

JANUARY 23, 1947.

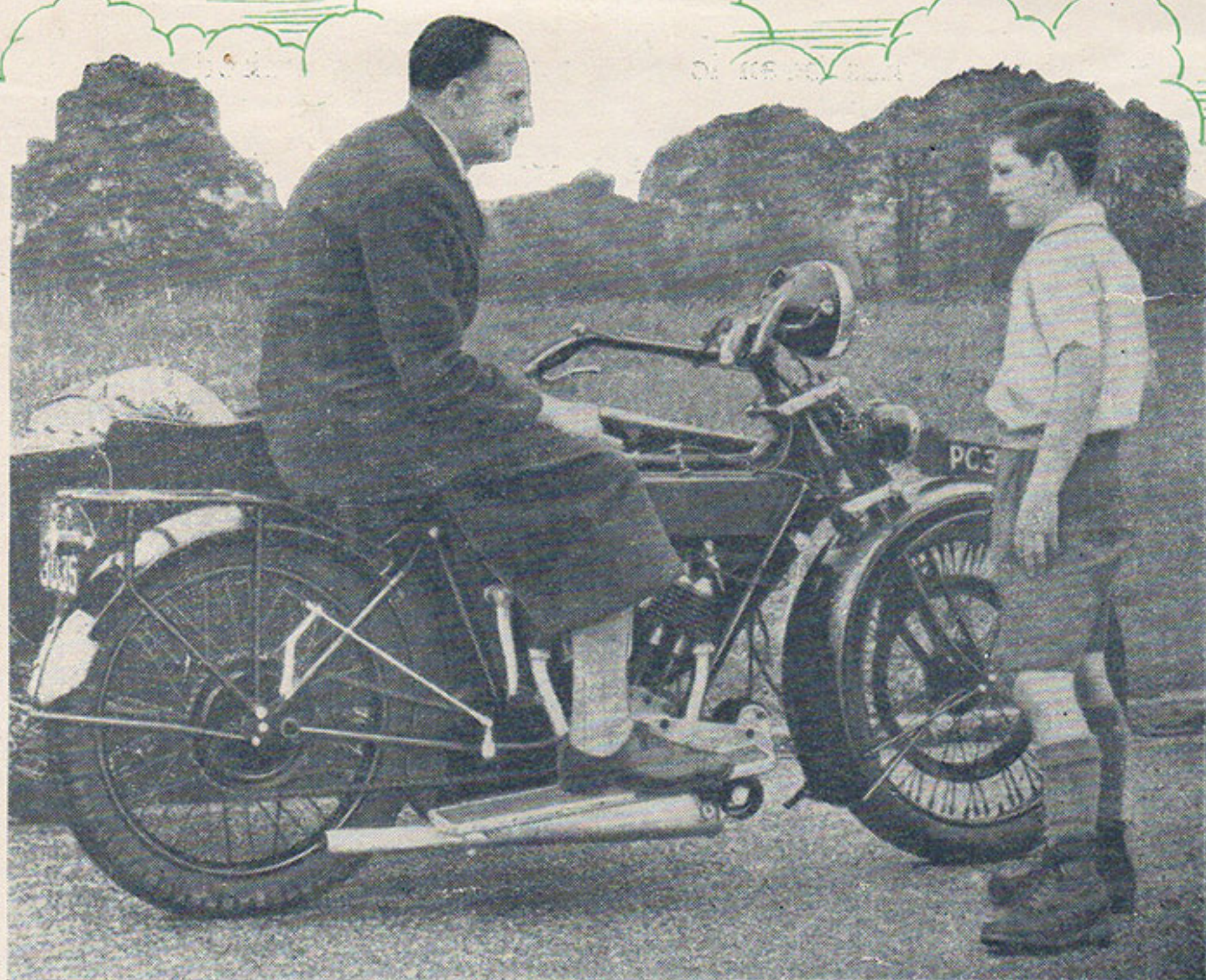
MOTOR CYCLING

4^D

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Editor:
GRAHAM WALKER

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This photograph of an 8 h.p. Royal Enfield Combination was sent to us by its owner, Mr. S. W. Cross, of St. Albans. The machine illustrated was first registered in June, 1923, and, even after high-pressure service throughout the War, Mr. Cross, who is an experienced engineer, assures us that many of its original parts show little sign of wear.

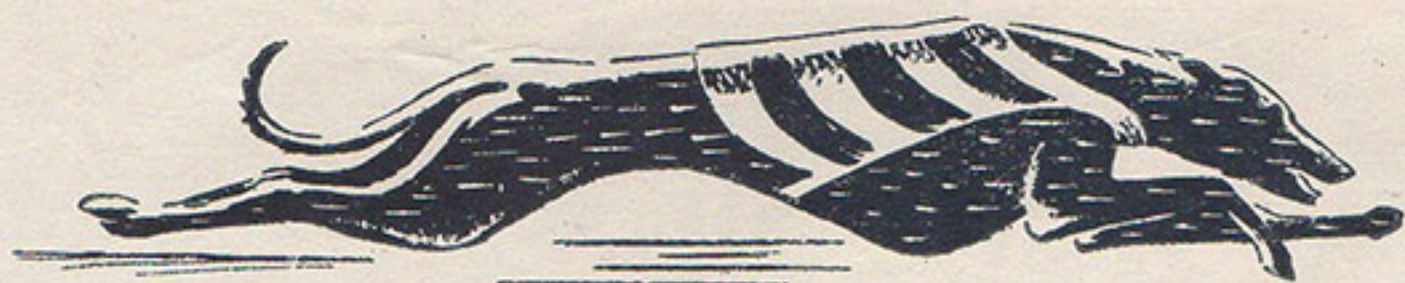
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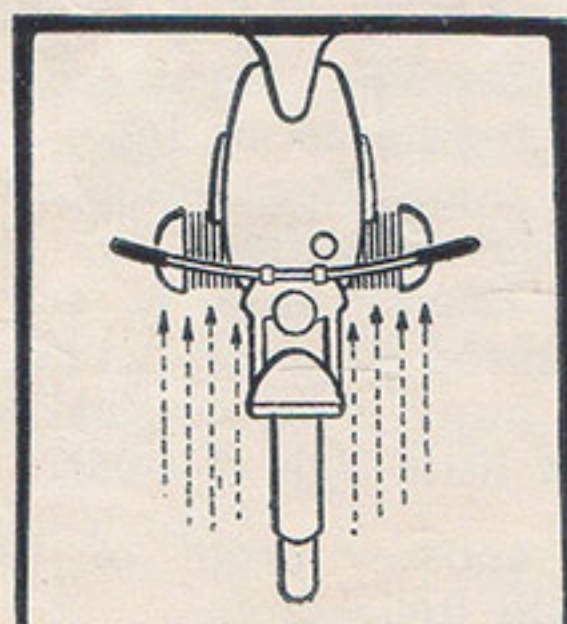


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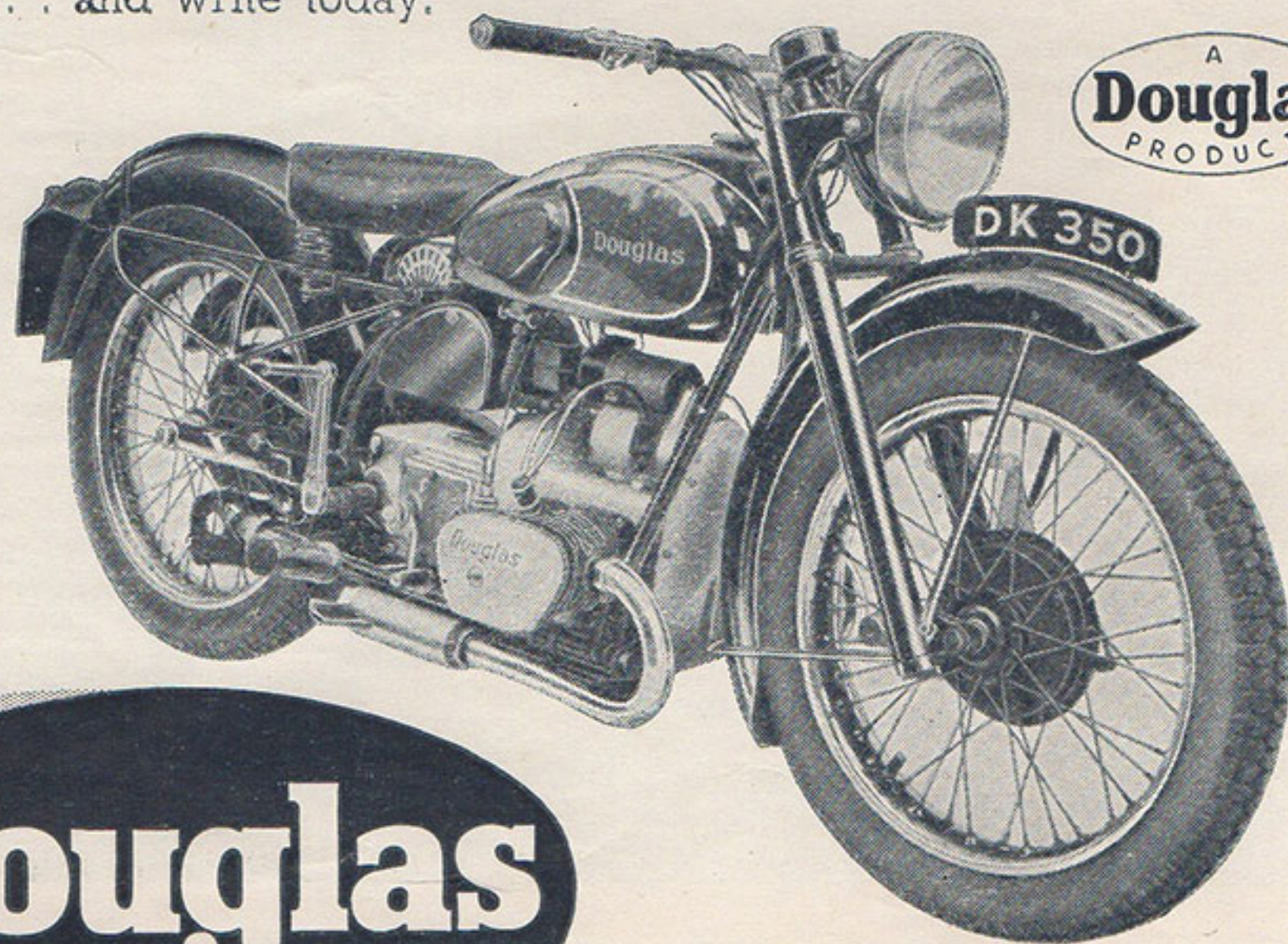
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No. 1939.

EDITORIAL

"Secrets" of Tuning Revealed

WE are very happy to extend a vote of thanks to Mr. S. S. Lancefield—Steve Lancefield, one of the leading and most successful "wizards of tune" in the present-day motorcycle world. Our thanks are due to him for a remarkably informative talk which he gave to a group of clubmen last Friday and which we publish in full to-day. We commend him, not only on what he had to say on the practical matter of extracting racing speed from that uncertain quantity, Pool petrol, but more particularly on having at last exploded a myth that has been all too long current in our sporting world. It was high time that the magical aura which surrounds the straightforward business of "tuning" was dispelled.

In revealing, step by step, the experiments he conducted on the two machines ridden by Kenneth Bills in last year's Manx Grand Prix races, Steve showed clearly that the preparation of a racer is not, as so many suppose, a matter of mystical wand-waving involving higher mathematics, metallurgical, chemical and physical lore and a workshop resembling the combination of a die-maker's toolroom and the National Physical Laboratory.

On the contrary, from S.S.L.'s talk it would appear that the only instruments he needed that were not included in the maker's toolkit were a handscraper, a hydrometer and a piece of emery cloth. The actual work done amounted to nothing more than a physical check on cleanliness and ease of operation, plus variations with ignition and valve-timing settings, jet sizes and compression ratios. Apart from a rare type of sparking plug, no non-standard parts were used in the engines and nothing was drilled, pared down or in any way altered in shape. As to knowledge, it is evident that he works on a purely analytical process of experimentation—more often called the method of trial and error or, in Steve's own words, the system of "suck-it-and-see."

So refreshing is it to find a "maestro" who is not afraid to reveal his secrets of success, and so illuminating was his talk, that we have printed it in full because we are confident that Steve's words will be read with enormous interest by all enthusiasts, whether active speedmen or not, for they contain a most encouraging moral. Behind this whole story of practical machine preparation is the main theme that there is no hidden mystery in tuning, but if you have the ability to apply knowledge gained and can exercise those old copybook-maxim friends, patience and perseverance, then "you, too, can have a model like mine!"

A Pressman's Holiday

THERE may possibly be some who will ask why, this week, we devote two pages to the report of a "trial" that boasted only 14 entries, lasted less than three hours and embodied no more than five observed hills. The answer is twofold, first because we think it may amuse you to read how the professional critics of trials riding fare when called upon to "go and do likewise," and, secondly, because we should like to put on permanent record the account of a motorcycle event wherein the object was nothing more than a few hours' sport with motorcycles and in which there was no factory rivalry, no cut-throat competition . . . and not a single protest!

The "Carbon Cup" trial is an old-established "Motor Cycling" function. It was first held in 1929 when "Carbon" had the idea of presenting a prize for the best staff rider in a privately organized event run off near Stevenage. The trial was held once or twice afterwards in the years before the war, but somehow never became the annual affair it was originally planned to be.

In reviving it this year we made it "open by invitation" to all pressmen connected with the game, irrespective of whether they are regular staffmen, editorial, advertising, photographic or artistic, or whether "free-lances." As it turned out, all last Sunday's riders were members, or ex-members, of Temple Press Limited, with the exception of one free-lance photographer. Four different T.P. journals were represented; in addition to our own staff we had colleagues from "The Motor," "The Commercial Motor" and "The Light Car."

As will be gathered from the report (written, incidentally, by a pair of collaborators who are not staffmen) the standard of riding was, to put it kindly, "patchy." It varied from the genuine British Experts' style down to . . . well, we'll leave it to the reporters to say how far down it went. Nor would it be seemly for us to offer any excuses—no one would believe them anyway. Let us leave it that we know we ought to have done better, but are brazenly unashamed that we did not. All we wanted was a pleasant morning's sport, and to those friends and helpers who assisted us with the loan of machines, passenger services and advice, good and bad, we return most grateful thanks—especially to the members of the O.W.L.S. Club who provided the route, officials and observers, together with much good-humoured, if ribald, comment on our efforts. Undoubtedly some of these were very funny but, then, what is motorcycle sport if it isn't played for fun?

EVERYBODY'S BUSINESS

by Carbon

NOTHING has cheered me more over a period of weeks, if not months, than the news that the Motorcycle Show will be held once again next autumn. The manufacturers cannot be congratulated too cordially upon that decision. Considering all the circumstances, it was a courageous one—and courage is most certainly among the national needs at this moment. It was a gesture, too, of confidence in the future; again, that is just the sort of tonic that we are all in need of at the present time, and all round the announcement has come as a bright spot in an otherwise dreary outlook.

The optimism thus displayed by the motorcycle makers will, I believe, be justified. While it is not for me to criticize the car manufacturers for postponing the revival of their show, I may nevertheless record the opinion that the motorcycle industry has taken a definitely better line, and one that I feel will certainly turn out greatly to its advantage.

As Britain's first post-war motor vehicle show, the affair should be laid on in the very best possible style. Quite likely there will still be difficulty next autumn about supplies of one thing and another, but no expense should be spared to make the occasion a really outstanding one. In recent years, and even during the war, there have been some notable developments in the technique of staging shows such as this. No doubt that fact has been duly noted by the manufacturers, and one hopes to see that they will take full advantage of it.

In the absence of the car exhibition it may be expected that a good many visitors will turn up at the Motorcycle Show who would otherwise not have bothered to go. In that connection I wonder whether we shall see any novelties in the way of three-wheelers. Not a few good judges think that in this type of machine lies the real answer to the problem of how to produce a "people's car."

ANOTHER motorcycle manufacturing concern has spoken frankly about the difficulties with which it is faced at present—and given an implied warning that it may not be able to maintain production. This time it is the Triumph company, one of whose directors, Mr. C. W. F. Parker, has just made a statement on the subject to the Press. He, by the way, was a member of the editorial staff of "Motor Cycling" before he left us to go to the famous Coventry factory.

The handicaps must be taken off, says Parker, if the motorcycle industry is to make its maximum contribution to the country's prosperity. To date, Triumph's have increased their exports by no less than 75 per cent. over the 1939 figure. Additionally, they have been increasing deliveries to the home market, as well as continuing to meet the demands of the Services. That is good going indeed, and the demand for machines still keeps at a high level. The question, though, is whether the factory will be able to meet it, unless circumstances improve.

OF the motorcyclists who use their machines for getting them to and from work, quite a high proportion carry haversacks. So do lots of tourists and sporting types. And, almost invariably, they sling the thing in the style of the Services, so that it hangs down on one side of the body.

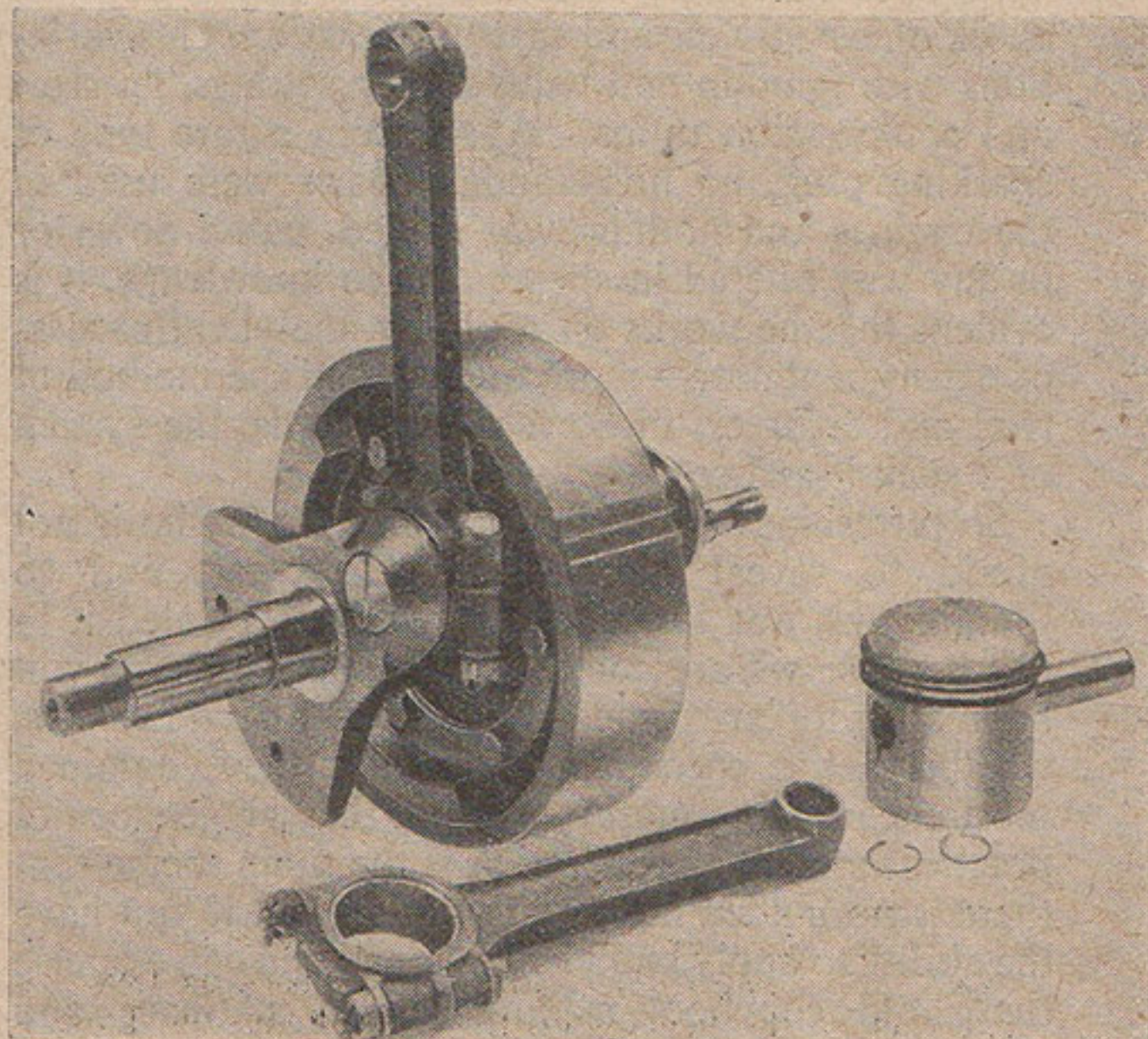
So did I, for years, and it never occurred to me to do otherwise. But I am now firmly convinced that a far better method is to have the haversack in front of one, just like a Service respirator. In that position it neither floats in the slipstream round one's hips, nor bumps up and down on one's back. It just rides comfortable on the top of the tank, or rather on one's thighs, and—which is by far the main consideration—all the weight is taken off one's shoulders. That can become quite uncomfortable on a long ride, but all irk and irritation can be avoided by slinging the haversack to the front.

A MAJOR modification which has been made to the design of the very interesting vertical twin B.S.A., the model A7, is that the built-up crankshaft announced originally for this model has now been superseded by a one-piece crankshaft machined from a high-grade steel forging. This is interchangeable with the original types as far as overall dimensions are concerned, in the sense that an engine incorporating a built-up crankshaft assembly will accommodate the new type without alteration.

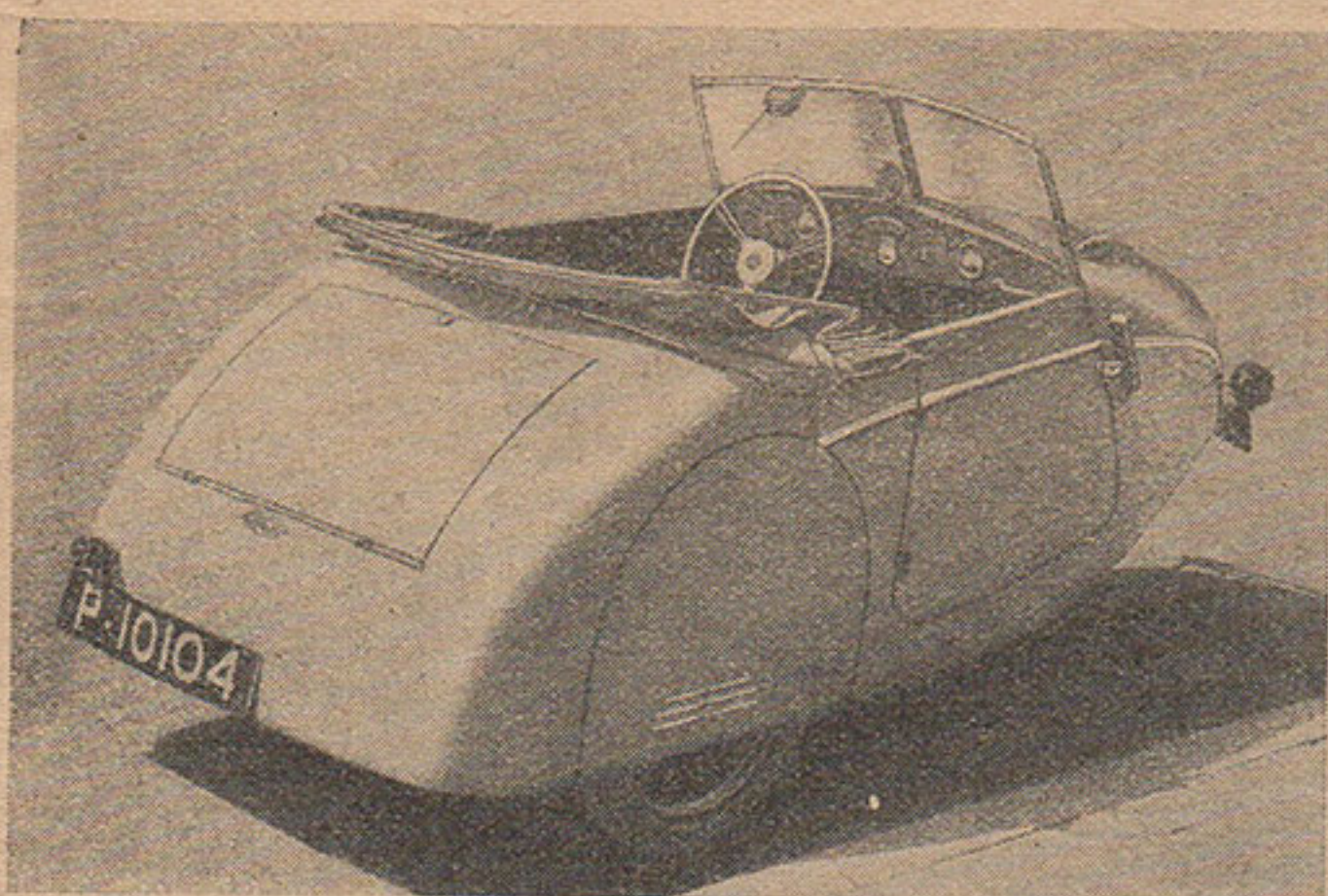
The reasons for this change include the very important one that servicing is greatly facilitated, since it involves the use of quickly detachable split big-ends, and the fine end-play adjustment at the latter which is necessary for correct functioning, is automatically controlled during the course of manufacture, instead of being the subject of a checking, measuring and adjusting operation calling for special tackle.

The crank journals and the main journal on the timing side, all of which operate in plain bearings, are induction hardened to a high Brinell figure for durability. They are ground and highly polished for frictionless running. The main journal on the driving side of the crankshaft is accurately ground for a fine fit in its deep-groove ball bearing. The steel connecting rods are now fitted with split big-ends of the conventional type, with high tensile nickel-chrome steel bolts. The actual linings are of the modern steel-backed type in lead bronze. This material has a much higher load capacity than the white-metal alloys which used to be almost universal for plain bearings, and the Indium flash, which is diffused into the surface of the lead bronze linings by a special process, still further improves the load capacity, particularly during the running-in period.

Two bob-weights for balancing purposes are incorporated in the crank webs, and the central flywheel, which is machined from a steel forging, and which is bolted to a flange between two crank journals, also contains a bob-weight.



This is the new crankshaft assembly which is now being incorporated in the B.S.A. vertical twin.



A very practical and roomy little three wheeler is this Dutch Story, photographed in Maastricht and described by "Carbon" in his opening paragraph. As is becoming so popular in Continental designs, the single wheel is in front.

original British make of motorcycle is one that is happily still with us.

Incidentally, Mr. Walker was awarded his M.B.E. during the year just passed.

* * *

REVERTING to pioneer machines, one of the first successful British productions was the P. and M., and what is particularly remarkable about it is that the 1947 Model 100 Panther is actually a development of the original design. It was in 1900 that Mr. J. C. Phelon manufactured his first machine at Cleckheaton, Yorkshire, the frame having been specially built for him by the Beeston Humber Co., whilst the engine and its carburettor were produced by Mr. Phelon himself. That machine had all-chain transmission, the engine being built into the frame, just as is the case with the big Panther of to-day. The following year the Humber people took up the manufacture of the design, and turned out a very considerable number of machines before they decided to concentrate their activities upon cars. After that decision had been made, Mr. Phelon started manufacturing on his own account, and was joined in 1904 by Mr. R. Moore, when the P. and M. two-speed countershaft gear was introduced, the first device of its kind to be marketed, and certainly the most successful. It was fitted to all the P. and M.s used by the R.F.C. and R.A.F. during the 1914-18 war, and continued to be marketed for several seasons after that.

With the R.F.C. model P. and M. I had plenty of experience, and must have covered some thousands of miles with them. Moreover, I can claim to have ridden one of the original 1901 Humbers, although the machine must have been the best part of a dozen years old when I took it for a run down the road. Despite its age, it was reputed to be good for 50 m.p.h., which was a somewhat phenomenal speed for such a mount in those days. Whether the claim was correct, in fact, I should hardly care to say, but all I can assert is that, when riding the model flat out, one certainly felt as if one must be doing 50!

* * *

DURING the war I had the opportunity of inspecting quite a number of large factories connected with the motor industry. They were, of course, engaged on the production of war material of almost every sort and kind, and it was enormously interesting to see how the works managers had adapted their plants to turning out all sorts of unlikely items of military equipment, often in fabulous quantities. Of all the places that I was shown round, none impressed me more than Fort Dunlop, with which I include the same concern's other big establishment at Coventry.

The story of the Dunlop Company's war effort has now been told in a volume published by Hutchinson's at the price of 8s. 6d. "Dunlop In War and Peace," which was written by Sir Ronald Storrs, K.C.M.G., C.B.E., will no doubt come as a revelation to the average reader. Few people probably were aware of the vast ramifications of the Dunlop organization during the war, but they are fully and most readably set out in the volume before me, which is also well illustrated. Some of the stories of the exciting times make very good reading.

Sir Ronald Storrs is, of course, best known as an authority on the Middle East. He was a close friend and great admirer of Lawrence of Arabia.

* * *

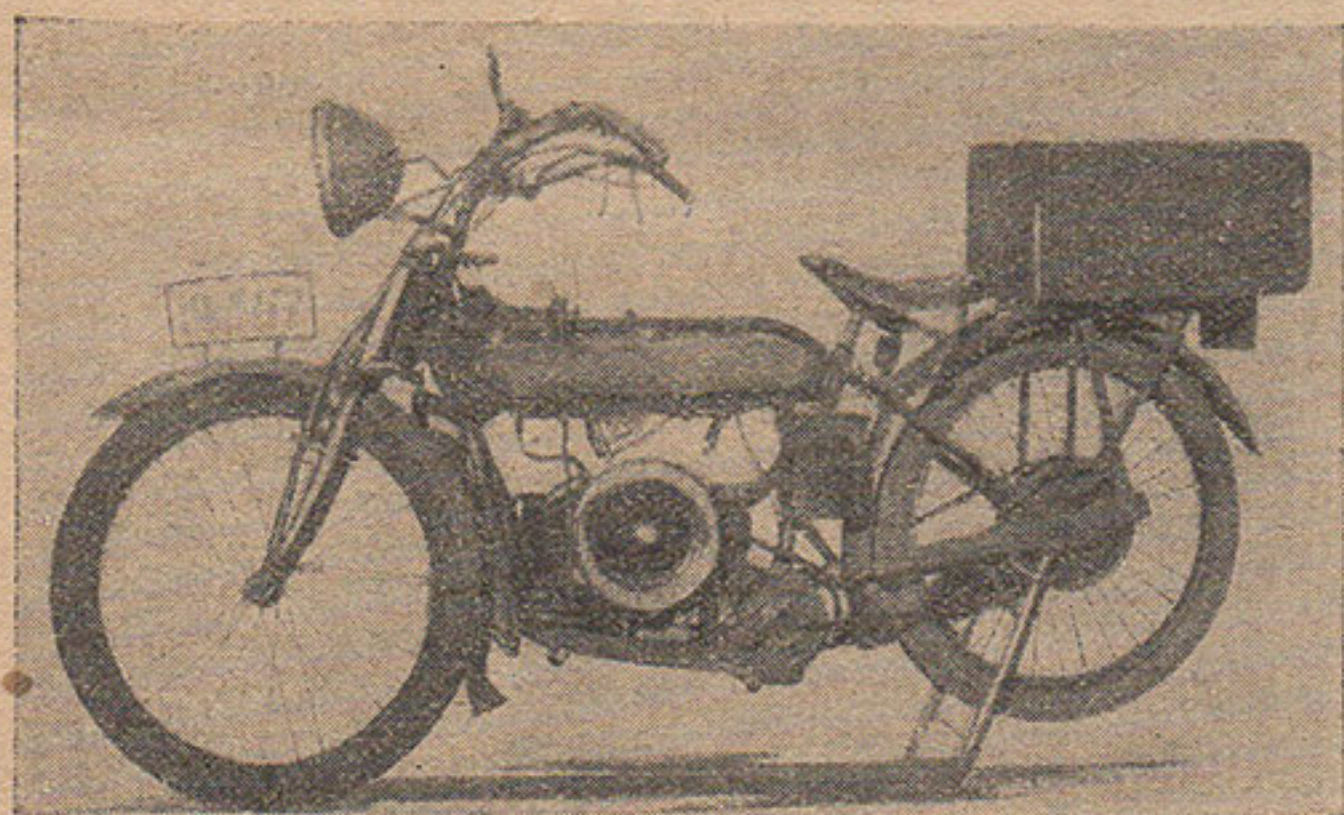
HAVING secured a fitting to a machine that I am riding just now, I observed a projecting bolt-end. Thinking that I might catch myself on it one of these days, I devoted some care to tapping it over neatly. Cutting the surplus off the bolt did not seem to be indicated.

That job having been done, I proceeded to mount the model. Having to manoeuvre it through a very narrow gateway, and over a surface of wet grass, I put a foot down—and promptly got smitten hard on the ankle by the nut on the end of the footrest.

Which just shows once again that any bit of metal that sticks out on a motorcycle is a menace, if it has a sharp edge. And if I had fussed less about a bolt on the frame and looked to my footrests, I should not have suffered.

INTEREST in vintage models is not confined to this country. Nowadays there are enthusiasts all over the globe. One, of whom I heard recently, is Mr. A. J. Law, of Sydney, Australia, who still runs the 1914 Douglas that he first acquired 22 years ago. It was even then a veteran, and the present owner only gave £20 for it; now I daresay he regards the bargain as one of the best he ever made.

This old Douglas is in daily use still, and besides equipping the carrier with quite an enormous box, Mr. Law has made a number of modifications. One of them is the fitting of



The 1914 Douglas which, as is mentioned on this page, Mr. A. J. Law, of Sydney, Australia, is still using as personal transport. It has been modified in many respects.

crash-bars of the American type, but the major change, made some 15 years back, was from belt to chain drive. That involved the scrapping of the clutch, which was housed in the belt pulley, and Mr. Law explains that he now changes gear "with the aid of an ignition switch, a cushion sprocket, and a set of heavy-toothed pinions."

* * *

AN historical query put in the other day by a reader has obviously some general interest, and all the more so because the answer to it is not given, so far as I am able to discover, in any of the usual books of reference. My correspondent asked who was the first manufacturer, on a commercial scale, of motor bicycles in this country, and requested the final ruling on a question that has puzzled him, although he has evidently gone pretty thoroughly over the record of the movement's past.

Some little while ago I was discussing this very point with Mr. Eric Walker, M.B.E., the head of the Excelsior concern, and he told me that Bayliss, Thomas and Co., the predecessors of the Excelsior Motor Co., Ltd., exhibited a motorcycle at the Crystal Palace Show as far back as 1896. We may exclude the Pennington from the discussion, I feel, as that machine was never put into production on a serious basis, while the same might apply to other projects of the same period. On the face of it, it would seem that the

I AM worried—very worried—about the 1947 T.T. Races. And the more I think about them, the more worried I become. So, as Editor Graham Walker is on sick leave this week, I have taken it upon myself to grab the chance to get my moans off my chest. I must, therefore, stress that what follows is all my own work and doesn't necessarily represent the Editor's views—or anybody else's, for that matter. Also, I should say that I am writing without full knowledge of all the facts and am relying on what I have gleaned in the way of hearsay, gossip and published detail. If I go wrong I shall be grateful if anyone who knows better will put me right.

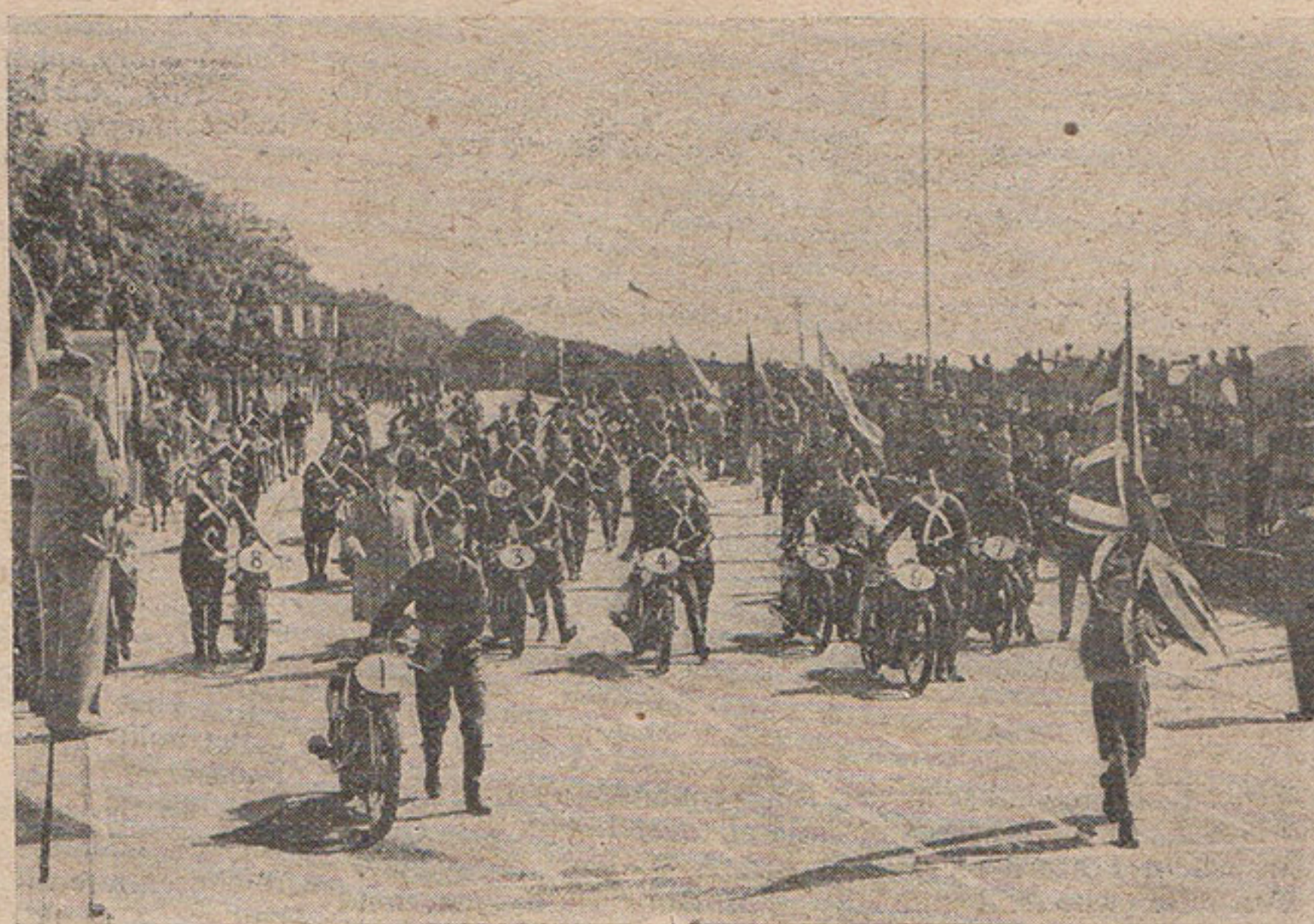
Very well, then, my first point is this: what in the world has happened to the F.I.C.M. that it can lie down on so important a decision as the clashing of the T.T. and European Grand Prix dates?

Surely to goodness this is so vital a matter that it should have received first priority and have been given a definite settlement at last year's Paris meeting. Can it possibly be that the delegates failed to realize the need for strict action? As it was, the two countries, Great Britain and Switzerland, were left on their own to come to terms and arrange a set of dates that would not clash. What has happened? No agreement: the Swiss G.P., with which is incorporated the European G.P., is still scheduled for June 8 and the T.T. people are inflexibly clinging to June 9, 11 and 13 for the Island Week.

The Financial Question

Now what next? The Island authorities have been persuaded to guarantee a great deal of money to ensure the success of their event—more in fact than they have ever previously voted. How will the A.C.U. use this to attract the necessary entries to justify the expenditure? We already know that British manufacturers, with the exception of two or three, are not interested—not even in a High Speed Demonstration. It seems also that it is agreed that there will be insufficient support from the lightweight field to warrant the holding of a separate 250 c.c. class race. So far as we know, the following British concerns are the only ones likely officially to enter one or both of the Junior and Senior categories: Norton, Velocette, A.J.S. If all three enter a team in each race, that is only nine runners per event.

Now the Tourist Trophy Races have always been declared to be primarily for the benefit of manufacturers seeking a testing ground for development work and any suggestion that the event is an entertainment spectacle has been discouraged. It follows, then, that the private owners, dealer-entrants and Dominion riders are just allowed to come along to make up weight, since, obviously, they can't be interested seriously in development work. If this policy is strictly adhered to they aren't really entitled to draw much benefit from the financial sum allocated to the races. Ergo, the promoters must look



Riders form up on the Grid for a pre-war T.T. This year the Junior event takes place on the day after—

“J’ACCUSE—!”

hard to find bona-fide manufacturers requiring assistance to enable them to carry out their research work—and only three British concerns fall in this category; any others must be foreign.

What do we find here? With Europe in its present troubled and divided state it is difficult to discover any Continental motorcycle manufacturers who are sufficiently stabilized to resume racing research. Indeed, only two countries come into the “possible” class, Italy and Czechoslovakia. Indications are that the latter can at present be discounted and amongst the Italians we are left with three “maybes” — Gilera, Guzzi and Benelli. Of the last-named company's activities little or nothing is known and their participation in the 1947 event is as doubtful as night-club whisky.

Guzzi have nothing to offer but a re-hashed, military, push-rod job for the Senior and the old-stager 250 that had all the development it could stand 'way back long before the war. Remains Gilera; they certainly fill the bill, for international races are just what they need to prove their new unpuffed “four.”

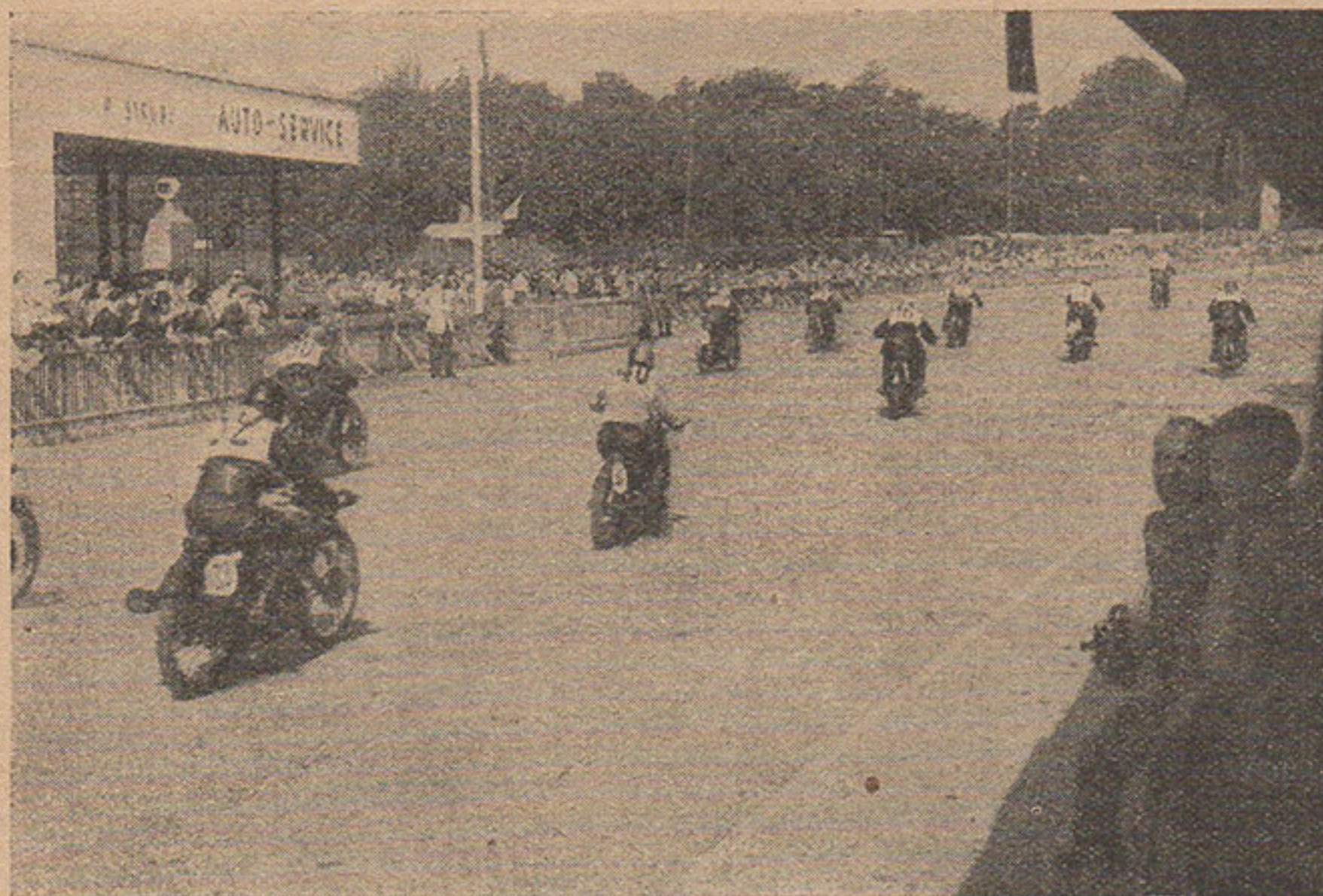
Let's be big, then, and say that for the Senior we get nine British works' entries and six Italians. In the Junior there are possibly nine British and no Eyeties, while in the Lightweight there might be three Italians and no British. As the proposal is to combine the 350s and 250s we shall have, at most, 12 works' runners on Monday and 15 on Friday, and that is being generous because I doubt very much whether A.J.S. will field a trio of 500s as well as 350s.

O.K. then, let's say that it's farcical trying to maintain the belief that the T.T. is first and foremost a manufac-

turers' race. Let us face the fact that it is the private owner and non-factory-sponsored entrant who make the race. Let us forgo the insistence on research and development and treat the whole thing in the way the Continent does—as a race, pure and simple, staged (a) to give first-grade riders an opportunity to do combat and benefit according to their merits, (b) to give a large crowd of onlookers a spectacle of speed worth watching, and (c) to make a profit! If manufacturers care to use the race as a means of carrying out experiments



Racers with head lamps and silencers: news of a Clubman's T.T. recalls this Donington Day paddock scene.



—the Swiss Grand Prix (also, in 1947, the European G.P.). Pictured is a massed start in the 1946 event at Geneva.

R. R. Holliday Charges the Racing Pundits with "Muddling the T.T. Programme"

designed ultimately to improve the standard of production, well and good, but let's not be hypocritical about it and pretend that that is the be-all and end-all of the affair; in other words, let us remake the T.T. as the greatest race of all over the world's finest circuit.

With the decks clear for action and a definite policy in view, the promoters should then go hell-bent for the roping in of the finest racing talent in the world. This means, of course, the acceptance of the fact that talent must be paid for, and here we come straight-away up against the tragedy of 1947—the overlapping of the T.T. with the European G.P. Already the riding fraternity are turning over in their minds a very knotty little problem. Until the A.C.U.'s financial proposals are made known the solution is not to hand, but the crux of the matter amounts to this: will it better pay the Continentals—factories and private owners—to devote three days to the "E.G.P." or three weeks to the T.T.? With the British contenders safely bottled away in the I.O.M., the Swiss affair looks a gift to some people. Furthermore, abroad, success in the "European" is as good, if not better, advertising material than the much more hard-to-come-by win in the T.T. Again, on the expenses side, the Belgians, French, Dutch, Swiss and Czechs are obviously much better off—unless the A.C.U. decides to lash out. And that's the pity of it! If the T.T. is to attract worthwhile talent, the position will resolve itself into a bargaining match between the rival promoters. But please don't forget that the sword is two-edged. If the British

loyally support the T.T., then they can't gain any glory in Geneva.

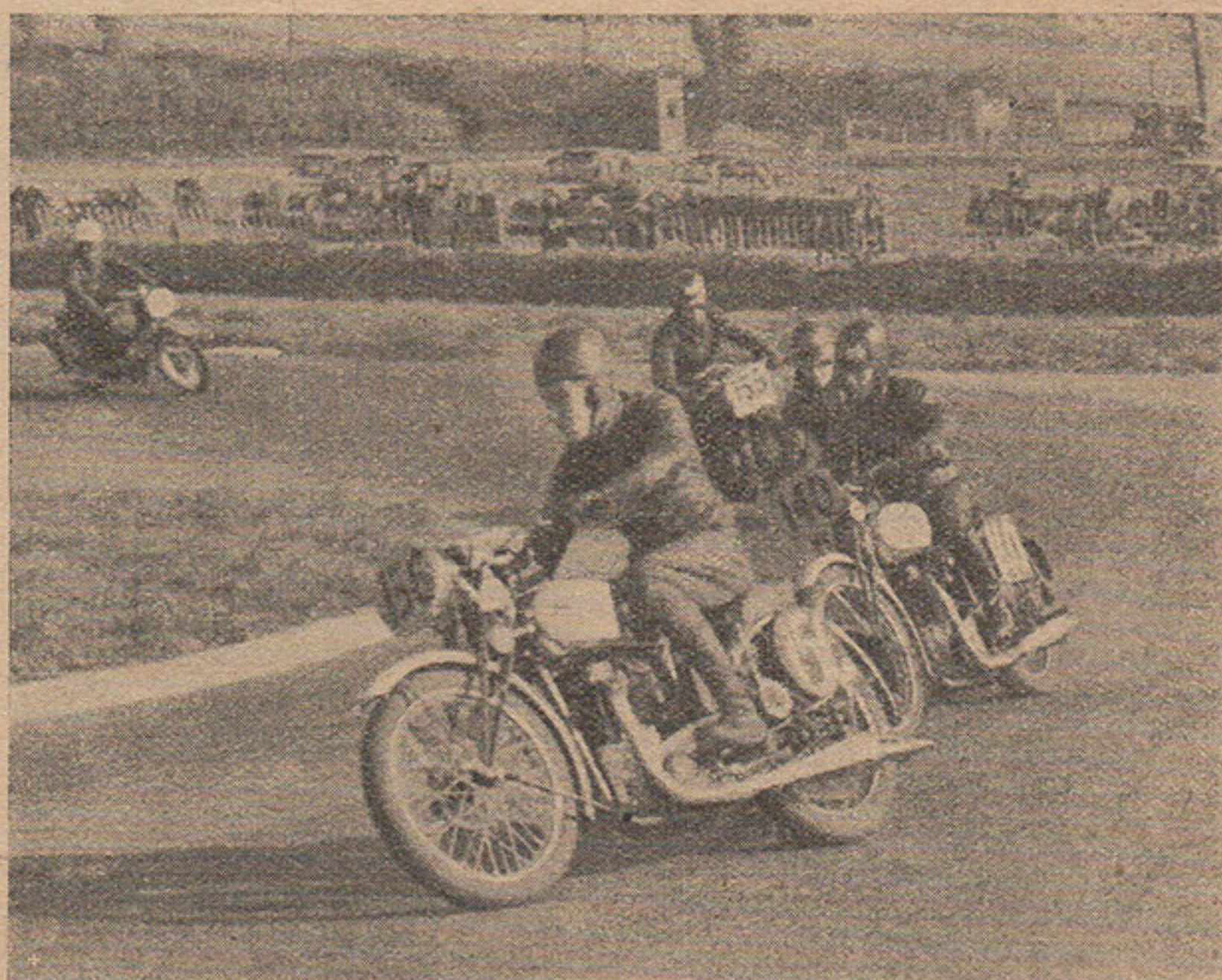
Was all this foreseen when the F.I.C.M. delegates met last November? It ought to have been. If it was, surely it was a disastrous mistake to leave the position unsettled? In short, I accuse the Federation of faint-heartedly dodging an issue that cried out for firm and prompt settlement.

Next I want to examine the T.T. itself. We are now in January and practising begins in May, yet only last week were the bare details of the 1947 proposals announced. I know there have been difficulties; I know how hard the various people concerned have worked to formulate any sort of proposal at all. I am also well aware of the disappointingly lukewarm response the manufacturers gave to the quite sensible suggestion of a high-speed demonstration. It is undoubtedly due to the time lost, while the trade made up its mind that it didn't want such an event, that we are now so perilously near zero hour with an entirely new conception hurled at us in the shape of a Clubman's T.T.

With this latest suggestion I have no complaint at all. In fact, I consider it a darned good idea. What does worry me is that the T.T. sub-committee sprung it on us, finalized in skeleton form, before the racing brotherhood had a chance to review it and make suggestions. I'm not concerned so much with the administrative details; regulations deciding the type of machine that can be entered, who is eligible, practising periods, qualifying conditions, awards and inducements, etc.—all these the A.C.U. can fix quite comfortably, I have no doubt. My main concern is with the wisdom of selecting the Wednesday of race week for this venture.

Clearly, the clubmen and the regular T.T. competitors will not be permitted to practise together. Clearly, too, the clubmen's practising period must be adequate. If the experts require nine days to suit machines already race-built to a course they already know thoroughly, how much time should be allowed to newcomers with mounts that have probably never been ridden without a head lamp? If we said a week, that would hardly be too much, and yet

(Continued on page 234)



The last opportunity afforded to clubmen to compete on standard machines under road-race conditions was "Motor Cycling's" Donington Day, held in 1939, when this picture was taken.

"PRESSMEN'S PLAYTIME"

How "Motor Cycling's" Staff Saw Trials Riding from the Inside!

LAST Sunday certain well-known trials country near Sevenoaks was the scene of an unorthodox, yet highly amusing event. It figures on no club fixture list; but its history goes back many years, to 1929, when contributor "Carbon," in an inspired moment, put up an award to be competed for by his colleagues, then on the staff of "Motor Cycling."

Members of the staff came and went; and the cup changed hands before the war put a stop to such things but it was not until the present season that Graham Walker and Co., straining at the leash for a bit of fun instead of merely watching others enjoying themselves week by week, retrieved the cup from its war-time hiding place, dusted it carefully and cast round for a suitable venue for the first tussle.

A kind of careless challenge was thrown out—and was immediately accepted by several stalwarts of the O.W.L.S. Club who either out of kindness or conceivably to revenge some slashing Press write-up, planned a course and wrote, saying rather ominously, that "all was

succeeded in persuading Bill Peacock, the well-known Bromley "chair" exponent, not only to lend him the Ariel outfit but also to come along and do his stuff in the sidecar. Bernal, distrusting the business of

riding in events with strange and unfamiliar models, scoured England for an upswept exhaust pipe and converted his own, personal 349 M.A.C. Velocette into a fairly respectable-looking trials mount.



(Above, left) D. R. Chapman—and some mud! (Above, right) R. R. Holliday coping with Beech Tree Loop upon which "Hoots" McIntock and B. Osborne (Right) exchange views in the true spirit of "The Carbon Cup." (Left) Editor Walker prepares to descend Whitley Mill Hill—Passenger "Winco Mac" prepares to bale out! (Below) Menhinick marches on!



ready for Sunday, January 19," and that they were sure the result would amuse everybody—"Motor Cycling's" men and themselves, too!

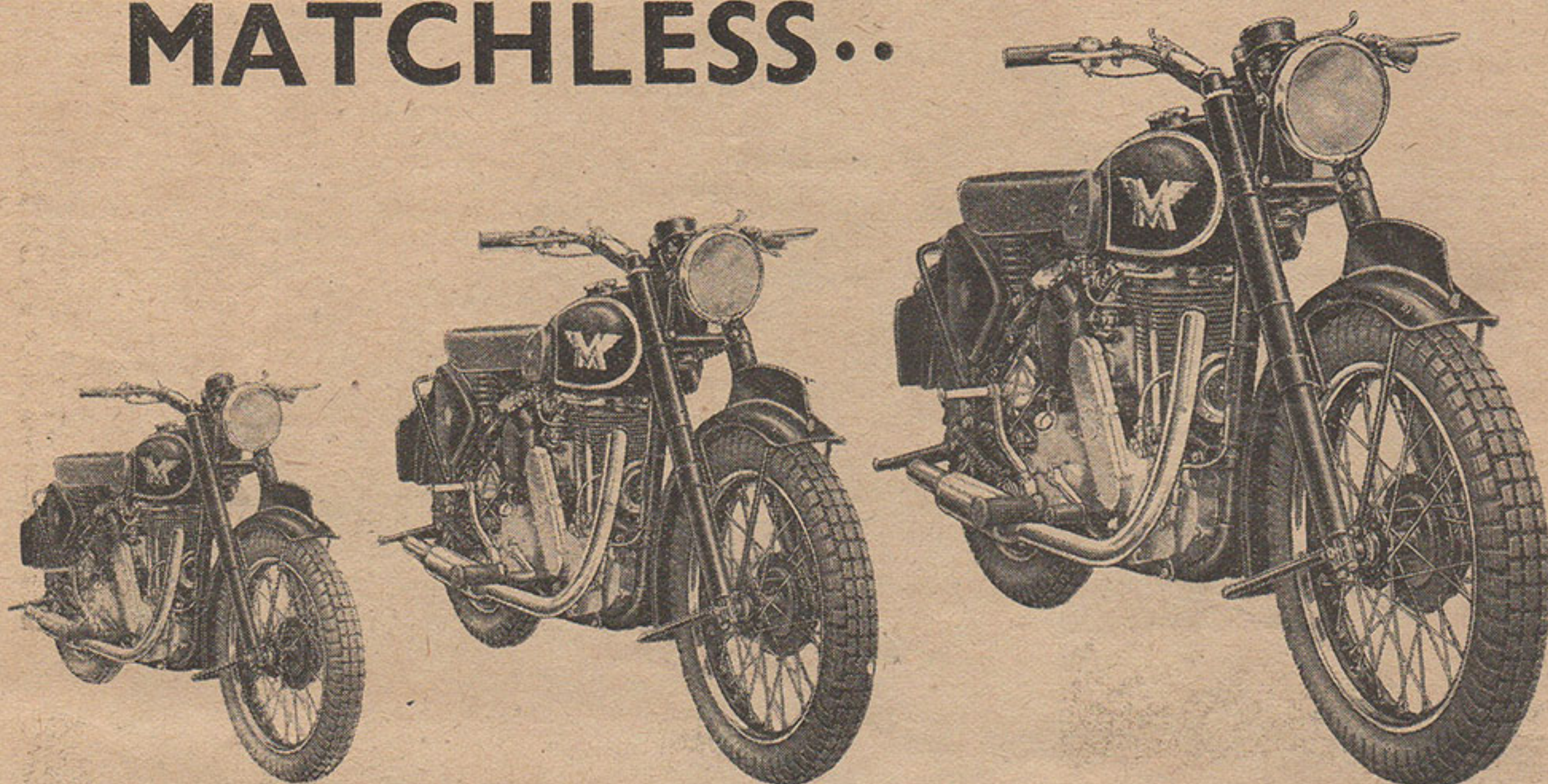
None of the would-be competitors seemed to appreciate that last part of it. Editor Graham Walker, who had borrowed "Cabby" Cooper's famous 490 Norton sidecar outfit, said he didn't feel well; his passenger, none other than "Winco" MacLachlan, of the R.A.C., suspected symptoms of influenza, and went to see a doctor. C. P. Read, the original winner of the very first "Carbon Cup" event, complained of old age; said he didn't like motorcycles at all really . . . never had done . . . felt he ought to have a quiet week-end. Charles Markham, whose Caterick riding career is known to all and sundry, was uncertain what he should ride—might not even be able to borrow a suitable trials "iron." . . . Only R. R. Holliday, who, with great cunning, had wangled a loan of Harold Taylor's 497 Ariel sidecar outfit—with Harold as passenger—was in bounding health.

In a subtle and quiet manner, Cyril Quantrill and Bernal Osborne, whose desks in the office adjoin and who spend hours yarning about Cairo, the 8th Army and sergeant-majors they have known, instead of getting on with their work, noted these symptoms and rubbed their hands. Cyril, doubtless at the cost of considerable beer



Presumably thinking of traditional S.-E. Centre mud, those with influenza grew steadily worse. Others, who knew nothing about the mud, or who had left "Motor Cycling's" staff sufficiently long ago to have forgotten it, waxed enthusiastic. The latter included J. Lowrie, a 125 c.c. Royal Enfield enthusiast, who works on "The Motor"; J. D. ("Hoots") McIntock, one-time "Tornapress" of "Motor Cycling," and now a leading light on "The Commercial Motor," who had borrowed Harold Daniell's 490 Norton; Artist Leslie Cresswell, whose work has delighted readers of all Temple Press journals, dug out riding kit; Rob Davis, "Motor Cycling's" advertisement manager, burnished up his 347 Matchless; Gregor Grant, now assistant editor of "The Light Car," one of the Whang Boys of 1939-40 fame, borrowed a 348 B.S.A., whilst Dennis Chapman, who had never

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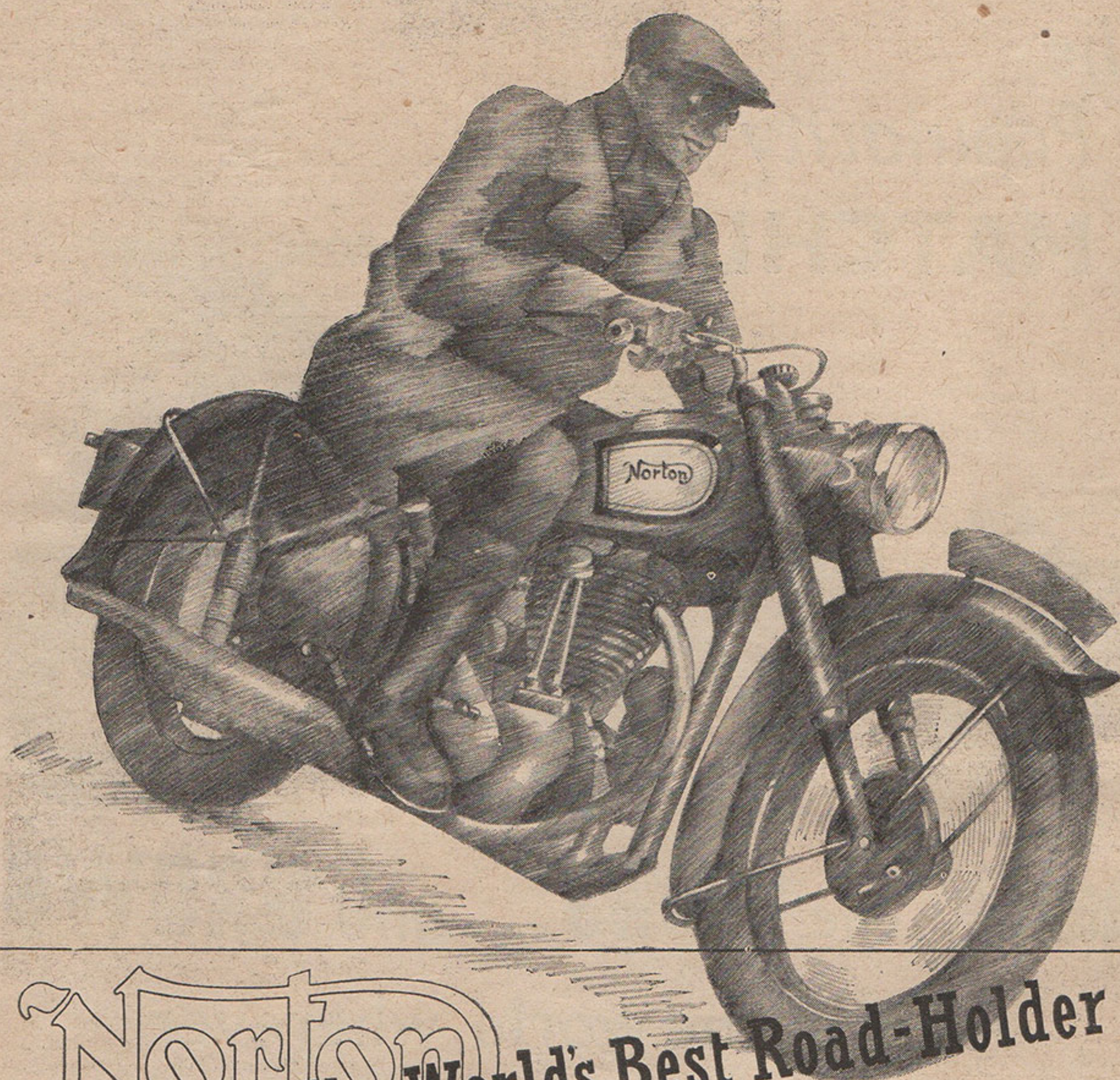
G80
500 C.C.

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THE UNAPPROACHABLE
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R.P. 1345A

ridden in a competition before, persuaded the James people to lend him one of their 125 c.c. jobs.

Alec Menhinick, who since the war, has largely forsaken the land for the sea, came back to his old world for a brief spell and, having by hook or crook inveigled Ted Frost's 490 Norton from him—Ted, having a broken arm and so presumably being unable to defend himself—turned up on the day full of optimism. Ken Jones, camera ace of the S.E. Centre, not a trials man, but a regular free-lance contributor to "Motor Cycling," sportingly fell in with the spirit of the thing and shared Chapman's little James.

And so the list could have been continued, almost ad lib, only the shortage of suitable vehicles curtailing it finally to 14 starters who, in various states of nerves, checked in to Angus Herbert, chief organizer, clerk of the course and marshal, at the "White Hart," Sevenoaks, ready for the fray. Angus was assisted by Basil Saunders, Neville Doggett and the



(Above) On the Bumps, Solo winner Rob Davis and (Left) Best sidcarist, C. Quantrill wishing Bill Peacock were heavier. (Right) "Motor Cycling's" Oldest Inhabitant, C. P. Read, enjoying wheelspin on Beech Tree Loop (Below, left) Runner-up C. Markham on this section.



O.W.L.S. president, P. F. Kelleher, while keenly interested spectators of the strange sight included Jock West, Harold Daniell and Steve Lancefield. Bill Slocombe who, evidently unaware of Gregor Grant's earlier wild career, had lent him the 348 B.S.A. mentioned previously, was, unfortunately, not able to be present to see what happened to it. Which perhaps was just as well.

With the serious business once under way, nerves disappeared, as always is the case. The invalids, disregarding influenza, gout and kindred complaints, joyfully cast off thick coats and scarves which worried wives, doubtless, had instructed them on

no account to remove, and got to work on the first obstacle, bumpy, tree-lined subsections, known as Fig Street. Bob Holliday's outfit stopped but, after slight altercation with passenger Taylor, he managed to get going. Bernal Osborne was clean; so were Rob Davis and C. P. Read—"Dear Old C.P.," as he is affectionately termed, literally cast off the great age of which he continually complains, and rode his 346 Royal Enfield—yes, by courtesy of Fred Bladon—really well throughout the event. Nine runners actually were faultless here. Optimism ran high—all too soon.

Fig Street Bottom caused everybody but Rob Davis, Cyril Quantrill and Graham Walker to put feet down. Not so good. Then came Beech Tree Loop, an up-and-down circuit, surfaced with leaf-mould where one's passage was jeopardized by half-hidden rocks, calling firstly for bags of power and then bags of exhaust-lifter tactics. It unseated Rob Davis suddenly and completely, and bang went five marks! "Hoots" tried to climb the Beech Tree in question on the Norton. "C.P." footed heartily; Bernal soared up on his Velocette; the bags of power were there all right, but the ground clearance was not... there was a great rending of rocks... flailing legs... but impetus carried machine and rider through without a penalization of more than three marks for footing. Clearly, upswept pipes are not the be-all-and-end-all of a trials model! Charles Markham alone managed clean performance on his diminutive 125 c.c. mount.

The next high-light was Sawmill Hill, not difficult in itself, but it had to be approached by way of a soft, earthy patch that killed speed. Poor Bob Holliday stopped; Harold, unused to his passive role, was nearly in tears and, upon reaching the summit, sat down, commiserating sadly upon the utter foolhardiness of anybody who rides in sidecars! To make it worse, Bob, smarting under the indignity of having stopped, demanded to know where his cigarettes were. Was it not the acknow-

ledged duty of good passengers to provide the driver with a readily lighted cigarette, he asked scathingly?

Rob Davis redeemed his previous failure by a splendid, fast climb, Bernal legged up nearly as speedily, as, in fact, did most of the solos. Like Bob's vehicle, however, all the other chairs stopped, Graham's Norton outfit sliding bodily backwards, to Editorial chagrin. Chapman, learning the hard way, but obviously enjoying himself, wound up his 125 c.c. of power with great success, but overdid it and motored off sharply into the woods! Gregor Grant, his Don R. days five years distant and his competition riding even more remote, picked up the lost art splendidly.

A short ride brought The Bumps, harmless-looking hummocks over clay, loose bricks, branches and mould. Read, Lowrie, McIntock and Grant were faultless here. The Velocette failed in the first subsection—ground clearance again.

For sheer humour the sidcar men were probably at their best here. Cyril came in in fine style, but Bill Peacock, either engrossed in the scenery or meditating on the metaphysical, omitted to lean at the correct angle, or, indeed, at any angle at



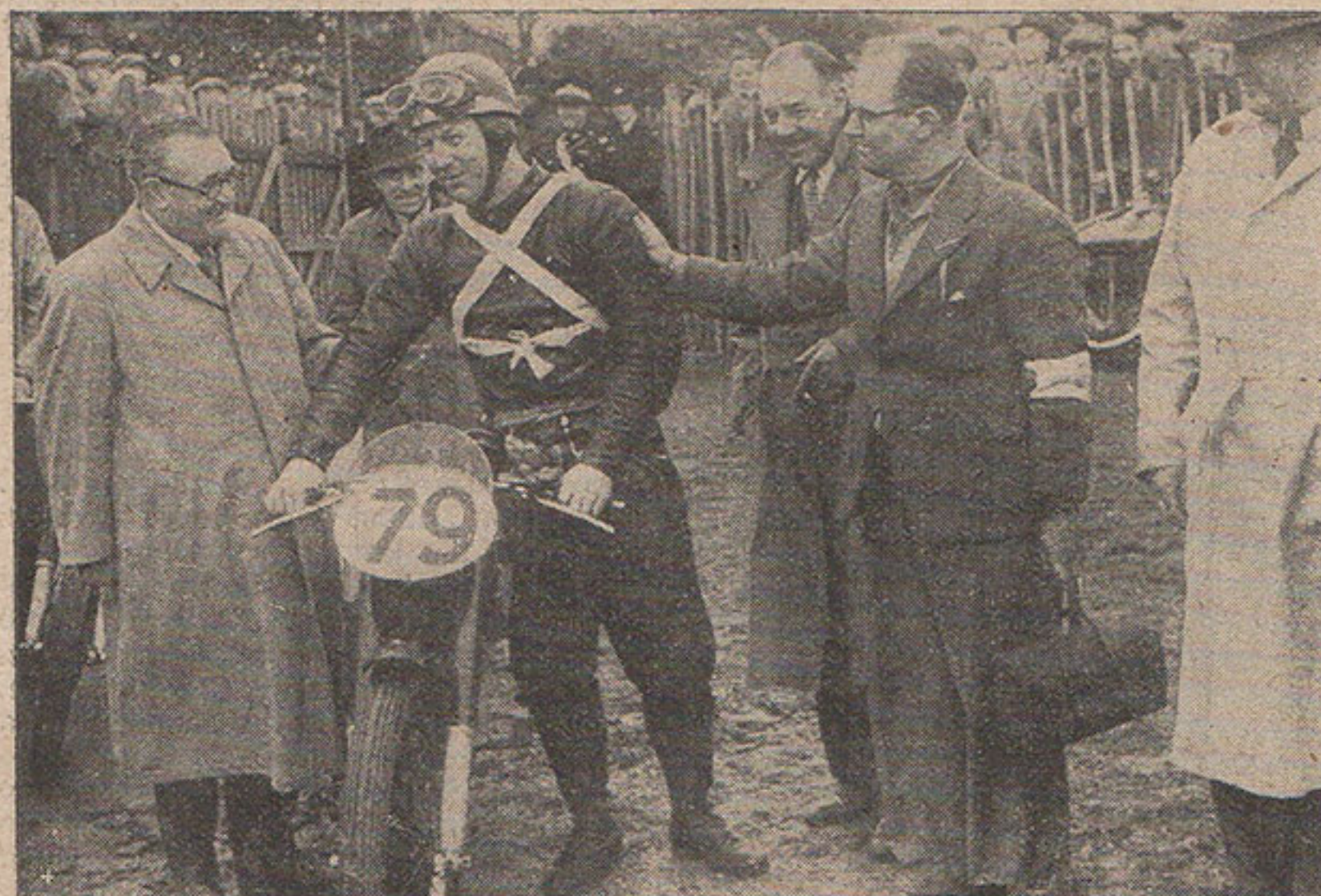
all, thus bringing about the entire outfit's collapse. After him came Graham and Mac. Perhaps the Editor had schooled Mac more thoroughly in what was required of him; possibly the Editor had even told Mac that famous story of an occasion when some miserable passenger leaned the wrong way and Graham, to show his disapproval, had fetched the luckless chap a sharp one around the ear whilst still motoring at speed. One doesn't know.

Mindful of closing time and the fact that a meal was laid on, organizers and riders decided to call it a day after the next hazard. This was the well-known hill leading down to Whitley Mill where Cyril, Graham, Lowrie, Charles Markham and Rob Davis were clean.

Lunch at Bligh's Hotel, Sevenoaks, wound up a good morning's sport, which, despite a slight pantomime atmosphere, was highly successful in once more fulfilling its original object, i.e., enabling the Bowling Green Lane folk to have a bash at the hazards instead of just scribbling furiously about them every week.

RESULTS

Carbon Cup (best performance): Rob Davis (347 Matchless), 5 marks lost. Best Opposite Class: C. Quantrill (497 Ariel s.c.), 23 marks lost. Runner-up: C. Markham (125 James), 14 marks lost. Other Performances.—Solo: P. Heath (347 Matchless), 19; L. Lowrie (125 Royal Enfield), 21; B. Osborne (349 Velocette), 23; C. P. Read (346 Royal Enfield) and K. G. Jones (125 James), both lost 24; J. D. McIntock (490 Norton) and A. Menhinick (490 Norton) both lost 26; G. Grant (348 B.S.A.), 29; D. Chapman (125 James), 34. Sidecars: G. W. Walker (490 Norton s.c.), 25; R. R. Holliday (497 Ariel s.c.), 28.



At the end of his winning ride in the Junior Manx Grand Prix, Kenneth Bills gets a pat on the back from tuner Steve Lancefield.

THIS is the story of the two machines ridden by Kenneth Bills in the 1946 Manx Grand Prix, the first long-distance road race run on Pool spirit, as told by Steve Lancefield, tuning expert, to Bexleyheath Clubmen at their Welling, Kent, headquarters, last Friday:

The two Nortons, a 350 and a 500, were delivered, said Steve, to Forest Hill, where Harold Daniell and I have our motorcycle showrooms, on the Wednesday afternoon prior to our departure for the Island on the Saturday. With only Thursday and Friday left, no time was available to do any work on either machine, these two days being fully occupied in getting together all the gear one needs during a fortnight in the Island.

Incidentally, I might mention here that the machines were absolutely standard, and identical with the many others sold by Norton Motors, Ltd., the only exception being the alloy rims, which were supplied by us from our pre-war racing stock.

Apart from the work carried out in the Island, the changing of chains and rear tyres for the races, the saddle on the 350 for a Dunlop, and a shorter exhaust pipe and larger megaphone on the 500, and an alloy tank—used on both machines—they were raced as supplied.

So, on Saturday, August 24, with the two machines in the trailer, Harold and I, with our wives, left Looe for Liverpool by road, to catch the 2.15 boat. This was narrowly achieved following persistent boiling of Harold's car during the last hundred miles of the journey: some four hours later all were ashore on Douglas quay. We decided to ride the racers up to the garage already booked for us by Wilf Harding, the ex-T.T. rider, and best friend any Island competitor could have. The garage was the one used by "Pa" Norton in the earlier T.T.s, only a minute or so from the grandstand. Harold took the 500, I the 350 and, for the first time, we heard the machines running and a few moments later were motoring along the promenade.

This was my first ride on a machine equipped with the new "Roadholder" forks—needless to say I was very impressed with them.

The next day, Sunday, the 350 was fitted with racing number plates, chains and tyres were checked, oil and fuel tanks filled, and the machine was taken up the Mountain for carburation checks on the famous Mountain Mile. Owing to the popularity of the place only three runs were made. However, with a 40 c.c. increase in jet

size, the plug readings were happy enough to allow three "running-in" laps the next morning. A 520 c.c. jet is standard.

The first practice on the Monday morning opened with really excellent weather, apart from the sun troubling some riders in the Sulby area, and Ken Bills completed three laps without trouble. His lap times were:—Standing, 33.38; second, 34.51; third 32.51—approximately 67%, 66½ and 69 m.p.h. respectively.

A hasty look over the 350 revealed it to be very good from a cleanliness point of view with a moderate oil consumption, but the fuel consumption appeared to be rather heavier than one would wish. This I found was due to two reasons; a float chamber that had a tendency to flood and the lower gear ratio being employed as a result of Pool petrol.

During Monday morning the 500 was "prepared" for practice and whisked up the Mountain for jet readings. Several runs were made checking r.p.m. against plug readings and stop watch. With a 20 c.c. jet size increase the machine was pronounced O.K. for three "running-in" laps the next morning—Tuesday.

The standard jet is 620 c.c. In general, the following résumé of work carried out applies more or less to both machines but, for simplicity, I propose to deal mainly with the preparation of the 350 machine.

Monday afternoon was spent in making notes of tappet clearances, valve and ignition timings, compression ratios, gear ratios, fuel and oil consumption, tyre pressures, chain stretch, and so forth, prior to the dismantling of the 350.

As I expected, the interior appeared very comfortable from a thermal point of view. I might say almost too comfortable!

So to start with the inlet port was the first to receive attention, the work being carried out with the aid of hand scrapers and emery cloth.

I might mention here that I believe in leaving the inlet guide as long as possible in order to keep the valve square with its port seat when closing. Quite a lot of people reduce the length of the guide by faring it into the shape of the induction port, a practice I would not recommend for long distance road racing, or heads having bronze inlet seats.

Ken's lap times on the 500 during the Tuesday morning practice were:—Standing 30.36; second, 30.58; third, 29.46, the latter representing a speed of 76 m.p.h., the fastest lap established that morning.

Following the completion of the "running-in" laps of the two machines Harold worked on the gearbox, clutch, chain, brake and wheel departments, making sure that everything was in correct adjustment yet nice and free—it is surprising how much power is lost through a slightly rubbing brake, a distorted oil-retaining shim, or incorrect clutch or chain adjustment.

In order that more knowledge could be obtained of the vagaries of Pool under racing conditions most of the work which followed was in the nature of "suck it and see"—the only method I have used since I first became interested in "getting a little bit more." Most engines have their individual peculiarities and very few people really knew what could be done with Pool when purged to the utmost for power output under racing conditions.

The first experiment was an alteration to the valve timing—everything else, other than the port work already mentioned and the altered jet size, being left "as supplied." Both cams were advanced five degrees and the machine was taken to a selected stretch of road on the course for test runs, all readings being determined by r.p.m. and sparking plug condition.

THE PRICE

S. S. Lancefield Tells Clubmen the Secrets of Suiing Racing Engines to Commercial Spirit

Several runs were made, including one with the ignition retarded a few degrees. The machine was then whistled back to the garage, tank whipped off, and the cams retarded 5 degrees. Then again up to the same stretch of road for further tests.

The next alteration I thought worth trying was retarding the exhaust cam only 5 degrees. As none of these alterations gave any increase in r.p.m. or cooler plug readings worth mentioning, this left me in no doubt that for the next series of tests which I was contemplating the maker's valve timing was the best to use.

Up to this time the 350 had been peaking at approximately 6,200 and the 500 at 5,900.

The next step was to find out the effect of using a higher compression ratio, so this, on the 350, was raised from 7.33 to 7.8, almost half a ratio. Test runs soon proved the value of this move—the r.p.m. going up to 6,500 or so—with a corresponding rise in the temperature! A 60 c.c. increase in jet size, making 100 c.c. above the maker's setting, brought about definite sooting of the plug, but the readings were still not cool enough, so the ignition was retarded approximately 5 degrees. This gave an immediate improvement in the plug readings so the jet size was reduced 20 c.c. with satisfactory results, the r.p.m. remaining around the 6,500 mark.

On this occasion the machine was towed back to the garage to avoid losing the internal evidence of the combustion conditions. When the engine was dismantled no trace of detonation was found and the exhaust valve had not been unduly overheated.

Still eager to find out more, the compression ratio was raised to 8.1 and further road tests made. The r.p.m. increased to almost 6,700, but the engine now resembled a fried-fish shop and smelt like one!

Here, I think, a few words relating to the fuel used would not be out of place. Many rumours were current during the practice period that Pool in the Island contained a percentage of benzole, the amounts quoted varying from 10 per cent. to 25 per cent. This may well have been so, but the machines I was concerned with were most definitely run on Pool the whole time in the Island.

Now benzole could have been detected by two means (short of having a knock-rating engine and a quantity of reference fuel), first by the smell and second by the hydrometer, the latter recording the specific gravity, or simply pounds per Imperial gallon, benzole having a S.G. of .875.

The fuel we used in practice varied between .748 and .755, ignoring any temperature effect that may have existed (S.G. readings are usually quoted at a standard temperature of 60 degrees F.). The fuel for the race was supplied from two sources, the competitor supplying a full tank for the start of the race, a sample of which was taken at the weigh-in, and by the organizers for the replenishment stop during the race. The latter was in sealed tins and was delivered to the pits prior to the start.

At the conclusion of the race a sample was again taken by an official from the tanks of the first three machines, whilst they were being stripped for measurement. A hydrometer test I made of the fuel remaining in the tanks of Ken's two machines gave readings of .752 and .753 for Junior and Senior races respectively. This I think is fairly conclusive proof that the fuel used for the races was genuine Pool.

Because time was running short and the bad weather conditions had set in, no further work was possible to see if the engine could be made to hold the power and be reliable enough for racing.

I should like to add here that this year I was rather fortunate in having two "runners" for the test work—Harold, as well as Kenneth. Both rode the machines at my request even when weather conditions were bad and visibility poor. I am sure, however, that Harold enjoyed the opportunity to do some fast motoring once again in the Island as much as I appreciated his assistance, even though he ruined a perfectly good pair of flannels, a new raincoat, and lost a pair of spectacles in to the bargain!

So, for the Thursday evening daylight practice, the 350 was built with a compression ratio of 7.8 to 1, a 600 jet, and an ignition setting of 35 degrees. For the 500, a compression ratio of 7.3 to 1 was used, a 660 main jet and an ignition setting of 35 degrees. These were originally 7.1 to 1 c.r., 620 c.c. main jet, and 37.5 degrees ignition timing.

It was arranged with Ken to do three laps, the first on the 350, the second on the 500, and the third again on the 350. On each lap he was



OF USING POOL

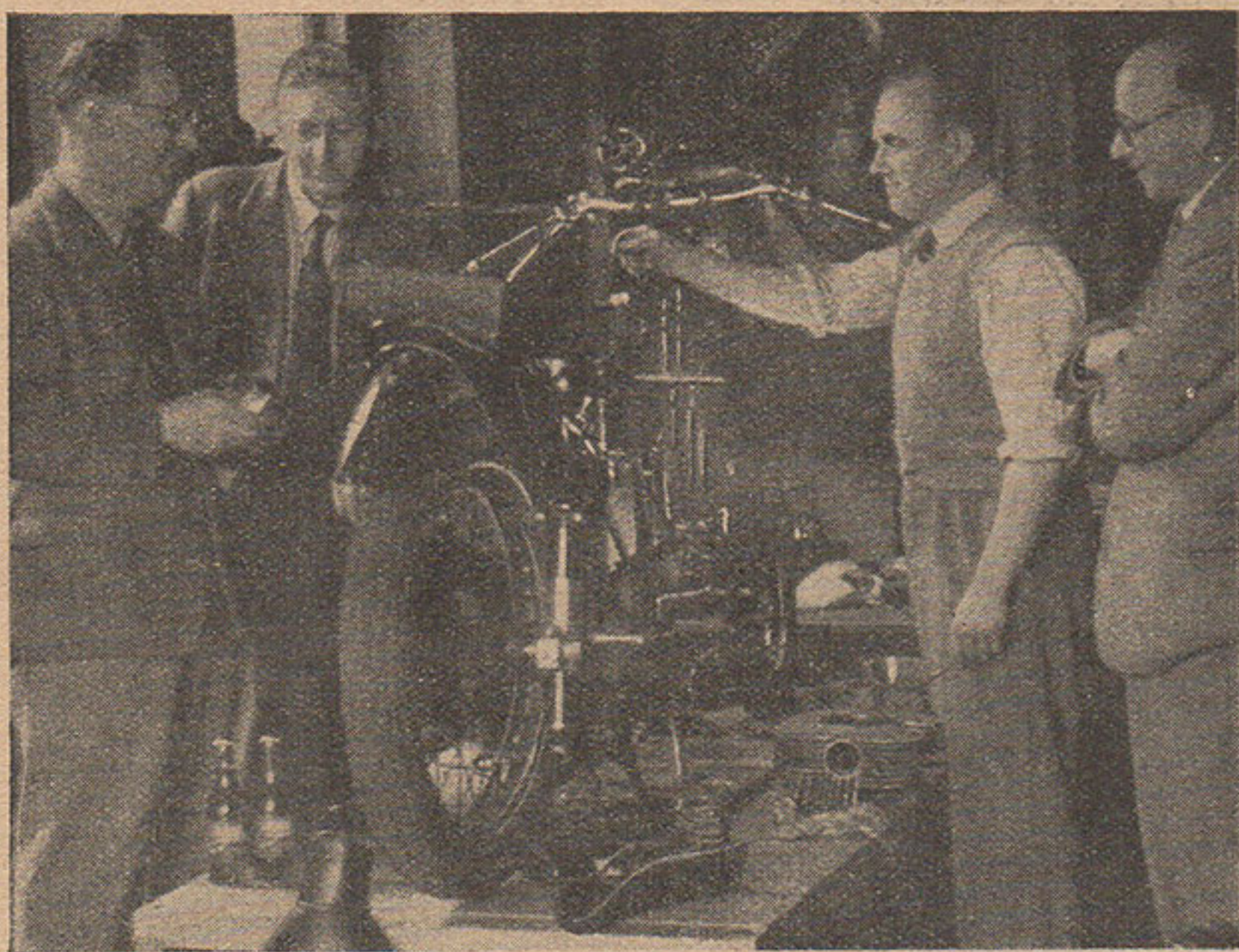
to stop and do a "chop-out" at the end of Sulby straight, where Harold would be waiting to change the plug for a clean one which I gave to Ken at the start. The one removed at Sulby was to be brought back to me at the Grandstand. Harold was to give Ken the O.K., or otherwise, to keep the taps open for the remainder of the lap according to the plug reading he obtained at that point. At the completion of the lap Ken again did a "chop-out" and thus I obtained two reliable plug readings per lap. During the lap Ken was out on the 500 I decided to increase the jet size of the 350 a further 20 c.c.s for the final practice lap, the plug readings tending to be a little on the "hard" side.

All three laps and plug changing, etc., were accomplished according to plan and some very useful data was obtained from both engines, particularly as this practice may be assumed to be as near race-day conditions as one can expect.

Lastly, I decided to use a higher heat-resisting plug than usual in road racing, being fortunate enough to obtain a small number of K.L.G. 731 plugs which have a mica insulator.

The Saturday and Sunday prior to the races were spent preparing both machines for the final practice on Monday morning, all settings, etc., to be as intended for the races.

Monday morning's practice times are very interesting—Ken did two laps, one on each machine, both obviously being standing laps. The time on the Senior machine was 29.5 (77.7 m.p.h.), this being the second fastest of the morning—E. Briggs was the fastest at 28.47 (78.6 m.p.h.). This was, however, a flying lap. Of interest was E. Lyons's fastest lap at 29.50 (76 m.p.h.), also a flying lap. On the Junior machine Ken returned the fastest lap of the morning and for the complete series of practising for the Junior machines, 29.28—almost 77 m.p.h.



In the Lancefield tuning shop in Douglas. Grouped round the Norton (from left to right) are Kenneth Bills, Wilf Harding the Manx enthusiast, Steve and partner Harold Daniell.

The "Inquest"

The stripping of the engines showed the 500 to be fairly happy but the 350, had been a little "excited"—incipient detonation being in evidence. I thereupon decided that for the 350 the compression ratio would be 7.6 to 1, ignition being 35 degrees advance and a 600 main jet—these settings were actually used for the race.

A fairly clear picture of the pros and cons of Pool was now established, the more important being, first, that it was certain that no increase of gear ratio was possible, the 350 being .145 of a ratio and the 500 .091 of a ratio lower than those we used so successfully in the 1938 Manx Grand Prix on 50-50.

As gear ratios are, all things being equal, proportional to power, this was the price of having to use Pool.

Secondly, I noted that the 500 suffered markedly more from the effects of Pool than the 350, no doubt due to the difference in bore size, the longer flame travel of the larger engine being conducive to detonation.

Thirdly, I had kept a very careful check on the fuel consumptions during practice and found them very much heavier than those of 1938 on petrol-benzole, the reason being the larger jets employed, coupled with the lower gear ratios necessary. It is quite an advantage in the "Manx" to fill at the end of the second lap, as owing to the smaller quantity of fuel required to fill the tank, a quicker stop can be made, but it means doing the remaining four laps on a tank-full. This was not possible this year and everyone stopped and refuelled at the end of the third lap, other than Tommy McEwan, who, in the Junior, refuelled at the end of the second lap, eventually running out on the downward run from the Mountain on the last lap whilst lying second to Ken—a very unfortunate miscalculation for Tommy.

Well, you all know the results—Ken won the Junior at 74.18 m.p.h. and was second to Lyons in the Senior at 75.78 m.p.h., the winner's speed being 76.73 m.p.h.

During the discussion after the talk, the following questions and answers were recorded:—

Q.—What form do plug tests take?

A.—The rider will go for about two miles. When he is flat out he lifts the clutch, shuts off the engine and coasts to a standstill. Readings of the plug taken then are therefore indicative of flat-out conditions. Ebony-black is the ideal state for the plug to be in. Heavy sooting for this type of race is not recommended owing to the liability of fouling the "hotter" type of plug. I used a 731 plug to prevent pre-ignition.

Q.—Are alloy rims of much advantage?

A.—Yes. They are an asset to steering for one thing. Rotating mass has to be started and stopped and, obviously, the less there is of it the better, particularly at such a large radius.

Q.—Is much stress laid on plug readings?

A.—It is the be-all and end-all of tuning, the tuner's Bible.

Q.—How can you explain Lyons's win in the last Senior Manx?

A.—Lyons is a first-class rider in the wet. I had previously consulted local weather prophets on the possibility of it raining on the Thursday, but they would not hear of rain on a Senior race day. Thus I chose a combination of exhaust pipe and megaphone on the 500 which, subsequently, was proved to be a bad move owing to the wet weather on the actual day.

Q.—What is the difference in the maximum speeds obtainable on Pool and 50-50?

A.—Roughly seven miles an hour.

Q.—Which is the better in the island, high flat-out speed or maximum acceleration?

A.—Both are wanted. It's a case of finding the best compromise.

Q.—Has a multi any advantage over a single in the 500 class?

A.—I should think it has in any class.

Q.—Do you think singles are finished so far as racing is concerned?

A.—I don't think so. I think a single will win at least one class in the next T.T.

Q.—What chain tensions do you allow?

A.—Providing the chains have been fully stretched, $\frac{1}{4}$ -in. up or down movement on the primary chain—on the springer Nortons, the rear chain just taut with the wheel at its lowest point.

Q.—Which do you prefer, shaft or chain drive?

A.—Chain. There is less unsprung weight and the mechanical losses are lower.

Q.—What tyre pressures do you use?

A.—19-20 lb. in the front—on the rear-sprung Nortons, 24 lb. in the rear.

Q.—Did you use sodium-cooled valves in the Manx?

A.—No, unfortunately not.

Q.—Why are megaphones used?

A.—Mainly to get around a regulation. All engines have an optimum length (volume) of exhaust pipe. This is usually short of the rear wheel spindle and a megaphone continues the exhaust system to conform to the regulations without destroying the extractor effect of the exhaust gases, which is used to increase the volumetric efficiency.

Q.—Which do you prefer, mineral or vegetable oils?

A.—Definitely one with a castor base. Some people have used mineral oils successfully, but it is my opinion that castor oils stand up to higher temperatures and dissipate heat more successfully.

Q.—Is air the best coolant?

A.—I believe the racing machine of the future will be a liquid-cooled, blown multi, although the designers I have spoken to on this subject all object to the extra weight involved.

Q.—Would the extra power obtained be worth the extra weight involved?

A.—Yes. With the employment of modern light alloys there should be very little extra weight.

The Wessex Scramble

Entries for Sunday's Open "Rough Race"

NEXT Sunday, the first Open event of the year, the Wessex Centre Scramble takes place at Farleigh Castle, between Trowbridge and Bath. There are two events, the six-lap Junior race, which starts at 1.45 p.m., and the 15-lap Senior event starting at 3 p.m. The following entries have been received:—

1. A. R. Foster (498 A.J.S.).
2. R. Hancock (348 Velocette).
3. B. G. Mace (498 Matchless).
4. A. J. Parsons (348 B.S.A.).
5. L. Wyer (348 Norton).
6. D. Warner (349 Triumph).
7. R. J. Scovell (348 B.S.A.).
8. S. G. Snee (348 Velocette).
9. T. C. Whitton (347 A.J.S.).
10. A. J. Bottoms (347 Matchless).
11. F. Tuck (347 A.J.S.).
12. E. T. Bishop (346 Royal Enfield).
14. S. R. Wise (348 Royal Enfield).
15. J. Plowright (125 Royal Enfield).
16. A. R. Good (490 Norton).
17. G. S. Wakefield (125 James).
18. D. Cox (349 Triumph).
19. R. James (500 Douglas).
20. J. M. Crow (347 A.J.S.).
21. G. S. Parry (246 New Imperial).
22. E. C. Bessant (347 Matchless).
23. D. Bradley (249 Triumph).
24. C. J. Hazell (150 Royal Enfield).
25. E. G. Wilmot (347 A.J.S.).
26. L. C. Newcombe (347 Matchless).
27. G. N. Naris (497 Ariel).
28. R. J. Dear (347 A.J.S.).
29. H. Mead (499 Rudge).
30. R. Clist (346 Royal Enfield).
31. A. N. Nemes (348 Velocette).
32. C. F. F. Wallis (347 A.J.S.).
33. G. Biggs (347 Matchless).
34. J. Browne (348 B.S.A.).
35. R. Durnford (349 Rudge).
36. H. J. Webb (125 Royal Enfield).
37. S. V. Brown (347 Matchless).
38. W. V. Gard (347 Matchless).
39. G. Welch (347 A.J.S.).
40. W. J. Stocker (497 Ariel).
41. J. Williams (348 Norton).
42. A. C. Dickins (347 Matchless).
43. C. Edge (347 Matchless).

SPORTS



An impressive style characterized H. L. Shepherd's performance in the Whitley Scramble on Boxing Day when, riding a 349 Ariel, he came second in the unlimited handicap event.

IN spite of an already fully filled fixture list, I am going to be greedy and suggest that there is still room for a few events which might very well be re-introduced.

First, I should like to see a revival of the Inter-Services Trial. An Open, or specially restricted, "do" with the mud-and-glory boys teamed off into Army, Navy, R.A.F. and Civil Defence categories would surely produce some lively rivalry. At a rough guess, I should say that the Senior Service would be at a disadvantage, and we know that the airmen seem to shine better at racing, but for all that it would make good fun.

ANOTHER very good sporting affair which is due for a return is the School-boys' Trial. Years ago I used to mark this event down as one of the best of the year. The enthusiasm of the youngsters was so catching. . . . they so obviously enjoyed the day out and all concerned with the affair, officials, Press and onlookers, used to join in the spirit of the thing and do their utmost to give the boys a big hand and bags of encouragement.

MY third suggestion is both problematical and dangerous! But if it weren't for petrol, don't you think it would be nice to have just one or two Open night trials? I know there are a great many people who hated this form of exercise and I realize also that long processions of competing machines, travelling at all hours of the darkness through otherwise peaceful areas, is rather upsetting for residents. Nevertheless, I feel that organizers wise enough to plan routes that avoided populous places would not strike much trouble in that direction provided that only one night trial per year passed through any given section of England.

Some of my earliest and happiest memories of competition work go back to the days when "24-hour" trials were all the vogue, and I can still smell the scent of new-cut hay that hung over the fields of Sussex on a beautiful summer's evening

when the first "Brighton-to-Beer" started, amidst huge holiday crowds, from the Aquarium at 10 p.m.

THERE was much gentle adventure, and many long-standing comradeships arose, in those old-time events. During the night trek one had plenty of opportunities for getting to know one's adjacent numbers—stops at coffee stalls, halts before checks and wayside repairs, they all became little gatherings of gossipers. Then, as dawn came, began the serious business of the day, the tackling of the hills.

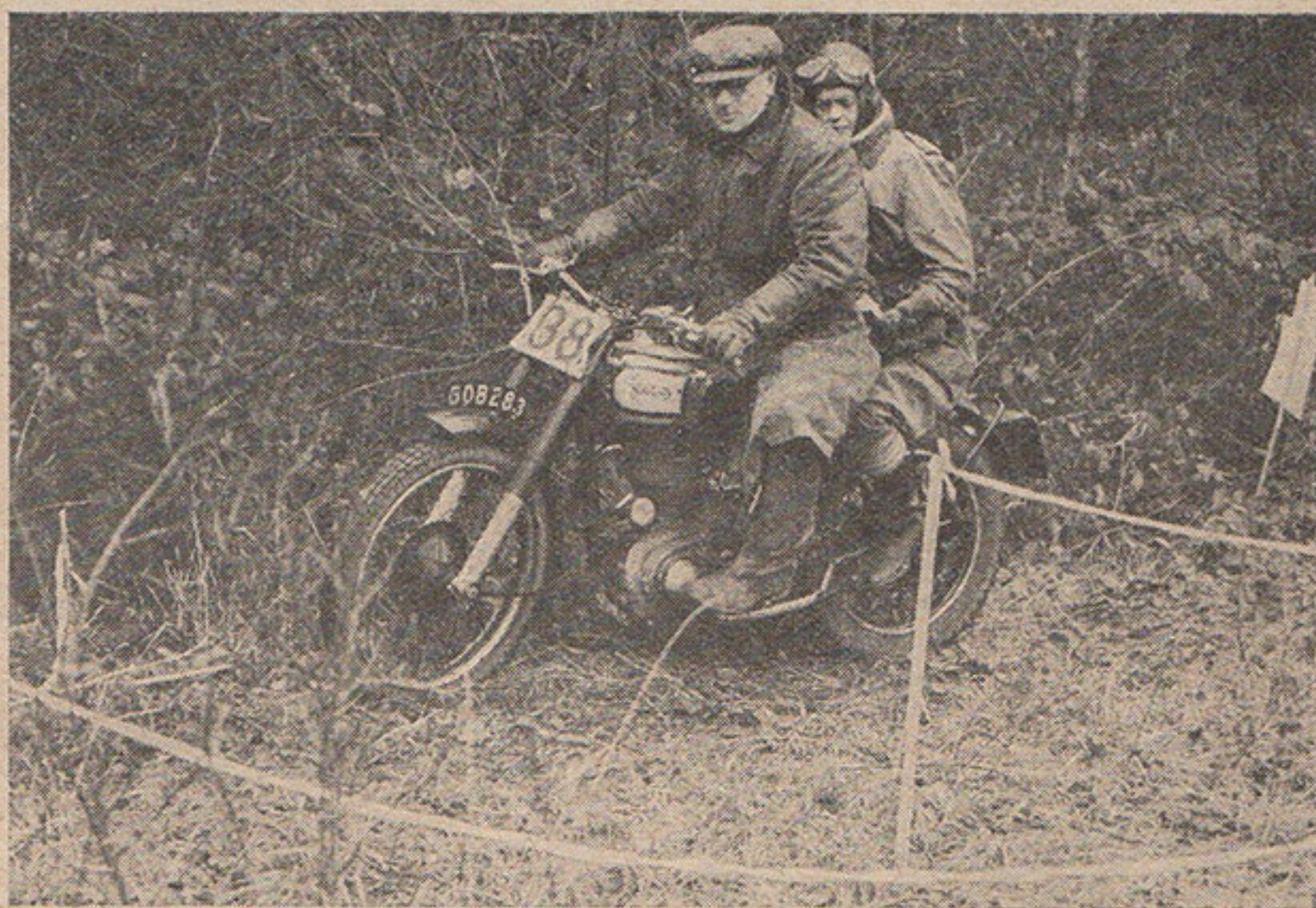
On the "London-Barnstaple," perhaps, it would start with Porlock, climbed as the early light beautified the moors and sea. Or, in the "Birmingham-Holyhead," Urry's Pet might be the first hazard, and I shall never forget the stark magnificence of Harlech Castle, round which the hill climbs, seen with the rising sun behind its battlements and towers.

MAYBE you will think that the modern machine is too reliable to make the inclusion of a couple of hundred miles of main-road work worthwhile? We used to

game, 15 to 20 years ago. It only needs one or two bright spirits to revive it, and, just to test the strength of the position, I invite clubs who are ready to build a team to write to me and then we shall see how much support is likely to be forthcoming.

YET another pre-war competition that seems to have got lost in the welter of present-day happenings is the Maudes' Trophy. Believe it or not, a colleague, who acted as quizmaster at a recent club function, was astonished to find that most of the members had never heard of the "Maudes."

This fine piece of silverware used to be awarded annually for the most meritorious special test carried out by a motorcycle manufacturer under A.C.U. observation. Epic deeds have been performed in efforts to win it, including climbs of Snowdon, fantastic, long-distance, non-engine-stop runs, huge numbers of laps of the T.T. course and thousands of ascents of Blwch-y-Groes. Indeed, a book could be written about the subject, for at one time rival firms used to think up the most amazing feats, and it was not unusual for there to



Many enthusiasts would like to have T.T.-winner Harold Daniell as the pilot. Mrs. Roberts, wife of the Sidcup Club's racing secretary, enjoys this experience during the Sidcup pillion Trial on January 5.

say that 20 years ago, but all the same it was extraordinary how many little things could "go bump in the night" so soon as one put competition numbers on a normally impeccably behaved machine. Indeed, I wonder if the "24-hour" gremlins are really all dead: somehow I doubt it, and before I am too old to care, I should like to find out.

STILL harking back to the events of the 'twenties, cannot we stage a come-back for motorcycle football? That used to be a great sport, and the Cup Final was a real thrill. I have heard, from time to time, of several clubs in different parts of the country who are prepared to play. Isn't it time they all got into touch and started something going? The A.C.U. publishes an official book of rules and the whole organization was laid down, in the light of experience gained in the playing of the

be three or four observed efforts carried out in the course of 12 months.

Quiz: which make still holds, from 1939, the Maudes' Trophy?

Answer: Triumphs, with a Speed Twin and Tiger 100, both picked from stock. After 2,000 miles of over 40 m.p.h. average on the roads, the machines clocked 75 and 78 respectively as averages in a high-speed test at Brooklands.

APPROPHET may be without honour in his own country, but the skill of trials-rider Allan Jefferies is fully appreciated in his native county. Motorcyclists all over Yorkshire are now contributing to a fund, opened by the Yorkshire Centre, A.C.U., for the purpose of providing a Jefferies Trophy. This will commemorate his win in the 1938 British Experts' and his selection for the British Trophy team in the 1939 "International."

GOSSIP

AS a result of a meeting between the Competitions Committee of the A.C.U. and representatives of the manufacturers, a circular letter has been sent to promoters of open trials. This letter contains certain recommendations, the first of which is that the main headings of supplementary regulations should closely follow the sequence laid down in Appendix "A" of the General Competition Rules. Regular competitors will endorse this wholeheartedly.

That prior inspection of sections should be prohibited—as is already the case in the



Southern trial—and that practising should be discouraged are two recommendations that organizers may find difficult to enforce. In the popular Cotswold or Derbyshire territories, for instance, so many sections are familiar to the riders that there is no real point in preventing their having a look, while there will be difficulty in deciding at what period before a trial practising becomes "illegal."

Emphasis is laid upon the necessity for organizers limiting the number of entries, so that they can be sure of getting the last man home before nightfall, and another good recommendation is that concise written instructions should be given to all observers and officials. The Comps. Committee endorses my own opinion, oft-expressed, that the start and finish of a trial should be at the same place, and I am glad to see that they want a class award for 125 c.c. machines in all the big events.

IN most of the Centres where grass-track racing is a popular sport, steps are being taken to govern the size of cash awards. The Midland Centre have taken a standard gate figure of 3,000, with the following awards:—Solo finals: £3 for the winner; £2, £1 and 10s. for second, third and fourth; heats: 10s., 5s. and 2s. 6d. for the first three home. There will be a 25 per cent. increase for the sidecar events and the prize-money for finals will be increased at the rate of £1, 10s., 5s. and 2s. 6d. for every 1,000 or part thereof increase over a 3,000 gate. Starting money, appearance money and travelling expenses are banned, although in special cases—as, for instance, the visit of a team from another Centre—the Midland Centre Board will allow travelling expenses to be paid.

The Centre is continuing its group trials scheme for 1947, and 18 clubs will be taking part. Ten events will be held during the year, each trial being organized by one selected club. These are the only open-to-Centre trials in the Midland area. Each club puts up its own awards for closed competition and, in addition, the organizing club may offer awards for the best performances. The entry fee for each trial is fixed at 3s. 6d. Next Sunday is the date for the first 1947 event, which is being organized by the Redditch club.

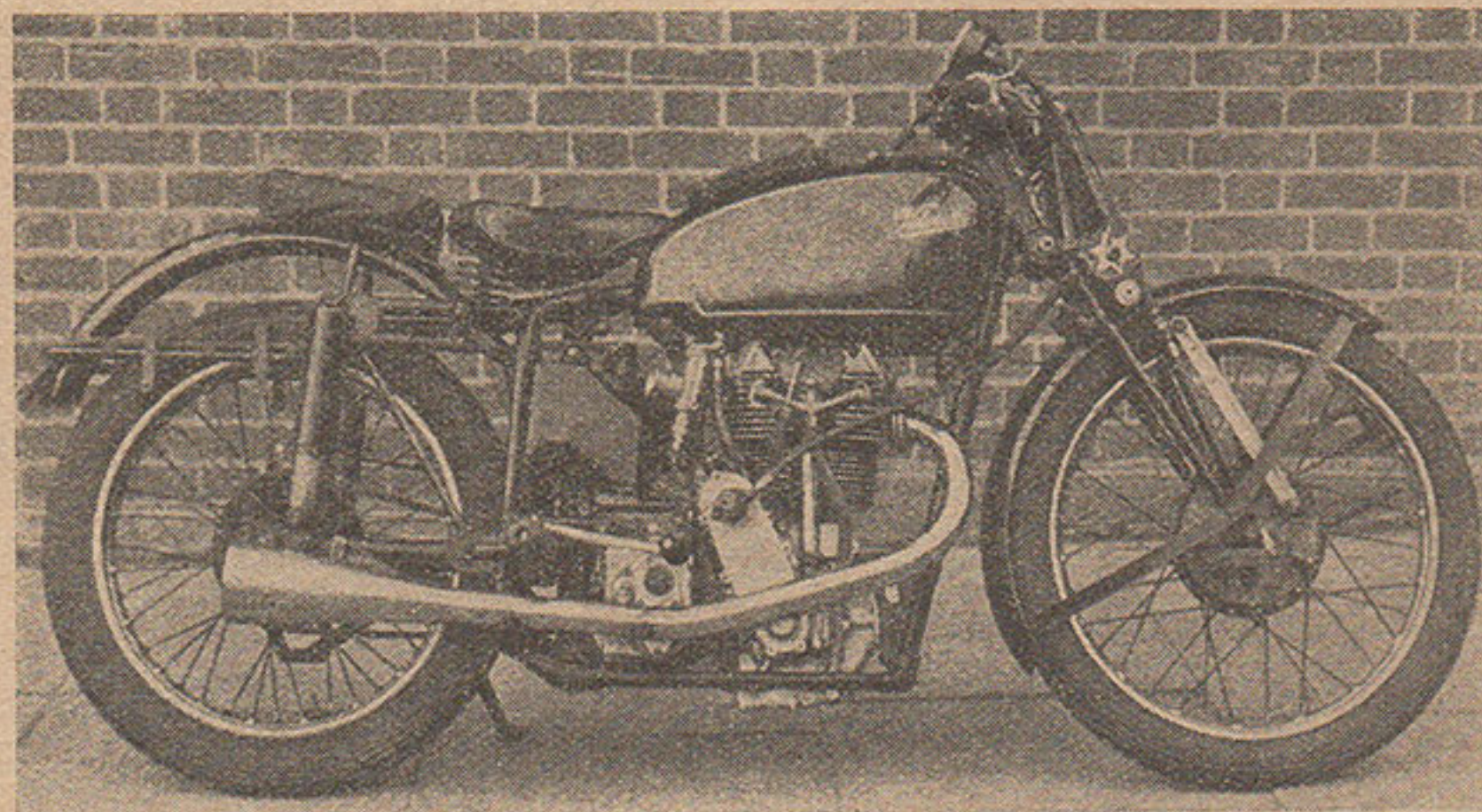
IT will be remembered that towards the end of last year I made reference to Tyrell Smith's appointment to the position of Quality Manager at the Triumph

Engineering Co., Ltd. I now hear that he has taken charge of the Experimental and Research Departments in succession to Freddie Clarke who, as I recently told you, has now gone to A.M.C.

CHARLES MARKHAM, who spends a good deal of his time in or around the Midland factories, tells me that Ariels have now decided upon their team for the 1947 Opens. They will be C. M. Ray, W. J. Stocker and A. C. Lacey. Ray is the only veteran of last year's team; Lacey is a Yorkshireman who made quite a name for himself last season as a private owner riding an Ariel. Stocker, of course, was a sidecar expert before the war, but has been performing on solos since his demob., a few months back. He is a particularly able scrambler.

Tyrell Smith, Triumph Experimental manager, tells me that the "Trusty" team will again consist of Jim Alves, Allan Jefferies and G. Robertson, all riding 350 twins.

THE efforts of the Edinburgh and District M.C. to stage a Scottish Six Days this year will receive the full support of the manufacturers. This was announced recently by Major H. R. Watling, director of the Manufacturers' Union, who says:—"The Scottish Trial has always been a valuable testing ground for the develop-



McCandless rear springing will apparently be popular amongst grass racers next season. This Mark VII K.T.T. Velocette belonging to Bill O'Rourke, well-known Brands Hatch competitor, has just had an Irish tail-piece added.

ment of motorcycle design and it is, therefore, a distinct asset to us in keeping our lead in world markets, the more so to-day when the War Office still shuts us out from the Donington circuit which the motorcycle industry used before the war for testing their machines."

TO the list of trade-supported trials published recently, you can now add three scrambles. The first is the Sunbeam club's affair, to be run on April 19. The others are the Cotswold Scramble on June 28 and the Lancashire Grand National on November 1.

I LEARN that the following resolution was recently passed unanimously by the Competitions Committee of the A.C.U.:—"Having heard Major Lennox, this Committee is satisfied that the majority

of the faults in the 1946 Mitchell Trial were made by one official and cannot be attributed to the Centre as a whole. The Committee has, therefore, much pleasure in saying that the permit for the 1947 Open Mitchell Trial will be granted to the East South Wales Centre without prejudice."

SIDECAR enthusiasts should note that entries in their own Open, the D.K. Mansell Trial, which is being run on February 1, close this Saturday, January 25. The entry fee is 25s., or £1 for members of the Birmingham "30" M.C., which organizes the event; and teams of two can be nominated for an additional 10s. The secretary of the club is T. F. Martin, 62, Summer Road, Edgbaston, Birmingham, 15.

THE supplementary regulations are now out for the Sunbeam Club's 12th annual Pioneer Run, and copies are obtainable from H. N. Ryan, 91, East Lane, Wembley, Middx. Secretary of the meeting is J. F. S. Polden, of 34, Rose Glen, London, N.W.9, and entries must reach him by March 4. The event takes place on Sunday, March 16, starting from Tattenham Corner at 10 a.m. and finishing at Brighton.

As on previous occasions, the machines will be divided into two groups. Class 1 is for machines manufactured not later than December 31, 1904, and Class 2 is for those made between that date and December 31, 1914. The older models will have to maintain a 15 m.p.h. average on the run to Brighton, with a 30-minute allowance, early

or late, while the average for Class 2 machines is 24 m.p.h. with a 20-minute allowance.

BOB WALKER, secretary of the Southern Sporting M.C., had lunch with me the other day and we had a long talk about the "Special Restricted" date that his club has booked for June 29. The plot is to run a Southern Team trial open to any clubs in the Eastern, Southern, South Eastern or South Midland Centres. Each club will be allowed only one team, and that will consist of three solos and one sidecar. The present shortage of trials sidecars should, therefore, serve to keep the entry within reasonable bounds. Bob hopes to run the event over a course using as much W.D. land as possible without relying on the over-worked favourites at Bagshot and Pirbright.

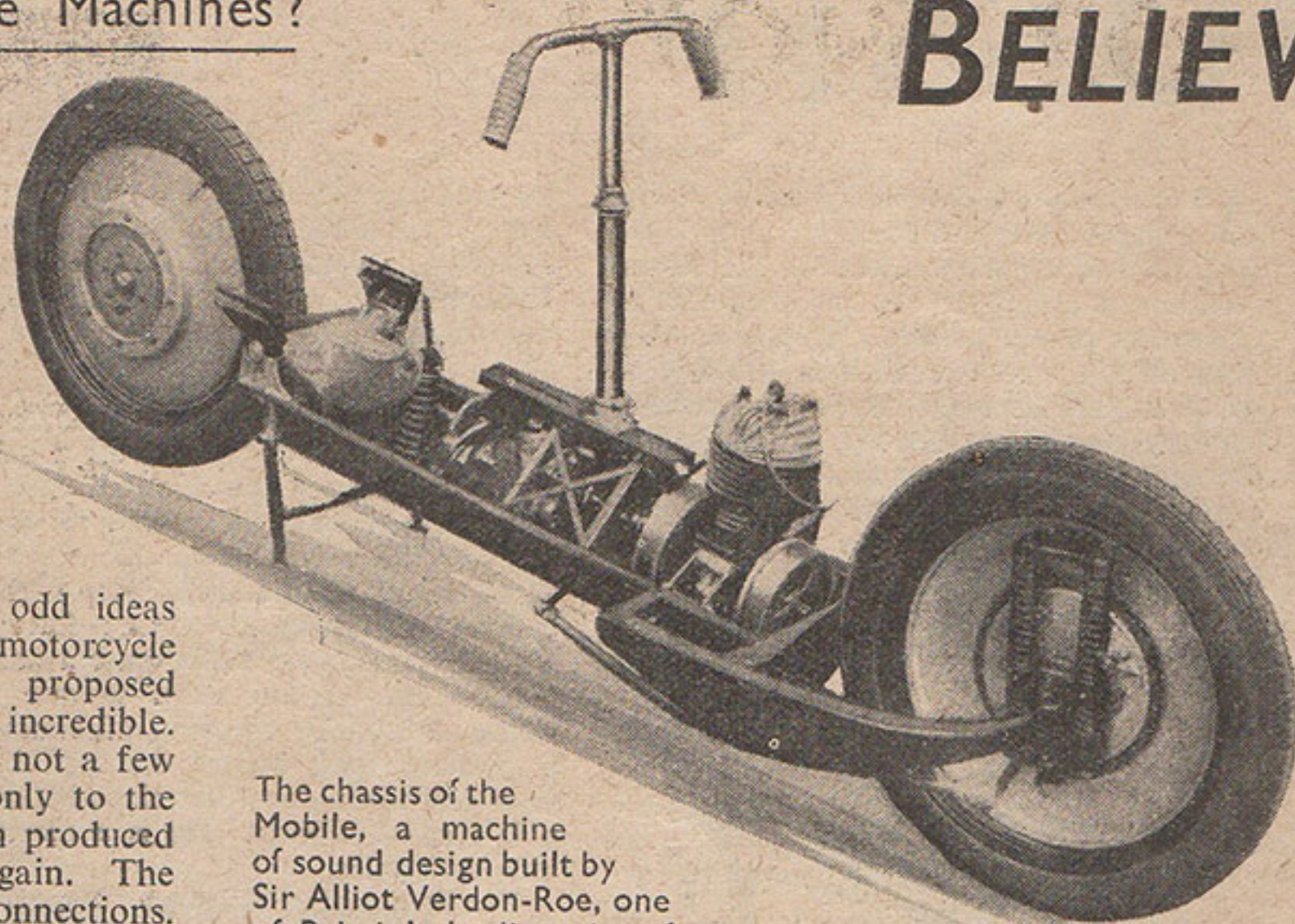
Have You Ever Heard of these Machines?

Some of the Oddities which have Appeared in the History of Motorcycle Design Since the End of the Last Century.

CERTAINLY at different times, some very odd ideas have been put forward in connection with motorcycle design and construction. Inventors have proposed machines that were queer to the point of being incredible. Many such models have actually been built, and not a few were marketed. Nor did the "jokes" belong only to the pioneer period of the movement; they have been produced all through the years, and, no doubt, will be again. The same thing, of course, has happened in other connections. There have been occasional freak motorcars, and an ample sufficiency of comic aeroplanes. But if anyone had set out to compile a collection of pictures of weird machinery, the album of motorcycles would, I really believe, be its most remarkable item.

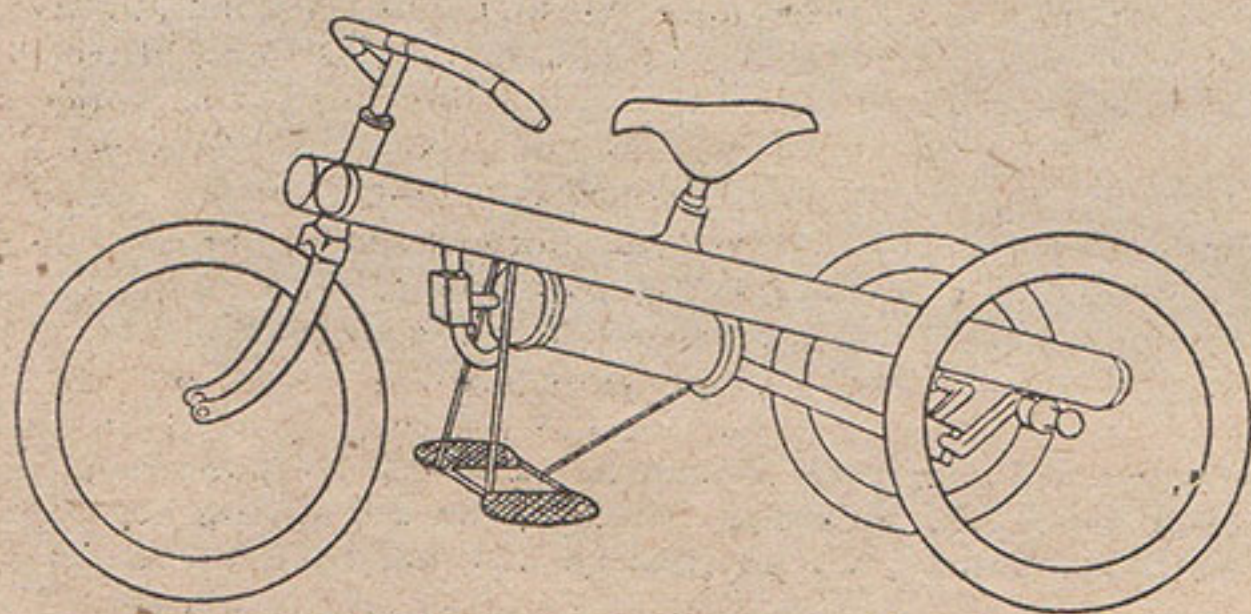
Far more often than not a wildly unorthodox motorcycle is a case simply of the misapplication of a greater or less amount of ingenuity. But while an album of such designs would be principally a Book of Horrors, it would contain also a sprinkling of outstandingly good notions. They may have appeared before their time, but the fact that they came to nothing commercially is no proof at all that they were unsound, or, for that matter, that they may not be revived again, one day, in modernized form and with better success.

The picture at the top of this page is an illustration very much in point. It shows what I believe was the final model of several designed and built by Sir Alliot Verdon-Roe, who is, of course, a leading figure in the aircraft industry. Actually, he was the first Englishman to fly on a power-driven aeroplane, and he founded the Avro concern, which has turned out, in its time, some of Britain's finest aircraft; afterwards he went to Saunders-Roe, Ltd. Right from the very early days, Sir Alliot was both a regular user of motor-



The chassis of the Mobile, a machine of sound design built by Sir Alliot Verdon-Roe, one of Britain's leading aircraft experts. It had a Villiers engine and shaft drive.

the same view; they saw that there was more to the planning of a satisfactory motorcycle than merely the fitting of a petrol engine into a bicycle frame the best way it would go. All, or nearly all, the efforts of the 1890s were departures from ordinary cycle practice. One outstanding instance was the Monnet, an 1895 model that was built in France by, of all people, Alexandre Darracq, whose name afterwards

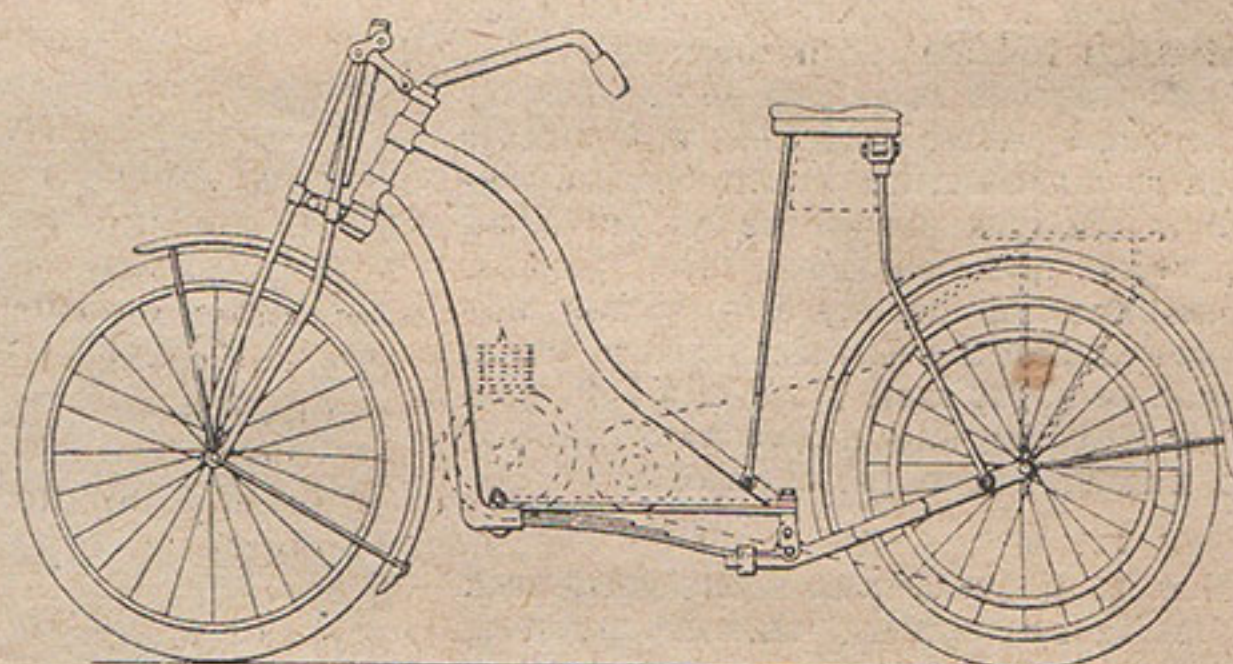


Designed in 1899. This is Sir Hiram Maxim's model.

cycles and a keen rider; I seem to remember that he used to run a Triumph at the time when I first met him at Hendon—in those days a civil aerodrome. And for a matter of several years before the recent war he was trying to evolve something notably better in the way of a mount for the everyday rider.

The result was the Mobile, as he called it, and you can take in its features at a glance. Notice particularly that the wheels were mounted on stub axles, both being sprung; the final drive was by shaft, and the two-stroke engine was a 350 c.c. Villiers. In general, the layout was reminiscent of that of the Ner-a-Car, and the characteristics of the machine on the road were very similar, which is to say that it handled very well indeed, including over rough going.

Sir Alliot Verdon-Roe was firmly persuaded that orthodox practice did not quite fill the bill, and no doubt holds the same opinion still. And what is particularly interesting to notice is that practically all the earliest pioneers took just



The Kelly regarding which, "Carbon" writes on the opposite page.

became world famous in connection with cars. This astonishing machine had a five-cylinder rotary engine fitted inside the back wheel, while its open frame was of an exceptionally neat and, in some respects, very modern design.

And look at the sketch of the 1899 Maxim motorcycle, reproduced from Volume I of this journal. Its inventor, Sir Hiram Maxim, is, of course, best remembered by the machine gun that he developed round about the same period; he was also a pioneer of flight, and did highly notable work in various other connections. And his idea of how to make a motorcycle was certainly a complete breakaway from bicycle trade principles.

As you will notice, the machine was a tricycle, strictly speaking, but the rear wheels were very close together, in fact, only about 1 ft. apart. The machine was designed on what I call the "backbone" principle; that is to say, the frame consisted of a pair of large-diameter tubes running from the head to the rear axle, the engine, a two-stroke, being mounted underneath and the saddle on the top, a pair of footboards being suspended in the manner shown.

In the case of the Maxim, the tubes were arranged in the form of a "V" when viewed in plan, meeting at the head and being splayed outwards to the rear. Of course, a single tube or a box girder could be used just as easily to build a motor-bicycle on the "backbone" principle, and that idea was, in fact, tried by German constructors on quite a considerable scale in the years between the wars.

From the fact that none of those models survived until 1939, at any rate to the best of my belief, it would appear

IT OR NOT!

By
"Carbon"

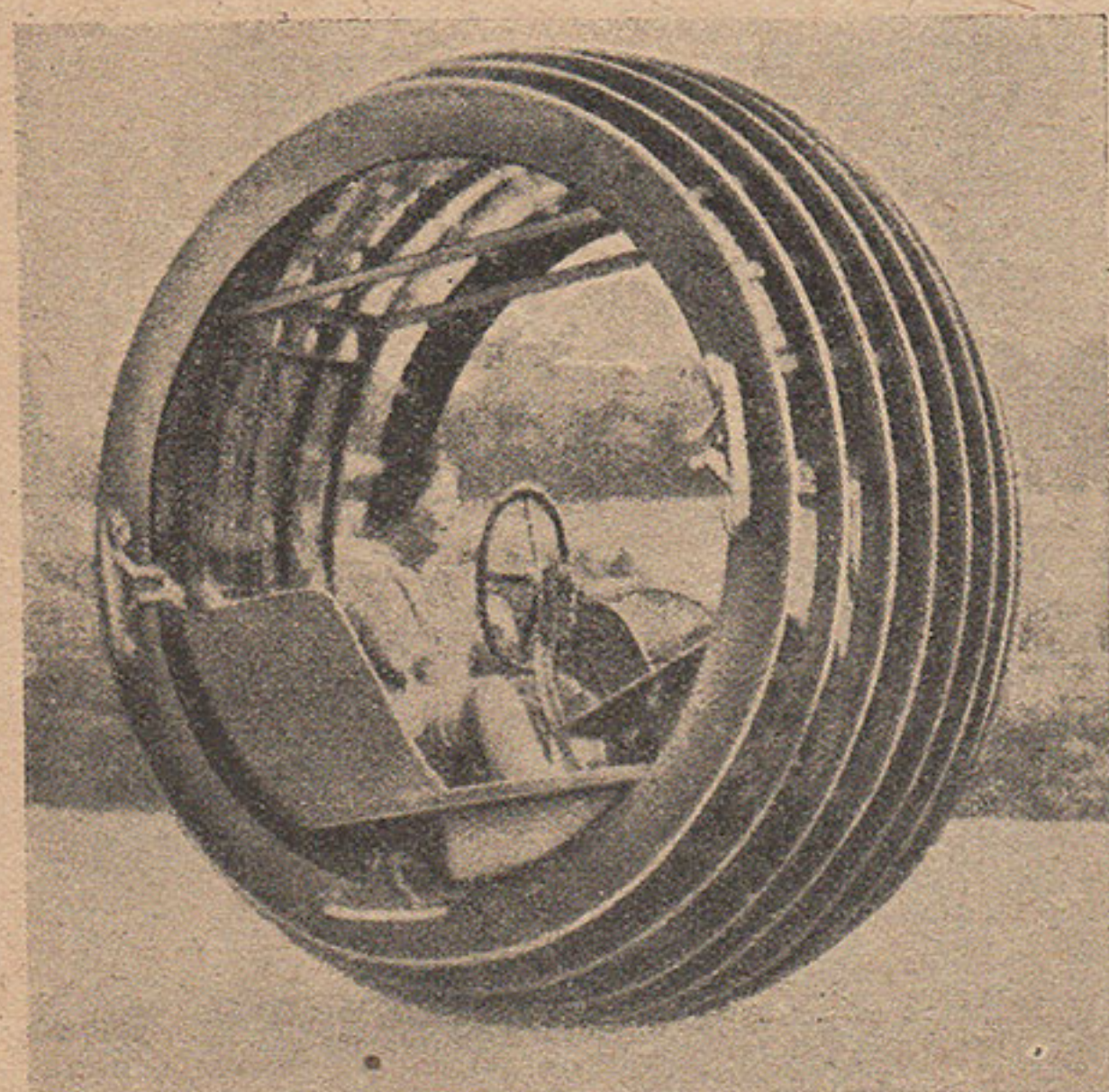
that the German public did not take to the appearance of a "backbone" frame. All the same, I am by no means convinced that it may not in fact be the ideal prescription for a light utility model. There seems no reason why the job could not be made to look right, while, from the manufacturing end, the principle offers very decided attractions, given modern methods of production.

Incidentally, I find it interesting to compare the methods of the different nations over the matter of motorcycle design: The Germans had a decided addiction to turning out weird-looking models that gave the impression of being mechanically clever, but that were more or less failures as regards their looks. On the other hand, the French, in the inter-war years, rather went in for plain, straightforward clumsiness. At any rate, in the case of their larger machines, they would wrap a power unit up in a positive maze of steel tubing, and probably complicate the assembly still further by adding a rear-springing system of extreme complexity. Looking at them now, many of the pictures in our Paris Salon reports strike one as positive nightmares.

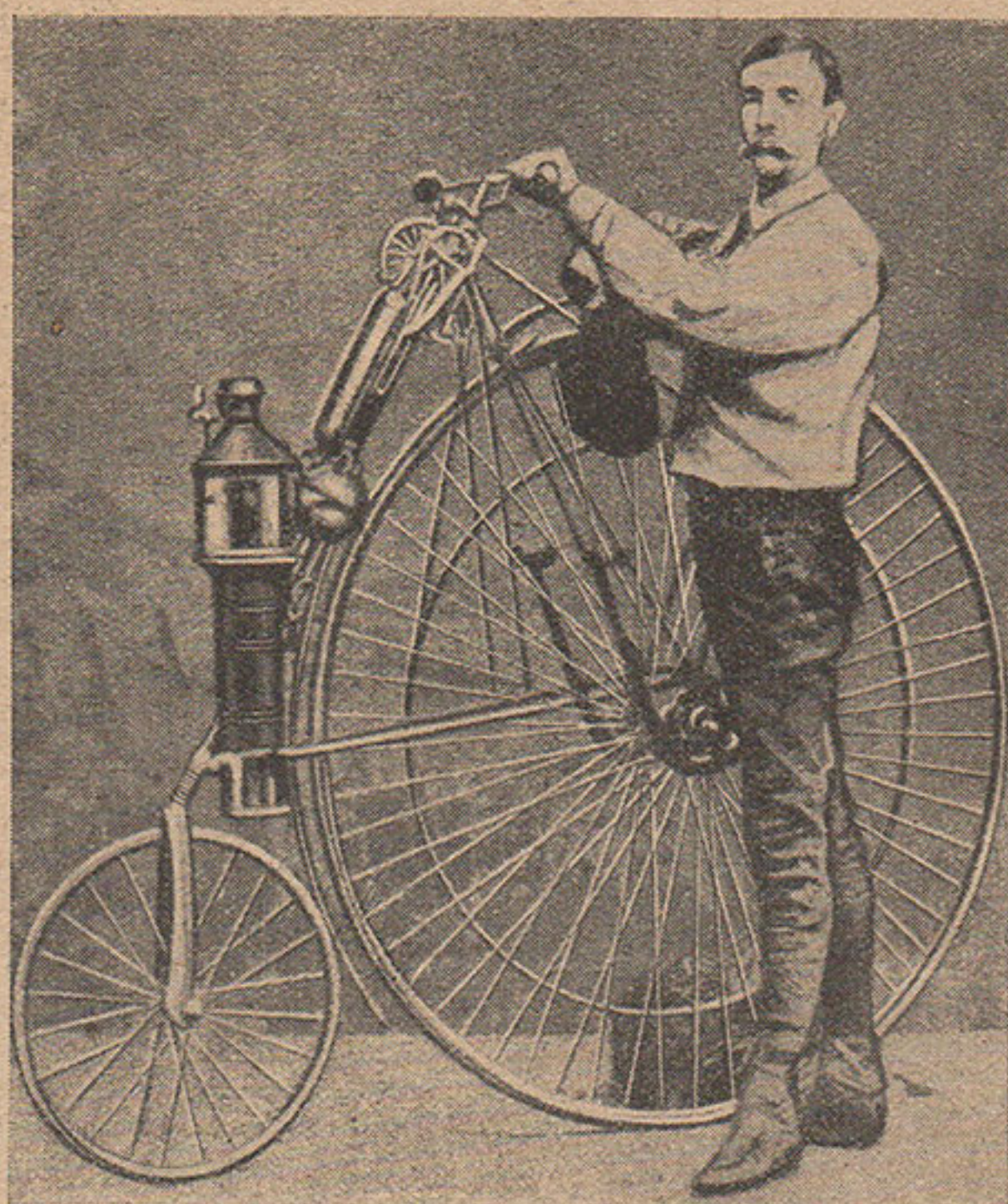
The Practical Yankee

The Italians could nearly always be relied upon to turn out a model with nice clean lines, and free from complications, while I cannot recall ever having seen a picture of an American motorcycle that struck me as *quite* unpractical. Certainly many odd-looking and highly elaborate mounts have been produced from time to time in the United States, but, even if one did not fancy them personally, one had to admit that they contained some very good ideas. So far as we ourselves are concerned, I think it is only fair to admit that if it is a matter of a freak motorcycle, then Britain can make it with the best of them!

Look, for instance, at the picture of the Kelly, opposite. From various indications, including the terrific height



Actually driven in this country. Here is the Dynasphere, or monowheel, probably the most remarkable vehicle ever built.



Lucius D. Copeland, of Arizona, and his steam-driven "ordinary"—an 1881 effort to produce a motorcycle.

of the saddle, you might well imagine that this effort dated from well over 40 years ago. In fact, however, it appeared in the early 1920s, by which time, of course, the motorcycle had assumed its present-day outline.

The story of the Kelly, so far as I am able to tell it, was an extraordinary one. Some time about 1921 I had an invitation from the makers to attend a luncheon that they were giving to members of the Technical Press. I had never heard of the people, who had an address in Brighton, but went along to see what they had to show.

All I can say is that their machine was utterly ghastly! Not only did its general lines belong to the dark ages of motorcycling, but it appeared to be very poorly put together throughout, and abominably finished. In the diagram the forks would appear to be of the same type as those fitted to Matchless machines for many years, but the actual model had a pair of single-blade forks just like those on a pedal cycle. One of the more surprising details that I recollect was that, as the gearbox was nothing like a fit for the bracket, a block of wood had been used to pack it up!

The machine was as bad as that, and a further misfortune was that the engine did not seem inclined to run properly. I left them struggling with it, and that was the end of the matter so far as I was concerned. Furthermore, I have never heard another word of the venture from that day to this. Its backers must have spent a fair sum of money on their preliminary publicity—the party was held at one of the most expensive hotels in London—and I can only suppose that they cut their losses once they realized that the thing was a flop.

The above picture is a particularly interesting one. I doubt whether it has ever been published in this country before, but it shows what is claimed to have been the first power-driven bicycle ever built in America. It was constructed so far back as 1881 by Lucius D. Copeland, of Phoenix, Arizona, the motive power being, of course, steam.

The fitting that looks rather like an immense carriage lamp was in fact the boiler, and above that you can make out the little engine, which was rated at $\frac{1}{4}$ h.p. It drove the larger wheel through a belt, and the machine is stated to have been good for 15 m.p.h. on the road. The small wheel appears to have been the front wheel, which was a reversal of the then current "high" bicycle practice.

The experiment can accordingly be said to have been quite reasonably successful. Offhand, you might judge that Copeland made a mistake in applying an engine to an entirely unsuitable type of machine, though it must be

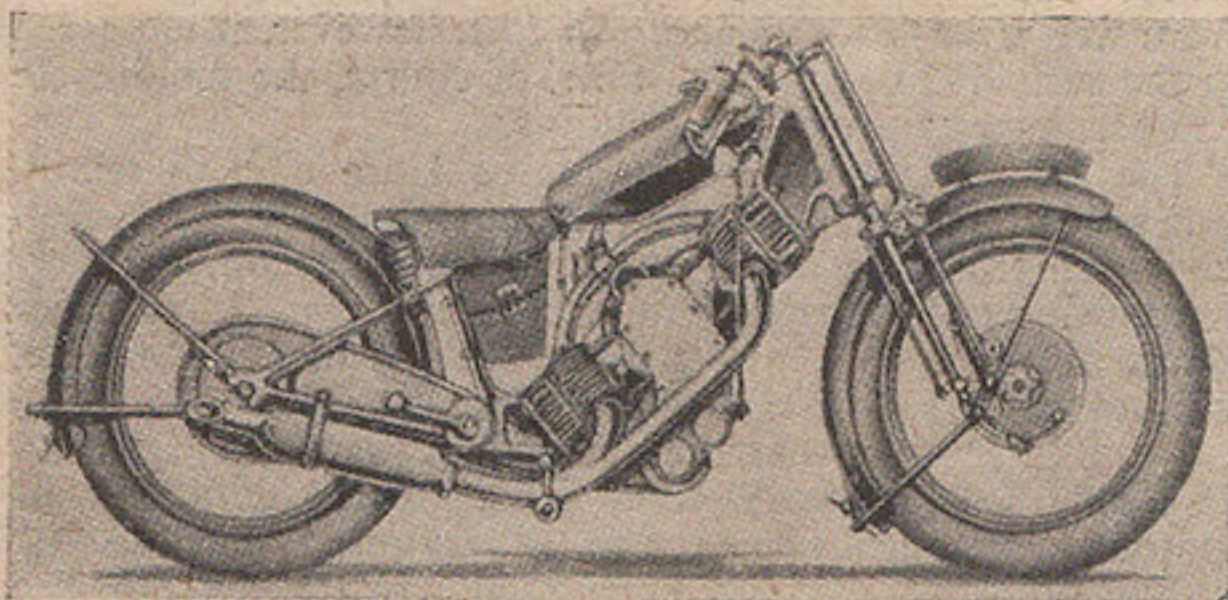
remembered that at that period the safety bicycle had not been invented. But from the account before me I gather that his idea was to produce a power unit that could be fitted to any existing bicycle, so that naturally he had to arrange the design to suit the type in most common use.

Copeland continued his experiments and brought out a much improved model shortly after the safety bicycle had first appeared. By that time he had secured financial support for his activities, and in 1890 the Moto-Cycle Mfg. Co. was formed to exploit his patents. Among other prototypes that it produced was a steam bicycle of immense length, intended to accommodate three riders; it was fitted with idler wheels on either side, an idea that has cropped up in the States from time to time ever since. The name of that concern is not uninteresting when one recollects that the Indian factory has always described its products as "motocycles," and it may well be that they borrowed the term from the prehistoric venture.

The Dynasphere

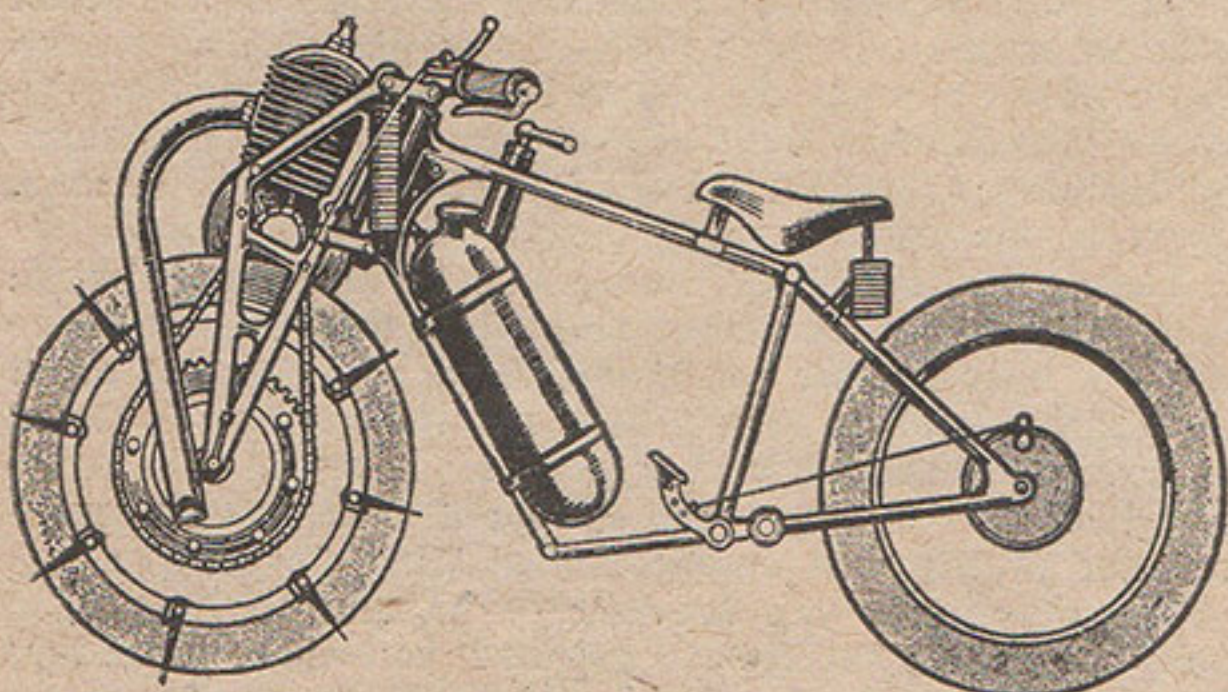
Next comes something very different indeed, and very much more modern. The illustration is taken from an article that appeared in this journal early in 1933, in which John Wallace, A.M.I.A.E., discussed the possibilities of the monowheel. He, by the way, was a practical motorcycle engineer, who had been responsible for the design of a machine called the Duzmo, which appeared shortly after the earlier war and that had a number of interesting features. Additionally, Wallace had a decided flair for writing on technical matters, and among several articles that he contributed to "Motor Cycling" was one dealing with this notion, with which inventors have been playing since the very early days.

Pedal-driven monowheels were projected and even built long before motorcycles were ever thought of. The arrival of the internal-combustion engine produced a crop of



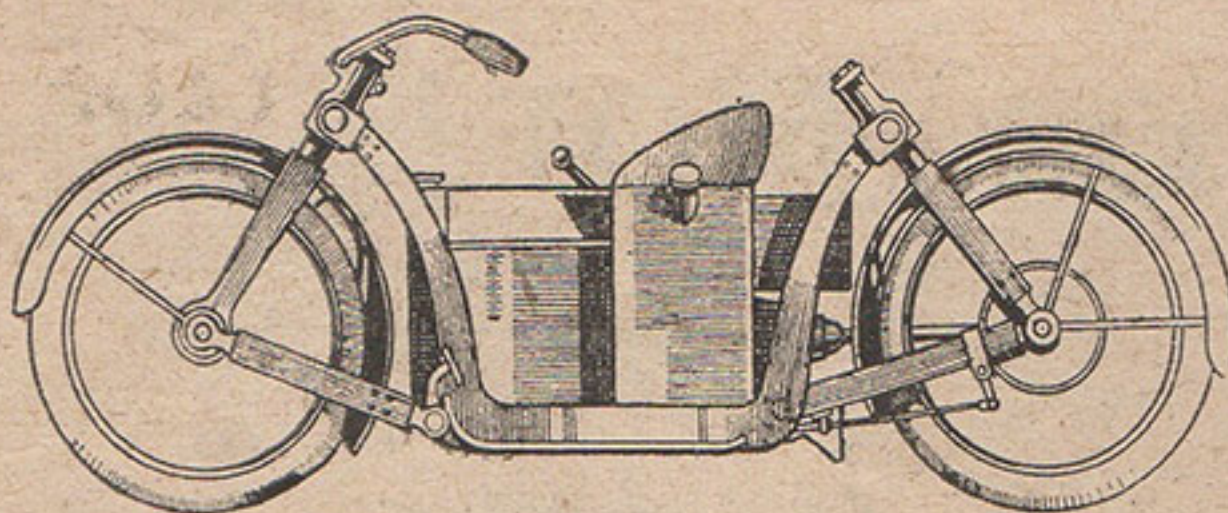
One way to accommodate a flat-twin engine—a reader's idea published in "Motor Cycling" some years ago.

further experiments, and round about the 1930's a machine called the Dynasphere was demonstrated at Brooklands and various other places. Its inventor was an engineer of considerable distinction, who could claim to have been among the pioneers of motor transport in this country, and he was firmly of the belief that the monowheel principle could be developed into something quite practical. He built a number of prototypes, which I saw performing on his country estate down in Somerset, and they certainly worked. No doubt they had snags, and very possibly some of the technical problems involved were never fully solved: the inventor was getting on in years and in none too good



This machine was designed primarily for military use.

A16



The Galt Flyer, a Canadian design, examples of which performed creditably.

health, and that was very likely the reason why nothing more has been heard of the Dynasphere.

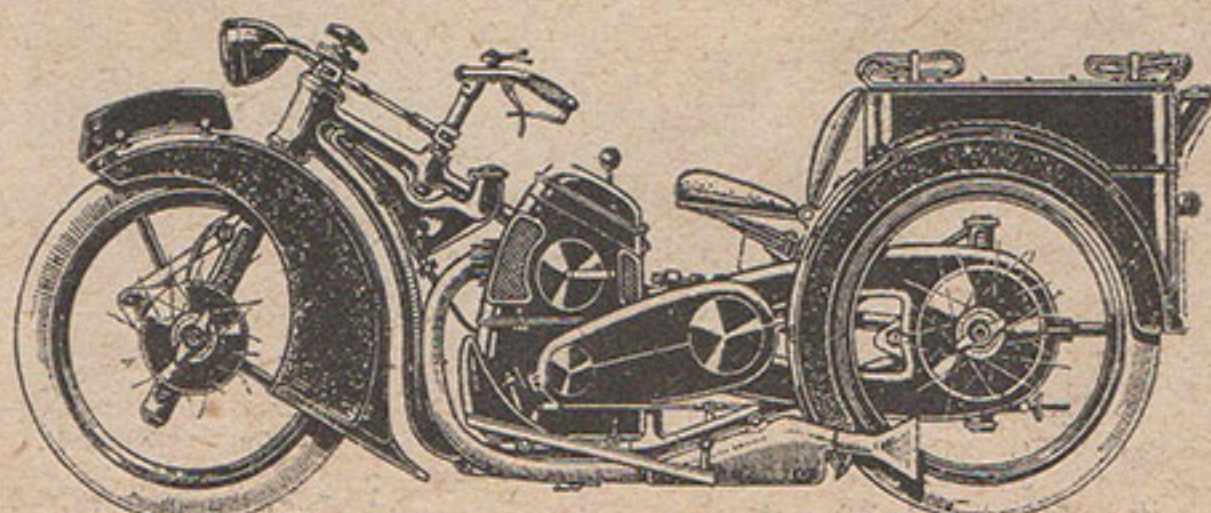
John Wallace was of the opinion that something may possibly be done with the monowheel one of these days, and sometimes I think this type of machine may stand in very much the same relation to the motorcycle as the helicopter did to the ordinary aeroplane a quarter of a century ago. Having been treated more or less as a joke for nearly half a century, the helicopter was recently developed into something really useful, and just conceivably the same sort of thing might happen over the monowheel.

Another layout with a great deal to be said for it is illustrated at the top of this page. The machine was the Galt Flyer, which was made in a small way in Canada some time during the 1920's. It had a four-cylinder water-cooled engine, and shaft drive, but the outstanding features were the frame, made in U-section steel, and the springing system. The point of the design was that the layout of the suspension was similar for both wheels, as will be gathered from the diagram, and that, of course, made for very economical production. Incidentally, the steering was on what has come to be called the duplex system, of the kind that was employed on O.E.C. motorcycles in this country.

In their main idea the makers of the Galt had certainly got hold of something, and according to a "Motor Cycling" reader who had ridden their machines, they were thoroughly likeable models, and incidentally extremely light for their size. It seems a great pity that the venture should have ended prematurely.

The next oddity is a project for a machine intended primarily for military purposes that was under consideration in 1929. I referred to it recently in "Everybody's Business": the big idea was that to have all the "works" incorporated in the front fork assembly, which, as it could quickly be whipped on and off, would simplify maintenance. A rider with an unserviceable motor or damaged front wheel would simply have another pair of forks put in and be on the road again right away.

To conclude, I will throw in a couple of brainwaves, typical of those so frequently sent in to us by readers, or even evolved by members of the staff in their lighter moments. The one on the left shows an unusual way of accommodating a flat twin engine. That problem is always something of a headache to the frame designer, but I am not greatly smitten with this particular solution of it, neat though it is. Below is somebody's pipe dream for an ideal machine; apart from the total enclosure the mounting of the wheels on one side only is notable. The appearance would not be quite so shocking if it were not for the combined tank and luggage carrier over the back wheel, but the steering arrangement involving the use of links between the handlebar stem and the head strikes me as definitely atrocious!



An enthusiast's pipe dream, reproduced from an issue of this journal.

Success after Success *again in 1946*

COLMORE CUP

KICKHAM TROPHY

COTSWOLDS CUPS

MITCHELL TROPHIES

RELIANCE TROPHY

"MOTOR CYCLE" TROPHIES
(WEST OF ENGLAND TRIAL)

"MOTOR CYCLING"

CHALLENGE CUP
(LANCASHIRE GRAND NATIONAL)

VICTORY CUP

BEMROSE TROPHY

TRAVERS TROPHY

"MOTOR CYCLE" TROPHIES
(SOUTHERN TRIAL)

JOHN DOUGLAS TROPHIES

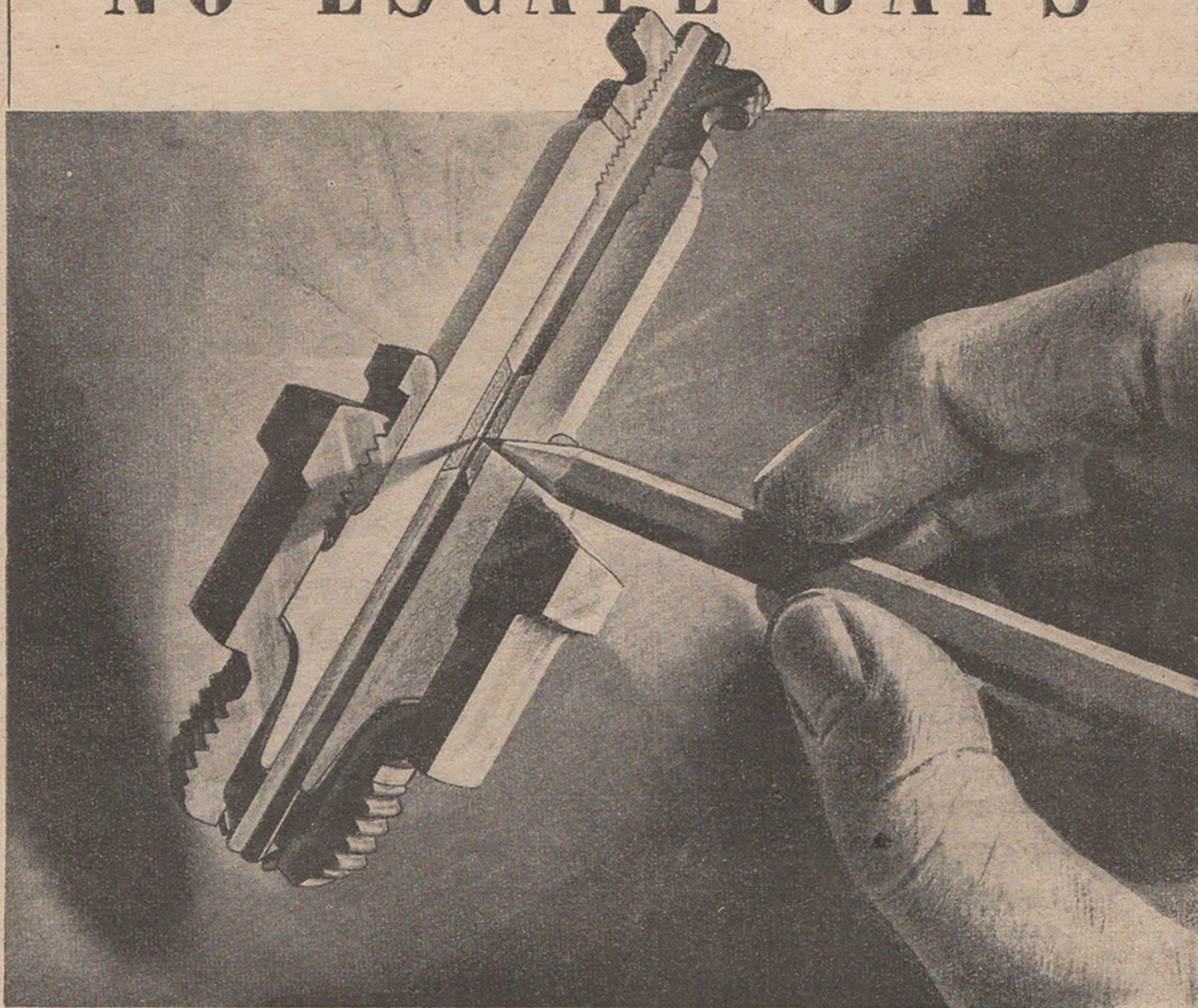
"ALFRED A. SCOTT"
MEMORIAL TROPHY

BRITISH EXPERTS TRIAL

All won on

DUNLOP

NO ESCAPE GAPS



Aero engine experience proved that ordinary methods of filling the space between central electrode and insulator of a sparking plug with forms of cement were not good enough. Early in the war the difficulty was overcome by

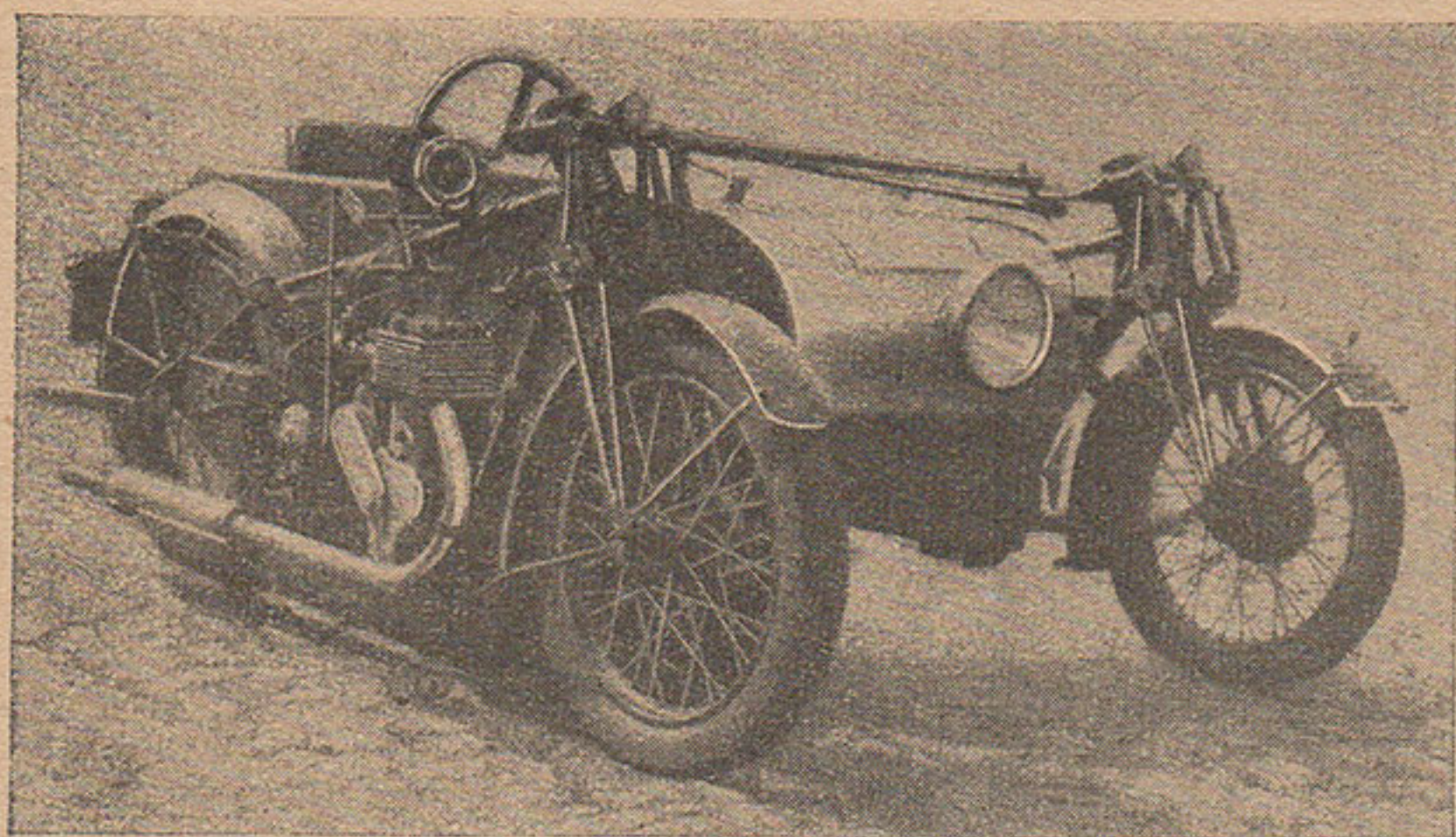
actually melting a silver electrode into the insulator. Later a form of glass powder was used and this was vitrified in place with complete success. All K.L.G. plugs for motor vehicles now incorporate this K.L.G. innovation.

K.L.G.

CORUNDITE



K.L.G. SPARKING PLUGS LIMITED. PUTNEY VALE, LONDON, S.W.15



Mr. P. W. Shaw's double-Norton vehicle. The near-side machine is a Model 18 o.h.v.

A MAN with individual and unconventional ideas is Mr. P. W. Shaw, of Heaton, Bradford. Following a long spell in the Services, he found himself in creative mood—unlikely to be satisfied by the building of a conventional "Bitza," especially at a time when spares are in such short supply. Much deep thought and a pair of Norton machines supplied the primary requirements for what was to become the "Nortshaw Special," more affectionately referred to by its builder as "The Contraption."

The illustration will indicate just what happened to the Nortons, which now run in parallel, held together—or kept apart—by a metal two-seater body built entirely in the constructor's home workshop. The near-side machine is a 490 c.c. Model 18 o.h.v., whilst the off-side model is an s.v. 16H; but "Motor Cycling's" somewhat shaken reporter was informed that they get on quite well together, working on the same set of gear ratios, which, incidentally, are standard solo gears offering a 4.6 to 1 top!

Unfortunately, it was not possible to

carry out a test run of the vehicle, but Mr. Shaw assured us that the acceleration is amazingly good, with a maximum of 55-60 m.p.h. readily available. Petrol consumption is 22-25 m.p.g.—which is not very satisfactory—but it is hoped that a replacement or two will help the carburation considerably.

He has recently completed a short tour through Belgium, where broken road surfaces made him acutely conscious of the solid rear end!

The total weight of the Nortshaw is approximately 8 cwt. and it is rated at 10 h.p.

The machines are coupled by angle iron members braced between the sidecar lugs on the front down tubes. Flat steel strip connections run across from engine mounting to engine mounting, and at the rear channel steel is used to connect the inner chain stays.

By means of an ingenious system of connecting rods and levers, the two steering layouts are synchronized and operated by means of a normal car-type steering box and column; at the top of the latter is the steering wheel.

A six-volt car-type battery, a fuel tank holding 5 gallons, and a petrol pump are located at the stern of the bucket seats for the driver and the passenger. While the major controls,

THE "NORTSHAW" SPECIAL

A Vehicle Powered by
Two Motorcycles—An
s.v. and an o.h.v.

throttle, brake, clutch, etc., are interconnected, the air, spark and exhaust-valve lifter levers are left independent for each machine, for reasons which will doubtless be obvious. Gear operation is by a central lever, the movements of which are communicated to each gearbox simultaneously, and it is stated that no trouble has been experienced with this device.

The method of starting the Nortshaw is remarkable. One machine, obviously the side-valver, is kick-started in the usual manner, and the vehicle driven off with the decompressor of the other engine in operation. Upon the exhaust-valve lever being dropped, of course, the o.h.v. unit bursts—or should burst—into life.

becomes less restricted as the piston continues to rise. At the lower end of the hollow piston-spindle, the non-return valve now opens and facilitates the passage of the liquid back through the flexible connection into the fork-leg. It is claimed that, by the means described, damping can be so arranged that bouncing is reduced to a minimum. A further modification suggested is that a manually controlled valve could be fitted between the primary and secondary cylinders.

In the case of front forks, of course, the latter could be disposed as in the case of the central spring on a normal type of girder fork.

A Racing Man's Idea

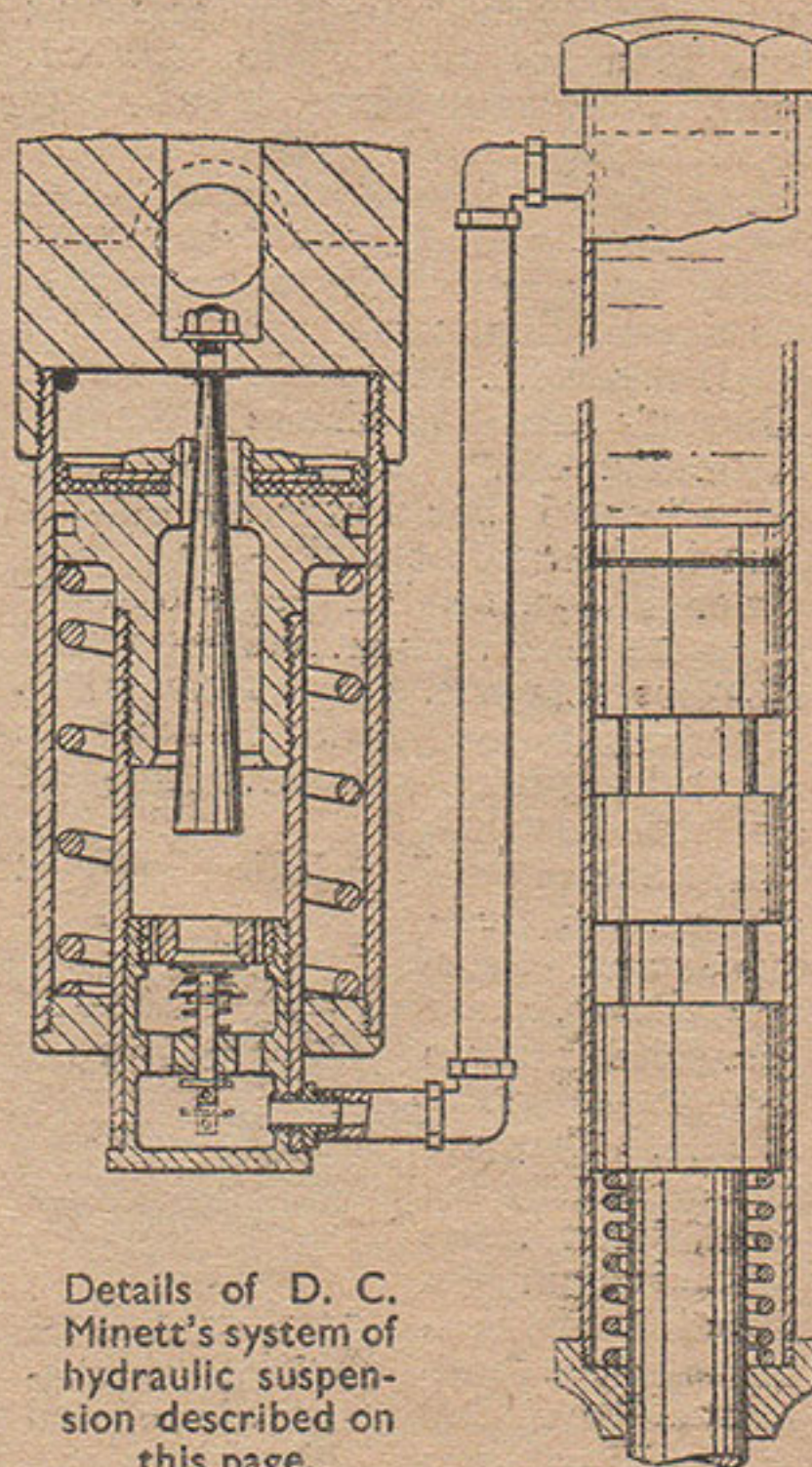
A DESIGN for progressive hydraulically damped suspension has recently been patented under No. 577993 by D. C. Minett, the well-known racing rider who, last season, helped to keep the name of Britain in the Continental eye by consistent riding in road events across the Channel.

The method adopted will be clear upon reference to the accompanying sketch, and the design is remarkable in that a single unit provides the suspension and damping element for, in the case of front forks, each leg. The system is adaptable to a number of uses, as is explained in the patent specification, including the front, rear, or sidecar wheels of a motorcycle.

Briefly, the wheel spindle is attached to the "piston" rod of the ram-member forming the fork leg, or primary cylinder, a spring being interposed between the end cap of the cylinder and the lower side of the piston to prevent bottom-

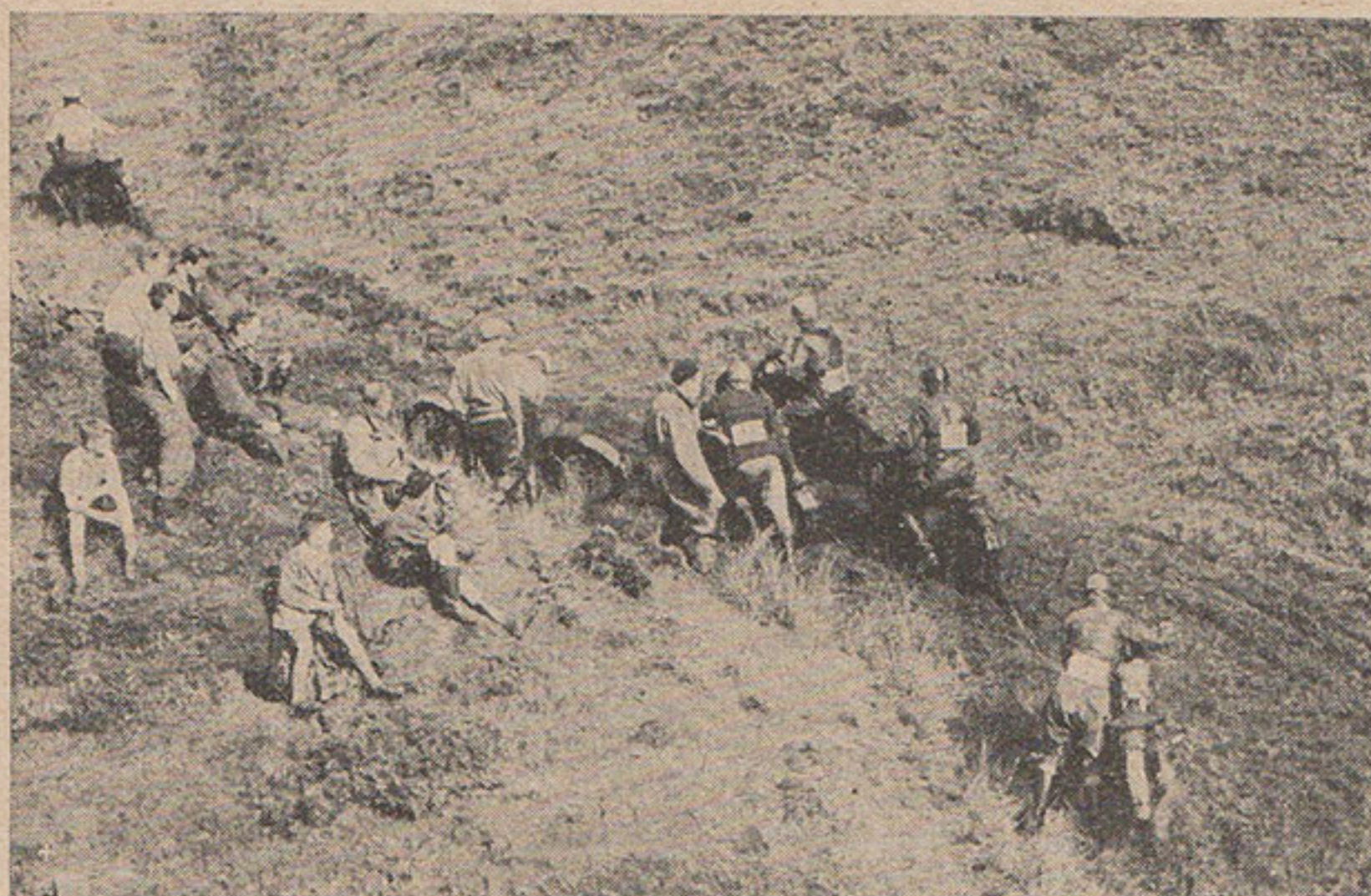
ing. Liquid, carried above the piston is forced, when the wheel rises over a bump, through a flexible connection into the central control unit or secondary cylinder.

Thence the liquid passes through bleed holes arranged round a spring-loaded non-return valve into the interior of a hollow piston-spindle. Surrounding the spindle is a spring strong enough to resist the shock from the wheel. Centrally disposed in the head of the piston is a hole and through this hole projects a tapered rod secured, as shown, to the head of the cylinder in which the piston works. The smaller diameter of the rod is uppermost, thus, as the piston descends against the spring under the pressure of the liquid forced through the central hole, the effective flow area of the latter becomes progressively reduced according to the extent of the shock movement that is being absorbed. Upon the rebound, the liquid is forced, by the returning piston, back through the central hole and the flow



Details of D. C. Minett's system of hydraulic suspension described on this page.

CYRIL QUANTRILL Asks Clubmen—



In the Peveril Clubs scramble held in the Isle of Man last September, a mountain gully took a heavy toll. This picture shows riders struggling with the mud and gradient.

DON'T tell me you've got no ideas about scrambles! Everybody has. As a matter of fact, when listening to the chatter in the pubs on Sunday evenings, I have often come to the conclusion that the blokes who watch the races have even more ideas than those who ride in 'em.

I'd go farther than that. . . . The real king-pins of the scramble world have very little, indeed, to say about the events. Take old Ted Wilmot, for instance; he's typical of the others, if anything, a little more so.

No Complaints

For years this arch-enthusiast has been competing in every scramble he could possibly enter. Some of these must have been not quite up to standard; some, even, must have been pretty appalling 'fascos. But have you ever heard the A.J.S. ace nattering about the course being too dangerous, or too tough, or too easy, or saying that the organization is bad? Not a bit of it! If this A.J.S. wizard boos, or buys a box, it's himself he blames. . . . "Must be getting old!" . . . "Muffed that badly," or "I should have tied another knot in the ruddy chain!"

Yet it is chaps like he who really know the answers about scrambles. And I believe it is high time that would-be organizers learned from the "horse's mouth" just what is required for good scrambling.

By dint of much drinking in quiet corners, and a certain amount of correspondence, I have persuaded seven well-known riders to talk. They are not necessarily the seven finest riders in the country—it would have been an invidious business to have tried to single out men

like that. But they are all 100-per-cent. enthusiasts, and they are all experienced men. Between them they represent sportsmen in most parts of the country, and they were all picked for the North or South teams in last year's championship events.



North countryman Colin Edge likes a fairly tough event.

First of all there is Eddie Bessant. A Welshman, he established his name during the war, when he was serving with the Army in the Aldershot area. Since his demob, he has proved that he is capable of holding his own against the cream of the pre-war aces, and in this coming season—back on his old loves, the 246 c.c. and 347 c.c. Matchless—he should collect a very fair percentage of the available pots and trophies. He can be taken as the representative of the "Bagshot school".

Then there is Colin Edge. With Wilmot, he shares the honour of being a "Grand Old Man" of the game, and like Ted, he is still very much a No. 1 man. He has been riding 347 c.c. Matchless machines for almost as long as anyone can remember and, as a member of the Cheshire Centre, he is really at home on the toughest courses.

Bob Foster is a West Countryman, and although he is best known as a road-racing ace, or even a trials expert, he is also a scrambling star of considerable repute. In 1946 he upheld British honours in one or two international scrambles on the Continent. For many years Bob performed on a 592 c.c. Lewis, but in the past year he has used 347 c.c. A.J.S.s.

The next man, Ted Frost, is an amateur who has been able to afford the right machine, and who has established himself as an expert in his first year of serious competition. Starting off with

a 343 c.c. Triumph belonging to his friend Harold Daniell, Ted has performed on 500 c.c. J.A.P. "specials" and now has a 490 c.c. Norton, which he considers to be "just the job." He is a South-Eastern Centre rider but has competed in big events in other parts of the country.

Bill McVeigh I have chosen as a representative of the Eastern Counties. He is quite as well known as a road- and grass-racing man as he is as a scramble ace. With a 249 c.c. Triumph he is one of the leading exponents of small-capacity scrambling, although he also gallops a 348 c.c. Norton in some events.

From the Far West there is Bob Ray. As British Expert, his brilliant trials riding is well known, but he is also very much the winner of scrambles run in his native Devon. He rides a 497 c.c. Ariel and has had a lot of experience of the rougher type of circuits.

". . . But Not Least"

Last on the list—because I have taken them alphabetically and for no other reason—comes Fred Rist. When was it that he first established his name? Back in '38, or was it even earlier? As a member of the brilliant Royal Tank Corps team he demonstrated most ably that the Army could hold its own in trials against the very best civilian riders. He rode a 348 c.c. "Silver Star" B.S.A. then and he is still faithful to the Small Heath concern and still uses machines of the same capacity. As a native of Middlesbrough, he is in his element on the rocky terrain of the Yorkshire moors.



Bob Foster has added international scrambling to his other motor-cycling activities.



Despite this one sticky patch, where the tow-rope was much in evidence, most riders enjoyed last year's Lancashire Grand National. It is one of the scramble's "classics."

"HOW DO YOU LIKE YOUR SCRAMBLES?"

And Seven Acknowledged Experts Produce Their Answers for the Guidance of Organizers

Here now is a summary of the views of these seven wise men. In most cases it was obtained by means of a detailed questionnaire, but in some cases it derives from conversations at which no prepared questions were produced. As a whole, it produces some fairly definite conclusions.

The Answers

What do you think should be the maximum and minimum lengths of a scramble course?

Bessant likes a 2-mile course, so that the leading men do not find themselves overtaking the back-markers too early in the race, and Edge suggests 1-1½ miles. Experience of Belgian events has persuaded Foster that 2½ miles is a suitable length, and Frost likes anything from 1 to 2 miles. They all favour a total distance of from 20 to 30 miles.



Ted Frost had almost a meteoric rise to stardom in his first year of scrambling.

However, McVeigh likes a short course, and considers that the total length of a race should range from 3-10 miles, depending upon the severity of the course. Ray likes a fairly short course—1-1½ miles—and several laps, while Rist considers that a lap should be anything from 1-5 miles in length.

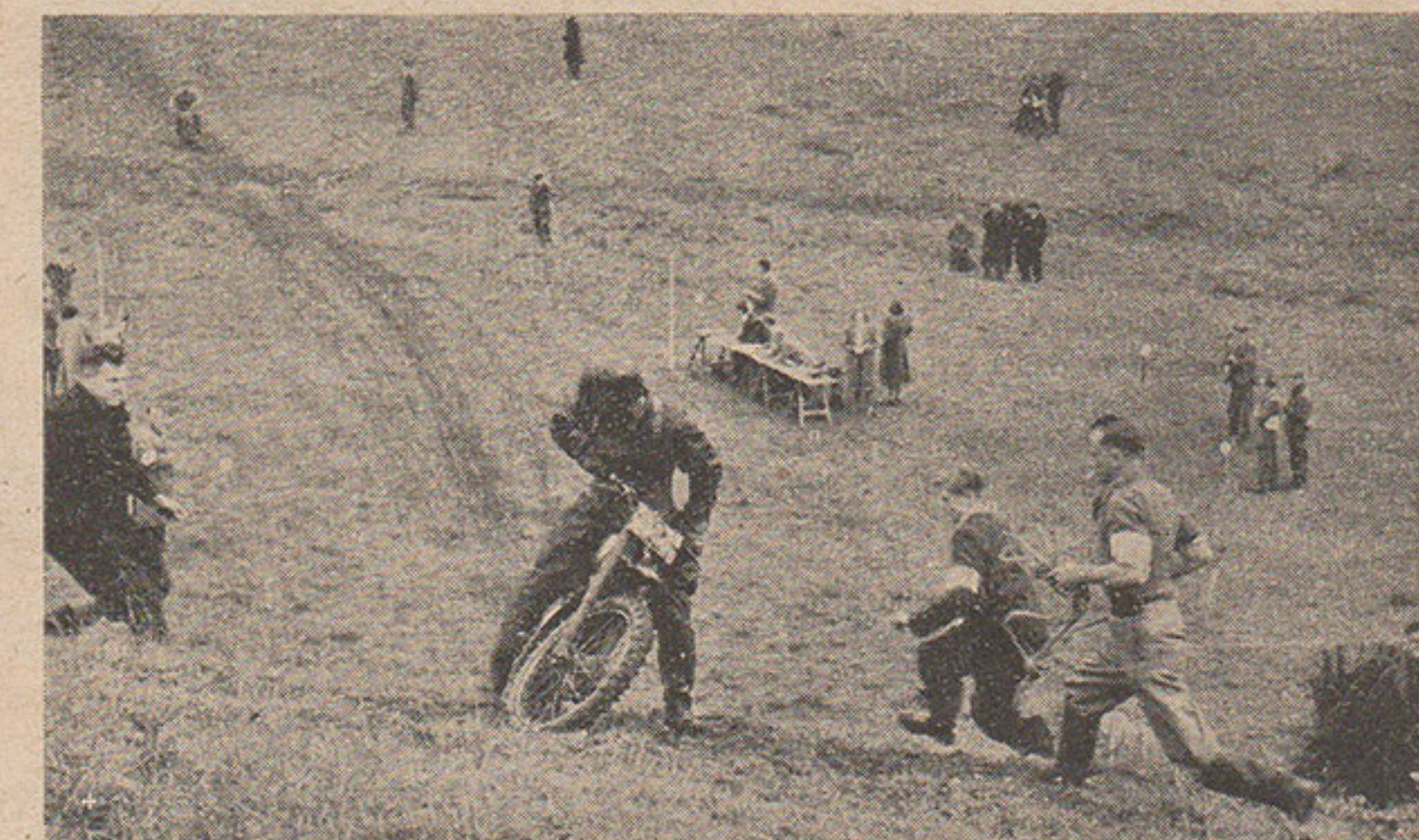
Do you prefer fairly fast events, or those that call for considerable physical effort on the part of the rider?

It is not surprising to learn that Bessant likes events where it is possible to "get a move on." Edge says that he dislikes imitation grass races or path races, but enjoys events where considerable riding effort, as distinct from physical effort is called for. In other words, he doesn't think a man should be able to win a race solely on his ability to haul the model out of bottomless pits. Foster, too, thinks that it should be feasible to ride through all parts of the course.

a distinction is drawn against "crank-case breakers," McVeigh and Rist both stress that hidden rocks, whether submerged in mud or overgrown by bracken, are extremely dangerous and should never be included.

All seven are emphatic that bogs should never be used, their objection being based mainly upon the reliance which has to be placed upon good tow-rope arrangements. Water-splashes, too, it seems, are not over-popular.

Only Edge is wholeheartedly against



The Cotswold Scramble, an Open event, was one of the most popular of last year's scrambling fixtures. On some of its steep gradients the haulage men stood handy to aid the unfortunate.

It should be possible to ride the whole course at speeds of from 8-55 m.p.h., according to Frost, but McVeigh feels that a fast course resembles mountain grass or path racing too closely, while a super tough circuit gives the superman too great an advantage. Ray likes a fairly fast circuit, and Rist says that he likes a fast event where great width of course calls for intelligence in the choice of the right path.

All stress the importance of having ample room for overtaking, and there seems to be general agreement that spectators must be kept from endangering themselves and the riders.

What are your opinions of the following "obstacles": grass slopes, mud, rocks, bogs, fast paths, "tow-rope" hazards?

Bessant doesn't like short, grass circuits, and Rist feels that grass ascents are too dependent upon rain holding off. McVeigh thinks that grass provides excellent training in machine control.

Everybody thinks that there should be some mud, but all add the proviso that there shouldn't be too much of it. Rist thinks that flat mud sections are particularly useful. Bessant admits that he doesn't like mud, even if it should be included!

Rocks, too, are approved as one of the ingredients in a good scramble, but

fast paths, although Rist considers that they should form only a small part of the course, and McVeigh feels that they are useless if there is insufficient room for safe passing.

Do you like steep hills and descents?



A native of Lincolnshire, Bill McVeigh is an all-rounder who has had considerable success in scrambles.

Yes, they all want plenty of gradient in the circuit, and the descents, in particular, are singled out as the sort of obstacle that calls for good riding and plenty of nerve. Hazards that call for tow-ropes are universally disliked, most of the riders expressing their views about them with considerable emphasis.

Do you think it would be a good idea to ban competition tyres?

"No!" said Bessant, Edge, Frost, McVeigh, Ray and Rist—some of them adding that standard tyres were dangerous in scrambles. "Yes!" said Foster, but he added "—only if the course is very carefully picked." There was general agreement that special standard tyre awards should be given.

(Continued overleaf)

Should novices be allowed to compete in the same races as experts?

Bessant believes that they should, and so does Edge, both maintaining that every novice is a prospective expert. Foster and Frost, however, both think that the two classes should be segregated. In Belgium, says Foster, a novice must win three junior events



Bob Ray, solo winner in last year's British Experts' Trial and scrambling ace in the South West.

before he can qualify for the expert class. McVeigh insists that the novices should be allowed in all races, and adds that he learnt more from competing against the crack riders than he could have done if riding with other novices. He puts the onus on the organizer to provide room all

round the course for the expert to overtake the slower men. Ray thinks there should be separate novice events, and so does Rist.

What sort of a start do you prefer?

Bessant favours a dead-engine start, with the rider sitting astride the machine, and so does McVeigh, while Ray, who is the youngest of the seven, likes the Grand Prix start, where riders sprint to their machines. But the majority vote is in favour of a straight-forward clutch start—providing there is no bottleneck immediately after the getaway.

What 1946 events do you consider to have been outstandingly good?

The Normandy Scramble or the Cotswold, says Bessant, the Cotswold says Foster. Frost particularly enjoyed the Hampshire Grand National, and McVeigh the Lincolnshire Grand National run at Cadwell Park. Ray and Edge both say that they have enjoyed 'em all, although the latter singles out the Lancashire Grand National for a particular pat on the back. Rist, too, heads his list of good 1946 events with the Lancashire Grand National—although he thinks it was spoiled by the one patch of bog. The Cotswold Scramble, the northern leg of the North



This scene is typical of the Bagshot Heath country. It is a type of going that many have come to associate with the word "scramble."

versus South event and the Cumberland Grand National are others that he lists.

The majority refuse to single out any particular event as bad, but both McVeigh and Rist put the Southern leg of the North versus South event in this class; both, incidentally, stressing the danger that comes from having a vast crowd of spectators loose on a narrow tree-lined course.

Most of the riders favour a programme that includes two short events—one for 250 c.c. machines and one for novices, and one full-length unlimited c.c. event. In most Centres, there is so little difference in the performances of 350 c.c. and 500 c.c. exponents that if separate class events are run, the second race is almost a repetition of the first.

Lap-scoring comes in for a good deal

of criticism, and the score-board at the Kidston Scramble, run by the Builth Wells M.C., is upheld as an example of what should be done.

Summing up, it becomes clear that a course of about 1½ miles in length would please most scramblers, and that it should be lapped at least from 10 to 20 times in a race.

Everybody insists upon the need for width on the course—width for safe overtaking and enough choice of course to allow the intelligent man to take his own "line" through each hazard. There is a general demand, too, for as much variation in the type of going as can be packed into one scramble circuit; and only hidden rocks, bogs and deep splashes are unpopular—although organizers who incorporate anything that calls for general use of a tow-rope earn a big black mark in the estimation of the "regulars."

However, these scramble enthusiasts are pretty keen. After a season that has certainly included one or two unfortunate attempts on the part of organizers, Colin Edge's reply to a question: *What 1946 events have you considered to be bad?*—"Enjoyed 'em all. Some more than others!"—is typical of the spirit of all the boys who whang about over the rough stuff.

It would take a whole succession of impossible courses and a whole army of inefficient lap-scorers to stem the rush of entries for cross-country races. For, at the moment, the joy of "racing" over broken ground on a bicycle that doesn't mind being "bashed," and with no need to keep your feet up, is one that attracts a lot of motorcyclists. Organizers are certainly under no compulsion to strain to achieve the best yet scramble every time they run one; but as organizers, also, are motorcyclists, I think they usually do. My seven wise men, I hope, will help them to succeed, for, that this form of sport has very definitely come to stay there can be no doubt whatever.



Fred Rist is a Yorkshireman who shines on observed and unobserved rough stuff.

"J'ACCUSE!"

that means that the entrants will need the best part of a fortnight's holiday to fit them to take part in a four-lap race.

If we agree to the advisability of combining two of the T.T. races into a single event, then wouldn't it have been better to have telescoped the Juniors and Lightweights in the Wednesday event with the Seniors on the Friday and the Clubmen's race on the Saturday? This would have permitted practising on Monday, Tuesday and Thursday, and would have enabled the club fellows to watch both the professional races, while their practising period would have been compressed into a shorter and more convenient time.

Whichever way it is done, it seems that the Manx people will have to reconcile themselves to the roads being closed much more often, and for longer stretches, than has been customary.

Another suggestion I borrow from

colleague "Mercury," who mentioned last week that it would have been more profitable to combine the two most thinly supported T.T.s—i.e., the Senior and Lightweight—and leave the Juniors on their own. Enlarging on this, we could then have offered the short-term visitor a busy couple of days on the Friday and Saturday, while the people with more time to spare could see Wednesday's Junior and Thursday's practising as well—a much better proposition than the old-time Monday-to-Friday with three races only.

There are many other angles to the matter. For example, do the proposers of the Clubman's T.T. seriously believe that free entries to the Manx Grand Prix will be a great attraction for the Clubman's effort? Where are the clubmen who can take time out for a 10- to 14-day trip to the Island twice in three months? Again, by combining two T.T.

races in one day, valuable entries will be reduced and several riders who run to two mounts are now set a difficult problem—whether to use their 250s or 350s. Another thing is, why are the clubmen precluded from using 250s—the very category which requires encouragement, in view of its popularity on the Continent and its virtual disappearance from the racing field at home?

No, gentlemen, the set-up is not good. The 1947 T.T. programme has become the victim of maladroitness, and again I level an accusing finger, first at the manufacturers for taking too long to decide to do nothing, and, secondly, at the A.C.U. and its advisers for acting too swiftly in finalizing the basic plans of this vitally important first post-war event without consulting the men who matter most anyhow . . . the riding fraternity.

(Continued from page 221)

The Editor's CORRESPONDENCE

The Americans Want Big-capacity Motors

SHIPMENTS of British motorcycles reaching this country have been slow to arrive in large numbers, but by travelling 500 miles I was able to purchase a 347 c.c. Ariel "Red Hunter" last summer.

Everybody has been amazed at the performance of this comparatively little motorcycle and its pleasing lines never fail to draw admiring crowds wherever I stop. Although I am pleased with the model, however, I should prefer a big-capacity single-cylinder machine. At present my cruising speeds are not really high and I cannot improve them without punishing the motor. Despite this, nevertheless, my "Red Hunter" has a performance equal to that of the ordinary 750 c.c. Harley-Davidson. Indeed, a friend of mine who possesses a 497 c.c. Ariel finds that he can cruise along in company with Harleys of 1,000 and 1,200 c.c. capacities. And after 9,000 miles of such treatment his motor still sounds healthy enough, although it could do with a new piston.

This emphasizes the question why we, in this country, cannot obtain the bigger-type single-cylinder model. We all want to buy something in the 500 c.c. range and yet a large proportion of British machines being imported into America is made up of 350s.

There seems to be frequent controversy in your country on the respective merits of coil and magneto ignition. I have ridden Harleys for 15 years and I can state that they are nearly always difficult to start in winter. On the other hand, I find that the British Ariel starts at the first or second attempt, regardless of temperature. In conclusion, may I say that I find "Motor Cycling" articles virtually indispensable to me?

EUGENE SWANSON.

R.R.2 Bloomington,
Illinois, U.S.A.

Improving the Electrical Breed

YOUR correspondent, W.G.H., of Slough, has "got something." I like to use my Norton in trials at week-ends, but I see fit also to ride it to the office on working days, and I am far too idle to remove the lighting accessories each time the machine is used on rough stuff.

The parts made by "Mr. Norton" appear to revel in this dual rôle, but not so the lights. Particularly abhorrent of this sort of treatment are the voltage control and battery. Now, if the proper functioning of these parts were to decide entry to the "Experts," makers of the "electrics" would very rapidly be forced to produce bits that would "take it"—to the ultimate benefit of each and all. Even if these improvements cost a few bob more, I suggest that with prices as they are to-day the percentage increase would get by with little comment!

A. LEWIS JONES.

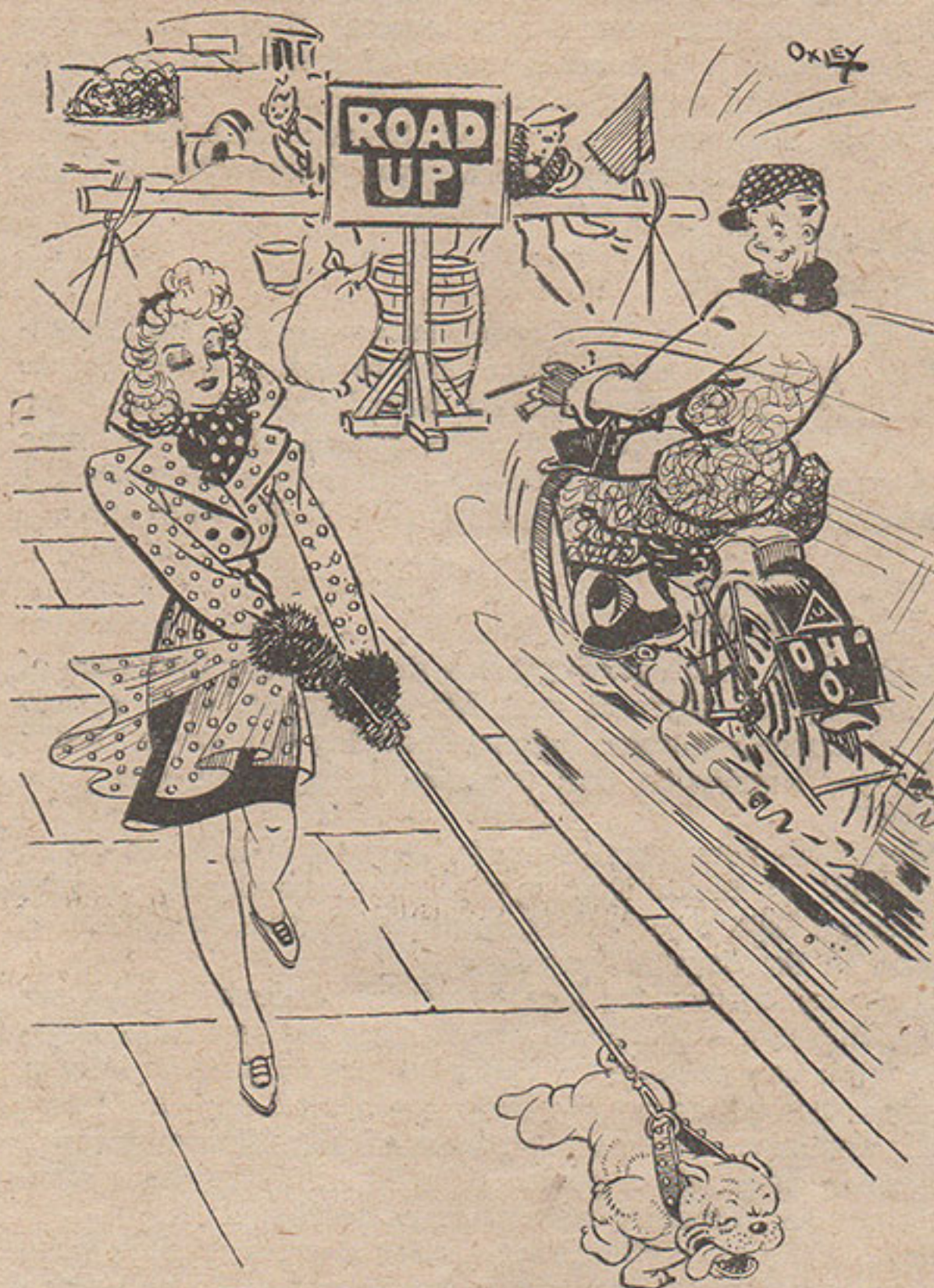
Liverpool, 2.

Standard Machines Have Not the Slightest Chance

ANYBODY who has any aspiration to attaining even a first-class award in any modern trial, will be able to convince your contributor W.G.H. that a normal model needs considerable modification to stand the slightest chance of gaining such an award.

This fact was very convincingly demonstrated to me recently when I entered what I thought a most suitable standard mount for a local trial. This machine was a 125 c.c. ex-W.D. model, which certainly would stand a tremendous thrashing, but it stopped at the end of each section, if not before, with choked mudguards. Constantly cleaning these put paid to any chances of finishing within the time limit.

The fact is that trials courses have been continuously stiffened to defeat machines which have been persistently



"I SAY—What a Smasher!"

modified to keep pace with this course planning—an upward spiral leading away from normal models and the original conception of reliability trials. Modern trials are organized to provide sport and fun for the riders and not to demonstrate the reliability of the machines, which to-day is hardly disputed.

Personally, I think it would be very interesting if suitable courses could be found to test normal models with full equipment. The resulting wins would surely be a better advertisement for manufacturers than is the case at present.

Such events as the Scottish Six Days' and the "International" are about the only tests-through-trials which can fairly be applied to normal fully-equipped models.

The present and future trend of this phase of the sport surely is worthy of reconsideration by all those interested in motorcycling.

R. L. HEELIS.

West Bridgford, Notts.

Deliberate Road Hogs Are Seldom Caught

I NOTE from your Correspondence pages of December 26, that a Mr. Cowie is advocating speed traps. May I please say a word on this subject?

Had he advocated speed traps at dangerous points I should have heartily endorsed his comment, but, unfortunately, the danger areas are far from being the easiest on which to set a trap. The result is, as I have seen time and again, that traps are operated on pieces of quite safe road while, within a mile or less, speed at a danger point goes unchecked.

If the police are ordered to operate speed traps, it's the results that count for them, and these are easiest to obtain on safe roads where the deliberate "speed-hog" is usually too cunning to be caught. It is the person who is driving not dangerously, but according to the state of the road, or who is a little lax over his exact speed, who gets pulled up.

This does harm; it turns otherwise well-meaning people into "limit drivers," who can be a very potential danger. Also it produces a feeling of rancour between road users and police. Driving with one eye on the speedometer is not safe driving; both eyes, and every other sense, should be concentrated on the road and nowhere else.

The solution, surely, is an increased force of mobile police, who can check speed everywhere, and a more rigorous application of the dangerous-driving charge.

I suggest abandoning the 30 m.p.h. limit and concentrating on the dangerous-driving aspect. Speed, in itself, is not dangerous; it is speed in excess of that which traffic, or road conditions, merits which is dangerous.

Woking, Surrey.

W. SEAMAN, M.R.S.T.

Press Secretary, The Morgan Three-wheeler Club.

A Question of Cats and Mice

WITH reference to Mr. Cowie's letter published on December 26, surely extra police tend to induce a false sense of safety? Fear never imbues sound driving ideals and, moreover, when the cat's back is turned, those few mice who want to play always do so—and with a vengeance.

Southampton.

L. G. GROVESON.

What a Waste of Civvy Suits!

IT causes me much grief to learn that amongst the ranks of motorcyclists there is one, Mr. E. Cowie, who, openly in your Correspondence, favours snooping policemen. I was under the impression that to adopt such tactics was "not British."

Mr. Cowie must forgive my intolerance of law and order. The fault is hereditary; my forbears conducted a very flourishing liquor smuggling business off the west coast of Ireland in the days of long ago.

If my critic knew the locality of the particular speed trap of which I wrote on November 28, then his assertions might have been less sweeping. And even less so, had he known, further, that within a mile lies a main road carrying heavy traffic and upon which the presence of patrolling motorcycle policemen might do a power of good, inducing more manly conduct amongst all classes of road users.

But 3,000 plain-clothes cops! What a waste of civvy suits. No wonder I must wait six months or more for my new gent's nannies.

May Mr. Cowie forever be haunted by the ticking of 3,000 stop watches.

L. R. HIGGINS.

London, S.E.20.

His Pay Packet Is Not Doubled

I SHOULD like to reply to Mr. A. S. Hunter, whose letter, commenting upon the price of our machines, appeared in the issue of "Motor Cycling" dated January 2.

Until recently, I have been working with a smallish concern which makes one of Britain's very finest motorcycles, so I can tell Mr. Hunter that the average wage paid to the "actual chaps who make our machines" has not doubled since 1939. Indeed, so far as the particular department in which I worked was concerned, the average wage could be described as fair, but certainly not startling, by to-day's standards.

A large car concern, situated some 15 miles away, was paying its employees, job for job, rather better wages than our own. On the other hand, our concern possessed a pleasant atmosphere in which to work and, as a single man, with no dependents, I preferred to work for £x per week in a contented frame of mind, than for £x-plus per week on some job which was—well, just a job. Eventually, however, lack of permanent billets defeated me, so I am now less pleasantly occupied.

There is no point in commenting upon such a subject as this unless one is prepared to be strictly fair. Accordingly, I must say that we all had the impression at our works that the manufacturers themselves could hardly have been making anything particularly staggering in the way of profits. An amazing amount of time was spent on each machine, seeing that everything was just so before it left the works. Of course, the company did not pretend to make a cheap machine, but catered for riders who could afford something really good.

My headgear is of but normal dimensions, if that, and so

the subject of a nation's domestic economy is far too much for me, but I cannot genuinely believe that to-day's prices are anything but justified. Be that as it may, I am without a machine for the first time since 1933; so, with the greatest of sympathy for Mr. Hunter, and all others similarly situated, I sign myself—

Colchester.

TUPORTU.

Delighted With a W.D. Machine

WHILE agreeing with "Veloscott," writing in "Motor Cycling's" January 2 issue, I consider his estimate of the M.A.C. Velocette performance is a little conservative. He states that the maximum speed is on the modest side of 70 m.p.h.

I have not owned a model M.A.C. myself, but I have had an M.A.F., which was the W.D. version. This machine had been rebuilt, and I was delighted with it. On a straight, level road in Sussex I obtained 76 m.p.h. in top gear, 66 m.p.h. in third, and 45 m.p.h. in second.

It was not possible to time these speeds, but the speedometer proved almost dead accurate with regard to mileage recording.

The surprising thing, to me, was that the machine achieved these speeds with a main jet one size smaller than that recommended by the makers! When using the recommended jet, maximum speed was reduced by 5 m.p.h.

Chertsey, Surrey.

A. PRYOR.

An All-purpose Test to Eliminate Ties

IN many motorcycle trials there is an eliminating test to decide the result in event of a tie. No entirely satisfactory method appears to have been devised, but some time ago a test was suggested to me. It was used with success by the Wigton Club, and I wondered if it would be of interest to your readers.

For this test the competitor starts at Line "A" with his engine running and his machine in gear. At the fall of a flag he accelerates, but has to bring the machine to a standstill, with the engine stopped, between Lines "B" and "C." He then restarts and accelerates over Line "D," being timed from "A" to "D." The distance between the Lines "B" and "C" is rather more than the length of a motorcycle, and the measurements from "A" to "B" and "C" to "D" can each be 30 yards, or any other convenient distance.

It will be seen that this test takes very little arranging and can be run on level, or uphill, ground, testing simultaneously acceleration, braking, ability to find neutral, and easy starting. In order to provide variety, I should be interested to hear of any other eliminating tests.

Wigton.

J. P. HETHERINGTON

(Hon. Sec., Wigton M.C.).

Incapacitated by Wandering Sheep

MAY I reply to "Carbon's" remarks published on January 2? He referred to the case of a cyclist being injured due to a collision with livestock and finally having his case dismissed by the House of Lords.

I, too, have had an experience of this kind when, during Army service as a D.R., I spent many months in hospital following a collision between my machine and a sheep. Frankly, I remember little of the incident; only the remnants of the animal, my machine, and a broken hedge were sufficiently circumstantial for me to be given legal advice. I received considerable help, I visited the police and wrote to my M.P., but, after two years of negotiation, I was told that I couldn't get a penny compensation and, indeed, that I was fortunate not to have to pay for the sheep.

The result is that to-day I still carry scars and, worst of all, I am incapacitated to the point where I can no longer ride a motorcycle, so have to be content simply to read about it instead.

Leicester.

G. A. HOUGHTON.

IN BRIEF

Instruction Books Wanted: For 1934 249 c.c. VINCENT-H.R.D. with Villiers water-cooled engine—D. Peverley, 48, Topcliffe Road, Thirsk, Yorks; for 1936 250 c.c. or 350 c.c. "Grand Prix" NEW IMPERIAL; also Pitman's "Book of the Scott" available in exchange for a copy of "Racing Wheels"—N. Scott, Aughaloy, Randalstown, Co. Antrim; for 1933 249 c.c. FRANCIS-BARNETT "Cruiser"—C. Foxall, 12, Packington Road, Acton, London, W.; for 1936 Model 90 SUNBEAM—E. King, 32, Maitland Park Villas, Haverstock Hill, N.W.3.

Lost: Haversack, containing tools, repair outfit, helmet, scarf, gauntlets and personal papers, at The Three Musketeers Trial, California-in-England, on January 5—E. A. Lavington, 8, Station Road, Hampton Wick, Kingston-upon-Thames, Surrey.

ENGLAND

CHESHIRE CENTRE.—At the recent Centre A.G.M. the following officials were elected:—President, W. G. Gabriel; vice-presidents, P. G. Thomason, J. E. Storey, H. M. Hutton, E. H. Robinson, A. C. Cook, J. Roscoe; chairman, E. Damadian; vice-chairmen, J. E. Storey, P. G. Thomason; secretary, T. H. Sandford; treasurer, H. M. Hutton, Jr.; Press secretary, J. Roscoe. The following dates were fixed for Centre events in 1947:—April 27, inter-club team trial; June 29, grass-track races; July 13, rally and hill-climb; October 2, scramble; November 2, Centre championship trial.

WESSEX CENTRE.—The A.G.M. of the Centre will be held at the Lamb and Lion Hotel, Bath, on January 23, commencing at 7 p.m. Following this meeting will be a meeting of the newly constituted Board, at which will be appointed the hon. secretary and assistant, the delegates to the A.C.U. General Council, and the members to form the racing and trials sub-committee.

ASHFORD, KENT, M.C.—The results of the club's Dunlop Trophy Trial, held on January 12, were worked out immediately after the event but

CLUB NEWS

owing to an error, were omitted from our issue of last week. They are as follow:—**Dunlop Trophy (best performance):** N. J. Gray (347 Matchless), 21 marks lost. **Runner-up:** E. Usher (347 Matchless), 22. **Rootes Trophy (best in opposite class):** F. H. Neal (498 Sunbeam s.c.), 28. **Pitt Trophy (best A.K.M.C. member):** E. Knowles (B.S.A.), 41. **Club Cup:** A. L. Roger (B.S.A.), 51. **Geering Trophy (best novice) and Hayward Trophy (best on handicap):** D. Spain (B.S.A.). **Best Visitor:** A. F. Gaymer (Ariel), 30. **First-class Awards:** H. E. Carter, M. S. Ewbank, L. M. Talbot, M. Pring, W. H. J. Peacock, S. A. Moore, T. Arter, P. H. Treadgold, C. H. Jennings. **Second-class Awards:** J. S. Richardson, R. W. Peacock, S. H. Blacklocks, R. E. Cave, R. E. Bowles, D. W. Whitbread, H. Garrett, S. F. Board, D. J. Morley, R. D. Reid, A. C. Huxley, R. McDonald, A. J. Bradford, W. R. Robinson, T. W. Mount.

BAYSWATER M.C.C.—The club had a splendid turnout to support the recent "Three Musketeers Trial." After the event a delightful tea and evening was had at Camberley. The

club has made a very happy start for 1947 and hopes to keep it up.

BLACKMORE VALE M.C.C.—Owing to foot and mouth disease restrictions, the committee deems it inadvisable to hold a closed trial at the end of the month. The first trial of the year will be the Grosvenor Cup Trial, to be held on February 23. This open-to-Southern Centre League event will start from "Cruse's Garage," Warminster, Wilts, at 1 p.m.

BROMLEY M.C.—The number of the club's riders in trials has increased, and there have been many awards won. In one recent event there were 11 members riding and seven got awards. The President's Cup Trial will be held later in the season and two dates have been booked for grass-track meetings at the new Austin Lodge venue at Eynsford. A full programme of sporting and social events has been arranged for this year. The annual dinner and dance will be held in February. Social evenings, are held each Friday at "The Black Horse," Crofton Road, Farnborough, Kent.

DONS M.C.—The club meets every Wednesday at 8 p.m. over the Elite Motors, Ltd., Showrooms, Garratt Lane, Tooting. All interested motorcyclists would be welcome.

ANNOUNCEMENTS

FRIDAY, JANUARY 24

Barry M.C. Annual Dinner. Castle Hotel, 7 p.m.
Bromley M.C. Quiz. "Black Horse," 8 p.m.
Civil Service Motoring Association. Bristol Group: Reunion Social and Dance. Rhead's Academy, Hampton Road, Redland, Bristol, 7 p.m.
Birmingham Centre: "Maintenance of Your Car," by Mr. W. A. Blenkinsop. Chamber of Commerce, New Street, Birmingham, 6.30 p.m.
Edinburgh and D. M.C. Dinner. Grand Restaurant, St. Andrew's Street, 7 p.m.
Harrington and D. M.C.C. A.G.M. H.Q., 8.15 p.m. sharp.
Ilkley and D. M.C. Dinner and Presentation of Awards. Royal White Horse Hotel, Otley, 7.30 p.m.
Kensal Rise and D. M.C.C. A.G.M. "Fisherman's Arms," Willesden Junction, 7.30 p.m.
Manchester Ace M.C.C. Beetle Drive. Clubroom, 8 p.m.
Midland A.C. Return Quiz v. Sutton Coldfield and North Birmingham M.C. Forest Hotel, Dorridge, 7.15 p.m.
Norwich Viking M.C.C. A.G.M. "The Volunteer," Earlham Road, Norwich, 7.30 p.m.
O.W.L.S. M.C. Dinner. "Hoskin's Arms," Oxted, 7.30 p.m.
Sheffield and Hallamshire M.C. Social Evening. Norton Hotel.
Sidcup and D. M.C.C. Extraordinary General Meeting. "Queen's Head."
Wickham M.C. Dance, Social and Presentation of Awards. Eden Park Hotel, Eden Park, Beckenham.

SATURDAY JANUARY 25

Addington M.C. and L.C.C. First Annual Dinner. Farm House Café, Addington, Addington, 8 p.m.
Amateur M.C.C. 21st Dinner and Dance. Clarence Hotel, Teddington, 7.30 p.m.
Bexleyheath and D. M.C.C. Dance. "Lord Kitchener," Welling, 7.30 p.m.
Burton M.C. and L.C.C. Centre A.G.M.
Civil Service Motoring Association. Birmingham Centre: Reunion Social (Motorcycle Section). Civil Service Sports Ground, Stratford Road, Hall Green, 6.30 p.m.
Manchester Group: Sixth Annual Dinner, Grand Hotel, Aytoun Street, 6 p.m.
Eltham and D. M.C.C. Annual Dance. R.A.C.S. Restaurant, Powis Street, Woolwich, S.E.18, 7 p.m.
Leicester Query M.C. Centre A.G.M. "King's Head," Loughborough, 2.30 p.m.
Leinster M.C. Novelty Events. Phoenix Park, Island Bridge Gate, 3 p.m.
Dance, Royal Marine Hotel, Dunlaoghaire, 8 p.m.
Ravensbury M.C.C. Dinner and Presentation of Awards. Kennards, Croydon, 6.30 p.m.
Streatham and D. M.C.C. Training Scheme. Autodrome, Carlton Road, S. Croydon, 2.30 until dusk.
Weybridge M.S.C. A.G.M. British Restaurant, Weybridge, 6.30 p.m.

SUNDAY, JANUARY 26

Amateur M.C.C. Impromptu Tests. "Old Magpies," 11 a.m.
Bermondsey M.C.C. Whitley Mill Trial. Blue Star Garage, 9 a.m.
Bexleyheath and D. M.C.C. Whitley Mill Trial. Blendon, 9 a.m.
Bournemouth M.C. Scramble. Blackhill, Bere Regis, 2 p.m. (Open to Southern Centre, A.C.U.)
Bohemian M.C.C. Mont' Christie M.C.C. Trial. "The Cambridge," 10.30 a.m.
British Two-Stroke Club. A.G.M. "Dysart Arms," Petersham, 2.30 p.m.
Bromley M.C. Whitley Mill Trial. Clubroom, 9.15 a.m.
Burton M.C. and L.C.C. Cope Cup Trial. Castle (Colchester) M.C.C. Sporting Run. Carshalton M.C.C. Whitley Mill Trial.
Civil Service Motoring Association: South Eastern Centre. "Chequers," Doddington. Tea, 4.30 p.m.
Cygnet (Teddington) M.C.C. Afternoon Run. Jack's Café, 2 p.m.
Dittons M.C. Holmbury St. Mary. Hampton Court Station, 11 a.m.
Double Five Ken M.C. "Hunt the Mud." Railway Hotel, West Wickham, 10 a.m.
Eltham and D. M.C.C. Whitley Mill Trial. Archery Road, 9 a.m.

Gloucester Aero M.C. and L.C.C. Trial. Fork Roads, 1/2 mile beyond Huntley on Glos.-Ross Road, 8 miles from Gloucester, 10 a.m. (Open to Western Centre, A.C.U.)

Grasshopper M.C.C. (Chingford). Mont' Christie M.C.C. Trial.

Harrington and D. M.C.C. Mont' Christie M.C.C. Trial. "Cambridge," Weir Hall, 10 a.m.

Horsham and D. M.C. and L.C.C. Social Run to Whitley Mill Trial. H.Q., 8.30 a.m.

Ilford Amateur M.C. (a) (Proposed) Social Run and Evening with Southend Club. (b) Mont' Christie M.C.C. Trial and Film Show. "Wake Arms," 6.15 p.m.

Ilkeston and D. M.C. and L.C.C. Roberts Cup Trial. Dethick Splash, 11 a.m.

International Motorcyclists' Tour Club. Along the Crouch to Burnham. Brentwood War Memorial in Main Street, 10.30 a.m.

Isle of Wight M.C.C. Wight Trial. Hare and Hounds Inn, Downend, Nr. Arretton, Noon. (Open to Southern Centre A.C.U.)

Leatherhead and D. M.C.C. Social Run. "The Plough," 2 p.m.

Leicester Query M.C. Monkey Puzzle Run. Blakeshay Farm, Newtown Linford, 2.30 p.m.

London Douglas M.C.C. Whitley Mill Trial. (Northern Section) Marble Arch, 9.30 a.m.

(Southern Section) Crystal Palace Hotel, 10.30

London Sidecar Club. Mont' Christie M.C.C. Trial. "King's Oak," High Beech, 11 a.m.

Louth and D. M.C.C. Trials. Cadwell Park.

Luton Ex-Don Robert M.C.C. Mont' Christie M.C.C. Trial. "Griffin," 9.30 a.m.

Manchester Ace M.C.C. Committee Event. Southport District. Woolpack Hotel, 10.30

Manchester Eagle M.C. Manifold Valley. Parkway, 10.30 a.m.

Mont' Christie M.C.C. President's Cup Trial. King's Oak Hotel, High Beech, 11 a.m.

(Observers 9.30 a.m.) (Open to South Midland Centre A.C.U.) Evening, Film Show. "King's Oak."

Morgan Three-wheeler Club: South-Eastern Group. King's Oak Hotel, High Beech.

(By invitation of the Mont' Christie M.C.C.)

North-East London M.C.C. Mont' Christie M.C.C. Trial. High Beech, 10 a.m.

North Hants M.C. Prepare Scramble Course. H.Q., 9 a.m.

Norwood M.C. Treasure Hunt. Westmoreland, 10 a.m.

O.W.L.S. M.C. Whitley Mill Trial. "The White Hart," Sevenoaks, Kent, 10 a.m.

(Open to South-Eastern Centre A.C.U.)

Philips Sports and Social Club (Motoring Section). Route Finding and Hare Chase. Purley Way, 10.30 a.m.

Ravensbury M.C.C. Whitley Mill Trial and Tour of Kent.

Reading "Ace" M.C.C. New Year Cup Trial. "Bell," Aldworth, Noon.

St. Albans and D. A.C. Mont' Christie M.C.C. Trial. Market Place, 9.30 a.m.

St. Helens and D. A.C. Social Run to Chipping. Garage, 10 a.m.

Shenstone M.C. Reliability Trial.

Sidcup and D. M.C.C. Whitley Mill Trial. Social Evening with O.W.L.S. Club.

Southampton and D. M.C.C. (a) Isle of Wight Trial. (b) Bournemouth M.C.C. Scramble.

Southampton Vikings M.C. and L.C.C. Wessex Centre Scramble. H.Q., 11.30 a.m.

Southern Amateur M.C.C. Whitley Mill Trial.

Southern Observers M.C.C. Whitley Mill Trial. Sackville Garage, Hove, 8.30 a.m.

South Reading M.C.C. Follow-the-Leader Run. "Grenadier," 1.30 p.m.

Stamford Bridge M.C.C. Mont' Christie M.C.C. Trial. Staples Corner, 9.30 a.m.

Streatham and D. M.C.C. Run (Old Style). "Cricketers," 9.30 a.m.

Sunbury and D. M.C. and L.C.C. Whitley Mill Trial. H.Q., 9 a.m.

Tenterden and D. M.C. and L.C.C. Whitley Mill Trial.

Waterlooville M.C.C. Paper Chase. "Brewer's Arms," 1.30 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.

Watford and Bushey M.C.C. Conducted Trials Practice. Dome Garage, Watford By-pass, 2.30 p.m.

Wembley Speedway S.M.C. Popular Vote Run. Wembley Pool, 10 a.m.

Wessex Centre A.C.U. Open Scramble. Farleigh Castle, Farleigh, Hungerford, Nr. Trowbridge, 1.45 p.m.

West Ham Speedway M.C. Mont' Christie M.C.C. Trial. Ilford Hippodrome, 10 a.m.

West Middlesex Amateur M.C.C. A.G.M. Myllet Arms Hotel, Western Avenue, Perivale, 2.30 p.m.

West Wickham M.C. Working Party on Scramble Course. Westerham Green, 9.30

Weybridge S.M.C. Competitive Event. H.Q., 2 p.m.

Wimbledon and D. M.C.C. Support Weyburn Closed Trial. What O Café, Shannon Corner, 9 a.m.

Wirral "100" M.C.C. Field Day. Raby Mere, Wirral, 1 p.m.

Wood Green and D. M.C. Mont' Christie M.C.C. Trial. High Beech, 10.30 a.m.

Wrexham M.C. Solo Sporting Trial. Odeon Car Park, Wrexham, 11.30 a.m.

X.H.G. Tiger M.C.C. (a) Bournemouth M.C.C. Scramble. (b) Isle of Wight Trial.

MONDAY, JANUARY 27

Bar-None M.C.C. (Worthing). Quiz. Lancing v. Worthing, 8 p.m.
West Ham Speedway M.C. Dance. "Black Lion," 8 p.m.

TUESDAY, JANUARY 28

Amateur M.C.C. Social Evening "Old Magpies."
Double Five Kent M.C. Party Night. Railway Hotel, West Wickham, 8 p.m.
Horsham and D. M.C. and L.C.C. Committee Meeting. Swan Hotel, 7.30 p.m.
Ilford Amateur M.C. Dart Match v. Tottenham and D. M.C.C. "Olive Branch," Park Lane, Tottenham, 8 p.m.
Leatherhead and D. M.C.C. Games Contest. "The Plough," 8.30 p.m.
Southern Amateur M.C.C. A.G.M. Elite Motors, Garratt Lane, Tooting, 9 p.m.
Streatham and D. M.C.C. A.G.M. Toynbee Room, Labour Hall, Mitcham, 7.30 p.m.
Waterlooville M.C.C. A.G.M. "Brewer's Arms," 8 p.m.
Wirral "100" M.C.C. Social Evening. Knott Hotel, Whitby, Wirral, 7.30 p.m.

WEDNESDAY, JANUARY 29

Bristol M.C.C. Social Evening. "The Crown," Saltford, 7.30 p.m. (Non-club Members Welcome.)
Leamington Victory M.C. and L.C.C. Annual Dinner and Presentation of Awards. Lord Leicester Hotel, Warwick, 7.45 p.m.
Mont' Christie M.C.C. A.G.M. "Wake Arms," Epping, 8 p.m. prompt.
Southampton and D. M.C.C. Dinner, Dance and Prize Distribution. Polygon Hotel, Southampton, 7.15 p.m.
South Yorkshire Group. A.G.M. Norton Hotel, Meadow Head, Sheffield, 7.30 p.m. prompt.
Swansea M.C. A.G.M. Welcome Inn., Treboeth, Swansea.
Wickham M.C. Talk. "Racing and Tuning." Coney Assembly Rooms, West Wickham, 8 p.m.

THURSDAY, JANUARY 30

Bermondsey M.C.C. Social and Dance. "Prince of Orange," Greenwich High Road, S.E.10, 8 p.m.
Bohemian M.C.C. Dart League Match v. Ilford L.C.C. Meet, Waterworks, Woodford, 7.30
Burton M.C. and L.C.C. Annual Dinner and Presentation of Awards. Town Hall (Annexe), Burton-on-Trent, 8 p.m.
Doncaster M.C. Annual Dinner and Dance.
Harrington and D. M.C.C. Darts League Match v. North-East London M.C.C. (Away). Meet, 7.30 p.m.
Sunbeam M.C. Lunch Club. Crown Room, Talbot Restaurant, London Wall, 12.30 p.m.
Surrey M.C.C. Social Evening with Leatherhead and Reigate, Redhill, North Downs Club. "Barley Mow," Betchworth.
West Middlesex Amateur M.C.C. Lunch Club. Crown Room, Talbot Restaurant, London Wall, 12.30 p.m.
X.H.G. Tiger M.C.C. "Tiger Ragazine" Film Show. Crown Hotel, Ringwood, 8 p.m.

DOUGLAS M.C.C.—On Sunday, February 2, the club and the Bristol M.C. will promote the Schorr Memorial Trophy Trial. The event will be open to the Wessex Centre, and the organizers have introduced several innovations in regulations and organization in an endeavour to make the trial comparable with other well-known events. With the object of reducing the sidecar rider's difficulties, and to encourage sidecar entrants, special regulations, based partly on an article appearing in the December 26 issue of *Motor Cycling*, have been introduced. Marking for sidecars will be as follows: Clean, no marks lost; footing any number of times with one foot only, 1 mark lost; passenger dismounted and pushing, with or without rider footing, 3 marks lost; failure to maintain continuous forward motion, 5 marks lost. In addition, the passenger may be carried on sidecar or machine. This marking compares favourably with that for solo machines, which is as follows: Clean, no marks lost; rider footing once with one foot only, 1 mark lost; footing more than once, 3 marks lost; failure or rider dismounted, 6 marks lost. This consideration for sidecar entrants promises to ensure a larger number of "chairs" than is usual. A record number of entries has already been promised, including several well-known "chair" men. The course, consisting of two circuits of 15 sections, is approximately 33 miles long and includes many favourite and well-tried sections.

EDGWARE MILL HILL AND D. M.C.—Amended results of the recent Traders Trophy Trial show that E. V. Evans (499 Royal Enfield s.c.) now ties with E. A. Collett for the Noni Pannel Cup for the best performance in the opposite class. The club's annual dinner will be held at the Talbot Restaurant, London Wall, Moorgate, E.C.3 at 6.30 p.m. for 7 p.m. on Wednesday, February 26.

HARRINGAY AND D. M.C.C.—On Tuesday, January 7, the club visited the H.Q. of the Tottenham and D. M.C.C. for the purpose of a darts league match, which resulted in a win for Harringay by three games to one. The A.G.M. will be held at H.Q. to-morrow, January 24. Good attendance is urged and members are asked to be in the clubroom punctually at 8.15 p.m., as there is quite a fair amount of business to be discussed in limited time, the chief item being the election of club officials for 1947.

HILLINGDON AND UXBRIDGE M.C.—The annual dinner will be held at the "Regal," Uxbridge, on Friday, January 31.

LEICESTER QUERY M.C.—At the A.G.M. held on January 7 at the Leicester Y.M.C.A., the hon. secretary presented the balance for 1946, which showed the club to be in a very sound financial position and with a record membership of 254. The following officials were elected:—President, S. Hoff; vice-president, A. Cann; hon. secretary and treasurer, J. E. Shaw (109, Highcross Street, Leicester); captain, D. Green; vice-captain, G. R. H. Clarke, social secretary, G. W. Taylor; trials secretary, G. W. Smith; general committee, Messrs. M. Cann, A. C. Partridge, H. R. Twigger, F. N. Twigger, and D. Green; trials committee, Messrs. L. R. Wilford, O. Jones, G. R. H. Clarke, F. Wakefield, and H. Smith; auditors, Messrs. J. H. Rawson and C. Hunting. The entry forms for the new Amateur Trial are now out and may be obtained from J. E. Shaw. This is open to all East Midlands Centre clubs, non-experts only being eligible to compete. The trial will take place on Sunday, February 2, on the club's private 1½-mile long course at Blakeshay Farm, Newtown Linford, starting at 12 noon.

LONDON DOUGLAS M.C.C.—The club is now open to old members riding other makes of machines. Those interested should write to the secretary, J. H. May (Stable Cottage, Unsted Park, Godalming).

MIDLAND SOCIAL M.C.C.—The A.G.M. has been fixed for February 6. This will take place at H.Q., the Woodman Inn, Well Street, Hockley, Birmingham. The presentation of awards will take place during the interval of the dance to be held at the "King's Highway," Quinton, on February 13. Tickets may be had from W. Tookey (347, West Boulevard, Quinton). The leaders in the Grosvenor Hankins Trophy up till January 6 are as follows:—Glassbrook, 72; Shaw, 69; Evans and Bird, 66. Thanks are due to Mr. Lathwood for a fine selection of photographs for the scrapbook, at present in the charge of Mrs. H. Hankins.

MONT' CHRISTIE M.C.C.—On Sunday next the open-to-Centre President's Cup Trial will be held, starting from "The King's Oak," High Beech, at 11 a.m. Observers are requested to report not later than 9.30 a.m. In the evening a film show will be presented at "The King's Oak," and all motorcyclists will be welcome. Unattached riders are especially invited. Members are reminded that the A.G.M. will take place on Wednesday next, January 29, at "The Wake Arms," Epping. Owing to the importance of the business which has to be conducted, a prompt start is necessary, and members should be present as soon as possible after 8 p.m.

NORTH-EAST LONDON M.C.C.—A very satisfactory state of affairs was disclosed at the well-attended A.G.M. on January 5, membership throughout the past year having more than doubled, a full programme of both sporting and social events had received excellent support, and the club finances were sound. The annual subscription remains at the low figure of 7s. 6d. The following officers were elected:—President, T. J. E. Morgan, vice-presidents, H. Shuttleworth, A. Raven, E. Fryer, Wing Commr. A. MacLachlan, F. A. Applebee, W. H. J. Peacock; chairman, A. C. Woolard; vice-chairman, A. J. W. Bishop; hon. secretary, E. J. Tyler (50, Endsleigh Gardens, The Drive, Ilford); hon. treasurer, P. Hutt; captain, J. Frost; vice-captain,

F. Chaplin; committee, E. B. Howlett, W. Garrod, S. Adams, D. E. R. Morgan; auditors, A. W. Arnold, C. E. Hartshorne.

OTTER VALE M.C.C.—Results of the Bowd Trophy Trial run on December 29 are as follows:—Bowd Trophy: A. Cornell (347 Matchless), 28 marks lost. Runner-up Award: D. May (348 B.S.A.), 30. First-class Awards: A. Wallis (Ariel), G. Oborn (B.S.A.), G. Parsons (B.S.A.), W. Fry (B.S.A.), T. Tedbury (A.J.S.), D. Spark (A.J.S.). Best Novice: H. Spence (A.J.S.). Results of the social speed-judging contest on January 12 are: 1. D. Blackmore (172 A.J.W.); 2. R. Drinnon (493 Sunbeam). Other awards go to F. Gibbs (Morris 8) R. Jones (348 Ariel), and E. Peck (347 A.J.S.). The first annual Goleworthy Cup Trial will be run on Sunday, February 2, starting at 1.30 p.m. from the Greyhound Inn, four miles from Honiton, on the main Exeter road.

PORTSMOUTH M.C. AND C.C.—Fine weather favoured the club's trial on December 29. The course was divided into two halves, one being for the morning and the other for the afternoon. C. Bailey (348 Ariel) won the premier award with a loss of only 20 marks. Best novice was G. Stoner (348 B.S.A.) with 60 lost, and best Portsmouth club member was F. Norris (248 O.K. Supreme) with 95 lost. First-class awards were won by R. Staples (Velocette), B. Pepler (Ariel), R. Weller (Norton), C. Border (B.S.A.). Secor-class awards went to L. Hoad (Matchless), J. White (Ariel), T. Martin (B.S.A.), P. Bennett (Matchless), and G. Buttigieg (Matchless).

ST. HELENS AND D. A.C.—The A.G.M. on January 9 was very well attended and the following officials were elected:—President, R. Clayton, Snr.; vice-presidents, Messrs. J. G. Anderton, H. Burrill, T. Cruise, J. H. Watson; chairman, R. Clayton, Jr.; vice-chairman, T. Collins; hon. treasurer, Mrs. J. Corrigan; hon. secretary, A. Corrigan; asst. secretary, A. Powell; committee, Mrs. F. Hartley, Messrs. P. Baines, T. Bold, A. Hall, W. Hartley, H. Penketh, R. Leche, E. Pennington, R. Relph, J. Scott, I. Shennan, W. Trubshaw. A hot-pot supper has been arranged for Thursday evening, February 6, after which the presentation of awards for 1946 will take place, followed by entertainments.

SIDCUP AND D. M.C.C.—Club nights are now held every Monday—8 p.m., at the "Falcon," Rochester Way, S.E.9—and Friday club nights at the "Queen's Head" will be continued until the end of February. The extraordinary general meeting has had to be postponed and will now be held to-morrow, January 24, at the "Queen's Head."

SOUTH BIRMINGHAM M.C.—The A.G.M. was held at H.Q. on January 8, when the following officers were elected:—President, W. S. Banner; vice-presidents, E. F. Cope, D. W. Munro, W. Wheelidon, J. Peace, A. Taylor, W. Humphries, H. S. Perry; chairman, L. J. Moore; secretary, R. V. Slinn; treasurer, Mrs. Doris Taylor; trials secretary, G. Morton; auditor, R. W. B. Cleaver; captain, E. Smith; Press secretary, L. J. Fletcher; social secretary, Mrs. L. Slinn; committee, Messrs. Oxborrow, Homer, Boynton, Thornton, Scott, Goodman and Cleaver; A.C.U. representatives, Messrs. R. V. Slinn and A. Taylor; trials sub-committee, Messrs. A. D. Thornton and L. J. Fletcher. S. N. Oxborrow was elected life member for services rendered to the club as trials secretary. The club has an extensive programme for the coming season and will participate with the recently formed Midland Group in holding road races and grass races at Wolverhampton Aerodrome. The first trial, a joint event, will be held on Sunday, February 2, the following clubs participating:—Antelope, Birmingham 30, Kings Norton, Redditch, Bournville. Starting from the "Duke William," near Bewdley, the course will be in the Cleve area. The annual dinner and prize distribution will be held at the "Red Lion," Kings Heath, on Wednesday, February 12. Applications for tickets should be made immediately to Mrs. Slinn, as only 80 are available and will be issued in strict rotation. Club subscriptions are now due at 5s. (2s. 6d. for ladies).

SOUTHERN AMATEUR M.C.C.—The A.G.M. will be held on Tuesday, January 28, at the club's H.Q., Elite Motors, Garratt Lane, Tooting, commencing at 9 p.m. All members are requested to attend.

STAMFORD BRIDGE M.C.C.—Entry forms and regulations for the open-to-South Midland Centre scramble to be held on Pirbright Heath on February 9 may be had from A. Anastasio (17, Hetherington Road, Clapham, S.W.4).

STREATHAM AND D. M.C.C.—The A.G.M. will be held at the Labour Hall, Mitcham, next Tuesday, January 28, commencing at 7.30 p.m. All members are asked to attend.

SUNBEAM M.C.C.—Regulations for the Solo Trial are now available; this will be held entirely on private ground on the Surrey-Hampshire borders and will be open to the South-Eastern Centre. The date is Sunday, February 2. Entries close on Wednesday, January 22, and should be sent to H. N. Ryan (91, East Lane, Wembley). Regulations for the Pioneer Run can also be obtained from H. N. Ryan. A number of modifications have been made; thus an earlier start will be arranged, the older machines will have a break en route, speeds have been modified, second-class awards for all finishers have been reintroduced, and team awards will be made for teams in both age groups. These modifications have been made after consultation with competitors. Facilities for R.T.A. insurance will be available as before, at 5s. for the 15-day period starting a week before and ending a week after the event, which is to be held on March 16. The weekly City luncheon club, organized jointly with the West Middlesex M.C.C., is held at 12.30 p.m.

every Thursday at the Talbot Restaurant (third floor), London Wall, E.C.2. All city motorcyclists are welcome to join the party.

SURREY M.C.C.—A social evening and darts match has been arranged between the club and the Leatherhead and North Downs clubs for January 30. Members are asked to make a special effort to attend this event and help to make this a successful evening. The A.G.M. will be held on Thursday, February 13, at 8.30 p.m. at the "Barley Mow," Betchworth.

WATFORD AND D. M.C. AND L.C.C.—The club meets every Friday, from 7.30 p.m., at the "Three Tuns," Watford High Street.

WEMBLEY SPEEDWAY S.M.C.—The club will be holding its first peacetime run next Sunday, which will be a popular-vote run. Members should meet at Wembley Pool at 10 a.m.

WEST OF ENGLAND M.C.—The club's New Year party was held at the Dartmoor Hotel, Bovey Tracey, on January 4, and was an unqualified success. Over 140 members and friends, including many local landowners, were present, and a very pleasant evening of games and dancing was spent. Freddy Hanken's "Broom Race" broke all records (and two brooms!). Several competitions were held and the prizes repeatedly handed back and auctioned for local charities. The club's next event will be the open-to-South-Western Centre Knill Memorial Trophy Trial, on Sunday, February 9. Entry forms (returnable by February 5) and regulations, may be had from Mrs. M. Anning (Tor Hill, Kingsteignton, Newton Abbot (phone, Bishopsteignton 297)). The event will start from the Clifford Arms Hotel, Chudleigh, at 12 noon.

WITLEY AND D. M.C.C.—The final results of the Boxing Day Scramble show E. G. Wilmot as having won the 750 c.c. class with A. J. Parsons second, and J. G. Atkinson third. In our issue of January 2, I. B. Wickstead was stated to have taken the third place.

WREXHAM M.C.—An open-to-Cheshire Centre sporting trial for solo motorcycles is to be run for the President's Shield and other awards next Sunday, January 26. A course of 10 miles will be covered twice and the start will be at 11.30 a.m. from the Odeon Car Park, Wrexham. Entry forms can be obtained from H. Wilkinson (c/o Yale Garage, Wrexham), but to-morrow, January 24, is the closing date for entries.

X. H.G. TIGER M.C.C.—The club has recently started a junior section for children up to the age of 14 years. Each member on joining will be supplied with a membership card on the back of which appears a road safety slogan in the form of a poem. Competitions have been arranged to hold the interest of members. This is a good effort on the part of the club and can be of no little help towards the road safety campaign.

YEO VALE M.C.C.—Tickets for the annual dance at the "Green Lantern," Kingston, Yeovil, on January 31, are limited to 60, so early application is advised.

WALES

BARRY M.C.—Members attended the Pontllanfraith trial and some competed. The annual dinner will be held at the Castle Hotel on Friday, January 24.

BRYNMAWR M.C.C.—The annual meeting was well attended and Messrs. H. Wyr and J. Jones were re-elected President and chairman respectively. Fred Mason remains secretary, A. Jones is treasurer, and Messrs. T. Eynon and T. Jenkins sports organizers. The annual subscription is 5s., and the club's first open-to-Centre event will be a trial on February 2, which will start from Jayne's Garage at 11 a.m. The club was well represented at the Centre dinner to help member Des James to carry home his awards.

LLANELLY M.C.C.—The first club event is an open-to-Centre sporting trial, which takes place on Saturday, February 1. Regulations will be available from the secretary in the near future.

NEATH M.C.—A very good sporting course was used for the Boxing Day scramble, with plenty of mud, water and greasy grass land. Eighteen riders lined up for the start and H. Hopkins (348 Ariel) soon got in the lead, which he retained until his proverbial bad luck, this time chain trouble, eliminated him. V. Hunkin (490 Norton), who was well up, then went on to win. N. Treseder, Junr. (348 B.S.A.), put up a remarkable performance at his first appearance. Results:—R. C. Allen Cup, best performance: V. Hunkin (490 Norton). Best 250 c.c.: H. Poley (Triumph). Best 350 c.c.: L. Hunkin (B.S.A.). Best 500 c.c.: G. Price (Ariel). Best novice: I. Thomas (348 Velocette). Special Award: N. Treseder, Junr. (348 B.S.A.). The dance on Boxing Day was once more the premier social event in Neath and was attended by many notabilities, including the Mayor and Mayoress, other leading citizens and some 500 dancers who kept up the fun until midnight.

RHONDDA M.C.—About 40 members attended the annual meeting, when W. A. Morris was re-elected President. Cyril Jones was elected chairman and K. Davies treasurer. G. Gard is continuing as general secretary, and T. Picton as sports secretary. Ivor Jones is club captain. The subscription is 5s. (juniors under 21, 2s. 6d.) plus hospital insurance.

SCOTLAND

LANARKSHIRE M.C. AND C.C.—The open-to-S.A.-C.U. Valente Trophy Trial will be held on February 2, starting at 11 a.m. from the County Garage, High Street, Airdrie. Regulations and entry forms may be had from W. N. Watson (34, High Street, Airdrie).

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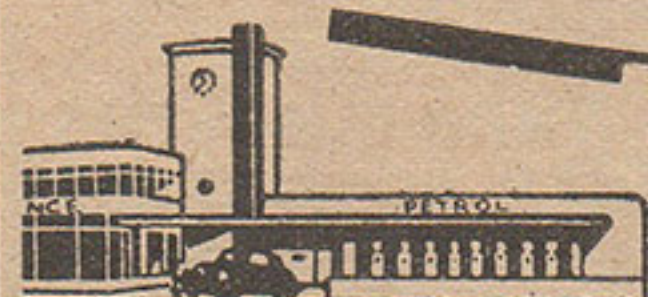
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Motorcycles for Sale, etc.—contd.

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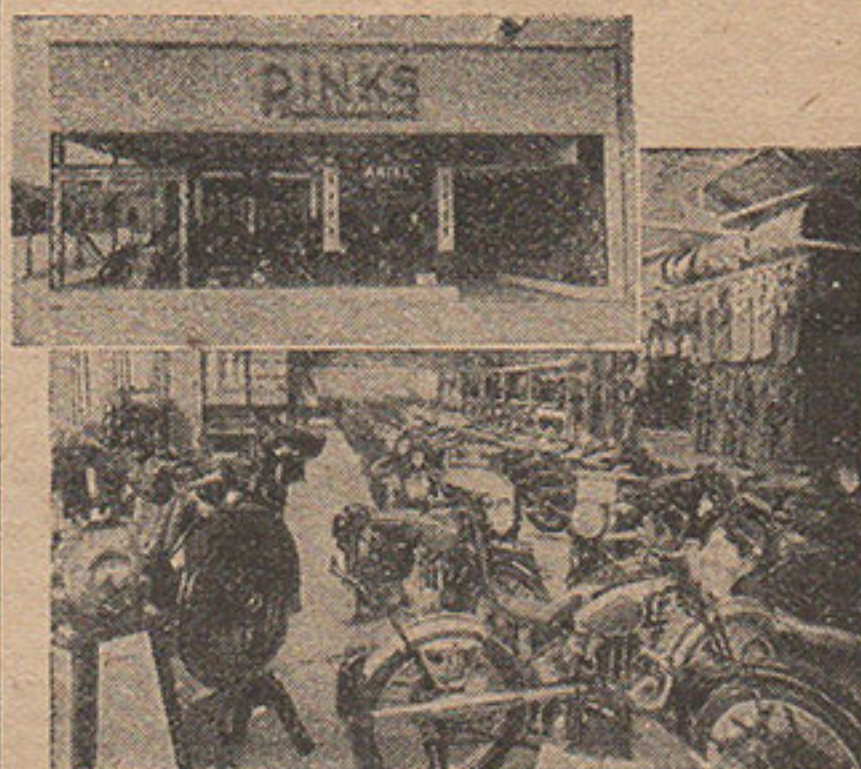
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M.A.

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M.A.

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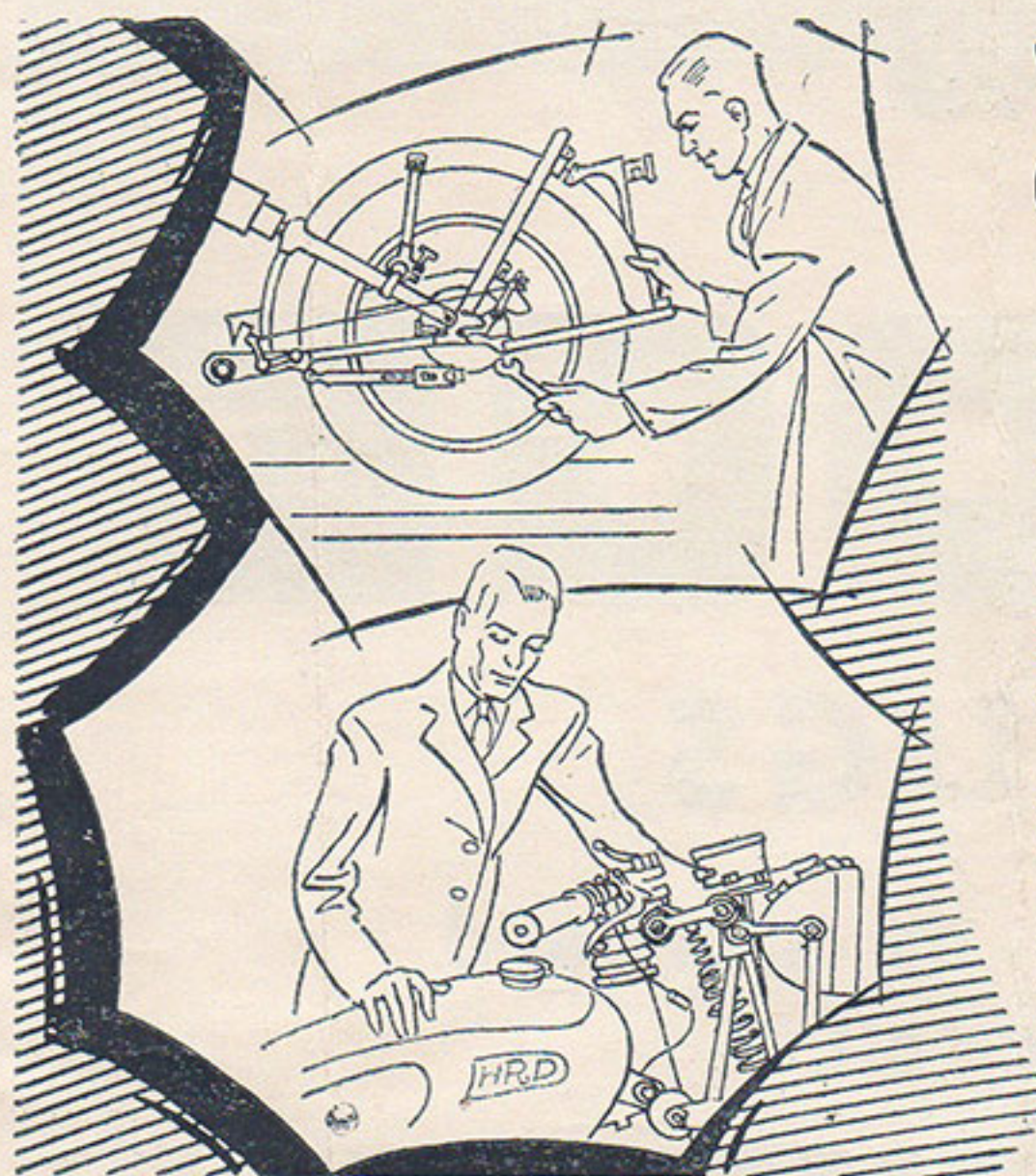
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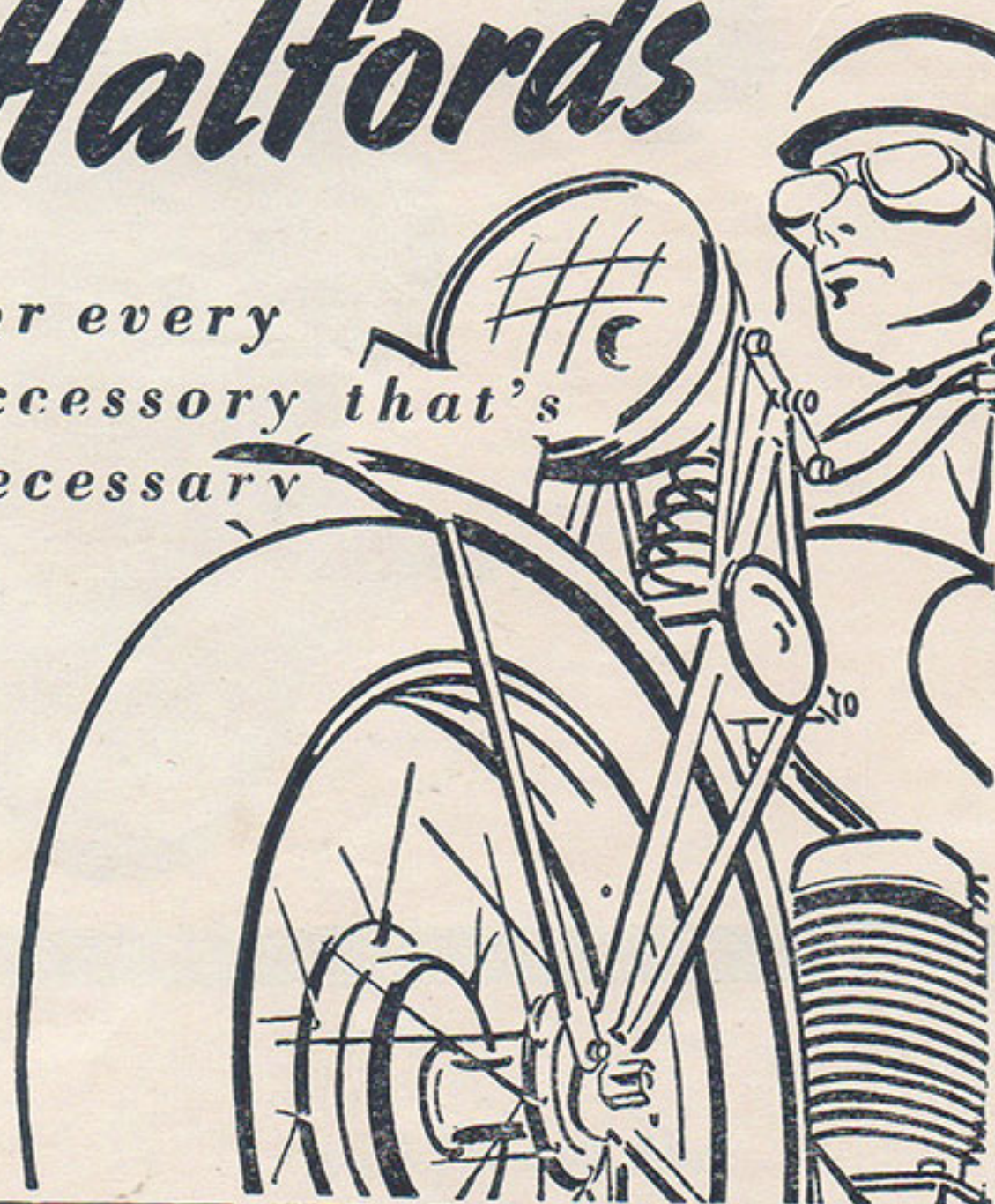
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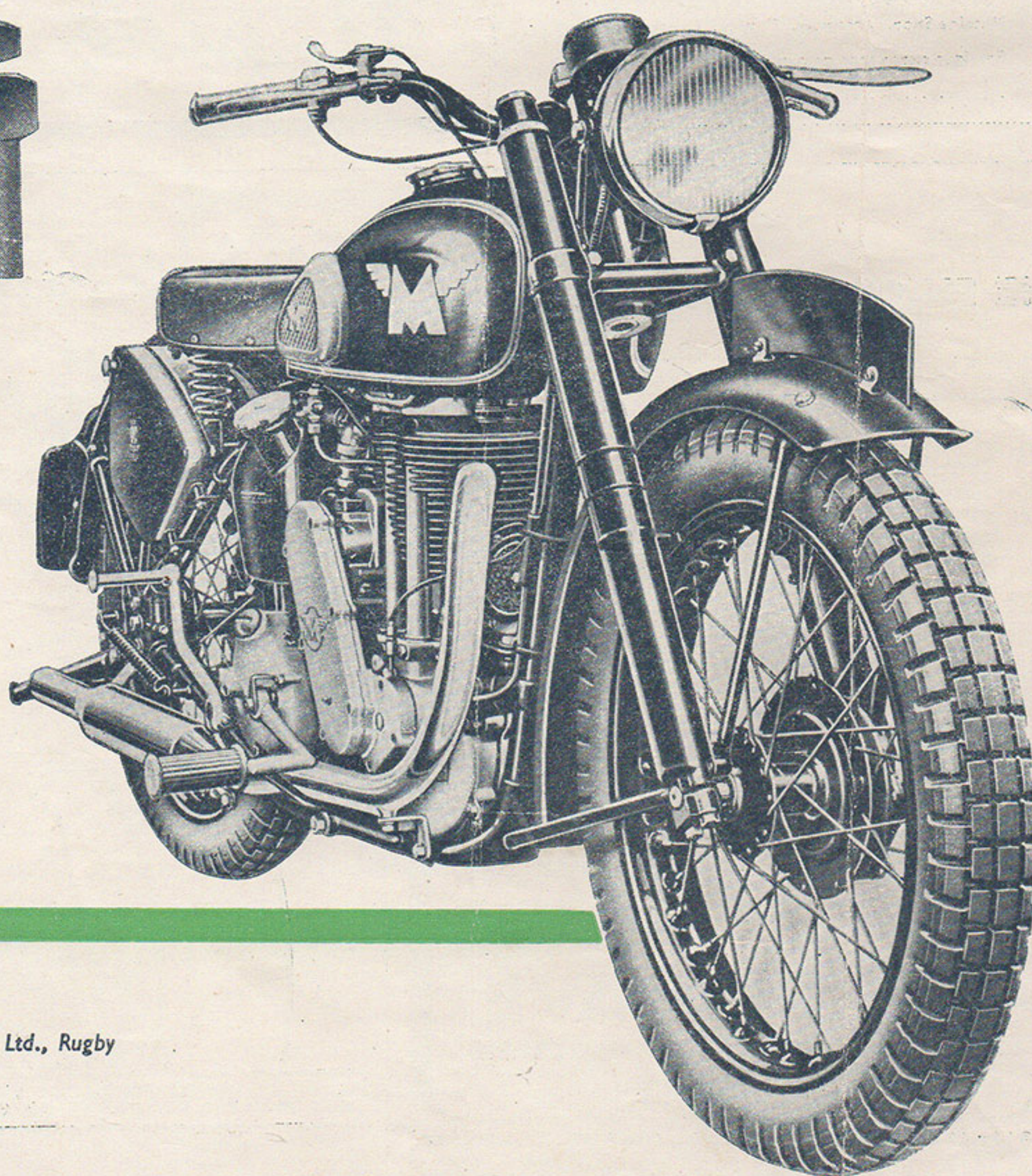
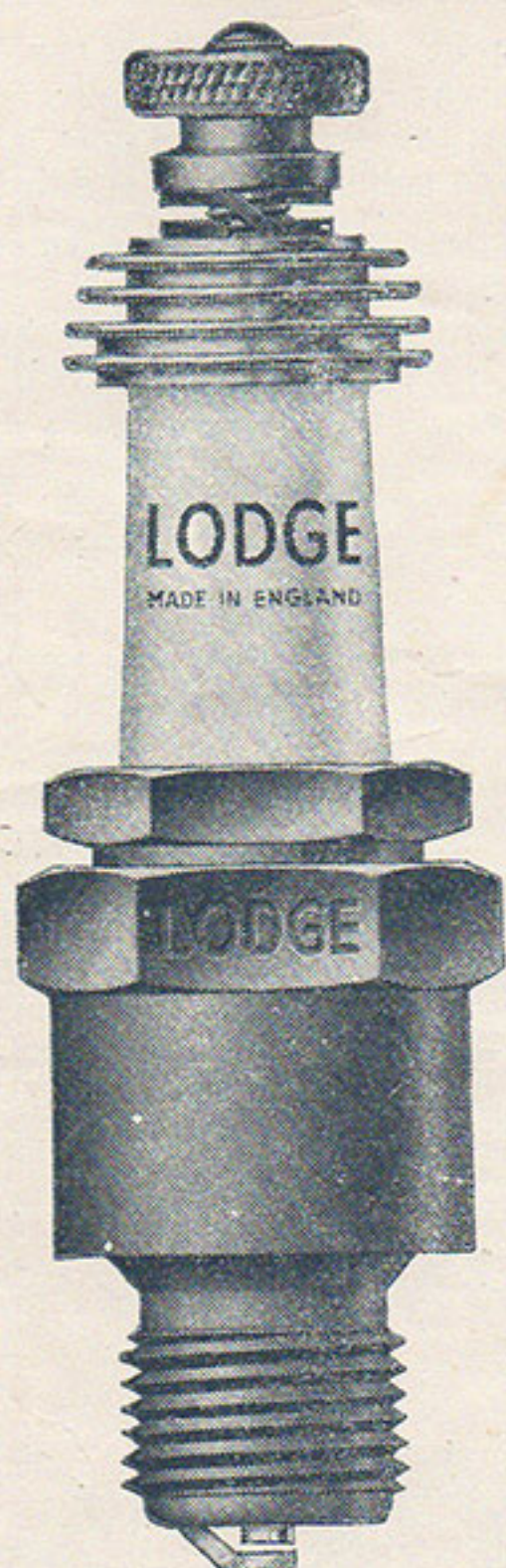
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