

SUGGESTIONS FOR A DEVON TOUR

THE MOTOR CYCLE ^{3^D}

Actual Sale more than Three Times that of any similar Journal

Founded 1903.

COVERS EVERY PHASE OF THE MOVEMENT AND CIRCULATES THROUGHOUT THE WORLD

No. 1,625. Vol. 52.

Thursday, May 31st, 1934.

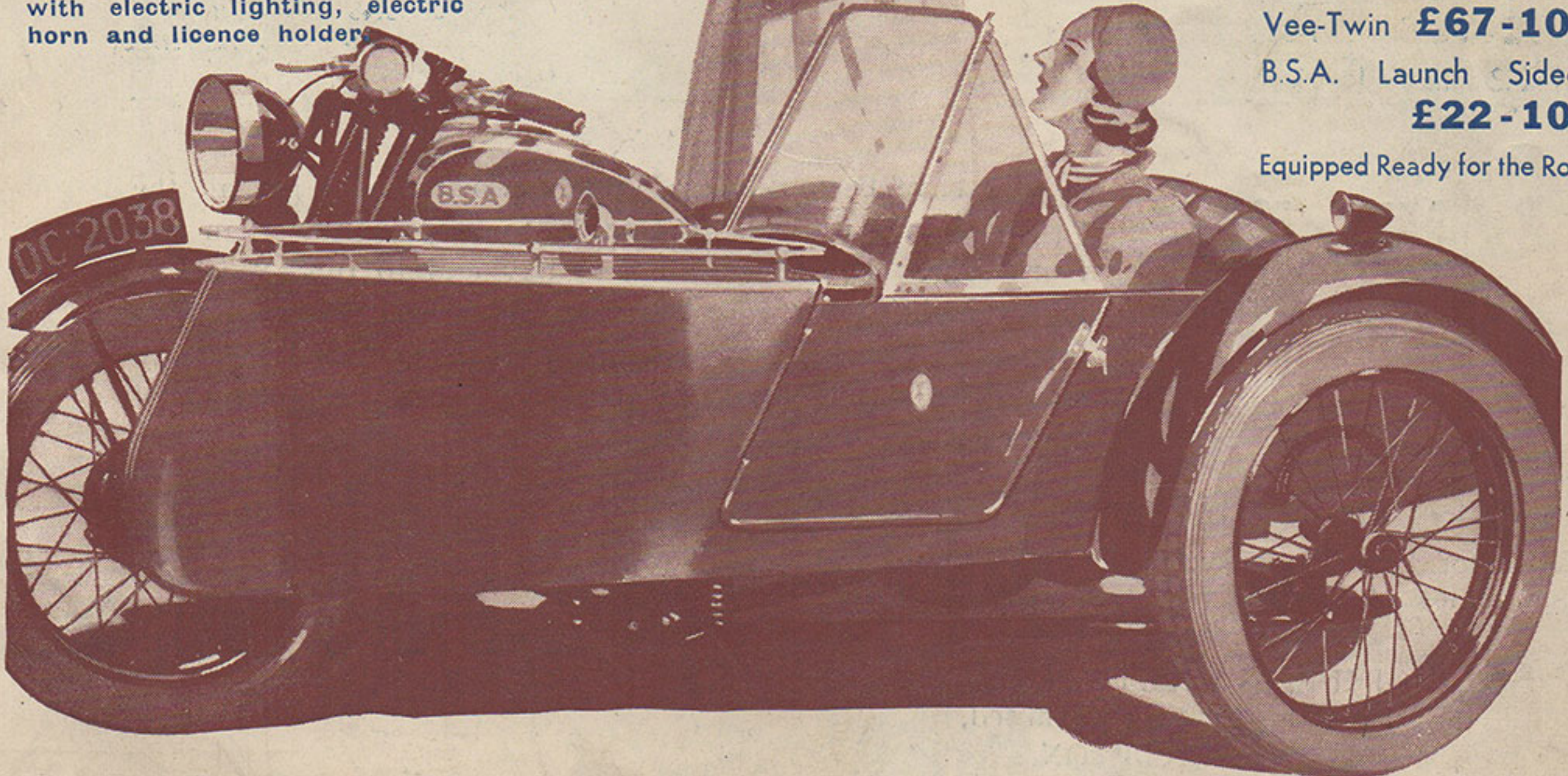
B.S.A.

The Popular Choice

For many years past more B.S.A.'s have been sold than any other make. Such consistent popularity is sure proof that B.S.A. gives the motor cyclist just what he wants—good performance, reliability, service—in short, full value for money. There are B.S.A. models from 1.49 h.p. at £29.17.6, all equipped Ready for the Road, with electric lighting, electric horn and licence holder.



B.S.A. 4.98 h.p. O.H.V. Vee-Twin **£67-10s.**
B.S.A. Launch Sidecar **£22-10s.**
Equipped Ready for the Road.



SEND COUPON NOW to B.S.A. CYCLES LTD., 47, Armoury Rd., B'ham, 11

B.S.A. Motor Cycle catalogue..... B.S.A. 3-Wheeler catalogue..... Mark X by the one you want.

Name..... Address.....47-31-5



Once I used to think a two-stroke lacked the "pep" that made motor cycling such fun. I thought the four-stroke was the only engine for a hard-bitten rider—in spite of all its complications and need for continual tuning. I wanted speed and quick acceleration

but now

since I have been riding a Villiers two-stroke—I get all the "pep" I ever wanted. It's easier to keep in tune than any four-stroke. It costs far less to buy and to run. With its Direct Lighting Set, it is free from all complications—such as tappets, carbon brushes, dynamos, accumulators, and there are only three moving parts in all. I've got a new joy out of motor cycling, thanks to

Villiers

Write for beautiful coloured Engine Folder, and the names of Motor Cycle Manufacturers fitting these engines to

THE VILLIERS
Engineering Company Limited,
WOLVERHAMPTON.

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

SEND TO-DAY for 300-PAGE ILLUSTRATED CATALOGUE. Post free 3d.

Crystal Clear CELLULOID

For Sidecar Screens
Best quality Heavy, do not
confuse with thin celluloid
offered by others.

20" x 16"	1/4
25" x 20"	1/9
50" x 10"	1/9
50" x 20"	3/6

HOOD MATERIAL
Black Leather Cloth 54 ins. wide ... 3/6 yd.
Double Twill, Fawn, Blue or Black, 72 ins. wide 4/6 yd.

5/9
CLEARANCE
BROOKES' STEERING
DAMPER as illus. ... 5/9
ANDRE ... 7/6

COPPER TUBING
for Petrol and Oil

3/16" and 1/8" 3d. per ft.
1/4" ... 6d. per ft.
5/16" ... 8d. per ft.

FIBRAX BRAKE LININGS
From 1/10 to 5/6 pair. For all makes.
With Rivets and instructions for fitting.

BULB ADAPTERS
To convert Bayonet to Screw-in Bulbs. ... 8d.

Jagrose ENAMEL SPRAY-ON GUN ... 4/11

Hydrometers
for testing Batteries
"Stadium" Testit 6d.
"Jagrose" ... 1/10

Stadium "Kant-break" ... 2/6
Lucas ... 3/-
Neverbreak in lined case ... 7/6

Jagrose Map Case and Route Card Holders
Size 9" x 7" 1/6
Size 12" x 9" 2/-
Post 3d.

FLEXEKAS
Fitted over valve stem and guide ensures lubrication of the valve stems, prevents air leaks. Easy starting, slow running and economy.
New 1a, as illus., 2/6.
Nos. 2a, 3, 4, 1/6 each.
Flexekas Paste 1/6 tin.

COLUMBUS GAUGE
Giving inside and out calliper ... 2/11

DIMMER SWITCH
for Handlebars ... 1/3
Lucas, 3/6.

SPORTS GAMES
EST. 1876
JAMES GROSE LTD.
The Original Motor-cycle and Accessory Firm.
Cables and Accessories
379 Euston Road
Great Portland Street
LONDON N.W.1

STOP LIGHTS
for MOTORCYCLE or 3-WHEELER
Complete with switch. 3/6
Actually worth 10/-.
Miller Stop Rear Lamp 10/6
Ditto Lucas ... 13/6

Sidecar Mudguard Blades 3/-
5" wide.

MUDGUARDS
New Pattern Valanced Front or back.
3 1/2" wide, enamelled ... 4/6
5" ... 5/-
Ditto, Blades only, 3 1/2" 3/-. 5" 3/-. 6" 4/-
New design front Mudguard, D section, 5" wide, enamelled, as illus. ... 4/6

TOOL BAGS, Metal Cased
Strap Front 7" x 4 1/2" x 3" 1/6
8" x 4 1/2" x 3 1/2" ... 1/9
IRONCLAD as illus. ... 2/6
8" x 4 1/2" x 3 1/2" ... 3/-
9" x 4 1/2" x 3 1/2" ... 3/6
CLIPS for fixing ... 2d. each



Oil Drum Tap
Large Flow Clean and Efficient. 2/-

SOFT CLEANING CLOTH
6 yard Roll 6d.
25 yard Roll 1/11

AUTROSOL
The Supreme UPPER CYLINDER LUBRICANT containing COLLOIDAL GRAPHITE Per Tube 6d.
Sufficient to treat from 4 to 20 gals.

Post Free. The LI-LO AIR BED **14/11**

Weights two pounds and takes up very little space. When blown up gives a large expanse of cushioned comfort. You can SLEEP on it, SWIM on it or LIE on it. No camper can be without it.

Weights two pounds and takes up very little space. When blown up gives a large expanse of cushioned comfort. You can SLEEP on it, SWIM on it or LIE on it. No camper can be without it.

TENTS
JAGROSE "SPECIAL TOURER," White
6 ft. x 4 ft. x 3 ft. 6 in. walls
6/9

The 1 ft. WALL "TOURER"
6 ft. long 4 ft. 3 in. wide, 3 ft. 6 in. high, 1 ft. walls, over hanging eaves, ventilators, three jointed poles, pegs, runners, lines. Proofed white tent cloth, weight 4 lb., packed in neat waterproof carrier. CARRIAGE PAID. SEND FOR FULL ILLUS. CAMPING LIST. Post Free. **8/6**

"JAGROSE" RUC-SACS
Fawn Waterproof Twill, 2 pockets, stout shoulder straps, special value ... 2/11
Double Texture Twill, 2 pockets ... 5/-
Super quality ditto, 3 pockets ... 6/-
FRAMED RUC-SACS.
15 in. frame, 1 pocket ... 10/9
16 in. frame, 3 pockets ... 15/-
18 in. frame, 3 pockets ... 17/-
POST PAID.

SEND for MOST COMPLETE CAMPING LIST EVER OFFERED. Post Free.

ZIP JACKETS FOR MOTOR CYCLING
Tan Suedette, 1/2 Zip, Self Collar and Cuffs, Full Blouse Fitting Black Rubber. Full Zip. Fleece, absolutely waterproof ... 7/6
Tan Suedette, Superior quality, Half Zip, Self Collar, Elastic Band Waist ... 10/6
Ditto, Full Zip, Wide Elastic Band Waist ... 12/6
Tan Velveteen Suedette, special finish and quality. Full Zip, Wide Elastic Waist ... 15/-
The Genuine "Stormgard" Dark or Light Brown, guaranteed proofed ... 18/11

BARGAINS in MOTOR CYCLE TYRES

We Guarantee to return Cash IN FULL if not satisfied.
Part Carriage 6d. All Guaranteed by us.

WIRED ON.	Non-skid Covers.	Heavy Non-skid Covers.	Extra heavy Non-skid Covers.	Super Heavy Non-skid Covers.	Extra heavy Super Non-skid Covers.	Competition Large Knobs or Ribbed Covers.	Best Competition Knobs or Ribbed Covers.	Guaranteed Best Tubes.
24 x 2.375 ...	—	—	14/-	—	—	—	—	3/-
25 x 2.75 ...	8/6	12/3	15/-	16/6	20/-	—	20/-	3/-
25 x 3.00 ...	—	12/3	15/6	17/-	19/9	18/6	20/-	3/3
25 x 3.25 ...	—	—	16/-	17/6	20/6	—	—	3/3
26 x 2.375 ...	—	—	14/-	—	16/6	—	17/6	3/-
26 x 3.00 ...	10/-	12/3	15/6	17/3	19/6	18/9	19/9	3/3
26 x 3.25 ...	12/6	12/3	16/-	17/9	20/9	18/9	20/6	3/6
26 x 3.50 ...	—	—	16/6	18/9	—	18/6	22/6	4/-
27 x 2.75 ...	9/6	11/6	15/3	16/9	20/6	18/6	20/3	3/-
27 x 3.00 ...	9/6	—	15/9	17/6	21/-	18/9	20/6	3/3
27 x 3.25 ...	—	—	15/9	17/9	21/6	18/9	21/9	3/6
27 x 4.00 ...	—	—	18/9	21/9	—	25/6	27/9	4/-
28 x 3.50 ...	—	—	18/9	20/-	—	—	—	—
BEADED EDGE.								
24 x 2 1/2 ...	6/6	11/-	—	15/6	—	—	—	2/6
24 x 2 1/2 x 2 1/2 ...	7/6	—	—	16/6	—	—	—	2/6
25 x 3 ...	7/6	13/6	14/6	16/6	—	—	—	3/-
26 x 2 1/2 ...	6/6	—	—	16/3	—	—	—	2/6
26 x 2 1/2 x 2 1/2 ...	7/6	11/6	15/-	16/3	—	—	—	2/6
650 x 65 ...	8/-	12/6	—	17/9	—	—	—	3/-
26 x 3 ...	9/6	11/6	18/9	19/6	—	—	—	3/-
700 x 80 ...	9/6	11/6	18/9	19/6	—	—	—	3/-
28 x 3 ...	—	—	18/9	21/-	—	—	—	3/-

1934 MOTOR CYCLE TYRES

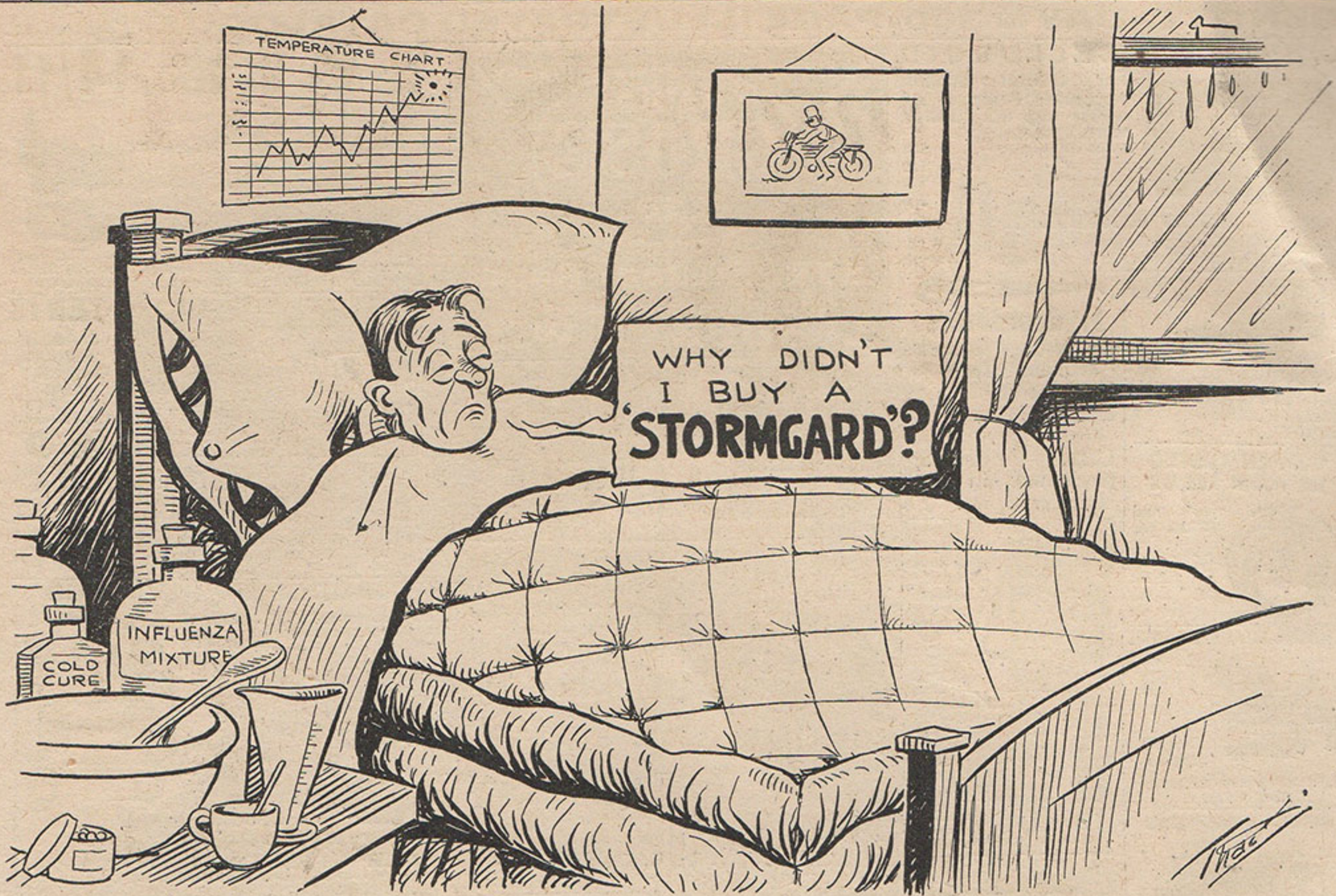
Carriage Paid.

WIRED ON.	Avon, Dunlop, Firestone or Goodyear Covers.	Michelin Covers.	Dunlop Fort Covers.	Dunlop Competition Covers.	Dunlop Tubes.
25 x 2.75 ...	21/-	20/-	26/-	26/-	6/6
25 x 3.00 ...	23/-	23/9	29/-	29/-	7/-
25 x 3.25 ...	25/-	—	31/-	—	7/-
26 x 3.00 ...	23/-	24/6	29/-	29/-	7/-
26 x 3.25 ...	25/-	24/9	31/-	31/-	7/-
26 x 3.50 ...	27/-	24/-	36/-	33/6	7/6
27 x 2.75 ...	21/-	21/9	26/-	26/-	6/6
27 x 3.00 ...	23/-	—	29/-	29/-	7/-
27 x 3.25 ...	25/-	—	31/-	31/-	7/-
27 x 4.00 ...	33/-	31/3	44/-	44/-	7/6
28 x 3.50 ...	27/-	—	36/-	36/-	7/6
BEADED EDGE.					
24 x 2 1/2 ...	21/-	16/6	—	—	4/6
24 x 2 1/2 x 2 1/2 ...	23/-	—	—	—	5/-
25 x 3 ...	21/-	19/-	—	—	5/6
26 x 2 1/2 ...	22/-	—	—	—	4/6
26 x 2 1/2 x 2 1/2 ...	23/6	20/9	—	—	5/-
650 x 65 ...	23/6	19/3	—	—	5/-
700 x 80 ...	25/-	22/6	—	—	5/6
28 x 3 ...	26/-	24/6	—	—	6/6

EASY PAYMENTS, 2/6 DEPOSIT. BALANCE WEEKLY FROM 1/- TO SUIT YOU.

Special Postal and C.O.D. Dept. from Euston Road only. 25% Deposit must accompany foreign C.O.D. Orders. Orders of 10/- or over Carriage Paid except bulky goods. Our only City Depot, 4, OLD JEWRY, Cheapside. North London Depot, 255, Holloway Road, N.7.

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



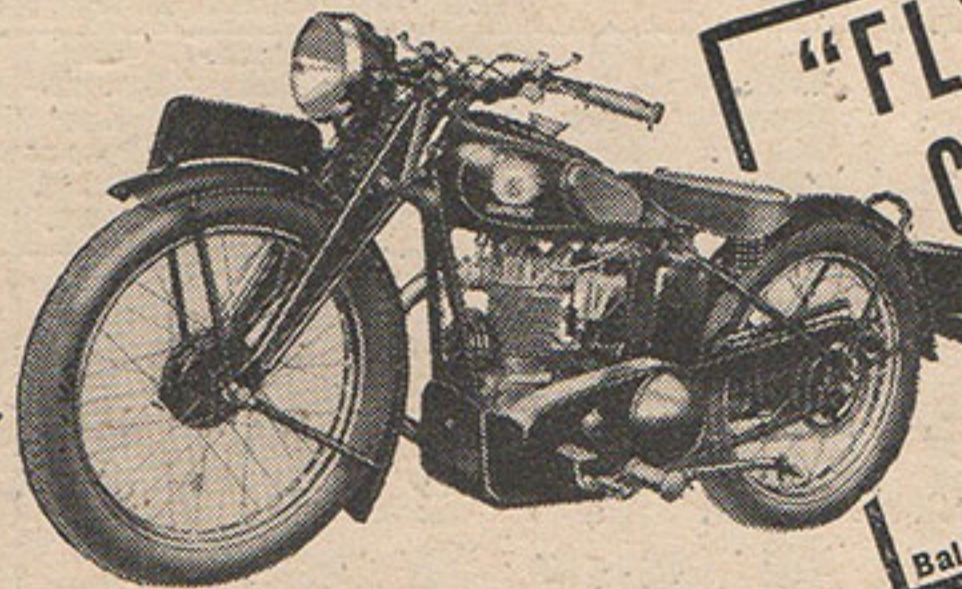
THERE'S virtue in being consistent—if you are right. We haven't had to change the design of the "Flying Cloud" in the middle of the season because it was **RIGHT FIRST TIME** and still is the best specification at the price to-

day. We have stuck consistently to our policy of putting the interest of the young motor cyclist first, and our success has proved we were right. Even in our racing successes we are consistent, for out of 5 of this year's classics we have won 4. Post this coupon to-day to get the full details of the O.K. fleet.

Consistency

John H. ...

OK SUPREME



"FLYING CLOUD"
250 c.c. O.H.V.,
£8.16.3
DOWN
Balance over 12 or 18 months

YET ANOTHER O.K. SUCCESS!
Scottish Six Days.
2 O.K.'s entered—
2 finished—gaining
silver plaques.
Another 100% success!

Central London :
James Grose Ltd.,
379, Euston Road,
N.W.1.

To O.K.-Supreme Motors Ltd.,
Supreme Works, Greet, Birmingham, 11.
Let me know more about the "Flying Cloud."

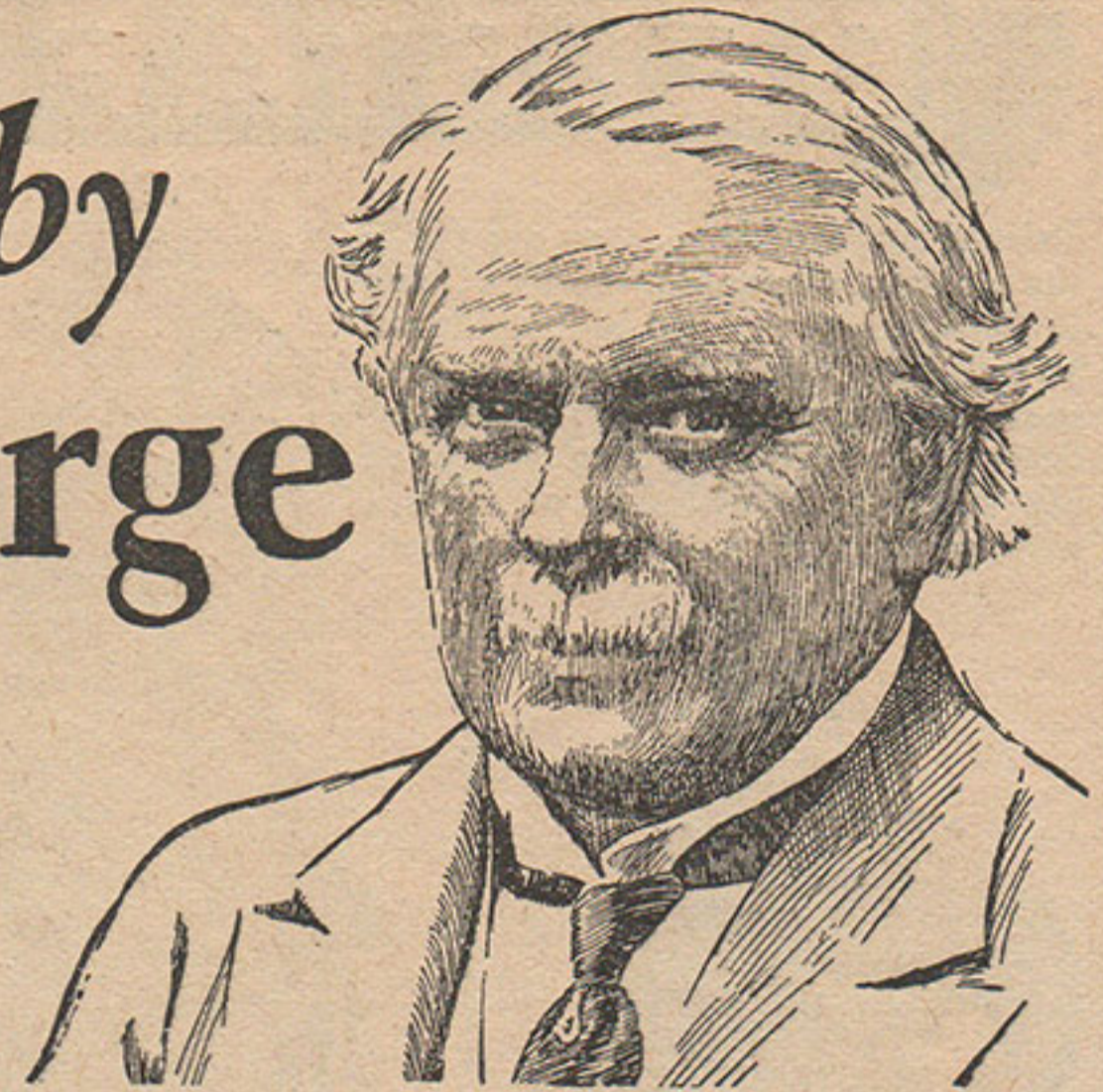
Name.....

Address.....

M.C. 31.

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

THE *inside* STORY
of 1917 by
Mr. Lloyd George



Read the *inside story* of the War by
the MAN who knew most—in volumes
3 and 4 of Mr. Lloyd George's War
Memoirs now appearing in the

Daily Telegraph

ONE PENNY

Do you know—

- Why America took so long to put an army in the field?
- Why the French Troops mutinied?
- Why Allenby was sent to Palestine?
- Why Passchendaele was a tragic failure?
- Why Sir Eric Geddes was made an Admiral?

Read the startling truths of 1917, revealed in the

DAILY TELEGRAPH

FAME BUILT ON VALUE

The BELSTAFF

Belstaff supremacy ... they are easily the most popular motor-cyclists Coats in the Country ... has been achieved by supplying Coats of splendid quality materials and of greatly improved designs at prices within reach of all. Insist on a Belstaff ... all dealers who give good value stock them.



BELSTAFF SENIOR T.T. COMPETITION COAT. Made of heavyweight Black rubber-proofed Beaverteen, with the famous Belstaff "built-in" Saddle and Tummy Protector. **29/9**

BELSTAFF DE LUXE CASHMERE COAT. design similar to the above, but made of double texture Black waterproof Cashmere. **34/-**

Either above coats Fierce lined 7/6 extra.

LOOK FOR THE BELSTAFF LABEL

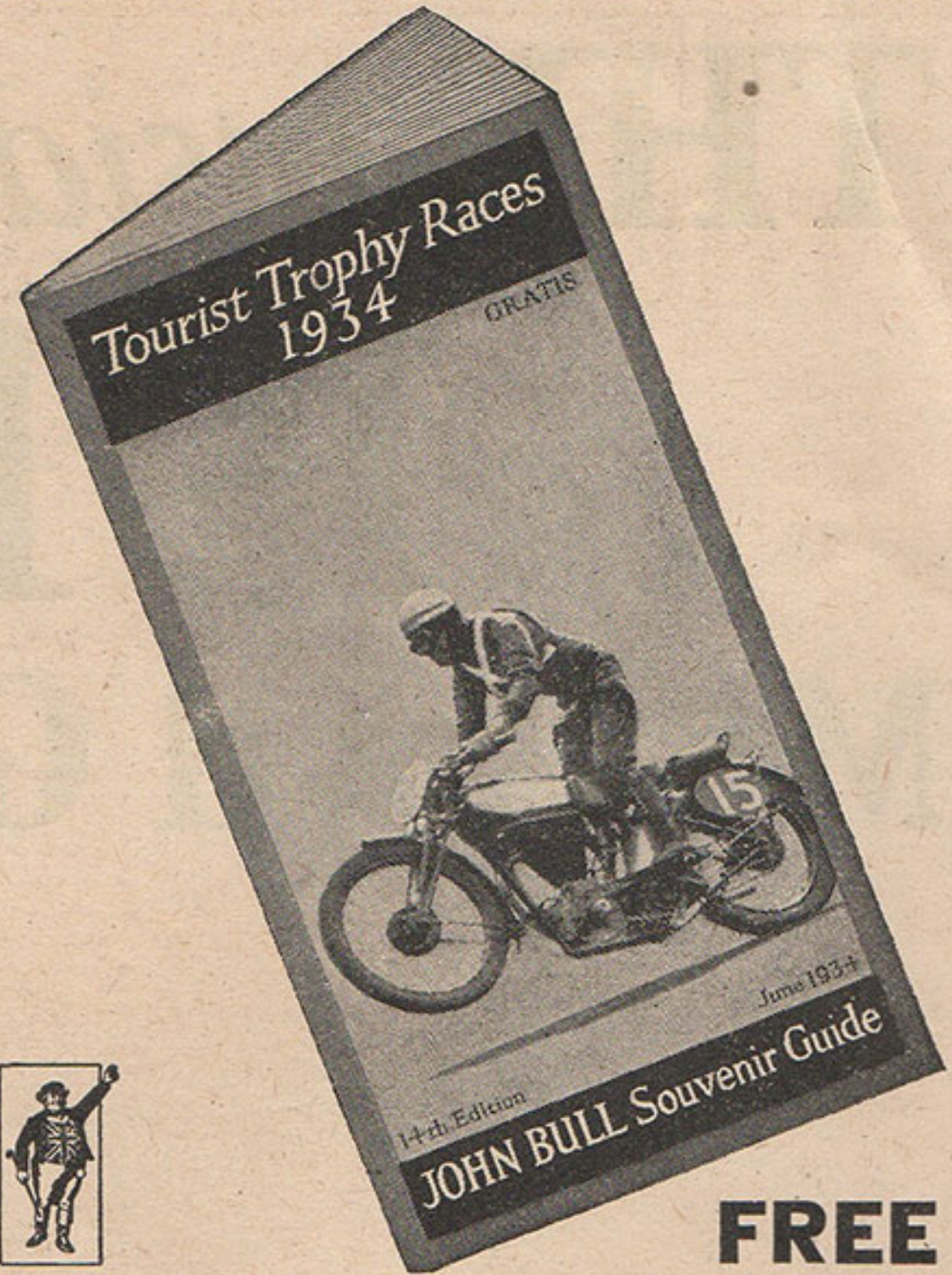
If unobtainable locally write for address of nearest Stockist.

The BELSTAFF MFG. CO. LTD., Longton, Stoke-on-Trent.
To the Trade: We do not supply the public direct. Write for full details.



BELSTAFF SENIOR T.T. STORM COAT. Smart R.A.F. style, made of finest Fawn Egyptian Gabardine, with "built-in" Saddle and Tummy Protector. **45/-**

BELSTAFF JUNIOR STORM COAT. Very similar to the above coat but without Saddle and Tummy Protector. Has Detachable Pure Wool Neck-scarf. **37/6**



FREE!

Send me the **JOHN BULL** T.T. Booklet

NAME.....

ADDRESS.....

M.C.2.

PLEASE WRITE PLAINLY IN CAPITALS

Cut out the panel and post in an unsealed envelope (1/2d. stamp) to the LEICESTER RUBBER CO. LTD. LEICESTER.

It will PAY you to re-equip your machine with John Bull Tyres, for they embody ALL those features deemed desirable by experienced riders. Built to give longer, safer service, John Bull offer an entirely new conception of Tyre economy. Yet they cost no more than ordinary tyres.

BUY YOUR TYRES FROM YOUR DEALER

THE MOTOR & CYCLE TRADES BENEVOLENT FUND

President—1934: Sir John D. Siddeley, C.B.E.

TO THE STAFFS OF ALL FIRMS IN THE INDUSTRIES

WE WANT as many new subscribing members as possible at from Ten Guineas to One Guinea per annum.

THE DEMANDS UPON THE FUND are very heavy and its work is hampered by the lack of an adequate income.

THE EXECUTIVE COMMITTEE, all honorary workers, meets twice monthly, and at each meeting extends the helping hand to over one hundred applicants in distress owing to Unemployment, Sickness, Death or other misfortune.

THE MAINTENANCE OF THE HOME for the children of deceased Subscribers is also a heavy charge.

IT IS THE PRIVILEGE AND DUTY of every member of the Industries to help in this great work.

● SUBSCRIPTIONS may be sent to the Hon. Treasurer or to any of the following Chairmen of Branch Centres who will gladly supply full particulars.

LONDON: Mr. L. C. Best, "The Motor Trader,"
Dorset House, Stamford Street, S.E.1.

BIRMINGHAM: Mr. E. F. Crane, The Hercules Cycle & Motor Co. Ltd.,
Rocky Lane, Aston, Birmingham.

SCOTLAND: Mr. J. H. Galt, 52 Woodlands Road, Glasgow, C.3.

MANCHESTER: Mr. L. Parker, Messrs. Tom Garner Ltd.,
12 Peter Street, Manchester.

COVENTRY: Mr. J. H. Beesley, The Daimler Co. Ltd.,
Daimler Works, Coventry.

NEWCASTLE-ON-TYNE: Mr. C. E. Kettle,
38 St. Mary's Place, Newcastle-on-Tyne.

IRISH FREE STATE: Mr. S. Guy, The Raleigh Cycle Co. Ltd.,
Lower Abbey Street, Dublin.

HANTS & DORSET: Mr. E. Moody, Messrs. Henly's Ltd., Bournemouth.

MID YORKSHIRE: Mr. Walter Hitch, County Garage,
Woodhouse Lane, Leeds.

SHEFFIELD: Mr. W. Parker, 195 Doncaster Road, Rotherham.

NORTHERN IRELAND: Mr. G. M. Trimmingham,
320 Ravenhill Gardens, Belfast.

DEVON & CORNWALL: Mr. T. D. A. Chapman,
83 Old Town Street, Plymouth.

HON. TREASURER:
Col. J. Sealy Clarke

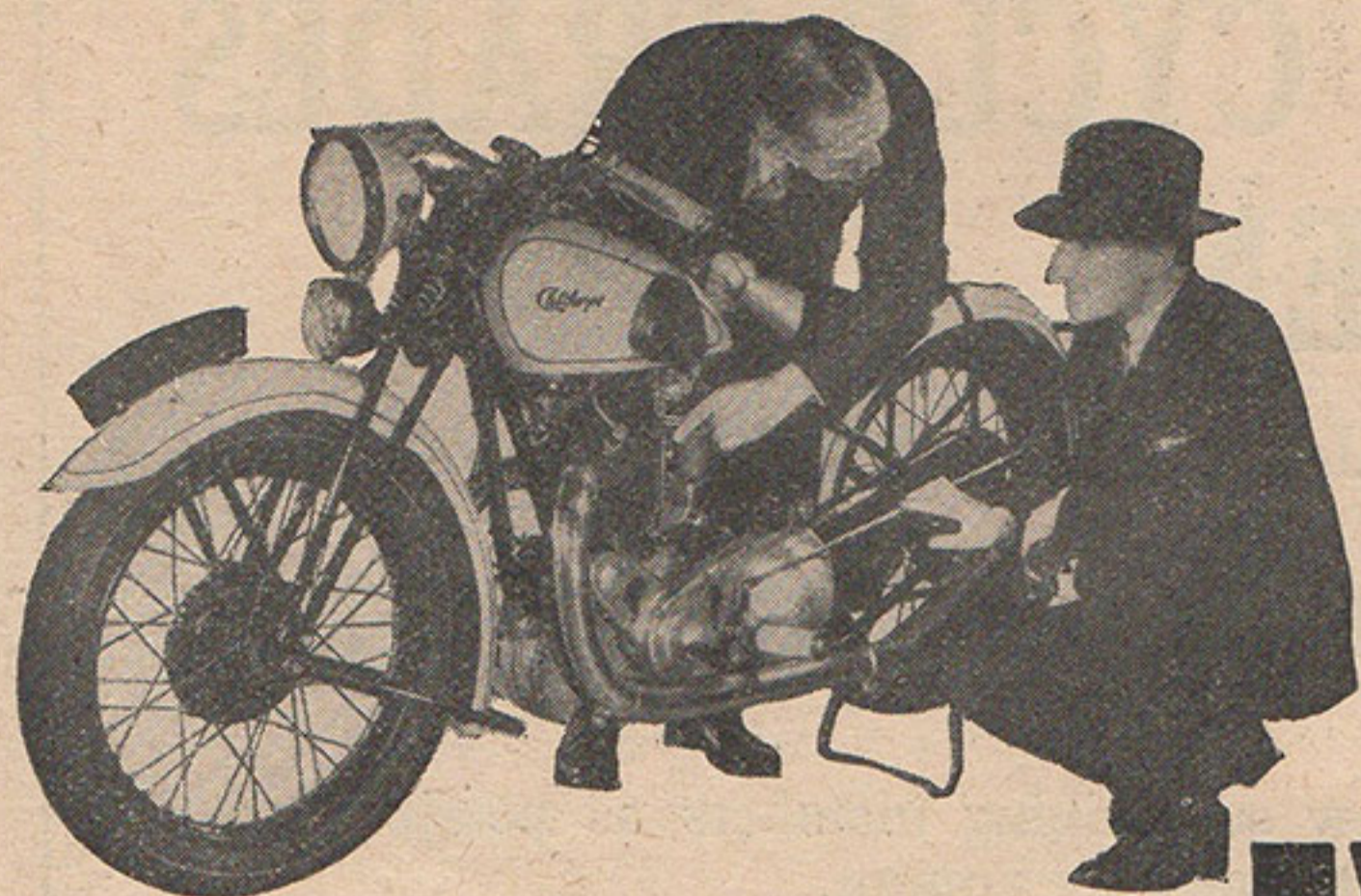
GEN. SECRETARY:
A. H. Dawson

28 Bedford Row, London, W.C.1.

Tel.: HOLborn 5710.

Teleg.: Mocytraben, Holb, London.

Seventhly — (AS THE VICAR SAYS)



Having, in six previous advertisements, given concrete reasons why the Ivory Calthorpe is pre-eminently everybody's machine, let us urge you most strongly to fill in and despatch the coupon below. We will tell you the name of your nearest Calthorpe agent. Pay him an early visit, when—"eighthly"—the splendid models will speak for themselves!

Two models only,
250 c.c. - 34 gns.
500 c.c. - 41 gns.

IVORY CALTHORPE

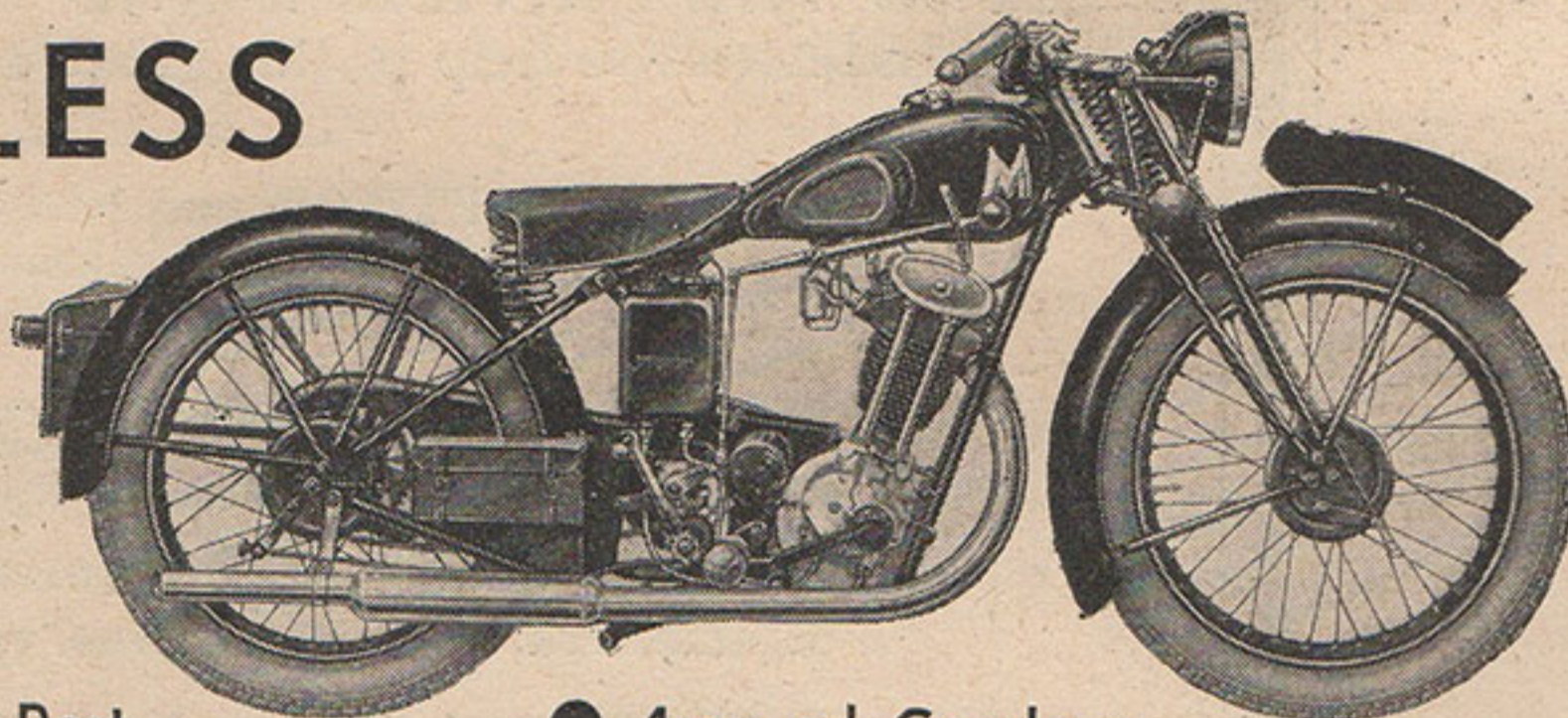
To CALTHORPE MOTOR CYCLE CO., Barn St., Birmingham.
Please send me the Calthorpe Folder.

NAME.....
ADDRESS.....

M.C.31.5.34

The MATCHLESS 'SPORTS 250'

No other Machine in its Class possesses all these Features ...



- Down-draught Inlet Port
- Lo-ex Piston
- Decompressor
- Full Dry-Sump Lubrication
- Fabric Oil Filter
- Separate Oil Tank

- 4-speed Gearbox
- Oil Bath Front Chain Case
- Centre Prop Stand
- Duplex Cradle Frame
- Adjustable Shock Absorbers
- Deep Section Mudguards

● 26" x 3.25 Tyres

and it costs only **36 gns.**
or

£10.14.0 DOWN WITH ELECTRIC LIGHTING

and balance over 12 or 18 months.
High or low exhaust optional without extra charge.
Foot gear change 9/- extra.



FILL IN AND POST TO-DAY

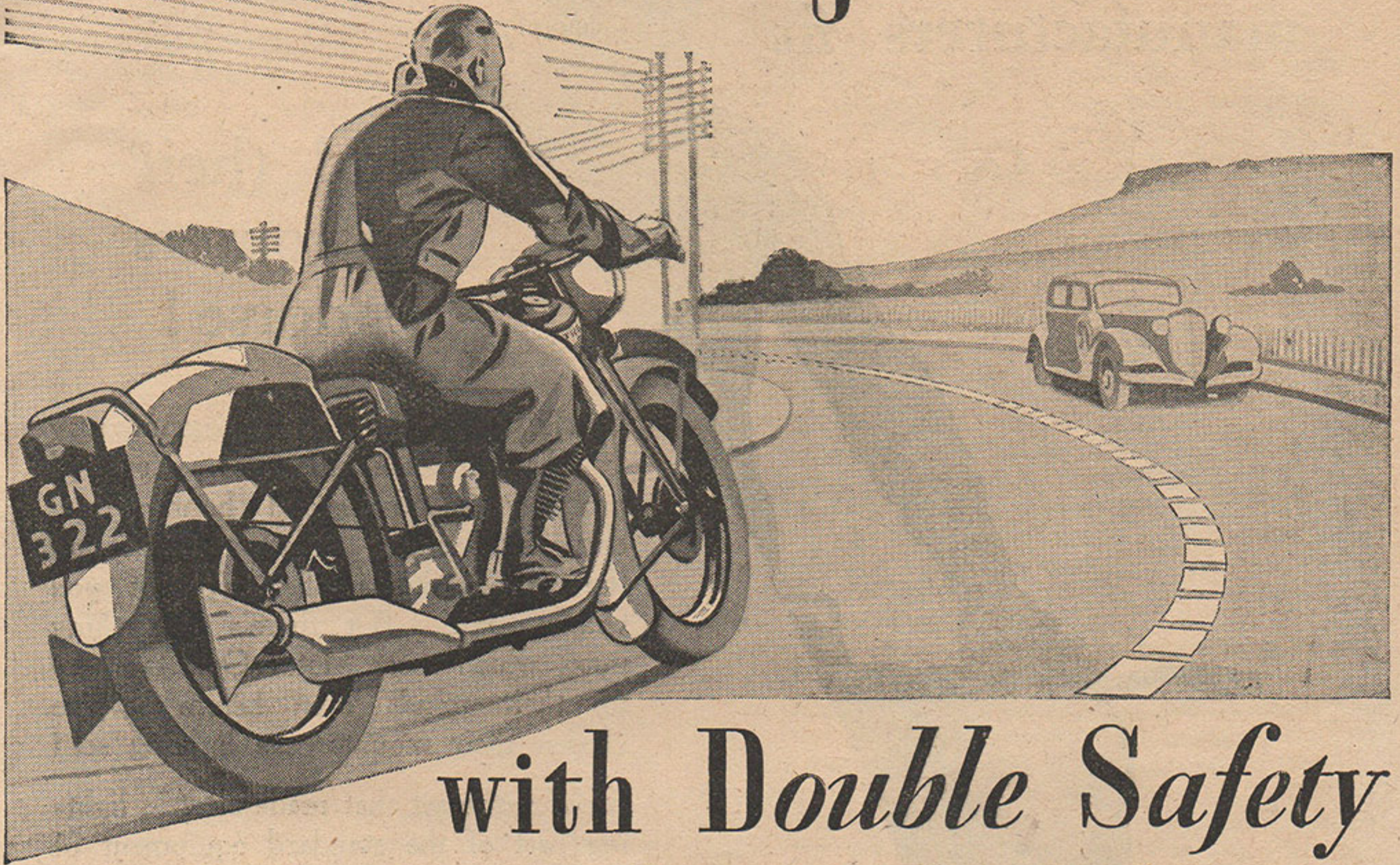
COUPON MC-31.5.

To Matchless Motorcycles (Colliers) Ltd.,
Plumstead Road, London, S.E.18.
Please send me the Matchless Catalogue.

NAME.....
ADDRESS.....

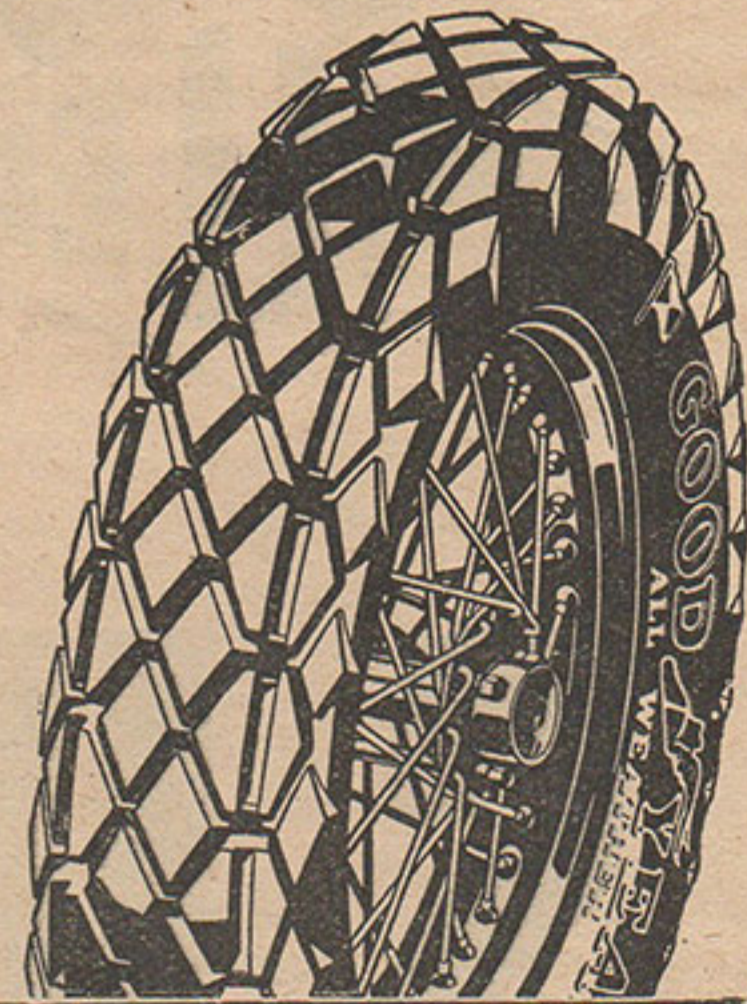
In answering these advertisements it is desirable to mention "The Motor Cycle."

Cornering...



with Double Safety

At corners you need the last ounce of safety — Goodyear Double Safety, against skids, against bursts. See how the All-Weather Tread runs down the sidewalls, sharp edged diamond blocks to grip the road, supported by prised buttresses. Look at the deep-cut tread blocks to bite through mud and grease, when you brake on a treacherous road. Add to these facts the sinewy carcass built of Supertwist, the most elastic cord used in tyre manufacture. Stronger against road-shock, safe against bursts. Fit Goodyear, the finest motor-cycle tyres made.



GOOD YEAR

BRITISH MADE • FACTORY AT WOLVERHAMPTON

The set the
motor cycle
manufacturers fit



and their
customers
endorse!

THE selection of your mount may take you some little time. You will probably spend several hours—even days—in deciding to your satisfaction the various items of equipment you will require. But there's one thing upon which most Motor Cyclists make up their minds even before they've chosen their mounts—the lighting set!

S.U.S.—the set that made electric lighting part of the standard equipment of the motor cycle—reliable, simple, and in every way satisfactory—the set the manufacturers fit and their customers endorse.

Right then—it's settled! S.U.S.

S.U.S

To H. Miller & Co., Ltd., Aston Brook Street, Birmingham: Please send full details and diagrams of your S.U.S. Lighting Set.

Name.....

Address.....
.....

Machine..... Year.....

Model No.....

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

No.
1625

Vol.
52EDITORIAL, ADVERTISING,
AND PUBLISHING OFFICES:DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.1.Telegrams: "Cyclist, Watloo, London."
Telephone: Hop 3333 (50 lines).Subscription Rates: Home, 19s. 6d.;
Canada, 19s. 6d.; other countries,
23s. 10d.COVENTRY: Hertford Street.
Telegrams: "Motorecycle, Coventry."
Telephone: 5210.BIRMINGHAM: Guildhall Bldgs.,
Navigation Street, 2.
Telegrams: "Autopress, Birmingham."
Telephone: Midland 2970 (3 lines).MANCHESTER: 260, Deansgate, 3.
Telegrams: "Iliffe, Manchester."
Telephone: Blackfriars 4412 (4 lines)GLASGOW: 26B, Renfield St., C.2.
Telegrams: "Iliffe, Glasgow."
Telephone: Central 4857.THIRTY-SECOND YEAR
OF PUBLICATIONEDITORIAL OPINION**T.T. DESIGN****Few Unorthodox Designs, But Plenty of Interest**

ALTHOUGH there are still several factories that have not yet released details of their designs for the Tourist Trophy Races, it seems unlikely that we shall see the advent of any machines of a strikingly novel nature. According to present plans, every entrant will be pinning his faith to either a single-cylinder engine or a twin. Even superchargers are unlikely to be seen. All the same, the races promise to be of exceptional interest to all who are technically minded. For the first time for many years the vee-twin is making a bold bid for ascendancy.

But the spoils in the T.T. seldom go to the fastest machines. Speed is only one of many factors. Ease of handling, acceleration, braking, and, not least, reliability—all these play their part.

This year it is acceleration and braking that have received the greatest attention at the hands of designers. On all sides one hears of weight-saving: seventy pounds here, twenty there—all with the twin factors, acceleration and braking, in view. A high power/weight ratio is the theme of the coming T.T., and, once and for all, we may hear the last of that old parrot-cry that a light machine is uncomfortable, and will neither steer nor hold the road.

COMPACT EFFICIENCY**The Appeal of the Small Machine, as Exemplified by Three Widely Assorted Types**

AT the present time members of *The Motor Cycle* staff are riding three different types of under-150 c.c. machines—mounts taxed to-day at 15s. a year, and on and after January 1st next at 12s.

The description of a test of one of these motor cycles appears in this issue. This, as will be seen from pages 712 and 713, is an all-enclosed two-stroke of 149 c.c. The others are equally interesting, for one is a motor-assisted bicycle of 98 c.c., which we have specially imported from Switzerland to test the possibilities of the type, and the second an overhead-valve one-fifty, which

is so solidly built that it might easily be mistaken for a three-fifty.

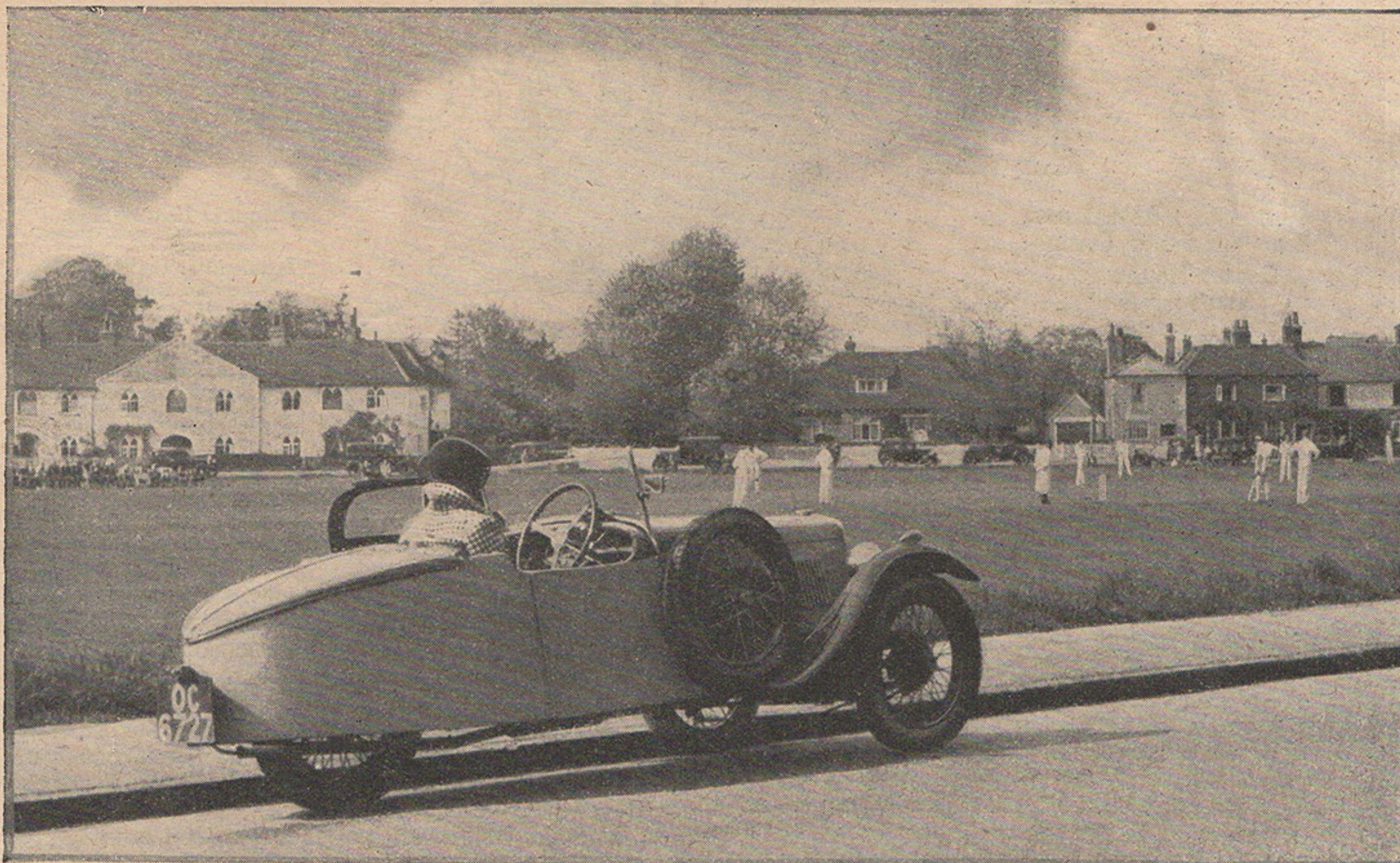
Our tests show that the machines, including the 98 c.c. *velomoteur*, are all thoroughly roadworthy. The one-fifties will easily maintain station in normal traffic, and tour at 35 and more miles an hour. Either will cover thirty miles in an hour with ease, while the motor-assisted bicycle—a misnomer, really, since the pedals are used only for starting—will cruise at 28 miles an hour, and climb, at 18 to 20 m.p.h., main-road hills that make the average pedal cyclist walk.

For long the whole tendency has been towards the adoption of smaller engines, and it can be rightly claimed that the 150 c.c. of to-day is fully capable of the performance of the two-fifty of a dozen years ago. The registration figures prove that the claims of the small motor cycle are being realised. Nevertheless, there are still many who fail to realise what thoroughly practical machines are available in the small-capacity classes. We hope that the articles describing the road performance of these three machines—one is published to-day, and the others will appear shortly—will bring home to one and all the claims of the lightweight both as one's sole machine and as a tender to a larger mount.

SWEDEN'S ILL-LUCK**Unforeseen Set-back to T.T. Plans**

ELSEWHERE in this issue appears an eye-witness account of a serious misfortune that has befallen the most interesting foreign entries for the T.T. We refer to the accident to the Swedish Husqvarna machines when they were being shipped from Gothenburg. The team chief, Mannerstedt, and the two riders, Kalen and Sunnqvist, straightway cancelled their passages, and arranged for the machines to go back to the Husqvarna works.

Every British motor cyclist will join us in sympathising with the makers and riders; and hope that, despite this misfortune, we shall have the pleasure of seeing them in the Island. The latest news, received by wire on Monday afternoon, is that by day and night work it is hoped to have Woods' and Nott's mounts in the Island next Monday.



A New Champion?

DESPITE the reshuffle of the star riders in new teams, many racing men refuse to believe that any rival make can hold the Norton during 1934. Last year it was easily supreme in those road-holding qualities which enable a crack rider to use the knots inherent in a good engine.

If their idea is true, it opens the door for a new meteor to arise, always supposing he can outshine Wal Handley, who will do a lot of riding for Nortons; and, further, supposing that the other racing factories have not made sensational advances during the winter. An exciting situation thus arises, and the current tip is "Watch Guthrie!"

Tyres in Jungletania

I DON'T suppose anybody will take any notice of this paragraph, except the victims of whom it speaks.

Our exiled readers, cavorting amid lions and gorillas in lands where foot-beaten tracks compose most of the "roads," complain that most of the motor cycle designers of all nations commit too much of the suspension to the tyres. They aver that in civilised lands we all ride our tyres softer than the tyre makers demand, and softer than it is possible to ride them on tracks where puncturesome objects abound. A hard tyre will repel many sharp instruments to which a soft tyre will surrender.

Hence, they are driven to inflate their tyres at least

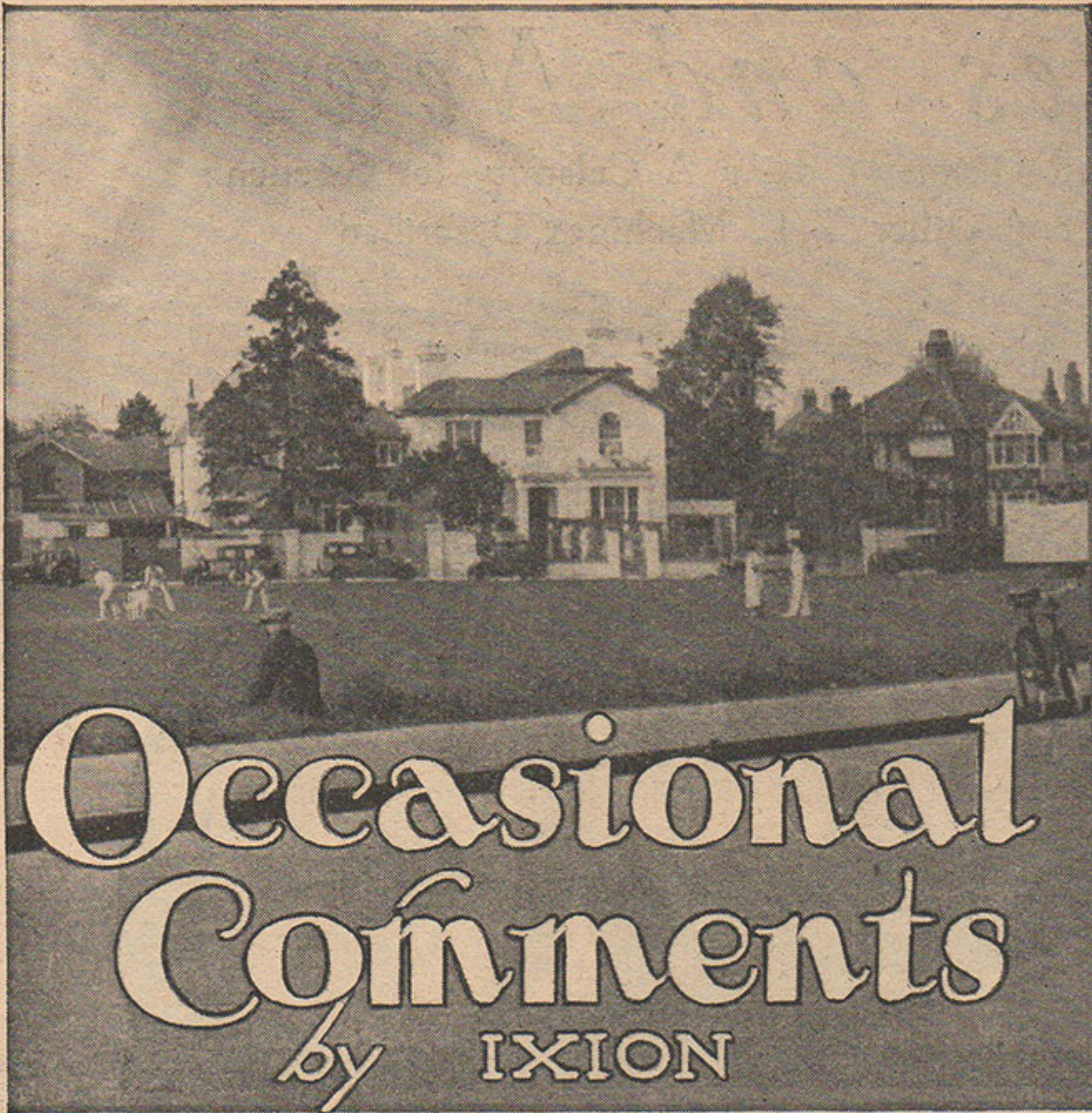
CRICKET ON THE GREEN. This pleasant scene might have been taken in almost any secluded village in the depth of the English countryside. Actually, the game was in progress beside the Portsmouth road at Thames Ditton, Surrey, a mere fourteen miles or so from the heart of London

as hard as the tyre makers ask, or even a shade harder. But if one result is to reduce the incidence of punctures, another is to create vibration and discomfort, and even to fracture small parts. These exiles therefore ask that export machines should be endowed with better suspension, and that some of their smaller metal fittings should be stiffened up.

This Limit Business

AN odd world, my masters. Just at the moment, when the Government seeks to reimpose a speed limit, the Ministry of Transport produces a detailed analysis of 1933 road crashes, and states that, according to the estimates of speed, 60 per cent. of the fatalities occur at speeds of less than 20 m.p.h. in broad daylight on roads carrying light traffic. This bears out my own experience, which is even more extreme than the statements of the report. Here it is:—

I have covered over 500,000 miles.
I have never had an accident at speed.
I have never had an accident at night.



Top-heavy ?

ONE of our burlier readers makes a novel complaint. He fancies low-powered bikes; 250 c.c. represents the peak of his desires. But people laugh when they see him on a 250 c.c. machine, and say he reminds them of Laurel (or is the fat one Hardy?—I never remember) riding a donkey in a beach riot at Long Island.

Moreover, his taste in beauty is old-fashioned; he has no use for the sort of girl who looks like a stick of asparagus with clothes on. And he says that if he puts a hefty fairy on the tail of a short, low 250 c.c. machine it doesn't steer as it should.

So he pleads that more manufacturers should install small engines in full-sized frames, and announce the fact loudly (one maker, I believe, already uses the same frame for his 250 c.c., 350 c.c., and 500 c.c. power plants); he thinks they would enjoy quite a vogue among men of his build.

Maybe. But I am not a midget, and I have felt perfectly comfortable on quite a lot of small machines. What say others? I have no doubt that if the demand is substantial some maker will leap at meeting it. And I must just whisper one little yarn to Mr. Burly. I once knew a maker (he is out of business now) who literally and actually used the same frame for his *one-fifty* and for his

big road-burners. Perhaps that is why he is out of business.

That Front Brake

I NOTICE that many riders are accustomed to rely on their rear brakes for ordinary mild reductions of speed, especially in traffic. I will not go so far as to say that a man cannot train himself to extreme delicacy of foot braking, but the odds are all against him. The machine is perhaps bouncing about a little, the sole of his foot is horny, and it exercises its somewhat crude tactical sense through half an inch of leather.

But all of us except our stonebreaker representatives have moderately sensitive palms and fingers, and the handlebar is insulated from road shocks to a great degree through the spring fork. So delicacy in braking is far more possible through the hand and the front brake lever than through the foot and a pedal.

It follows that ordinary gentle braking is best attempted *via* the front brake, the pedal brake being reserved for the rough stuff in emergencies, when the speed of the bike will prevent abruptness in brake action, provided that the rear brake is properly designed.

I go so far as to advise preference for the front brake on grease, for on grease more than in any other circumstances braking of the sledge-hammer pattern is particularly dangerous. If anybody comments that the ideal motor cycle brake is a well laid-out coupled system, normally actuated through a hand lever, I don't know that I should cavil at him.

I have never been involved in any motor cycle accident (except falling off by myself—usually skids, or in freak sections of road trials).

I have been involved in four car accidents (either as passenger or driver), viz. :—

- (1) Stationary car, rammed by cyclist.
- (2) Stationary car, rammed by cyclist.
- (3) Moving car pushed cyclist over at 5 m.p.h.
- (4) Moving car rammed by another car at 10 m.p.h.

It can hardly be wondered at that I expect no marked increase in safety from a restoration of speed limits. It is obvious that in any accident wherein high speed is a factor the culprit will probably lie; but in my own experience I can only recall two serious crashes primarily due to speed, and on each occasion the culprit was a maniac of the type who would defy speed limits, and the crashes occurred at about 80 m.p.h. in areas that were not "built-up," and where, therefore, no speed limit would be imposed under the proposed Act.

Missing !

WHY is there no Scott in the 1934 T.T.? The Island can never be the Island without at least one sample of the famous yowl, with its lovely diminuendos and crescendos, alternately suggesting the Loch Ness monster when robbed of its young, and the same about to expire after devouring too many salmon.

T.T. Notes and News

Exhausts will Salute the Island Dawn To-day: A Calamity for Sweden:
The 500 c.c. Velocette and Other T.T. Machines Described

TO-DAY, as soon as night gives place to daylight, practising in the Isle of Man for the T.T. will have commenced. By last week-end quite a number of the competitors had crossed to the island—the scene-shifters are busy, and in another eleven days the Junior T.T., the first of the three races, will be held.

LAST Saturday evening there happened at Gothenburg, in Sweden, an accident which may or may not have a profound effect on the results of the T.T. races.

The Husqvarna machines were being loaded on to a ship for their journey to England and the Island. They were in a lorry, and a mighty crane was swinging them, lorry and all, from the quay to the hold.

It was then, according to a reader of *The Motor Cycle* who was present, that the accident occurred. A cable broke, and the lorry, with its precious load, crashed on to the quayside, landing completely upside down!

ENGINEER Mannerstedt and the riders, Kalen and Sunnqvist, were almost in tears as they surveyed the wreckage—bent handlebars, buckled forks, and so forth.

The machines were hurried back to the works, and the men went too, the ship sailing without them.

A wire from Sweden last Monday afternoon said that it was hoped, by working night and day, to have machines for Woods and Nott in the Island by next Monday. Five are entered—Woods, Nott, Sunnqvist and Kalen in the Senior and Nott in the Junior.

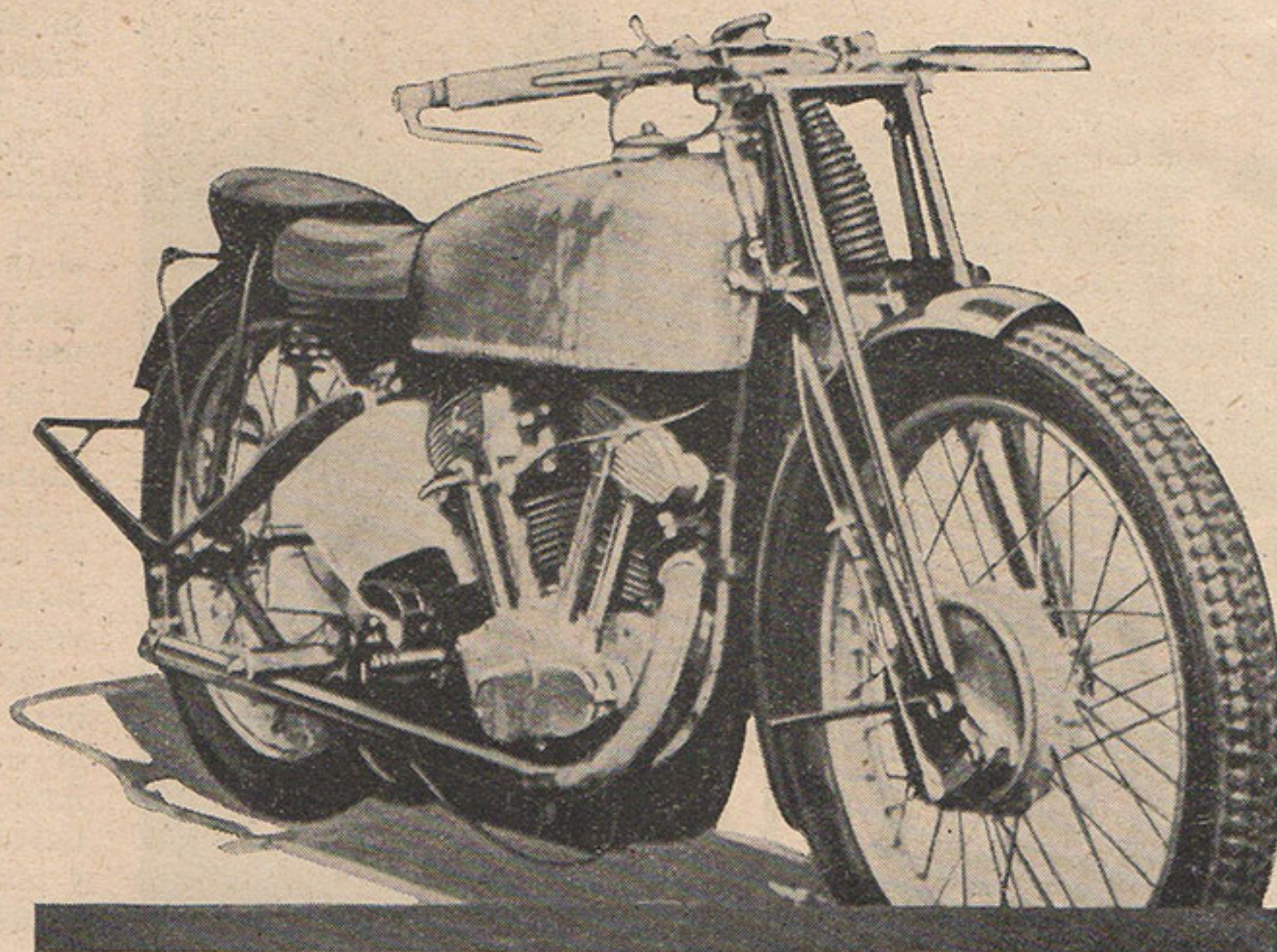
To fill Husqvarnas' cup of bitterness, Sunnqvist has been taken ill and forbidden to ride.

IT is unlikely that the 500 c.c. T.T. Velocettes will have been ridden on the road before they reach the Isle of Man. On Monday last, feverishly active men were busy on these machines at the works, while a railway truck waited on the siding outside.

THE bore and stroke are 81 by 96 mm. (495 c.c.), and, except for its size, the unit is practically the same as the three-fifty. Naturally, the flywheels are bigger, and bearing sizes have gone up to take the extra loads.

On the drive side, a double-row roller bearing is used, a single row being employed on the timing side. The rocker gear and camshaft drive are identical with those of the smaller engine, but the valves are larger.

A downdraught carburetter is fitted and, at the moment, there is a B.T.H. magneto giving two simultaneous sparks.



The Swedish challenger. This view shows some of the features of the Husqvarna twin, among them the damping springs for the front forks. As reported on this page, an accident while loading the machines for shipment has seriously upset the stable's plans

All the rocker gear and valves are enclosed, and hairpin valve springs are used. As usual, the head is a bronze alloy one.

THE new cradle frame, already described, will be used, and the Velocette four-speed gear box is fitted. Some slight modification has been made to the mounting of the foot change levers, these now being rigidly attached to the chain stays independently of the footrest assembly.

As on the Junior machines, the rear wheel and brake assembly are constructed to combine strength and lightness, the brake drum and sprocket being bolted to a conically shaped hub.

NORMAL forks are fitted, and the tyres used at present measure 27 by 3 in. at the front, and 26 by 3.25 at the rear. This arrangement may be changed in the Island, and a larger rear tyre may be used. Of course, the unusual combined saddle and mudguard pad will be in evidence; this is a Velocette patent made by Dunlop.

WHEN, early in the year, we tried out the Norton that won last year's Senior, "Torrens" gave some facts and figures about the machine's acceleration—it was good, but not in any way phe-

nomenal, and very little occurred until an engine speed of about 3,500 r.p.m. had been attained. This year, according to accounts, there is a big improvement, and riders on emerging from a corner have to be really careful that they do not turn up the taps of the five-hundred until the machine is vertical, otherwise a power slide is almost certain. It is also said that it is possible, even, on changing from third to top, to lift the front wheel owing to torque reaction.

It is, perhaps, a commentary upon the acceleration of the modern 500 c.c. T.T. machine that the Nortons are fitted with 3.50 in. section rear tyres.

CHARLIE MANDERS, the Free Stater who was third in last year's Lightweight, and is widely thought to be a coming star, is well on the way towards recovery. It will be recalled that he broke his collar-bone over in Barcelona. Now it seems assured that he will be perfectly fit to ride in the Island, where he is entered on 250 c.c. and 350 c.c. New Imperials.

C. J. WILLIAMS had one of the T.T. Vincent-H.R.D.s down at Brooklands on Saturday, and put in several laps at round about the hundred. He expressed himself very well pleased with the handling of the spring frame and the comfort of the ingenious rear pad arrange-

ment. The absolute steadiness of the machine and the way the rear wheel held the track were obvious to everybody, and would have been even more so by comparison had the machine been competing with others in a race.

Incidentally, none other than that tuning wizard J. S. Worters was burning the midnight oil this week in cramming the final ounces of "urge" into these machines before they left for the Island.

* * *

DUE to the recent works move and the amount of business on hand, O.K. Supremes have no entries in the Lightweight Race; work on the camshaft engine, it is stated, has been held up to such an extent that it has been impossible to prepare Lightweight machines in time.

Actually, although O.K. Supreme machines figure in the Senior and Junior entry lists, the entries do not come direct from the makers, but from the manufacturers of J.A.P. engines.

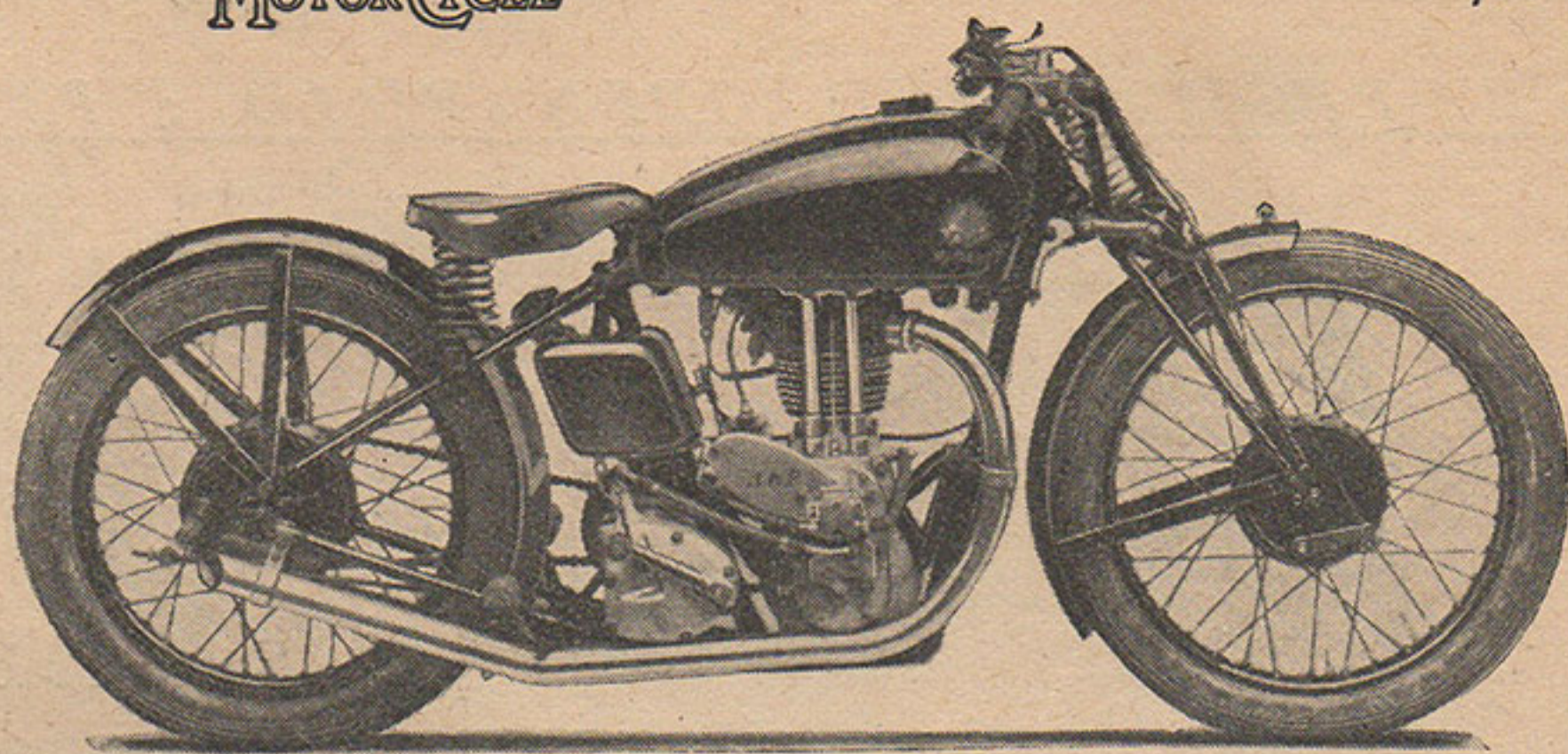
* * *

THE lines of the machines for the Senior Race are particularly clean, and there are no superfluous parts in the whole make-up. From stem to stern the design is new, and, of course, the latest J.A.P. engine forms the power unit. This engine is mounted upright in the frame, and the engine plates are of the skeleton type, very light, but forming firm anchorage.

The frame is of the cradle pattern, with the front down tube and the saddle tube brazed to the cradle, which runs below the engine. There is a single tank rail, and the chain stays are brazed to the cradle and the fork-ends; the seat stays are of the bolted type. The wheelbase is 54½ in.—rather longer than before.

* * *

A FEATURE of the four-speed Burman gear box is that the foot-operated lever faces backwards, so that it is within



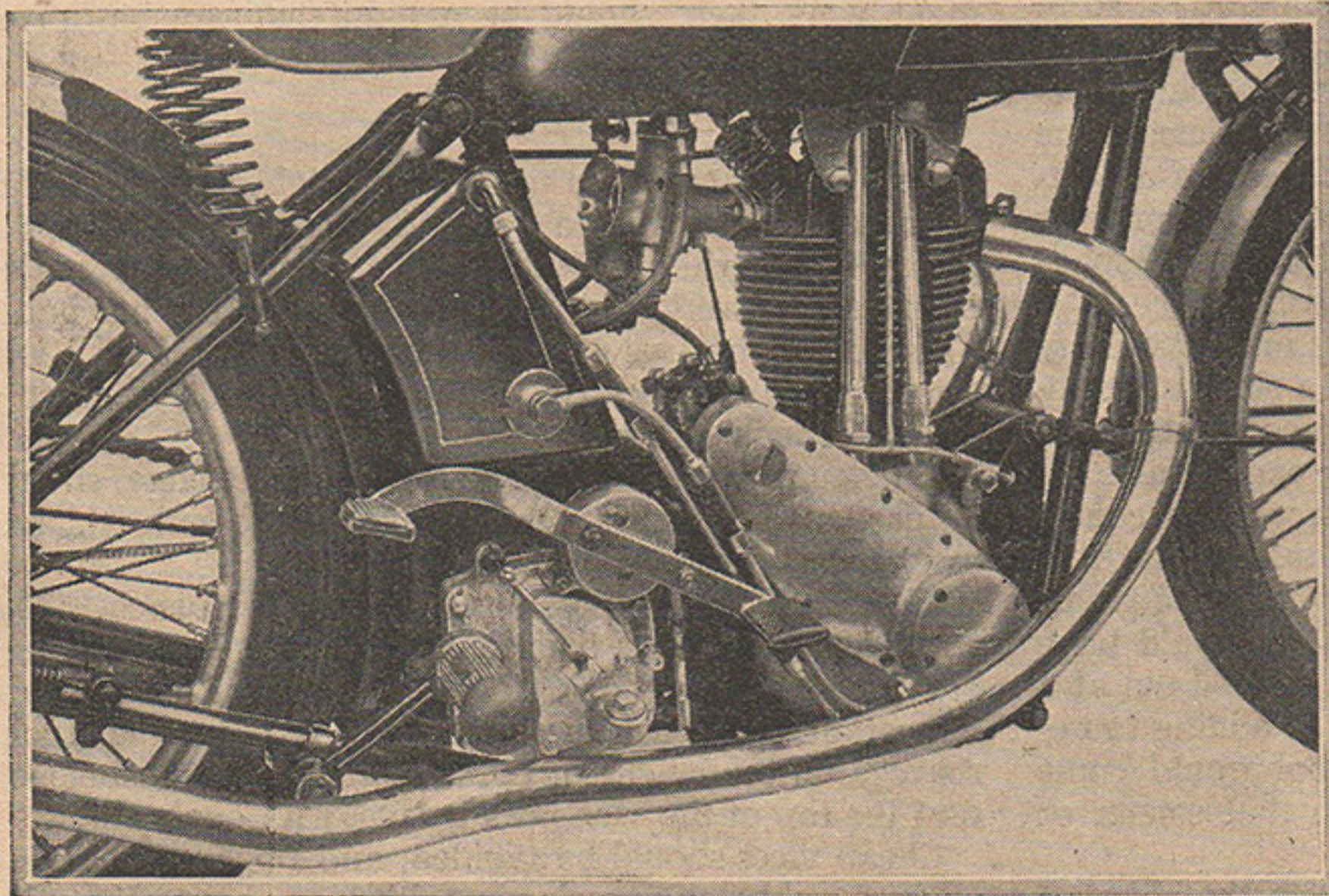
The Senior O.K. Supreme. The J.A.P. engine is mounted in a new type of cradle frame, and there are many interesting details. Note how the foot change lever of the Burman gear box is mounted "backwards"

easy reach of the rider's foot. The gear ratios have not yet been decided upon, a remark which also applies to the compression ratio of the engine.

A RACING-TYPE B.T.H. magneto is fitted, and the carburetter is a large-bore, needle-type Amal, offset and mounted with a considerable downwards slope. The cylinder is not a single casting, but has aluminium fins shrunk on to the barrel.

A FOUR-GALLON petrol tank of neat design and a one-gallon oil tank are fitted.

An interesting feature lies in the brake drums. These are cut away liberally, and the gaps are sealed by means of brass plates on the outside of the drums. The sizes are: Front, 7 in.; and rear, 8 in.; the rear brake has a width of 1½ in. From the rear brake anchor plate a very long anchor arm, freely drilled, is taken to a point at the front end of the chain stays, and separate drilled plates carry the brake lever and footrests.



A "close-up" of the T.T. Triumph, which closely follows the new "Mark 10" super-sports model. A two-port engine and an oil-bath chain case are two features that are unusual on T.T. machines. The gear pedal is of the toe-and-heel type

On the front wheel a 27×3 in. tyre is fitted, that on the rear wheel measuring 27×3.50 in.

* * *

AS already forecast in these notes, the T.T. Triumph is, to all intents and purposes, the new "Mark 10." This applies to the externals of frame, gear box, and engine.

Close inspection reveals the use of light alloys in several places. The brake anchor plates are of duralumin, and the chain covers and gear box ends of Elektron, though the crank case and gear box body are of normal aluminium alloys.

* * *

IN two respects the Triumph is unusual as compared with normal T.T. practice. First, it has a two-port engine, and, secondly, the primary chain runs in a cast alloy oil-bath case.

The main details of the engine are, as already mentioned, practically standard—that is to say, harmonic cams operate flat-base tappets; the induction port is slightly inclined downwards towards the head; and lubrication is on the dry-sump principle, and is carried out by two plunger pumps. Oil is delivered to the caged double-row roller big-end, and also through an adjustable feed to the back of the cylinder and the overhead rocker gear. The compression ratio is 7.5 to 1.

* * *

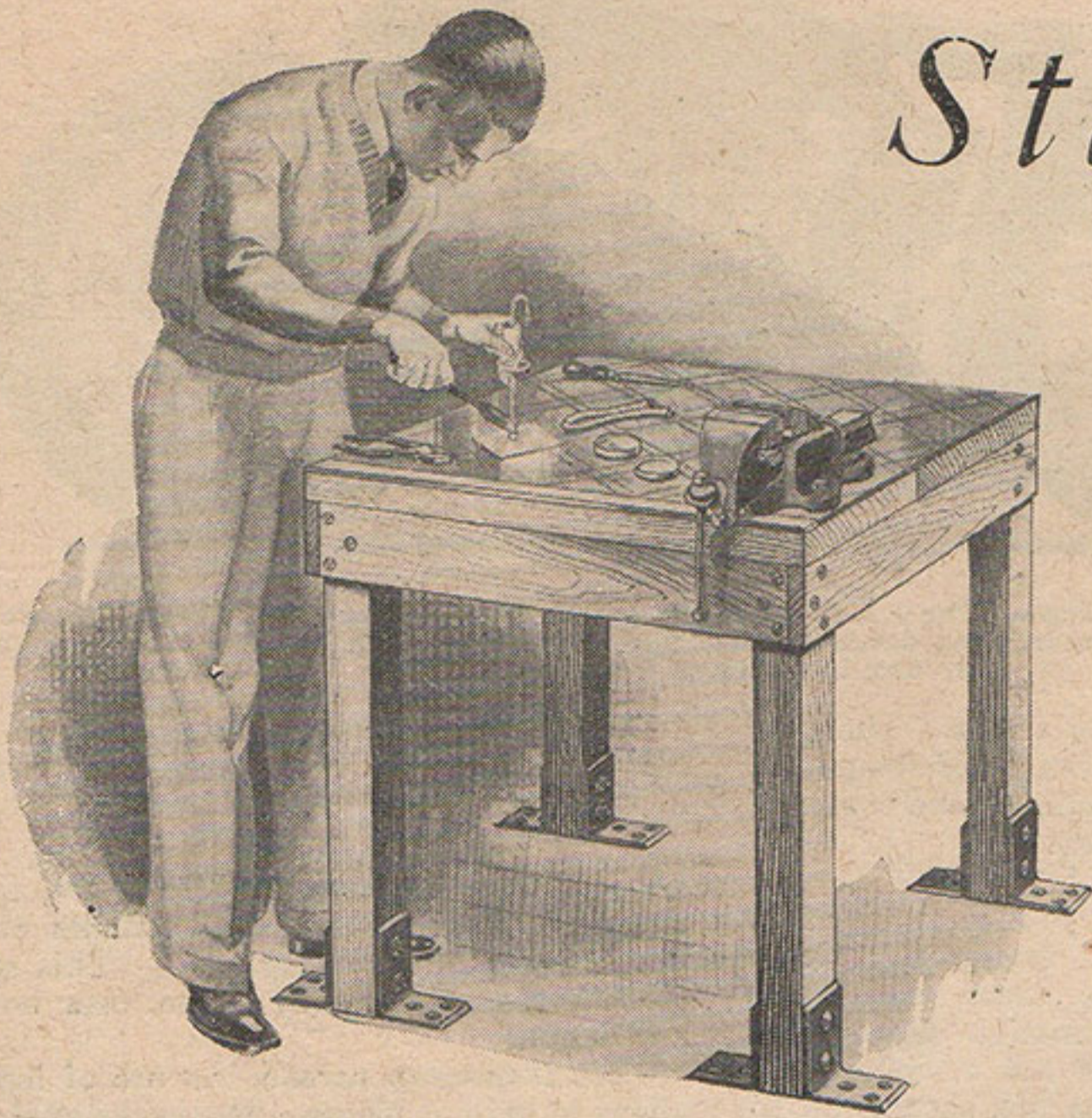
LIGHT steel rims carry 27 in. tyres on both wheels, the front having a 3 in. section, and the rear a 3.25 in. section. Both the 8 in. brake drums are ribbed for stiffening and cooling purposes, but the brakes are not interconnected. On the gear box is mounted a toe-and-heel operating mechanism, and the big petrol tank holds 3½ gallons. Roller bearings are fitted to both sides of the mainshaft, but there is an additional ball race on the drive side.

The Triumph team consists of E. R. Thomas, Tommy Spann, and Jock West, working under Harry Perrey.

* * *

COLONEL MADOC, the Chief Constable, and Mr. J. E. Quayle, Chief Clerk of the Manx Rolls Office, made a tour of the island on Saturday to swear in the various volunteers who are to act as marshals. For the T.T. period these assume the authority of special constables.

WORKSHOP AND OPEN ROAD : PART II.



Starting a Workshop

Some Practical Suggestions on Laying
the Foundations of a Useful Stock of
Tools By "TORRENS"

THERE is joy in starting a workshop, in gradually acquiring tools and competence in their use. The majority of motor cyclists, I believe, start in the same way that I did. After saving up for months and years, I succeeded in scraping together enough to buy the second-hand mount of my dreams, and then almost every penny was needed to pay for the petrol and oil. But there was only an adjustable spanner and a tyre lever in the tool-box, and, quite apart from my own inclinations lying in that direction, the length of my purse demanded that repairs and maintenance work should be carried out by myself.

Tools that would make possible the carrying out of adjustments and decarbonisation were imperative, so in my unwisdom I proceeded to purchase a second and more powerful adjustable, a piece of wire euphemistically termed a screwdriver, and a pair of pliers. The screwdriver and my two very poor specimens of adjustable spanners taught me a lot. I learned that poor tools are dear at any price and that the surest means of spoiling a nut is to use the average cheap adjustable.

I relate all this in the hope that others may avoid my follies and start by gradually collecting a store of really sound, serviceable tools. Few are required at first, and these few should be added to as occasion permits and the jobs on hand demand. Much of my workshop equipment owes its purchase to the fact that this or that tool was imperative for a particular repair. Often the repair did not warrant the outlay on the tool—it would have been cheaper to have had that one item carried out at a garage—but by doing the job myself I was adding to my store of knowledge and, besides, the tool would come in for further tasks, which would mean that sooner or later it would have paid for itself.

Good work can be carried out with even the simplest of equipment and the meanest of facilities. Many a man who lives in lodgings and keeps his motor cycle in a

public garage has lavished hours of work on his engine (sometimes secretly!) in his bedroom.

Generally, however, the machine is housed in a shed of some sort or a lock-up rented as a communal garage by a party of friends. In either case, while there may not be much room, there are almost certain to be a few square feet that will accommodate a tiny bench. I say tiny because it is all wrong to think that a motor cyclist needs one of those monster affairs, a carpenter's bench. These latter are little more than a sheer waste of good space. A bench that is 2ft. by 2ft. is quite large enough to take a vice and a grinder, though where there is sufficient space I would recommend a bench 2ft. 4in. or 2ft. 6in. wide and 3ft. 6in. long, since this gives one room to lay out the bits and pieces and one's tools. The carbondum grinder, when eventually it is acquired, should be mounted as far away from any tools or engine bits as it is possible to place it. The ideal is to have a separate little bench for the grinder and for soldering, but more likely than not there will not be the necessary room.

One worry is that there must be a good light for both grinding and the vice. Where possible, the benches should be alongside a window that faces north, and for night work there should be a light that can be drawn down over the work.

The Bench

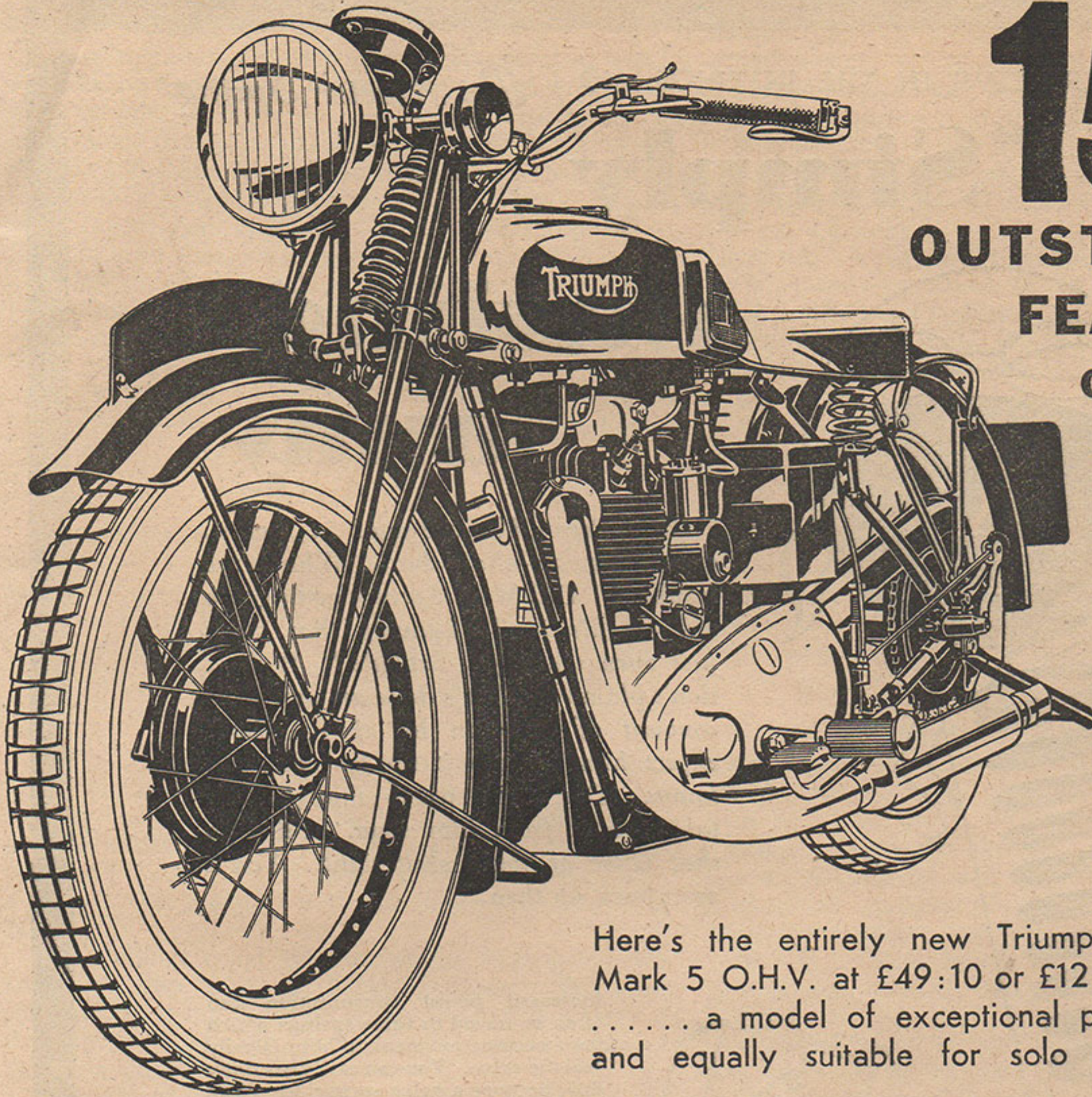
As I say, there is no need for a mighty bench, but a bench of some sort is a godsend, since, if one hasn't a sturdy vice, rigidly mounted at the correct height, major maintenance work will generally have to be "put out." The stouter the legs of the bench the better, and it is a sound plan to make the top out of boards at least a couple of inches thick.

Linoleum, with a narrow ash strip at the edge, should be used as a covering, because of the ease with which it can be washed down.

The heading shows a simply constructed bench. The wrought-iron or steel blacksmith-made angles at the feet are screwed to the floor, since it is essential for accurate filing that the bench is as firm as the proverbial rock. As regards the height of the bench, this should be such that the top of the vice jaws is level with one's elbow.

Cheap vices should be avoided, and I believe in saving up for a pukka engineer's vice with jaws about 4½in. wide or a 4in. special motorist's vice.

But the bench and the vice and the grinder are items



15
OUTSTANDING
FEATURES
 of the
"350"



Here's the entirely new Triumph 350 c.c. Mark 5 O.H.V. at £49:10 or £12:7:6 down a model of exceptional performance and equally suitable for solo or sidecar.

- Crankcase webbed for absolute rigidity.
- Double roller bearing big end.
- Special steel alloy con-rod.
- Forged steel flywheel.
- Three ball bearings to mainshaft.
- High compression aluminium Piston.
- Dry sump lubrication.
- Fork and steering dampers.
- Straight front girder fork.
- 4-speed foot or hand control.
- Die cast aluminium chain case.
- 7" internal expanding brakes.
- Downswept or upswept exhaust.

- Double valve springs.
- Polished head and ports.

Post coupon for catalogue of models from £25 : 10 or £6 : 7 : 6 down.

Dunlop tyres standard. Lucas electric lighting extra on "250" to "650" models.

Milan-Rome-Naples
 Road Race

TRIUMPH TWIN
FIRST

in Sidecar Class at
 average of 50.5 m.p.h.
 for 555 miles.

Scottish Six Days
 Triumph gained

4 Silver Cups

TRIUMPH

Catalogue
 please

Name.....

Address.....

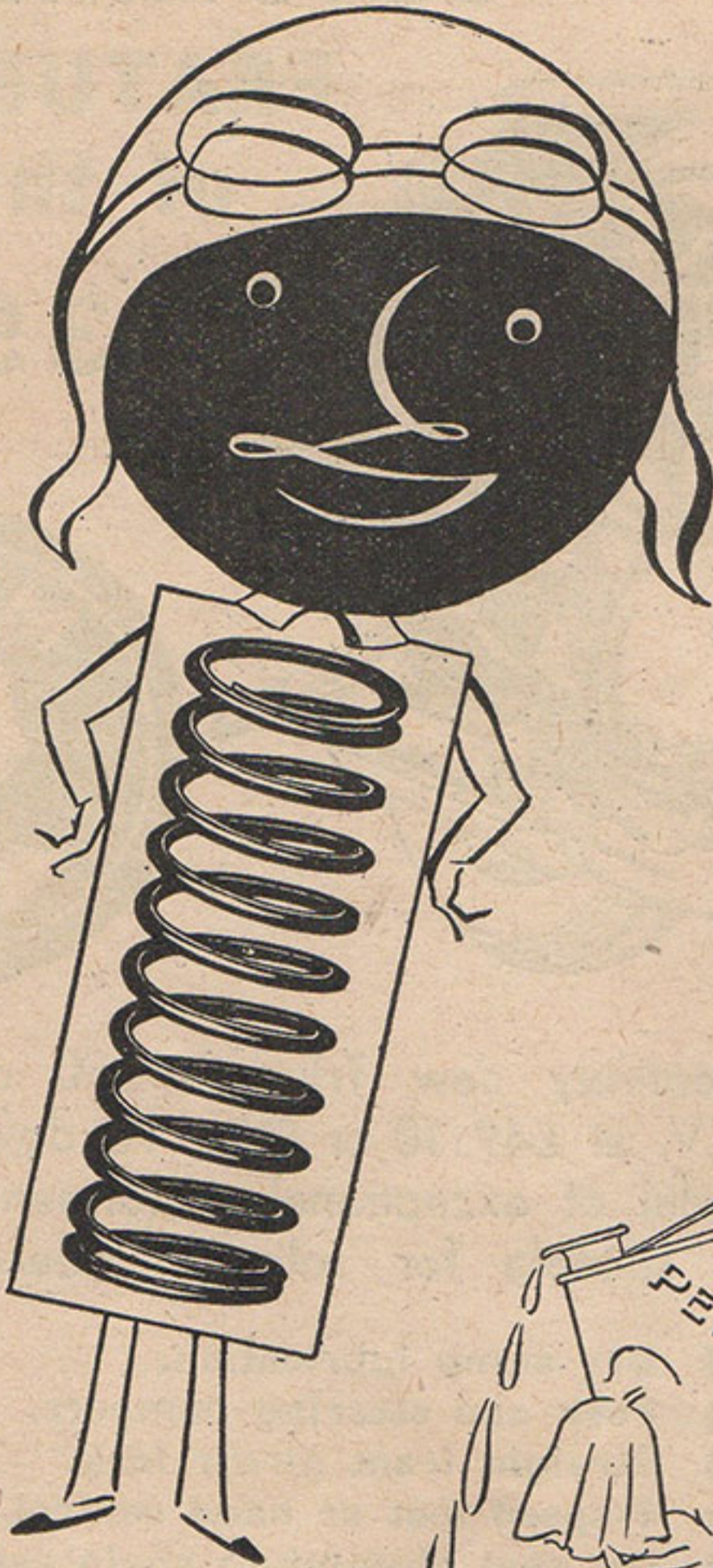
Triumph Company Ltd., Coventry.
 London : 218, Gt. Portland St., W.1.

M.C. 31/5.

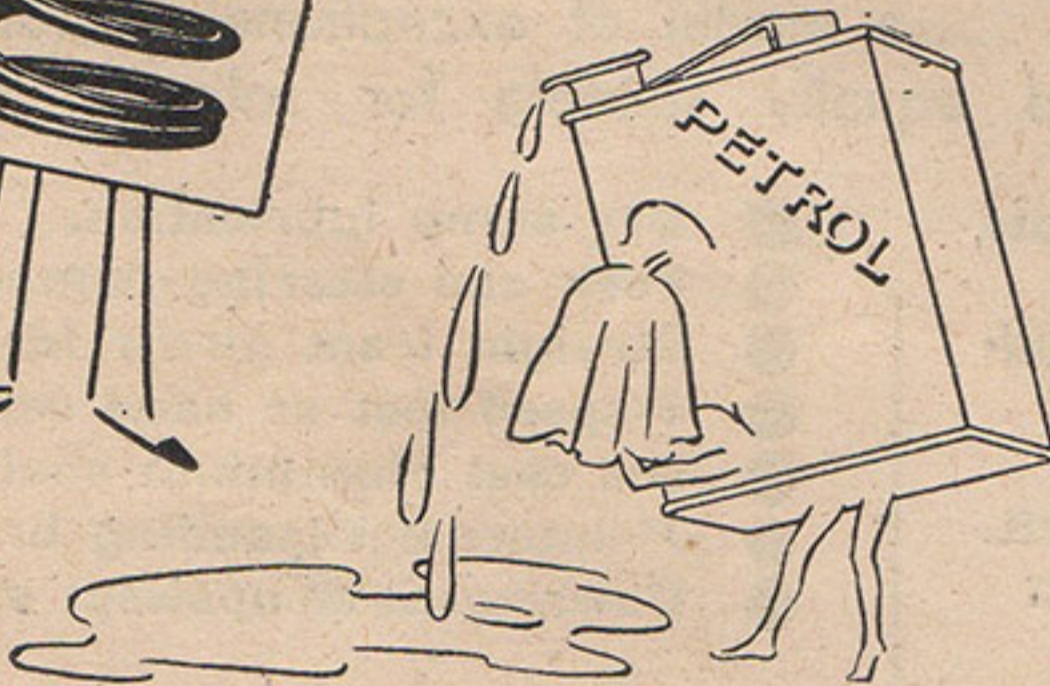
INTERVIEWS IN THE INTERIOR NO 1 *By Master Spring*

"Simply

**wasting
away"**



"Hello, Petrol, how are you? . . . what, wasting away—that's bad. What's the trouble? Old Man Spring getting too old for his job? Leaving that valve just open when you explode? Well, I don't blame him, he's done an enormous amount of work in his time. Can't expect him to keep it up for ever, you know. Don't you worry though, I'm taking over from him soon. I'll keep that valve of yours shut tight. You'll soon buck up then."



Increased petrol consumption can often be traced to valve springs which have become too weak to hermetically seal the valve. You can easily overlook this, because a valve spring, for all its millions of movements to every 1,000 miles never shows visible signs of wear. Fit a set of Terry's Aero Springs at the first opportunity. They are made with wire drawn to Terry's specification, and submitted to severe tensile and torsional tests. You'll see the difference in more m.p.g., brighter acceleration and less carbon in the valve seatings and in the valve ports.

For maximum power & acceleration — fit
TERRYS AERO
Quality **VALVE SPRINGS**

PLEASE LET US SEND YOU OUR LATEST LIST. Post this advertisement with your address to HERBERT TERRY & SONS LTD. REDDITCH — FAMOUS MAKERS OF SPRINGS SINCE 1855

Starting a Workshop—

that are acquired as time goes on. The point at which a workshop can be said really to start is when the first tools are purchased. In my last series of articles I illustrated some of my pet spanners, and were I starting my motor cycling life all over again my first purchase would be four double-ended set spanners: (1) for $\frac{1}{8}$ in. and $\frac{3}{16}$ in. nuts; (2) for $\frac{3}{16}$ in. and $\frac{1}{4}$ in.; (3) for $\frac{5}{16}$ in. and $\frac{3}{8}$ in.; (4) for $\frac{7}{16}$ in. and $\frac{1}{2}$ in.; and they would be either B.S.A.s or first-class nickel-chrome ones, such as those the Pennant people make. Box spanners I would buy as the need arose, and make sure that the ones purchased were of a thoroughly sound make.

The four B.S.A. spanners are shown below. These, together with the other tools illustrated, form a good basis for a motor cyclist's workshop.

What they Cost

Five files are depicted. These, with their approximate prices, are: a 12in. bastard-cut parallel hand file, 1s. 6d.; a 10in. second-cut parallel hand file, 1s. 4d.; a 6in. smooth-cut parallel hand file, 10d.; an 8in. smooth-cut round file, 1s.; and a 6in. bastard-cut half-round file, 10d. The necessary handles cost 1½d. or 2d. each—in other words, the cost of the lot is a matter of about six shillings.

A ½lb. ball pene hammer, such as is shown, costs about 1s. 2d., and the $\frac{3}{4}$ in. and $\frac{1}{4}$ in. flat cold chisels roughly 1s. 9d. and 4d. The $\frac{3}{4}$ in. chisel should, I suggest, be of one of the special alloys which, while capable of cutting the toughest of steel, can be resharpened with a file—in the long run it will be more than worth its 1s. 9d.

Two shillings cover the cost of the straight-handled adjustable (8in. to 12in.) hacksaw frame. The most suitable blades for all-round use by the motor cyclist are the 10in., with 22 teeth per inch, and come out at about 2s. 6d. a dozen.

A couple of screwdrivers are shown. One is of the

stubby type—an "oval clutch" screwdriver—and costs approximately 1s. 3d., and the other a small one with a blade about 2in. long and $\frac{1}{8}$ in. wide for electrical work; this latter comes out at about 8d.

For soldering, a tiny iron is undesirable, as it will not hold its heat long enough. A 1½ lb. iron at 2s. 9d. is a good all-round tool. Tinman's solder costs 1s. 3d. or 1s. 4d. a pound, or 4d. a stick, and Fluxite 4d. for a small tin. A pair of 8in. tinman's snips (or shears) such as is shown costs about 2s. 3d.

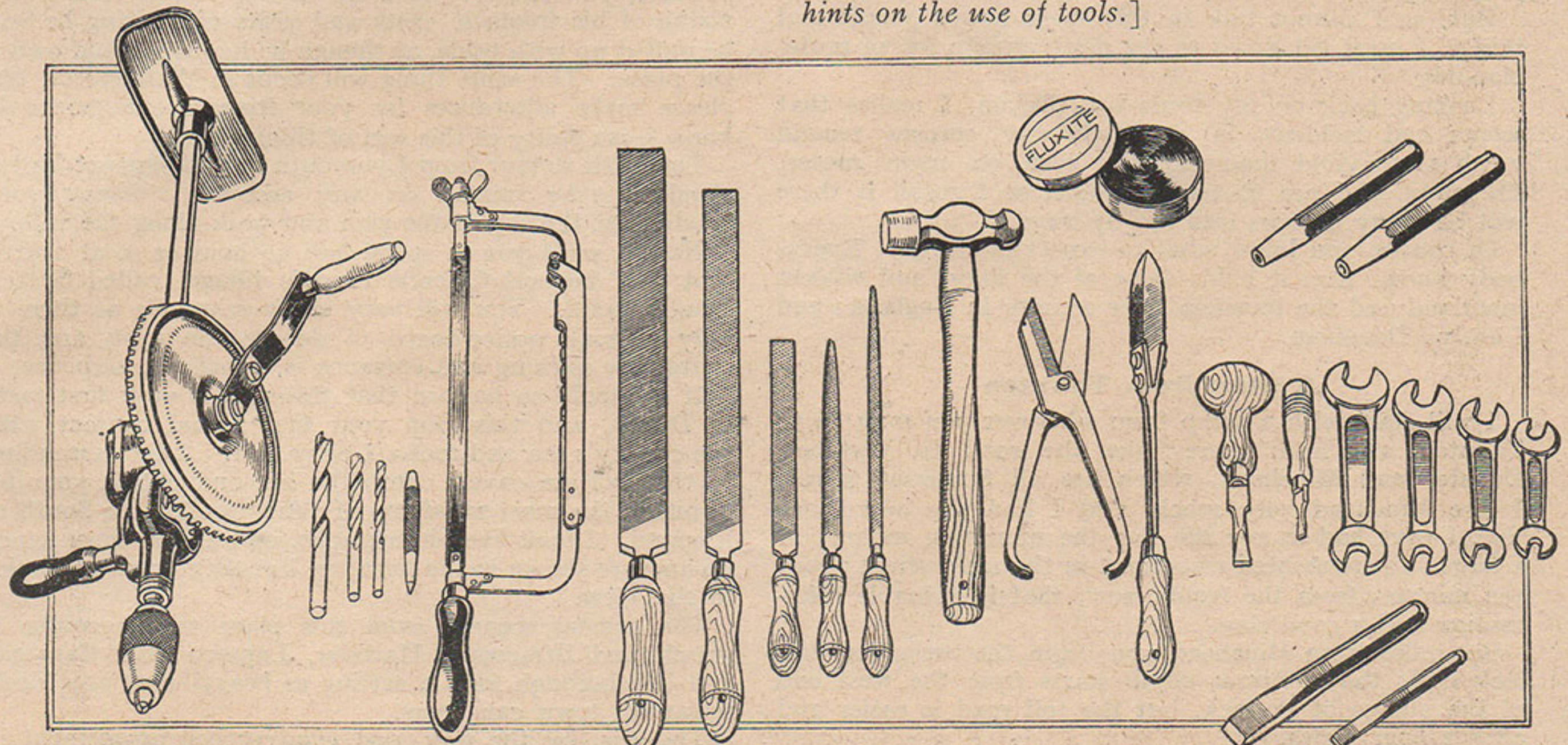
The other small tools illustrated are a pair of rivet sets (about 2s.) and a centre punch (6d.). A breast drill only is shown—not a hand drill as well—because the former can be made to perform practically all the latter's work, in addition to drilling large holes. Buy one with a three-jaw chuck. Mine cost about 8s. 6d., accommodates drills up to $\frac{1}{2}$ in., and has the usual two gear ratios plus a ball thrust bearing. Morse twist drills are obtained in both carbon and high-speed steels. The latter is the type to buy, since, although they cost more than twice as much, they are not so liable to break, and they retain their cutting edge better. A set of $\frac{1}{8}$, $\frac{3}{16}$, $\frac{1}{4}$, and $\frac{5}{16}$ in. high-speed drills cost in the region of 5s.

The Bench Vice

Earlier I suggested a 4½in. vice. Brand new, a plain screw bench vice of this size will cost about 26s. In my case I managed to find a second-hand one at little more than half that price. Where funds will run to it, I strongly recommend the 4in. Record "Auto" vice, which costs 29s. 6d. and includes a pipe bender, claws, cylinder head holding plug, pipe grips, a hardened steel anvil, valve holders, and a swivelling base.

As will be seen, except for the vice, all the tools I have named are fairly inexpensive. They form a sound basis—a basis which can generally soon be accumulated and will be added to with such tools as scrapers, taps, dies, and so on as the years roll by.

[Next week's article will consist of a series of brief hints on the use of tools.]



The tools described by "Torrens"



A North Devon panorama from the hill above Watermouth Caves, near Ilfracombe. The picture is formed

Going Down To Devon?

And Why Not? Here is a Practical
Suggestion for an Itinerary

By "FRIAR JOHN"

IT is not easy to write the story of a tour in Devon in a thousand words. All I can do is to present the carcass of the chicken minus most of the meat. I can tell you its shape and length, and indicate where the succulent bits lie.

I should like to be able to tell you in detail all about the old farmhouse where we were bidden to eat as much thick Devon cream as we could (a huge basinful was placed before us), together with home-made raspberry jam and scones, for 1s. 6d. a head; and of the fight between a gander and a big duck in a shallow, rock-strewn stream that ran within a yard of the door of one of the kitchens; and of a contrast—the thimbleful of thin cream and dry scone designated a "Devon tea," and served by a pretty proprietress in a south Devon town.

But, as I cannot talk in this space about people and things, I must get down to the more prosaic job of route-planning.

Looking back on my tours into Devon, I realise that scenes and incidents in out-of-the-way corners remain much more vivid than anything seen on main routes. Therefore, if I am to tell of Devon as I recall it there will be many detours into the by-ways.

Of course, you know what to expect in Devon. Everybody knows that it holds some of the finest and wildest moorland and the loveliest river scenery in England; and I am no Devonian.

A Start from Taunton

I will start with a jump from wherever you may be to Taunton, and from there take the road to Watchet, Dunster and Minehead, which are all Somerset towns. I like Minehead very much, and I had the best lunch that I ever had in my life, for the minimum money, at a large and frequented restaurant in the main street about ten minutes from the front; now, that is valuable information and a good clue. . . .

Six miles from Minehead you begin the ascent of Porlock Hill; the notorious climb starts from the west end of the village of Porlock, but the toll road is easier and affords finer views.

Having ascended Porlock you may, on your descent of

Countisbury, a few miles farther along, stop to gasp at the loveliness of the coastal scenery. Of course, if you are being accompanied by a friend who knows his Devon inside and out, he will turn to you and say, "Now, there you are, you've never seen the like of that before." By virtue of his frequent visits and years of praising he will be puffed up with pride, as though he had made and owned the place. The same thing will occur in Watersmeet, but please make allowances for your friend's exuberance—I know I am guilty of this sort of thing myself.

This little detour from Lynmouth to Watersmeet Valley should not be missed on any account. Leave your machine at the top of the glen and walk along the valley.

Now, I want you to spend half an hour or so at a little spot just beyond Coombe Martin village, called Watermouth Caves. You will very easily miss this as there is only a small notice-board to denote the spot, and the charge for parking and entrance is, I believe, sixpence.

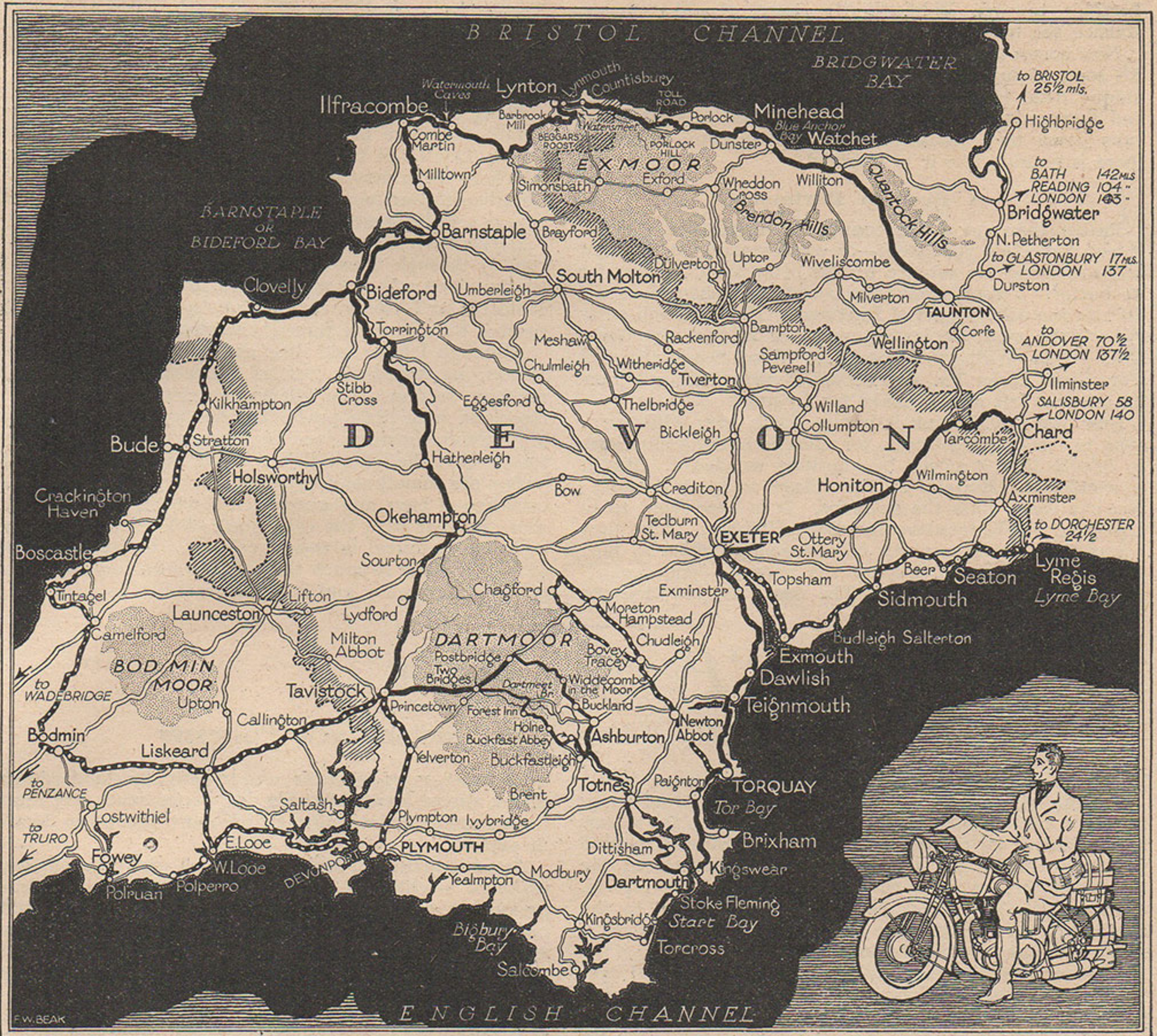
If it should so happen that this ride is your first taste of Devon, and this stop your first actual contact with the county's sea and rocks, I envy you. After descending to the cool sea caves, climb the hill and obtain your fill of one of the most satisfying of panoramas in the South of England. I took five photographs, which have been joined up and are shown in the heading, but they do scant justice to the view.

The coastal scenery from this place to Ilfracombe is grand, and Ilfracombe Harbour, Lantern Hill, Capstone and Hillsborough form a setting as beautiful as any Mediterranean town can show.

There is, by the way, one unadvertised amusement in Ilfracombe given free every day in the holiday season at



from five negatives, and, although the perspective may be curious, the composite photograph conveys some idea of the beauty of the North Devon coast



The route indicated in the article is marked in black, but the tour could be extended (as shown by dotted lines) from Clovelly to include Tintagel, Polperro, Plymouth, and other places of interest. An alternative is to cover more of Dartmoor by making a detour from Torquay to Bovey Tracey, Chagford, and Moreton Hampstead. Another variation would be to take the coastal road home from Exeter to Exmouth, Sidmouth and Lyme Regis

Going Down to Devon?—

a steep turning in the main street which leads down to the sea. Good manners, bad manners, hoggishness, courtesy—all can be observed at this corner, in spite of the traffic signals. I don't imply that the signals are ignored, but the steep hill and difficult turning make it an ideal spot for a study of humanity on wheels.

If you have time see the bathing pool. The approach is through a tunnel in the rocks, and, after the blackness, the sudden sight of the tumbled rocks, rugged cliffs, green sea and blue sky, contrasting with the sparkling colours of the bathers' costumes, is not easily forgotten.

I could well plan a week or fortnight's trip from this one centre alone, so full of interest is the surrounding district, but we must get along, and I think we will take the lovely road to the village of Milltown, then on to Barnstaple (incidentally, the pottery-making people here are only too pleased to show you round their works).

You run for some distance along the estuary of the Torridge towards Bideford, the town of old romance whence the buccaneers sailed in Elizabethan days.

Now comes a detour to Clovelly, which you must make. All sorts of superlatives have been used to describe this unique little beauty spot, which is buried amid foliage and flowers in a cleft of steep cliff. The cobbled street runs down to a harbour between picturesque cottages; there is nothing like it in England.

A Door to Dartmoor

Rather than cut across country to Torrington, I think it best to retrace your steps—or wheel-marks—to Bideford and run along the estuary to this little town, famous for its butter. Twenty-four miles away is Okehampton, the door to the wildest part of Dartmoor. Now you will enter one of the most fascinating parts of Devon, the Great Tors—High Willhays (2,039 feet above sea-level), Yes Tor, Great Links Tor, and scores of other hills will loom up on your left as you make for Lydford.

Now you might think it hardly worth your while stopping to see Lydford Gorge, for there is nothing exteriorly to denote that it might be anything wonderful. But it is wonderful. Enquire at the village as to its locality; you can easily miss the entrance. It is open from 10 to 4.30 p.m. on Wednesdays and Bank Holidays. Last time I was there, with a party of a dozen people, two men were too nervous to descend the narrow "goat path" which is cut into the rock. The map tells you that the

great moor lies to the left of Lydford; it is the loneliest part of this great tableland, and if you take a long tramp in this mysterious country you will find it can be almost terrifying in its desolation, especially under particular weather conditions.

Proceed to Tavistock, then cut right into the heart of the moor along a good road to Two Bridges. Princetown—surely the bleakest village in England—is a mile or two away. If you want to see more of the wild country you can be accommodated if you make the detour from Two Bridges to Postbridge, and include the famous Widecombe, then on through Buckland in the Moor to Ashburton and Buckfastleigh. You will get your fill of this primeval landscape, which has to some people a strange fascination (it has to me). The fact that this lonely district must have been peopled by an unknown race of men thousands upon thousands of years ago adds interest to one's speculations.

If you decide to run from Two Bridges directly to Buckfastleigh, I recommend you to branch off just before you get to Dartmeet Bridge and go past Forest Inn through Holne, branching off left for Buckfast Abbey before reaching Buckfastleigh. This is a lovely run.

The Dart at Its Best

Along the narrow, winding road from Totnes to Dartmouth there are magnificent panoramas of the beautiful Dart. Don't fail to go down to the ferry at Dittisham, which is on the most impressive stretch of this lovely river. Continue to Dartmouth and cross the ferry (solos 6d., side-cars 1s.) to Kingswear.

If you have time, go down (before crossing the ferry, of course) through Stoke Fleming to Torcross and Slapton Sands. You will not regret this detour. Follow the road indicated to Torquay, and stop at Anstey's Cove and Oddicombe, then proceed through Dawlish to Exeter.

Although I have said little about the beauties of South Devon, its appeal is just as irresistible as that of the northern section. You will find spacious green and purple moorland with little peaty streams tumbling merrily over grey granite boulders, and big coombs so full of trees and foliage that the little villages sitting at the bottom of the valley are sometimes completely hidden. Then there is a coastline of bays and wooded cliffs which, to a northerner more familiar with the cold, stark cliffs of the north-east, really seem unreal in their loveliness. In fact, the whole of Devon offers so much that no one man could ever comprehend its beauty and immense varieties in a lifetime.

"Personality"

That Strange Quality Which Every Motor Cycle Possesses

TO the uninitiated a motor cycle is, I suppose, just a "bit of machinery," yet it is really extraordinary how that "bit of machinery" responds to the whims and fancies of its rightful owner. As an example, assume that your model has been temporarily returned to the manufacturers, or even to the local garage for repairs, during which Tom, Dick or Harry has ridden it in the course of final testing; have you, as the owner, noticed a strange feeling during the initial ride?

Without doubt *something* appears to be unusual, yet the riding position has remained unaltered, while the controls have not been tampered with.

Does the model respond to individual touch, and get used to the owner's method of driving, or is it just imagination on the part of the rider?

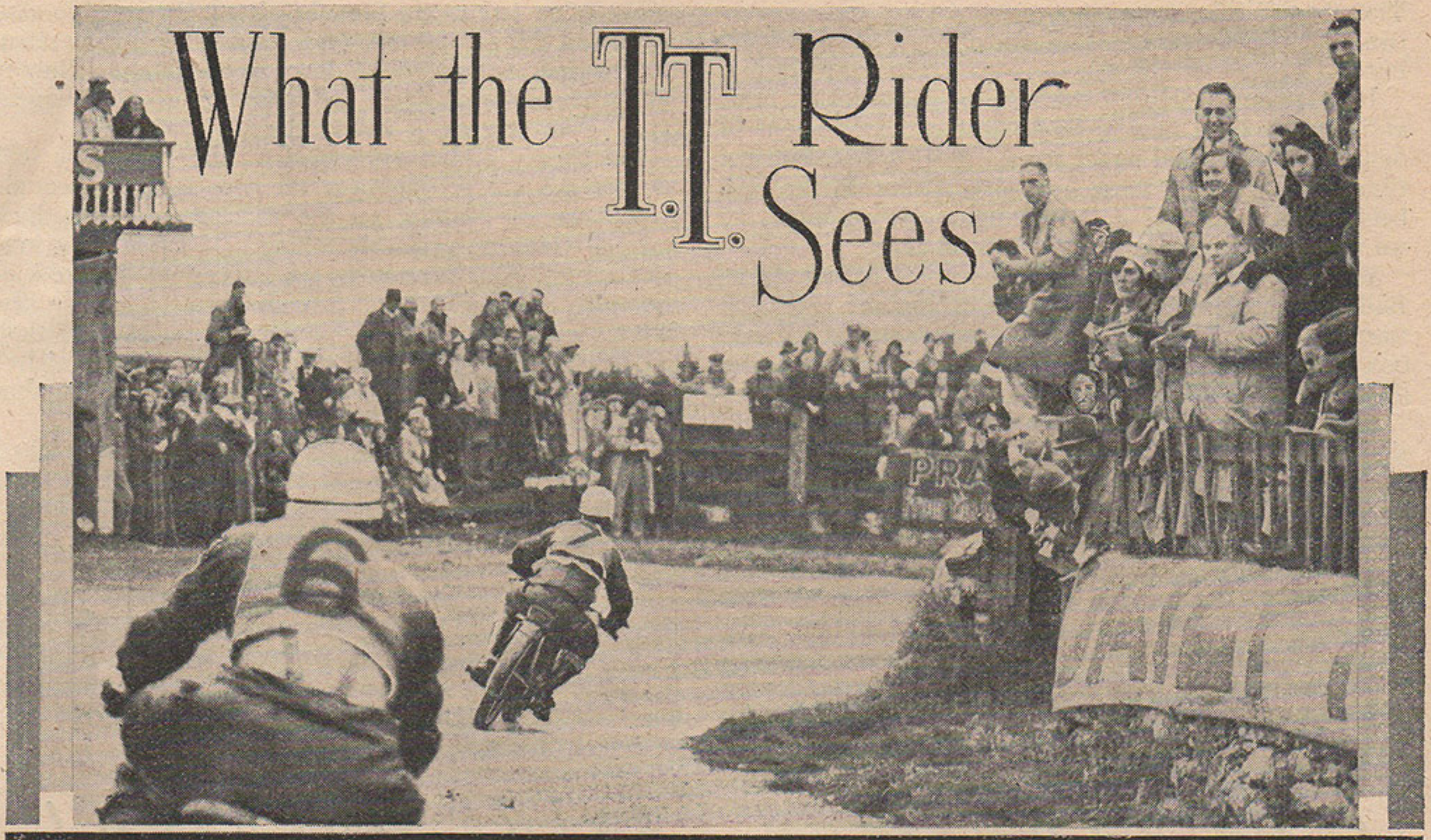
In a similar manner, we may find two models of the

same make, mass-produced, and in perfectly standard form, giving almost identical power and performance, yet retaining a form of individuality that is most difficult to describe or explain.

As an experiment, seek out a friend who owns the same make of machine as yourself, and, insurance certificates permitting, swop over models for a brief spell; nine times out of ten the rightful owner will secretly feel that his own model is superior to the other, and would willingly offer to demonstrate the fact, even to a test of comfort; yet outwardly both machines are the same.

I fully realise that readjustment of handlebars and footrests to suit individual requirements will result in a different "feel," but, allowing for two riders of similar stature, the riding position would not differ to any appreciable extent. Yet something does *seem* different!

G. P.



Little Things Noticed at High Speed : A Rider Describes Visual Impressions
of an Isle of Man Lap. By "VELOCE"

IMPRESSIONS of streaming landscape, dreadful swoops through "S" bends with the footrests scraping the tarmac, engine revs that seem to have no limit, the bumps on the Mountain—these are the usual ingredients of a rider's tale of lapping the T.T. course, and jolly fine reading it makes, too!

But from experience derived from listening-in to casual conversation about the racing game, I believe that the average motor cyclist thinks the rider's greatest difficulty is in "seeing."

"I know what it is like at seventy-five," says the owner of the five-hundred o.h.v., and proceeds to recount how he nearly ran off the road because his eyes were "watering like a summer's day."

The True Story

How different it all is from the popular conception! Perhaps if I give my "visual" impressions as a rider in last year's Junior Manx, it will help the reader to a better understanding of what actually is seen from the saddle.

Let us start from the grid on the Glencrutchery Road and make a bee-line from the top of Bray Hill. As we approach the cross-roads at the top we catch a glimpse of craning necks on either side. There is nothing much to be seen during the descent itself, what with the model trying to turn catherine wheels and a front wheel that won't stay on the ground.

Swoopee! and we're up the other side. There's that lone marshal at the side road, where you start to brake

if you're not one of the stars. Always makes you feel self-conscious, that marshal—a crowd's too excited to be critical. But all your concentration is needed for Quarter Bridge, and the horde is left behind, unheeded.

Half-way along that inviting straight to Braddon a bare arm waves and somebody leans far out over the wall. We'll blow her a kiss, for there's no ill-feeling. The marshal and a bobby conveniently block entry to the slip road at Braddon, but we are quickly through and skating along to Unions Mills. We notice a few couples leaning languorously against the banks—called "edges" in the Island—but through the bends it's "eyes front."

On the climb uphill we spot a minister consulting his programme, and at Crosby a limb of the law obtrudes himself into your vision. Perhaps these illegal speeds give one a police-complex, but at least it is comforting to know that there's no chance of being pinched, unless it's for loitering.

Blasé Marshals

The marshals and their pals at Greeba are always very blasé, and don't even turn round to watch us frisk along the kerbstone—quite disheartening, for that's one of our best bits.

Ballacraine, and another policeman (beginning to get on my nerves!). Ballig, and a nice view of all the girls seated on the bank. That is when one is accelerating away from the bridge.

Watch that chap pull in his legs on the Creg Willey's

What the T.T. Rider Sees—

rise. I'm always too enthusiastic about that right-hand bend!

It's flat out nearly all the way to Kirkmichael now, and bumpy (and how!), so we just get impressions of figures on banks and under trees. More speed, but just time for a wave to those four girls sitting on the wall between Kirkmichael and Ballaugh. No response, so we won't make that mistake a second time.

We look into one or two doorways as we leave Ballaugh, and prepare to receive a genuine reception from the girl just at that side road where the ambulance box is so prominently placed. Sad reflection: I wonder if she waves to all the chaps like that?

The usual groups along the Sulby straight, but no sign of the girl who, during the practice period, always smiled so sweetly after I had scrambled round the Bridge turning. Nor are our friends with the frying pan to be seen on the Lezayre avenue.

The marshals in Ramsey Square move back at our approach, so the braking couldn't have been so bad. Round all the bends that lead up to the Mountain, with an inquiring look at everybody as the motor hesitates about getting away from the Gooseneck. Pretty lonely now, but there's a comfortable-looking mob at The Cutting bends, and the two cheery lads at the tent.

The other two at the Stonebreaker's Hut are too exuberant on the second lap, and, paying too much attention to their antics, we sit down in the ditch. They're rather shamefaced when we pass on the subsequent laps. Poor fellows, it wasn't their fault (much)!

The cheery crowd assembled at the Bungalow tells us that we are getting near the top, and that couple parked in the heather on the run along to the East Snaefell Gate are probably telling how much they love each other. Our supporters are parked on the bank at the thirty-third milestone, and however much we dislike it, we have to raise a hand in salutation. If they had any sense they'd stand along a bit, on the straight! Next time round they are at Keppel, and that makes it easier.

Two Glasgow boys on the bank are quite easily picked out on the 100 m.p.h. dive to the Craig, but apart from the Signpost Corner marshals and the "wallflowers" at Governor's Bridge, there's not much time for sight-seeing.

Well, here we are passing the pits again. We've scraped walls and had grass under our wheels. But we have not been going fast enough. How do I know? It's plain enough, for there's my mechanic holding out the "Faster" signal. You can almost discern the chiding in his eyes . . .

Coil Ignition—Old Pattern!

Some Amusing Recollections of the "Ancestors" of Modern Systems

I NOTICED the other day that a paragraph concerning a certain well-known make of machine read: "Coil ignition is again popular." To the motor cyclist of only a few years' standing the paragraph in question would probably escape notice, but, ye gods! to those who have had actual experience of the old-time coil ignition, I would wager it brought back a host of memories!

In my own case I once owned a fierce "speed" model born in the year 1903, manufactured by a well-known firm which offered its products to the motor cycling world as the "Brown."

The Tank Magnificent

This model, in common with machines of the day, boasted coil ignition. The coil, which resembled a wireless set, was housed in a massive tank approximately four inches wide by two feet deep. The rear half of the tank contained fuel, the front portion oil, and the middle opened out into a large cavern, in which the said coil and accumulator rested.

Needless to say, the coil was a "trembler," and merrily buzzed away all the while any life was apparent in the accumulator, while the contact-breaker, mounted outside the timing chest, was totally exposed.

It needed only one act of carelessness when the model stopped (which was most frequent) and the rider found that every vestige of "juice" was non-existent.

For some time the original accumulator functioned, but one day the cavern door failed to remain closed, out fell coil and accumulator, and that was that! Recourse

to a large dry cell solved the problem, but a certain amount of doubt was always present, even if the amperage was not.

Of course, a small pocket-lamp battery would last a little while in an emergency, but usually the spare carried failed to impart any useful life at the critical moment.

As regards the coil, I once thought that partial stripping would improve its efficiency, but I found from painful experience that my idea was entirely wrong; in fact, I often think that hiking owes its origin to the pre-war popularity (?) of this system of ignition.

Of course, provided that coil, contact-breaker and battery were in order, starting was easy; unfortunately, stopping was even more so, while the gear-lever type of ignition control, mounted on the tank side, dwarfed every other control, and was, in fact, the main control regulating the speed of the machine.

Miles per Battery

The cost of the ignition system was so important that one seldom troubled about petrol consumption, miles per battery being of far greater importance.

The final demise of the model, due to fire, resulted in the pieces being disposed of to various rag-and-bone men, but they would not touch the ignition system; oh, dear, no! And neither would various hangers-on in my garage touch any metal article on the bench if my faithful coil was connected to it; perhaps the many dying gasps of incredible power from the much-cursed battery in some way made up for its lifelong deficiencies.

"PETT."

THE NEW 250 C.C. O.H.V.

— 30/- TAX —

ROYAL ENFIELD

WITH

THE MOST UP-TO-DATE POWER UNIT IN THE MOTOR CYCLE WORLD

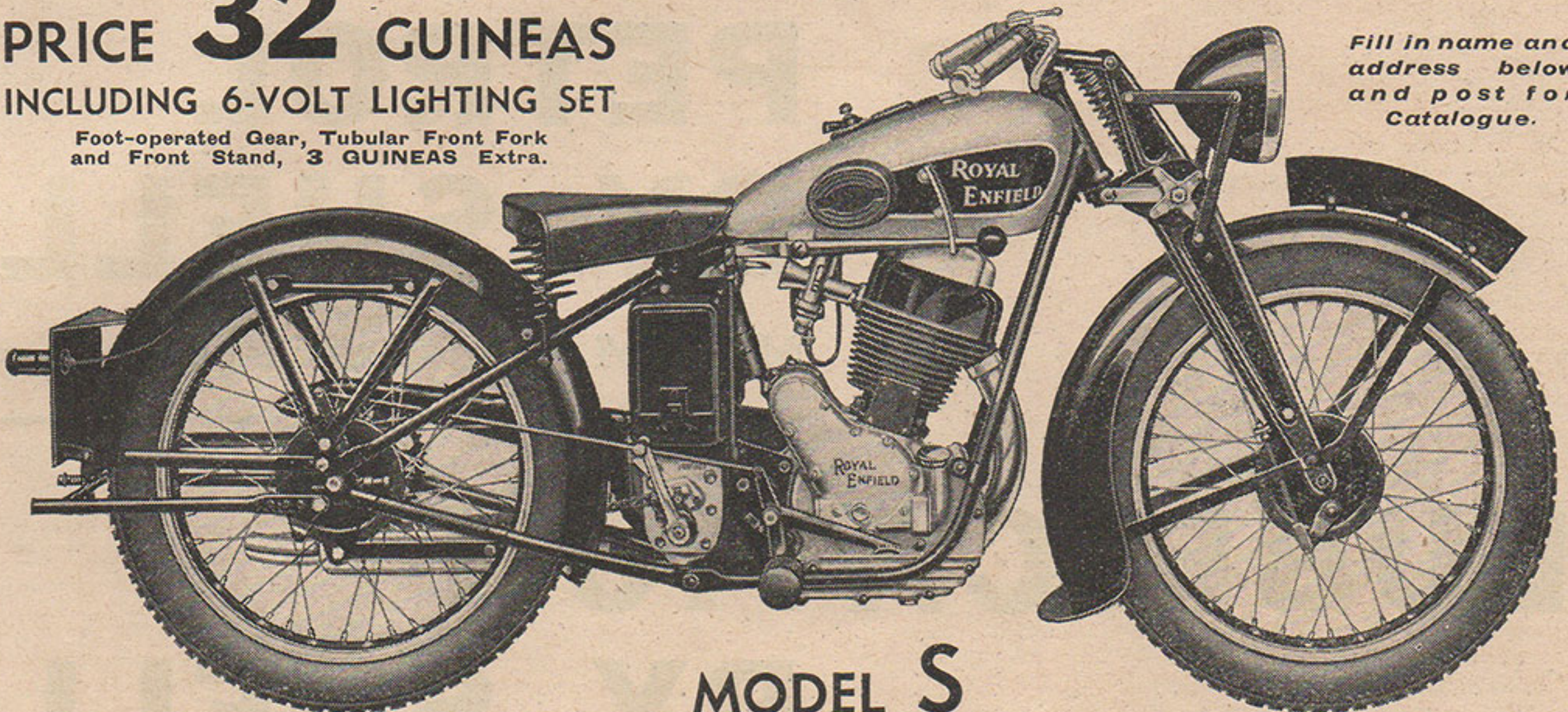
- Four-speed Gearbox, pivotally mounted.
- Valves and Rocker Gear totally enclosed.
- Flange fitting down-draught Carburettor.
- Gear-driven Dynamo, behind Engine.
- Self-contained Dry-sump Lubrication.

OTHER ROYAL ENFIELDS FROM 148 c.c. to 976 c.c. PRICES from 19 gns. to £60. SIDECARS from 15 gns. to £25.

PRICE **32** GUINEAS INCLUDING 6-VOLT LIGHTING SET

Foot-operated Gear, Tubular Front Fork and Front Stand, 3 GUINEAS Extra.

Fill in name and address below and post for Catalogue.



MODEL S

To THE ENFIELD CYCLE CO., LTD., REDDITCH. Please send Catalogue "E."

NAME ADDRESS

SWEDISH T.T.

500 c.c. Class.

FIRST: Mr. M. Strömberg,
riding a NORTON.

350 c.c. Class.

FIRST: Mr. S. Edlund,
riding a HUSQVARNA.

250 c.c. Class.

FIRST: Mr. R. Jönsson,
riding a HUSQVARNA.

(Subject to official confirmation.)

ALL USING

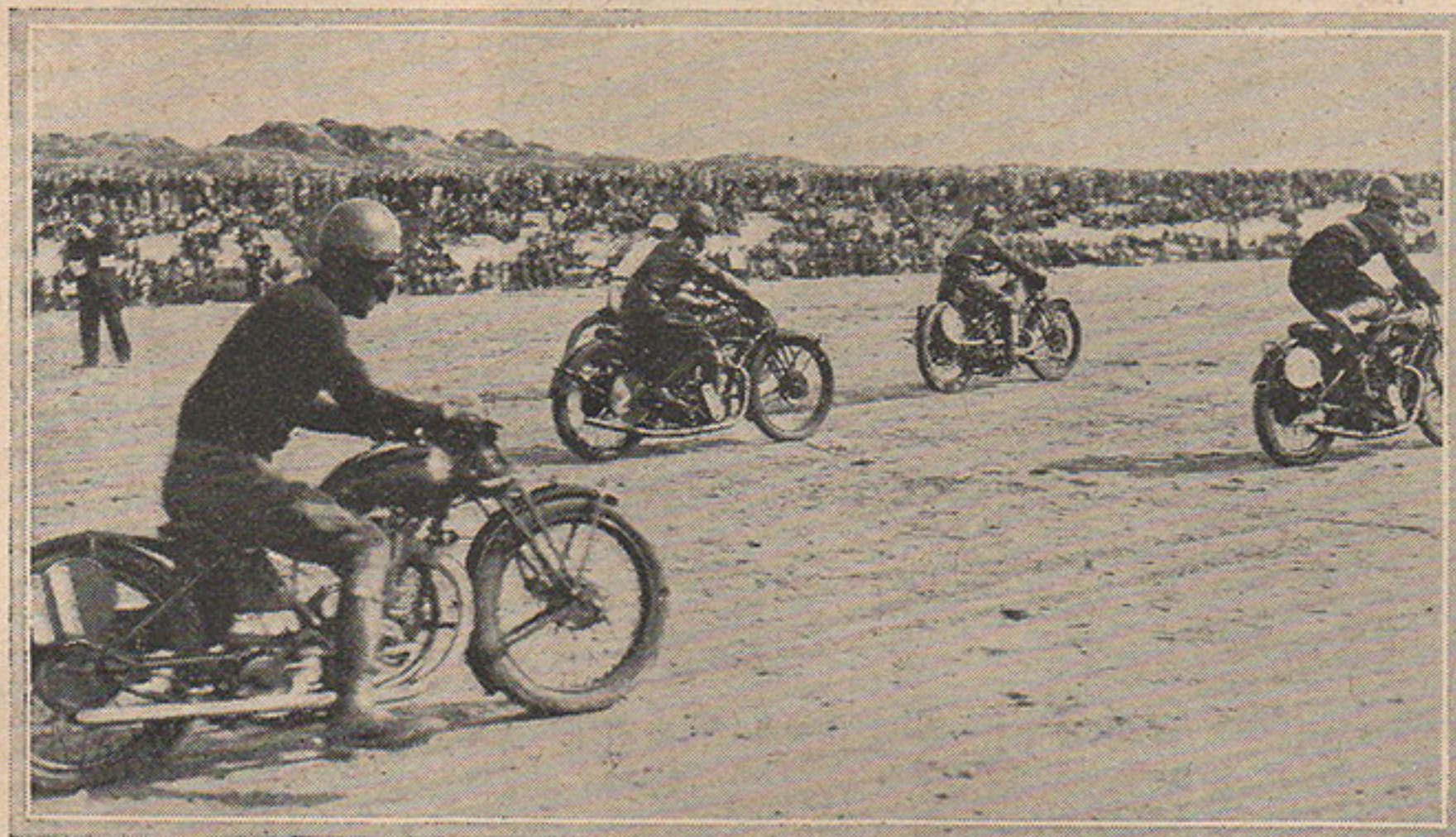
PETROL BY SHELL

Mr. M. Strömberg also
relied on _____

LUBRICATION BY SHELL

Wallasey Sand Racing

J. B. Moss (348 Norton) Collects Five Firsts :
Enthusiasts Make the Best of Moderate Conditions



The start of the 350 c.c. five-lap race, won by J. B. Moss on a Norton

WHILE many other forms of racing are flourishing, speed-work on the sand appears at the moment to be under a cloud. Even for some of the sand "classics" entries have dwindled almost to vanishing point.

But in the Cheshire and Lancashire area there are still a round three dozen riders in the game who will go for an afternoon's sport to Wallasey—which is at the far end of the Wirral Peninsula, and has a beach that the River Mersey sometimes condescends not to play games with. Saturday was not one of the lucky days in this respect, for the sand had some treacherously soft and dry patches, not to mention a few soft and wet ones.

However, a strip was plotted out that was reasonably good, although it was not wide enough to have big radius turns at the ends; in fact, the division between the up and the down courses and the radius of the turns was exactly one flag-pole thick.

First of all, there were straight kilometre races, and R. L. Graham (499 Rudge) led the unlimited event fairly easily. A process of reducing the available number of starters for subsequent events began in this race, when L. Cordingley (490 Norton) bought a most disconcerting "box of tacks" in a soft patch. His gear box came away more or less complete, so people who had not seen it happen said it was obvious that it had seized, etc., etc.

"Anyway," said Cordingley, after contemplating a split crash hat and resigning himself to spectating, "it's all in the game."

In the first heat of the 500 c.c. race R. Lamb (490 Norton) won, in spite of wandering off the course, and then putting the wind up the judges by heading straight for them.

When the bunch turned to go back to the start, an official waved an admonishing hand. Lamb thought this was a call to the judge's post, and turned to obey it. W. Warner (498 Grindley) charged into him with great velocity. His model suffered slight mechanical displacements, but they were as nothing to what happened to Lamb's Norton, not to mention a finger that needed many stitches. Added to these mechanical and personal calamities Lamb had now to stand a slanging he didn't altogether deserve.

The weeding-out process continued in the next race, an unlimited five-lap affair. Ronnie Parkinson (348 A.J.S.) was leading from the start, although the narrow turns rather cramped his well-known slide-cum-ride round the corner. R. L. Graham (499 Rudge) was not far behind for four laps and then disappeared, this being due to a slight mix-up with J. B. Moss (596 Scott), which machine also became hors-de-combat, joined, too, by W. B. Fowler (490 Norton) with a seized rocker.

Parkinson won easily, but J. Wilkinson (349 Cotton) might have been second but for the fact that R. Berry (499 Rudge) absolutely jumped over the line a fraction in front of him.

In the 350 c.c. five-lap race Parkinson had the unusual experience of finishing second, for, to him, to finish is usually to win. He led for two laps, and then J. B. Moss (348 Norton) got in front, and not

only kept there but increased his lead. The most thrilling race of the day was the ten-lap unlimited. Parkinson (348 A.J.S.) led, with J. Moore (498 Excelsior-J.A.P.) on his tail. In the third lap the familiar white-clad figure was missing—he had felt that the model was not doing its stuff, and so had wheeled it off, with slipped timing.

Moore had the lead, but J. B. Moss (whose 348 c.c. Norton was doing duty now for the 596 c.c. Scott) was pressing him, having already got by Berry (499 Rudge).

Moss was nearly touching Moore's back wheel; Berry was only a yard or two behind them when his chain jumped off. W. Broad (490 Norton) passed on into third place.

Then Moore's Excelsior did not seem too happy on its foot gear change, and Moss suddenly shot away from him, and the crowd cheered. Another lap or two, and Berry was hot in pursuit of Broad again.

First and second places went to Moss and Moore; Berry was almost a lap behind when his chain again jumped the sprocket. Broad, also with a lap to do, ran in to the enclosure, apparently thinking the position hopeless. By the time he was told and sent out to complete his last lap Berry was away again and finishing third.

In the ten-lap 350 c.c. race J. Wilkinson, with the 349 c.c. Cotton-Python, showed better form than he had done previously, and he led easily for four laps from Moss. Then E. Howard (348 Velocette) was in process of being lapped by the leaders, and this seemed to be Wilkinson's undoing. In trying to overtake, he fell. Moss went through, and thereafter the Cotton rider's confidence on corners did not seem to be quite the same and he never looked like getting back to the lead.

Two all-comers' solo or passenger machine handicaps ended the programme, and they included (or did not include!) a number of riders who had been in difficulties in the earlier events. However, there were thirteen starters in the five-lap race, and not quite so many in the ten-lap, and the handicapping was of the sort that makes for fairly close finishes, and did allow one "chair" to get a place.

RESULTS.

Straight Kilometre.

Unlimited c.c.—1, R. L. Graham (499 Rudge); 2, J. B. Moss (596 Scott); 3, R. Mead (498 Excelsior).

500 c.c.—1, R. Berry (499 Rudge); 2, R. Mead (498 Excelsior); 3, J. Moore (498 Excelsior).

350 c.c.—1, J. B. Moss (348 Norton); 2, J. Wilkinson (349 Cotton); 3, R. F. Parkinson (348 A.J.S.).

Lap Races.

Five laps, unlimited c.c.—1, R. F. Parkinson (348 A.J.S.); 2, R. Berry (499 Rudge); 3, J. Wilkinson (349 Cotton).

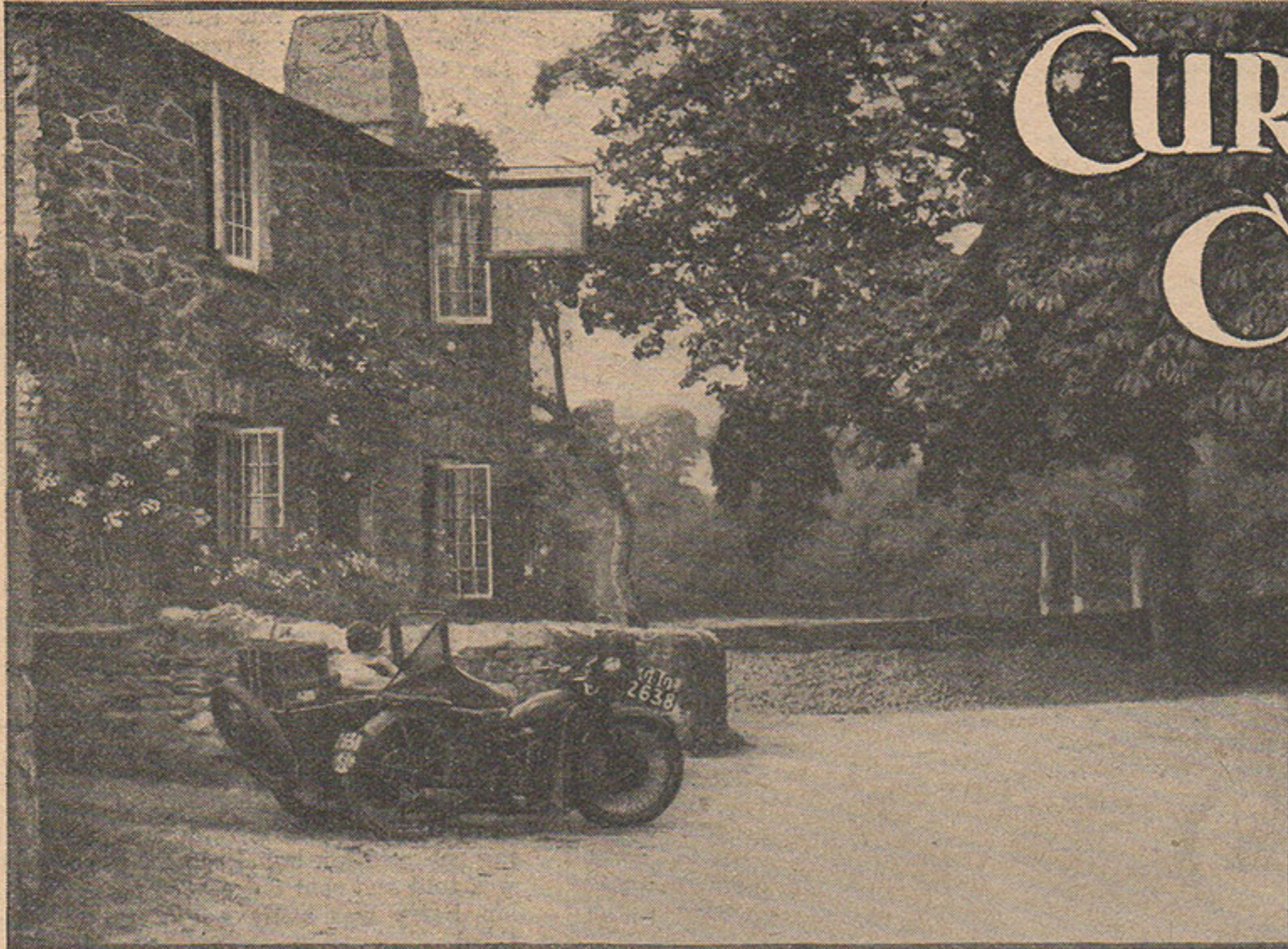
Five laps, 350 c.c.—1, J. B. Moss (348 Norton); 2, R. F. Parkinson (348 A.J.S.); 3, J. Wilkinson (349 Cotton).

Ten laps, unlimited c.c.—1, J. B. Moss (348 Norton); 2, J. Moore (498 Excelsior); 3, R. Berry (499 Rudge).

Ten laps, 350 c.c.—1, J. B. Moss (348 Norton); 2, J. Wilkinson (349 Cotton); 3, W. G. Delaney (348 Velocette).

Five laps, unlimited c.c., all-classes handicap—1, J. B. Boswell (494 Douglas), 40s. handicap; 2, B. Grindley (498 Grindley-Blackburne sc.), 16s.; 3, J. Wilkinson (349 Cotton), 88s.

Ten laps, unlimited c.c., all-classes handicap—1, J. B. Moss (348 Norton), 3m. 36s.; 2, J. Moore (498 Excelsior), 3m. 36s.; 3, R. Berry (499 Rudge), 2m.



CURRENT CHAT

In this Issue

- GOING DOWN TO DEVON?
- STARTING A WORKSHOP
- WHAT THE T.T. RIDER SEES
- UNIT-CONSTRUCTION PROGRESS

THE TRULY ENGLISH INN is well exemplified by this old hostelry near Buckland-in-the-Moor, Devon

Times to Light Lamps

May 31st	..	..	..	10.4 p.m.
June 2nd	..	..	..	10.6 "
.. 4th	..	..	..	10.8 "
.. 6th	..	..	..	10.10 "

The above times are for London.

Straws in the Wind?

Two motor cycling contemporaries published on the Continent last week—one a German paper and the other French—each contained an article on superchargers.

To-morrow's I.O.M. Race

Thirteen entries have been received for to-morrow's Mannin Moar, the second of this week's "round-the houses" car races in the Isle of Man. The event starts at 10 a.m.

Hear, Hear!

The following is an extract from an editorial in a French contemporary lamenting that there will be no French Show this year devoted exclusively to motor cycles and cycles: "The Salon induces the idea of buying into the visiting motor cyclist. . . But an important aspect is the publicity introduced to the non-motor-cycling public."

Tale with Moral

"Not long ago" (continues the article) "a case came to our notice of a young man whose parents had for some time refused to let him have a motor cycle (all the usual arguments—danger, lack of protection, accidents). But all the family one Sunday went to the last Salon. And there the father became interested in the machines, the mother in the sidecars, and to-day we include three more motor cyclists in our ranks. It is frequently the case."

That Accident Report

Col. Moore-Brabazon, referring in the House to the final report on road accidents, recently published, said, "In my opinion this report knocks the bottom out of the case for the speed limit. It has come into our hands just when we have passed the speed-limit clause."

Minister's Disclaimer

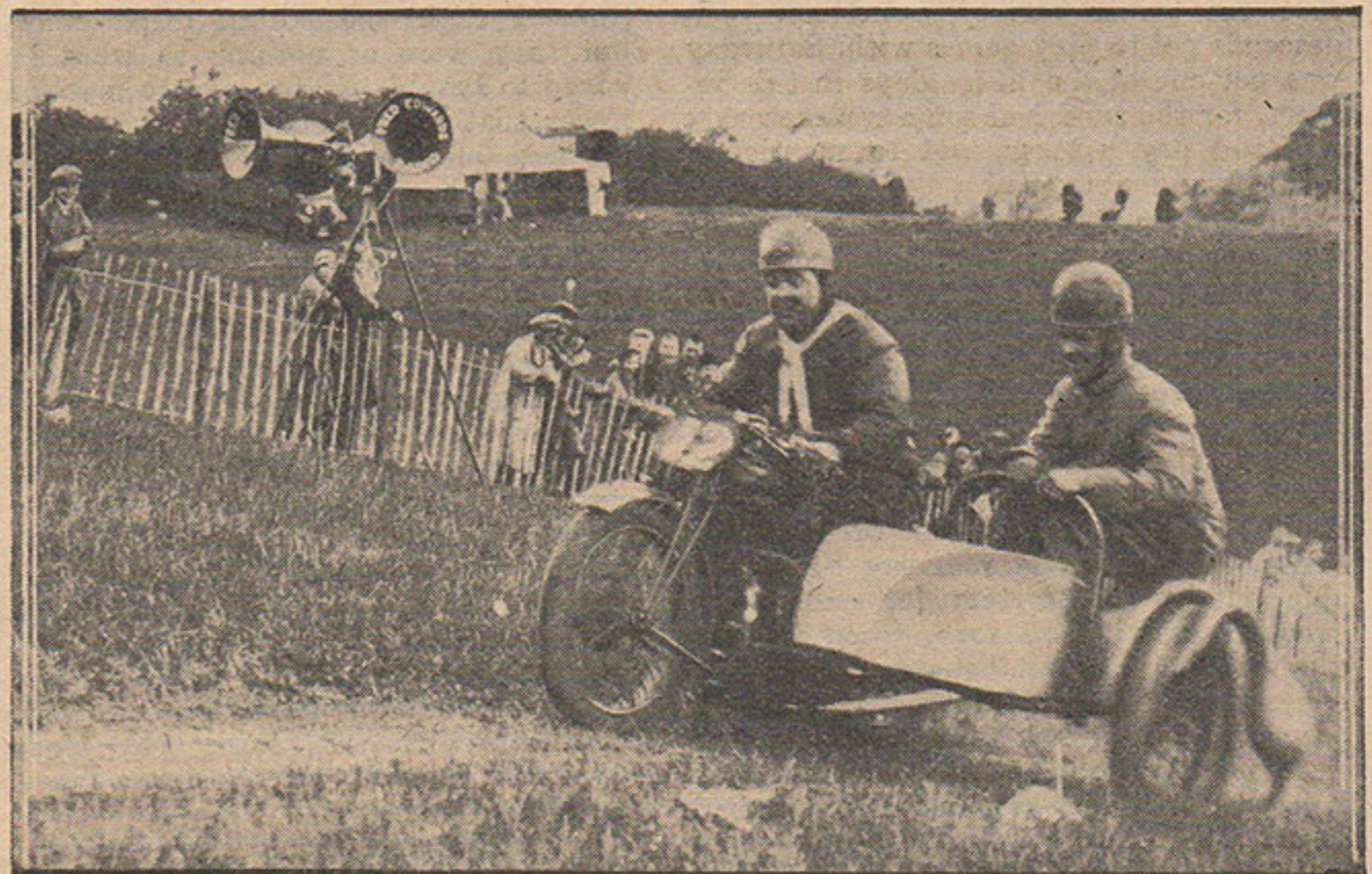
Mr. Oliver Stanley, the Minister of Transport, said in his reply that it was not by any action of his that the figures were delayed until the clause had been passed.

Six to One Against

One in every six vehicles on the road in England and Wales last year was involved in prosecutions for motoring offences, it is stated. There were 366,943 prosecutions, and fines amounting to £266,178 17s. 11d. were imposed. This represents an increase over 1932 of 28,281 offences and £29,000 in fines.

London Leads

More prosecutions occurred in the Metropolitan area than anywhere else—87,704. Manchester had 15,161; Birmingham, 10,575, and Liverpool, 8,862.



A "BALLOON" TYRE on the sidecar wheel is not quite ideal for racing, as C. Bowers (497 Ariel sc.) discovered after a little light-hearted cornering at the Birmingham M.C.C.'s Whitsun grass-track meeting; nevertheless he finished the race

By-passing London

The construction of another two-mile section of the North Orbital Road, at a cost of £75,000, is to be put in hand immediately by the Hertfordshire County Council.

Mersey Tunnel's "Christening"

Queensway will be the official title given to the new Mersey Tunnel, while the Old Haymarket approach to the tunnel will be named Kingsway, in honour of the King and Queen, who will officially open the tunnel on July 18th.

Twenty-eight Years Ago

From "The Motor Cycle" of May 28th, 1906

"Pittsburgh's superintendent of police, Thomas McQuaide, is the latest to announce that he will adopt motor bicycles in his department for the suppression of furious driving."

Brooklands Mid-week Meeting

The next Brooklands motor cycle meeting takes place on Wednesday, June 6th, when seven events will be run.

Northern Ireland Follows Suit

The British scale of taxation for motor cycles has been adopted in Northern Ireland; hitherto taxation has been by weight.

Safeguarding the Children

The shepherding of children in London to and from school occupies the equivalent of the whole time of 247 constables, said Lord Trenchard recently. "It is a matter for consideration whether some other form of protection cannot be devised." In many American towns the older pupils themselves have been organised to conduct the younger children across dangerous traffic points.



AN IMPRESSIVE SIGHT as competitors in the French Bol D'Or twenty-four hour race start away over the course in the forest of St. Germain. Willing, on a Velocette machine, was the winner, at 52.58 m.p.h.

Attracted

Over 5,000 visitors attended the recent four-day Melbourne Motor Cycle Show.

Belgian Championships

The Belgian Championship Races will be held on the Francorchamps circuit, near Spa, on June 10th.

Seeking Equality

Motor cycle traders in Victoria (Australia) are pressing for a reduction of the age limit for riders, which at present stands at eighteen years. In New South Wales the age is sixteen, and in South Australia fourteen.

Important Dates

JUNE

- Sun., 3rd : Travers Trial
- Wed., 6th : Brooklands Meeting
- Mon., 11th : Junior T.T. Race
- Wed., 13th : Lightweight T.T. Race
- Fri., 15th : Senior T.T. Race
- Sat., 23rd : Esholt Park Races
- Sat., 23rd : F.I.C.M. Grand Prix, Holland
- Sat., 23rd : M.C.C. Inter-club Team Trial for "The Motor Cycle" Cup
- Sat., 30th : Cotswold Scramble

JULY

- Sun., 1st : German Grand Prix
- Wed., 4th : Brooklands Meeting
- Sat., 7th and Sun., 8th : Swiss Grand Prix
- Sun., 8th : A.C.U. Rally
- Sat., 14th : Madresfield Speed Trials
- Sun., 15th : Belgian Grand Prix
- Sat., 21st : Saltburn Speed Trials
- Sat., 21st : St. Andrews Speed Championships
- Sat., 28th : Brooklands Meeting

AUGUST

- Sun., 5th : French Grand Prix
- Sat., 18th : Ulster Grand Prix
- Sat., 25th : Brooklands Meeting
- Sun., 26th : Swedish Grand Prix
- Mon., 27th to Sept 1st : International Six Days Trial (Germany)

SEPTEMBER

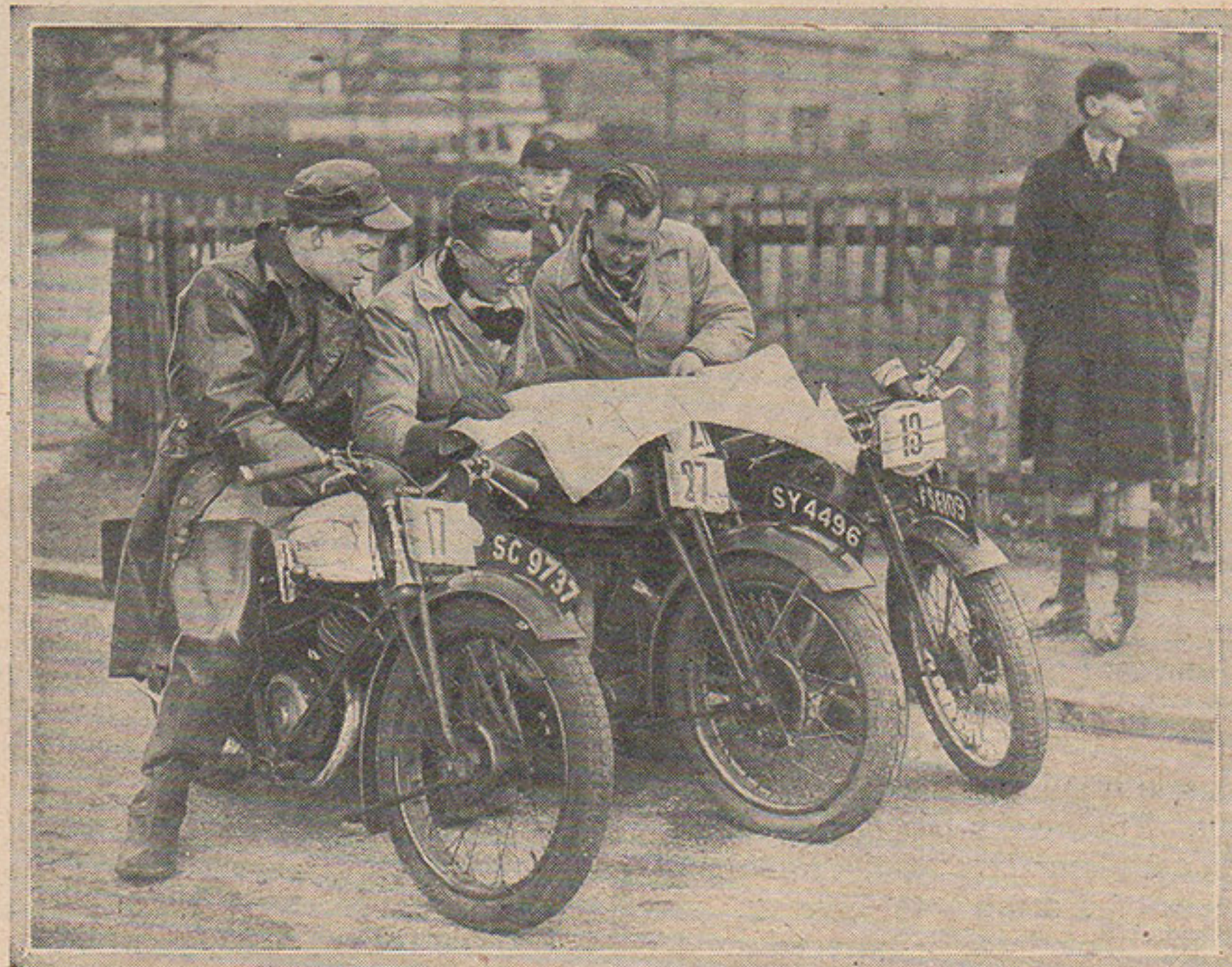
- Sat., 8th and Sun., 9th : Spanish T.T.
- Tues., 11th : Junior Manx Grand Prix
- Th., 13th : Senior Manx Grand Prix
- Sat., 15th : Brighton Speed Trials
- Wed., 26th : Brooklands Meeting
- Sat., 29th : Scott Trial

OCTOBER

- Sat., 6th : Brooklands Meeting
- Sat., 6th : West of England Trial
- Sat., 13th : Stroud Team Trial
- Sat., 27th : Inter-centre Team Trial

NOVEMBER

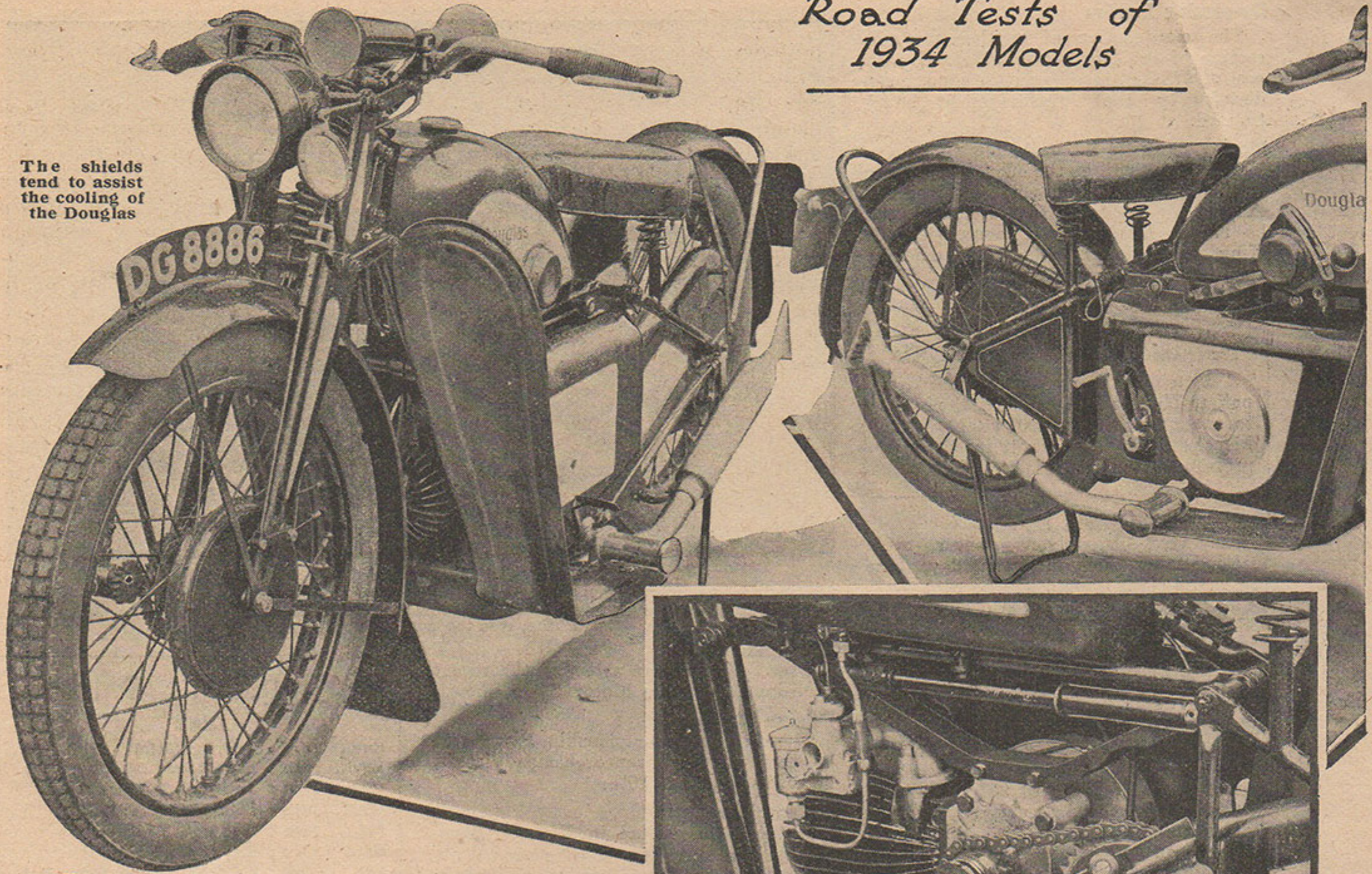
- Mon., 5th (approx.): Olympia Motor Cycle Show



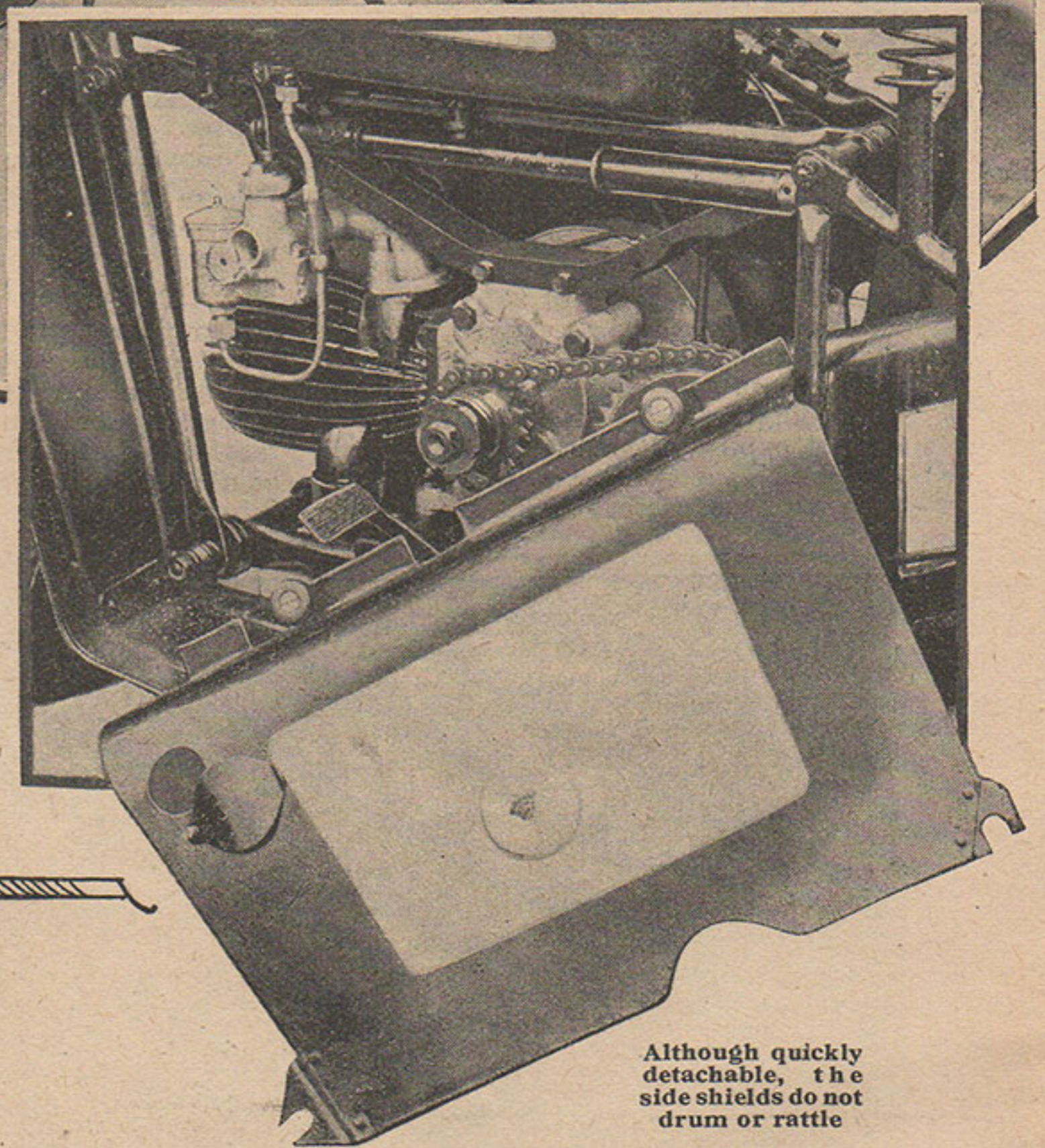
THREE YOUNG COMPETITORS in the recent Scottish Schoolboys' Trial take a look at the map before the start from Glasgow

Road Tests of
1934 Models

The shields
tend to assist
the cooling of
the Douglas



The 149 c.c. Two-Stroke DOUGLAS



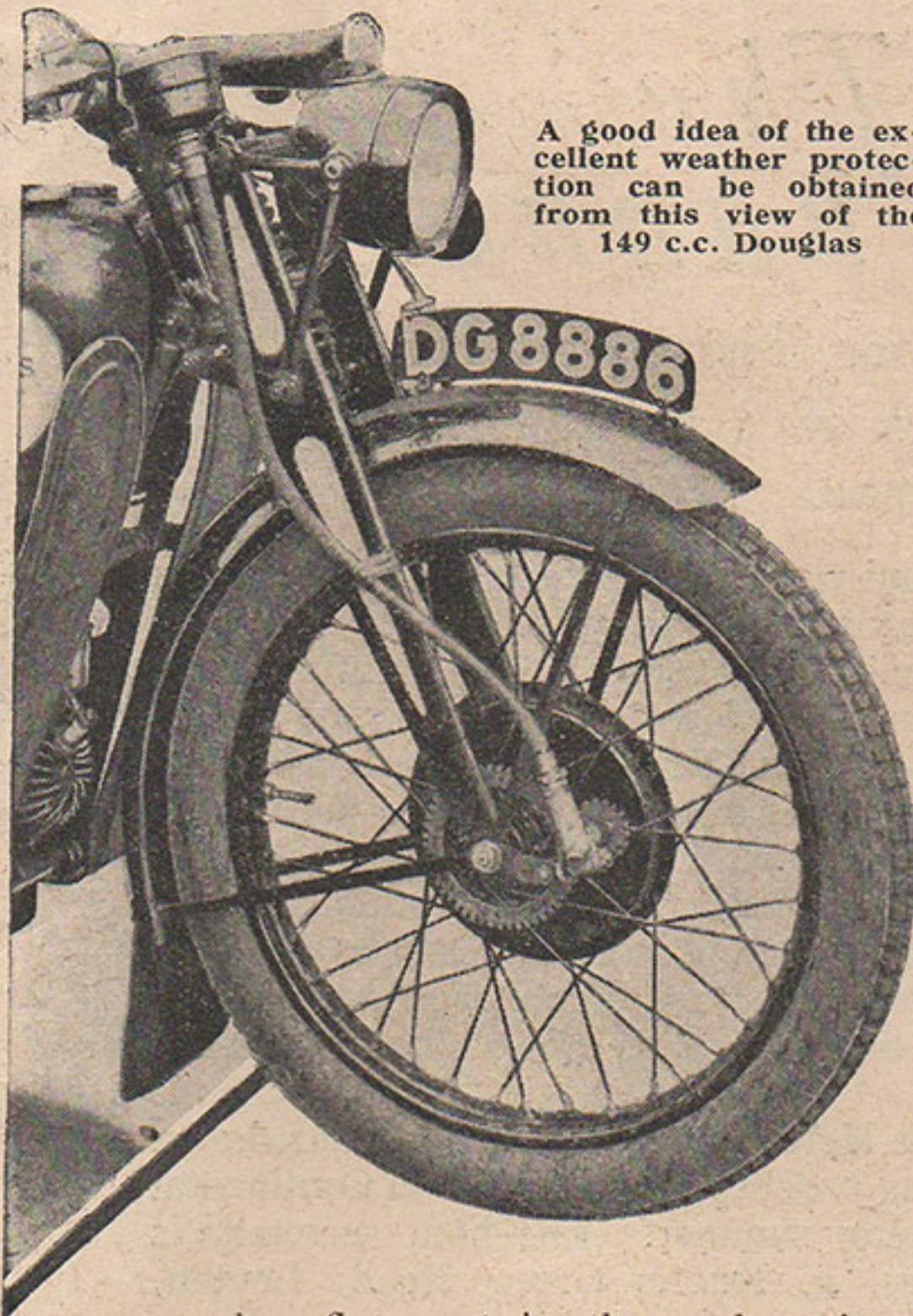
Although quickly
detachable, the
side shields do not
drum or rattle

THERE are some lightweights that appeal not only to the newcomer to our ranks, and to those who want a reasonably lively yet really inexpensive motor cycle, but also to seasoned riders who own larger machines. The 149 c.c. two-stroke Douglas is of this type. It will meet the needs of the novice, or of the man whose pocket is shallow, yet it is a machine that might well be coveted by the old hand as a tender to his larger mount.

It was in its steering, handling, comfort, and nippiness that the Douglas tested scored so decisively. The weight is fairly low—only a matter of 210lb. with speedometer, fuel, and oil—yet there is none of that pea-on-a-drum skittishness which those with little knowledge of modern lightweights often allege to be an inherent fault of the light machine.

The handling of the Douglas might well come as a complete surprise to the owner of, say, a five-hundred. Few machines steer better, and it is doubtful whether there are any that corner more effortlessly.

A large saddle with springs fore and aft, 25 x 3in. tyres, and a riding position that is altogether excellent, combine to give an exceptional degree of comfort. The test embraced good roads, bad roads, and potholed "Colonial" tracks. No matter what the conditions, the Douglas was comfortable, and the sole criticism that can



A good idea of the excellent weather protection can be obtained from this view of the 149 c.c. Douglas

be raised is that potholes were liable to cause the top cross-member of the fork blades to clash against the fork spring on the rebound.

On a rutted earth section which figured in the course selected for the test, it was found possible to proceed at thirty miles an hour without the machine showing the slightest tendency to take control, lie down on the slime, or do anything else untoward.

Poor starting and a flat spot in the carburation that were experienced early in the test were traced to air leakage caused by the carburetter being loose. Re-making the joint at the carburetter cured this, but later a positive carburetter fixing (which, it is stated, has since been made standard on this model) was fitted, and no further trouble was experienced.

The leakage eliminated, it was found that two or three gentle kicks with slight flooding and the choke swivelled round over the air intake of the carburetter—a Douglas, by the way—caused the engine to start. A small hole is cut in the side shield for access to the choke flap and the carburetter tickler. For riders with large hands a rather bigger hole in the shield would be an advantage.

A Lively Engine

In traffic the pick-up was good and the engine would idle well on the pilot jet. Accelerating from 10 to 25 m.p.h. occupied just under six seconds in second gear (12½ to 1) and approximately eleven seconds in top (7½ to 1), while to go from 20 to 35 m.p.h. in top took only fractionally longer than from 10 to 25 m.p.h.

A certain amount of four-stroking occurred at speeds below 28 m.p.h., but, thanks to the three silencers and the high degree of silence that has been achieved, it was never objectionable.

Thirty-five to forty miles an hour proved an easy cruising speed, which, combined with the nippiness of the Douglas and its ability to climb ordinary main-road hills at 30 to 35 m.p.h., meant surprisingly high average speeds.

On several runs the average worked out at very comfortably over thirty miles an hour. The maximum speed of the machine was 42 m.p.h.—in other words the machine could be (and was) cruised at just about its

maximum. There was no serious engine vibration. Maximum speed on second gear was found to be 28 to 30 m.p.h.

Lubrication is on the petroil system, with an oil measure carried inside the fuel tank immediately below the filler cap, and a separate oil tank compartment with a drawing-off tap is provided. This last is an excellent scheme, but would be of greater utility if a really large tap were fitted so that the oil might flow quickly into the measure.

Making the necessary allowance for the oil in the petrol, the fuel consumption at a sustained 25 m.p.h. worked out at the rate of 90 miles to the gallon. At such a speed there was considerable four-stroking, and experience showed that such a consumption is about the worst likely to be attained even under very hard driving conditions.

Since the tank holds over three gallons of petroil, the machine has the remarkable range of roughly 300 miles on a tankful.

The very effective side shields prevent any blow-back of petroil from the carburetter reaching the rider's leg, though a certain amount of oil reached the outside of the shield at the front—but not the rider—chiefly as a result of leakage from a joint of the front silencer.

The Side Shields

These shields greatly facilitate the task of cleaning the machine, yet they are readily detachable, whereupon the complete engine unit and the gear box become accessible. There is no drumming, and the side shields, coupled with the legshields (which are carried well up towards the handle-bars), provide most efficient protection of the rider. No difficulty was experienced at any time as a result of strong side-winds.

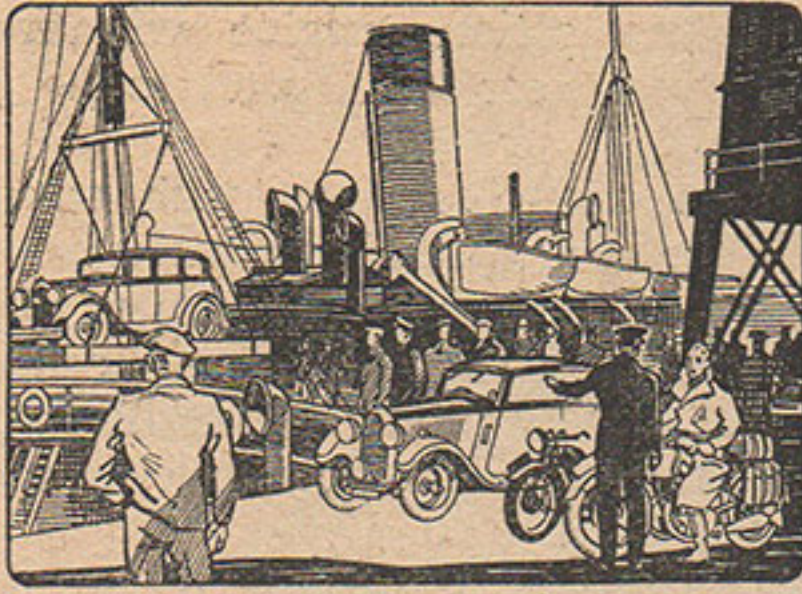
Initially the 8in. brakes were poor. After they had bedded down and been adjusted they were exceptionally satisfactory, and the only possible point of criticism concerns the front brake lever, which was of comparatively soft material, and the one fitted to the machine originally had a flaw in it.

The gear change was light and simple, and a knee-grip mounted on the outside of the control gate prevents the rider barking his knee. The clutch, too, was light in operation, and reasonably smooth in taking up the drive.

To sum up, the machine is flexible, lively, and a pleasure to ride. Ease of handling is exceptional, and so is weather protection, while the performance on the road belies the engine size.

SPECIFICATION

ENGINE: 53 × 67 mm. (149 c.c.) single - cylinder two - stroke Douglas.	TRANSMISSION: Chain.
IGNITION: Lucas flywheel magneto, fixed ignition.	TYRES: Dunlop 25 × 3.00 in.
CARBURETTER: Douglas, twist grip throttle.	LUBRICATION: Petroil, with measure and reserve oil compartment in fuel tank.
GEAR BOX: Albion three-speed, hand-operated. Ratios: 7½, 12½ and 22 to 1.	FUEL CAPACITY: 3½ gals.
	WEIGHT: 210 lb. with fuel, oil, speedometer and direct lighting.
	PRICE: £25, with flywheel lighting.



Across The Channel

Some Miscellaneous Hints for Those who Have Yet to Experience the Pleasures of a Continental Tour

By "PATRIC"

FEW people face their first Continental tour with great enthusiasm. When it is over they swear that, come what may, no other kind of holiday can ever be so perfect!

The initial timidity is understandable. I know it only too well. A strange land, a strange language, a strange people; I'm sure I shall get lost (one ruminates), and shan't get enough to eat, and shall have to sleep under a haystack—for which I shall probably be arrested.

This feeling persists as one crosses to the Continent, and, if one has never crossed before, may even take the edge off the thrill of that first glimpse of a new land. It will reach its maximum intensity as you go through the Customs and set off conscientiously on the right-hand side of the road (a procedure which, incidentally, is perfectly easy to fall into).

A few hours later, when you are comfortably settled in a little hotel, on the outside of a hearty meal and something from a glass, the feeling falls away like a cloak.

Some people are rather frightened about the formalities of which they have heard so much. The one and only way is to become a member of either the A.A. or the R.A.C.—they will do the rest—obtain your International Certificate and Driving Permit, Customs Carnet (or triptyque, in the case of certain countries), "G.B." plate, and handlebar identification clips. They will also put you through the simple driving test and machine examination necessary; there are appointed examiners in most large towns. If you do not already possess one, they will even help you to obtain your passport, which will cost you 15s. (one is sufficient for a husband and wife). The other papers and services will total a cost of about 30s., while for Belgium it is no longer necessary to leave a £5 Customs deposit on the value of a solo machine—the two organisations issue a Customs Ticket for this country. This concession does not apply to a sidecar outfit.

As regards transport costs, the return fare on the Townsend Dover-Calais ferry or the S.R. Dover-Boulogne ss. *Autocarrier* is £1 5s., while a solo motor cycle costs 10s. return owner's risk, or 15s. company's risk.

I am not going to pretend that Continental touring today is as cheap as it once was—how could I when you now get only 77 French francs for your pound, instead of 124, or 13 German marks instead of 20? Nevertheless, if you are content with very modest hotels, it is still not wildly expensive.

If you are a camping enthusiast, you can halve your costs by taking a tent; but I should not advise the novice camper to start his canvas-roof career during a Continental tour. Crowded days of constant new sights and

experiences demand a really comfortable pull-up each night; at least, that is how I always feel about it.

The International Motor Cyclists' Tour Club usually reckon on an economical fortnight's tour of the better-known countries—France, Belgium, Holland, and Germany—costing about £15 a head, all-in, and that is also about the average quoted by members of *The Motor Cycle* staff and many readers who have toured abroad. Last year one reader actually spent a month on the Continent, and covered 4,000 miles in France, Germany, Italy, and Spain, at an inclusive cost of £20, i.e., under £5 a week.

Incidentally, the Motor Cyclists' Tour Club has drawn up a most imposing programme of organised Continental tours for the coming summer. The hon. secretary is Mr. H. Stubbings, 2, Knotts Green Road, Leyton, London, E.10.

I hear somebody say: "What about the language difficulty? I only know a few dozen words of French."

Don't worry! This, like several other potential difficulties, has an extraordinary way of solving itself. You never know, until you really have to do it, what an extraordinary amount of information can be conveyed by silent pantomime.

The Antiquated Phrase-book

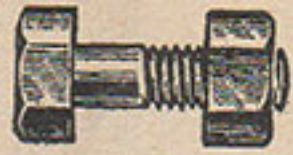
Personally, I have no great love of the average phrase-book, which usually seems to have been produced in the Early Victorian era, and to offer helpful remarks like "Cabman, you have overcharged me. Drive me immediately to the police station" (a genuine example before me as I write). Nevertheless, I do take one when in a strange country, and a pocket dictionary as well; but they seem to be very seldom required, however ignorant I am of the language.

In any case, it is wonderful how often, especially in Holland and Germany, one meets people who speak almost perfect English.

The main thing is always to keep one's temper and wear a smile, even if it is a bit forced. The average foreign policeman, soldier, or official, though extremely courteous (unless you laugh first, he will never laugh at your linguistic struggles) is excitable and apt to get very red about the collar if shouted at.

Whatever country you are in don't ask for trouble by taking photographs of fortifications; and when in Germany do as the Nazis do. If you don't agree with their ideas, or aren't clever at pretending you do, it's best to keep out, which is a pity, because Germany is a very, very charming country, containing some extremely pleasant people.

Here's to a good crossing!

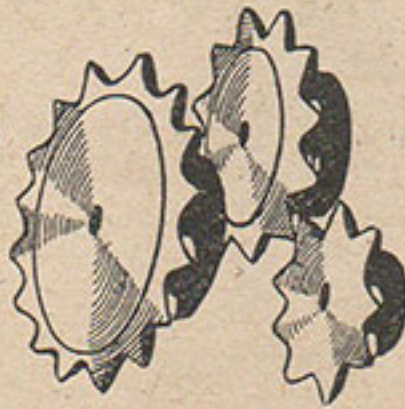


BOLTS and NUTS

Turned from best quality steel bar. In Whitworth and B.S.F. threads. Price, **1d. each.** according to size, from ...

MAGNETO COGS

Various sizes from **1/-**



CHAIN SPARES

are a necessity for Renold and Coventry Chains. Complete in tins of assorted parts **1/9 tin.**



Spring Clips **1d.**

Single Links **4 1/2d.** Double Links **4 1/2d.**
from ... from ...
(A selection always in stock.)



Don't forget those Tyre Spares.

Schrader Valve Insides, **1/-** per box of 5.

Schrader Double Seals in tin box, containing 2 Insides and 2 Caps, **9d. box.**



**Nothing too large
nothing too small
for HALFORD "HAL"**

CARBURETTER SPARES

Jets for AMAL or AMAC Carburetters, **5d. each.**

CARBURETTER WIRES for controls. "Halford" fitted with one soldered and one loose nipple.

For Carburetter **3d. each.**
" Magneto ... **4d.**
" Clutch ... **5d.**



AMAC



GREASE GUN NIPPLES

From **2d. each.**

Full range at all Depots

LAMP BULBS

Only British make stocked. From **1/3 each.**



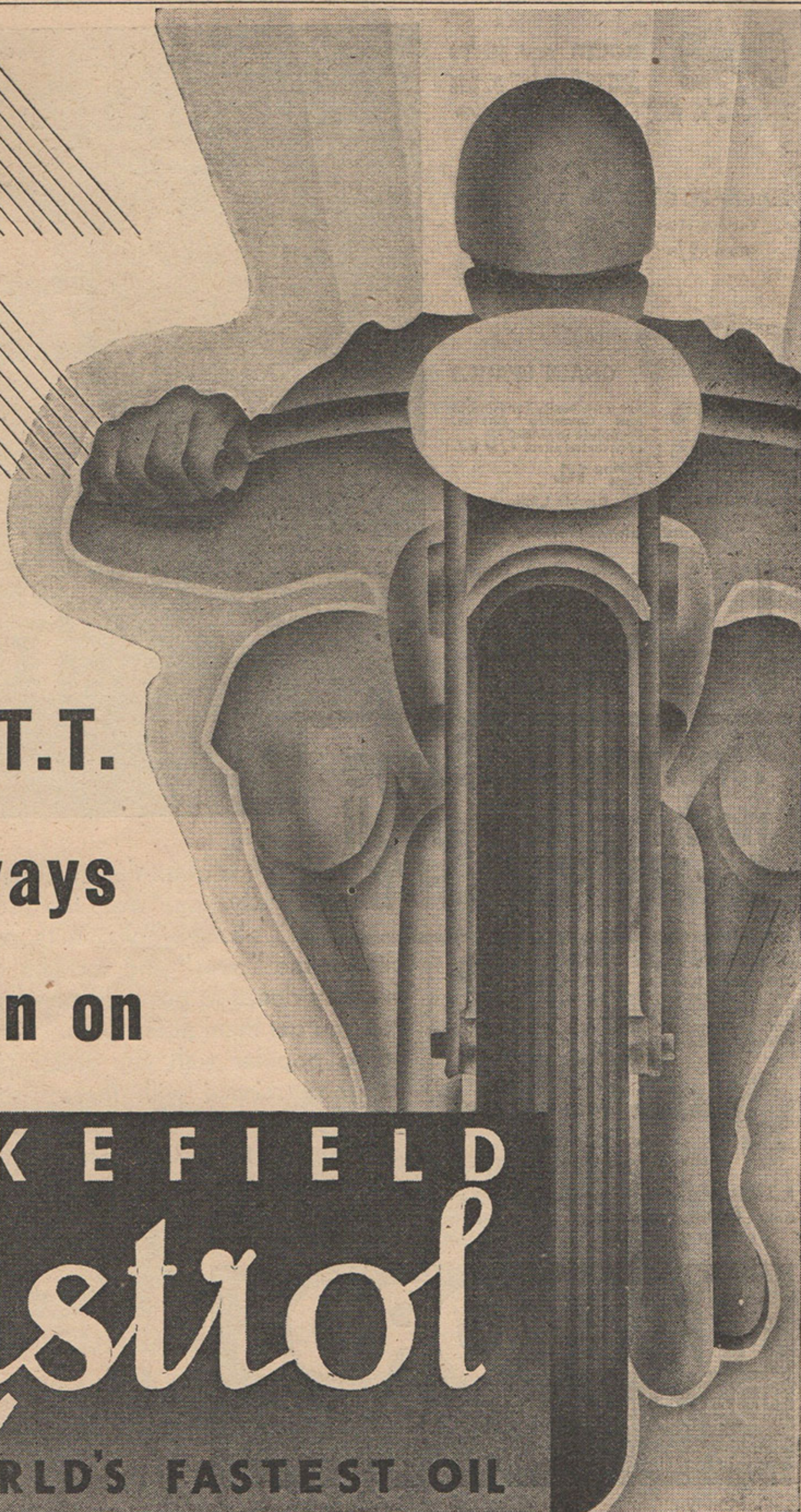
bits for the "mag" and suchlike oddments that it's often the very deuce to get hold of when you want them. But you can get them at Halfords. After all, we should never be so popular with you motor cyclists unless we gave as good service with these "smalls" as we do with larger spares and accessories. And that's a fact worth knowing, isn't it? Old hands at the motor cycling game often tell me it saves time and money to go to Halfords.

HALFORD "HAL."

HALFORDS
Depots in all large towns
Head Office, CORPORATION ST., BIRMINGHAM

Don't forget to ask for a copy of the NEW Motorist's Catalogue.

**The
Senior T.T.
has always
been won on**



WAKEFIELD

Castrol

THE WORLD'S FASTEST OIL

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

Yorkshire "Foots" into Derbyshire!

South Yorkshire Group's Three-circuit Trial Near Chesterfield



L. H. Hirst, who was applauded for the handling of his Francis-Barnett on White Hillocks

YORKSHIRE has every kind of scenery and surface (rocks predominating), but in the motor cycle sense its boundaries are wider than the dotted line that marks the county on the map.

So when the North Derbyshire M.C., which is attached to the Yorkshire Centre, organised the third of the 1934 series of South Yorkshire Group Trials, it selected a course entirely in its own area, with Walton, just outside Chesterfield, as the start and finish. And an excellent venue for the purpose is the Blue Stoops Hotel, for it can park all the competitors' and officials' vehicles without allowing them to litter up the King's highway; there were 76 of the former, while the officials were innumerable, of course.

The route was a circuit of twenty miles, which had to be done three times. It never got very far away from headquarters. So the two facts combined made it perfect, since (a) at each attempt on the hills the riders could always say "I am now doing better and better," and (b) in the event of retirement it was not far to return to the finish by low gear, tow rope, or shoe leather—all three methods being popular.

Another good thing about the route was that it had three really stiff observed obstacles, with easy roads between them; and it did not pass through a single village. The sun shone all day. No time checks were set up, the start and finish being the only timed points, so that a man delayed on a hill had plenty of easy sections in which to make up time without "racing," and so the novices (and there were plenty, judging by the number of standard-type models) were not doubly

penalised, i.e., on both observation and time, for the same spot of bother.

Because it was neither a valley nor particularly joyous, the first real trouble encountered was called "Happy Valley"—a perfectly good, grassy farm lane, had it not been for the fact that there was a marked-off path up a muddy ditch, which was "the course."

It was almost impossible for anyone but a pukka trials man, preferably with Midlands experience, to keep his feet up.

One after another models sank up to the crank cases, and the lads on plain tyres had a struggle to extricate themselves. Of the early men, J. Randall (Norton, Sheffield M.C.) made a stout effort, but it was no use, then L. Wintersgill (Ariel, Pitsmoor M.C.) urged his rather ancient model quite a long way.

Non-stop

H. Blake and T. J. Wilson, both on Levis machines, and both of the Pitsmoor Club, were the first two to get through non-stop, although they footed; then F. Fellows (James), of the same club, failed when his front wheel was actually clear.

A Doncaster rider, F. Randerson (Dunelt), and H. S. Ward (Ariel, Sheffield and Hallamshire M.C.) kept going, and then E. Blake (Triumph), standing on rests, charged through perfectly clean, while J. Howard (Levis) nearly but not quite equalled him; these two were Sheffield and Hallamshire men also.

Emerging through a patch of gorse on to the high road again, there was a short run to White Hillocks. This is a wonderful place, half natural, half the work of man. It is a high conical and rocky

hill, where felspar (for steel-smelting) is mined, and what Nature didn't quite finish the debris of the mines has completed. The whole place is dotted with shrubs and pine trees, and a winding track provides 1 in 4 sections, rocks, mud, tree roots "and everything."

On the first circuit only two riders were clean on the worst section, and they repeated their show on the second lap; they were E. Shelton (Raleigh, N. Derbyshire M.C.) and E. Blake (Triumph, Sheffield and Hallamshire M.C.). Shelton was lucky, and clever, to keep his feet up on this circuit, for he got very out of hand, and wandered into the scenery and out again feet up.

Randall (Sheffield M.C.), with his very "ker-omium" plated Norton, again made a good show, and F. C. Toplis (Ariel), deputising at the last moment to keep his S. and H. club team complete, footed somewhat, but kept going—not bad for the Centre President, who says he has given up riding!

The crowd gave a hand (in the theatrical sense) to L. H. Hirst (Francis-Barnett) for the way in which he kept steering way on his Cruiser. C. Sharpe (B.S.A., Pitsmoor M.C.) was just unable to complete a nice, quiet and fussless ascent.

On White Hillocks—which, by the way, is to be the scene of a Yorkshire Centre scramble next month (and an ideal spot it is!)—the general trouble was the same as on "Happy Valley"—there was a lack of determination to open up good and early.

A splash that was not difficult was the only point between White Hillocks and that well-known Bemrose ascent, Hunger Hill.

Hunger Hill can be Not-So-Easy, Difficult and Decidedly Difficult. Last weekend the voting was for the double D.

The rock ledges are worse than they have ever been. They had to be ridden, and the only way seemed to be standing on the rests. Wilson (Levis), Shelton (Raleigh), Blake (Triumph), his younger brother on a Levis, and Howard (Levis) were the only exponents of this style.

RESULTS.

Cavendish Cup (best performance of the day).—E. Blake (Triumph), Sheffield and Hallamshire M.C., marks lost, 12.

Grade II Riders (best performance).—L. Dawes (Panther, Rotherham M.C.), 38.

Grade III Riders (best performance).—J. Ball (Rudge, Rotherham M.C.), 41.

Barnsley Shield (best team, 4 out of 6 riders counted).—1, Sheffield and Hallamshire M.C.: E. Blake (Triumph), F. C. Toplis (Ariel), H. S. Ward (Ariel), and J. Howard (Levis), 108; 2, Pitsmoor M.C., 156; 3, Doncaster M.C., 168.

Best Performance in Each Club.

Sheffield and Hallamshire.—E. Blake (Triumph), 12.

N. Derbyshire.—W. E. Shelton (Raleigh), 25.

Pitsmoor.—H. Blake (Levis), 25.

Doncaster.—H. Handley (Panther), 34.

Rotherham.—L. Dawes (Panther), 38.

Sheffield M.C.—J. Randall (Norton), 42.

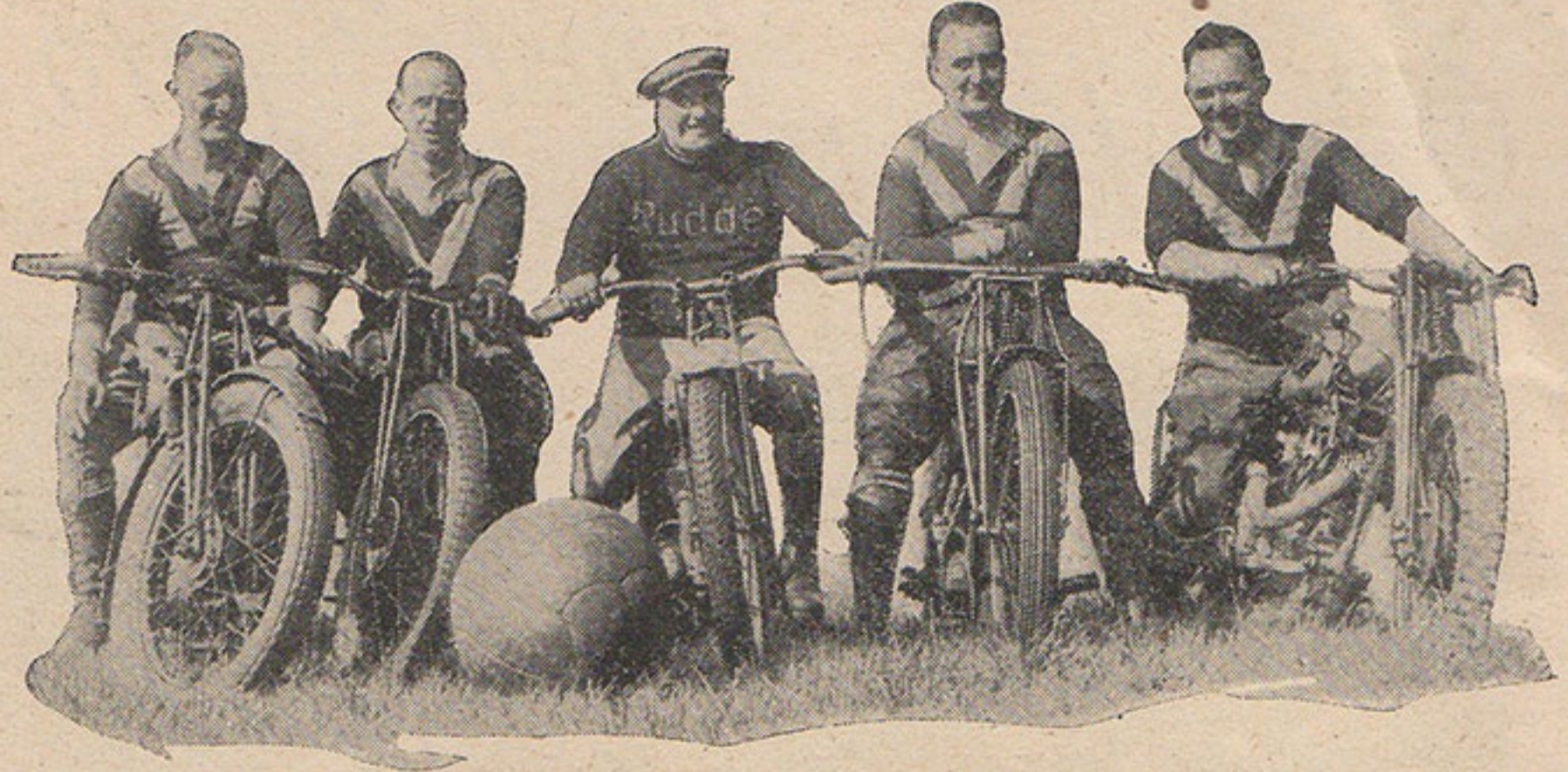
Barnsley.—J. Swift (Ariel), 43.

Hillsborough.—J. Flower (Rudge), 55.

Worksop.—W. Glasby (B.S.A.), 74.

On The Four Winds

**Saving Pounds and Ounces :
Modern Exhausts : Careless
Cornering** By "NITOR"



TO MEET FRENCH EXPERTS. The Chester Club's motor cycle football team, which has again crossed the Channel to meet various French teams. The players are (from left to right): Cecil Parker, Frank Shaw, Colin Edge (goal), George Milton, and Jack Smith (captain). Their first match is at Troyes this week-end

BY the time these words appear in print the majority of men and machines will be in the Island—practically all, it seems, except the ill-fated Husqvarnas, which were damaged when *en route* on Saturday, and a couple of new designs which, at the moment of writing, are still in pieces. My greatest wish this year is that the A.C.U. would revert to its old-time practice of weighing the competing machines. I am certain that the low weight of some of the five-hundreds—with their four-gallon tanks, empty, of course—would surprise you. I would be only too pleased to bet that some of them would come out at about 260 lb.

A reader this week suggests slimming for the riders! Yet this is not so comical as it sounds, for more than one T.T. rider has become worried about an increase in his avoirdupois, and has taken steps, usually by drastic exercise, to correct it. It is true that in most cases they have been concerned with the difficulty of tucking in a portly "corporation" when lying flat along the tank rather than thinking of the effect of weight on acceleration.

✿ ✿ ✿

WHY is it that on the average motor bicycle the most blatant item is the exhaust system? Now that we—or should it be designers?—have sobered down somewhat in the matter of tank colour schemes, the fat, chromiumed pipes and Brooklands-type silencers stand right out. There was a time when the exhaust system was looked upon as something to be kept in the background. After all, why draw attention to it, especially in view of the present agitation against noise?

The general public probably thinks that the bigger an exhaust system is the more noise it makes.

✿ ✿ ✿

IN Berlin they are by no means wholly satisfied with their automatic traffic signals, and I see that the traffic authorities are about to make greater use of police.

BERLIN'S TRAFFIC Apparently the grouse is that at cross-roads one may be held up by a red light yet not a vehicle goes across at right angles. I wonder that they do not convert their signals to the vehicle-operated type, which is proving so successful in this country.

SOME sound sense is contained in a recent message from Sir Arthur Griffith-Boscawen to the Safety-First people. Writing about the Highway Code, which in its original form was drawn up by a Royal Commission, of which he was chairman, he says: "The trouble is that it has never been sufficiently advertised. . . . I do not know what steps, if any, have been taken to make it known to cyclists, drivers of horse-drawn vehicles, and the public generally who constitute pedestrians. Surely this ought to be done. Nobody can be expected to obey a code the very existence of which he may be ignorant."

Doesn't it seem absurd? Here we have a *Highway Code* directed at all road users and only motorists receive copies!

✿ ✿ ✿

FOR the last week or two I have been staying at a friend's house on a main road, almost at the point where a fairly busy side road enters it. The agonised squeal of locked wheels is such a familiar sound that nobody in the house ever seems to notice it. On Sunday I spent an hour watching the fun, and I was most interested to notice that almost every hectic moment was due to vehicles emerging quickly from the side road and turning to the left, i.e., in the direction of the main road traffic stream.

SILLY TRICK If anybody wanted to turn to the right, i.e., across the main road traffic stream, he was invariably ultra-careful, waiting till a suitable gap occurred. Many of those turning to the left, however, seemed to think that, since they were turning into a traffic stream going in the same direction as their own, there was no necessity to wait for a gap. The result was a succession of violent applications of brakes by main road traffic, while sometimes, when the side-road thruster pulled out right under the nose of a vehicle, the driver of that vehicle was literally and suddenly forced out into the traffic stream coming the other way.

I have often encountered these side-road lunatics while riding on main roads myself, but I had never previously realised that there were so many of them.

Obedient Steeds!



RIDING a motor cycle has often been likened to riding a horse. These photographs show how, at Catterick Camp, Yorkshire, the comparison was carried a stage farther. Despatch riders of the Royal Corps of Signals are seen rehearsing with the Depot cavalrymen a remarkable display which will be given during the summer at a number of pageants, horse shows, etc.

The display, under the command of Capt. H. R. Firth, is designed to show, among other things, how adaptable the horse is in co-operating with the mechanised Army of to-day. The pictures illustrate simultaneous leaps by horses and motor cycles through human arches; leap-frog by a man over the head of an approaching motor cyclist (this must require plenty of nerve and skill!); a team drive of horses and motor cycles; and an equestrian leap over a barrier between two moving motor cycles. The machines depicted are Triumphs.

A number of other equally striking feats are performed.

Letters to the Editor

The Editor does not hold himself responsible for the opinions of his correspondents
Correspondence should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London S.E.1., and must be accompanied by the writer's name and address



A SCOTTISH SIX DAYS MEMORY. On Stony Brae, an "old favourite," climbed by the riders on the third day. The competitor in the picture, who is seen entering the worst section, is A. C. Kelly (Triumph sc.)

MINIATURE RACING

On Encouraging the Owners of Big Mounts by Confining "Unlimited" Classes to such Machines

I AM in agreement with "Disappointed too Often," as I also have had similar disappointments; in fact, I was at the unfortunate meeting referred to.

Another point which wants bringing up is: Why is there always an "unlimited" class in miniature road races, etc? The class is always there, but there are never any "thousands" in it. This item in the programme at first raises the spectator's hopes, but, after they have been "had" a time or two by seeing practically all two-fifties in the so-called unlimited class, they are no longer thrilled with the thought of seeing some *men's* machines in action, because they know it will not happen!

I consider that an unlimited race should be barred to everything below 750 c.c. The next class should be not exceeding 600 c.c., or thereabouts, and *not less than*, say, 450 c.c.

Similarly, the 350 c.c. and 250 c.c. classes should have minimum limits as well as maximum; if no entries come in for the unlimited race, then cut it out.

I believe the reason why we so rarely see big machines raced is because their owners know that pip-squeaks will be allowed, and will beat them, not on speed, but on ease of handling; give the big machine a fair chance!

Nor is dirt-track racing what it was. Gone are the days when almost anyone could ride on any old machine, and enjoy himself. Now it is all "cut and dried"; only a select few can ride, all on one make of machine. It is now no pleasure to a real motor cyclist to watch a dirt track race; there is no variety in it, no broadsiding, no Douglases, Nortons, Ridges, Scotts or A.J.S.s.

The same (*re* different makes of machines) applies to road races and grass races, only I don't see how we can alter it; we cannot tell the competitors what make of machine they must ride, but it is monotonous to see the same two or three makes all the time. How often do we see a Douglas, Scott, Norton, Triumph or Sunbeam on the grass?

Gloucestershire.

SQUARIEL.

TYRE LIFE

Some Interesting Contrasts

AS one who for many years was an enthusiastic motor cyclist, but unfortunately has "fallen by the wayside"—I am now a car owner—I was most interested in "Ixion's" remarks anent tyre life. My own experience may be of interest. My last two mounts were a 1928 250 c.c. solo and a 1930 five-hundred with mediumweight sidecar. With the solo, after two years (probably 18,000 miles) there was no appreciable wear of either tyre. I used this machine every day, did 281 miles from Liverpool to Paignton with fortnight's luggage between 12 noon and 11 p.m., from Liverpool to London—210 miles in seven hours—and several other long runs, nearly always practically non-

stop. I did more damage to the tyres in a 100-mile journey across Dartmoor than in 10,000 other miles.

With the sidecar outfit, whereas the sidecar tyre did not wear, the two others lasted only about 3,500 miles each. This was not due to bad alignment either, as I could drive "hands off" with the sidecar either loaded or unloaded. In each case the tyres were of the same make, though of an extra-heavy type in the case of the sidecar outfit.

My first car was a 1931 Austin purchased second-hand. I renewed the tyres early and did 10,000 miles last year. They looked good for at least another 15,000 miles. My new car is a 1934 long-wheelbase Morris Minor. The mileage is now 3,700 and the tyres still as new.

My only child is a boy. He will be 16 years of age at the end of 1939. I hope the 1940 models will be on view early as I hope to order *two*; I do not like youngsters riding pillion. I am quite an old stager, my first being a 1914 Multi. I read the *M.C.* every week and hope to do so for many years to come.

SYDNEY CARMICHAEL.

UTILITY MACHINES

Another "Ideal" Suggested

PLEASE allow me a small space in your columns to add to the interesting correspondence that has already appeared on motor cycle design. I am in hearty agreement with your other correspondents that a new design is badly needed. For years I have hoped to see something that would not only have a general appeal, but would be very useful for everyday work, without looking a perfect disgrace during dirty weather.

I, myself, have used motor cycles year in, year out, and felt heartily disgusted at the amount of "digging out" that is necessary in order to make the machine presentable.

As I have been a close student of design from necessity, I advocate a frame similar to the old Ner-a-Car, equipped with a vee-twin air- or water-cooled two-stroke engine of about 5 h.p., a fluid drive clutch, car-type gear box, and shaft drive to rear wheel; the machine to be practically self-balancing and to have good steering under all conditions, even on ice-covered roads.

Further suggestions are: Exhaust piping to be covered in and out of the way; sprung, hinged footboards; saddle to accommodate two riders if required; rear wheel to be sprung, and such springing adjustable; tyres to be as large as possible, commensurate with appearance; and most of the weight to be slung below wheel centres.

If motor cycle manufacturers cannot design anything like this, let them send for me. *It will sell.* (Sir Alliott Verdon-Roe seems to be the only man who can design a really neat two-wheeled runabout.)

Above all, keep the price within reasonable limits. I don't mind plating, if it doesn't alter the price. A specially tuned engine would not be necessary, so long as it could do 45 to 50 miles per hour, and climb all the freak hills of trials fame. When manufacturers do this, the trade may take on a new lease of life; but not until.

Gateshead.

SCOTTY OF THE TANKS.

A "FOUR-IN-ONE" SADDLE

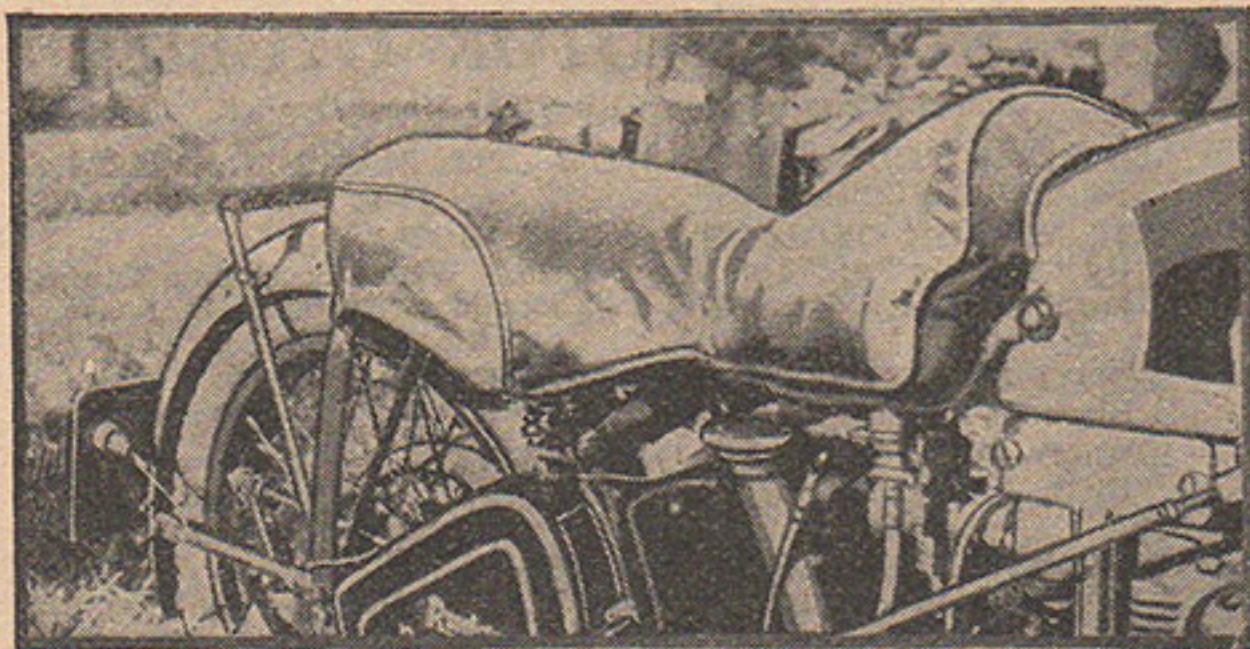
How to Make a Combined Saddle, Pillion Seat, "Tummy-rest" and Knee-grips

COMMENTING on the new Velocette saddle-cum-mudguard-pad illustrated in *The Motor Cycle* of May 17th, you remark: "The arrangement might well make an appeal to pillion-carrying owners of touring machines."

I enclose a snap [reproduced below.—ED.] of my Rudge fitted with a similar arrangement. I call it "The Combine," as it is a "tummy-rest"-cum-saddle-cum-pillion seat-cum-knee-(or)-"leg"-grips. I fitted "The Combine" first in 1919 to a Triumph, and have since improved on it.

The pillion part is made with Lycetts Aero rubber springs fitted to the rear of the saddle, and fastened to the steel bar, which in turn is fastened to the rear mudguard stay bracket. This bracket clears the mudguard by about 2in., and has two supports to the saddle springs bracket, thus taking all the weight off the mudguard.

The tummy-rest is made of "pocketed springs" ("pinched" off a mattress) covered with felt and lin. sponge rubber; the saddle and pillion are covered with similar materials, and the whole lot is finished in black "Rexine" piped with cream.



The "four-in-one" pillion seat, the making of which is described above by Mr. Samuel Taylor

I have fitted this "Combine" to about two dozen of my friends' motor cycles, and every one has a waiting list for the pillion!

There are many advantages, you will notice: the machine can be gripped from the knees upwards; rain cannot get on the driver's fork (it drains from the tank under the cushion); the tummy-rest keeps the driver's seat and lower part of body warm; when hitting a pothole the pillion rider and the driver move as one with a gentle swaying movement.

I hope you will publish the snap, and other readers who are able to follow my letter will be able to make a similar "Combine" for their own machines.

You remarked on the idea in your report of the Inter-Centre Team Trial two years ago, when I had fitted one to E. Holden's Rudge.

If any of your readers require more instructions I shall be pleased to oblige on receipt of stamped envelope if they will write c/o the Editor.

Here's wishing the "best possible" to the best possible motor cycle paper.

SAMUEL TAYLOR.

THE TERRITORIAL D.R.s

What the Royal Corps of Signals Offers Motor Cyclists

THE Royal Corps of Signals, Territorial Army, needs motor cyclists. May I invite their attention to the fact that the Corps offers them an opportunity for rendering a valuable public service while enjoying motor cycling under very favourable conditions?

Signals despatch riders are of immense value, and the present comparative shortage of good men is a decided weakness in our Territorial organisation.

The advantages of joining the Corps are considerable. Most headquarters provide excellent social clubs, as well as first-rate training in map-reading, repair work, and so on. During the summer frequent outdoor activities are arranged, for which pay and cycle allowances are made. In addition, members of the Corps enjoy fifteen days' camp in the country annually, with full pay and allowances of five shillings a day for their machines, free oil and petrol, and other benefits.

Those who contemplate taking up motor cycling and desire a club where they can meet experienced riders and obtain the benefit of their guidance will find the Corps especially attractive.

Anyone desiring information should communicate with the nearest T.A. unit, addresses as follows:—

- 2nd Cavalry Divisional Signals, Duke of Yorks Hqrs., Chelsea, London, S.W.3.
- 42nd (East Lancashire) Divisional Signals, Brooks Bar, Manchester.
- 43rd (Wessex) Divisional Signals, The Priory, The Friars, Exeter.
- 44th (Home Counties) Divisional Signals, Stamford Brook Lodge, Ravenscourt Park, London, W.6.
- 46th (North Midland) Divisional Signals, Phoenix Street, Derby.
- 47th (2nd London) Divisional Signals, Fulham House, Putney, London, S.W.6.
- 48th (South Midland) Divisional Signals, Cateswell House, Stratford Road, Hall Green, Birmingham.
- 49th (West Riding) Divisional Signals, Gibraltar Barracks, Leeds.
- 50th (Northumbrian) Divisional Signals, Drill Hall, Darlington.
- 51st (Highland) Divisional Signals, Fonthill Barracks, Aberdeen.
- 52nd (Lowland) Divisional Signals, 21, Jardine Street, Glasgow.
- 53rd (Welsh) Divisional Signals, Drill Hall, Park Street, Cardiff.
- 54th (East Anglian) Divisional Signals, Bay Lodge, The Green, Stratford, London, E.15.
- 55th (West Lancashire) Divisional Signals, 38, Mason Street, Edgehill, Liverpool, 7.
- 56th (1st London) City of London Signals, 20, Atkins Road, Clapham Park, London, S.W.12.

G. D. OZANNE,

Lt.-Colonel, R. Signals, T.A.

Commanding 56th (1st London) City of London Signals, T.A.

THREE-WHEELER TAXATION

Leave it to the Courts to Decide?

DESPITE the statement by the Ministry of Transport to the effect that the taxation of "tricycles" is not affected by the proposals in the Finance Bill, 1934, I think it can still be stated that three-wheelers are entitled to the 25 per cent. reduction.

The power to interpret legislation resides only in the courts, and the course open is to put oneself in such a position that the courts can decide the case.

I think that until Parliament includes a statement regarding the taxation of three-wheelers, the courts will have no alternative but to find in favour of the reduction for such vehicles, which, as a separate class, are entirely unknown to the law, but are included in the motor cycle class. J. S. H. THOMAS.

"STANDARD" MACHINES

A Reader Maintains there is No Such Thing

OF late there has been much talk in your Correspondence columns with regard to standard machines being entered for the T.T. Now, I wonder how many readers who advocate this measure could define a "standard" machine? In my opinion, not one of them could, for the simple reason that a "standard" machine does not exist.

I think I am right in saying that 75 per cent. of present-day o.h.v. five-hundreds are sold with polished ports, although the makers refer to them as "standard." If this is so, what are the other 25 per cent.? Then, again, no definition of a "standard" machine can be given by grouping them according to price. Take two o.h.v.s of the same capacity that sell at, say, £50. One of them may have polished head and ports, and a good deal of alloy might be employed in its construction, while the other may have a better lighting set, wider mudguards, bigger tyres, etc.; yet, if these two raced against each other, which would stand the better chance of winning?

I maintain that every machine, no matter what its capacity or price, is sold in a varying state of tune, and that a T.T. run on stock lines would be impracticable.

By all means leave the T.T. as it is (with the addition of a massed start, perhaps).

C. COX.

THE CLOTHING QUESTION

Donington Afterthoughts

AFTER a visit to Donington Park, on Whit-Monday, I feel compelled to write about the sartorial splendour of the male section of spectators to be seen there. It is obvious that the few words, prompted by the hurt dignity of a Mr. Foord, coupled with the glorious weather, were responsible for this, and it is to be hoped that even in the bitterest cold weather they, the spectators, will oblige, and again shed their waders and other untidy (however warm or comfortable) clothing.

Praise alone is due to the men who, concealing their "scruffy" caps, bared their heads to the pleasant sun, and the not-so-pleasant eye of he who criticises, but the real hero of the day was the man who, bravely ignoring the earlier clouds and threat of rain, threw aside his coat of the frayed collar, and manfully faced the day.

The sanitary arrangements were much improved, and there has never been any real fault with regard to the obtaining of refreshments, either liquid or solid. I trust, should Mr. Foord feel inclined to reply to this letter, he will consider the possible financial position of the poorer dressed, and also remember that there are black sheep in every fold, and that the leaving of waders, coats, etc., on motor cycles is not a wise procedure.

C. J. BURTON.

STRAYING ANIMALS

A Reader's Plea for More Rigid Control

SPACE in the Correspondence columns of the "Blue 'Un" must be both limited and valuable, but in view of the tremendous amount of Safety-First propaganda one sees, perhaps something might be said about what must be one of the greatest dangers to traffic in our locality—Totton, Hants; I refer to wandering cattle.

They must be the cause of many apparently inexplicable accidents. I have been informed that they are the property of various cottagers, etc., and that the latter have certain rights which permit them to turn so many head of cattle loose.

Why the lives of thousands of the motoring community should be thus endangered, simply because a very small minority have always done this, is surely absurd.

As long as we have roads with pavements alongside, we shall have pedestrians who thoughtlessly step off in the wrong place. Accidents of this description are almost inevitable; but surely a mighty Government that can impose a 30 m.p.h. speed limit could make a supreme effort and keep all ponies in proper enclosures; insist that cows be under control as far as possible when being driven from place to place, e.g., by having a man in front as well as behind; make it a punishable offence for chickens to be found loose on the road; and, finally, to see that dogs are kept on a lead when in the street.

People who have no gardens for them to run in have no right to keep dogs.

My last encounter with cattle resulted in a broken arm; so, like many others who have had similar experiences, I feel very strongly on the subject.

In conclusion, may I say that, owing to the encouragement given by *The Motor Cycle* to multi-cylinder machines, I now enjoy the most thrilling, trouble-free, motor cycling to be had under £100; my mount is an Ariel Square Four.

F. G. ROBERTS.

FOR SPEED-WORK "DOWN UNDER"

A New Zealand T.T. Rider's Ideal Specification

AS a rider in the New Zealand T.T., I have given considerable thought to my idea of the machine perfect, and I would submit the following as being the most suitable machine for our particular tortuous and bumpy course on Waiheke Island.

My ideal specification would, therefore, include: O.E.C. T.T. replica spring-frame; Triumph unit construction vertical twin motor reduced to 500 c.c., with the present flywheel replaced by a fluid flywheel, as transmission shocks are also exceptionally severe; Triumph gear box and clutch; and Sunbeam-type detachable and interchangeable wheels, as punctures are by no means rare on these roads.

J. C. FARNHAM.

Otorohanga, New Zealand.

THIS WEIGHT-SAVING

"Slimming" for Riders the Next Step?

DURING the last few months there have appeared in *The Motor Cycle* many articles and suggestions about weight-saving on racing motor cycles, and how this has been effected on certain machines. Ounces are being saved by drilling and using lighter metals, and designers are concentrating on removing surplus weight from sprung and unsprung parts of the machine.

But why all this cutting down of the actual bike when the weight of the rider remains the same? Shall we soon have our leading riders slimming or going on a diet, or will they be the same size and weight as jockeys?

BOB RUDGE.

Herts.

GARAGE CHARGES

A Reader's Holiday Experience

ON Whit-Tuesday I took my sidecar with passenger from Leeds to Scarborough, leaving it at a side-street garage until Saturday morning. The charge was 1s. 3d. per day. If this is charged at the opening of the holiday season, what will be the garage fees during the first few weeks of August? So that Scarborough itself may not be thought to be a pirate's stronghold I may mention that last year, in the height of the season, one of the best garages, in the main thoroughfare, charged me ninepence per day.

In the second instance it was a tactical error on my part; I should have asked the charge per day *before* letting the garage take possession, and perhaps this experience may warn others to *know* what will be charged. The fact that my outfit is a Brough Superior S.S. 100 (though five years old) may have given the impression that the status of the garage had been raised S.S. 100 per cent.

B. WARE.

Leeds.

BOOKS FOR MOTOR CYCLISTS

Issued in conjunction with "The Motor Cycle."

- "MOTOR CYCLES AND HOW TO MANAGE THEM."
Twenty-fifth Edition. Price 2/6. By post, 2/9
- "THE MOTOR CYCLIST'S WORKSHOP."
By "Torrens" of "The Motor Cycle." With a Section on Tuning for Speed and Efficiency, in collaboration with C. W. G. Lacey.
Price net, 2/- By post, 2/3
- "HINTS AND TIPS FOR MOTOR CYCLISTS."
Eleventh Edition—Revised. Price 2/- By post, 2/3
- "SPEED—AND HOW TO OBTAIN IT."
By J. E. G. Harwood, M.A., M.I.M.T. Third Edition.
Price net, 2/6. By post, 2/9
- "TWO STROKE MOTOR CYCLES."
Fifth Edition—Completely Revised. Price 2/- By Post, 2/3

Obtainable by post (remittance with order) from ILIFFE & SONS Ltd., Dorset House, Stamford Street, London, S.E.1, or from Leading Booksellers and Railway Bookstalls.

GRAND PRIX de FRONTIERES

All these winners

250 c.c. Class.

M. Andre, riding
a Mineur, won at
62.9 m.p.h.



350 c.c. Class.

M. Hanicq, riding a Norton, won
at 68.9 m.p.h.

500 c.c. Class.

M. Demeuter, riding an F.N., won
at 80.9 m.p.h. breaking the record
for the course.

600 c.c. Sidecar Class.

M. Edison, riding an F.N. s/c., won
at 64.7 m.p.h.

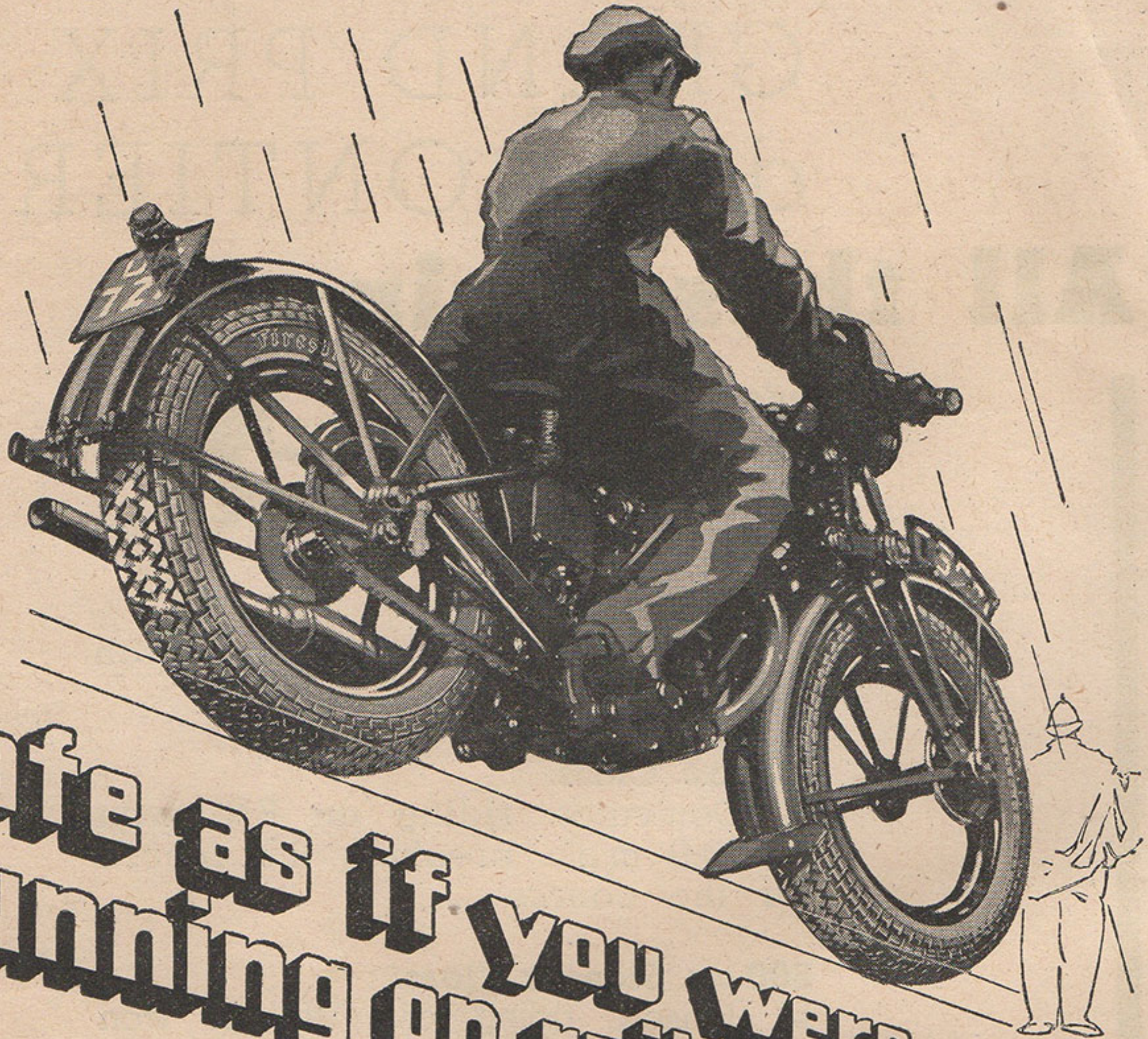
ALSO: the winners of the 1100 c.c. and 2 litre
classes in the car events; M. Rouleau (Amilcar)
and M. Longueville (Bugatti) respectively.

(Subject to official confirmation)

were using

SHELL

LUBRICATING OIL



**Safe as if you were
running on rails**

Don't be afraid to lay your bike over if you've got Firestone on both wheels. You may not be a speed champion, but you'll be amazed at what you can do on these Firestones. They're as safe again, thanks to the wonderful grip of that many angled tread. Those tough rubber fingers go well down the sidewall, and the greater the pressure the harder they grip. If you want to make faster averages

in perfect safety, fit Firestone. Also, remember that Firestone constantly save you money. The lively cool running carcass enables that tough tread to give thousands of extra miles. That's because there's rubber not only impregnating each cord, but coating every tiniest fibre of each cord. And that rubber resists internal chafe everywhere. That's why Firestone outlast others.



Firestone

MADE IN ENGLAND

ON THE GREAT WEST ROAD NEAR LONDON

Service Advertising

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

Italy Wins International Trophy

New Guzzi Twin Shows its Paces : British
Machines Do Well in 350 c.c. Class

THE International Trophy Race, a track event that was held in Rome, closed amid a scene of indescribable enthusiasm, for the new "inclined twin" Guzzi had not only retained the Trophy which the Italians feared they might lose to Germany, but the victory was complete and convincing.

Another thing which added to the spectators' joy was that the victory had been won by Italian machines and men alone, Stanley Woods' Guzzi having failed to stay the course. He was lying second, and appeared a likely winner when something went wrong with his mount's oiling system.

The performance of the Guzzi (writes our Italian correspondent) certainly left nothing to be desired. Success, as usual, went to the head, and resulted in such phrases as: "England was afraid to send official teams," and "What is going to stop us from lifting the Tourist Trophy this year?" [Why Britain failed to send a team was explained in *The Motor Cycle* of May 17th, page 657.—ED.]

The German and Swedish menace turned out to be very slight, though the Husqvarna, perhaps, did not stay long enough to show its real ability. Otto Ley on a D.K.W. led the 500 c.c. class for nearly eight laps, and then, seemingly without

effort, two Guzzis (Tenni and Bandini) slid past, and at once forged ahead. It was at this point that Woods was forced to retire.

Afterwards, Bandini's Guzzi also had oiling trouble, which let in another Guzzi with Moretti up, and, since the Italian make now had a clear field, they took no further risks, and were even able to stop and fill up, though there was actually no real need.

British machines—Rudge, Norton, and Velocette—had things pretty well all their own way in the junior class, while the 250 c.c. class was a gift for the Guzzi.

As expected, the Benelli dominated in the 175 c.c. class at 75.80 m.p.h., which but a few short years ago seemed to be an incredible speed.

In the classification for the *Trofeo della Velocità*, Italy was first, and Sweden second; France, Germany, and Spain were unplaced, as their teams arrived incomplete.

RESULT.

175 c.c.—1, Rossetti (Benelli), 75.8 m.p.h.; 2, Alberti (Benelli); 3, Gobetti (Benelli).

250 c.c.—1, Brusi (Guzzi), 81.4 m.p.h.; 2, Nochhi (Guzzi); 3, Panella (Guzzi).

350 c.c.—1, Pigorini (Rudge), 84.4 m.p.h.; 2, Rossetti (Norton); 3, Boccholoni (Velocette).

500 c.c.—1, Tenni (Guzzi), 93.6 m.p.h.; 2, Moretti (Guzzi); 3, Fumagalli (Bianchi).

SWEDISH T.T. RESULT

British Mount's Success

BRITISH machines in the hands of Swedish riders did well in the 500 c.c. class of the Swedish T.T., held last week-end. M. Stromberg (Norton) was the winner, with Nilson, on another Norton, second. Machines of this make also took fourth and fifth places.

Husqvarnas took the first three places in the 350 c.c. event, Edlund, Olsson and Lindkvist being the riders, and Jonsson, on another Husqvarna, won the 250 c.c. race.

AT "THE PALACE" NEXT SATURDAY

Another Road-race Meeting

NEARLY all the leading miniature-circuit riders of the South will be at the Crystal Palace next Saturday afternoon, June 2nd, for the Streatham and District M.C.C.'s fourth miniature road-race meeting.

Changes have been made to allow the addition of handicap races for both solo and sidecar machines, so the programme will now start at 3.30 p.m. with a 350 c.c. solo event, followed by one for the 600 c.c. class. Then come a race for unlimited c.c. sidecars, unlimited handicaps, solo and sidecar, and, finally, an inter-club team relay race between the Sydenham, London Ace, Optimist and Streatham clubs. As before, a running commentary will be given from three points on the course.

A HANDY T.T. GUIDE

A NUMBER of alterations and improvements are contained in the new edition of the "John Bull" guide to the T.T., which is now available post free from the Leicester Rubber Co., Ltd., Leicester.

Among the features of this little booklet are boat times and fares, an article dealing with the cost of seeing the races, and others on where to watch and what to see.

THE TRAVERS TRIAL

Entry of Over Fifty for Newcastle Club's Event Next Week-end

AFTER a rather unlucky period during recent years, the classic Travers Trial of the Newcastle and District M.C. seems about to make a wonderful recovery, for an entry of fifty-four riders in the motor cycle and sidecar classes has been received for next Sunday's event—and several late entries are expected.

The trial will start from Newcastle at 10 a.m., the first man being due to finish at approximately 5 p.m.

The list of entries received up to last week-end appears below:—

SOLOS.

1. T. Charlton (497 Ariel).
2. H. Atkinson (499 Rudge).
3. F. Nordmann (499 Rudge).
4. R. Black (346 New Imperial).
5. E. W. Crosier (343 Triumph).
6. A. Grant (499 B.S.A.).
7. R. Birkett (490 Norton).
8. W. Baty (499 Rudge).
9. E. Hall (499 Rudge).
10. G. F. Ford (498 Matchless).
11. J. Hutcheson (348 Velocette).
12. R. D. Hunter (174 Triumph).
13. R. Craig (490 Norton).
14. J. D. Butterfield (346 Levis).
15. J. Anderson (580 Norton).
16. J. Ashworth (— B.S.A.).
17. E. Butterfield (247 Levis).
18. H. Marshall (348 Norton).
19. T. E. Flintoff (493 Sunbeam).
20. D. Lamb (249 O.K. Supreme).
21. F. Goodall (346 Levis).
22. J. Goudie (499 Rudge).
23. W. Gillfillan (490 Norton).
24. D. Paterson (498 Rudge).
25. A. Sanders (493 Triumph).
26. S. Hunter (500 Ariel).
27. D. Miller (495 B.S.A.).
28. D. O'Hanlon (349 B.S.A.).
29. C. Barker (248 Ariel).
30. F. Hodgson (248 Ariel).
31. S. A. Bailey (588 Norton).
32. W. Wilson (348 Panther).
33. E. Stott (346 Levis).
34. J. B. Tickell (348 M. and T. Falcon).
35. E. Miller (348 B.S.A.).
36. J. E. Clegg (499 B.S.A.).
37. W. T. Tiffen (248 Velocette).
38. H. Ogden (499 B.S.A.).
39. T. Mooney (248 Panther).
40. C. Helm (493 Sunbeam).
41. R. Wilkinson (348 Panther).
42. F. H. Whittle (348 Velocette).
43. A. E. Perrigo (348 B.S.A.).
44. G. F. Povey (499 B.S.A.).
45. E. Blake (493 Triumph).

SIDECARS.

- E. A. Morris (499 Rudge).
D. K. Mansell (348 Norton).
H. Flook (499 B.S.A.).
G. A. Erskine (346 Royal Enfield).
W. Bell (490 Norton).
A. C. Kelly (649 Triumph).
L. Robinson (649 Triumph).
T. W. Littlefair (1,096 Morgan).
F. W. Stevenson (980 Brough Superior).

GARAGING FOR T.T. VISITORS

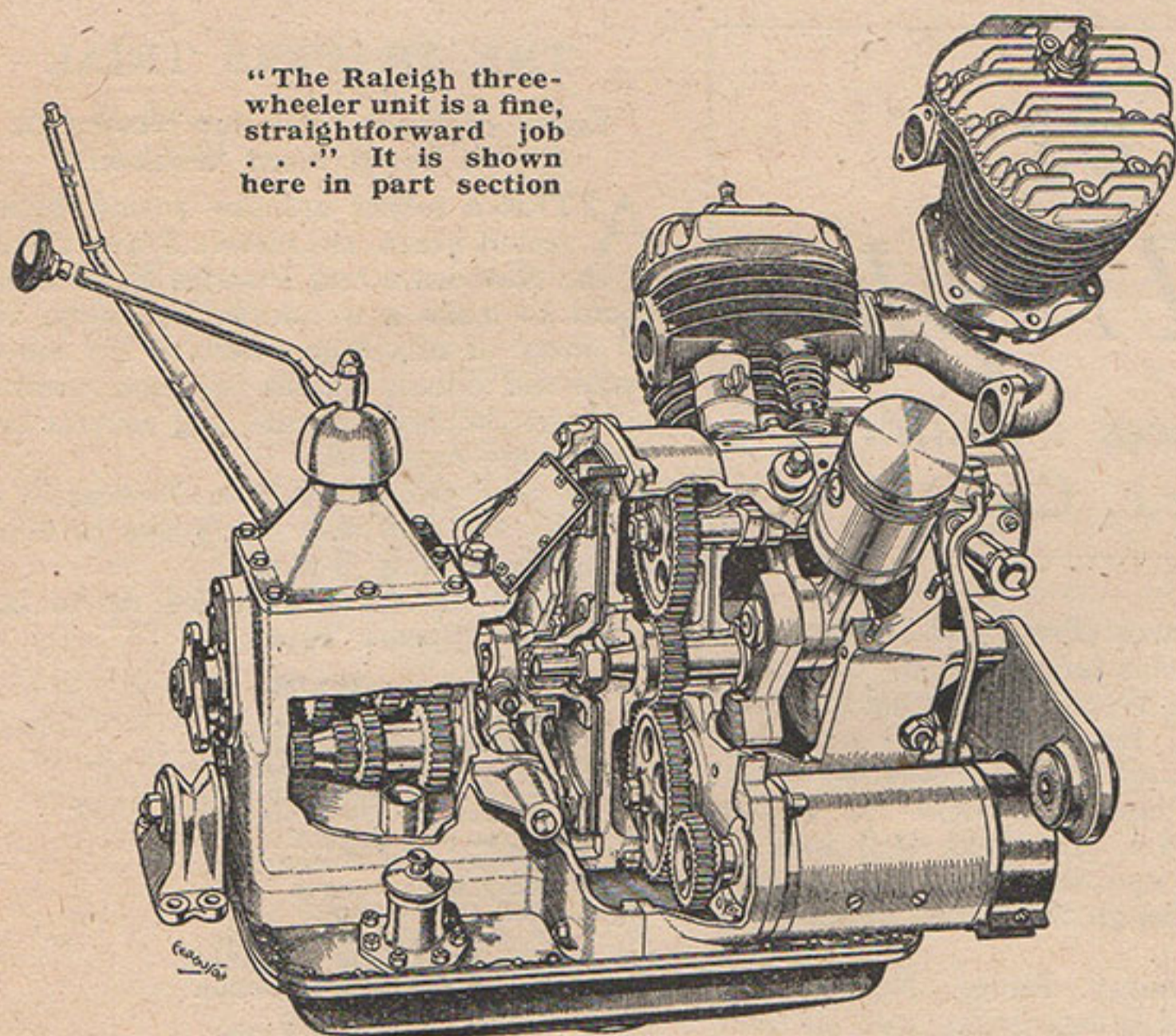
AS in previous years, free garage is being provided by J. Hemmings and Sons, Hale, Liverpool, for those motor cyclists who are visiting the T.T., and, while wishing to ride to Liverpool, are not taking their machines over to the Island.

EDINBURGH CLUB'S NEW HOME

A NEW home has been found for the Edinburgh and District Motor Club, the organisers of the Scottish Six Days, and the address of the club as from last Monday is 34, Coates Gardens, Edinburgh.

British Pro

"The Raleigh three-wheeler unit is a fine, straightforward job . . ." It is shown here in part section



"Ubique" Reviews British 1934 Models with Unit Construction, and Explains the Advantages of the System

WHAT is the position of unit construction in this country to-day? It is an interesting subject that merits review. Three new units made their appearance for 1934—a vertical-twin Triumph, a vee-twin Raleigh (three-wheeler), and a B.S.A. with fluid flywheel and preselector gear mechanism. To these must be added the recently introduced three-cylinder Scott. The names alone ought to be good enough as a backing, but the products themselves are worthy of the established reputations of the makers.

There is a fifth new unit also, though the arrangement is so unusual that it might easily be overlooked. I am referring to the four-cylinder Morgan—another good old name—which appeared at Olympia; in this the engine is connected to the gear box by the tubular propeller-shaft case, the whole being detachable from the chassis as a unit.

It would be difficult to unify a power plant more completely than is the case in the B.S.A. three-wheeler, for the worm drive, differential and front wheel brakes are all attached to the engine and gear-box block. Then there are no fewer than five New Imperial units, and to this firm must go the credit for reintroducing the unit system to British motor cycles.

I am a unit enthusiast, and so I called on the New Imperial people before writing these notes in order to find out if there were any snags in the production of this apparently ideal system.

Not a bit of it. Not only has the unit method proved

to be most satisfactory from a mechanical standpoint, but it is equally sound from the production angle.

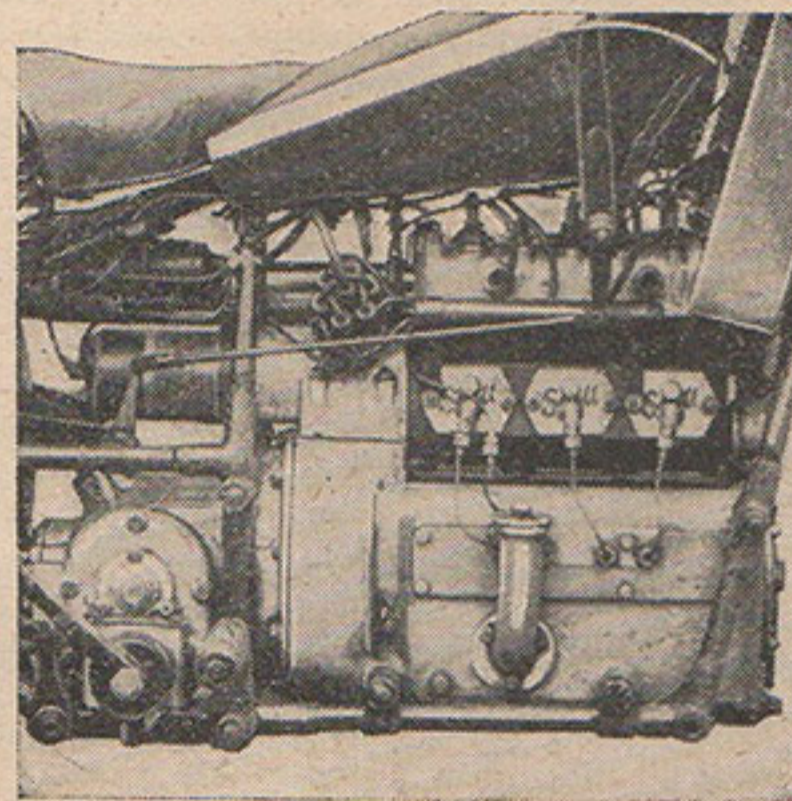
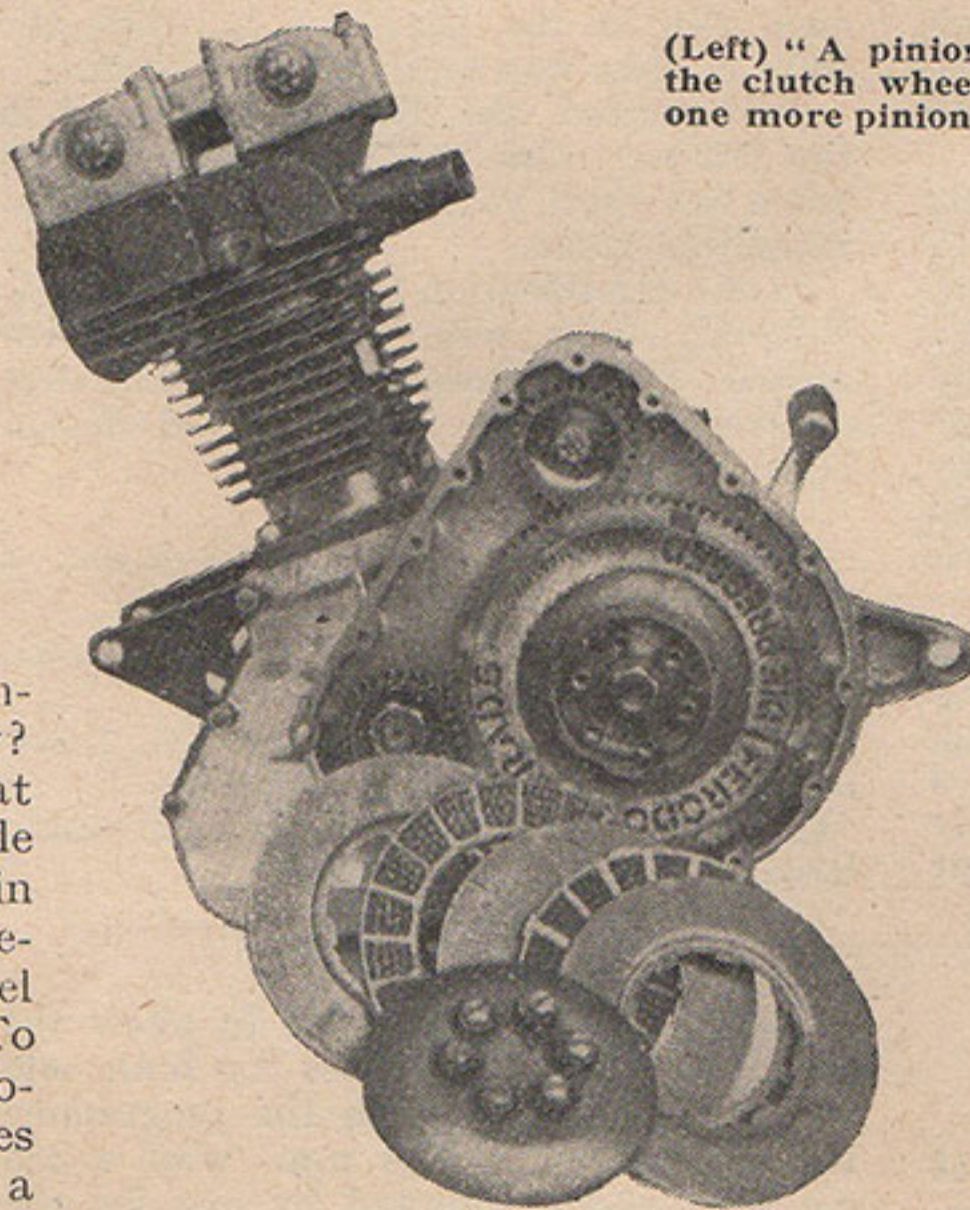
So satisfied is the firm that I am prepared to bet that any future new model from this factory will be a unit, except perhaps experimental racing machines.

Why not the racers? Well, that seems to be about the only place where the possibility of a snag arises. You see, in the experimental stages a racing engine is apt to break things on the test bed, or even on early road trials, and the breakage of, say, a connecting rod might be very much more expensive in the case of a unit.

Even so, I believe that, before many years have passed, the unit will be almost universally employed for racing, on account of its mechanical advantages and in spite of the risk of expense in its development stages.

What are these advantages? Well, look at the

(Left) "A pinion on the crankshaft meshes directly with the clutch wheel, and the dynamo drive consists of just one more pinion meshing with the clutch wheel"—the New Imperial "Unit Minor"



"In the new Scott we have unit construction virtually on car lines . . . the only departure from car practice is that the gear box shafts run transversely"

New Imperial "Unit Minor." It would be hard to imagine a more simple, straightforward and practical layout. A pinion on the crankshaft meshes directly with the clutch wheel, and the dynamo drive consists of just one more pinion meshing with the clutch wheel. One oil pump serves the whole unit, the primary drive is enclosed in an oil bath, and the gear box "innards" are easy of access through a detachable end plate. The unit is lighter than the equivalent engine and gear box. It is stiffer, too, and there are fewer machining operations, so that the works cost should be less.

I want to stress the low weight and rigidity. Why have two walls between the crankshaft and gears? Why have heavy engine- and gear-box-hangers? Why fix the two units together (they have to be fixed together somehow) through a number of bolted joints with infinite possibilities of unwanted flexibility? Surely it is neater, simpler, lighter, and stiffer to combine the two parts in one close-coupled unit.

Accessibility? Well, on the "Unit Majors" it is pos-

gress in Unit Construction

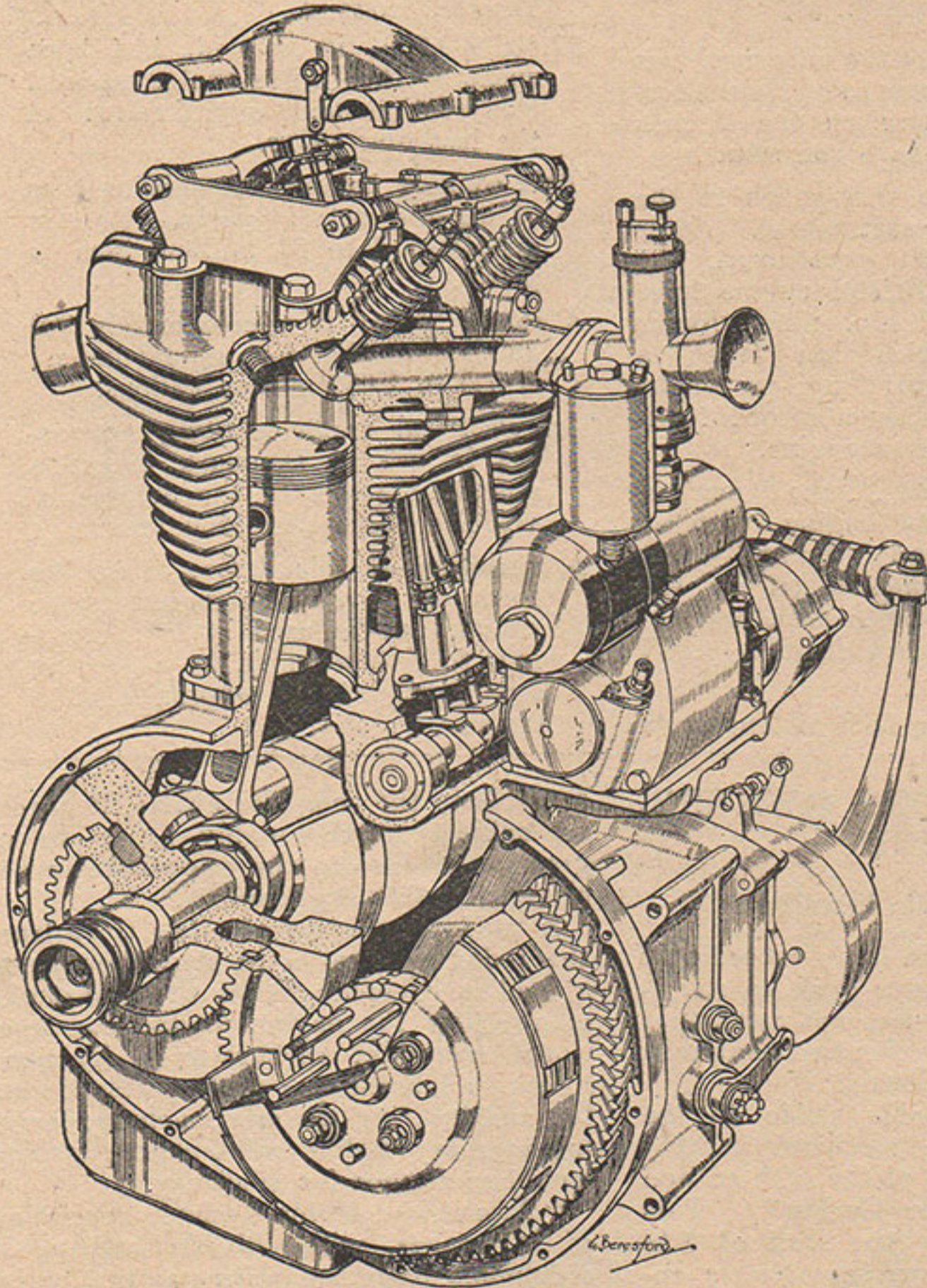
sible to withdraw not only the gears, but also the crankshaft without disturbing the main carcase, and that is more than can be done on the average separate engine.

The fluid-flywheel B.S.A. and vertical-twin Triumph motor cycle units form an interesting comparison, for, though in each case the gear box is bolted to the rear of the crank case, there are points of considerable difference, imposed largely by the types of transmission.

Double helical gearing is employed for the primary drive of the Triumph twin, without any intermediate gears. Thus, as in the case of the "Unit Minor," the engine runs "backwards."

On the other hand, the B.S.A. has an enclosed and automatically tensioned chain drive. As regards silence, there is little to choose between the two systems, and it is clear that the questions of primaries was influenced in the case of the B.S.A. by the arrangement of the gear box, since only a small reduction (2 to 3) between crank and gear shafts is required. This fact, and the rather long centres between the shafts, would necessitate a train of three or four gears in the primary drive, which might be noisy and expensive.

Triumphs make a point of the detachability of their gear box, but I fancy that this must be partly a concession to public prejudice, for I doubt if many owners will need to remove the sturdy four-speed box during the life of the machine.



"Double helical gearing is employed for the primary drive of the Triumph Twin. Thus . . . the engine runs 'backwards'." (A sectional view)

In both cases, since the units are directly bolted together, there is an increase of rigidity and an absence of the need of adjustment to the primary drive, while misalignment is impossible.

In the new Scott, we have unit construction virtually on car lines, with a sturdy clutch casing linking the engine and gear box; the only departure from car practice is that the gear box shafts run transversely, the drive being taken by bevel gears from the clutch shaft.

Before dealing with some of the three-wheeler units I cannot refrain from mentioning the tendency towards semi-unit construction as exemplified by the Matchless Four and the Coventry Eagle. In the case of the former the gear box is permanently fixed, and the primary chain is spring-tensioned so as to save the need for adjustment; in the latter the oil-bath chain case is bolted up to the crank case and the gear box is held up to the engine on sturdy plates. Not unit construction, you will say. No, but showing a tendency that way.

Of the three-wheelers the B.S.A. has already been mentioned as unity in excelsis, and though such matters are outside my immediate province, I cannot help thinking that future development in the car world will be towards a complete unit, including final drive, concentrated either in front or behind, leaving the remainder of the chassis free of driving mechanism, so that the coachbuilder can exercise his skill with fewer handicaps.

Simple and Sturdy

The Raleigh three-wheeler unit is a fine, straightforward job—a clever but simple layout of sturdy parts designed and built to last and having no unnecessary frills.

Except for its vee-twin cylinders, the unit follows car lines, and the layout is entirely logical for any air-cooled vehicle on two, three, or four wheels, in which the crankshaft is set in line with the frame.

If I had to pick on the most interesting feature of this machine, applicable to units only, I should choose the lubrication system, combined with the liberal use of large plain bearings which should provide silent running over very long periods. A single large gear pump forces oil through the engine and gear box, with an adequate filtration system, and a large shallow sump must help to cool the oil. Of course, the unit is rigid, and, once correctly assembled, shaft misalignment is impossible.

The Morgan arrangement is unusual, for though the engine and gear box are bolted together, they are separated by the length of the propeller-shaft and its enclosing tube. This scheme has the advantage of eliminating expensive universal joints, since only a minimum of flexibility is possible.

One cannot apply the term "unit engine and gear box" to the little J.M.B. three-wheeler, yet in a way it makes use of unit construction to a greater extent than most machines, for the whole engine, gear box, rear wheel, and rear springing are bolted up to form a comprehensive unit which is detachable in one piece from the rest of the vehicle.

Unit construction is usual in cars and three-wheelers; will it become standard practice for motor cycles? I think so, for its advantages are many and its disadvantages few. The excellent separate engines and gear boxes which are available from proprietary makers have delayed the advent of unit construction in this country, but let any two of these makers combine to place a proprietary unit on the market and there would be a big change in the outlook.

The Cookstown "100"

Local Rudge Rider Wins Annual Handicap in Co. Tyrone

THE Cookstown Club's annual hundred-mile road race, held over the usual 7½-mile course on Wednesday of last week, was won by W. H. Neilands, (249 Rudge), a local rider, who finished twenty-four seconds ahead of W. F. Rusk (493 Sunbeam). The latter had started from scratch, conceding Neilands nineteen minutes. Rusk rode a great race and made best time for the total distance, as well as the fastest lap.

Twenty-two riders took part, out of an entry of twenty-five. For the first five laps, R. L. Hoey (248 O.K. Supreme), who was the limit man, led the field, and then he had to give up. Meanwhile Rusk had got going, and from a standing start he returned a time of 6 m. 43 s. (almost 67 m.p.h.). He was thirteen seconds faster on his second lap, and later further improved until in the last lap, when he made a great effort to overtake the leader, he took only 6 m. 28 s. (69.59 m.p.h.), which was the best of the day; the old record was 6 m. 41 s. (67.38 m.p.h.).

Half-way through T. Greer (596 Scott) was in premier position, with T. Lynd (596 Scott) second, and Neilands (249 Rudge) third. At this stage Rusk was lying seventh. Lynd was overtaken by Neilands, and retired shortly afterwards. Then, in the ninth lap, Neilands took the lead. Rusk had meanwhile forged towards the front. He got ahead of Greer without great difficulty, but just failed to catch Neilands.

Eight riders finished, as follows:—

	Times		Speed m.p.h.
	Actual	Net	
1. W. H. Neilands (249 Rudge), 19 m.	1 50 24	1 31 24	57.07
2. W. F. Rusk (493 Sunbeam), scr.	1 31 48	1 31 48	68.63
3. J. F. Younge (499 Rudge), 6 m.	1 42 9	1 36 9	61.67
4. W. E. Scott (596 Scott), 24 m.	2 1 27	1 37 27	51.87
5. T. Greer (348 Velocette), 17 m.	1 59 13	1 42 13	52.84
6. T. W. Guy (346 Excelsior), 19 m.	2 2 16	1 43 16	51.53
7. R. Patrick (499 Rudge), 15 m.	2 1 52	1 46 52	51.70
8. J. Flack (499 Rudge), 17 m.	2 13 31	1 56 31	50.19

Fastest Laps.

	m. secs.	m.p.h.
500 c.c., W. F. Rusk	6 28	69.59
350 c.c., S. Jeffers (349 Rudge) ..	7 19	61.5
250 c.c., W. H. Neilands	7 44	58.19

Open handicap: 1, W. H. Neilands; 2, W. F. Rusk; 3, J. F. Younge.

Sloan Cup for best performance by a competitor resident within ten miles of Cookstown: T. Greer (596 Scott).

Fastest lap prize, confined to ten mile radius: T. Greer.

Special prize, for best performance by club member taking part in his first road race: T. Greer.
Best performance by resident of Co. Tyrone: W. H. Neilands.

Random Jottings

Here, There, and Everywhere

IT is now about fifty years since Gottlieb Daimler built the very first motor cycle, and to celebrate the "jubilee" the Royal Scottish Museum, Edinburgh, is now holding a special exhibition of historical motor cycles.

Undoubtedly, the most interesting exhibit is the beautifully made four-cylinder Holden of 1893. A 1901 Minerva-engined Excelsior is shown, and other exhibits trace motor cycle history up to the War period.

The immediate post-War period is represented by a Beardmore-Precision and an A.B.C., while a 1934 Excelsior brings this practical history right up to date.

Racing, motor cycle football and gymkhana events will be among the attractions of the A.C.U. National Rally at Donington Park on July 8th.

In connection with the Rally competition (some details of which appeared in *The Motor Cycle* of May 17th), no fewer than 150 control-points are to be established in England and Wales.

Motor cycles are not the only machines with twin exhausts. New locomotives in service on the French P.L.M. railway have two funnels!

Diesel engines are very much to the fore in the aircraft world. After eight years of experiment the makers of the Bristol engine have evolved the 430 h.p. nine-cylinder "Phoenix," which has taken a Westland "Wapiti" up to a height of 28,000 ft.—easily a record for a compression-ignition engine.

Flight says: "... the marked smoothness of the engine, with no sign of 'Diesel thump,' was favourably commented on by the pilot, the engine being indistinguishable in this respect from a petrol engine."

Another interesting fuel oil engine is

described by *Flight*. This is a Belgian design, an inverted yee twelve giving 1,200 b.h.p. It has two compressors which deliver air for scavenging the cylinders and additionally act as superchargers.

Two legless ex-Service men last week drove the eighty miles from London to Margate in their motor-propelled invalid tricycles in order to attend a disabled ex-Service men's function.

"Wicked and criminal" is the opinion of the West Lancs coroner on the way in which dogs are allowed to wander on the road.

The Manx Government has decided to construct a properly equipped aerodrome for the Isle of Man, and it will be near King William's College, on the outskirts of Castle-town. The "unofficial" aerodrome at Ronaldsway will be in use for the present season.

Entries for the Grand Prix of Europe, which is to be run on the Dutch T.T. circuit, close finally at noon on Saturday. The address of the organisers is Beilerstraat 37, Assen, Dreute, Holland.

£2,600,000,000, it is said, has been spent by the United States on road construction and improvement in the last nine years.

This country imports ten million tons of oil and petrol yearly. Of this quantity, 3 to 3½ million tons is petrol.

A ton of petrol is approximately 280 gallons, so that our annual import is 900 to 1,050 million gallons.

An electrical traffic-counting apparatus in use in Denmark makes a record on paper of the number of vehicles passing in each hour.

A variation of this device takes the form of a vehicle-actuated traffic signal, and is used at level-crossings to give warning, by a flashing red light, of the approach of a train.

THE TWO-STROKE OWNER'S FRIEND

An Indispensable Handbook

THAT the two-stroke is an exceedingly simple type of motor cycle to run is well known; but this does not mean that it will not repay any attention that may be given to it by the owner.

An extremely valuable guide to the maintenance of these machines is now available in the shape of the fifth edition of "Two-stroke Motor Cycles." This popular handbook, by the staff of *The Motor Cycle*, has been completely rewritten and brought up to date in every detail. While written in a lucid style that will make everything easily compre-

hensible to the complete novice, it covers its subject so thoroughly as to be of great value also to the two-stroke owner of considerable experience.

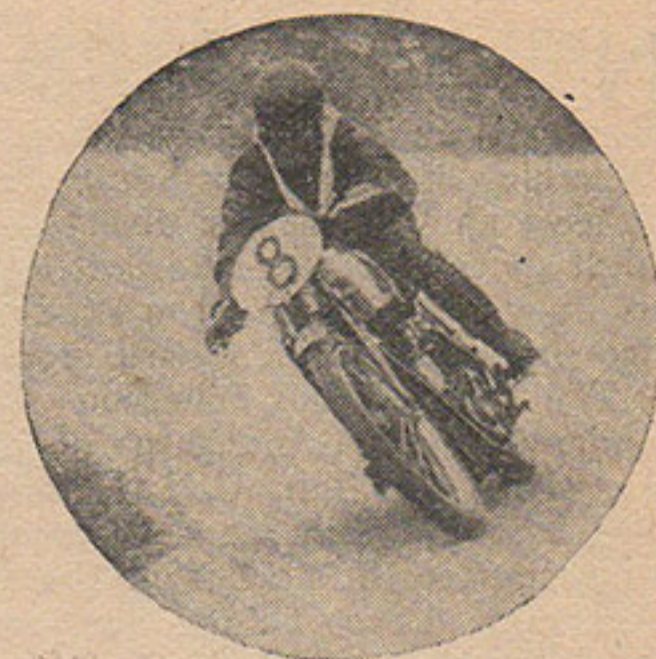
A random selection of a few titles from the index will serve to show how wide a field is covered: What the two-stroke offers; how the engine works; constructional methods; carburettors; ignition; lighting; lubrication; cycle parts; licensing and insuring the new machine; learning to ride; engine maintenance; tracing troubles; tuning for efficiency.

"Two-stroke Motor Cycles," consisting of 141 pages, with 72 illustrations, is obtainable from booksellers at 2s., or by post from the publishers, Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1, at 2s. 3d.

This is T.T. Enthusiasm!

The True Story of a Youthful Adventurer Who Set Out to Walk from London to Watch the T.T.

By "ENTHUSIAST"



TO go to the Tourist Trophy races had always been my ambition. Although I was but seventeen, I was bitten by the germ of speed at a very early age. I had longed to witness for myself the almost incredible speeds which were stated to be achieved by my heroes of the T.T.; I had yearned to see the daring riding of Jimmy Simpson.

Last summer these long-cherished hopes were realised.

My summer holidays were unexpectedly thrust upon me—I unfortunately lost my job. I was at a loose end, and, not knowing what to do, my thoughts leaned to speed. I was not long in making up my mind to visit the place of my dreams.

Soon, with only a knapsack, a ground sheet, two blankets, a cooking outfit, a small purse, and a smile, I was ready to set out from south-west London on my journey to the Isle of Man.

It was my intention to walk to Liverpool; getting lifts or "jumping" lorries was on the programme, for my holidays were to be as economical as possible. I was lucky on the Wednesday on which I set out, for, on arrival at the station, I found that workmen's tickets were still being issued. I booked to Edgware, to the north-west of London.

On arriving I felt that I was on the threshold of a great adventure.

Solitary as I was, I felt very confident as I walked onwards to St. Albans. Here I stopped to buy the necessary food for the day. After a while I was overtaken by a large lorry. I did no more than run for the back and pull myself on to the tailboard.

On Foot Again

Onwards I was carried in perfect innocence of its destination and travelling over strange, unknown ground. Miles, miles, and still more miles went by, till at last my lift ceased, for the driver began to turn into a factory gate. I made a hurried exit, and once more plodded on.

After walking on for about half an hour I was agreeably surprised to find I was nearing the outskirts of Birmingham, where I refreshed myself with fish and chips.

Night found me footsore and weary but with a light heart, sleeping under the stars that deep sleep that only fresh air can give.

I woke early, and, after cooking my breakfast of eggs and beans, started out full of determination to reach Liverpool that day.

After walking for about ten miles I hailed a car that was passing, and, to my intense surprise, the driver stopped

in answer to my signal. He told me to get inside, asked whither I was bound, and expressed his surprise when I told him my story. He said he was going to Birkenhead, and, if I cared, I could travel with him. After a very pleasant ride we reached our destination at about noon. He would not accept any money for payment for half the petrol, but said that if I cared he would lunch with me; the offer was readily accepted.

After lunch I said that I must be on my way and asked for the bill; but on no account would he hear of my paying even my own share. If he reads this article (as I hope he will) I wish again to thank him, not only for the lift and the dinner, but also for the 5s. which I found in my pocket after I had left him.

At Birkenhead I caught the ferry across to Liverpool, and literally sang for joy as I reached the completion of the first stage of my journey. Arriving at Liverpool, I had some little time to wait for the boat and arrived late in the afternoon at Douglas, indescribably thrilled at the sight of the island of many fantastic dreams.

Next morning, after sleeping soundly in my blankets, I set about finding the course. Although I walked all day I did not lap the circuit, for I retired—to bed—after walking about 25 of those 37½ enchanting miles. Then, and only then, did I realise the terrific speed in which the course is covered by those heroes of mine.

But the biggest thrill of my life was when I was awakened by the crackle of an exhaust, which increased to a high-pitched scream as the machine hurtled past on its practice lap. Each morning thereafter was spent at Governor's Bridge watching men and models.

The Great Day

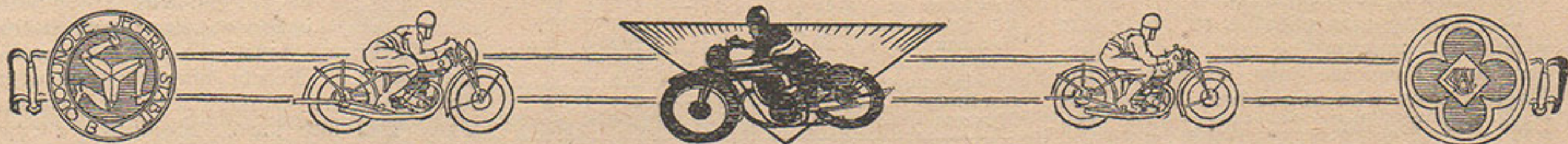
The great day dawned at last; I was to see my first road race. I was at Governor's Bridge long before a soul was astir.

Soon I was one of a crowd, but, entirely oblivious to all around me, I sat spellbound, silently waiting for the race to begin.

I watched Junior, Lightweight, and Senior from this point, and each time I saw a rider flash by I was thrilled to the core.

The races over, I started on my homeward trek. In three days I reached London. The biggest thrill of my life was over, but the most cherished memories are with me always.

ONE may question whether anyone on pleasure bent is justified in asking for "lifts" on the road; we publish this remarkable article as an example of the wonderful enthusiasm that exists for the Tourist Trophy Races.



Cinder Siftings

There Will be an Epic Test Match Struggle, Says "Talmage," But the English Selection Committee Has Not Made the Most of Its Material, and a Narrow Win for Australia is Likely

at the end of last season. He has shown nothing but improvement during the last fortnight, however, and he is one of those lads to whom the honour of the occasion conveys a very great deal. Tiger Stevenson's form will be at its highest possible mark next Thursday evening.

Frank Charles is another rider whom no selection committee could possibly have overlooked on his 1934 form, and Les Wotton has proved in past big championships that he can turn Wembley in a distinctly Test match manner; if there are no bumps in the track (and bumps at Wembley are unlikely, particularly on such an occasion) one can be almost certain that Wotton will produce his best form, which will be distinctly useful.

* * *

IF no other riders of his class were available, Nobby Key would be an excellent selection; in any case he will be an excellent selection for the Test at New Cross later on, but I don't consider that, in the circumstances, he is the man for Wembley when there are men like Eric Langton and Jack Parker available.

Eric in the past has rather got the Control Board's back up, both in connection with the Individual Championship and a former Test match, but the fact remains that he is England's best rider when he wants to be. There is just one man in England of whom it might be said "he stands a chance of beating Huxley"; that man is Eric Langton, and he is one of the nicest lads you could wish to know. It just doesn't work, however, when people try to get too high-handed with him.

* * *

IF Huxley and Langton are placed in a class apart, that class must also contain Jack Parker, who has a natural riding ability far above the average, in addition to perhaps the most astute brain in the whole cinder game.

Jack Parker at present is rather handicapped with a damaged ankle, which he is giving all the rest possible. In consequence, his form recently has not been Test match form, except in flashes, when it has been necessary to put up with the extra pain involved and win a race at all costs.

* * *

I WONDER if Parker received an invitation to ride for England. He would know definitely whether or not he would be in a fit state to do justice to the occasion, and he would say so quite honestly. I wonder, also, if Langton received an invitation.

* * *

AT the time of writing, the pairings for the teams have not been decided upon. A word as to how the match will be run. Both teams will consist of six riders each, and each is split up into three pairs. A pair of riders from each side meet in each race, and every pair races against every opposing pair twice, which makes a total of sixteen races for the match. Points in each race are: three for the winner, two for second place, and one for third place.

NEXT Thursday, June 7th, the first speedway Test of 1934 between England and Australia takes place at Wembley Stadium, beginning at 8 p.m. A Test at Wembley is always one of the high spots of the season, with everything at its very best, and the Stadium people are preparing for a record crowd.

The Australian Selection Committee, under the chairmanship of the Hon. Sir Hal Colebatch, C.M.G., have chosen the best possible team to represent the Commonwealth, and it is the best team Australia have fielded for some time. Vic Huxley, Wimbledon's skipper, will captain the side, and the remainder of the team, with its two reserves, will consist of Frank Arthur (Harringay), Dick Case (Lea Bridge), Max Grosskreutz (Belle Vue), Ron Johnson (New Cross), Jack Sharp (Plymouth), Lionel Van Praag (Wembley) and A. G. Wilkinson (West Ham).

* * *

THERE are three "ifs" in the Australian side. Jack Sharp, who is almost certain to be one of the reserves, has improved out of all recognition this season and, if he gets any rides, it is possible that the greatness of the occasion may spur him on to ride even above his present best form, which is becoming distinctly useful.

First reserve will probably be either Frank Arthur or Lionel Van Praag. Frank is bound to come up to scratch for the big occasion, and he can be relied upon to have something really fleet in the way of machines; apart from anything else, a sense of duty to his country will ensure that Frank does his level best for his team, and, although he was absent for the whole of last season, everyone knows that it will be a pretty good best.

"If" No. 2 is Lionel Van Praag. Lionel's form is far better this year than ever, and he can ride the Wembley track well enough to beat most people on it; he will do so if he takes the occasion seriously. Here's hoping he will.

* * *

THE third "if" is Wilkinson's equipment. Bluey Wilkinson himself will ride his heart out if need be, and he has the riding ability to win at least four of his six races. But even Bluey's glorious riding will be wasted if his machine is slower than the average; such a state of affairs has been known, and it is to be hoped that everyone concerned will do his best to see that this lion-hearted little Australian has a really urgent mount.

* * *

IN spite of these "ifs," the chances are all in favour of a win for Australia by a narrow margin. It is almost impossible to conceive that anyone will beat Huxley in his 1934 unbeatable form; he should stand out head and shoulders above anyone on both sides.

Ron Johnson is capable of being the second-best man in the side, and on present form I can see only two men in the English team who might beat him. Dick Case can win half his races, and Max

Grosskreutz—well Max may do anything; like Bill Lamont, he is a rider apart, who will make his own course and his own running—usually round the fence on full throttle.

* * *

THE English Selection Committee, or in other words, the Speedway Control Board, has not done quite so well. Colin Watson, the Wembley skipper, will captain the Englishmen, and the other riders are Gordon Byers (Wembley), Frank Charles (Belle Vue), Tom Farndon (New Cross), Nobby Key (New Cross), H. R. Lees (Wembley), Harold Stevenson (West Ham), and Les Wotton (Birmingham).

Colin Watson as captain is excellent. Not only would it be impossible to find a better skipper as such, but also his form is outstanding everywhere this year; on his own track at Wembley I should feel inclined to place him second only to his rival captain, Vic Huxley.

Almost on the same level will be Tom Farndon, while the selection of Lees and Byers is an excellent move, *provided that they are paired together*; they are, perhaps, the outstanding pair of the Wembley side at present, and their team work together should be of great value to England.

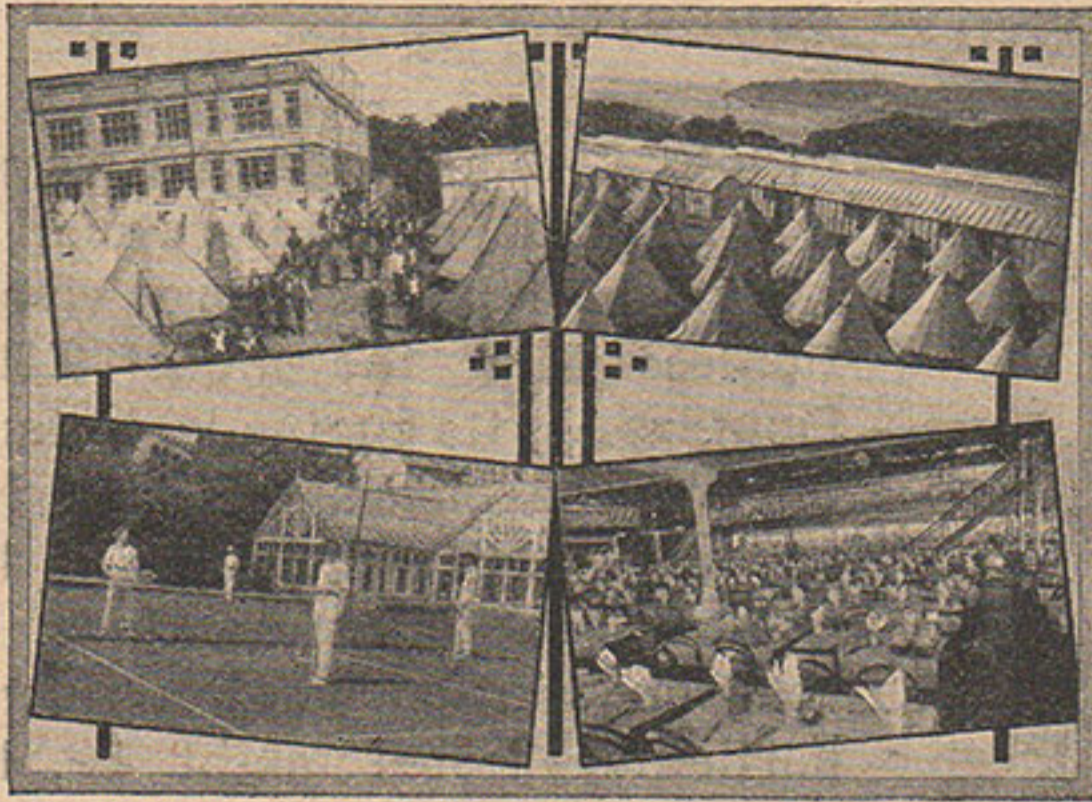
* * *

ONE or two hard knocks have combined to make Stevenson's average form not quite so scintillating as it was

NATIONAL SPEEDWAY LEAGUE.
Positions on May 27th.

Team.	P.	W.	L.	D.	Race Points	Match Pts.
Belle Vue	11	10	1	—	350	20
Wembley	9	9	—	—	283	18
New Cross	11	7	4	—	317	14
Wimbledon	11	6	5	—	288	12
Harringay	10	3	6	1	263	7
West Ham.....	9	3	6	—	211	6
Birmingham.....	10	3	7	—	252	6
Lea Bridge	10	2	8	—	225	4
Plymouth	9	1	7	1	193	3

THE CUNNINGHAM HOLIDAY CAMP



offers luxurious accommodation in TENTS, BUNGALOWS, or INDOORS. Spring Beds and Electric Light throughout. SPLENDID AND UNLIMITED CATERING. Dining Hall seats 3,000. Separate Tables. Orchestra. Cinema. All Sports. Tennis free. Heated Swimming Bath—length 90 feet. Escalator to Promenade. Sea Bathing opposite. Own Landing Ground for Light Aeroplanes. Garage.

The "CAMP HERALD" free from
L. CUNNINGHAM,
 Young Men's Holiday Camp, DOUGLAS, I.O.M.
 THE FINEST PLACE ON EARTH FOR A HOLIDAY

DOUGLAS IN JUNE



Frequent Sailings and Excursions by Royal Mail Steamers from Liverpool, Fleetwood, Heysham, Ardrossan, Belfast, Dublin, etc. Post this Coupon (1d. Stamp unsealed envelope) for beautifully illustrated Free Guide and all particulars:—

DOUGLAS

Isle of Man

Racedays June
 11, 13, 15

To M.C. GARSIDE, Town Hall,
 DOUGLAS, I.O.M.

Please send Guide, etc. to

Name

Address

WILL PUT YOU IN TUNE

Fit a pair of HUTCHINSON MOTOR CYCLE TYRES

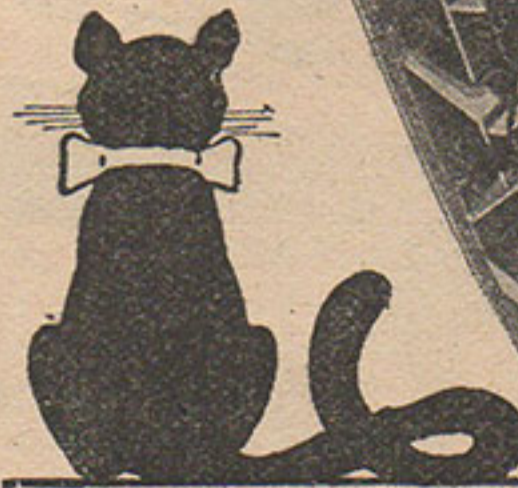
BRITISH MADE



and only then will you realise how good tyres can be!

The new Hutchinson has a marvellously effective tread design; deeply cut, road gripping and wear resisting. Its casing is super flexible and ideally shock absorbing. Absence of wheel-spin and rolling, increased steering control and greater stability, wonderful comfort, safety and reliability, are all attributes of this new British-made Hutchinson.

Bred from 15 T.T. winners by the firm who have always made the best tyres ever since 1877.



PRICES

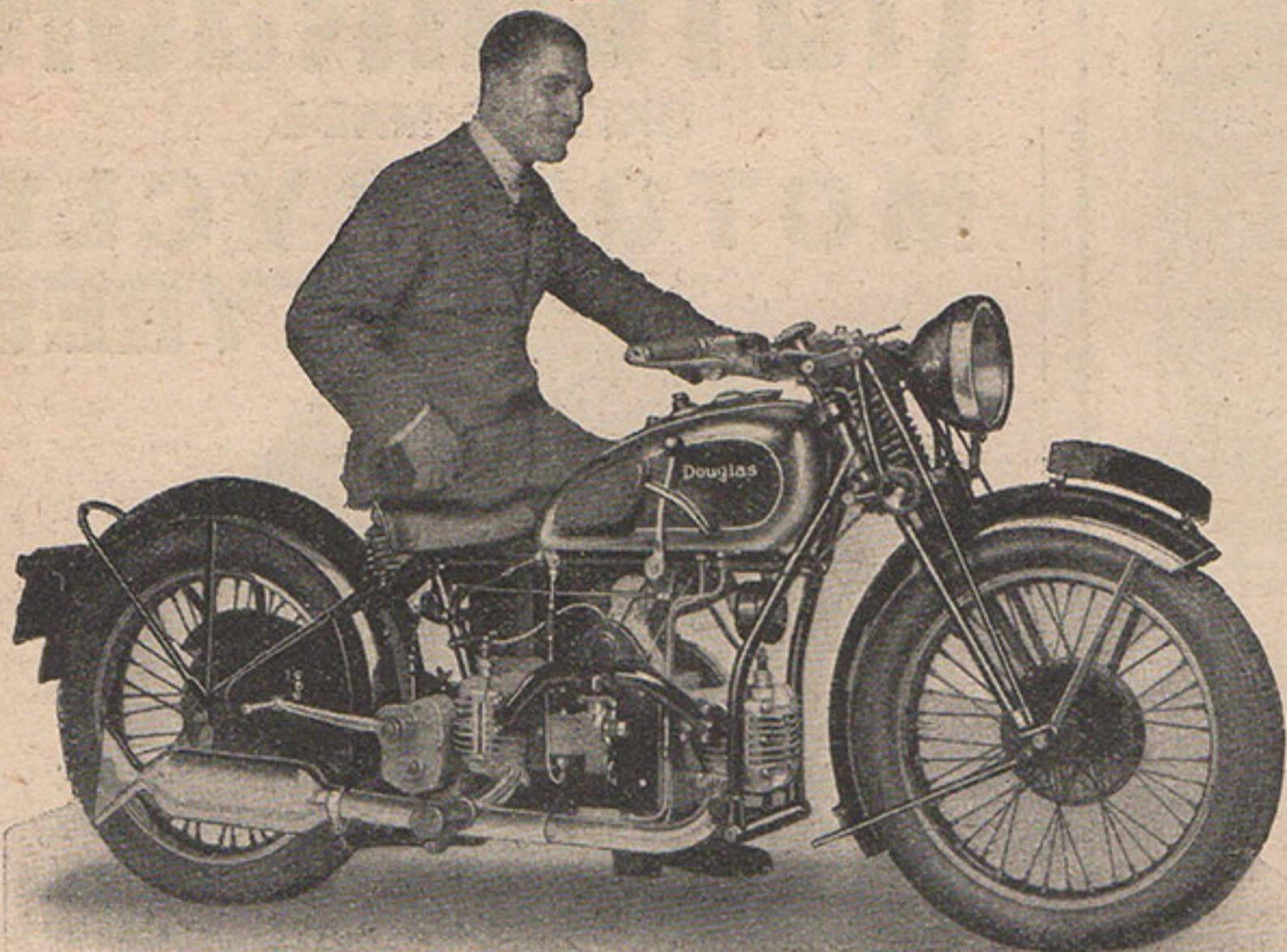
Size	Rim	Cover	Tube
27 x 2.75	21	21/-	6/6
25 x 3.00	19	23/-	7/-
26 x 3.00	20	23/-	7/-
27 x 3.00	21	23/-	7/-
26 x 3.25	19	25/-	7/-

HUTCHINSON HOUSE, 119/125, WHITFIELD ST., LONDON, W.1

(Incorporated in France with Limited Liability.)

Douglas

The obvious choice of motorists desiring superfluous power, silky silent running and absolute carefree comfort.



This 750 c.c. horizontally opposed twin is ideal for either solo or sidecar work.

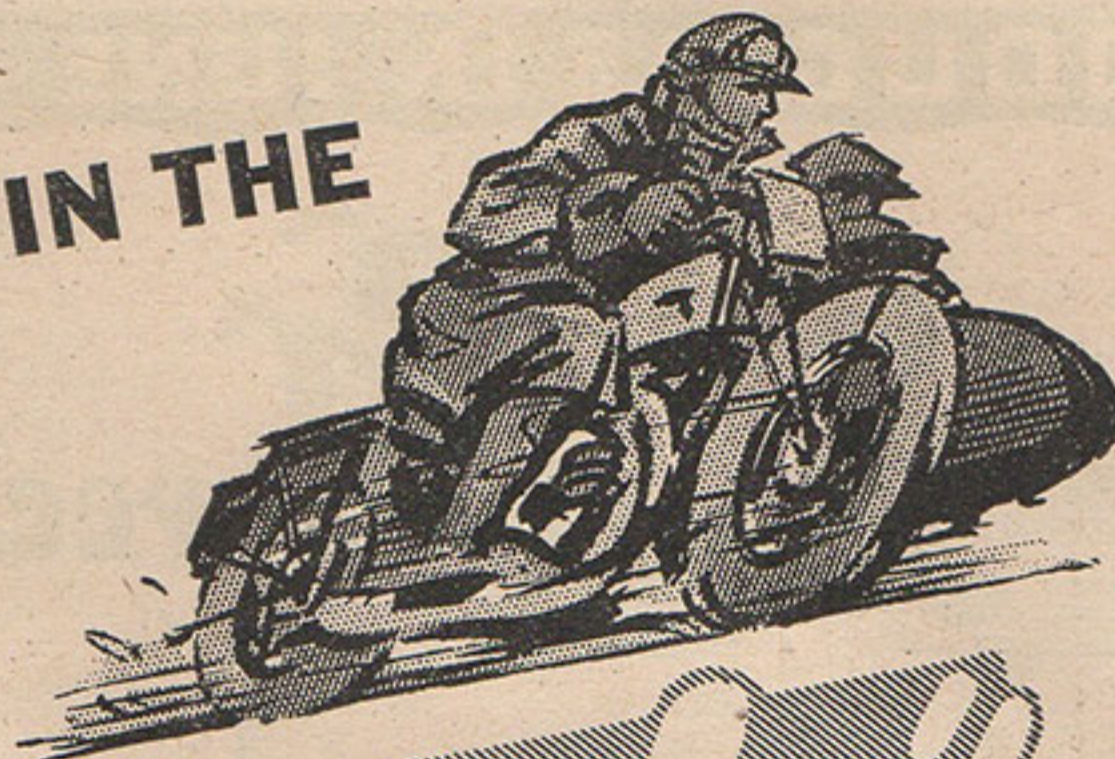
William Douglas (Bristol), Ltd., Kingswood, Bristol.

"Motor Cycling," May 9th, says :
 "..... that no motorcycle, of whatever type, is more vibrationless than the Model Z600 Douglas. . . Its engine is, in fact, one of the pleasantest to drive of all twin cylinders. Its charms are of many kinds, so that no matter what a rider's particular tastes might be, he could scarcely fail to derive a thrill from its performance."

Name.....

Address.....

**1 in 3 COMPETITORS IN THE
 SCOTTISH
 SIX DAYS'
 TRIAL USED**



BENZOYLE

**COLLOIDAL
 UPPER CYLINDER LUBRICANT**

FOUR PREMIER AWARDS WERE WON ON "BENZOYLE."

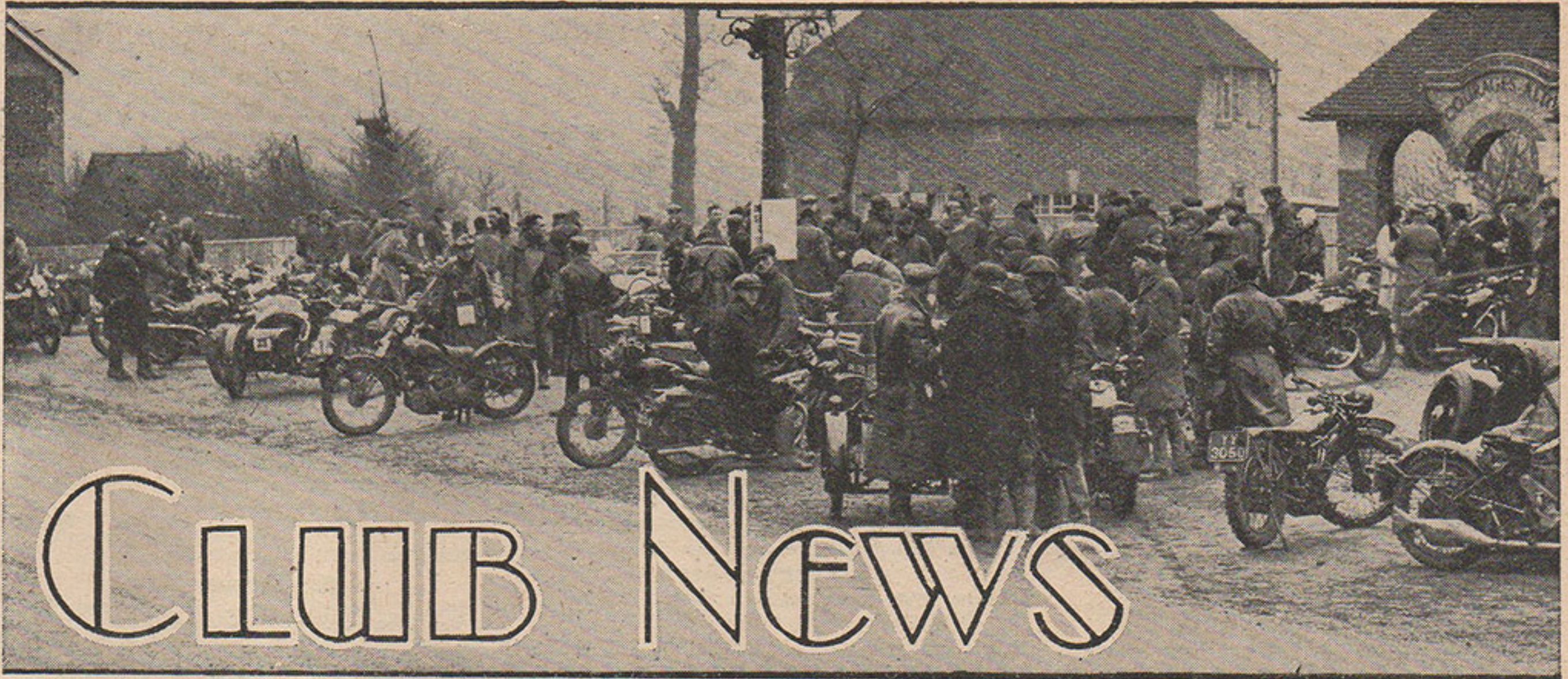
The general opinion of competitors using "BENZOYLE" was that an appreciable improvement in running could be noted. See what **your** engine says!

Be sure you say "BENZOYLE"—served through an accurate sight-feed measure—free from dust and moisture. AT A COST OF 1/4d. PER GALLON OF PETROL.

Write for Brochure describing "Chemico" Colloidal Lubricants and also **FREE TESTING SAMPLE** of Colloidal Benzoyle sufficient for 8 GALLONS OF PETROL.

With
**ACHESON
 COLLOIDAL
 GRAPHITE**

Made only by The County Chemical Co. Ltd., "Chemico" Works, Birmingham 5, and obtainable at all good garages, service stations, Halford's and Curry's. In tins at 1/6 and 2/6.



CLUB NEWS

A Team Trial for the Fair Sex : Post Hill Again? : Yorkshire Centre Scramble : A South African Hill-climb

A LITTLE while ago I mentioned that the London Ladies' M.C. was busying itself with the organisation of an inter-club team trial for women.

Well, last week I had a line from the secretary, Miss I. M. Crow, enclosing the draft regulations of said trial. Tentatively, the event will be held one weekend in September over a course in Surrey, starting from Leatherhead. The trial will be open to teams of three, one of whom may drive a sidecar (fair passengers only, please note).

From what I hear, there are several clubs which will be able to enter a team of three feminine riders.

Further particulars are obtainable from Miss I. M. Crow, Ely House, Broadmead Road, Woodford Green, Essex.

* * *

A MOVE is afoot for the organisation by the Yorkshire Centre of a hill-climb at Post Hill, Leeds. As yet the scheme is only "in the air," and the famous 1 in 2.8 (average) climb of 200 yards has never been used since the owners, the Leeds M.C., discontinued their famous series.

If arrangements are completed the event will probably be held in late July or August.

* * *

WHITE Hillocks (once known as Ravensnest), near Tansley, in North Derbyshire, will, I learn, be the scene of the Yorkshire Centre Scramble on June 24th.

The circuit includes every variety of surface, rocks, mud, loose stones, secondary road macadam, steep gradients, bends, woodlands and quarry heaps. It is all on private land, and will be one of the most unusual, and scenic, scramble courses that has ever been found.

The North Derbyshire Club will organise the event, and some of the most outstanding scramble riders in Yorkshire have

already signified their intention of competing.

* * *

I HEAR from South Africa that the first hill climb held at Capetown since 1924 by special sanction of the City Council on a public road was organised recently by the Cape Peninsula Motor Club.

Over 3,000 people lined the banks to watch the one-mile ascent by motor cycles and cars of the Round House Road—famous for its mountain scenery—leading from Camps Bay to Kloofnek; this is a formidable hill with two acute hairpin bends, which in parts have a gradient of 1 in 3.

Eighteen of the Cape's crack riders competed. In the Expert class, Vic Proctor, on a 490 c.c. Norton, made the best time of the day—1m. 21½s., beating the next man, Dennis Hawes (495 c.c. A.J.S.), by 4 secs.

Lawton, on a 499 c.c. B.S.A. in the Unlimited class (experts barred), ran Proctor very close; he deserved his victory for his magnificent cornering on the acute hairpin bends.

* * *

I AM very pleased to note that the U.H.U.L.M.C. (that's got you guessing!) has extended its activities to motor cyclists. The club's name in full is the United Hospitals and University of London M.C., and it is the only official and recognised motor club of the University, open to all members past and present of any one of the 67 different schools and institutions which it covers.

WHERE TO SEE "THE MOTOR CYCLE" FILM

Thursday, May 31st, Friday and Saturday, June 1st and 2nd.—Cosy Cinema, Aberdare (Aberdare Valley M.C.).

Monday, Tuesday and Wednesday, June 4th, 5th and 6th.—New Cinema, Hopkinstown, Pontypridd (Pontypridd and District M.C. and C.C.).

The club has just recently become affiliated through the South-Midland Centre, and its next event, the Summer Trial, will take place next Saturday, June 2nd. In July the first of a series of speed trials will be held under a restricted permit, while there will be many enjoyable social events, such as midnight picnics, etc. All those members of the University past and present who are interested should get in touch with Mr. E. F. Gleadow, at the headquarters of the Club, 68, Torrington Square, London.

THE CLUBMAN.

OTHER CLUB ACTIVITIES

Hadleigh and District M.C. and L.C.C.

Sec.: S. W. Houghton, c/o Weston and Ewen, Hadleigh Corner Garage, Hadleigh, Essex.

The club's Whitsun camp at Pangbourne was most successful.

Greenwich M. and M.C.C.

Sec.: H. W. Sladden, 30, Cambridge Green, London, S.E.9.

To-night, May 31st, a social evening will be held, starting at 8.30 p.m.

Spot A.C.

Sec.: C. Roebuck, 31, Clarendon Rd., Boreham Wood, Herts.

A pleasant Whitsun week-end was spent by the club camping in Donington Park.

Horsforth and District M.C.

Sec.: C. W. Stott, 70, Dewsbury Rd., Leeds, 11.

Hill-climb result:—
SOLO CLASS.—R. Dunsmore (Ariel).
SIDECAR CLASS.—J. Houghton (Ariel).

Weymouth M.C. and L.C.C.

Sec.: B. Shapcott, Mariscot, Mead Rd., Radipole Lane, Weymouth.

The open-to-centre Meech Trial on June 3rd will start from Ellis and Betts Garage at 2 p.m.

Northampton Pirates M.C. and C.C.

Sec.: T. W. Warden, 20, Argle St., Northampton. A. R. Cottrell, A. R. Foster, and E. May were successful in winning their respective events at the grass-track meeting held at Cretton at Whitsun. The event attracted 4,000 spectators.

Rookery M.C.C.

Sec.: V. Denton, 82, Friern Watch Av., London, N.12.

The Whitsun camp at Aldeburgh, Suffolk, was well supported, and voted by members to be the best camp ever held by the Club.

Club News—

Seaton Delaval and District M.C.

Sec.: T. Marshall, Rye House, Seaton Delaval, Northumberland.
The runs to Bolam Lakes and Elsdon at Whitsun were well supported.

Wood Green and District M.C.

Sec.: S. F. Easterbrook, 7, Battledean Rd., London, N.5.
About thirty members visited Minehead at Whitsun to support the Sunbeam "200" Trial.

Blackmore Vale M.C.C.

Sec.: W. D. Allum, Berryhurst, Coppice St., Shaftesbury, Dorset.
An open-to-centre grass-track meeting will be held on June 17th at Cannfield Speedway, Shaftesbury, at 2.30 p.m.

Birmingham M.C.C.

Sec.: Miss D. Deeley, The Motordrome, Colebrook Rd., Greet, Birmingham.
R. C. Cotterell, A. R. Foster and C. Bowers were successful in winning their respective events at the Club's recent grass-track meeting.

British Two-stroke Club

Sec.: J. R. Gallop, 357, High St., Ponders End, Middlesex.
A special drive to obtain new members will be organised during June and July.
The Coast Trial will be held on June 17th.

Leicester Query M.C.

Sec.: B. H. Foxon, 44, Vicarage Lane, Belgrave, Leicester.
J. C. Bailey, Holyoak, K. Collett, H. Frow and H. Tozer were successful competitors in the grass-track meeting held at Aylestone Rd. on May 22nd.

Witley and District M.C. and L.C.C.

Sec.: S. A. Kelsey, 2, Okewood, Mead Rd., Cranleigh, Surrey.
The gymkhana held on May 21st attracted a large number of spectators, and resulted in wins for Smith, Quick, May, Sex, Pooley, Millard, Grist and Sadler.

Leatherhead and District M.C.

Sec.: V. H. Hoskins, 15, High St., Ewell, Surrey.
W. F. Cullingham, A. S. Herbert, B. Keys, E. Middleton, W. J. Nethercott, and L. A. Hull were successful in winning their respective events at the grass-track meeting held at Randall's Park on Whit-Monday.

North London M.C.

Sec.: A. W. Day, 28, Claremont Pk., London, N.3.
C. Traynor was the winner of several of the events at the race meeting held at Barnet Grass Speedway. Team racing will be introduced at the next meeting on June 3rd, starting at 3.15 p.m.

Fortbcoming Centre Events

CHESHIRE CENTRE.

June 6th.—Grass-track meeting, Park Hall, 6.30 p.m. (Oswestry and D.M.C.).
June 23rd.—Grass-track meeting (Merseyside M.C.C.).

EAST SOUTH WALES CENTRE.

June 3rd.—Centre Rally.
June 9th.—Grass-track meeting, Ninian Park Football Ground (Cardiff M.C.).

EAST MIDLAND CENTRE.

June 24th.—Road races, Cadwell Vale, 2.30 p.m. (Louth and D.M.C.C.). Details from Mr. C. Wilkinson, 144, Eastgate, Louth, Lincs.

SOUTH-EASTERN CENTRE.

June 3rd.—Two Counties Trial (London Ladies' M.C.). Start: Knoll Garage, Capel, Surrey, noon. Details from Miss Gilbert, 118, Bromley Road, Beckenham.
June 17th.—Brighton-Ber Trial (Brighton and Hove M.C.). Start: Lobscombe Corner, Salisbury, 1 a.m. Details from Mr. S. W. Chandler, 24, Market Street, Brighton.

SOUTH MIDLAND CENTRE.

June 24th.—Scramble (Amateur M.C.C.).

SOUTHERN CENTRE.

June 17th.—Grass-track meeting, Cannfield, Shaftesbury, 2.30 p.m. (Blackmore Vale M.C.C.).

Ace (Mitcham) M.C.C.

Sec.: A. Kerrell, 39, Chertsey St., London, S.W.17.
A party of about thirty-five visited the holiday camp at Hopton-on-Sea, near Yarmouth, at Whitsun.

Amateur M.C.C.

Sec.: G. Humphrey, 21, Adam and Eve Mews, London, W.8.

On May 13th the club visited Whipsnade Zoo, while at Whitsun a camping holiday was spent at Selsey.

London Ladies' M.C.

Sec.: Miss I. M. Crow, B.Sc., Ely House, Broadmead Rd., Woodford Green, Essex.
Whitsun week-end was spent at Minehead, where the Sunbeam "200" Trial was supported by members.

St. Austell M.C.

Sec.: W. A. E. Rowett, 12, Grant's Walk, St. Austell.

At the grass-track meeting held on May 17th, A. W. Jones, T. Kessell and Bill Kitchen won their respective events.

West Ham Speedway M.C.

Sec.: S. W. Vincent, 129, Sixth Av., London, E.12.
Whitsun was spent under canvas at Selsey Bill.

Edgware, Mill Hill and District M.C.

Sec.: W. Ashby, 30, Broadway, Finchley.
An enjoyable week-end was spent camping at Castle Donington at Whitsun.

Evesham M.C.

Sec.: L. G. O. Slingsby, Standard Offices, Evesham.
An open-to-centre grass-track meeting will be held at Pershore racecourse on June 10th.

Hertford and District M.C. and C.C.

Sec.: F. Gobbee, 106, Railway St., Hertford, Herts.
A grass-track meeting will be held on June 3rd at Rye House Speedway at 3 p.m. Details from the secretary.

Weybridge M.S.C.

Sec.: G. J. Bishop, Sunnyside, Guildford Rd., Sand, Surrey.
The Ravensfield Cup Trial on June 3rd will start from Chertsey Bridge at 2 p.m.

Taunton M.C.

Sec.: A. D. Carnes, Silverhill, Compass Hill, Taunton.
J. Roberts, E. Mullins, W. Spurrel, V. Sampson, C. W. Baker, and B. Spurrel were successful competitors in the hill-climb at Beer.

Grasshopper M.C.

Sec.: G. Rowsell, Leinster Rd., Laidon, Essex.
The club supported the Brentwood A.C. Trial on May 13th. C. Lish made best time at the grass-track meeting held at Romford on Whit-Monday. The Essex M.R.C.'s meeting was also supported.

London Ace M.C.C.

Sec.: C. S. Stone, 52, Trevelyan Rd., London, S.W.17.

Whitsun was spent enjoyably at Compton Martin. Members going over to watch the Senior T.T. Race are asked to notify the secretary in order to form a party.

Oswestry and District M.C.

Sec.: J. L. Brayne, 6, Victoria St., Oswestry, Salop.
On June 1st a dance will take place at Wynn-stay Hotel, Oswestry, at 9 p.m. Tickets, at 3s. each, from the secretary or committee members.
An open-to-centre grass-track meeting will be held at Park Hall on June 6th at 6.30 p.m.

Thanet M.C.

Sec.: T. L. Jones, Cruachan, Maynard Av., West-brook, Margate.

A grass-track meeting will be held on June 3rd, in conjunction with the Barham M.C., at Ropersole Speedway (on the main Canterbury-Dover road, near Barham), at 2.30 p.m. Details from the secretary.

South Liverpool M.C.

Sec.: E. Lambert, 103, Ullet Rd., Liverpool, 17.
At Whitsun members took part in a camping run to Stratford-on-Avon, and also supported the Oswestry race meeting.
J. Dunne, A. Lewis, and H. S. Roberts won their respective events in the grass-track meeting held on Whit-Saturday.

Pontypool and District M. and M.C.C.

Sec.: D. Price, Glen View, Glascoed, Pontypool, Mon.

J. Burnie, H. J. Wheller, P. J. Saunders and E. Ballard were successful competitors in the well-attended Hendre Park Speed Trials on May 21st.

AWARDS.
ROBERTS' CHALLENGE CUP (best time)—P. J. Saunders.
SAUNDERS' CHALLENGE BOWL—P. J. Saunders.
SILVER MEDALS.—J. Burnie.

Knock M.C.C.

Sec.: C. Duffin, Ilnaculin, Cyprus Sands, Bloomfield.
Night Trial result:—
VICE-PRESIDENT'S CUP.—C. W. Duffin (B.S.A. three-wheeler).

FIRST-CLASS AWARDS.—A. G. McFarlane (Matchless), A. Hanna (Panther), T. Stewart (Royal Enfield).

SECOND-CLASS AWARDS.—J. G. Sinclair, J. Vincent, I. Hamilton.

TEAM PRIZE.—Knock No. 1 (Duffin, Stewart, Hamilton).

East Midland Group

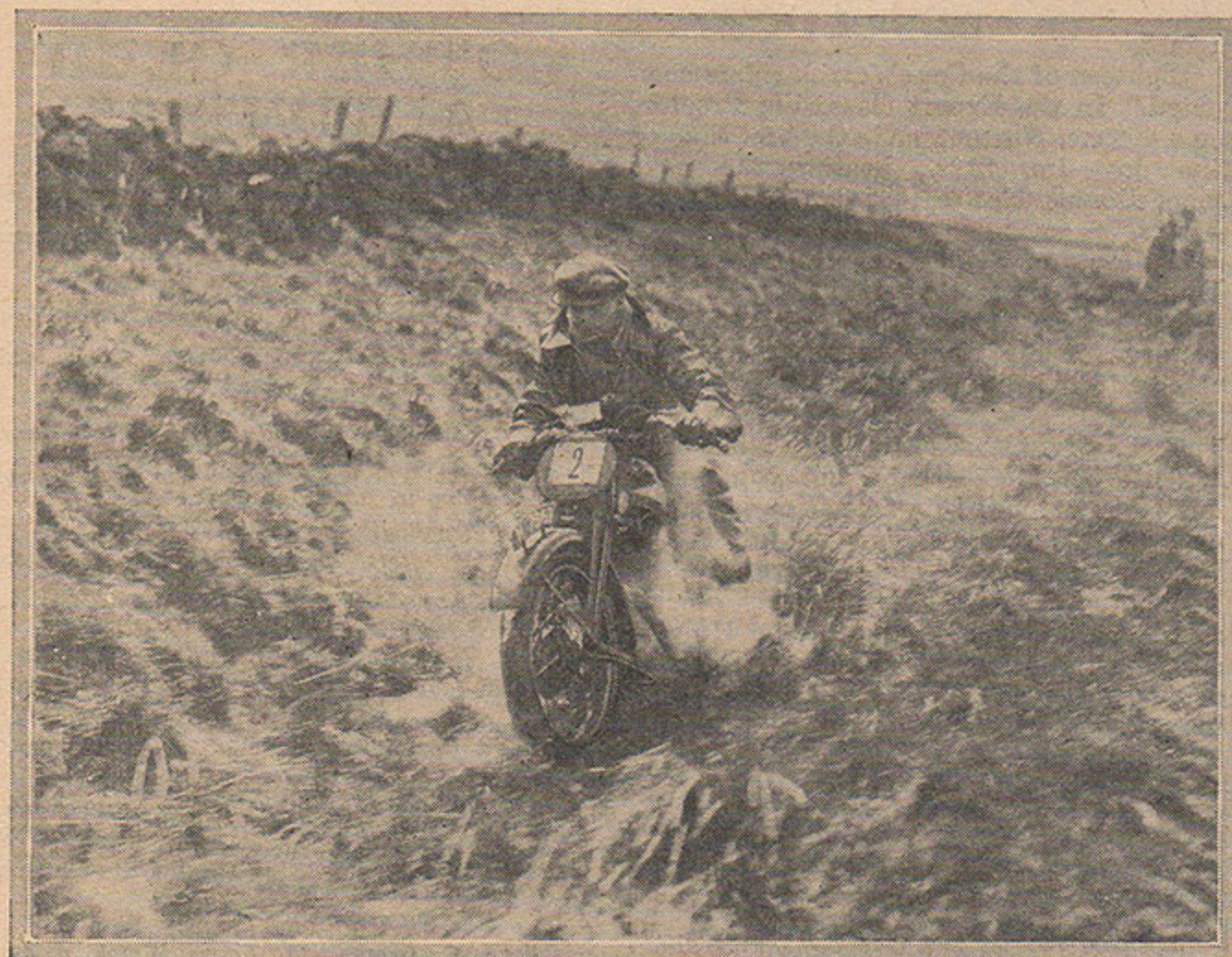
Sec.: E. E. Pynegar, Grantham House, Wilmot St., Heanor, Notts.

Second Trial (1934 series) result:—
BEST PERFORMANCE.—B. Clifford (A.J.S.).
BEST TEAM.—Pathfinders "B" (W. H. Cole, A. G. Briggs, D. Buckle).

PATHFINDERS' CLUB AWARDS.
UNDERWOOD CUP.—A. G. Briggs (Ariel).
SILVER MEDAL.—T. Ferguson (Ariel).
BRONZE MEDAL.—F. L. Skirrow (Matchless).

EASTWOOD CLUB AWARDS.
VICE-PRESIDENT'S CUP.—B. Clifford (A.J.S.).
SILVER MEDAL.—W. Clifford (A.J.S.).

ILKESTON CLUB AWARDS.
INGLE CUP.—G. L. Challoner (Ariel).
PLAQUE.—F. Blomfield (A.J.S.).



THE MUD FLIES as a competitor in the Scottish Schoolboys' Trial tackles a boggy section in the Stirlingshire moors

Club News—

North-East London M.C.C.

Sec.: H. Clenshaw, 87, Etherley Rd., London, N.15.
A novices' conducted trial on June 3rd will start from Meadow View Café, Thornwood Common (on the Epping road) at 2 p.m.

Sunbeam M.C.C.

Sec.: F. W. Pinhard, 3, Wavertree Rd., London, S.W.2.

On June 3rd, a club night will be held at Tattenham Corner Refreshment House, Epsom Downs, at 7 p.m. Club nights at Brixton Hill will be discontinued for the summer months.

Bohemian M.C.C.

Sec.: A. W. H. Mansell, 6, Kilravock St., London, W.10.

Sixty-eight members and friends spent the Whitsun at Caister. The alfresco supper will be held on July 21st. Those intending to participate are asked to communicate with the secretary.

West Ealing M.C.C.

Sec.: J. L. Heardman, 168, Coldershaw Rd., London, W.13.

Camping at Houghton was enjoyed by the club at Whitsun.

Members wishing to join the party travelling to the Isle of Man for the Senior T.T. are asked to notify the secretary immediately.

Moseley and District M.C.C. (Birmingham)

Sec.: A. W. Grace, 17, Osborn Rd., Sparkhill, Birmingham.

Particulars of the grass-track meeting to be held at Silver St., Wythall, on June 10th are obtainable from the secretary.

A camping week-end at Great Rissington has been arranged for June 2nd-3rd.

Millhouses (Sheffield) M.C.

Sec.: L. C. Whittaker, 51, Crawshaw Grove, Beauchief, Sheffield.

Scarborough was visited on May 20th.

Edinburgh Southern M.C.

Sec.: R. Wilson, Caroline House, Ratho, Midlothian.

Forty members and friends recently visited St. Andrews.

London Douglas M.C.C.

Sec.: E. Richardson, 19, Howsman Rd., London, S.W.13.

The rally at Bristol was very successful; it included a conducted tour of the Douglas works, followed by several sports events.

Runcorn M.C.C.

Sec.: W. J. Weston, Monthery, Cornwall Av., Runcorn.

Speed-judging contest:—1. L. Gamon; 2. H. Richardson; 3. F. Ford.

Mystery run result:—1. H. Richardson; 2. H. Kinnerley.

Brentwood A.C.

Sec.: C. Lambell, 34, North Road Av., Brentwood.

Semi-sporting reliability trial result:—

B.A.C. CUP.—P. Lansdell.

PASSENGER CUP.—E. Butcher.

SILVER MEDALS.—R. Corden, L. Carty, A. Finch.

BRONZE MEDALS.—B. Wayman, N. Lambert, R. Ascoli, J. Medlock, S. McGough.

East Cheshire Trials Group

Sec.: M. Lund, 8, Wolseley Place, Withington, Manchester.

Novelty trial result:—

SILVER CUPS.—W. McCulloch, A. E. Mallalieu.

TANKARDS.—H. Griffin, W. G. Shaw.

BON-BON DISHES.—W. Peak, W. Hadley, A. E. Etchells.

On June 3rd there will be a hill-climb, open to members of the Group, at Cook's Farm, near Bollington, Pott Shrigley, starting at noon.

Essex Ace M.C.C.

Sec.: T. W. Taylor, 12, Bromley Rd., London, N.17.
At Whitsun, a camp at St. Osyth, near Clacton, was held.

Bermondsey M.C.C.

Sec.: T. Greggains, 146a, Union St., London, S.E.1.

A recent run to Whipnade was well supported. A quarterly general meeting will be held at H.Q. on June 6th.

Berkhamsted and District M.C.C.

Sec.: N. C. Lone, 57, Marlowes, Hemel Hempstead.

G. G. Murdoch, S. R. Riley, C. D. Moore, H. Reid, R. Beadel, G. S. Wilkes, M. D. Whitworth, R. Moore, H. North and G. Gower were successful in winning their respective events at the grass-track meeting on Whit-Monday at Aylesbury.

Cygnets M. and M.C.C. (Bridgnorth)

Sec.: G. Matthews, 11, Underhill St., Bridgnorth.

In the hill-climb held on May 13th at Rushmere, in conjunction with the South Birmingham M.C.C., J. Meredith, J. Wilkinson, T. Deadman, J. Inions, E. Smith and N. Stallard were successful in winning their respective classes.

Sheffield M.C.

Sec.: H. Oscroft, 55, Far Lane, Wadsley, Sheffield.

S.M.C. Cup Trial result:—1. J. Otter and W. Bays tied; 2. H. Oscroft.

Second South Yorks Group Trial, club result:—

C.T.V. CUP.—J. Randall, jun.

Over one hundred were present at the dance held at Hillsboro' on May 10th.

Ravensbury M.C.C.

Sec.: G. A. White, 58, Whitford Gdns., Mitcham.

On June 3rd, the inter-club team treasure hunt will start from the King's Arms, Ockley, Surrey, at noon, and finish at The Old Barn Tea House, Hildenborough, Kent. Particulars from Mr. R. W. Davies, 47, Woodmansterne Rd., London, S.W.16.

A large number of members supported the Birling Gap and Ventnor runs on May 13th and at Whitsun respectively.

Club Events for the Week

Thursday, May 31st.

- Accrington.—Club night, 8 p.m.
- Amateur.—Committee meeting, H.Q., 8 p.m.
- Bilston.—Annual dance and prize distribution, H.Q.
- Bromley.—Club night, The Swan and Mitre, 8.30 p.m.
- Carshalton.—Opening night of the Club's "parliament," H.Q., 8 p.m.
- Greenwich.—Social evening, 8.30 p.m.
- Hale End.—Social run. Meet: H.Q., 8 p.m.
- Merseyside Levis.—General meeting, H.Q., 8 p.m.
- Mont' Christie.—Club night, The Woodman, 8 p.m.
- Nottingham.—Social evening, Marsden's Café, 8 p.m.
- Rossendale.—General meeting, The Queen's Arms, 8 p.m.
- Runcorn.—Handicap treasure hunt. Meet: 7 p.m.
- Stamford Bridge.—Club night, Lettice Rd.

Friday, June 1st.

- Barnsbury Amateur.—Monthly general meeting, club room, 8 p.m.
- Bayswater.—Social evening, The Warren.
- Croydon.—Club night, H.Q.
- London Ace.—Club night.
- Oswestry.—Invitation flannel dance, Wynnstay Hotel, 9 p.m.
- Ravensbury.—Club night, H.Q., 8 p.m.

Saturday, June 2nd.

- Bayswater.—Flannel dance, The Spotted Dog, Willesden.
- East Lancs.—Run to Ingleton. Meet: Isherwood's Garage, 2 p.m.
- Eltham.—Week-end camp at Dymchurch.
- Grasshopper.—Run to watch Ipswich Club's trial.
- Hadleigh.—Run to watch Ipswich Club's trial. Meet: The Castle, 9 p.m.
- Ilford.—Run to watch Ipswich Club's trial.
- Ipswich.—Night trial.
- Lea Bridge.—Dance, the Robin Hood, Epping Rd., Loughton.
- Lea Valley (Unaffiliated).—Supper, Orange Café, 6.30 p.m.
- Moseley.—Week-end camp. Meet: H.Q., 2.30 p.m.
- Norwich Viking.—Run to watch Ipswich Club's trial.
- Retford.—Night trial to Blackpool.
- Sidcup.—Run to the Crystal Palace.
- Spot.—Club dance, Shenley Village Hall, 8 p.m.
- St. Austell.—Grass-track meeting.
- Streatham.—Club night.
- West Ealing.—Camping week-end.
- West Ham.—Night run to Yarmouth. Meet: Wanstead Flats, 11.30 p.m.

Sunday, June 3rd.

- Accrington.—Surprise run. Meet: Market Ground, 10.15 a.m.
- Ace (Mitcham).—Impromptu run. Meet: The Blue House, 10 a.m.
- Amateur.—Combined run and cricket match. Meet: Membey's, 9 a.m.
- Astra.—Run to Gedney Dype. Meet: Hendon Central, 8.30 a.m.
- Barnsbury Amateur.—Treasure hunt. Meet: Barnet Speedway, 9.30 a.m.

Bats (Aldershot).—Speed-judging contest. Meet: 2.30 p.m.

Bats (Maida Vale).—Run to Midhurst. Meet: 9 a.m.

Bats (West London).—Run to New Romney. Meet: H.Q., 8 a.m.

Bayswater.—Boating at Pangbourne. Meet: 9 a.m.

Bermondsey.—Social run. Meet: Camberwell Green, 9.30 a.m.

Bexleyheath.—Run to Littlestone-on-Sea. Meet: Westmount Garage, 9.30 a.m.

Bolton.—South-East Lancs. Group Trial.

Bournemouth.—Run to Lepe. Meet: The Town Hall, 2.30 p.m.

British Two-Stroke.—Northern run to Rudyard Lakes. Meet: Barker's Pool, 9.30 a.m.

British Two-Stroke.—Southern run to Birling Gap. Meet: Keston Ponds, 9.30 a.m.

Carshalton.—Run to Cookham Dene. Meet: H.Q., 10.30 a.m.

Cheshunt.—Run to Jaywick. Meet: Holland's Café, 9 a.m.

Croydon.—Run to Camber Sands.

Cygnets.—Group trial.

De Lacey (Pontefract).—Social run and sand races.

Ditton.—Run to Camber Sands. Meet: 9 a.m.

Drome.—Treasure hunt. Meet: H.Q., 1.30 p.m.

Eastbourne.—Grass-track meeting, Wilmington, Sussex.

East Ham.—Treasure hunt. Meet: H.Q., 11 a.m.

East Lancs.—Run to Keswick. Meet: Isherwood's Garage, 9.30 a.m.

Edgware.—Run to Loddon Bridge. Meet: H.Q., 10.30 a.m.

Enfield.—Run to watch London Eagle Club's trial.

Gipsy.—Sidcup Trial. Start: Farley Heath. Meet: Epsom, 10 a.m.

Hale End.—Social run. Meet: H.Q., 10 a.m.

Harringay.—Run to Dymchurch. Meet: H.Q., 8.30 a.m.

Hertford.—Grass-track meeting, Rye House, 3 p.m.

Horsforth.—Run to Freshfield. Meet: H.Q., 9 a.m.

Kent Coast.—Speed-judging. Meet: The Bell, Lydden, 2.45 p.m.

Kingston.—Run to Camber Sands. Meet: Fox and Nicholl's, 9 a.m.

Lea Bridge.—Run to Amberley. Meet: 9 a.m.

Lea Valley (Unaffiliated).—Run to New Forest. Meet: Regal Car Park, 9 a.m.

Leicester Query.—Field-day at Market Harborough. Meet: Victoria Park, 2 p.m.

London Douglas.—Run to Kettering. Meet: Marble Arch, 9.30 a.m.

Long Eaton.—Run to Skegness. Meet: 8 a.m.

Manchester Ace.—Run to the Dukeries. Meet: Regent Garage, 10 a.m.

Manchester Eagle.—Run to watch group hill-climb. Meet: Hazel Grove, 10.30 a.m.

Manchester University.—Group hill-climb, Cook's Farm, Pott Shrigley, noon.

Merseyside Levis.—Run to Walna Scar. Meet: Aintree Terminus, 10.30 a.m.

Mid-Bucks.—Trophy run. Meet: Market Sq., 2 p.m.

Millhouses (Sheffield).—Run to Kenilworth. Meet: H.Q., 8.30 a.m.

Nil Desperandum.—Run to Pott Shrigley. Meet: Cookson's Garage, Macclesfield, 11 a.m.

North-East London.—Novices' conducted trial. Meet: Meadow View Café, 2 p.m.

Nottingham.—Ladies' Cup event.

Ravensbury.—Inter-club treasure hunt. Meet: King's Arms, Ockley, noon.

Rochester, Chatham.—Sporting afternoon. Meet: The Star, 2 p.m.

Romford.—Surprise run. Meet: Market Place, 10 a.m.

Rookery.—Run to St. Osyth. Meet: The Wellington, Highgate, 8 a.m.

Runcorn.—Run to the Devil's Bridge, Aberystwyth. Meet: 9.30 a.m.

Sal.—Run to watch freak hill-climb.

Sheffield.—Run to Tutbury Castle. Meet: 9.30 a.m.

Sidcup.—Run to Folkestone. Meet: Ruzley Corner, 8.30 a.m.

South Manchester.—Run to Windermere. Meet: Piccadilly, 9.30 p.m.

South Reading.—Hives Main-road Trial.

Spot.—Run to Dovercourt. Meet: H.Q., 8 a.m.

Streatham.—Run to Seaford. Meet: Club room, 10 a.m.

Sunbeam.—Club night, Tattenham Corner Restaurant, Epsom, 10.30 a.m.

Thanet.—Grass-track meeting, Ropersole Speedway, Canterbury-Dover road, 2.30 p.m.

Tooting and Balham.—Run to country H.Q. Meet: 11.30 a.m.

Watford Buffalo.—Run to Pangbourne. Meet: Buck's Garage, 11 a.m.

Wellingborough.—Run to Stony Bridge. Meet: Weavers Rd., 2.30 p.m.

West London.—Treasure hunt. Meet: The Grove, 10 a.m.

Wood Green.—Cricket match, Selsey. Meet: Alexandra Palace, 10 a.m.

Monday, June 4th.

Hale End.—Summons meeting, The Castle, 8 p.m.

Sheffield.—Monthly meeting, 8 p.m.

Sidcup.—Committee meeting.

West Ham.—Club night, The Black Lion, Plaistow.

Tuesday, June 5th.

Ace (Mitcham).—General meeting, The Queen's Head, Mitcham, 8.30 p.m.

Bats (West London).—Club night, H.Q., 8.30 p.m.

Harringay.—Club night, H.Q., 8 p.m.

Hertford.—Club night, The College Arms, Hertford Heath, 8 p.m.

Manchester Ace.—Meeting, club room, Sharston.

Moseley.—Committee meeting, Fox Hollies, 8 p.m.

Wednesday, June 6th.

Bermondsey.—General meeting, H.Q., 8.30 p.m.

Cheshunt.—Extraordinary general meeting, H.Q., 8 p.m.

Hale End.—Committee meeting, 295, Brettenham Rd., 8 p.m.

Seaton Delaval.—Club night, The Boundary Inn, 7.30 p.m.

Streatham.—Club night.

West Ealing.—Club night.

West of England.—Grass-track meeting, Newton Abbot.

Questions and Replies

A selection of questions of general interest received from readers and the replies thereto. All questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and whether intended for publication or not must be accompanied by a 1½d. stamped addressed envelope for reply.

A CARBURETTER QUERY

? I have a 1933 250 c.c. machine fitted with an Amal carburetter, and am puzzled by the fact that even when the throttle valve is fully closed the engine continues to run very fast. Could you suggest a possible cause of the trouble? I might say I have slacked the throttle wire adjuster right off and made certain the slide is seating properly.—A. K. T.

The difficulty you experience can only be due to a worn throttle slide or to the slide not always closing fully. In the latter connection you should make certain there is no dirt or foreign matter in the carburetter body, and that the control wire is not sticking in its outer casing. Presumably you have tried fully slackening off the throttle slide adjusting screw, i.e., the one fitted at the bottom of the mixing chamber immediately above the pilot jet adjuster and designed to act as a throttle stop.

CLUTCH DIFFICULTY

? The clutch of my 1931 B.S.A. three-wheeler will not disengage properly after the vehicle has been standing for any length of time. However, once a gear has been engaged and the vehicle is on the move the trouble disappears. Oil has been put in the clutch chamber according to the makers' instructions. Is it possible to rectify the trouble without dismantling the clutch?—B. H. R.

Difficulty in engaging a gear after the vehicle has been standing for any length of time clearly indicates that the clutch is sticking owing to the gumminess of the lubricant. This particular model has a cork plate clutch, running in oil, so it is only to be expected that the clutch will be somewhat sticky, especially during cold weather. However, it is probable that draining off the oil sump, also the clutch pit, and flushing out the clutch with paraffin whilst the clutch is disengaged will considerably improve the action. The clutch pit is in direct communication with the crank case, so when swilling out the pit with paraffin it is necessary afterwards also to drain the engine sump by means of the drain plug provided.

PEAK REVOLUTIONS

? My machine, a 500 c.c. o.h.v. model, is capable of a maximum speed of 76 m.p.h. by speedometer. However, I find that after this speed has been attained the engine revolutions still continue to rise, but with no corresponding increase of road speed. I thought at first that clutch slip was responsible, but a friend says it is due to the engine having passed its "peak." Would you please explain exactly what is meant by this term?—L. V.

As you state that the engine speed increases without increase in road speed it proves definitely that slip is taking place, probably at the clutch or at the engine-shaft shock absorber. This has nothing to do with the peaking point of the engine, which refers to the r.p.m. of the engine at which maximum power is developed. With any engine, after this peak point has been passed the power tends to drop off, even though the engine speed may continue to rise. Theoretically the gear ratio of the machine should be such that the engine is enabled just to attain its peak. In practice, however, the top gear ratio for normal road work is usually a compromise, so that if the engine is tuned or otherwise altered a change in gearing is often beneficial.

MAGDYNO GEARING

? On dismantling the Lucas Magdyno on my recently acquired motor cycle I find that the gearing consists of a fibre pinion on the magneto shaft and a steel pinion on the dynamo shaft. What is the object of the fibre pinion, which, incidentally, shows signs of wear? Would there be any objections to my fitting a steel pinion, as, in my opinion, this would have better wearing qualities?—P. C. P.

The object of the fibre driving pinion is to ensure a reasonably quiet drive, and under normal conditions the arrangement is perfectly satisfactory. There would be no real objections to your employing a steel pinion on the magneto shaft, and this could be obtained from the makers, but the running will undoubtedly be considerably noisier.

SPARKLETS

Order from Egypt

A further order for seven B.S.A. machines has been received from the Egyptian Government.

Enfield Appointment

Brig.-General Lord Henry Seymour, D.S.O., has been elected a director of the Enfield Cycle Co., Ltd., in succession to the late Mr. George Henry Cartland.

Scott Distributors

Comerford's Motor Exchange, Portsmouth Road, Thames Ditton, Surrey, have been appointed distributors for Scott motor cycles for a large area of Surrey, including Kingston, Walton, Weybridge, Epsom, Ewell, Sutton and Dorking.

Competition Echoes

B. F. C. Fellowes (742 Raleigh) states that he did not have a stop on the lower reaches of Honister in the London-Edinburgh Trial.

H. C. Wake, who was riding a 250 c.c. Sunbeam in the Sunbeam "200," and not a three-fifty, gained full marks on "Torrens" for a clean climb.

Instruction Books Wanted

For a 1924 Morgan-M.A.G.; 1928 two-stroke Dunelt; 1930 James two-stroke; 1925 225 c.c. Royal Enfield two-stroke; 1929 249 c.c. s.v. B.S.A.; 1926 348 c.c. Raleigh Model 16.

Companions, etc., Wanted

Miss K. (Aldershot, rides a 250 c.c. machine).—A young woman companion for fortnight's holiday in August.

J. O. (Long Eaton, rides a 249 c.c. o.h.v. B.S.A.).—Companion for T.T. week, starting June 9th or 10th.

K. W. W. (Auckland, N.Z., rides a GTP Velocette).—Wishes to correspond with similarly mounted rider in Britain.

J. E. S. (Liverpool, rides a 346 c.c. o.h.v. New Imperial).—Companion, aged about 28, for Sunday and evening runs.

J. H. McC. (South Africa) wishes to correspond with a two-stroke enthusiast with racing experience on this type of machine.

A. S. (London, N.10, aged 21, rides a 249 c.c. Rudge), wishes to get in touch with owners of 250 c.c. machines for week-end runs and camping.

C. F. W. (Botley, Southampton, aged 25, rides a 246 c.c. Sunbeam).—Similarly mounted companion for South Coast camping holiday, July 15th-25th.

A. J. H. (London, S.W.6, aged 28, rides a 500 c.c. o.h.v. Triumph with his wife).—Similarly mounted couple for a week's tour, starting August 5th, and Sunday runs.

J. W. K. (London, S.E.17, drives a 493 c.c. B.S.A. outfit).—Passenger, or another rider or car owner, aged 25-30, and with Continental touring experience, for tour through France and Spain during first fortnight in July.

P. H. (London, S.W.7, drives a Triumph outfit), wishes to get in touch with a 249 c.c. Rudge rider whose machine broke down at Blackheath on May 20th, in order to return an inflator which he left.

Overseas Success

A Villiers-engined machine gained eighteen Australian records at Sellick's Beach on March 3rd.

Books Received

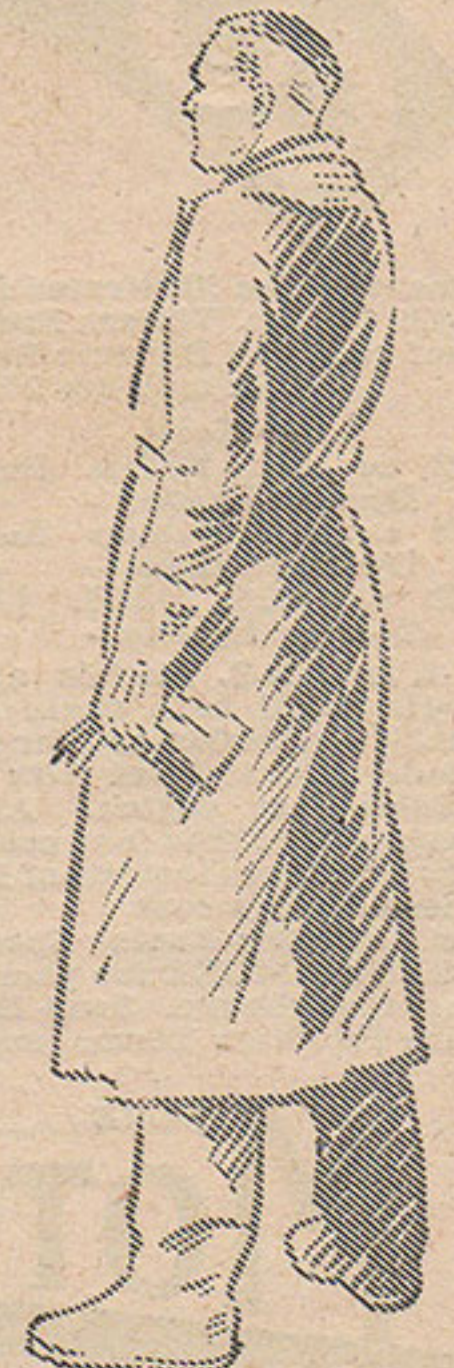
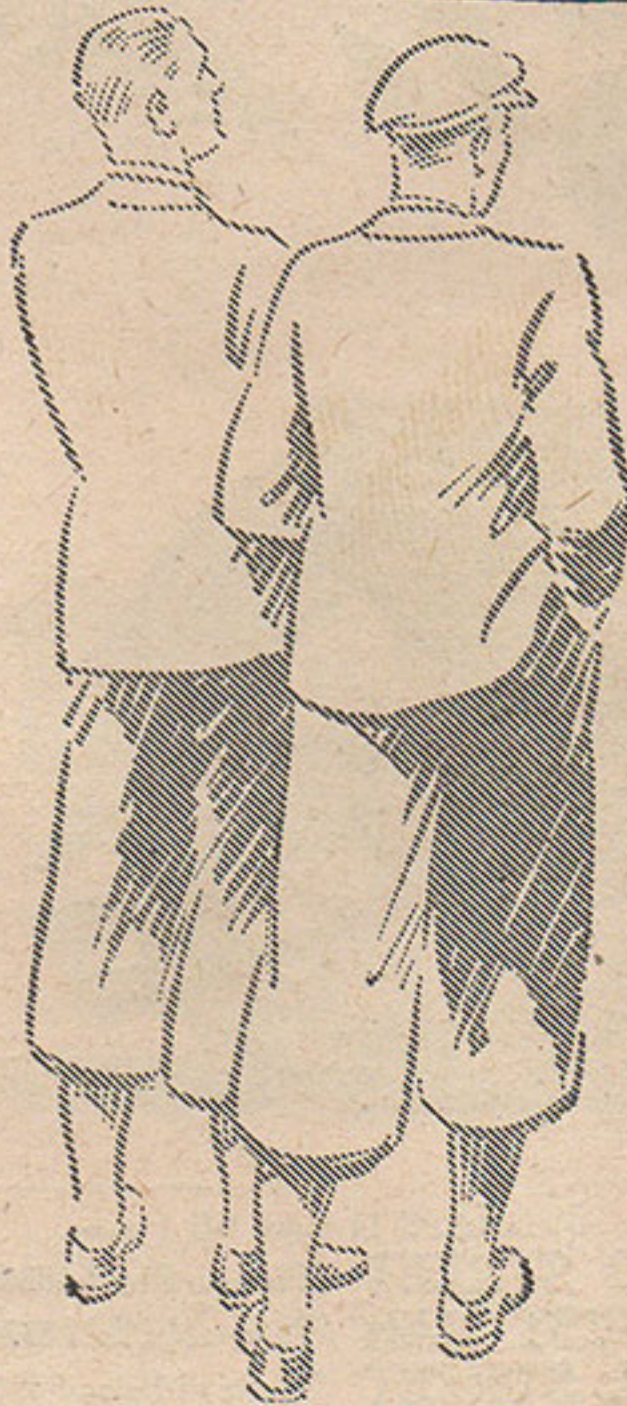
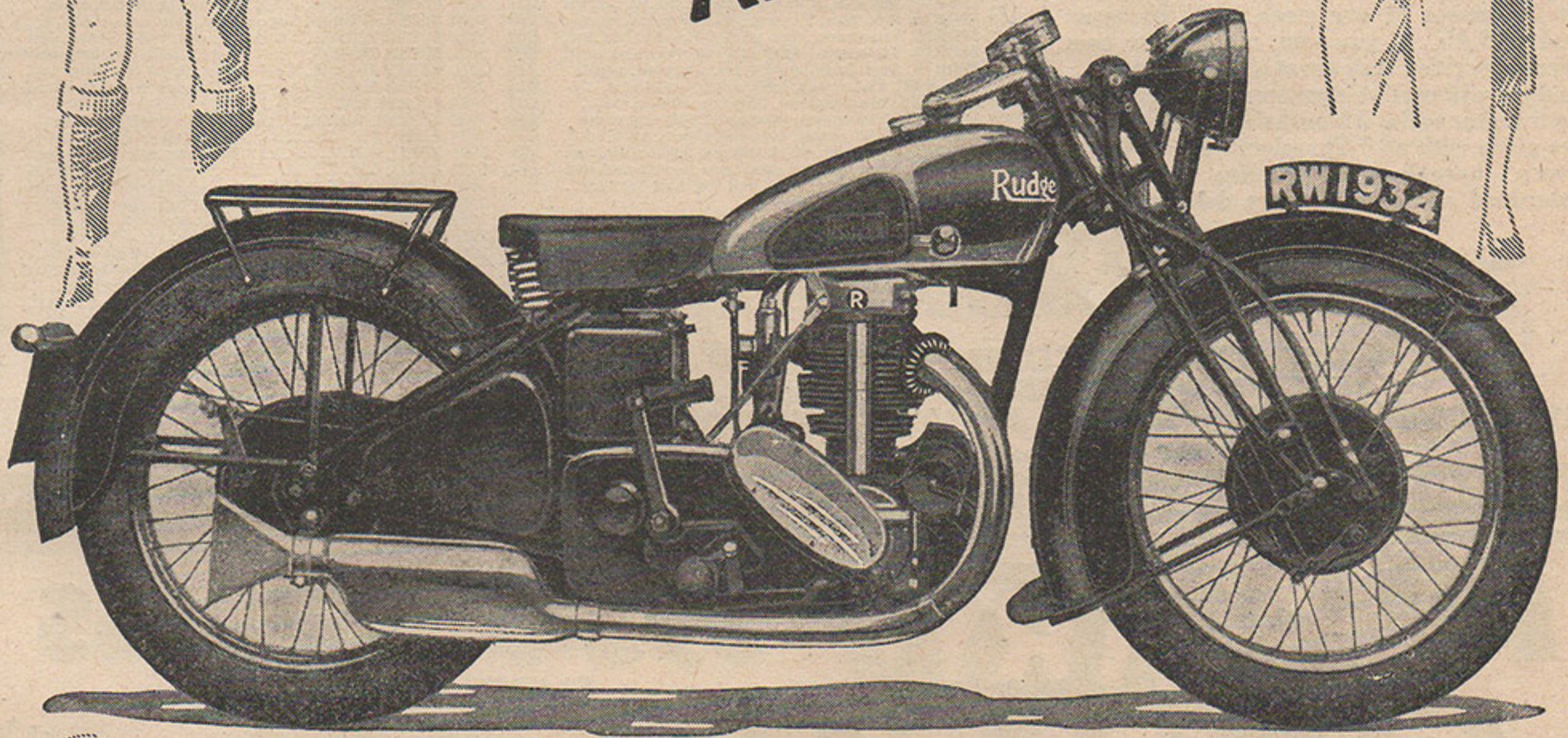
"Roadhouses and Clubs of the Home Counties, 1934" (9d., Sylvan Publications, Ltd., 5, Gower Street, London, W.C.1).

Volume 1 of Burrow's Grey Guides: Devon, Cornwall and West Somerset (6d., E. J. Burrow, Imperial House, Cheltenham).

1934 edition of the Isle of Man Sailings and Holiday Tours (issued post free on application to the Liverpool and Douglas offices of the Isle of Man Steam Packet Co., Ltd.).

A.A. Handbook Supplement, 1934-5 edition: contains over 3,000 recommended establishments in England, Scotland and Wales, additional to those included in the standard Handbook, and a 32-page atlas. The Supplement is available to members on request.

**VIEWED
FROM EVERY
ANGLE...**



It fulfils your requirements

**Appearance, Performance, Power!
Safety, Sweetness, Speed!!
This is the machine
for you!!!**

1934

RUDGE

SUCCESSORS TO RUDGE-WHITWORTH LIMITED, COVENTRY.

Please send fully illustrated Art Catalogue of the 1934 Rudge.

Name.....

Address.....

M.C.31/5/34.

Find out more about our "THREELER" SHOW



A visit to our "Threeler" Show will convince you that these modern vehicles offer better, more economical motoring... and that our service offers you advantages you can obtain nowhere else. You will be amazed at the extent of our stock... 75 Morgans and B.S.A.'s... you can make your own terms provided they are at all reasonable... and you will receive a generous allowance for your motor cycle. 3 Months' Written Guarantee given with all "Threelers" over £40... every bargain, irrespective of price, examined and tested before delivery.

75 NEW AND USED "THREELERS" ALWAYS IN STOCK!

B.S.A.'s

1934 SPECIAL SPORTS, 4-cyl., 900 miles, equal to new..	£110
1933 SPECIAL SPORTS, 4-cyl., duo tone, 100% condition	£98
1932 SPECIAL SPORTS, C'built, black and red, choice 6	£75
1931 SPECIAL SPORTS, Blue Star, chrom. lamps, fast car	£62
1932 SPORTS, Blue Star, V-screen, black and red, as new	£69
1932 SPORTS, Vee-screen, good tyres, black and red, txd.	£65
1931 SPORTS, Vee-screen, black and red, very nice cond.	£58
1930 SPORTS, Avon body, good tyres, s'screens, smart..	£49
1933 DE LUXE, Flat screen, 6,000 miles, taxed Dec.	£35
1932 DE LUXE, black and red, Blue Star engine, fast.	£39
1931 DE LUXE, Flat screen, good tyres, very smart car..	£59
1931 DE LUXE, Flat screen, blue and screen, good cond.	£55
1932 FAMILY, 2/4-seater, black and red, 6,000 miles, txd.	£72
1932 FAMILY, black and red, good tyres, sound condition	£68
1931 FAMILY, one owner, black and red, well-kept car..	£62

MORGANS

1934 SUPER SPORTS, "Special J.A.P.," extras, very fast	£127
1934 SUPER SPORTS, O.H.V. Matchless, 3,000 miles, txd.	£115
1933 SUPER SPORTS, J.A.P. extras, duo tone, as new, txd.	£98
1933 SUPER SPORTS, J.A.P., one owner, scarlet, taxed..	£95
1932 SUPER SPORTS, 3-speed, etc., duo tone, choice 4..	£85
1932 SUPER SPORTS, 2-speed, starter, "M" chass., fast	£79
1931 SUPER SPORTS, "M" chass., good tyres, very smart	£72
1930 SUPER SPORTS, "M" chass., extras, duo tone, txd.	£65
1928 SUPER SPORTS, repainted blue, tuned engine, taxed	£49
1933 SPORTS O.H.V., J.A.P., 3-speed, doors, choice 2..	£39
1932 SPORTS, O.H.V., 3-speed, special model, fast car..	£79
1932 AERO, S.V., J.A.P., 3-speed, small m'age, as new..	£68
1931 AERO, O.H.V., J.A.P., "M" chass., extras, new cond.	£65
1931 AERO, S.V., J.A.P., "M" chass., one owner, taxed	£59
1930 AERO, O.H.V., "M" chass., good tyres, very smart	£55
1930 AERO, O.H.V. Anzani, f.w.b. speedo., hood, taxed..	£52
1929 AERO, O.H.V., J.A.P., f.w.b. repainted, nice car..	£49
1929 AERO, S.V., J.A.P., f.w.b. speedo., etc., choice 4..	£44
1928 AERO, O.H.V., J.A.P., usual extras, smart model..	£42
1927 AERO, O.H.V., J.A.P., f.w.b. hood, good tyres, fast	£37
1926 AERO, S.V., J.A.P. dyn., f.w.b., good condition...	£25
1934 FAMILY, w.c., 3-speed, spare wheel, etc., as new, txd.	£39
1933 FAMILY, w.c., 3-speed, s'screens, one owner, taxed..	£32
1932 FAMILY, w.c., 3-speed, good tyres, very nice cond..	£39
1931 FAMILY, S.V., "M" chass., good tyres, smart car..	£52
1930 FAMILY, S.V., "M" chass., s'screens, etc., choice 3	£42

'Phone :
BAttersea
5272
(7 lines)

NAYLOR & ROOT LTD

Open Weekdays :
9 a.m. to 8 p.m.
Wednesday 1 p.m.
Sundays
10 a.m. to 1 p.m.

THE LEADING 3-WHEELER SPECIALISTS,
318, WANDSWORTH RD., GLAPHAM JUNCTION, S.W.11
Head Office & Motor Cycle Showrooms : 248/250, Lavender Hill.

● Complete Detailed List post free.
Any model sent up to 100 miles for free trial.

LARGEST SHOWROOMS IN THE COUNTRY DEVOTED ENTIRELY TO 3-WHEELERS

COVENTRY EAGLE

1934 MODELS SUPPLIED ON TERMS

FROM **5/-** WEEKLY

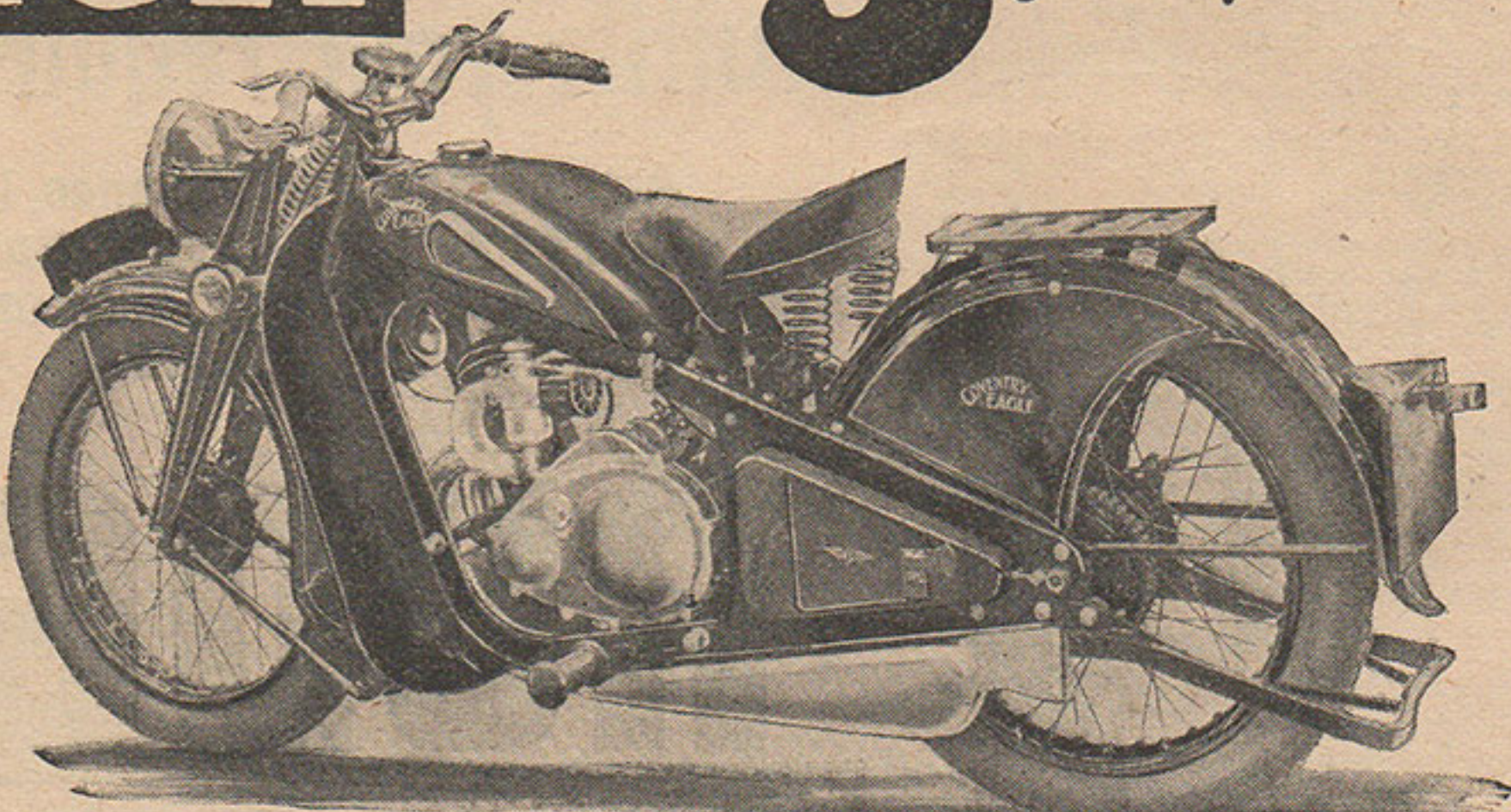
The machine illustrated is the model K.1. fitted with 148 c.c. Villiers Engine. Magneto ignition (not coil) and Dynamo Lighting.

Tax only 4s. 2d. per quarter.

Model	Engine	Cash Price
148 c.c. K.1. Villiers	Engine,	£27 6 0
Dynamo lighting -		
250 c.c. K.2. Villiers	Engine,	£33 12 0
Dynamo lighting -		
250 c.c. K.6. O.H.V. J.A.P.,		£37 6 0
Dynamo lighting -		

K.1. and K.2. Models are fitted with Villiers engines, oil bath chain cases, 2 gallon petrol tanks, legshields and large spring saddles. Model K.6. is fitted with 250 c.c. O.H.V. J.A.P. Double-port engine. All models fitted with magneto ignition (not coil) and dynamo lighting, upswept pipes instead of legshields can be fitted without extra cost.

As Coventry-Eagle Specialists we can offer POUNDS MORE for your second-hand machine in part exchange. Send for details of our weekly Hire Purchase Terms and detailed catalogue.



MOTORMYLES LTD

ADDRESS

OPEN WEEKDAYS 8.30 a.m. till 8 p.m. SUNDAYS 10 a.m. till 1 p.m.

LIVERPOOL - - 89, BOLD STREET (Phone: Royal 5836-7)
SHEFFIELD - - 11-15, WEST BAR (Phone: Sheffield 23795)
BIRMINGHAM - 28-30, BRISTOL STREET (Phone: Midland 1502)

156, GT. PORTLAND STREET, LONDON, W.1. (Phone: MUSEUM 6756)

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

Miscellaneous Advertisements

ADVERTISEMENTS in these columns:

12 words or less, 4/-, and 4d. for every additional word, e.g. 18 words, 6/-; 24 words, 8/-

Paragraphs of under 8 words are charged double minimum rate i.e., 8/-. Each paragraph is charged separately. Name and address must be counted.

SERIES DISCOUNTS are allowed to Trade Advertisers as follows on orders for consecutive insertions, provided a contract is placed in advance, and in the absence of fresh instructions the entire "copy" is repeated from the previous issue; 13 insertions, 5%; 26, 10%; 52, 15%.

ADVERTISEMENTS for these columns are accepted up to **FIRST POST** on **MONDAY MORNING** (previous to date of issue) at the Head Offices of "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, or on **SATURDAY MORNING** at the Branch Offices, 19, Hertford Street, Coventry; Guildhall Buildings, Navigation Street, Birmingham, 2; 260, Deansgate, Manchester, 3; 26a, Renfield Street, Glasgow, C.2.

Advertisements that arrive too late for a particular issue or that are crowded out will automatically be inserted in the following issue unless accompanied by instructions to the contrary. All advertisements must be strictly prepaid.

The proprietors retain the right to refuse or withdraw advertisements at their discretion.

Postal Orders and Cheques sent in payment for advertisements should be made payable to **ILIFFE & SONS Ltd.** and crossed **& Co.**

Notes, being untraceable if lost in transit, should not be sent.

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

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

SPECIAL NOTE.

Readers who reply to advertisements and receive no answer to their enquiries are requested to regard the silence as an indication that the goods advertised have already been disposed of. Advertisers often receive so many enquiries that it is quite impossible to reply to each one by post. When sending remittances direct to an advertiser stamp for return should also be included for use in the event of the application proving unsuccessful.

MOTOR CYCLES FOR SALE.

A.J.S.

A.J.S.s.—List free. Terms, Exchanges.—Rowland Smith, below.

65 Guineas.—1934 model, specially built 4.95h.p. camshaft racing model, 4-speeds, foot-change, electric lighting, rev. counter, one owner, run a few miles only, brand new condition. Cost about £85.

39 Guineas.—October, 1933, 3.49h.p. o.h.v. Big Port, 4-speeds, Magdyno, instrument panel, speedometer, pillion, spot-light, electric horn, one owner, run a few miles only, practically brand new.

11 Guineas.—1928, 3.49h.p. o.h.v., Magdyno, electric horn, excellent condition. Taxed.

7 Guineas.—Late 1928, 3.49h.p., dynamo, pillion, very good condition.

4 Guineas.—1924, 3.49h.p., pillion, good condition.—Below.

ROWLAND SMITH, High St., Hampstead (Hampstead Tube). Week-days, Saturdays 9-9. Sundays 9-1. Hampstead 6041-6. [2402]

COMERFORD'S—5 Guineas!! 1927 A.J.S. 350 c.c., fully equipped, nice condition.—Below.

COMERFORD'S—19 Guineas!! 1930 A.J.S. 350 c.c., side valve, dynamo lighting, twist grip; £5 down.—Below.

COMERFORD'S—29 Guineas!! 1933 A.J.S. 250 c.c., dynamo lighting, one owner; £8 down.—Below.

COMERFORD'S—14 Guineas!! 1929 A.J.S. 500 c.c., side valve, fully equipped; £4 down.—Below.

COMERFORD'S—22 Guineas!! 1930-31 A.J.S. 350 c.c., o.h.v., 2-port, dynamo lighting, twist grip, excellent condition; £6 down; exchanges.—Portsmouth Rd., Thames Ditton. [2377]

NUMBERED ADDRESSES.

For the convenience of private advertisers, letters may be addressed to numbers at "The Motor Cycle" Office. When this is desired, the sum of 6d. to defray the cost of registration and to cover postage on replies must be added to the advertisement charge, which must include the words Box 000, c/o "The Motor Cycle." All replies should be addressed to the Box No. shown in the advertisement; c/o "The Motor Cycle," Dorset House, Stamford Street, London S.E.1. Readers who reply to Box No. advertisements are warned against sending remittance through the post except in registered envelopes; in all such cases the use of the Deposit System is recommended, and the envelope should be clearly marked "Deposit Department."

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

DEPOSIT SYSTEM.

Readers who hesitate to send money to advertisers in these columns may deal in perfect safety by availing themselves of our Deposit System. If the money be deposited with "The Motor Cycle," both parties are advised of its receipt.

The time allowed for decision is three days, counting from receipt of goods, after which period if buyer decides not to retain goods, they must be returned to sender. If a sale is effected, buyer instructs us to remit amount to seller, but if not seller instructs us to return amount to depositor. Carriage is paid by the buyer, but in the event of no sale, and subject to there being no different arrangement between buyer and seller, each pays carriage one way. The seller takes the risk of loss or damage in transit, for which we take no responsibility. For all transactions up to £10, a deposit fee of 1/- is charged; on transactions over £10 and under £50, the fee is 2/6; over £50 and under £75, 5/-; over £75 and under £100, 7/6; and on all transactions over £100, 10/-. All deposit matters are dealt with at Dorset House, Stamford Street, London, S.E.1, and cheques and money orders should be made payable to Iliffe & Sons Ltd.

MOTOR CYCLES FOR SALE.

A.J.S.

A.J.S. 7.99h.p. 2-seater Combination, dynamo, all on, perfect; £12.—Burrows, 55, Macfarlane Rd., W.12. [1920]

CAMSHAFT 350 c.c. 1928 A.J.S., exceptional condition; £12; exchange cheaper.—5, Parthenia Rd., Fulham [2154]

ROBERTS—1928 A.J.S. 350, o.h.v.; £11/10; Magdyno, excellent condition, fast.—60, Grundy St., Poplar, East 4922. [2007]

BRACKPOOLS for A.J.S., actual stockists; liberal exchanges, terms.—228, Stanstead Rd., Forest Hill, Sydenham 2585. [0232]

!!!—19 guineas! £5 down, 29/11 monthly; 1930 3.48h.p. 2-port A.J.S., Magdyno, speedometer, superb condition; 1931, 23 guineas.

!!!—22 guineas! £5/16 secures; 1930 4.98h.p., 2-port inclined, 1934 electric, speedometer, excellent condition.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon. [2157]

£25.—1929½ A.J.S. touring combination, all electric, speedometer, interchangeable wheels, hardly used.—King, 59, Eversleigh Rd., East Ham. [2022]

!!!—15 guineas; £3/19 deposit, 24/8 monthly; 1930 3.48h.p. inclined A.J.S., 1934, electric, chromium, drisump, wonderfully reliable.

!!!—£6/19/6; 35/- deposit; 3.48h.p. sports, electric, excellent balloons, fast, taxed.

!!!—16 guineas; £4/4 deposit, 26/- monthly; 1930 3.48h.p., dynamo, speedometer, chromium, magnificently maintained.—Gray's, 217, Grovegreen Rd., Leytonstone [2212]

PUTNEY AUTOS—1928 A.J.S. 350 o.h.v., dynamo, speedometer, damper, excellent condition, taxed; 10 guineas.—263, Putney Bridge Rd., Putney. [2270]

YOU SAY ?
WHAT IS MY PRESENT MACHINE WORTH
WE SAY !
ITS VALUE WILL SECURE ANY BRAND NEW 1934 MACHINE
IF YOU TAKE ADVANTAGE OF OUR EXCHANGE HIRE-PURCHASE

ASK US to value your machine and quote you the allowance we will make in exchange for a new model.
 Our allowance price on almost any machine in good condition will usually enable you to take immediate delivery without having to find any cash at all. The balance is then split up into small monthly payments adapted to your own needs. There is nothing to prevent your having the machine of your choice if you seek the advice and helpful assistance of Godfreys Ltd., who specialise in all the leading makes and whose very complete stocks ensure immediate delivery.

COME AND EXPLAIN YOUR PROBLEM TO US.
 If you cannot call now, send for **GODFREYS' GUIDE to 1934 Models, FREE on request**

Godfreys LTD
 Head Office and Motorcycle Showrooms:
208-210, Gt. Portland St., W.1 Museum 3401/3
 Car Showrooms: 366, Euston Road, N.W.1. Museum 2644/7
 Croydon: 228-234, London Road Croydon 3641/2
 North London: 232, Stamford Hill, N.16 Stamford Hill 5048
 Spares Dept: 366, Euston Road, N.W.1 Museum 2644/7
 Service Depot: Eden Street, N.W.1 Museum 4046/7
 Telegrams for all Depts.: "Gofrabike, London."
HOURS: Gt. Portland St., 9-8 (incl. Sat). Stamford Hill, 9-8, Croydon, 9-8.

MOTOR CYCLES FOR SALE.

A.J.S.

LANE MOTORS.—A.J.S. 1931 493 o.h.v., new condition, solo or combination; 39 guineas; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings. [2289]

37 Guineas.—1933 shop soiled 2.48h.p. o.h.v. big port A.J.S., dynamo, instrument panel, 4-speed, foot change; terms, exchanges.—Plough Garage, Bromley Common. [2024]

!!!—23 guineas; £6/1 down, 35/2 monthly; 1931 3.48h.p. o.h.v. A.J.S. Big Port, dynamo, 8/3 tax, damper, drisump, Terry, pillion, small mileage, carefully used, very fast.

!!!—24 guineas; 1931 4.98h.p. o.h.v. Big Port, dynamo, panel, speedometer, 4-speed, exceptional condition.

!!!—16 guineas; £4/4 down; 1930 3.48h.p. sports, dynamo, exceptionally clean condition.—Gray's, 20, Hardman St., Liverpool. [2371]

GODFREY'S Guaranteed A.J.S. 1933 990 c.c., Magdyno, speedometer, panel, Swallow No. 9 sidecar, first class condition throughout; £72, or deferred.—208, Great Portland St., W.1. [2084]

TAYLORS, of Kingston.—1933 A.J.S. 2.48h.p. o.h.v. single port, Magdyno, panel, panel light, 4-speed, makers' guarantee; £42; terms, exchanges.—135, London Rd., Kingston. 'Phone: 1263. [2105]

39 Guineas.—Late 1932 498 c.c. o.h.v. big port A.J.S., Magdyno, speedometer, semi-touring sidecar, 1933 lighting, panel, excellent condition.—19, Widcombe Way, N.2. Speedwell 2586. [2513]

LOOK!—1932 350 c.c. o.h.v. big-port A.J.S., dynamo lighting, electric horn, speedometer, absolutely like new, including tyres, taxed December; £25.—Bates, High St., Slough. Open Sundays. [2119]

STOP!!!—£14/10! £3/13 secures, 22/8 monthly; 1929 4.97h.p. o.h.v. A.J.S., dynamo, saddle tank, drisump, tank speedometer, twist grip, taxed, insured, written guarantee.—Campbells Banks Lane, Broadway, Bexleyheath. [2243]

TIPPETTS for A.J.S.—1927 9.9 De Luxe combination, one owner, £15; 1931 3.50 s.v., dynamo, speedometer, £24; 1929 3.50 o.h.v., dynamo, speedometer, £15; deferred.—37, Arlington Rd., Surbiton. Elmbridge 1274. [2203]

A.J.S. 998 Big Twin, 1934 saloon sidecar (2-seater if preferred), Bosch, speedometer, spot light, pillion, legshields, new tyres, luggage rack; owner bought car; 39 guineas.—Nichols, 59, Winchendon Rd., Fulham, S.W.6. [1928]

HACKFORDS Offer 1933 A.J.S. 490 Big-port, dynamo lighting, full makers' guarantee, brand new, ride away fully insured and taxed for £15; write for particulars.—182, Acre Lane, Brixton, S.W.2. 'Phone: 3062.—Below.

HACKFORDS Offer 1933 A.J.S. 349 Big-port, up-swept pipe, dynamo lighting, full makers' guarantee, brand new, one only left, ride away with full comprehensive insurance and taxed for £12; call or write for particulars.—Hackford Motors, 182, Acre Lane, Brixton, S.W.2. 'Phone: 3062. [9887]

ILDFORD.—1933 brand new A.J.S. 3.50 o.h.v. big port, dynamo lighting, tank panel, positive foot change; list price £49/2/6, our price 40 guineas; deferred.—Morgans, York Rd., adjoining Station, Ilford, and opposite Station, Goodmayes. [2124]

RENNO'S.—1933 A.J.S. 500 c.c., o.h. camshaft, special crash foot change, dry sump, downswept carburettor, plated saddle tank, twist grip, damper, internal expanding brakes, electric lighting, no kick start, taxed 1934, one owner; 45 guineas, or £10 down, balance 12 to 18 months.—15, 16, and 27, Stockwell St., Greenwich, S.E.10. [2178]

KING, of Oxford.—One-fifth deposit; immediate delivery; no references, guarantors, insurance, enquiries; balance to suit yourself; 1931-32 big twin s.v. A.J.S., detachable heads, sump lubrication, heavy-weight gear box, big saddle tank, dynamo lighting, tyres as new, quick detachable wheels, as new throughout; only 36 guineas!! Now you "twin" enthusiasts, this is the bargain for you. Many other twins in stock. Your mount part payment, highest allowance possible. Study my other adverts. It'll pay you to try King, New Rd., Oxford. [1755]

KING, of Oxford.—One-fifth deposit; immediate delivery; no references, guarantors, insurance; balance up to 24 months!! 1930, and in superb condition, 250 c.c. o.h.v. 2-port A.J.S., sump lubrication, large saddle tank, low riding position, dynamo lighting, tyres as new, pillion, knee grips, speedometer, fully guaranteed; 22 guineas. Send deposit now to secure this super bargain; post p.c. to-night for my super descriptive bargain list and details of the most wonderful terms in Great Britain. Remember! I finance all my own deals. Any machine part payment, guaranteed highest allowance in Great Britain. Post to-night—it'll pay you. 300 high-grade second-hand machines in stock, to suit all pockets.—King, New Rd., Oxford. [1754]

Spare Parts:

A.J.S. Spares and Repairs, retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0315]



DON'T TAKE ANY NOTICE

of all this talk about "unequaled" terms claimed by some firms. Laytons of Oxford is one of **THE OLDEST-ESTABLISHED** in the motor cycle H.P. business, and carries the **LARGEST STOCK** IN THE SOUTH OF ENGLAND—including spares for all of 'em!! Laytons of Oxford are not only able to "equal" any terms in the United Kingdom, but in most cases to

! BEAT THEM !

Laytons' business is privately financed, using 1935 no-trouble methods. Highest exchange allowances in the country guaranteed. **MAKE YOUR OWN TERMS** for payment of the balance. Post the coupon **TO-DAY** and have no winter regrets for missed summer joys.

NO MINIMUM FINANCE CHARGES.

OVER 1,000 MACHINES ACTUALLY IN STOCK.

B.S.A. 3-wheelers from STOCK.

As a matter of interest, turn to our Adverts. in the Miscellaneous columns.

Open: 9 a.m. to 9 p.m. 6 days a week.

★ YOU WILL DO BEST AT LAYTONS! ★

Fill in this Coupon, post to-day and get a definite offer by return of post.

COUPON.

To LAYTONS of Oxford.
My present machine is a

.....
which I value at £

I am interested in a

Please quote me your best terms.

Name
(BLOCK CAPITALS)

Address
(BLOCK CAPITALS)



Phone: 3381 Oxford. Grams: Integrity. Oxford.



MOTOR CYCLES FOR SALE.

A.J.S.

Spare Parts:

FOR A.J.S. Spares.—Godfrey's, Ltd., 366, Euston Rd., London, N.W.1. Museum 2644-7. [0268]

HAVE You Tried Bounds for New or Second-hand A.J.S. Spares?—223, High Rd., Kilburn. [0260]

B RITNELL BROS.—A J.S. new, second-hand spares, —725-7, Fulham Rd., S.W.6. Fulham 1652. [1986]

A.J.S.—Largest stockists in the Kingdom; c.o.d. by phone or wire.—Taylors, Tichborne Court, High Holborn, W.C.1. Holborn 3328. [0812]

A.J.S. Riders!—Special clearance sale. Spares at knock-out prices. Too cheap to advertise separately. Write requirements.—Forfield Motors, Leamington Spa. [1214]

A.J.W.

MECHANICALLY New Record-breaking 1,000c.c. A.J.W., 135 m.p.h., 1 cwt. spares; best offer.—Lewis, 4, Gordon St., W.C.1. [2305]

CONWAY MOTORS.—£29; 1932 500 c.c. A.J.W. Python, dynamo, smart; exchanges, deferred.—301, Goldhawk Road, Shepherd's Bush. [2435]

P RIDE and **C**LARKE, Ltd., world distributors for A.J.W.; trade supplied; write for free list of these amazing motor cycles on very easy terms.—158, Stockwell Rd., Brixton S.W.9. [5534]

35 Guineas.—A.J.W., 1932, 4.99h.p. 4-valve Python combination, Swallow sports sidecar, 4-speeds, dynamo, pillion, one owner, excellent condition. Terms, Exchanges.—Rowland Smith, below.

23 Guineas.—A.J.W., late 1931, 3.49h.p. Radial Valve Python, 4-speeds, electric horn, one owner, very good condition. Terms, Exchanges. List, Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St, Hampstead (Hampstead Tube). Hampstead 6041-6. [2403]

A.K.D.

A.K.D. 174 1931, taxed, insured, new condition; £8/10.—68, Gloucester Rd., Chalk Farm, N.W.1. [2317]

Ariel.

ARIELS.—List free. Terms, Exchanges.—Rowland Smith, below.

35 Guineas.—1932, 3.48h.p. 2-port o.h.v. combination, Watsonian semi-sports sidecar, Magdyno, speedometer, electric horn, very carefully used, excellent condition. Taxed.

32 Guineas.—1931, 4.97h.p. o.h.v. Sloper combination, aluminium super-sports sidecar, 4-speeds, Magdyno, instrument panel, speedometer, Bosch horn, excellent condition.

14 Guineas.—Late 1928, 5.57h.p. touring combination, Magdyno, very good condition.

55 Guineas.—July, 1933, 5.97h.p. Square Four, 4-speeds, Magdyno, instrument panel, pillion, small mileage, almost new condition. Taxed.

42 Guineas.—Late 1932, 4.97h.p. Square Four, 4-speeds, foot-change, Magdyno, instrument panel, speedometer, electric horn, practically unworn tyres, one owner, carefully used, exceptional condition.

12 Guineas.—1929, 2.48h.p. 2-port o.h.v., speedometer, pillion, excellent condition.

12 Guineas.—1928, 4.97h.p. 2-port o.h.v., speedometer, pillion, excellent condition.

35 Guineas.—Late 1931, 4.97h.p. Square Four, 4-speeds, Magdyno, instrument panel, speedometer, pillion, carefully used, excellent condition. Taxed.

19 Guineas.—1930, 2.48h.p. 2-port o.h.v., dynamo, instrument panel, speedometer, pillion, excellent condition. Taxed.

ROWLAND SMITH, High St., Hampstead (Hampstead Tube). Week-days Saturdays 9-9. Sundays 9-1. Hampstead 6041-6. [2404]

COMERFORD'S.—9 guineas!! 1929 Ariel Colt 250 c.c., side valve.—Below.

COMERFORD'S.—19 guineas!! 1931-32 Ariel Colt 250 c.c., side valve, electric lighting, chromium tank; £5 down.—Below.

COMERFORD'S.—14 guineas!! 1929 Ariel Colt 250 c.c., o.h.v., 2-port, dynamo lighting, 8/3 tax paid.—Below.

COMERFORD'S.—24 guineas!! Ariel Sloper 1931 500 c.c., o.h.v., 2-port, 4-valve, dynamo lighting, chromium tank; £7 down; exchanges.—Portsmouth Rd., Thames Ditton. [2378]

GODFREY'S for Ariels.—All models in stock.—208, Great Portland St., W.1. [0253]

ARIEL Square Four, 1931, fine condition; £30.—141, Bedford Hill, Balham, S.W.12. [2055]

WRITERS, of Kennington, the specialists, for your 1934 Ariel.—Kennington Cross, London, S.E. [3957]

ARIEL 500 c.c. 1928-29 2-port combination, one owner, taxed, 1932 condition.—243, Maida Vale, W.9. [2324]

MOTOR CYCLES FOR SALE.

Ariel.

- 26** Guineas.—250 o.h.v., 2-port Ariel Colt, taxed, insured, dynamo, waders.—125, Lower Park Rd. Peckham. [2070]
- £9.**—1929 Ariel 250 c.c., machine and tyres excellent condition, insured.—38, Barcombe Ave., Streatham. [2047]
- P**UTNEY AUTOS.—Ariel specialists; all models from stock; good allowance on Red Hunters.—263, Putney Bridge Rd. [8404]
- !!!**—10 guineas! £2/13 down, 17/3 monthly; 1929 2.48h.p. 2-port Ariel, electrics, taxed 8/3, splendid condition.
- !!!**—21 guineas! £5/11 down; 1931 2.48h.p. o.h.v., oilbath, dynamo, carefully used.—Gray's Sandford Rd., Bexleyheath. [2232]
- B**EECHER.—1932 600 Ariel Square 4, dynamo, one owner, just overhauled, £37, solo; one other, £40, combination.—Below.
- 19** 32 557 s.v. Sloper Ariel, instrument panel, taxed, £26; 2 others.—472, Archway Rd., Highgate, N.6. Mou 2848. Terms, exchanges. [2320]
- £37.**—1932 600 c.c. Ariel Four, equipped, 9,000 miles only, taxed, insured.—63, Tudor Gardens, Acton, W.3. Acorn 3579. [2006]
- 6** Ariel Solo Motor Cycles, o.h.v. models, all perfect, from £9; exchanges.—J. Austin, 147-153, High St., Harlesden, N.W.10. [2307]
- P**UTNEY AUTOS.—1929 Ariel 500 o.h.v., electrics, speedometer, reliable and fast, taxed; £15/10.—263, Putney Bridge Rd., Putney. [2269]
- £10.**—Ariel 1927 497 o.h.v. combination, new chains, tyres, carburetter, etc., perfect running.—Barron, 115, Pembroke St., King's Cross. [2272]
- P**ERCE RYE.—1929 Ariel 500 c.c. o.h.v., Magdyno, nice condition, £11/10; 20 others; spare parts cheap.—726a, Fulham Rd., Fulham. [2046]
- £18.**—Private; 1928 500 o.h.v. Ariel, new dynamo, Exide, Goodyears, taxed, insured pillion, suit clubman.—166, Beechcroft Rd., S.W.17. [2489]
- P**URCHASE Your 1934 Model from the Ariel Specialist; highest allowances; easiest deferred.—S. A. Coles, 153, Francis Rd., Leyton. [2038]
- 33** Guineas!—1933 Ariel 350, o.h.v., dynamo lighting, speedometer, etc.; terms, exchanges.—E. T. Pink, 225, Station Rd., Harrow. [2030]
- B**ICKELLS.—Ariel Four, late 1933, converted to 1934, dynamo lighting, speedometer, taxed year; £55.—260, Archway Road, Highgate, N.6. [1451]
- £12.**—1928 550 c.c. Ariel, Magdyno, spot light, pillion, footrests, taxed, insured December.—Russell, 10, Toppfield Parade, Crouch End. [1937]
- B**RACKPOOLS for Ariel, official machine and spares stockists; liberal exchanges, terms.—228, Stanstead Rd., Forest Hill, Sydenham 2585. [0227]
- £19.**—1931 348 c.c. o.h.v. 2-port Ariel, Magdyno, foot change, electric horn, etc.; evenings only.—56, Brodie Rd., Browning Rd., Enfield, Middlesex. [1929]
- F**OR Earliest Delivery of 1934 Ariel Models, the best price for your present machine, and the finest service, you must go to Heath Bros., Frensham, Farnham, Surrey. [3067]
- G**ODFREY'S Guaranteed Ariel 1933 600 c.c. Square Four, Magdyno, Schneider sidecar, first class condition throughout; £75, or deferred.—208, Great Portland St., W.1. [2085]
- B**UY Direct from the Firm on the Spot!—Every 1934 Ariel model actually in stock! Cash, exchanges, easy payments.—Colmore Depot, 77, Station St., Birmingham. [1956]
- 20** Guineas! 1930 500 c.c. o.h.v. Ariel, dynamo, speedometer, electric horn, pillion, good condition, fast, one owner, appointment.—Turner, 1, New Park Rd., Chichester. [1970]
- T**IPPETTS for Ariel 4 Combination, Launch saloon sidecar, new condition throughout, £50; 1929 5.50 s.v., dynamo, £15.—37, Arlington Rd., Surbiton. Elmbridge 1274. [2205]
- !!!**—49 guineas! Deferred; 1932 4-cyl. Ariel combination, Magdyno, 4-speed, speedometer, Watsonian super sports, excellent performance.—Gray's, 68, Fore St., Edmonton. [2130]
- S**TOP!!!—£26/10! £6/13 secures, 37/8 monthly; 1931 (first registered 1933) 3.50h.p. 2-port Ariel, dynamo, aluminium oilbath, new tyres, taxed, new condition; written guarantee.
- S**TOP!!!—£18/10! £4/13 secures, 27/8 monthly; 1929 5.50h.p. Ariel combination, dynamo, tank speedometer, drisump, beautiful silver fabric torpedo, locker, screen, fine condition; written guarantee.—Below.
- S**TOP!!!—£14/10! £3/13 secures, 22/8 monthly; 1928 4.97h.p. 2-port Ariel, Magdyno, saddle tank, 100 m.p.h., rear wheel Bonniksen speedometer, electric horn, taxed, new tyres, beautiful condition; written guarantee.—Campbell's, Banks Lane, Broadway, Bexleyheath. [2244]

K I R K S
K I R K S

Going north, south, east, or west for holidays? Take it easy by taking advantage of KIRK'S easiest of terms on any of the super bargains below. Full Comprehensive Insurance Not Required and into the bargain a Three Months' Guarantee !!

- C**OMBINATIONS. GNS.
- A.J.S.**, 1933, 986 c.c. de Luxe, aluminium semi-Sports sidecar, large locker, tank instrument panel, Magdyno lighting, 4-speed, innumerable extras, 8-day clock, speedometer, fire extinguisher, pillion, etc., magnificent outfit, equal to new throughout, tax paid. 59
- B.S.A.**, 1933, 5.95 h.p. O.H.V. 2-port de Luxe inclined, aluminium Torpedo Sports sidecar, tank instrument panel, Magdyno, speedometer, twist-grips, pillion, smart appearance, low mileage. 57
- ARIEL**, 1932, 600 c.c. "Square 4," coachbuilt Touring sidecar, tank instrument panel, dynamo lighting, twist-grips, 4-speed, superb outfit, remarkably good appearance. 49
- SUNBEAM**, 1930, Model 9, 490 c.c. O.H.V., 1934 polished aluminium Launch sidecar, Magdyno lighting, electric horn, oil-bath chain case, twist-grips, dipping headlight, extremely carefully used and a Super outfit. 45
- CALTHORPE**, 1933, 500 c.c. "Ivory" Major O.H.V. 2-port, "Swallow" Super Launch coachbuilt sidecar to match, instrument panel, speedometer, dynamo lighting, a really magnificent outfit, one owner only, tax paid. 39
- TRIUMPH**, 1931, 5.49 h.p. de Luxe, coachbuilt Occasional 2-seater sidecar, Magdyno lighting, dipping headlights, electric horn, air pillion, etc., very fine dual-purpose outfit. 32
- ENFIELD**, 1931, 350 c.c. O.H.V. 2-port inclined, exceptionally attractive Launch sidecar, hammock seat, Magdyno lighting, twist-grips, dipping headlight, pillion, etc., tax paid. 29
- RUDGE**, 1929, "Special," 500 c.c. O.H.V. 2-port, polished aluminium semi-Sports sidecar, hood, etc., dynamo lighting, 4-speed, pillion, really excellent appearance, snip. 22
- ARIEL**, 1929, 5.57 c.c. de Luxe, fabric Touring sidecar, Lucas Magdyno, good tyres, very serviceable outfit, and a bargain! 21
- A.J.S.**, 1928, 3.50 c.c. de Luxe, new Special semi-Sports sidecar, Lucas Magdyno lighting, pillion, exceptionally fine appearance. 17
- S**OLOs.
- ARIEL**, 1931, 500 c.c. O.H.V. 2-port, 4-valve inclined, tank instrument panel, Magdyno lighting, 4-speed, twist-grip, dipping headlight, air pillion, extremely good tyres, fast and smart appearance. 29
- LEVIS**, 1932, Model "A/2," 350 c.c. O.H.V. 2-port, dynamo, speedometer, positive foot-change, plated tank, air pillion, very fast, an ideal model. 32
- A.J.W.**, "Flying Fox," 1932, 500 c.c. O.H.V. 2-port Python, Druid forks, twist-grips, pillion, extremely fine appearance, and a distinctive model. 29
- VELOCETTE**, 1932 Model, G.T.P., 250 c.c. 2-port, dynamo lighting, electric horn, twist-grip, very splendidly kept, tax paid (8/3 tax). 24
- NEW IMPERIAL**, 1933, 250 c.c. O.H.V. Unit Super inclined, dynamo, twist-grip, air pillion, etc., excellent tyres, condition and appearance, chromium and red saddle tank (8/3 tax). 24
- RUDGE**, 1930, 350 c.c. O.H.V. 2-port, dynamo lighting, trip speedometer, twist-grips, chromium plating, extremely carefully used throughout, genuine bargain. 24
- VELOCETTE**, 1929, 350 c.c. O.H. Camshaft, dynamo lighting, twist-grip, separate oil tank, pillion, etc., bargain. 18
- A.K.D.**, 1931, 1.49 h.p. O.H.V. 2-port, dynamo lighting, large saddle tank, excellent tyres, fine lightweight model (8/3 tax paid). 11
- TRIUMPH**, 1927, T.T. Model, 4.90 h.p. O.H.V. 2-port, M/L dynamo lighting, twist-grip, 0/8 tyres, smart appearance. 9

MOTOR CYCLES FOR SALE.

Ariel.

- B**OYER and BENTLEY, the Ariel Specialists.—Delivery from stock all models; highest exchanges in London, deferred self financed.—118, Peckham Rye, S.E. Open Sunday mornings. [8349]
- !!!**—59 guineas; 1932 6.00 4-cyl. Ariel Combination, Magdyno, panel, speedometer, Swallow Vauxhall type sidecar, adaptable child's seat, hood, one owner, magnificent outfit.
- !!!**—15 guineas; £3/19 down, 24/8 monthly; 1930 5.57h.p., dynamo, chromium, sound condition.
- !!!**—12 guineas; £3/3 down, 19/11 monthly; 1929 2.48h.p. 2-port Colt, electrics, drisump, fine condition.
- !!!**—35 guineas; 1933 3.48h.p. 2-port, Magdyno, panel, beautiful condition.
- !!!**—43 guineas; 1932 6.00h.p. 4-cyl., Magdyno, speedometer, new tyres, excellent condition.
- !!!**—22 guineas; £5/16 down; 1929 5.57h.p. combination, dynamo, practically new Watsonian coupe, splendid outfit.
- !!!**—28 guineas; £7/7 down; 1932 3.48h.p. 2-port Red Hunter, Magdyno, competition pipes, chromium rims, 75 m.p.h.
- !!!**—65 guineas; 1934 6.00h.p., 4-cyl., Magdyno, positive foot change, insured, indistinguishable brand new.
- !!!**—49 guineas; 1932 6.00h.p. 4-cyl. combination, Magdyno, speedometer, super sports sidecar, attractive outfit.—Gray's, 127, Hockley Hill, Birmingham. [2094]
- L**OOK! Bargain.—5.98 Ariel combination, dynamo lighting, Sandum Special detachable sidecar, fully equipped, only done 12,000 miles, one owner; £27.—32, North View Rd., Hornsey, N.8. [2479]
- C**OPEX MOTORS!!—28 guineas; 1932 Ariel "Red Hunter" 3.50 o.h.v. sloper, dynamo, practically new; exchanges, deferred.—106a, Acton Lane, Acton Green, Chiswick. Open Sunday mornings. [2263]
- H**ARRY NASH.—Ariels, Ariels; full 1934 range in stock, including 350 and 500 Red Hunters, Square Fours and others; get my special exchange quotation; £££s ahead of others; easiest terms.—391, King St., Hammersmith. [2200]
- P**ALMERS.—1932 Ariel 600 c.c. Square Four, 4 speeds, instrument panel, speedometer, dynamo lighting, new O.S. tyres, sports sidecar, taxed; 45 guineas; exchanges and deferred.—53, York St., Twickenham. Popesgrove 1454. [2266]
- N**AYLOR and ROOT.—Immediate delivery of 1934 Ariel motor cycles, "Red Hunter" 500 and other models, Watsonian sidecars to suit; exchanges and deferred terms.—248-250, Lavender Hill, Clapham Junction, S.W.11. Battersea 5272. [7788]
- H**ARRY NASH.—28 Guineas!!! 1931 497 c.c. o.h.v. Ariel and Ariel semi-touring aluminium sidecar, dynamo, new tyres, chrome tank, etc., wonderful condition; also 1927 combination, taxed, dynamo, £12/10!!!—337, King St., Hammersmith. [1815]
- D**AWSOON'S MOTORS.—1930-31 500 c.c. o.h.v. 2-port Ariel, dynamo, drisump, only taxed 5 quarters since new, truly most excellent machine; £19/19, or £4 secures immediate delivery, balance £1 monthly.—Queen's Hall Chambers, London Rd., Derby. [2151]
- W**HITBY'S, of Acton.—1934 Ariel contracting dealers; call and inspect the new Square Fours, Red Hunters, and 250's; highest allowances, easiest terms; always good selection second-hand Ariels; over 130 high-grade machines in stock.—1-7, The Vale, Acton, W.3. She. 1513. [7337]
- D**AWSOON'S MOTORS.—1929 250 c.c. o.h.v. 2-port Ariel Colt, large capacity saddle tank, twist grip, electrics, fully equipped, 50 m.p.h. speedometer set in tank, pillion seat, good runner, 8/3 tax paid; a real snip at £12!!! or deposit of £2/10 secures! —1, Sheep St., Northampton. [2116]
- W**HITBY'S, of Acton, offer 1932 Ariel 600 c.c. "Square Four," fitted with Swallow No. 11 De Luxe launch sidecar, complete with Magdyno, hood, screen, speedometer and electric horn; 52 guineas—choice of two; exchanges, terms; 1934 models in stock. 1-7, The Vale, Acton, W.3. She. 1513. [1461]
- K**ING, of Oxford.—One-fifth deposit; immediate delivery!!! no enquiries, references, guarantors, insurance, etc.; balance up to 24 months; 1934, only done 200 miles, "Square Four" Ariel, 600 c.c. 4 cyl. 4 speeds, foot change, big chromium tank, speedometer, pillion and rests, knee grips, electric horn, tyres as new, guaranteed as new throughout; don't miss it! only 59 guineas!! Send small deposit now to reserve. Your mount part payment, guaranteed top market allowance. Send p.c. for my super descriptive bargain list and details of unquestionably the easiest terms in Great Britain. You cannot afford to miss my proposition. 300 high-grade fully guaranteed machines in stock, all types, to suit all requirements. Post to-night, it'll pay you.—King, New Rd., Oxford. [1757]

Safety First *Try at Kirk's*

KIRK & CO

22/49, PRAED ST.,
PADDINGTON, W.2.

Tel.: PADDINGTON 6049 & 6892.

Close 8 p.m. Sundays 10 a.m. to 1 p.m.

MOTOR CYCLES FOR SALE.**Ariel.**

KING, of Oxford.—One-fifth deposit; immediate delivery; no references, guarantors, insurance, fuss or "red tape"; balance to suit yourself; 1928 500 c.c. o.h.v. 2-port Ariel, large saddle tank, twist grip, good tyres, electric lighting, complete for use; snip, 10 guineas. Many other similar bargains; write now for super bargain list and details of the most wonderful terms in Great Britain. Guaranteed best exchanges. You must try King, of Oxford. See my other adverts.—King, New Rd., Oxford. [1756]

Spare Parts:

BOUNDS.—Ariel spares; trade supplied.—223, High Rd., Kilburn. [0259]

ARIEL Spares and Repairs, retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0316]

FOR Ariel Spares.—Godfrey's, Ltd., 366, Euston Rd., London, N.W.1. Museum 2644-7. [0269]

PUTNEY AUTOS.—Ariel spares depot, retail and trade; also second-hand.—263, Putney Bridge Rd. Putney 2645. [1284]

BURMAN Gears and All Ariel Foot Change Spares, c.o.d., trade and retail.—Glanfield Lawrence, 230, Tottenham Court Rd. [7642]

ARIEL Spares c.o.d. by Return; repairs and sales.—Stevens, 151, Goldhawk Rd., W.12 'Phone: Shepherd's Bush 1154 (2 lines). [7452]

BOYER and **B**ENTLEY, Ariel spares stockists; any part by return.—118, Peckham Rye, S.E. Open Sunday mornings. New Cross 3032. [9627]

WRITERS, of Kennington, Britain's largest spares and repairs agents.—New parts for 1912-1934 Ariels; over £2,500 always in stock, including Burman, Sturmey, Amal, and Lucas spares; regrinding with genuine pistons in 3 days; any part sent c.o.d. by return; trade supplied.—'Phone: Reliance 1362 Kennington Cross, London, S.E. [3590]

Ascot-Pullin.

22 Guineas.—Ascot-Pullin, 1930 (registered 1931), 4.90h.p. o.h.v., dynamo, instrument panel, speedometer, clock practically unworn tyres, electric horn, very good condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2405]

Spare Parts:

RENNO'S for Every Ascot Requirement; c.o.d. spares service; every part available; quotation, advice willingly; London's largest showrooms.—232-3-4, Upper St., Islington, N.1 (near Tube). 'Phone: North 4467-8. [2367]

Brough Superior.

BROUGH SUPERIOR 1927 680, o.h.v., Magdno, Bonniksen, good condition; £15.—44, Southend Rd., East Ham. [1935]

BROUGH 1933 S.S.80, taxed, 120 m.p.h. with trip speedometer, legshields, etc., cost over £135, mileage 8,000; £70.—Auty and Lees, Ltd., 30, Stanley St., Bury. 'Phone: 959. [1949]

1933 Brough Superior S.S.100, very little used, with or without sidecar; nearest offer to £100.—Adlards Motors, Ltd., Day and Night, Keswick Rd. Putney 2334. [1130]

!!!—115 guineas; 1934 11.50h.p. Brough Superior combination, dynamo, electric horn, 4-speed, Watsonian saloon, taxed, small mileage, cost about £160, indistinguishable new.

!!!—89 guineas; 1934 and guaranteed to only been run 50 miles, 6.80h.p. o.h.v., dynamo, speedometer, foot change, taxed, under guarantee.

!!!—63 guineas; 1933 6.80h.p. combination, dynamo, electric horn, Noxal launch, taxed, carefully used.

!!!—Exchanges, deferred 18 months.—Gray's, 152, Woodhouse Lane, Leeds. [2258]

OVERHEAD 680 Brough Superior, 1930 engine, 1931 spring frame, works reconditioned 1934, indistinguishable from new, phenomenal performance; £46.—30, Tennyson, Fleetwood. [2059]

GODFREY'S Guaranteed Brough Superior, 1931, 495 c.c. twin racing J.A.P., Magdno, speedometer, first class condition throughout; £49, or deferred.—208, Great Portland St., W.1. [2086]

!!!—25 guineas; £6/12 down; S.S.100 Brough Superior combination, 9.80h.p. o.h.v. J.A.P., Magdno, huge saddle tank, raised chromium exhausts, Noxal super sports sidecar, clock, speedometer, taxed, attractive outfit.

!!!—33 guineas; 1927 S.S.100, 9.80h.p. o.h.v. J.A.P., bevel Magdno, Castle forks, raised chromium exhausts, twin float, Bonniksen, Dance grips, new tyres, terrific performance, beautiful condition.—Gray's, 127, Hockley Hill, Birmingham. [2095]

A SUGGESTION.—A second-hand Brough Superior that is thoroughly overhauled and guaranteed by the maker is your safeguard; send for list of 1933 end-of-season machines at much reduced prices.—George Brough, Haydn Rd., Nottingham. [0156]

**GET YOUR
ALL-ON
B.S.A.
ON THE BEST
ALL-IN
TERMS AT
LOVETTS**



**AND
SERVICE
AGENTS**

Choose your new mount from the 1934 B.S.A. "All-on" models which have complete equipment ready for the road and take advantage of Lovetts "All-in" terms which include insurance, etc., and provide the best possible scale for purchase by easy instalments.

A post card will bring you the new B.S.A. catalogue and full details of our eighteen months' "All-in" terms. If you have a machine to exchange, send brief particulars and we will quote for it in part payment for any new model in the 1934 B.S.A. range—the balance you can pay by instalments if you wish.

**LOVETTS
LIMITED**

(Established over a quarter of a century.)

**Showrooms, Spares & Service—
418, ROMFORD RD., FOREST GATE,
LONDON, E.7.**

Telephone: Grangewood 1234 (4 lines)

and
447-449, BARKING ROAD, EAST HAM, E.6.

Telephone: Grangewood 0678.

**Car Showroom:
BUSHWOOD CORNER, LEYTONSTONE, E.11.**

Telephone: Wanstead 2433.
All depots open from Monday to Saturday, 9 a.m. to 8 p.m.
Sunday morning 10 a.m. till 1 o'clock.

"TO SERVE" TO SATISFY"

MOTOR CYCLES FOR SALE.**Brough Superior.**

TAYLORS, of Kingston.—1930 Brough Superior 680 c.c. s.v. twin, registered 1932, dynamo lighting, Bonniksen speedometer, electric horn, good tyres, fast, carefully used, excellent condition; £37/10; terms, exchanges.—135, London Rd., Kingston. 'Phone: 1263. [2106]

!!!—59 guineas! Deferred (18 months); 1933 6.80h.p. Brough Superior, Magdno, speedometer, electric horn, huge chromium-black tank, competition pipes, mileage negligible, showroom condition.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon. [2170]

57 Guineas.—1929 S.S.100 Alpine Grand Sports spring frame Brough combination, fitted with special £30 saloon sidecar, recently overhauled and chromium plated, absolutely 1934 condition throughout.—Garrard, 436, Uxbridge Rd., Shepherd's Bush, W.12. Telephone: She 1121. [2303]

1934 Brough Superior, 11.50h.p., spring frame model, 4-speed gear box, Magdno lighting, electric horn, 125 m.p.h. speedometer (rear wheel drive), Castle forks, mileage 700, taxed and insured till end of 1934, indistinguishable from new; £115.—Alexander and Co., 113-117, Lothian Rd., Edinburgh. [1981]

HARRY NASH.—£52/10!!! S.S.100 Brough Superior, late 1930, 1,000 c.c. o.h.v. J.A.P., dynamo lighting, new tyres, cradle frame, twin float carburetter, tuned engine, absolutely unscratched, small mileage, used solo, special chocolate cellulose finish, insured, guaranteed condition; exchanges, deferred.—337, King St., Hammersmith. [2396]

85 Guineas.—Brough Superior, May, 1934, 6.80h.p. o.h.v. J.A.P., 4-speeds, foot-change, Magdno, rear-drive 120 m.p.h. speedometer, electric horn, one owner, run 103 miles only, brand new. Taxed. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2407]

DID YOU Know that the S.S.100 Brough Superior, "The Rolls-Royce of Motor Cycles," vide *The Motor Cycle*, holds the world's speed record (kilo. and mile), sidecar, the world's sand speed record, the Brooklands Test Hill record, and is the only motor cycle and sidecar to have lapped Brooklands at over 100 m.p.h.? —George Brough, Haydn Rd., Nottingham. [0146]

B.S.A.

WHITBY'S, of Acton.

WHITBY'S, the West London B.S.A. Specialists, have the full range of 1934 models on show, from the 1.49h.p. 15/- tax lightweight at £29/17/6 to the De Luxe Special 4-cyl. 3-wheelers at £125; sidecars in stock to suit all tastes; sports and touring family 2-seaters; the best exchange allowance and convenient terms await all motor cyclists at Whitby's. 1-7, The Vale, Acton, W.3. She. 1513. [6902]

B.S.A.s.—List free. Terms, Exchanges. — Rowland Smith, below

23 Guineas.—1928 model, 7.70h.p. touring combination B.S.A. No. 6 sidecar on folding chassis, dynamo, legshields, one owner, excellent condition. Taxed.

39 Guineas.—Late 1933, 3.49h.p. Blue Star, 4-speeds, foot-change, Magdno, instrument panel, speedometer, upswept exhausts, pillion, electric horn, carefully used, excellent condition. Taxed.

29 Guineas.—1932, 3.49h.p. 2-port o.h.v., 4-speeds, Magdno, instrument panel, pillion, electric horn, one owner, carefully used, excellent condition. Taxed. Insured to February.

27 Guineas.—Late 1933, 2.49h.p. o.h.v., dynamo, pillion, Bosch horn, one owner, very small mileage, practically brand new. Taxed.

25 Guineas.—1933, 2.49h.p., dynamo, pillion, one owner run a few miles only, practically brand new.

19 Guineas.—1930, 3.49h.p., Magdno, carefully used, exceptional condition.

11 Guineas.—1930 model, 2.49h.p., pillion, good condition.

8 Guineas.—1927, 3.49h.p. o.h.v., pillion, almost new tyres, carefully used, very exceptional condition. Taxed.

6 Guineas.—1926, 3.49h.p. o.h.v., dynamo, pillion, exceptional condition.

4 Guineas.—Late 1926, 2.49h.p. De Luxe, 3-speeds, very good condition.

ROWLAND SMITH, High St., Hampstead (Hampstead Tube). Week-days, Saturdays 9-9. Sundays 9-1. Hampstead 6041-6. [2406]

GODFREY'S for B.S.A.s.—All models in stock.—208, Great Portland St., W.1. [0254]

B.S.A. 350, saddle tank, running order; £3/10.—68, Gloucester Rd., Chalk Farm, N.W.1. [2316]

WRITERS, of Kennington, B.S.A. Main Agents and Specialists, Kennington Cross, London, S.E. [3591]

COMERFORD'S

The Motor Cycle Distributors & Buyers

SECONDHAND BARGAINS AT LOWEST PRICES

- A.J.S., 1930/31, 350, S.V., inclined engine, Lucas Magdyno, chromium tank. £9 down, £2 5s. monthly **£32 10**
- RUDGE, 1932, Ulster, 500, dynamo, comp. pipe. £12 down, £2 10s. monthly **£44 0**
- TRIUMPH, 1933, Silent Scout, 500, S.V., dynamo, pillion, horn, 4-speed. £10 down, £2 monthly **£38 0**
- RUDGE, 1930, 250, O.H.V., chromium, dynamo. £5 down, £1 monthly **£18 10**
- CALTHORPE, 1931, 350, Ivory, dynamo, twist grip, pillion. £5 down, £1 monthly **£19 10**
- RUDGE, 1931, Special 500, dynamo. £6 down, £1 10s. monthly **£22 10**
- TRIUMPH, 1932, 350, O.H.V., 2-port, dynamo, horn, pillion, chromium tank, as new. £8 down, £2 monthly **£29 10**
- B.S.A., 1932, Blue Star, 350, dynamo, pillion. £9 down, £2 5s. monthly **£34 0**
- CALTHORPE, 1932, Black Prince, 500, O.H.V., 4-speed, dynamo, horn, chromium tank. £7 down, £1 10s. monthly **£25 0**
- LEVIS, 1930, O.2, 350, O.H.V., 2-port, chromium tank. £6 down, £1 5s. monthly **£22 10**
- COTTON, 1932, 150, J.A.P., S.V., 15s. tax, dynamo. £5 down, £1 monthly **£16 0**
- NORTON, 1929, O.H. Camshaft, 490, Lucas Magdyno, Dance grip and foot change. £8 down, £2 monthly **£29 10**
- B.S.A., 1933, 250, O.H.V., dynamo lighting, chromium tank, taxed. £7 down, £1 15s. monthly **£27 0**
- CALTHORPE, 1933, Ivory Major, 500, dynamo, speedo., 4-speed. £9 down, £2 5s. monthly **£36 0**
- GRINDLAY PEERLESS, 1932, 500, Python, 4-speed, dynamo, chromium tank, taxed. £8 down, £2 monthly **£29 10**
- COVENTRY EAGLE, 1932, Silent Superb, 150, dynamo, legshields, 15s. tax paid year. £4 down, £1 monthly **£12 10**
- JAMES, 1931, 196, 2-stroke, electric, legshields, taxed. £4 down, £1 monthly **£11 0**
- RALEIGH, 1930/31, 350, O.H.V., 2-port, dynamo, chromium, taxed. £4 down, £1 monthly **£15 0**
- O.E.C., 1934, 500, O.H.V., chromium tank, dynamo, pillion, mileage under 1,000. £12 down, £2 10s. monthly **£44 0**
- COTTON, 1933, 500, Python, dynamo, twist grip, taxed. £11 down, £2 5s. monthly **£42 10**
- VINCENT H.R.D., 1933, 500, Ulster, dynamo, spring frame. £13 down, £2 10s. monthly **£48 10**
- B.S.A., 1934, 500 twin, dynamo, horn, pillion, small mileage, taxed. £15 down, £2 17s. monthly **£52 10**
- NEW IMPERIAL, 1930, 500 S.V., dynamo, speedo., as new. £6 down, £1 10s. monthly **£22 10**
- NEW IMPERIAL, 1932, 150 O.H.V., Unit Minor, dynamo, twist grip, legshields, 15s. tax. £4 down, £1 monthly **£15 0**
- MONTGOMERY, 1931, 500 O.H.V., J.A.P., 2-port, dynamo, pillion. £6 down, £1 5s. monthly **£22 0**
- VELOCETTE, 1932, M.O.V., 250, dynamo, 8s. 3d. tax paid. £10 down, £2 monthly **£37 10**
- VELOCETTE, 1932, 250, 2-stroke, dynamo, twist grip, pillion. £7 down, £1 10s. monthly **£24 0**
- B.S.A., 1932, 500, Sloper, 4-speed, dynamo, pillion, as new. £10 down, £2 monthly **£37 10**
- VELOCETTE, 1930, 350, O.H. Camshaft, dynamo, twist grip, pillion. £7 down, £2 monthly **£27 10**
- ARIEL, 1931, 500, O.H.V., Sloper, dynamo, speedo., taxed. £7 down, £2 monthly **£27 0**
- TRIUMPH, 1929, 500, S.V., electric. £4 down, £1 monthly **£14 0**
- TRIUMPH, 1929, 350, O.H.V., 2-port, Lucas Magdyno. £5 down, £1 monthly **£16 0**
- NORTON, 1930, Model 18, O.H.V., Lucas Magdyno, pillion seat and rest, electric horn, good tyres, excellent condition, taxed. £8 down, £2 monthly **£29 10**
- ENFIELD, 1932, 350, O.H.V., 2-port, dynamo, twist grip, tax paid, splendid appearance. £8 down, £2 monthly **£29 10**

Other terms to suit you. Insurance Optional.
We finance our own terms and give you immediate delivery.
No Guarantors or References Required
We specialise in postal business. Send for list.
Carriage paid on cash deals.

COMERFORD'S

MOTOR CYCLES FOR SALE.

B.S.A.

COLMORE Can Deliver from Stock!!—

COLMORE Invite Your Enquiry; if you are in Birmingham at any time, come and see the biggest display in the Kingdom of new 1934 B.S.A. models, motor cycles and 3-wheelers! If you cannot call, the business can be arranged by post; cash, exchange, or easy payments!—Colmore Depot: 77-85, Station St. (and 20-30, Hill St.), Birmingham. [9086]

CROSSEN'S for All B.S.A.s: highest allowances, lowest insurance rates.—243, Mare St., Hackney. [9192]

10 Guineas.—500 c.c. B.S.A. Sloper, o.h.v.; 5-8 p.m. weekdays.—Dairy, 128, Stonehouse St., Clapham. [2060]

B.S.A. 1929 250 c.c., taxed, electrics, twistgrips; £8, or nearest offer.—Baker, 105, Grayshott Rd., Battersea. [2052]

B.S.A. 350 c.c. o.h.v. Sports, dynamo, perfect condition; £20; instalments.—Fisher's Motors, Bath Rd., Hounslow. [2102]

COMERFORD'S.—19 guineas!! 1930 B.S.A. 349 c.c. o.h.v. Sloper, dynamo lighting, chromium tank; £5 down.—Below.

COMERFORD'S.—16 guineas!! 1932 B.S.A. 350 c.c. side valve, equipped, 8/3 tax; £5 down.—Below.

COMERFORD'S.—29 guineas!! 1932 B.S.A. Blue Star 350 c.c., o.h.v., 2-port, 4-speed, electric lighting; £8 down.—Below.

COMERFORD'S.—25 guineas!! 1933 B.S.A. 249 c.c., o.h.v., dynamo lighting; £7 down; exchanges.—Portsmouth Rd., Thames Ditton. [2379]

BRACKPOOLS for B.S.A., actual stockists; liberal exchanges, terms.—228, Stanstead Rd., Forest Hill, Sydenham 2585. [0231]

CONWAY MOTORS.—£52; 1933 595 c.c. s.v. B.S.A. combination, inclined engine, dynamo, 2-seater sidecar, splendid outfit.

CONWAY MOTORS.—£41; 1933 350 c.c. Blue Star, new condition throughout.

CONWAY MOTORS.—£24; 1929 500 c.c. Sloper sports combination, carefully used, dynamo, taxed.

CONWAY MOTORS.—£20; 1929 770 c.c. B.S.A. combination, No. 6 sidecar, dynamo.

CONWAY MOTORS.—£7/10; 1929 250 c.c., excellent runner, bargain; exchanges, deferred.—301, Goldhawk Road, Shepherd's Bush. [2436]

£5/10.—1927 B.S.A. 493 c.c. combination, semi sports sidecar, excellent condition, taxed.—E. J., 322, St. James's Rd., S.E.1. [1999]

1933 (April) 249 c.c. Blue Star B.S.A., full electrics, pillion, as new one owner; 33 guineas.—Box 479, c/o The Motor Cycle. [1977]

38 Guineas.—1933 (July) 350 Blue Star B.S.A., small mileage, pillion, taxed, insured, showroom condition.—25, Maitland Rd., S.E.26. [1910]

PUTNEY AUTOS.—Immediate delivery from stock of B.S.A.s, motor cycles and 3-wheelers; 18 months h.p.—263, Putney Bridge Rd. [8405]

GODFREY'S Shop Soiled B.S.A. 1933 986 c.c. G33-13, W.T. Magdyno, speedometer, brand new; £64, or deferred.—208, Great Portland St., W.1. [2087]

PRIVATE, 1933, 3.49 Blue Star B.S.A., insured 1935, Magdyno, speedo., Bosch, small mileage, as new; £35.—72, Birchwood Avenue, Beckenham. [1961]

LANE MOTORS.—B.S.A. 1933 349, positive change, taxed, 1,000 only; 39 guineas; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings. [2290]

PRIDE and CLARKE, Ltd.—£35/10; B.S.A. 1933 250 c.c. "Blue Star," dyno, upswept pipes, excellent.—158, Stockwell Rd., Brixton, S.W.9. 'Phone: 6414. [2488]

GODFREY'S Specialise in Reconditioned and Guaranteed B.S.A.s; don't purchase until you have our list, free on request.—208, Great Portland St., W.1. [0255]

!!!—37 guineas! deferred; 1933 2.49h.p. 2-port B.S.A. Blue Star, Magdyno, panel, foot change, competition pipes, speedometer, mileage negligible, unmarked.

!!!—39 guineas! 1932 4.93h.p. 2-port inclined. Magdyno, panel, huge lamp, showroom condition; 1933 5.96h.p., 46 guineas.

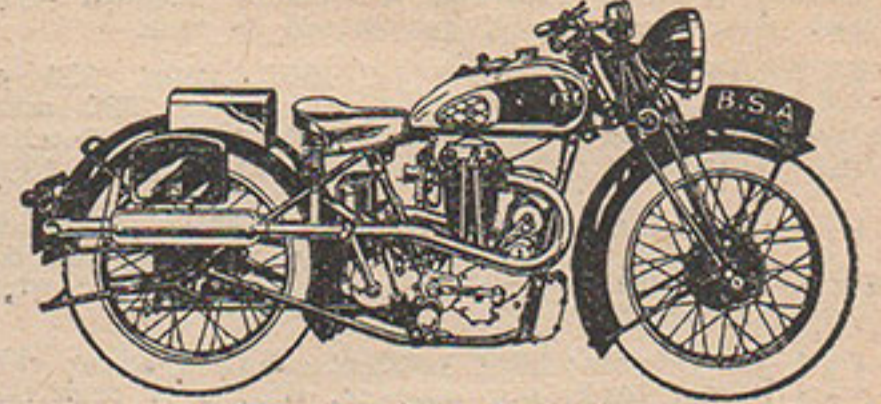
!!!—26 guineas! 1932 2.49h.p. 2-port, dynamo, panel, mileage negligible, superb condition; 1933, 27 guineas.

!!!—27 guineas! £7/2 secures; 1931 4.93h.p. 2-port inclined, Magdyno, panel, speedometer, fine condition.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon. [2158]

COMERFORD'S Special Offer!!—Brand new 1933 B.S.A. Blue Stars, 250 c.c., 8/3 tax, upswept pipes, 4-speed; list price £46/10, our price to clear £40/10; dynamo lighting and panel £5/2 extra; limited number only available; £11 deposit secures delivery, balance £2 monthly; fully guaranteed, in makers' wrappers; here's your opportunity.—Comerford's, Portsmouth Rd., Thames Ditton. [6629]

COMERFORD'S

The Motor Cycle Distributors & Buyers
B.S.A. BLUE STAR!!



Genuine 1933 Model B.S.A.s. 249 c.c. O.H.V. 2-Port,

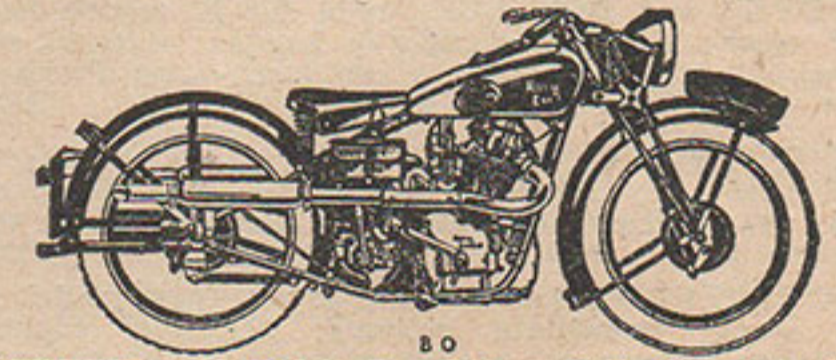
Upswept exhaust pipes, 4-speed foot change, Chromium tanks and wheels, Lucas Magdyno Lighting and panel in tank, pillion seat, twist grips, etc.

Listed at	£52 2 6
OUR PRICE	£45 10 0
Deposit required	£11 10 0
	£34 0 0
CHARGES (Lowest in the Trade)	£3 10 0
	£37 10 0

Balance payable at £2 monthly.
Other terms, of course, could be arranged over 12 or 13 months if required.
You will see from the above that it is cheaper to run a Motorcycle than to pay Bus or Train Fares.

SPECIAL OFFER

ENFIELD BULLET!!
39 gns.! 39 gns.!



GENUINE 1933 Models, Brand New, Fully Guaranteed, in Makers' Wrappers, Unregistered and Unridden.
COMPLETE WITH LIGHTING.

Listed at	£48 7 6
OUR PRICE	£40 19 0
CHARGES (Lowest in the Trade)	£3 0 0
	£43 19 0
DOWN PAYMENT	£11 0 0
	£32 19 0

Balance in 15 monthly payments of £2 4 0 (10/- weekly).
SPECIFICATION INCLUDES:

248 c.c. TWO PORT, O.H.V., specially tuned engine, HIGH COMPRESSION PISTON; enclosed push rods and rockers, automatically lubricated; NO EXTERNAL OIL PIPES, pump carburettor, twist grips, FOUR SPEED Gear Box, POSITIVE FOOT CONTROL, large brakes, front chain totally enclosed in ALUMINIUM OIL BATH CHAIN CASE. Bright parts, including tank, wheel rims and handlebars chromium plated, dampers, etc. LUCAS MAGDYNO LIGHTING with EXTRA LARGE HEADLAMP and dimmer switch. Instrument panel in tank.

WE ALSO HAVE A FEW
NORTONS, VINCENT H.R.D.s, JAMES, COTTONS, VELOCETTES, etc., available.
SEND FOR LIST.
We specialise in Postal Business.

CARRIAGE PAID ON CASH DEALS

COMERFORD'S

PORTSMOUTH RD., THAMES DITTON, SURREY.
Hours of Business: 9 a.m. till 8 p.m. Weekdays.
10 a.m. till 1 p.m. Sundays.
Nearest Station: SURBITON (15 minutes from Waterloo).
'Phones: EMBERBROOK 2323. EMBERBROOK 2324.

MOTOR CYCLES FOR SALE.
B.S.A.

HARRY NASH.—£26/10!!! 1930 5.59 c.c. s.v. B.S.A. Sloper and B.S.A. touring sidecar, taxed, dynamo lighting, good tyres, nice condition throughout, bargain.

HARRY NASH.—£45!!! 1932, August, 499 c.c. o.h.v. B.S.A. and B.S.A. launch sidecar, dynamo, 4-speeds, original tyres little worn, taxed, insured to March, condition almost new, special offer.

HARRY NASH.—£47/10!!! 1932-3 493 c.c. o.h.v. Sloper B.S.A. and Watsonian sports de luxe sidecar, dynamo lighting, 4 speeds, original tyres, tank instrument panel, guaranteed as new.

HARRY NASH.—£24!!! 1933, July, 250 c.c. B.S.A., dynamo lighting, only done 500 miles, absolutely as new throughout; also 1933 250 o.h.v.; £28/10!!!—337, King St., Hammersmith. [2392]

!!!—27 guineas; deferred; 1931 4.93h.p. 2-port inclined B.S.A., dynamo, panel, speedometer, 8in. lamp, beautiful original enamel, one careful owner, B.S.A. reliability.

!!!—27 guineas; 1932 3.49h.p. o.h.v., dynamo, chromium tank, low mileage, showroom condition, taxed year, 30/-.

!!!—16 guineas; £4/4 deposit, 26/- monthly; 1931 2.49h.p., electrics, exceptional condition, 8/3 tax.—Gray's, 217, Grovegreen Rd., Leytonstone. [2213]

25 Guineas.—349 B.S.A., o.h.v., 1932, dynamo lighting, chromium tank, pillion seat, new tyres, splendid condition, London district.—Box 478, c/o *The Motor Cycle.* [1944]

RENNO'S.—B.S.A. 770 c.c. combination, electric lighting, horn, mechanical oiling, dampers, Terry, pillion, smart outfit, reliable; 10 guineas; £3 down, 4/6 weekly.—Below.

RENNO'S.—1930 557 c.c. B.S.A. float combination, R lighting, horn, saddle tank, dampers, genuine B.S.A. chassis, knee grips, twist grip, splendid outfit; 21 guineas; £5 down, 23/6 monthly.—Below.

RENNO'S.—B.S.A. combination, 996 c.c., B.S.A. 2-seater sidecar, electric lighting, horn, legshields, windscreens, side screens, hood, luggage grid, spare wheel, sprung sidecar wheel, taxed; bargain, 14 guineas; £4 down 5/- weekly.—232-3-4, Upper St., Islington, N.1 (near Tube). 'Phone: North 4467-8. [2347]

OWEN BROS. for all New B.S.A. Motor Cycles and 3-wheelers, full range.—The Authorised B.S.A. Service Agents, 19, Battersea Rise, S.W.11. Closed 1 o'clock Wednesday. [8979]

BOYER and BENTLEY.—1934 B.S.A. models from stock; highest exchanges in London; deferred, self financed; deal completed in one hour.—118, Peckham Rye, S.E. Open Sunday mornings. [9623]

WHITBY'S, of Acton, "the Popular Agents."—See our B.S.A. displayed announcement on page xvi.; call and see one of the finest stocks in the country at 1-7, The Vale, Acton, W.3. [2333]

COMERFORD'S for B.S.A.s, every 1934 model in stock; immediate delivery; definitely highest exchange allowances; easiest of terms; send for catalogues and lists.—Portsmouth Rd., Thames Ditton. [2380]

BIRKENHEAD.—986 twin B.S.A. combination, 1932, in beautiful condition throughout, with 2-seater sidecar, hood, one careful owner, taxed; accept £45 cash for quick sale.—Marsden, 50, Argyle St., Birkenhead 2213. [2334]

NAYLOR and ROOT.—Immediate delivery of 1934 B.S.A. motor cycles and 3-wheelers from stock; best exchange allowances, deferred terms over 18 months.—248-250, Lavender Hill, Clapham Junction, S.W.11. Battersea 5272. [7787]

PRESTON.—Main distributing dealers B.S.A. motor cycle and spare parts; all models for immediate delivery; exchanges and interesting pay as you ride scheme if desired.—Loxhams Garages, Ltd., Fishergate, Preston. Tel.: 4242 (6 lines). [0505]

RENNO'S.—1929 B.S.A. 500 c.c., plated saddle tank, dynamo, twist grip, horn, dampers, knee grips, Terry, taxed; real bargain, 14 guineas; £5 down, 5/- weekly.—232-3-4, Upper St., Islington, N.1 (near Tube). 'Phone: North 4467-8. [2349]

ILFORD.—1932 B.S.A. 4.99 Blue Star, 4-speed, positive change, instrument panel, speedometer, pillion seat and rests, perfect condition, mechanically A1, one owner; 34 guineas; deferred.—Morgans, opposite Station, Goodmayes, and York Rd., Ilford. [2123]

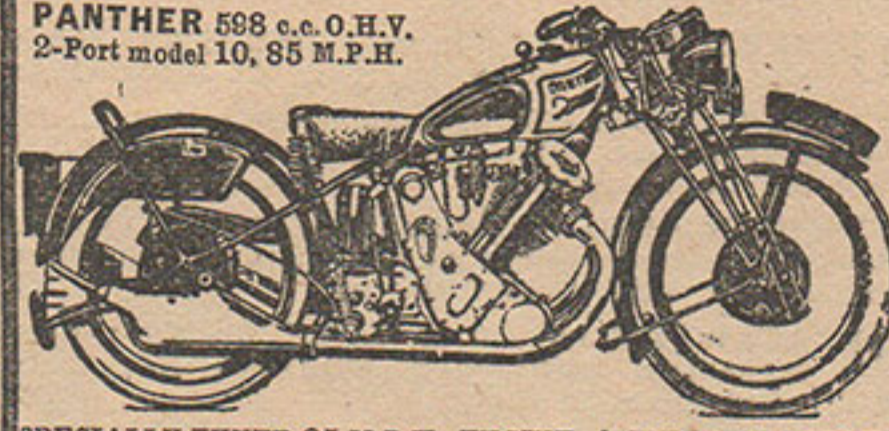
WHITBY'S, of Acton, have an excellent selection of second-hand and shop soiled B.S.A.s, comprising 250s, "Blue Stars," 350s, 499s, and Slopers, twins, "Specials," and combinations. If you wish to buy, sell, or exchange a B.S.A., it's best to see the "Popular Agents."—Whitby's, 1-7, The Vale, Acton, W.3. She. 1513. [1829]

HACKFORD MOTORS, Ltd., offer 1933 2.49h.p. o.h.v. 2-port B.S.A. Blue Star, brand new, un-riden, maker's guarantee, Lucas dynamo, 4 speeds, foot-change, chromium plated upswept exhaust pipes, kneegrips, saddle tank, pillion seat, etc., exceptional opportunity; £12 to ride away, including comprehensive insurance and tax; call or write.—182, Acre Lane, Brixton. 'Phone: 3063. [9397]

SAVE UP TO £20
BRAND NEW GUARANTEED 1933 MODELS— £10 TO £20

**BELOW LIST PRICE
A CASH DISCOUNT TO CASH BUYERS
PAY ONLY TAX AND INSURANCE
AND RIDE AWAY
BALANCE OVER 12 OR 18 MTHS.**

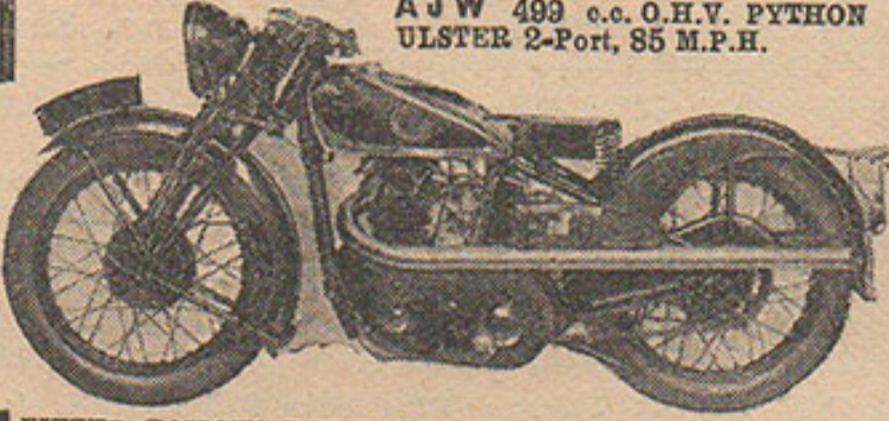
**PANTHER 598 c.c. O.H.V.
2-Port model 10, 85 M.P.H.**



SPECIALLY TUNED 85 M.P.H. ENGINE, 4-SPEED GEARBOX, UPSWEPT PIPES & FOOT-CHANGE OPTIONAL

MAKER'S PRICE £67-10
OUR PRICE £44

**AJW 499 c.c. O.H.V. PYTHON
ULSTER 2-Port, 85 M.P.H.**

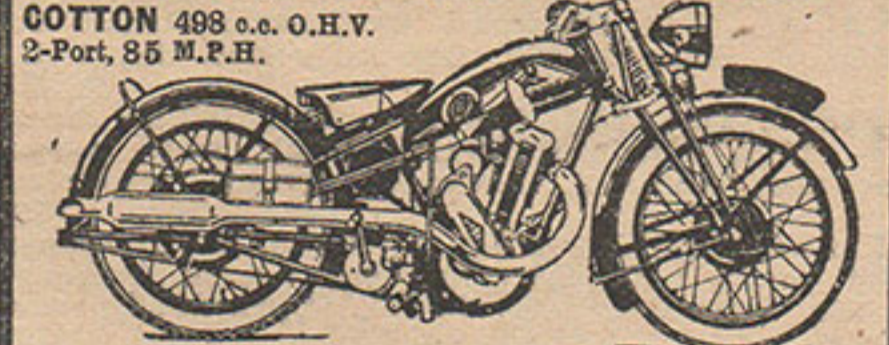


FITTED FAMOUS RACE-BRED 85 M.P.H. ULSTER ENGINE, BURGESS PATENT SILENCERS, DRUID FORKS, DUNLOP TYRES, 3-GALL SADDLE TANK ETC. "THE SUPER SPORTSMAN'S" MODEL.

MAKER'S PRICE £59
OUR PRICE £44/10

ALSO THE FOLLOWING 1933 ON USUAL QUARTER DEPOSIT TERMS

**COTTON 498 c.c. O.H.V.
2-Port, 85 M.P.H.**



FITTED FAMOUS SPORTS J.A.P. O.H.V. 2-PORT, 85 M.P.H. ENGINE, UPSWEPT, EXHAUST DRUID FORKS, DUNLOP TYRES, ETC.

MAKER'S PRICE £57-10
OUR PRICE £39/10

Dynamo Lighting on all the above £5-10 extra
COTTON 349 c.c. O.H.V. 2-Port J.A.P., Model 9J. Complete
Dynamo lighting. OUR PRICE £37 10. Maker's Price £49-15

ILLUSTRATED BARGAIN LIST FREE.

If exchange is required use this time saver.

I own a
H.P. YEAR.....
I am interested in a
Name.....
Address.....

PRIDE & CLARKE LTD.
158-160, Stockwell Road, S.W.9.
Telephone: Brixton 6414

MOTOR CYCLES FOR SALE.
B.S.A.

KING, of Oxford.—One-fifth deposit; immediate delivery!! no enquiries, references, guarantors, insurance, etc.; 1929 o.h.v. 2-port B.S.A., saddle tank, 3 speeds, electric lighting, good tyres, internal brakes, excellent condition, very fast, low riding position; 14 guineas. Best exchanges; easiest terms in Great Britain. Better get my post free super bargain list and full details. It'll pay you! Open Sunday mornings. 300 bargains in stock.—King, New Rd., Oxford. [1759]

KING, of Oxford.—One-fifth deposit; immediate delivery; no enquiries, references, guarantors, insurance, etc.; balance just to suit you; 1934 model and as new 250 c.c. o.h.v. 2-port "Blue Star" B.S.A., 4-speed, foot change, big chromium tank, dynamo lighting, instrument panel, competition pipes, knee grips, pillion equipment, electric horn, lovely to handle, fully guaranteed, 8/3 tax; 39 guineas!! Don't miss this bargain, send deposit now to secure. Your mount taken part payment, highest allowance guaranteed. Post p.c. for my free bargain list and details of the most wonderful terms in Great Britain. No fuss or formalities—just a straightforward rider-to-rider deal. You'll be surprised how easy it is! 300 high-grade super sports and touring guaranteed machines in stock. Get my proposition—it'll pay you.—King, New Rd., Oxford. [1758]

Spare Parts:
B.S.A. Spares from Taylors, 135, London Rd., Kingston-on-Thames. Kingston 1264. [0412]

SIMPSON Dismantling B.S.A.s.—Simpson Motors, Ashford, Middlesex. 'Phone: 242. [5049]

B.S.A. Spares and Repairs, retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0318]

BRITNELL BROS.—B.S.A. spares, new, second-hand.—725-7, Fulham Rd., S.W.6. Fulham 1652. [8447]

BOUNDS for any New or Second-hand B.S.A. Spare Parts; trade supplied.—223, High Rd., Kilburn. [0261]

GODFREY'S, Ltd., 366-368, Euston Rd., London, N.W.1, are the world's largest B.S.A. spares stockists; any part by return post. [0750]

SPARES for all B.S.A. Models, new and second-hand; extraordinary prices; communicate requirements.—Forfield Motors, Forfield Place, Leamington Spa. [4033]

BOYER and BENTLEY, official B.S.A. spares stockists, including 3-wheeler; Amal stockists; any part c.o.d.—118, Peckham Rye, S.E. New Cross 3032. Open Sunday mornings. [5407]

ON The Spot!—Any B.S.A. spares definitely despatched same day from stock or factory, home or foreign post, c.o.d.; also Amal and Lucas; B.S.A. repairs, reboring, etc., free quotations.—The B.S.A. Specialists, County Cycle and Motor Co., Broad St., Birmingham. [0062]

OWEN BROS. for all New B.S.A. Motor Cycle and 3-wheeler Spare Parts, any model; also Amal carburetter and Lucas mag, and lamp spares; any part c.o.d. per return; special B.S.A. repair department; trade supplied.—19, Battersea Rise, S.W.11. 'Phone: 1299 Battersea. Closed 1 o'clock Wednesdays. [8990]

Calthorpe.

COMERFORD'S.—24 guineas!! 1932 Calthorpe 500 c.c. 2-port, 4-speed, dynamo lighting, twist grip.—Below.

COMERFORD'S.—19 guineas!! Calthorpe 1932 350 c.c. o.h.v. Ivory model, excellent condition throughout.

COMERFORD'S.—33 guineas!! 1933 Calthorpe, Ivory Major 500 c.c., o.h.v., 2-port, inclined engine, 4-speed, dynamo lighting.—Below.

COMERFORD'S for Calthorpes.—1934 models in stock for immediate delivery; 700 second-hand bargains from £2; exchanges, terms.—Portsmouth Rd., Thames Ditton. [1831]

WESTON'S.—10 guineas; 1930 350 c.c. o.h.v. 2-port Calthorpe, dynamo, chromium tank, pillion, taxed.—Woodbridge Rd., Guildford. [2185]

BRACKPOOLS for Calthorpe, official machine and spares stockists; liberal exchanges, terms.—228, Stanstead Rd., Forest Hill, Sydenham 2585. [0229]

LANE MOTORS.—Calthorpe, 1930 model, 349 o.h.v., dynamo; 15 guineas; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings. [2292]

CONWAY MOTORS.—£14/10; 1930-31 350 c.c. Ivory Calthorpe, dynamo, taxed, smart, fast; exchanges, deferred.—301, Goldhawk Road, Shepherd's Bush [2437]

HARRY NASH.—£19/10!!! 1931 350 c.c. o.h.v. Ivory Calthorpe, dynamo, taxed, tank panel, guaranteed as new.—337, King St., Hammersmith. [1816]

!!!—41 guineas! Deferred; 1934 4.90h.p. 2-port Ivory Calthorpe, dynamo, panel, 4-speed, oil bath, unblemished.—Gray's, 68, Fore St., Edmonton. [2131]

Just Out!—A New Edition of Two-Stroke Motor Cycles. Price 2/-. By Post, 2/3.

MOTOR CYCLES FOR SALE.**Calthorpe**

BEECHER.—1933 500 o.h.v. Calthorpe, instrument panel, taxed, as new; £31.-472, Archway Rd., Highgate, N.6. Mou. 2848. Terms, exchanges. [2323]

!!!—16 guineas! £4/4 secures, 26/- monthly; 1930 3.48h.p. 2-port Ivory Calthorpe Combination, dynamo, light sports sidecar, good condition.—Gray's, 38, Bridge St., Sheffield. [2225]

CHALK FARM.—Calthorpe 1929 3.48h.p., o.h.v., 2-port, dynamo, saddle tank, taxed; £12/10.—Smith's, 86, Chalk Farm Rd., N.W.1 (nearly opposite Chalk Farm Tube Station). [2091]

TAYLORS, of Kingston.—1932 Calthorpe, 3.48h.p., o.h.v., 2-port, dynamo lighting, pillion seat and rests, new condition, taxed; £29/10; terms, exchanges.—135, London Rd., Kingston. Phone: 1263. [2107]

22 Guineas.—Calthorpe, 1930, 3.48h.p. Ivory 2-port combination, Swallow super-sports sidecar, very good condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2408]

RENNO'S.—1932, registered 1933, Calthorpe Ivory 350 c.c. o.h.v. 2-port, dry sump, saddle tank, dynamo, dampers, clean handlebars, twist grips, oil gauge, beautiful condition; 27 guineas; £5 down, 28/6 monthly.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2350]

KING, of Oxford.—One-fifth deposit; immediate delivery; no enquiries, references, guarantors, insurance, fuss or "red tape"!! 1929 350 c.c. o.h.v. 2-port Calthorpe, sump lubrication, 3 speeds, large ivory tank twist grip, electric lighting, good tyres, etc., splendid condition; 14 guineas. Send small deposit to reserve. Send p.c. for my super bargain list and details of the easiest of easy terms. You definitely cannot do better than King. Get my proposition. Highest allowance on any machine part payment. Open Sunday mornings.—King, New Rd., Oxford. [1760]

Spare Parts:

HOUGHINS.—All Calthorpe spares by return, c.o.d.—188, High St., Peckham, S.E. [8173]

CALTHORPE Spares and Repairs, retail and trade.—Kays of Ealing Ltd., Bond St., Ealing. [0827]

Chater-Lea.

CONWAY MOTORS.—£39; 1932 (October) 350 c.c. o.h.v. Chater-Lea, dynamo, unscratched, amazing performance; bargain.—301, Goldhawk Rd., Shepherd's Bush. [2455]

Cotton.

8 Guineas.—1928 500 c.c. o.h.v. Cotton-Blackburne, taxed.—82, Fairfield Rd., Burgess Hill, Sussex. [2002]

COTTON MOTORS, Gloucester.—Several exhibition soiled, also demonstration models, at attractive prices. [8565]

COMERFORD'S.—39 guineas!! 1933 Cotton 500 c.c. Python, dynamo lighting, twist grip, excellent condition, tax paid.—Below.

COMERFORD'S.—31 guineas!! 1934 Cotton, model 30/J, o.h.v., 250 c.c., dynamo lighting, small mileage.—Below.

COMERFORD'S.—15 guineas!! 1932-33 Cotton, 150 c.c. J.A.P., 15/- tax paid, dynamo lighting, excellent condition.

COMERFORD'S for Cottons.—1932 and 1933 models at greatly reduced prices; 350 c.c. Python models, complete with dynamo lighting, upswept pipes, twist grip, etc.; £46 each, complete, carriage paid; exchanges, terms.—Portsmouth Rd., Thames Ditton. [2381]

CONWAY MOTORS.—£29; exceptionally good 1932 350 c.c. o.h.v. 2-port Cotton-Blackburne, unscratched, dynamo, taxed (choice of 2).

CONWAY MOTORS.—£22; 1930 500 c.c. 2-port J.A.P., dynamo, smart, fast.

CONWAY MOTORS.—£18; 1930 350 c.c. o.h.v. 2-port, specially tuned engine, dynamo, excellent condition; exchanges, deferred.—301, Goldhawk Road, Shepherd's Bush. [2438]

!!!—22 guineas! deferred; 1931 3.48h.p. 2-port Cotton-Blackburne, dynamo, splendid condition.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon. [2159]

LANE MOTORS.—Cotton 1930 496 o.h.v. 2-port, dynamo; 19 guineas; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings. [2291]

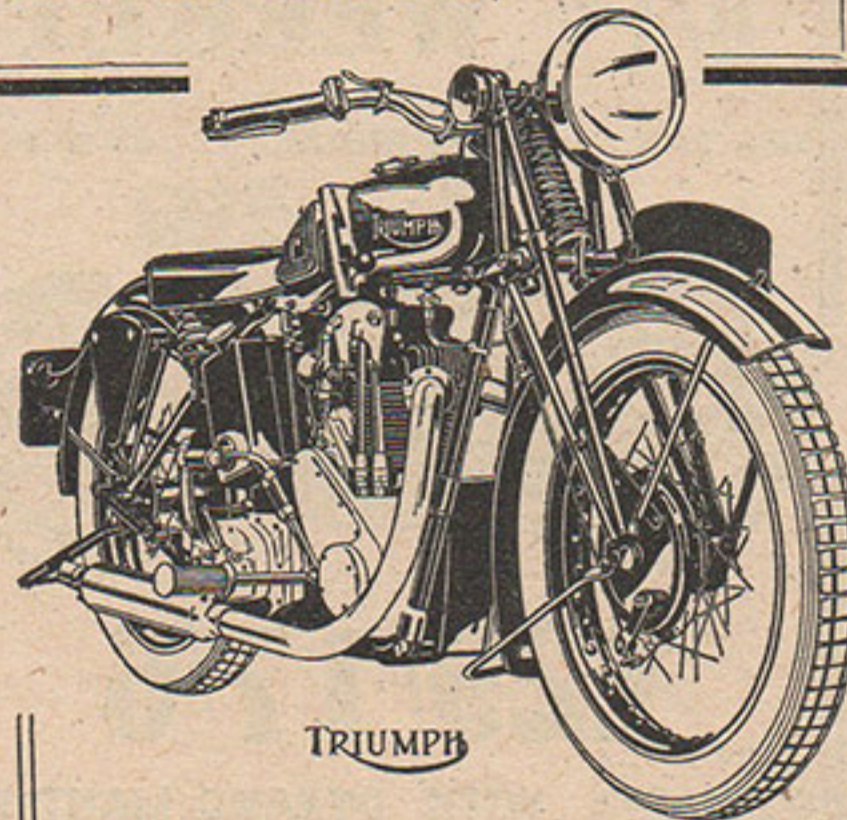
!!!—22 guineas; £5/16 down; 1930 3.48h.p. o.h.v. Cotton-Blackburne, dynamo, speedometer, sports Dunlops, very fast.—Gray's, 20, Hardman St., Liverpool. [2372]

STOP!!!—£12/10! £3/3 secures, 19/9 monthly; 1932 1.47h.p. Cotton-Jap, dynamo, original tyres, saddle tank, 4/2 tax, one owner, splendid condition, written guarantee.—Campbells, Banks Lane, Broadway, Bexleyheath. [2248]

You can get a better TRIUMPH from COLMORE because

We CAN offer you a better Triumph Service! The largest Contractors in the British Isles, we can always give Immediate Delivery of any Triumph model and have always a full range to show you. Our thorough knowledge of the Triumph enables us to give the beginner valuable "tips" to help him get the best out of his mount. In addition, the general features of Colmore Service apply—Easy Terms to suit the customer and Helpful Advice on any occasion during the machine's life. Make it a Triumph—make it Colmore—for entire satisfaction.

HERE'S ONE OF THE 30/- TAX MODELS



TRIUMPH

MODEL 2/1 250 c.c. O.H.V. 2-PORT

Dry sump lubrication; Duplex frame; shock absorbers and steering damper; 7-inch internal expanding brakes; 26 x 3.25 Dunlop tyres.

£37.0.0

Lucas Magdyno Lighting, £5.10.0 extra.

Or by the "Better Way" Colmore Easy Payment System—as illustrated above, and complete with maker's full equipment of tools, tyre inflator, etc., Lucas Magdyno Lighting, for

£10.12.6 CASH DEPOSIT, and

12 Monthly Payments of £2.17.5, or

18 Monthly Payments of £1.18.8.

FREE DELIVERY ANY ADDRESS!!

EXCHANGES.

Colmore will give you the Top Price for your Old Mount! You cannot better Colmore's Allowance—and the balance you can settle cash down or by monthly payments.

It pays to Buy Direct from the Largest Triumph Distributors in Great Britain

Colmore Direct

77-85, Station St., and 20-30, Hill St., **BIRMINGHAM**

62, High Street, **LEICESTER.**
22, Peter Street, **MANCHESTER.**
Russell Bldgs., School Lane, **LIVERPOOL.**

MOTOR CYCLES FOR SALE.**Cotton.**

COTTON 1930, 500 c.c. o.h.v. Racing Blackburne Magdyno, Bosch, speedometer, chromium, new tyres, taxed; £22.-30, Barrowell Green, Winchmore Hill, N.21. [1965]

35 Guineas.—Cotton, late 1931, 3.48h.p. 2-port o.h.v. Blackburne combination, Noxal launch sidecar, Magdyno, pillion, upswept exhausts, very carefully used, excellent condition. Taxed. Terms, Exchanges.—Rowland Smith, below.

35 Guineas.—Cotton, late 1932, 3.48h.p. o.h.v., dynamo, pillion, upswept exhaust, electric horn, small mileage, practically new condition. Taxed. Terms, Exchanges.—Rowland Smith, below.

25 Guineas.—Cotton, late 1931, 3.48h.p. o.h.v. Blackburne, Magdyno, pillion, Bosch, one owner, excellent condition. Terms, Exchanges.—Rowland Smith, below.

9 Guineas.—Cotton, 1927 (reg. 1928), 3.48h.p. o.h.v. Blackburne, pillion, one owner, excellent condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2409]

!!!—39 guineas; deferred; 1933 4.98 2-port Cotton-Jap, dynamo, speedometer, new balloons, competition exhausts, one owner, works maintained, indistinguishable new.—Gray's, 217, Grovegreen Rd., Leytonstone. [2214]

RENNO'S.—1930 Cotton, 350 c.c. o.h.v. 2-port Blackburne, chromium saddle tank, dynamo, speedometer, dampers, twist grip, competition pipes, horn, taxed, very fast; 24 guineas; £5 down, 26/6 monthly.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2341]

PRIDE and CLARKE, Ltd.—Brand new 1933 Cotton bargains at £££s below list; 349 c.c. o.h.v. model 9J, with 2-port head, our price £37/10, list price £46/5, complete dynamo lighting; 500 c.c. o.h.v. 2-port J.A.P., our price £39/10, list price £57/10; exchanges; pay only tax and insurance and ride away, balance over 18 months; write for list of 1,000 other new and second-hand bargains.—158, Stockwell Rd., Brixton, S.W.9. [9733]

Spare Parts:

OFFICIAL Cotton Stockists; spares, repairs, tuning.—Simmons, Lyndhurst Rd., Thornton Heath. Tel.: 1742. [4883]

Coventry Eagle.

COVENTRY EAGLES.—List free. Terms, Exchanges.—Rowland Smith, below.

19 Guineas.—Late 1933, 1.47h.p. Silent Superb, dynamo, electric horn, one owner, run a few miles only, brand new condition.

14 Guineas.—1932, 1.47h.p. Silent Superb, dynamo, practically unworn tyres, electric horn, excellent condition. Taxed.

12 Guineas.—1932 model, 1.47h.p. Eclipse, electric lighting, practically unworn tyres, very good condition. Year's tax.

10 Guineas.—Late 1931, 1.47h.p. Villiers, electric lighting, very good condition. Taxed.

9 Guineas.—1931, 1.96h.p. Villiers, electric lighting, pillion, very good condition.

ROWLAND SMITH, High St., Hampstead (Hampstead Tube). Week-days, Saturdays 9-9, Sundays 9-1. Hampstead 6041-6. [2340]

CONWAY MOTORS.—£12; 1933 148 c.c. Coventry Eagle, dynamo, very smart; also 1932, similar; £10.

CONWAY MOTORS.—£14; 1932 196 c.c., dynamo, taxed, excellent condition; also similar 1931; £10; exchanges, deferred.—301, Goldhawk Road, Shepherd's Bush. [2439]

11 Guineas.—1932 Coventry Eagle "Silent Superb," excellent condition; snip.—45, Balham New Rd., Balham. [2026]

WHITBY'S, of Acton, for 1934 Coventry Eagles; also second-hand bargains.—See them at 7, The Vale, Acton, W.3. [1823]

LATE 1932 150 Coventry Eagle Silent Superb, taxed, insured 1935, dynamo, small mileage; £9.—Hanson, 10, Embden Grove, Hulme, Manchester. [2155]

!!!—18 guineas; £4/15 secures; 1933 1.48h.p. 2-port Coventry Eagle, dynamo, carefully used, mileage 1,000.—Gray's, 152, Woodhouse Lane, Leeds. [2253]

LANE MOTORS.—Coventry Eagle 1930 350 o.h.v. 2-port J.A.P., dynamo; 14 guineas; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings. [2293]

CHALK FARM.—Coventry Eagle, 1930 (September), 1.72h.p., 2-port, electric lighting, taxed year; £6/10.—Smith's, 86, Chalk Farm Rd., N.W.1 (nearly opposite Chalk Farm Tube Station). [2092]

NAYLOR and ROOT.—Immediate delivery of all 1934 Coventry Eagles, finest value in lightweight machines; exchanges and deferred terms.—248-250, Lavender Hill, Clapham Junction, S.W.11. Battersea 5272. [7789]

MOTOR CYCLES FOR SALE.

Coventry Eagle.

COMERFORD'S.—21 guineas!! 1934 Coventry Eagle 150 c.c. 2-stroke, fully equipped, legshields, dynamo lighting, tax paid, mileage negligible; £6 down.—Below.

COMERFORD'S.—12 guineas!! 1932 Coventry Eagle Silent Superb, 150 c.c., 15/- tax; £4 down.—Below.

COMERFORD'S for Coventry Eagles; delivery from stock of every model; highest exchange allowances; easiest of all terms; send for lists and catalogues.—Portsmouth Rd., Thames Ditton. [2382]

S. A. COLES for Coventry Eagles.—Immediate delivery 1934 models; 1933 1.47, dynamo, taxed year, as new, £18; 1932 1.47, dynamo, splendid condition, £12; exchanges, deferred.—153, Francis Rd., Leyton. [2035]

MOTORMYLES.—1933 Coventry Eagle 147 c.c. "Silent Superb," complete with dynamo lighting and legshields; £18; deposit £4/10, balance 18 monthly payments; highest exchange allowances.—156, Great Portland St., W. Museum 6756. [2494]

HARRY NASH for Your 1934 Coventry Eagle; 7/2 weekly with £7/6/6 deposit buys the 1.48 Silent Superb, fully equipped and insured; every other 1934 in stock, supplied on equally generous terms; keen exchanges.—391, King St., Hammersmith. [2201]

RENNO'S.—1933 Coventry Eagle 150 c.c. 2-port Silent Superb, saddle tank, dynamo, electric horn, twist grip, dipswitch, magneto, taxed, new condition; 18 guineas; £5 down, 18/6 monthly.—232-3-4, Upper St., Islington, N.1 (near Tube). 'Phone: North 4467-8. [2340]

KING, of Oxford.—One-fifth deposit! Immediate delivery! No guarantors, enquiries, references, insurance, etc.!! 1932 and fully guaranteed, 148 c.c. 2-port 2-stroke Coventry Eagle "Silent Superb," large saddle tank, dynamo lighting, electric horn, knee grips, 4/2 tax; snip at 12 guineas!! Send for my post free super bargain list and details of unquestionably the easiest terms in Great Britain. Remember! I finance all my own deals; 300 high grade machines in stock, all types and sizes, to suit all pockets; guaranteed best exchanges. Pay me a visit, ride your choice away in 10 minutes, 24 hours by post. Open Sunday mornings.—King, New Rd., Oxford. [1762]

Spare Parts:

HOUCHINS.—Villiers and Albion spares for Coventry Eagles.—188, High St., Peckham, S.E. [8179]

GLANFIELD LAWRENCE, the official spares stockists for Coventry Eagle, also Villiers engine and Albion gear box parts immediate; c.o.d.; trade and retail.—230, Tottenham Court Rd., W.1. Museum 2268. [9667]

Dot.

9 Guineas.—Dot, late 1928, 3.46h.p. 2-port o.h.v. J.A.P., saddle tank, very good condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2411]

Douglas.

DOUGLASES.—List free. Terms, Exchanges.—Rowland Smith, below.

35 Guineas.—November, 1932, 5.96h.p. combination, launch sidecar, dynamo, electric horn, carefully used, very exceptional condition. Taxed.

25 Guineas.—Registered 1932, 4.94h.p. o.h.v. speed model, exceptionally fast, small mileage, excellent condition. Taxed.

14 Guineas.—Late 1929, 5.96h.p. sports, saddle tank, dynamo, speedometer, pillion, excellent condition.

11 Guineas.—1929 (reg. 1930), 3.48h.p., saddle tank, dry-sump, one owner, exceptional condition. Taxed.

12 Guineas.—1929 (reg. 1930), 3.48h.p., saddle tank, dry-sump, dynamo, one owner, excellent condition.

10 Guineas.—1929 (reg. 1930), 5.96h.p., saddle tank, electric lighting, pillion.

9 Guineas.—1928, 3.48h.p. o.h.v., practically new tyres, exceptional condition.

ROWLAND SMITH, High St., Hampstead (Hampstead Tube). Week-days, Saturdays 9-9, Sundays 9-1. Hampstead 6041-6. [2412]

£15.—Bargain, Douglas 350 c.c., 1932, Dec., perfect.—2, Horsley Close, Epsom. [1975]

DOUGLAS; 12 guineas; 1931, 350, electric; bargain.—94, Perry Rise, Forest Hill. [1936]

£17.—1932 3.48h.p. Douglas, electric, good condition.—26, Oakway, Raynes Park. [1930]

19³⁰ 600 c.c. Douglas, dynamo lighting, horn, excellent condition; £14.—88, 1st Avenue, Enfield. [1917]

19³⁰ Douglas 8.6 Combination, dynamo; £17/10.—9, Laburnum Grove, Staines Rd., Hounslow, Middlesex. [1933]

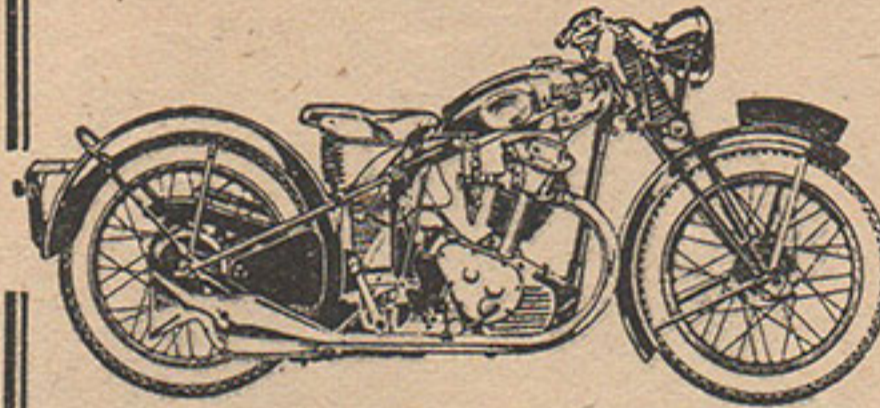
RED PANTHER

1934
248 c.c. O.H.V. MODEL

£5 SECURES

8/1^D. WEEKLY

30/- TAX. 115 M.P.G. 65 M.P.H.



£29/17/6

COMPLETE WITH DYNAMO LIGHTING
DE LUXE MODEL £33-10
with 4-Speed Gear, etc.

£6 SECURES 8/10 WEEKLY

1934 "Red Panther" prices and amazing specifications are due to our special contract with Messrs. Phelon & Moore. Every machine is manufactured exclusively for us, which enables us to sell at such phenomenally low prices. Mind you, each "Red Panther" is of tip-top quality, the result of 30 years progressive development, and no effort has been spared to provide all those constructional details which please every keen motor cyclist.

Write for Free illustrated catalogue.

If you have a machine to exchange use this time-saver

I own a

H.P..... YEAR.....

Name.....

Address.....

MODEL REQUIRED STANDARD? DE LUXE?

PRIDE & CLARKE LTD.
158-160, Stockwell Road, S.W.9.
Telephone Brixton 6414

MOTOR CYCLES FOR SALE.

Douglas.

CONWAY MOTORS.—£21; 1932 350 c.c. Douglas (30/- tax), dynamo, unscratched; also 1930 model, similar; £12.

CONWAY MOTORS.—£16; 1929 (registered 1931) 600 c.c. Douglas combination, dynamo, taxed December, exceptionally good condition; exchanges, deferred.—301, Goldhawk Road, Shepherd's Bush. [2441]

COMERFORD'S.—1934 Douglases for immediate delivery; highest exchange allowances, easiest terms; send for lists.—Below.

COMERFORD'S.—3 guineas!! 1926 Douglas E.W. 2 1/2 h.p., runs well.—Below.

COMERFORD'S.—24 guineas!! 1932 Douglas 350 c.c. twin, 8/3 tax, dynamo lighting, splendid condition.—Below.

COMERFORD'S.—6 guineas!! 1927-28 Douglas 2 1/2 h.p., fully equipped, 8/3 tax; exchanges.—Portsmouth Rd., Thames Ditton. [2383]

£12.—1929-30 Douglas 5.96 sports, dynamo, spot, Bosch, pillion, one owner, small mileage.—1, Radley Mews, Kensington, W.8. [1926]

!!!—26 guineas! £6/17 secures; 1932 4.98h.p. o.h.v. Douglas, dynamo, huge tank, chromium, practically unmarked; 3.48h.p. sports, £18/18.

!!!—24 guineas! 1932 4.98h.p. Bulldog, dynamo, chromium, 8/3 tax, practically unmarked.

!!!—£6/19/6! 35/- secures; 1927 3.48h.p. Sports, electric, exceptionally clean.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon. [2160]

DAWSON'S MOTORS.—600 c.c. 4-speed Douglas, 1933, dynamo lighting, low mileage, powerful, splendid performance; £21/19/6, or £4/10 secures immediate delivery, balance 23/- monthly.—Shakespeare St., Nottingham. [2148]

!!!—24 guineas; £6/6 deposit; 1931 4.98h.p. o.h.v. Douglas, dynamo, large chromium tank, 100 m.p.h. Bonniksen, unmarked balloons, tuned, colossal performance, magnificent condition.

!!!—8 guineas; £2/2 deposit, 14/8 monthly; 1928 5.98h.p., dynamo, detachable heads, beautiful runner.—Gray's, 217, Grovegreen Rd., Leytonstone. [2215]

DAWSON MOTORS.—1931 1/2 600 c.c. Douglas, dynamo, huge chromium tank, new tyre and battery, taxed, pillion seat and rests, a wonderfully smooth and flexible motor; 20 guineas; £4/10 secures, £1 monthly.—Marsh St., Hanley. [2190]

RENNO'S.—1931, registered 1932, Douglas 350 c.c., chromium saddle tank, dynamo, horn, knee grips, Terry, pillion, taxed, 8/3; bargain, 17 guineas; £5 down, 18/6 monthly.—232-3-4, Upper St., Islington, N.1 (near Tube). 'Phone: North 4467-8. [2346]

KING, of Oxford.—One-fifth deposit; immediate delivery!! no references, enquiries, guarantors, insurance, etc.; balance up to 24 months; 1930-31 350 c.c. Douglas, sump lubrication, dynamo lighting, large saddle tank, sports bars, excellent tyres, lovely to handle, silent and fast; 12 guineas. Send for my super bargain list and details of definitely the simplest terms in Great Britain. Highest allowance on your mount part payment. Open Sunday mornings. Visit King—the meeting house for all enthusiastic motor cyclists! 300 high-grade guaranteed machines in stock to suit all tastes and pockets. Better write to-night—it'll pay you.—King, New Rd., Oxford. [1761]

Spare Parts:

DOUGLAS Spares and Repairs.—Kays of Ealing, Ltd., Bond St., Ealing. [0320]

SIMPSON Dismantling Douglases.—Simpson Motors, Ashford, Middlesex. 'Phone: 242. [5031]

OFFICIAL Douglas Spares Stockists and Repairer.—Vallon, Ranelagh Rd., Ealing. 'Phone: 5282. [1627]

BRITNELL BROS.—Douglas spares, new, second-hand.—725, Fulham Rd., S.W.6. Fulham 1652. [8455]

E. WITHERS, Douglas Service Depot, Birkbeck Rd., Tulse Hill, S.E.21. 'Phone: Streatham 6566. [3263]

DOUGLAS Spares.—Immediate delivery, retail and trade; c.o.d.—Hoe St. Garage, 414, Hoe St., Walthamstow. [6259]

DOUGLAS SERVICE DEPOT.—Repairs, spares, tuning; estimates free.—Morningson Rd., N.W. Museum 1386. [7119]

LIVERPOOL.—All spares by return; booklet, "Travel by Douglas," free; all repairs; only genuine Douglas parts.—Grensidcs, Berry St. [6159]

Dunelm.

19 Guineas.—Dunelm, 1930 (registered 1931), 4.96h.p. 2-port o.h.v., dynamo, pillion, very good condition. Terms, Exchanges.—Rowland Smith, below.

10 Guineas.—Dunelm, late 1929, 2.49h.p. K sports, saddle tank, dynamo, practically unworn tyres, very good condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2413]

MOTOR CYCLES FOR SALE.

Dunelt.

£16/10.—1932½ Dunelt 346 c.c. Villiers, dynamo lighting, superb condition, remarkable performance, taxed (8/3), small mileage.—302, Albany Rd., Camberwell, S.E.5. [1943]

TAYLORS, of Kingston.—1931-32 Dunelt 350h.p., o.h.v., 2-port, upswept pipes, separate dynamo lighting, foot change, pillion, well equipped, exceptionally fine condition; £22/10; terms, exchanges.—135, London Rd., Kingston. 'Phone: 1263. [2108]

!!!—29 guineas! Deferred; 1933 3.48h.p. 2-port Dunelt, dynamo, foot change, upswept exhausts, ribbed tyre, taxed, as new; 17 guineas, £4/10 down, 27/3 monthly, registered 1931 3.48h.p. 2-port, upswept exhausts, dynamo, good tyres, recently overhauled.—Gray's, Sandford Rd., Bexleyheath. [2233]

Spare Parts:

DUNELT Spares and Repairs, retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0075]

GLANFIELD LAWRENCE for all Dunelt, Sturmey-Archer, engine and gears, Amac parts; best service in London.—230, Tottenham Court Rd., W.1. Museum 2268. [9688]

Enfield.

ENFIELDERS.—List free. Terms, Exchanges.—Rowland Smith, below.

23 Guineas.—Late 1927 9.76h.p. combination, Enfield full 2-seater sidecar, electric lighting, speedometer, one owner, carefully used, excellent condition.

12 Guineas.—Late 1927, 9.76h.p. touring combination, very good condition. Taxed.

12 Guineas.—Late 1928, 3.46h.p. o.h.v., saddle tank, dynamo, electric horn, one owner, carefully used, excellent condition. Taxed.

12 Guineas.—Late 1929, 3.46h.p., saddle tank, Magdyno, pillion, electric horn, excellent condition.

5 Guineas.—1928, 3.46h.p. o.h.v., saddle tank, practically unworn tyres, good condition.

ROWLAND SMITH, High St., Hampstead (Hampstead Tube). Week-days, Saturdays 9-9. Sundays 9-1. Hampstead 6041-6. [2427]

BRAND New Enfield 350 o.h.v. 2-port, dynamo lighting; bargain, £35.—Below.

BRAND New Enfield 488 c.c., 4-valve, o.h.v., dynamo lighting, competition pipes, etc.; special bargain, £41.—Shepherd's, Enfield Highway. Enfield 1231. [0168]

LATE 1932 500 c.c. Enfield 2-port 4-valve, Magdyno, taxed; £28.—917a, Fulham Rd. [2081]

!!!—16 guineas! £4/4 secures; 1930 4.88h.p. 2-port Enfield, dynamo, splendid condition.

!!!—25 guineas! £6/12 secures; 1932 3.48h.p. o.h.v., dynamo, competition pipe, 8/3 tax, as new.

!!!—39 guineas! deferred; brand new 2.48h.p. 2-port Bullet, Magdyno, panel, huge lamp, sump lubrication.

!!!—12 guineas! £3/3 down, 19/11 monthly; 1931 2.48h.p., electric, carefully used.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon. [2161]

9 Guineas.—1925 Enfield 9.76h.p. combination, Magdyno, 100, Berkeley Rd., Kingsbury, N.W.9. [2049]

8h.p. Enfield Combination, dynamo, hood, good condition; £11.—10, College Slip, Bromley, Kent. [2074]

£17.—1930 Enfield 350, Magdyno, all accessories, smart, taxed.—87, Saltram Crescent, Paddington, W.9. [2071]

!!!—12 guineas; £3/3 deposit, 19/11 monthly; 1931 2.25h.p. 2-port Enfield, dynamo, excellent condition.

!!!—£3/19/6; 9.76h.p. touring combination, equipped, overhauled, new tyres, Enfield sidecar, beautiful runner.

!!!—34 guineas; deferred; 1933 2.48h.p. 2-port Bullet, dynamo, chromium tank, 4-speed, competition exhausts, low mileage, practically new, 8/3 tax (3.49h.p., 37 guineas).

!!!—29 guineas; 1932 3.49h.p. 2-port, dynamo, panel, chromium tank, competition exhausts, magnificent condition.—Gray's, 217, Grovegreen Rd., Leytonstone. [2216]

ROYAL ENFIELD 8h.p. 2-seater Combination, dynamo, excellent condition; £30.—207, Railton Rd., Herne Hill. [2005]

COMERFORD'S.—17 guineas!! 1934 Enfield 2-stroke, 15/- tax, electric lighting, practically new; £5 down.—Below.

COMERFORD'S.—54 guineas!! 1934 Enfield K.L. twin 8h.p., dynamo lighting, chromium tank, mileage under 5,000, one owner, tax paid.—Below.

COMERFORD'S for Shop Soiled Enfields at Huge Reductions; see our column advertisements on page v.—Portsmouth Rd., Thames Ditton. [2384]

RED PANTHER

1934

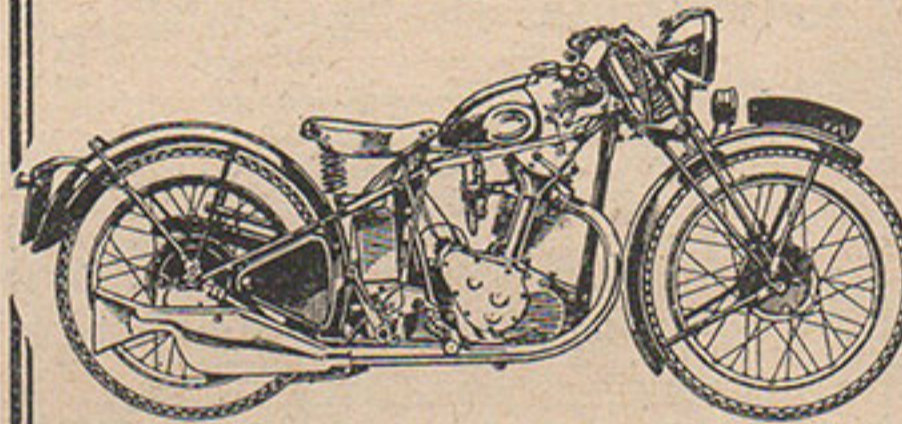
348 c.c. O.H.V. MODEL

£6

SECURES 9/7 WEEKLY.

70 M.P.H.

100 M.P.G.



£35/15/-

COMPLETE WITH DYNAMO LIGHTING
Electric horn and licence holder

1934 RED PANTHERS!! From John o' Groats to Land's End you will see them. No model ever produced has ever become more rapidly popular. What a specification—what a price—and what amazingly easy terms! And remember, there is less depreciation on Red Panthers than any other motor cycle. This is the machine you have been looking for. Spring is here! Get rid of your old 'bus' and join the happy crowd of Red Panther enthusiasts. Seize this opportunity to buy a first-class machine at a record-breaking price.

Write for Free Illustrated Catalogue.

If you have a machine to exchange use this time-saver

I own a
H.P. YEAR
Name
Address

Trade Supplied.

PRIDE & CLARKE LTD.
158-160, Stockwell Road, S.W.9.
Telephone: Brixton 6414.

MOTOR CYCLES FOR SALE.

Enfield.

1932 488 s.v. Enfield Combination, semi sports, hood, electric, taxed, insured, little used; 30 guineas.—1, Scawen Rd., Deptford. [2025]

CONWAY MOTORS.—£24; 1929 996 c.c. Enfield touring combination, dynamo, taxed, insured 10 months, good tyres, excellent condition throughout.

CONWAY MOTORS.—£7; 1927-8 996 c.c. combination, excellent runner.—301, Goldhawk Road, Shepherd's Bush. [2442]

PUTNEY AUTOS.—1929 Enfield 488 s.v. combination, Magdyno, 1933 Watsonian sidecar, excellent condition, taxed; £19/10.—263, Putney Bridge Rd., Putney. [2268]

COMERFORD'S for Enfields; every 1934 model in stock; immediate delivery; highest exchange allowances; easiest of all terms.—Portsmouth Rd., Thames Ditton. [2385]

!!!—41 guineas! Exchanges, terms; 1933 4.99h.p. 2-port Enfield Bullet, dynamo, panel, positive 4-speed, upswept pipes, chromium rims, original tyres as new, barely used.

!!!—24 guineas! £6/6 secures; 1933 2.48h.p. 2-port, dynamo, spotless condition.

!!!—11 guineas! £2/18 secures, 18/7 monthly; 1932 1.48h.p. Cycar, electric, very small mileage.

!!!—17 guineas! £4/10 secures, 27/3 monthly; 1929 9.76h.p. sports combination, electric, aluminium sidecar, sound, powerful outfit.—Gray's, 106, Melton Rd., Leicester. [2250]

WESTON'S.—18 guineas; 1929 976 c.c. Enfield combination, Magdyno lighting, taxed, excellent condition, aluminium sports sidecar with screen and rear locker.—Woodbridge Rd., Guildford. [2186]

GREYHOUND MOTORS.—Enfield 1929 500 c.c. semi sports combination, dynamo, electric horn, exceptional condition, taxed; £15/10.—Durham Rd., Philip Lane, Tottenham. 'Phone: 1440. [2012]

LOOK!—1930 488 c.c. o.h.v. Enfield, dynamo lighting, electric horn, with sports aluminium sidecar, wonderful condition throughout, taxed; £24.—Bates, High St., Slough. Open Sundays. [2120]

STOP!!!—£14/10! £3/15 secures, 22/8 monthly; 1931 3.48h.p. sports Enfield, Magdyno, 8/3 tax, chromium, small mileage, carefully used, written guarantee.—Campbell's, Banks Lane, Broadway, Bexleyheath. [2245]

DAWSON'S MOTORS.—250 c.c. Royal Enfield, equipped, 8/3 tax paid, 1928-29, saddle tank, fast, sound, and smart; £6/19/6, or £2 secures immediate delivery, balance 10/- monthly.—53, Cauldwell St., Bedford. [2141]

DAWSON'S MOTORS.—1929-30 500 c.c. De Luxe Royal Enfield, mileage 9,000, powerful, splendid condition, equipped; £11/19/6, or £2/10 secures immediate delivery, balance 17/6 monthly.—Queen's Hall Chambers, London Rd., Derby. [2152]

HARRY NASH.—26 guineas!!! 1932 498 c.c. o.h.v. 4 valve sports Royal Enfield, dynamo, original tyres, one previous owner, chrome tank, exceptional condition, guaranteed; also 1931 500 Enfield and sidecar; £25!!!—337, King St., Hammer-smith. [2393]

RENNO'S.—1932, registered 1933, Enfield 350 c.c. o.h.v. sports, dry sump, chromium tank, dynamo, twist grips, tank panel, competition exhaust, dampers, lifting handle, new condition; 29 guineas; £5 down, 39/11 monthly.—232-3-4, Upper St., Islington, N.1 (near Tube). 'Phone: North 4467-8. [2353]

KING, of Oxford.—One-fifth deposit; immediate delivery!! No enquiries, references, guarantors, insurance, etc.; 1929 350 c.c. o.h.v. 2-port Enfield, large saddle tank, twist grip, electric lighting, low riding position, good tyres, internal brakes, splendid condition; 14 guineas!! Send your mount part payment, highest allowance guaranteed; no "red tape"—just a plain honest-to-goodness friendly deal. Pay me a visit one Sunday morning and ride your choice away in 10 minutes, 24 hours by post; 300 high grade super bargains in stock; send for my super list and details of the easiest easy terms in Great Britain; you'll be surprised how easy it is! Also 1932 "Cycar" 148 c.c. 2-stroke Enfield, 4/2 tax, electric lighting, etc., only 10 guineas!! Post to-night; it'll pay you.—King, New Rd., Oxford. [1763]

Spare Parts:

ENFIELD Spares and Repairs, retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0380]

BRITNELL BROS.—Enfield spares, new, second-hand.—725, Fulham Rd., S.W.6. Fulham 1652. [8456]

Excelsior.

THE B.S.S. for Excelsiors; full range of latest models always in stock.

YOU Are Cordially Invited to Inspect the Excelsior Range of Machines at The Brooklands Service Station; also we are able to offer you free road demonstrations; write for catalogue; H.P. terms and exchanges.

THE BROOKLANDS SERVICE STATION, 92, Warwick Road, and 27, St. Mary's Rd., Ealing, W.5. 'Phone: Ealing 4288. Buses 65 and 89 pass the door. [1907]

MOTOR CYCLES FOR SALE.

Excelsior.

COOK'S!!—Excelsior official agents and stockists; all models on view; including "Viking."

COOK'S!!—High part exchange allowances; deferred terms, 12 or 18 months.—Cook's Corner, 275-277, Balham High Rd., S.W.17 [7784

!!!—11 guineas! £2/18 down, 18/7 monthly; 1932 1.48h.p. Excelsior, electrics, legshields, 4/2 tax.

!!!—10 guineas! £2/13 down, 17/3 monthly; 1930 2.98h.p. J.A.P., dynamo, good tyres, taxed 8/3, nice condition.—Gray's, Sandford Rd., Bexleyheath. [2234

1932 Excelsior 98 c.c., electric, new condition; £6; instalments.—Fisher's Motors, Bath Rd., Hounslow. [2100

LANCASHIRE Jack's Getten 'Em.—All Excelsior models at Pilling's, Y.M.C.A. Buildings, Bury. Telephone: 660. [1952

£17.—September, 1933, Excelsior-Villiers, 196 c.c., in perfect order; apply evenings.—97, Abbots Walk, Bexley Heath, Kent. [1921

BRACKPOOLS for Excelsiors.—Official machine and spares stockists; liberal exchanges, terms.—228, Stanstead Rd., Forest Hill, Sydenham 2585. [0235

WISE.—Come and see the new water-cooled, enclosed model Excelsior, now in stock; the really clean machine.—Raiton Rd., Brixton, S.E.24. [0263

TAXED Year!!—1932 special sports 150 c.c. Excelsior, competition tyres, electrics, genuinely immaculate; £14!!—11, Palace Grove, Bromley. [2113

BICKELLS.—Racing 498 c.c. Excelsior J.A.P., unregistered, lapping Brooklands 93 m.p.h. using Petrol-Benzole; £45.—260, Archway Road, Highgate, N.6. [1450

CHALK FARM.—Excelsior 1933 (June) 98 c.c., electric lighting, almost new; £8.—Smith's, 86, Chalk Farm Rd., N.W.1 (nearly opposite Chalk Farm Tube Station). [2093

!!!—11 guineas! £2/18 secures, 18/7 monthly; 1931 1.96h.p. Excelsior, electrics, clean, exceptional condition, taxed.—Gray's, 68, Fore St., Edmonton. [2132

DAWSON MOTORS.—1933 148 c.c. o.h.v. Excelsior, dynamo, competition pipe, huge saddle tank, appearance definitely as new, one owner; 20 guineas, £4/10 secures, £1 monthly.—Marsh St., Hanley. [2191

1933 (July) 150 c.c. Excelsior, 2-port engine, dynamo lighting, one owner, as new throughout, £16/10; another, 150 c.c. o.h.v. big-port, 1933, £19; all new models in stock.—Goddard's, 20, South St., Epsom. [2112

RENNO'S.—1932 Excelsior, 147 c.c. Villiers 2-port, saddle tank, separate dynamo, electric horn, twist grip, splendid condition, taxed year, 15/-; 12 guineas; £4 down, 5/- weekly.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2343

9 Guineas.—Excelsior, late 1929, 2.47h.p. super-sports Villiers, saddle tank, electric lighting, speedometer, pillion, very good condition. Terms, Exchanges. List Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2414

LIVERPOOL.—350 Excelsior, racing Jap, 4-speed, dynamo lighting, Trip speedometer, pillion seat, rests, tummy pad, first registered March, and only used three weeks, mileage 156, cost over £70; our price, 48 guineas, exchange or deferred.—Victor Horsman, Ltd., 65, Pembroke Place, Liverpool. Royal 5576. [1987

Spare Parts:

HOUCHINS.—Villiers and Albion spares for Excelsior.—188, High St., Peckham, S.E. [8178

COOKS'!!—Villiers official spares stockists for Excelsiors; trade and retail.—275-77, Balham High Rd., S.W.17. [9431

GLANFIELD LAWRENCE, official Villiers and Albion stockists, for Excelsior; c.o.d. service, trade and retail.—230, Tottenham Court Rd., W.1. Museum 2268 [7644

Francis-Barnett.

£10.—1931 Francis-Barnett, unused till 1933.—2, Wyndgate, N.14. Palmers Green 4932. [2016

BICKELLS.—1932 Francis-Barnett, 148 c.c. 2-port Lapwing; £18/10.—260, Archway Road, Highgate, N.6. [1449

£9.—1929 172 super sports Francis-Barnett, separate oiling, taxed, insured.—46, Buckingham Rd., Dalston. [2079

14 Guineas!—1933, taxed, 148 c.c. Francis-Barnett, excellent condition, 100 m.p.g.—1, Golders Manor Drive, N.W.11. [2478

COMERFORD'S.—6 guineas!! 1929 Francis-Barnett 250 c.c., saddle tank, runs splendidly; £4 down, tax paid.—Below. [2386

COMERFORD'S.—11 guineas!! 1930 Francis-Barnett 172 c.c., fully equipped, 8/3 tax paid; £4 down.—Portsmouth Rd., Thames Ditton. [2386

EXTRAORDINARY BARGAINS

1,000 Guaranteed motor cycles at lowest prices. Compare the following, then call and judge for yourself. Every machine marked clearly with its price. A cash discount to cash buyers. Easy payments over 18 or 24 months. Machines over £10 are guaranteed—pay required deposit and ride away same day.

SOLOS

Table with columns: Cash, 500 c.c. and over, Deposit. Rows include models like P. & M. PANTHER, RUDGE, A.J.W., B.S.A., NORTON, etc.

350 c.c.

Table with columns: Cash, 350 c.c. O.H.V., Deposit. Rows include models like NORTON, O.K. SUPREME, DOUGLAS, etc.

MOTOR CYCLES FOR SALE.

Francis-Barnett.

!!!—10 guineas; £2/13 down, 17/3 monthly; 1931 1.96h.p. Francis-Barnett Black Hawk, electrics, excellent condition.

!!!—21 guineas; 1933 1.96h.p. 2-port Falcon, dynamo, one owner, magnificent condition.

!!!—14 guineas; 1932 1.47h.p. Kestrel, electrics, legshields, small mileage, insured 1935.

!!!—26 guineas; 1933 2.49h.p. 2-port Cruiser, dynamo, panel, one owner, carefully used.—Gray's, 20, Hardman St., Liverpool. [2373

EVERY 1934 Francis-Barnett and all Spares Actually Stocked at T. G. Meeten's, 85, Earlswood Rd., Redhill. (Phone: 946.) [1491

CONWAY MOTORS.—£9; 1929 250 c.c. Empire Francis-Barnett, electric, speedometer, taxed.—301, Goldhawk Road, Shepherd's Bush. [2443

32 Guineas.—1934 Francis-Barnett Cruiser, automatic lubrication, taxed, insured pillion year, reg. May, immaculate.—215, Norwood Road, Herne Hill. [1963

BOYER and BENTLEY.—1934 models Francis-Barnett, from stock; highest exchanges in London; deferred, self financed.—118, Peckham Rye, S.E. Open Sunday mornings. [9624

MOTORMYLES.—1932 Francis-Barnett "Cruiser," as new; £27/10; deposit £7, balance 18 monthly payments; highest exchange allowances.—156, Great Portland St., W. Museum 6756. [2497

DAWSON MOTORS.—1932 148 c.c. Francis-Barnett, 6v. dynamo, 2-port engine, excellent appearance, and tyres, 4/2 tax paid; £12/19/6; £2/19/6 secures, 15/- monthly.—Marsh St., Hanley. [2187

GREYHOUND MOTORS.—Francis-Barnett 1931 196 c.c. super sports Falcon, dynamo, electric horn, excellent condition; £12/10.—Durham Rd., Philip Lane, Tottenham. Phone: 1440. [2011

G. K. RAE, Ltd.—11 guineas! Exceptionally good 1930-31 250 c.c. Empire Francis-Barnett, 2-port sports Villiers, aluminium head, electrics, taxed, appearance, condition, tyres all excellent.—Below.

G. K. RAE, Ltd.—8 guineas! 1930 1.72 2-port aluminium head super sports Barnett, electrics, taxed and in fine condition.—3, Great West Rd., Chiswick, W.4. Phone: Chiswick 2431. [2286

1933 196 c.c. Francis-Barnett, chrome and black tank, taxed and insured year, indistinguishable from new; £20.—Maskell, 6 to 8, Station Rd., Camberwell, S.E.5. Telephone: Brixton 5725. [1991

RENNO'S.—1931 Francis-Barnett, 172 c.c. Villiers super sports 2-port, plated saddle tank, damper, knee grips, separate oil tank, carrier, electric lighting; 14 guineas, or £4 down, balance 5/- weekly.—15, 16, and 27, Stockwell St., Greenwich, S.E.10. [2177

25 Guineas.—Francis-Barnett, September, 1933, 2.49h.p. Cruiser, 4-speed, dynamo, instrument panel, pillion, legshields, electric horn, one owner, very small mileage, practically new condition. Year's tax. Terms, Exchanges.—Rowland Smith, below.

11 Guineas.—Francis-Barnett, 1931, 1.47h.p. Villiers, electric lighting, excellent condition. Terms, Exchanges.—Rowland Smith, below.

9 Guineas.—Francis-Barnett, 1929 (registered 1930), 1.72h.p. super-sports Villiers, saddle tank, electric lighting, very good condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2415

TURNER BROTHERS' Fine Selection of Barnetts: 1933 148 c.c. Lapwing, taxed December, £18/10; 1933 196 c.c. Falcon, with speedometer, £22/10; 1933 196 c.c. Black Hawk, £19/10; and several others, all as new.—29-31, Green Lanes, Palmers Green. (Bowespark 2525.) [2211

MOTORMYLES, authorised dealers, all Francis-Barnett models in stock; send for details of easiest of terms and highest exchange allowances to 89, Bold St., Liverpool; 11, West Bar, Sheffield; 28, Bristol St., Birmingham; or 156, Great Portland St., London, W. Museum 6756. [7883

WHITBY'S Offer 1934 Francis-Barnett 250 Cruiser, only used 3 times, positively as brand new, £32/10; also similar model, 1933 delivery, £28/10; also 1931 F.B. 196 c.c., £14/10; large selection of lightweight machines in stock; you are sure to find the machine you want and the terms at Whitby's, 7, The Vale, Acton, W.3. She. 1513. [1464

KING, of Oxford.—One-fifth deposit; immediate delivery; no enquiries, guarantors, insurance, etc.; balance up to 24 months!! 1932 148 c.c. inclined 2-port 2-stroke Francis-Barnett, chromium tank, dynamo lighting, twist grip, tyres as new, internal brakes, guaranteed throughout; 13 guineas!! You simply couldn't do better than this! Send deposit now to secure; p.c. brings my super bargain list and details of the easiest terms in Great Britain. Open Sunday mornings; 300 high grade guaranteed machines in stock, all on the easiest terms ever offered; you cannot afford to be without my proposition; post to-night! —King, New Rd., Oxford. [1764

PRIDE & CLARKE LTD. 158-160, Stockwell Road, S.W.9. Telephone: Brixton 6414

MOTOR CYCLES FOR SALE.
Francis-Barnett.

Spare Parts:

HOUCHINS.—Villiers and Albion spares for Francis-Barnett.—188, High St., Peckham, S.E.15. [8177]

FRANCIS-BARNETT Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0321]

GLANFIELD LAWRENCE, official Villiers and Albion stockists, for Francis-Barnett; c.o.d. service, trade and retail.—230, Tottenham Court Rd., W.1. [7645]

RING Redhill 946 When You Really Must Have Francis-Barnett, Villiers, Albion and Miller; genuine spares by return post, including cylinder re-grads and magneto overhauls; the finest 2-stroke spares stock in the country at Meeten's, 85, Earlswood Rd., Redhill. [5923]

Harley-Davidson.

HARLEY-DAVIDSON MOTOR Co., Ltd., sole factory concessionaires; 1934 models in stock.

WE Supply Only Genuine Parts in Sealed Wrappers; large stocks all models; c.o.d. service.

SPECIALISTS in all Classes Repairs and Overhauls; low charges; satisfaction guaranteed.—74, Newman St., W.1. Museum 4070-1. [0350]

THE BLACKSTOCK GARAGE Have the Largest Stock of Reconditioned Harley-Davidson Machines in the Trade; exchanges, send for list.

2-SEATER Combinations Supplied from £5 down, with third party insurance only.

A FEW Serviceable Taxed Combinations from £7/10; all types of 2-seater sidecar bodies in stock.

SPARE Parts, new or good second-hand, sent per return; send for list and save money; repairs carried out promptly. Open till 1 p.m. Sundays.—58, Highbury Grove, N.5. North 4690. [7917]

Spare Parts:

HARLEY Repairs.—Spares, new, second-hand.—Pettits, Brockley Cross, S.E.4. New Cross 2107. [7464]

BRITNELL BROS.—Harley spares; new, second-hand.—725, Fulham Rd., S.W.6. Fulham 1652. [8451]

Humber.

12 Guineas.—Humber, late 1927, 3.49h.p. o.h.v. combination, semi-sports sidecar, speedometer, one owner, excellent condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2416]

Spare Parts:

HUMBER Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0430]

Indian.

INDIAN Big Chief, electric, 2-seater sidecar, an excellent family outfit, fully guaranteed; £35.—Indian, 97a, Anerley Rd., S.E.20. [2122]

Spare Parts:

THE AMERICAN SPARES Co., 89, Brixton Rd., London. Reliance 3234.

INDIAN.—New and second-hand spares and repairs. [0116]

BRITNELL BROS.—Indian spares; new, second-hand.—725, Fulham Rd., S.W.6. Fulham 1652. [8452]

INDIAN MOTORCYCLE SALES (ENG.), Ltd., 97a, Anerley Rd., Crystal Palace, S.E.20, sole factory concessionaires, carrying extensive stock parts and factory equipment for repairs. Sydenham 2252. [0697]

James.

!!!—11 guineas! £2/18 secures; 1932 1.96h.p. James-Villiers, electric, sound condition.

!!!—24 guineas! £6/6 secures; 1931 4.99h.p. 2-port Python, dynamo, chromium tank, new tyres, exceptional condition.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon. [2162]

£5—172 James, unused 3 years, 1928, beautiful condition, after 8-71, Chase Side, Southgate. [2077]

!!!—8 guineas; £2/2 down, 14/8 monthly; 1930 1.72h.p. 2-port James, electric, separate oiling, fine condition.—Gray's, 127, Hockley Hill, Birmingham. [2096]

15 Guineas.—James 1929 (registered 1930) 3.49h.p. combination, semi-sports sidecar, dynamo, pillion, exceptional condition. Terms, Exchanges.—Rowland Smith, below.

8 Guineas.—James late 1930 1.96h.p. 2-port Villiers, electric lighting, very good condition. Terms, Exchanges.—Rowland Smith, below.

10 Guineas.—James late 1932 1.48h.p. 2-port, electric lighting, excellent condition. Terms, Exchanges. List. Week-days, Saturdays 9-9, Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2417]

EXTRAORDINARY
BARGAINS

We specialise in Mail Orders. Motor cycles despatched on approval to your address on receipt of cash or deposit and acceptable Hire Purchase Agreement. Money refunded if not satisfied.

Liberal allowance on any make of Motor cycle in part payment. Quotations by return post.

SOLOS

250 c.c. and under.

£42 10	VELOCETTE, 1934, M.O.V. 250 c.c. O.H.V., dyno., speedo., as new	£5 0
£37 10	B.S.A., 1933, "Blue Star," 250 c.c. O.H.V., dyno., as new	£5 0
£32 10	R. ENFIELD, 1933, 250 c.c. Bullet, O.H.V. 2-port, dyno., upswept, as new	£5 0
£27 10	B.S.A., 1933, 250 c.c. O.H.V., dyno.	£5 0
£25 10	F. BARNETT, 1933, Cruiser, dyno., instrument panel	£5 0
£24 10	RED PANTHER, 1933, 250 O.H.V., dyno., excell.	£5 0
£21 0	EXCELSIOR, 1933, 250 c.c. water-cooled, dyno., legshields, as new	£5 0
£19 10	TRIUMPH, 1931, 250 c.c. O.H.V., dyno.	£4 10
£18 10	RED PANTHER, 1932, 250 c.c. O.H.V., dyno.	£4 10
£17 10	F. BARNETT, 1933, 148 c.c., dyno., good cond.	£3 10
£16 10	DOUGLAS, 1933, 148 c.c., dyno., excellent	£3 10
£16 0	EXCELSIOR, 1933, 148 c.c. dyno., good cond.	£3 10
£15 10	C. EAGLE, 1933, 148 c.c., dyno., as new	£2 10
£14 10	N. IMPERIAL, 1932, 148 c.c. O.H.V., dyno.	£2 10
£13 10	MATCHLESS, 1930, 250 c.c. S.V., dyno., excell.	£2 10
£12 10	R. ENFIELD, 1930, 250 c.c. S.V., good order	£2 10
£12 10	C. EAGLE, 1932, 148 c.c., dyno., as new	£2 10
£11 10	RUDGE, 1930, 250 c.c. O.H.V., dyno., good	£2 10
£10 10	F. BARNETT, 1931, 172 c.c., Super Sports, elec.	£2 10
£10 10	DOT, 1929, 172 c.c. elec., excellent ...	£2 10
£10 10	JAMES, 1930, 196 c.c., elec., nice order	£2 10

COMBINATIONS

£33 10	TRIUMPH, 1932, 550 c.c. S.V., dyno., dry sump lubrication, with Watsonian Touring Sidecar, excellent	£8 0
£17 10	SUNBEAM, 1928, 500 c.c. S.V., dyno., with Touring Sidecar, good	£3 10
£17 10	B.S.A., 1929, 557 c.c. S.V. Sloper, dyno., with B.S.A. Sidecar, good	£3 10
£14 10	ARIEL, 1928, 500 c.c. S.V., dyno., with Fabric Sports Sidecar, good	£3 0

BARGAINS TO CALLERS

20/- Deposit. 2/6 Weekly.

£9 10	NORTON, 1928, 500 c.c., O.H.V., good.
£9 10	N. HUDSON, 1929, 350 c.c. O.H.V. 2-port, good.
£8 10	MONTGOMERY, 1931, 196 c.c., elec.
£7 10	ARIEL, 1927, 500 c.c. S.V., elec.
£7 10	MATCHLESS, 1928, 500 c.c. S.V., elec., nice cond.
£6 10	A.J.S., 1927, 500 c.c. O.H.V., nice order.
£8 0	AERIEL, 1928, 500 c.c. S.V., dyno.
£8 0	A.J.S., 1930, 250 c.c. S.V., elec.
£8 10	EXCELSIOR, 1931, 196 c.c., elec.
£6 10	TRIUMPH, 1930, 174 c.c., elec., nice.
£6 10	CALTHORPE, 1927, 350 c.c., O.H.V., dyno.
£5 0	MATCHLESS, 1927, 250 c.c., good.

PRIDE & CLARKE LTD.

158-160, Stockwell Road, S.W.9.

Telephone Brixton 6414

MOTOR CYCLES FOR SALE.

James

DAWSON MOTORS.—1931 196 c.c. James Villiers, saddle tank, excellent tyres, Villiers dynamo, tax paid; £10/19/6; £2/10 secures, 15/- monthly.—Marsh St., Hanley. [2188]

WESTON'S.—11 guineas; 1933 147 c.c. James, twin port, electric lighting, taxed and insured for year, one owner, small mileage, perfect throughout.—Woodbridge Rd., Guildford. Phone: 1675. [2184]

!!!—15 guineas; £3/19 deposit, 24/8 monthly; 1932 1.48h.p. 2-port James-Villiers, dynamo, unmarked original balloons, practically new, taxed year, 15/-.—Gray's, 217, Grovegreen Rd., Leytonstone. [2217]

HARRY NASH.—16 guineas; 1933 147 c.c. James, dynamo lighting, taxed, original tyres un worn, mileage 200 only, unused for long period, guaranteed as brand new.—337, King St., Hammersmith. [2394]

RENNO'S.—1930 James, 250 c.c. Villiers 2-port, dynamo lighting, separate oil tank, horn, hub brakes, one owner; 19 guineas, or £5 down, balance 5/- weekly.—15, 16, and 27, Stockwell St., Greenwich, S.E.10. [2176]

Spare Parts:

JAMES Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0314]

Levis.

GODFREY'S for Levis.—All models in stock.—208, Great Portland St., W.1. [0212]

PUTNEY AUTOS Recommend Levis Motor Cycles and Spares from Stock.—263, Putney Bridge Rd. [8406]

£11—1929 350 o.h.v. Levis, good tyres, lights, pillion, taxed year, thoroughly roadworthy.—C. A. R., 65, Lee Park, S.E.3. [1924]

COMERFORD'S.—22 guineas!! 1930-31 350 c.c. A.2 Levis, chromium tank, nice condition; exchanges, terms.—Portsmouth Rd., Thames Ditton. [1332]

TIPPETTS for Levis.—1934 250 2-stroke, used demonstration only, listed £40, sell £33; full range 1934 models in stock; good selection second-hand machines.—37, Arlington Rd., Surbiton. Elmbridge 1274. [2202]

G. K. RAE, Ltd., offer exceptionally nice 1932 (bought new 1933) 250 c.c. o.h.v. 2-port Levis, dynamo, speedometer, foot change, upswept exhausts, ribbed front tyre, taxed (30/-), mileage 5,844, one careful owner; £26 cash, or £6/10 down, £1/17/6 monthly.—Below.

G. K. RAE, Ltd.—£34! 1932 3.46 A2 Levis, foot 4-speed, dynamo, upswept exhausts, blue-chromium finish, new condition.—3, Great West Rd., Chiswick, W.4. Phone: Chiswick 2431. [2284]

32 Guineas.—Levis late 1932 3.46h.p. 2-port, o.h.v., 4 speeds, foot-change, dynamo, upswept exhausts, pillion, one owner, exceptional condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2418]

KING, of Oxford.—One-fifth deposit! Immediate delivery!! No guarantors, insurance, references, etc.; balance up to 24 months; 1930 350 c.c. super sports "A2" Levis, o.h.v. 2-port engine, positive change gear box, big chromium tank, competition pipes, twist grip, dynamo lighting, competition tyres, superb condition throughout; only 26 guineas!! Your machine part payment, guaranteed highest allowance in Great Britain; post for my super free bargain list and details of unquestionably the easiest terms in Great Britain; 300 high grade up-to-date guaranteed machines in stock, all on the easiest possible terms; highest allowance on your machine part payment; don't forget to write to-night—it'll pay you.—King, New Rd., Oxford. [1765]

Spare Parts:

LEVIS Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0361]

PUTNEY AUTOS for All Levis Spares, also 2-stroke cylinders, pistons, etc., new, at zero prices.—263, Putney Bridge Rd. Putney 2645. [3637]

GLANFIELD LAWRENCE.—Burman gears, all 3- and 4-speed foot change, spares for Levis.—230, Tottenham Court Rd., W.1. Museum 2263. [7646]

Matchless.

£10—8h.p. Matchless 2-seater, sidecar, good condition.—Hill, 32, Afghan Rd., Battersea. [1962]

PUTNEY AUTOS.—Matchless twin and other models from Stock; 18 months h.p.—263, Putney Bridge Rd. [8407]

£10—1928 Matchless combination, 4.98 c.c., taxed, electric, perfect throughout.—255, Cavendish Rd. Balham 1407. [2312]

SPORTS Matchless 500 c.c., o.h.v., registered 1932; bargain, £12; instalments.—Fisher's Motors, Bath Rd., Hounslow. [2101]

MATCHLESS 1928-29 493 Combination, saddle tank, electric lighting, perfect; £12/10.—65, Vauxhall Bridge Rd., S.W.1. [2040]

MOTOR CYCLES FOR SALE.

Matchless

MATCHLESSES.—List free. Terms, Exchanges.—Rowland Smith, below.

62 Guineas.—1933 model 5.93h.p. 4-cyl. Silver Hawk combination, Matchless occasional 2-seater sidecar, spring frame, 4 speeds, Magdyno, instrument panel, speedometer, pillion, electric horn, one owner, small mileage, very carefully used, practically new, cost £100.

34 Guineas.—Late 1930 3.97h.p. Silver Arrow combination, Matchless 6-point attachment touring sidecar, spring frame, Magdyno, instrument panel, speedometer, electric horn, windscreen, one owner, carefully used, exceptional condition. Year's tax.

23 Guineas.—1929 (registered 1930) 4.98h.p. touring combination, Matchless sidecar, saddle tank, Magdyno, speedometer, pillion, electric horn, very carefully used, excellent condition. Taxed.

39 Guineas.—Late 1933 4.98h.p. 2-port o.h.v. sports, 4 speeds, foot-change, Magdyno, upswept exhausts, pillion, one owner, very small mileage, brand new condition.

35 Guineas.—September, 1933, 2.46h.p. 2-port o.h.v., 4 speeds, foot-change, Magdyno, upswept exhausts, electric horn, run a few miles only, practically brand new.

29 Guineas.—1933 model 4.98h.p. Light 500, dynamo, pillion, small mileage, practically brand new condition.

25 Guineas.—December, 1930, 3.97h.p. Silver Arrow, spring frame, Magdyno, instrument panel, speedometer, pillion, carefully used, exceptional condition.

22 Guineas.—1932 Light 500, dynamo, pillion, leg-shields, electric horn, one owner, small mileage, excellent condition. Year's tax.

10 Guineas.—Late 1928 4.95h.p. 2-port o.h.v., saddle tank, electric lighting, practically unworn tyres, very good condition.

7 Guineas.—Late 1928 3.47h.p. 2-port o.h.v., saddle tank, good condition.

ROWLAND SMITH, High St., Hampstead (Hampstead Tube). Week-days, Saturdays, 9-9. Sundays, 9-1. Hampstead 6041-6. [2419

!!!—47 guineas; 1933 4.98h.p. 2-port Matchless combination, dynamo, 4-speed, foot change, makers' launch, as new.

!!!—27 guineas; £7/2 secures; 1930 9.90h.p. sports, dynamo, chromium, 4in. balloons, exceptional condition; 1929, one owner, 24 guineas.

!!!—39 guineas (deferred 18 months); 1931 9.90h.p. 2-seater combination, dynamo, panel, 4 speeds, new Millford, hood, screen, magnificent condition.

!!!—10 guineas; 53/- secures; 1929 3.46h.p. 2-port, dynamo, excellent tyres.—Gray's, 152, Woodhouse Lane, Leeds. [2255

CONWAY MOTORS.—£16; 1928 8h.p. Matchless sports combination, dynamo, taxed, smart, sound.—301, Goldhawk Road, Shepherd's Bush. [2444

BRACKPOOLS for Matchless; official machine and spares stockists; liberal exchanges; terms.—228, Stanstead Rd., Forest Hill. Sydenham 2585. [0226

£15.—Matchless 1929 498 c.c., completely overhauled, rebored, replated, cellulosed, new tyres, Magdyno, taxed 2 years.—Watson, Albion Baths, Dalston. [2490

!!!—17 guineas; £4/10 deposit, 27/3 monthly; 1930 Matchless Silver Arrow, dynamo, panel, chromium tank, spring frame, comfortable, reliable.

!!!—8 guineas; £2/2 deposit, 14/8 monthly; 1928 3.47h.p. 2-port, dynamo, electric horn, exceptional condition.

!!!—14 guineas; £3/14 deposit, 23/4 monthly; 1929 3.47h.p. 2-port, dynamo, plated tank, exceptional balloons, magnificent original condition.—Gray's, 217, Grovegreen Rd., Leytonstone. [2218

!!!—19 guineas! £5 down, 29/11 monthly; 1930 4.98h.p. 2-port Matchless, Magdyno, panel, speedometer, electric horn, beautifully kept, excellent performance.

!!!—21 guineas! £5/11 secures; 1932 2.46h.p. 2-port, dynamo, chromium tank, exceptional condition.

!!!—9 guineas! £2/8 down, 15/11 monthly; 1928 2.46h.p. 2-port, electrics, large saddle tank, separate oil tank, sound condition.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon. [2163

WELLING MOTOR MART.—Matchless 4-cyl., 1932 model, £45/10; ditto, 1931, £32/10; exchanges, easiest terms.—Francis, Motor Mart, Welling. Phone: Bexleyheath 398. [2182

1931 Matchless Silver Arrow, dynamo, panel, spring frame, taxed, super condition, £18; 1928 250, perfectly sound, £6; exchanges, deferred.—Coles, 153, Francis Rd., Leyton. [2036

WHITBY'S, of Acton, for Matchless big twin combinations, second-hand and new sports, and family sidecars; liberal exchanges, easiest terms.—1-7, The Vale, Acton, W.3. She. 1513. [1825

PRIDE & CLARKE LTD
158 STOCKWELL ROAD
BRIXTON LONDON S.W.9



COMPETITION
9/6 COATS

Guaranteed not to crack or peel, all seams taped, large adjustable storm collar, shoulder flap, wind cuffs, extra large pockets, leg tabs or straps, the ideal coat for the Motor Cyclist. Medium weight 9/6* Fleece lined with wind cuffs, etc. 15/-* With tummy protector 18/6 Heavy quality fleece lined 23/- Extra Heavy 27/6 Extra Heavy Teddy lined 34/- Belstaff Senior T.T. with tummy protector 29/9 Fleece lined 37/3 Hutchinson Ever Dry fleece lined 55/- New Mascot Zip, Zip Coats 30/- Stormgard Nigger Competition Coat with tummpad 32/6 Fleece lined 41/6

29/6 CHROME LEATHER COATS.

Double-breasted, a distinctive design made from selected skins, with inside wind cuffs, deep collar and neck strap lined with very warm fleece, 29/6* Special superior quality, 45/- and 52/6. Ditto, teddy lined, interlined oilskin throughout, 65/-. Colour, black or tan. SUPER model with tiger pattern lining 95/-. R.A.F. pattern, bucklefast model, specially designed for the motor cyclist, has a wide wrap-over front, map pocket, egestraps, wind cuffs, extra warm fleece lining, 49/6; supermodel, teddy lined, m a p pocket with zip fastener, 65/-; similar, with oilskin interlining, 75/-.



LADIES' CHROME LEATHER COATS.

24/6 BEAUTIFULLY SOFT SELECTED SKINS, FULL LENGTH WRAP-OVER STYLE, LARGE STORM COLLAR, lined with very warm and attractive Fleece Lining to tone with shade of leather. Colours, Blue, Black, Green, Tan and Wine, 24/6* Special quality, 32/6; all shades and styles, 38/-, 45/-, 57/6 and 67/6. Fur collar, 12/6 extra.



19/4 STORM COATS

Interlined throughout with specially prepared oilskin, full length warm fleece lined, large pockets, shoulder flap and storm collar 19/-* 4-in-1 with detachable lining 29/6 Belstaff Junior T.T., check fleece lined, wool neck scarf, Fawn or Grey 37/6 Belstaff Senior T.T. with tummy protector 45/-

"STORMGARD" COATS.
Ixion Storm Coat, with tummpad 39/6 Model 202 3-in-1, Fawn ... 47/6 Ditto Grey ... 55/- Model 204 4-in-1, detachable lining, Fawn ... 55/- Ditto Grey ... 62/6 Tummpad ... 3/6 Stormscarf ... 4/- Fur Collar ... 17/6



EASY TERMS.

4/- With Order Secures Delivery Any Coat Not Marked with Star. Balance Weekly SATISFACTION OR MONEY REFUNDED

All Clothing fully guaranteed and despatched on approval against cash or C.O.D. When ordering by post state length, chest and sleeve measurements. Postage 1/3.

ILLUSTRATED LIST FREE

MOTOR CYCLES FOR SALE.

Matchless.

STOP!!!—£28/10, or £7/10 deposit and 40/- monthly.—1931 4-cyl. Matchless Silver Hawk, dynamo, chromium wheels, taxed, good tyres, spring frame, overhauled, guaranteed.—Below.

STOP!!!—£46/10, or £12 deposit and 73/4 monthly. S—Late 1933 Matchless 5h.p. s.v. combination, chromium and black launch sidecar, Magdyno, brand new condition, tyres unmarked, electric horn, taxed and insured, fully guaranteed.—Campbells, 12, Bostall Hill, Plumstead. Phone: Woolwich 1522. [2138

COMERFORD'S.—36 guineas!! 1933 Matchless 250 c.c. Super Sports o.h.v. 2-port, upswept exhaust pipes, Magdyno lighting, panel, speedometer, taxed year, electric horn, as new throughout; £10 down.—Below.

COMERFORD'S.—15 guineas!! Matchless, 1930, 249 side valve, equipped, chromium tank; £4 down.—Below.

COMERFORD'S.—28 guineas!! 1932-33 Matchless 500 c.c., side valve, dynamo lighting, nice condition; £9 down; exchanges; easiest of all terms.—Portsmouth Road, Thames Ditton. [2387

LANE MOTORS.—Matchless, 1933 model 490 o.h.v. solo or combination, as brand new; 29 guineas; 1929 990 twin, large box combination; 15 guineas; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings. [2294

STOP!!!—£18/10! £4/13 secures, 27/8 monthly; S 1930 specially constructed competition Silver Arrow Matchless, Magdyno, solid frame, huge brakes, oil bath, new competition tyres, taxed, beautiful condition, written guarantee.—Below.

STOP!!!—£8/10! £2/3 secures, 14/9 monthly; S 1928 4.98h.p. 2-port Matchless, Magdyno, saddle tank, huge brakes, cream rims, fine condition, written guarantee.—Campbells, Banks Lane, Broadway, Bexleyheath. [2247

20 Guineas.—Matchless Silver Arrow, late 1930, split skirt pistons, De Luxe equipment, very smart appearance, one owner, small mileage, new tyres, taxed, insured.—5, Ashford Crescent, Ashford, Middlesex, near Stag and Hounds. [1934

RENNO'S.—1930 Matchless 250 c.c. o.h.v. 2-port, dynamo, damper, horn, dry sump, separate tank, hub brakes, balloons, plated tank, pillion footrests; 15 guineas, or £4 down, balance 5/- weekly.—15, 16, and 27, Stockwell St., Greenwich, S.E.10. [2174

RENNO'S.—1930 Matchless 250 c.c. o.h.v. 2-port, saddle tank, dynamo, electric horn, twist grip, dampers, pillion, taxed, 8/3; genuine bargain, 14 guineas; £5 down, 5/- weekly.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2342

KING, of Oxford.—One-fifth deposit! Immediate delivery!!! No annoying enquiries, references, guarantors, insurance, etc.!!! 1934 and only done few miles, Matchless 250 c.c. "Sports," o.h.v. inclined engine, sump lubrication, 4 speeds, oilbath, dynamo lighting, tyres as new, taxed 8/3 quarter, as brand new throughout; 29 guineas; you cannot afford to miss this super snip; send deposit right now; p.c. brings my super descriptive bargain list and details of the most wonderful easy terms in Great Britain; guaranteed highest allowance on your mount taken part payment; terms just to suit your pocket; better write to-night—it'll pay you. Open Sunday mornings; 300 high grade super sports and touring machines in stock.—King, New Rd., Oxford. [1766

Spare Parts:

MATCHLESS Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0363

SIMPSON Dismantling Matchless.—Simpson Motors, Ashford, Middlesex. Phone: 242. [5052

MATCHLESS Spares.—Immediate delivery, retail and trade; c.o.d.—Hoe Street Garage, 414, Hoe St., Walthamstow. [6258

Montgomery.

CONWAY MOTORS.—£26; 1931 680 c.c. o.h.v. Montgomery J.A.P., smart, fast.—301, Goldhawk Road, Shepherd's Bush. [2445

COMERFORD'S.—24 guineas!! 1931-32 Montgomery 500 c.c. 2-port, dynamo lighting, chromium tank, fast and sporting.—Below.

COMERFORD'S.—24 guineas!! 1932 Montgomery 250 c.c. o.h.v. 2-port, dynamo lighting, 8/3 tax paid; exchanges.—Portsmouth Rd., Thames Ditton. [9997

£25.—1932 Montgomery, "Greyhound" 350 c.c. engine, recently overhauled, perfect throughout.—Any evening, 9, Arngask Rd., Catford, S.E. [2015

25 Guineas.—Montgomery 1931 3.46h.p. 2-port o.h.v.-J.A.P. dynamo, pillion, electric horn, one owner, small mileage, very exceptional condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2420

New Hudson.

!!!—21 guineas! £5/11 secures; 1931 4.98h.p. 2-port New Hudson, dynamo, panel, little used.—Gray's, 106, Melton Rd., Leicester. [2249

MOTOR CYCLES FOR SALE.

New Hudson.

19 31 New Hudson De Luxe 550, Magdyno, sports touring sidecar, very little used, forced sale; £25; taxed, insured.—75, Gladstone Rd., Wimbledon. [1964]
!!!—29 guineas! Deferred; 1932 4.98h.p. 2-port all enclosed Bronzewing New Hudson, dynamo, panel, 4-speed, competition pipes, new tyres, electric horn, exceptional condition, fast.
!!!—25 guineas! £6/12 secures; 1932 4.98h.p. touring combination, Magdyno, enclosed valves, 4-speed, panel, attractive outfit.
!!!—21 guineas! £5/11 secures; 1931 3.48h.p., dynamo, panel, legshields, 4-speed, beautifully kept.—Gray's, 68, Fore St., Edmonton. [2133]

COMERFORD'S—16 guineas!! New Hudson, 1931, 500 c.c. o.h.v. 2-port, inclined engine, 4-speeds, dynamo lighting, instrument panel, electric horn.—Portsmouth Road, Thames Ditton. [2388]

27 Guineas.—New Hudson, 1931 (reg. 1932), 3.46h.p. 2-port o.h.v. combination, launch sidecar, 4-speeds, dynamo, instrument panel, speedometer, electric horns, one owner, carefully used, excellent condition. Taxed. Terms, Exchanges.—Rowland Smith, below.

21 Guineas.—New Hudson, late 1931, 3.49h.p., 2-port, o.h.v., 4-speeds, dynamo, instrument panel, pillion, very good condition. Terms, Exchanges.—Rowland Smith, below.

19 Guineas.—New Hudson, 1931, 4.93h.p. 2-port o.h.v., 4-speeds, dynamo, instrument panel, electric horn, very good condition. Terms, Exchanges. List. Weekdays, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead. (Hampstead Tube). Hampstead 6041-6. [2421]

DAWSON'S MOTORS—Late 1928 500 c.c. o.h.v. 2-port New Hudson, large capacity saddle tank, twist grip, damper, equipped, specially tuned, capable 65-70 m.p.h., foot change, smart; £9/19/6!!! or deposit of £1/19/6 secures delivery.—1, Sheep St., Northampton. [2114]

RENNO'S—1932 New Hudson 350 c.c. o.h.v. 2-port, 4 speeds, dry sump, all enclosed, chromium tank, panel, dynamo, dampers, twist grips, electric horn, taxed, extremely smart; 25 guineas; £5 down, 27/- monthly.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2339]

KING, of Oxford—One-fifth deposit!! Immediate delivery!! No guarantor, references, enquiries, insurance!! Balance up to 24 months; 1932 350 c.c. o.h.v. 2-port De Luxe New Hudson, 4 speeds, dynamo lighting, tyres excellent, pillion equipment, splendid condition; written guarantee; 22 guineas!! Send now for my super descriptive bargain list and details of unquestionably the easiest easy terms in Great Britain; guaranteed highest allowance on your machine part payment. Open Sunday mornings. Pay me a visit, ride your choice away in 10 minutes, 24 hours by post; 300 high grade second-hand guaranteed machines in stock, all types and prices, to suit all pockets; write to-night—you cannot afford to miss my proposition.—King, New Rd., Oxford. [1768]

Spare Parts:

NEW HUDSON Parts—Full range spare parts from stock, all models, retail and trade.—Below.

SPECIAL Attention Given to Overhauls and all Repair Work.—Harley-Davidson Motor Co., Ltd., 74, Newman St., W.1. Tel.: Museum 4070. [0135]

NEW HUDSON Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0364]

GLANFIELD LAWRENCE are Official London New Hudson Stockists, also Moss gears; every part in stock; c.o.d. service, trade and retail.—230, Tottenham Court Rd., W.1. Museum 2268. [7647]

RENNO'S c.o.d. Service; most New Hudson spares available; quotation return post; London's largest showrooms.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2369]

New Imperial.

GODFREY'S for New Imperials.—All models in stock.—208, Great Portland St., W.1. [0265]

BRAND New 350 o.h.v. 2-port New Imperial, speedometer, less lighting; to clear £30.—Below.

BRAND New 500 2-port De Luxe New Imperial, dynamo lighting, speedometer; to clear £39.—Below.

BRAND New 350 o.h.v. 2-port De Luxe New Imperial, dynamo lighting, speedometer; to clear £37/10.—Below.

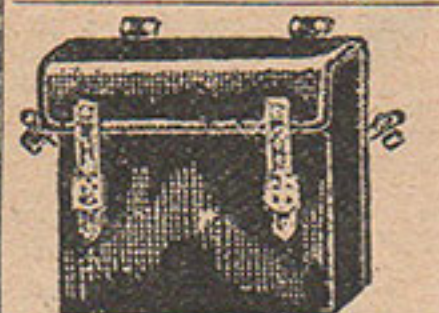
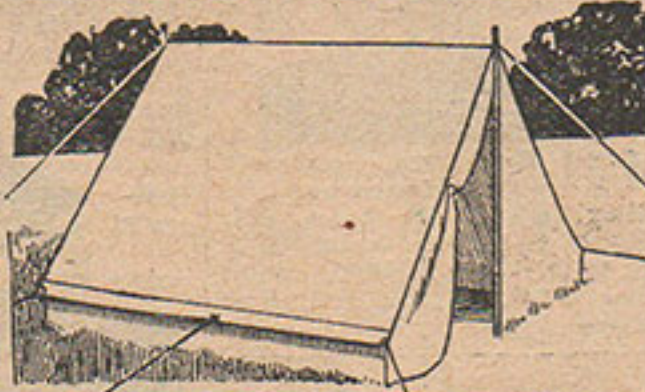
BRAND New 500 o.h.v. Spring Frame Model New Imperial, dynamo lighting, speedometer, pillion, etc.; £49.—Below.

ALL 1934 Models in Stock.—D. J. Shepherd and Co. (Enfield), Ltd., Enfield Highway. Enfield 1231. [0249]

PUTNEY AUTOS—New Imperial stockists, confidential easy terms.—263, Putney Bridge Rd. [8408]

PRIDE & CLARKE LTD
158 STOCKWELL ROAD
 Brixton London—S.W.9

8/- TENTS lightweight model, size 6' x 4'3" x 3'6", fitted with pegs, poles and guy lines complete with carrying valves 8/- Superfine model specially waxed material 10/9. Post 1/-. Special Camping List Free



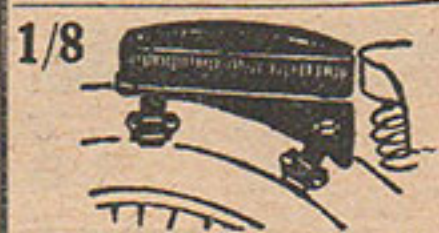
5/6 Pannier Bags, covered waterproof, complete with fittings, size 15 x 12 x 4 1/2". Special quality 5/6. Postage 9d.



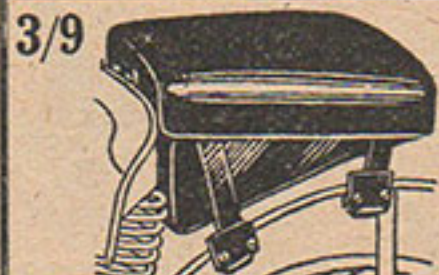
1/3 FOOTRESTS Adjustable Folding, 1/3. De Luxe, 1/9. Brooks, 4/- Pneumatic patt., 2/11. Postage: 6d.



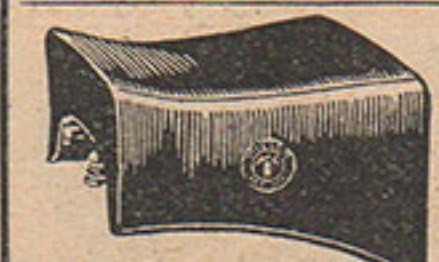
3/9 Pneumatic Pillion Seats, carrier fitting, special offer 3/9. Hutchinson 11/-. Post 6d.



1/8 Sports Pillion Seat, as illustrated, 1/8. Special quality, 2/9. Fitted Internal Springs, 4/-. Post 6d.



3/9 Sponge Rubber Pillion Seats, 3/9. Pneumatic, 5/6. Sponge Air Cell, 6/6. Hutchinson Fastfit, 12/6. Post 6d.



7/9 Latest type sponge air-cell bolt-on Pillion Seats, 7/9. Miller, 11/-. Hutchinson, Airspring, 12/6. Post 9d.



1/6 Goggles, fitted unsplinterable lenses, 1/6. R.A.F. pattern, fitted unsplinterable lenses, as illustrated, 2/8. Pilots, rubber pneumatic pattern, 3/9. Leather Mask, fur lined 4/9. Post 4d.



2/6 Waterproof Sheets, 5ft. x 3ft. 2/6; 6ft. x 3ft. 3/4; 6ft. x 5ft. 5/-; Combination, 10ft. x 6ft. 9/11. Post 9d.



14/- Leather Boots, extra strong. Black or Tan 14/-. Special quality, 3-strap type, rubber sole 19/3; with Zip Fastener, 26/6. Post 1/-. Cord Breeches 7/6. Chrome Leather 24/6.



8/6 WADERS Lightweight, 8/6. Heavyweight, 10/3. GuttaPercha, 14/9. Stormgard, 19/11. Hutchinson Clearance, extra stout, 12/9. List price, 17/11. Post 1/-. [2416]



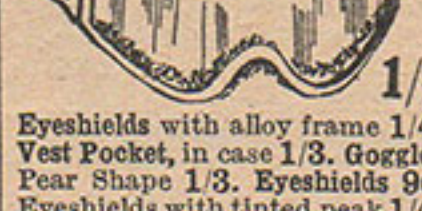
2/9 Leather Gauntlet Gloves, fleece lined, 2/9. Black or Tan Leather Gauntlet Gloves, fleecelined 3/9. Special quality hide 5/6, ditto reinforced, 9/3. Postage 4d.



1/2 Sk Cap: Black Rubber 1/2. Special quality, 1/10. Leather, Black or Tan, 3/6. Stormgard, 5/6. Leather Helmets, fleece lined, 2/6, special white Kid 3/6. Postage 3d. State size.



3/6 White Kid helmet, lined Sateen, with peak and ear flaps, 3/6. Black leather, lined Sateen, 2/6. Post 3d. State size.



1/4 Eyeshields with alloy frame 1/4. Vest Pocket, in case 1/3. Goggles Pear Shape 1/3. Eyeshields 9d. Eyeshields with tinted peak 1/4. Mask goggle, fitted with tinted lenses, 1/-. Post 4d.

All Goods despatched on approval against Cash or C.O.D. Order by postcard and pay on delivery. Quotations for any spare part or accessory by return.

See Advt. under Parts and Accessories, Miscellaneous.

ILLUSTRATED LIST FREE

MOTOR CYCLES FOR SALE.

New Imperial.

!!!—16 guineas! £4/4 secures; 1930 3.46h.p. New Imperial, dynamo, fully recommended.

!!!—16 guineas! £4/4 secures, 26/- monthly; 1932 1.47h.p. o.h.v., dynamo, carefully used; 1933, showroom condition, taxed year; 21 guineas.—Gray's, 38, Bridge St., Sheffield. [2226]

19 31 New Imperial Sports Combination, 500 c.c., dynamo, small mileage; £20.—241, Railton Rd., Herne Hill. [2004]

!!!—25 guineas! £6/12 secures; 1933 2.48h.p. o.h.v. New Imperial, dynamo, practically unmarked.

!!!—23 guineas! £6/1 secures; 1933 1.48h.p. o.h.v. dynamo, pillion, showroom condition; 1932, £17/17.

!!!—21 guineas! £5/11 secures; 1930 4.98h.p. 2-port combination, dynamo, chromium, sports Noxal, clean condition.

!!!—16 guineas! £4/4 down, 26/9 monthly; 1930 3.49h.p. 2-port, Magdyno, speedometer, exceptional condition.—Gray's, Strathmore Rd., Whitehorn Rd., Croydon. [2164]

COMERFORD'S—16 guineas!! 1932 New Imperial Unit Minor, dynamo lighting, chromium tank; £5 down.—Below.

COMERFORD'S—19 guineas!! 1933 Unit Minor New Imperial 150 c.c., o.h.v., dynamo lighting, 15/- tax; £5 down.—Portsmouth Rd., Thames Ditton. [8915]

250 o.h.v. New Imperial, good condition, saddle tank; £9; taxed.—After 7, 75, Ashbury Rd., Battersea, S.W.11. [2018]

PRIVATE; £14/10; Imperial 150 c.c. o.h.v. 1932, taxed, accessories.—Russell, 29, Broadmead Avenue, Worcester Park, Surrey. [1976]

£20.—1932½ New Imperial, 150 special 8½-1 compression, streamlined parts, etc., mileage 3,000, taxed.—95, Park End, Bromley. [2044]

19 29 350 c.c. Side Valve New Imperial, speedometer, dynamo, good order; £8.—Bareham, 1, Lynn Rd., Leytonstone, E.11. [2073]

RENNO'S—1926 New Imperial 350 c.c. sports, lighting, hub brakes, mechanical oiling, smart; room wanted; first 4 guineas buys.—Below.

RENNO'S—1934 New Imperial 250 c.c. o.h.v. "Unit Super," dry sump, chromium tank, knee grips, dynamo, dampers, twist grip, legshields, pillion, footrests, mirror, small mileage, showroom condition, taxed year 30/-; 27 guineas; £5 down, 29/- monthly.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2337]

!!!—21 guineas; £5/11 deposit; 1933 1.47h.p. o.h.v. New Imperial, dynamo, unmarked original balloons, indistinguishable new, 4/2 tax.

!!!—27 guineas; deferred; registered 1933, 3.46h.p. 2-port, dynamo, chromium tank, speedometer, negligible mileage, spotlessly kept.—Gray's, 217, Grove-green Rd. Leytonstone. [2219]

£16, near offer.—1929 New Imperial, 500 c.c. o.h.v. combination, Magdyno, speedo, etc.—A. Denston, 19, Brent Way, Monks Park, Wembley. [2062]

G. K. RAE, Ltd.—18 guineas; deferred; 1933 250 c.c. o.h.v. Unit super New Imperial, chromium finish, dynamo, 30/- tax, absolutely spotless.—Below.

G. K. RAE, Ltd.—16 guineas! 1933 150 c.c. o.h.v. Unit Minor New Imperial, dynamo, taxed year (30/-), like new; several others similar from £15.—3, Great West Rd., Chiswick, W.4. Phone: Chiswick 2431. [2288]

COLGANS, of Brixton Hill, the New Imperial Specialists; immediate delivery; exchanges, hire purchase.—15, New Park Rd., Brixton Hill, S.W.2. [9192]

BRACKPOOLS for New Imperial, official machine and spares stockists; liberal exchanges, terms.—223, Stanstead Rd., Forest Hill, Sydenham 2585. [0228]

BEECHER—1933 246 o.h.v. New Imperial Unit Super, taxed 8/3, showroom condition; £24.—472, Archway Rd., N.6. Mou 2848. Terms, exchanges. [2318]

GODFREY'S are Large Contractors, and offer immediate delivery of New Imperial Unit Minor and Unit Super models.—208, Great Portland St., W.1. [0240]

29 Guineas.—New Imperial, late 1933, 3.46h.p. 2-port o.h.v. Blue Prince, Magdyno, small mileage, very exceptional condition. Year's tax. Terms, Exchanges.—Rowland Smith, below.

19 Guineas.—New Imperial, late 1932, 1.46h.p. o.h.v., dynamo, pillion, electric horn, very small mileage, practically new condition. Taxed. Terms, Exchanges.—Rowland Smith, below.

15 Guineas.—New Imperial, 1930, 3.46h.p. 2-port o.h.v., electric lighting, speedometer, pillion, electric horn, very good condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead. (Hampstead Tube). Hampstead 6041-6. [2422]

MOTOR CYCLES FOR SALE.

New Imperial.

DAWSON'S MOTORS.—1928-29 500 c.c. De Luxe New Imperial, equipped, very carefully used, fast, reliable; £8/19/6, or £2 secures immediate delivery, balance 13/4 monthly.—53, Cauldwell St., Bedford. [2144]

LANE MOTORS.—New Imperial 1934 model 500, 788 miles only, 29 guineas; 1932 model 500, 22 guineas; all new models in stock; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings. [2295]

DAWSON'S MOTORS.—1932-33 146 c.c. o.h.v. New Imperial "Unit Minor," dynamo lighting, mileage 4,000, wonderfully kept; £16/19/6, or £3/10 secures immediate delivery, balance 17/3 monthly.—53, Cauldwell St., Bedford. [2143]

WHITBY'S, of Acton, have 6 second-hand New Imperial Unit Supers and Unit Minors; also latest 1934 models on show; come now and secure your bargain, all guaranteed, cash or terms, at 1-7, The Vale, Acton, W.3. She. 1513. [1826]

REYS MOTORS.—1932 New Imperial "Unit Minor," 1.5h.p., o.h.v., dynamo, taxed, few hundred miles only, positively as new mechanically and appearance; £17/10, deposit £5.—173, Gt. Portland St. Welbeck 2984. [2311]

DAWSON'S MOTORS.—250 c.c. o.h.v. New Imperial Unit Super, 1933 (June), dyno lighting, drisump, capable 62 m.p.h., really fine condition; £21/19/6, or £4/10 secures immediate delivery, balance 23/- monthly.—53, Cauldwell St., Bedford. [2142]

DAWSON'S MOTORS.—1931 (October) 500 c.c. De Luxe New Imperial, dynamo lighting, mileage 5,000, truly super condition throughout; £14/19/6, or £3 secures immediate delivery, balance 15/4 monthly.—Shakespeare St., Nottingham. [2150]

LIVERPOOL.—1933 New Imperial "Unit Super" 250 c.c., specially prepared for last International Six Days, upswept pipes, "knobbles," beautiful condition; 24 guineas, exchange or deferred.—Victor Horsman, Ltd., 65, Pembroke Place, Liverpool. Royal 5576. [1988]

1934 Grand Prix 350 c.c. Model New Imperial, unused, special bronze head, R.H. exhaust pipe, rocker gear pedal, special finished tank and pipe, many extras, machine bought for Manx Grand Prix, owner now unable to ride; cost £72/10, our price £59; exchanges or terms.—Jordan's Second-hand Depot, Story St., Hull. 'Phone: 35728. [2028]

S. A. COLES for New Imperials.—Immediate delivery 1934 models; bargains in used machines; 1934 250 Unit Super, 4-speed, speedometer, mileage 287, snip, £35; 1933 1.47 Unit Minor, dynamo, taxed year, as new, £18; 1931 350, o.h.v., dynamo, superb condition, £18; 1931 250, o.h.v., dynamo, wonderful condition, £18; exchanges, deferred.—153, Francis Rd., Leyton. [2034]

KING, of Oxford.—One-fifth deposit!! Immediate delivery!! No enquiries, guarantors, references, insurance!! Balance up to 24 months!! 1933 and little used, 250 c.c. o.h.v. Unit Super New Imperial, sump lubrication, dynamo lighting, chromium tank, twist grip, electric horn, superb condition; only 25 guineas! You definitely cannot do better than choose your bargain from my super bargain list; send p.c. to-night and experience real "live" up-to-the-minute methods; guaranteed highest allowance on your mount part payment; 300 high grade machines in stock. Open Sunday mornings; pay me a visit, ride your choice away in ten minutes, 24 hours by post.—King, New Rd., Oxford. [1767]

Spare Parts:

NEW IMPERIAL Spares and Repairs: retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0308]

KINGFORDS.—Comprehensive stock, New Imperial spares; trade or retail; 24 hours' service, c.o.d.—87, Northcote Rd., S.W.11. Battersea 3393. [3744]

Newmount.

11 Guineas.—Newmount, late 1930, 1.98h.p., dynamo, electric horn, excellent condition. Taxed. Terms, Exchanges. List, Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead, (Hampstead Tube). Hampstead 6041-6. [2423]

Norton.

GODFREY'S for Nortons.—All models in stock.—208, Great Portland St., W.1. [0264]

!!!—37 guineas; 1932 4.90h.p. o.h.v. Norton, dynamo, foot change, very fast.

!!!—42 guineas; 1933 4.90h.p., dynamo, foot change, taxed, indistinguishable brand new.

!!!—56 guineas; 1933 4.90h.p. combination, dynamo, "Stop" light, magnificent Watsonian Schneider sidecar, carefully used.

!!!—21 guineas; £5/11 down; 1929 4.90h.p., o.h.v., electrics, taxed, splendid condition.—Gray's, 20, Hardman St., Liverpool. [2374]

£6/10.—1927-28 18 Norton, foot change, fast, a snip.—24, Cornwell St., Fulham, S.W.6. [1973]

PRIDE & CLARKE LTD

158 STOCKWELL ROAD Brixton London S.W.9

4/3 Sports Windscreens, with fittings 4/3. Special Sports 5/9. Sports Hoods 9/6. Postage 9d. [Image]

4/11 Windscreen, complete with side screens and fittings, 4/11. De Luxe, 8/6. Hoods, Car Type heavy, 9/6. Postage, 1/-. Celluloid, crystal clear sheet, 54" x 24", 3/3. Half Sheet, 1/9. [Image]

5d. PER FOOT. Flexible Steel Exhaust Tubing 1" 5d. foot, 1 1/2", 11", 1 1/2", 1 1/4" to 2", 1/- foot. Postage extra. [Image]

2/6 Silencers. With Fishtail NEW type, as illustration, 2/6. Special quality, n/plated, 4/6. Terry, 4/-. Postage 9d. [Image]

1/6 Twist Grip Controls. 1" or 1 1/2" bar, 1/6. As illustration, 3/-. Sports, 3/6. Clearance, Amal 6/6. Dummies, with end caps, 1/-. Postage 4d. [Image]

8d. Sparking Plugs. Best make Guaranteed, 8d. Lissen HHI or CM Plugs, special clearance, 2/-. Previous price 6/- 4 days' approval. Postage 3d. Plug Spanners, 6d. [Image]

NEW EXTRA HEAVY FULLY GUARANTEED CHAIN. 1/2" x 1/8" | 1 1/2" x 3/8" | 1 1/8" x 1/2" or 1 1/4" x 5/8" | 1 3/8" x 3/4" | 1 1/2" x 3/4" per foot. 1/6 | 1/8 | 3/6. Postage extra. Links 4d. [Image]

6/6 Batteries with lid and outside terminals in a 1s 6 volts 10 amps. Fully Guaranteed. 6/6. P. & C. finest quality, 6 volts 14 amps., 9/6. Postage and packing 1/6 extra. Carriers with clips, 2/6. [Image]

3d. Lamp Bulbs. Guaranteed, side or tails, 4, 6 or 12 volts, gas-filled, 3d. Head 6d. State if single or double pole: 6 volt double filament 1/3. Post 3d. [Image]

4/3 Electric Horns. Standard model 4/3. High frequency model 5/6. Miller 10/6. Klaxon 10/6. Bosch 25/-. Pushes 9d. Postage 9d. [Image]

1/11 Electric Rear Lamps, square or plate type, 1/11. Side Lamps, 1/9. Post 3d. [Image]

1/5 Grease Gun, High Pressure, 1/5. Autolub High Pressure Grease or Oil Gun, with leak proof cap, as illustration, 2/6. List price, 5/-. [Image]

Outer Cables. Clearance 1d. foot. Brand new outer cable for brake or carburettor, 2d. foot. Inner wire 1d. per foot. Nipples 1d. Solderless 2d. [Image]

All Goods despatched on approval against Cash or C.O.D. order by postcard and pay on delivery. Quotations for any spare part or accessory by return. See Advt. under Parts and Accessories, Miscellaneous. [Image]

ILLUSTRATED LIST FREE

MOTOR CYCLES FOR SALE.

Norton

NORTONS.—List free. Terms, Exchanges.—Rowland Smith, below.

35 Guineas.—Late 1929, 4.90h.p. camshaft combination, T.T. sidecar, dynamo, foot change, sidecar brake, Bosch horn, very fast, excellent condition. Taxed.

59 Guineas.—1933, 3.48h.p. International camshaft, specially built and tuned engine (22 b.h.p.), 4-speeds, foot change, capable of about 90 m.p.h., one owner, run a few miles only, practically brand new.

42 Guineas.—1932, 4.90h.p. o.h.v. combination, Noxal launch sidecar, Magdyno, speedometer, pillion, carefully used, excellent condition. Taxed.

42 Guineas.—1933, 4.90h.p. o.h.v., 4-speeds, foot change, Magdyno, instrument panel, pillion, Bosch horn, carefully used, excellent condition. Taxed.

39 Guineas.—Late 1932, 4.90h.p. 2-port o.h.v., Magdyno, pillion, electric horn, small mileage, excellent condition.

11 Guineas.—Late 1927, 4.90h.p. o.h.v., foot change, Magdyno, pillion, very good condition.

8 Guineas.—Late 1927, 4.90h.p. o.h.v., electric lighting, one owner, good condition.

ROWLAND SMITH, High St., Hampstead. (Hampstead Tube.) Week-days, Saturdays 9-9. Sundays 9-1. Hampstead 6041-6. [2424]

CONWAY MOTORS.—£58; 1934 500 c.c. o.h.v. Norton model 18, panel lighting, small mileage.

CONWAY MOTORS.—£52; 1933 500 c.c. E.S.2, panel, excellent condition throughout.

CONWAY MOTORS.—£39; 1933 350 c.c. o.h.v., dynamo, small mileage.

CONWAY MOTORS.—£36; 1931 500 c.c. o.h.v. combination, launch sidecar, dynamo, fast.

CONWAY MOTORS.—£33; 1931 model 20 500 c.c. o.h.v., taxed December, dynamo, chromium tank, very fine condition; exchanges, deferred.—301, Goldhawk Road, Shepherd's Bush. [2446]

PUTNEY AUTOS Specialise in Norton exchanges; immediate delivery.—263, Putney Bridge Rd. [8409]

£18!—Camshaft Norton, 1928 3/4, dynamo, taxed, marvellous hog bus.—52, Haywood Rd., Bromley, Kent. [2051]

!!!—37 guineas! Deferred; 1932 4.90h.p. o.h.v. Norton, Magdyno, chromium tank, one owner, super condition.

!!!—22 guineas! £5/16 secures; 1929 4.90h.p. o.h.v., Magdyno, speedometer, electric horn, excellent tyres, attractive coupe sidecar, splendid outfit.

!!!—37 guineas! 1931 4.90h.p. o.h.v. combination, Magdyno, panel, 4-speed, upswept pipes, aluminium super sports, pneumatic upholstery, exceptional outfit

!!!—49 guineas! Deferred; 1933 4.90h.p. o.h.v. combination, Magdyno, chromium tank, upswept exhausts, attractive Watsonian Schneider, hammock seat, door, locker, excellent condition.—Gray's, 68, Fore St., Edmonton. [2134]

LANCASHIRE Jack's Getten 'Em.—All Norton models at Pilling's, Y.M.C.A. Buildings, Bury. Telephone: 660. [1953]

!!!—56 guineas; 1934 4.90h.p. 4-speed o.h.v. Norton, dynamo, foot change, pillion, taxed, indistinguishable new.

!!!—82 guineas; 1934 and only 8 weeks old, 4.90h.p. camshaft International, dynamo, electric horn, pillion, mileage 750; exchanges (deferred 18 months).—Gray's, 152, Woodhouse Lane, Leeds. [2254]

BICKELLS.—1934 490 o.h.v. Norton, dynamo lighting, speedometer, taxed, insured; £55.—260, Archway Road, Highgate, N.6. [1448]

1931 Camshaft Norton 500 c.c., Bosch, Bonniksen, perfect condition, taxed; £37.—Wright, 24, Cambridge Gardens, N.W.6. [2491]

SOUTHPORT.—1932 Norton International 490 c.c. 4-speed, foot change, electric lights, fine performance; 56 guineas.—Lifes, West St.

SOUTHPORT.—1932 Norton 490 c.c., 2-port, upswept pipes, Magdyno, Bosch; 41 guineas.—Above. [2471]

GREYHOUND MOTORS.—Norton 1927 490 c.c. o.h.v. super sports combination, electric lighting, very good condition, taxed; £10.—Below.

GREYHOUND MOTORS.—Norton, 1929 (registered October, 1930), 490 c.c., o.h.v., dynamo, excellent condition; £18.—Durham Rd., Philip Lane, Tottenham. 'Phone: 1440. [2013]

"The Motor Cyclist's Workshop," with a section on Tuning for Speed. By Post. 2/3.

MOTOR CYCLES FOR SALE.

Norton.

EXCEPTIONAL Bargain.—1930 490 c.c. o.h.v. Norton, chromium, foot change, licensed; £15; must sell.—Watkinson, 22, Mitford, Filey. [1942]

1928 1/2 Camshaft Norton, taxed, dynamo, saddle tank, cradle frame, foot change, nice condition; £25.—2a, Grove Hill Rd., Camberwell. [2019]

1931 588 c.c. Norton, 4-speed, Bosch, chromium, Swallow No. 9 spring wheel sidecar; £37.—40, Forest Hill Road, Dulwich, S.E.22. [1965]

SPECIAL E.S.2 Norton 1930, splendid condition, foot change, new tyres, Bosch; 29 guineas; evenings.—24, Westmoreland St., S.W.1. [2127]

HARRY NASH.—£32/10!!! 1931 J. E. Norton 350 c.c. o.h.v., cradle frame, dynamo lighting, chrome tanks, almost new sports tyres, one owner, taxed.

HARRY NASH.—£32/10!!! 1930-31 490 c.c. o.h.v. Norton and Swallow De Luxe sidecar, chrome tanks, speedometer, foot change, tyres as new, very small mileage, bargain; deferred, exchanges.

HARRY NASH.—£25!!! 1929 E.S.2 Norton, dynamo, foot change, good tyres, large tanks, small mileage.—337, King St., Hammersmith. [2395]

BEECHER.—1934 490 o.h.v. Model 18 Norton, 4-speed, foot change, dynamo, taxed, £44.—472, Archway Rd., Highgate, N.6. Mou 2848. Terms, exchanges. [2319]

48 Guineas.—1933 E.S.2 490 Norton, dynamo, equipped, one owner, showroom condition; terms, exchanges.—Broadway Motors, 67, High St., Hounslow. 'Phone: 0175. [2328]

WELLING MOTOR MART.—International 500 c.c. Norton, 1933, one owner; £65/10; exchanges, easiest terms.—Francis, Motor Mart, Welling. 'Phone: Bexleyheath 398. [2181]

PRIDE AND CLARKE, Ltd.—£43/10; Norton 1933 500 c.c., o.h.v., dynamo, upswep pipe, very fast, excellent; £5 deposit.—158, Stockwell Rd., Brixton, S.W.9. 'Phone: 6414. [2487]

BOYER and BENTLEY.—1934 Nortons from stock; highest exchanges in London; deferred, self financed; deal completed in one hour.—118, Peckham Rye, S.E. Open Sunday mornings. [9625]

LOOK!—Whitby's offer brand new 1933 shop soiled Norton Model 19, 596 c.c. o.h.v., complete with Magdno; £60, carriage paid; exchanges, terms.—7, The Vale, Acton, W.3. She. 1513. [1466]

CONWAY MOTORS.—£16; 1928 588 c.c. o.h.v. Norton, sports combination, dynamo, taxed, excellent tyres, smart, sound, bargain; exchanges, deferred.—301, Goldhawk Road, Shepherd's Bush. [2447]

ILFORD.—The Essex Home of the Norton; highest exchange allowances, deferred over 18 months; Sundays 10-1.—Morgans, opposite Station, Goodmayes, and York Rd. (adjoining Station), Ilford. [5244]

DAWSON'S MOTORS.—588 c.c. o.h.v. Norton, 1928-29, dynamo, 75 m.p.h., nicely kept throughout; £11/19/6, or £2/10 secures immediate delivery, balance 17/6 monthly.—Shakespeare St., Nottingham. [2149]

MOTORMYLES.—1933 International Norton, chromium tank, as new; £66/10; deposit £16/10, balance 18 monthly payments; highest exchange allowances.—156, Great Portland St., W.1. Museum 6756. [2498]

!!!—24 guineas! £6/6 down; 1930 4.90h.p. o.h.v. Norton, dynamo, foot change, splendid condition, exceptionally fast; 34 guineas, deferred, 1931 4.90h.p. o.h.v., foot change, short wheelbase, dynamo, beautifully kept.

!!!—42 guineas! Deferred; 1933 3.48h.p. o.h.v., panel, speedometer, dynamo, electric horn, one owner, taxed, practically new.

!!!—43 guineas! 1931 5.88h.p. o.h.v. combination, foot change, dynamo, Millford cabin cruiser, rolltop, beautiful condition throughout.

!!!—17 guineas! £4/10 down, 27/3 monthly; 1929 4.90h.p. o.h.v. combination, large tank, dynamo, foot change, aluminium sidecar, exceptional offer.—Gray's, Sandford Rd., Bexleyheath. [2235]

BUY Direct from the Firm on the Spot!!!—Cash, exchange or easy payments; you can leave your old mount and ride away on any new 1934 Norton model the same day!!!—Colmore Depot, 77, Station St., Birmingham. [1957]

1930, registered July, 1931, 3.48h.p. camshaft Norton, dynamo, racing Lucas, foot change, ribbed brake, enclosed Druids, Bosch, exceptional condition; £30, or near offer.—Evenings, 95, Alberta Rd., Bush Hill Park, Enfield. [1945]

ILFORD.—1929 Model 18 combination, Norton's tuning, electric, chromium forks, lamps, taxed, insured, guaranteed, 1934 genuine Norton super sports sidecar and chassis, super special job; £35.—8, Plymouth Terrace, Ley St. [1932]

WHITBYS, of Acton, Norton Specialists.—Call and inspect the full range of 1934 models and get our exchange quotation; highest allowances, easiest terms; deals arranged through the post, distance no object.—1-7, The Vale, Acton, W.3. She. 1513. [9418]

PRIDE & CLARKE LTD

158 STOCKWELL ROAD
BRIXTON LONDON—S.W.9

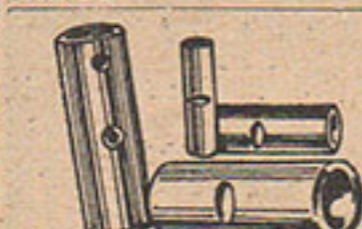
NEW SPARE PARTS

STOCKISTS FOR MOST LEADING MAKES

Quotation for any part by return post, approval against cash or C.O.D. Illustrated list free, a postcard brings it to your door.



1/3 Valve Guides, best quality
1/3. Valve Springs, 5d.
Valve Cap Spanners, 1/-.
Post 2d.



1/4 Small End bushes best quality, 1/4. Gudgeon Pins, 1/9. End Pads, 4d.
Post 2d.



S.V.
1/6 Valves, 3% nickel steel guaranteed, most types 1/6. O.H.V. 2/3, made to pattern, 3/6. Collets 6d. Grinding tools, 1/-. Paste, 4d. Post 3d.



PISTONS, best makes guaranteed, for most models from 5/-, alloy 2/- extra. Special sizes made to order. State size or send pattern. Post 6d.



Ball Race most sizes in stock from 1/- each, send pattern. Second-hand, good condition, all sizes, small 9d., large 3/-.
7d.



Piston Rings, all sizes in stock 50 to 99 mm., 7d. each. Post extra. Villiers, 1/4.

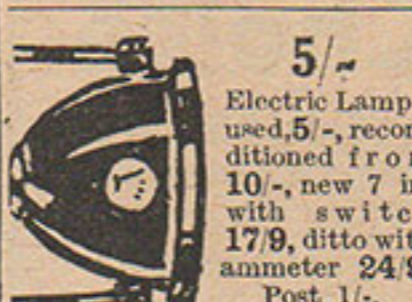


18/- Cylinder re-boring and fitting O/S alloy or cast iron pistons with rings and gudgeon pin. Guaranteed .50 to .65 mm. 18/- .65 to 110 mm. 24/6. Carr. Extra.

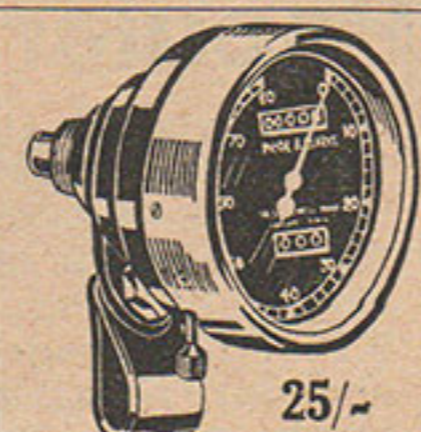


18/- Cylinder re-boring and fitting O/S alloy or cast iron pistons with rings and gudgeon pin. Guaranteed .50 to .65 mm. 18/- .65 to 110 mm. 24/6. Carr. Extra.

MAGNETOS, DYNAMOS, LAMPS, SPEEDOMETERS.



5/- Electric Lamps, used 5/-. reconditioned from 10/-, new 7 in. with switch 17/9, ditto with ammeter 24/9. Post 1/-.
10/-



25/- 1934 TRIP. 80 M.P.H. SPEEDOMETERS. Guaranteed 6 months. Accurate, Reliable. Complete with all fittings, 25/- Post 1/-.
22/6



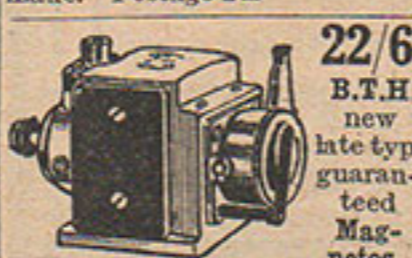
1/6 Magneto Contacts for all makes. Guaranteed, 1/6. heavy quality 2/6 pair. Platinum 3/6 pair. Send pattern or state make. Postage 2d.
22/6



Reconditioned SPEEDOMETERS. Complete with fittings, 12/6. Smith's & Jaeger 18/-, guaranteed accurate. All speedos are set to zero and tested by master calibration, postage extra. 10/-
22/6



1/6 Magneto Contacts for all makes. Guaranteed, 1/6. heavy quality 2/6 pair. Platinum 3/6 pair. Send pattern or state make. Postage 2d.



10/- Reconditioned M.L., Lucas, B.T.H. Magnetos as new and guaranteed, 10/-. Twins, 12/6, with special fitting, 2/6 extra, unused Bosch, M.L., T.B., etc., 15/6. Twins, 20/-

clearance, racing, single cylinder, anti-lock 22/6. Allowance on old magneto. Post 1/-.
See advt. under Parts and Accessories, Miscellaneous.

ILLUSTRATED LIST FREE

MOTOR CYCLES FOR SALE.

Norton

HACKFORDS Offer 1933 Norton 348 c.c., brand new, dynamo lighting, full makers' guarantee, one only, ride away full comprehensive insurance and taxed for £15; 1934 model 50, £17; call or write to Hackford Motors, 182, Acre Lane, Brixton, S.W.2. 'Phone: 3062. [9888]

BEACH MOTORS, the Norton specialists, have all 1934 models in stock; also a few 1933 models to clear at greatly reduced prices; an unrivalled selection of used models overhauled and guaranteed; best exchange allowances; cash or deferred.—166, Great Portland St., W.1. Museum 5890. [2784]

RENNO'S.—1932 E.S.2 Norton 490 c.c., o.h.v., chromium saddle tank, dry sump, dynamo, dampers, twist grip, knee grips, pillion, footrests, foot change, amazing performance; 45 guineas; £5 down, 52/6 monthly.—232-3-4, Upper St., Islington, N.1 (near Tube). 'Phone: North 4467-8. [2335]

MOTORMYLES, authorised dealers in London and Liverpool; all Norton models in stock; send for list of easiest terms and highest exchange allowances to 89, Bold St., Liverpool; 11, West Bar, Sheffield; 28, Bristol St., Birmingham; or 156, Great Portland St., London, W.1. Museum 6756. [8479]

HARRY NASH.—Final genuine Norton bargains: £56/17/6 cash, or £14/4/4 down, balance 18 months if required; brand new 1933 model 18 o.h.v., Lucas Magdno, listed £65, makers' guarantee; full 1934 range stocked, including E.S.2 trials model; any exchange; high allowances.—391, King St., Hammersmith. [2198]

INTERNATIONAL Norton!!!—1934, undoubtedly the finest machine it is possible to buy; delivery from stock at Comerford's; extraordinary high exchange allowances, self financed terms; delivery same day; every 1934 model in stock and 1933 models at knock-out prices.—Comerford's for Nortons, Portsmouth Rd., Thames Ditton [1524]

G. K. RAE.—£36! 1932 4.9 o.h.v. cradle frame E.S.2 Norton, Lucas dynamo, detachable wheels, chromium tank, foot 4-speed, taxed, excellent condition and very fast, £9 down, balance deferred; also 1929 4.9 o.h.v. model 18 Norton, Magdno, really good, £19/10; and 1931 camshaft Norton, Magdno, £32.—3, Great West Rd., Chiswick, W.4. 'Phone: Chiswick 2431. [2287]

KING, of Oxford.—One-fifth deposit!! Immediate delivery!! No guarantors, enquiries, references, insurance, etc.! 1933 model E.S.2 Norton, 490 c.c. o.h.v. tuned engine, polished head and ports, 4 speeds, positive foot change, big chromium tank, oilbath, quick detachable wheels, dynamo lighting, pillion equipment, knee grips, electric horn, absolutely the last word in super sports mounts; only 49 guineas!! You definitely could not afford to miss this "snip"! Guaranteed highest allowance on your machine part payment, terms just to suit yourself; send p.c. for my super bargain list and details of undoubtedly the simplest terms ever offered. Remember! I finance all my own deals. Just try me—you definitely could not do better. Open Sunday mornings.—King, New Rd., Oxford. [1769]

Spare Parts:

HEMMINGS.—See our advertisement. Parts for Norton column. [6895]

A. L. LOWETH.—Norton repairs and tuning, 6, Mount Pleasant Rd., Ealing. [2057]

BRITNELL BROS.—Norton spares, new.—725, Fulham Rd., S.W.6. Fulham 1652. [8453]

NORTON Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0296]

TAYLOR-MATTERSON for Norton Spares, repairs, and service.—83, Bedford Hill, Balham, Streatham 8278. Open Sunday morning. [2737]

BEACH MOTORS are the Largest Norton Spares Stockists; immediate despatch; retail, trade, or c.o.d.; repairs by skilled mechanics.—166, Great Portland St., W.1. Museum 5890. [1569]

THE B.S.S. Official Norton Spares and Service Depot; full stock of Norton spares always in stock.—Brooklands Service Station, 92, Warwick Rd., and 27, St. Mary's Rd., Ealing, W.5. 'Phone: 4288. (Close to South Ealing Station, District Rly.; 65 buses pass the door.) Also at Brooklands Track, Weybridge. [9650]

O.E.C.

THE B.S.S. for O.E.C.s; full range of latest models always in stock.

YOU Are Cordially Invited to Inspect the O.E.C.s Range of Machines at The Brooklands Service Station; also we are able to offer you free road demonstrations; write for catalogue; H.P. terms and exchanges.

THE BROOKLANDS SERVICE STATION, 92, Warwick Road, and 27, St. Mary's Rd., Ealing, W.5. 'Phone: Ealing 4288. Buses 65 and 89 pass the door. [1908]

1933 500 o.h.v. O.E.C.-J.A.P., dynamo, duplex, mileage 2,500, as new, taxed; exchange, deferred; £42/10.—Coles, 153, Francis Rd., Leyton. [2033]

MOTOR CYCLES FOR SALE. O.E.C.

!!!-22 guineas; £57/16 down; 1930 6.80h.p. O.E.C.-J.A.P., Magdyno, spring frame, duplex steering, Bosch, splendid condition.
!!!-29 guineas; 1933 2.46h.p. o.h.v. J.A.P., dynamo, 4-speed, foot change, spring frame, speedometer, pillion, taxed, insured, one owner, beautiful condition.—Gray's, 127, Hockley Hill, Birmingham.
CONWAY MOTORS.—£29; 1933 250 c.c. o.h.v. O.E.C., dynamo, spring frame, superb machine; exchanges, deferred.—301, Goldhawk Road, Shepherd's Bush.
NAYLOR and ROOT.—1934 O.E.C. models in stock for immediate delivery; extra high exchange allowances; terms over 18 months.—248-250, Lavender Hill, Clapham Junction, S.W.11.
O.E.C. 1929-30 500 c.c. o.h.v. Special Sports J.A.P., special armoured cables, aluminium chain covers, dyno lighting, sports horn, machine recently overhauled, in 100 per cent. condition, taxed and insured to June; £16/10.—May. 2629. 37, Bruton Place, W.1.
!!!-35 guineas! Deferred; idealist's opportunity; 1932 4.98h.p. 2-port O.E.C.-J.A.P., Magdyno, huge chromium tank, Petroflex, speedometer, duplex steering, spring frame, large brakes, hardly used, excellent condition.—Gray's Strathmore Rd., Whitehorse Rd., Croydon.

O.K.-Supreme.

THE B.S.S. for O.K.-Supremes; full range of latest models always in stock.
YOU Are Cordially Invited to Inspect the O.K.-Supreme Range of Machines at The Brooklands Service Station; also we are able to offer you free road demonstrations; write for catalogue; H.P. terms and exchanges.
THE BROOKLANDS SERVICE STATION, 92, Warwick Road, and 27, St. Mary's Rd., Ealing, W.5. Phone: Ealing 4288. Buses 65 and 89 pass the door.
S. A. COLES for Your 1934 O.K., immediate delivery; highest exchanges, deferred.—153, Francis Rd., Leyton.
!!!-11 guineas; £2/18 deposit, 18/7 monthly; 1930 4.98h.p. O.K.-Supreme, dynamo, chromium, exceedingly reliable.—Gray's, 217, Grovegreen Rd., Leytonstone.
COMERFORD'S for O.K.-Supremes, immediate delivery from stock; special exchange allowances made; easiest terms.—Portsmouth Rd., Thames Ditton.
!!!-21 guineas! £5/11 secures; exceptionally hot 1930 3.44h.p. o.h.v. O.K.-Supreme Sports J.A.P., dynamo, huge tank, T.T. fillers, Bowden carburettor, 75 m.p.h., terrific acceleration, exceptional condition.
!!!-26 guineas! £6/17 secures; 1933 2.48h.p. o.h.v., dynamo, small mileage, splendid condition.
!!!-20 guineas! £5/5 secures; 1931 2.48h.p. 2-port J.A.P., dynamo, huge tank, beautifully kept.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon.

LIVERPOOL.—346 Manx Replica O.K.-Supreme, racing Webb forks, close gears, positive change, ready for immediate racing; 27 guineas, exchange or deferred.—Victor Horsman, Ltd., 65, Pembroke Place, Liverpool. Royal 5576.
TAYLORS, of Kingston.—1933 O.K.-Supreme, 2.50 h.p. o.h.v. 2-port J.A.P., dynamo lighting, up-swept pipes, electric horn, one owner, very fine condition, taxed; £31/10; terms, exchanges.—135, London Rd., Kingston. Phone: 1263.
RENNO'S.—1930, registered 1933, O.K.-Supreme, 350 c.c. J.A.P. o.h.v. 2-port, saddle tank, dynamo, twist grip, horn, dampers, knee grips, superb condition; 26 guineas; £5 down; 28/2 monthly.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8.

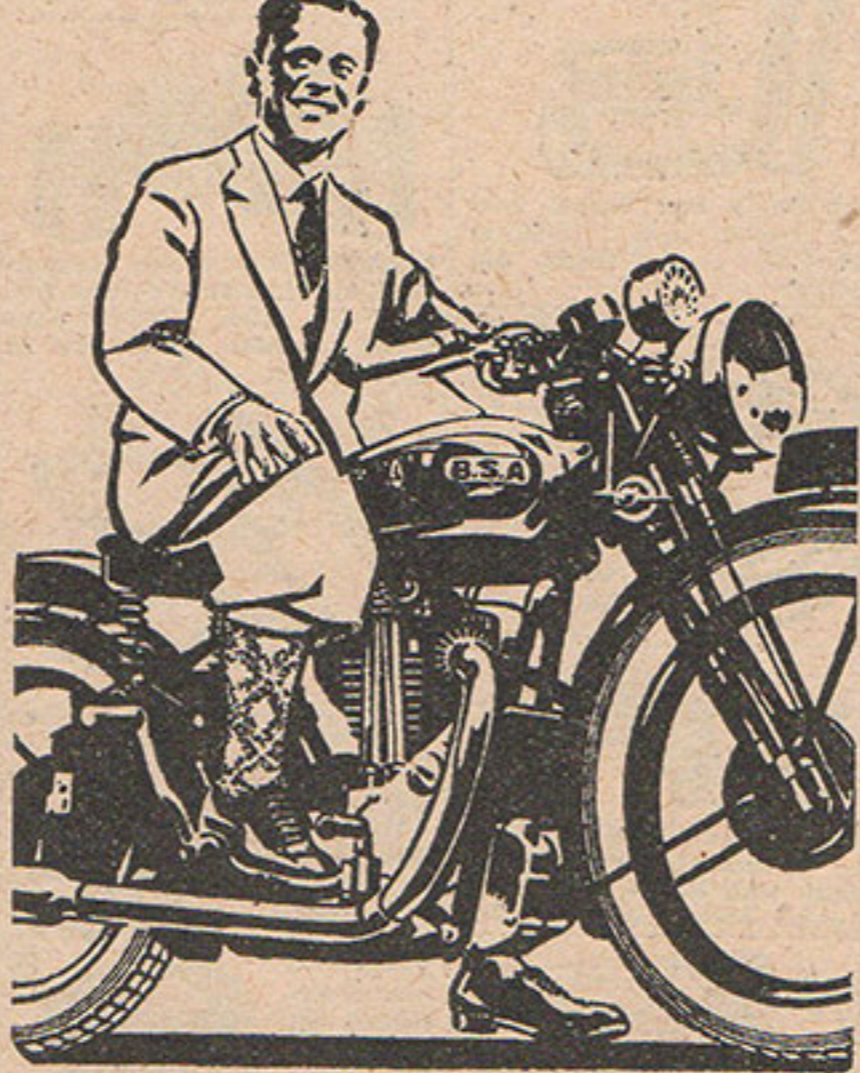
KING, of Oxford.—One-fifth deposit! Immediate delivery!! Remember! No guarantors, insurance, enquiries, references!! Balance up to 24 months!! 1934 and only few miles, 250 c.c. o.h.v. O.K.-Supreme, enclosed rockers, etc., sump lubrication, positive foot change gear box, large chromium saddle tank, dynamo lighting, tyres as new, enamel and plating perfect; 29 guineas!! Send small deposit now to secure this super snip; your machine part payment; guaranteed highest allowance; send P.C. now for my super bargain list and details of the easiest terms in Great Britain; you cannot afford to be without my proposition! Deal completed 10 minutes personal visit, 24 hours by post. Open Sunday mornings; 300 high-grade super bargains in stock; don't delay, write now.—King, New Rd., Oxford.

P. and M
PANTHER Combination, dynamo, competition pipes, taxed, insured, perfect; £14/10.—Phone: Streatham 8363. 35, Besley St., S.W.16.

!!!-11 guineas; £2/18 deposit, 18/7 monthly; 1930 4.98h.p. O.K.-Supreme, dynamo, chromium, exceedingly reliable.—Gray's, 217, Grovegreen Rd., Leytonstone.
COMERFORD'S for O.K.-Supremes, immediate delivery from stock; special exchange allowances made; easiest terms.—Portsmouth Rd., Thames Ditton.
!!!-21 guineas! £5/11 secures; exceptionally hot 1930 3.44h.p. o.h.v. O.K.-Supreme Sports J.A.P., dynamo, huge tank, T.T. fillers, Bowden carburettor, 75 m.p.h., terrific acceleration, exceptional condition.
!!!-26 guineas! £6/17 secures; 1933 2.48h.p. o.h.v., dynamo, small mileage, splendid condition.
!!!-20 guineas! £5/5 secures; 1931 2.48h.p. 2-port J.A.P., dynamo, huge tank, beautifully kept.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon.

PANTHER Combination, dynamo, competition pipes, taxed, insured, perfect; £14/10.—Phone: Streatham 8363. 35, Besley St., S.W.16.

WE WANT 100 MOTORCYCLISTS to give them the best price for their old machine in part exchange for a 1934 B.S.A.



B.S.A.—the Popular Choice

Small wonder that B.S.A.'s are the most popular Motor Cycles on the road to-day. They offer the finest value for money, the widest choice of models—1.49 h.p. to 9.86 h.p.—a model for every rider, and every model is equipped ready for the road, with electric lighting, electric horn and licence holder.

Come along now to Whitbys, the B.S.A. specialists, and see a complete range of B.S.A. models and sidecars. You can buy your B.S.A. on the Whitby self-financed easy payment system.
If you cannot call get in touch with us by post. You will be amazed to find how little you have to pay to make an exchange.
Over 100 secondhands in stock.

WHITBYS OF ACTON 1-7, THE VALE, ACTON, W.3. Phone: Shepherd's Bush 1513.

MOTOR CYCLES FOR SALE. P. and M.

PANTHERS.

1/- Handbook Free!! See page xxiii. First two hundred!!
53 Guineas.—Demonstration 1934 model 100 Panther 598 c.c., tuned engine, 4-speed, foot change, mileage 200, list £69/10; deferred.
52 Guineas.—1933-34 Panther Redwing 100 combination, dynamo, Swallow touring sports sidecar, black and chromium, upswept pipes, foot change, superb cutfit.
23 Guineas.—1931 500 c.c. Panther, dynamo, horn, instrument panel, taxed, very smart and reliable.
GEORGE CLARKE (MOTORS), Ltd., Sole London Panther Distributors, 278, Brixton Hill, S.W.2. Tulse Hill 3211.
PRIDE and CLARKE.
£5 Secures 250 o.h.v. Red Panther, taxed and insured ready to ride away, no extras, complete with dynamo lighting; 8/10 weekly; £29/17/6 cash!!!
£6 Secures 1934 350 o.h.v. Red Panther, taxed and insured, ready to ride away, complete with dynamo lighting, no extras; 10/6 weekly; £35/15 cash!!!
WRITE at Once for Free Illustrated Catalogue of These Amazing Motor Cycles; highest exchanges; immediate delivery.

PRIDE and CLARKE, world distributors for Red Panthers; trade supplied.—158, Stockwell Rd., S.W.9. Brix. 6414.
SOUTHPORT.—1932 Panther Redwing "90," 598 c.c., dynamo; 33 guineas.—Lifes, West St.
53 Guineas.—1934 Model 100 598 c.c. demonstration model, dynamo, fully guaranteed, mileage under 50; exchanges, deferred.
43 Guineas.—1933 Model 100, twin lights, speedometer, small mileage, condition as new.

GEORGE CLARKE (MOTORS), Ltd., the Panther Spares, Sales and Service Depot, 275, High St., Acton, W.3. Acorn 0556.
SNIP.—P. and M. model 100, 8,000 miles, perfect condition throughout, special sports sidecar; £48.—Hadland "Westview," Harold Wood, Essex.
!!!-55 guineas; 1933 "100" Redwing Panther combination, dynamo, panel, twin lamps, speedometer, foot change, Swallow launch, one owner, as new.

!!!-24 guineas; £6/6 secures; 1930 4.90h.p. 2-port combination, dynamo, aluminium torpedo, carefully used.
!!!-24 guineas; 1932 2.50h.p. 2-port, dynamo, chromium tank, one owner, small mileage.—Gray's, 152, Woodhouse Lane, Leeds.
BEECHER.—1929 600 o.h.v. P. and M., sep. dyno, taxed, insured, good condition; £14; terms, exchanges.—472, Archway Rd., N.6. Mou. 2848.
LANE MOTORS.—P. and M. 1931 model 598 o.h.v., perfect; 25 guineas; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings.

!!!-22 guineas! £5/16 secures; 1932 2.50h.p. o.h.v. Panther, dynamo, electric horn, chromium tank, one owner, exceptional condition, taxed (8/3).
!!!-53 guineas! Deferred; 1933 Redwing "100" combination, dynamo, 4-speed, oilbath, Noxal cabin cruiser, sunshine roof, door, one owner, taxed, insured, beautiful outfit; exchanges.—Gray's, 68, Fore St., Edmonton.
PRIDE and CLARKE, Ltd.—£51; P. and M. Panther 1934 model 100, 598 c.c., o.h.v., 2-port, dyno, as new; £5 deposit.—158, Stockwell Rd., Brixton, S.W.9. Phone: 6414.

!!!-34 guineas! Deferred; 1931 Redwing "90" P. and M. combination, panel, 4-speed, Bosch cream-green finish, torpedo sidecar, taxed, beautiful condition.
!!!-34 guineas! 1932 6.00h.p. Redwing "100," competition exhausts, positive 4-speed, dynamo, speedometer, Dance grips, terrifically fast.—Gray's, Sandford Rd., Bexleyheath.
HARRY NASH.—£23/10!!! Late 1931 499 c.c. o.h.v. Panther, speedometer, dynamo lighting, taxed, new tyres, chrome tank, beautiful engine; bargain.—337, King St., Hammersmith.

WHITBY'S, of Acton.—1933 P. and M. Panther 600 c.c. model 100 Redwing, foot-change, dynamo, and De Luxe equipment; 42 guineas; exchanges, terms.—1-7, The Vale, Acton, W.3. She. 1513.
COMERFORD'S.—34 guineas!! 1932 P. & M. Panther, model 100, o.h.v. 600 c.c., dynamo lighting, speedometer, one owner, as new throughout; £9 down; exchanges.—Portsmouth Road, Thames Ditton.

DAWSON'S MOTORS.—1932 500 c.c. o.h.v. 2-port P. and M., dynamo lighting, entirely overhauled, fast, splendid condition; £28/19/6, or £6 secures immediate delivery, balance 30/- monthly.—53, Cauldwell St., Bedford.

MOTOR CYCLES FOR SALE. P. and M.

DAWSON'S MOTORS.—500 c.c. o.h.v. 2-port P. and M., dynamo, drisump, late 1928, capable exceptionally high speeds, first class condition: £15/19/6, or £3/10 secures immediate delivery, balance 16/- monthly.—53, Cauldwell St., Bedford. [2146

32 Guineas.—P. and M., 1931 (reg. 1932), 4.99h.p. "90" Redwing 2-port o.h.v. combination, semi-sports sidecar, dynamo, instrument panel, foot-change, pillion, electric horn, carefully used, very good condition. Terms, Exchanges.—Rowland Smith, below.

5 Guineas.—P. and M., late 1925, 4.99h.p. 2-port o.h.v. Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2425

WHITBY'S, of Acton, offer 1931 P. and M. Panther, 600 c.c., 2-port, o.h.v., dynamo lighting, electric horn, cream and green finish, taxed; 22 guineas; 6 Panthers in stock with Swallow sidecars to suit; 130 others; exchanges, terms.—1-7, The Vale, Acton, W.3. She. 1513. [1822

UNIQUE Opportunity!!!—1934 model 100 Panther De Luxe, equipment with every possible extra, only done 800 miles, taxed to end of year, cost £74, a snip at £62; also 1932 model 100, in brand new condition, dynamo, upswept pipes, etc., original tyres, £35; best exchange allowances; cash or deferred.—Beach Motors, 166, Great Portland St., W.1. Museum 5890. [9092

MILLARS.—1932 Panther, dynamo; £35/10; 1931 model 90 with £22 makers sidecar, dynamo; £38/10; 1932 model 100, dynamo; £38/10; 1931 model 90, dynamo; £29/10; 1927 600 c.c. T.T. with Swallow sidecar, dynamo; £17/10; 1933 model 100, dynamo; £47/10; 1933 model 100, dynamo, launch sidecar; £55.—365, London Rd., Mitcham. 'Phone: 0829. [2276

PANTHERS.—Brand new 1933 Panthers, £10 to £20 below list; model 100 Redwing, 4-speed, foot change, our price £44, list price £67/10; 348 c.c. model 45, our price £34, list £43; 248 c.c. model 40, our price £29/10, list price £38/10; pay only tax and insurance and ride away, balance 18 months; exchanges; also 1,000 other new and second-hand bargains.

PANTHERS.—Pride and Clarke for 1934 Panthers; immediate delivery; amazing allowance for any motor cycle, car, or cycle; terms 18 months; illustrated catalogue free.—Pride and Clarke, Ltd., 158, Stockwell Rd., Brixton, S.W.9. 'Phone: 6414. [5087

Spare Parts:

BEACH MOTORS for Panther Parts, immediate despatch; retail, trade or c.o.d.; repairs by skilled mechanics.—166, Great Portland St., W.1. Museum 5890. [1571

PANTHER Spares Depots, complete stock all models, new and part worn.—275, High St., Acton, W.3 (Acorn 0556), and at 73, New Park Rd., Brixton Hill, S.W.2. (Tulse Hill 3211.) [8739

Raleigh.

!!!—17 guineas! £4/10 secures; 1932 2.98h.p. Raleigh, dynamo, magnificent condition.

!!!—12 guineas! £3/3 down, 19/11 monthly; 1930 4.98h.p. sports, electrics, speedometer, separate oiling, splendid condition.

!!!—£4/19/6! 25/- secures; 1926 2.48h.p., good tyres, taxed (8/3), equipped.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon. [2166

ROBERTS.—1929 Raleigh 500 2-port, electrics, taxed, insured, splendid condition; £12.—60, Grundy St., Poplar. East 4922. [2008

12 Guineas.—Raleigh, Nov. 1930, 2.48h.p., Magdno, speedometer excellent condition. Taxed. Terms, Exchanges.—Rowland Smith, below.

10 Guineas.—Raleigh, Oct. 1929, 2.48h.p., saddle tank, pillion, very good condition. Terms, Exchanges.—Rowland Smith, below.

4 Guineas.—Raleigh, 1926, 3.48h.p., good condition. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2426

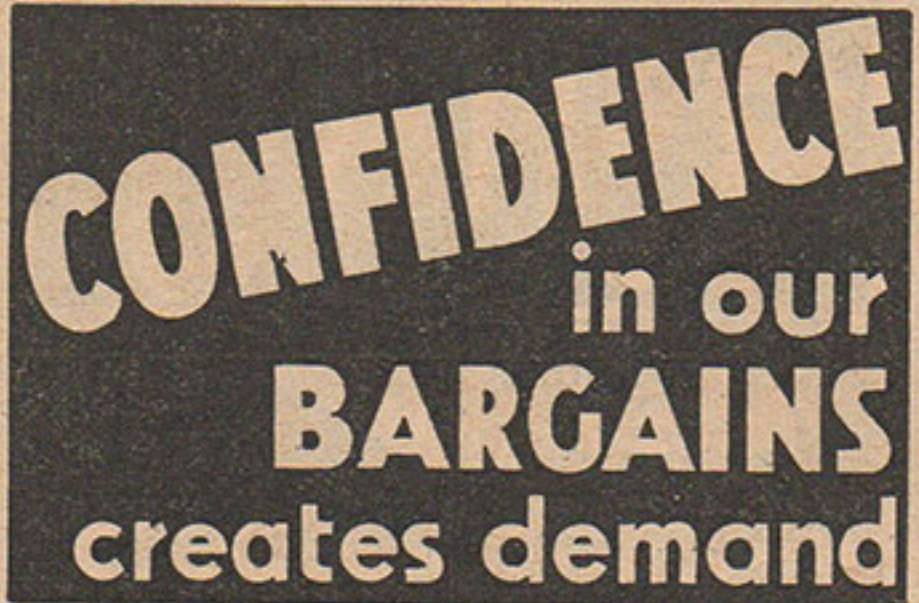
LANE MOTORS.—Raleigh 1929-30 249; several from 7 guineas; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings. [2297

DAWSON'S MOTORS.—To clear: 1927 250 c.c. De Luxe Raleigh, equipped, wonderfully sound, smart; a genuine bargain at £1/19/6.—53, Cauldwell St., Bedford. [2147

DAWSON MOTORS.—1933 298 c.c. Raleigh, dynamo, all chromium finish, marvellous condition, indistinguishable from new; £22/19/6; £5 secures, £1 monthly.—Marsh St., Hanley. [2192

!!!—10 guineas! £2/13 secures, 17/3 monthly; 1928 4.98h.p. 2-port Raleigh, dynamo, electric horn, twistgrip, pillion, splendid tyres, fine condition.—Gray's, 38, Bridge St., Sheffield. [2227

£4/4! Carriage Paid Anywhere!—Raleigh 1927-28 250 s.v., taxed (30/-), equipped, nice tyres; it's perfect! Post cash now and enjoy a snip.—John Brooker, 33, Norfolk St., Kings Lynn. [2065



Satisfied customers all over the country tell their friends of the Sound Value and Sincere Service given by Naylor & Root. The result is shown in our ever-increasing business, which enables us to maintain a stock of 250 solos and combinations of all makes, 1930-1-2-3-4 models at big price savings. Call and see them, you will receive a generous allowance for your present machine and terms will be arranged to meet your own particular needs.

3-Months Written Guarantee with all machines over £20. Complete Bargain List Post free.

SOLOS

Table listing motorcycle solos with columns for model/year, description, and price. Includes models like Ariel, B.S.A., Brough Superior, etc.

COMBINATIONS

Table listing motorcycle combinations with columns for model/year, description, and price. Includes models like Calthorpe, Norton, Triumph, etc.

SECONDHAND "THREELERS" See our Displayed Advt. on page 20



248-250, LAVENDER HILL, Clapham Junction, S.W. 11

'Phone: BATtersea 5272 (7 lines).

Open Weekdays 9 a.m. to 8 p.m. Wed. 9 a.m. to 1 p.m. SUNDAY MORNINGS 10 a.m. to 1 p.m.

MOTOR CYCLES FOR SALE. Raleigh.

DAWSON'S MOTORS.—1927 250 c.c. Raleigh, fully equipped, pillion seat and rests, really reliable little motor, 8/3 tax paid; to clear, £4/19/6!!! or deposit of only £1/9/6 secures!—1, Sheep St., Northampton. [2115

RENNON'S.—1928 Raleigh 350 c.c. o.h.v. sports, saddle tank, lighting, horn, speedometer, twist grip, dampers, Terry, fast; 12 guineas; £3 down, 3/6 weekly.—232-3-4, Upper St., Islington, N.1 (near Tube). 'Phone: North 4467-8. [2352

PRIVATE.—1932 Raleigh combination, registered May, 1933, very small mileage, in brand new condition, 20-guinea sidecar, 500 o.h.v. 2-port, electric, one very careful owner; what offers?—Laing's Estate, 75, Forest Approach, Woodford. [1940

Spare Parts:

HOUGHINS.—All Raleigh spares by return, c.o.d.—188, High St., Peckham, S.E. [8175

PUTNEY AUTOS for Raleigh Spares, new and used.—263, Putney Bridge Rd. Putney 2645. [5117

RALEIGH Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0297

BRITNELL BROS.—Raleigh, new, second-hand, spares.—725-727, Fulham Rd., S.W.6. Fulham 1652. [4213

Rex-Acme.

DAWSON'S MOTORS.—1932 (first registered) 350 c.c. o.h.v. Rex-Acme, I.O.M., J.A.P., dyno, 3-gallon tank, 4-speed, positively fast; £17/17, or £4 secures immediate delivery, balance 18/- monthly.—Queen's Hall Chambers, London Rd., Derby. [2153

Rudge.

RUDGES.—List free. Terms, Exchanges.—Rowland Smith, below.

49 Guineas.—1933, 4.99h.p. special combination, Watsonian semi sports sidecar, dynamo, speedometer, electric horn, one owner, practically new condition.

5 Guineas.—1926, 4.99h.p. touring combination, dynamo, pillion.

49 Guineas.—1933 model, 4.99h.p. Ulster, foot-change, dynamo, pillion, one owner, small mileage, practically new.

27 Guineas.—Late 1930, 4.99h.p. Ulster, dynamo, pillion, excellent condition. Taxed.

15 Guineas.—1928 model, 4.99h.p. Special, dynamo, pillion, electric horn, very good condition.

5 Guineas.—Late 1927, 4.99h.p., dynamo, upswept exhausts, pillion.

ROWLAND SMITH, High St., Hampstead (Hampstead Tube). Week-days, Saturdays 9-9. Sundays 9-1. Hampstead 6041-6. [2428

COMERFORD'S.—21 guineas!! 1930 Rudge 350 c.c. o.h.v., 4-speed, nice condition.—Below.

COMERFORD'S.—37 guineas!! 1933 Rudge Silver Vase Special 500 c.c., o.h.v., dynamo lighting, terrifically fast.—Below.

COMERFORD'S for Rudes; every 1934 model in stock for immediate delivery; highest exchange allowances, unrivalled deferred terms.—Below.

COMERFORD'S.—24 guineas!! 1929-30 Rudge Ulster, dynamo lighting, nice condition; £6 down.—Below.

COMERFORD'S.—39 guineas!!! 1932-33 Rudge Ulster, practically unused, dynamo lighting, etc.; £10 down.—Below.

COMERFORD'S.—13 guineas!! 1929 Rudge Special, dynamo lighting, very nice condition; £4 down; 10 other Rudes, 350 c.c., 250 c.c. and 500 c.c.—Portsmouth Rd., Thames Ditton. [8384

£20.—Rudge 250 o.h.v. Radial, 1931, excellent condition, insured.—15, Radstock Ave., Kenton. [2045

!!!—22 guineas! £5/16 down; registered 1931 3.49 h.p. 2-port Rudge, dynamo, splendid condition.

!!!—35 guineas! Deferred; 1933 2.49h.p. 2-port Radial, speedometer, chromium rims, dynamo, oilbath, mileage 4,000, almost new.

!!!—35 guineas! 1932 4.99h.p. Special, dynamo, chromium rims, speedometer, maroon finish, practically unmarked.

!!!—39 guineas! 1932 4.99h.p. Special combination, dynamo, oilbath, Rudge super sports sidecar, beautifully kept.—Gray's, Sandford Rd., Bexleyheath. [2237

CONWAY MOTORS.—£19; 1929-30 500 c.c. Rudge special combination, dynamo, competition pipes, really fast.

CONWAY MOTORS.—£17; 1930 500 c.c. special, dynamo, smart; also 1928 model; £10; exchanges, deferred.—301, Goldhawk Road, Shepherd's Bush. [2449

MOTOR CYCLES FOR SALE.

Rudge.

1929 Rudge, perfect condition, 499 c.c.; £11; taxed, insured.—Gibson, 25, Alfred Rd., Paddington, W.2. [2058]

!!!—26 guineas! £6/17 secures; 1930 Rudge 4.99 h.p. Special touring combination, dynamo, chromium, splendid outfit, taxed.

!!!—37 guineas! Deferred; 1932 2-port combination, dynamo, Bosch, oilbath, red-chromium, aluminium super sports, marvellous outfit, taxed.

!!!—39 guineas! 1933 3.49h.p. 2-port Radial, dynamo, oilbath, fast, beautiful condition; 1932, overhauled engine, taxed, 32 guineas.

!!!—49 guineas! 1933 "Ulster," Magdyno, chromium-red tank, electric horn, astounding performance, one careful owner, taxed, as new.—Gray's, 53, Fore St., Edmonton. [2136]

32 Guineas.—1932 Rudge Special, dynamo, competition pipes, chromium-maroon, perfect condition.—Wallis's, 216, High St., Croydon. [2273]

!!!—21 guineas; £5/11 down, 32/6 monthly; 1930 4.99h.p. 2-port Rudge combination, Maglita, foot change, sports sidecar, Rudge chassis, fine outfit.

!!!—19 guineas; £5 down, 29/11 monthly; 1931 2.49h.p. 2-port, dynamo, pillion, sound condition.

!!!—14 guineas; £3/14 down, 23/4 monthly; 1928 4.99h.p. 2-port, Maglita, saddle tank, chromium exhausts, 80 m.p.h.

!!!—33 guineas; 1932 4.99h.p. 2-port, dynamo, chromium, speedometer, splendid condition.

!!!—39 guineas; 1933 3.49h.p. 2-port, dynamo, speedometer, chromium rims, practically new.

!!!—46 guineas; 1933 4.99h.p. 2-port, dynamo, competition pipes, small mileage, indistinguishable new.—Gray's, 127, Hockley Hill, Birmingham. [2098]

LANE MOTORS.—Rudge 1931 500 Special, dynamo, 25 guineas; 1927 499 Special combination, 13 guineas; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings. [2298]

HALL OF BALHAM Offers: 61 guineas; 1934 Rudge Ulster, specially selected and tuned engine, complete equipment, still under guarantee, dynamo lighting, very small mileage, taxed.

50 Guineas.—1933 Ulster, competition pipes, superb condition; any trial.—48, High Rd., Balham, Batt. 5517. [2460]

WESTON'S.—22 guineas; 1931 350 c.c. Rudge, radial valves, dynamo lighting, electric horn, pillion seat, one owner; also 1930 model, nearly new tyres, 19 guineas.—Woodbridge Rd., Guildford. Phone: 1675. [2183]

LIVERPOOL.—1933 Rudge 499 "Silver Vase" special, dynamo lighting, upswept pipes, H.F. horn, with super Watsonian cabin cruiser on "Kwik-fit" chassis, the whole outfit definitely as new; 55 guineas.—Below.

LIVERPOOL.—1933 Rudge "Silver Vase" special, dynamo lighting, upswept pipes, electric horn, good tyres; 44 guineas, exchange or deferred.—Below.

LIVERPOOL.—1931 Rudge 499 Special, new tyres, dynamo lighting, chrome plated bright parts; 29 guineas, exchange or deferred.—Below.

LIVERPOOL.—1931-32 Rudge 350 c.c. Radial, dynamo lighting, electric horn, pillion seat, footrests, special maroon finish, taxed; 31 guineas, exchange or deferred.—Below.

LIVERPOOL.—1930 Rudge 350 c.c. 4-valve, good oversize tyres, overhauled, taxed; 19 guineas, exchange or deferred.—Victor Horsman, Ltd., 65, Pembroke Place, Liverpool. Royal 5576. [1989]

HARRY NASH.—52 guineas!!! 1933 Ulster Rudge and Rudge aluminium sports sidecar, dynamo, speedometer, 4 speeds, positive foot change, one owner, mileage 4,000 only, chromium tank and rims, almost new; deferred, exchanges.

HARRY NASH.—£25!!! July, 1930, 499 c.c. Rudge Ulster, dynamo, taxed, plated tank, tyres and condition perfect; special bargain.—337, King St., Hammersmith. [1813]

DAWSON'S MOTORS.—1929 499 c.c. o.h.v. Rudge, huge saddle tank, dynamo lighting, pillion and footrests, terrifically fast, smart appearance; £15/19/6, or deposit of £4 secures immediate delivery, balance 16/- monthly.—61, Manchester Rd., Bradford. [2195]

MOTORMYLES.—100 m.p.h. job, 1934 T.T. Rudge 500 c.c., same model as will be ridden in this year's T.T. Senior Race, very limited number only; £90; deposit £22/10, balance 18 monthly payments; highest exchange allowances.—156, Great Portland St., W. Museum 6756. [2499]

HALL OF BALHAM.—You must come to us if you are interested in a new or S.H. Rudge; our allowance on your present machine will amaze you; all models in stock, also spares and repairs; it will pay you to call at 48, High St., Balham, or 226, Whitehorse Rd., Croydon. [7973]



FOR BIGGER BARGAINS.

ONLY COMPETITION COATS, 15/- 5/- DOWN. Wrapover style, fleece lined, 21/-, both cash only. Belstaff T.T. Coat, 29/9, deposit 3/-; fleece lined, 37/3, deposit 5/-. Defiance Grey, 37/3, 5/- deposit. Stormgard "Ixion," 39/6, deposit 5/-. "202," 47/6, deposit 5/-. Every model available here.

LEATHER COATS. Ladies' D.B. lined, 22/6; full length, 27/6, both cash only. Super quality, 37/6, 5/- deposit. Gent's models, 32/6; fleece lined, cash only. Special grade, 49/6, deposit 5/-. R.A.F. style, fleece lined, 59/6, deposit 6/-. Postage 1/3 any coat.

1/11. TWIST GRIP CONTROLS, lin or jin. bar, 1/11. As illustrated. 3/3. Sports, 3/9. Clearance. AMAL Ignition, 6/6. Dummies with end pieces, 1/- Post 4d.

WE "CAP" EVERYONE FOR VALUES. 1/6 SKI CAPS. Black Rubber, extra heavy, 2/2. Real leather, 4/6. SPECIAL—White Chrome RIDING HELMETS, fleece lined, ideal for ladies, 3/9 and 4/3. White Rubber Ski Caps, 1/11; better quality 2/3. Post 4d.

15/6. SPECIAL OFFER of heavyweight Sports bars with twist grip and all levers, inner and outer cables, chromium fittings, cost 35/-; to clear 19/11 pair. Post 1/6.

7/3. BATTERIES. 6v. 12-amp. Replacement Batteries. Heavy Plates, guaranteed, 9/9. External Terminals, 10/3. Packing and Post 1/6.

1/6. SILENCER PROTECTORS. Enamelled complete with clips, 1/6. Post 3d.

7/6. LEATHER WAISTCOATS. 7/6. With two pockets and Zip, 8/6 Super quality, 14/6. Full sleeve as illustrated, 22/6, or Extra heavy chrome with full Zip. Deposit 2/6. Post 1/-. 14/9 WHILE THEY LAST. Genuine Ladies' Suede Jumps and Sports Jackets, in all colours, D.B. style or full Zip, 2 pockets, list price 30/- each. Renno's 14/9, cash only.

10/6. WADERS, better quality, 12/9. Super line, reinforced, 15/9. Extra heavy, reinforced, with kick start pad, 17/11. State boot size. Deposit 2/6. Post 1/3. Rubber 'knee-boots, 9/9. Special heavy quality and very useful.

1/9. POST HORNS. Genuine clearance, usually 8/6 15" long, 4/6. Post 9d.

4/9. ELECTRIC HORNS. H.F., 6/9. Genuine Miller H.F., list 12/6. Renno's 6/9. Klaxon 8/6, de Luxe H.F. Chromium front 15/6. Post 9d. All cash only.

1/6. FOLDING GOGGLES. unbreakable, complete in case. Can be worn over spectacles. Special offer, 1/6.

2/6. TAIL LAMPS. Tongue fitting 2/6. Genuine Miller clearance, 3/9. Post 4d.

LONDON'S LARGEST SHOWROOMS. 232-3-4, UPPER ST., ISLINGTON, N.1. Phone: North 4467-8 And at 15, 16 & 27, Stockwell Street, Greenwich. Phone: Greenwich 0051.

5/6. SIDE CAR LAMPS. Streamline shape, shows two white lights forward. Worth 10/6. Special offer, 5/6.

A 5/- LINE FOR 1/8. HIGH PRESSURE GREASE GUNS. Usually 5/-. Our price, 1/8. Tecalet grease 3d. per tin. Post 4d.

15/6. Special offer headlamps main and pilot bulbs, focusing screw, B.T.H. make. Price 15/6. Post 9d. Genuine Miller, with ammeter and switch; 27/6, de luxe, 7 inch 35/-. Post 1/-.

EXHAUST PIPES. from 10/- per pipe. High or low level, heavy gauge, chromium, to pattern, 17/6 each SPECIAL. Chromium, high or low level pipes, all Ridges from 1924, and most standard makes, 27/6 pair. Post 1/3. All above cash only. SUPER quality, 29/6 pair or 5/- deposit, post 1/3.

15/6. SPORTS HANDLEBARS. Cleantype with twist grip. Plated exhaust and clutch levers. Renno's price 15/6. Post 1/6.

15/6. SPECIAL OFFER of heavyweight Sports bars with twist grip and all levers, inner and outer cables, chromium fittings, cost 35/-; to clear 19/11 pair. Post 1/6.

15/6. SPORTS HANDLEBARS. Cleantype with twist grip. Plated exhaust and clutch levers. Renno's price 15/6. Post 1/6.

15/6. SPORTS HANDLEBARS. Cleantype with twist grip. Plated exhaust and clutch levers. Renno's price 15/6. Post 1/6.

15/6. SPORTS HANDLEBARS. Cleantype with twist grip. Plated exhaust and clutch levers. Renno's price 15/6. Post 1/6.

15/6. SPORTS HANDLEBARS. Cleantype with twist grip. Plated exhaust and clutch levers. Renno's price 15/6. Post 1/6.

15/6. SPORTS HANDLEBARS. Cleantype with twist grip. Plated exhaust and clutch levers. Renno's price 15/6. Post 1/6.

MOTOR CYCLES FOR SALE.

Rudge.

MOTORMYLES, authorised dealers, all Rudge models in stock; send for details of easiest of terms and highest of exchange allowances, to 89, Bold St., Liverpool; 11, West Bar, Sheffield; 28, Bristol St., Birmingham; or 156, Great Portland St., London, W. Museum 6756. [7884]

MOTORMYLES' Special Bargain: offer brand new 1933 Rudge "Special" 500 c.c., o.h.v., unregistered, with manufacturers' full guarantee; this year's price £63/10, our price £52; deposit £13, balance 18 monthly payments; highest exchange allowances.—156, Great Portland St., W.1. Museum 6756. [7875]

STOP!!!—£32/10! £8/3 secures, 45/7 monthly; 1932 3.48h.p. 2-port Radial Rudge, dynamo, chromium rims, drisump, clean handlebars, aluminium oilbath, Bosch, pillion, taxed, mileage negligible, absolutely indistinguishable new, written guarantee.—Campbell's, Banks Lane, Broadway, Bexleyheath. [2246]

KING, of Oxford.—One-fifth deposit! Immediate delivery!! I don't want references, guarantors, insurance, etc. 1928 Rudge 500 c.c., o.h.v., 4-valve 2-port engine, 4 speeds, large saddle tank, electric lighting, coupled brakes, excellent tyres, knee grips, twist grip, splendid condition, very fast; snip at 12 guineas; you must send for my super bargain list and details of my wonderful easy terms; just post P.C. and experience real "live" up-to-the-minute business methods. 300 high grade guaranteed machines in stock, all on the easiest terms; guaranteed highest allowance on your mount part payment; just get my proposition—it'll surprise you!! Open Sunday mornings.—King, New Rd., Oxford. [1771]

Spare Parts:

HOUGHINS.—All Rudge spares by return c.o.d.—188, High St., Peckham, S.E. [8174]

RUDGE Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0926]

BRITNELL BROS.—Rudge spares, new, second-hand.—725, Fulham Rd., S.W.6. Fulham 1652. [8450]

RUDGE Spares, all models, by return, c.o.d.; trade supplied.—Millns and Co., Doncaster. Phone: 304. [0772]

HALL OF BALHAM.—Rudge spares and repairs; retail and trade.—48, High Rd., Balham, and 226, Whitehorse Rd., Croydon. [2453]

LAWRENCE FREEMAN, 255, Hammersmith Rd., W.6 Rudge spares and service depot. Immediate delivery; c.o.d. trade and retail.—Riverside 0313. [3081]

RENNO'S, Rudge Specialists; always £3,000 new and second-hand spares available; c.o.d. Open Sundays 10-1.30. We definitely can supply.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2365]

DYNE'S Official Rudge Spares Depot, any spare by return c.o.d.; insurance repairs, overhauls, tuning, etc., by experts; damaged machines collected; trade supplied.—72, Fa'con Rd., Battersea (Battersea 4890); and at 213 London Rd., Mitcham (Mitcham 2435). [0423]

GLANFIELD LAWRENCE, official London spares depot and stockists for Rudge-Whitworth motor cycle and spares, trade and retail; any part c.o.d. by return; insurance repairs, tuning and service; damaged machines collected; get your Rudge requirement from 230, Tottenham Court Rd., W.1 (Museum 2268); and 2, City Rd., Cardiff. [3091]

Scott.

A. E. REYNOLDS For Your Trouble-free Scott.

REYNOLDS For Reconditioned Scotts; we supply carriage paid, take your machine in exchange, and arrange deferred terms; distance no object.

REYNOLDS.—1932 Reynolds Special De Luxe 596 Powerplus, Magdyno, speedo, foot change, spring frame, gorgeous mount; £65.

REYNOLDS.—1932 De Luxe Flyer, Magdyno, Brampton forks, close ratios, one owner, beautiful order; £45.

REYNOLDS.—1930 T.T. Replica, girder frame and forks 3-speed, in excellent condition; £40.

REYNOLDS.—1930 De Luxe Flyer, Magdyno, girder frame and forks, 3-speed, ideal for solo or sidecar; £32/10.

REYNOLDS.—1930 Flying Squirrel, Magdyno, girder frame, Webb forks, 3-speed, thoroughly reconditioned; £31.

REYNOLDS.—1927 Flyer, specially tuned engine, Magdyno, 3-speed, an especially smart Flyer; £25.

REYNOLDS.—We have a number of super Squirrels from £12 upwards; please send for lists, and remember, Reynolds' Scotts are reconditioned and fully guaranteed.

A. E. REYNOLDS, Ltd., Berry St., Liverpool. Royal 4206. (Open till 8 p.m.) [2465] £9, or offer.—Scott, 1927, Dyno, twist grips, insured. —213, St. Helier Av., Morden. [1938]

MOTOR CYCLES FOR SALE.

Scott

SCOTT Super 1926 Combination, taxed, insured; £10.—145, Casewick Rd., West Norwood. [1918

!!!—41 guineas, deferred; 1932 4.98h.p. Scott Flyer, dynamo, excellent enamel, real Scott performance.

!!!—27 guineas; 1929 4.98h.p. T.T. Replica, dynamo, excellent balloons, huge brakes, quick fillers, Scott forks, beautifully kept.—Gray's, 217, Grovegreen Rd., Leytonstone. [2223

LATE 1929 Scott 300 c.c., recently overhauled, tax; £8.—Bareham, 1, Lynn Rd., Leytonstone, E.11. [2072

1931 Scott Flier, perfect; owner bought car; £27/10.—Bennett, Little Durnford, Salisbury, Wilts. [1923

1929 Scott 500 c.c., saddle tank, speedometer, pillion, taxed, insured, perfect condition; £15.—Streatham Common Station Garage. [2027

!!!—47 guineas; 1932 5.96h.p. Scott Flyer combination, dynamo, electric horn, excellent tyres, Watsonian launch, one owner, small mileage.

!!!—19 guineas; £5 secures; 1929 4.98h.p. 3-speed Flyer, dynamo, taxed, exceptional condition.

!!!—17 guineas; £4/10 secures; 1930 4.98h.p. super, dynamo, saddle tank, beautifully kept.—Gray's, 152, Woodhouse Lane, Leeds. [2257

1929 596 c.c. Scott Flyer, dynamo, launch sidecar, 3 new tyres, taxed; £29.—Downes, Bedford House, Bedford Rd., Guildford. Phone: 2198. [1916

LANE MOTORS.—Scott 1932 model 498 Flying Squirrel, dynamo; 35 guineas; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings. [2299

COMERFORD'S for Scotts; delivery from stock; highest exchange allowances; easiest of all terms; send for lists and quotations.—Portsmouth Road, Thames Ditton. [2390

A. E. REYNOLDS.—Manchester depot for new Scotts, reconditioned used Scotts, and all Scott repairs; replacements from stock.—29, Liverpool Rd., Deansgate. (Blackfriars 6810.) [2466

DAWSON'S MOTORS.—1929 498 c.c. Scott Squirrel, 2-speeder, dynamo lighting, terrifically fast, exceptionally clean, smart appearance; £12/19/6, or deposit of £3 secures immediate delivery, balance 13/- monthly.—61, Manchester Rd., Bradford. [2193

CONWAY MOTORS.—£69!!! 1933 T.T. replica Scott, dynamo, speedometer, Bosch horn, taxed December, small mileage, absolutely unscratched, cost over £100, remarkable opportunity; exchanges, deferred.—301, Goldhawk Road, Shepherd's Bush. [2450

RENNO'S.—1929 Scott combination, 500 c.c., saddle tank, 3-speed, dynamo lighting, hub brakes, balloons, twist grip, sports fabric sidecar, windscreen, apron; 29 guineas, or £6 down, balance 7/6 weekly.—15, 16, and 27, Stockwell St., Greenwich, S.E.10. [2173

DAWSON'S MOTORS.—1927 Scott Flyer, huge red and black saddle tank, 3-speed, twist grip, electric, taxed and insured, a really fast machine; at £11/19/6, or deposit of £2/10 secures immediate delivery, balance 13/- monthly.—61, Manchester Rd., Bradford. [2194

STOP!!—First registered 1933 specially built Scott Flyer, 498 T.T. Rep. engine, close ratio 3-speed, racing mag, and oil pump, competition tyres, overhauled, guaranteed; £26/10, or £7 deposit and 40/10 monthly.—Campbell's, 12, Bostall Hill, Plumstead. Phone: Woolwich 1522. [2139

LIVERPOOL.—1933 596 c.c. Reynolds Special Scott, twin head lamps, positive foot-change, speedometer with enclosed front wheel drive, huge saddle tank, oversize radiator, dynamo lighting, absolutely unmarked and taxed for year, cost £110, plus accessories; our price £75, exchange or deferred.—Victor Horsman, Ltd., 65, Pembroke Place, Liverpool. Royal 5576. [1982

498 1932 Sports Flyer De Luxe with Powerplus Engine, mileage under 6,000, Magdyno, Bonniksen, Bosch horn; £55; also 1930 Sprint Special with 596 Powerplus engine, Magdyno, red saddle tank, small mileage; £45; and a 1929 Replica with 596 rebored engine, Magdyno, etc.; £42; all overhauled and guaranteed; exchanges and deferred.—Scott, London Depot, 78, Charlotte Street, Tottenham Court Road. Open Sunday mornings and Saturday afternoons. [1960

Spare Parts:

HEMMINGS.—See our parts for Scott column, it's interesting. [8529

LONDON Depot, new and used Scott spares; c.o.d.—Museum 8565.

78, Charlotte St., W.1. Nearest Station, Goodge St., Tottenham Court Rd. [3335

SEE A. E. Reynolds' Special Announcement in "Parts and Accessories—Scott" column. [9710

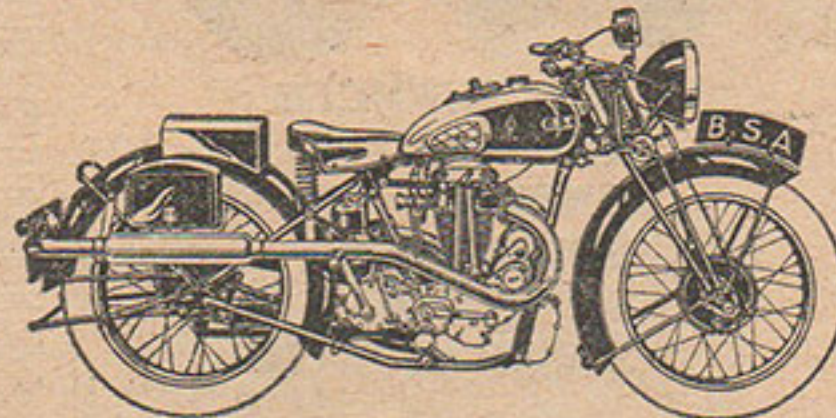
4 GOOD REASONS WHY

RENNO'S CAN DO YOUR DEAL BETTER.

1. WE HAVE THE BIG STOCKS.
2. WE FINANCE THE DEAL.
3. WE GIVE THE BEST ALLOWANCES.
4. OUR SERVICE IS BETTER.

There is also a fifth very good reason. We can offer bargains that no one else can. Send for our Special Clearance offers—see the money you can save.

B. S. A. — THE LEADER.



B.S.A. 3.48 h.p. O.H.V. Blue Star - - £56 - 10
Price includes electric lighting, electric horn and licence holder. When you buy a B.S.A. you are sure of satisfaction. There are 70 years of experience behind a B.S.A. We are distributors and have ALL models here for immediate delivery.

65 M.P.H. 110 M.P.G. 30/- Tax



1934 MONTGOMERY 250 c.c. O.H.V. J.A.P. MODEL.
Dry sump lubrication, streamlining 2-gallon petrol tank, kneegrrips, ammeter, dip switch, front and central stands, fork dampers.

Only £7-12-3 Deposit 7/- WEEKLY **29** Gns. WITH DYNAMO

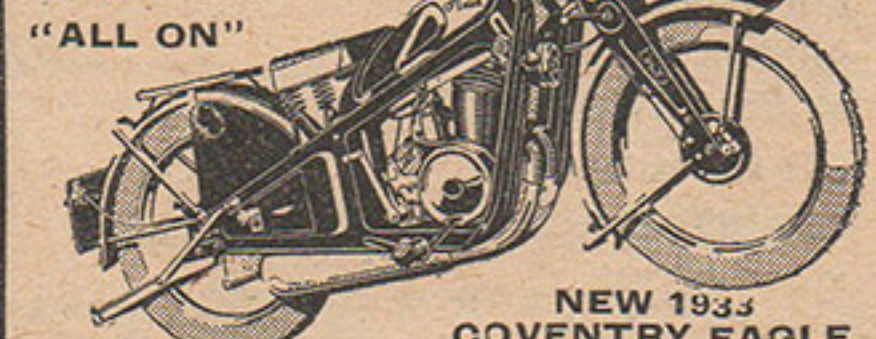
Also De Luxe with 4-speeds, High Tension Ignition, etc. 350 c.c. O.H.V. J.A.P. MODEL, with Dynamo, 33 Gns.

ART CATALOGUE IS FREE. FOR PART EXCHANGE USE COUPON

I own a.....
Model..... Year.....
NAME.....
ADDRESS.....

WE ARE SOLE LONDON DISTRIBUTORS.

19 GNS. 4/2 TAX



NEW 1933 COVENTRY EAGLE
147 c.c., dynamo, electric horn, twistgrip, legshields, listed £25. Renno's Price 19 gns.

147 c.c. 2-port, "all on," listed £27-6-0. Renno's Price 21 gns.
247 c.c. 2-port, "all on," listed £33-12-0. Renno's Price 25 gns.

These Special Snips are available to you to-day, but cannot be repeated when the last few are disposed of. Make a point of calling to see us, to-day. The latest 1934 250 c.c. O.H.V. 2-port J.A.P. Model is worth investigating at 36 Gns. "All on."

232-3-4, Upper Street, Islington, N.1

Phone: North 4467-8.

And at 15, 16 & 27, Stockwell St., Greenwich. Phone: 0051

MOTOR CYCLES FOR SALE.

S.O.S

LEARN More of the 2-stroke, which is so obviously superior to the water-cooled S.O.S.—T. G. Meeten, 85, Earlswood Rd., Redhill. [1492

MOTORMYLES.—1932 S.O.S., 147 c.c. Villiers, water cooled, electric lighting, as new; £21; deposit £4/5, balance 18 monthly payments; highest exchange allowances.—156, Great Portland St., W. Museum 6756. [2495

15 Guineas.—S.O.S., 1929, 3.46h.p. 2-port o.h.v. J.A.P., cradle frame, dynamo, very good condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2429

Sunbeam.

SUNBEAMS.—List free. Terms, Exchanges.—Rowland Smith, below.

24 Guineas.—Late 1927, 4.93h.p. o.h.v. combination, semi-sports sidecar, dynamo, electric horn, carefully used, exceptional condition, taxed.

69 Guineas.—1933, 4.93h.p. o.h.v. model 90, 4 speeds, foot change, Magdyno, instrument panel, speedometer, electric horn, one owner, very carefully used, practically new condition, taxed, cost about £100.

59 Guineas.—1932, 4.93h.p. 2-port o.h.v. model 90, 4 speeds, Magdyno, instrument panel, speedometer, clock, one owner, very carefully used, practically new condition, taxed, cost about £100.

49 Guineas.—1932 (registered 1933), 4.93h.p. 2-port o.h.v. model 90, 4 speeds, foot change dynamo, speedometer, practically unworn tyres, one owner, excellent condition.

42 Guineas.—1931, 4.93h.p. o.h.v. Magdyno, practically unworn tyres, pillion, Bosch horn, carefully used, very exceptional condition, taxed.

39 Guineas.—1932, 3.47h.p. 2-port o.h.v., Magdyno, pillion, electric horn, very exceptional condition.

27 Guineas.—1929 (registered 1930), 3.47h.p. 2-port o.h.v., saddle tank, Magdyno, pillion, excellent condition.

15 Guineas.—Late 1928, 4.92h.p. Longstroke, Bosch dynamo, practically unworn tyres, pillion, very good condition.

12 Guineas.—1925, 4.93h.p. o.h.v., Magdyno, excellent condition.

7 Guineas.—1924, 4.99h.p. oilbath chain cases, carefully used, exceptional condition.

ROWLAND SMITH, High St., Hampstead (Hampstead Tube). Week-days, Saturdays 9-9. Sundays 9-1. Hampstead 6041-6. [2430

PUTNEY AUTOS.—Liberal exchanges on all Sunbeams.—263, Putney Bridge Rd. [8410

1930 Sunbeam Combination, longstroke, Magdyno, 2 oilbaths, perfect condition.—Peacey, Monkwood, Ropley, Hants. [1925

CONWAY MOTORS.—£59; 1933 500 c.c. Sunbeam, Model 9, 2-port, dynamo, speedometer, small mileage, superb condition.

CONWAY MOTORS.—£15; 1928 500 c.c. Model 9, dry sump oiling, taxed, very fast.—301, Goldhawk Rd., Shepherd's Bush. [2451

!!!—49 guineas! Deferred; 1932 4.93h.p. 2-port Sunbeam, Magdyno, clock, 4-speed, twin oilbaths, super performance.

!!!—53 guineas! 1932 6.00h.p. combination, Magdyno, speedometer, clock, 4-speed, twin oilbaths, attractive Watsonian launch, door, indistinguishable new. 1933 solo, 51 guineas.

!!!—10 guineas! £2/13 secures, 17/3 monthly; 1925 4.92h.p. long-stroke, lighting, pillion, competition pipe, oilbath, fast, reliable.—Gray's, 68, Fore St., Edmonton. [2137

7 Guineas.—4.93h.p. s.v. Sunbeam, 1924 model, electric, fitted numerous improvements; exchanges.—Plough Garage, Bromley Common. [2023

1930 493 c.c. Sunbeam Model 90, new cylinder, piston, valves, Magdyno, speedometer, excellent condition; nearest £40; seen Epping.—BM/NKCS. [2017

1931 (October) Model 90 Sunbeam, Magdyno, speedometer, completely overhauled, rebored, 1934 appearance; £45.—107, Portobello Rd., Kensington. [2048

45 Guineas!!—1933 Sunbeam model 8 350, o.h.v., dynamo lighting, etc., indistinguishable from new, taxed; terms, exchanges.—E. T. Pink, 225, Station Rd., Harrow. [2029

TIPPETTS for Sunbeam.—1930 long stroke, dynamo lighting, oilbath, chain cases, £30; 1932 3.50, o.h.v., dynamo, £37.—37, Arlington Rd., Surbiton. Elmbridge 1274. [2204

BEECHER.—1932 model 9 500 o.h.v. Sunbeam, 1934 condition, Magdyno, instrument panel; 3 others; £47; terms, exchanges.—472, Archway Rd., Highgate, N.6. Mou. 2848. [2321

MOTOR CYCLES FOR SALE.
Sunbeam.

1928 498 c.c. o.h.v. Sunbeam, electric lighting, 2-port, new tyres, very fast, taxed; £12/10.—Maskell, 6 to 8 Station Rd., Camberwell, S.E.5. Telephone: Brixton 5725. [1992]

£25.—1929 (registered 1930) 3.47h.p. 2-port o.h.v. Sunbeam, saddle tank, Magdyno, pillion, excellent condition, all chromium.—Bonehill, 30, Salisbury Row, Walworth, S.E.17. [2080]

HARRY NASH.—£52/10!!! 1932 600 c.c. s.v. Sunbeam, dynamo lighting, rear oilbath, speedometer, clock, and Swallow spring wheel sidecar, taxed, usual Sunbeam condition.

HARRY NASH.—£52/10; 1932, July, 493 c.c. o.h.v. 9 Sunbeam, dynamo, rear oil bath, horn, taxed, original tyres, condition as new; also 1933 "90," £62/10!—337, King St., Hammersmith. [1814]

SOUTHPORT.—1923 Sunbeam "9," 493 c.c., 2-port. Magdyno, beautiful condition; 58 guineas.—The Northern Sunbeam Specialists. Exchanges and deferred. Lives, West St. Tel.: 3774.

SOUTHPORT.—1932 Sunbeam Lion 600 c.c., Magdyno, 2 oilbaths, works overhauled; 55 guineas.—Above. [2473]

GODFREY'S Guaranteed Sunbeam, 1932, 493 c.c., o.h.v., No. 90, Magdyno, 4-speed, large speedometer, first class condition throughout; £59, or deferred.—208, Great Portland St., W.1. [2088]

MOTORMYLES.—Sunbeam model "9" 500 c.c., 1933, first registered 1934, large T.T. tank, large head lamp, Trip speedometer, upswept pipes; £55; deposit £14, balance 18 monthly payments.

1932 Model 90 Sunbeam, instrument panel tank, large 100 m.p.h. speedometer, large head lamp, kick starter, as new, very fast machine; £56/10; deposit £14/5, balance 18 monthly payments.

1930 model 90 Sunbeam, dynamo lighting; £42/10; deposit £10/10, balance 18 monthly payments; highest exchange allowances.—156, Great Portland St., W. Museum 6756. [2500]

LIVERPOOL.—1933 Sunbeam 600 c.c. long stroke, speedometer, pillion rests and Superb sports sunshine saloon sidecar, dynamo lighting, taxed and unscratched; 72 guineas, exchange or deferred.—Below.

LIVERPOOL.—1933 Sunbeam 500 Model 9, 2-port, completely equipped and indistinguishable from new; 58 guineas, exchange or deferred.—Below.

LIVERPOOL.—1930 actual Senior T.T. 493 Model 90, foot-change, overhauled by makers at cost of £27, excellent battery lighting, down-draught cylinder head and carburetter, suitable for racing or fast touring; 44 guineas, exchange or deferred.—Victor Horsman, Ltd., 65, Pembroke Place, Liverpool, Royal 5576. [1985]

HARRY NASH, Sunbeam Distributor.—Huge stock 1934 models for immediate delivery; keenest allowance in London for your second-hand machine; deferred over 18 months.—391, King St., Hammersmith. [2199]

BOYER and BENTLEY.—1934 Sunbeams from stock; also several 1933 models at clearance prices; highest exchanges in London; deferred, self financed.—118, Peckham Rye, S.E. Open Sunday mornings [9626]

TURNER BROTHERS.—1930 Sunbeam Model 8, 350 c.c., o.h.v., single port, Magdyno, rear oil bath, chain case, upswept exhaust, pillion and rests; £29/10.—29-31, Green Lanes, Palmers Green. (Bowespark 2525.) [2210]

!!!—69 guineas! Deferred; 1934 2.46h.p. o.h.v. Little "95" Sunbeam, 4-gallon tank, panel, 100 m.p.h. speedometer, 4-speed, rocking foot change, dynamo, hairpins, 8in. headlamp, mileage 735, indistinguishable brand new.

!!!—29 guineas! 1929 "9-90," upswept exhausts, hairpins, dynamo, terrific performance.

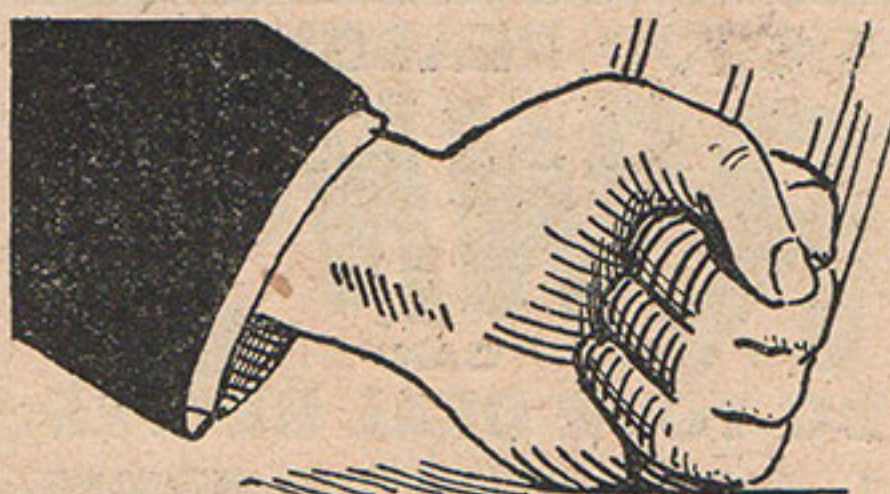
!!!—14 guineas! £3/14 down, 23/4 monthly; 1926 4.93h.p. o.h.v. Sprint Special, dynamo, dri-sump, competition pipe, full oilbaths, tuned engine, mechanic owned, 80 m.p.h.

!!!—47 guineas! Deferred; 1931 4.93h.p. 2-port combination, dynamo, electric horn, super sports Swallow, magnificent outfit.—Gray's, Sandford Rd., Bexleyheath. [2238]

HARRY NASH.—Final genuine Sunbeam bargain: One brand new 1933 model Nine 500 o.h.v., Magdyno, rear oilbath, panel, clock; £73/10 only; listed £84; makers' guarantee; exchanges, deferred.—391, King St., Hammersmith. [2196]

WHITBY'S, of Acton, offer 1931 Sunbeam combination, model 9, 4.93h.p., 2-port, o.h.v., Lucas Magdyno, Swallow tourer sports sidecar, finished black and cream, tax paid, excellent condition; 48 guineas; exchanges, terms.—1-7, The Vale, Acton, W.3. She. 1513. [2332]

MOTORMYLES, authorised dealers, all Sunbeam models in stock; send for details of easiest of terms and highest of exchange allowances to 89, Bold St., Liverpool; 11, West Bar, Sheffield; 28, Bristol St., Birmingham; or 156, Great Portland St., London, W. Museum 6756. [7885]



EMPHATICALLY
NO

REFERENCES
GUARANTORS
INSURANCE
ENQUIRIES
FUSS OR
FORMALITIES

Here you are — in plain black and white, are my world-famous terms, often imitated but never equalled, sweeping away all irksome preventatives to the possession of the machine you want. **Simplicity itself, and remember — I STAND BY MY WORD** with these unrivalled terms to supply you with any make of secondhand motor cycle or three-wheeler from my huge range.

YOU HAVE ONLY TO KNOW
KINGS OF OXFORD, AND
THAT MACHINE YOU WANT
IS YOURS.

If you cannot pay me a visit, send for my lists.

Fill in this coupon

I have a.....
and must have £.....
allowance on same
against a 1934.....
OR must have £.....
against a second-hand.....
value about

NAME

ADDRESS

and post to

KING'S MOTORS
New Road, OXFORD

MOTOR CYCLES FOR SALE.
Sunbeam.

COMERFORD'S.—59 guineas!! 1934 Sunbeam Long-Stroke, side valve, dynamo lighting, speedometer, clock, electric horn, oilbath chain cases, taxed year; mileage 2,500 only, cost over £80; genuinely as new; exchanges, terms.—Portsmouth Road, Thames Ditton. [2391]

MOTORMYLES Special Bargain.—1933 brand new Sunbeam model 9, o.h.v., 2-port, complete with dynamo lighting, upswept pipes optional, unregistered, bears manufacturers' guarantee; this year's price £84, our special price £71; deposit £17/15, balance 18 months; highest exchanges.—156, Great Portland St., W.1. Museum 6756. [7876]

RENNO'S.—1934 Sunbeam 500 c.c. o.h.v. 2-port, dry sump, dynamo, dampers, mileage 100, twist grip, electric horn, tank panel, 8-day clock, oil gauge oil bath, pillion, footrests, knee grips, cost £90, used one week, absolutely as new; 75 guineas; exchanges, terms.—232-3-4, Upper St., Islington (near Tube). Phone: North 4467-8. [2344]

RENNO'S.—1932 Sunbeam model 90 o.h.v. 500 c.c. 2-port, hairpin springs, dry sump, specially tuned engine, black-chromium saddle tank, quick twist grip, dynamo, horn, dampers, knee grips, Terry, pillion, footrests, dipswitch, wonderful performance, ideal club mount; 59 guineas; £8 down, balance 12-18 months.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2354]

G. K. RAE, Ltd.—£36! 1931-32 500 c.c. side valve Lion longstroke Sunbeam, Magdyno, double oil baths, chromium, black and gold tank, new 3.25in. Dunlops (ribber front), pillion and footrests, taxed, enamel and plating indistinguishable from new, mechanically perfect and guaranteed by us for three months, definitely one of the very best longstrokes on the market; choice of 2 others similar and numerous o.h.v. Sunbeams.—3, Great West Rd., Chiswick, W.4. Phone: Chiswick 2431. [2285]

69 Guineas!!—King of Oxford again offered the "goods!" Genuine "all wool and a yard wide" T.T. machine! If there's a "top-notch" model ever offered, bet your life King's got it!! 1933 (still unregistered) actual Manx Grand Prix specially built "Little 95" 250 c.c. o.h.v. Sunbeam, owned and driven by that well-known amateur Sunbeam rider, Jack Fletcher, of Oldham, in 1933 Manx Grand Prix; since been back to Beams for thorough overhaul; specification includes special alloy cylinder head, T.T. Amal down-draught big choke racing carburetter, high-speed special racing magnet, 4-speed positive rocker foot change, T.T. gear box, Flexikas tubing throughout, 4-gallon T.T. saddle tank, separate oil tank, both with big fillers, mudguard pad, quickly adjustable steering damper and shockers, racing tyres, balanced wheels, upswept exhaust, usual superlative Sunbeam condition; a "birthday" to ride!! Enough to make any enthusiast cry with envy!! Amazing acceleration!! Very high speeds; what a beautiful compact little bus!! The machine will only be sold to a rider with ability to do it justice; ideal for Donnington or I.O.M. races; I don't want to see the finest 250 in England wasted; written guarantee of perfection; if you can find a good use for this super machine, just send small deposit and secure the biggest second-hand bargain ever offered; terms just to suit your pocket; any machine taken exchange.—King, New Rd., Oxford. [1772]

Spare Parts:
SUNBEAM Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0130]

DO You Know Boulcott, the "Sunbeam expert," specially trained at Wolverhampton Works?

BOULCOTT, foreman 7 years Holborn Depot.—All spares in stock; reboring, head polishing.

BOULCOTT.—Complete overhauls, collection anywhere; any motor cycle or sidecar supplied.—104, Tollington Park, Finsbury Park, N.4. Archway 2469. [0465]

SUNBEAM Repair Specialist.—Bring your Sunbeam where you can get the best service; machines collected; spares; late foreman at West End depot.—Cook, 111, Dalston Lane. E.3. Phone: Clissold 3386. [0232]

PHONE, write or call Sunbeam's official repairer and late head mechanic for all repairs and spares; satisfaction guaranteed; 34 years' experience.—Leggett, 27a, Chatham Rd., Clapham Junction, Battersea 5715. [0120]

Triumph.

£6.—1931 172 c.c. model X Triumph, taxed.—151, Oxford St., W.1. [2001]

GODFREY'S for Triumphs.—All models in stock.—208, Great Portland St., W.1. [0266]

PUTNEY AUTOS.—The New Triumph twin from stock.—263, Putney Bridge Rd. [8411]

!!!—18 guineas! £4/15 down, 28/7 monthly; 1933 1.50h.p. o.h.v. Triumph, dynamo, legshields, 4/2 tax.

!!!—23 guineas! £6/1 down; 1932 2.49h.p. o.h.v., all-enclosed, electrics, unworn tyres, beautiful condition.

!!!—22 guineas! £5/16 down; 1931 4.98h.p. 2-port, dynamo, Bosch, panel, speedometer, maroon finish, beautifully kept.—Gray's, Sandford Rd., Bexleyheath. [2239]

MOTOR CYCLES FOR SALE.
Triumph.

TRIUMPHS.—List free. Terms, Exchanges.—Rowland Smith, below.

21 Guineas.—1930 (registered 1931), 5.49h.p. combination, Noxal super-sports sidecar, Magdyno, instrument panel, pillion, electric horn, very good condition.

4 Guineas.—1925, 4.94h.p. P. touring combination, running order, taxed.

45 Guineas.—July, 1933, 4.93h.p. 2-port o.h.v. Silent Scout, 4 speeds, foot change, Magdyno, speedometer, upswept exhausts, electric horn, one owner, very small mileage, brand new condition.

14 Guineas.—1932, 1.74h.p. X., electric lighting, small mileage, practically new condition, taxed.

12 Guineas.—Late 1931, 1.74h.p. X., electric lighting, small mileage, very exceptional condition, taxed.

12 Guineas.—Late 1930, 5.49h.p. very good condition.

8 Guineas.—1930, 1.74h.p., X., electric lighting, excellent condition, taxed.

5 Guineas.—1925 model, 5.49h.p. S.D., all chain, one owner, excellent condition.

4 Guineas.—1926 (registered 1927), 4.94h.p. P., speedometer, very good condition, taxed.

ROWLAND SMITH, High St., Hampstead (Hampstead Tube). Week-days, Saturdays 9-9. Sundays 9-1. Hampstead 6041-6. [2431]

CONWAY MOTORS.—£36; 1933 500 c.c. o.h.v. Triumph, 2-port, dynamo, small mileage, unscratched.

CONWAY MOTORS.—£18; 1930 500 c.c. T.T. Triumph, 2-port, dynamo, smart, healthy; exchanges, deferred.—301, Goldhawk Rd., Shepherd's Bush. [2452]

BARGAIN!—1928, registered 1929, 277 c.c. side valve Triumph, used 18 months; £6/10.—Applin, 16, Eckington Rd., N.15. [2021]

COMERFORD'S.—27 guineas!! 1932 Triumph 350 c.c., o.h.v., 2-port, dynamo lighting, chromium tank, one owner, as new.—Below.

COMERFORD'S.—37 guineas!! 1933 Triumph Silent Scout, side valve, dynamo lighting, chromium tank, one owner, as new.—Portsmouth Rd., Thames Ditton. [1519]

WHITBY'S, of Acton, 1934 Triumph distributors for Acton and Chiswick; highest allowances; lists free.—7, The Vale, Acton, W.3. She. 1513. [1828]

!!!—21 guineas! £5/11 secures; 1932 2.48h.p. 2-port Triumph, dynamo, chromium tank, nice condition.—Gray's, 106, Melton Rd., Leicester. [2251]

SOUTHPORT.—1933 (bought new May, 1934) Triumph Silent Scout combination, Bosch, genuinely run under 50 miles; 58 guineas.—Lifes, West St. [2474]

LANE MOTORS.—Triumph 1933 350 sports, solo or combination; 27 guineas; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings. [2300]

1934 (January) Triumph Vertical Twin Combination, Magdyno, hood, cost over £100, any trial; £82; private owner.—Jones, 95, Hearsall Lane, Coventry. [2082]

350 2-port o.h.v. 1929 Triumph, Magdyno, taxed, insured, pillion, beautiful condition, fast; any trial; £11.—Hanson, 10, Embden Grove, Hulme, Manchester. [2156]

RENNO'S.—1926 Triumph 500 c.c., lighting, horn, hub brake, good order; first 3 guineas buys.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2338]

RENNO'S.—1933 Triumph 148 c.c., o.h.v., taxed 1934, twist grip, dimmer, legshields, horn, hub brakes, dynamo lighting; 19 guineas, or £5 down, balance 5/- weekly.—15, 16, and 27, Stockwell St., Greenwich, S.E.10. [2175]

GODFREY'S Guaranteed Triumph, 1934, 650 c.c. Twin Combination, Magdyno, speedometer, electric horn, S.T. touring sidecar, perfect condition, as new, mileage under 200; £92; exchanges, deferred.—208, Great Portland St., W.1. [2089]

NAYLOR and ROOT.—Immediate delivery of 1934 Triumphs, the finest 250 o.h.v. value on the market. Watsonian sidecars to suit all models; exchanges and deferred terms.—248-250, Lavender Hill, Clapham Junction, S.W.11. Battersea 5272. [7793]

Spare Parts:

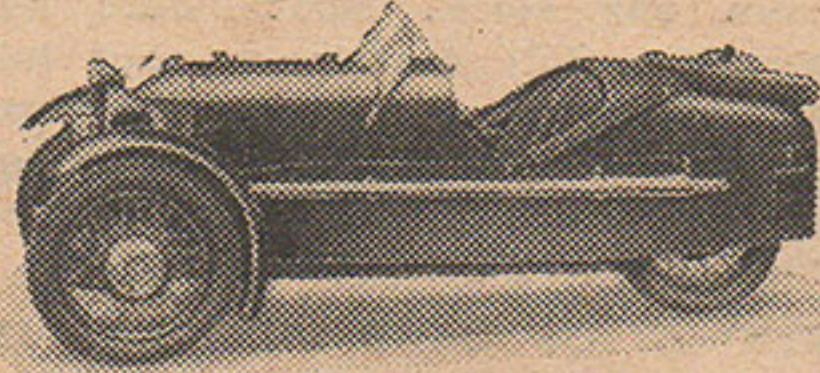
HOUGHINS.—All Triumph spares by return, c.o.d.—188, High St., Peckham, S.E. [8176]

SIMPSON Dismantling Triumphs.—Simpson Motors, Ashford, Middlesex. Phone: 242. [5050]

FOR Triumph Spares.—Godfrey's, Ltd., 366, Euston Rd., London, N.W.1. Muscum 2644-7. [0270]

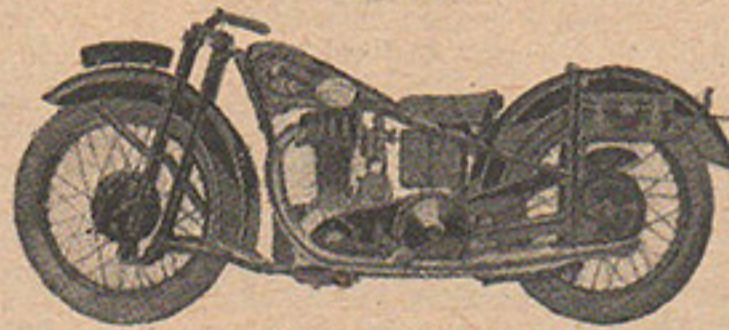
TRIUMPH Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0155]

West End Distributors
having a national clientele
MORGAN



Family Model, W.C.S.V. £105	Sports 2-seater, A.C., O.H.V. £115
Sports Family, W.C.S.V. £115	Sports 2-seater, W.C., O.H.V. £120
Sports Family, W.C., O.H.V. £125	SuperSports W.C., O.H.V. £135
Sports 2-seater W.C., S.V. £110	4-Cyl., 4-seater £120

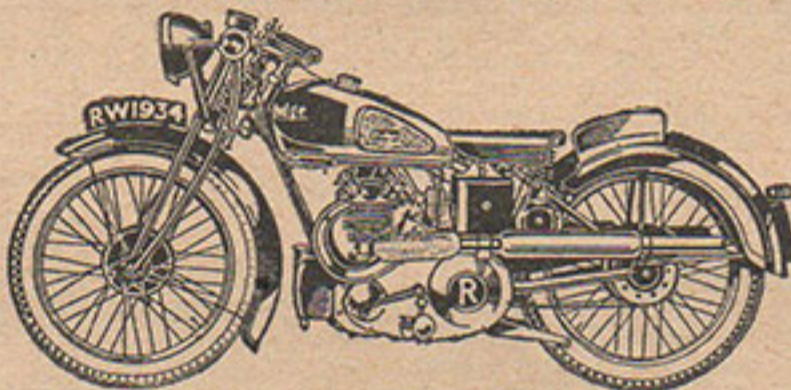
O.E.C.



Prices from **£29-8-0**

From 150 c.c. to 1,000 c.c. With unique rear springing for the comfort of both rider and passenger. Duplex or standard steering to order.

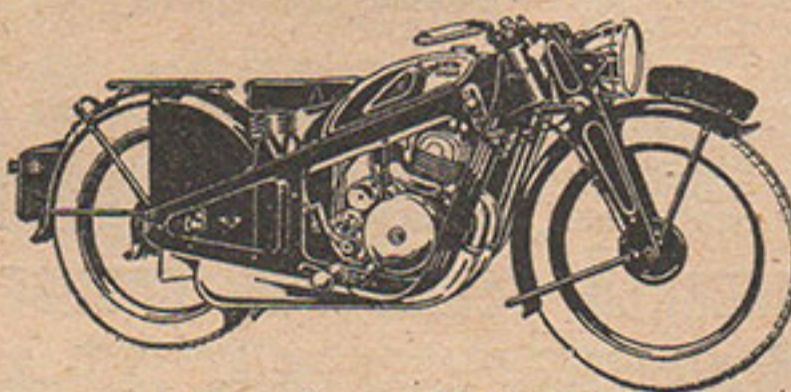
RUDGE



250 c.c. O.H.V. "SUPER SPORTS"

RADIAL DETACHABLE HEAD, DRY SUMP LUBRICATION, FULL EQUIPMENT ALL IN FOR... PRICE: **£55-10** or TERMS

COVENTRY EAGLE



Prices from **£27-6-0**

The best equipped lightweights on the market. All-weather machines that combine utility with economy. Yours for 6/6 a week!

Before ordering your new motorcycle or Morgan it will pay you to get G.L.'s price on your old model, and G.L.'s quotation of easy terms.

SERVICE & SPARES
GLANFIELD LAWRENCE

(LONDON), LTD.,
230, Tottenham Court Road, W.1.
Telephone: Museum 9968.
Open all Weekdays, including Saturdays, 9 to 8.
And at 2, City Road, Cardiff

MOTOR CYCLES FOR SALE.
Triumph.

Spare Parts:

BRITNELL BROS.—Triumph spares, new, second-hand.—725, Fulham Rd., S.W.6. Fulham 1652. [8457]

GENUINE Surplus Stock 1915 to 1928 Triumph Models; half list price.—Willways, Ltd., St. Augustines, Bristol. [1950]

TRIUMPH Parts.—1904-1931, new, second-hand; why not second-hand in place of new? Half price, satisfaction guaranteed; hundreds testimonials.—Forfield Motors, Forfield Place, Leamington Spa. [7161]

Velocette

STEVENS for the New 1934 Velocettes.

STEVENS, joint distributors.—Immediate delivery; attractive H.P. facilities; exchanges, etc.; retail and trade.—149, 151, 153, Goldhawk Rd., Shepherd's Bush. Phone: Shepherd's Bush 1154 (2 lines) [9502]

!!!—21 guineas! Deferred; 1932 2.48h.p. 2-port Velocette, dynamo, unmarked.

!!!—43 guineas! 1933 K.S.S., dynamo, excellent tyres, positive 4-speed, tuned, practically new; 1932, 35 guineas.

!!!—39 guineas! 1934 2.48h.p., o.h.v., dynamo, 4-speed, mileage negligible, indistinguishable new.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon. [2167]

PUTNEY AUTOS for Velocettes; earliest delivery; super service.—263, Putney Bridge Rd. [8412]

IMMEDIATE Delivery 350 M.A.C. 70 m.p.h. Velocette.—Meeten, 85, Earlswood Rd., Redhill. [1493]

!!!—39 guineas; 1934 series 2.50h.p. o.h.v. Velocette, 4-speed, dynamo, pillion, taxed, as new.

!!!—15 guineas; £3/19 secures; 1930-31 2.48h.p. 2-port, dynamo, taxed year, carefully used.—Gray's, 152, Woodhouse Lane, Leeds. [2256]

L. J. ARCHER for Velocettes, M.O.V. and M.A.O. from stock; tuning a speciality.—Archers, Aldershot. [1877]

THREE Months' Written Guarantee With All Reconditioned Velocettes.—Stevens, Shepherd's Bush.

WANTED for Cash or Exchange, unlimited number of good second-hand Velocettes.—Stevens, 149, 151, 153, Goldhawk Rd., Shepherd's Bush. Shepherd's Bush 1154 (2 lines) [2610]

£25.—1933 Velocette 250, taxed, insured year, 3,000 miles, exceptional condition.—4, Birch Tree Way, Croydon. [2179]

1931 Velocette, G.T.P., perfect condition, pillion, taxed, insured; £18; ride 50 miles.—Collier, Redbourn, Herts. [2056]

!!!—18 guineas, £4/15 deposit; 1928 3.48h.p. K.S.S. Velocette, electric, recently reconditioned, balloons, magnificent condition.

!!!—45 guineas, deferred; 1933 K.S.S., dynamo, huge tank, positive 4-speed, colossal performance, practically new.

!!!—39 guineas; 1933 2.48 o.h.v. dynamo, positive 4-speed, negligible mileage, indistinguishable new taxed 8/3.—Gray's, 217, Grovegreen Rd., Leytonstone. [2221]

PRIVATE Velocette 1931 2-stroke, coil ignition, leg shields, other extras, super condition; £17.—10, Winders Rd., Battersea. [2304]

COMERFORD'S.—14 guineas!! Special 1927-28 o.h. camshaft Velocette, 350 c.c., fully equipped, excellent condition very fast.—Below.

COMERFORD'S.—24 guineas!! 1932 Velocette G.T.P. 250 c.c., 2-stroke, electric lighting, nice condition.—Below.

COMERFORD'S.—24 guineas!! 1930 350 c.c., o.h. camshaft, dynamo lighting, electric horn, nice condition.—Below.

COMERFORD'S.—37 guineas!! Velocette 1932 350 c.c. o.h. camshaft, dynamo lighting, pillion seat and rests, terrifically fast.—Below.

COMERFORD'S for Velocettes.—Every 1934 model in stock; immediate delivery; highest exchange allowances; easiest deferred terms; a few 1933 shop-soiled models to clear.—Portsmouth Rd., Thames Ditton. [1520]

CONWAY MOTORS.—Several good K.S.S. and G.T.P. Velocettes in stock; exchanges, deferred.—301, Goldhawk Rd., Shepherd's Bush. [2453]

HARRY NASH.—£29!!! 1931 348 c.c. o.h.c. R.S.S. Velocette, dynamo lighting, new tyres, tuned engine, condition almost new, very fast, bargain.

HARRY NASH.—£25!!! 1933 250 c.c. G.T.P. Velocette, dynamo, original tyres, hardly worn, guaranteed in new condition.—337, King St., Hammersmith. [2397]

VELOCETTE, works tuned, H.C. piston, racing cams, positive foot change, electric, licensed; £22; exchange.—Eamsonson, Leonard St., Bingley, Yorks. [2031]

MOTOR CYCLES FOR SALE. Velocette.

1932 Velocette G.T.P. 250 c.c., perfect condition, tax, insured December; 23 guineas; Sunday—41, The Chase, Stafford Rd., Wallington, Surrey.

LOOK!—1934 250 c.c. o.h.v. Velocette, dynamo lighting, electric horn, mileage 400, positively as new; £35.—Bates, High St., Slough. Open Sundays. [2118]

HARRY NASH for 1934 Velocettes.—Delivery from stock guaranteed, model K.T.S and others; high exchange allowances; deferred.—391, King St., Hammersmith. [2197]

30 Guineas.—Late 1931 K.S.S. Velocette, carefully used, in perfect mechanical condition, owner buying car; no agents; taxed.—Pillar, 105, Allcroft Road, N.W.5. [1974]

21 Guineas.—Velocette, late 1932, 2.49h.p. G.T.P., dynamo, speedometer, pillion, practically unworn tyres, electric horn, excellent condition. Terms, Exchanges.—Rowland Smith, below.

21 Guineas.—Velocette, 1929, 3.48h.p. camshaft, Magdyno, pillion, excellent condition, taxed. Terms, Exchanges.—Rowland Smith, below.

12 Guineas.—Velocette November, 1929, 2.49h.p. G.T.P., saddle tank, dynamo, pillion, electric horn, very good condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2432]

WANTED, second-hand Velocettes; spot cash and the highest price; call if possible, if not send for labels and best offer to Whitty's, Velocette dealers, 7, The Vale, Acton, W.3. She. 1513. [9949]

LANE MOTORS.—Velocette 1933 348 K.T.S., as brand new, 41 guineas; 1932 249, upswept pipes, G.T.P., 23 guineas; terms, exchanges.—208, West End Lane, N.W.6. Open Sunday mornings. [2301]

EVERY 1934 Model for Immediate Delivery, prices from £38; your present machine as deposit, balance 18 months; all Velocette spares in stock.—Premier Motor Co., Aston Rd., Birmingham. [1978]

MOTORMYLES.—Velocette, 1932, G.T.P. model 249 c.c., 2-stroke, electric lighting, as new; £21/10; deposit £5/10, balance 18 monthly payments; highest exchange allowances.—156, Great Portland St., W. Museum 6756. [2496]

MOTORMYLES.—1934 G.T.P. Velocette, 4-speed, foot change, ridden 100 miles only; £33/10; deposit £8/10, balance 18 monthly payments; highest exchange allowances.—156, Great Portland St., W. Museum 6756. [2501]

TURNER BROTHERS.—1932 Velocette K.S.S., dynamo, Jaeger trip speedometer, positive foot change, pillion seat and rests, new condition throughout; £36/10.—29-31, Green Lanes, Palmers Green. (Bowsark 2525.) [2209]

RENNO'S.—1929 Velocette 250 c.c. 2-port, saddle tank, knee grips, twist grip, electric lighting, horn, Terry; genuine bargain, 12 guineas; £3 down, 4/6 weekly.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2351]

RENNO'S.—1928 Velocette 350 c.c., o.h. camshaft, saddle tank, Dance knee grips, dynamo, dampers, horn, twist grip, dry sump, taxed, fast; 17 guineas; £5 down, 18/6 monthly.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2348]

DAWSON MOTORS.—1932 (November) K.S.S. Velocette, dynamo, foot change, upswept pipe, speedometer, beautiful appearance, wonderful acceleration and with an exceptionally high maximum speed; £32/19/6; £6/10 secures, £1/15 monthly.—Marsh St., Hanley. [2189]

MOTORMYLES, authorised dealers in London and Liverpool; all Velocette models in stock; send for lists of easiest of terms and highest exchange allowances to 89, Bold St., Liverpool; 11, West Bar, Sheffield; 28, Bristol St., Birmingham; or 156, Great Portland St., London, W. Museum 6756. [7886]

KING, of Oxford.—One-fifth deposit! Immediate delivery!! No guarantors, enquiries, references, insurance!! 1930 350 c.c. o.h. camshaft Velocette, sump lubrication, 3 speeds, big saddle tank, electric lighting, good tyres, splendid condition; 25 guineas. Send immediately for my super bargain list and details of the easiest terms in Great Britain. You definitely save money with my proposition. Guaranteed highest allowance on your present machine part payment; terms just to suit your pocket. Remember! I finance all my own deals. Open Sunday mornings. 300 high-grade machines in stock; pay me a visit and ride your choice away in 10 minutes; 24 hours by post. All the "boys" agree that the best bargain, the easiest terms, service second to none, all come from King, New Rd., Oxford. [1750]

Spare Parts:

VELOCETTE Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0157]

LARGEST Spares Stockist; all orders despatched within 2 hours; c.o.d., retail and trade.—Below.

OFFICIAL Velocette Depot.—Repairs, spares, and service, cylinder grinding, head polishing and tuning, works mechanics.—Stevens, 149, 151, 153, Goldhawk Rd., W.12. Phone: Shepherd's Bush 1154 (2 lines). [7454]

USED MOTOR CYCLES

The undermentioned is a selection from our stock. Space does not permit a full description, but full particulars given on request. Most are bristling with extra equipment and many are almost indistinguishable from new.

PLENTY OF USED SIDECARS IN stock which can be fitted to any suitable solos.

Table listing various motor cycle models and their prices, including Rudge, Enfield, Triumph, and Norton models.

DEFERRED TERMS—OF COURSE.

WE FINANCE OUR OWN SYSTEM, SO PLEASE MAKE YOUR OWN SUGGESTIONS. YOUR PRESENT MACHINE GLADLY TAKEN IN PART PAYMENT OR CASH ADJUSTMENT MADE. OLD H.P. ACCOUNTS SETTLED. DO NOT FORGET WE CARRY ONE OF THE LARGEST STOCKS OF 1934 MODELS IN THE COUNTRY AND CATALOGUES AND QUOTATIONS GIVEN OR SENT ON REQUEST.

LAWRENCE FREEMAN OF HAMMERSMITH. 255, HAMMERSMITH RD., W.6. Hours: 9 a.m. to 9 p.m. EVERY WEEKDAY. Tel.: Riverside 0313.

MOTOR CYCLES FOR SALE. Vincent-H.R.D.

!!!—29 guineas! Deferred; 1932 3.49h.p. Vincent-H.R.D.—Python, dynamo, spring frame, splendid tyres, positive change, terrifically fast.—Gray's, Sandford Rd., Bexleyheath. [2240]

CONWAY MOTORS.—£32; 1932 500 c.c. o.h.v. Vincent-H.R.D. Python, dynamo, spring frame, competition pipes, really smart, fast; exchanges, deferred.—301, Goldhawk Rd., Shepherd's Bush. [2454]

COLGAN'S, of Brixton Hill, main London agents; immediate delivery of 1934 Vincent-H.R.D. models; post enquiries invited; highest exchange allowances, deferred terms.—15-15a, New Park Rd., Brixton Hill, S.W.2. Phone: Tulse Hill 6081. [2165]

HARRY NASH.—£29/10!!! 1931 Vincent-H.R.D. 600 c.c. o.h.v. racing J.A.P., special engine, dynamo, spring frame, upswept pipes, 4 speeds, positive foot change, taxed, mileage 6,000 only, sports tyres, terrifically fast!—337, King St., Hammersmith. [2398]

Wolf.

7 Guineas.—Wolf, late 1931 .98h.p. Villiers, electric lighting, excellent condition. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2433]

Zenith.

THE B.S.S. for Zenith Used Models, fully guaranteed, irrespective of price.

VERY Special 500 c.c. Super Zenith, fitted 2-port genuine racing J.A.P., saddle tank, B. and D. spring frame, electric lighting, exceptionally fast, mechanically and generally in wonderful order, 80 m.p.h., with armchair comfort; a super snip at 24 guineas.—The Brooklands Service Station, 92, Warwick Rd., and 27, St. Mary's Rd., Ealing, W.5. Phone: Ealing 4288. Buses Nos. 65 and 89 pass the door. [2463]

£10.—680 c.c. Zenith combination, Magdyno, good condition, taxed, insured.—Write, White, 1, Mansfield St., E.2. Phone: Bishopsgate 8737. [2043]

ZENITH, racing 348 J.A.P., cradle frame, Brooklands handlebars, silencers and saddle, make good road machine; £18, or nearest offer.—Pope, 64, Portsmouth Rd., Surbiton. [1914]

GREYHOUND MOTORS.—Zenith, December, 1927, 680 c.c. twin J.A.P., sports combination, dynamo, electric horn, new tyres, absolutely exceptional condition, taxed; £15/10.—Durham Rd., Philip Lane, Tottenham. Phone: 1440. [2014]

WRITERS, of Kennington, Zenith London Distributors and Specialists.—View the amazing sports 750 c.c. o.h.v., £37/10, equipped; and 1,100 c.c. s.v. super twin; a few 1933 models available.—Writers, Kennington Cross, London, S.E. [3592]

23 Guineas.—Zenith, 1929 (registered 1930), 3.44 h.p. racing 2-port o.h.v. J.A.P., cradle frame electric lighting, T.T. Amac, racing magneto, close ratio gearbox, extremely fast, exceptional condition, cost about £90. Terms, Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2434]

Spare Parts: ZENITH, J.A.P., and all Proprietary Spares Stocked.—Writers, Kennington Cross, London, S.E. [3594]

ZENITH Spares, including all proprietary parts, are obtainable, Zenith Motors, Hampton Court, England [3593]

Miscellaneous

BUY Your New Mount Now. MOTOR Cycles.

1934 New Models in Stock for Immediate Delivery:

ARIEL 250 c.c., o.h.v., £47/5; Ariel 350 c.c. Red Hunter, £55/5; A.J.S. 2.48, o.h.v., £48/7/6; A.J.S. 4.98, o.h.v., £55/12/6; Calthorpe 500 c.c., o.h.v., £48/6; Calthorpe 250 c.c., o.h.v., £40/19; Enfield 1.48h.p. 2-stroke, £22/17/6; Enfield 2.25 2-stroke, £23/17/6; Enfield 1.48, o.h.v., £28/7; Enfield 2.5, o.h.v., £33/12; Enfield 2.5, o.h.v., £48/7/6; Francis-Barnett 1.47 2-stroke, £27; Francis-Barnett 1.47 2-stroke, £29; Francis-Barnett 2.25 Cruiser, £36/10; Norton 4.9, s.v., £55/5; Norton 4.9, o.h.v., £65; O.E.C. 3.5, o.h.v., £50; O.K. 2.5, o.h.v., £35/5; O.K. 2.5, o.h.v., £37/10; O.K. 2.5, o.h.v., £39/10; Rudge 4.99 Special, £63/10; Triumph 1.47, o.h.v., £29/15; Triumph 3.5, o.h.v., £52; Triumph 5.50, s.v., £51/10; Triumph 6.50 twin, £75/15; Velocette 2.5, m.o.v., £47/10; Velocette 3.5, m.a.c., £49/10; Stevens 2.5, o.h.v., £51; all the above are equipped with electric lighting; also a further number of new models on order; pay a visit to our showrooms and secure a new motor cycle now; your old motor cycle taken in part exchange; easy terms arranged.—King and Harper Ltd., The Motor Cycle Specialists, 6, Bridge St., Cambridge. Phone: 3201. [1639]

MOTOR CYCLES FOR SALE.

Miscellaneous.

NAYLOR and ROOT, Ltd.

GUARANTEE Every Machine Over £20 for

THREE Months; you are sure of a sound and reliable machine; we spend thousands of pounds annually in overhauling our stock to ensure your complete satisfaction.

EXTENDED Credit Terms are Arranged Over a Period of 18 months, taking your present machine as deposit, or one-quarter of the price in cash; state machine and price at which interested, and we will quote definite figures.

250 Miles Away? Then write for our bargain list and terms, for no matter where you live we guarantee to satisfactorily meet your requirements; write to-day and get fixed up before summer comes; £1 deposit secures any machine pending final agreement by post.

- £14.—1929 Ariel "Colt" 250 o.h.v. 2-port, Lucas Magdyno, choice of 2, 8/3 tax.
 - £17.—1933 Coventry Eagle "Silent Superb" 148 c.c. 2-port, dynamo, electric horn, 4/2 tax.
 - £16.—1928 B.S.A. 493 c.c. Sloper, o.h.v., Lucas Magdyno, electric horn, very smart.
 - £19.—1931 Calthorpe "Ivory" 350 o.h.v. 2-port, Magdyno, electric horn, choice 3.
 - £16.—1932 Coventry Eagle 300 c.c., side valve, dynamo, electric horn, as new, 8/3 tax.
 - £12.—1929 Douglas 350 c.c. twin, side valve, dynamo, good tyres, very smart, 8/3 tax.
 - £19.—1931 A.J.S. 250 c.c. o.h.v. 2-port, Magdyno, dry sump, fast engine, taxed.
 - £16.—1933 Excelsior 150 c.c. 2-stroke, dynamo, electric horn, new condition, 4/2 tax.
 - £15.—1932 Francis-Barnett, 196 c.c. Villiers, electric lighting, choice of 3, 8/3 tax.
 - £26.—1932 Levis B Special 250 c.c. o.h.v. 2-port, dynamo, electric horn, new condition, taxed.
 - £16.—1932 New Imperial "Unit Minor" 150, o.h.v., dynamo, electric horn, 4/2 tax.
 - £29.—1933 O.K.-Supreme "Coeur de Lion" 350, o.h.v., dynamo, as brand new, taxed.
 - £26.—1932 Panther De Luxe 250 o.h.v. 2-port, dynamo, competition pipes, etc., very fast.
 - £13.—1929 Raleigh 350 De Luxe, side valve, Lucas Magdyno, nice condition, taxed December.
 - £17.—1929 Rudge "Special" 499 c.c., o.h.v., dynamo, 4-speed, saddle tank, fast machine.
 - £17.—1930 Triumph, N.S.D./549 c.c., side valve, Lucas Magdyno, good tyres, choice 3.
 - £7.—1930 Triumph model "X" 174 c.c. 2-stroke, electric, good condition, 8/3 tax.
 - £13.—1930 Velocette G.T.P. 249 c.c. 2-port, dynamo, electric horn, choice 3, 8/3 tax.
 - £39.—1933 Triumph N.D. 549 c.c., side valve, Magdyno, semi touring sidecar, with detachable hood, taxed December.
 - £22.—1930 Calthorpe 350 o.h.v. 2-port, dynamo, plated tank, electric horn, very smart aluminium sports sidecar, taxed.
 - £48.—1932 Rudge "Special" 499 c.c., o.h.v., dynamo, 4-speed, brand new aluminium launch sidecar, spotless condition.
 - £39.—1931 Matchless "Silver Hawk" 600 c.c. 4-cyl., Magdyno, panel, etc., occasional 2-seater adult sidecar, screen, etc., taxed.
 - £24.—1930 Norton model 18, o.h.v., good tyres, very smart sports sidecar, particularly fast outfit, taxed.
 - £19.—1929 Enfield 488 c.c., side valve, Lucas Magdyno, aluminium semi sports sidecar, very nice condition.
 - £46.—1932 B.S.A. 557 c.c. side valve Sloper, Magdyno, speedometer, panel, etc., silver fabric coupe sidecar, as brand new, taxed.
 - £34.—1930 B.S.A. 493 c.c. Sloper 2-port, Magdyno, good tyres, Watsonian coachbuilt launch sidecar, beautiful condition.
- SEE Our Displayed Advertisement on Sup. Page xvii. for Further Selection of Bargains.
- NAYLOR and ROOT, Ltd., 248-250, Lavender Hill, Clapham Junction, S.W.11. Battersea 5272 (7 lines). Open 9 to 8 (Wednesday 1 p.m.). Sundays 10 to 1. [2281]
- C. A. BLAY.—Special offer of second-hand machines. —Below.
- NORTON Model 50, 350, o.h.v., taxed, not done 300 miles; £47/10.
- NEW IMPERIAL 1934 250 o.h.v. "Unit Super," absolutely as new; £27.
- COVENTRY EAGLE 1933 147 c.c. Silent Superb, showroom condition; £18/10.
- WRITE, phone, or call.—Phone: Popesgrove 1435. 38, The Green, Twickenham. [1660]

NEARLY READY

"THE BOOK OF THE 1934 PANTHER"

will be published in the course of the next few days. It is a comprehensive instruction manual dealing with every model in the 1934 Panther range. Written by F. Leach, A.M.I.E.E., late of the technical staff of Phelon & Moore, and published by George Clarke (Motors) Ltd., the Sole London Panther Distributors, this Manual will assist every Panther rider to obtain the very best from his machine.

Furthermore, it is of outstanding interest to EVERY motor cyclist, irrespective of the type and make of machine he now possesses.

The new edition has been considerably enlarged and contains twenty-six pages illustrated by many sketches, photographs and sectional drawings.

The published price has been fixed at one shilling, but a free copy will be sent to each of the first 200 applicants. Use the attached coupon, but see that you are amongst the

FIRST TWO HUNDRED



Sole London Distributors for Panthers:
278, BRIXTON HILL, S.W.2
275, HIGH ST., ACTON, W.3
 Tulse Hill 3211. Acorn 0556.

Please forward a free copy of the 1934 Book of the Panther.

Name

Address

R.F. 61

MOTOR CYCLES FOR SALE.

Miscellaneous.

PRIDE and CLARKE for:—

BARGAINS.

OVER 1,000 Guaranteed Machines to Select From at Prices to Suit All.

EVERY Machine Marked Clearly with its Price; a cash discount to cash buyers; postcard brings free bargain list.

EASY Terms Over 12 or 18 Months; no fuss or formalities; we finance ourselves.

PAY Required Deposit and Ride Away Same Day; third party insurance only required.

- £42/10.—Velocette 1934 m.o.v. 250 c.c., dyno, speedometer, as new; £5 deposit.
 - £32/10.—Royal Enfield 1933 "Bullet" 250 c.c., o.h.v., dyno, upswept pipes, foot change, as new; £5 deposit.
 - £27.—Calthorpe 1933 500 c.c. o.h.v. 2-port, dyno, instrument panel, excellent; £5 deposit.
 - £26.—Francis-Barnett 1933 250 c.c. "Cruiser," dyno, good condition; £5 deposit.
 - £26.—Douglas 1931 750 c.c., s.v., dyno, good condition; £5 deposit.
 - £23/10.—Red Panther 1933 250 c.c., o.h.v., dyno, excellent; £5 deposit.
 - £21.—Excelsior 1932 350 c.c., o.h.v., dyno, good order; £5 deposit.
 - £20.—P. and M. 1930 500 c.c. o.h.v. 2-port, dyno, very fast; £5 deposit.
 - £21/10.—Excelsior 1933 250 c.c. water-cooled, dyno, legshields, good condition; £5 deposit.
 - £19/10.—A.J.S. 1931 350 c.c. big port, o.h.v., dyno, good order; £4/10 deposit.
 - £19/10.—Scott 1930 596 c.c., dyno, very fast, good; £4/10 deposit.
 - £19.—Grindlay-Peerless 1931 500 c.c. o.h.v. 2-port, dyno, good; £4/10 deposit.
 - £18.—Douglas 1932 light 500 c.c., s.v., dyno, good order; £4/10 deposit.
 - £17/10.—New Hudson 1932 350 c.c., s.v., dyno, good; £3/10 deposit.
 - £17/10.—Norton 1930 16H, dyno, good condition; £3/10 deposit.
 - £14/10.—Coventry Eagle 1933 148 c.c., dyno, as new; £2/10 deposit.
 - £15.—Raleigh 1930 500 c.c., s.v., dyno, legshields, good order; £2/10 deposit.
 - £15.—Excelsior 1933 148 c.c., dyno, good condition; £2/10 deposit.
 - £14.—Douglas 1931 350 c.c., s.v., electric; £2/10 deposit.
 - £12/10.—Raleigh 1929 500 c.c. o.h.v. 2-port, dyno, good order; £2/10 deposit.
 - £12/10.—Royal Enfield 1930 350 c.c., s.v., good; £2/10 deposit.
 - £12/10.—B.S.A. 1928 493 c.c., o.h.v., good; £2/10 deposit.
 - £12/10.—Rudge 1930 250 c.c. o.h.v. 2-port, electric; £2/10 deposit.
 - £12.—New Imperial 1929 500 c.c. o.h.v. 2-port, dyno, good; £2/10 deposit.
 - £10/10.—Coventry Eagle 1932 148 c.c., dyno, good; £2/10 deposit.
 - £10.—James 1930 350 c.c., s.v., dyno, good; £2/10 deposit.
- BARGAINS to Callers; 20/- deposit, 2/6 weekly.
- £8/10.—Excelsior 1931 196 c.c., electric. £9/10.—P. and M. 1930 250 c.c., electric, good.
 - £7/10.—Ariel 1928 500 c.c., s.v., dyno.—See below.
 - £6/10.—Francis-Barnett 1929 172 c.c. super sports, electric.
 - £6/10.—A.J.S. 1927 350 c.c., s.v., good.—See below.
- PRIDE and CLARKE, Ltd., 158, Stockwell Rd., Brixton, S.W.9. Phone: 6414 Brixton (7 lines). Grams: PriClarke, London (5 minutes from Stockwell Tube Station). [2482]
- DAW.—1933 500 o.h.v. O.K.-Supreme-Jap, cost £60, practically new; £40.
 - DAW.—1933 250 o.h.v. O.K.-Supreme-Jap, listed £44, brand new; £35.
 - DAW.—1934 150 o.h.v. B.S.A., run 200 miles, indistinguishable from new; £25.
 - DAW.—1933 350 o.h.v. B.S.A. Blue Star, mileage 2,700, hardly soiled; £42.
 - DAW.—1933 172 S.O.S., Villiers water-cooled, upswept pipes; £25.—114, Brixton Hill. [2121]

MOTOR CYCLES FOR SALE.
Miscellaneous.

W. E. HUMPHREYS, Ltd.,
SPECIALISTS in High Class Selected Used Machines, offer this week the following bargains from stock:—

HUMPHREYS.—1934 B.S.A. 3.5h.p. o.h.v. 2-port. Magdyno, pillion, etc., absolutely unmarked; £43.

HUMPHREYS.—1933 Sunbeam model 9 600 c.c. o.h.v. 2-port, Magdyno, rear chain case, pillion and full equipment, taxed, positively in usual Sunbeam condition throughout; £59/10.

HUMPHREYS.—1933 Norton 350 c.c. o.h.v., 4 speeds, Magdyno, scarcely used, indistinguishable from brand new; £45.

HUMPHREYS.—1933 B.S.A. 250 c.c. "Blue Star." Magdyno, foot change, taxed December, first registered 1934, unmarked; £39/10.

HUMPHREYS.—1933 Levis 350 c.c. o.h.v., dynamo, foot change, competition pipes, super condition; £41.

HUMPHREYS.—1933 Matchless combination, 990 c.c. twin, Magdyno, panel, speedometer, fitted with 2-seater sidecar, magnificent outfit, condition as new; £62/10.

HUMPHREYS.—1933 Excelsior, 250 c.c. Villiers, dynamo, taxed, almost new; £25.

HUMPHREYS.—1933 B.S.A. combination, 5.95h.p. o.h.v., 2-port, Magdyno, 4 speeds, Watsonian sports sidecar, absolutely as new throughout; £55.

HUMPHREYS.—1933 B.S.A. 250 c.c., dynamo, pillion, chromium tank, taxed, unscratched condition; £26.

HUMPHREYS.—1932 Ariel combination, 550 c.c. s.v. sloping engine, 4 speeds, Magdyno, Watsonian touring sidecar, splendid condition; £40.

HUMPHREYS.—1932 Velocette G.T.P., dynamo lighting, taxed December, mileage negligible; £23/10.

HUMPHREYS.—1932 Enfield 350 c.c., o.h.v., dynamo, 30/- tax, magnificent condition, taxed December; £29/10.

HUMPHREYS.—1932 Velocette 350 c.c. K.S.S., dynamo, electric horn, very carefully used; £37/10.

HUMPHREYS.—1932 B.S.A. 4.99h.p. o.h.v. "Blue Star," dynamo, speedometer, etc, beautiful condition; £38/10.

HUMPHREYS.—1932 New Imperial combination, 500 c.c., o.h.v., spring frame, dynamo, panel, Swallow launch sidecar, smart, fast and comfortable outfit; £39/10.

HUMPHREYS.—1932 Enfield 350 c.c. o.h.v. 2-port, competition pipes, Magdyno, fast, unscratched; £31.

HUMPHREYS.—1931 B.S.A. 350 c.c. o.h.v. 2-port, panel, dynamo, one owner, super condition throughout; £26/10.

HUMPHREYS.—1931 Douglas 600 c.c., s.v., dynamo, detachable heads, ideal solo or sidecar machine; £20.

HUMPHREYS.—1931 Sunbeam Model 9 500 c.c. o.h.v. 2-port, Magdyno, small mileage, magnificent condition; £44.

HUMPHREYS.—1930 B.S.A. 250 c.c. o.h.v. 2-port, Magdyno, good condition; £18.

HUMPHREYS.—1930 Norton 490 c.c. Model 18, speedometer, Magdyno, very exceptional condition throughout; £27/10.

HUMPHREYS.—1930 James 500 c.c. twin, s.v., Magdyno, speedometer, small mileage, excellent condition; £22/10.

HUMPHREYS, Ltd., have a large selection of other high class used machines in stock; prizes from £5 to £60; our machines must be seen for the value to be fully appreciated; exchanges; easy terms.

W. E. HUMPHREYS, Ltd., 118-122 Hampstead Rd., London, N.W.1 (continuation of Tottenham Court Rd.). Phone: Museum 9515. Hours 9 a.m. to 8.30 p.m., Sundays 10.30 a.m. to 1 p.m. [2462]

53 Guineas.—Late 1933 350 camshaft Norton, dynamo, speedo, as new throughout.

35 Guineas.—1933 Raleigh 500 c.c. and 1933 sidecar, practically unused, dynamo, speedo.

12 Guineas.—1931 250 Dunelt, dynamo, speedo, pump carburettor, perfect.

8 Guineas.—1928 350 o.h.v. New Imperial, electrics, just overhauled, rebored.

9 Guineas.—5.98 Scott, dynamo, foot boards, legshields, super engine, unused since completely overhauled, spare engine.

14 Guineas.—B.S.A. big twin and full 2-seater sidecar, fitted late type enclosed valve 10h.p. engine, super mechanical condition, dynamo.

31 Guineas.—Enfield 2½ 2-port 2-stroke; many other machines from £5-£85; Arrow's motor cycle specialists for over 30 years.—High St., Footscray, Sidecar. Phone: 317. [2069]



COME AND ASK US TO MAKE YOU AN OFFER FOR YOUR OLD MACHINE against a New ARIEL B.S.A. ENFIELD FRANCIS - BARNETT LEVIS MOTOR CYCLE MORGAN, B.S.A. J.M.B. & RALEIGH 3-WHEELER.

If you cannot call—

USE THIS

I am interested in ARIEL, B.S.A., ENFIELD, FRANCIS-BARNETT, LEVIS Motor Cycles, MORGAN, B.S.A., J.M.B., RALEIGH 3-Wheelers. (Cross out which do not apply.)

What is your allowance for:—

Make..... Year.....
Electric or Acetylene Lighting. O.H.V. or S.V.

Name.....

Address.....

BLOCK Letters, please.

MARSDENS
ST. MICHAEL'S LANE, HEADINGLEY, LEEDS

MOTOR CYCLES FOR SALE.
Miscellaneous.

HALL OF BALHAM Offers:—

*45 Guineas.—1932 Matchless 4-cyl. combination, dynamo lighting, launch saloon sidecar, excellent tyres, superb condition, taxed.

39 Guineas.—Late 1931 Matchless twin 990 c.c. combination specially tuned engine, chromium wheels and head lamp, special Whitley sidecar, with hood, dynamo, taxed.

*46 Guineas.—1932 Matchless twin 990 c.c. combination, launch sidecar with hood, dynamo lighting, taxed.

*20 Guineas.—1930 Matchless Silver Arrow twin, dynamo lighting exceptional condition, taxed; any trial.

*28 Guineas.—1929 Rudge sports combination, dynamo, Vauxhall sidecar, taxed year, very fast.

*45 Guineas.—1932 Norton sports combination, one owner, spotless, dynamo, practically new tyres, Norton sidecar; any trial.

*41 Guineas.—1931 Enfield 976 c.c. twin sports combination, dynamo, superb condition; 2-seater sidecar could be fitted at 46 guineas.

*20 Guineas.—1928 Special sports Rudge combination, unusually fast, dynamo, taxed.

*14 Guineas.—1928 Triumph 2-seater combination, 557 c.c., s.v., dynamo lighting, taxed.

26 Guineas.—1930 New Imperial combination, new sports sidecar body, dynamo lighting, taxed

*24 Guineas.—1931 Ariel 350, o.h.v., dynamo lighting, speedometer in tank, taxed year; any trial

8 Guineas.—1928 Coventry Eagle 350, s.v., dynamo lighting, very good condition; snip.

8 Guineas.—1927 B.S.A. 350 s.v. De Luxe, dynamo lighting, new tyres, recently overhauled, taxed; a bargain.

10 Guineas.—1927 500 o.h.v. T.T. Triumph, dynamo lighting, terrifically fast, taxed; any trial.

21 Guineas.—1930 350 o.h.v. Coventry Eagle, dynamo lighting, new tyres, very smart and fast machine.

ABOVE are a Small Selection from Hall of Balham; huge stock of second-hand machines at our two depots: 48, High Rd., Balham (Batt. 5517), and 226, Whitehorse Rd., Croydon. Machines with * at Croydon. [2459]

V. CARLESS Offers the Following for Callers Only:

4½ Guineas.—1927 350 c.c. o.h.v. sports B.S.A., mechanical oiling, damper, knee grips, equipped, very clean; several B.S.A.s.

6 Guineas.—1930½ 174 c.c. Triumph, model X, electric lighting, chromium, one owner, well equipped, very attractive, taxed.

7 Guineas.—Exceptionally well kept 1926-27 498 c.c. o.h.v. super sports A.J.S., mechanical oiling, electric lighting, damper, knee grips, good tyres, two owners only, taxed, insured.

7 Guineas.—About 1925 980 c.c. Coventry Eagle Flying Eight, 4-cam super sports J.A.P. engine, mechanical oiling, saddle tank, knee grips, damper, dynamo lighting, internal brakes, exceptionally attractive, taxed.

8½ Guineas.—1930 350 c.c. sports O.K.-Supreme-Jap, Miller electric lighting, very clean, taxed 8/3; several O.K.s.

9 Guineas.—1928½ 500 c.c. o.h.v. Rudge sports, 4-valve, 4 speeds, saddle tank, dynamo lighting, damper, smart; 4 Ridges.

10 Guineas.—1930 250 c.c. sports Rudge-Jap, saddle tank, 4 speeds, coupled brakes, damper, twist grip, good tyres, taxed, very clean.

12½ Guineas.—1928-29 500 c.c. o.h.v. super sports Raleigh, saddle tank, separate oiling, speedometer, Magdyno lighting, electric horn, damper, pillion, and semi sports Noxal fabric sidecar, exceptionally well kept and attractive outfit, taxed; many others.

V. CARLESS, 108, Woodstock Rd., Bedford Park, Chiswick, Turnham Green Station. Open 9 to 8.30, Saturday 6 p.m., Sunday 11 to 1. [2274]

COLGANS.—22 guineas; O.K.-Supreme, 1932 300 c.c. s.v. electric, taxed, guaranteed.

COLGANS.—26 guineas; Matchless, 1933 4.98h.p. s.v., electric, taxed, guaranteed.

COLGANS.—24 guineas; Panther, 1933 2.50h.p. o.h.v., electric, taxed, guaranteed.

COLGANS.—20 guineas; Sunbeam combination 1928, 4.92h.p., long stroke, dynamo, touring sidecar, taxed, guaranteed.

COLGANS.—19 guineas; B.S.A. combination, 1928, 4.9h.p. s.v., dynamo, fully equipped, touring sidecar, taxed, guaranteed.

COLGANS Have a Large Selection of Used Solos and Combinations for Disposal.—15, New Park Rd., Brixton Hill, S.W.2. [1790]

MOTOR CYCLES FOR SALE.
Miscellaneous.

MILLARS.—Over 250 machines in stock, new and second-hand from £5-£95.

MILLARS.—£18/10, deposit £4/15/6; 1929 A.J.S. with 1932 sports sidecar, 3.49h.p., dynamo eight other A.J.S.s.

MILLARS.—£32/10, deposit £8/7/6; 1931 Ariel Square four, dynamo, panel, seven other Ariels.

MILLARS.—£25/10, deposit £6/15/6; 1930 B.S.A. combination, 5.57h.p. inclined, dynamo, eleven other B.S.A.s.

MILLARS.—£36/10, deposit £9/2/6; 1932 Cotton Blackburne 4.98h.p. 2-port, dynamo; three other Cottons.

MILLARS.—£12/10, deposit £3/2/6; 1932 Coventry Eagle 1.47h.p. 2-port, dynamo, 15/- tax; five other Eagles.

MILLARS.—£16/10, deposit £4/2/6; 1931 Douglas 3.48h.p. de luxe, 3.25 tyres, sump dynamo; four other Douglases.

MILLARS.—£21/10, deposit £5/12/6; 1931 Enfield 3.48h.p. 2-port, oil bath, dynamo; nine other Enfields.

MILLARS.—£19/10, deposit £4/17/6; 1932 Francis-Barnett Condor 1.96h.p.; seven other Barnetts.

MILLARS.—£26/10, deposit £6/15/6; 1931 Levis 3.48h.p. 2-port A.2, foot change, dynamo.

MILLARS.—£33/10, deposit £8/15/6; 1933 Matchless 3.48h.p. o.h.v., dynamo, 30/- tax; eight other Matchlesses.

MILLARS.—£16/10, deposit £4/2/6; 1931 Montgomery 3.48h.p. 2-port, high level pipes, taxed.

MILLARS.—£25/10, deposit £6/7/6; 1931 New Imperial 4.98h.p. 2-port, dynamo; seven other Imperials.

MILLARS.—£39/10, deposit £9/17/6; 1932 Norton 4.90h.p. o.h.v., dynamo; eight other Nortons.

MILLARS.—£9/15, deposit £2/12/6; 1929 O.K. Supreme 3.48h.p. 2-port J.A.P., fast machine.

MILLARS.—See P. and M. column for particulars of attractive range of models.

MILLARS.—£37/10, deposit £9/7/6; 1931 Rudge T.T. replica 4.99h.p., dynamo; nine other Rudges.

MILLARS.—£44/10, deposit £13/7/6; 1931 Sunbeam model 9 4.93h.p. 2-port, 90 head, dynamo; three other Sunbeams.

MILLARS.—£28/10, deposit £7/2/6; 1933 Velocette G.T.P. 2.49h.p., dynamo, specially supplied with magneto ignition; six other Velocettes.

MILLARS.—Indian Scout believed 1927, £4/15; 1927 P. Triumph; £3/10; 1926 B.S.A. 2.49h.p.; £2/15.

MILLARS.—Stockist agents for Norton, B.S.A., Matchless, James, Sunbeam, S.O.S., Ariel, O.K., Coventry Eagle, Triumph.

MILLARS. 365, London Rd., Mitcham. Phone: 0329. Half day Wednesday, Sundays 11-1. [2275]

GOLDIE KING, of Fulham.—Come here if you want a good cheap motor cycle.

GOLDIE KING Offers the Following for Callers only; £1 secures any machine.

GOLDIE KING'S Gift for This Week.—S.D. Triumph combination, Magdyno, new tyres, perfect runner, £2/15; and one 2.50 B.S.A., 1928, £1.

2 1/2 Guineas.—2 3/4 B.S.A.; Royal Enfield o.h.v. 2 1/4, 1928, 3 1/2 guineas; bargain.

4 1/2 Guineas.—1929 Douglas, 8/3 tax; 16H Norton, 5 1/2 guineas; beautiful runners.

6 1/2 Guineas.—1928 Panther 500 c.c., competition tyres; Zenith twin, Magdyno, £7/10.

5 1/2 Guineas.—1927 Ariel, clean; Raleigh o.h.v., 1929, 7 1/2 guineas; another, £6/10.

4 1/2 Guineas.—Excelsior, 15/- tax; B.S.A. 2-stroke, 8/3, 1930, £5/10; 1930 Royal Ruby, £9/10; 2-stroke 2.50 1927 Francis-Barnett, 5 1/2 guineas; six other 2-strokes.

5 1/2 Guineas.—2.50 Royal Enfield, taxed; 7 1/2 guineas, New Imperial 2.50 o.h.v.

9 1/2 Guineas.—Saddle tank Norton; Coventry Eagle Flying 500 2-port o.h.v., £8/15.

12 1/2 Guineas.—1929 Ariel Colt, 8/3 tax, 2.50, cheap, all on, 2-port.

16 1/2 Guineas.—1930 2.50 Rudge, J.A.P., all on, wants seeing, 2-port, taxed, insured ten months.

11 1/2 Guineas.—1929 Rudge 4.90, all on; 1929 Ariel, taxed, 9 1/2 guineas.

£32/10.—B.S.A. Sloper combination, registered 1932, Dorway chassis, Swallow Pendine body, nothing smarter on the road; one solo, £14/10.

GOLDIE KING, 242, Munster Rd., Fulham. Open until midnight, including Sundays.

GOLDIE KING Will Let you Pay What You Like Each Week, until you reach your deposit, on any bike you see here; 2/6 per week accepted; can you beat this anywhere. [2063]

MAUDE'S
48 PRAED ST. PADDINGTON W2
tele. PADD. 4484
117 CLAPHAM ROAD SW 9
tele. RELIANCE 3269

NO EASY TERMS AT FANCY PRICES !!



30/- GENTS' LEATHER COATS
STUPENDOUS STOCKS

To clear at special reduction, Black or Tan, vertical pockets, tall storm collar, fleece lined. Usually 75/-. Real quality full chrome leather **42/6**; fur lined **50/-**

REAL HORSEHIDE

Black leather coats, with heavy Ulster lining - **55/-**

Waterproof Dutch chrome black leather (unobtainable elsewhere).

A natural dressed skin, teddy lined, **67/6**. Lined in Australian Mink fur (as illustrated), **10/- extra**. Post 1/-.



R.A.F. BUCKLEFAST LEATHER COATS. **47/6**
Good heavy quality, with storm collar, wind cuffs, leg straps, etc. Really well made, and warmly fleece or teddy lined.

In oil-dressed Dutch chrome leather, **67/6**. Real horsehide, **72/6**. Oilskin interlining **10/- extra**



18/6 STORM-COATS.

—4 in 1.—
Double texture gabardine, with extra woolly fleece lining, fitted large map pockets, leg straps, double shouldered, etc., and interlined oilskin **18/6**. SUPER quality genuine "STORM-GARD" make with leather bound cuffs (soiled) **25/-**. "STORMGARD" famous 202, 204 and 206 (shop soiled) **35/-**. ALL MODELS IN STOCK WITH TUMMIPADS AND SCARVES.

CATALOGUES HIKING & CAMPING NOW READY.
OPEN SUNDAY MORNINGS.



SPORTS JACKETS
6/6

BLACK OR TAN.
In nice warm plushette and fitted Zip fastener, elastic waist band, etc., **6/6**. Heavy quality

waterproof suedette, **8/9**. With woollen knitted band, collar and cuffs; full Zip, **12/9**, post 9d. **GOLFERS** in real chrome leather; black or tan, sports pockets, full Zip fastener, warmly lined and hard wearing, **18/9**. **REAL PERSIAN SUEDE** golfers, full Zip, etc. **21/-**. All Models in Lady's or Gent's. Tremendous Stocks to Clear.

FIELD OR SKI-BOOTS



13/9 Black or tan, heavy double clumped soles. Post 1/-.
With 3-strap calf (as shown) in grained willow calf, reinforced toe-cap. Usually **30/-**. Our price, **18/9**. **SUPER QUALITY** Zip fastener gusset tongue, waterproof **25/-**

COMPETITION COATS.

(Largest selection in London.) Good quality Black Wigam proof cloth. **11/9**

R.A.F. bucklefast style, storm collar, leg straps, wind cuffs, flap pocket and safety belt. In real Beverteen and fitted tummy protector, **17/9**. (Usually **25/6**). Both fitted damp-proof cloth collars. Warm fleece lining, **3/- extra**. Post 9d.

T.T. LEATHER BREECHES.

In Black only. **18/-**
Well proportioned and comfortably lined. Guaranteed real chrome leather (usually **42/-**). **DITTO**, in horsehide leather and reinforced seat, etc. **30/-** per pair. **Khaki Bedford Cord Breeches** well tailored and smart **6/6**. In strong Blue Melton cloth, reinforced seat **12/11**

ALL GOODS SENT ON APPROVAL AGAINST CASH OR C.O.D.

MOTOR CYCLES FOR SALE.
Miscellaneous

BRACKPOOLS, 228, Stanstead Rd., Forest Hill, S.E.23, for the bargains below:—

1932 300 c.c. Cotton-Jap, dynamo lighting, speedometer, horn; £20, or £5 deposit, balance £1/7/6 monthly.

1928 350 c.c. o.h.v. A.J.S., very fast; £10, or £2/10 deposit, balance 15/- monthly

NEW IMPERIAL Unit Minor 148 c.c., first registered 1933, excellent condition; £16, or £4 deposit, balance £1/2/6 monthly; choice of 2.

1931 196 c.c. Super Sports James, excellent condition, £12, or £3 deposit, balance 17/6 monthly; another at £9.

1930 2 1/4 h.p. Raleigh, dynamo lighting, excellent condition; £15, or £4 deposit, balance £1/0/10 monthly.

MATCHLESS 1930 250 c.c., Magdyno lighting, electric horn, pillion seat, rests, excellent condition; £14, or £3/10 deposit, balance £1 monthly.

MORGAN 3-wheeler, 1930, 8h.p. J.A.P. engine, Family model, taxed, insured, dynamo lighting, self starter, electric horn, hood, side screens; 38 guineas, or £12 deposit, balance £2/10/10 monthly.

ALL the above from Brackpools, 228, Stanstead Rd., Forest Hill; also many new and shop soiled bargains on the easiest of easy terms. [2376]

G. W. WILKIN, Kingston's motor cycle specialist for low price, high quality motor cycles.

1932 600 Model 9 Sunbeam, dynamo, speedometer, clock and swallow launch sidecar, interchangeable wheels; £65.

1933 8h.p. Enfield, dynamo, speedometer and swallow launch sidecar, 8,000 miles, taxed December; £65.

4-CYL. F.N. Combination, taxed; £3/10.—See below.

1930 Model 18 Norton, dynamo, chromium tank, excellent condition; £30.

1933 500 o.h.v. Triumph, chromium tank, one owner, as new; £37/10.

1934 147 o.h.v. Triumph, dynamo, hardly soiled, taxed December; £22/10.

1932, taxed 1933, A2 Levis, dynamo, excellent condition; £32/10.

1933 500 Enfield Bullet, 4 speeds, foot change, one owner; £42/10.

1932-33 500 Ivory Calthorpe, excellent condition both mechanically and appearance; £32/10.

G. W. WILKIN Re-conditions Every Second-hand Machine Before Offering for Sale; any motor cycle supplied under deferred terms spread over 12 or 18 months.—26, London Rd., Kingston. Phone: 0722. [1511]

ROWLAND SMITH'S Special List of Special Bargains; yours for the asking; write, phone or call now.

TURN to Our Small Advertisements under "Classified." Week-days, Saturdays, 9-9. Sundays 9-1. —High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [7972]

COOK'S!!—Your machine for the summer holidays is here; satisfaction and service, irrespective of price.

COOK'S!!—Country and foreign customers, we despatch machines anywhere and everywhere.

COOK'S!!—5 guineas; 350 c.c. E.W. Douglas equipped good tyres, taxed, any trial.

COOK'S!!—7 guineas; registered 1929 250 c.c. B.S.A., equipped, new tyres, taxed, smart

COOK'S!!—12 guineas; 1931 250 c.c. o.h.v. 2-port A.K.D., saddle tank, dynamo lighting, good tyres, taxed.

COOK'S!!—15 guineas; registered 1930, 500 c.c. Matchless, saddle tank, Magdyno, one careful owner; sidecar to suit, £5.

COOK'S!!—17 guineas; 1927 680 c.c. twin Zenith combination, saddle tank, Magdyno, attractive sidecar, smart outfit.

COOK'S!!—23 guineas; 500 c.c. overhead camshaft Norton, huge saddle tank, dynamo lighting, foot change, taxed; sidecar to suit, £5.

COOK'S!!—See our adverts. under Valves, Clothing, Tanks, Excelsior, Villiers Spares, and Motor Cycles Wanted.

COOK'S!!—Everything for the motor cyclist at Cook's Corner, 275-77, Balham High Rd., S.W.17 (one minute from Trinity Rd. Underground, Morden Line). Phone: Streatham 8818. Open daily 9 a.m.-9 p.m., Sundays 10.30 a.m.-2 p.m. Motor cycles urgently wanted for cash. [2271]

1932 Ariel Square Four 600 c.c. Combination, excellent condition, taxed; £47; exchanges and deferred terms.

350 c.c. o.h.v. Raleigh, all electric, fully equipped, taxed; £15.—Palmer's, 81, Stanley Rd., Teddington. Molesey 1646. [2280]

MOTOR CYCLES FOR SALE.
Miscellaneous.

WANDSWORTH MOTOR EXCHANGE (Established 1898). Great motor cycle sale. Must be sold.

WANDSWORTH.—All these motor cycles have been part exchanged; once sold cannot repeat.

WANDSWORTH.—20/- secures any motor cycle or combination; don't delay, send to-day.

WANDSWORTH.—P. and M. 3½h.p., with sidecar, £4/4; Douglas 2¾h.p., complete, £3/3; weekly payments.

WANDSWORTH.—B.S.A. 2¾h.p., £6/6; Wooller o.h. camshaft, sump lubrication, £7/7; weekly payments.

WANDSWORTH Red Martin, with 2-seater sidecar, big twin, dynamo, £12/12; weekly payments.

WANDSWORTH.—Calthorpe 2½h.p. o.h.v., £8/8; O.E.C. Blackburne 2¾h.p., complete, £8/8; weekly payments.

WANDSWORTH.—Scott 3½h.p. twin, water-cooled, Lucas Magdyno, very fast, £10/10; weekly payments.

WANDSWORTH.—A.J.S. 2¾h.p., incomplete, £3/3; James 5-6h.p. twin combination, £10/10; weekly payments.

WANDSWORTH.—Triumph 3½h.p., with sidecar, £7/7; another, solo, £5/15; don't miss these.

WANDSWORTH.—Save disappointment; please state second choice; exchange cycles; open Sunday mornings.

WANDSWORTH MOTOR EXCHANGE, Ebner St., York Rd., Wandsworth (Town Station). Phone: Battersea 4686. [2206]

SCOTT.—27 guineas; 1931 Rudge Special, Magdyno, speedometer, excellent condition; also 1929, 17 guineas.

SCOTT.—20 guineas; 1932 Matchless 350, 8/3 tax, Magdyno, fine condition.

SCOTT.—15 guineas; 1930 Calthorpe 350, 2-port, dynamo, taxed, excellent condition.

SCOTT.—21 guineas; B.S.A. 1930 4.93, o.h.v. Sloper, competition pipes, very good condition.

SCOTT.—18 guineas; Velocette 1931 250, dynamo, taxed, fine condition.

SCOTT.—12 guineas; Ariel Colt, 1929 250, o.h.v., excellent condition; another, 1930, 16 guineas.

SCOTT.—7 guineas; 1932 Excelsior-Villiers, 8/3 tax (paid to December), excellent condition.

SCOTT.—9 guineas; 1930 Enfield 250 2-port sports, Magdyno, taxed, good condition.

SCOTT.—4 guineas; Ricardo-Triumph 500, 2-port, 4-valve, Magdyno, excellent condition.

COMBINATIONS.—B.S.A. 4.93 o.h.v. Sloper sports combination, Magdyno, taxed, excellent condition.

SCOTT.—18 guineas; Coventry-Eagle Flying 8 combination, dynamo, taxed, speedometer, fine condition.

SCOTT.—26 guineas; 1931 Douglas 600 sports combination, dynamo, genuine Douglas chassis, taxed, perfect condition; another, 27 guineas.

SCOTT.—26 guineas; 1931½ New Hudson 5.50 s.v. touring combination, Magdyno, instrument panel, taxed, just overhauled, fine condition.

SCOTT.—8 guineas; 1927 B.S.A., with B.S.A. sidecar, taxed, excellent condition throughout.

SCOTT.—Terms without insurance.—62, Balham Hill, S.W.12. Phone: Battersea 5872. [2128]

PHILLIPS and POWIS for Second-hand Motor Cycles; easy terms, exchanges; list free on application.—Below.

23 Pounds.—1933 New Imperial 250 c.c., o.h.v., dynamo, chromium tank, electric horn, one owner, original tyres good, smart, taxed.

24 Pounds.—1932 Rudge 250 c.c., o.h.v., Maglita, speedometer, electric horn, 4 speeds, very clean, taxed.

10 Pounds.—1931 Francis-Barnett, 172 c.c. Villiers, electric, twist grip, pillion and rests, sound tyres, clean.

PHILLIPS and POWIS, 10-24, South St., Reading. [2180]

MOTORMYLES.—1930 Francis-Barnett 250 c.c., electric lighting, saddle tank; £10/10; deposit £2/10, monthly payments.

1930 196 c.c. Excelsior, electric lighting; £11; deposit £2/15, monthly payments.

1928 Francis-Barnett 172 c.c., electric lighting, £6/10; 1931 Francis-Barnett 147 c.c., electric lighting, £13/10; deposit £4/10, monthly payments.

1923 Sunbeam 350 c.c., £4/10; 1926 Triumph "P." £4/5; send for bargain list.—156, Great Portland St., W.1. Museum 6756. [2502]

CASSLAND MOTORS
CYLINDER REGRINDING



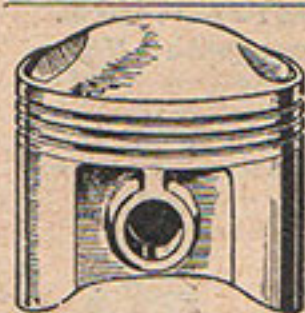
By HEALD PRECISION MACHINES.

MODERN MACHINERY LOWER COST
Your cylinder reground and lapped to a remarkable mirror finish acknowledged to be the best, complete with Hepolite piston, rings and gudgeon pin, which are to Air Board Specification.

PER CYLINDER BORE 18-150 c.c. to 600 c.c.
WELD AND GRIND

Do not scrap that deeply scored or broken cylinder. For 30/- we can weld and grind to a small oversize, supply new Hepolite piston complete with rings and gudgeon pin.

HEADS POLISHED, VALVE SEATS RECUT 1/6 each



HEPOLITE Y ALLOY PISTONS.

Die cast to Air Board Specification. England's largest stockists. Every type in stock for A.K.D., A.J.S., Ariel, Blackburne, B.S.A., Calthorpe, Enfield, Humber, J.A.P., James, Matchless, New Hudson, New Imperial, Norton, P. & M., Raleigh, Rudge, Sunbeam, Triumph, Velocette. All models, h.p.s. and years.

150 c.c. to 250 c.c., per piston, O.H.V. or S.V. 7/3

250 c.c. to 350 c.c., per piston, O.H.V. or S.V. 8/3

350 c.c. to 600 c.c., per piston, O.H.V. or S.V. 9/3

Oversize 1/- extra. O.H.V. H. Comp. 1/- extra.

VILLIERS, all types, per piston 8/3

DUNELT, 2-stroke, per piston 15/-

DOUGLAS E.W., per piston 5/-

PISTON RINGS: Hepolite 9d., Brico 1/6 each.

WELLWORTHY. We are official stockists. Any and every size in stock, 1/6 each. Wellworthy Simplex ring, 5/- each.

GUDGEON PINS, with or without pads, 1/6. Bronze, small end bushes, 1/6 each.

VALVES AND GUIDES.

(Best Quality Only.)

England's largest Stockists.

To suit nearly every make

of motor cycle on the road.

A.J.S., Ariel, B.S.A., Cal-

thorpe, Douglas, Enfield,

J.A.P., James, Matchless,

New Hudson, New Imperial,

Norton, P. & M., Raleigh,

Rudge, Sunbeam, Triumph,

Velocette. All years and

models.

Double heat treated S.V. . . 2/-

O.H.V., 2/6 each

Silchromsteel, S.V.

and O.H.V. 3/3 each

K.E.905 steel,

O.H.V. only 4/- each

Guides 1/6, Hairpin 2/6, Bronze for

Levis and Norton 2/6 each.

Collets 6d. pair. Valve Stem caps 6d.

V7 Racing steel

Valves for Norton 7/6 each. Chrome

Valves for Ariel 4-cylinder: 2/9

each. Post 3d. Every Valve Guaranteed.

TERRY AERO VALVE SPRINGS, S.V., O.H.V., all models, 61

each, 2/- set of four. Postage 3d.

MAINSHAFT RACES.

For Ariel, B.S.A., Calthorpe, Levis, Norton,

P. & M., Raleigh, Rudge, Sunbeam, Triumph.

Single row: Dunelt, Rudge, 6/6; B.S.A. 250,

350 Raleigh, 7/6; Ariel 493, B.S.A. with

slots, 8/6. Double: Rudge, Norton, 8/6. Roller:

9/6; B.S.A. slotted, Raleigh, P. & M., 12/6.

Postage on all goods extra.



NEW CONN. RODS. With S.E.

Bush. For Ariel 250, 16/-;

500, 20/-; B.S.A. 249, 12/-;

350, 12/6; 500, 14/6; Norton,

O.H.V., 16/6. Raleigh 250, 8/-;

350, 10/6; 500, 13/6.

Rudge, 12/6. Villiers, 10/6.

BIG END ASSEMBLIES, as illustrated

for Norton, 18/6. Ariel 250, 350, 500

557, 18/6; 4-cylinder, 10/-; A.J.S.

all models, all years, 12/6. B.S.A.

493, 557, 12/6. Calthorpe, 12/6. Levis

18/6. New Imperial, 15/-; P. & M.

18/6. Velocette, 13/6.

CRANK PINS for Ariel, Levis, Norton, P. & M.,

Velocette, 9/3 each. New Imp., 8/6. Enfield twin, 8/6.

A.J.S., 7/6. Rudge 7/6.

B.S.A., 5/6. Calthorpe, 5/6. Enfield, 250,

350, 5/-; 500, 6/-; Villiers, 3/6.

BIG END LINERS for con. rods, 5/6. For

A.J.S., 2/3 each. Rollers 1/6 dozen. Post 6d.



LAYSHAFTS FOR BURMAN. With

bushes, 18, 20, 21, 23 teeth, 17/-.

Post 6d.



Now is the time to fit a new big end

We will undertake to fit a new big

end assembly, line and true up flywheels

to your A.J.S., Ariel, B.S.A., Calthorpe,

J.A.P., Levis, Matchless, New Imperial,

Norton, P. & M., Raleigh, Rudge,

Velocette, for the sum of 25/-.

Twins extra. Carriage extra.

ENGINES OVERHAULED. Your

cylinder reground, new piston complete

fitted, new big end assembly.

SINGLES . . . £3 TWINS . . . £5

All goods C.O.D. List FREE.

249, MARE ST., HACKNEY, LONDON, E.8
Official Stockists, **AMAL, STURMEY, WELLWORTHY**
Phone: Amhurst 2468.
EARLY CLOSING THURSDAY 1 p.m.

MOTOR CYCLES FOR SALE.
Miscellaneous

H ALLEN.—Every machine absolutely ready for Whit-sun; no waiting; machine railed same day as money received.

H ALLEN.—1933 250 Blue Star B.S.A., dynamo, taxed year, lovely order; £34.

H ALLEN.—1929 500 B.S.A., side valve, dynamo, new tyres, just overhauled; £15.

H ALLEN.—1929 500 Ariel o.h.v. S.P. acetylene, marvellous condition, sports sidecar; £16.

H ALLEN.—1929 Francis-Barnett, dynamo, taxed, good runner; £7.

H ALLEN.—1930 Norton 16H H9, side valve dynamo, really good one; £19.

H ALLEN, 1, Chapel St., Old Chesterton, Cambridge. Phone: 3395. [1335]

G.P.—Service and satisfaction; 26 guineas; 1930-31 Rudge Special 500 c.c., dyno, super condition, taxed; £7 deposit.

G.P.—18 guineas; 1929 Rudge 500 c.c., dyno, plated tank, taxed, sidecar to suit, £6.

G.P.—15 guineas; 1928-29 Rudge Special 500 c.c., dyno; £4 deposit.

G.P.—14 guineas; 1931 Francis-Barnett 196 c.c. Super; another, 1930 196 c.c. Super, 12 guineas; £3/5 deposit.

G.P.—27 guineas; 1930-31 B.S.A. 493 c.c. Sloper, condition super, taxed and insured.

G.P.—16 guineas; 1930 Calthorpe 350 c.c. o.h.v., dyno, S.T., sound engine, taxed; £4/5 deposit.

G.P.—19 guineas; 1931 Dunelt 250 c.c. o.h.v. S.T., dynamo, cradle frame, super fast, taxed 8/3.

G.P.—17 guineas; 1930 B.S.A. 250 c.c. o.h.v., dynamo, S.T., taxed 8/3.

G.P.—Combinations; 24 guineas; 1929-30 Rudge 500 c.c. Special, dynamo, new launch sidecar, taxed; £6/10 deposit.

35 Guineas.—1931-32 Ariel 550 c.c. s.v., Sloper, super launch sidecar, taxed.

28 Guineas.—1930½ Ariel 550 s.v. De Luxe, chromium finish super sidecar.

29 Guineas.—1930 (late) B.S.A. 493 c.c. Sloper, Watsonian sidecar, new condition.

18 Guineas.—1929 Chater Lea 550 c.c. s.v., S.T., dynamo, launch sidecar, taxed.

G.P.—Clearance bargains; Norton 16H, £4/10; Raleigh 500 c.c. s.v., 1929, £6/10; A.J.S. 1927-28 500 c.c. o.h.v., very clean, taxed, £7/10; Calthorpe 350 c.c. o.h.v., taxed 8/3, £5; 1927 350 c.c. Douglas, £3/10; 1928 New Imperial 350 c.c. o.h.v., S.T., £4/10; £1 secures.—14, Queen's Rd., Battersea. Macaulay 2910. [2502]

CLAUDE RYE.—£24; 1931 350 o.h.v. A.2 Levis, dynamo, chromium, upswepts, Bosch horn, positive foot change taxed, perfect.

CLAUDE RYE.—£16/10; 1930 500 o.h.v. Coventry Eagle, Magdyno, horn, taxed, perfect appearance.

CLAUDE RYE.—£9/10; 1931 196 Excelsior-Villiers, electric, taxed, 3 speeds, superb runner.

CLAUDE RYE.—£5/10; 1929 250 model K Dunelt, taxed, separate oiling, perfect order.

CLAUDE RYE.—£15/10; 1933 148 Coventry Eagle-Villiers, dynamo, taxed December 31st, insured, one owner, perfect.

CLAUDE RYE.—£7/10; 1930 D.T. Douglas, mechanical oiling, perfect condition, ideal for grass or conversion, terrifically fast, snip.

CLAUDE RYE.—£27; 1931 2-port D.T. Rudge-Jap, clutch, many extras; over 14 other D.T. machines in stock from £14; all D.T. spares, dopes in stock.—65a, Millbank (corner Vauxhall Bridge), S.W.1. Phone: Vic. 0261. [2207]

CULLUM.—28 guineas!! 1930 976 c.c. Enfield combination, dynamo, Dorway folding 2-seater sidecar, hood, or sports sidecar.

CULLUM.—21 guineas!! 600 c.c. 2-port "Redwing" Panther combination, registered 29.7.30, dynamo.

CULLUM.—18 guineas!! 1930 Silver Arrow Matchless, dynamo, panel, spring frame.

CULLUM.—23 guineas!! 1931 500 c.c. 2-port Montgomery, sports sidecar, dynamo, taxed.

CULLUM.—21 guineas!! 1930 camshaft Velocette, dynamo, foot change.

CULLUM.—15 guineas!! 1931 250 s.v. O.K.-Supreme, dynamo, H.F. horn, 8/3 tax paid.

CULLUM.—6 guineas!! 1928 350 s.v. B.S.A., dynamo, speedometer.

CULLUM.—6 guineas!! 1928-29 250 s.v. Matchless, 8/3 tax.

CULLUM, 172, East Hill, Wandsworth, S.W.18. Battersea 2975. [2493]

MOTOR CYCLES FOR SALE.
Miscellaneous.

BEC MOTORS!!!—1933 (registered 31/7/33) B.S.A. 2.49 o.h.v., one owner, as new, taxed; 26 guineas; £9 secures.

BEC MOTORS!!!—1929 B.S.A. 3.49 o.h.v., dyno, new tyres; 1929 Matchless 3.47 2-port o.h.v., new tyres, dyno; 12 guineas each; 4 guineas secures.

BEC MOTORS!!!—102, Upper Tooting Rd., S.W.17. Phone: Streatham 4418 [2125]

JOHN BROOKER Definitely Guarantees Satisfaction Whether You Spend £5 or £50! Let's have your enquiries; we mean what we say!

JOHN BROOKER.—£19/19! Norton 1930 499, S.T., dyno., taxed, unmarked, snip; £5 deposit

JOHN BROOKER.—£11/11! Dot 350 o.h.v. racing J.A.P. S.T., electric, taxed, cerise finish, fast; £3 deposit.

JOHN BROOKER.—£12/12! Barnett 1931 172 2P., chrome tank and pipes, taxed year (30/-), dyno.; £3 deposit.

JOHN BROOKER.—£21/10! New Imperial 1931 350 2P., chrome, dyno., nice tyres, as new; £5/10 deposit.

JOHN BROOKER.—£10/10! Raleigh 1929 250, S.T., electric, taxed (30/-); 50/- deposit.

JOHN BROOKER.—£15/15! Rudge 1929 500 2P., S.T., dyno, taxed, hot motor; £4 deposit.

JOHN BROOKER.—£14/14! Coventry Eagle 1932 150, 2P., taxed year (15/-), dyno., £3/10 deposit.

JOHN BROOKER.—Post stated deposit on choice, delivery carriage paid within few days, balance over 12 months!

JOHN BROOKER.—No references or enquiries without terms! Highest allowances in exchanges. Get free lists, many more machines stocked. Open Sundays.—33, Norfolk St., Kings Lynn. [2064]

LAYTONS OF OXFORD are Offering Some of the Finest Value to be Obtained in Second-hand Machines: from a stock of over 300 machines they have selected a few at random and given them below; a full list will be sent on receipt of a card, and, most important of all, any deferred terms will be arranged without any fuss or formality.

LAYTONS.—1934 Excelsior 150, o.h.v., dyno, chromium plated tank, new condition; £24.

LAYTONS.—1931 Raleigh 350 o.h.v. M.G. model, 2-port, dyno, speedo, 4 gears, upswept exhausts; £24.

LAYTONS.—1929 Matchless 250, o.h.v., 2-port, dyno, taxed, twist grip; £14.

LAYTONS.—1929 Matchless 500, s.v., dyno, saddle tank, steering damper, etc.; £12.

LAYTONS.—1932 Calthorpe, 250 Villiers, sump oiling, dyno, good tyres; £16.

LAYTONS.—1933 B.S.A. 499 s.v. De Luxe, dyno, speedometer, 4 gears, chromium tank; £36.

LAYTONS.—1930 Velocette 250, dyno, saddle tank, twist grip; £14.

LAYTONS.—1932 New Imperial 550, o.h.v., 2-port, dyno, chromium tank, speedometer, pillion equipment; £27.

LAYTONS.—1928 Raleigh 250, s.v., saddle tank, electric lighting, excellent tyres, etc.; £8.

LAYTONS.—1932 Sunbeam 500, s.v., dyno, all enclosed chains, taxed year; £47/10.

LAYTONS.—1931 Brough super 680 o.h.v. twin, dyno, speedometer, large chromium tank, really excellent condition throughout; £65.

LAYTONS.—1933 A.J.S. 350, s.v., dyno, electric horn, almost new; £35.

LAYTONS.—1933 New Imperial 350 o.h.v. Special, dyno, speedometer, panel, spring frame, pillion equipment, almost as new; £45.

LAYTONS.—1932 Rudge 500 Ulster, dyno, taxed, pillion equipment, electric horn; £42.

LAYTONS.—1934 Triumph 150 De Luxe, electric light, legshields, mileage under 100; £22/10.

LAYTONS.—1934 Francis-Barnett 249 Cruiser, dyno, legshields, as new; £30.

LAYTONS.—1932 James 196, electric lighting, saddle tank; £14.

LAYTONS.—1934 Enfield Bullet, dyno, speedometer, electric horn, Watsonian special sports sidecar, almost new; wonderful bargain, £62.

LAYTONS.—1929 B.S.A. 493, s.v., dyno, saddle tank, touring sidecar; £24.

LAYTONS.—1926 Morgan Grand Prix, electric lighting, clean condition; £12/10.

LAYTONS.—1932 Morgan De Luxe 2-seater, 3 speeds and reverse, repainted, excellent; £59.

LAYTONS.—1931 Raleigh Karyall van, taxed rest of year, good condition; £35.

LAYTONS, New Rd., Oxford. Phone: 3381. Grams: Integrity, Oxford. [2326]

MAUDE'S

48 PRAED ST. PADDINGTON W2
Tele. PADD. 4484
117. CLAPHAM ROAD. SW 9
Tele. RELIANCE 3269

OPEN SUNDAY MORNINGS.

Brand New TYRE BARGAINS!
Best British Makes.
In Makers' Original Wrappings.
Well-known Extra Heavy DIAMOND TREAD

25 x 3.00	} Tubes 2/6	27 x 3.00	} Tubes 2/9
26 x 3.00		27 x 3.25	
26 x 3.25		27 x 3.85	
27 x 2.75		27 x 4.00	
26 x 3.50		700 x 85	

PASSENGER CARRIAGE 1/-

6/6 BATTERIES
4 and 6vt. 12 amp. To replace all sizes—Miller, Lucas or P & G. Outside terminals. Fully guaranteed. DITTO, in first class service guarantee, 9/3; Lucas make, clearance, all sizes, 12/6; BRACKETS 2/3 extra (with battery only). Separately, 3/9. Charging 1/3. Postage 1/3, with bracket, 1/9. Please state size.

7" MILLER HEADLAMPS.
Bright and dim globes, illuminated ammeter, rear control switch, etc. Our price 25/-. With dip switch and all cables, shop-soled 30/-
7" ASTRA-PHAROS. "Magniflect" half-mile beam, complete with globes, ammeter, switch, etc., as above. 32/6. Brackets 1/6 pr. Post 1/-. Miller or Lucas Tail Lamps. With globe, 3/3

6v. 6a. DYNAMOS
Best makes

25/- Usually 55/-. perfectly new and fitted sprocket Ditto, with cut-out 30/-
Carrying Cradles 4/6
Pulleys, Engine or Dynamo 3/
Plug-in adaptors 1/6. Post 1/-

HEAVILY PLATED 3/6
Solid Drawn Steel
SILENCERS. Fitted with 3 baffle plates and straight tail. Length 20", dia. 3". Fitted 5 plates, 4/9 each. HUSHER spiral type, with fantail (as illustrated). N.P., 5/6; Chromium, 6/9. Guaranteed efficient. Post 9d. Flexible Tubing, 1/- per ft.

HOODS AND SCREENS.
4/3 SPORTS TYPESCREEN'S.
COMPLETE. Post 6d.
Touring Screens with Side-curtains and large Apron ... 5/9
Super quality with N.P. fittings, as illustration 7/6
Genuine "Majestic" Touring Screens (usually 39/-) 10/6
HOODS. Collapsible hinge, heavy Leatherette with fittings (as shown) 10/6
Write for special leaflet.

M.C. GREASE GUNS. Best make, complete with Grease. Extra Grease 3d. per large tin. Nipples 2d.

1/8

TWIST GRIP CONTROLS.
1/6

Post 6d.
Latest Improved Super Racing Model, Chromium. As fitted latest machines, 3/3; Genuine Bowden Quick Action, 3/11 (list, 12/6). Long or short. Dummies, with end caps, 9d.

MOTOR CYCLE WADERS.
Light but serviceable, with heavy rubber soles and leak-proof, 2/- extra. Post 9d.
T.T. QUALITY with double clump soles, reinforced uppers, starter guard, etc., 12/9. With ankle strap, 2/- extra.
HUTCHINSONS, 17/11.

7/9

MOTOR CYCLES FOR SALE.
Miscellaneous.

BROOKERS, of Tower St., King's Lynn, offer the undermentioned bargains, every machine supplied carriage paid, fully guaranteed.

BROOKERS for Exchanges; highest allowance on your present mount for new or second-hand machines.

BROOKERS.—1932 490 c.c. International Norton, dynamo, perfect in every way, cost over £100. snip; £59/10; £18 secures.

BROOKERS.—Norton 1932, 16h.p., dynamo, twist grip, as new throughout, good tyres; £32; £8 deposit

BROOKERS.—Norton 1930 16h.p., dynamo, pillion and Noxal torpedo sidecar, thoroughly reliable outfit; £25; £6 deposit.

BROOKERS.—O.K.-Supreme 1931 750 c.c. s.v. J.A.P., dynamo, speedo, instrument panel and Melford "Popular" sidecar, whole outfit like new. £39/10; £10 secures this bargain.

BROOKERS.—Calthorpe 1933, 493 c.c. o.h.v. 2-port, electric speedo, tyres, appearance and engine as new; £37/10; £9 deposit.

BROOKERS.—B.S.A. 1933, 499 c.c. "Blue Star," dynamo, speedo, electric horn, good tyres, as new throughout; £39/10; £10 deposit.

BROOKERS.—Velocette 1933, 249 c.c. G.T.P., dynamo, electric horn, done only 100 miles; £28; £7 secures.

BROOKERS.—Enfield 1933, 346 c.c. s.v., dynamo, pillion, spotless condition throughout; £26/10 or £6/10 deposit.

BROOKERS.—Raleigh 1929, 250 c.c. s.v., electric, nice tyres, appearance as new; £11/10; 55/- deposit.

BROOKERS.—A.J.S. 1931, 349 c.c. o.h.v., big port, dynamo, good tyres, a real hot bike, taxed; £23/10; £6 deposit.

BROOKERS.—Coventry Eagle 1933, 148 c.c. Silent Superb, dynamo, taxed 15/- yearly, done only 200 miles; £15/10; 75/- secures.

BROOKERS.—New Hudson 1932, 350 c.c. o.h.v., dynamo, pillion spot light electric horn; £24/10; £6 deposit.

BROOKERS.—New Imperial 1931, 350 c.c. Blue Prince, dynamo, blue and cream, very smart; £24/10; £6 deposit.

BROOKERS.—Raleigh 1931, 350 c.c. o.h.v., 2-port, dynamo, good tyres and appearance; £23; £6 deposit.

BROOKERS.—Enfield 1934, 225 c.c. s.v., dynamo, as new, done only 150 miles, taxed; £20; £5 down.

BROOKERS.—Rudge 1929, 499 c.c. o.h.v., electric, speed, pillion, new pipes, re-enamelled in red; £18; 90/- deposit.

BROOKERS.—Calthorpe 1932, 348 c.c. o.h.v. 2-port, all chromium, as new throughout; £29/10; £7/10 down.

BROOKERS.—Humber 1931, 348 c.c. o.h.v., dynamo, nice tyres, in first class condition throughout; £19/10; £5 down.

BROOKERS.—Raleigh 1930, 498 c.c. o.h.v. 2-port, dynamo, excellent condition throughout; £16; 80/- deposit.

BROOKERS.—Matchless 1931, 500 c.c. Silver Arrow dynamo, speedo, Swallow sports aluminium sidecar.

BROOKERS.—B.S.A. 1930, 250 c.c. o.h.v., 2-port, dynamo, taxed 30/-; £18; 90/- down.

BROOKERS.—Raleigh 1930 496 c.c. o.h.v. 2-port, dynamo, Noxal torpedo sidecar, whole outfit as new; £19/10; 95/- deposit.

BROOKERS.—Triumph 1931, 500 c.c. s.v., dynamo, and brand new launch sidecar; £24/10; £6 deposit.

BROOKERS.—Coventry Eagle 1928, 350 c.c. s.v., electric and smart aluminium sports sidecar; £8/10 cash.

BROOKERS.—New Imperial 1930, 249 c.c. s.v., electric, excellent tyres, condition throughout as new; £11; 55/- deposit.

BROOKERS.—Rudge 1930, 250 c.c. s.v., electric, good tyres, engine and appearance excellent; £12/10; 65/- deposit.

BROOKERS.—A.J.S. Combination, 7.9h.p., 2-seater sidecar interchangeable wheels, well shod, snip; £6 cash.

BROOKERS.—P. and M. 1926, 500 c.c. o.h.v., electric, aluminium semi-sports sidecar, taxed for year, in wonderful condition; £10; snip for cash.

BROOKERS.—Ariel 1929, 500 c.c. o.h.v. 2-port, dynamo excellent tyres and condition; £14; 70/- secures.

BROOKERS Send Any Machine on Receipt of Deposit, remainder by 12 monthly payments; no fuss or business enquiries; send for list of 100 machines from £5. Open Sundays.—Tower St., near Theatre, King's Lynn. Phone: 331. [2261]

MOTOR CYCLES FOR SALE.**Miscellaneous.**

COPEX MOTORS!!—6 guineas; 1928-29 Triumph 277 c.c.; other machines from £5.—106a, Acton Lane, Chiswick. Open Sunday mornings. [2264

CHALK FARM.—Smith's have the biggest bargains, why go elsewhere?—86, Chalk Farm Rd., N.W.1 (nearly opposite Chalk Farm Tube Station). [0159

COMERFORD'S, of Portsmouth Rd., Thames Ditton, specialise in the quick turnover system of trading, selling all cars and motor cycles at a minimum profit, relying solely on the number of sales for a fair return; trade enquiries invited for batches of machines at knock-out prices; over 500 motor cycles in stock.

COMERFORD'S Chief Branch, Portsmouth Rd., Thames Ditton; we finance our own terms; third party insurance only; no reference or guarantors.—Phone: Emberbrook 2323-2324. [8922

MOTOR CYCLES WANTED.**ROWLAND**

SMITH (MOTORS), Ltd., will definitely pay more for your motor cycle, combination, Morgan, or light car, any make or condition, than any other dealer in London; bring or send; spot cash on sight.

HIRE-PURCHASE Accounts Settled on the Spot, and we will pay you the balance in cash.

IF You Cannot Call, we will send you labels with particulars of the best way to sending; remember, ours will be the highest offer. Week-days, Saturdays, 9-9. Sundays 9-1.—High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [7973

PRIDE and **CLARKE**.

IT Pays

TO Sell Your Motor Cycle to **Pride** and **Clarke**, and obtain the highest market value; any make, any year, any quantity purchased for cash; hire purchase accounts settled; offers given by return post for complete trader stocks or single machines; remember we pay carriage both ways, and collect from station; if No Sale No Charge.—**Pride** and **Clarke**, Ltd., 158, Stockwell Rd., S.W.9. Tel.: 6414 Brixton. [3233

NAYLOR and **ROOT**, Ltd., pay spot cash.

NAYLOR and **ROOT** Settle H.P. Agreements.

NAYLOR and **ROOT** Pay Carriage.

NAYLOR and **ROOT** Buy 1930 to 1933 Models.

NAYLOR and **ROOT** Don't Tell You Bed Time Stories, but offer the highest cash price in the trade; send true description of machine and price expected; our offer comes at once, with full instructions for despatch; our representative will call within 25 miles; state time available.

NAYLOR and **ROOT**, 248-250, Lavender Hill, Clapham Junction, S.W.11. Phone: Battersea 5272 (7 lines). Open 9 to 8. Sundays 10 to 1. [9588

G. K. RAE, Great West Rd., Chiswick, W.4.

G. K. RAE Pays Cash on Sight for all Good Modern Motor Cycles, Morgans, and B.S.A. 3-wheelers.

G. K. RAE Will Give You the Highest Possible Price.

G. K. RAE Will Settle Your Hire Purchase Agreements and Pay Cash Balance on the Spot.

G. K. RAE Will Give You Approximate Offer, labels and instructions for despatch, wherever you live it will pay you to deal with us.

G. K. RAE Has an Unlimited Demand for Good Second-hand Machines; with clients waiting we can afford to pay you the highest prices.

G. K. RAE, 3, Great West Rd., Chiswick, W.4. (Junction of Chiswick High Rd., Great West Rd., and North Circular Rd.). Phone: Chiswick 2431. Station, Kew Bridge, Southern and L.M.S. [1439

1929 E.S.2 Norton Wanted for Cash.—**Elliott**, King's Rd., Brentwood. [2126

BOYER and **BENTLEY** Want Late Solos, combinations and B.S.A. 3-wheelers.

BOYER and **BENTLEY** Pay Highest Possible Prices; spot cash.

BOYER and **BENTLEY**, 118, Peckham Rye, S.E. New Cross 3032. Open Sunday mornings. [5598

WE URGENTLY WANT MOTORCYCLES COMBINATIONS THREE WHEELERS

EXCEPTIONALLY HIGH PRICES OFFERED.

HIRE PURCHASE ACCOUNTS SETTLED.

THIS IS A SPOT CASH OFFER

WE WILL NOT TRY TO TALK YOU INTO A PART EXCHANGE

IF YOU ARE UNABLE TO CALL

USE THIS TIME SAVER

Please let me have labels and particulars of the safest way of sending my machine for your prompt spot cash offer.

The make of my machine is

Year of manufacture

Signed

Address



THE LARGEST MOTOR CYCLE DEALERS

78, 79, 80, 81, HIGH STREET, HAMPSTEAD, LONDON, N.W.3.

(One minute from Hampstead Tube Station.)

Telephone - Hampstead 6041 (6 lines).
Telegrams - Rosmicarex, Haver, London.

HOURS OF BUSINESS:
Open all weekdays 9-9 (including Saturdays).
SUNDAYS 9 a.m. to 1 p.m.

MOTOR CYCLES WANTED.

V. CARLESS, 108, Woodstock Rd., Bedford Park, W.4.

REQUIRES 1929 to 1932 Solos and Combinations for Spot Cash.

PRACTICALLY Market Prices Given for Machines in Good Condition.

PLEASE Call or Phone: Chiswick 5205. Hire purchase accounts settled.

WRITE to us for Labels and Instruction for Despatch; spot cash offer per return.

V. CARLESS, 108, Woodstock Rd., Bedford Park, Chiswick. Open 9 to 8.30, Saturday 6 p.m., Sundays 11 to 1. [4586

HUMPHREYS Want 100 First Class Late Model Machines immediately.

HUMPHREYS Want 1930, 1931, 1932, 1933 and 1934 models.

HUMPHREYS Want 'o.h.v.s, side valves, and 2-strokes, also combinations, sports, touring and 2-seaters.

HUMPHREYS Want Your Machine, and are prepared to pay spot cash for it.

HUMPHREYS Will Give Highest Prices for Machines in First Class Condition; call to-day, or write, stating full particulars and price required.

W. E. HUMPHREYS, Ltd., 118-122, Hampstead Rd., N.W.1 (continuation of Tottenham Court Rd.). Phone: Museum 9515. [6925

F. & F. MOTORS, of Hampstead, for personal service, whether selling or buying.

F. & F. MOTORS Positively Must Have More Motor Cycles to Replace Depleted Stock.

F. & F. MOTORS.—Hire purchase accounts settled, balance cash immediately; consult us first.

F. & F. MOTORS, 10-12, Heath St., Hampstead, London (near Tube). Telephone: Hampstead 1276. [3561

SCOTT, Flyer or Replica, complete or suitable for spares.—3, Brome Rd., Eltham, S.E.9. [1947

CHALK FARM.—Smith's pay pounds more than anyone else.—86, Chalk Farm Rd., N.W.1. [0007

CONWAY MOTORS Urgently Require an Unlimited Number of Good Motor Cycles and 3-wheelers.

CONWAY MOTORS are Now Paying London's Highest Prices.

CONWAY MOTORS Must Have 50 Machines Weekly and are Prepared to Pay for Them.

CONWAY MOTORS Pay Cash, settle hire purchase accounts, and conduct a transaction with the greatest possible speed.

CONWAY MOTORS Will Value by Post or Telephone; distance no object.

CONWAY MOTORS Request the Opportunity to Prove That You Must Sell to Them.

CONWAY MOTORS Guarantee a Courteous Reception.—301, Goldhawk Rd., Shepherd's Bush. Phone: Riverside 5228 [4561

COPEX MOTORS!! Must Have Machines, all years, top prices.—106a, Acton Lane, Acton Green, Chiswick. [1650

SCOTT Touring Combination, 596, about 1930.—**Saunders**, Laurels, Greenstead Green, Halstead, Essex. [2000

CHALK FARM.—Smith's pay spot cash on sight and the very best prices.—86, Chalk Farm Rd., N.W.1. [0114

SCOTTS Wanted; send full specification and lowest price for cash.—**Scott** London Depot, 78, Charlotte St., W.1. [8949

WANTED.—Any number of shop soiled models for cash.—**Rowland Smith**, High St., Hampstead, Hampstead 6041 6. [4250

CHALK FARM.—Smith's cash offer costs nothing to obtain, yet it might save you pounds.—86, Chalk Farm Rd., N.W.1. [0118

TRIUMPH Combination, must be excellent condition, not earlier than '31; cash.—**Freeman**, 14, Wood Vale, Forest Hill. [1966

SOUTHPORT.—Wanted urgently, modern used machines, highest spot cash prices in the North. Lives, West St. Tel.: 3774. [7830a

COMERFORD'S Purchase for Spot Cash Modern Motor Cycles, combinations and 3-wheelers; H.P. accounts settled and full rebates allowed.

COMERFORD'S Definitely Pay You by Cash and Not by Credit Note, unless requested; it will pay you to sell your machine to us.—**Comerford's**, The Motor Cycle Buyers and Distributors, Portsmouth Rd., Thames Ditton. [3623

G. K. RAE, Chiswick, will purchase for cash all modern sports solos and combinations and Morgans; get my offer before selling. 10 a.m. to 8 p.m.—**Rae**, 3, Great West Rd., Chiswick, W.4 (junction of Chiswick High Rd., Great West Rd., and Gunnersbury Lane). Phone: Chiswick 2431. [2565

MOTOR CYCLES WANTED.

HARRY NASH Urgently Wants Nortons, all models; cash waiting; hire purchase accounts settled.—337, King St., Hammersmith. [8956]

COOK'S!!!—Urgently require all types of machines; highest cash prices paid on the spot; please call.—275, Balham High Rd., S.W.17. [1471]

CHALK FARM.—Smith's pay the highest price, why go elsewhere?—86, Chalk Farm Rd., N.W.1 (nearly opposite Chalk Farm Tube Station). [0121]

WANTED, unlimited number of modern motor cycles and 3-wheelers; H.P. accounts settled.—Putney Autos, 263, Putney Bridge Rd. Putney 2645. [4977]

CASH Waiting.—Bring your machine to us for the highest cash price, or part exchange allowance.—Deptford Motors, Ltd., 19, Deptford Bridge, London, S.E.8. [4660]

TO Finance and Insurance Companies.—Highest cash prices for motor cycles.—Send particulars to Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [4639]

BETTER Exchange for a New 1934 Model! You will get pounds more than when selling for cash!—Write the exchange specialists, Colmore Depot, 77-85, station St., Birmingham. [1144]

MODERN Machines Urgently Required for Spot Cash, considerably more than present value given; please call or communicate.—103, Woodstock Rd., Chiswick (Turnham Green Station). [4759]

HARRY NASH, Sunbeam Specialist, urgently wants all late model Sunbeams; cash waiting, almost full market price paid; hire purchase accounts settled.—337, King St., Hammersmith. [1817]

PRIVATE Buyer Requires Combination, dynamo essential, not older 1929, Ariel, Douglas or Enfield sports twin preferred.—Letters, G. Lawson, 10, Tyrrell Rd., E. Dulwich, S.E.22. [2020]

B.S.A.s, B.S.A.s, B.S.A.s.—If you have a B.S.A. for sale, 1929 to 1933, whatever the horse-power or condition, bring it to the best buyers, Whitby's, of Acton, B.S.A. distributors, 1-7, The Vale, Acton, W.3. She. 1513. [7341]

RENNO'S Paying Market Prices, Solos, 3-wheelers, combinations, M.G.s, Austins, Singers; cash waiting; get our price first; London's largest show-rooms.—232-3-4, Upper St., Islington, N.1 (near Tube). 'Phone: North 4467-8. [2357]

CONWAY MOTORS.—Wanted, large number modern solos and combinations; owing to a remarkable shortage of good motor cycles, we are at present paying London's highest prices.—Write, 'phone, or call, 301, Goldhawk Rd., Shepherd's Bush. [8952]

HARRY NASH is Always in the Market for an Unlimited Number of High-class Second-hand Machines, especially Sunbeams, Broughs, Nortons, B.S.A.s, and late big twin combinations; almost full market price paid; spot cash on sight.—337, King St., Hammersmith. Riverside 2837. [4167]

EAST LONDON.—Lovetts are the biggest motor cycle dealers in the Eastern half of London, and are ready to pay cash down for any good motor cycle, sidcar, or three-wheeler; we will collect your machine and return it free if our offer is not accepted.—Lovetts, Ltd., 418, Romford Rd., Forest Gate, E.7.—'Phone: Grangewood 1234 (4 lines). [7164]

G. K. RAE.—If you wish to sell, remember that I will definitely pay within 30/- of the full market value for good modern motor cycles of every description; 100 o.h.v. solos urgently wanted; cash on sight; also combination lightweights and Morgans; write, 'phone or call, 10 a.m. to 8 p.m., Saturdays 6 p.m.—Rae, 3, Great West Rd., Chiswick, W.4 (junction of Chiswick High Rd., Great West Rd., and Gunnersbury Lane). 'Phone: Chiswick 2431. [1436]

WHITBY'S, of Acton, West London's motor cycle specialists, buy all makes of motor cycles and 3-wheelers; cash on sight; you will be delighted with our offer, so don't miss it! Hire purchase accounts settled. B.S.A.s, Nortons, Sunbeams, Raleighs, New Imperials, New Hudsons, Velocettes, Scotts, Triumphs, Enfields, Matchless, Ariels, A.J.S. and Calthorpes urgently required. Bring or send to Whitby's, 1-7, The Vale, Acton, W.3. She. 1513. [1767]

WHITBY'S, of Acton. Want to Buy for Spot Cash Several Big-twin Combinations (late models); we really urgently require these outfits, either sports or touring, and therefore are prepared to pay absolutely the highest price obtainable; furthermore, we will make an allowance for any unexpired insurance policy or licence attached to such machines; hire purchase accounts settled; if you wish to sell without fuss or worry see Whitby's, or write 1-7, The Vale, Acton, W.3. 'Phone: She. 1513. [9007]

DON'T Give Your Machine Away!—I will definitely pay within 30/- of the full market value for all 1923, 1929, 1930, 1931, 1932, and 1933 motor cycles and Morgans, if condition good; if you really mean business, and wish to realise the highest possible price for your machine quickly and without fuss, it will pay you to write, 'phone, or call and get my offer; I have customers waiting, and am urgently wanting a large number of good modern machines, 10 a.m. to 8 p.m., Saturdays 6 p.m.—Rae, 3, Great West Rd., Chiswick, W.4 (junction Chiswick High Rd., Great West Rd., and North Circular Rd.). [1437]

**WANTED
MOTORCYCLES-
WANTED
WANTED
COMBINATIONS-
WANTED
WANTED
3 WHEELERS
WANTED
for CASH**

**Highest market value given.
Immediate cash despatched by return
post after receipt of machine and
proof of ownership.
Hire purchase accounts settled.
We pay carriage and collect from
station—and remember, no sale, NO
charge; we pay carriage BOTH ways.**

**Fill in coupon below giving details.
Make, Year, if Dynamo Lighting, price
required, and by return you will receive
labels and best method of despatching
your machine.**

**IF UNABLE TO CALL use this time
saver**

I own a
H.P. YEAR
Name
Address
Price Required £ s. d.

PRIDE & CLARKE LTD.
158-160, Stockwell Road, S.W.9.
Telephone: Brixton 6414

WATSONIAN TRAILER
Strong, well built attachment for motor cycle combinations.
Inside sizes 70" x 40" x 11" deep. Quotations for bodies to suit special requirements. Easy Terms. Write for latest list.
Price £12-17-6
WATSONIAN SIDECARS LTD., 24, Albion Road, Greet, B'HAM.



SWALLOW SIDECARS
The Perfect Combination
A good motorcycle fitted with
—Swallow Sidecar.
Prices from £12.12.0
SWALLOW COACHBUILDING CO. LTD., Foleshill, Coventry.



MOTOR CYCLES WANTED.

DAWSON'S MOTORS Require 1,000 Late First Class Machines Immediately! Our representative will definitely pay spot cash and collect from anywhere in the country; H.P. accounts settled; no need to pay carriage charges on your machine on the chance of a sale; we will positively pay a higher figure than any other trader in the British Isles; if you reside within easy reach of any of the following depots give us a call.—7a, Shakespeare St., Nottingham; 53, Cauldwell St., Bedford; 61, Manchester Rd., Bradford; Queen's Hall Chambers, London Rd., Derby; Marsh St., Hanley, Staffs. [5623]

G. K. RAE, Chiswick, will pay higher prices than any dealer in London for good second-hand motor cycles of every description, and Morgans. Why waste time and money trying to sell your machines privately when you can get practically the same price from me, cash down, and deal completed in ten minutes? If your machine is still under hire purchase agreement I can pay off the amount owing with the vendor's permission, and pay you the balance. Write, 'phone, or call.—Rae, 3, Great West Rd., Chiswick, W.4 (junction Chiswick High Rd., Great West Rd., and Gunnersbury Lane). 'Phone: Chiswick 2431. [5783]

!!!—A black, dismal night! Rain pouring in torrents! Occasional lightning flashes that reveal only dripping trees and a sodden countryside. Boots that emit a squelch with every step. A biting wind that whips the face to raw meat and chills the hands till they ache. A land from which all life has seemingly fled and, to crown it all, a back tyre from which all air has fled. Is this life or is it some purgatory in which you work out penance for worldly sins? Is it worth it? No folks, it ain't! Sell the model to Gray's. They'll give you what it's worth plus that little extra (see Shell adverts.). Anyway, we don't worry ourselves why you want to sell, our job is to satisfy you. We satisfy thousands every year, so why not try us? Remember, we can clear off that H.P. account that is worrying you. And don't let the carriage problem trouble you, we pay that as well. Gray's can help you. Gray's sure can. You want cash. Gray's your man.

- !!!—Gray's! 217, Grovegreen Rd., Leytonstone; 63, Fore St., Edmonton.
- !!!—Gray's! 152, Woodhouse Lane, Leeds; 59, Westmorland Rd., Newcastle-on-Tyne.
- !!!—Gray's! 127, Hockley Hill, Birmingham; Waterloo Rd., Cobridge, Stoke-on-Trent.
- !!!—Gray's! 106, Melton Rd., Leicester; Sandford Rd., Bexleyheath.
- !!!—Gray's! Strathmore Rd., Whitehorse Rd., Croydon; 20, Hardman St., Liverpool.
- !!!—Gray's! 38, Bridge St., Sheffield; all depots open Sundays. [2252]

HOODS, WINDSCREENS, ETC.
SPORTS Windscreens, with apron, 4/6, worth 6/6; touring, with apron and side screens, 5/6, worth 7/6.—George Grose, New Bridge St., E.C.4. [5474]

SIDECARS.

A PRIDE and CLARKE, Ltd., offer 100 new and second-hand sidecars; also brand new clearance models, including one Noxal Launch saloon, £12/10; one Noxal Comet, £12/10; one Noxal Super Sports, £11/10; one Watsonian Albion, £12/10.

PRIDE and CLARKE.—Amazing bargains in second-hand sidecars; Swallow super sports, £6/10; Swallow super sports, £5/10; B.S.A. super sports, £6/10; Hughes super sports, £4/10; Noxal super sports, £2/10.

PRIDE and CLARKE.—1934 P. and C. Pendine sports, £12/10; 1934 Sandum competition Launch, £10/10; 1934 P. and C. Launch Saloon, £9/10; 1933 Watsonian Schneider, £9/10; 1933 Millford Launch, £8/10; Sandum Occasional 2-seater, £9/10; Noxal Coupe, £7; Rudge Divan, £2/10.

PRIDE and CLARKE.—Watsonian Coupe, £5/10; Sandum Semi-sports, £5; Rudge Semi-sports, £4/10; A.J.S. Medium Tourer, £4/10; Douglas 350 Semi-sports, £3/10; Sandum Semi-sports, £3/10; Matchless Semi-sports, £3/10; Noxal Semi-sports, £2/10.

PRIDE and CLARKE for Sidecar Bodies; large selection of new Launches, £3/10; tourers and semi-sports, £3; second-hand tourers, 10/- also a large selection of commercial box vans at amazingly low prices.

PRIDE and CLARKE.—Easy payments!!! Any sidecar supplied on the easiest of easy terms; small deposit secures, balance monthly; pay the required small deposit and ride away the same day.

PRIDE and CLARKE.—Write for free list or quotation for any make of sidecar chassis, body or fitting, by return of post.

PRIDE and CLARKE, Ltd., 158-160, Stockwell Rd., S.W.9. Brixton 6414 (6 lines). [2477]

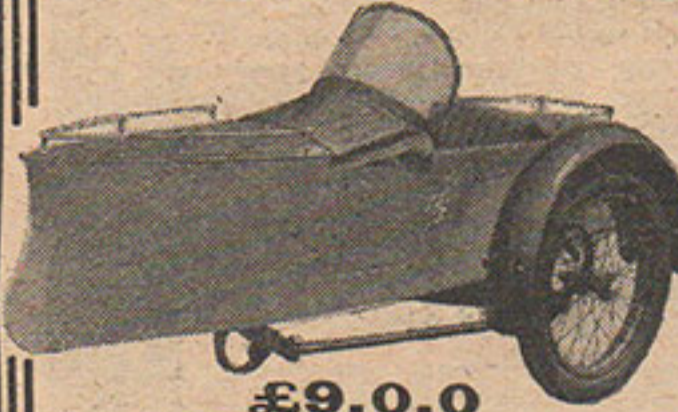
SIDECARS.

- CROWNSTONE SIDECARS.**—Sidecars for all spring frame machines from £10/10.
- CROWNSTONE SIDECARS.**—Launches and semi sports from £9/10. Swallows or Watsonians from £10/5.
- CROWNSTONE SIDECARS Offer.**—1934 genuine 500 c.c. Enfield Sports, as new, complete, £11/10. 1933 No. II Swallow Launch, as new, £13/10. Polished aluminium Sports Coupe off B.S.A., £13/10. Semi Sports, £7/10. Enfield Sports, £6/10. Another, £8/10. Adult two-seater, £10.—15, New Park Rd., Brixton Hill, S.W.2. Phone: Tulse Hill 6081. Open each day 9 a.m. to 8 p.m. Sundays 10 a.m. to 1 p.m. [9894]
- NOXAL** Launch Sidecar, as new; £7.—Evenings only, 3, Seymour Rd., Leyton. [2039]
- PUTNEY AUTOS** for Watsonian, Swallow, Noxal, etc.; also launch models from £9/19/6.
- PUTNEY AUTOS** for Sidecar Spares and Repairs.—263, Putney Bridge Rd. [7188]
- BRITNELL BROS.**—Sidecars, chassis, and fittings. —725-7, Fulham Rd., S.W.6. Fulham 1652. [4322]
- DORNAS, Ltd.**, launches, new, various colours, mounted to second hand chassis, correct fittings; £6/15.
- DORNAS** Brand New Sidecars from £9/10, fully guaranteed and fitted free.
- DORNAS** Launches, a few to clear, complete with screen at £3/10; super silver decks, £4.
- DORNAS** 2 Commercial Sidecars Complete (box type); £6/10 and £7/10, worth double, correct fittings.
- DORNAS**, our terms are open to all, small deposit balance from 3/3 weekly.
- DORNAS** Have a Few Shop Soiled Sidecars to Clear Cheap to Callers Only; fitted free.
- DORNAS** Tandem 2-seater Sidecar, new body with screens mounted to good chassis; £10/10 complete.
- DORNAS, Ltd.**, 491, Upper Richmond Rd., East Sheen, S.W.14, London. Open daily 8 p.m. Sunday mornings. [2066]
- UNIVERSAL SIDECARS.**—Launches, complete with screen, £3/5; exchanges, deferred; semi-sports, tourers, etc.
- UNIVERSAL SIDECARS**, 186, Putney Bridge Rd., Putney, S.W.15. Open daily 8 p.m. Sunday mornings. [2306]
- COMERFORD'S** for Swallow Sidecars.—1934 models in stock for immediate delivery, fitted free, or sent carriage paid.
- COMERFORD'S** for Watsonian Sidecars.—1934 models in stock for immediate delivery, fitted free, or sent carriage paid.
- COMERFORD'S** for Noxal Sidecars.—1934 models in stock for immediate delivery, fitted free, or sent carriage paid.
- COMERFORD'S** for Second-hand Sidecars, from £2.—Below.
- COMERFORD'S** Will Exchange Your Sidecar for a New One, and accept the balance by monthly payments.—Portsmouth Rd., Thames Ditton. [8919]
- HUNTER MOTORS.**—Always a good selection of new and used sidecars.—87a, Stoke Newington Rd., N.16. Clissold 3587. [2310]
- SECOND-HAND Watsonian Sidecar Touring Body** on "Kwikfit" Chassis; £6/10.—Whitby's, 7, The Vale, Acton, W.3. She. 1513. [2331]
- SANDUMS.**—Shop soiled launch and semi sports sidecars, to clear at less than half price; £6/5 each; only a few left; fittings for any machine; cannot be repeated; cheaper than second-hand.—Below.
- SANDUMS.**—Swallow launch, hardly used, off Ariel; £10/10.—Below.
- SANDUM.**—Sportsman's saloon, practically new; cost £16/10, to clear £10.—Below.
- SANDUMS.**—Touring saloon, with child's seat; £5.—Below.
- SANDUMS.**—Light sports, good job; £4/15.—See below.
- SANDUMS.**—Tradesman's box on heavy chassis, suitable for any machine; £5/10.—Below.
- SANDUMS.**—Noxal torpedo sports, reconditioned; £4/10.—See below.
- SANDUMS.**—Enfield sports, off big twin, aluminium body; £4/15.—Below.
- SANDUMS.**—Touring sidecar, off Matchless; £4.—See below.
- SANDUMS.**—Several touring and sports bodies, from 20/-; complete with chassis, £3/10.—Below.
- SANDUM SIDECARS**, 38, Essex Rd., Islington, N.1. Phone: Clerkenwell 0031-32. Open till 8 p.m. week-days, 1 p.m. Sundays. [1993]

ECONOMY

9d per day

BUYS A BRAND NEW GUARANTEED SIDECAR

12 MONTHS TO PAY
THE P & C LAUNCH

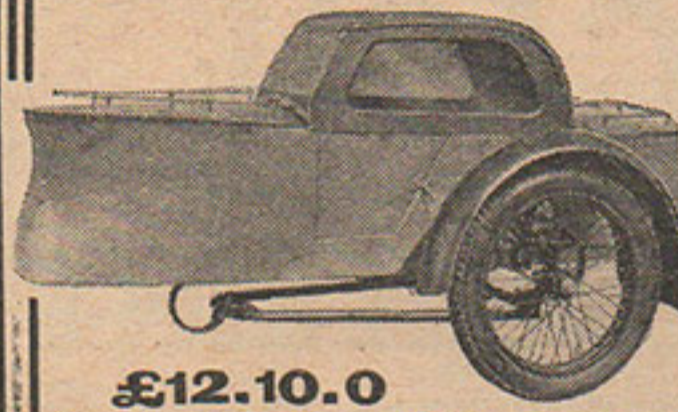
15/-

Secures
Delivery
Balance
Monthly

£9.0.0

Complete. Black fabric, lined gold. Locker at rear, 26 x 3.25 tyre and fittings for any machine. Body only, £8. 10. 0. De Luxe Model in polished aluminium, as illustrated, with door £10. 17. 6. Rails 15/- extra. Body only, £5. 10. 0.

de LUXE LAUNCH SALOON



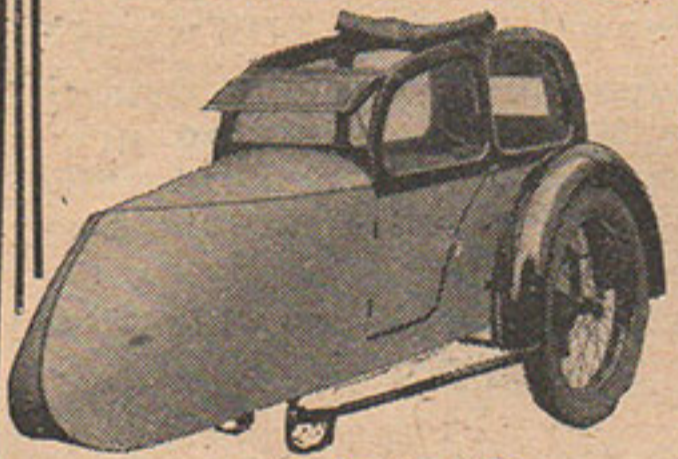
20/-

Secures
Delivery
Balance
Monthly

£12.10.0

Complete as illustrated. Polished Aluminium. Grained Deck. Detachable Saloon Top and Locker. Rails 15/- extra. Body only, £7. 10. 0.

WINDSOR SALOON



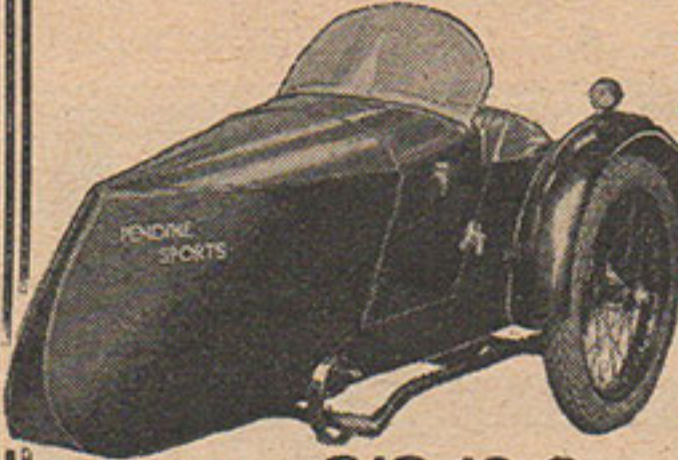
60/-

Secures
Delivery
Balance
Monthly

£15.7.6

Complete, as illustrated for adult and child. Finished in 2-colour fabric to choice. Body only, £10.

PENDINE SPORTS



20/-

Secures
Delivery
Balance
Monthly

£12.10.0

Complete. Top panels finished in polished aluminium. Hinged scuttle with rigid sports screen. Side panels in fabric, choice of colours. Body only, £7. 10. 0. "A revelation in comfort and design."
DE LUXE MODEL, AS ILLUSTRATED, ON UNDERSLUNG CHASSIS, CELLULOSED 2-COLOUR FINISH, £16.0.0.

Please send 1934 Catalogue and details of your EASIEST DEFERRED TERMS.

Name

Address

S/C/D

PRIDE & CLARKE LTD.

158-160, Stockwell Road, S.W.9.

Telephone: Brixton 6414

SIDECARS.

MUNDAYS, official Watsonian and Swallow stockists and service agents; we have all the models in stock; don't buy from the book, try the sidecar before you buy, and the only place you can be at MUNDAYS.

FOREST Gate.—Millford and Superbe sidecars in stock; our allowance on your old sidecar will exceed your expectations; balance cash or terms.

MUNDAYS For Your Second-hand Sidecar, all supplied with the correct fittings for your machine, fitted or delivered; 3 months' guarantee; can you get this service elsewhere?

FOREST Gate.—Light tourer; £3/15; light semi-sports in polished aluminium; £4/15; Triumph tourer; £2/10.

MUNDAYS.—Montgomery torpedo, off B.S.A.; £6/10; Graiseley semi-sports off P.M.; £7/15; Superbe launch; £7/15.

FOREST Gate.—Soiled Superbe launch; £11/15; Swallow super sports torpedo; £5/10; launch off Sunbeam; £6/10.

MUNDAYS.—Montgomery semi-sports; £4/10; launch on 493 c.c. B.S.A. chassis; £8/15; another on Hayward chassis; £6/15.

FOREST Gate.—Noxal Silver Bullet; £7/15; launch on Graiseley chassis; £8/15; another on Noxal chassis; £7/15.

MUNDAYS.—Watsonian van box; £2/10; new semi-sports body; £4/15; launch body; £3/10; come and see them, don't stay away.

FOREST Gate.—Call and inspect our stock; you will not be disappointed; we say without fear of contradiction, we have the best and largest stock of sidecars and fittings in E. and N. London.

MUNDAYS, 10, Capel Road, Forest Gate, E.7 (1 minute from Forest Gate Station, opposite Wandstead Flats). Maryland 3441. 9-8 daily, Sundays 9-1. [2229]

MUNDAYS, official Watsonian stockists and London service agents; all models stocked, all spares and fittings in stock; highest allowance in Brixton, London or England for your old sidecar, balance cash or terms; now's the time to change your sidecar and get those extra pounds for your old sidecar.

BRIXTON.—Official Swallow stockists; call and see the actual models, don't buy from a catalogue; let us quote you an allowance for your old sidecar, balance cash or H.P.

MUNDAYS, manufacturers of the Superbe coupe and launch saloon; call and see the models, irrespective of price; our launch saloon is undoubtedly the best of its class on the market; prices from £14/10; saloon body only from £6/10.

BRIXTON.—Remember, all sidecars supplied by us are fitted by experts; your safety and a comfortable ride depends on the way your sidecar is fitted, and remember, the price of the sidecar is all you pay here, no extra charges for fittings or fitting to machine.

MUNDAYS for Your Guaranteed Second-hand Sidecar; all supplied with fittings for your machine, fitted or delivered; if you are not insured for solo riding, don't chance it, we will collect your machine.

BRIXTON.—Aluminium semi sports, £3/15; Ariel sports, £5/15; Sandum launch, £5/15; B.S.A. No. 6, £5/15; Enfield sports, £5/15.

MUNDAYS.—Graiseley super sports, £6/15; fabric semi sports, off 3.50, £6/15; 1934 Watsonian Greet, £8/15.

BRIXTON.—Graiseley adult occasional 2-seater on enclosed wheel chassis, new condition, £12/10; 2-seater body, £5/10.

MUNDAYS.—Launch on B.S.A. chassis, £8/15; launch on Graiseley chassis, £8/15; Swallow No. 9, £8/15.

BRIXTON.—Launch body, £3/10; Graiseley sports, with hood, £2/10; Swallow sports body, £1/10; B.S.A. No. 6 body, £1; torpedo body, 10/-; various others.

MUNDAYS for Sidecars, fittings, spares and repairs; first class service and satisfaction.—124, Dalberg Rd., Brixton; 67, Dulwich Rd., Herne Hill, S.E.24. Brixton 6925. 9-8 daily. Sundays 9-1. [2230]

NOXAL for Genuine Reconditioned Second-hand Bargains; come and inspect, or send for list.—Noxal, Ltd., Palace View Works, River Park Rd., Wood Green, N.22. [0376]

K. & H., Ltd., for sidecars.—Swallow, Watsonian, Hughes, Noxal, etc., from stock; new sidecars fitted or delivered free; terms.—King and Harper, Ltd., Bridge St., Cambridge. Phone: 3201. [1954]

CLAUDE RYE.—£6; practically brand new Launch saloon polished aluminium sidecar, complete with deck rails, etc.; several other sidecar bargains from £3.—65a, Millbank, S.W.1. Phone: Vic 0261. [2208]

SIDECARS.

LONDON SIDECARS, London's leading Watsonian and Swallow main stockists and distributors: highest allowance in England on your present sidecar.

LONDON SIDECARS have the Largest Sidecar Showroom in London; sidecars of every type in stock; saloons from £12/10, no extras; new launches, £8/17/6; new chassis, £6/5; new launch bodies, £3/10; 2-seater bodies, £6/10, complete; no rubbish offered.

LONDON SIDECARS for Repairs to all Chassis, wheels, bodies, springs, screens, fourth points, realignments by experts.

LONDON SIDECARS for Fittings for all Machines, cups, cones, spindles, wheels, springs for Hayward, Ariel, Swallow, Watsonian, Graiseley, etc., screens, cowls.

LONDON SIDECARS—Swallow, Vauxhall type, £9/15; Noxal sports, hood, dickey seat, 1934, as new, off B.S.A., £13/10; fabric saloon, £8/10; sports coupe, £6/15; fabric launch, £6/15; Noxal super, £6/15; P. and M. Schneider, £6/15; "V" deck sports, as new, £7/15; launch, with cabin top, £7/10; Enfield sports, £7/10; Swallow super, £7/10; Noxal semi-tourer, £5/15; B.S.A. No. 6, £5/15; Ariel light tourer, £6/15; featherweight super, £7; brand new sports sidecar, soiled, £8/17/6; new 2-seater, £11/10; exchanges on any of above; satisfaction guaranteed.

LONDON SIDECARS Offer Bodies; light super, 30/-; another, 30/-; tourer, with dickey, £3/10; fabric light semi, £2/10; nice tourer, 15/-; Watsonian semi, 12/6; large tourer, nice condition, 40/-; Matchless light tourer, 25/-; new box, with lid, £2/10; commercial chassis, £2/10; B.S.A., new tyre, £3/10.

LONDON SIDECARS, the Fair and Square Dealers, Open daily 8 p.m., Sundays 2 p.m.—146, Brixton Hill. Phone: Tulse Hill 3631. [2117]

GARRARDS—Why not purchase your new sidecar direct and save pounds? We offer you the finest value and a full guarantee. Models from £7/15 to £18; deferred terms from 3/- weekly; highest exchange allowance.

GARRARDS—Special offer 1934 launches, cellulose finish, fitted to slightly used chassis, £6/10; body only, £3/10.

GARRARDS—We have a huge stock of second-hand sidecars of all types for any machine, from £3/10.—436, Uxbridge Rd., Shepherd's Bush, W.12. Phone: She. 1121. Hours 9 till 9, Sundays 10 to 2. [2265]

SWALLOW Sidecars!!—Obtain yours from the official distributors, Whitby's, of Acton; full range in stock; also few 1933 shop soiled at pounds under cost; second-hands of all types.—Whitby's, 1-7, The Vale, Acton, W.3. She. 1513. [7345]

WHITBY'S, of Acton, for sidecars.—£2/13/9 secures new Watsonian, balance 2/6 weekly; any size tyre and fittings for any make, large selection in stock; sports, touring and family models; also shop soiled; exchanges.—1-7, The Vale, Acton, W.3. She. 1513. [7346]

THREE-WHEELERS FOR SALE.**B.S.A.****NAYLOR and ROOT, Ltd.****LARGEST B.S.A. Stockists in the Country.****34 Models Actually in Stock****SEE Displayed Advt. on page 20.****THE Finest Range Ever Offered.**

NAYLOR and ROOT, Ltd., B.S.A. Specialists, 318, Wandsworth Rd., Clapham Junction, S.W.11. Battersea 5272 (seven lines). [8767]

B.S.A.s.—List free. Terms, Exchanges.—Rowland Smith, below.

£9 Deposit or 89 Guineas Cash.—Late 1933, 9h.p. 4-cyl. Special Sports 3-wheeler, grey and green, one owner, carefully used, very exceptional condition. Taxed.

£8 Deposit or 85 Guineas Cash.—1933, coachbuilt Special Sports 3-wheeler, green, luggage carrier, small mileage, spare unused, practically new condition.

£7 Deposit or 72 Guineas Cash.—Late 1932, coachbuilt Special Sports 3-wheeler, black and red, small mileage, excellent condition. Taxed.

£6 Deposit or 65 Guineas Cash.—Late 1932, 3-wheeler, black and red, very carefully used, excellent condition. Taxed.

£5 Deposit or 55 Guineas Cash.—1931 Sports 3-wheeler, black and red, carefully used, excellent condition. Taxed.

£5 Deposit or 55 Guineas Cash.—Late 1931 Family 3-wheeler, blue, carefully used, excellent condition. Taxed.

ROWLAND SMITH, High St., Hampstead (Hampstead Tube). Week-days, Saturdays 9-9. Sundays 9-1. Hampstead 6041-6. [2399]

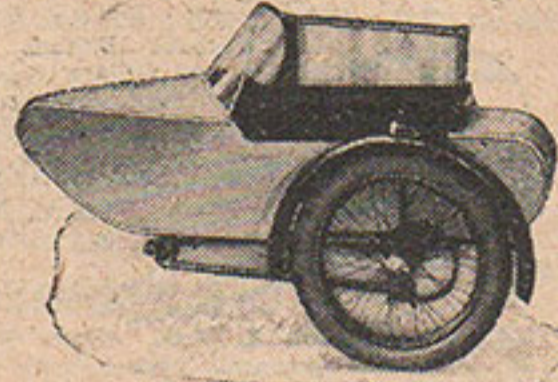
No need to burn the midnight oil



Many makes of sidecars seem cheap until all the extras are added. Watsonian Sidecar prices are inclusive—first cost is last—no need to write out prices of electric lamps, aprons, etc., because they are included in the price we quote. Crate free and carriage paid in U.K. The 1934 Watsonian range covers every requirement and each model is a sound investment.

MODELS from £10.15.0**"GREET"**

A light semi-sports model. Remarkable value. Celluloid windscreen, side screen, coverall apron. Easy Terms. £10-15. Slightly extra on "Kwikfit" Chassis.



1934 IMPROVEMENTS INCLUDE:—
Pressed Steel Body. Car Type Springing. Rubber Spring Bearings. Electric Lamps Standard. Journal Bearing Wheels. Enclosed Chassis.

Send NOW for new List.

Watsonian

SIDECARS

24, ALBION ROAD, GREET, BIRMINGHAM.
Phone: Victoria 1987-8. Wires: "Watsonian, B'ham."

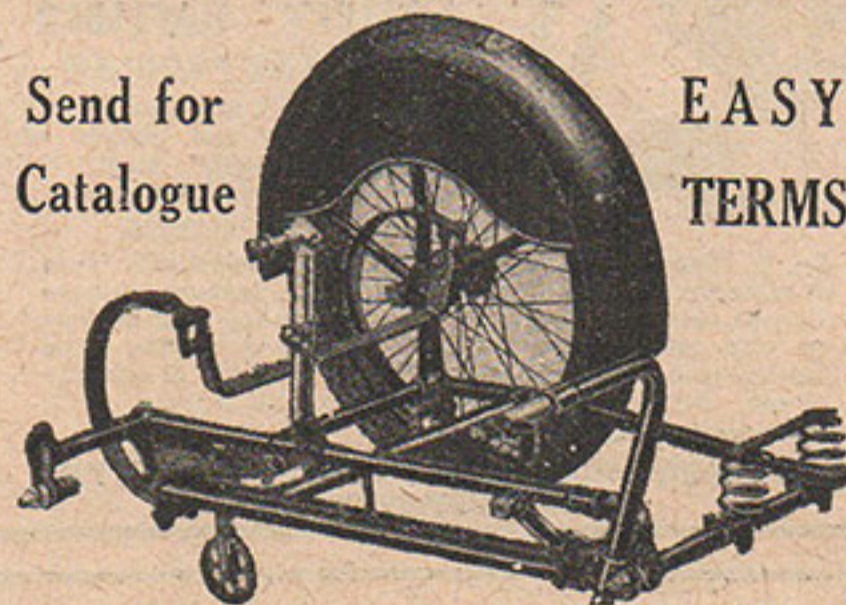
THE WONDER CHASSIS OF THE AGE!

Price £10 complete.

"J.C." Quickly detachable. Can be made to pass through doorways from 27" wide. ON or OFF in a few seconds.

Send for Catalogue

EASY TERMS



NOXAL LTD. PALACE VIEW WKS., RIVER PARK RD., WOOD GREEN, N.22 (opp. Wood Green Underground Stn.) Phone: Bowes Park 3477/8.

SPECIALIST SIDECARS

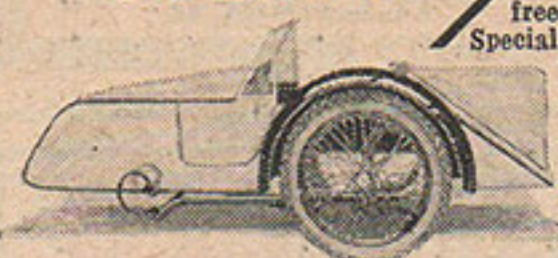
Prices from £12 5s.

All models can be supplied on easy terms, carriage, packing, and crate

free Specialist "Daytona" Sports Model, £20 10s.

SPECIALIST COACH CO. LTD.

Commercial Road, Wolverhampton. Tel.: 21020.



The Autocar

EVERY FRIDAY, FOURPENCE

THREE-WHEELERS FOR SALE**B.S.A.**

GODFREY'S for B.S.A. 3-wheelers.—All models in stock.—208, Great Portland St., W.1. [0211]

B.S.A. 1934 Sports 2-seater, mileage under 100 miles, used for demonstrations only; £90.

B.S.A. 1934 Coachbuilt 3-wheeler, mileage 3,000; £85, cost £108.

B.S.A. 1933 Coachbuilt Super Sports 3-wheeler, original cost £115; £82.

B.S.A. 1930-31 B.S.A. 3-wheeler, as new; £58.

YOUR Motor Cycle in Part Exchange; convenient deferred terms.

B.S.A. Specialists, C.M.M., Ltd., 86, London Rd., Coventry. Phone: 2146. [0218]

GODFREY'S, Croydon, main B.S.A. 3-wheeler distributors; demonstrations without obligation.

ALWAYS a Good Stock of Second-hand Models, thoroughly overhauled; we take the risk out of second-hand models.—Godfrey's, Ltd., 228-234, London Rd., Croydon. Croydon 3641. [0112]

PUTNEY AUTOS—B.S.A. 3-wheeler specialists; stock includes 4-cyl. model.—263, Putney Bridge Rd. [8413]

1934 B.S.A. Special Sports 4-cyl., green-black, 800 miles only; £105.—217, Blackstock Rd., N.5, North 2162. [1911]

HACKFORD MOTORS, specialists, 3- and 4-wheelers; call or write for catalogue; exchanges, terms.—Below.

G. A. NORCHI Will be Pleased to Give You a Demonstration; no obligation.

HACKFORD Luggage Carriers, chromium plating; 30/-; to fit all models.—182, Acre Lane, Brixton. Phone: 3062. [8126]

BOYER and BENTLEY—B.S.A. 3-wheelers, 1934 models from stock; highest exchanges, deferred; self financed.—118, Peckham Rye, S.E. [5597]

OWEN BROS., Clapham Junction, Main Distributors and Service Agents for B.S.A. 3-wheelers, all spares.—19, Battersea Rise, S.W.11. [1732]

SOUTHPORT—1932 B.S.A. Blue Star, coachbuilt special sports, new tyres, one owner, wonderful condition; 75 guineas.—Lifes, West St.

SOUTHPORT—1930 B.S.A. sports special, Avon body, 2 spare wheels, Bosch, very exceptional; 58 guineas.—Above. [2475]

LIVERPOOL—B.S.A. 1931 Family, taxed, black and red, spotless condition; £62.—Woollands, Brunswick Rd. Sundays 11-2. Phone: 1403 Anfield. [2315]

CONWAY MOTORS—£89; 1933 B.S.A. 4-cylinder coachbuilt, numerous extras, very smart, fast; exchanges, deferred.—301, Goldhawk Road, Shepherd's Bush. [2440]

1934 B.S.A. 4-cyl. Special Sports, mileage 500, as brand new; £112/10; owner has genuine reason for sale; exchanges, deferred.—Moss, Park St., Luton. [1931]

PRIDE and CLARKE—B.S.A. 3-wheeler bargains; available on exceptionally easy terms; pay required deposit and drive away; 12, 18 or 24 months to pay.

WRITTEN Guarantee with Every 3-wheeler Over £30 in value.

£58.—1931 Sports, taxed, in exceptionally nice condition throughout; £10 deposit.

£68.—1932 Family De Luxe, excellent tyres, very fine condition; £10 deposit.

PRIDE and CLARKE, Ltd.—Write for full lists and details of terms; generous allowance on your present 3-wheeler or motor cycle.—237, Brixton Hill, S.W.2. Phone: 6414. [2484]

BUY Direct from the Firm on the Spot!—Largest stock in the Kingdom of new 1934 B.S.A. 3-wheelers!!—Colmore Depot, 77-85, Station St., Birmingham. [1958]

LOVETTS, Ltd., the East London distributors of B.S.A. 3-wheelers offer prompt delivery of 1934 models; exchanges and deferred terms.—418, Romford Rd., Forest Gate, E.7. [1997]

COMERFORD'S—84 guineas!! 1933 B.S.A. 3-wheeler 4-cyl. special sports, finished attractive shade green, one owner, tax paid; £20 deposit; exchanges.—Portsmouth Rd., Thames Ditton. [1834]

LIVERPOOL—1932 B.S.A. "Blue Star" super sports 2-seater, black-red, overhauled by makers within last month, good tyres and appearance, taxed year; £77, exchange or deferred.—Below.

LIVERPOOL—1931 B.S.A. Family 4-seater completely equipped, overhauled, taxed; £67, exchange or deferred.—Victor Horsman, Ltd., 65, Pembroke Place, Liverpool. Royal 5576. [1984]

!!!—63 guineas! Deferred; 1932 B.S.A. Blue Star, dynamo, screen wiper, V screen, chromium lamps, good tyres, exceptional condition.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon. [2168]

THREE-WHEELERS FOR SALE.

B.S.A.

!!!—85 guineas, deferred; 1933 B.S.A. special sports, coachbuilt, pneumatic upholstery, hood, wiper, screens, unmarked, original tyres, spare wheel, taxed, practically new.—Gray's, 217, Grovegreen Rd., Leytonstone. [2222]

HALL OF BALHAM Offers: 57 guineas; 1931 B.S.A. sports, flat windscreen, new side screens, recently thoroughly overhauled, condition as new, taxed year; any trial.—226, Whitehorse Rd., Croydon. Thornton Heath 1682. [2461]

TAYLORS, of Kingston.—1932 B.S.A. 3-wheeler sports, "V" screen, good tyres, carefully used, mechanically sound, exceptionally nice condition, taxed; £69; terms, exchanges—135, London Rd. Kingston 1263. [2110]

RENNO'S.—1931 B.S.A. 3-wheeler 2-seater, specially tuned, twin carburettors, refabricated, speedometer; 2 new tyres, splendid condition, taxed; 57 guineas; exchanges, terms.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2356]

!!!—62 Guineas! Exchanges, Deferred.—October, 1932 special sports B.S.A. chromium lamps, spotlight, excellent tyres, spare, sidescreens, hood, one owner, splendid condition, exceptional performance.—Gray's, Waterloo Rd., Cobridge, Burslem, Staffs. [2068]

WHITBYS, of Acton, offer 1933 B.S.A. 4-cyl. W.C. 3 wheeler, tax paid, perfect condition; £95; prompt delivery of new models, satisfaction assured at the sole district distributors, terms over 2 years, highest allowances.—1-7, The Vale, Acton, W.3. She. 1513. [9419]

Spare Parts:

B.S.A. 3-wheeler Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0470]

FOR B.S.A. 3-wheeler Spares.—Godfrey's, Ltd., 366, Euston Rd., London, N.W.1. Museum 2644-7. [0271]

ON the Spot!—Any B.S.A. 3-wheeler spares despatched definitely same day, c.o.d.—County Motor Co., Broad St., Birmingham. [0204]

J.M.B.

ELITE MOTORS.—1934 J.M.B. sports 3-wheeler, blue and black, mileage 1,500, 3-speed and reverse, taxed; 57 guineas.

ELITE MOTORS.—1934 J.M.B. 3-wheeler, maroon and black, 4-seater Family; 59 guineas.

ELITE MOTORS.—1934 J.M.B. 3-wheeler 4-seater sports, cream and black, used demonstration only; 63 guineas.—959, Garratt Lane, Tooting, S.W.17. [2278]

1934 J.M.B. 3-wheeler, small mileage, as new; £59/10; full range of new models in stock.—Longman's, 17, Bond St., Ealing. Phone: 0689. [2303]

BOYER and BENTLEY, distributors for J.M.B.—Write or call for demonstration; highest exchanges, deferred self financed.—118, Peckham Rye, S.E. New Cross 3032. [8348]

GODFREY'S Guaranteed J.M.B. Family 3-wheeler, blue and black, equipped, as new, used for demonstration only; £65; exchanges, deferred.—208, Great Portland St., W.1. [2090]

Morgan.

NAYLOR and ROOT, Ltd.

LARGEST Morgan Stockists in England.

47 Morgan Models Actually in Stock.

SEE Displayed Advt. on page 20.

THE Finest Range Ever Offered.

NAYLOR and ROOT, Ltd., Morgan Specialists, 318, Wandsworth Rd., Clapham Junction, S.W.11. Battersea 5272 (seven lines). [8768]

LANE MOTORS for Morgans.

1931 Model Super Sports, 10-40 o.h.v. J.A.P., several from 63 guineas.

1929 Aero, 10-40 o.h.v. J.A.P., perfect condition; 37 guineas.

1929 Aero, J.A.P., side valves, in nice order; 35 guineas.

1926-27-28 o.h.v. and s.v. Aero Models from 25 guineas.

1930 Model De Luxe, absolutely perfect; 29 guineas.

1928-29 Family Models, all really sound order, from 29 guineas.

1926 De Luxe 8h.p., self starter; 16 guineas; terms, exchanges.—208, West End Lane, Hampstead. Open Sunday mornings. [9725]

MORGAN 1926 Grand Prix Sports 2-seater, taxed, perfect; £15.—243, Maida Vale, W.9. [2325]

WILLMOTTS' REBORE SPECIALISTS



with the Churchill Grinder. Accuracy Guaranteed. We fit Super Hepolite Pistons and thus combine the finest Machine with the best Piston.

ALL MODELS 18/-

175 c.c. to 600 c.c. complete with piston. Carriage Extra.

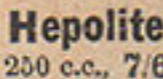
VALVES AND GUIDES.

KE. 965 for all O.H.V. Models, 4/-. Others for S.V., 2/6. Guides, all Models, 1/6 each. Nothing Barred. TERRY AERO valve springs, O.H.V. and S.V., 6d. each spring. Post 3d.



BIG END BEARINGS

The goods—no cheap pattern stuff. "We cut the price, not the quality," for Norton, B.S.A., ARIEL, VELOCETTE, NEW IMP., etc. 13/6. Fitted in Flywheels, 3/- extra.



Hepolite Pistons, London Stockists

250 c.c., 7/6; 350 c.c., 8/6; 500 c.c., 9/6. All Two-stroke Pistons except Scott and Villiers, 25 per cent. extra. Gudgeon Pins, 1/6. Rings, 10d. each. Post 6d.



Mainshaft Ball Races

For Norton, B.S.A., RUDGE, ARIEL, etc. Single Row, 7/6 each. Double Row, 8/3. Roller Races, 9/6. Post 6d.

CAR REBORES

Austin 7, Triumph 7, M.G., Morris Minor, Morris Cowley. Complete with Pistons, 42/-.

WILLMOTTS', For Your Repairs

Complete engine and gear-box overhauls. Don't be misled, we have the finest repair shop in London, quick service, with full guarantee. Take notice, our Motto is Service. Satisfaction and Value for Money. Remember, Willmotts' for your repairs.

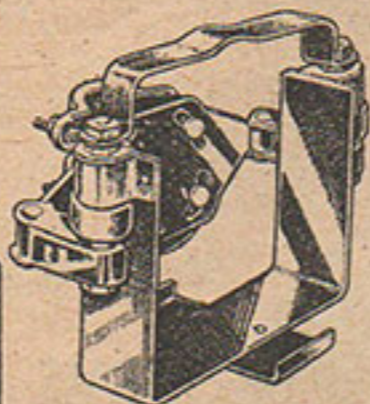
WILLMOTTS' London's Quality Tuning Shop

Heads polished from 5/-, Ground, Super Polished and Streamlined, 10/-. Flywheels Super Balanced and Polished for SPEED, 10/-. Complete engine tuning, write for our estimate. WE GUARANTEE THE EXTRA M.P.H. All work in our own workshop, by Mechanics with actual Racing experience, who fully understand SPEED, RELIABILITY, and how to obtain it. You want the best. We do it at

200, HIGH ST., STRATFORD, E.15.

Phone: Maryland 4115.

Abolish Broken Batteries!



HUGHES PATENT

Rubber

Shock Absorbing Battery Carriers SOLVE THE PROBLEM.

These Carriers fit any machine and suit all makes and shapes of Batteries. Equally good for Light Car or Motor Cycles.

Prov. Patent No. 21454/33.

No. 1. For use with Lucas, Pertrix, Exide, and similar types of batteries. The method of holding the battery prevents damage owing to vibration. You can also top your battery up with acid or water with a minimum of trouble. The battery swings out on either arm on either side of machine or car. Retail Price: 7/6 each, from all Agents.

Manufacturers and Patentees:

HUGHES MOTOR FITMENTS, LTD. GREET, BIRMINGHAM, 11.

"LANCASHIRE JACK"

ul Sell er Swap owt wi Motor Bikes er Cars!

Come up and See me Sometime at

Phone: JACK PILLING'S 660

BURY

YOU CAN DEPEND ON AN

ARIEL

AGENT

BUY YOUR 1934 MACHINE FROM

REDHILL MOTOR AND CYCLE WORKS LTD., 50, BRIGHTON ROAD, REDHILL.

THREE-WHEELERS FOR SALE.

Morgan.

KIRK

KIRK and Co., Morgan Specialists!! "Three months-written-guarantee" (over £20); exchanges, terms; full comprehensive insurance not required; hire purchase particulars on request; wonderful selection; note our prices.

105 Guineas.—Super sports, 1934, 10-40h.p. o.h.v. racing J.A.P., 3 speeds and reverse, electric starter, spare wheel unused, upswept exhausts, hood and cover, 2-tone blue finish, astounding value!

98 Guineas.—Sports 1934 model, 10-40h.p. J.A.P., w.c., 3-speed and reverse, latest type fittings and equipment, spare unused, 1,500 miles only, tax paid; genuine bargain.

88 Guineas.—Sports, 1933, 10-40h.p. o.h.v. J.A.P., w.c., self starter, 3-speed and reverse, F.W.B.'s, dash instrument panel, attractive cream and crimson finish really magnificent appearance, one owner only, year's tax.

78 Guineas.—Super sports, 1932, 10-40h.p. o.h.v. J.A.P., w.c., 3 speeds and reverse, dynamo lighting, self starter, F.W.B.s, dash instrument panel, excellent appearance; range of several others.

49 Guineas.—Family, 1931, 8h.p. J.A.P., full dash, dynamo lighting, self starter, speedometer, electric horn, pneumatic seats, geared steering, F.W.B.'s, rigid A-W. equipped; another snip!

45 Guineas.—Aero, 1929 model, 10-40h.p. o.h.v. racing J.A.P., w.c., fully equipped, dynamo, excellent appearance, 2-tone blue-red cellulose, extremely fast.

39 Guineas.—Aero, 1929, 8h.p. J.A.P., w.c., dynamo lighting, F.W.B.s, fully equipped dash, hood, etc., very reliable.

38 Guineas.—Aero, 1928, 10-40h.p. o.h.v., w.c., fully equipped, F.W.B.s, excellent O.S. tyres, "V" screens, electric horn, speedometer, duo-tone finish.

35 Guineas.—Family, 1930, 8h.p. J.A.P., dynamo lighting, F.W.B.s, rigid all-weather equipment, O.S. tyres, fine appearance.

29 Guineas.—Aero (first registered 1927), o.h.v., w.c., fully equipped, dynamo, hood, pneumatic upholstery, S.S. tyres, smart appearance, tax paid.

28 Guineas.—Aero, 1926, 10-40h.p. o.h.v. racing J.A.P., w.c., dynamo lighting, cycle type wings, hood, etc., smart appearance.

19 Guineas.—Family, 1926, 8h.p. J.A.P., w.c., dynamo lighting, electric horn, speedometer, etc., very good condition throughout, excellent tyres.

15 Guineas.—Family, 1925, 8h.p. J.A.P., w.c., dynamo lighting, reduced steering, rigid A.W. equipment, good appearance, taxed.

12 Guineas.—Family, 1925, 8h.p., w.c., 4-seater, fully equipped, genuine opportunity.

WRITE, phone, or call to inspect our comprehensive range of Morgans and B.S.A. 3-wheelers.

KIRK and Co., 22, 49, Praed St., W.2 (Paddington 6049). Close 8 p.m., Sundays 10 a.m. to 1 p.m. [2302]

MORGANS.—List free. Terms, Exchanges.—Rowland Smith, below.

£6 Deposit or 65 Guineas Cash.—1931 model, Super Sports, specially tuned racing o.h.v. J.A.P., green, straight-through exhausts, hood, Bosch horn, carefully used, exceptional condition.

£4 Deposit or 45 Guineas Cash.—Late 1929, Aero, racing o.h.v. J.A.P., red, dynamo, F.W.B., hood, cycle-type wings, reduced steering, straight-through exhausts, excellent condition. Taxed.

£3 Deposit or 35 Guineas Cash.—1929, Family, w.c. J.A.P., electric starter, F.W.B., hood, reduced steering, carefully used, excellent condition.

£3 Deposit or 32 Guineas Cash.—1927 model, Aero, racing o.h.v. J.A.P., black and green, F.W.B., straight-through exhausts, cycle-type wings, speedometer, excellent condition. Taxed.

£3 Deposit or 29 Guineas Cash.—Late 1927, Aero, o.h.v. Anzani, blue and red, dynamo, F.W.B., straight-through exhausts, hood, reduced steering, excellent condition. Taxed.

15 Guineas.—1927, 2-seater, blue, very good condition.

14 Guineas.—Late 1924, Grand Prix Sports 2-seater, w.c. J.A.P., red and black, dynamo, hood, straight-through exhausts, reduced steering, excellent condition. Taxed.

ROWLAND SMITH, High St., Hampstead (Hampstead, Tube). Week-days, Saturdays 9-9. Sundays 9-1. Hampstead 6041-6. [2400]

THREE-WHEELERS FOR SALE.
Morgan.

MASKELL FOR MORGANS Have the Following:—

1934 Sports 2-seater, 10-40 o.h.v. J.A.P., 3-speed and reverse, interchangeable wheels and spare wheel, self starter, 2,500 miles only, definitely as brand new, taxed year; £95.

1932 Super Sports, 10-40 o.h.v. J.A.P., 3-speed and reverse, self starter, fitted with special Brooklands silencing system, very fast, taxed; £79.

1930 Aero Model, 10-40 o.h.v. w.c. J.A.P., self starter, geared steering, F.W.B., cellulosed black and cream, taxed; £65.

1930 Aero Model, 10-40 o.h.v. J.A.P., F.W.B., geared steering, screen wiper, outside gear change, all new tyres, competition tyre on rear, repainted black and red; £62/10.

1930 Family Model, 10-40 o.h.v. J.A.P., "M" chassis, extra large centre head lamp, new tyres, F.W.B., geared steering; £50.

1928 Aero Model, 10-40 o.h.v. J.A.P., geared steering, F.W.B., self starter, new hood, taxed, repainted Cambridge blue and red; £45.

1928 Aero Model, 10-40 o.h.v. J.A.P., F.W.B., geared steering, new tyres all round, new hood, speedometer, clock; £45.

1928 Aero Model, 8h.p. s.v. J.A.P., new hood, new tyres, geared steering; £45.

1927 Aero Model, 10-40 o.h.v. J.A.P., F.W.B., new hood, specially fitted with 3-speed and reverse, new tyres all round, taxed, finished black; super bargain at £40.

1927 Family Model, 10h.p. M.A.G. engine, 5-lamp lighting set, F.W.B., geared steering, new hood, repainted, taxed; £35.

MASKELL FOR MORGANS, Ltd., the Official Morgan Distributors, 6 to 8, Station Rd., Camberwell, S.E.5. Telephone: Brixton 5725. [1990]

LAYTONS.—1926 Morgan Grand Prix, electric lighting, clean condition; £12/10.

LAYTONS.—1932 Morgan De Luxe 2-str., 3-speed and reverse, repainted, excellent; £59.

LAYTONS, New Rd., Oxford. Phone: 3381. 'Gram: Integrity, Oxford. [2327]

MORGAN Sports, F.W.B., cycle wings, taxed, insured; £22 or near.—6, Thrale Rd., Streatham. [1972]

£23.—Aero Morgan, o.h.v. Blackburne, geared steering, F.W.B., taxed.—4, McNeil Rd., Camberwell. [1998]

AERO Morgan-Jap., 1929, exceptionally good condition.—24, Drayton Gardens, West Drayton, Middlesex. [2075]

MORGAN 1930 Super Sports, M chassis, nice condition, taxed; £54.—Bromley, 64, St. George's Rd., Bolton. [1968]

ASCOTT.—15 guineas; Aero Morgan, w.c., o.h.v., dynamo, taxed, excellent condition; another, 8 guineas.—Below.

ASCOTT.—12 guineas; Family Morgan, w.c., dynamo, fine condition.—62, Balham Hill, S.W.12. Phone: Battersea 5872. [2129]

SOUTHPORT.—Here! 1934 Morgans, sports and super sports.—Lifes, West St. (Unbeatable exchanges.) Tel.: 3774. [5924]

G. W. WILKIN.—1930 10-40 super sports Morgan, M chassis, really fast, taxed; £65.—26, London Rd., Kingston. Phone: 0722. [1903]

HOMAC'S.—All the undermentioned Morgans have been carefully overhauled, and we are confident would give every satisfaction.

HOMAC'S.—1934 New 4-cyl. model in stock for immediate delivery, 3 speeds and reverse, spare wheel, etc.; £120; exchanges and terms.

HOMAC'S.—1930 Aero, 10-40h.p. o.h.v. J.A.P., excellent tyres all round, guaranteed faultless, taxed; £55.

HOMAC'S.—1929 Aero, o.h.v. Anzani, dyno lighting, self starter, special tyres, guaranteed perfect; £42/10.

HOMAC'S.—1928 Aero, 8h.p. s.v. J.A.P., dyno, etc., F.W.B., perfect; £28/10.

HOMAC'S.—1927 Aero, 10-40h.p. o.h.v. J.A.P., Lucas dyno, many extras; £32/10.

HOMAC'S.—1926 De Luxe, 8h.p. a.c. J.A.P., dyno lighting, F.W.B., Daimler O.S. tyres, side screens, many extras, taxed, perfect order; £22/10.

HOMAC'S—Exchanges and deferred terms arranged on any of the above.—Homac's, The Official Morgan Service Depot, 247, Lower Clapton Rd., Clapton, E.5. Phone: Clissold 9616-7. [2277]

£65!—1931 Aero Morgan 10-40 s.v. Jap., exceptional condition, taxed.—Prince Albert Garage, Staines Rd., Sunbury, Middlesex. Telephone: Sunbury 423. [2076]



MASKELL for MORGANS
THE LARGEST MORGAN AGENTS IN THE COUNTRY
ALL 1934 MODELS IN STOCK
A WONDERFUL DISPLAY OF SECONDHAND MODELS Ranging from £20
ALL SPARES, NEW AND SECONDHAND, IN STOCK.
Write for Spares List Gratis
6 to 8, Station Road, Camberwell, S.E.5 Brixton 5725



LANE MOTORS
CASH!
FOR MORGANS and Recent Motor Cycles
Send for our list of second-hand Motor Cycle and Morgan Bargains.
Highest Part Exchange Prices Given.

Phone HAMPSTEAD 1174

Fill in Coupon giving details, and you will receive 2 labels and best method of despatch.
I own a
H.P., Year, etc
NAME
ADDRESS
Price

208 WEST END LANE, HAMPSTEAD, N.W.6.

MORGANS
The only Official Service Depot in London
SALES · SPARES · REPAIRS
HOMAC'S
243-7, LOWER CLAPTON RD. E5
Tel. CLISSOLD 9616-7

LEWIS QUICK ACTION TWIST GRIPS
"The better Grip at the Lower Price"
Grips 6/- and Dummy 1/6, either long or short. 1" or 1 1/4" standard or racing.
Obtainable from all leading Factors and Traders. NONE GENUINE UNLESS MARKED LEWIS. Made in England by TWIST GRIPS Ltd., 91, Beach Rd., Sparkhill, Birmingham.

Colmore Depot
THE 3-WHEELER SPECIALISTS
Also at Manchester, Liverpool, Leicester
77, STATION ST. BIRMINGHAM
for B.S.A. & MORGAN

THREE-WHEELERS FOR SALE.
Morgan.

CONWAY MOTORS.—£80; 1932 Morgan super, 10-40 J.A.P., 3-speed, dynamo, unscratched, really smart, fast and sound mechanically.

CONWAY MOTORS.—£59; particularly good 1930 super, 10-40 J.A.P., dynamo, bumpers, very smart, fast; exchanges, deferred.—301, Goldhawk Rd., Shepherd's Bush. [2456]

!!!—59 guineas; 1930 10-40h.p. o.h.v. racing J.A.P. super sports Morgan, dynamo, cycle wings, excellent tyres, bumper, speedometer, hood, magnificent condition.

!!!—36 guineas; £9/9 secures; 1929 o.h.v. Aero, dynamo, starter, F.W.B., new tyres, taxed.

!!!—27 guineas; £7/2 secures; 1927 o.h.v. Aero, dynamo, F.W.B., cycle wings, competition pipes, excellent tyres, taxed.

!!!—27 guineas; 1928 4-seater, dynamo, one owner; 1929, 36 guineas; 1930, 43 guineas; 1932, 59 guineas.

!!!—75 guineas; 1932 10-40h.p. o.h.v. Aero, dynamo, starter, 3-speed, small mileage.

87 Guineas.—1933 10-40h.p. o.h.v. Aero, dynamo, starter, spare wheel, as new; exchanges (deferred 18 months).—Gray's, 152, Woodhouse Lane, Leeds. [2259]

SUPER Sports Morgan 1930 1/2 10-40 o.h.v., S type J.A.P., w.c. starter, new condition; £55; H.P. arranged.—"Banda," Willows Estate, Sunbury, 'Phone: 267. [2078]

£15.—Morgan Aero, Blackburne o.h.v., electric smart appearance, perfect, many extras, would exchange motor cycle, taxed, insured.—17, Burnham Rd., Dartford. [2050]

LIVERPOOL.—1934 (March 19) Morgan super sports 2-seater, special finish cream-red, o.h.v. w.c. engine, taxed year and unmarked; £98, exchange or deferred.—Below.

LIVERPOOL.—1929 super sports Morgan, 10-40 Jap, completely overhauled, black-red, hood, new tyres; £56, exchange or deferred.—Victor Horsman, 65, Pembroke Place, Liverpool. Royal 5576. [1983]

1928 Family Morgan, excellent order, s.v. a.c. J.A.P., good tyres and hood, many extras, taxed; £28/10.—Morgan Depot, 8a, Ainger Rd., N.W.3. Pri. 0046. [0395]

1933 Super Sports o.h.v. Morgan-Jap, very fast, excellent throughout; remarkable bargain, £80.—H. A. Saunders, 140-144, Golders Green Rd., N.W.11. Speedwell 5061. [2309]

1932 Morgan Family, 3-speed, reverse, self starter, 7,000 miles, taxed year, insured, appearance new; £55, or nearest.—Rillie, 32, Coombe Hill, Milborne Port, Somerset. [2042]

100 Guineas.—Super Sports Morgan 1934 o.h.v. J.A.P., 2 months old, fully equipped, new oiling system fitted by Jan's.—'Phone: Wallasey 2932, Prest, Cardigan Garage, Wallasey. [1967]

!!!—43 guineas; 1929 10-40h.p. o.h.v. Morgan-Jap, dynamo, F.W.B., £9 engine overhaul, new hood, foot accelerator, 1932 type wings, very fast.—Gray's, 20, Hardman St., Liverpool. [2375]

SOUTHPORT.—1933 (July) Morgan Super Sports 10-40 J.A.P., 3 speeds, spare wheel, starter, 2 shades green, indistinguishable from new, under 5,000 miles; 95 guineas.—Lifes, West St. [2476]

1932 Super Sports o.h.v. Morgan-Jap, 100% condition, exceptionally fast, 3-speed, reverse, extras, taxed year; £90, or offer.—"Rosedene," Chase Side, Southgate, N.14. Barnet 0331. [1946]

PRIDE and CLARKE.—Morgan bargains on very easy terms; pay required deposit and drive away, balance over 12, 18 or 24 months; generous allowance for your present motor cycle, car or 3-wheeler.

WRITTEN Guarantee with Every 3-wheeler Over £30 in value.

£42.—1931 Super Sports M chassis, 10-40h.p. o.h.v. J.A.P., De Luxe 2-seater body, almost new condition; £8 deposit.

£92.—1933 Super Sports, blue and green, in almost brand new condition throughout; £10 deposit.

PRIDE and CLARKE, Ltd.—Write for full lists and details.—237, Brixton Hill, S.W.2. 'Phone: 6414. [2485]

!!!—63 guineas! Deferred; 1931 super sports Morgan, dynamo, "M" chassis, "V" screen, good tyres, duo-green, little used, excellent condition.—Gray's, Strathmore Rd., Whitehorse Rd., Croydon. [2169]

MORGAN Latest Super Sports, blue-cream, immediate delivery; £135; keenest exchange with S.H. Morgans, light cars, and motor cycles.—King and Harper, Ltd., Bridge St., Cambridge. 'Phone: 3201. [1956]

80 Guineas.—1933 Morgan Aero sports 4-seater, 3 speeds and reverse, starter, spare wheel, 4,000 miles only, one owner, as brand new; terms, exchanges.—Broadway Motors, 67, High St., Hounslow. 'Phone: 0175. [2329]

THREE-WHEELERS FOR SALE.

Morgan.

BEARTS, Morgan Distributors, offer:—1931 Family, a.c. s.v. J.A.P., £45; 1930 Family, w.c. s.v. J.A.P., £45; immediate delivery from stock of new models.—102, London Rd., Kingston-on-Thames. Phone: 3348-45-50. [0508]

!!!—95 guineas! Deferred; 1933 10.40h.p. o.h.v. J.A.P. super sports Morgan, 3-speed, reverse, starter, Magna wheels, new spare, "M" chassis, raised exhausts, taxed, black-cream finish; sprung steering, mileage 4,000, practically new.

!!!—76 guineas! 1933 10h.p. s.v. water-cooled Family, reverse, starter, hood, side screens, Magna wheels, spare, "M" chassis, works maintained lemonstration model, magnificent condition.

!!!—64 guineas! 1931 10-40h.p. o.h.v. super sports, green body, outside change, "M" chassis, cycle wings, twin float amal, tuned engine, exceptionally hot.

!!!—63 Guineas! 1932 10h.p. water cooled s.v. De Luxe 2-str., reverse, starter, cycle wings, Bosch, blue body, beautifully kept.

!!!—49 guineas! 1929 10-40h.p. o.h.v. super sports, cream body, wide track, cycle wings, chromium pipes, outside change, new tyres, twin float Amal, terrific performance.

!!!—37 guineas! 1930 8h.p. s.v. Family-Jap, good hood, sidescreens, starter, new battery, taxed, splendid performance.

!!!—35 guineas! 1927 10-40h.p. o.h.v. Aero, geared steering, F.W.B., cycle wings, raised exhausts, outside change, new hood, ventilators, dynamo, speedometer, twin float Amal, foot accelerator, splendid condition.

!!!—27 guineas! 1927 8h.p. water cooled s.v. Jap-Aero, red-cream, 5 lamps, cycle wings, dynamo, exceptional performance.

!!!—£9/15! Late 10h.p. o.h.v. water cooled Anzani sports 2-str., geared steering, dynamo, 5 lamps, good tyres, flared wings, hood, running order, suit mechanic.—Gray's, Sandford Rd., Bexleyheath. [2241]

TAYLORS, of Kingston.—1926 Aero Morgan, 8h.p. water-cooled J.A.P., geared steering, dynamo lighting, well equipped, smart appearance, excellent condition; £18/10; terms, exchanges.—135, London Rd., Kingston. Phone: 1263. [2111]

!!!—89 guineas, deferred (18 months); 1934 w.c. Family Morgan, 3 speeds, reverse, starter, Magna detachable wheels, unused spare, sidescreens, coloured dash, only registered one quarter, indistinguishable brand new.—Gray's, 217, Grovegreen Rd., Leytonstone. [2221]

LIVERPOOL.—1930 Morgan Aero-Jap, cycle guards, red, black, a real beauty, £48; 1929 Family, 2-colour, self starter, £36; 1925-26 Family, w.c. J.A.P., new hood, spotless, taxed, £22.—Woollands, Brunswick Rd. Sundays 11-2. Phone: 1403 Anfield. [2314]

!!!—59 Guineas! Exchanges, Deferred.—1931 Family Morgan, 10-40 o.h.v. water-cooled Jap., cycle wings, foot accelerator, pneumatic upholstery, hood, screens, repainted blue-maroon, one owner, magnificent condition.—Gray's, Waterloo Rd., Cobridge, Burslem, Staffs. [2067]

COLMORE'S Advice—Buy New!!—Owing to the shortage, good modern used 3-wheelers are fetching fancy prices; buying a brand new 1934 model is definitely a better investment; get Colmore's "Better Way" easy payment and exchange folder.—Colmore Depot, 77-85, Station St., Birmingham (Largest Morgan Distributors in the Kingdom). [1959]

STOP!!!—£35/10! £8/18 secures; deferred (18 months); 1927 10-40h.p. o.h.v. Aero Morgan-Anzani, water-cooled, dynamo, balanced carburation, F.W.B., geared steering, new balloon tyres, V screens, speedometer, illuminated dash, cycle wings, 5-lamp set, electric horn, mirror, taxed, red-black, red rims, magnificent condition, fast, overhauled, guaranteed; exchanges.—Campbell's, Banks Lane, Broadway, Bexleyheath. Phone: 1389. [2242]

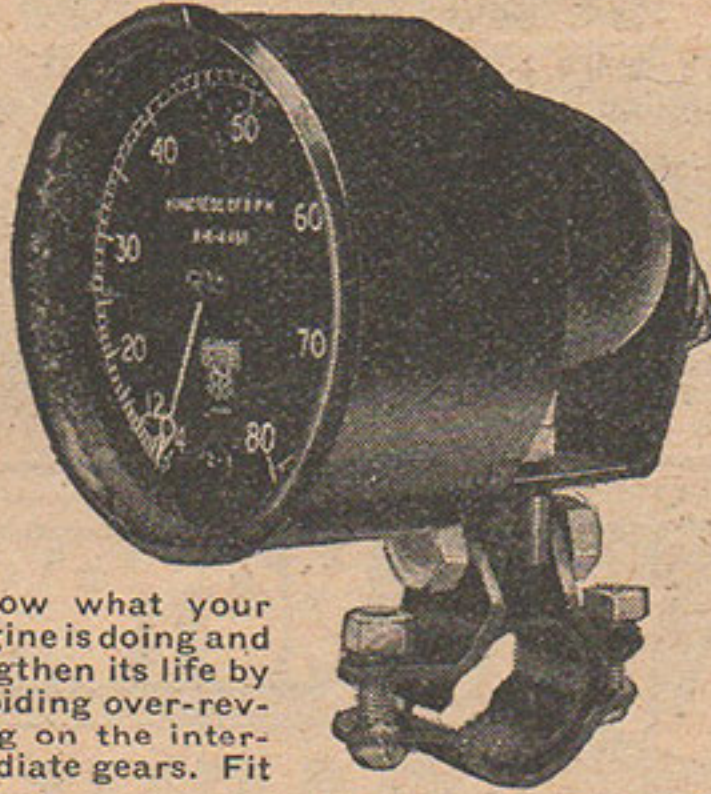
YOUR 1934 Morgan must come from King, of Oxford, the most enthusiastic distributor of these amazing sporty 3-wheelers; immediate delivery of any model on definitely the easiest of easy terms. Remember, I finance all my own deals, and don't want references, guarantors, no enquiries, or "red-tape." Better write for my proposition; it'll pay you! Guaranteed highest allowance on any motor cycle, outfit or 3-wheeler part payment. The up-to-date distributor for the sportiest 3-wheeler.—King, New Rd., Oxford. [1752]

KING, of Oxford, offers this week's Morgan snip. One-fifth deposit!! Immediate delivery!! No insurance, guarantors, enquiries, references! 1933 and little used sports 2-seater, twin water-cooled J.A.P. o.h.v. sports engine, 3 speeds, reverse, self starter, 2 doors, sports hood, speedometer, etc.; quick detachable wheels, spare wheel; all tyres excellent; splendid condition; lovely to handle; 79 guineas!!! Any high grade motor cycle, combination, 3-wheeler taken part payment; guaranteed, highest allowance. Get my proposition, it'll pay you. You definitely cannot do better than write me; I can save you pounds.—King, New Rd., Oxford. [1751]

Spare Parts:

MASKELL FOR MORGANS, Ltd., for spares and repairs. [3098]

Don't over-rev. your engine

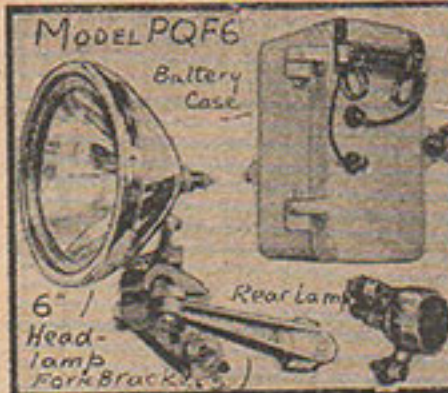


Know what your engine is doing and lengthen its life by avoiding over-revving on the intermediate gears. Fit

SMITH'S Rev. Indicator

Price 63/- including drive.

S. SMITH & SONS (Motor Accessories) LTD., CRICKLEWOOD, LONDON, N.W.2.



THE WORLD'S BEST VALUE. (Originally 46/-)
6 in. Headlamp (500 ft. beam), Fork Brackets, Rear Lamp, Battery-Box. All cable and fittings. Best Quality. For Post 1/6 Batteries 3/-
27/6 LAST CHANCE! Only 10 left
BETA LAMPS BOTHWELL SCOTLAND

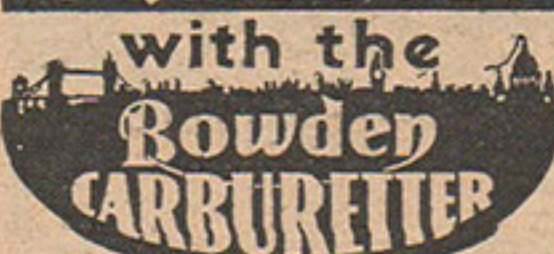
ELECTRIC LIGHTING INCLUDED

VELOCETTE
MODEL M.O.V.—PRICE £47-10

VELOCE LTD. HALL GREEN BIRMINGHAM

BURMAN GEARS
FULL INFORMATION ON ANY POINT FROM THE MANUFACTURERS
BURMAN & SONS LTD RYLAND RD BIRMINGHAM

A QUICK GET AWAY —



Simple and efficient. No slides to wear. Write for particulars. **BOWDEN (ENGINEERS) LTD. 85, Victoria Road, Willesden Junction, London, N.W.10.**

LESS PETROL CONSUMPTION

THREE-WHEELERS FOR SALE.

Morgan.

Spare Parts:

DOUGLASS for Every Morgan Spare; Douglass for Anzani spares.

DOUGLASS for Engine and Chassis Repairs.—Douglass, St. Mary's Sq. Ealing 6470. [5220]

LARGE Stock S.H. Morgan Spares, cheap.—R. Fisher, Barbourne Rd., Worcester. [1915]

MORGAN Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0305]

BRITNELL BROS.—Morgan spares, new, second-hand, repairs.—725, Fulham Rd., S.W.6. Fulham 1652. [6760]

BEART'S for Morgan Repairs, spares new and second-hand; trade and retail.—102, London Rd., Kingston. Phone: 5148. [0372]

MORGAN Spares.—For return of post service send to the official J.A.P. and Morgan distributors.—S. Norrish, Ltd., 62, Great Portland St., London. Phone: Museum 6622-3. [0215]

LONDON Morgan Service Depot, officially appointed by the Morgan Motor Co., Ltd.; every spare part in stock; repairs and overhauls by experienced Morgan mechanics, advice free; trade supplied.—Homac's, 243, 247, Lower Clapton Rd., London, E.5. Phone: Clissold 9616-9617. [7909]

MASKELL FOR MORGANS, officially appointed distributors and repairers by the Morgan Motor Co., Ltd.—Every Morgan spare part actually in stock, new and second-hand; trade supplied; repairs by Morgan mechanics; spare list gratis.—6 and 8, Station Rd., Camberwell, S.E.5. Tel.: Brixton 5725. [3093]

Raleigh.

SOUTHPORT.—Here! 1934 Raleigh 7-17 3-wheeler. instant delivery.—Lifes, West St. Tel.: 3774. [7831]

LATEST New 1934 7-17h.p. Raleigh 3-wheel Sports Tourer Car in Stock; £94; liberal exchange allowances; also Raleigh 3-wheel van in stock.—Walbro Cycle and Motor Co., Saffron Walden. Phone: 45. [1951a]

KING, of Oxford, offers yet another 3-wheeler snip!! 80 guineas!! 1934 7-17h.p. Raleigh sports light 3-wheeler, twin side valve engine, 3 and reverse gear box, self starter, speedometer, dynamo lights, 5 lamps, safety screen, big sporty 4-seater body, 2 doors, pneumatic upholstery, sliding bucket front seats, quick detachable and interchangeable wheels, with spare, all tyres as new; taxed! full written guarantee. Your outfit part payment; highest allowance; no references, guarantors, enquiries, "red-tape." Write now for my proposition; it'll pay you! Open Sunday mornings. Deal complete 10 minutes personal visit; 24 hours by post.—King, New Rd., Oxford. [1753]

COMMERCIAL VEHICLES.

PUTNEY AUTOS.—1932 Raleigh 3-wheeler van, electric, remarkable condition; £38/10.—263, Putney Bridge Rd., Putney. [2267]

PRIDE and CLARKE for Commercial 3-wheelers; large selection in stock; generous allowance for your present motor cycle, car or van; terms over 12 or 18 months.

£31.—1932 Raleigh light van, excellent tyres, good condition; £6 deposit; also 8 more similar.

£45.—1933 Raleigh light van, wheel steering, tyres unmarked, almost new condition throughout; £8 deposit.

£78.—Brand new 1933 Stevens light van; save £10 off list price; water-cooled engine, wheel steering; £10 deposit.

PRIDE and CLARKE, Ltd.—We can supply 3-wheeler vans to suit all trades; write for full lists and details of terms.—237, Brixton Hill, S.W.2. Phone: 6414. [1892]

£4 Deposit or 39 Guineas Cash.—Raleigh, late 1932, 5.98h.p. 3-wheeler Van, 3-speeds and reverse, small mileage, excellent condition. Cost about £90. Exchanges. List. Week-days, Saturdays 9-9. Sundays 9-1.—Rowland Smith, High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [2401]

NAYLOR and ROOT.—1931 B.S.A. 493 c.c. Sloper, Magdyno, commercial box sidecar, £32; 1930 Enfield 976 c.c. twin, Magdyno, Enfield truck sidecar, very roomy, £32; 1932 Triumph N.D. 549 Sloper, side valve, Magdyno, etc., Watsonian commercial truck sidecar, £32; also several Austin 7 and Morris Minor 5-cwt. vans; exchanges and deferred terms.—248-250, Lavender Hill, Clapham Junction, S.W.11. Battersea 5272. Open 9 to 8. Sundays 10 to 1. (Wednesday 1 p.m.) [2283]

CARS FOR SALE.

PUTNEY AUTOS, official Austin agents.—Liberal allowances on motor cycles in exchange; h.p. accounts settled.—263, Putney Bridge Rd. [8414]

HALIFAX.—Unbeatable exchanges; 1934 B.S.A. and Morgan runabouts; 1933 shop soiled B.S.A. 10h.p. saloon, fluid flywheel, £195.—Halifax Motor Exchange, Horton St., Halifax. [1139]

CARS FOR SALE.

NAYLOR and ROOT, Ltd.

140 Light Cars Actually in Stock.

HIGHEST Allowance for Your Motor Cycle, car or 3-wheeler; let us quote you; full bargain list on request.

ONE-QUARTER Deposit Secures Delivery, including insurance and tax, balance extended over any period up to 18 months.

1933 Ford 8 Tudor Saloon, blue, small mileage, clean car; £82.

1930 Austin 7 Swallow Saloon, duo tone, extras, leather, smart; £65.

1930 Standard 9 Swallow coachbuilt saloon, duo tone, extras, super smart; £75.

1929 M.G. Midget 2-seater, good chassis, well equipped, fast; £59.

1932 Morris Minor Coachbuilt Saloon, sun roof, choice five; £69.

1931 Jowett Black Prince Saloon, wire wheels, super clean, taxed; £75.

1931 Austin 7 Coachbuilt Saloon, sun roof, leather, Triplex, etc.; £59.

1930 M.G. Midget Coupe, sun roof, leather, extras, very smart car; £75.

1930 Austin 7 Wydor Saloon, good tyres, small mileage, choice 4; £48.

1930 M.G. Midget Sports 2-seaters, big sump, etc., choice five; £68.

1932 Triumph 7 De Luxe 4-seater, duo tone, absolute'y as new; £76.

1931 Singer 8 Coachbuilt Saloon, sun roof, 4-speed, duo tone; £65.

1932 Morris Minor s.v. 2-seater, black and green, super smart car; £62.

1933 Austin 7 Saloon, sun roof, 4-speed, leather, one owner, unmarked, taxed; £89.

1931 Morris Minor o.h.v. 2-seater, good tyres, well kept car, exceptionally fast; £58.

1930 Austin 7 Wydor Saloon, black and red, good tyres, very nice condition, taxed; £49.

1931 M.G. Midget 2-seater, red, almost new tyres, tuned engine; £82.

1931 Triumph 7 2-seater, dicky, duo tone, wire wheels, last; £69.

1928 Riley 9 Monaco Saloon, wire wheels, leather, fast car, taxed; £55.

WE Offer a Range of 70 Austin, Morris Minor and M.G. Midgets; the finest selection in London; list on request.

DON'T Forget That We Can Offer More for Your Present Vehicle and give a three months' written guarantee with all cars over £40.

NAYLOR and ROOT, Ltd., Light Car Specialists, 25, East Hill, Clapham Junction, S.W.11. Battersea 5272 (seven lines). Open 9 to 8. Sundays 10 to 1 [9368]

BROADWAY MOTORS, 67, High St., Hounslow. Phone: 0175.

£87.—1932 Standard Little Nine saloon De Luxe, leather upholstery, small mileage, positively as new.

£75.—1932 Morris Minor De Luxe sunshine saloon, taxed, immaculate condition.

£75.—1931 M.G. Midget 2-seater, maroon, superb condition, taxed.

£45.—1930 Morris Minor saloon, taxed, exceptional condition.

£38.—1929 Morris Minor saloon, year's tax, excellent condition.

£75.—1933 Morris Minor 2-seater, green and black, four speeds, 4,000 miles only, taxed, showroom condition.

£52.—1931 Morris Minor s.v. 2-seater, exceptionally smart and reliable car.

£45.—1930 Austin 7 saloon, black and red, taxed, very attractive.

YOUR Motor Cycle or 3-wheeler Exchanged, easiest terms.—Broadway Motors, 67, High St., Hounslow. Phone: 0175. [2330]

CONWAY MOTORS.—£89; 1932 (July) 12h.p. Wolseley Hornet saloon De Luxe, small mileage, unscratched, black, sliding roof.

CONWAY MOTORS.—£79; 1933 Ford 8, 9,000 miles, new condition throughout.

CONWAY MOTORS.—£80; 1931 M.G. 2-seater sports, just overhauled (cost over £40); bargain.

CONWAY MOTORS.—£48; 1928 Vernon-Derby 9h.p. super sports, 4-speed, taxed, amazing performance, really smart.

CONWAY MOTORS.—£22; exceptionally good 1927 Austin 7 Chummy; exchanges, deferred.—301, Goldhawk Rd., Shepherd's Bush. [2457]

SPARE PARTS

AT MORE THAN 50% BELOW LIST PRICE.

DISMANTLING THOUSANDS OF MOTOR CYCLES.

Every spare part sold by us is in good condition, as all worn-out parts are scrapped.

Engines, Frames, Wheels, Tanks, Cylinders, Pistons, and parts for— B.S.A., A.J.S., Ariel, Calthorpe, Enfield, Matchless, Imperial, Norton, Raleigh, Rudge, Sunbeam, Triumph and most others.

Gear Box and Spares for— Burman, Sturmey, Albion, and most others.

Carburettors and Spares— Amal, Binks, B. & B., and most others.

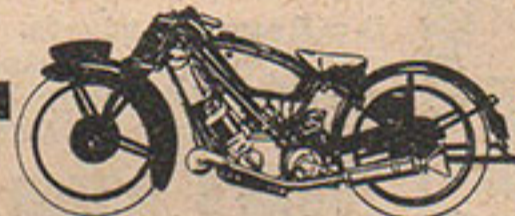
QUOTATION BY RETURN POST. WE SUPPLY ANYTHING—

from an odd size nut to a complete engine— from a carburetter jet to a gear box. Largest stock, lowest prices, quickest delivery. SATISFACTION OR MONEY BACK. C.O.D. A POST CARD BRINGS IT TO YOUR DOOR.

All Goods despatched on approval against cash or C.O.D. Order by postcard and pay on delivery. Quotations for any spare part or accessory by return.

See advt. under Parts and Accessories, Miscellaneous.

PRIDE & CLARKE LTD 158 STOCKWELL ROAD Brixton London S.W.9



TREAT yourself to a new machine this year—you cannot go wrong with a Scott, and furthermore you can obtain a really generous allowance for your present machine (any make) in part exchange— Balance deferred.

Order your new Scott now whilst delivery is good.

Prices: £59.10.0 — £115.0.0. Through your dealer or direct.

SCOTT MOTOR CYCLE CO., 78 Charlotte Street, Tottenham Court Road, London, W.1.

Hours: 9—8. Saturdays 4. Sundays 10.30—1.30. N.B.—1928—1930 Flyers urgently required. Extravagant allowances against 1934 models.

LEVIS THE MOTOR CYCLE OF QUALITY

For more than twenty years "LEVIS" has meant quality. If you have not yet experienced the joy of high-grade motor-cycling send now for our list.

BUTTERFIELDS Ltd., Stechford, Birmingham, 9

CARS FOR SALE.

BENMOTORS.—This week's stock includes:—

TWO-SEATERS.

59 Pounds.—Austin 7 1931 sports 2-str., fullest equipment, all extras, excellent tyres, well kept, specially tuned; choice 5.

98 Pounds.—Fiat 10 1932 De Luxe 2-str., sunk dicky, 4-speed, many extras, late type high radiator, excellent tyres, tip-top throughout.

89 Pounds.—M.G. Midget 1931 sports 2-str., cycle guards, fullest equipment, special finish, very attractive; choice 3 others.

99 Pounds.—M.G. Midget 1931 coupe, sun roof, rear trunk, wire wheels, excellent tyres, practically unmarked; choice 3 others.

89 Pounds.—Riley 9 1930 2-str., sunk dicky, superb condition, 4-speed, silent third, beautifully kept; choice 4 others.

95 Pounds.—Standard Big 9 1932 De Luxe 2-str., sunk dicky, original condition throughout, practically unmarked, many extras; choice 3.

69 Pounds.—Wolseley Hornet 1931 special sports 2-str., V screen, Magna wire wheels, excellent tyres; choice 2 others.

TOURERS and Saloons.

59 Pounds.—Austin 7 1931 saloon, large body model, fully equipped, many extras, excellent tyres; choice 3 others.

79 Pounds.—Humber 9.28 1930 4-door saloon, tip-top condition, fullest equipment, many extras, a real quality car.

59 Pounds.—Jowett 7 1930 4-door long saloon, tip-top condition, well kept, many extras; choice 3 others.

79 Pounds.—Lea-Francis 1930 sports tourer, 4-door, excellent tyres, wire wheels, fully equipped, 4-speed; choice 7 others.

89 Pounds.—Morris Minor 1933 coachbuilt saloon, excellent tyres, spare unused, small mileage, all extras; choice 5 others.

89 Pounds.—Riley 9 1930 Biarritz 4-door saloon, superb condition, £20 worth of extras, tip-top mechanically; choice 8 others.

59 Pounds.—Singer 8 1931-2 4-door sun saloon, coachbuilt, rear tank, all extras, beautifully kept; choice 5 others, etc., etc., etc.

ALL Cars Open to A.A. or R.A.C. Inspection Willingly; lists of 200 others post free; exchanges; terms.

BENMOTORS, 123, East Hill, Wandsworth, S.W.18. Battersea 2425-6. [1980]

PRIDE and CLARKE.—100 bargains in light cars; easiest of easy terms—pay required deposit and drive away; exchange your motor cycle or 3-wheeler, generous allowance.

WRITTEN Guarantee with Every Car Over £30 in value.

£14.—1927 Austin 7 Chummy, good condition; £4 deposit, £1 monthly.

£21.—1928 Austin 7 Mulliner saloon, engine just overhauled; £5 deposit.

£41.—1930 Austin 7 Wydor saloon, excellent condition throughout; £8 deposit.

£49.—1931 Austin 7 saloon, very good condition, excellent tyres; £9 deposit.

£59.—1932 Austin 7 saloon, very good order and condition; £10 deposit.

£62.—1931 Standard 9 Teignmouth saloon, excellent condition throughout; £10 deposit.

£78.—1933 Morris Minor De Luxe saloon, sun roof, 4-speed, excellent condition, taxed; £10 deposit.

£69.—1933 Ford 8 Tudor saloon, exceptionally nice condition throughout; £10 deposit.

£61.—1932 Morris Minor 2-seater, taxed, in almost brand new condition throughout; £10 deposit.

£49.—1930 Triumph Tickford saloon, exceptionally good condition; £9 deposit.

£89.—1932 Hillman Minx saloon, excellent tyres, very good condition; £10 deposit.

PRIDE and CLARKE, Ltd.—Many others; write for full lists and details of terms; 12, 18 or 24 months to pay.—237, Brixton Hill, S.W.2. Phone: 6414. [2485]

M.G. Tourer, Ace discs, 2 spares, fast, reliable, £18/10; 10-23 Z.10 Talbot tourer, specially tuned and repainted brown, low pressure tyres, £21; another, blue, £27; 2-seater, exceptionally nice car, insured, £22/10.—Derrington, 159, London Rd., Kingston. Phone: 3720. [1309]

CENTRAL AUTO SERVICE (Wandsworth) for the Best Small Car Bargains.—Jowett 7, 1930 Short saloon, F.W.B., taxed, £38; Triumph 8, 1929, 4-str., £27; Singer 10, 1927, 2-str., taxed, £15; Wolseley Hornet, 1930, C.B. saloon, taxed, £40; open 8 till 10.30, Sundays included.—15-17, Putney Bridge Rd., Wandsworth. Phone: Putney 4466. [2054]

CARS FOR SALE.

SMITH and HUNTER, Ltd., 407, Edgware Rd., W.2.

150 Cars Always in Stock, 7, 10 and 12h.p.; send for weekly list. Open 9-8, Saturday 9-6, Sunday 10-1.—Below.

1934 Austin Sunshine Saloon De Luxe, dark blue, hide upholstery, quite unblemished, mileage 2,500, full guarantee, taxed; £105.

1933 Austin Sunshine De Luxe, dark blue, hide upholstery, mileage 5,000, same owner throughout, good as new; £88.

1932 Austin 2-seater, dark blue, all tyres nearly new, mileage 14,000, engineer owned, superbly kept, coachwork unblemished; £65.

1931 Austin coachbuilt saloon, dark blue, leatherette upholstery, privately used throughout, one change ownership, taxed; £58.

1930 Austin Sunshine Saloon, brown, hide upholstery, one change only, exceptionally sound; £46.

1929 Austin Wide-door Saloon, brown, upholstery covers, 3 new tyres, splendidly kept, taxed year, £43; another, one owner, £40.

1929 Austin Stadium Sports, blue/aluminium, leather upholstery, very good runner; £37.

1929 Austin 4-seater Tourer, navy blue, 3 new tyres, step mats, most attractive; £36.

1928 Austin 4-seater Tourer, good all-weather equipment, owner taking saloon, taxed; £25.

1934 Ford 8 Sunshine Tudor, fawn/black, leather upholstery, small mileage, faultless condition, any trial; £110.

1933 Ford 8 Tudor Saloon, dark blue, very full equipment, good tyres, usual guarantee, any trial; £78.

1933 Hillman Sunshine Saloon, blue/black, same owner throughout, 12,000 miles, very complete, usual guarantee; £108.

1932 Jowett 4-door Coachbuilt Sunshine Saloon, blue, leather upholstery, bumpers, nearly new tyres, splendid order, taxed; £95.

1930 Jowett 4-door Long Saloon, black/red leather, loose covers, bumpers, all new tyres, exceptional lot, taxed; £65.

1929 Jowett 4-seater, long chassis, dark blue, good all-weather equipment; £30.

1930 Rover 10-25 Sunshine Saloon, 4-door, maroon, leather upholstery, A1 lot; £50.

1931 Singer 10h.p. 4-door Sunshine Saloon, blue, leather upholstery to match, one change only, first class lot; £69.

1930 Singer 8h.p. 4-door 4-seater, maroon/black, mileage 20,000 only, all new tyres, most superbly kept, taxed; £52.

1928 Singer 8h.p. 4-seater, dark blue, good all-weather equipment, small mileage, one owner, taxed; £25.

1932 Standard Big 9 Sunshine Saloon, black/red, 1 private owner, good tyres, any trial, most attractive; £100.

1932 Standard Little 9 Sunshine Saloon, black/green, good tyres, one owner only, taxed year; £80.

1929 Standard Teignmouth Sunshine Saloon, brown, leather upholstery, good tyres, very reliable, taxed; £48.

1928 Renault 9h.p. 4-door Coachbuilt Saloon, dark blue, good tyres, very reliable, taxed; £22.

1930 M.G. Midget 2-seater, large sump, red/black, exceptionally fast, attractive throughout, taxed; £63.

1933 Morris Minor Sunshine Saloon, dark blue/brown, good tyres, all in first class order; £85.

1932 Minor Sunshine Saloon, green, nearly new tyres, one private owner, coachwork superb, taxed; £75.

1932 Minor 2-seater, dark blue, good all-weather equipment, owner taking new Minor saloon, recommended; £63.

1931 Minor Coachbuilt Sunshine Saloon, grey, one owner since new, leather, mileage 19,000, taxed June; £58.

1929 Minor Fabric Saloon, brown, engine rebored, practically new tyres, Triplex throughout, 2 horns, exceptional lot, taxed; £42.

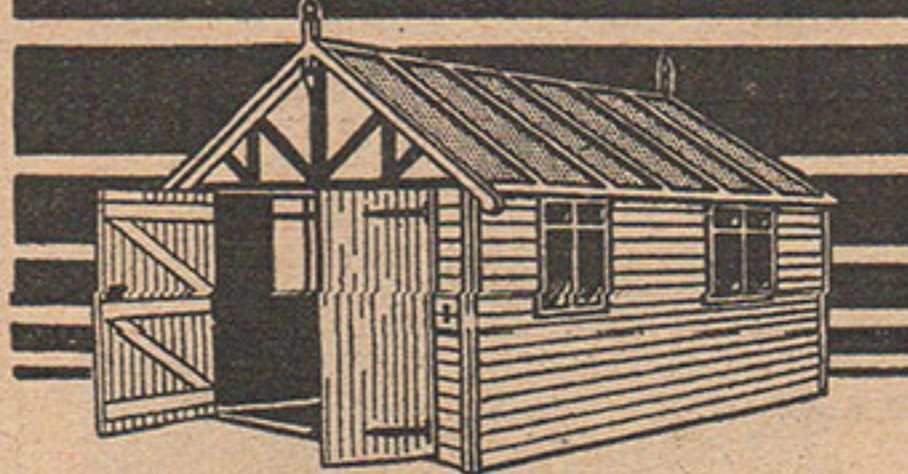
1931 Triumph Sunshine Saloon De Luxe, Triplex, leather upholstery, exceptional order, taxed; £75.

1930 Triumph 2-seater, dickey, cream/red, 4 new tyres, mileage 22,000, beautifully kept, taxed; £52.

1929 Triumph Saloon, dark blue, privately owned, good battery, sound tyres; £36.

ABOVE and 130 Cars at 407, Edgware Rd., W.2. Exchanges, deferred.—Phone: Ambassador 1011. [2228]

PELHAMS



The fine materials used and the roomy "lines" on which our buildings are built have made them very popular with motor cyclists. Each GARAGE is supplied in sections with bolts, etc. Free Fire Insurance is supplied with all our Garages. Catalogues FREE

10' x 8' x 6' x 3' £7 2s. 6d.
12' x 8' x 6' x 8' 6 £8 0s. 0d.
14' x 8' x 6' x 8' 6 £8 17s. 6d.

Open on Saturday Afternoon

All Our Buildings can be Supplied on Monthly Terms. WE ARE ALL EX-SERVICE MEN. C. PELHAMS, Oxford Rd., Uxbridge, Mdx. Phone: Uxbridge 223.

LADIES' OR GENTS' BREECHES OR JODHPURS NOTED FOR HARD WEAR

FROM Doublestrengthening at knees if required. Individually cut and painstakingly tailored to your POST special measurements. FREE Complete satisfaction guaranteed. Send p.c. now for Style Book, Easy Self-Measurement Chart and Free Patterns of Velvet Cords, Bedfords, Whipcords, Saddle Tweeds, Cavalry Tweeds, etc., and judge the supreme value.

HEBDEN GORD Co. (Dept. M.C.), Hebden Bridge, Yorks.

FREE-but

it will save you pounds. Write for a copy of our New 44-page Catalogue of "Everything for the Motorist" at bargain prices. A postcard will do!

YOUNG'S MOTOR STORES 32, TOOTING BEC RD., LONDON, S.W.17. Phone: ST Reatham 0791.

A.J.S. STURMEY ARCHER AND ALBION GEARS, AMAG, AMAL, B & B AND BINKS CARBURETTERS.

TRIUMPH VILLIERS
C.O.D. BY RETURN.
TRADE SUPPLIED

TAYLORS FOR ALL SPARES
2, 3, 4, 5, Tichborne Court, High Holborn, W.C.1. Tel: Holb. 3328/9.

QUALITY MOTOR CYCLES. EXCEPTIONAL SPECIFICATION. With Sidecar. The Ideal Combination.

THE VINCENT H.R.D.

PRICES FROM £49.10 to £65
VINCENT H.R.D. Co., Ltd., Stevenage, Herts.

MADE LIKE NEW BEFORE

WE CAN MEND IT—

REPAIRS to FRAMES, FORKS and WHEELS. We undertake any kind of motor cycle frame repairs, including stove enamelling, at an inclusive cost of from 30/- to 40/-.

Spring-Forks, no matter how badly damaged repaired from 15/-. Maximum charge in any case 25/-. Wheels rebuilt with new Enamelled Rims from 12/- each.

All parts for repair must be sent stripped and carriage paid, with sender's name attached.

MASSEY MOTOR CO. LTD.
35, MINCEING LANE, BLACKBURN.

CARS FOR SALE.

WALBRO.—1931 10h.p. Rover sunshine saloons, one fabric, one coachbuilt, overhauled, nice order; £68 each.

WALBRO.—1931 8h.p. Morris Minor 2-seater, very nice little car; £46.

WALBRO.—1928 8h.p. Singer 4-door saloon, all in good order; £38.

WALBRO.—1932 8h.p. Morris Minor 5-cwt. van, been little used, in real new condition; £52.

WALBRO.—1931 7h.p. Austin De Luxe saloon, almost a new car, very smart; £58.

WALBRO.—1927 7h.p. Austin 4-seater, overhauled; £16.

WALBRO.—1930 9h.p. Standard long chassis De Luxe saloon, one owner, very good order; £68.

WALBRO CYCLE and MOTOR Co., Saffron Walden. Phone: 45. [1951]

Spare Parts: AUSTIN Seven Spares and Repairs.—Kays of Ealing, Ltd., Bond St., Ealing. [0307]

HEMMINGS Spares Catalogue, "Active Service for Austin Sevens," containing hints and tips, post free, 2d.—Hemmings and Sons, Dept. A, Hale, Liverpool. Phone: Hale 30. [7181]

EXTENDED PAYMENTS.

ROWLAND SMITH (MOTORS), Ltd. TERMS.—No references. No enquiries of employers. Guarantors and deposits not essential. Charges from 3 3/4%. Individual requirements given every consideration. Highest exchanges. Full particulars and list on request.

TURN to Our Small Advertisements under "Classified." Week-days, Saturdays 9-9. Sundays 9-1.—High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [7974]

RENNO'S.—No references, no enquiries of employers, every deal self financed; new, shop soiled, second-hand; 500 special bargains available; unbeatable after sales service; highest exchanges, your model as deposit; call to-day.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2358]

ENGINES.

PRIDE and CLARKE for Guaranteed Second-hand Engines; over 1,000 to select from; easy payments if desired; largest stock, lowest prices; satisfaction or money back.

1929-30 o.h.v. Models B.S.A., Rudge, Matchless, A.J.S., Calthorpe, New Hudson, 60/-, s.v. 50/-: quotation any late model by return post.

15/- Each.—Clearance offer complete engines; J.A.P., Triumph, Blackburne, 3 1/2, 2 1/2 Douglas, Indian 7-9, Bradbury, 1 3/4 Villiers, 2 1/4 Raleigh, B.S.A., P. and M., Norton, Imperial, Matchless, Hudson, Calthorpe, Ariel; dozens of others, state requirements.

30/- Each.—Side valve 2 1/4 h.p., 2 3/4 h.p., 3 1/4 h.p., 4 h.p. B.S.A., Triumph, Sunbeam, Matchless, Imperial, Rudge, A.J.S., Hudson, Raleigh, James, Norton, Blackburne, Enfield, Calthorpe, and most others; o.h.v. models 10/- extra; crank cases 10/6.

2-STROKE Dunell, Villiers, Velocette, Scott, Lewis, most models, 30/-; crank cases, 10/6.

CHOICE of Over 1,000 Others, spares, gear boxes, frames, wheels, tanks, tyres, for any of the above.

PRIDE and CLARKE, Ltd.—Quotation by return post; all goods on approval, carriage forward, case and packing, 1/6.—158, Stockwell Rd., S.W.9. [5079]

RACING o.h.v. J.A.P. 1,000 c.c., 115 m.p.h., £20; 350 J.A.P. twin-port, 90 m.p.h., £9; Morgan-Jap, side valve, £4.—The Beeches, Colman Hill, Cradley, Staffs. [2032]

DIRT Track 500 c.c. J.A.P. engine, B.T.H. mag., Amac carburetter, exhaust pipe, perfect condition; £20.—E. C. E. Baragwanath, 21, Murray Mews, Camden Town, N.W.1. [2480]

RENNO'S.—Small part or complete engine, we have everything; sound spares, over 50% off list; post-card brings quotation.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2359]

ENGINES.—Stock so large, prices so low, cost of advertising entire stock separately unjustified; write requirements, quotation will surprise you; following specially selected bargains:—New Imperial 250 c.c. and 350 c.c. o.h.v.; Enfield 350 c.c. o.h.v.; Calthorpe 350 c.c., o.h.v.; J.A.P. 350 c.c., o.h.v.; New Hudson 500 c.c., o.h.v.; all 40/- each; A.J.S. 350 c.c., s.v.; Enfield 3 1/2 h.p. s.v.; all 30/- each. Mention Paragraph 541.—Forfield Motors, Forfield Place, Leamington Spa. [2180]

ENGINES.

WISE!—Second-hand guaranteed engines, cheap; goods despatched c.o.d., or passenger train if desired.

WISE!—Ascot-Pullin 1930. Blackburne 350 o.h.v. and side valve, 500 o.h.v. (dirt track model) 1930, B.S.A. 1929 174 unit, 1928 Sloper 493, 1929 upright o.h.v. 350, 1926 350 and 250 side valve.

WISE!—Matchless 350 and 500 side valve and o.h.v. Harley, Ariel o.h.v. and side valve, Enfield 350 and 500 side valve, and o.h.v. Indian 1925 with detachable heads.

WISE!—Velocette 2-stroke, Scott, Villiers 147, 172 and 250 c.c. Triumph T.T., Ricardo, model W. P. S.D., Levis 2-stroke, Dunelt 2-stroke 1928.

WISE!—A.J.S. 350 and 500 side valve and o.h.v., Norton 16H and Big Four, New Hudson 500 1932 Sloper, side valve and o.h.v. 1927, Sunbeam side valve and twin, Humber side valve and o.h.v.

WISE!—Douglas 2½ h.p., E.W., 350 and 500 o.h.v., also dirt track model, James, P. and M., Raleigh 2½, 3 h.p. and 3½ h.p. side valve and o.h.v., New Imperial 2½ and 3½ side valve and o.h.v.

WISE!—Bradshaw o.h.v. (specially tuned for grass track), Rudge 350 and 500 o.h.v., Calthorpe 350 1926-28 and 1930, Enfield twin, J.A.P. 8h.p., M.A.G. 8h.p.

WISE!—Gear boxes, frames, wheels, tanks, tyres, tubes, magnetos, carburettors, chains, carriers, mudguards, saddles, handlebars, etc., for any machine; see Miscellaneous advertisements.

WISE!—Quotation by return; orders despatched same day, no waiting; it's service that counts.—Railton Rd., S.E.24 Phone: Brixton 7142. Open 9 a.m. to 8 p.m. (Wednesdays 1 p.m.), Saturdays 9 p.m. [0417]

B.S.A. Engines and Spares, 2.49, 3.49, 4.93, 5.57, 7.70, and 9.86, all parts in stock up to 1930; also all parts for most other makes; quotations per return.—W. E. Parslow, 21, Weaman St., Birmingham. [8513]

HEPPELTHWAITE'S Hold a Large Stock of Second-hand Engines, prices from 10/-; these are too numerous to advertise, so write for free list.—69, Northcote Rd., Clapham Junction, London, S.W.11. Phone: Battersea 5897. [3461]

Spare Parts:

J.A.P. Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing [0300]

HOUCHINS.—A1 Villiers spares by return, c.o.d.—188, High St., Peckham, S.E.15. [7669]

PUTNEY AUTOS for all Villiers Spares.—263 Putney Bridge Rd. Putney 2645. [1286]

VILLIERS Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0302]

GLANFIELD LAWRENCE for all Villiers Spares; trade and retail; c.o.d. immediate.—Below.

GLANFIELD LAWRENCE.—Sturmev-Archer spares stockists.—230, Tottenham Court Rd., W.1 Museum 2268. [9674]

BLACKBURNE Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0303]

STURMEV-ARCHER Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0301]

BRITNELL BROS.—J.A.P. and M.A.G. spares, new, second-hand.—725, Fulham Rd., S.W.6. Fulham 1652. [3332]

VILLIERS, J.A.P. spares; immediate delivery; retail and trade.—Brackpool and Company, 228, Stanstead Rd., Forest Hill, Sydenham 2585. [0234]

IGNITION, LIGHTING, ETC.

A PRIDE and CLARKE.—Contact points, new, fully guaranteed, 6d.; platinum, 9d.; platinum, 1/9; brushes, 4d.; holders, 2/-; contact breakers, 3/-.

10/- Each.—Magnetos reconditioned and guaranteed; B.T.H., M-L, Lucas, suitable most machines; allowance on old magneto; hundreds of others off dismantled machines, with sprocket ready for fixing, 5/- each; twins, 2/6 extra; over 700 to select from.

MAGNETOS, brand new B.T.H., late type, S.K.1, fully guaranteed, suitable most engines; 22/6; old magnetos taken in exchange.

MAGNETOS, B.T.H., M-L, with special fittings for Rudge, P. and M., Douglas, Norton; 10/6 each.

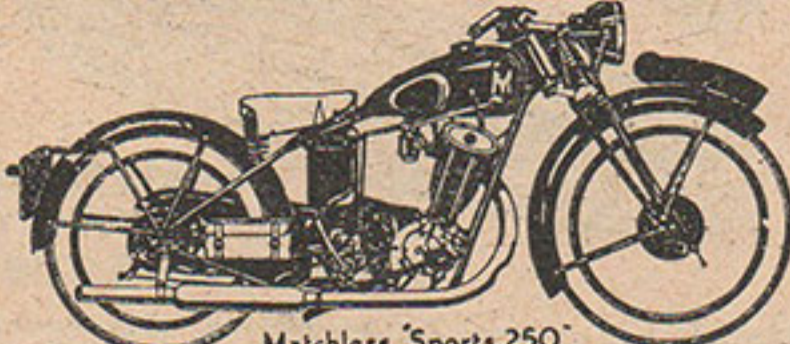
LAMPS, electric, quantity off dismantled machines, from 5/- each; dynamos, Lucas, 20/-; bulbs, 3d.

6-VOLT Accumulators, with lid, 10 amps., 7/-; 6-volt 14 amp., 9/6; fully guaranteed.

PRIDE and CLARKE, Ltd.—10/- with order secures delivery Miller 6-volt S.U.S. dynamo lighting sets; balance 10/- monthly; approval, postage extra, c.o.d.—158, Stockwell Rd., S.W.9. [1847]

JAMES GROSE LTD 379 Euston Road, Gt. Portland St., London, N.W.1.

MATCHLESS "SPORTS 250"



Matchless 'Sports 250' 30/- TAX. 65-70 M.P.H. MODEL 34F. 246 c.c. O.H.V. Enclosed Valve Gear. Dry Sump Lubrication. 26 x 3.25 Tyres. 6-volt Dynamo £36-15-0 Lighting £8-0-0 Allowance for your old Motor Cycle, say £28-15-0 Cash Deposit £2-15-0 £26-0-0 Balance 9/8 weekly including full Comprehensive Insurance Policy.

SPECIAL OFFER OF SHOP-SOILED MACHINES

	£ s. d.	£ s. d.
B.S.A. 1, 249 c.c. S.V., Maglita	33 15 0	29 10 6
B33-3, 249 c.c. O.H.V. Blue Star, Magdyno	52 2 6	45 10 0
R33-4, 348 c.c. O.H.V., Magdyno	53 2 6	46 7 0
R33-5, 348 c.c. O.H.V. Blue Star, Magdyno	55 15 0	48 12 6
W33-7, 499 c.c. O.H.V., Magdyno	56 7 6	49 4 0
W33-8, 499 c.c. O.H.V. Blue Star, Magdyno	58 7 6	51 0 0
W33-9, 499 c.c. O.H.V. Special, Magdyno	68 17 6	60 2 6
M33-10, 595 c.c. S.V., Magdyno	60 7 6	52 15 0
M33-11, 595 c.c. O.H.V., Magdyno	62 12 6	54 13 0
G33-13, 986 c.c. S.V. Twin, Magdyno	70 17 6	61 17 6

TIME IS SHORT AND THERE ARE VERY FEW LEFT, SO RESERVE YOUR MODEL NOW !!
Full List of all Models on Request.
1934 MODELS FOR IMMEDIATE DELIVERY
A.J.S., B.S.A., COVENTRY-EAGLE, DOUGLAS, O.K., EXCELSIOR, MATCHLESS, NEW IMPERIAL, TRIUMPH, ETC., ETC

NIGGER SUEDE SHOES

To advertise our Catalogue of Bargains, we offer smart suede leather shoes with light leather soles and heels; really elegant shoes suitable for smart outdoor wear, promenade, sport, warehouse, shop, and we guarantee satisfaction.



These are offered at such a low price that we are confident of your repeat orders and recommendations. Send for your pair now. Money Back Guarantee.

4/11 Per Pair Sizes 6 to 11. Post 6d. or C.O.D. NUTTALL, 21, GOODMAYES, ILFORD

Francis-Barnett
FOR CLEANER & QUIETER MOTORCYCLING
PRICES FROM £26
FRANCIS & BARNETT LTD., COVENTRY

ZENITH
THE CONNOISSEURS' MACHINE
SPORTS 250 c.c. O.H.V. 4 SPEED WITH LIGHTING, £37-10-0.
OTHER MODELS: 350c.c. O.H.V. TO 1,100c.c. S.V. LONDON DISTRIBUTORS: WRITERS MOTOR WORKS, KENNINGTON CROSS, S.E.11. ZENITH MOTORS, HAMPTON COURT, SURREY.

IGNITION, LIGHTING, ETC.

BRITISH IGNITION Co. Repair All Makes of Magnetos, Magdynos, Maglitas, dynamos, etc. 7/6 is Our Average Price for Overhauling Your Magneto, Magdyno, Maglita, including all spares, rewinding, etc., and never exceeds 20/-.

DESPATCH.—Repairs can be returned within 24 hours, c.o.d. or invoiced.

MILLER.—We are stockists and official agents for Miller spares.

BRITISH IGNITION Co. (Dept 6), Station Approach, Chiswick, London, W.4 Phone: Chiswick 1023 (day), Chiswick 5221 (night). [7118]

BRITNELL BROS.—Magnetos, new, second-hand—725-7, Fulham Rd., S.W.6. Fulham 1652. [6852]

LUCAS Electrical Spares, complete stock.—Godfrey, Ltd., 366, Euston Rd., London, N.W.1. Museum 2644-7. [0272]

MAUDE'S Magneto Service.—Times are bad, but we must keep our works going; no more need to waste time and money messing about with second-hand perhapers.

MAUDE'S Know the Correct Model for Any Machines (30 years' experience), so no disappointment in sending the wrong one.

MAUDE'S.—Send us your old magneto, together with 15/-, and we will immediately return you a brand new one of the same type (and with written 12-month guarantee); post 1/3 extra; 7 days' approval allowed.

MAUDE'S.—Brand new (shop soiled) magnetos, Lucas, M-L, B.T.H., Thomson-Bennett, etc., 25/-; racing Lucas or Bosch, 30/- (where else can you really get these at 30/-?); largest stock in England, and guaranteed 12 months.

MAUDE'S.—Dynamos, 200 to clear; Miller or Lucas 6 volt 6 amp., fitted cut-out, shop soiled but guaranteed 12 months, 30/-; brackets, 3/9; pullies or sprockets, 2/9; belts, 2/-; chains, 1/9; brand new Magdynos, 55/- and 70/-.

MAUDE'S.—Contact points, Tungsten 4d., Platinoid 9d., real platinum 2/- and 3/6 per pair; M-L blades, 4d extra; Lucas rockers, 1/6 extra; complete breakers, 4/6; armatures rewound, 12/9.

MAUDE'S.—6in. head lamps, 8/9; 9in. P. and H., 12/9; 7in. Miller or Lucas (fitted ammeter and control switch, 25/-; ditto, latest type and with globes, dip switch, cables, etc., 30/-; new Astra Magnificent (half-mile), 32/6; brackets, 3/6; Lucas batteries, 10/-; (outside terminals), 12/6; brackets, 2/9.

MAUDE'S.—Complete 6-volt lighting sets, best makes, 72/6; Lucas or Miller super 7in. sets, 85/- or 95/-; see our demonstration sets working; all bargains incomparable; we send on approval against cash with correct drive for any machine.

MAUDE'S.—Everything for the motorist.—Maude's, 48, Praed St., Paddington, W., and 117, Clapham Rd., S.W. Hours 9 till 8 and Sunday mornings. [7053]

MILLER, Official London Spares and Service.—Ignition and lighting, all types, retail and trade.—Stevens, 151, Goldhawk Rd., Shepherd's Bush, W.12. Shepherd's Bush 1154 (2 lines). [3357]

WISE! Official Agent for Lucas, M-L, Maglita, Miller, full stock all spares, new and second-hand; repairs; c.o.d. by return; no waiting.—Railton Rd., S.E.24 Phone Brixton 7142. [0419]

15/- Dynamo Repairs, 20/- Magdyno, Maglita repairs; rewinding and renewals included; we never charge more! Armature winders, commutator and brush manufacturers; send now.—Associated Magneto Co., Gladstone Rd., Wimbledon. Liberty 3610. [1919]

IF Your Magneto is Giving Trouble, do not spend money on repairs. We have a large number of complete second-hand magnetos from 7/6 each. Cheaper and quicker than repairing your old magneto.—Forfield Motors, Forfield Place, Leamington Spa. [7036]

RENNO'S, cheapest for lamp bulbs; side, tail, 5d., Miller head 9d., including most double filament and Daylight Difusa; special offer 24x24, also 36x36, dipping, fitting B.T.H., Lucas, Miller, 1/11, post 2d.; these are good.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2360]

37/6 Robo 6v. Accumulator Lighting Set Complete, c.o.d., approval; powerful headlamps with illuminated ammeter, bulbs, wiring, for Lucas, Miller, Astra systems, 32/6; 6v. accumulators, 10/6. charged; Astra or Miller 6v. dynamo lighting sets, £4/19/6; deferred terms arranged.—Robins, Lighting Specialist, 97, Latchmere Rd., Battersea. [0167]

BATTERIES.

REPLACEMENT for Lucas, Exide, etc., new, guaranteed, 6-volt, outside terminals, 7/3; best quality, 8/9; carriers for same, 2/3.—George Grose, New Bridge St., E.C.4. [5471]

TYRES.

MASONS.—Recognised Nationally for Best Values!

MASONS.—Always Keenest Prices for Good New Tyres! We have the Most Comprehensive Stocks in the Kingdom to meet your Requirements! Literally Hundreds of Unsolicited Testimonials! Approval Against Remittance or c.o.d. Immediate Despatch!

MASONS.—We are precluded from advertising by name the Best Makes of Tyres in Special Bargain Lines, and so assure our Many Thousands of Mail Customers—present and potential—that the Groups of New Tyres we detail below include only the Very Best Makes in an Extremely Wide Range. Our written guarantee with every tyre.

MASONS.—Incomparable Value! Temporary Special Offer of Brand New Tyres by three Leading Manufacturers, Fresh Stocks, Perfect, in Makers' Wrappings, Not Clearance!! We guarantee 12,000 miles or 15 months; Extra Heavy, 4-ply, and Genuine Heavy-Service-Super Reinforced respectively: 25x2.75, 27x2.75, 14/6 and 16/9; 25x3.00, 26x3.00, 15/6 and 17/6; 27x3.00, 26x3.25, 15/6 and 18/-; 27x3.25, 28x3.50, 16/6 and 19/6; 26x3.50, 15/6 and 19/6; 27x4.00, 16/6 and 21/-; 24x2 1/4, 26x2 1/4, 10/6 and 12/-; 24x2 1/2x2 1/4, 11/6 and 14/-; 26x2 1/2x2 1/4, 650x65, 12/6 and 15/-; 26x3 (700x80), 28x3, 14/- and 16/-; 700x85 (Car Type), 14/6 and 16/6. Tubes, Special Heavy (boxed), 3/6.

MASONS.—Genuine New Tyres, Special Clearance, Very Best, Leading Makes, Extra Heavy. We guarantee 10,000 miles or 12 months. Fresh Stocks from Factories; second figure indicates Specially Selected or Heavy-Service types—obviously the latter (bought on a higher list price!) cost a trifle more—but "Less in the Long Run"! 24x2, 26x2, 24x2 1/4, 7/- and 10/-; 26x2 1/4, 7/- and 12/-; 24x2 1/2x2 1/4, 9/- and 14/-; 25x3, 26x2 1/2x2 1/4 (Full Section), 650x65, 26x2 1/2 O.S., 9/- and 14/-; 700x80 (26x3), 10/6 and 14/-; 28x3, 10/- and 15/6; 700x80-85 Car Type, 14/6 and 17/6; 25x3.85, 10/- and 17/6; 27x3.85, 14/- (Car Type, 18/6). Wired Edge: 24x2.375, 25x2.75, 7/6 and 14/-; 26x2.375, 9/6 and 14/-; 27x2.75, 10/6 and 13/6; 25x3.00, 26x3.00, 26x3.25, 11/6 and 14/6; 27x3.00, 13/3 and 16/6; 45x3.25, 3.25/18, 12/6 and 16/6; 26x3.50, 12/6 and 17/6; 27x3.25, 15/6 and 18/6; 27x4.00, 14/6 and 18/6; 28x3.50, 13/6 and 19/6; 26x3 1/2 S.S. (Morgans), 16/6 and 22/6; 26x2 1/4, 8/6. New Tubes, Extra Heavy (We guarantee 12 months), 2/6 and 3/6; Rim Bands, 3d.

MASONS.—Sports, Competition and Racing Tyres (Knobby Studed, Spiral and Ribbed), Best Makes, Brand New Clearance (We fully guarantee). Entirely Dependable! 24x2.375, 25x3.00, 26x3.00, 27x2.75, 27x3.00, 15/- and 17/6; 26x3.50, 27x3.25, 16/- and 19/-; 27x4.00, 20/- and 24/-; 28x2 3/8x2 1/2, 10/- and 15/-; 26x2 1/2x2 1/4, 15/-; 700x80 (26x3), 16/-; 26x3.25, 16/6 and 18/6. Tubes, 2/9; Special Heavy, 3/6. Rim Bands free.

MASONS.—If Further Details Required, State Size and a Fully Detailed List will be sent Post Free.—20,000 New Tyres in Stock!

CYCLE Tyres, Surplus and Clearance (All New), Best Makes, Fresh Stocks, State size, Post free. Amber Translucent, 5/-; Tandem, 5/6; Roadster, 2/6 to 3/- (Reinforced 3/6 to 5/9); Speed, Sports and Racing, 3/6 (Translucent, 3/9 and 5/3); Tubes, 1/3.

MASONS, The Tyre House, Great Colman St., Ipswich. 'Phone: 2944. [9925]

MAUDES, of Paddington and Stockwell, tyre specialists.

MAUDES.—Tyres! Tyres!! Tyres!!! Tyres!!!! The old firm with the largest stocks of well known makes with our written guarantee; every size in stock at the right price; you can always have a deal at Maudes; fitting free, with pleasure.

MAUDES.—Maude Rubber Co., Ltd., 48, Praed St., Paddington, W. ('Phone: 4483 Paddington), and 117, Clapham Rd., S.W. Hours 9 till 8. Saturdays 9.

MAUDES Always Endeavour to Supply the Make Preferred, and despatch per next passenger train on 7 days' approval against cash, or c.o.d.; no delays with Maudes.

MAUDES.—Examples: 24x2 1/4, 25x2.75, 7/-; 25x3, 25x3.00, 9/6; 26x2 1/4, 8/9; 700x80, 27x2.75, 9/9; 26x3.00, 26x3.25, 26x3.50, 12/6; 27x3.85, 27x3.25, 15/-; 700x85, 27x4.00, 14/6; extra heavy grades, 3/6 extra; clearance tubes, 2/-; brand new, 3/-.

MAUDES.—Large stocks of competition covers, deep ribbed or heavy knobby treads; lowest prices to clear; fitting free, with pleasure.

MAUDES.—If you are dissatisfied with your bargain, your money is back next post; callers will be interested in our vast stocks; practically every type of tread on view; pay us a visit and satisfy yourself that you have got the most for your money.

[6579]

TYRES from 7/6.—Collins' Depot, Riversley Rd., Nuneaton. [2526]



SENSATIONAL OFFER OF NEW MOTOR CYCLE TYRES & TUBES

(Guaranteed by us), by well-known Makers. Sent on seven days' approval against remittance or a postcard will bring this to your door C.O.D. post or sent carr. paid 1/- per cover, 6d. per tube extra.

Ex. Sizes	Covers	Heavy	Tubes	Ex. Sizes	Covers	Heavy	Tubes
24x2	7/-	9/-	1/7	25x2.75	9/-	11/-	2/-
24x2 1/4	7/-	12/-	1/9	27x2.75	10/-	13/6	2/6
24x2 1/2	9/-	11/6	2/-	28x2.75	—	10/-	2/6
26x2	7/-	10/-	1/10	25x3.00	12/-	14/9	2/3
26x2 1/4	7/-	11/6	2/-	26x3.00	12/6	16/-	3/-
26x2 1/2	8/-	11/6	2/-	27x3.00	13/6	16/-	2/6
24x3	—	14/6	—	28x3.00	—	21/6	2/6
25x3	8/6	12/-	2/6	25x3.25	—	18/10	4/-
26x3	12/6	14/-	3/-	26x3.25	11/3	14/11	2/6
28x3	14/-	15/6	3/3	27x3.25	—	18/9	2/6
650x65	7/-	10/-	3/-	26x3.50	11/6	14/6	3/-
25x3.85	10/-	14/6	3/-	28x3.50	16/-	19/-	3/-
27x3.85	15/-	20/-	3/6	27x4.00	14/6	17/4	3/-
28x3.85	—	15/-	3/6	Car Sizes			
24x2.375	8/-	13/6	2/6	700x85	14/-	14/9	2/6
26x2.375	10/6	14/3	2/6	710x90	16/-	19/-	3/6
28x2.375	—	15/-	2/6	28x3	14/-	15/4	3/6
				28x3 1/2	16/-	19/-	3/6

FITTED WHILE YOU WAIT.
If you require cheaper quality tyres—prices on application. Do not purchase elsewhere until you have seen our 52-page Price List. The Largest Tyre Factors in the World.

GENERAL MOTOR & TYRE COMPANY, 61-83, QUEEN STREET, HAMMERSMITH, W.6.
Tel.: Riverside 6388 (7 lines). T.A.: Tympresso, Hammer, London.
370, GRAY'S INN ROAD KING'S CROSS, W.C.1.
Tel.: Terminus 4429 (3 lines). T.A.: Tympresit, Kincross, London.

NEW LIGHTING BATTERIES.

Assorted makes, replacement for all standard lighting sets, Miller, Lucas, P. & H., etc., made in two sizes, approximately—6 1/2 x 3 x 7 1/2 ... **12/-**
6 1/2 x 4 1/2 x 3 1/2 ... **9/4**
FULLY GUARANTEED.
Can be despatched fully charged and ready for use at 2/- each extra. **FULLY GUARANTEED** Jelly electrolyte Batteries, fully charged, unspillable, guaranteed for 12 months. Each ... **12/8**
Postage and packing 1/3 extra.



Design S.M.
YOUR OWN GARAGE!
From **6/-** MONTHLY
SUTCLIFFE'S

MOTOR CYCLE HOUSE. Height Price. Or 12 For solo or combination, and Long. Wide. Front. Back. Cash Paym'ts for use when decarbonising 7ft. 4ft. 5ft. 4ft. £3 : 5 6/- & tuning, etc. Strongly made 7ft. 6ft. 5ft. 4ft. £3 : 19 7/8 of jin. planed T. & G. boards. Floors extra 15/- and 26/- Send for Double doors with lock & key. **BIG FREE CATALOGUE, Sheds, Green-Roof felted & striped narrow houses, Bungalows, Garages, Summer batters, all fittings included, Houses, Clubrooms, Pavilions, Canteens, easily erected & sent carriage Kennels, Aviaries, etc. paid England & Wales.**
F. & H. Sutcliffe, Ltd., 12, Wood Top, Hebden Bridge, Yorks.
London Showrooms—40-42, Oxford Street, W.1.

EAST LONDON Official Stockists
B.S.A. ARIEL RALEIGH AMAL ETC.
SPARES 24 HOUR SERVICE TRADE SUPPLIED
LOVETTS LTD.
418 ROMFORD ROAD, FOREST GATE, E.7.

TYRES.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 133 and 135, Edgware Rd., W.2.

PHONE: Paddington 3345-6-7.—Hours of business 9-8. Saturdays 9, Sundays 10-1 (Edgware Rd. and Shepherd's Bush only).

BRANCH Depots: 26 and 26a, Goldhawk Rd., Shepherd's Bush, W.12; 584-586, Romford Rd., Manor Park, E.12; 34 to 40, Brighton Rd., Croydon South.

8,000 Miles and Our Written Guarantee for 12 Months; any cover proving defective will be replaced free of charge; could anything be fairer?

A GUARANTEE.—We positively guarantee to supply all tyres as below at prices as shown.

WHERE a Second Price for the Same Size is shown this indicates that they are of a super heavy selected type or of a higher retail value.

IMPORTANT.—When ordering please remember to state make preferred: 24x2 1/2x2 1/4, 9/- and 10/6; 26x2, 4/6; 26x2 1/2x2 1/4, 9/6 and 12/6; 26x3, and 700x80, 10/- and 14/-; clearance tubes, all sizes, 2/-.

24x2.375, 7/6 and 9/6; 25x2.75, 7/11 and 9/6; 25x3.00, 7/11 and 11/9; 26x3.00, 14/- and 15/9; 26x3.25, 11/6 and 14/9; 27x2.75, 13/6 and 14/9; 27x3.00, 14/- and 15/9; 26x3.50, 12/9 and 15/9; clearance tubes, all sizes, 2/-.

PART Worn Tyres, all sizes, B.E. and W.O.; 5/-.

BARGAIN List.—68-page, 600 illustrations, 1,600 bargains, usually 6d., sent free on receipt of a postcard.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 133, and 135, Edgware Rd., W.2. [7744]

PRIDE and CLARKE, Ltd., for Good Second-hand tyres; approval postage, 1/-, or c.o.d.

1/- Each.—Tubes, most sizes, good condition guaranteed.

5/- Each.—Many well known makes of tyres, off dismantled machines; most sizes in stock.—158, Stockwell Rd., S.W.9. [3668]

GENERAL MOTOR and TYRE Co., 61-83, Queen St., W.6. See displayed advertisement on this page. [8014]

BEFORE Buying That Tyre Inspect My Stocks; amazing prices and service.—Syd. Pearson, Gosford St., Coventry. [2103]

LADBROKE MOTOR STORES, 105, Goldhawk Rd., Shepherd's Bush, W.12. 'Phone: Shepherd's Bush 4600. Open Sundays 10-1.

LADBROKE Have Without Question the Largest and Most Complete Stocks of Brand New Tyres in England. Competition tyres our speciality. Inspection cordially invited.

LADBROKE Pay You £25 if they Fail to Fit Your Tyres Free While You Wait.

LADBROKE Give a Genuine 12 Months Money Back Guarantee.

ANY Tyre Sent C.o.d. on 7 Days' Approval on Receipt of a postcard.

BRAND New Extra Heavy.—26x2 1/2x2 1/4, 10/6; 700x80, 12/6; 25x2.75, 8/9; 25x3.00, 12/-; 26x3.00, 11/6; 27x2.75, 27x3.00, 26x3.25, 12/9. New Tubes, 2/6.

COMPETITION Tyres.—25x3.00, 27x2.75, 15/-; 27x3.00, 26x3.25, 27x3.25, 16/-; 27x4.00, 20/-; Extra Heavy Tubes, 3/6. At these prices you are saving 50 per cent., fitted free.

COMPETITION Tyres.—Sports and Solo Sports: 25x3.00, 26x3.00, 26x3.25, 27x2.75, 18/6; 27x3.00, 27x4.00, 22/6; Best Tubes, 3/6.

RIBBED Extra Heavy, 27x2.75, 25x3.00, 26x3.25, 27x3.00, 15/-; Best Tubes, 3/6.

CAN You Get a Better Bargain Than This?—Super Heavy Road Racing Tyres: 25x3.00, 26x3.00, 27x2.75, 27x3.00, 26x3.25, 26x3.50, 16/6. New Guaranteed Tubes, 2/6.

25x3.00.—Good Diamond Tread Extra Heavy, 12/9; Giant Diamond Tread, 14/6; Sports and Solo Sports, 18/6; Ribbed, 15/-; Super Heavy Road Racing, 16/6; Best Boxed Tubes, 3/6. Fitted free.

26x3.00.—Good Diamond Tread, 12/9; Giant Diamond Tread, 14/6; Sports and Solo Sports, 18/6; Ribbed, 15/-; Super Heavy Road Racing, 16/6; Best Boxed Tubes, 3/6. Rim bands free.

27x2.75 and 27x3.00.—Good Diamond Tread, 13x9; Giant Diamond Tread, 15/6; Sports 15/-; Super Heavy Road Racing, 16/6. Best Tubes, 2/9.

26x3.25 and 26x3.50.—Assorted Cords, 10/6; 6-ply Super Heavy Reinforced Cords, 13/6; Giant Diamond Tread, 15/6; Road Racing Super Heavy, 16/6; Sports 16/-, Ribbed, 15/-; Best Tubes, 3/6.

27x4.00.—Extra Heavy Cords, 13/-; Giant Diamond Heavy Duty, 16/6; best Tubes, 3/6.

OUR New Catalogue is Crammed Full of Genuine Bargains. Sent free on request.

LADBROKE MOTOR STORES, 105, Goldhawk Rd., Shepherd's Bush, W.12. [6560]

TYRES.

WISE! for Guaranteed Second-hand Tyres and Tubes, most makes and sizes, cheap, c.o.d. by return; no waiting.—Railton Rd., S.E.24. Brixton 7142. [0420]

4/- Each.—Good second-hand covers, 28x2½; new A.W.T. remoulds, 26x3.00, 26x3.25, 7/6 each; postage 1/- extra.—Homerton Rubber Works, Ltd., 120, Lower Clapton Rd., E.5. [0331]

RENNO'S.—Replace those useless tyres; brand new Goodyear or Dunlops; 3/6 deposit, 1/3 carriage, balance monthly; state size required; quotation return post.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2361]

"YOUNG'S" for Tyres.—Most well-known makes, 30% to 60% below list; satisfaction guaranteed; write for quotation and our new 52-page illustrated catalogue.—"Young's," 32, Tooting Bec Rd., S.W.17. Phone: Streatham 0791. [8177]

JOHN BULL Tyres are Never Advertised in These Columns at Cut Prices. Because of their fine quality and consistent reliability they are always sold at their published prices, and at these prices they are bargains in the truest sense of the word. [0141]

TYRE Bargains.—Brand new clearance, best makers, fully guaranteed by us, 7 days' approval, postage 1/-, or c.o.d.; 27x2.75, 12/6; 27x3.00, 15/9; 25x3.00, 13/6; 25x2.75, 8/6; 26x3.25, 12/3; 26x3.00, 12/5; 26x3.50, 14/3.—Pride and Clarke, Ltd., 158, Stockwell Rd., S.W.9. [3250]

REGAL TYRE STORES, 61, Edgware Rd., Marble Arch, W.2. Paddington 1319.—Goodyear selected dealers by special appointment; send a postcard for our regular monthly clearance list of splendid tyre and tube bargains; most makes and sizes. Open Sunday 10-1.—Regal. [1138]

TANKS.

PRIDE and CLARKE, Ltd.

TANKS. S.H., guaranteed good condition, all makes: hundreds to select from.

5/- Each.—B.S.A., Norton, Rudge and most others; quotation any make of tank by return post.

TANK Caps, 9d.; sight feeds, 1/6; taps, 9d.; pipes, 1/-; oil tanks, most types, 4/6.

ALL Goods Despatched on Approval, postage extra.—Pride and Clarke, Ltd., 158, Stockwell Rd., S.W.9.

PRIDE and CLARKE.—Tanks repaired or replaced: 10/6.—See above. [1242]

WISE! for Tank Transfers, all makes c.o.d. by return.

WISE! for Guaranteed Second-hand Tanks, cheap, all makes; hundreds to select from; tanks, repaired professionally and guaranteed; by return, no waiting.—Railton Rd., S. E. 24. Brixton 7142. [0421]

TANK Transfers by Return, post free, all makes, 1/6 pair.—Gatto, 417, Garratt Lane, Earlsfield. [2053]

TRANSFERS.—Tank names, all makes, 1/3 pair; "Easifix" fixing solution, 6d.—Essenwood Works, Peacehaven. [2009]

COOK'S!!—Tank transfers, 1/6 pair, post free; every make in stock.—Cook's Corner, 275-77, Balham High Rd., S.W.17. [9898]

NOXAL Repair and Renovate Any Type of Motor Cycle Tank; prompt, reliable service.—River Park Rd., Wood Green, N.22. Phone: Bowes Park 3477-8. [0346]

ESTABLISHED Over 20 Years.—Tanks of every description manufactured; overhauls, repairs and re-enamels our speciality; modern charges and prompt attention.—A. Green and Sons, Ltd., 240, Deansgate, Manchester. [0256]

EVERY Repair Guaranteed, returned in 4 days; re-enamelling from 10s.; latest pattern 3-gallon bulbous saddle tanks to replace old fashion flat models without frame alterations; 50 makes stocked; 18-year advertisers.—Park Tankers, Essenwood Works, Hod- dern, Peacehaven. [2010]

BELTS.

MASONS.—Avon belting, new, fully guaranteed, ½ in., ¾ in., 9d. per ft.; 7/8 in., 10d.; 1 in., 1/-; 1 ¼ in., 1/1; fasteners, 1/-; punches, 9d.; postage 9d.; c.o.d.—Masons, The Tyre House, Ipswich. [8034]

GEARS, ETC.

WISE! for Second-hand Guaranteed Good Condition Gears, cheap!

WISE!—A.J.S., Burman, Albion, Scott, Moss, B.S.A., Rudge, New Hudson.

WISE!—Sturmey, Sunbeam, P. and M., New Imperial, Douglas, Humber, Harley, Matchless, Triumph.

WISE!—Ball races, layshafts, shells, end plates, levers, rods, etc.

WISE!—Quotation by return; goods despatched same day; no waiting; it's service that counts.—Railton Rd., S.E.24. Phone: Brixton 7142. [0418]

PRIDE & CLARKE LTD
158 STOCKWELL ROAD
BRIXTON LONDON S.W.9

NEW TYRE BARGAINS

MOST WELL-KNOWN MAKES AT 50% BELOW LIST PRICE

Remarkable offer, fully guaranteed by us in maker's wrappings, best makes only. Fitted free or despatched on 14 days' approval. C.O.D.

Rim Tapes Free	TYRES	TUBES
Wired On.		
25x2.75	8/6	2/6
25x3.00	12/3	2/3
26x3.00	12/6	3/9
26x3.25	12/3	2/3
26x3.50	14/3	3/9
27x2.75	12/6	3/9
27x3.00	15/9	3/9
27x3.25	16/9	3/9
27x4.00	15/3	4/3
27x4.40	21/3	5/6
Beaded Edge.		
24x2½	8/6	2/6
24x2½x2½	9/6	2/9
25x3	12/6	3/6
25x3.85	10/6	2/3
26x2½	8/3	3/-
26x2½x2½	10/9	3/-
26x3	12/3	3/9
27x3.85/s26x3	16/9	4/6
28x3	10/6	3/9

CLEARANCE TYRES, CASH PRICE. Postage 1/-. All other sizes supplied at Bargain Prices. Quotations by return post for any Car or Motor Cycle Tyre.

SATISFACTION OR MONEY REFUNDED

EASY PAYMENTS 2/6 with order secures delivery of any size Firestone, Michelin, or Goodyear cover. Balance weekly.

ILLUSTRATED LIST FREE



A POSTCARD BRINGS IT TO YOUR DOOR. 5,000 IN STOCK

BATH'S All Sectional MOTOR HOUSES

Supplied in complete sections including Roof

EASILY ERECTED-ATTRACTIVE DESIGN-BEST WORKMANSHIP

10/- SECURES DELIVERY Balance by 12 monthly payments.

The STRAND No. 109b. The side sections are interchangeable, so window can be either right or left. Holes made ready for bolts.



No. 109b.	Ht. L.	W. ft.	Rdg. ft.	Ev. ft.	C'h Pr. Carr. Paid.	Order & 12m'thly paym'ts of	No. 111b. & 12 Cash Price monthly made up	Floor and Joists made up
9	6	7	6	6	£3 15 0	6/-	4	7 6 7/6
10	7	8	6	6	£5 0 0	8/6	5	10 9 9/6
12	8	8	6	6	£6 0 0	10/6	6	15 6 11/6
14	8	8	6	6	£7 0 0	12/-	7	10 0 13/-
16	8	8	6	6	£8 0 0	14/-	8	10 0 15/-



For Greenhouses, Heating Apparatus, Rustic Houses, Summer Houses, Huts, Poultry Huts, etc. FREE DELIVERY by Lorry or Rail in England or Wales.

BATH'S 3-7, Southampton Street, Strand, LONDON, W.C.2.

For combined Asbestos and Wooden Motor Houses and other designs see **LIST POST FREE**

GEARS, ETC.

A PRIDE and CLARKE for all Types of Gear Boxes, everything supplied from a nut to a complete gear box.

P PRIDE and CLARKE.—Spares for Sturmey, Burman, Albion, B.S.A., and all others, new or serviceable second-hand.

L LAYSHAFTS, 5/6; gear box shells, 7/6; end plates, 4/6; levers and rods, 1/6; gears, 2/6; ball races, 1/6.

C CLUTCHES.—Sturmey, Burman, New Hudson, B.S.A., New Imperial, A.J.S. clutches, 8/6; Burman, 12/6; Rudge, to 1927, 7/6; 1928, 12/-; chain wheels, 3/6; sprockets, 2/6.

G GEAR Boxes Complete, good condition, B.S.A., most types from 10/6; end plates, 4/6.

G GEAR Boxes Complete, Sturmey C.S., 17/-; L.W. 20/-; Albion, 25/-; Burman 0 27/6; Heavy 30/-; Douglas E.W., 15/-; Triumph P, 15/-; Ricardo and S.D., 30/-.

G GEAR Boxes Complete, James, New Hudson, Indian, Ariel, 20/-; A.J.S., 25/-; Imperial, 25/-; Sunbeam 27/6; Rudge, 37/6; choice of over 700 others.

P PRIDE and CLARKE, Ltd.—All parts supplied, new or S.H.; approval; quotation any parts by return; postage extra or c.o.d.—158, Stockwell Rd., S.W.9. [3249]

A ALBION Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0310]

M MOSS Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0416]

B BURMAN Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0309]

G GLANFIELD LAWRENCE for Burman, all foot change spares; best stocks in London.—Below.

G GLANFIELD LAWRENCE for Albion, Moss, Sturmey spares; definite c.o.d. service by return, trade and retail.—230, Tottenham Court Rd., W.1. Museum 2268. [7648]

B BURMANS and S.A. for Ariels; complete boxes, 45/-, or parts.—Marsdens, Headingley, Leeds. [0220]

B BURMAN Spares, new and second-hand; trade supplied.—Bounds Garage, 223, High Rd., Kilburn. [0257]

S STURMEY ARCHER Spares and Repairs; retail and trade.—Kays of Ealing, Ltd., Bond St., Ealing. [0311]

B BOUNDS.—Official Sturmey stockist; also large stock of second-hand parts.—223, High Rd., Kilburn. [0258]

S STURMEY Gear Spares by Return; c.o.d.; trade supplied.—Mills and Co., Doncaster. Phone: 504. [0771]

P PUTNEY AUTOS.—Official Burman, Albion and Sturmey spares stockists.—263, Putney Bridge Rd. Putney 2645. [1285]

H HOUGHIN'S Complete Stock Gear Box Spares for Sturmey, Burman, Albion by return.—188, High St., Peckham, S.E.15. [7842]

S STURMEY-ARCHER Spares.—Immediate delivery, retail and trade, c.o.d.—Hoe Street Garage, 414, Hoe St., Walthamstow. [6261]

B BRITNELL BROS.—Sturmey and other gear boxes and spares, new and second-hand.—725-7, Fulham Rd., S.W.6. Fulham 1652. [8496]

C CHAIN Sprockets.—Any size manufactured; makers to leading "Speedway" riders.—"Elbro" Works, Batten's Yard, Peckham, S.E.15. [7449]

H HARVEY'S.—Sturmey, brand new C.S. spares, layshafts, axles, pulleys, gears, etc., 5/-; complete stocks, all models.—47, South Lambeth Rd., S.W.8. [0337]

B BRACKPOOL and Company for Albion, Burman, Sturmey, New Imperial; gear spares and repairs.—228, Stanstead Rd., Forest Hill, Sydenham 2585. [0233]

G GEAR Boxes of Every Description at Knock-out Prices.—Special bargain Sturmey-Archer 3-speed lightweight, 25/-. Allowance for old box. Spares for all makes of gear boxes, new and second-hand. Write requirements.—Forfield.

G GEAR Spares.—Sturmey-Archer, Burman, Albion, Moss, new and second-hand. Knock-out prices. Write requirements.—Forfield Motors, Forfield Place, Leamington Spa. [7624]

S STURMEY ARCHER Specialists!! New ball races (4/7), 2/-; mainshafts, 4/6; gear levers, 2/-; shells, 7/6; any new Sturmey spares by return from stock c.o.d.; also Burman.—County Motor Co., 300-1, Broad St., Birmingham. [0205]

R RENNO'S.—London's leading service for Ascot, Burman, Albion, Rudge, Sturmey; special offer, replacement for Burman layshaft, 17/-, including bushes, post 6d.; listed 37/6; special guaranteed layshaft, 19/6, including bushes, post 6d.; London's largest showrooms for money saving ideas.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2362]

SPEEDOMETERS, ETC.

PRIDE and **CLARKE** for New Guaranteed Speedometers; easy payments if desired.

PRIDE and **CLARKE**.—Latest 1934 guaranteed 83 m.p.h. trip model, complete; 25/-; stockists for Smiths and Cowey; 8-day clocks, 12/9.

SPEEDOMETERS—Second-hand, good condition most makes, 12/6; approval; postage 1/-

PRIDE and **CLARKE**, Ltd.—Quotation any part by return; illustrated list free.—158, Stockwell Rd., S.W.9. [9689]

COWEY Speedometers, also repairs and spares.—The original manufacturers, Archer Works Engineering Co., Kew Gardens, Surrey. Richmond 0468. [0293]

PISTONS, RINGS, ETC.

PRIDE and **CLARKE**.

FOR Pistons; order c.o.d.; a postcard brings it to your door.

PISTONS, guaranteed, most types, from 5/-, alloy 2/6 extra; pistons made to order; rings, 7d., small end bushes, 1/6.

PISTONS, S.H., good condition, 3/6; hundreds to select from; quotation any size by return; postage extra, approval.—Pride and Clarke, Ltd., 153, Stockwell Rd., S.W.9. [5537]

WE Save U L S D C Below.

HEMMINGS.—Hepolite Air Board Specification Y alloy pistons for all makes, express service.

HEMMINGS.—A.J.S. 250 c.c., 7/6; 350, 8/6; Ariel 250, 7/6; 350-500, 9/6; B.S.A. 250, 7/6; 350, 8/6; 493, 557, 770, 986, 9/6; Calthorpe, 8/6; Enfield 250, 7/6; 350, 8/6; 500-976, 9/6; Douglas E.W., 4/-; James 250, 350, 500, 8/6; Matchless 250, 7/6; 350, 8/6; 500-986, 9/6; New Imperial 250, 7/6; 350, 8/6; 500, 9/6; Raleigh 174-250, 7/6; 350, 8/6; 500, 9/6; Rudge, 9/6; Velocette, 8/6; rings, 7d. each; Hepolite, 10d.; gudgeon pins, from 1/3; postage 6d.

HEMMINGS for Correct High Compression Pistons, all popular makes; 10/6 each; punch, pep and power.

HEMMINGS.—Paramount pistons, diamond turned, heat treated, Air Board specification Y alloy, made specially for us by the Hepolite piston manufacturers, 4/- extra on above prices.

HEMMINGS Have 15,000 Pistons Actually in Stock, which we believe qualifies us as the world's largest stockists; our many years' experience puts us in the position to give service second to none.

HEMMINGS and **SONS**, Mail Order Dept. 3, Hale, Liverpool. Phone: Hale 30. See displayed cylinder grinding advert., Sup. page xlii.

HEMMINGS' Manchester Showroom, 233, Deansgate. Phone: Blackfriars 3792. Important, Mail Orders to Hale Depot. [8242]

MARBLE ARCH MOTOR SUPPLIES for Pistons; London's largest stockists.

NO Waiting; 2,000 pistons actually in stock for any make, year or type, standard or oversize sent c.o.d. on receipt of p.c.

LOWEST Prices, deal direct, save time and money; trade supplied.

EXAMPLES: Ariel, 7/-; A.J.S., 7/-; B.S.A., 7/-; Bradshaw, 9/-; Blackburne, 8/6.

CALTHORPE, 8/6; Enfield, 7/-; J.A.P., 6/-; James, 8/-; Matchless, 7/-; Levis, 10/-.

NORTON, 8/6; New Hudson, 9/6; New Imperial 8/-; Raleigh, 7/6.

P and **M**, 9/-; Rudge, 9/6; Triumph, 8/6; Sunbeam, 8/-; Villiers, 7/6; special oversizes, 2/6 ext. a.

RINGS, 7d., 9d., and 1/3; gudgeon pins, 1/6; pads, 6d.; second-hand pistons, all makes, 2/6; send for complete list, post free.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 133-135, Edgware Rd., W.2. Phone: Padd. 3345-6-7.

BRANCH Depots: 26-26a, Goldhawk Rd., Shepherd's Bush; 584, 586, Romford Rd., Manor Park; 34, 40, Brighton Rd., South Croydon. [7745]

HOUCHINS Stock All Sizes Hepworth Super Rings.—188, High St., Peckham, S.E.15. [4271]

HOUCHINS.—Special alloy pistons, complete, 499 Rudge 15/6, 350 Calthorpe 15/-.—118, High St., Peckham, S.E.15. [5733]

BRITNELL BROS.—Over 1,000 pistons in stock, for almost every make of motor cycle.—725-7, Fulham Rd., S.W.6. Fulham 1652. [7967]

PISTONS, alloy, complete with gudgeon and rings, 12/6; specials, from 15/-; rings, 7d.; Wellworthy, 1/6; gudgeon pins, 1/4; valve guides, 1/6; valves, 1/9; o.h.v., 2/9.—George Grose, New Bridge St., E.C.4. [5473]

PISTONS, RINGS, ETC.

PISTONS—Godfreys, Ltd., are distributors of Hepolite pistons—366, Euston Rd., London, N.W.1. Museum 2644-7. [0274]

WISE! for Guaranteed Second-hand Pistons, cheap, all makes; hundreds to select from, c.o.d. by return, no waiting.—Railton Rd., S.E.24. Brixton 7142. [0423]

CYLINDERS.

PRIDE and **CLARKE**, Ltd.—Cylinders, good second-hand, for Ariel, 15/-; B.S.A., 15/-.

DOUGLAS, 8/6; Enfield, 10/-; J.A.P., 10/-; Matchless, 10/-; Raleigh, 8/6; Sunbeam, 15/-; Triumph, 8/6.

CYLINDER Heads, Rudge, 20/-; A.J.S., 10/- (up to 1926); B.S.A., 20/- (up to 1927); Hudson, 20/-

CYLINDER Barrels, A.J.S., Rudge, Raleigh, Ariel, Ricardo, P. and M., Dunelt, and others; 10/-

PISTONS from 5/-; con. rods, 5/-; approval; quotation any cylinder, new and second-hand, by return post.—158, Stockwell Rd., S.W.9. [5711]

WISE! for Guaranteed Second-hand Cylinders, cheap, all makes; hundreds to select from; scored cylinders filled in, guaranteed job, by return; no waiting.—Railton Rd., S.E.24. Brixton 7142. [0423]

BRITNELL BROS. for Cylinders and Regrinding; Ariel, Anzani, A.J.S., Austin, B.S.A., Blackburne, Douglas, Dunelt, Enfield, Matchless, New Hudson, M.A.G., Rudge, Raleigh.—725-7, Fulham Rd., S.W.6. Fulham 1652. [8035]

CARBURETTORS.

PRIDE and **CLARKE** for Bargains in Carburettors and Spares.

NEW Amac Carburettors, complete with controls and wires, flange fitting type, 5/-; lin. or 3/16 in. model, 12/-; Amal 1 3/16 in., 24/6; 1 1/4 in., 28/6.

SECOND-HAND Carburettors, good condition, Amal, Villiers, Senspray, B. and B., Binks, all sizes, complete 4/9 each; in new condition, 7/6; large quantity of parts, new and S.H., at bargain prices; float chamber top 2/-, slides 1/6, floats 9d.; quotation any part by return post.

PRIDE and **CLARKE**, Ltd.—Twist grips, 3/8 in. or 1 in., 1/11; chromium plated, 3/-; long sports, 3/9; dummies, 1/-; lever, all types from 9d.; approval; c.o.d.; postage extra.—158, Stockwell Rd., S.W.9. [8740]

PUTNEY AUTOS.—Amal, Villiers, Bowden spares stockists.—263, Putney Bridge Rd. [5118]

WISE! for Guaranteed Second-hand Carburettors, cheap; Amac, B. and B., Binks, Triumph, Villiers.

WISE! Official agent for Amac, B. and B., Binks and Villiers carburettors, full stock.

WISE!—Tops, slides, floats, etc., c.o.d. by return, no waiting.—Railton Rd., S.E.24. Brixton 7152. [0424]

AMAL Parts from the London Distributors, Godfreys, Ltd., 366, Euston Rd., London, N.W.1. Museum 2644-7. [0273]

BRITNELL BROS.—New, second-hand Amal, Amac, B. and B., Binks, Villiers, all spares.—725-7, Fulham Rd., S.W.6. Fulham 1652. [6355]

MAUDES.—End of season clearance. Brand new Amal carburettors, 3/8 in. fitting, 12/-; lin. or 1 1/8 in., 13/6; all latest pilot jet models (with auxiliary air slides), chromium finish, flange type, 5/- extra; second-hand carburettors, best makes, 5/- each, postage 9d.

MAUDES.—Super Amals, pilot jet models, complete with controls, top or bottom feed, chromium finish, 18/9; twin supply racing types, 22/9; twin float models, 32/6; shop soiled but guaranteed, post 1/-; twist grip controls, 1/9; Amal or Bowden, 3/3; racing, 4/6; dummies, 9d.; Bowden single levers 8d., double 1/3; clutch (inverted or clip), 1/9; c.o.d. 7 days' approval.—MauDES, 48, Praed St., Paddington, W., and 117, Clapham Rd., S.W. Open Sunday morning. [8765]

CHAINS.

WISE! for Good Second-hand Chains, cheap; all sizes; hundreds to select from; c.o.d. by return; no waiting.—Railton Rd., S.E.24. Brixton 7142. [0425]

MARBLE ARCH Renolds chain Mark 10, latest type! 1/2 x 3/16 and 1/2 x 5/16, 2/11 per ft., and we allow 5d. per ft. for your old chain; 5/8 x 1/4 and 5/8 x 3/8, 3/5 per ft., and we allow you 6d. per ft. for your old chain.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 133-135, Edgware Rd., W.2, and branches. [7747]

LADBROKE for Brand New Fully Guaranteed Extra Heavy British Chain; spring links free; 1/2 by 3/16 and 1/2 by 5/16, 1/6 ft.; 3/8 by 1/4 and 5/8 by 3/8, 1/8 ft.; state make, date, and h.p. of machine, and Ladbroke will send the correct length ready for fitting.—Ladbroke Motor Stores, 105, Goldhawk Rd., Shepherd's Bush, W.12. [4921]

CHAINS.

PRIDE and **CLARKE** Bargain Offer.

NEW, fully guaranteed, best quality extra heavy chain. 1/2 x 3/16 and 1/2 x 5/16, 1/6 ft.; 5/8 x 1/4 and 5/8 x 3/8, 1/8 ft.; links, 4d.

PRIDE and **CLARKE**, Ltd.—Good S.H. chain, all sizes, 6d. ft.; quotation any chain by return; approval; postage extra; c.o.d.—158, Stockwell Rd., S.W.9. [4093]

LONG'S for Chain at One-third of List Price by Britain's Leading Makers, sent on 3 days' approval, cash with order, please.

1/3 ft., soiled stock, 5/8 x 1/4, 5/8 x 3/8 1/- ft., 1/2 x 3/16 1/2 x 1/4, 1/2 x 3/16, post extra.

9 D. ft., off best, as new, 5/8 x 1/4, 5/8 x 3/8, 1/2 x 3/16, 1/2 x 1/4; Morgan, 1/6 ft.; post extra.

LONG'S, 22, Anlaby Rd., Teddington, Middlesex. Satisfaction or cash refunded. [7462]

MAUDES, of Paddington and Stockwell.—Brand new guaranteed extra heavy British chain with free link: 1/2 in. (any width), 1/6; 3/8 in. (any width), 1/8 per ft.; 3/4 in. x 3/16 in. Morgan, 2/9; cheaper grade, 4d. ft. less; sent c.o.d. immediately.—MauDES, 48, Praed St., Paddington, W., and 117, Clapham Rd., S.W. Open Sunday morning (Paddington). [1750]

FRAMES, FORKS, ETC.

PRIDE and **CLARKE** for Guaranteed Good Condition Frames and Forks.

HUNDREDS to Select from, most makes and models in stock; frames, complete, 10/-; forks, complete, 12/6.

APPROVAL; quotation any frame or fork by return.—158, Stockwell Rd., S.W.9. [1846]

LAWRENCES for Speedy Repairs to Forks, frames, sidecar chassis, etc.; lowest prices.

LAWRENCES, Berry St., Liverpool; send for free illustrated booklet (discount to traders). [6707]

REPAIRS by Experts.—Ariel S.H. frames, forks in stock.—Marsdens, Headingley, Leeds. [0221]

OFFICIAL Depot Webb Forks and Hub Parts.—Stevens 151, Goldhawk Rd., W.12. Phone: Shepherd's Bush 1154 (2 lines). [7453]

WISE! for Guaranteed Second-hand Frames and Forks; cheap; all makes; state requirements; quotation by return; no waiting.—Railton Rd., S.E.24. Brixton 7142. [0426]

RENNO'S Have Most Parts for Most Machines; amazing low prices; quotation return post; state requirements; London's largest showrooms.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2364]

NUMBER PLATES, ETC.

8 D. Each.—Number plates, front or rear; electric rear lamps, 1/11.

2/3.—Polished aluminium number plates; rear 2/3, front 3/-, post 4d.; illustrated list free.—Pride and Clarke, Ltd., 158, Stockwell Rd., S.W.9. [5010]

LOOK 2/6 each, rear number plates, complete with heavy aluminium figures.

LOOK.—Aluminium figures for mounting your own plates, complete with police regulation spacing registers 4d. each.—Apply Number Plate Works, Bale, below.

BALÉ, manufacturers of aluminium number plates in three qualities, 5/6, 10/6, and 14/6 per pair, single rear only 3/-, 5/-, and 6/- each; post 6d.—44, Howland St., London, W.1. [0207]

6 D. Each.—Black enamelled front or rear polished aluminium front or rear, 2/3; heavy cast, 3/6; transfers, 6d. doz.—Marble Arch Motor Supplies, Ltd., 133-135, Edgware Rd., W.2, and branches. [7746]

PATENT AGENTS.

INVENTORS Pocketbook, copies free, how to patent your auto ideas, garage gadgets, engine improvements.—Edwin C. Axe, A.I.M.E., 27, Chancery Lane, London. [0115]

VALVES.

PRIDE and **CLARKE**, Ltd.—Valves, from 6d.

HIGH Grade Steel, for all engines, guaranteed, most types, 1/6; o.h.v., 2/3; made to pattern, 3/3.

VALVE Springs, 4d.; cap spanner, 9d.; valve guides, 1/3; collets, 6d. a pair; approval; postage extra.—158, Stockwell Rd., S.W.9. [5535]

HEMMINGS.—See our displayed advert. on Supp. page xlii. [1884]

BRITNELL BROS.—Special valves for most makes of machines.—725-7, Fulham Rd., S.W.6. Fulham 1652. [2638]

VALVES.

COOK'S!—Send for our list of valves, guides, etc.; most valve guides from 1/3.—Cook's Corner, 275-277, Balham High Rd., S.W.17. [6904]

SUPER VALVES, 3/6 each; any make motor cycle, finest valve steel, heat treated, hardened and tempered, guaranteed unbreakable for ever; guides, 1/6; postage 3d.—B.A.T. Motor Spares, Kingswood Rd., Penge, S.E.20. [0209]

WHEELS.

PRIDE and CLARKE for Good Condition Guaranteed Wheels; over 1,000 to select from.

5/- Each, wheels, front or rear, for B.S.A., Triumph, Douglas, Matchless, A.J.S., Sunbeam, Ariel, Norton, Imperial, Dunelt, Enfield, Hudson, Calthorpe, and most others; quotation any wheel by return post.

SPROCKETS Most Makes, 3/9; hubs, 3/-; complete with sprocket and brakes, 7/6; rims, 1/3; brake shoes with linings, 3/- pair; approval, carriage forward.—Pride and Clarke, Ltd., 158, Stockwell Rd., S.W.9. [1243]

NOXAL Repair, rebuild motor cycle, car, and sidecar wheels; our service is unequalled.—River Park Rd., Wood Green, N.22. 'Phone: Bowes Park 3477-8. [0347]

WISE! for Guaranteed Second-hand Wheels; cheap; all makes; thousands to select from; spindles, hubs, sprockets, rims, etc.—Railton Rd., S.E.24. Brixton 7142. [0427]

AGENCIES.

EVERY Motor Cycle Agent who is not a regular reader of "The Motor Cycle and Cycle Trader" should send his trade card at once for a specimen copy and full details of the "Trader" services. "The Motor Cycle and Cycle Trader" is the only weekly journal published solely in the interests of the distributing trade, read by all the leading traders throughout the country. Trade only, 9/- per annum, post free. Published at Dorset House, Stamford St., London, S.E.1. [0126]

CLUB ANNOUNCEMENTS.

Space can always be obtained under this heading for announcements required by Clubs. Rate 4d. per word, minimum 4/.

EXPORT.

PRIDE and CLARKE, Ltd., motor cycles, accessories, spares, special attention given to post orders; catalogues free. 158, Stockwell Rd., S.W.9. [2297]

INSURANCE COMPANIES.

APPLY to the Army, Navy and General Insurance Association, Ltd., for a copy of the new "Open Road" motor cycle prospectus, showing the advantageous terms offered, and giving useful hints in connection with motor cycle insurance.

FAVOURABLE Rates Quoted for all Motor Cycles and 3-wheelers; full details can be obtained from the Head Office, Trafalgar House, Waterloo Place, Pall Mall, London, S.W.1. Telephone; Whitehall 9917. (Private Branch Exchange.) [0203]

INSURANCE.

BOB SERGENT for Cheap Insurance.—See advert. in this column. [0216]

COMPETITIVE Rates for Motor Cycles; certificates immediately.—Ernest J. Bass, 40, Chancery Lane, W.C.2. Holborn 0328. [0005]

ABSOLUTE Security; best bonuses; competitive premiums for all motor risks.—Harry Turner, 24, Bennett's Hill, Birmingham. [5566]

CHEAPER Insurance, absolute safety, assets £10,000,000, 350 c.c. 16/3 yearly, 600 c.c. 19/-.—Dugdale's, Paignton, Devon. [2061]

350s, with pillion, 15/-; unlimited, 16/6; Lloyd's policies; better terms unobtainable!—"Carpol," 151, Oxford Gardens, W.10. [3712]

INSURE with Invincible Policies, Ltd. Third party risks from £1 per annum.—51, Bishopsgate, London, E.C.2. London Wall 0464. [0411]

30/- Yearly, any machine, any district, full third party; please state age.—Thomas Bowles, Broker, 59, Third Av., London, E.12. [5571]

MOTOR Insurance.—Quarterly payments, immediate cover.—Lloyd Hall, 207, High St., Penge, London, S.E.20. 'Phone: Sydenham 2476. [7654]

12/6 Yearly Full Third Party, quarterly arranged; absolutely sound; immediate cover.—Brokers, London Rd., Southend, Essex. [8758]

FOUR Easy Monthly Payments, immediate cover, any company or Lloyds.—Apply M. Berry Ryder and Company, 18-20, Regent St., S.W.1. Whitehall 8845. [0405]

19/6, 350 c.c., £12/9 over 350 c.c.; absolute security; yearly third party policies issued through Lloyd's brokers.—4, Pierpoint St., Worcester. [1912]

YOU Must Insure, but why not pay quarterly?—Stuartson (Insurance), Ltd. (Dept. 68), 34, Leadenhall St., London, E.C.3. Monument 2351-6 (6 lines). [0280]



ENGINEERS! LOOK WHAT YOU HAVE AT YOUR FINGER TIPS!

Do not let a first-class post slip through your fingers for the sake of a few letters after your name. Whatever your experience, age or education you should send to-day for "ENGINEERING OPPORTUNITIES." This free 256 page Hand-book shows the easiest way of preparing for the A.M.I.C.E., A.M.I. Mech. E., A.M.I.E.E., A.M.I.A.E., Matric, G.P.O., etc. Exams. The book also gives details of courses in all branches of Civil, Mech., Elec., Motor, Aero., Wireless and "Talkie" Engineering, and explains the unique advantages of our Appointments Department. Send for the valuable Hand-book to-day—FREE and post free. **BRITISH INSTITUTE OF ENGINEERING TECHNOLOGY.** 324, Shakespeare House, 29/31, Oxford St., London, W.1.

DABITON THAT'S GOOD!



Pat. Container. Brit. Pat. No. 347479.

The famous Dabiton tin of Celamel Glossy Black Celluloid Lacquer. The patent brush in lid is always clean and ready for use. 2/- from good Cycle Agents, Halford's, etc.



FREE! Handsome Illustrated Catalogue & Splendid Patterns. **MOTOR CYCLING BREECHES FROM 8/6** LADIES' or GENT'S Tailored to Measure in 48 hours. Made specially for motor cyclists as the knees are lined with special strengthening cloth, to take the strain and prevent bursting. Cut from really hard-wearing materials in Bedfords, Velvet Cord, Velours, Coney Beavers and Saddle Tweeds. Satisfaction Guaranteed. Send for PATTERNS NOW. Leather Breeches to measure from 35/- CALDENECLOTHING CO. Dept. M.C. Hebden Bridge, YORKS

PRIVATE CARS LORRIES MOTOR CYCLES **INVINCIBLE** SERVICE WITH SECURITY **POLICIES** THIRD PARTY RISKS from £1-0-0 per annum. Policies for 3, 6, or 12 months. **INVINCIBLE POLICIES LTD.** Palmerston House, 51, Bishopsgate, London, E.C.2. 'Phone: London Wall 0464-5-6.

WISE'S SECOND-HAND MOTOR CYCLE SPARES DEPT. IS AT **EFFRA PARADE, BRIXTON.** 'Phone: Brixton 7142

INSURANCE.

FOR Real Security, get into touch with S.E. London's leading insurance brokers.—Shackel & Co., 197, High Street, Lewisham. Lee Green 1174. Claims assessed. [1645]

NORTHERN Riders!! Any rate advertised this column obtainable here; special, any business combination, 37/6.—Bulmer (Ins.), Ltd., 1, Manchester Rd., Bradford. [1655]

DEFENCE, Ltd., 18-19, Fish Street Hill, Monument, E.C.3. Mansion House 9944. Certificates available at counter or by return of post; examples: one year 350 c.c. 16/3, 600 c.c. £12/9; instalments arranged.

DEFENCE, Ltd., for cheapest quarterly policies; 350 c.c., full third party and pillion riding, London area, 16/-; reduction for country area. [0160]

SUMMER Periods 3 months 15/-; comprehensive third party at competitive rates; cars, 3-wheelers, quarterly, yearly; absolute security.—Wingroves, 11, Rochester Av., Bromley, Kent. Ravensbourne 4156. [1948]

MOTOR Cyclists! Ensure security—insure with Elphick! For keenest rates with immediate cover call, 'phone or write S. W. Elphick, Insurance Broker, 344, New Cross Rd., S.E.14. (New Cross 1578.) Hours—Monday to Saturday, 9 till 7. [9612]

FULL Third Party, any make or c.c., £110/6 per annum (25% extra if owner under 25; under 18 specially rated); short period rates on application; sound security; immediate cover.—Morgan and Co., 325, Grand Buildings, Trafalgar Square, W.C.2 (Whitehall 6512). [0298]

MECCA (Brokers), Ltd., 15, Chicheley St., S.E.1 (Hop 6075), opposite Licensing Department, County Hall, Westminster, for best service. License, insure or renew at counter (5 mins.) or by post (completed in 24 hours). Lowest rates—annual and quarterly. (Morgans 18/- quarterly.) [0397]

BOB SERGENT, "Liverpool's Motor Cycle and Sidecar Specialist," can arrange your insurance with "Lloyds" for 2, 3, 6 or 12 months. Absolute security. Premiums from 200 c.c., 10/-; 350, 11/3; over 350 15/-. Pillion 50% extra. 20% sidecar reduction. "No claims bonus" on transfer. Cover Notes per return. Special allowance for North and South policy-holders. Write now for free prospectus stating own age and driving experience (if any) to Bob Sergent, Moorfields, Liverpool. [0151]

SITUATIONS VACANT.

WANTED, two first class salesmen; no learners; salary and commission; permanency for right men; must have first class sales experience.—232-3-4, Upper St., Islington, N.1. [2355]

WANTED.—Mechanic for large motor cycle house in South London; good repairer and expert on lighting; preference to one with works experience; progressive position.—Box 477, c/o The Motor Cycle. [1979]

BUSINESSES AND PROPERTY FOR SALE. TO BE LET, OR WANTED.

"THE Motor Cycle and Cycle Trader" is an essential part of the business equipment of every motor cycle trader; its pages reflect the very latest turn of trade events, and it is read by all the leading agents and manufacturers for particulars of businesses offered or wanted. By subscription; to the trade only, 9/- per annum, post free.—Send your trade card for specimen copy to Dorset House, Stamford St., London, S.E.1. [0125]

CAMPING EQUIPMENT.

PRIDE and CLARKE, Ltd.—52-page illustrated camping list sent free.—158, Stockwell Rd., S.W.9. [2481]

WANTED.

NAYLOR and ROOT, Ltd., **PAY** Absolutely Top Prices for Good Morgan or B.S.A. 3-wheelers; hire purchase accounts settled; cash for balance paid at once, no waiting.

NAYLOR and ROOT, Ltd., 248-250, Lavender Hill, Clapham Junction, S.W.11. 'Phone: Battersea 5272 (5 lines). [9850]

PRIDE and CLARKE, Ltd., **URGENTLY** Want Large Number of Light Cars, 3-wheelers, and Morgans; highest prices, spot cash. Hire purchase accounts settled.—158, Stockwell Rd., S.W.9. Brixton 6414 (7 lines). [9025]

ROWLAND SMITH (MOTORS), Ltd., **THE** Largest Buyers of Cars, Morgans, and B.S.A. 3-wheelers; highest prices, spot cash on sight. Week-days, Saturdays 9-9. Sundays 9-1.—High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [7975]

WANTED.

SIDECARS Wanted.—Highest price paid by Hood, 38, Essex Rd., Islington. Clerkenwell 0032. [5917]

HARRY NASH Wants o.h.v. Morgans; top price paid for right car.—337, King St., Hammer-smith. [1818]

ANZANI Engined Morgans, any model, any age, any condition.—F. H. Douglass, St. Mary's Sq., Ealing, W.5. [7238]

SMASHED and Obsolete Morgans.—Morgan Depot, 8a, Ainger Rd., N.W.3. Proprietor, R. E. Pretty. Primrose 0046. [0185]

SIDECARS, sidecars, sidecars wanted for spot cash, any number and make, providing they are modern; highest prices paid; we call and collect. Just 'Phone Brixton 6925 for our offer.—Mundays, Dalberg Rd., Brixton. [2231]

EXCHANGE.

ROWLAND SMITH (MOTORS), Ltd.

HIGHEST Allowances in Exchange for Any Make of New or Second-hand Motor Cycle or Car; terms.

TURN to Our Small Advertisements under "Classified." Week-days, Saturdays 9-9. Sundays 9-1. —High St., Hampstead (Hampstead Tube). Hampstead 6041-6. [7976]

CHALK FARM.—Smith's for exchanges, balance by deferred.—86, Chalk Farm Rd., N.W.1. [0210]

CHALK FARM.—Exchanges, consult us.—Smith's (the Exchange Specialists), 86, Chalk Farm Rd., N.W.1. [0048]

CHALK FARM.—Smith's can save you pounds on exchanges; write, call or 'phone.—86, Chalk Farm Rd., N.W.1 (nearly opposite Chalk Farm Tube Station). [0291]

PRIDE and CLARKE, Ltd.—Highest allowance for your present car, 3-wheeler, or motor cycle in part payment for new model; 1,000 bargains to select from, list free; terms over 18 months; pay required deposit, ride away same day.—158, Stockwell Rd., Brixton, S.W.9. 'Phone: 6414. [9026]

RENNO'S Guarantee Market Valuation Your Mount against new, shop soiled, second-hand; 500 bargains available; London's largest showrooms; trouble free transactions here; present accounts settled, balance to suit you.—232-3-4, Upper St., Islington, N.1 (near Tube). 'Phone: North 4467-8. [2363]

WELDING.

BARIMAR is the Cheapest House in the Trade for Sound, speedy, guaranteed, scientific welding repairs to motor cycle parts; see advertisement under Repairs and Renovations.—18, Lamb's Conduit St., London, W.C.1. [0802]

TUNING.

CARTER and HARTLEY for Tuning, special fuels stocked.—289, Plumstead High St., S.E.18. Woolwich 1274. [8942]

HEADS Streamlined and Polished; increase in efficiency.—Warwick Motor Co., 238-242, Barking Rd., East Ham. Grangewood 0416. [9059]

CYLINDER GRINDING AND BORING.

EDWARDS ENGINEERING Co., Ltd., for the highest class cylinder grinding.

CYLINDERS Reground and Fitted with Alloy Aluminium or Cast Iron Pistons, as follows:—

VILLIERS, Raleigh, New Imperial, Blackburne, up to 65 mm. bore; 22/6 each.

SUNBEAM, A.J.S., J.A.P., Calthorpe, Enfield, Levis, 67 mm. to 75 mm. bore; 27/6 each.

NORTON, Rudge, Triumph, B.S.A., Ariel, 75 mm. to 86 mm.; 30/- each.

TWO Days' Service; collection and delivery free London area; address all cylinders, with old piston as pattern, to

EDWARDS ENGINEERING Co., Ltd., Great West Rd., Brentford (Station, Kew Bridge). 'Phone: Chiswick 5011. [0479]

LAURENCES Cylinder Grinding Service! 24 hours' service 'or all popular makes.

LAURENCES up to the Minute Machines Rebores Cylinders Every 10 Minutes! Service!

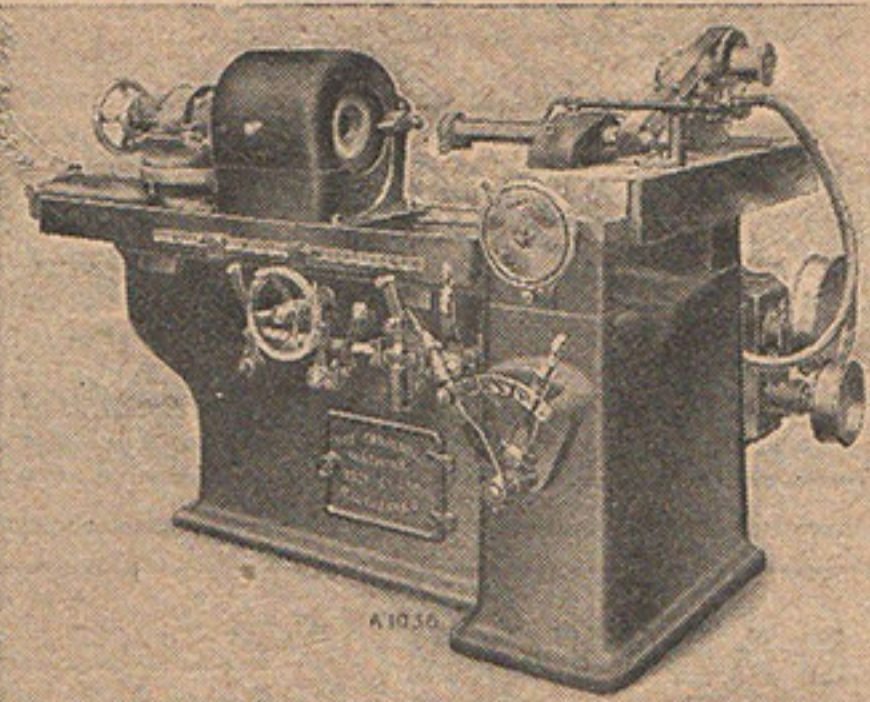
LAURENCES—One charge only, 18/- per bore, any make, any c.c., returned complete, fitted with Hepolite speed piston, rings and gudgeon!

LAURENCES.—Dead accuracy guaranteed, don't take risks, send your cylinder to

LAURENCES, Cylinder Grinding Specialists, Berry St., Liverpool (Royal 4206). Open 7 p.m. [8930]

THE TESTING TIME

for a reground cylinder is during the summer months. For complete security and satisfaction send to Hemmings.



The Churchill precision automatic grinder is only one of a battery of similar machines giving a 24-hourly service

CYLINDER REGRINDING

ACCURATE MIRROR FINISH.
Any motor cycle engine from 1½ h.p. to 8 h.p.
One price only
18/-

Per cylinder bore
INCLUDING the Hepolite Air Board specification Y alloy piston, complete with rings and gudgeon pin. Hemmings are the largest motor cycle cylinder regrinders in the country and we invite investigation of the truth of this assertion by a visit to our works.

15,000 Brand New Pistons in Stock.
Our cylinder regrinding department has progressed by leaps and bounds.

WHY?

Because we give the finest quality workmanship and material at the lowest prices.
Because every job is backed by a liberally interpreted signed guarantee.
Because our machines are capable of 400 cylinder bores every 24 hours, thus express service is assured without impairing the ultimate finish.
No motor cyclist can afford to be without our publication "Service with Efficiency and Economy."

VALVES.

100,000 IN STOCK.

Valves, S.V. or O.H.V., finest quality	...	3/-	each
Valves, KE965 O.H.V.	...	4/-	"
Valves, chrome alloy heat resisting steel	...	5/-	"
Valve guides, S.V. or O.H.V.	...	1/6	"
Recutting valve seats	...	1/6	"

Do not be led into the belief that because prices and descriptions of valves, by various advertisers, are similar, that there is only one valve manufacturer.

There are many, and Hemmings only stock and sell those valves which after careful testing have proved to be of the highest class and finish, fully appreciating the arduous task a modern valve has to fulfil.

POLISHING CYLINDER HEADS AND STREAMLINING PORTS

15/-

The above operation is a craftsman's job, and it is well to note that any metal removed incorrectly will leave a cylinder head in a worse condition than before.

Every job is backed by years of experience and supervised by engineers with M.Inst.M.T. degrees.

COLLOIDAL GRAPHITE UPPER CYLINDER LUBRICANT
1/6 per tin, post 6d.

J. HEMMING & SONS
ENGINEERS,

(DEPT. M.11)
HALE 30 LIVERPOOL

'Phone: HALE 30

CYLINDER GRINDING AND BORING.

HEMMING'S Churchill Grinders cost £650 Each. See displayed advert on this page.

HEMMING'S Precision Grind Cylinders, with accurate mirror finish; do not confuse with boring. [9618]

CYLINDERS Rebores on New Electric Machine.—Cricketers' Garage. 'Phone: Mitcham 3811. [0106]

HARVEY'S.—Cylinders reground, fitted makers' pistons; 21/- to 30/-.—47, South Lambeth Rd., S.W.8. [0343]

CYLINDER Regrinding and Oversize Pistons; retail and trade, prompt service.—Kays of Ealing, Ltd., Bond St., Ealing. [0719]

NEWCASTLE-ON TYNE WELDING Co., Byron St., Newcastle-on-Tyne.—Cylinders reground, all makes of oversize pistons fitted. [4186]

HOUSHINS.—Rebores, Rudge, 24/6; Calthorpe, 23/6, with complete piston; 24 hour service.—188, High St., Peckham, S.E.15. [3293]

A. E. WARWICK MOTOR Co., 238-242, Barking Rd., East Ham.—Reboring as makers; Hepolite pistons, complete, 150-600 c.c., 22/6.—'Phone: Grange-wood 0416. [2476]

SMITH-ALBANESI, 11, Lochburn Rd., Maryhill, Glasgow.—Cylinders accurately reground, oversize piston, rings, pin, fitted complete; 18/-.—'Phone: Maryhill 502. [9570]

DARTFORD AUTOMOBILE ENGINEERING WORKS, Ltd., Dartford.—Cylinders reground and new pistons fitted, mirror finish; quick service.—'Phone: 600 (3 lines). [0362]

STAR WELDING Co., Ltd.—Cylinders reground, oversize pistons fitted, complete, single 22/6, twin 42/-; delivery 2 days; work fully guaranteed.—'Phone: Fulham 6688. 38, Peterborough Rd., S.W.6. [0262]

BIRMINGHAM.—Cylinders reground, honed finish, new pistons fitted, cast iron or alloy, from 21/- per cylinder, bushes, valves, seatings recut, welding, etc.—Reid Watt, Ltd., 254, Corporation St., Birmingham. [0793]

WELDING.—Worn or cracked valve seats, broken flanges welded and machined; cylinders reground, oversize pistons fitted.—West London Welding Co., 27, Essex Place, Chiswick. 'Phone: Chiswick 0536. [0131]

WHITE, WATSON and Co.—Cylinders precision ground, hone finished, with alloy piston complete, 25/-; with Watalite Special piston complete, 30/-; all sizes.—80, Belvedere Rd., Lambeth, S.E.1. Hop 4352. [2567]

REPAIRS AND RENOVATIONS.

GODFREY'S, Ltd., of Great Portland St., are official repairers in London for

B.S.A., Ariel A.J.S., Indian, and Levis motor cycles.

GODFREY'S, Ltd.—Fully equipped workshops at 7a, Eden St., N.W.1 ('Phone: Museum 4046), with exceptional facilities for overhauls and repairs at moderate prices; estimates willingly given. [0639]

A.A. and R.A.C. Recommended Repairers for all motor cycle repairs.—Below.

PUTNEY AUTOS for Frame, fork, tank and wheel repairs.—263, Putney Bridge Rd., Putney 2645. [4176]

THE B.S.S. for Overhauls, general repairs and super tuning; estimates and advice free.

BROOKLANDS SERVICE STATION, 92, Warwick Rd., and 27, St. Mary's Rd., Ealing, W.5. 'Phone: 4288. Close to S. Ealing Station, District Railway. 65 and 83 buses pass the door. Also at Brooklands Track, Weybridge. [2742]

CHRONIUM Plating; tanks, 22/6; silencers, etc.; lists free.—Bright and Hayles, 78, Church St., Camberwell. [9072]

FORKS, frames, and chassis repairs; retail and trade; prompt service.—Kays of Ealing, Ltd., Bond St., Ealing. [0718]

ENGINE gear box, and all other repairs, any make; retail and trade prompt service.—Kays of Ealing, Ltd., Bond St., Ealing. [0717]

HEPPELTHWAITE'S Now Undertake Repairs to Any Complete Machine, or engine, gear boxes, etc.—69, Northcote Rd., Clapham Junction, S.W.11. [3824]

HARVEY'S, official repairers for Triumph and New Imperial, etc., B.S.A. and Norton specialists; fork, frame, chassis repairs, any make; trade discounts.—47, South Lambeth Rd., S.W.8. [0342]

HEMMING'S for Welding. Don't scrap that broken part. For guaranteed economical repairs and express service, Hemmings and Sons, Dept. 14, Hale, Liverpool. See displayed cylinder grinding adverts. [1174]

SCORED Cylinders (air-cooled or water-cooled) can be repaired by Barimar metallurgical (patent) process to fit existing pistons and returned in two days under money-back guarantee at low cost; write to-day for Barimar booklet.—Barimar, Ltd., 14-18, Lamb's Conduit St., London, W.C.1. [0026]

REPAIRS AND RENOVATIONS.

NOXAL Repair Motor Cycle Frames, forks, mudguards, lamps, radiators; light car chassis and bodies and sidecars repaired and renovated; welding, brazing, enamelling, plating, etc.; 30 years' experience behind every repair.—River Park Rd., Wood Green, N.22 (opposite Wood Green Underground Station). Hours 9 a.m.-8 p.m. 'Phone: Bowes Park 3477-8. [0408]

TRADERS Who Want Repairs Executed Speedily should study "The Motor Cycle and Cycle Trader" for advertisements of Trade Repairers and Specialised Services. All progressive traders study "The Motor Cycle and Cycle Trader" every week because it contains the information essential to their business.—Send your trade card for a specimen copy to Dorset House, Stamford St., London, S.E.1. [0127]

BARIMAR Scientific Welding is Better and Cheaper than New Parts; as the largest welders in the trade, we offer guaranteed repairs to broken motor cycle cylinders, cylinder heads, flanges, bores, cracked and worn valve seatings, smashed aluminium crank cases, gear boxes, frames, forks, etc.; any metal welded and machined, quick delivery, lowest prices; accurate workmanship ready for assembly; write to-day for Barimar booklet.—Barimar, Ltd., 14-18, Lamb's Conduit St., London, W.C.1. 'Phone: Holborn 5572. [0635]

PARTS AND ACCESSORIES.

NOTE: In addition to advertisements under this heading, advertisements of Spare Parts for individual makes of motor cycles will be found at the end of the advertisements of such makes in the classified pages of "Motor Cycles for Sale."

WARNING.—When purchasing spare parts enquire whether they are the manufacturers' genuine product. The use of "pattern" spare parts invalidates the guarantee covering your machine, and may involve you in unnecessary expenditure.—The British Cycle and Motor Cycle Manufacturers and Traders Union, Ltd., Coventry. [0194]

For A.B.C.

MANCHESTER.—Used A.B.C. spares.—Alexander's, 72, City Rd. [0466]

For A.J.S.

PRIDE and CLARKE, Ltd.—Spares for A.J.S., new and second-hand.

VALVES, 9d.; crank case, 10/6; con. rods, 5/-; pistons, new, 8/6; sprockets, 3/6; gear box, complete 25/-; forks, 10/-.

FRAMES 7/6; late type, 20/-; tanks, 12/6; wheels, front 10/-, rear 12/6; cylinder heads, to 1925, 10/6; later, 15/-; barrels, 10/-; quotation any part by return.—158, Stockwell Rd., S.W.9. [2715]

MANCHESTER.—Used A.J.S. spares, 1915 to 1930.—Alexander's, 72, City Rd. [0467]

CROYDON SPARES.—Dismantling A.J.S.s, 1920-28; sound spares lowest prices.—Johnson Rd., Croydon. [8114]

A.J.S. Spares, s.v. and o.h.v.—Tremendous number, knock-out prices; write requirements.—Forfield Motors, Forfield Place, Leamington Spa. [9725]

MANCHESTER.—A.J.S., huge stock second-hand spares, 1918-29, also new wheel sprockets, 22/-; H. spindles, 4/-; pistons, 13/6; cups, 1/6; guides, 1/6; valves, 3/-.—Parkin, 270a, City Rd. [1140]

STOCKPORT SERVICE DEPOT for New Genuine A.J.S. Spares at Clearance Prices; engine sprockets, 5/-; gear sprockets, 5/-; wheel sprockets, 22/-; hollow (also solid) wheel spindles, 3/9; cups, 2/-; H.S. dog wheels, 7/6; for all models.—17, Lord St., Stockport. [0432]

For Ariel.

PRIDE and CLARKE, Ltd.—Dismantling Ariels, all parts cheap.

PISTONS, 5/-; con. rods, 7/6; gears, 3/6; cylinder heads, 12/6; barrels, 12/6; approval, c.o.d.; quotation by return post; new or second-hand.—158, Stockwell Rd., S.W.9. [2716]

ALL Ariel Spares, new and used, by return; frame and fork repairs.

EXHAUST Pipes, Ariel only, o.h.v., 250, 1929-30, 10/9 each; o.h.v., 497, 1929-30 11/9 each; post free.

REGRINDS from 30/-; engine overhauls by specialists.—Marsdens, Ariel Service Depot, Headingley, Leeds. [0483]

MANCHESTER.—Ariel spares, new and used, all h.p.s.—Alexander's, 46-72, City Rd. [0225]

CARTER and HARTLEY for Ariel Spares, new and used, standard and racing.—See Tuning. [1568]

CROYDON SPARES.—Dismantling Ariels, 1924-30; sound spares lowest prices.—Johnson Rd., Croydon. [8115]

**DE HAVILLAND AIRCRAFT
FIT
SPECIALLOID PISTONS**



**PRECISION
CYLINDER REGRINDING**

(accurate mirror finish)

Including the famous Specialloid piston with gudgeon pin and Wellworthy rings.

250 c.c.	.. . . .	22/6
350 c.c.	.. . . .	24/-
500 c.c. to 1,000 c.c.	.. . . .	26/-
per cylinder bore.		

The features incorporated in the Specialloid piston are:

- Patented ribbed construction.
- Diecast externally, sand cast internally.
- Diamond taper turned.
- Oval turned to allow extremely fine clearances.

Signed guarantee with every job.

J. HEMMINGS & SONS

ENGINEERS,

Dept. M.11,

HALE, LIVERPOOL.

'Phone: HALE 30.

See cylinder grinding advert. on opposite page.

The Mobile Police use

**THE
ES WAY
PROP STAND**



Why not you?

TO LOWER.—Press down and the Ratchet locks at the height to suit Road Camber, etc. **TO RAISE.**—Tough the Pawl and the Internal spring raises it.

Clears any Exhaust Pipe—Fits any Frame. Hills or soft ground of no consequence. Post 6d.

G. HARTER, 2a Stanley Rd., Fulham, London, S.W.6. Pat. No. 289643.

CAMBER MAKES NO DIFFERENCE

**WELLWORTHY
SIMPLEX
PATENT PISTON RINGS**

The **ONLY** ring that is **LIGHT TIGHT** in a worn cylinder.

A motor cyclist writes: 8/3/34. "The engine performs far better than when new; previous to fitment had clearance of .025".

Write to London Depot, 89, Blackfriars Road S.E.1 for booklet, "The Choice of the Expert."

**WELLWORTHY LTD.,
Piston Ring Specialists, LYMINGTON
London, Birmingham, Manchester Southampton,
Bristol and Glasgow.**

PARTS AND ACCESSORIES.

For Ariel.

CLEARANCE Sale Spares for Ariels, all models; prices too dirt cheap to advertise separately. Write requirements.—Forfield Motors, Forfield Place, Leamington Spa. [9951]

WRITER'S Offer Sundry Clearance Ariel Parts; exhaust pipes, 250 o.h.v. and 550 s.v., 9/6 each; 1928-30 chromium raised pipes, £1/5 each; petrol tanks, second-hand, damaged, 10/-; renovated, £1/7/6.—'Phone: Reliance 1362. Kennington Cross, London, S.E. [8572]

For Blackburne.

ANY Blackburne Engine Spare by Return; official stockists.—Simmons, Lyndhurst Rd., Thornton Heath. Tel.: 1742. [2048]

For Bradshaw.

STOCKPORT SERVICE DEPOT for Bradshaw Engine Spares, new and second-hand.—17, Lord St., Stockport. [0738]

For B.S.A.

PRIDE and CLARKE, Ltd.—Spares for B.S.A., new and second-hand.

CON Rods, 5/6; cylinder heads, 12/6; barrels, 12/6; sprockets, 3/6; pistons, 5/-; forks, 5/-; late type, 10/- extra; gear boxes, 15/-; approval or c.o.d.; quotation any part by return post.—158, Stockwell Rd., S.W.9. [4849]

BRITNELL BROS.—B.S.A.; large stocks, new, second-hand spares.—725-7, Fulham Rd., S.W.6. Fulham 1652. [2637]

CHAINS for B.S.A., as new, rear 4/-, primary 2/9; approval; post 9d.—Long's, 22, Anlaby Rd., Teddington, Middlesex. [1994]

CROYDON SPARES.—Dismantling B.S.A.s, 1920-28; cylinders, 10/-; connecting rods, 5/6; frames, fork, 8/6; approval.—Johnson Rd., Croydon. [8116]

TREMENDOUS Number all Models B.S.A. Spares; too cheap advertise separately; communicate requirements.—Forfield Motors, Forfield Place, Leamington Spa. [2099]

B.S.A. Second-hand Parts.—4.93, 3.49, 2.49, 5.57, 7.70, 9.86; engines, gear boxes, wheels, tanks, frames, etc., all parts in stock up to 1930; tons of all other makes; cylinders rebored, pistons fitted, wire wheels rebuilt, frame, forks and chassis repairs, welding of every description; quotations per return.—W. E. Parslow, 21, Weaman St., Birmingham. [8511]

For Calthorpe.

PRIDE and CLARKE, Ltd., for Calthorpe spares, new and S.H.

PISTONS, 5/-; con. rods, 7/6; gears, 3/6; approval, c.o.d.; quotation by return post.—158, Stockwell Rd., S.W.9. [2718]

HOUGHINS.—All Calthorpe spares by return; K.E. 965 valves, early 1930, 2/3; 1925-29, 4/3; guides, 1/4.—188, High St., Peckham, S.E.15. [3294]

For Douglas.

PRIDE and CLARKE, Specialists in all Spares for Douglas Models, 1911-1934; bargain list free.

E.W. Cylinders, 20/-; crankshafts, 42/6; cam wheels, 9/6; pistons, 4/-; alloy, 6/6; rings, 7d.; con. rods, 10/-; kick starts, 7/6; springs, 7d.; valves, 1/6; guides, 1/3; springs, 6d.; gudgeons, 1/6; small ends, 1/-; big ends, 2/6.

PRIDE and CLARKE, Ltd.—Bargains in second-hand spares.—Everything for Douglas E.W. 2½h.p. and 4h.p. at less than half list price: Pistons, 2/6; con. rods, 3/6; cylinders, 10/-; crankshafts, 20/-; quotation any part by return post; approval c.o.d.; postage extra.—158, Stockwell Rd., S.W.9. [1848]

CROYDON SPARES.—Dismantling Douglas, 1921-28; sound spares lowest prices.—Johnson Rd., Croydon. [8117]

For Dunelt.

PRIDE and CLARKE, Ltd.—Dismantling Dunelts, all parts cheap; new or S.H.

PISTONS, 5/-; con. rods, 7/6; cylinder heads, 10/-; barrels, 12/6; approval, c.o.d.; quotation by return post.—158, Stockwell Rd., S.W.9. [2721]

DUNELT Spares!!!—Large stocks of all descriptions, second-hand and new; also tons of others, all makes, at your own price.—W. E. Parslow, 21, Weaman St., Birmingham. [8510]

For Enfield.

PRIDE and CLARKE, Ltd.—Dismantling Enfields, all parts cheap; new and second-hand.

QUOTATIONS Any Part by Return Post; cylinder heads, 15/-; barrels, 15/-; approval, c.o.d.—158, Stockwell Rd., S.W.9. [2722]

KITSON Dismantling Enfield 8h.p. 1924-28 350, s.v., o.h.v., 1924-30; keen prices.—74, Meadow Lane, Leeds. [2283]

PARTS AND ACCESSORIES.

For Enfield.

BRITNELL BROS.—Enfield, large stocks, new, second-hand spares.—725-7, Fulham Rd., S.W.6. Fulham 1652. [9797]

CLEARANCE Sale Spares for Enfields, extraordinary prices; write requirements.—Forfield Motors, Forfield Place, Leamington Spa. [2470]

COOPER BROS.—1927-28 9.76 Enfield: Cylinders, pistons, crank cases, gear boxes, frames, etc.; cheap.—379, Kennington Rd., S.E.11. Reliance 1753. [1426]

For Francis-Barnett.

CROYDON SPARES.—Used Villiers and Albion spares; lowest prices.—Johnson Rd., Croydon. [8118]

MOTORMYLES, Francis-Barnett sole London distributors.—All spares in stock, repair specialists. Week-days 8.30-8, Sundays 10-1.—156, Great Portland St., W.1 (Museum 6756); 12-15, West Bar, Sheffield; 89, Bold St., Liverpool. [5832]

For Harley-Davidson

PRIDE and CLARKE, Ltd.—Dismantling Harleys; all parts cheap; engines, 25/-. [7981]

GEAR Boxes, 15/-; quotation any part by return post.—158, Stockwell Rd., S.W.9. [7981]

BRITNELL BROS.—Harley new, second-hand spares.—725-7, Fulham Rd., S.W.6. Fulham 1652. [1890]

For J.A.P.

HEMMINGS, the largest J.A.P. stockists in the world.

HEMMINGS.—Special clearance 8h.p. super J.A.P. engine, brand new, fully guaranteed; usual price £25, our price £14/14; specifications and illustrations sent willingly.

HEMMINGS.—500 c.c. 2-port J.A.P. engines fitted enclosed rockers and push rods; to be cleared at £14/10.

HEMMINGS.—Genuine J.A.P. spares, clearance, stupendous reductions: Cylinders, 40/-; alloy piston, 7/6; rings, from 9d

HEMMINGS.—T.T. high compression pistons for standard engines, 10/6; improve acceleration and maximum m.p.h.

HEMMINGS.—S.v. valves, 2/6; latest type 8h.p., 1½in., 4/-; o.h.v., 4/-; guides, s.v., 1/3; o.h.v., 2/-; Terry springs from 5d.

HEMMINGS.—J.A.P. crank pins, 4/-; timing spindles, 4/-; sprocket spindles, 4/-; liner, 3/9; cages, 2/-; rollers, 1/6 per dozen.

HEMMINGS.—J.A.P. o.h.v. cylinder barrels, 35/-; heads, 35/-; connecting rods, 15/-; alloy pistons, 9/-; rings, from 9d.

HEMMINGS.—J.A.P. o.h.v. rockers, 5/6; spindles, 1/6, rocker adjusters, 8d.; push rods, 2/9.

HEMMINGS.—J.A.P. driving sprockets, 3/-; adapter, 3/-; lock rings, 1/-; magneto sprocket, 2/6; chains, 1/6.

HEMMINGS.—J.A.P. engines, overhauled, guaranteed, singles 12/6, twins £1, plus parts required.

HEMMINGS.—Mechanical oil pumps: Best, 10/6; J.A.P. for Morgan, 14/6; J.A.P. for Morgan, 12/6.

HEMMINGS.—Regrinding cylinders, including over-size genuine J.A.P. piston complete; 18/-.

HEMMINGS.—J.A.P. spares; our 1934 illustrated catalogue post free. Everything brand new. See Miscellaneous column.

HEMMINGS and SONS, Mail Order Dept. 7, Hale, Liverpool. Phone: Hale 30.

HEMMINGS Manchester Showroom, 233, Deansgate. Phone: Blackfriars 3792. Important: Mail Orders to Hale Depot. [6894]

PRIDE and CLARKE, Ltd.—Dismantling J.A.P. engines, all parts cheap; new or S.H.; list free.

CON. RODS, 4/6; pistons, 4/9; quotation any part by return post.—158, Stockwell Rd., S.W.9. [8743]

HEPPELTHWAITE'S Can Supply Any J.A.P. Spare or Engine, any model, at clearance prices; write for spares list, post free, and write 69, Northcote Rd., Clapham Junction, London, S.W.11 (Phone: Battersea 5897), and we will send per return c.o.d. [6736]

GENUINE J.A.P. Clearance Spares for Any Type J.A.P. Engine; everything guaranteed brand new, lowest prices; many are being offered at one-quarter of the manufacturers' prices; enquiries solicited; everything by return, approval, c.o.d.—B.A.T. Motors, Kingswood Rd., Penge, S.E.20. Sydenham 0339. [0288]

For Matchless.

CROYDON SPARES.—Dismantling Matchless, 1920-28, M.A.G.-Jap engine spares; lowest prices.—Johnson Rd., Croydon. [8119]

PARTS AND ACCESSORIES.

For Matchless.

PRIDE and CLARKE, Ltd., Matchless spares, new or S.H.

CON. RODS, 4/6; pistons, 5/-; sprockets, 2/6; forks, 10/-; gears, 3/6; quotation any part by return post; approval, c.o.d.—158, Stockwell Rd., S.W.9. [2296]

For Morgan.

MORGAN. Morgan. Morgan.

SPARES, new and second-hand; repairs by Morgan mechanics; official Morgan agents, trade and retail; spares list gratis.—Maskell for Morgans, 6 and 8, Station Rd., Camberwell, S.E.5. Brixton 5725. [4905]

LARGEST Stock of S.H. Morgan Spares.—Morgan Depot, 8a, Ainger Rd., N.W.3. Primrose 0046. [0414]

BRITNELL BROS.—Large stocks new and second-hand spares for Morgans, chassis, rear frames, wheels, crown wheels, pinions, sprockets, dogs, steering and clutch parts, Anzani, J.A.P., and M.A.G. engine spares and repairs.—725-7, Fulham Rd., S.W.6. Fulham 1652. [3679]

For New Hudson.

PRIDE and CLARKE, Ltd.—Dismantling Hudson, all parts cheap; con. rods, 5/-; gears, 3/6.

PISTONS, new, 8/6; S.H., 5/-; cylinder heads, 12/6; barrels, 12/6; approval; c.o.d.; quotations any part by return post.—158, Stockwell Rd., S.W.9. [2724]

CLEARANCE Sale Spares for New Hudsons, extraordinary prices; write requirements.—Forfield Motors, Forfield Place, Leamington Spa. [2469]

For New Imperial.

PRIDE and CLARKE, Ltd.—Dismantling New Imperial; all parts cheap, new or S.H.

CON. Rods, 5/-; cylinder heads, 12/6; barrels, 12/6; most gears, 3/6; pistons, new 10/-, S.H. 5/-; quotation by return post; approval; c.o.d.—158, Stockwell Rd., S.W.9. [2725]

CROYDON SPARES.—Dismantling New Imperials, 1920-30, 2¼, 2½, 3¼h.p.; lowest prices; sound spares.—Johnson Rd., Croydon. [8120]

CLEARANCE Sale Spares for New Imperials, extraordinary prices; write requirements.—Forfield Motors, Forfield Place, Leamington Spa. [2468]

For Norton.

WE Save U L S D.—C Below.

HEMMINGS.—S.v. or o.h.v. valves, 1/9 and 3/- each; K.E.965, 4/-; chrome alloy, 5/-; guides, 1/6; Terry Aero springs, 6d. and 8d.

HEMMINGS.—Paramount diamond turned diecast heat treated Y alloy pistons, 10/6; rings, 7d.; Hepolite, 10d.; gudgeon pins, best quality, 2/-.

HEMMINGS.—Connecting rods, 16/6; crankpin assemblies, best quality, 18/6; drilled pattern, 22/6; main bearing assemblies, 8/6.

HEMMINGS.—Rocker adjusters, 8d.; push rod ends, 1/-; rockers, 9/6; spindles, 2/3; Hoffmann rollers, 1/6 per dozen.

HEMMINGS.—Chromium plated exhaust pipes, 16H type, 10/6; model 18 type, 10/6; upswept, 11/6; C.S.1 and E.S.2 type, 11/-.

HEMMINGS.—Brake linings, die pressed, with rivets, all models; 2/9 per pair.

HEMMINGS.—Mudguards, front 5/9, rear 5/6; 1928 and later, lipped pattern, front or rear, 7/6 each.

HEMMINGS.—Webb forks, brand new, 70/-, usual price 126/-, fitted ¾in. taper tube girders and shock absorbers.

HEMMINGS Supply Parts Made by Reputable Manufacturers Only, e.g., Hepworths, Hoffmann, Webb, Accles and Pollock, Ltd.

HEMMINGS.—Engine sprockets, 8/6; finest quality chains, front 9/9, rear 13/6; magneto, 1/9

HEMMINGS.—Engine overhauling by experienced mechanics, 12/6, plus parts required, supervision by M.Inst.M.T. engineers, signed guarantee given.

HEMMINGS B.H.P. Testing Service with Heenan and Froude Dynameter, certificate of engine's efficiency; £2.

HEMMINGS.—England's largest motor cycle cylinder regrinders; see displayed advert. on supplement page xlii.

HEMMINGS.—1934 spares and illustrated accessories catalogues free on request.

HEMMINGS for Express Service, satisfaction guaranteed or money refunded, everything brand new; see Miscellaneous column.

HEMMINGS and SONS, Mail Order Dept., 5, Hale, Liverpool. Phone: Hale 30.

HEMMINGS Manchester Showroom, 233, Deansgate. Phone: Blackfriars 3792. Important: Mail orders to Hale Depot. [4661]

PARTS AND ACCESSORIES.

For Norton.

LAWRENCE Are the People for Speedy Service for Norton Owners!

LAWRENCE for Valves! S.V. or o.h.v., 1/9 and 3/-; K.E.965, 4/-; chrome 5/-.

LAWRENCE for Valve Guides, all models, 1/6; Terry Aero valve springs, 6d. and 8d.

LAWRENCE Regrind Accurately! Any Norton cylinder reground and fitted complete Hepolite speed piston, 18/-; 12 hours' service.

LAWRENCE for Norton Engine Overhauls by Acknowledged Experts, 12/6, plus replacements required; valve seats recut 1/6, heads polished 12/6, piston rings 7d., Hepolite 10d.

LAWRENCE.—Parts for Norton by return; send for booklet to Lawrence, Engine Specialists, Berry St., Liverpool. [8929]

PRIDE and CLARKE, Ltd.—Dismantling Nortons, all parts cheap, new or S.H.; gears, 2/-.

CON. Rods, 7/6; cam wheels, 5/-; quotation any part by return; approval; c.o.d.—158, Stockwell Rd., S.W.9. [2726]

CROYDON SPARES.—Dismantling Nortons, 1920-27; sound spares; lowest prices.—Johnson Rd., Croydon. [8121]

CHAINS for Norton, as new rear 4/-, primary 2/9; approval; post 9d.—Long's, 22, Anlaby Rd., Teddington, Middlesex. [1995]

CLEARANCE Sale Spares for Nortons, extraordinary prices; write requirements.—Forfield Motors, Forfield Place, Leamington Spa. [2467]

BEACH MOTORS Hold the Largest Stock of Norton Spares; immediate despatch, retail, trade or c.o.d.—166, Great Portland St., W.1. Museum 5890. [6219]

NORTON Big Four, 16H, 18 and 19 models, guaranteed second-hand spares, all parts in stock; also tons of all other makes.—W. E. Parslow, 21, Weaman St., Birmingham. [8509]

For P. and M.

BEACH MOTORS for P. and M. Panther Spares; immediate despatch, retail trade or c.o.d.—166, Great Portland St., W.1. Museum 5890. [6220]

PANTHER Repairs and Official Spares Depot for the South of England; all spares 1921-1933; trade supplied; c.o.d. by return.—George Clarke (Motors), Ltd., 73, New Park Rd., S.W.2. (Tulse Hill 3211); and 275, High St., Acton, W.3. (Acorn 0556). [5536]

For Raleigh.

PRIDE and CLARKE, Ltd.—Dismantling Raleighs, all parts cheap.

GEARS, 3/6; con. rods, 5/-; sprockets, 2/6; cylinders, 7/6 to 10/-; engines, less cylinder and piston, 15/-.

PISTONS, complete, 4/9; quotation any part new or S.H. by return post; approval; c.o.d.—158, Stockwell Rd., S.W.9. [1244]

HOUCHINS.—All Raleigh spares by return, c.o.d.—188, High St., Peckham, S.E.15. [4223]

CROYDON SPARES.—Dismantling Raleigh 2¼, 2½, 3¼h.p., 1920-28, lowest prices, sound spares.—Johnson Rd., Croydon. [8122]

For Rudge.

PRIDE and CLARKE, Ltd.—Dismantling Rudges, all parts cheap, new and second-hand.

CYLINDER Heads, 15/-; barrels, 12/6; crank cases, 10/6; connecting rods, 3/6; rockers, 5/-; mechanical pumps, 7/6.

PISTONS, 7/6; most gears, 3/6; wheels, 5/-; tanks, 5/-; quotations any part by return post.—158, Stockwell Rd., S.W.9. [2728]

BRITNELL BROS.—Rudge new, second-hand spares.—725, Fulham Rd., S.W.6. Fulham 1652. [6854]

CROYDON SPARES.—Used Rudge spares, 1924-28; lowest prices; approval.—Johnson Rd., Croydon. [1567]

SECOND-HAND Spares.—Gash dismantles Rudges only; large stocks 1924-30.—Langley Moor, Durham. [1922]

HOUCHINS.—All Rudge spares by return; K.E.965 valves, 1925-29, exhaust, 4/3; inlet, 4/-.—188, High St., Peckham, S.E.15. [3295]

CLEARANCE Sale Spares for Rudges, all models; prices too dirt cheap to advertise separately; write requirements.—Forfield Motors, Forfield Place, Leamington Spa. [9428]

MOTORMYLES, London's largest Rudge stockists.—All spares in stock, repair specialists. Week-days, 8.30-8. Sundays, 10-1.—156, Great Portland St., W.1 (Museum 6756); 12-15, West Bar, Sheffield; 89, Bold St. Liverpool. [5833]

PARTS AND ACCESSORIES.

For Rudge.

REYNOLDS.—Competition or Standard chromium exhaust pipes, fitting every Rudge, 1924 onwards; also most other makes; 27/6 pair, cash only; super quality 29/6 pair; deposit 5/-, carriage 1/3; order to-day, unobtainable elsewhere.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2366]

For Scott.

WE Save U L S D.—C Below.

HEMMINGS Unique Service.—Our policy is to sell high grade brand new guaranteed replacements at prices comparable with those offered elsewhere second-hand.

HEMMINGS Supply Parts Made by Reputable Manufacturers Only, e.g., Hepworths, Hofman, Accles and Pollock, etc.

HEMMINGS Have Through Increased Sales Reduced the 1934 Paramount Real Detachable Head Cylinder for Flyers and Replicas to 89/-, and present parts. Specification and illustration willingly on request.

HEMMINGS.—1934 Paramount chromium plated exhaust systems, Supers 18/6, Flyers 29/6; latest development, upswept for Flyers, 32/9.

HEMMINGS.—1934 Paramount chromium plated T.T. type tanks, 55/-; excellent allowance present oval tanks, irrespective of condition.

HEMMINGS.—Paramount brake linings, diepressed with rivets front or rear; super 2/3. Flyer 2/9.

HEMMINGS.—Paramount kick starter cranks, reinforced for Flyers, 16/6; kick starter, boss bronze 14/6, steel 17/6.

HEMMINGS.—Hepolite Y alloy pistons, 10/6; Hepolite, 10d.; Wellworthy, 1/-.

HEMMINGS.—Connecting rods relined, 5/-; cranks rebushed, 4/6; rollers, 1/6 per dozen; roller plates, 9d.; small ends rebushed, 2/6; oversize gudgeon pin fitted, 3/6; crank pin bushes, 3/6.

HEMMINGS.—Rubber base rings, 2d.; linen rings, 1d.; transfer washers, 1d.; cylinder head washers, 2d.

HEMMINGS.—2-speed 3-ply kick starter springs, 2/6; crank springs, 1/3; 3-speed, 10d.; 3-speed ratchet, 2/-; 2-speed driving sprocket, 4/6; Flyer type, 17/6.

HEMMINGS.—Chains, Super, low 7/6, high 7/-, rear 12/6; Flyer rear 13/6, gear 7/-; magneto 1/3.

HEMMINGS Precision Grind Scott Cylinders.—Accurate mirror finish, no honing, no boring, both cylinders, including Paramount Hepolite pistons with rings and gudgeon pins, 36/-; 12 hour service, without haste, capacity 400 cylinders every 24 hours.

HEMMINGS.—Engine overhauling 12/6, gears, 5/6, plus parts required; super tuning, 25/-, by experienced mechanics.

HEMMINGS' B.H.P. Testing Service, with Heenan and Froude Dynamometer, certificate of engine's efficiency; £2.

HEMMINGS.—All work personally supervised by M.Inst.M.T. engineers; signed guarantee given.

HEMMINGS.—Our 1934 illustrated spares catalogue contains practical hints on tuning and overhauling; post free.

HEMMINGS Factory is the Largest and Best Equipped for Servicing Scott Machines; we cordially invite you to visit us and investigate the truth of this assertion; brochure, "Service with Efficiency and Economy," free.

HEMMINGS and SONS, Mail Order Dept., 10, Hale, Liverpool. Phone: Hale 30.

HEMMINGS Manchester Showroom, 233, Deansgate. Phone: Blackfriars 3792. Important, Mail Orders to Hale Depot. [1423]

A. E. REYNOLDS for By Return Postal Service!

REYNOLDS.—We have every part in stock, and, if you must economise, we have tons of almost new parts at lower prices than elsewhere. For example—

REYNOLDS Engine Parts, any type; pistons 6/-, con. rods 8/6, gudgeons 1/6, crank cases, flywheels, cranks, cylinders from £1, etc., etc.

REYNOLDS 2-speed Gear Parts, far too numerous to advertise, and too cheap; let us quote or send c.o.d.

REYNOLDS 3-speed Gear Parts, cases, end plates, dogs, layshafts, k/s parts; pedals 13/6, bogges 13/-, end caps 2/6, etc.; we issue a complete price list; may we send you one?

REYNOLDS for Frames, tanks, radiators, wheels, and everything for your Scott; we can supply everything and send it by return; everything approval c.o.d. if desired!

(This advertisement continued in third column.)

HOLIDAY PREDICTIONS

If your holiday starts between 2nd June & 30th Sept.

START IT RIGHT AT
**GODFREYS
CROYDON**

We cannot predict the kind of weather you will have on your holiday but we can and do guarantee that almost everything else that counts in a motor cycling holiday will be pleasant and trouble-free. Choose from our stock of the best known 1934 models, or select a guaranteed second-hand which has been overhauled in our own works. Add Service with a capital "S." take advantage of our Exchange-Hire Purchase Plan and the transaction will entail the minimum of outlay and ensure you complete satisfaction.

Come and consult us now

228 - 234, LONDON ROAD,
CROYDON

Phone: Croydon 3641-2.

HOUCHINS' BURMAN

FOR

SPARES

IMMEDIATE DELIVERY OF THESE AND ALL PARTS FOR

BRADSHAW, ALBION,
AMAL, RALEIGH, TRIUMPH,
RUDGE, CALTHORPE,
VILLIERS, STURMEY,

OPEN SUNDAY 10 a.m. TILL 1 p.m.

Trade supplied.

188, HIGH STREET, PECKHAM, S.E.15.

Phone: NEW CROSS 1787.

Fibrax
REGISTERED

BRAKE LININGS

Grip!

FIBRAX LTD.,
2, Tudor St., London, E.C.4

PARTS AND ACCESSORIES.

For Scott.

(This advertisement continued from first column.)

REYNOLDS for Repairs, too!! Frames and forks, no matter how badly twisted, made as new in a day or so; estimates willingly.

REYNOLDS for Cylinder Regrinding; genuine 2-hour service; accuracy guaranteed (visiting clients may wait and take their cylinders back with them); complete regrind with genuine Scott pistons and Wellworthy rings, £2/5, or with Hepolite Y alloy piston rings and gudgeons, 38/6; all cylinders returned same day!

REYNOLDS for Engine Repairs; Flyer rods re-chromed 6/-, super 5/-; cranks rebushed 6/-, oversize gudgeons fitted 5/-; engine thoroughly overhauled 18/6, plus replacements.

REYNOLDS for Satisfaction; apply for latest lists immediately to

A. E. REYNOLDS, Ltd., The Scott Specialists, Berry St., Liverpool. (Royal 4206.) [2464]

PRIDE and CLARKE, Ltd.—Spares for Scott: Con. rods, 5/-; pistons, 6/-; 2-speed gear complete, 10/-; engines, 40/-; cylinders, 25/-; quotation any part by return post.—158, Stockwell Rd., S.W.9. [7982]

LONDON Depot, 78, Charlotte St., Tottenham Court Rd., for all Scott requirements; new, used, soiled parts stocked, all models; orders by post despatched immediately. Hours 9-8, Saturdays 4, open Sunday mornings. [2723]

For Sunbeam.

PRIDE and CLARKE, Ltd.—Dismantling Sunbeams, all parts cheap, new or S.H.

VALVES, 9d.; con. rods, 7/6; most gears, 3/6; quotation by return; approval, c.o.d.—158, Stockwell Rd., S.W.9. [8742]

SUNBEAMS Dismantled, 1918 upwards; parts cheap. —Will Lord, Sunbeam Agents, 115, Blackburn St., Radcliffe. Tel. 2002. [1125]

MOTORMYLES, London's largest Sunbeam dealers, have now taken over the whole of Sunbeam's London Depots spare stock; any part by return, trade and retail. Hours 8.30-8 week-days, Sundays 10-1.—156, Great Portland St., W.1. Museum 6756. [6387]

For Triumph.

PRIDE and CLARKE.—Spares for Triumph; pistons, P, new, 8/-.

VALVES, 9d.; springs, 3d.; rings, 8d.; gudgeons, 1/3; crankpins, 1/6; con. rods, S.H., 4/6; valve caps, 1/-; sprockets, 2/6; stands, 2/6; handlebars, 3/-.

MOST Gears, 3/6; clutches, 7/6; rear sprockets, 5/-; carriers, 2/6; silencers, new, 7/-; mudguards, S.H., 2/6; ground stay, 7/6; S.H. cylinders, 8/6; forks, complete, 8/6; tanks, 7/6.

GEAR Boxes, 15/-; engines, less cylinder and piston, 15/-; N, T.T., W, S.D., and Ricardo parts, cheap.

PRIDE and CLARKE, Ltd.—Quotations for any part, new or second-hand, approval; postage extra; order by postcard.—158, Stockwell Rd., S.W.9. [7281]

HARVEY'S, official Triumph repairers and service agents; any spare absolutely by return.

HARVEY'S.—Brand new H and S.D. valves, tappets, guides, gudgeons, cups, cones, 1/-; pistons, con. rods, 5/-.

HARVEY'S.—Parts for most models, cheap.—47, South Lambeth Rd., S.W.8. [0341]

HOUCHINS.—All Triumph spares by return, c.o.d.—188, High St., Peckham, S.E.15. New Cross 1787. [1267]

CHAINS for Triumph, as new, rear 4/-, primary 2/9; approval; post 9d.—Long's, 22, Anlaby Rd., Teddington, Middlesex. [1996]

CROYDON SPARES.—Dismantling Triumphs, "T.T." "P." "W." "N." "S.D." sound spares, lowest prices.—Johnson Rd., Croydon. [8123]

HACKFORDS for all Parts, new and second-hand, for Triumph S.D., Ricardo, T.T., P, N, W, etc.—423, Coldharbour Lane, Brixton. Phone: 3062. [7659]

SIMPSON MOTORS for Government Surplus Triumphs; another large quantity for dismantling, etc., model Ps and Ns, with electric lighting, also sidecars.

SIMPSON.—Parts for model P; Valves, 1/-; valve caps, 9d.; cylinders, 10/-; pistons, 5/-; engine, 30/-, or less cylinder and piston, 17/6; gear boxes, 20/-; magneto, 7/6; Magdyno, 32/6; carburetter, 4/-; mudguards, 2/-; carrier, 1/6; rear stand, 2/6; silencer, 4/-; fork girders, 10/-; forks complete, 15/-; wheels, 7/6; frame, 5/-; bottom stays, 2/6; any small part supplied; also any part for model N, quotation by return; c.o.d. if required.

SIMPSON.—Parts for model H, Ricardo, S.D., W, and 2-stroke; send for your requirements.—Simpson Motors, Ashford, Middlesex. Phone: 242. [3639]

CLEARANCE Sales Spares for Triumphs, all models. —Prices too dirt cheap to advertise separately. Write requirements.—Forfield Motors, Forfield Place, Leamington Spa. [1810]

PARTS AND ACCESSORIES.

For Triumph.

TRIUMPH.—Dismantling S.D., W, P, T.T.; shop soiled tanks, H, S.D., R, W, P, T.T., from 10/-; saddle tanks from £1; rebore, frames, forks, wheels, mudguards, all parts cheap.—Hughes, "The Garage," 14a, St. Luke's Rd., W.11 (entrance Lancaster Rd.). [0353]

For Velocette.

PRIDE and CLARKE, Ltd.—Dismantling Velocettes; all parts cheap; gears, 3/-; crankshafts, 15/-; con. rods, 5/-; quotation any part by return post.—158, Stockwell Rd., S.W.9. [7983]

OFFICIAL London Depot for Velocette Spares and Repairs, works mechanics; 8 a.m. to 8 p.m.; satisfaction guaranteed.—Stevens, 149, 151, 153, Goldhawk Rd., Shepherd's Bush. 'Phone Shepherd's Bush 1154 (2 lines). [5755]

MOTORMYLES, London's joint Velocette distributors; all spares in stock; repair specialists Week-days 8.30-8, Sundays 10-1.—156, Great Portland St., W.1. (Museum 6756); 89, Bold St., Liverpool. 11-15, West Bar, Sheffield. [5831]

For Villiers.

PRIDE and CLARKE, Ltd., for Villiers spares, new and S.H.

FLYWHEELS, with ignition and lighting coils, complete 20/-; quotation by return post.—158, Stockwell Rd., S.W.9. [2730]

HOUCHIN'S.—All Villiers spares by return, c.o.d.—188, High St., Peckham, S.E.15. [7873]

VILLIERS Engine and Carburetter Spares, retail and trade, c.o.d.—Hoe Street Garage, 414, Hoe St., Walthamstow. [6260]

COOK'S!!—Official Villiers spares stockists, engine, carburetter, lighting; retail and trade.—275-77, Balham High Rd., S.W.17 [9429]

WISE! Official Agent for Villiers.—Full stock spares for engine, carburetter, and lighting.—Brixton 7142. Wise's Corner, Railton Rd., S.E.24. [0123]

TURNER BROTHERS.—Villiers and Amal stockists, 29-31, Green Lanes, Palmers Green (Bowspark 2525), and 18-19, Greenhill Parade, New Barnet (Barnet 3439). [0163]

MOTORMYLES.—Villiers super spares stockists; any part immediate c.o.d.; repairs specialists. Week days 8.30-8. Sundays 10-1.—156, Great Portland St., W.1. Museum 6756. [1895]

For Wallis.

RENNO'S.—Brand new Wallis dirt track frame sets, complete less engine, listed £36, 2 only; special offer, 18 guineas; exchanges, terms. 232-3-4, Upper St., Islington, N.1 (near Tube). 'Phone: North 4467-8. [2345]

Miscellaneous.

WE Save U L S D C Below.

HEMMINGS.—Coventry chain, 1/2 x 3/16, manufacturer's surplus, 5ft. lengths; only 1/8 per foot.

HEMMINGS' Special Offer.—Chromium plated 1 3/4 in. diameter low level o.h.v. exhaust pipe, suitable most single port engines; 7/9 each.

HEMMINGS.—Chromium plated upswept exhaust pipes, heavy gauge solid drawn steel tubing, 19/- per pair, single port 10/-; chromium plated silencer with spiral baffles, 4/3.

HEMMINGS.—Pillion seats, 2/3; air cushion type, 5/-; folding pillion footrests, 1/3; oval rubber type, 2/11 per pair

HEMMINGS.—Special offer, shop soiled genuine Mosley Float-on-Air pillion seats, mudguard fitting; usual price 15/- and 16/6, our price 7/9, postage 1/- extra.

HEMMINGS.—Twist grips, 1/6, 2/9; Lewis, 5/6; Amal clearance, 6/-; dummy, 1/3.

HEMMINGS.—Tyres, 25x3.00, 14/6; 26x3.00, 15/-; 26x3.25, 15/6; 26x3.50, 16/6; tubes, 3/6; wonderful value, post 1/-.

HEMMINGS.—Mudguards, best quality, 5in. enamelled black, front 4/9, rear 4/6; lifting handle, tubular, 1/11.

HEMMINGS.—Valves, s.v. or o.h.v., 3/-; guides, 1/6; all popular makes, finest quality.

HEMMINGS.—Millers S.U.S. complete lighting sets, clearance, comprising dynamo with bracket, head lamp with ammeter, tail lamp, Exide battery and carrier; £3/19/6.

HEMMINGS for Superior Bargains.—Accessories list free on request, satisfaction guaranteed or money refunded; everything brand new; c.o.d. if desired, post extra.

HEMMINGS.—Save money; see our J.A.P., Norton, Scott, Pistons, and Cylinder Regrinding announcements.

HEMMINGS and SONS, Mail Order Dept. A, Hale, Liverpool. 'Phone: Hale 30.

HEMMINGS, Manchester Showrooms, 233, Deansgate. 'Phone: Blackfriars 3792. Important, Mail Orders to Hale Depot. [9368]

PARTS AND ACCESSORIES.

Miscellaneous.

PRIDE and CLARKE for New and second-hand Spares and Accessories; largest stocks; lowest prices; quickest delivery.

SAVE Money; write us for anything you require. quotation by return post.

SPARES for Douglas, Matchless, Raleigh, Enfield, Triumph, B.S.A., J.A.P., A.J.S., Dunelt, Rudge, Sunbeam, Norton Morgan, and most others.

TUBES, red rubber, good condition, 1/-; foot pumps, 1/3; licence holders, 4d.; horns, sports 1/6, touring 1/-.

HANDLEBARS, 1/3; stemless, 1/6; control levers, 6d.; foot rest hangers, 1/6; rods, 9d.

PETROL and Oil Taps, 3d.; pipes, with nipples, 9d.; petrol tanks, 2/6; oil tanks, 3/6.

MECHANICAL Oil Pumps, 7/6; oil pumps, with sight feed, 3/6; carburetters, 3/6; slides, 1/6; float, 1/-; chamber tops, 1/6.

VALVE Caps, 9d. each; valves 6d., o.h.v. 9d.; springs, 2d.; con. rods, 3/6; crank cases, 10/-; crank pins, 1/6; pinions, 2/-; cam wheels, 2/6; ball races, large or small, 2/-.

CYLINDERS, most types, 15/-; barrels, 10/-; heads, 10/-; pistons, 4/-.

GEAR Boxes, 10/-; mainshafts, 5/-; layshafts, 5/-; gears, 3/6; ball races, most types, 1/-.

SILENCERS, 2/6; pillion seats, 2/-; Brooks' pillion foot rests, 1/6 pair; toolbags, 6d.

WHEELS Complete, late type 10/-; early 5/-; spindles, 1/6; hubs, complete, 3/-; rims, 1/3; brake drum shoes, 3/6 pair.

144 Assorted Nuts and Bolts, useful to any motor cyclist, 9d.; postage 9d.

HEAD Lamps 3/-; generators, 2/-; saddles, 2/6; Terry, 4/6; mudguards, 1/6; carriers, 2/6; chain cases, 1/6.

WRITE Us for Anything You May Require; quotation by return post.

PRIDE and CLARKE, Ltd.—Approval; satisfaction or money refunded; postage extra or c.o.d.—158, Stockwell Rd., S.W.9. [2755]

HEPPELTHWAITE'S.—Old Man Hep is very sad, because his rhymes are very bad.

HEPPELTHWAITE'S.—For genuine J.A.P. clear anode spares; tremendous stock for any model or date at ridiculous prices; list free; trade or retail.

HEPPELTHWAITE'S for Regrinding.—Any make of cylinder reground, car or cycle; prices from 25/-.

HEPPELTHWAITE'S Hold a Full stock of Sturmey Archer Gear Box Spares, also a fair stock of second-hand gear boxes and spares.

HEPPELTHWAITE'S Undertake Repairs and Overhauls to Any Make of Engine, gear box, frame, forks, wheels, or complete machines.

HEPPELTHWAITE'S are Always Dismantling Machines of Most Makes, including B.S.A.'s Matchless, Ariels, Raleighs, New Imperials, Triumphs Zeniths, A.J.S., etc.; state requirements.

HEPPELTHWAITE'S Hold Job Lots of Mechanical Oil Pumps, Cleerhooter electric horns, silencers, battery carriers, fish tails, twist grips, fork girders, etc.; send your requirements for anything motorish.

HEPPELTHWAITE'S Were the Pioneers of J.A.P. Clearance Spares, so write for our free list, post free; also our list of second-hand engines, from

HEPPELTHWAITE'S, 69, Northcote Rd., Clapham Junction, London, S.W.11, or 'Phone: Battersea 5897. We send c.o.d. to anywhere. [3462]

MUDGUARDS.—Crescent or D, enamelled, 5in., 6in. fronts, 3/-; rears, 3/6; postage 9d.

EXHAUST Pipes, silencers, pillions, footrests, chains, handlebars, twist grips, lighting sets; amazing prices.—Syd. Pearson's, Gosford St., Coventry. [2104]

BROOKERS for Bargains, guaranteed spares, every year and make dismantled for the smallest part.

BROOKERS.—Engines, 10/-; gear boxes, 7/6; frames, forks, tanks, 5/-; wheels, 2/6; cylinders, 5/-; pistons, con. rods, 3/-; crank cases, 5/-; speedometers, 8/-; saddles, 2/6; stands, 1/6; chains, 8d. ft.; handlebars, 2/-; lighting sets, 8/-; electric sets, 20/-; silencers, 3/-; slightly used tyres, 8/-; guaranteed new tyres, well-known makes, 15/-; tubes, 1/-; filler caps, plugs, brake, clutch levers, fishtails, 6d. each; plated exhaust piping, 1/- ft.; new magneto points, 1/6 pair; magnetos, reconditioned, 7/6.

BROOKERS.—Send for free lists; goods despatched immediately; cash returned if not satisfied; hundreds of testimonials from customers; 200 guaranteed motor cycles in stock, from £5; we allow top prices for your present machine in exchange. Open Sundays.—Tower St., Kings Lynn. 'Phone: 331. [1718]

PARTS AND ACCESSORIES.

Miscellaneous.

£1 to £5 on Demand and Bonus.—New or reconditioned parts supplied from 2/6 weekly.—Taylors, 135, London Rd. Kingston 1263. [0285]

HACKFORD'S are Dismantling Most Makes, including o.h.v. A.J.S., Ariel, B.S.A., Ivory Calthorpe, Dunelt, Enfield, Rudge, Norton, Triumph.—Below.

HACKFORD'S for Second-hand Frames, wheels, tanks, carburetters, magnetos, Magdynos; all types at lowest prices; send for quotation.—Below.

HACKFORD MOTORS, Ltd., can supply your needs, all spares for any make, large or small.—423, Coldharbour Lane, Brixton, S.W.9. 'Phone: Brixton 3062. [3471]

BRITNELL BROS.—Dismantling Enfields, B.S.A.s, Ridges, Morgans, Harleys, Indian, Triumphs, Douglas (J.A.P., Blackburne)—725-7, Fulham Rd., S.W.6. Fulham 1652. [8856]

MAUDES.—A few snips!!! Sports bars, black 1/6; nickel 2/-, chromium 3/6; extension clips, 2/9 pair; chromium 3/9; enamelled lifting handles, 1/9; 5in. rear mudguards, 1/9.

MAUDES.—Controls, Bowden twist-grips, 3/9; dummies, 9d.; levers, single 9d., double 1/9, clutch 2/3, chromium 1/- extra; 9in. Shocktops, 9d. pair; tons of oddments to clear cheap.—Maudes, 48, Praed St., Paddington, W. Open Sunday morning. [2581]

COOPER BROS.—Huge stocks frames, forks, wheels, cylinders, gear boxes, etc., from dismantled machines of most makes; keen prices.—379, Kennington Rd., S.E.11. Reliance 1753. [1428]

CELLULOID, crystal clear, 55in.x24in., 3/6; 27in. x24in., 1/9; 55in.x12in., 1/9; 18in.x24in., 1/4; extra heavy 55in.x24in., 6/9; 27in.x24in., 3/6; 55in.x12in., 3/6; 18in.x24in., 2/6.—Geo. Grose.

SORBO Sponge Rubber for Saddles, pillions, etc., 12in.x12in.x1in., 3/3; 12in.x12in.x2in., 6/6.—George Grose, New Bridge St., E.C.4. [5472]

ALL Requisites for Sidecar Renovations; send catalogue; best hood leather cloth, 54in., 4/6 yard; hood duck, 72in., 5/9, 7/6; speckled coloured sports hooding, 7/6; leather cloth from 4/6; silver sidecar fabric, 7/6.—Derrington.

ALUMINIUM Sheeting, 22G, polished, 8ft.x3ft., 23/-; 6ft.x3ft., 17/6; 3ft.x3ft., 9/-; 3ft.x2ft., 6/-; moulding, 1/2 round 1/2in., 4d. ft., 3/- doz.; 3/4in., 6 1/2d. ft., 5/6 doz.; cane, 1d. and 2d. ft.

CELLULOID, crystal clear, 55in.x24in., 3/11; half sheet, 2/-; third, 1/4; heavy, 6/-, 3/3, 2/3; extra heavy, 8/-, 4/-, 2/9.

COMPETITION.—Straight through, and special exhaust pipes for all makes; special clearance sale; best quality; send requirements; list.

MUDGUARDS, heavy blades, front or rear, 4in. 2/3, 5in. 2/6, 6in. 3/-; stove enamelled, with stays, 4in. 4/-, 5in. 5/-, 6in. 6/-; valanced sidecar, 5in. 6/6, 6in. 6/6; postage extra all above.—Derrington, 159, London Rd., Kingston. [9286]

PARSLOW for all Second-hand Spares, Dunelt, Douglas, B.S.A., Norton, New Imperial, New Hudson, James, Ariel, Matchless, Enfield, Triumph, tons of all parts; quotation by return post.—W. E. Parslow, 21, Weaman St., Birmingham. [8512]

MUDGUARDS, new, extra heavy "D" or crescent section, 4in. 2/6; 5in., 2/9; 6in., 3/3; ditto, enamelled, 4in., 3/6; 5in., 4/3; 6in., 5/3; front stays, 1/3; rears, 10d. pair; lifting handles, 1/3 and 1/9; valanced sidecar mudguards, 5in., 7/6; postage extra; 52-page illustrated catalogue free on request.—"Young's," 32, Tooting Bec Rd., S.W.17. [8178]

FORFIELD MOTORS.—Selection 529. Old established firm which has stood the test of time and specialised in new and second-hand spares since 1915.—Forfield.

B.S.A. Owners!—Clearance sale of spares. Dirt-cheap prices do not justify cost of advertising separately. Communicate requirements.—Forfield.

TRIUMPH Riders!—Parts at knock-out prices. Communicate requirements. Prices too low to justify advertising separately.—Forfield.

DISMANTLING A.J.S., Ariels, B.S.A., Dunelt, Matchless, New Hudsons, New Imperials, O.K., Raleigh, Ridges, Royal Enfields, Triumphs, Douglas, Norton, Rover, Coventry Eagle, Zenith, Scott, Velocette. Parts at extraordinarily low prices. Communicate requirements.—Forfield.

GEARBOXES.—Dunelt and Matchless, Sturmey Archer, 45/-. New Imperial, 30/-. Triumph, 20/-. Raleigh-Sturmey-Archer, 45/-. Sturmey-Archer, 22/6. All 3-speed. Many others.—Forfield.

GEARBOX Spares, all makes New and second-hand. Communicate requirements.—Forfield.

FORFIELD MOTORS, Forfield Place, Leamington Spa. Mention selection 529. Tel.: 631 Leamington Spa. [2934]

PARTS AND ACCESSORIES.

Miscellaneous.

HANDLEBARS, $\frac{7}{16}$ in., "clean" pattern, twist grip. levers, cables, new, special bargain, 12/-; chromed handlebar bends, 3/6; long rubbers, 1in., 1/-; $\frac{7}{16}$ in., 9d. pair, short $\frac{7}{16}$ in., 6d.; twist grips 4/6, also 2/9; dummies, 10d.; replacement rubbers, 6d.—Below.

NEW IMPERIAL "Blue Prince" gear box, $3\frac{1}{2}$ h.p., 60/-; Sturmey-Norton, swivel, new, 85/-; Burman H.W. 4-stud, new, 80/-; also following soiled only Albion 3 speeds, 65/-; Albion F.W. 2 speeds, new, 35/-; many others.—Below.

SPRING Forks, A.J.S., $\frac{7}{16}$ in., 1931, 37/-; Webb-Norton, 65/-; Druid, complete with dampers, shock absorbers, 32/-; Scott forks, 18/-; Norton Druid, 17/-; Enfield 8h.p., 21/-; Velocette girders, 27/-; Ariel, 27/6; others.—Below.

ARIEL Cylinders, 1927, s.v., 18/-; Enfield 8in. rear wheel 21/-, front 15/-; Webb 7in. wheels, complete, absolutely new, fronts 24/-, rears 27/6; sprockets, 6/-; sprockets for Calthorpe, 9/-; for Ariel $2\frac{1}{2}$ h.p., 10/-; for A.J.S., 15/-; B.S.A. $2\frac{1}{4}$ engine, 32/-; cylinder, 12/6; piston for $2\frac{1}{4}$, new, 7/-; Norton 4-speed gear box, 50/-; Jardine ditto, 35/-; Rudge, 70/-; P. and M., 75/-; Enfield, $3\frac{1}{2}$ h.p., 50/-; Burman (soiled), 95/-; Burman 3-speed lightweight, soiled, 45/-; Douglas "E.W." wheels, 10/-; forks, 9/6; frames, 8/6; tanks, 7/-; gear boxes, 25/-; cylinders, 5/-; pistons, 3/6; con. rods, 4/-; Triumph "W" forks, 12/-; wheel, front 9/-, rear 11/-; cylinder, 12/-; engine, 35/-; chain stay, 10/-; tanks, 8/-; Triumph "P" chain stay, 6/-; forks, 18/-; frame, 8/-; rear wheel 9/-, front 8/-; Scott cylinder block, 18/-; pistons, 7/-; Dunelt $2\frac{1}{2}$ h.p. piston, 12/6; B.S.A. 1929 $2\frac{1}{4}$ h.p. parts: engine, 50/-; Magdyno, 45/-; gear box, 35/-; tank, 15/-; forks, 25/-; wheel, 16/-; rear wheel, 21/-; tyres, 8/-; Blackburne $2\frac{3}{4}$ o.h.v. engine, 35/-; Rudge, $2\frac{1}{4}$, 40/-; Special $3\frac{1}{2}$, 50/-; Triumph "N", 35/-; Villiers 2.46, 40/-; Norton 16H, 35/-; Big 4, 40/-; Triumph "P", 25/-; H., 21/-; S.D., 30/-; Raleigh $2\frac{3}{4}$ o.h.v., 40/-; Ariel $2\frac{1}{2}$ frame, 37/-; stand, 8/-; handlebars, 5/-; tanks, 8/6; chain stays, 14/-; accumulators, 11/-; dynamo, 15/-; armature, 9/-; new chromed silencers, 5/3; special for $1\frac{1}{2}$ in. pipes, 4/-; air pillion seats, 9/- (usually 15/-); Sorbo, 4/6; upswept competition pipes for most makes, 24/- pair; Ariel chain cases, $3\frac{1}{2}$, 4/6; Norton engine sprockets, 7/-; metal tool boxes, 3/3; chain $1\frac{1}{2}\times\frac{3}{16}$, 1/4 in.; K.S. rubbers, 8d.; New Hudson cylinders, soiled, 12/-; gear boxes, 35/-; tanks, 10/-; Triumph tanks, soiled, 12/6 Bradshaw $2\frac{3}{4}$ engine, 35/-; Burman L.W. gear box, 50/-; 26x3 tyres, 8/-; 6in. hub brake wheels, front 8/-, rear 10/-; tremendous stock of new and sound used parts; write for lists; cam wheels, 7/6; con. rods, 8/-; carriers, 3/6; Rudge 350 barrel, 18/-; Norton ditto, soiled, 20/-; Lycett's saddle, new, 14/-; Terry 3-point, 12/6; acetylene head lamp, 5in. special clearance, 4/9; tail lamp, 1/9; generators, 5/6; B.S.A. 8h.p. girders, 25/-; $2\frac{1}{4}$, 24/-; 28x3 cover, 9/-; 26x3, 8/-; Burman-Calthorpe gear box, 1928, 55/-; 1929, 65/-; 1930, 70/- (all overhauled); Calthorpe engine, 45/-; forks, 20/-; wheels, rear 20/-, front 12/-; write now for lists; bargains in profusion.—Percival Bros., and Webb Ltd., 12, Hall St., Birmingham. [2172]

SIMPSON for Satisfaction.—Specialists in spare parts for all makes of motor cycles and sidecars, 3-wheelers and cars; large stock of new and clearance accessories, lamp sets, horns, saddles, tool bags, silencers, handlebars, chains, tyres, mirrors, controls, cables, coats, waders, etc.; write, 'phone, or call for your requirements; despatch c.o.d. if required; postage or carriage extra.

SIMPSON—The following motor cycles recently dismantled for spare parts; enormous stock of other makes to select from; we invite your enquiries.

SIMPSON—Dismantling A.J.S. $2\frac{3}{4}$ 498 c.c. and Twin, Ariel, Colt, 500 c.c. and 500 c.c., B.S.A. 175 c.c. to 986 c.c., most models, Calthorpe 350 c.c., Cotton 350 c.c., Coventry Eagle 148 c.c., Douglas 350 c.c., 600 c.c., Dunelt 249 c.c., 500 c.c., Francis-Barnett 147 c.c., 172 c.c., Humber, $2\frac{1}{2}$ h.p. James, $3\frac{1}{2}$ Twin and 350 c.c.

SIMPSON—Dismantling Levis 350 c.c. and 2-stroke Matchless, 246 c.c., 498 c.c., 600 c.c., and Twin, New Hudson 346 c.c., 490 c.c., New Imperial 250 c.c., 346 c.c., Norton 16h.p. No. 18 o.h.v. P. and M. 499 c.c., Raleigh 248 c.c. 348 c.c., 498 c.c., Royal Enfield $2\frac{1}{2}$ 2-stroke 350 c.c. 8h.p. Twin.

SIMPSON—Dismantling Rudge 350 c.c., 500 c.c., Scott 498 c.c., Sunbeam 499 c.c., Triumph, W.P.N., etc. (see Triumph column), Zenith 350 c.c., 680 c.c. Morgans, several types.

SIMPSON—Complete engines and spares J.A.P., Blackburne, M.A.G., Anzani, Bradshaw, gear boxes and spares, Sturmey, Burman, Albion, Jardine and Moss.

SIMPSON—Repairs to frames and forks, wheels rebuilt, exhaust systems, engine and gear box overhauls, magnetos and dynamos, cylinders reground, S.H. front wheels with hub brakes, steel tubing for exhausts cheap.

SIMPSON—Magnetos, various makes, for single and twin; 7/6 to 12/6.

SIMPSON MOTORS—The largest stock at the lowest price.—Ashford, Middlesex. 'Phone: 242. [9978]

PARTS AND ACCESSORIES.

Miscellaneous.

MARBLE ARCH—Head lamps, electric, 6in., 10/6; P. and H. extra large $8\frac{1}{2}$ in. front, 12/6; combined electric and acetylene head lamps, 10/6; amp-meters, 3/11; dynamo brushes, 1/-; carrying cradles, 3/6; switch boxes, complete with dimmer, 7/6; wing lamps, sports pattern, 4/3; stop lamp, genuine Stadium, complete with switch, 3/9; stop and rear, 6/9; post extra.

MARBLE ARCH—Sparking plugs, new, 8d.; 1 gross bolts and nuts, etc., 2/-; rivet extractors, 1/3; clutch inserts, cork, 7d. dozen; clutch discs, 1/6; licence holders, 8d.; belt fasteners, 6d.; belt punches, 6d.; big end rollers, 1/6 dozen.

MARBLE ARCH—Mudguards, rear only, 1/6; black enamelled, 4in. 3/6, 5in. 4/6, 6in. 5/3; front or rear stays, 1/6 pair; lifting handles, 1/3; extra heavy, 1/9; sidecar mudguards, 5in. 8/6, with stays 10/6; post 1/-.

MARBLE ARCH—Pillion footrests, complete with rubber, to fold, 1/3, better quality 1/6 and 2/-; extra heavy, 2/6; De Luxe model, with large oval rubbers, 2/11; post 6d.

MARBLE ARCH—Sports pillion seats, M.F., 1/9; better quality, 2/3; with waterproof top, 2/9; entirely sponge rubber filled, 3/11; De Luxe model, 4/6; latest Dunlop sponge air cell interior, 6/9; carrier fitting, 7/6; post 9d.

MARBLE ARCH—Pillion seats, carrier fitting 8, spring underslung, 3/6; De Luxe model with sponge rubber top, 6/6; spring mattress pillion seat, 4/6; De Luxe model, waterproof top, 4/11; heavy-weight, extra large, 5/11; post extra.

MARBLE ARCH—Tecalemit guns, 1/3; nipples, 2d.; saddles, Lycett's, Brooks', Middlemore's, etc., 3/6; Terry's spring seat, 12/6; De Luxe, 15/-; post 1/-.

MARBLE ARCH—Twist grips, 1/8; dummy, 6d.; quick action, 2/11; dummy, 10d.; Amal pattern, 4/6; dummy, 1/-; complete carburettor cables, 1/-; clutch, 1/4.

MARBLE ARCH—Handlebars, 1/9; better quality, black enamelled, 2/9; N.P., 3/9; chrome plated, 4/3.

MARBLE ARCH—Clutch levers, 2/-; knee grips, 2/- pair; mirrors, 2/2; Petroflex, 2/6; licence holders, 8d.; route card holders, 1/9; dry battery rear lighting sets, 4/9; acetylene rear lamps, 9d.

MARBLE ARCH—Send for our latest illustrated bargain list, 58 pages, 600 illustrations, 1,600 bargains; sent post free on receipt of a postcard.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 133-135, Edgware Rd., W.2.

BRANCH Depots: 584-586, Romford Rd., Manor Park, E.12; 26, Goldhawk Rd., Shepherd's Bush; 34 to 40, Brighton Rd., South Croydon. Hours of business, 9-8, Saturdays 9-9, Sunday 10-1 (Edgware Rd. and Shepherd's Bush only). [7748]

RENNO'S—Unobtainable elsewhere; high or low level chromium exhaust pipes, fitting most machines, 27/6 pair, cash only; super quality 29/6 pair, deposit 5/-, carriage 1/3; special pipes, single-port machines, 18/6, to pattern; London's largest showrooms supply every need.—232-34, Upper St., Islington, N.1 (near Tube). 'Phone: North 4467-8. [2370]

ILFORD 0681—Taylor's dismantling B.S.A., A.J.S., N.U.T., Nortons, Zeniths, A.B.C., Matchless, Cottons, Imperials, Barnetts, racing J.A.P.s, Ariels, Panthers, Raleighs, Dunelts, Triumphs, James, Sunbeam, Hudsons, Ridges, Scotts, Federations, Clynos, Enfields, Douglas, Rex-Acme, Calthorpes, Levis, H.R.D.; all parts cheap.—20, Plashet Grove, East Ham; 387, Dersingham Av., Manor Park; 512, High St. North, Manor Park. [1421]

A. GAGG and SONS, of Nottingham, would like to impress on the motorists of England, we cater for old and modern spares of every description, never mind the age, simply write to see if we have requirements in stock; we sell nothing but spare parts; it's an old saying, you cannot do two things at once, that's the reason we cater for spares only; our ambition is to do our utmost to supply everyone, never mind how small; we can honestly say we dismantle every machine we purchase, ranging from 1904 to 1934, and can prove what we say; the conditions we sell under are quite enough to convince any motorists; cash refunded on goods replaced if not satisfied, we cannot do more; write to any motor cyclists in Nottingham and ask their opinion, that will convince you. Fraction of what we dismantle, impossible to state every make: 1930-32 3-wheeler B.S.A.; 1933 New Hudson; 1931 2-port A.J.S.; 1933 Coventry Eagle; 1930 $2\frac{1}{4}$ Enfields; 1930 Francis-Barnetts; 1930 B.S.A., all models; 1932 Raleighs, all models; 1930 2.49 B.S.A.; 1929 Blackburnes; 1930 A.K.D., all models; 1930 2-port Imperials; 1929 camshaft A.J.S.; 1928 2-port Sunbeam, others; 1929 A.J.S., all models; 1929 16H Nortons; 1929 Triumphs, all models; 1928 T.T. Triumphs; 1930 James; 1930 Calthorpes; 1929 Ariels; 1928 Scotts; simply write; gear boxes, frames, forks, wheels, Magdynos, etc., etc.—Note address, A. Gagg and Sons, 115-127, Allreton Rd., Nottingham. 'Phone: 76288. [2041]

PARTS AND ACCESSORIES.

Miscellaneous.

ALF. HOLLAND'S Bargains.—Webb forks! Comfort! Speed! Perfect steering! Exchanges! Popular! 30/-, heavyweight 35/-, De Luxe 45/-, heavyweight 50/-; with adjustable stabilisers! Steering damper 5/- extra; also hub and fork spares!—Alf. Holland.

MUDGUARDS! New! Enamelled! 5in., dome or D fronts, 3/6; rears, 3/6; 5in. and $5\frac{1}{2}$ in., valanced dome front, 4/6; 6in. D section, rear, 3/6; latest dome, ribbed, very smart, 5/6; plain, deep dome, 5/6.—Alf. Holland.

SADDLES! Shop soiled!—Terry seat, pillar fitting, 12/6; 3-point Terry Leckie, suit Douglas, Francis-Barnett, Raleigh, etc., 7/6; 3-point Terry, suit Norton, Rudge, etc., 12/6.—Alf. Holland.

AMAL Flange Fitting Carburettors, soiled, 20/-; ditto, double float, 25/-; Amal T.T. racing, 27/6.—Alf. Holland.

SILENCERS! Round tail pipe type! Pleasing Note! Best quality! All sizes, nickel 4/6, chromium 5/-.—Alf. Holland.

M-L Magneto, round type, soiled, suit Rudge, etc., 15/-; M-L 50° Magdyno, soiled, 50/-; second-hand magnetos, all types, perfect, 7/6 each.—Alf. Holland.

SOILED, 7in. head lamp, with ammeter and switch, 25/-; 6v. dynamo, 27/6; dyno bracket, 2/6; battery carrier, 2/6.—Alf. Holland.

CHAIN! $\frac{1}{2}$ and $\frac{5}{16}$ in. pitch, 2/- ft.; $\frac{3}{4}\times\frac{7}{16}$, 3/6; $\frac{3}{4}\times\frac{1}{8}$ dyno chain, 2/6 ft.—Alf. Holland.

B.S.A. $2\frac{1}{4}$, $2\frac{3}{4}$, $3\frac{1}{4}$, $4\frac{1}{4}$ and 6.8h.p. parts, cheap, second-hand.—Alf. Holland.

ARIEL Parts.—1928-30 frames, 25/-; fork girders, soiled, 1927-30, 25/-; cylinders, s.v., 1926 and 1927, 10/-; new ditto, with piston, 25/-; Colt saddle tank, soiled, 12/6; $3\frac{1}{2}$ h.p. saddle tank, 15/-; second-hand, 10/-; 1928-30 soiled front chain cases, 5/6; other parts.—Alf. Holland.

SECOND-HAND Parts for A.J.S., Ariel, B.S.A., Bradshaw, Calthorpe, Dunelt, Humber, Matchless, New Hudson, New Imperial, Raleigh, Rudge, Rex-Acme, Sunbeam, Triumph, etc.—Alf. Holland.

SPARES for Burman, Blackburne, A.J.S., Moss, Omega, Sturmey, Villiers, etc.; all goods on approval against cash or c.o.d.; postage or carriage extra. Open week-day until 8 p.m., Sunday 1 p.m.—Alf. Holland, The Motor King, Hearsall Lane Corner, Coventry. 'Phone: 3945. [2099]

CLOTHING, ETC.

PRIDE and CLARKE Offer Motor Clothing for Every Occasion; exceptional value; illustrated list free.

COMPETITION Coats from 9/9; stormcoats from 19/-; leather coats from 24/6; sports jackets from 6/6.

LEATHER Knee Boots from 14/-; waders from 8/6; leggings from 2/9; ski caps from 1/2; helmets from 2/6; goggles from 6d.

PRIDE and CLARKE, Ltd., Easy payments; 4/- secures delivery any model, P. and C., Stormgard, Hutchinson, Mascot, Belstaff, competition, storm, or leather coat, balance monthly; illustrated list free. See clothing advertisements on Supp. pages xii. and xiii.—158, Stockwell Rd., Brixton, S.W.9. [5078]

MARBLE ARCH MOTOR SUPPLIES, Ltd., 133 and 135, Edgware Rd., W.2. 'Phone: Padd. 3345-6-7.

MOTOR Clothing of Every Description; enormous stocks of latest style weatherproof garments at London's lowest prices; all proprietary makes in stock; any item sent c.o.d. on receipt of a postcard.

MARBLE ARCH—Competition coats from 9/6; heavyweight, 15/-; superior quality, fitted with tummy pad, 17/6; stormcoats, 21/-, post 1/-; Belstaff, Stormgard, etc., in stock; send for free gift list.

MARBLE ARCH—Full length waders, reinforced, K.S. pad and ankle straps, 10/6; extra heavy reinforced soles, 13/9; waterproof leggings, 2/11; better quality clip fasteners, 3/11 and 4/11; double texture, 4/3 and 5/11; seatless trousers, 7/6; extra heavy double texture, clip fasteners, 9/6; Zipp fastener, 10/6 and 12/6; black waterproof leggings, 3/9; extra heavy, 5/6, with Zipp fasteners, 7/6 and 9/6; Weathershield tummy and thigh protectors, usually 7/6, 3/11; ladies' full length gaiters, 3/11 and 4/11; oilskin pillion spats, 2/11, post 9d.; send for latest 68-page illustrated list.

MARBLE ARCH—T.T. or dirt track black leather racing breeches, 19/6; finest quality chrome skins, 22/6; heavy quality, lined throughout, 25/6, with double seats, 32/6, post 1/-.

MARBLE ARCH—Leather waistcoats, 5/6, with Zipp fasteners, 7/6; all leather racing vests, soft black chrome leather, fleecy lined, 13/9; fitted with sleeves, 16/9; dirt track double breasted lance; front, fitted 2 pockets, close fitting neck, adjustable cuffs, 25/-, post 9d.; send for 68-page illustrated list.

(This advertisement continued on next page.)

CLOTHING, ETC.

(This advertisement continued from previous page.)

MARBLE ARCH.—Leather helmets, 2/11; white kid Brooklands racing helmets, fleecy lined, 3/11; R.A.F. helmets, black or tan, 4/9; fur trimmed, 6/11; rubber ski caps, 1/9; real leather, fleecy lined, 3/3; gaberdine, silky lined, 2/11, post 6d.

MARBLE ARCH.—Splinterproof goggles, 1/6; better quality 1/11, R.A.F. pattern 2/11; fitted genuine Triplex lens, 4/3; Mask goggles 3/11, fur lined 6/6; fitted genuine Triplex anti-dazzle lens, 7/11, post 6d.

MARBLE ARCH.—Gauntlet gloves, real leather, black or brown, special line, 2/9; better quality, fleecy lined, 3/9; real tan horsehide gauntlet, fleecy lined, soft and pliable, double sewn, very strong and hard wearing, 4/11; superior quality black leather gauntlet, fleecy lined, with extra large gauntlet, 5/11; super quality black or tan leather gauntlets, fleecy lined, 7/11; with hide palms and extra large gauntlet, 8/11; dirt track pattern, specially oiled and waterproof treated, warm fleecy lined, extra large leather gauntlet, reinforced finger and thumb, 9/6; with reinforced double palms, 12/9; post 6d.; send for latest illustrated list.

MARBLE ARCH.—Send for our latest 68-page list, containing 600 illustrations, 1,600 bargains; it will pay you to spend 1d. on a p.c. to save pounds on your motoring costs.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 133-135, Edgware Rd., W.2. Phone: Padd. 3345-6-7.

BRANCH Depots: 584-586, Romford Rd., Manor Park, E.12; 26, Goldhawk Rd., Shepherd's Bush; 34-40, Brighton Rd., South Croydon. Hours of business: 9-8, Saturdays 9-9, Sunday 10-1 (Edgware Rd. and Shepherd's Bush only). [7743]

ALWAYS Insist on Seeing the Full Range of Stormgard Weather Wear before Buying; your local stockist will be pleased to show you any garment.—Catalogues from Stormgard Works, Leeds, 2. [4647]

WRITERS Offer Limited Quantity, tan rubber storm coats, 12/6 each, usually 29/6; leather full Zip waistcoats, 8/6; horsehide gloves, from 5/9; waders, competition coats, ski caps.—Writers, Kennington Cross, London, S.E. [3595]

MAUDES, of Paddington and Stockwell, for real bargains; no easy terms (at fancy prices), tremendous stock to choose from and every comfort in our new spacious showrooms; try elsewhere first and then you will immediately agree Maudes beat 'em all. Hours 9 till 8, Saturday 9; open Sunday morning.

MAUDES Send by Return, no messing about, and if you are dissatisfied your money is back at once; no persuasion, value alone is our silent salesman.

MAUDES.—75/-; genuine Stormgard leather coats, medium tan only, no need to mention the superb quality and distinctive features of this well known make; just an example of our bargains.

MAUDES.—25/-; nice little "Stormgard" snip, 4 in 1 Bucklefast coats, woolly fleecy lined and oilskin interlined, leather bound cuffs, map pocket, etc., etc., as cheap as the imitation, 25/-; also some of the famous 202, 204 and 206 models to clear at 35/-; soiled stock, but brand new; post 1/- extra.

MAUDES.—Golf jackets, ladies' and gent.'s, real soft Persian suede, silk lined, knitted waistband, cuffs, etc., full Zip front, 22/6; heavy plus suedette, 15/-; semi suedette, 12/9; others of good quality from 6/9; postage 9d.

MAUDES.—Competition coats; every make and quality to clear; full skirt lancer style, 12/9; real black beaverteen, fitted leg straps, storm collar, wind cuffs, etc., guaranteed waterproof, 15/6; super quality, with tummy pad, 17/9; fleecy or teddy lined 4/6 extra; all guaranteed 2 years.

MAUDES.—Rubber waders (good make), 7/9 per pair; ditto, full thigh length with double clumped soles, ankle straps, etc., 10/6; fitted starter guard, 2/- extra; ladies' rubber thigh boots, very smart, 8/9; children's, 4/6; seatless trousers, 6/9; double texture, 8/6; fitted Zip fasteners, 10/9.

MAUDES.—Leather waistcoats, 5/9; chrome leather, 7/3; with sleeves, lined throughout, 15/-; leather golfers, with pockets, elastic waistband, collar and cuffs, fleecy lined, 18/9; airmen's Sidcot suits, fur and oilskin lined, 25/-; with fur collar, 35/-; chrome leather T.T. breeches, fleecy lined, 18/9; ski boots, black or tan, 15/9 per pair; fitted Zip, 25/-.

MAUDES.—Leather helmets, 5/9; ditto, ski caps, 2/9; beaverteen ski caps, 1/3; real R.A.F. fur-lined helmets, 6/9; R.A.F. unsplinterable goggles, 3/9; fur mask type, 6/6; chrome leather or horsehide gauntlets, 3/9; sheepskin gauntlets, 5/6; horsehide mits, 4/9; lambs' wool lined gauntlets, 12/9; all black or tan.

MAUDES.—Anything sent c.o.d. for inspection; cash returned, together with all postage, if dissatisfied.—Maudes, 48, Praed St., Paddington, and 117, Clapham Rd., S.W. Hours 9 till 8, Saturdays 9; and Sunday mornings. [9467]

The Bon-Ami KIKSTART MOTOR CYCLE OVERBOOT

MADE IN CANADA. 17/11



ALL SIZES. 17/11

Mr. R. McGregor—Winner of the Scottish Motor Cycle Trials writes:—

"I have now had your waders for six months. In this time I have submitted them to all the abuse that could possibly be given by any Motor Cyclist in two years constant use. Present day trials riding test not only machines and riders, but riding apparel as well. This year I have been well and truly served with 'KIKSTART' waders. They are light, absolutely waterproof and there is no end to their wear."

LICENSED UNDER U.K. PATENT No. 362752. FROM YOUR DEALER, OR WRITE—

KAUFMAN RUBBER CO., LTD., 28, KING STREET, GLASGOW, C.1 or 33, RED LION STREET, HOLBORN, LONDON

Cage Birds AND BIRD WORLD

IS THE LEADING JOURNAL FOR BIRD LOVERS

Useful articles for beginners and old hands. Free advice and help by experts, and the fullest, promptest reporting of all shows are some of the features of this popular journal.

A weekly that no breeder can do without.

Published Every Friday, Price **2d.**

CUT out this coupon & post to address below in unsealed envelope, bearing **1d.** stamp.

Please send me a **FREE** specimen copy of "Cage Birds." M.C.
NAME
ADDRESS

THE PUBLISHER, "CAGE BIRDS," DORSET HOUSE, STAMFORD ST. LONDON, S.E.1. M.C. 8

CLOTHING, ETC.

STORMGARD has the Finest Selection of Motor Cycling Weather Wear in the Country; dealers are everywhere; catalogues from Stormgard Works, Leeds, 2. [4646]

COOK'S!!—Clothing and accessory department; goods despatched anywhere and everywhere; send for lists.—Cook's Corner, 275-277, Balham High Rd., S.W.17. [1810]

SIDCOT Suits or Leather Coats, 25/-, genuine (used) R.A.F.; postage 1/3.—Cann's, 6, Portland Place South, S.W.8 (near Stockwell Underground). Phone: Reliance 3464. [0147]

WAINWRIGHT'S Stock "Stormgards," "Ixions," "Belstuffs," competition coats, gloves, goggles, waders, field boots, breeches and the largest stock of leather coats in England, from 30/-.

WAINWRIGHT'S, 300-2, Euston Rd., London, N.W.1. Phone: Museum 6280. [0166]

5/- Down; immediate delivery, balance 6/- monthly; Stormgard, Belstaff, Defiance, Mascot, Hutchinson clothing; Hutchinson, Stormgard waders.—Robins, Clothing Specialist, 97, Latchmere Rd., Battersea. [0223]

YOUNG'S.—1934 fully illustrated catalogue of 1,000 genuine bargains, including clothing, now ready; get your copy and see what you save; free on request.—"Young's," 32, Tooting Bec Rd., S.W.17. [8179]

IMITATION is Undoubtedly the Sincerest Form of Flattery; no coat is made to equal a Stormgard; our thousands of testimonials from prominent riders will substantiate our claims; always see the label in the neck before buying; stockists are everywhere.—Catalogues from Stormgard Works, Leeds, 2. [4648]

RENNO'S.—Biggest bargains possible; super terms R service; send postcard, state requirements; leather and competition clothing, breeches, boots, waistcoats, gloves; example: Lady's B.D. leather coat, fleecy lined, 22/6 and 27/6, cash only; special quality, choice of 4 colours, 39/6, deposit 5/-, post 1/-; catalogue free; wonderful offer, ladies' suedette jumpers and sports jackets, all colours, 2 pockets, full zip, listed 30/-, while they last 14/9 each.—232-3-4, Upper St., Islington, N.1 (near Tube). Phone: North 4467-8. [2368]

MISCELLANEOUS.

CHEAP Printing.—1,000 billheads; 3/6; samples free.—Creteway Press (9), Buxted, Sussex. [0857]

TRANSFERS; state requirements (sample designs 6d.); also linings.—Transfer Company, Syston, Leicester [1182]

TRADERS.—Cycles, accessories, tyres, camping, etc.; all the best makes of cycles supplied; list.—The Perseus Mfg. Co. (M.C.), Burton-on-Trent. [9574]

A POST Card to R. J. Coley & Atkinson, Ltd., Ordnance Works, Queen Elizabeth Rd., Kingston-on-Thames, will bring you their latest price list of tools, aircraft accessories, etc., etc. [0712]

THERE is Only One Weekly Journal that is published solely in the interests of the trade, and for 30 years it has held the premier position. Read by all progressive traders every week, it enables those interested in the manufacture and distribution of motor cycles and cycles to keep in touch with all the essential developments in the industry and the keenest wholesale markets in which to buy.—Send your trade card for a specimen copy of "The Motor Cycle and Cycle Trader" to Dorset House, Stamford St., London, S.E.1. [0128]

BOOKS.

"TWO-STROKE Motor Cycles" is now obtainable in a new and completely up-to-date edition. Contains sixteen chapters compiled by members of "The Motor Cycle" staff from their own experience with two-stroke machines. Bound in paper boards with attractive coloured jacket; size 7 1/2 in. x 5 in.; price 2/- net, by post 2/3, from the Publishers, Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1. [0409]

"MOTOR Racing," by S. C. H. Davis ("Casque" of "The Autocar"). A book of speed and thrills by a racing driver of international repute who secure notable successes at Le Mans in 1927, and in the 500 miles race in 1930. Demy 8vo., 320 pages, 6 maps, numerous illustrations from photographs, and pen sketches by the author. Price 7/6 net, by post 8/- from the Publishers, Iliffe and Sons Ltd., Dorset House, Stamford St., London, S.E.1.

"MOTOR Cycles and How to Manage Them" (Twenty-fifth Edition). Recognised everywhere as the standard handbook on the motor cycle, its care and management. In language easily understood by the novice, it deals with every part of the machine, and with all types of machines, and gives useful information in regard to keeping every part in good order. Matters of lubrication, ignition, cooling, etc., are all covered, and there are many illustrations. Price 2/6 net, by post 2/9, from Iliffe and Sons Ltd., Dorset House, Stamford St., London, S.E.1, and all booksellers.

Where to stay in the IoM

Douglas.
KISSACK, 28, Peel Rd., Douglas.—Board from 38/6, daily 6/-; free garage. [1927]
DOUGLAS.—Marine View, Broadway; special terms T.T. week; garage free.—Shimmin. [1365]
DOUGLAS.—“Cremona,” 2, Circular Rd.; full board, 6/- day; free garage.—Darby. [1373]
ANTRIM, Central Promenade, Douglas.—Sea front; hot and cold all bedrooms.—Spencer. [9627]
DOUGLAS.—“Seamount,” Palace Rd.; inclusive board, 7/6 per day; garage free.—Kelly. [9613]
DOUGLAS.—“Sylvacree,” Peel Rd.; board 6/-; good table; free garage on premises.—Dunbar. [1360]
CAMP at Braddan Bridge.—Sites 2/6 per week each; cycles free.—Gerrard, Ballafletcher. [1129]
DOUGLAS.—“Wymonde,” Fairfield Terrace, Buck’s Rd.; tea, bed, breakfast, 5/-; garage.—Moss. [1369]
DOUGLAS.—Kelly’s, Penlee, Derby Rd.; tea, bed, breakfast, 5/-; modern, comfortable, central. [1366]
DOUGLAS.—Gell, “Rustlier,” Empress Drive, Central promenade; tea, bed and breakfast, 5/6. [9628]
ACACIA, Buck’s Rd., Douglas.—Free garage on premises; board residence 6/- per day.—Miller. [9623]
DOUGLAS.—Cowell’s, 9, Demesne Rd.; board residence, 6/- no extras; every comfort; free garage. [9622]
DOUGLAS.—28, Buck’s Rd.; board from 7/-; illustrated booklet; garage accommodation.—Fletcher. [9625]
DOUGLAS.—Kirkdale, Buck’s Rd.; special terms race week; near course; recommended.—Harding. [1364]
DOUGLAS.—Ambleside, Derby Square; tea, bed, breakfast, 5/6; board optional; homely.—Callow. [1629]
DOUGLAS.—Delamere, Mona Drive, Central promenade; 50 bedrooms; from 7/6.—M. Kirkman. [1375]
DOUGLAS.—“Shaftesbury,” Broadway; renowned for T.T. week; special terms; recommended.—Hardy. [1378]
CAYLEY’S “Reseda,” Fairfield Terrace, Douglas.—Free garage on premises; board residence, 38/6 weekly. [1913]
DOUGLAS.—Regent House, Drury Terrace, Broadway; reduced terms race week; recommended.—Cord. [9620]

THE ISLE OF MAN STEAM PACKET CO. LIMITED
 (Incorporated in the Isle of Man)
SERVICES from MAY 25th to JUNE 30th 1934
LIVERPOOL AND DOUGLAS
FROM LIVERPOOL: Weekdays, 10.30 a.m. and 3 p.m. **EXTRA SERVICES:** Fridays and Saturdays, 12.50 night; Wednesday, May 30th, 1 a.m. (Tuesday night); Friday, June 1st, 1 a.m. (Thursday night); Monday, June 11th, 1 a.m. (Sunday night); Wednesday, June 13th, 1 a.m. (Tuesday night); Friday, June 15th, 1 a.m. (Thursday night).
FROM DOUGLAS: Weekdays, 9 a.m. and 4 p.m. **EXTRA SERVICES:** Mondays, 12.30 a.m. (Sunday night); Wednesday, May 30th, 12.30 night; Friday, June 1st, 12.30 night; Monday, June 11th, 12.30 night; Friday, June 15th, 12.30 night.
FLEETWOOD AND DOUGLAS
FROM FLEETWOOD (after arrival of through trains): Weekdays, 10.30 a.m. **EXTRA SERVICES:** Wednesday, May 30th, 1.30 a.m.; Friday, June 1st, 1.30 a.m.; Saturday, June 30th, 1.30 a.m. and 3.30 p.m.
FROM DOUGLAS: Weekdays, 4 p.m. **EXTRA SERVICES:** Wednesday, June 27th, 6 p.m.; Saturday, June 30th, 8.30 a.m.
 Descriptive Guide and Sallings, with particulars of Rates for Motor Cycles, etc., also Day Excursions during T.T. Week, from all Tourist Agents, or **THE ISLE OF MAN STEAM PACKET CO. LTD., DOUGLAS, or Water Street, LIVERPOOL.**

Douglas
DOUGLAS.—Midland, Promenade; hot and cold water; from 7/6 day; illustrated booklet; garage.—Craine. [1377]
DOUGLAS.—3, Hutchinson Sq., Broadway. Near course. Board or apartments; reasonable.—Quiggin. [9592]
DOUGLAS.—Cronkbourne, Raphael Rd.; house of freedom; T.T. week 6/- day; garage free.—M. Welstead. [1374]
DOUGLAS.—Keig’s, Merridale, Empire Terrace; Central Promenade; special terms race week; recommended. [1361]
DOUGLAS.—“Erdington,” Broadway, overlooking Villa Marina. Electric light. Moderate terms.—J. Curphey. [9084]
DOUGLAS.—“Marina,” Loch Promenade; assures comfort; hot, cold water bedrooms; reduced terms; garage.—Gill. [9621]
DOUGLAS.—“Sheffield,” Fairfield Terrace, Buck’s Rd.; inclusive terms from 6/-; free garage; illustrated booklet.—B. Craine. [9626]
DOUGLAS.—“Santa Rosa,” Central promenade; hot and cold water all bedrooms, bathing opposite; write booklet. Phone: 889.—Perkins. [1376]
DOUGLAS.—Howstrake Holiday Camp, tents, bungalows, splendid catering; terms 5/6; free garage; illustrated booklet free.—Hy Taylor. [9558]
DOUGLAS.—Ventnor, Demesne Rd. Highly recommended; full board during T.T. week, 6/6; hot baths, all electric; garage near.—Faragher. [1370]
INGLESIDE, 59, Buck’s Rd., corner position, few minutes promenade; accommodation 56; board residence, 6/- day inclusive.—Mrs. W. Wood. [9624]
DOUGLAS.—“Wembley Private Hotel,” Central Promenade, sea front; hot and cold water all bedrooms; moderate charges. Phone: 814.—Joyce. [1368]
DOUGLAS.—“Harvey’s Inglewood” private hotel, Queen’s Promenade; h. and c. water all bedrooms; moderate tariff; write booklet.—N. Harvey. [1939]
DOUGLAS.—Beveridges, Broadway, three minutes from start; hot and cold water; special terms race days; breakfast and rest rooms for guests arriving early, 2/-. [1630]
DOUGLAS.—Switzerland Villa, off Queen’s Promenade; own grounds, facing bay; hot and cold all rooms; dinner 6 p.m.; 7/6 to 9/- day; illustrated tariff.—C. Taylor. [1371]

Douglas
DOUGLAS.—“Sherwood,” Queen’s Promenade; hot and cold water; terms 8/6; recommended.—Winstanley. [1367]
DOUGLAS.—Chiselhurst, Broadway; full or part board, terms moderate; electric; central; recommended. [1372]
DOUGLAS.—Edelweiss, Queen’s Promenade; full board 7/6; cycle accommodation free.—W. Browne. [1362]
DOUGLAS.—Rockville, Fairfield Terrace, Buck’s Rd.; full board £2/2, part board if required.—Rylands. [1363]
DOUGLAS.—“Protom,” 23, Castle Mona Ave.—Tea, bed, breakfast, 5/-; garage near apartments.—Munn. [1379]

NEW IMPERIAL
 YOU MUST SEE THE LATEST CATALOGUE
 NEW IMPERIAL, Spring Road, Hall Green, BIRMINGHAM.
 NAME
 Address
 31.5.34

DOUGLAS SERVICE DEPOT
 Prop. ALEC MASON
 MORNINGTON RD.
 MORNINGTON CRESCENT
 N.W.1
 Sales - Spares - Repairs
 8.30-8 Telephone - MUSEUM 1386 8.30-6

Preserve your Cylinder's
Rosco Cylinder Black
 TINS 1/6 POST FREE
 WITHSTANDS HEAT.
OWEN BROS & CO. LTD.
 HULL, Eng.

HINTS & TIPS for MOTOR CYCLISTS
Compiled by the Staff of "The Motor Cycle"
 ELEVENTH EDITION
 Revised, re-arranged and brought completely up-to-date.
PRICE 2/- NET
 By Post 2/3
 Tells the motor cyclist how to drive and maintain his machine efficiently. Explains all features of the motor cycle as well as the finer points of tuning. Chapters alphabetically arranged.
From all Leading Booksellers or direct from the Publishers
ILIFFE & SONS Ltd., Dorset House, Stamford St., London, S.E.1
 M.C.3

TURN YOUR HOLIDAYS INTO JOLLIDAYS GO CAMPING! THE "WANDERER" Tent is roomy, compact, light, quickly erected, and thoroughly weather-proof. Size: 7'6" x 5'6" x 5' high; 18" walls. Packed in sturdy valise. Weight only 12 1/2 lbs. Made from proofed Egyptian Cotton.
Post paid.
 In white 35/6
 Willerden proofed green 46/6
 Send for free copy of "The Good Companions," 28-page Catalogue & Annual, post paid
THOS. BLACK & SONS (Greenock) LTD.—DEPT. L7
 22, GRAY'S INN ROAD, LONDON, W.C.1. 25, THE HEADROW, LEEDS.
 Head Office: GREENOCK, SCOTLAND. 34, QUEEN STREET, GLASGOW.

THE MOTOR CYCLE

INDEX TO ADVERTISEMENTS.

	PAGE		PAGE		PAGE
Barbour, J., & Sons, Ltd.	1.	Hebden Cord Co.	xxxvi.	O.K. Supreme Motors, Ltd.	2
Bath, J., & Co.	xxxix.	Hemmings, J., & Sons	xlii., xliii.	Owen Bros. & Co., Ltd.	xlx.
Belstaff Manufacturing Co., Ltd.	4	Homacs	xxxiii.	Pelhams, C.	xxxvi.
Beta Lamps	xxxiv.	Houchin, R. G., Ltd.	xlv.	Pilling, J.	xxxii.
Black, Thos., & Sons (Greenock), Ltd.	xlx.	Hughes Motor Fitments, Ltd.	xxxii.	Pride and Clarke, Ltd.	vi., viii., ix., x., xi., xii., xiii., xiv., xv., xxix., xxx., xxxv., xxxix.
Bowden (Engineers), Ltd.	xxxiv.	Hutchinson Tyres	17	Redhill Motor & Cycle Works, Ltd.	xxxii.
British Institute of Engineering Technology	xli.	Invincible Policies, Ltd.	xli.	Renno's	xviii., xix.
B.S.A. Cycles, Ltd.	Front Cover	I.O.M. Steam Packet Co., Ltd.	xlix.	Rowland Smith Motors, Ltd.	xxviii.
Burman & Sons, Ltd.	xxxiv.	Kaufman Rubber Co., Ltd.	xlvi.	Rudge-Whitworth, Ltd.	19
Caldene Clothing Co.	xli.	King's Motors	xx.	Scott Motor Cycle Co.	xxxv.
Calthorpe Motor Cycle Co.	6	Kirk & Co.	iii.	Shell-Mex & B.P., Ltd.	12, 15
Cassland Motors	xxvi.	Lane Motors	xxxiii.	Smith, S., & Sons (M.A.), Ltd.	xxxiv.
Celamel	xli.	Lawrence Freeman	xxii.	Specialist Coach Co., Ltd.	xxxi.
Clarke, George (Motors), Ltd.	xxiii.	Laytons of Oxford	ii.	Stormgard Works	2
Colmore Depot	vii., xxxiii.	Leicester Rubber Co., Ltd.	4	Sutcliffe, F. & H., Ltd.	xxxviii.
Comerford's	v.	Levis (Butterfields, Ltd.)	xxxv.	Swallow Coachbuilding Co., Ltd.	xxix.
County Chemical Co., Ltd.	18	Lovetts, Ltd.	iv., xxxviii.	Taylor, H., & Co., Ltd.	xxxvi.
Cunningham, L.	17	Lucas, Joseph, Ltd.	Cover iv.	Terry, Herbert, & Sons, Ltd.	10
"Daily Telegraph," The	3	Marble Arch Motor Supplies, Ltd.	Cover iii.	Triumph Cycle Co., Ltd.	9
Douglas, I.O.M., June Effort	17	Marsden, W., & Sons, Ltd.	xxiv.	Twist Grips, Ltd.	xxxiii.
Douglas Service Depot	xlix.	Maskell's	xxxiii.	Veloce, Ltd. (Velocette)	xxxiv.
Douglas, William (Bristol), Ltd.	18	Massey Motor Co., Ltd.	xxxvi.	Villiers Engineering Co., Ltd.	Cover ii.
Enfield Cycle Co., Ltd.	11	Matchless Motorcycles (Colliers), Ltd.	6	Vincent-H.R.D. Co., Ltd.	xxxvi.
Fibrax, Ltd.	xlv.	Maude Rubber Co., Ltd.	xxv., xxvii.	Wakefield, C. C., & Co., Ltd.	14
Firestone Tyre & Rubber Co. (1922), Ltd.	16	Miller, H., & Co., Ltd.	8	Watsonian Sidecars, Ltd.	xxix., xxxi.
Fluxite, Ltd.	1.	Motor & Cycle Trades Benevolent Fund, The	5	Wellworthy, Ltd.	xliii.
Francis & Barnett, Ltd.	xxxvii.	Motormyles, Ltd.	20	Whitbys	xvi.
General Motor & Tyre Co.	xxxviii.	Naylor & Root, Ltd.	20, xvii.	Willmotts	xxxii.
Glanfield, Lawrence (London), Ltd.	xxi.	New Imperial Motors, Ltd.	xlix.	Wise, J. J., & Son	xli.
Godfrey's, Ltd.	i., xlv.	Noxal, Ltd.	xxxi.	Youngs Motor Stores	xxxvi.
Goodyear Tyre & Rubber Co. (Great Britain), Ltd.	7	Nuttall's	xxxvii.	Zenith Motors	xxxvii.
Grose, James, Ltd.	1, xxxvii.				
Halford Cycle Co., Ltd.	13				
Harter, G.	xliii.				

BEACON THORNPROOF

SOLD ON
MONEY-
BACK
TERMS.



- Waterproof
 - Stormproof
 - Blizzard Proof
 - Wear Proof
- for Your
**Motor Cycling
Everyday Wear.**

Untearable, Water-tight — Beacon Thornproof Coats are cut on practical lines for hard practical wear. Pleasing dark Green shade with body and sleeves lined Raincheck for comfort.

Send for Catalogue and get patterns and full details.

THORNPROOF COATS
DARK GREEN, DULL FINISH.
THREE-QUARTER length COAT
in airforce style, fastening from
shoulder to shoulder with
easy brass lever clasps.
Post free **27/6**

SMOCK PONCHO COAT 46 or 50
inches long, full cut wide
skirt. Zip front.
Post free **38/6**

**FULL LENGTH TRIPLE
FRONTED COAT.** **45/-**
Post free

Overall leggings 12/6; Seated
Overalls, Mitts, Helmets.

SEND FOR PATTERN
and try to tear it.

J. Barbour & Sons, Ltd., 26, Beacon Buildings, South Shields

SPECIAL PURCHASE.

**OVERBOOT 12"11
LEGGINGS**

ONLY

They keep your feet and legs
dry. Easy to slip on,
comfortable in wear and
soundly constructed. Made
of tough, pliant, black rubber-
proof, with extra heavy sole
strengthened at toe. Get a
pair to-day. Price only 12/11.
Postage 9d.

EVERY MOTOR CYCLIST
SHOULD SEND FOR BIG
ILLUSTRATED CATALOGUE
(FREE) describing wet weather
wear for all, and our money-
back guarantee.



"We're Fluxite and Solder—
the reliable pair;
Famous for Soldering—
known everywhere!"

For SOLDERING troubles—
where'er you may be;
Have 'first-aid' with you—
TAKE FLUXITE and ME!"

See that Fluxite and Solder are always by you—in the house—garage
—workshop—anywhere—where simple, speedy soldering is needed.

ALL MECHANICS WILL HAVE
FLUXITE
IT SIMPLIFIES ALL SOLDERING

All Ironmongers sell Fluxite in tins : 4d., 8d., 1/4 and 2/8. Ask to see the
FLUXITE POCKET SOLDERING SET—complete with full instructions—7/6

Ask also for our leaflet on HARDENING STEEL with Fluxite.

FLUXITE LTD. (Dept. 410),

Dragon Works, Bermondsey Street, S.E.1.

FOR ALL REPAIRS!



"The Motor Cycle" can be obtained abroad from the following: UNITED STATES: The International News Co., New York. FRANCE: W. H. Smith & Son, 248, Rue Rivoli, Paris; Hachette et Cie, Rue Réaumur, Paris. BELGIUM: W. H. Smith & Son, 71-75, Boulevard Adolphe Max, Brussels. AUSTRALIA: Gordon and Gotch, Ltd., Melbourne (Victoria), Sydney (N.S.W.), Brisbane (Queensland), Adelaide (S.A.), Perth (W.A.), and Launceston (Tasmania). NEW ZEALAND: Gordon and Gotch, Ltd., Wellington, Auckland, Christchurch and Dunedin. INDIA: A. H. Wheeler & Co., Bombay, Allahabad and Calcutta. CANADA: Imperial News Co., Toronto, Montreal and Winnipeg; Benjamin News Co., Vancouver. GORDON AND GOTCH, LTD., 132, Bay St., Toronto. SOUTH AFRICA: Central News Agency, Ltd.



BATTERIES.
6/6 6-volt BATTERIES (only) clearance, 6/6. Ditto replacement, for Standard Lucas, Miller and P. & H. Lighting Sets, approx. size 6 1/2" x 4 1/2" x 3 1/2". Special bargain offer, 7/11. Latest improved type, 13/26 amp. hour, with outside terminals, complete as illustrated, fully guaranteed by manufacturers, 10/6. Lucas or Miller make, 12/9. Post and packing on all above 1/9. Carriers, universal fitting, 2/6. Stove enamelled, 2/11. Post 9d.

SELECTED FILLED BATTERIES. Ready charged, 15/- Carr. 1/9

SPORTS PILLION SEATS

1/6 Mudguard fitting as illus., 1/6; better quality 2/-, with waterproof top, 2/9. Entirely sponge-rubber filled, usually 10/6, our price 3/11. Latest De Luxe Model, usually 12/6, our price 4/6. Latest Dunlop Sponge Air cell interior, usually 10/6, our price 6/9. Carrier fit. 7/6. Post 9d.



PILLION SEATS

3/6 Carrier fitting 8 spring underslung super comfort low riding position, usually 10/6, our price 3/6. De Luxe Model with sponge rubber top, usually 17/6, our price 6/6. Post 1/- Dunlop Sponge Air Cell 7/6. Tan-Sad, 12/6 model, 3/9. Post 1/-.



PILLION SEATS, as illustrated, carrier fitting, exceptional bargain offer, usually 8/6, our price 4/6. De Luxe Model, waterproof top, usually 12/6, our price 4/11. For heavyweights 5/11. Post 9d.

PILLION FOOTRESTS

1/3 complete with rubbers, made to fold. Better quality 1/6 & 2/- Ditto extra heavy quality 2/6. Ditto De Luxe Model fitted with large oval rubbers, as illustrated, usually 5/9.



MUDGUARDS

Front or rear Extra Heavy D Section. Super quality stove black enamelled, 4/3/6; 5" 4/6; 6" 5/3. Front stays, 1/3 pair. Valanced Sidecar Guards 5" 8/6, with stays, 10/6. Post 9d. Send for Mudguard List.



Magneto Points for all makes, guaranteed 1/3 pair. Platinoid, 2/-. Real Platinum, 3/6 and 4/-. Contact Breakers 4/6. Post 4d. Our price 2/11. Post 6d. and 9d.

5/11 ELECTRIC HORNS

Latest type High Frequency, 4 or 6 volt, 5/11. Genuine Klaxon, very powerful, as fitted to latest 1933 models. Our Price 6/9. Chromium plated 8/6. High Frequency model with Beep Beep note, usually 17/6. Our Price 9/-. Chromium 10/6. Genuine Miller, shop-sold, usually 10/6. Our Price 6/6. Clear Hooter, 8/6. Genuine Bosch 20/-. Post 9d. Switch and wire for all of the above 1/- extra.



HOODS & SCREENS

5/- Windscreens, as illustrated, with fittings 5/-. Ditto brand new De Luxe Model, full-sized, best black heavyweight material, large side curtains and extra long apron, with all fittings, 6/9; with best quality N.P. fittings, 7/6. Special Model for B.S.A. Sidecars, extra wide, 12/9. Post 1/-. **SIDECAR HOODS,** 8/9 Better quality 10/6. De Luxe Models 12/6. 2-seater 25/-. Celluloid best quality 54" x 24" 3/6 sheet. 1/9 half-sheet. Post 6d.



CHAINS

BRITISH MAKE GUARANTEED. POST EXTRA
 1/6 per ft. 1/8 per ft. 2/8 per ft.
 Cheaper quality Clearance Chain 1/2" x 3/16" 1/- per ft. Post extra.



2/9 Motor Cycle Water-proof Cover or Ground Sheet, hemmed and eyeletted. Solo - 6' x 3'. 2/9; 6' x 6', 5/3. Combination, 9' x 6' 8/-. 12' x 6', light car. 11/-. Post 9d.

SADDLE TOPS.

Replacements for Terry's and other makes Spring Mattress Saddles, standard size. Makes your old saddle brand new! Approx. size 13 1/2" x 14". 4/-. De Luxe size, 13 1/2" x 15 1/2". 5/-. Post 6d. Trade Supplied.



GUDGEON PIN REMOVER

Will remove the most obstinate Gudgeon Pin from Piston without damage. Fits all sizes. A really serviceable tool (makes a difficult job easy) for Workshop or Garage use. 5/6. Post 6d.



2/9 WHEEL RIMS.

Extraordinary bargain, brand new, W.O. Wheel Rims bright finish, 40 holes. W.M.2.—21 for 27 x 2.75, and 28 x 3.50; W.M.3.—19 for 26 x 3.25, 27 x 4.00 and 26 x 3.50. List price 6/6. Our price 2/9. Post 1/-.



ABSOLUTELY FREE! 1934 MOTOR CYCLE ACCESSORY LIST.

68 Pages, fully illustrated. Thousands of bargains, ACCESSORIES, TYRES, SPARES & MOTOR CLOTHING.

Usually 6d. We will send it FREE on receipt of a postcard, mentioning "The Motor Cycle."



MARBLE ARCH MOTOR SUPPLIES

133 & 135, EDGWARE RD., LONDON, W.2
 Phone: Paddington 3345-6-7. Grams: Archmotex Padd.

BRANCHES: 26/26a GOLDHAWK ROAD, SHEPHERD'S BUSH. 584/586, BOMFORD ROAD, MANOR PARK. 34/40, BRIGHTON ROAD, SOUTH CROYDON. 1156 LONDON ROAD, NORBURY.
 Post Orders to Edgware Road. Hours of Business 9—8. Sat. 9. Sun. 10—1. Edgware Rd. and Shepherd's Bush only.

TYRES! GREAT CLEARANCE SALE. NEW MOTOR CYCLE TYRES—BEST MAKES, sent on seven days' approval against cash or C.O.D. on receipt of a postcard.

When ordering state make preferred.

TYRES! 5,000 ACTUALLY IN STOCK

Beaded Edge	Our Price	Extra Hvy. Guaranteed	Tubes Our Price	Tubes Hvy. Best M'kes
24 x 2 1/2	7/6	9/6	1/9	2/6
24 x 2 3/4	9/6	12/9	2/-	2/11
25 x 3	9/6	12/9	2/3	2/11
650 x 65	10/6	14/9	2/3	2/11
26 x 2	4/6	6/6	1/9	—
26 x 2 1/4	8/9	10/6	1/9	2/9
26 x 2 1/2	8/3	12/9	2/9	3/3
26 x 3 (700 x 80)	10/-	14/9	3/3	3/9
715 x 100 (Oversize 700 x 80 & 26 x 3)	18/9	22/6	3/6	4/9
28 x 2 1/2	10/-	17/6	—	4/6
Dirt Track	10/6	15/9	3/11	4/6
28 x 3	—	—	—	—
Wired Edge	—	—	—	—
24 x 2.375	7/9	9/6	2/3	2/9
25 x 2.75	9/6	12/9	2/-	2/11
25 x 3.00	11/6	14/6	2/-	2/11
26 x 2.375	10/9	13/9	—	2/6
26 x 3.25	12/-	14/9	2/3	3/6
26 x 3.00	12/-	14/6	2/9	3/6
26 x 3.50	13/-	15/9	2/6	3/6
27 x 2.75	12/-	14/9	2/6	3/3
27 x 3.00 (Oversize 27 x 2.75)	13/6	14/9	2/9	3/6
28 x 3.50	13/6	16/6	3/6	4/6
27 x 3.25	13/6	15/9	—	3/9
27 x 4.00	13/9	18/9	2/11	3/11

Tyres dispatched same day as order received. Tyres fitted Free

SPARE PARTS DEPARTMENTS

VALVES, guaranteed 3 per cent. Nickel steel most makes, 1/6. Special heat treated valves for O.H.V. and super sports engines 3/-. Valves made to patt., 3/-. Springs 4d.; Stem Adjusters 3d.; Split Cotters 6d. per pair. GUIDES, 1/6. Valve Lubricators 9d. each. PISTONS, Best quality, guaranteed for most makes, from 4/9. Alloy, 2/- extra. Allowance on old piston. PISTON RINGS, all makes, 7d., 9d., 1/-. GUDGEON PINS, 1/6. End Pads 6d. Circlip 3d. Bushes 1/- and 1/6. CLUTCH DISCS, all makes 1/3, 1/6, 1/9. Clutch Inserts 9d. dozen; Clutch Corks 4d. dozen; Clutch Springs 2d. each. CYLINDER HEAD GASKETS all makes in stock. (from 4d. to 2/-). Valve Cap Washers 2d. WHY WASTE TIME? We don't have to send away for your requirements. We have the LARGEST STOCK OF PISTONS, RINGS and VALVES in the country. All types actually in stock. No waiting. Cylinders re-ground, new Piston fitted from 18/-. Second-hand Pistons, most makes, 2/6. TRADE SUPPLIED.



2/6 SILENCERS complete with adjustable clip and fish-tail, 2/6. Better quality with patent Baffle, very silent. All sizes 1 1/2" to 2" 3/8". N.P. finish 4/9. Post 9d.

MARBLE ARCH 'EJECTOR' SILENCERS (as illustrated). Patent baffle, no back pressure, as fitted to latest sports models. "guaranteed efficient," overall length 21", dia. body 2 1/2", complete with fixing stay (for internal or external fitting). Black enamelled, 4/11. N.P. finish, usually 12/6, our price 6/-. Chromium 7/9. Post 1/-. Flexible Metal exhaust tubing, all sizes, 1/- ft.

10/- COMPETITION PIPES

Latest pattern High or Low Level. Best quality chromium plated. Single Pipes from 10/-. Pairs from 20/-. Most makes in stock. Send for illustrated list post free.



CARBURETTERS

BOWDEN CARBURETTERS. Latest models for 350 and 500 c.c. machines, flange fitting 2" centres. List price 60/-. Our price, Standard or sports models, 14/9, a few stores-soiled at 12/6. Clip fitting 1 1/2" or 1 1/4" 3/3 extra. Post 9d. AMAL CARBURETTERS. Pilot Jet Model, 1" Induction. Our price, 14/6. 1 1/4" 1 1/2" from 22/6. Amal Twin float twin feed Racing or Dirt Track Carburetters, usually 75/-. Our price 37/-. Spare parts for Amal and Bowden in stock.



NOW OPEN NEW BRANCH 1156 LONDON ROAD, NORBURY, S.W.16

10/6 COMPETITION COATS HEAVY BLACK RUBBER

Guaranteed quality, double breasted, extra large skirt, wind cuffs, storm collar, 10/6. R.A.F. Bucklefast style, as illustrated, with leg straps, shoulder protectors, storm collar, etc., 12/6 and 13/9. Lined with separate warm fleecy lining, 18/6, with built in Tummy and Saddle Protector, 18/9, ditto lined with separate warm fleecy lining 24/-. Super quality heavyweight Beaver-teen 24/-; lined throughout, 28/6. Post 1/-. Belstaff's Stormgard's complete range in stock. Trade supplied.



10/6 WADERS EXCEPTIONAL OFFER

5000 pairs of best quality Waders with reinforced legging, sole, heel, toe-cap, kick-start guard and adjustable ankle straps. These Waders are specially made large in the legging and boot to enable them to be slipped on and off with ease and are the same quality as those offered elsewhere at prices ranging from 14/6 to 17/6 per pair. Do not miss this exceptional bargain offer. One price only. Supplies in all sizes, 10/6. Post 1/-. State boot size when ordering. Lightweight quality 8/6.



5/6 LEATHER WAISTCOATS

Black Leather Waistcoats, 5/6. Soft Chrome. Leather Front, with press fastener and Twill Back 6/6; Zip fastener 7/6; All Leather, fleecy lined, 13/9; fitted with sleeves 19/6. Double-breasted all leather Racing T.T. Vests, Lancer front, as illustrated, two pockets, close fitting neck collar, and adjustable cuffs, usually 45/-. our price 25/-. Zip pockets 4/6 extra. Post 9d.



19/6 T.T. LEATHER BREECHES.

Extraordinary Value. T.T. and Dirt Track Black or Tan Leather Racing Breeches, 19/6. Better quality, 22/6. Super quality, made from best quality heavy weight Chrome Skins. Actual value 45/-. Our price 25/-. With double-seat, 32/6. Post 6d. Khaki Cord Breeches 6/11 and 7/11, best quality 9/6 and 12/6. Post 6d. Bargain List Free.



3/6 THE BROOKLANDS WHITE LEATHER RACING HELMETS.

made from finest quality white kid leather, warm fleecy lining, adjustable ear-flaps and chin strap. Usually 8/6. Our price 3/6, super quality 4/11. Post 4d. In Tan Leather 2/9, 3/6, and 4/9. Fur Trimmed 6/11 and 7/11. Post 4d.



Tyre Gauge, 10 to 50 lb., usually 5/-. our price 2/3. Post 3d.



3/11 GENUINE R.A.F. PATTERN MASK GOGGLES.

Best quality Warm and comfortable, soft leather mask, fleecy lined, fitted, guaranteed unsplitter lenses, our price 3/11. Without mask 2/11. Post 6d.



1/6 TWIST GRIP

controls, for 1/4" or 1" bars, extremely efficient 1/6. Better quality 1/11. Twist Grips latest type QuickAction chrome plated for 1/4" or 1" bar, 3/-. Lewis Amal patt. 4/6. Dummy track to match 8d., with chromium end caps 1/-. Quick action racing dirt-track twist Grips, usual price 12/6. Our price 3/11. Post 6d.



BRAKE LININGS

Die pressed, best makes, for all machines. Complete with rivets. Fronts 2/-. Rear 2/6 for all makes. Post 3d. Clutch Corks, 3d. doz. Discs 2/- ea.



PETRO-FLEX (Genuine) as used by all T.T. and Dirt Track Riders complete with unions and nipples for any machines. 6", 2/9; 9", 3/-; 12", 3/6; 15", 4/-. Post 6d.

STOP LIGHT

Genuine Stadium make, exceptionally well made, complete with all fittings including bulb, list price, 7/6, our price, 3/9. Combined Stop and Rear Lamp, list price 12/6. Our price 6/9. Post 6d.



ABSOLUTELY FREE! 1934 CAMPING AND HIKING LIST

56 pages, profusely illustrated. Gram full of extraordinary bargains. Tents from 6/6 to £10-0-0 We will send this list FREE to readers of "The Motor Cycle" on receipt of a postcard.



THE MOTOR CYCLE



Specify
LUCAS
ELECTRIC LIGHTING
*for a brilliant beam
and lasting service*

The Finest
Electrical Equipment
made for Motor-cycles

Get full details of the range of Lucas "Magdyno" Lighting and Ignition Equipment, Separate Dynamo Lighting Sets, Magnetos, Coil Ignition, Batteries and Accessories. See your Dealer and ask for a demonstration; prove to yourself the remarkable improvement this equipment makes to your night riding.

Write to Dept. F for particulars.

JOSEPH LUCAS Ltd., BIRMINGHAM, England

