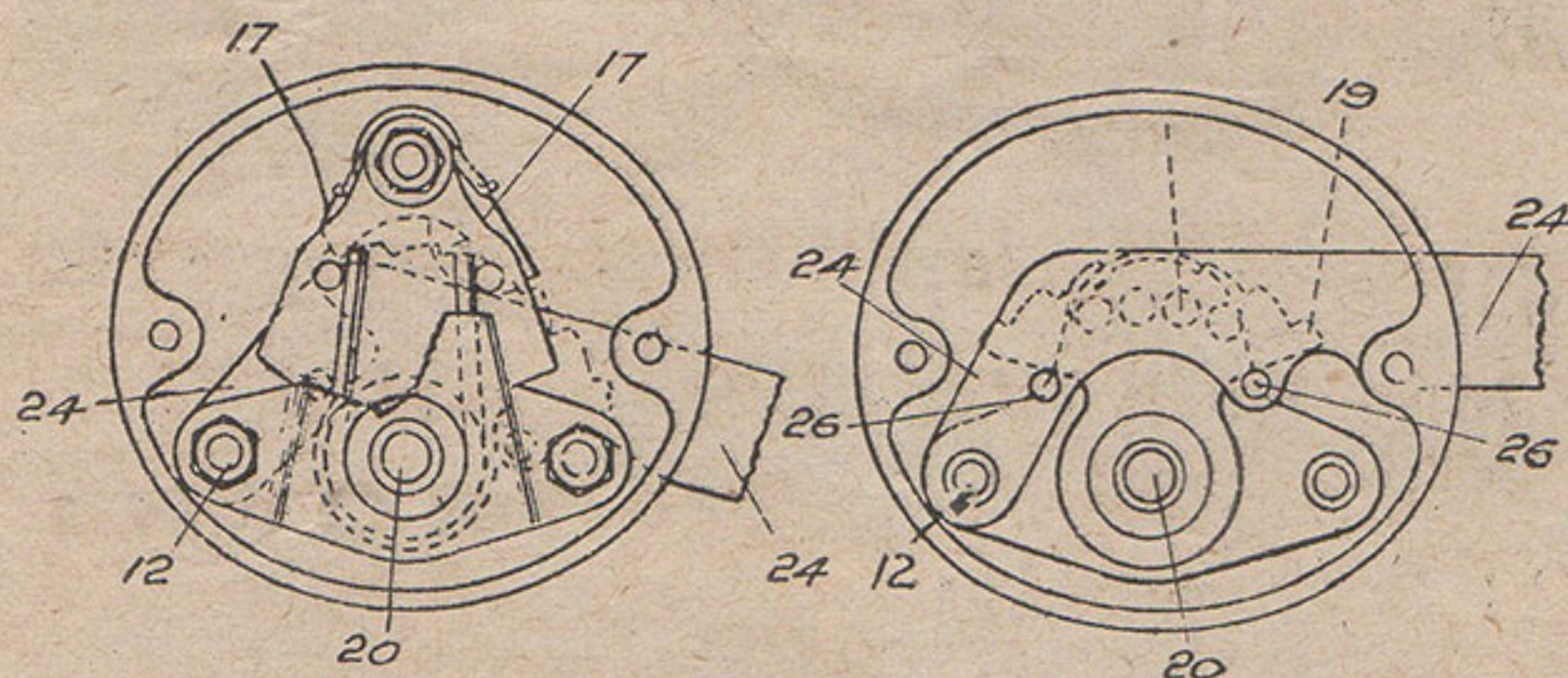
Interesting Patent Affecting Gear Control

PATENT Specification No. 583,084, accepted on behalf of Norton Motors, Ltd., and Frank Rowland Sharratt, concerns an automatic means for obtaining the neutral position, irrespective of the gear which may be engaged. The actuating mechanism of the four gears is of the normal positive-stop, foot-operated type already covered by Patent No. 424,154, in which two spring-loaded pawls control a ratchet plate firmly affixed to the gear-selector rod. The neutral selector consists of a separate pedal (24) pivoting on a stud (12) parallel to, and spaced at a predetermined distance from, the stud

is moved until the opposing face comes into contact with the second peg. The spacing of the pegs is such that the total movement terminates in the neutral position.

The upper face of the lever is so designed that its operation automatically lifts the pawls (17) clear of the teeth on the ratchet member while movement is taking place. When the load is removed from the pedal, it returns automatically to the out-of-engagement position.

The numbers shown in parentheses refer to corresponding numbers on the accompanying drawings below.



A diagram illustrating details of the new Norton neutral selector. The numbers are explained in the accompanying description.

(20) carrying the ratchet plate (19).

This lever terminates in a right-angle bend and carries two projecting pegs (26) which can be brought into engagement with the outer edges of the ratchet plate. In the normal position this lever is held clear of the plate by springs. When neutral is required from any one of the four gears, the auxiliary lever is moved by the foot, whereupon one peg comes into engagement with the appropriate face of the ratchet plate, which

Lightweights from America

It is reported that the Indian Motor Cycle Company of America is considering entering the lightweight field with a programme of 1,250 machines a month, commencing with the release of a Sport Scout model. With the gradual replacement of old factory equipment, the Indian concern hopes to build more than 15,000 motorcycles of all types in its fiscal year ending next August.

WASH

Bridge Repairs

Until approximately February 17 the swing bridge at Littlehampton will be closed for repairs. The R.A.C. report that diversion signs have been erected.

Business Sold

The business of J. Leighton, dealer and Ariel agent, carried on at 64, Morrish Road, London, S.W.2, has been acquired by S. H. Goddard, 136-138, Stockwell Road, S.W.9.

British Legion Exhibition

A comprehensive picture of the wide and varied activities of the British Legion is the theme of an exhibition to be held at Central Hall, Westminster, London, S.W.1, from January 22 to February 1, 1947.

The Five-day Week

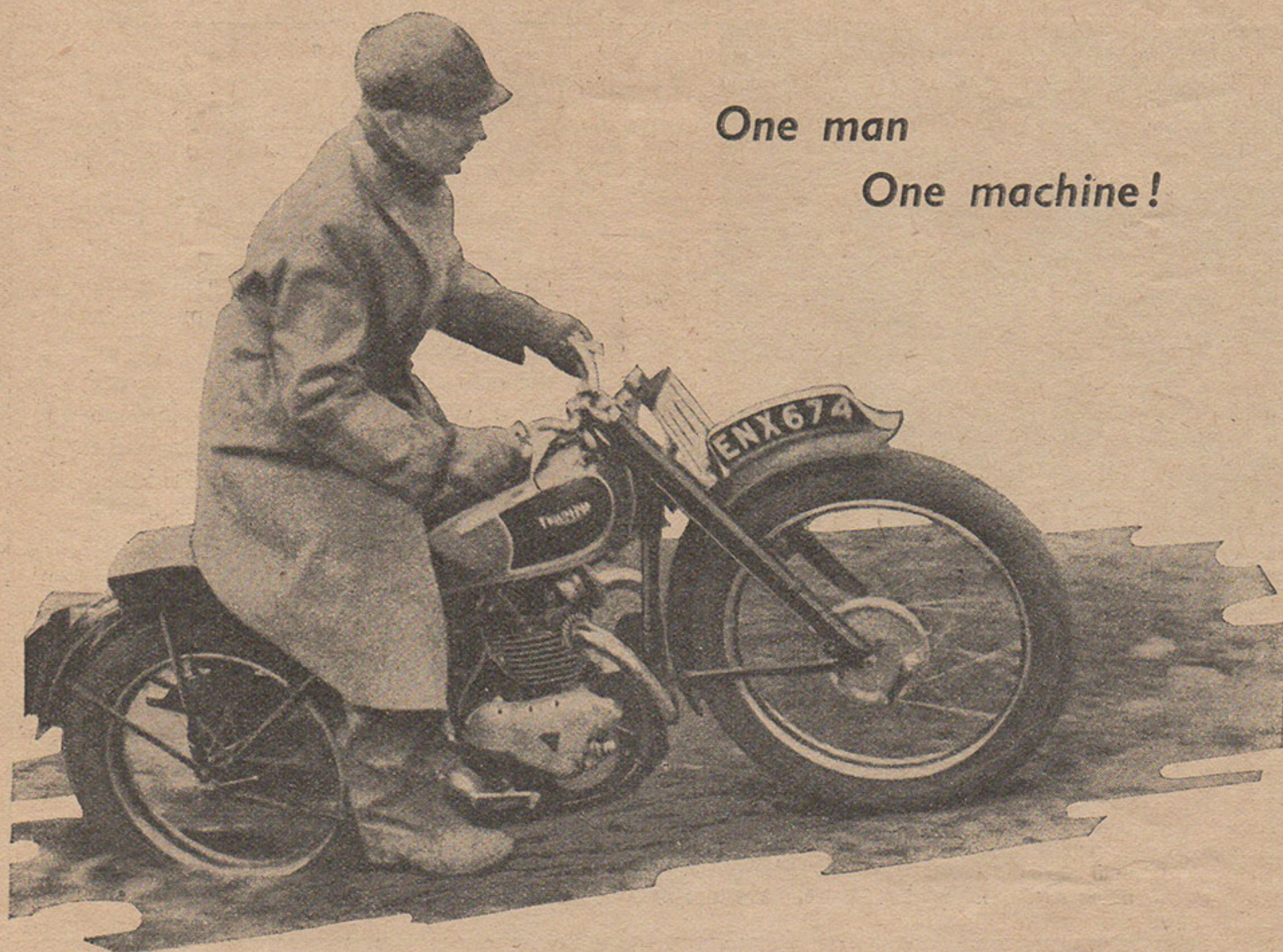
Ariel Motors, Ltd., announce that their works and offices are now closed from 6 p.m. on Fridays until 8 a.m. on Mondays. From February 1 the Triumph Engineering Co., Ltd., Spares Department also will be closed on Saturday mornings.

The First Hundred

Using a number of British and Swedish components, a Danish manufacturer, Niels Jensen, of Lyngby, is reported to have almost completed his initial programme of 100 machines. Ten machines a day is this manufacturer's future target.

Sunbeams for South Africa

We are informed by Sunbeam Cycles, Ltd., that, despite inevitable delay in obtaining various bought-out accessories, the first batch of S7 vertical-twin, shaft-drive Sunbeams has now been despatched to South Africa. Those many readers who are patiently awaiting delivery will be interested to know that production is now under way.



One man

One machine!

P. H. ALVES
and his famous 350 TWIN

TRIUMPH

obtained the following results in classic events during 1946

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in
"COTSWOLD"
"MITCHELL"
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1st CLASS AWARDS in "BEMROSE," "JOHN DOUGLAS," "SCOTT" and "SOUTHERN"

The Best Motorcycle in the World

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silent
simple
smooth

Silent through the absence of mechanical friction. Simple in design and smooth in operation as a result of the employment of air as the only springing medium. There are no internal valves to leak, no springs to fracture. A visual indicator ensures that the Forks are correctly inflated to the load they are carrying. Definitely the choice of the discerning motorcyclist.

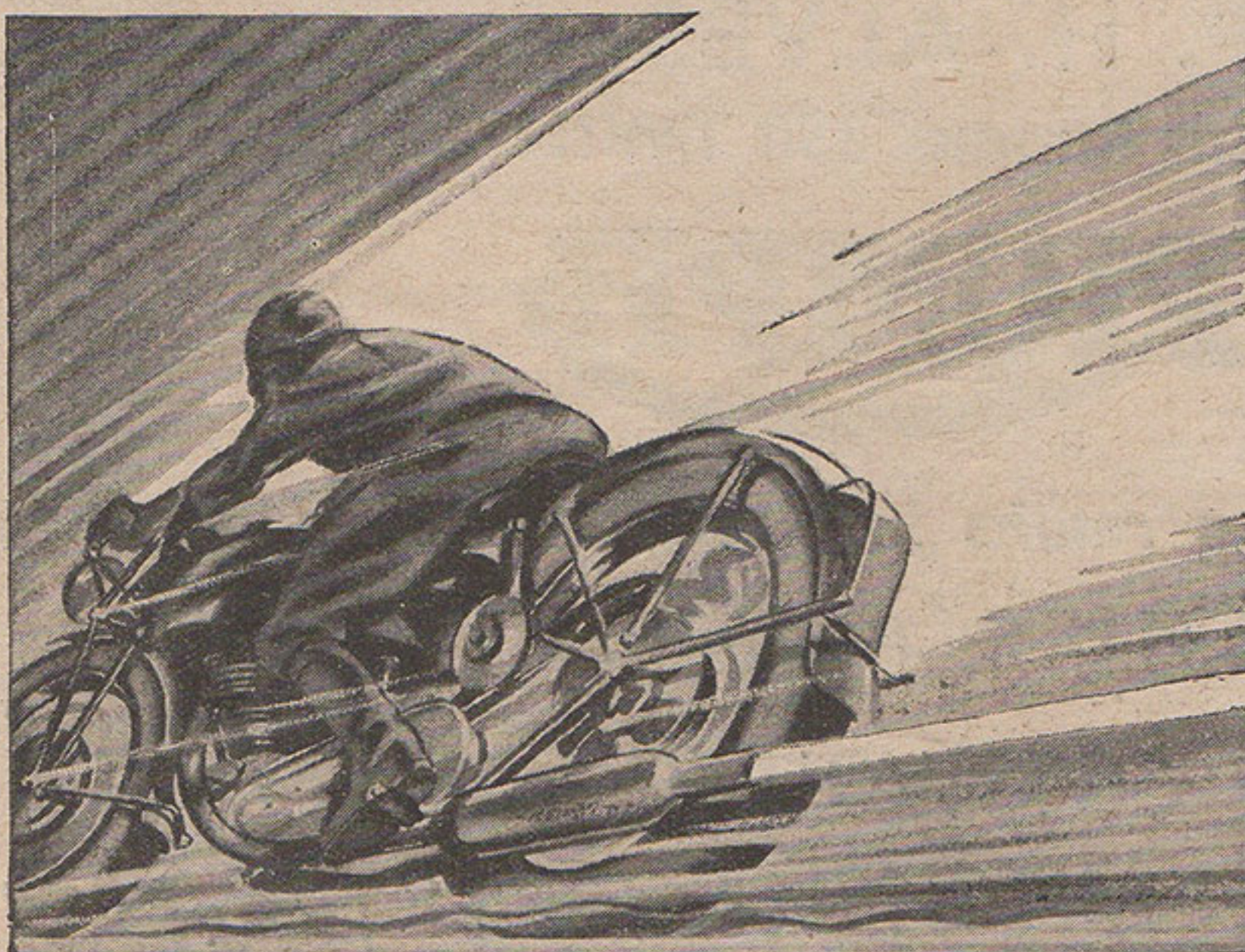


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MOTORCYCLE CHAINS

THE RENOLD AND COVENTRY CHAIN COMPANY LIMITED · MANCHESTER

A T.T. FOR CLUBMEN!

CLUBMEN, here is the opportunity you have all been clamouring for these years gone by! A pukka road race, under T.T. conditions, over the T.T. course, *on your own, "as bought," machine.* The Manx Grand Prix, you ask? No, it's in the merry month of June, along with all the T.T. stars.

It comes about this way. The A.C.U. have decided to telescope the Junior and Lightweight entries into a combined race on the Monday. The Seniors, as usual, will have the Friday, but the middle day is to be yours. However, let the official notice from Pall Mall tell the tale:—

T.T. RACES, 1947

THE Auto-Cycle Union now confirms the following programme:—

Monday, June 9.—Junior and Lightweight Races to be run concurrently.

Wednesday, June 11.—Clubman's T.T.

Friday, June 13.—Senior Race.

The Lightweight, Junior and Senior Races will be held under the normal regulations, excepting the new limitations imposed by the F.I.C.M. regarding superchargers and 70-75 octane fuel.

The Clubman's T.T. Race is an entirely new departure and an event which the A.C.U. feels will be wholeheartedly supported by the clubs. Riders, who will be nominated and entered by affiliated clubs, must not have entered for any of the 1947 Tourist Trophy Races. A club may enter individual riders or a team of three members of the club, provided that they have been members from February 28, 1947. Entries of solo motorcycles between 251 c.c. up to 1,000 c.c. will be accepted provided that they are machines which are manufacturers' catalogued models, fully equipped.

The entrant club will declare on the entry form that the motorcycle entered is according to manufacturers' specification, which shall have been printed and published before the closing date of entries. Certain modifications to equipment will then be permitted, e.g., the changing of tyres, sparking plugs, etc.

There will be a compulsory refuelling stop during the race, which will be over four laps of the T.T. circuit. Special practising periods will be allotted to riders in the race.

The entry fee will be the nominal one of two guineas per entry and the entrant of the winning motorcycle will receive the Clubman's Tourist Trophy and the win-

Revolutionary A.-C.U. Plan for Next June

ning rider a replica. The entrant clubs of riders finishing within a specified time limit will each receive a free entry to a race in the 1947 Manx Grand Prix. In amplifying this arrangement it should be explained that the successful rider may not necessarily be nominated to represent the entrant club in the September races. The awarding of a trophy for each class (350 c.c., 500 c.c. and 1,000 c.c.), other than the winning class, is under consideration.

The above particulars of the Wednesday's race constitute a more or less skeleton announcement. The T.T. Subcommittee will shortly publish more complete information.

S. T. HUGGETT, Secretary.

So there it is . . . definitely, as Secretary Huggett says, a new departure. Obviously, many points spring instantly to mind, such as qualifying conditions, eligibility, multi-club membership, and so forth, but, no doubt, these matters will all be dealt with when the T.T. Subcommittee has had time to produce more detailed particulars. Meanwhile, editorial comment will be found on our leader page welcoming this bold and fascinating project.

THE TOTTENHAM TROPHY TRIAL



Gravel Pit provided a "mixed grill" for competitors in Sunday's Tottenham Trophy Trial but a respite from mud. Here is C. Vincent (Matchless) topping a hillock.

LAST Sunday's Open to South Midland Centre A.C.U. Tottenham Trophy Trial, planned by the Tottenham and D. M.C.C. as two laps of a 12-mile circuit, near Hoddesdon, was marred by overnight rain. Conditions rapidly deteriorated, making it necessary to cancel the second lap and to eliminate certain sections when computing final results.

Roman Road provided the backbone of the event, three main sections being taped, subdivided and offering almost continuous deep, sticky mud where even the first-comers faltered. They were nearly all sidecar men. E. Collet (596 Norton s.c.) shed his chain; W. Slocombe and passenger headed their 497 Ariel outfit into the mud, stuck, but managed to rush the following subsection. D. Jennings (497 Ariel s.c.) reversed this order of things, coming to rest in a pothole of steam farther along the section. By the time the 94th man—J. Blackwell—arrived there had been only half a dozen "cleans" and a considerable cheer went up when Jack plonked through perfectly on his 490 Norton. F. Gunn

followed him, thrumming along on a Velocette two-stroke with both feet up until after he had passed the "section-ends" card, at which point he promptly fell off!

Up at the front it was a slow business for most riders. Solo men were cursing the "chairs" for not getting a move on along Roman Road. Sidecar exponents in turn cursed their luck—and the Romans for ever devising such a road! It led down Spital Brook, now swollen to the size of a young river, and into it had plunged E. Evans and C. Wright (499 Royal Enfield s.c.s), only to be hauled out again more by man-power than that of their motors.

D. Clark's 598 Panther outfit, equipped in what appeared to be complete touring trim, had a horrible few minutes at Spital Brook, his down-swept pipe running the model firmly aground. R. Burns yowled in on the Scott combination—and stopped. Not all the characteristic joviality of "Cabby" Cooper helped him to get his Norton and chair to dry land without equally prolonged manhandling at this point. Unhappy men, all! Soloists, on the other hand, laughed off Spital Brook with surprising ease. Most of them forded the stream with an occasional dab E. Watson

Plenty of Mud and Water in S. Midland Event

and T. Mooney (347 Matchless) were amongst the early solo arrivals to get full marks from the observer, although even they were a little fast, and speed in water of this depth was the prevailing reason for most failures.

"Motor Cycling's" man found Stump Lane a sea of mud, which the Tottenham officials, to their credit, decided to abandon. He went on to the Loop; it was divided into two sections, one uphill and the other down. The former was tricky but possible, as demonstrated by S. Marchant (347 A.J.S.) and G. Brown (349 Ariel), who were the only men to earn maximum points here up to the time our man left.

Lastly came Gravel Pit, providing quite a circus of its own, with a variety of steep hillocks, "bomb" holes, a Special Test and, at last, an almost total absence of mud. Despite this, however, sidecars shaped badly at some of the Gravel Pit's more awkward and steep ascents and, after the first three chairmen had gone through, the rest were diverted, competing in the Special Test only.

(Continued on page 206.)



Foundered! J. Cleary strikes out for the shore of Roman Road, leaving his machine awash.

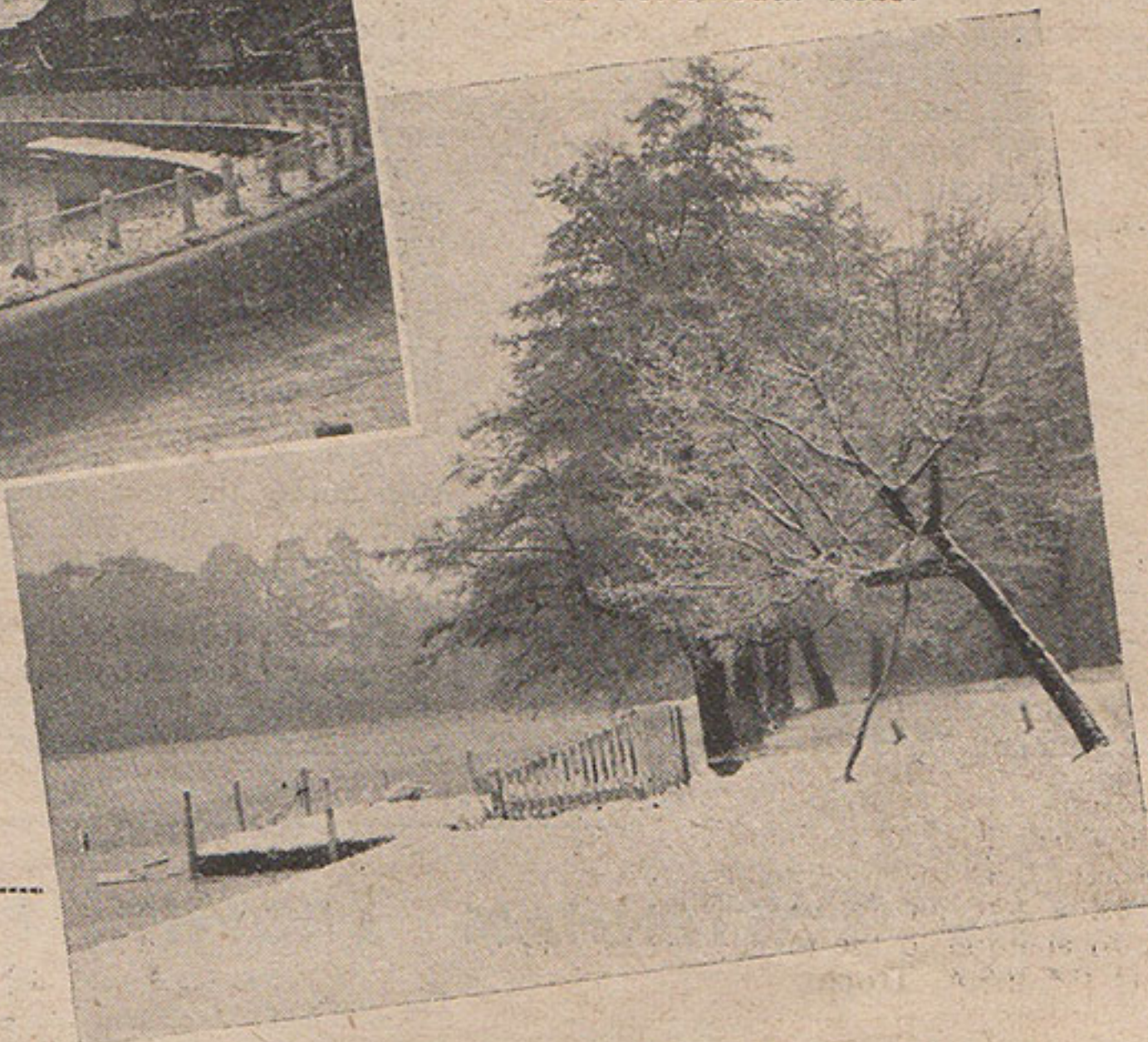
Leslie Sansom Recommends a—

Church Cobham with the Mole winding alongside the road.



SNOW RUN

The pond, opposite the Wisley Hut Hotel, on the Portsmouth Road.



An All-the-year-round Rider Tells a Winter's Tale

GETTING out and about after snow has fallen can be quite exciting. It is also one of the most pleasurable aspects of motorcycle touring. There are many riders who do very little riding that can properly be labelled tourist, yet they miss a lot in the mistaken idea that rough weather means unpleasant hours in the saddle.

Don't get me wrong though! I would be the last to suggest that riding through a blinding snowstorm is fun—although even that *is* an adventure, often long remembered. No; what I suggest is that you get the machine out *after* the snow has settled. That is quite a different thing. So is the countryside, where you will find scenes that, passing unnoticed before, are transformed into a sort of magic world.

A group of cottages, perhaps rather dirty and shabby in normal weather, has roofs of glistening crystal and gardens covered with crisp snow; a country lane is edged with white, and the quite ordinary trees of a woodland glade become a filigree of sparkling frost.

Such is the scene. The only snag is that, to enjoy it, you will have to exercise just a little more care than with the ordinary run of motorcycling. Snowbound roads are apt to be tricky, but once the trick is mastered you have little to fear. I cannot better the advice of the experts, who advocate riding at the extreme side of the road, right in the gutter if you can. There is virgin snow and many chippings to give your wheels grip and keep the machine upright.

An Ideal Day

Best of all, if the elements favour you, is to choose a day when the fall has been light. That means the countryside in general will be white, while very little traffic quickly clears the roads of any treacherous qualities. It was on such a day after the recent snowfall that I set out to cross Tooting Bec Common for the wide open spaces of the Kingston By-pass. Salt had been used to melt the snow on all the suburban streets, consequently I made a trouble-free run straight to the open country.

As soon as the roundabout was encircled, at the end of the

By-pass, the roads bore those nasty ridges of ice, and my speed dropped to "minimum non-scratch," and then into third as Esher came into sight. Here the very useful parking roads on each side of the main highway were too strong a temptation, and I parked the machine for ten minutes to imbibe a steaming hot coffee at the local teashop.

At Weybridge I turned my wheels southward, making for Byfleet and the main London-Portsmouth road. At Wisley Hut, on that famous highway, the people from the hotel were busy breaking a large hole in the ice so that the swans could enjoy life once more.

Skaters Out

A very watery sun was doing its best to cheer things up, and one or two skaters appeared at the edge of the lake, nervously testing the strength of the ice. It seemed to be holding all right, for as I rode away there were half-a-dozen stalwarts skimming the surface.

Just off the main road are the two Cobhams, "Church" and "Street," both delightful villages, with, I think, Church Cobham winning on the score of scenery, for here is the River Mole, winding alongside the road which enters the village with a terrific bottleneck, caused by the old water mill.

Mid-day traffic, combined with an hour of weak sunshine, had pretty well cleared the roads to the normal appearance of a wet day, and the cross-country run to Headley Downs was made in good time. The North Downs were white, an effect that was accentuated by an early mist rising from the valley. This part of the Downs is full of quaint old names—Pixham, Mogador and Mugswell for instance, and Nohome Farm, with Gibraltar just to the north.

The last bit of going was tricky as I picked a way through little-used by-roads to join the old Pilgrims' Way and the main Brighton road at Merstham. My front wheel bit into an almost dry road as I crested the rise of Purley Way. Altogether, it had been an exhilarating run, with some wonderful and quite unusual scenes.

THE next main event in the West Country and the first of the 1947 Open dates is on January 26. It is the Wessex Centre Scramble, at Farleigh Castle, near Trowbridge. The course of two miles is well chosen and will call for good riding. It should provide plenty of the usual "fun and games" for spectators. There will be a six-lap event for machines up to 350 c.c., with a special class for those up to 150 c.c. The Senior race for machines of unlimited capacity will be over 15 laps. The Junior race is at 1.45 p.m. and the Senior at 3 p.m. There is a natural grandstand from which 75 per cent. of the course can be seen. Entries close on January 18 and should be sent to W. K. Raymond, 17, Mortimer Street, Trowbridge, Wilts.

A WEEK after the scramble there is the first Open trial. This is something out of the ordinary as it is for sidecars only.

Workmen busy on preparing the "grandstand" for the coming season at Brands Hatch grass track.



SPORTS GOSSIP

The Birmingham "30" M.C. will be running the event, the D. K. Mansell Trophy trial, and entry forms can be obtained from T. F. Martin, 62, Summer Road, Edgbaston, Birmingham, 15; the closing date for entries is January 27.

In addition to the premier award, there are the B.S.A. Trophy, for best unlimited c.c., the Watsonian Trophy for best 350 c.c.-500 c.c., the Cope Cup for the best up-to-350 c.c., and a novice cup for the best competitor who has not previously won any open-to-Centre event. Two laps of a 25-mile course will be used, with the start from the Stretton Vale Hotel, Church Stretton, near Shrewsbury, at 11 a.m. on Saturday, February 1. Sidecar wheel drive is barred and the marking will be: 4 marks lost for failure; 3 for driver and/or passenger dismounted; 1 for footing. Starting order will be decided by ballot.

AND the next day, Sunday, February 2, another Open, the Perce Simon Memorial Trial, will be run by the Ringwood M.C. and L.C.C. The start and finish will be at the Windmill Garage, Ringwood, with the first man due to leave at 12.30 p.m. Two laps of a short course will be covered, the total distance being approximately 30 miles. Marking will be 10 lost for a stop and 5 for a foot or passenger not normally seated (which is defined as "touching any part of the motorcycle"). Entries close on January 25 and should be sent to R. E. Reynolds, 41, Hightown Road, Ringwood, Hants, from whom the necessary forms are obtainable.

FURTHER to my news of December 26 regarding the Liverpool Motor Club's Jeans Gold Cup Trial, my man tells me that it has been decided, in order to keep the entry list down to manageable proportions, to make this affair a closed invitation event for cars only. There is a plan to run a separate motorcycle trial over the same course at a later date.

THE Ulster Tourist Development Association have issued a warning that accommodation will be very limited in Ulster during the coming summer. Bookings are already heavy and they advise

early bookings from those who hope to visit Ulster during the season. The race dates over there for the season are:—May 17, North-west "200"; May 28, Cookstown "100"; May 31, Bangor Castle Races; June 25, Enniskillen "100";



July 12 and 14, Bangor Castle Races; July 16, Mid-Antrim "100"; July 26, Temple "100"; August 9, Ulster Trophy Car Races; August 16, Ulster Grand Prix; August 30, Bangor Castle Races; and September 20, Carrowdore "100."

I HAVE no doubt that you read in your "Evening News" last week that the Ministry of Works had refused permission for a road circuit to be laid at Brands Hatch. The track manager, Eddie Cornwall, is disappointed, of course, but he tells me that he will try again next year. Grass track racing will continue this season and spectators will enjoy the luxury of several hundred seats which will be installed on terraces now being cut on the banking on the outside of the track.

THAT veteran of the T.T., and staunch Lightweight supporter, C. W. "Paddy" Johnston, in writing to tell us that he will be piloting one of Chris. Tattersall's Rudge-engined 250s in this year's event, brings up a point that is well worth prominence. He recalls that, when the Lightweight and Junior races were run together in the 1946 "Manx," there was no separate lap scoring board for the little 'uns, and consequently it was extremely difficult for the grandstand people to follow their progress. Graham Walker can vouch for that as he had his work cut out during a practice broadcast to sort the general picture into the two categories. Paddy is anxious that this mistake isn't repeated in the Monday event next June.

I heartily support him, but I've a somewhat different suggestion to make. Possibly the organizers would consider leaving the Juniors to themselves and combining the Seniors and the "Babies" on the Friday. Reasons? Well, first, the Junior always gets the best support and should this year be quite capable of holding interest on its own without the help of the 250s. On the other hand, the Seniors are comparatively few in number and, as it is the Friday affair which attracts the greatest crowd, I don't see why the day's racing shouldn't have an added attraction by the combination I suggest.

Don't tell me that the small machines will hinder the big ones. They are much more likely to hamper the Juniors. Also there is the point that a good lightweight rider can gain considerable advantage by tailing a Junior . . . but he's got to be a lot better than good to hold on to a 500!

And, just to clinch the matter, I would remind you that for years it has been common Continental practice to run the three categories together and nobody has ever complained. In a nutshell, then, what's wrong with sending the Seniors away first at half-minute intervals and then filling in the gap with the 250 class men? But whichever way it's done I still back Paddy's demand for a separate score board, adding the plea that another M.G.P. oversight be avoided and that, in the combined race, the two categories be distinguished by different coloured riding numbers.

"YOU are hereby summoned to appear . . ." And those who accepted invitations beginning like that found themselves at that delightful old pub, the "Cock" at Headley, last Saturday evening as dinner guests of Doris and Ted Frost. The "Man Mountain" was throwing a party to celebrate his first, and very successful, year of competition riding. Harold Daniell, Harold Taylor, Charlie Wake, Norman Smith—almost everybody you could think of was there! Alec Menhinick sang sea shanties and F. W. ("Nobby") Clarke sang some other songs, and everybody joined in the community singing. It was, in fact, one of the grandest evenings that anyone has enjoyed this side of September, 1939.

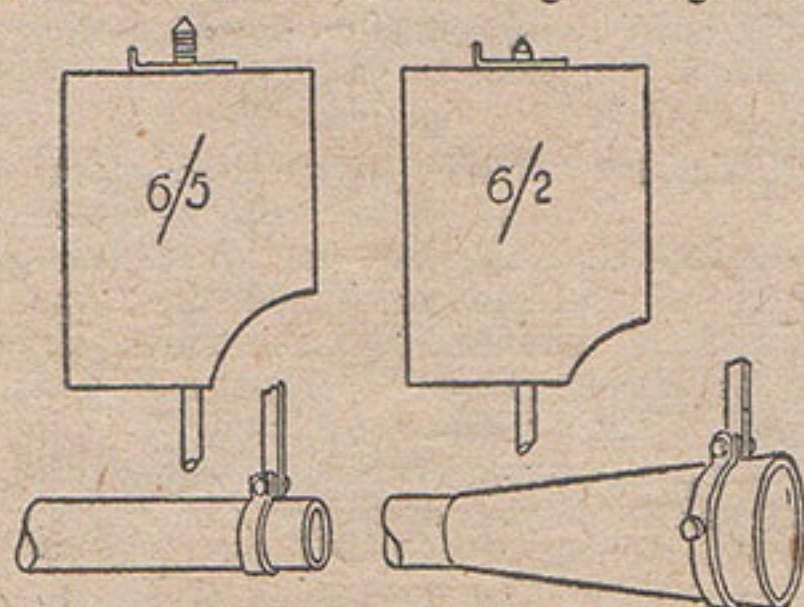
AS is well known, the fitting of a megaphone exhaust affects the running of the engine adversely at low and medium speeds, a disinclination to run at anything below 3,000 r.p.m. and a tendency to cut right out when the throttle is opened rapidly from low speed being typical symptoms. Almost invariably the carburetter is blamed unfairly for these troubles—a change over to a straight-through pipe will prove otherwise—but it is necessary to alter the carburetter tuning in order to minimize the ill-effects as much as possible.

A megaphone exhaust system usually requires a main jet about 40 c.c. larger than that used with a straight pipe (in passing, all Amal jets are calibrated in c.c.s, the numbers stamped on them indicating how much fuel the jets will pass under a given standard set of conditions, although not necessarily in the carburetter). To counteract the tendency to cut out, it is necessary to fit a throttle-valve with greatly reduced cut-away. Very often a No. 2 valve has to be used, but whilst this helps appreciably in getting the engine to open up from low r.p.m., it may introduce a rich spot at small throttle openings. To attempt to balance out this excessively rich setting it is usually necessary to employ a very weak needle setting; for instance, in conjunction with a No. 2 valve one may have to lower the needle to position 1, i.e., with the clip in the topmost groove.

Unless the increase in lap speed gained by fitting a megaphone really warrants its use, the carburetter people advocate straight-through pipes every time; but if a megaphone has to be used the foregoing instructions should be followed, otherwise a chaotic setting will result.

Both T.T. and R.N. carburetters use orthodox single float chambers, with enlarged passages capable of passing as great a flow of fuel as the double float chambers which were popular some years ago, and which are still used at times with alcohol fuel. To prevent frothing and surging of the fuel at high engine revolutions, it is advisable to mount the float chamber on a neighbouring part of the frame, and connect it to the mixing chamber by a flexible petrolproof pipe lined with one of the synthetic rubber materials, such as Neoprene.

It is preferable to place the float chamber fairly close to the carburetter, but the hose must be long enough to



A diagrammatic explanation of the tuning rule referred to in the text. With (left) a straight-through exhaust pipe, the jet needle is fitted higher and the throttle-slide cut-away is greater than when (right) a megaphone exhaust is employed.

A12

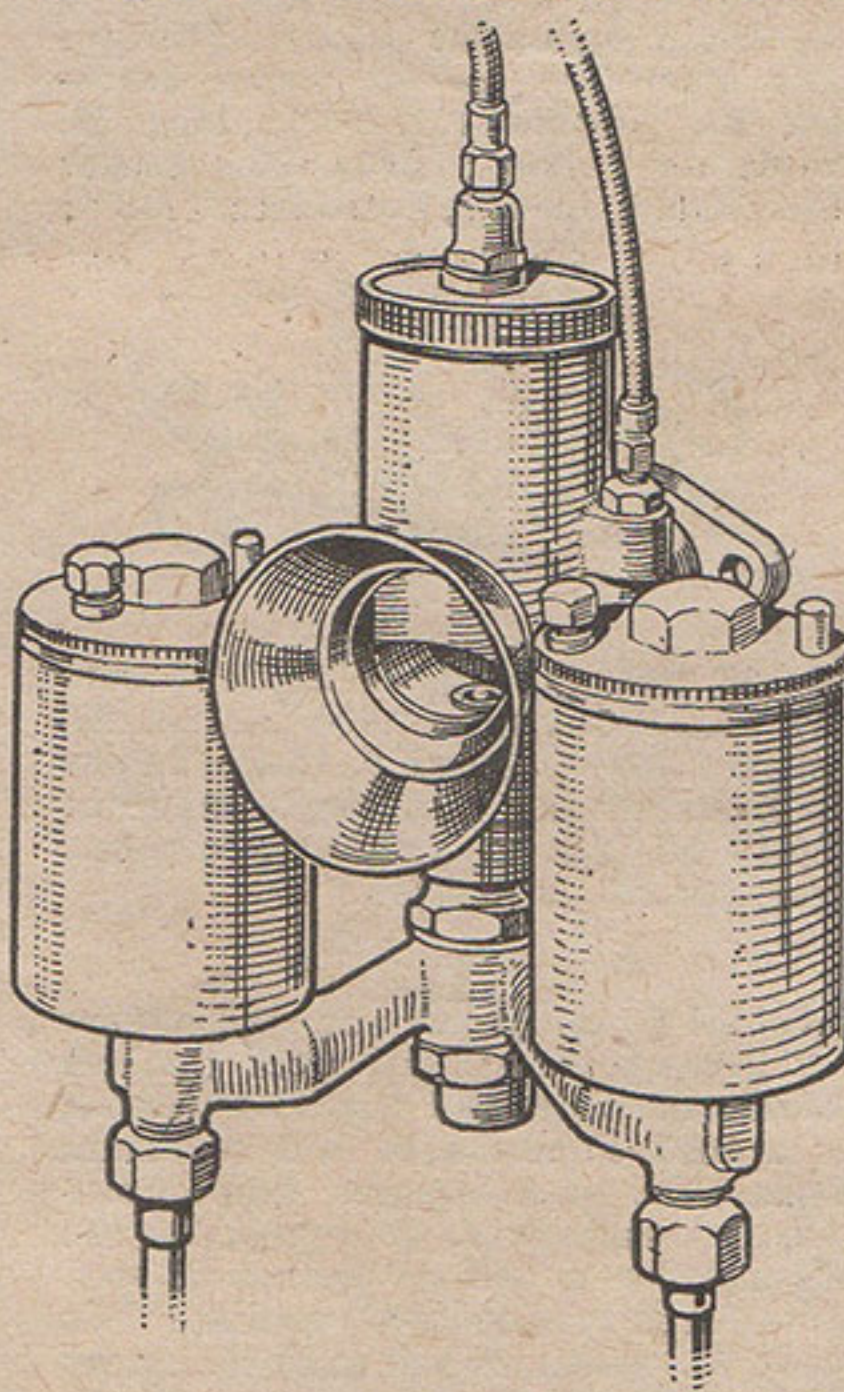
In Search of Speed

By
"SLIDE RULE"

(Part XXIV—Continued)

absorb engine vibration without undue flexing and possible damage to the lining; the relative movement which occurs between the cylinder head and frame on some machines is much larger than might be imagined.

The float should not be placed appreciably to the rear of the jet, as the fuel will tend to lag behind during violent acceleration, and this may cause the engine to hesitate when opened up on the road. Somewhat the same effect occurs when cornering sharply on a sidecar outfit, and can be entirely eliminated only by using a double float chamber, or by the addition of a "swill pot" (which resembles a small float chamber, minus the float, needle valve and petrol union) placed at the side of the mixing chamber farthest from the main float chamber, the latter being remotely mounted in the approved fashion. Under the action of centri-

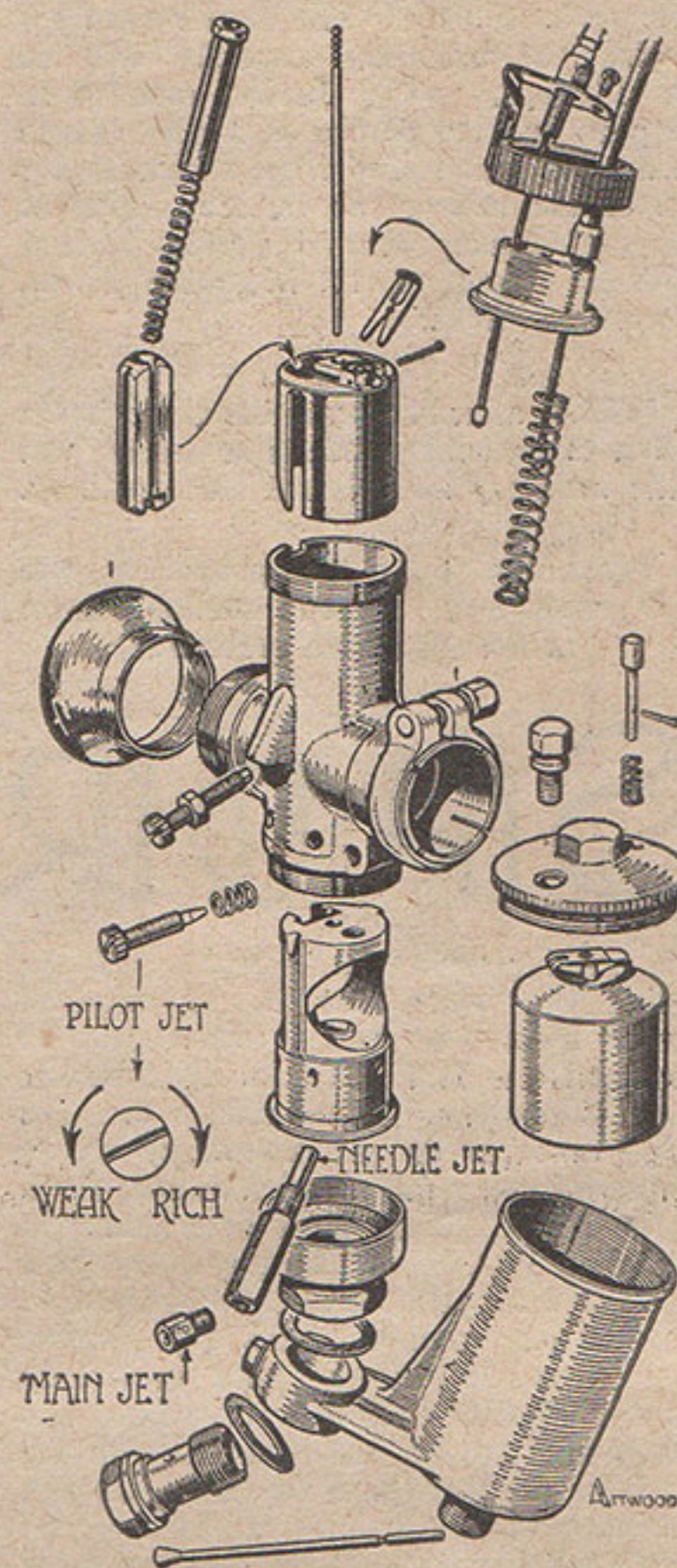


Twin float-chambers have certain advantages when alcohol fuel is used.

fugal force the fuel level drops in one chamber and rises in the other; thus the level of fuel at the jet remains approximately constant.

Racing carburetters are made in brass or light-metal, the latter being most favoured. When used with alcohol, a precipitate in the form of white powder gradually accumulates; thus it is very necessary frequently to dismantle and clean the whole instrument, paying particular attention to the small fuel passages and preferably blowing them clear with compressed air.

On light-metal carburetters the threads of screwed parts tend to seize rather easily and any brute force



A standard Amal carburetter dismantled to show the component parts. Note the method of operating the pilot jet screw.

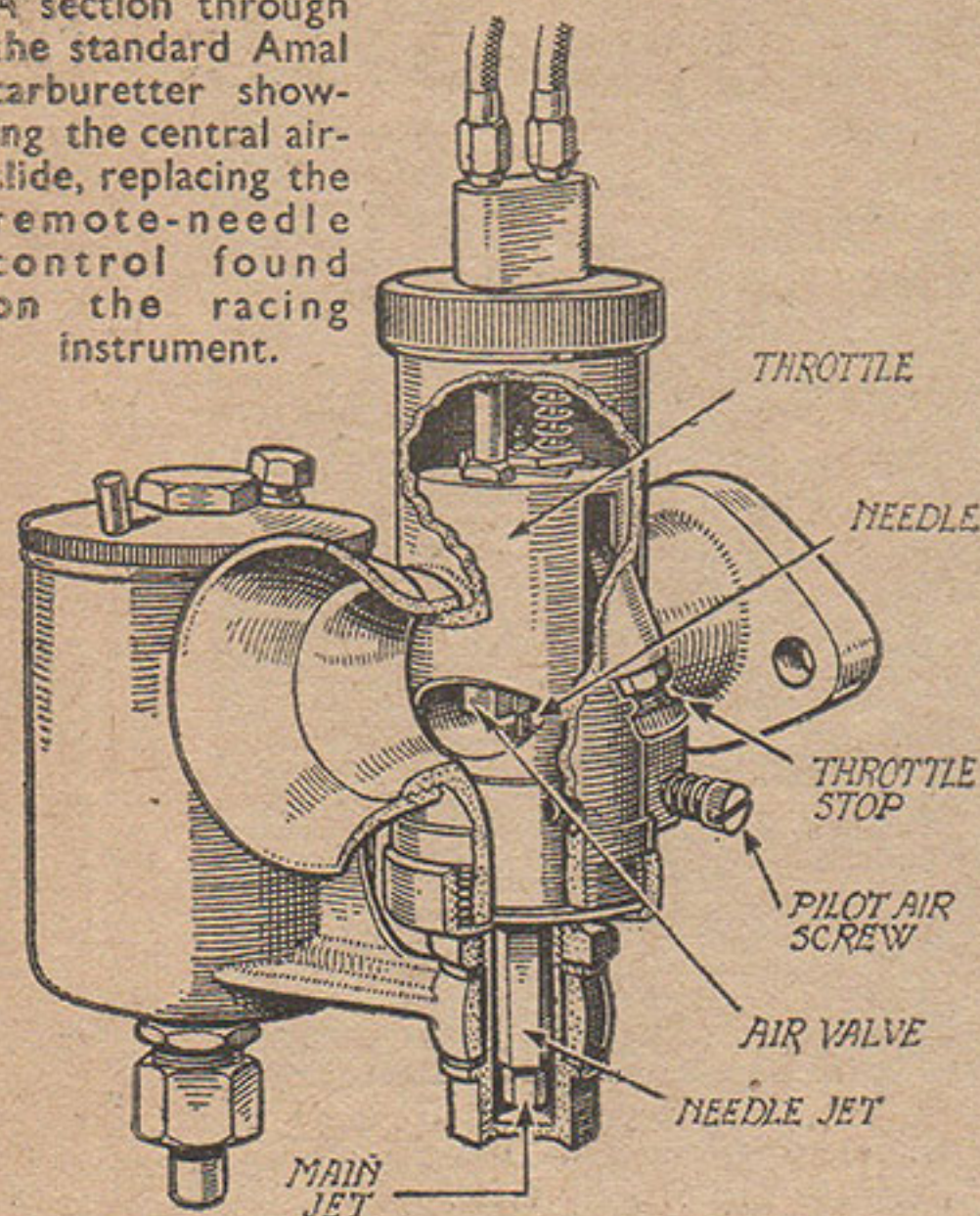
exerted will result in a scrapped component. The correct treatment, when partial seizure is detected, is to dose the thread with penetrating oil, leave it for a few minutes and then carefully ease the component out in a series of quarter-turns. Before replacement, the threads should be smeared lightly with graphite grease. To conclude these



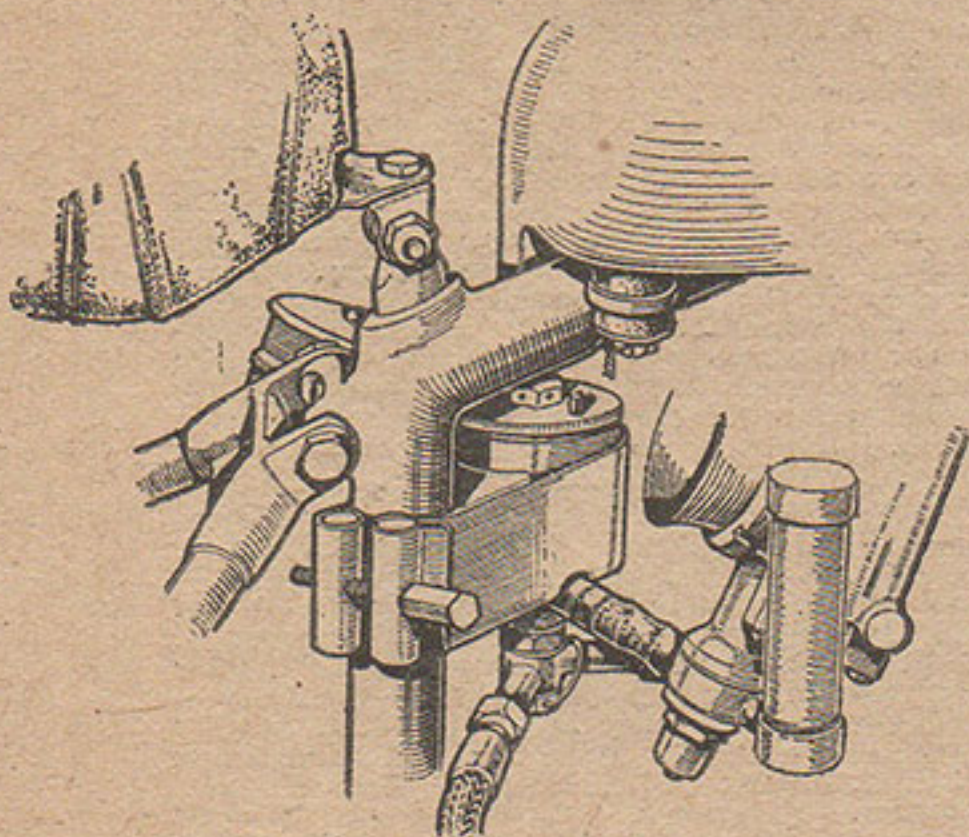
A simple junction box, by means of which two carburetter throttles may be operated from a single twist-grip.

remarks on racing carburetters, it cannot be emphasized too strongly that they are precision instruments which will not perform properly unless well cleaned and nicely adjusted; it is, unfortunately, a common sight at race meetings to see riders putting jets, throttle slides, etc., down on a dusty road, forgetful of the fact that any dirt or grit picked up may, a few minutes later, be the cause of trouble in the race.

A section through the standard Amal carburettor showing the central air-slide, replacing the remote-needle control found on the racing instrument.



In the absence of one of the racing carburetters described, a standard model can be made to perform quite well if it is sufficiently large in the bore. Most sports engines will accept a choke size slightly larger than that normally fitted for touring use, particularly if a lot of work has been done to improve the breathing ability of the engine. (An indication of the sizes which can be



A "swill pot" the function of which is to prevent fluctuation of the fuel level at the jet due to inertia when accelerating violently or cornering.

employed was given in Part II of this series.) On the other hand it is easy to make the mistake of fitting too large a carburettor; this will result in an engine which can only scream around at high revs., lacking bottom-end power and acceleration.

A small amount of hand-work in smoothing and polishing the bore and carefully blending-in the junction of the air-intake with the carburettor body will improve the air-flow, but care must be taken to see that the tiny slow-running mixture hole (drilled at an angle into the bore immediately on the engine side of the throttle) is not blocked in the process. As with the racing instruments, it also pays to dismantle the mixing and float chambers completely to make sure that the small

fuel and air passages which control the idling mixture are free from dirt or sediment.

Basically, the principles of operation and tuning are similar for racing and touring models, thus the tuning sequence already described holds good for the latter. It is important to remember, however, that the pilot adjuster on the standard models is screwed in, not out, to enrich the mixture, as a general rule a setting of one to one and a half turns "out" is about right. The tick-over speed is first set by means of the throttle-stop on the side of the mixing chamber, after which the throttle cable is adjusted so that the engine responds immediately to grip-movement. It is surprising how much a well-adjusted and smooth-acting throttle control helps in improving the general "feel" of the carburation.

The standard air control differs from the racing type in that, except when fully open, the air slide obstructs the air-flow and thus simultaneously enriches the mixture and throttles the engine. It is, therefore, not of the same value as a mixture-corrector, but it can be used as a guide to jet-size when tuning. If the speed increases when the lever is closed slightly, the jet is too small; if the speed falls off, the jet is either correct or too large.

Watch the Plug

Here, again, the appearance of the sparking plug is the only reliable guide to correct jet-size, but when conducting plug tests it is essential (unless a magneto cut-out is fitted) to have the carburettor so adjusted that the engine stops instantly when the throttle is snapped shut; even a few explosions of a correct or rich slow-running mixture are sufficient to mask the true appearance of the plug.

Plug tests *must* be conducted with whatever exhaust system is to be used when racing; the removal of even an efficient silencer usually necessitates an increase in jet size, a point which is sometimes overlooked to the great detriment of the engine.

Where there is only one cylinder to worry about, carburettor tuning is fairly straightforward, but rather more care has to be taken in the case of twins to get the mixture-strength of each cylinder equal throughout the entire speed range. Despite its even-firing a vertical twin with a single carburettor can suffer from mixture variations, due to unequal distribution and minor differences in valve timing or compression, although the difference is not likely to be great.

It is virtually impossible to obtain equality of mixture strength in a V-twin using a single carburettor, owing to the unequal periods between induction strokes; a duplex instrument with a separate choke for each cylinder, or preferably two separate individual carburetters, should be fitted.

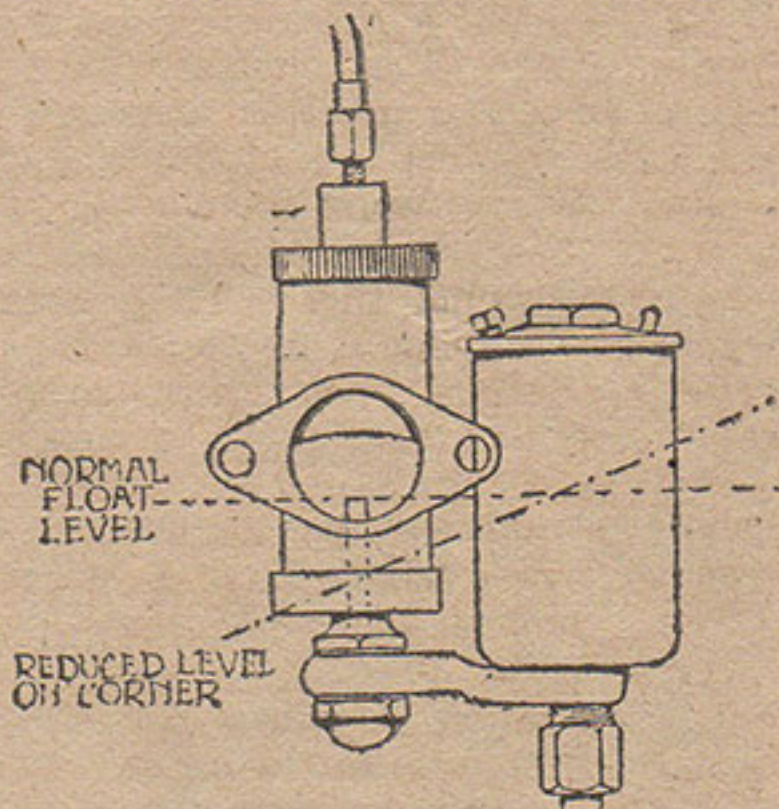
Tuning the Standard Amal Needle-valve Carburettor for Maximum Results

It is often necessary to use different forms of carburettor on the front and rear cylinders, in which case the main jets, throttle slides and needle positions are almost certain to be different. As an example, a horizontal $1\frac{1}{8}$ -in. carburettor was used on the front cylinder of the pre-war Vincent-H.R.D. Rapide, with a 6/3 slide and 180 jet, whereas the rear carburettor was of the same size but had a vertical mixing chamber, a 6/4 slide and 170 jet; for racing $1\frac{1}{8}$ -in. instruments could be fitted with slides and jets to suit.

The majority of vertical twins can have two carburetters fitted in place of the usual manifold and single carburettor, thus enabling each cylinder to be tuned individually. The usual method of operating two carburetters is by means of a single wire from the twistgrip to a junction box, from which separate wires run to each throttle.

It is essential to adjust each control so that both cylinders accelerate absolutely in unison. The best method is first to slacken both cables and set the tick-over on each cylinder by means of throttle stop and pilot screw until even running is obtained. Next set the cable adjusters so that the slightest grip movement causes a rise in engine speed, with each cylinder firing equally.

If they do not fire equally when both slides are apparently moving simultaneously, try the effect of closing each air lever in turn. If, say, one cylinder is missing or not firing at all, but cuts in when its air control is closed, less



This variation in fuel level, caused when banking on a bend, may be corrected by fitting a "swill pot" as shown on the left.

cutaway is required on the throttle slide. In border-line cases, an enriching of the pilot mixture may help that cylinder to come off the pilot at the expense of slightly erratic slow-running. It is, of course, essential to have an individual air control to each cylinder and by intelligent use thereof equal carburation can be attained throughout the entire range.

The accuracy of the main jet settings must be verified finally by the appearance of the plugs, in exactly the same way as for a single-cylinder machine.

(To be continued)

Tottenham Trophy Trial . . . (Contd)

Solos, therefore, provided all the fun. Excellent performances were put up by R. Hatch (498 Matchless) and G. Hulbert (347 Matchless) in at least two of the subsections where, once again, indiscreet speed brought disaster. R. Williams (347 A.J.S.) and T. Walsh (349 Ariel) both discovered this by parting company with their models in a most spectacular manner at the top of one hill.

The Tottenham lads are not the first to have hard work and organization upset by weather the night before the event, and there is little doubt that, mud apart, everybody enjoyed a day spent in soft, January sunshine which, just at present, is a rare pleasure in itself.

Details of the Tottenham Trophy winners only were available at the time of going to press. E. Wiffin tying with J. Mansfield (497 Ariel) but winning on the Special Test.

PROVISIONAL RESULTS

Tottenham Trophy: Best Performance: E. Wiffin (498 Matchless).

Tottenham Trophy: Best Opposite Class: D. Jennings (497 Ariel s.c.).

The "Dunlop Trophy"

Sun and Sport in Kent

FOR the 34 miles comprising the course for the Open-to-South Eastern Centre Dunlop Trophy Trial last Sunday, the Ashford (Kent) M.C. made full use of the grass roads with which the local country abounds. Due to the snow and rain of the preceding week, this produced some of the heaviest going that has been experienced in the Centre. A glorious sunny morning made the ride to the start at Hothfield a pleasure, fully appreciated by both competitors and supporters, who were in good strength.

Sharp at 11 o'clock the first man was away and, after watching the very co-operative police on traffic duty, the writer proceeded to the first of the 32 sections to be battled with by the entry. This section, aptly named Water Lane, was a right-hand turn with water a foot or more deep for some 40 yds. in length. E. Knowles (348 B.S.A.) and L. M. Talbot (348 Velocette) both showed the correct way to take water confidently, while R. D. Pope (346 New Imperial) found the rut and stopped, and S. G. M. Fitzgerald (347 A.J.S.) was unlucky to have one dab.

Section 7, Longbeech, was next observed, a tricky grass-mud lane in which R. MacDonald (490 Norton s.c.), R. D. Reid (347 A.J.S.) and N. J. Gray (347 Matchless) were each very fast.

In the following section of Green Lane, Challock, only A. F. Gaymer (347 Ariel) and Ray Peacock (347 A.J.S.) were clean of some 30 solo riders seen here and the control of his machine by body movement by Gaymer was approved by the spectators in no mean manner.

Miss C. W. J. Bruford, on a 246 B.S.A., also pleased the crowd, but seemed to require a lower gear. Messrs. F. H. Neal (498 Sunbeam s.c.), H. E. Carter (498 A.J.S.) and MacDonald all emphasized the advantage of a third wheel.

For Section No. 30, mud, with two water gullies, provided the going, and very hectic riding was observed here from T. Arter (498 A.J.S.), Bill Peacock (497 Ariel s.c.) and P. Kerridge (498 A.J.S.), but N. J. Gray and a novice, E. J. Bridges, both on Matchless machines, showed that it could be navigated successfully at speed.

The last two sections in Padgham's Quarry came as a relief from the mud to the riders and consisted of downs and ups which mainly required good throttle control in bottom gear and Max Pring (347 Matchless) and T. W. Mount (347 A.J.S.) were both very neat.

Up to the time of going to press, the results were not available.



F. H. Neal (Sunbeam s.c.) helps the rear wheel to grip on the treacherous surface of Green Lane, Challock, in the Dunlop Trophy Trial.

Almost a Hat-trick!

E. C. Bessant (Matchless)
Returns to Form

THE Stamford Bridge M.C.C. last Sunday ran its open-to-South Midland Centre January scramble on its old "pitch" at Pirbright—a 1½-mile course consisting mostly of twisting paths with a slight tendency to be on the muddy side. Steep climbs and descents and one or two deep mudholes were also included in the lot of the riders.

Subject of much discussion before the start was E. C. Bessant, who this year will ride for the Matchless concern. At the beginning of last season he swept all before him, but towards the latter part of the year he suffered a great deal of bad luck and only an occasional win came his way.

Excitement was high, therefore, when, soon after the commencement of the first race, that for 350 c.c. machines, he caught up with the leaders despite stiff opposition from G. M. Berry (347 Matchless), P. White (348 Velocette), and R. E. Hankins (347 Matchless). During lap 5, however, he forced his way to the front and, during each following lap, added several seconds to his lead until, at the finish, he was over a minute in front of the second man, Berry. E. G. Wilmot (347 A.J.S.) had changed places with White to come third, and Hankins took fourth place. Bessant's time of 35 mins. 25 secs., giving a speed of 24.2 m.p.h., was very good considering the general nature of the course.

Then followed the 250 c.c. race in which Bessant, on a 246 c.c. Matchless, again took the lead to win at a speed of 24.4 m.p.h., even faster than his 350 c.c. time. G. S. Wakefield (249 Triumph) battled with G. H. Baker (246

A.J.S.), to take second place about half a minute behind the leader.

An exciting race for the unlimited c.c. novices came next and this was won by F. Tuck (347 A.J.S.), by the simple expedient of getting to the front immediately after the start and staying there. P. White (348 Velocette) got away second and remained in that place until the fourth lap when he was ousted by R. J. Dear (347 A.J.S.).

It would have surprised no one had Eddie Bessant also won the unlimited c.c. experts' race which followed, and it indeed looked as though he would, for, after a poor start, he came round at the ends of the first two laps in fourth position. At the end of lap 3, however, he had picked up two places and was lying second to Berry (347 Matchless), who was going great guns. Eddie simply tore round the course, however, and by the eighth lap had taken the lead.

Spectators waited expectantly for the end of lap 9, but cries of wonderment went up when the first man to appear was W. J. Stocker, going all out on his 497 c.c. Ariel. Berry was the second man round and some little time expired before the red-and-white-checkered helmet of the missing star appeared—in third place. They finished in this order, and it was not till later that it was found that Bessant had got a magneto full of water in a watersplash on the far side of the course. He had dropped back to sixth place and could overtake only four before the finish.

RESULTS

250 c.c. Event: 1, E. C. Bessant (246 Matchless); 2, G. S. Wakefield (249 Triumph); 3, G. H. Baker (246 A.J.S.). Time, 23 mins. 40 secs.—24.4 m.p.h. 350 c.c. Event: 1, E. C. Bessant (347 Matchless); 2, G. M. Berry (347 Matchless); 3, E. G. Wilmot (347 A.J.S.); novice, R. J. Dear (347 A.J.S.). Time 35 mins. 25 secs.—24.2 m.p.h. Unlimited c.c. Experts' Event: 1, W. J. Stocker (497 Ariel); 2, G. M. Berry (347 Matchless); 3, E. C. Bessant (347 Matchless). Time, 36 mins. 14 secs.—24.8 m.p.h. Unlimited c.c. Novices' Event: 1, F. Tuck (347 A.J.S.); 2, R. J. Dear (347 A.J.S.); 3, P. White (347 Velocette). Time, 38 mins. 46 secs.—22 m.p.h.

Wessex Centre Get-together

OVER 250 members and friends of the Wessex Centre met together on the evening of Thursday, January 9, for an annual supper-dance, with which was incorporated the distribution of prizes. The event was held at the Berkeley Rooms, Clifton, Bristol, and the Centre's president, V. C. Anstice, and Mrs. Anstice, welcomed the guests, among whom were most of "Wessex's" outstanding supporters, a large body of regular trade riders and notabilities, such as A.-C.U. secretary S. T. Huggett, and the R.A.C. motorcycle manager, A. M. MacLachlan.

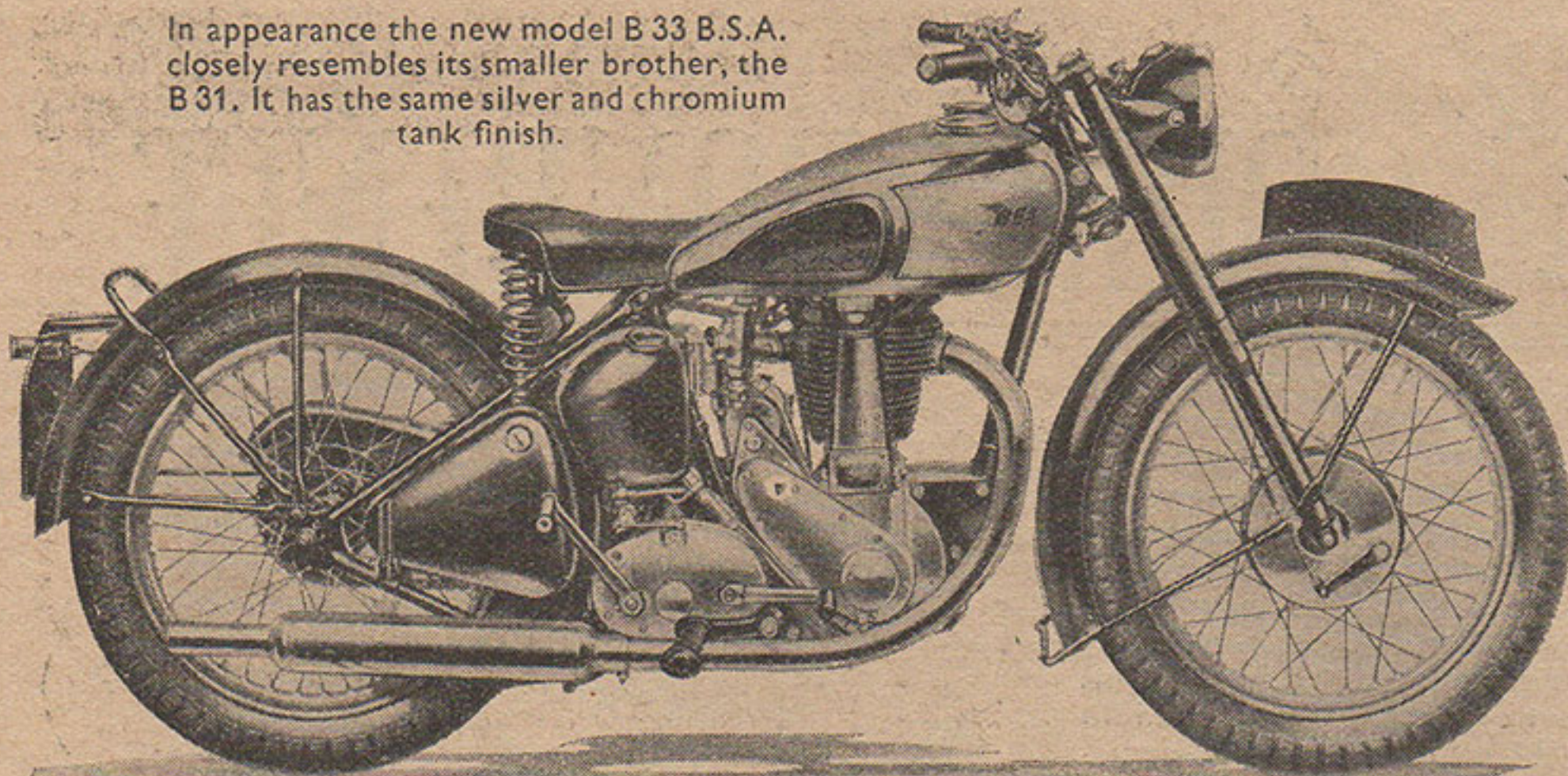
During an interval in the dancing, and after "time-out" for refreshment at a lavishly laden buffet, Vic Anstice announced, from a platform creaking under a sparkling array of silver, that the prize distribution would include the donation of the principal awards won in the John Douglas Trial. Mrs. A. L. Green, wife of the Bristol M.C. and L.C.C.'s vice-chairman, undertook this task, calling first on Charlie Rogers and Harold Flook, solo and sidecar winners respectively. Then followed the Kickham Trophy Trial awards and Mrs. Anstice presented these, together with the Centre's League trial prizes. The Kickham replicas come in for much admiration, for they took the form of engraved silver hip flasks of most useful and generous proportions.

After the A.-C.U. and R.A.C. representatives had said a few words, the band got to work again and the remainder of the evening was devoted to dancing till a 1-a.m. curfew concluded a very happy party.



E. Usher (Matchless) negotiates the mud of Section 30 in the Dunlop Trophy course on Sunday.

In appearance the new model B 33 B.S.A. closely resembles its smaller brother, the B 31. It has the same silver and chromium tank finish.



A New 499 c.c., o.h.v.,
High-performance
Single at a Moderate
Price

A NEW and very good-looking addition to the 1947 B.S.A. range is announced in the form of a 499 c.c. o.h.v. single offering a sporting performance for an economical outlay. This latest model, which will bear the official designation B 33, has been introduced following an insistent demand for a "senior" edition of the very popular B 31 350 c.c. o.h.v. machine, which has acquitted itself so creditably throughout the past season.

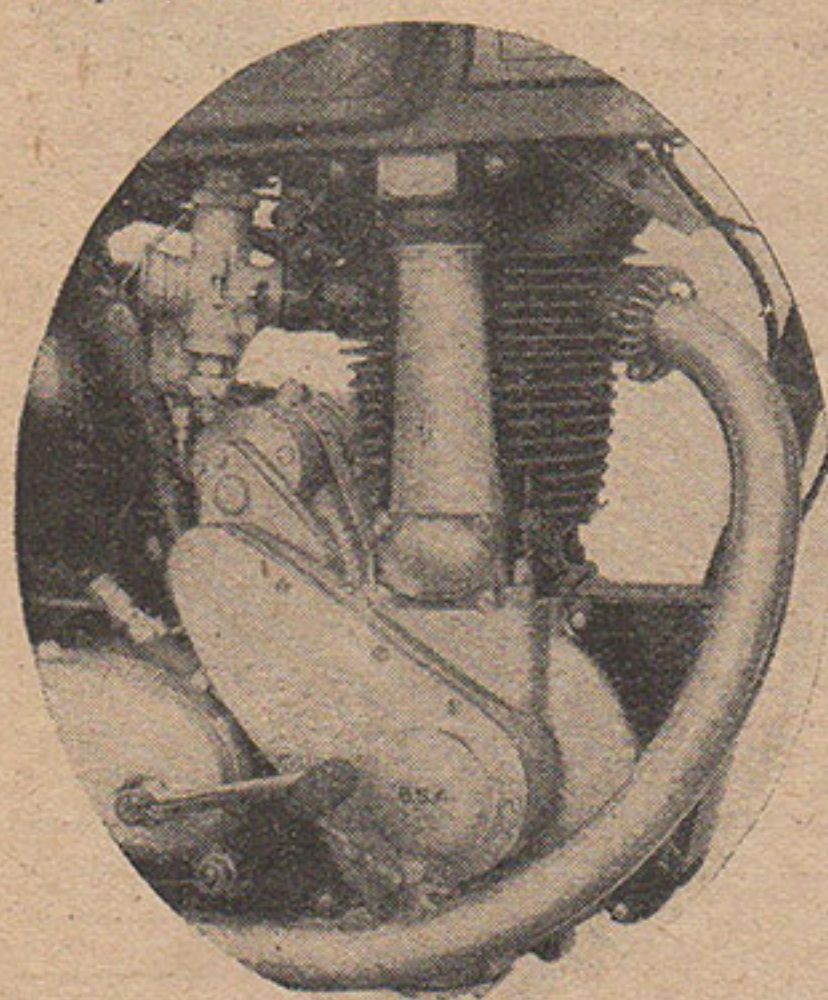
B.S.A.s ANNOUNCE A NEW MODEL

is part of the equipment, which also includes rubber kneegrips, adjustable footrests, front stand, lifting handle on the rear guard, and a complete toolkit carried in a metal box mounted on the off-side. A pillion seat or carrier at £1 1s., plus 5s. 8d. P.T., may be ordered.

Handsome Finish

A matt silver and chromium finish is used for the tank (which has a built-in speedometer), while the same combination of colour is featured on the rims. Frame, guards, oil tank, forks and other fittings are enamelled black, while the timing case and gearbox covers are highly polished.

Briefly, the dimensions of the B 33 are as follow:—Wheelbase, 52½ ins.; saddle height, 28¾ ins.; ground clearance, 5¼ ins.; overall length, 81½ ins.; overall



The pushrod housing and timing case cover, as well as the gearbox end cover, have a highly polished finish, which makes it a simple matter to maintain the machine's good looks.

With an expected maximum topping the "80" mark, and a list price of £115 (plus Purchase Tax), it can be safely forecast that this newcomer is assured of a hearty welcome. At an early date a production model will be put through our usual road-test routine—and readers will recall that the B 31 version gave a distinctly impressive set of figures.

Engine Details

Technically minded riders will be interested in the tendency towards a "square" engine evidenced by the relation of bore and stroke dimensions of 85 mm. by 88 mm. (499 c.c.). In combination with a compression ratio measuring 6.6 to 1, this gives promise of unusually good "punch" and accelera-

tion figures! The cylinder, with its totally enclosed, pressure-lubricated valve-gear, is mounted on a dry-sump-type crankcase of exceptional strength. The B.S.A. system of carrying the mainshaft on double journal bearings on the drive side, with an outrigger bearing on the timing side, is employed to ensure rigidity and silence of operation.

From the engine-shaft cushdrive, a ½-in. by .305-in. chain, with micrometer screw adjustment, runs in a flush-fitting oil-bath to a large-capacity, four-plate clutch fitted with Ferodo inserts and employing a double-row, ball-bearing centre. The improved four-speed, positive-stop, foot-operated gearbox provides solo ratios of 5, 6.5, 10, and 14.2 to 1.

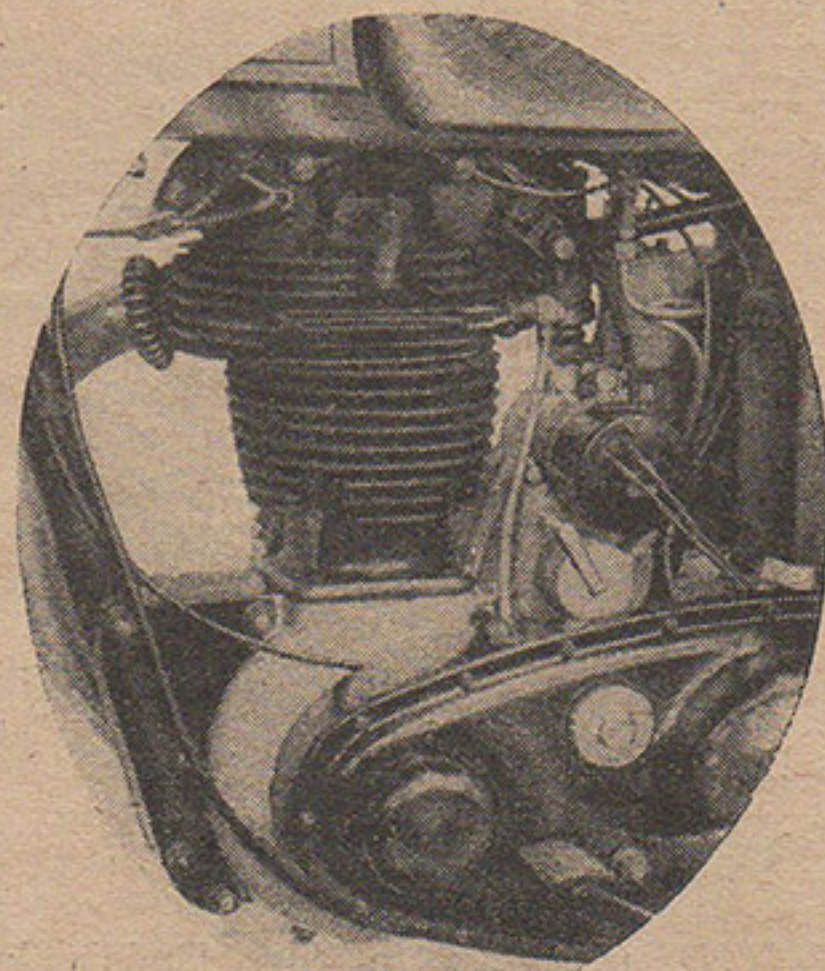
Telescopic Forks

Attached to the triangulated cradle frame are B.S.A. telescopic, hydraulically damped forks, a three-gallon petrol tank, a five-pint oil tank, and a spring-up, forged-steel central stand. Integral lugs on the chainstays are provided to take folding pillion footrests, which may be supplied as extras at 10s., plus 2s. 9d. P.T.

The wheels, which are shod with Dunlop "Universal" tyres on 19-in. rims (3.25 section front, 3.50 rear), embody new pattern brakes, with central operation and die-cast aluminium shoes measuring 7 ins. by 1½ ins., finger-adjustment being a feature.

On the adjustable handlebars are a twist grip and air lever for the Amal carburettor, together with front brake lever and a horn button on the right; on the left are the clutch lever, ignition lever, exhaust valve lifter, and head lamp dipper switch.

The 6-volt, compensated-voltage controlled Lucas Magdyno charges a battery mounted below the adjustable Terry spring-seat saddle, and an electric horn



A breakaway from a long series of 496 c.c. engines, the new model has a power-unit of 499 c.c. In its design familiar B.S.A. practice is followed throughout.

width, 28 ins.; weight, approximately 340 lb.

Owing to prevailing conditions in the industry, deliveries will be limited for a while, but are due to commence during the next few weeks. Prices are £115, P.T. £31 1s.; speedometer £4, P.T. £1 1s. 8d.; total, £151 2s. 8d. The makers' address is: B.S.A. Cycles, Ltd., Small Heath, Birmingham, 11.

The Editor's CORRESPONDENCE

Observers Who Do Not Know Their Job

THE plea put forward by Mr. Ted Lambert in his article published on December 26, has come at an opportune moment. There is much dissatisfaction in the S.E. Centre A.-C.U. regarding the stiff courses which are comparable with those used in the old days of the competition tyre.

The proposals he sets forth to amend marking systems would, undoubtedly do much to even differences and to encourage sidecar enthusiasts. I heartily endorse his suggestion that the man making a good climb, either solo or sidecar, marred by an odd dab is usually a far better rider than the footslogger, and deserves an advantage. But are the present-day observers as a whole sufficiently well acquainted with the finer points of the game to ensure that marks would be debited correctly?

Since the war we have found that observers and marshals are frequently uncertain of their roles. Some pre-war observers, it appears, have forgotten much, and new enthusiasts are not always fully schooled by their clubs. If all observers can be persuaded to do the job sensibly and to learn what is expected of them, then I would say changes on the lines suggested would be very welcome. But organizing clubs will be inundated with protests unless some of our present observers do learn more about their share of the game. I wonder if somebody would write an article especially for the benefit of these people?

As another passenger with a number of seating positions, I, too, would appreciate a firm ruling on the subject of "normally seated"—if organizers will not dispense with this awkward rule altogether.

MADGE H. EVANS.

Oxford, Kent.

Two Much Onus on the Marshal

BEING a regular sidecar competitor in trials during the past 14 years, I would like to endorse the opinion expressed by Mr. Ted Lambert in your December 26 issue.

In approximately 95 per cent. of trials I have entered, a sidecar has won the opposite class award, but no other sidecar has figured in the awards at all. Any penalty relating to the position of the passenger is ridiculous, and it places too much onus on the marshal. From a spectator's point of view, sidecars are spectacular, and it is time they were encouraged and given a fairer deal.

Another point concerns regulations which should be drafted to prevent competitors with plenty of spare time practising over sections prior to trials, thereby gaining an unfair advantage and causing ill-feeling amongst local inhabitants.

A. C. PARTRIDGE.

Leicester.

Support for Plan To Buy Race-circuit

WITH reference to Mr. Dodd's letter published on January 2, I am very interested in the project put forward by the previous correspondent, C. E. Beischer.

Also, like Mr. Dodd, I should be very happy to invest a modest sum. Could not a register of people interested be compiled?

W. E. GIBSON.

London, N.W.4.

Fun and Games in Scotland

AS a competitor in pre-war "Scottish" trials, I read with pleasure of the possibility of their revival in 1947, and it is, perhaps, opportune that points regarding organization should be raised at this stage.

It will be remembered that, in the past, the event was regarded as a Highland Holiday, with the accent on the Holiday. In 1939, however, mileage was increased and the event used, apparently, as a "conditioner" for the "Inter-



"I'm brownd-off with these pressure cuts!"

national." The result of this, coupled with the earlier morning starts, meant that not enough time was available for fun and games.

It occurs to me that if it were possible to reduce the daily mileage whilst still retaining the magnificent sections of the 1939 trial, both objects could be achieved. What do others think?

R. C. YEATES.

Loughborough.

Adolescents Who Hang Around the Fold

AS P.R.O. of the "500" Club, I have been directed to write to you.

We are most grateful to you for devoting so much space to Mr. Gregor Grant's recent article on 500 c.c. car racing. We would emphasize that most of the progenitors of this sport have considerable past experience and affection for two-wheelers, and that we hope that this latest class of racing will do much to close the gulf between the two- and four-wheeler blokes.

The minimum unladen "wet" weight for this class has been laid down officially as 500 lb. To make so light a vehicle steerable at racing speeds requires very careful design and workmanship. The club has a technical panel which can be consulted on such matters and the scrutineering will have to be very thorough and intelligent. Verily, navigation and anchors will win races as much as urge in the motor. In the latter respect, moreover, a flat power curve will avail more than spectacular peak b.h.p.

As regards price, to the knowledgable, with intelligent use of second-hand parts, the whole car, less engine and gearbox, need not cost more than £50. On the other hand, if you do not "know how" you will have to pay someone that does. It has been done for the above sum, which is rather less than your contributor's estimate of well over £500.

Referring to the eccentricities of dress upon which your contributor comments, we would point out that there are adolescents of all ages with exhibitionist tendencies who hang around the doors of other folds than ours. They are not in the fold. As a matter of fact the majority of the committee of the "500" Club are bald, or nearly bald!

Bristol.

JAN E. BREYER

(Press Representative, "500" Club).

Disappointment at Being Turned Down

HOW does one qualify for a position such as that described in "Motor Cycling" about two months ago?

My friend and I thought that we had the qualifications to get at least as far as an interview for jobs as Ministry of Transport Driving Examiners. My friend, who is well known in the North-west competition field, is 40 years of age and has 26 years' experience and a clean driving licence. I am 39 years of age and have 25 years' experience and a clean licence.

Both of us have been more than 20 years in the motor trade; in fact have served apprenticeships in it, yet we were turned down without even an interview. We believe there were more than 12,000 applicants for 150 vacancies. However, what we should like to know is whether such jobs are filled before advertised?

Macclesfield.

TWO ADITS.

Help for Mr. Garnett

I WAS very interested in Mr. T. W. Garnett's letter published on November 28.

Last year I constructed a family sidecar such as Mr. Garnett wishes to build. It is a full-sized two-seater saloon and accommodates two children, eight and ten years of age, side by side in the rear seat, or, alternatively, an adult passenger, without any cramping in either case.

There is a foot well for the rear passenger's comfort, also a rear door similar to those on professionally made models. The front seat slides back 4 ins. for weight adjustment. I included also a large cubby, and plenty of luggage space in the rear locker. The body is built with larch framing, panelled with sheet steel and plywood, the whole job being completed in spare time over a period of seven weeks.

If Mr. Garnett cares to get in touch with me, I should be only too pleased to help him in any way I can.

48, Cleveland Square,

H. W. HARDY.

Hawtonville, Newark, Notts.

Now, You Touring Experts, Where Shall He Go?

AS a recent convert to motorcycling and being in the fortunate position of still having 14 days of last year's leave owing to me, I am exploring the possibilities of using my machine for a holiday during the latter half of March.

The three ideas I have in mind are, first, using the machine merely as a means of transport to a winter sports centre in Switzerland or France, or, secondly, touring to the south of France; or, thirdly, having a riding holiday in some part of Great Britain.

I should welcome any suggestions or comments you or your readers may make, particularly with regard to climatic and riding conditions, currency and petrol.

20, Grosvenor Road,

G. P. RADLEY.

Brentford, Middlesex.

Plastering the Model With Advertisements

I FULLY agree with "Carbon's" remarks in your December 26 issue. They concerned advertising in the form of tank transfers used by some manufacturers.

Why must certain dealers and agents plaster their trade motifs all over the machine? One well-known London concern places transfers on the front and rear mudguards and also on the tank top. I don't mind seeing "Supplied by XYZ Motors," for example, on the rear mudguard, but I draw the line when it is sprawled on the tank top.

Congratulations on your very fine journal—but may we have some large-size pre-war and current racing photographs occasionally, please?

CHARLES L. BROWN.

London, N.W.8.

Reminiscences of the Belgian F.N.

I read "Carbon's" remarks in your issue of December 19 regarding the possibility of the Belgian F.N. Company opening a factory in Eire, and as works manager for their British concessionaires in 1927-1928 I was interested.

Apart from the fact that, in the early days, F.N.s were well in advance of their time, they incorporated unit construction of engine and gearbox in their models from 1927 onwards. I do not know whether, in doing this, they forestalled the New Imperial concern, but unit construction at that time was certainly unusual. In the 1927 model, if memory serves me rightly, they employed an inverted-tooth chain, with Weller spring-tensioner between engine and gearbox, while, later on, they dropped this in favour of gearwheel drive between the two units, using helical-toothed gears. It is to be hoped that if they do open up in Eire, we shall see these excellent machines over here once more.

I have in my possession a catalogue issued by the Fabrique Nationale in 1937. It is printed in English, Spanish and Italian—they always were a go-ahead concern—listing a 250 c.c. two-stroke and 350, 500 and 600 c.c. four-stroke models having o.h.v. and s.v. engines in each of the last three categories, all of them embodying unit construction of engine and gearbox.

B. W. HUSSEY.

Harrow, Middx.

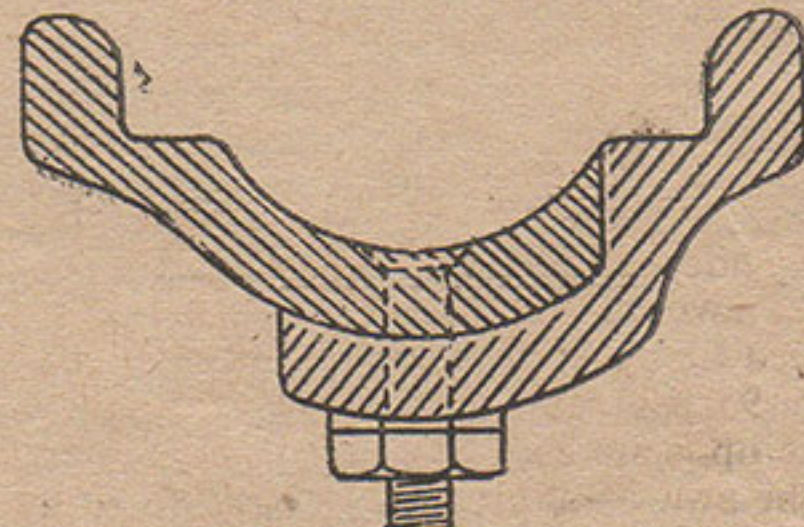
Imitating Four-wheeler Rim Design

YOUR correspondent, Mr. R. L. Heelis, writing in the December 12 issue, hits the nail on the head. To take off a tyre (especially a synthetic one) is a nightmare, even when the weather is fine.

While I am not a designer, I think that it might be possible to invent a type of motorcycle rim resembling that used on certain commercial vehicles. The idea is explained by the accompanying sketch.

N. VAN HECK.

St. Nicholas, Belgium.



A Belgian suggestion incorporating a split rim, half of which is slotted at its base and secured by bolts.

How 3,000 Policemen Could be Employed

REGARDING the opinions of Mr. Cowie, published in the issue of December 26, I also would like to see 3,000 Metropolitan policemen working for road safety, but not doing the un-British job of trapping motorists exceeding the 30 m.p.h. limit in places where it is quite safe to proceed at this speed.

I should like to see the police checking up on vehicle lights at night, particularly rear lights that are out.

Maybe after that they could catch your correspondent loitering!

A. TURNER.

London, S.W.2.

IN BRIEF

Instruction Books Wanted: For the 350 c.c. P. and P. "Silent Three," instruction matter if available, or experience of the ignition timing, oil-feed setting, r.p.m., cylinder, piston and sleeve dimensions. Also of BARR AND STROUD vee-twin engines.—H. Rutter, 17, Wilfred Road, Sheffield, 9; for 16H 490 c.c. s.v. NORTON—E. G. Nicholls, 6, Bilton Place, Exmouth, Devon; for 249 c.c. G.T.P. VELOCETTE—M. Reidinger, 2, Lea Rig Cottages, Hitcham, Burnham, Bucks; for 1938 Model 36 247 c.c. NEW IMPERIAL—E.R.A. J. E. Storrs, C/MX 86406, E.R.A.s' Mess, H.M.S. "Anson," c/o F.M.O. Portland; for 1934 345 c.c. o.h.v. B.S.A.—J. A. Neale, Clymington Dene, Wolverton Road, Newport Pagnell, Bletchley, Bucks.

Experiences Wanted: of the ARIEL 997 c.c. in comparison with the vee-twin designs of similar capacity available during the last 25 years—R. S. Phillips, 59, Drews Lane, Ward End, Birmingham, 8.

Found: A medal awarded by the Northampton M.C.C. to C. F. Smith for performance in the Heacham Trial, 21.6.25—apply 1406584 Pte. Robinson, E., Orderly Room, 164 Infantry (O.C.T.U.), Trentham Park, Near Stoke-on-Trent.

Brands Hatch Veteran Machine Parade: Riders partaking in this event on September 29, 1946, are asked to get into touch with Mr. E. Atkins, Hedgeways, Borough Green, Kent.

MAINLY FOR THE FIRST-YEAR MAN—II

BERNAL

BECAUSE of current high prices, a large number of almost vintage-age motorcycles are seen just at present providing their owners with varying degrees of good, mediocre and bad service. Wisdom in buying second-hand was dealt with in my first article of this series, but, however sensible your purchase, snags often do crop up afterwards.

Fortunately, many of them can be overcome, as instanced by recent work done on my own nine-years-old 249 c.c. Francis-Barnett, which was used daily until I went abroad. In the way of such things, departure overseas was sudden, and beyond elementary care in removing the battery and taking the weight of the machine off its tyres, the "Cruiser" was left with none of the preparation desirable when laying up a model.

In fact, there was a modicum of petrol and oil still in the tank when I disentangled it from the lawn mower and

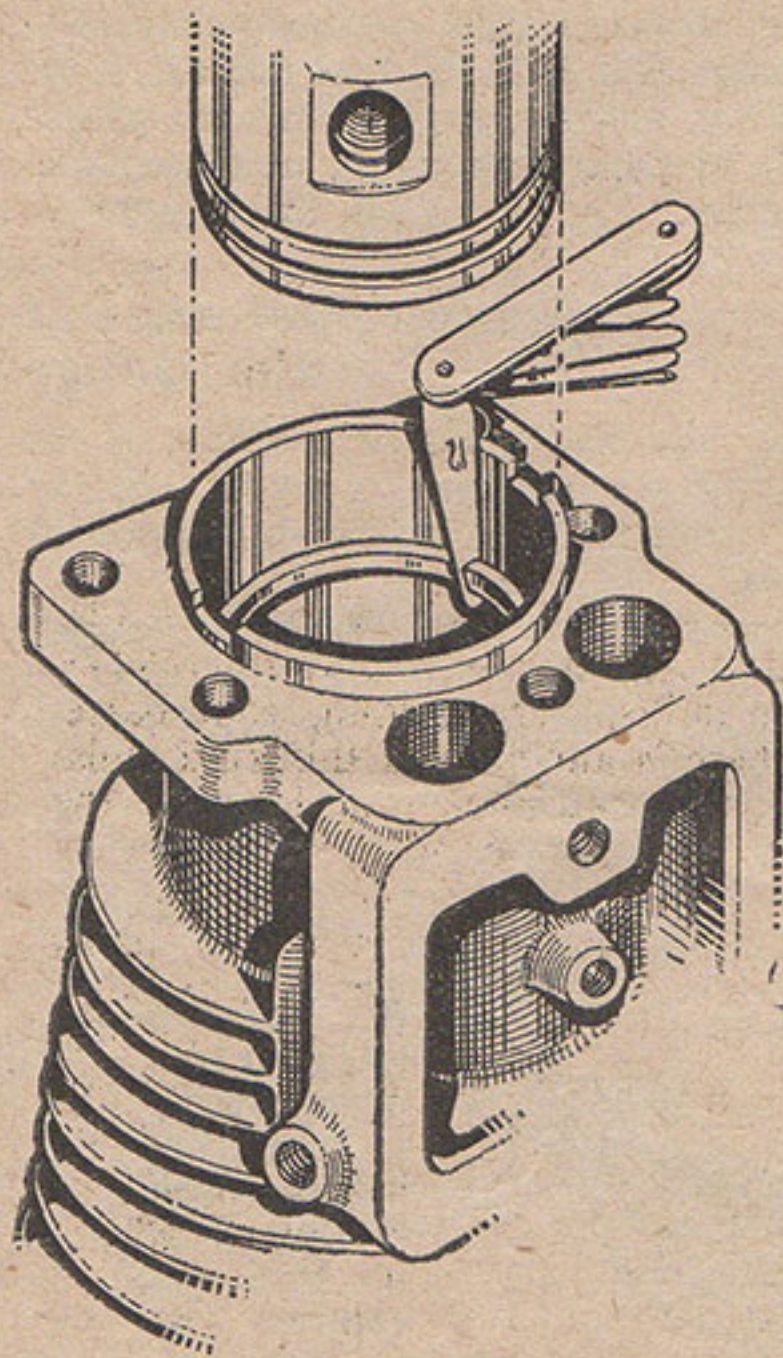


Fig. 1. One reliable way of discovering whether rings are in good order is checking the gap carefully with a feeler gauge. Pressing each ring down the barrel with the piston ensures that it is square against the cylinder wall. If wear has caused variation in cylinder circumference, gap measurement on the least worn portion should be used in fitting new rings.

other garage parasites last autumn. The h.t. lead offered a good, crackling spark, and, with precautionary drops of lubricant squirted through the plug hole to ease initial piston movement, there is no doubt that the willing little engine would have fired.

But another point of view to consider was that two-stroke induction and exhaust ports can leave either the upper cylinder regions, or the crankcase, exposed to damp—not a good thing over a long period of idleness. Much the same applies in four-stroke practice if one of the valves is left in an open position when the motorcycle is laid up. Consequently, I pushed the "Cruiser" instead of riding it—a bit of reluctant prudence, thoroughly justified by the patches of rust found on the cylinder wall when stripping down the engine later. Piston rings, too, were gummed up with old oil and the petrol tank interior, although in fair condition below the "plimsoll line," was rusty higher up where petrol mixture had not splashed for many a long day. Further, a species of verdigris encrusted the petrol filter, the tap and feed pipe; doubtless a heritage of 1942's last ration of watery Pool.

I sent the battery for a good, slow charge which, thanks to a little maintenance during my absence, it retained. Nevertheless, this component was five years old when I went away, and, if subsequent inactivity had spelled ruin, I'd had my money's worth.

Gumminess, which many readers have found in the petrol system after war-time storage, can be dispersed by Pyrene fluid. But for anything more severe, a caustic solution is the best answer. You need to take the tank off for the job. Then buy three or four pounds of caustic soda, obtainable from most hardware stores, and dissolve it in a gallon of boiling water. Heat is most essential. I kept two con-

THOSE YEARS

tainers on the boil, using them alternately to flush out the tank, finally filling it right up and leaving it to stand overnight. Rinsing out next morning under a high-pressure hose dislodged most of the rust and other accumulated foreign matter. Swabbing with a soft-bristle brush on a flexible wire cleaned up remote corners of the tank, and, when it was dry, a final swilling of petrol and oil left a sufficiently greasy film to prevent further rust forming while work on other parts of the machine proceeded.

It is handy to remember that caustic soda will not damage chromium plating. On the other hand, the stuff will strip enamel and corrode non-ferrous metals, such as aluminium, and also inflict an unpleasant stinging-nettle effect on sensitive skins. While on this job, therefore, you can safely immerse the cylinder and other *iron* parts in your soda solution. Hosing them afterwards washes away carbon deposit quite effortlessly, leaving you with bare, clean metal. Every-vestige of grease will have gone too, of course, and a thin coating of clean engine oil before reassembly is essential. Your "causticized" parts will rust very readily if left dry.

Examine for Wear

At this stage, particularly with a second-hand machine, it is advisable to check wear with a view to avoiding possible troubles which normally would not be noticed until the machine was in use. I refer to inordinate oil consumption, piston slap and rattle; all frequent faults with a part-worn bargain.

Check the cylinder barrel for wear. Most likely it will be a rough-and-ready check, for probably few motorcyclists possess callipers. Nor would their use convey very much to non-technically minded readers. Provided the barrel is not visibly and deeply scored, it will probably not need reboring; your best guide, however, is the ridge of wear found at the top of almost any barrel after being used for a few thousand miles. If this ridge is a mere hair line, just sensitive to your finger, almost certainly you have nothing to worry about.

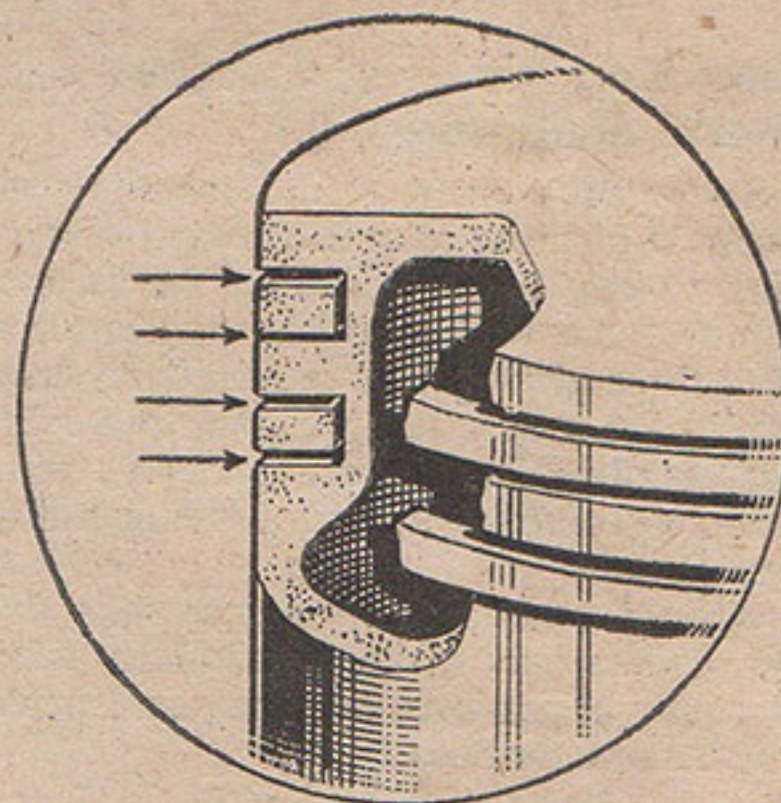


Fig. 2. Sloppiness vertically in piston rings will mean poor performance, particularly in a two-stroke engine.

On the other hand, a deep, sharp "step" means that a rebores is imminent, although not necessarily an immediate requirement. You will be able to judge more exactly if you have heard the engine running and noticed an inordinate amount of piston slap—a distinct "clank," noticeable particularly in well-worn two-strokes which, when new, are usually mechanically quiet. Nevertheless, it is often a case of a bark being worse than the bite; piston slap is a *symptom* of wear rather than a defect badly impairing efficiency. Oil consumption may suffer slightly as a result, but usually the real seat of the trouble can be sought elsewhere.

Worn rings are commonly the cause. Correct ring gap should approximate .004 in. per inch of cylinder diameter. As I am dealing with two-strokes generally, I should mention that the well-known Velocette G.T.P. which was made in

OSBORNE Makes Good— OFF THE ROAD

the 249 c.c. capacity only, should have a ring gap of .010 in. New rings supplied by Veloce, Ltd., are correctly gapped, but they may need slight filing to fit the location pegs snugly. Villiers new replacements also are accurate, but care should be taken when ordering to state the type of engine you possess. That applies with any engine, of course—a simple point so often ignored, causing delay and inconvenience as a result. The latest 249 c.c. deflectorless piston variety, for example, is Mark XVIII, employing peg-joint rings, whereas some of the older Mark numbers have scarf joints.

A snag frequently encountered in these days when it is often impossible to obtain piston rings from the actual maker of the engine, is that spares bought as the next best thing are found to be too deep for the groove. Text-books recommend various dodges here, the chief one being to rub such oversize rings evenly over emery cloth placed on a dead-flat glass surface. The treatment is frequently a little drastic, I have found, and one ends up with far too much metal being removed—usually in an uneven manner, despite the plate-glass precaution, incidentally—this leaving one as badly off as if the job had never been tackled.

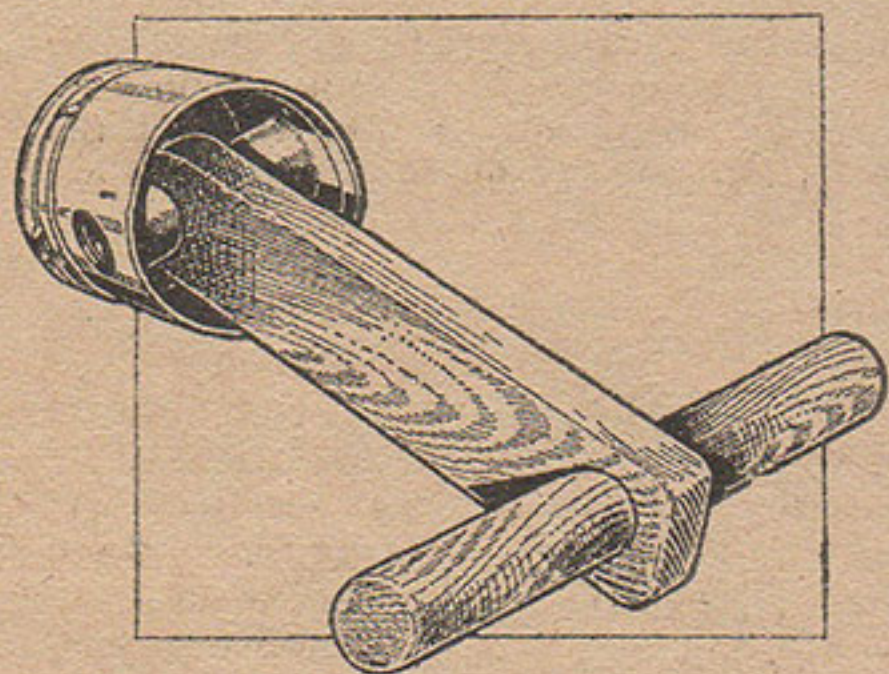


Fig. 3. If an old con. rod is not available, this easily made handle greatly helps the lapping-in operation.

Instead, I suggest rotating the rings in their grooves with a strong, steady movement, using metal polish as an abrasive. If they still lack the necessary clearance after this treatment, try the rubbing-down-on-plate-glass idea, but use a mixture of fine carborundum powder and oil rather than emery cloth. The most important point to remember is that the pressure must be kept even, and to this end I suggest that the time spent in fashioning the jig illustrated will make all the difference between a mediocre and really good job.

Keep the Job Clean

I dwell on this aspect because a poor piston assembly that might pass muster on a four-stroke will far more seriously impair two-stroke efficiency. Fig. 2 shows another point to watch. Tolerance of something like .003 in. in vertical ring play should be regarded as maximum, otherwise a pumping action tends to permit compressed gas and oil to escape beneath the ring, around the back of it and then out into the combustion chamber, causing loss of power, premature carbonization, and, of course, higher oil consumption, particularly where pump lubrication is used.

A new two-stroke gudgeon pin costs only a few shillings even in these times. Renewal is a sound investment if your old pin shows more than a fraction of up and down play. It should be a good push fit both in the piston bosses and small-end bush. No more and no less.

When your new rings arrive they must be lapped in. That is to say, their bright external shine must be matched with the cylinder surface in a hard mirror finish. This helps to reduce frictional losses, improve compression and lessen wear—all small factors in themselves, but, where two-strokes are concerned, it is the little imperfections that cause trouble in the long run.

Lapping is done by smearing the piston and rings with

Practical Suggestions for Rectifying War-time Wear and Tear on a Popular Type of Machine

Bluebell, or some equally good metal polish, and, using an improvised handle like that in Fig. 3, oscillating the assembly to and fro along its stroke until the polished effect is apparent. Text-books frequently advocate movement with a slight rotary motion. This, while a good thing, must be done carefully where a two-stroke is concerned in order to avoid catching the ends of the rings in the ports.

Apart from the previously mentioned advantages of

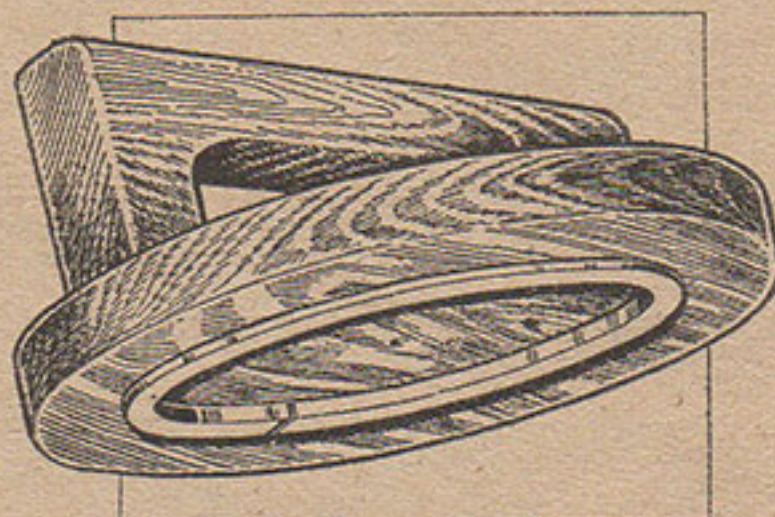


Fig. 4. This device, holding the ring in a circular groove, facilitates rubbing down to reduce depth.

having properly lapped-in piston and rings, the finish enables one to detect with greater certainty any serious scratches, ovality or other cylinder faults. Try holding your barrel up against the light; if there is anything of this kind amiss you will notice a minute gleam appearing between the polished cylinder wall and the ring wherever defects exist.

Wipe everything clean at this stage and continue the job with clean hands. Oily fingers are not only likely to be a little clumsy in persuading the piston into a fairly weighty cylinder, but they also very readily pick up dust and grit which, inadvertently smeared on the piston or dropped into the crankcase, may undo much of your good work. Further, if any fragments of a previous gasket or paper washer remain stuck to the cylinder base or crankcase, time and patience in removing them will be repaid. Two-stroke motors, more than their four-stroke brethren, are susceptible to bad joints which, in turn, mean air leaks and poor performance. So clean all faces up thoroughly and, where necessary, cut new paper washers. It is the job of a minute if you tap the required shape out with a light hammer, making sure the cylinder-fixing stud holes register by using a steel ball, or other hard, rounded tool to perforate your washer exactly to the size required.

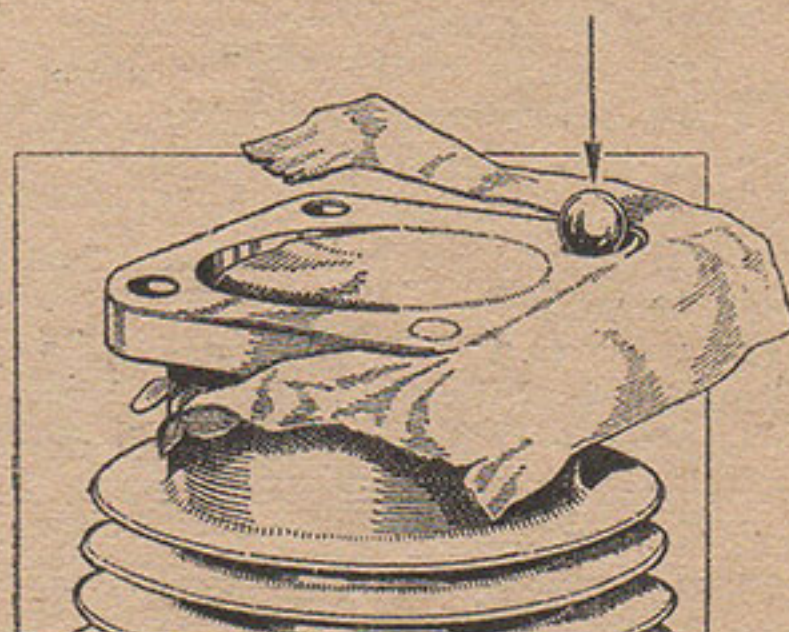
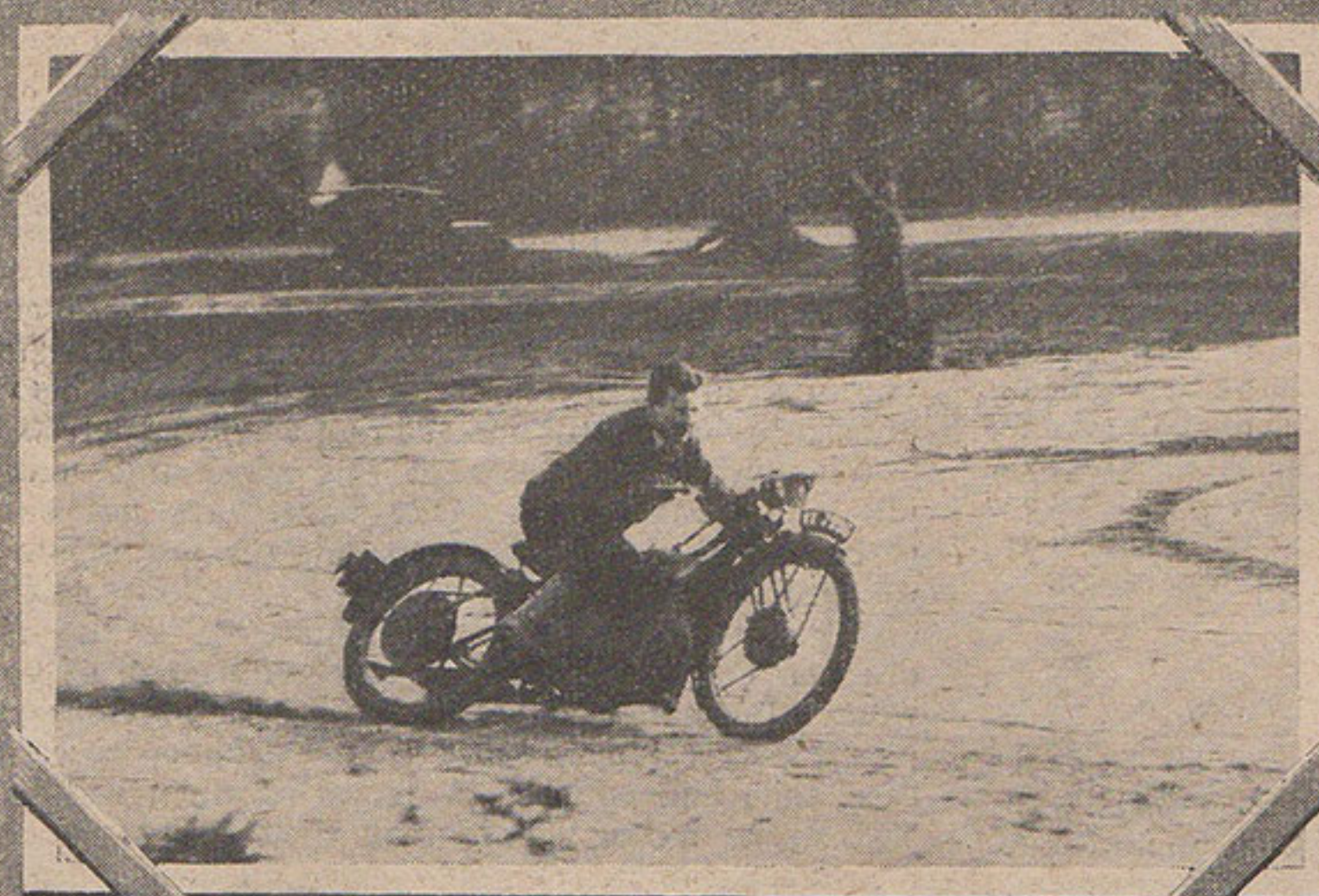
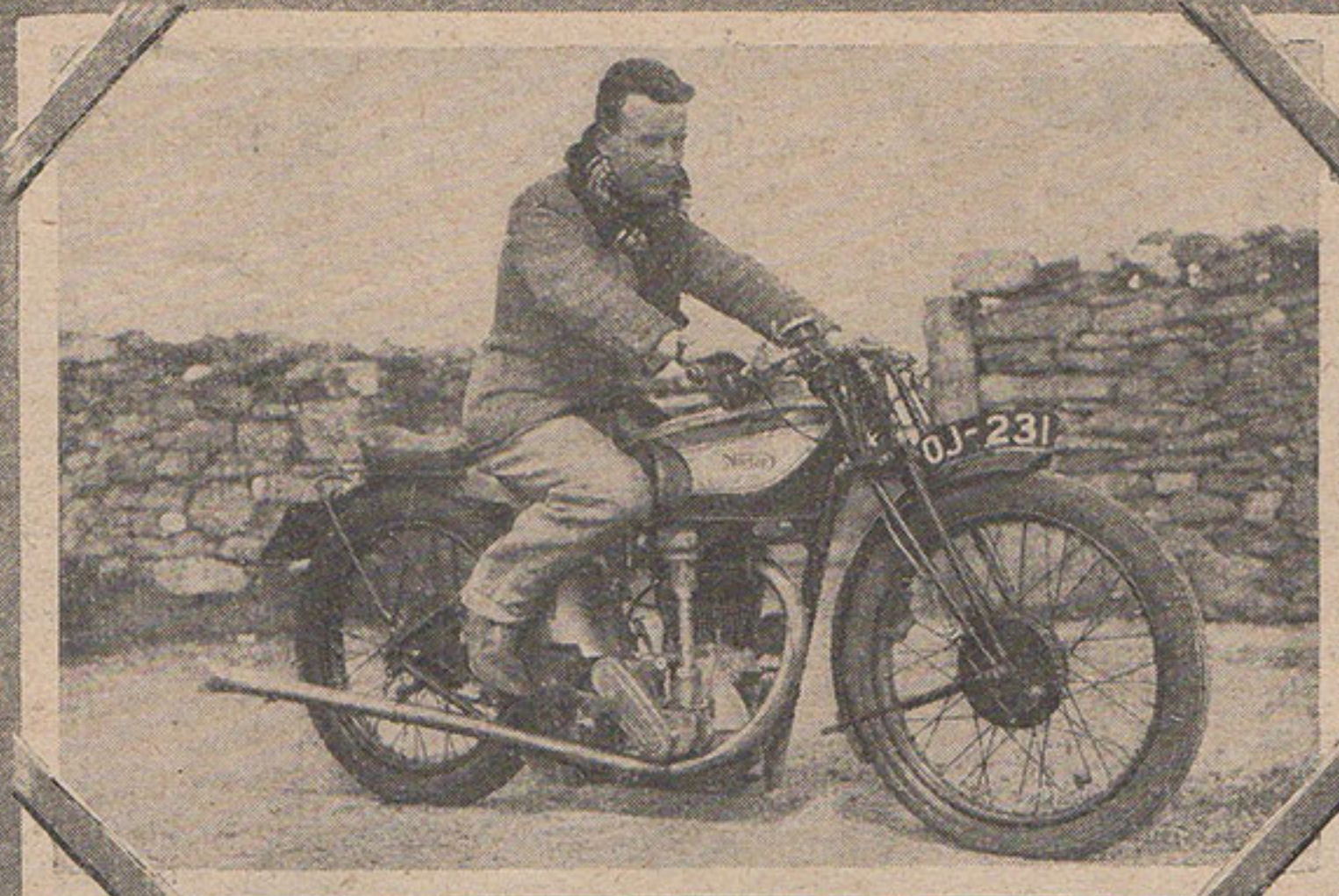


Fig. 5. How to cut a gasket. Note the steel ball used to get the holes in the right places.

In my own case, the caustic solution and some vigorous lapping disposed of the rust spots, which were the original worry, and, after flushing out the crankcase with petrol and oil, it remained only to wipe everything scrupulously clean once more and reassemble. Not that this constitutes the sum total of work involved in making a nine-year-old model 100 per cent. Far from it. What chiefly matters is the confidence of being able to ride the model again with no qualms about engine troubles cropping up as a result of those years off the road.

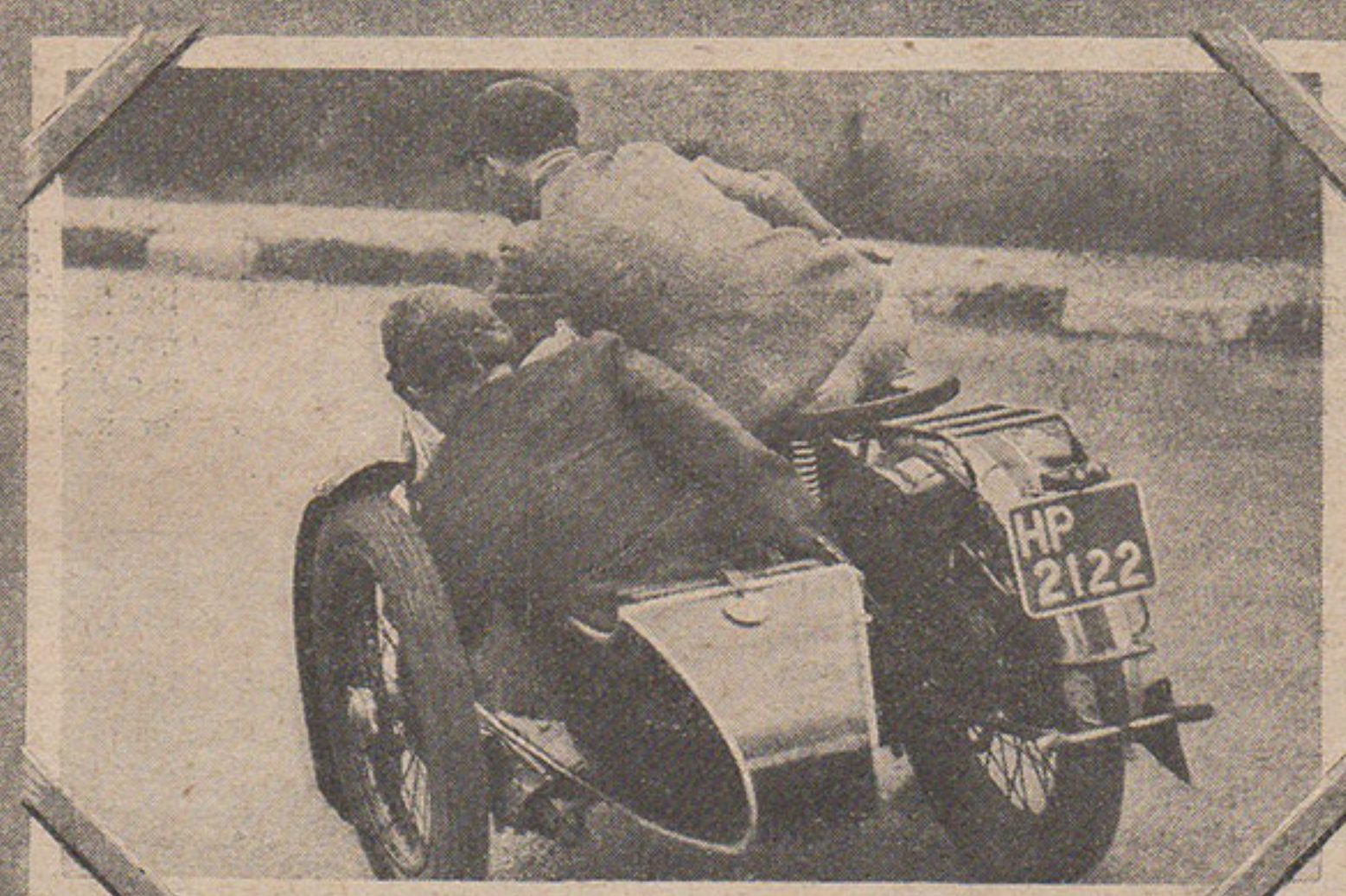
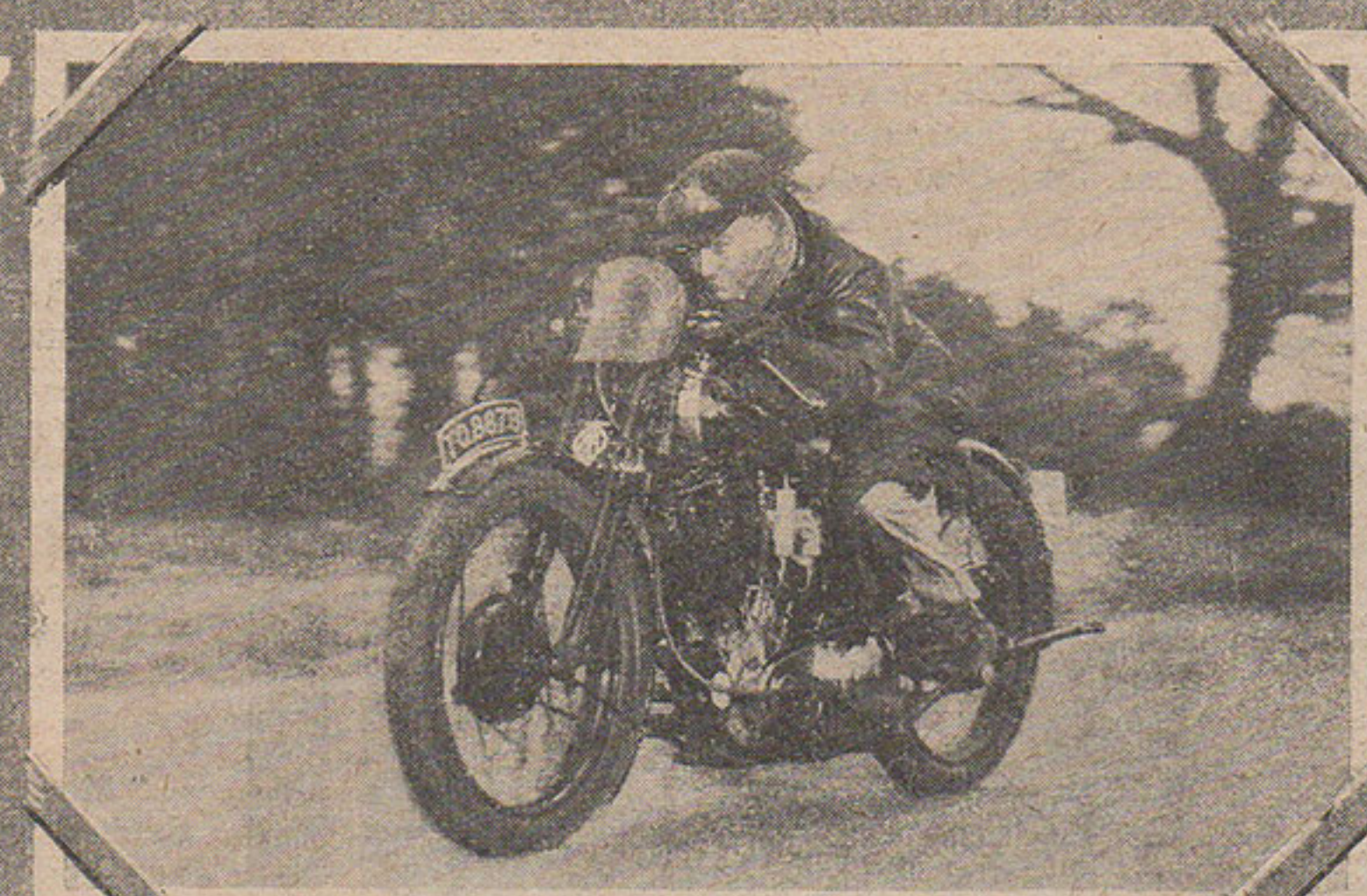
Bedtime Storybook



(Upper left) It was pretty atomic, that T.F. Norton of Stanley Woods's. (Lower left) Airing the dirt-shifters on a speedway Douggie, or pride photographed before the fall. (Above) "Castor" and friend Keep Death off the Wall.



(Upper right) "Moby Dick," the biggest, fastest Brufsup that ever got loose on the road. (Lower right) Mr. Mercury drops the banking lever for a quickish left-hander. (Above) Combined Ops. —"H.M.S. Insufferable" airborne.



"COME on, urchin, time you were in bed. You'll never grow up to be a —." "Now please, Daddy, not that old routine over again. And look what I found to-day—a dirty great album full of pichers of you on motorbikes. Let's just have a tiny skimp through it, can we? It'll only take five minutes, honestly, then I'll go straight to sleep."

"Oh well, O.K. Remind me to apprentice you to a blackmailer, will you? Only five minutes more, mind."

"Coo! Look at this Daddy. Isn't that absolutely atomic! How many 'per' would she do? Where was this picher taken? When —"

"Pic-ture, Nick, pic-ture—not picher. That picher was taken—as you were, pic-ture—on the side of a mountain in the Isle of Man; place called Windy Corner. The day previously that bicycle had won a very important race called the Junior T.T., ridden by an Irish character called Stanley Woods. Yes, it was pretty atomic, that Norton . . . suppose it would knock up about 110 per if you really poured on the coals. I remember I was scared to death I might fall off and bend it, because Joe Craig (that's another Irishman, the one that lent it to me) said, 'Look, Dennis, if you fall off and bend this model I shan't half turn your pic-ture to the wall.'"

"Is that why it was called Windy Corner—because you were scared to death? And why did they let you ride a

DENNIS ("CASTOR") MAY VERSUS EIGHT-YEAR-OLD NICK ("CHIP-OFF-THE-OLD-BLOCKHEAD") MAY

bike that had won a very important race? Were you a very important bloque in those days?"

"Here, what d'you mean—in those days?"

"Coo! Look at this, Daddy. What a funny picher, it looks as though it's stuck in the wrong way up. Is that you with the pansy wave in your hair?"

"Yes . . . no, I mean it is me, and kindly leave my coiffure out of this, will you? No, the picture's stuck in according to plan, it's the bike that's the wrong way up. You see, we're motoring around a thing called the Wall of Death. No, I'm not riding pillion and neither is that scholarly-looking gentleman with the horn-rim spectacles—he's in the saddle and I'm on the handlebars. We used to call it 'from the ridiculous to the perpendicular.' What's a Wall of Death like? Well, it's like a round chamber, and when I say chamber I mean room, and you ride round the wall like a fly and —"

"Yes, but what did you do it for, Daddy?"

"Far as I remember, Nick, there was a blonde item your Daddy wanted to impress and—oh well, skip it."

"Coo! Here's something reely atomic. I bet this bike would do hundreds'n hundreds per. Tell me about it."

"Well, yes, it was pretty atomic, at that. Job called a Brough-Superior, made by your uncle George Brough for millionaires and people. No, I wasn't a millionaire, just a rising young wohermacallit, wedded to his Art and all that hooflung. That particular one was called Moby Dick, the biggest, fastest Brufsup that ever got loose on the road. Belonged to a kind-hearted little toughy called Hobbs, and he lent Moby to me a time or two. Gosh! didn't that bike use up a lot of landscape in a short time! I remember writing some golden words for my paper about doing 116 per on the road on Moby, and I think that founded your Daddy's reputation as a line-shooter. Never looked back since. Not that we *didn't* do 116, as I live and breathe . . . s'matter of fact Moby would do more,

and that isn't surprising either, considering she had an out-size motor of 1,200 c.c. and a couple of carburettors the size of samovars, and Uncle Sam Greening himself had breathed everything he knew into those buxom great barrels . . ."

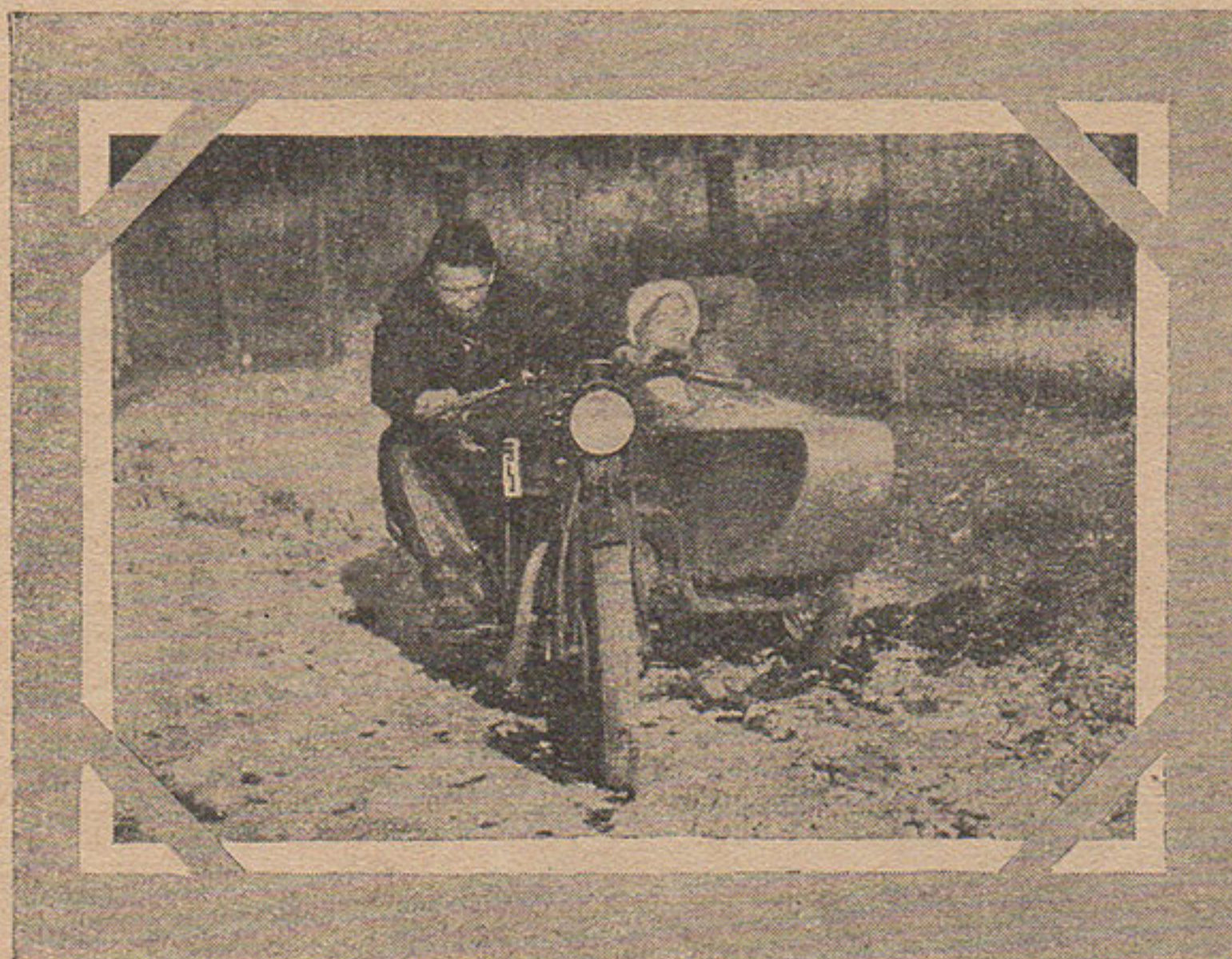
"Coo! What kind of motorbike is this, Daddy? Isn't that the seaside in the back of the picher?"

"That, young Dead End, is a T.T.-type Rex Acme. Yes, that's the seaside all right, place called Pendine, in Carmarthenshire. Five minutes after this picture was taken your Papa came such a Prince of Wales as you never did see. There had been a race called the Welsh T.T. at Pendine that day, and it was won by a character by name of Ron Parkinson, 'the White Devil of Pendine' for short, and being a young geezer with ideas a bit above his station, your Daddy thought it'd be a push-over to teach himself the White Devil's trick of broadsiding the sand corners, and then perhaps cohorts of adoring fans would start calling him the White Devil of somewhere or other. Well, it got as far as the second of the Two Easy Lessons, then something stuck in the sand in mid-slide, the Racme turned about three handsprings and there was I taking a rubbing of the landscape with the top of my head and spitting out dental crockery all over Carmarthenshire. Friends who had come to scoff remained to sneer."

"Coo! What's this motorbike and sidecar doing in the

air? And that poor lady in the sidecar—didn't it shake her tummy up when she came down? Wasn't she cross?"

"Well, no, she didn't say much. In fact, thinking back, I don't believe she spoke at all for two-three days afterwards, although she did send me a bill for a course of Swedish massage a couple of weeks later. What a wow of a bike that was, too; my old 'International,' best Norton I ever owned. The sidecar was called H.M.S. Insufferable;



"Castor" and Jeannie, the durable passenger, doing their utmost to wreck Peter Bradley's ex-I.S.D.T. Sunbeam outfit during the course of "an afternoon's blood-sport over hand-picked rough stuff."

that's meant to be funny, but you wouldn't see it; the most famous sidecar of its day, not because of anything it did in particular, but because I never would stop writing about it in my column. They don't make 'em like that any more; and there wouldn't be any percentage to it if they did, because these pampered dolls of the Crooning Forties don't go aviating in T.T. Hughes boxes any more; they either stay on the ground or say it with pressure cabins and little paper bags to be ill into."

Sunbeams Had Said . . .

"Come on, Daddy, turn over. What about this lady here, was she good and strong, too? What's she holding her head on for?"

"Well, bless my soul if it isn't Jeannie—who-got-in-my-light-brown-hair. Yes, she was a durable passenger all right. She was holding her head on because we were just finishing an afternoon's blood-sport over hand-picked rough stuff with the Sunbeam and chair that Peter Bradley took through the International Six Days' in Germany or Italy or somewhere, forget now. Sunbeams had said, 'Go on, break it—bet you can't.' Meaning the bike, of course, not the lady's head. They won their bet, darn it. Nothing broke, even when the front end hit a bit of concealed geology on one of those trials hills in the Chilterns and the whole 600 lb. of hardware turned over backwards."

"Daddy, were you a good rider of motorbikes? It doesn't sound like it—you always seemed to be falling off or being frightened in case you might fall off. What about this one—you've got a sort of 'Good night, nurse' look on your face again here, haven't you?"

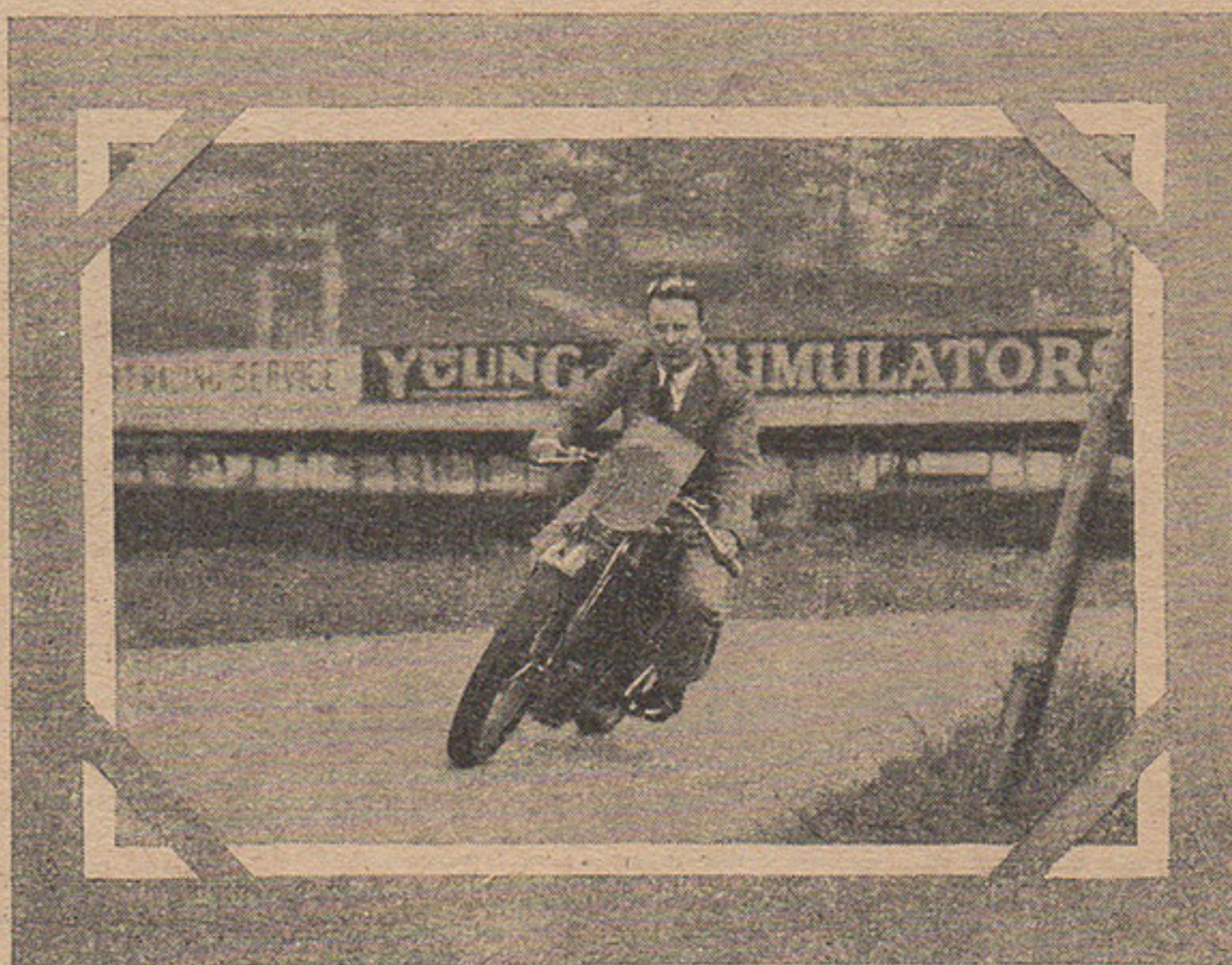
"'Good night, nurse' forsooth! What an uncouth expression. Here, let me have a look . . . oh yes, that was a speedway Duggie, converted for road work. Belonged to

Jack Barnett, the King's Oak star. Funny you mentioning about falling off because, as a matter of fact, the Doug. and I did have rather a sausage-and-mash the very afternoon that picture was taken. You'd have thought the Pendine scuffle would have taught your pop a lesson; but no, he had to go aping the dirt-shifters again, or trying to, and the result was just about as carnage-making as before. This spot in the photograph is a sandy clearing in Oxshott Woods, Surrey's great courting Mecca, or so they always told me. Anyway, it wasn't my fault—the pile-up, I mean; somebody had cut a tree down, only not quite down. You'd be surprised how hard it is to go where you're pointing when your sliding back wheel hits a tree that isn't cut quite down . . ."

"And what about this funny motorbike and sidecar, Daddy—did you have any sausages-and-chips with this one?"

Sausage and Mash

"Mash, m'boy, mash—not chips. Chips don't rhyme with crash. No, we didn't have any bodily harm to show for our Lakeland holiday in '33, Bob ('Mercury') Holliday and I, not even flesh wounds, thanks to Uncle George Brough and his Eleven-fifty with banking chair, just like Uncle Fred Dixon used to make. Look, you can see Bob working away at the asparagus—that's what we used to call the banking lever—like Tarzan of the Apes. What a humdinger that 11.50 was! Fifty-five miles in the hour was just a bag of sweets when Mr. Mercury really got his finger out of his waistcoat cuffs. But I'll never forget the time he dropped the rod for a quickish left-hander and then couldn't haul 'er back when the left-hander turned out to

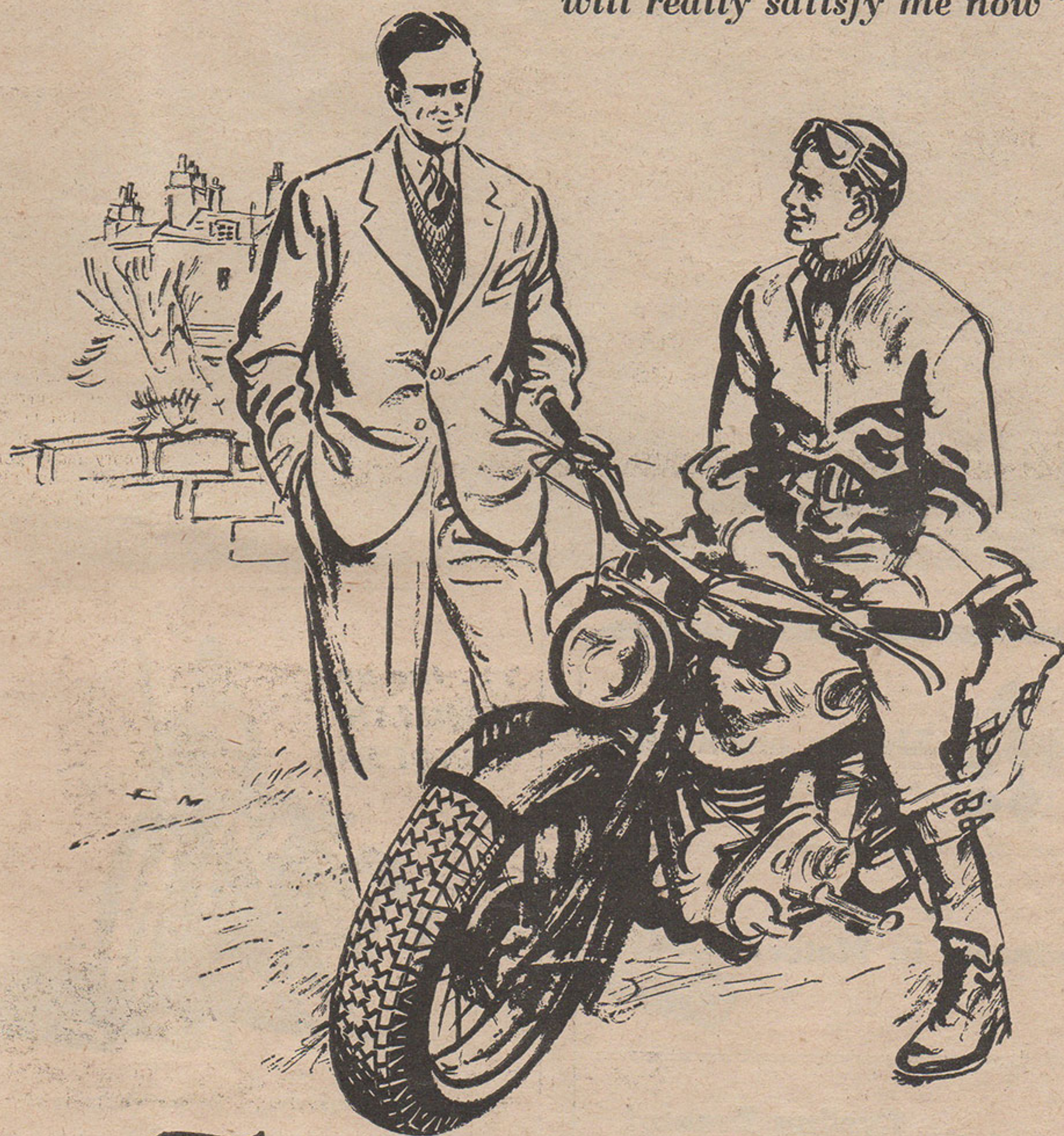


Six hundred miles and some in a day—the writer's longest solo hop was done on this T.T. Excelsior when it belonged to Eric Fernihough.

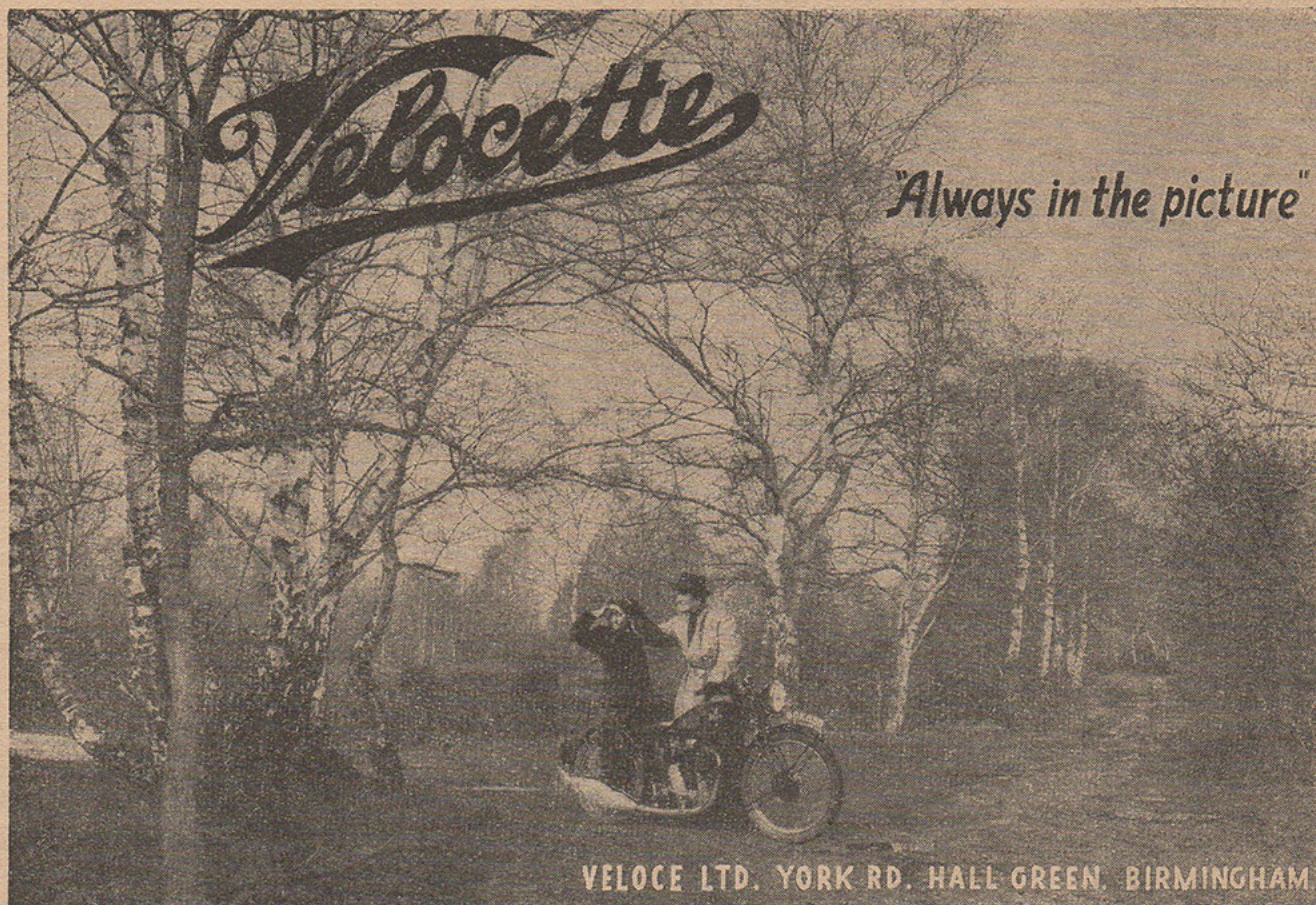
be Part I of an S-bend—I can smell the melting rubber to this day. 'Smatterofact, those open Esses on A.1 north of the border were expensive fun 'cause we wore out two back covers and ran the sidecar one down to the canvas in a canter from Nottingham to Fort William and back.

"And talking of trips to Scotland, did I ever tell you about the longest solo hop your Daddy ever did in a day? Six hundred miles and some, s'help me. Look, here's the model, Eric Fernihough's 500 T.T. Ex. It was like this . . . hey, are you listening, urchin? Well, how d'you like that for manners—he talks me into this Santa Claus session and then goes to sleep on me."

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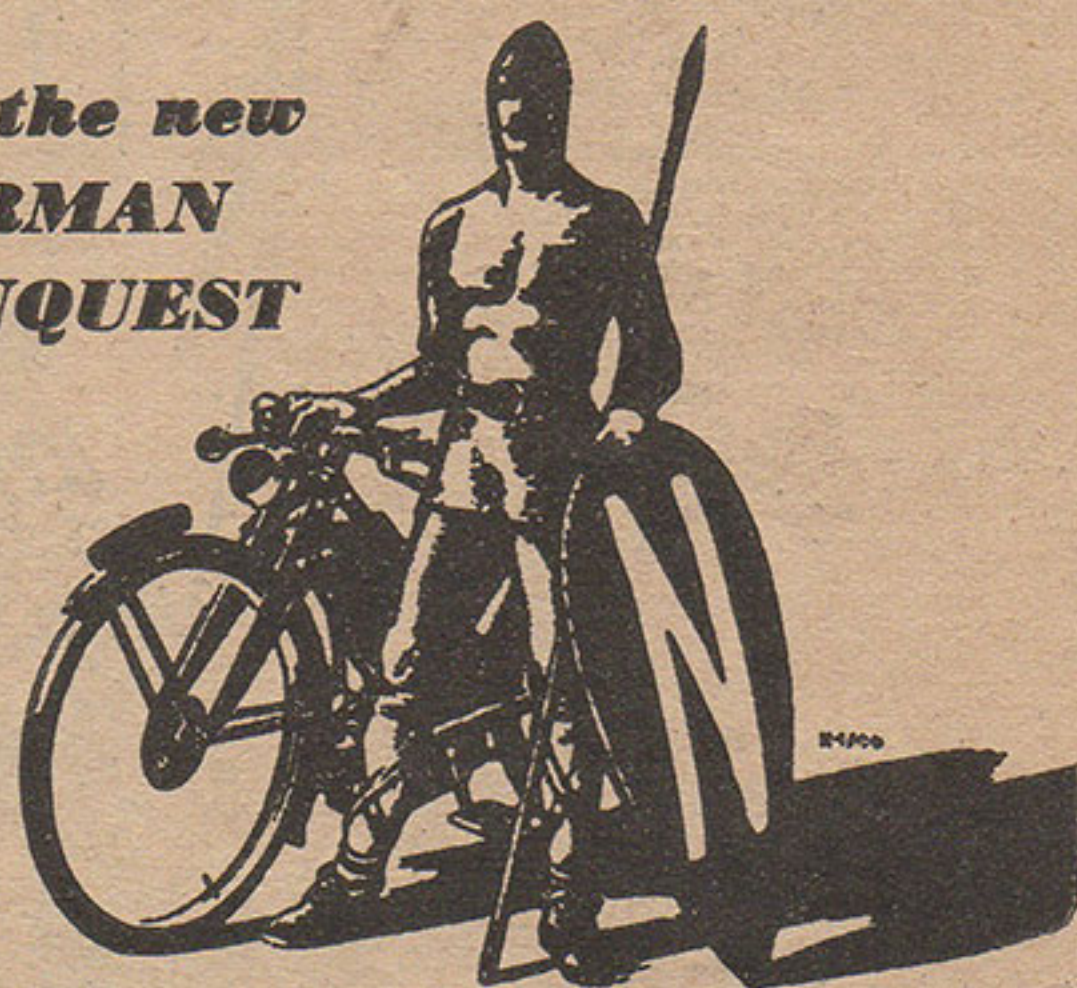


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ENGLAND

EAST MIDLAND CENTRE.—"I must congratulate the Query Club on its excellent membership figures—quite one of the largest in the Union..." said S. T. Huggett, the A.C.U. secretary, in the course of a very able speech at the annual dinner and dance of the Centre and of the Leicester Query Club, held at the Bell Hotel, Leicester. Mr. Huggett pointed to the many notable achievements of the Centre, including the not generally known fact that its secretary, Cyril Topping, is the oldest active secretary in the country. The 250 members and guests who were present could hardly complain of the speech-making, which was, in every instance, brief, factual and witty. Replying to Mr. Huggett's toast of Centre and club, C. A. Coppack, the Centre President, congratulated the A.C.U. generally on possessing Mr. Huggett as a very able secretary, assured him of enthusiastic support in every possible way and left it at that! S. Hoff, President of the club, announced his pride in its healthy growth and thanked the very willing members for the hard work put into the various activities since the post-war revival of the sport. Fred Craner spoke in his usual forthright vein when proposing "The Ladies," and there was no doubting the sincerity of his remark that "the ladies—bless 'em—are the real backbone of a sound club!" A. Cann introduced the "Visitors," very capably and the R.A.C.'s own "Winco," A. MacLachlan, in response drew attention to the splendid support which motorcyclists were according his organization. The season's awards were presented by Mr. Huggett, and this was followed by dancing until midnight.

NORTH WESTERN CENTRE.—The annual dinner, dance and distribution of awards will be held at the "Casino," Blackpool, on Saturday, February 1. Tickets are obtainable from the Centre secretary, J. R. Greene ("Alderley," Brownhill Road, Blackburn), and winners of awards in N.W.C.-organized events during 1946 who intend to be present are advised to make immediate application.

ADDINGTON M.C. AND L.C.C.—The club's first annual dinner will be held at the Farm House Café, Addington, on Saturday, January 25, starting at 8 p.m.

ALDERSHOT M.C.C.—The social secretary, Mrs. N. M. E. Maling, and her helpers, can be congratulated upon the evening's excellent entertainment provided for the large crowd of members and friends who attended the club's annual dinner and dance at the Victoria Hotel, Aldershot, on Wednesday, January 8. After the Loyal Toast had been given by the president, Councillor W. J. North, Councillor Archer, president of the neighbouring North Hants M.C.C., proposed that of "The Club," the response being made by the secretary, A. Munnings. To Dennis Jenkinson fell the task of proposing the triple toast of "The Ladies, The Visitors and The Press," the visitors, including members of the North Hants and Southampton and District clubs, and the Press being represented by Mr. Deverell, of the "Aldershot News," and Cyril Quantrell ("Motor Cycling"). Replies were made by Mrs. Maling, E. F. Turner and Cyril Quantrell. The final toast was that of "The President," and was made by Mr. Munnings. In his reply, Councillor North paid particular tribute to the war service of club members, and also expressed members' great appreciation of the consideration shown to the club by the local landed proprietors and the Army. Without their permission, the many events run by the club would never have taken place. After dinner there was dancing until 1 a.m., a magnificent array of awards being presented by Councillor North during the interval, one of these being a special award to Mrs. Munnings, the secretary's wife, for her efforts during the war when she kept members in touch with each other by correspondence that covered almost every quarter of the globe. Prior to this event, on New Year's Eve, the club held a very successful dance at the same place, the Victoria Hotel. A huge crowd (including about 40 gate-crashers!) was present and the Old Year went out with everyone in an extremely happy mood. The Children's Party will take place next Monday, January 20, from 2.30 to 6 p.m., at the "Beehive."

BAR NONE M.C.C.—In our issue of January 2 the name of the club was inadvertently given as the "Bar One" M.C.C. The latter club, of course, is now the Southern Sporting M.C.C.

BORDER M.C.—This recently inaugurated club, formed to meet a demand from the Staines, Egham and surrounding districts, is rapidly acquiring an enthusiastic membership. The club, named because of its situation on the borders of three counties, will, when fully organized, cater for all classes of motoring, both sporting and social and, after serving the necessary six months' probation with the A.C.U., hopes to be able to run scrambles and grass events. Meetings are held on alternate Wednesdays at the "Coach and Horses," Egham, the next being on Wednesday, January 29, at 8 p.m. Interested motorists, on either four or two wheels, will be welcomed, or further information can be obtained from the hon. secretary, P. A. Hull (56, The Avenue, Egham). The annual subscription is 6s. 6d. per year for riding members and 3s. for ladies.

BRADFORD AND D. M.C.—The club had a very enjoyable sporting trial on Boxing Day, the results being as follows:—1, N. S. Holmes, 42; 2, G. Broadbent, 46; 3, L. A. Ratcliffe, 47. Best Novice: J. Ackroyd, 51. All members are to be regraded for 1947 into A, B, C and D classes according to their performance during 1946, and a trial on January 19 will be run as a partnership trial between the new grades riders so that they can find their own partners. The annual dinner will be held on January 22.

DOUBLE FIVE KENT M.C.—In the recent N.K.T.C. Clifton Cup Trial, the club entered six riders—four solos and two chairs—four of whom gained awards. V. Sawyer got a first-class award, and S. Carter, P. Sopp and B. M. Baker each a second-class. V. Sawyer also won the Novice Cup in the recent West London trial, when he was the sole entrant from this club.

FARNHAM ROYAL M.C. AND L.C.C.—The club will welcome any old and new members on club nights—Wednesdays at 8 p.m. at the "Red Lion," Stoke Green.

GRASSHOPPER M.C.C. (ROMFORD).—Club members won the best performance awards in both classes in the Ilford Amateur sporting trial, and also gained first-class and second-class awards. The second A.G.M. will be held in the clubroom next Tuesday, January 21, starting at 8.30 p.m. prompt. Members are asked to do their utmost to attend. Nomination papers will be available up till January 18.

CLUB NEWS

HAYES AND D. M.C.C.—The holly hunt on December 22 was very successful. Before the start members of the Combine practised on the grass track and, owing to prevailing conditions, many cars were dirtied! A happy feature of the Boxing Day run was that five Service lads were amongst those present. Altogether seven members were home on leave for Christmas. One hundred per cent. attendance is expected at the A.G.M. next Tuesday.

KINGS NORTON M.C.C.—Club members gained the best performance, a first-class, a second-class and two third-class awards, in the first Centre group trial. This puts the club in second position in the Rally Trophy competition. The trials riding demonstration, which was to have taken place on December 22, will now be held on February 9. Subscriptions for 1947 are now due and should be sent to the secretary, Miss D. H. Whitehouse (163, St. Margaret's Road, Birmingham, 8).

MANCHESTER EAGLE M.C.—Next Sunday, January 19, members are asked to take part in a working party which is proceeding to Port Shrigley to carry out improvements to the car park in readiness for the 1947 sporting events. Manifold Valley will be visited by the social run on January 26, and members should meet at Parkway at 10.30 a.m. The club membership, which had previously been limited to 100, has been extended to 150. The club room continues to be open at the club's H.Q. in Nelson Street, Rusholme, on Mondays and Fridays, starting at 8 p.m. Officials for the forthcoming season are as follows:—President, E. W. Betts; chairman, W. Seddon; secretary-treasurer, P. Green (7, Edale Avenue, Matlock Road, Reddish, Stockport); assist. secretary, L. Tasker; social secretary, W. Black; "Bulletin" Editor, G. A. Barker; captain, T. Jones; senior vice-captain, T. Hutchinson; junior vice-captain, S. P. Harrison; sports representative, A. D. Parker.

MIDLAND SOCIAL M.C.C.—On January 5 the club supported the Worcester trial, but had to be satisfied with a second-class and two third-class awards. The club would like to thank the Worcester A.C. for its hospitality after the event. The annual presentation of awards will take place on February 13 at the "Kings Highway," Quinton. There will be a dance on this date with the presentations during the interval. Tickets cost 3s. each. All club secretaries requiring tickets should apply (with cash) to W. Tooke (347, West Boulevard, Quinton, Birmingham, 32).

MOSELEY AND D. M.C.C.—Entry forms for the annual spring trial, to be held on February 2, are now ready and may be obtained from L. Wilkinson (527, Green Lane, Birmingham, 10). The leaders in the Stanton Trophy competition at December 31 were as follows:—G. Little, 67 marks; H. R. Bennett, 50; F. F. Cleveland, 48; M. P. Moss, 47. Club members who require an A.M.C.A. competition licence should contact the club secretary immediately.

NEWCASTLE AND D. M.C.—On December 22 the club held its Tommy's Challenge Cup Trial. Several old sections were used, including those pre-war favourites, The Devil's Causeway, The Lee, The Bog, Garliegh Moor and Bellion, plus several new discoveries, one of which, Thornyhaugh, stopped practically the whole entry. Results:—Tommy's Challenge Cup: G. W. Robinson (347 A.J.S.), 19 marks lost. Runner-up: A. W. Gibson (347 A.J.S.), 22. First-class awards: T. Hunter (347 A.J.S.), W. H. Wood (348 Triumph), G. H. Johnson (348 Ariel), G. Tait (34) B.S.A., A. Thompson (348 B.S.A.), W. Jameson (348 Ariel), J. Goudie (249 J.G.S.), G. Morris (348 Ariel). Second-class awards: T. Brown (347 A.J.S.), A. Wiley (348 B.S.A.), M. Kirtley (496 B.S.A.), G. Lowrie (348 B.S.A.), J. Walker (349 Triumph), T. Robertson (347 A.J.S.). The presentation of awards for 1946 will take place at the annual dinner and dance to be held on February 7. Tickets will be limited and are available from the secretary at 10s. 6d. each. The trials committee is organizing a "beginners' trial," open to all trials enthusiasts. Experienced trials riders will be observers on the sections. Ex-service women dispatch riders and all other enthusiasts will be welcome. A few competition machines can be loaned. Further details may be had from

the secretary, F. Wilson (8, Centurian Road, Newcastle-upon-Tyne, 5).

NORTHAMPTON M.C.C.—Results of the Wild and Woolly scramble held on Boxing Day are as follows:—1 (Ladies' Cup), W. H. Richardson (Ariel); 2 (Silver Cup), B. Sharpe (Matchless); 3 (Club Tankard), J. Cope (Triumph); 4 (and novice award), G. Tapscott (Matchless); 5 (and best standard tyre performance), H. Pratt (A.J.S.); 6, F. Sherwin (B.S.A.).

NORWOOD M.C.—The T.V.T.C. Trial, which was to have taken place next Sunday, January 19, has had to be cancelled. Other clubs which were to have supported this event are asked to take note.

RAVENSBURY M.C.C.—The A.G.M. was held recently and the various officers elected for 1947. The club has reason to congratulate itself on a very successful year and will continue its activities and events as before. The new treasurer would like all subscriptions promptly. The annual dinner will be held at "Kennards," Croydon, on January 25, starting at 7 p.m. The Brockbank-Willis shield for the best attendance was won by Harold Weir and the club's sporting aggregate Barwick Cup is shared by S. F. Board and C. Bailey.

REIGATE, REDHILL, NORTH DOWNS M.C.—On Wednesday of last week a happy little party of some 50 members and guests enjoyed the club's first post-war dinner in the old-world atmosphere of the dark-panelled, candle-lit dining room of "The Watermill," on the Reigate-Dorking road. In the Chair was Mr. L. Cook. The new President, Mr. E. Hulme, who had only a few days previously accepted office, replied to the toast proposed by A. J. Stevens, and in a commendably brief and to-the-point speech, referred to his own motorcycling experiences and assured the club of his enthusiastic and active support in all their endeavours while he occupied the presidential chair. He added that membership of a club was the finest way of improving the breed of motorists and motorcyclists. C. P. Read ("Motor Cycling") responded to M. A. Stapleton's toast of "The Press" on behalf of this journal and associated with his remarks was Mr. Hill, representing "The Surrey Mirror." In his acknowledgment of the toast to the Visitors, proposed by W. J. Watkins, J. W. Boyce F.R.S.A., complimented the club on the evening's arrangements. The final toast was that of "The Chairman" honoured by M. A. Stapleton and, in his reply, Mr. Cook gave a brief account of the club's history, paid tribute to the work done by the ladies, welcomed new members and expressed appreciation of the enthusiasm shown by the committee. After the meal dancing continued until midnight, when those who had been unable to use their own vehicles found a motorcoach "laid on" and waiting to take them home.

SEATON DELAVAL AND D. M.C.—Results of the Ireland Vase trial held recently are as follows:—Ireland Vase (best performance): G. W. Robinson (347 A.J.S.). Runner-up: J. H. Johnson (348 Ariel).

SIDCUP AND D. M.C.C.—The club's closed pillion trial on January 5 attracted over 40 entries and proved a most successful event. Fifty-three members remained at the "Rising Sun" for tea. Details of the N.K.T.C. group fixture for January 19 will be available at H.Q. on Friday, January 17. Members wishing to attend the dinner and dance on February 21 should book their tickets with the social secretary. Tickets are limited and members are advised to book them now to avoid disappointment.

SOUTH COAST GROUP.—The next Group meeting will be on January 31 at the Talbot Inn, Cuckfield, starting at 8 p.m.

SOUTHERN SPORTING M.C.C.—The annual dinner and dance will be held at the Clay Pigeon Hotel, Eastcote, on Friday, February 7, starting at 7 p.m. Tickets may be had from the social secretary, J. C. King. On the following Wednesday, February 12, the 10th A.G.M. will take place in the clubroom, starting at 8.15 p.m. All members are asked to be present at this.

SOUTH LIVERPOOL M.C.—C. Tyrer (A.J.S.) won the Committee Cup for the best performance in the hill-climb on December 8.

SOUTH YORKSHIRE GROUP.—The A.G.M. of the Group will be held on January 29 at the Norton Hotel, Meadowhead, Sheffield, starting at 7.30 p.m. prompt. G. H. Sawyer will be in the chair.

WAKEFIELD AND D. M.C.—The club meets every Thursday, 8.30 p.m., at the Lupset Hotel, Wakefield.

WATERLOO AND D. M.C.—The club is to be re-formed to carry on its old activities of grass-track racing miniature T.T. races and trials. The first meeting is to be held next Tuesday, January 21, at Normans Clayton Café, South Road, Waterloo, Liverpool, 22, starting at 8 p.m., and a cordial invitation is extended to all past members and interested motorists, including ladies. It is proposed to affiliate with the R.A.C. as well as with the A.C.U.

WATFORD AND D. M.C. AND L.C.C.—Due, doubtless, to freezing weather with a threat of fog and snow, everybody who attended the club's New Year social on January 4 seemed doubly glad to get into the warm, bright atmosphere of the "Crown" at Garston, where this excellently-organized event was held. Dancing went with a swing to music supplied by Stan Ruse and his orchestra, whilst a licensed buffet catered for those whose chief enjoyment at such parties is derived mainly from reminiscing about this or that trial in which they have ridden. Visitors included members of neighbouring clubs and Bernal Osborne ("Motor Cycling"). Mr. B. Mariani, President of the club, presented awards for the past season.

WEMBLEY SPEEDWAY S.M.C.—The club has resumed activities and all new and old members are once more welcome. Inquiries regarding the club should be addressed to the secretary, F. Leake (44, Queensbury Road, Kingsbury, N.W.9).

WEST EALING M.C.C.—On Saturday, January 4, the club held its 22nd annual dinner, dance and presentation of awards at the Park Royal Hotel, Western Avenue, which was attended by 90 members and friends, including guests of honour Graham Walker (Editor of "Motor Cycling") and J. C. Lowe, of the A.C.U. Owing to the unexpected retirement, caused through ill-health, of the President, Capt. Broome, F. Boynett kindly consented at short notice to take the chair. Toasts were "The King," by F. Boynett; "The Club," proposed by Mr. Boynett, response by Mr. Robinson; "The Guests," proposed by F. Ward, response by Graham Walker; "The Chairman," proposed by Mr. Robinson; finally, the chairman proposed a toast to the hard-working committee. The awards for the past season were then presented by Mrs. Boynett. On the following day, January 5, the A.G.M. was held and the success of the past year was well proved by the balance sheets of the retiring treasurer and social secretary, F. Ward and W. Orr. Officers for 1947 were elected as follows:—President, R. J. Andrews; hon. general secretary, J. Robinson; hon. treasurer, J. Toms; hon. social secretary, D. Caswell; hon. Press secretary, H. Pettit; captain, J. Lyon; trials and asst. trials secretary, L. Reedman and T. Bisset. The meeting closed with a vote of thanks to the chairman, Mr. Heardman.

WIRRAL "100" M.C.C.—On Sunday week, January 26, the club hopes to be able to run a Field Day at Raby Mere in the Wirral, starting at 1 p.m. There will be a series of competitions to suit all tastes, which will be run on land adjoining the scramble course. A social evening will be held at the Knott Hotel, Whitby, Wirral, on Tuesday January 28, commencing at 7.30 p.m.

WOLVERHAMPTON AND D. A.C.—A successful social run on January 5 was concluded by tea at Hampton Loade. A crossing of the Severn by ferry provided plenty of amusement.

A full sports and social programme for Easter is in course of preparation. All wishing to take part are requested to contact the general secretary, G. A. M. Robertson ("Mount Pleasant," Pennwood Lane, Penn), as soon as possible in order that accommodation may be booked well in advance.

WOOD GREEN AND D. M.C.—The club meets every Thursday evening at the "Duke of Edinburgh," Mays Road, Wood Green.

YEO-VALE M.C.C.—The club's annual dinner is to be held on Friday, January 31. Early application for tickets should be made as the number available is strictly limited. The hon. secretary is N. A. Wharton (care of 3, Turners Barn Lane, Yeovil, Somerset).

WALES

EAST SOUTH WALES CENTRE.—The annual meeting takes place at the Sandringham Hotel, St. Mary Street, Cardiff, on Sunday next, January 19, and not on January 5 as was previously announced. It starts at 3 p.m. and will include election of officers, revision of rules, and nomination of stewards for the 1947 season.

SWANSEA M.C.—There was an impressive massed start in the club's Gwent Cup scramble, which was contested over 12 laps of the new course at Penybanc Farm, Clydach. H. Hopkins (348 Ariel) set a cracking pace and this time managed to finish and win. Results:—1, H. Hopkins (348 Ariel); 2, B. Davies (498 Ariel); 3, I. Thomas (348 Velocette). The course proved very popular and a further event will take place there next Saturday. The club's A.G.M. will be held on Wednesday, January 29, at the Welcome Inn, Treboeth. Details may be had from the secretary, A. Treseder (2, Clifton Hill, Swansea).

ISLE OF MAN

PEVERIL M.C. AND L.C.C.—The club held a hill-climb at Port Soderick on New Year's Day. Cars, including a jeep, and motorcycles took part, and a 350 c.c. Sunbeam of 1924 vintage also competed. The course was over one-fifth of a mile, and electrical timing was used. Results:—1, W. A. Rowell (Sunbeam); 2, H.

Craine (Norton); 3, J. Craine (Norton). **Kicker Handicap Event:** 1, G. Bridge (Morris Ten); 2, W. Moore (Norton); 3, J. Kelly (Jeep). In the annual reliability trial, Harold Rowell (Norton) was the winner, with a loss of 64 marks; W. Moore (B.S.A.), 67, was second, and Norman Christian (Ariel), 129, third. Conditions were extremely bad on the mountain run and only three competitors finished the full course.

SCOTLAND

FALKIRK AND D. M. AND M.C.C.—The club held a smoking concert in the Argyll Restaurant, Falkirk, on Monday, December 30, to honour its past president, James Lockhart, on the occasion of his imminent departure for South Africa. Approximately 40 members and guests attended.

IRELAND

ULSTER CENTRE.—The Centre's annual Boxing Day inter-team trial was revived on December 26 after a lapse of eight years. Nine teams took part. Run in conjunction with this was the Ards M.C.C.'s Rusk Memorial Trophy Trial, for which 51 entries were received. Fred Rist (B.S.A.), who was on holiday in Northern Ireland, took part and rode as a member of the Mid-Antrim team. Results:—**Ulster Centre Inter-team Trial:** Ulster M.C.C. No. 1 Team—R. T. Hill (348 B.S.A.), D. Jennings (348 B.S.A.), J. G. Dixon (348 B.S.A.). **Runners-up:** Ards M.C.C. No. 1 Team—A. J. Bell (498 A.J.S.), R. Waddell (498 Triumph), B. McBride (498 Matchless). **Rusk Memorial Trial:** 1, W. McFarland (347 A.J.S.), 689 marks; 2, W. Nicholson (348 B.S.A.), 687; 3, J. G. Dixon (348 B.S.A.), 685; 4, F. M. Rist, 680; 5, L. McCracken, 679; 6, O. H. Jackson, 678.

LEINSTER M.C.—The club will be holding a novelty event on Saturday week, January 25, starting from Phoenix Park—Island Bridge Gate—at 3 p.m. This event, which is open to all motorists, will be organized primarily to amuse, and is mainly for the benefit of those members and their friends who do not take part in races or trials yet who welcome an event of a social nature.

ANNOUNCEMENTS

FRIDAY, JANUARY 17

Bexleyheath and D. M.C.C. "Tuning" by Steve Lancefield. "Guy, Earl of Warwick," Welling, 8 p.m.
Civil Service Motoring Association. Dance. Victory House, Leicester Square, 7-11 p.m.
Dittons M.C. A.G.M. "The Swan," 8 p.m.
Harringay and D. M.C.C. Darts League Match v. Tottenham and D. M.C.C. H.Q., 8 p.m.
Ilford Amateur M.C. Darts v. Ilford M.C. and L.C.C. H.Q., 8 p.m.
Mont' Christie M.C.C. Annual Dinner and Dance. Roebuck Hotel, Buckhurst Hill.
North-East London M.C.C. Darts v. Bohemian M.C.C. "Arundel Arms," 14, Westbourne Road, Barnsbury, N.7.
Rochester, Chatham and D. M.C. Games and Conversion. King's Head Hotel, Rochester.
Scunthorpe M.C.C. A.G.M. Queensway Hotel, 7 p.m.
Sheffield and Hallamshire M.C. Meeting. Norton Hotel.
South Liverpool M.C. Annual Dinner, Dance and Presentation of Awards. Tudor Restaurant, London Road, Liverpool, 7 p.m.
Winsford and D. M.C. Annual Dinner and Social. Blue Cap Hotel, Sandiway, 8 p.m.

SATURDAY, JANUARY 18

Glasgow Sporting M.C.C. Grass Racing.
Grasshopper M.C.C. (Romford). New Year Party. Clubroom.
Norwood M.C. Palladium.
Streatham and D. M.C.C. Training Scheme. Autodrome, Carlton Road, South Croydon, 2.30 p.m. until dusk.
Swansea M.C. Scramble. Penybanc Farm, Clydach, 3 p.m.

SUNDAY, JANUARY 19

Bayswater M.C.C. Social Run. Waggoners Wells, Marble Arch, 10 a.m.
Beagles M.C.C. California. "Tiger's Café," 3.30 p.m.
Bermondsey M.C.C. N.K.T.C. Bermondsey Cup Trial. Meet at start, 9.30 a.m.
Bexleyheath and D. M.C.C. N.K.T.C. Trial. Blendon, 9.30 a.m.
Bohemian M.C.C. Novelty Football. "Cambridge," 11 a.m.
Bradford and D. M.C. Partnership Trial.
Burton M.C. and L.C.C. Run to Pathfinders M.C.C. Halford Cup Trial.
Cambridge Centaur M.C.C. Centre A.G.M. Trumpington A.A. Box, 1 p.m.
Carshalton M.C.C. Revenge Trial. Car Park, 9.30 a.m.
Castle Bromwich M.C. Scramble. Bickenhill Lane, Marston Green, noon.
Civil Service Motoring Association (South London). Conducted Tour of Croydon Airport. Airport Car Park, 2.30 p.m.
Dittons M.C. Robinson Crusoe Holiday Camp. Hampton Court Station, 10 a.m.
Double Five Kent M.C. N.K.T.C. Trial.
East-South Wales Centre A.C.U. Annual Meeting. Sandringham Hotel, St. Mary's Street, Cardiff, 3 p.m.
Harringay and D. M.C.C. Treasure Hunt. "Cambridge," Weir Hall, 10.30 a.m.
Hayes and D. M.C.C. Vice-captain's Run. H.Q., 10.30 a.m.
Horsham and D. M.C. and L.C.C. Trials Practice. Ellens Green. H.Q., 2 p.m.

Ilford Amateur M.C. Eastern Centre A.C.U. A.G.M. and Board Meeting. Red Lion Hotel, Colchester.
Kensal Rise and D. M.C.C. Trials Training Run. Ace Café, 9 a.m.
Leicester Query M.C. Dye Chase. Uppingham Road Tram Terminus, 2.15 p.m.
Lewes Unity M.C.C. South Coast Group Chapman Hunt Trial.
Manchester Ace M.C. Oldham Ace M.C.C. Group Trial. Hollinwood Tram Terminus.
Manchester Eagle M.C. Working Party. Pott Shrigley.
Midland Social M.C.C. Pyramid M.C. Trial. "Maltshovel," Stonebridge, Coventry Road, 9.30 a.m. (Spectators 10 a.m.)
Mont' Christie M.C.C. Marshals Run. King's Oak, High Beech, 10 a.m.
Moseley and D. M.C.C. Pyramid M.C.C. Trial. Swan Hotel, Yardley, 9.15 a.m.
Northampton M.C.C. (a) B.H.N. Trial. Greenway Café, Stopsley (near Luton), 11 a.m. Marquet Square, 8.30 a.m. (b) Centre Board Meeting.
North-East London M.C.C. Chiltern Run. "Cambridge," N.C.R., 1.30 p.m.
Oldham Ace M.C.C. Centre Trials Group Event.
Pathfinders M.C.C. Halford Cup Trial. Cosy Corner Garage, Breadsall, 10 a.m.
Portsmouth M.C. and C.C. Route Finding Run. Bastion, 1.30 p.m.
Ravensbury M.C.C. Revenge Trial. H.Q., 9.30 a.m. (Social Evening to follow.)
Reading Ace M.C.C. A.G.M. "Wellington Arms," 2 p.m.
Rochester, Chatham and D. M.C. E.K.T.C. Trial. "The Alma," Chilham (main Canterbury-Charing Road), 11.30 a.m. Airport (top of City Way), 9.45 a.m. sharp.
St. Alban's and D. A.C. Social Run. Market Place, 11 a.m.
Southampton and D. M.C.C. Salisbury M.C.C. Trial.
Southern Observers M.C.C. Group Trial. Sackville Garage, Hove, 8.45 a.m.
Southern Sporting M.C.C. Revenge Trial. Davidson's Garage, Yeading Lane, Hayes, 9 a.m.
South Coast Group. Lewis Unity M.C.C. Trial. Star House, Piltown, near Uckfield, 10.30 a.m.
South Midland Centre A.C.U. A.G.M. King's Arms Hotel, Berkhamsted, 3 p.m.
Stamford Bridge M.C.C. Centre A.G.M. Staples Corner, N.C.R., 1.30 p.m.
Streatham and D. M.C.C. The Revenge Trial. Milland Cross Roads, Nr. Liphook, 11.30 a.m. ("Cricketers," 9 a.m.)
Tenterde and D. M.C. and L.C.C. E.K.T.C. Trial. "The Alma," Chilham, 11.30 a.m. High Street, Tenterden, 10 a.m.
Watford and Bushey M.C.C. Hare and Hounds Run. Dome Garage, Watford By-pass, 2.30 p.m.

IMPORTANT DATES

January 26.—Wessex Centre Scramble.
February 1.—D. K. Mansell Trophy Sidecar Trial.
February 2.—Perce Simon Memorial Trial.
February 8.—Colmore Trial.
February 22.—Wessex Centre Kickham Trial.

West Ham Speedway M.C. Centre A.G.M. Ilford Hippodrome, 11.30 a.m.
West Middlesex Amateur M.C.C. Centre A.G.M. Wickham M.C. N.K.T.C. Trial. The Larches, Green Street Green, 9.30 a.m.
Wimbledon and D. M.C.C. Revenge Trial. What O Café, 9 a.m.
Wirral "100" M.C.C. Simister Trophy Trial. Rivalyn Garage, Loggerheads, noon. (Open to Cheshire Centre A.C.U.)
Wood Green and D. M.C.C. Centre A.G.M. A.P. 10.30 a.m.
X. H.G. Tiger M.C.C. Run. (As decided at A.G.M.).

MONDAY, JANUARY 20

Aldershot M.C.C. Children's Party. "Beehive," 2.30-6 p.m. Members Social Evening to follow.
Bar-None M.C.C. (H.Q. London). A.G.M. Addiscombe Dining Rooms, 27, Lower Addiscombe Road, 8 p.m.
Bar-None M.C.C. (Worthing). Quiz. Lancing v. Worthing, 8 p.m.
South Liverpool M.C. A.G.M. Bradford Hotel, Tithebarn St., 7.30 p.m.
Waterloo M.C. Dinner-dance. Clifton Ballroom, Kimbells Café, Southsea, 7 p.m.

TUESDAY, JANUARY 21

Grasshopper M.C.C. (Romford). A.G.M. Clubroom, 8.30 p.m. prompt.
Hayes and D. M.C.C. A.G.M. "Hambro Arms," Dawley Road, 8 p.m.
Leatherhead and D. M.C.C. A.G.M. "Plough," 8 p.m.
Norwood M.C. A.G.M. "Bricklayers Arms," Chapel Road, S.E.27, 7 p.m.
Portsmouth M.C. and C.C. A.G.M. Tramways Hall, 7.30 p.m.

WEDNESDAY, JANUARY 22

Bradford and D. M.C. Annual Dinner, Dance and Prize Distribution. Victoria Ballroom, Saltaire.
Civil Service Motoring Association: South London. A.G.M. 4, Norris Street, 6 p.m.
Hillingdon and Uxbridge M.C. A.G.M. Treaty House, 7.30 p.m. sharp.
Northern Centre A.C.U. Annual Dinner and Prize Distribution. Royal Oak Hotel, Keswick, 8 p.m.
Southern Sporting M.C.C. Penny-on-the-Drum. "Plough," Norwood Green, Southall, 8 p.m.
Wickham M.C. Gearbox Demonstration. Coney Assembly Rooms, West Wickham, 8 p.m.

THURSDAY, JANUARY 23

Amateur M.C.C. Dinner. Clarence Hotel, Teddington.
Bermondsey M.C.C. Social Evening. H.Q.
Burton M.C. and L.C.C. General Meeting. H.Q., 8 p.m.
Cambridge Centaur M.C.C. Annual Dance. Dorothy's Café, 8 p.m.-midnight.
Carshalton M.C.C. Quiz Night. "Highway Code." Committee v. The Rest. Harvest Home, Beddington Lane.
Ipswich M.C. and C.C. A.G.M. Inkerman Inn, Norwich Road, 7.30 p.m.
Southern Observers M.C.C. A.G.M. County Ground Hotel, Hove, 8 p.m. sharp.
Sunbeam M.C. Lunch Club. Crown Room, Talbot Restaurant, London Wall, 12.30 p.m.
West Middlesex Amateur M.C.C. Lunch Club. Talbot Restaurant, London Wall, 12.30 p.m.

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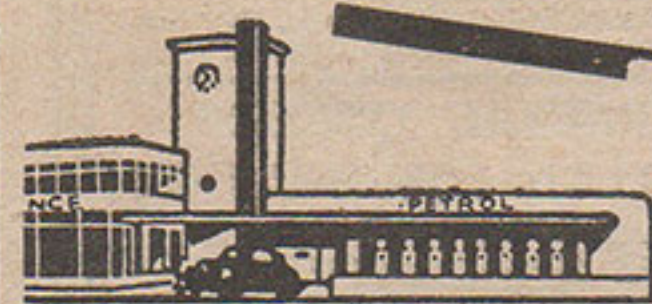
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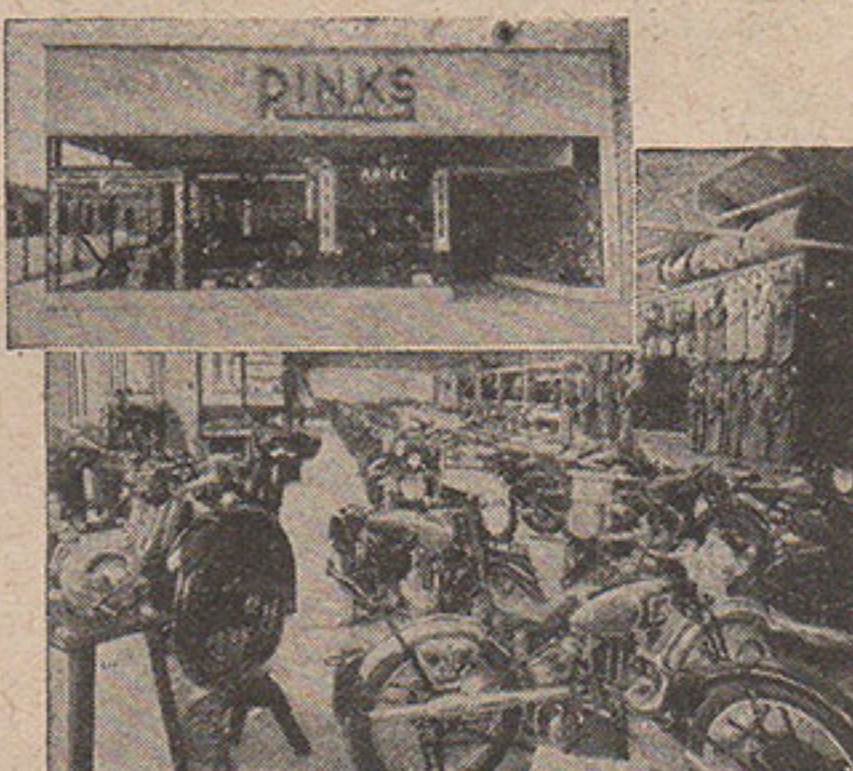
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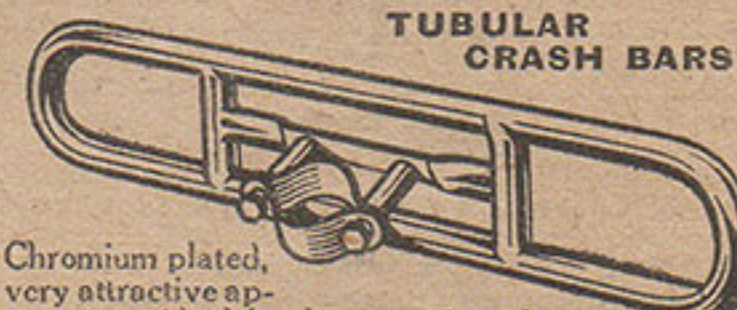
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No. 4

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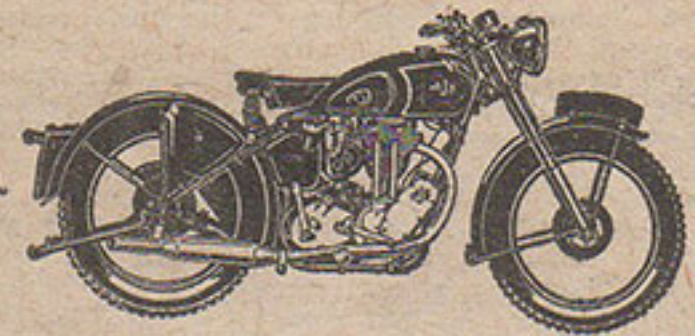
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WANTED urgently for 1939 R.51 B.M.W., N/3 cylinder, cylinder head, cylinder-head cover, push-rod tubes, push rods and exhaust pipe, good price paid for serviceable parts. Norton front wheel, complete, L/H brake, any size rim. B.S.A. 600 s.v. Sloper barrel, with valve caps valves, guides; and Aston R.E. 500 o.h.v., 1931, pair flywheels and big-end bearing. For disposal, latest-type 350 o.h.v. Ariel engine. Davis, The Plough, Goodrich, Ross-on-Wye. 938-8

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WANTED, urgently, standard piston, 1938, 350 c.c. two-stroke D.K.W. Bentley, 28 Moorside Avenue, Bolton, Lancs. 938-x7325

DISPOSAL. New Magdyno, Bosch, Type D.2 BRS172, 50-watt, fit twin Zunn-Dapp. B.M.W., 180 degrees, £15, or nearest offer. Hawkesworth, "Beeches," Shepley, Bromsgrove, Worcs. 918-x7303

DISPOSAL: For 1938 Ariel 1,000: Magdyno, kick-start quadrant, spring and ratchet (new), clutch rod. For 1938 350 R.H.: pair new valves. For 1934 500 B.S.A. Forks. For 1937 500 Levis: Forks, less spindles; rearwheel, less sprocket. For Norton: Fork girder. For 1939 500 B.S.A.: Kick-start quadrant and bush; small gearbox sprocket; gear-change quadrant (all new); rear wheel. For 1939 250 Enfield S.V.: flywheels, with new con. rod and big-end; rebored barrel, with piston and valves; crankcase, with oil pump; No. 2 A.I.D. spray gun, complete (as new); Lucas A.V.C. dynamo. Wanted: 5-in. speedometer for 90 Sunbeam Pass. Duke Street, Congleton. 938-x7324

WANTED 1930-2 KSS Velocette complete. Disposal, 1937 350 Manx aluminium cylinder head, complete with valves and springs, two new dope pistons. 284 Ballards Lane, Finchley, N.12. Hil 4045. 938-x7436

WANTED, engine or parts for Francis-Barnett o.h.v. Stag. Mallinson, 23 Cottonmill Lane, St. Albans, Herts. 938-x7435

WANTED, genuine dirt J.A.P. motor, dirt forks and frame. For disposal, 6-volt Lucas dyno, two-brush; voltage control unit; type 4 Amal carburettor and Burman foot-control gearbox end cover (heavy-weight), all in near-new condition. 8 Roseberry Park, Redfield, Bristol, 5. 938-x7441

FOR disposal: 1928 350 c.c. o.h.v. Velocette, with engine and gearbox out of frame, £20. Tunaley, 101 Violet Street, Derby. 936-x7431

FOR disposal: DT front wheel, complete with tyre, £4; ditto, but less cones, £3 10s.; brand-new front and rear W.D.-type Royal Enfield wheels, absolutely complete (less tyres), £4 each; D.T. countershaft, less clutch, £3; pair of D.T. Comerford front forks, £6; also D.T. webb, £6. Wanted: 21-in. or 20-in. Rudge rear wheel complete; Velocette four-speed gearbox shell (top fitting for K.T.S.); also K.T.S. rear mudguard, size 9 or 10; riding boots (not field boots), size 10; waders; Matchless teledraulic forks; also complete hub assembly for ditto. 25 Melbourne Street, Derby. 936-x7431

DISPOSAL: 1937 350 camshaft, O.K. engine complete, new bronze head, alloy barrel; also spare head, barrel, hairpins, etc.; cheap. C. W. Petch, Twywell, Kettering. 938-x7432

WANTED H.R.D. Comet tank; Enfield 250 frame centre (1935). For disposal: Engines: 500 racing I.A.P., wet sump, enclosed push-rod, JOR type; 250 o.h.v. P. and M. (1935); 250 o.h.v. Excelsior (1934); 250 s.v. J.A.P. (1931); 500 Calthorpe, incomplete (1934). Following gearboxes: M.A.C. Velocette (1940), 500 Triumph (1938), 500 Calthorpe-Albion (1934), 250 Panther (1936), 250 Triumph (1933), 500 Enfield-Sturmev (1932), 350 Hudson (1930), 500 Rudge (1930), Ariel Colt. Forks for MSS Velocette (new), 250 Hunter, 500 Hudson, 250 A.J.S. (1931), Scott telescopic, B.S.A. Sloper, for 1940 M.A.C. Velocette; B.T.H. magneto, new, silencer, cylinder head, oil pump. 350 Douglas (1933): Crankshaft assembly, timing, clutch, gearbox shell, gears, rear wheel. 250 Rudge Radial flywheel assembly, head, aluminium chaincases, wheels. 350 Norton (1935): Cylinder, piston, head, rocker box con. rod, oil pump, timing cover. 1937 250 B.S.A.: Enfield, MSS Velocette rear wheels. Ariel Colt crankcases, flywheels. 350 E4 B.S.A. (1936): Crankcases, timing, cover, cylinder, rocker box. 350 A.J.S. flywheel assembly (1938). Sloper B.S.A. gearbox mainshaft (new). For early camshaft Velocette: New type A112 big-end, rear sprocket and drum, rockerverbox. 350 A.J.S.: Unused rebored cylinder, piston (1931 o.h.v.). 1936 250 Stevens barrel, piston, head, rocker gear. 350 o.h.v. Levis bottom-half engine (1934). Pair racing J.A.P.-Morgan w.c. heads. All S.A.E. answered. Mead, Devonshire Street, Cheltenham. 938-x7434

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WANTED. Velocette 250 G.T.P. cylinder, piston and exhaust nut. 53 Barclay Road, London, E.17. 938-x7417

DISPOSAL. 16H engine spares; 1934 500 c.c. Rudge engine, etc.; 500 R.H. engine and gearbox, rear wheel; 21-in. front wheel and Knobbly Velo; B.T.H. auto advance magneto for Velocette; Ulster Rudge mudguards; M.L. magneto for 250 Rudge; sprint petrol tank; speedometers, dynamos, etc. Addyman, 123 Windmill Avenue, Kettering. 938-x7418

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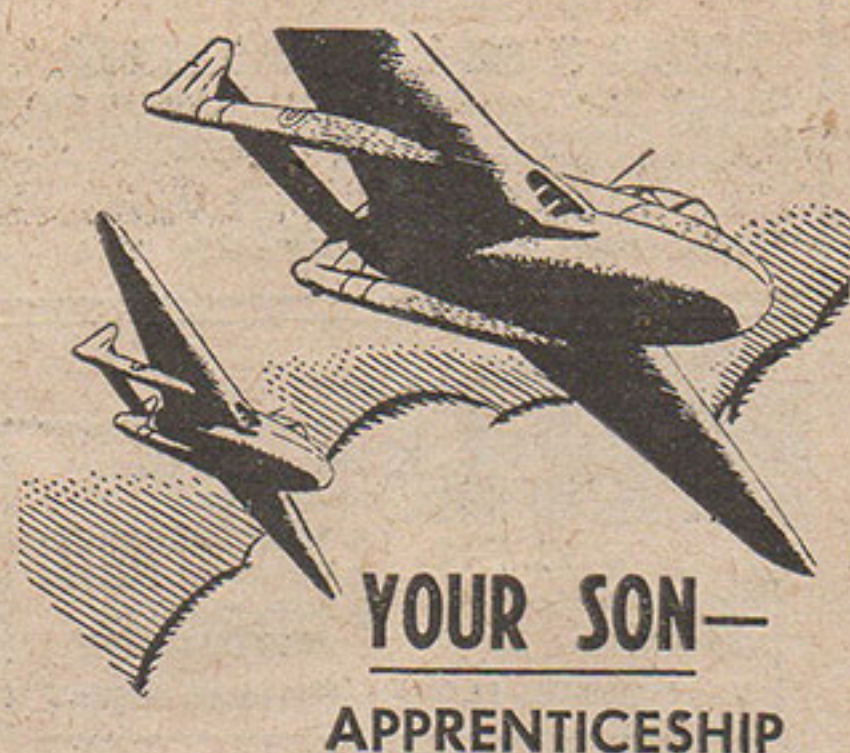
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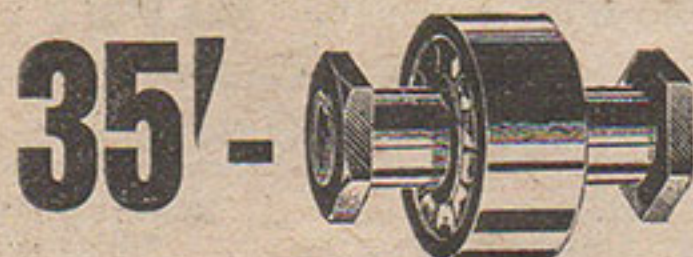
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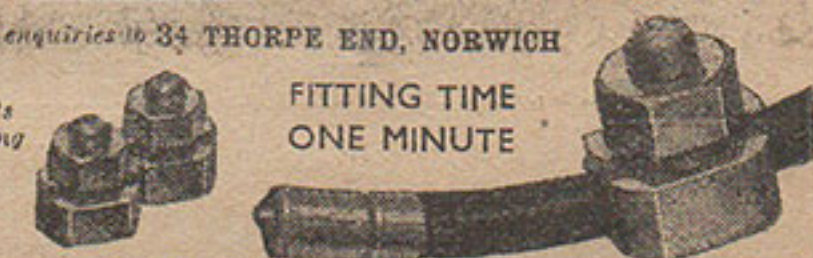


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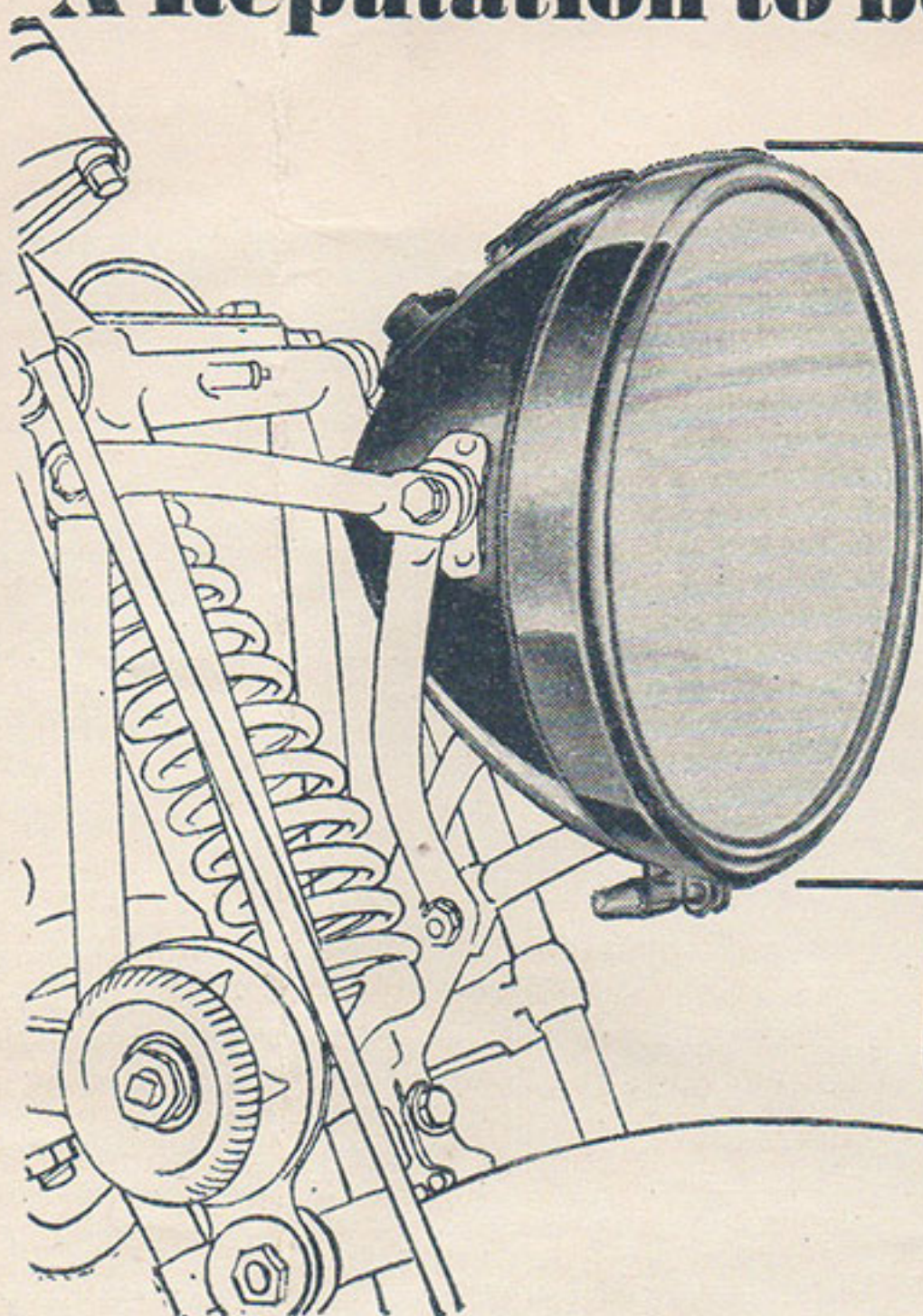
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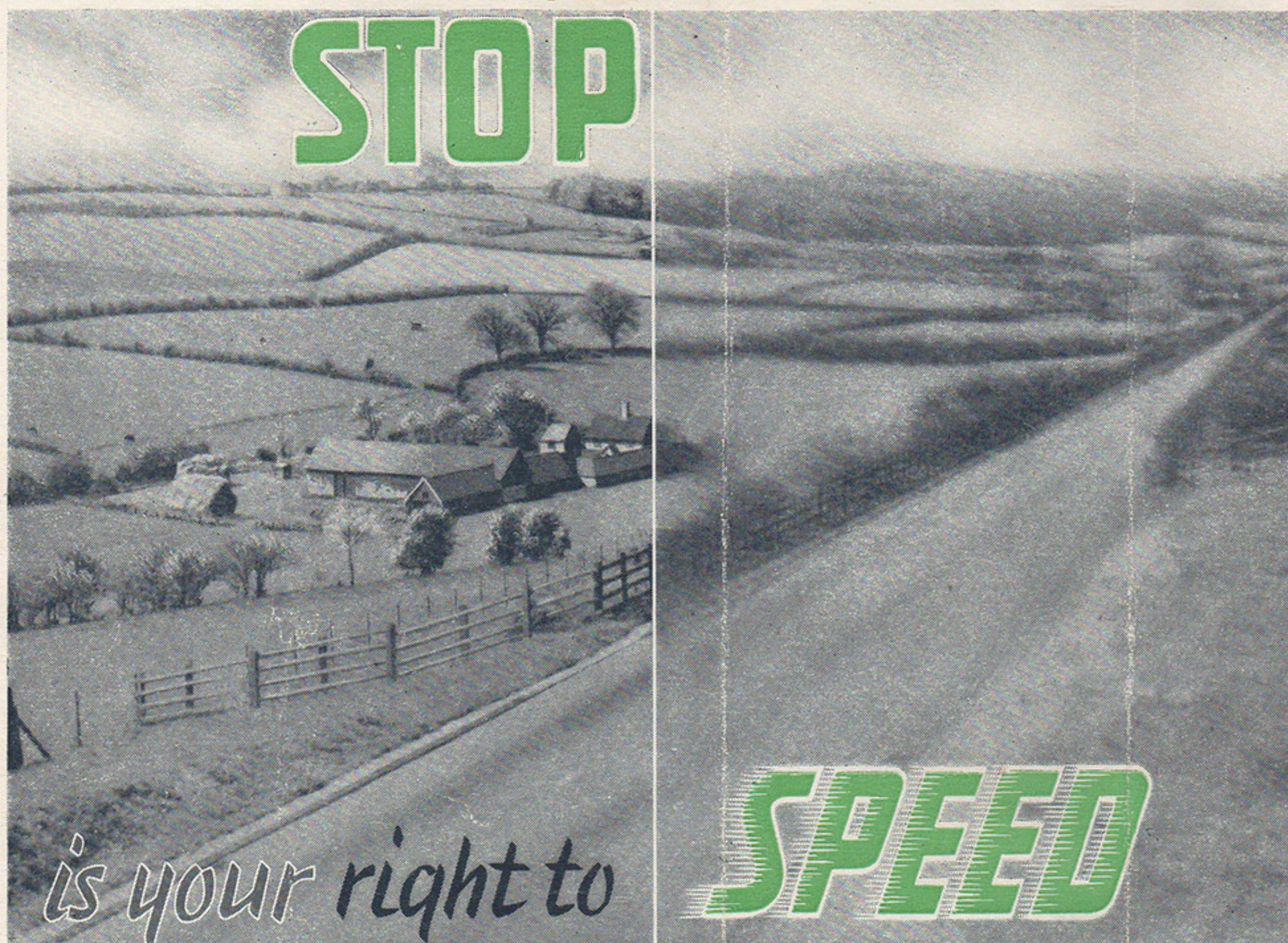
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