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4^D

THE MOTOR CYCLE

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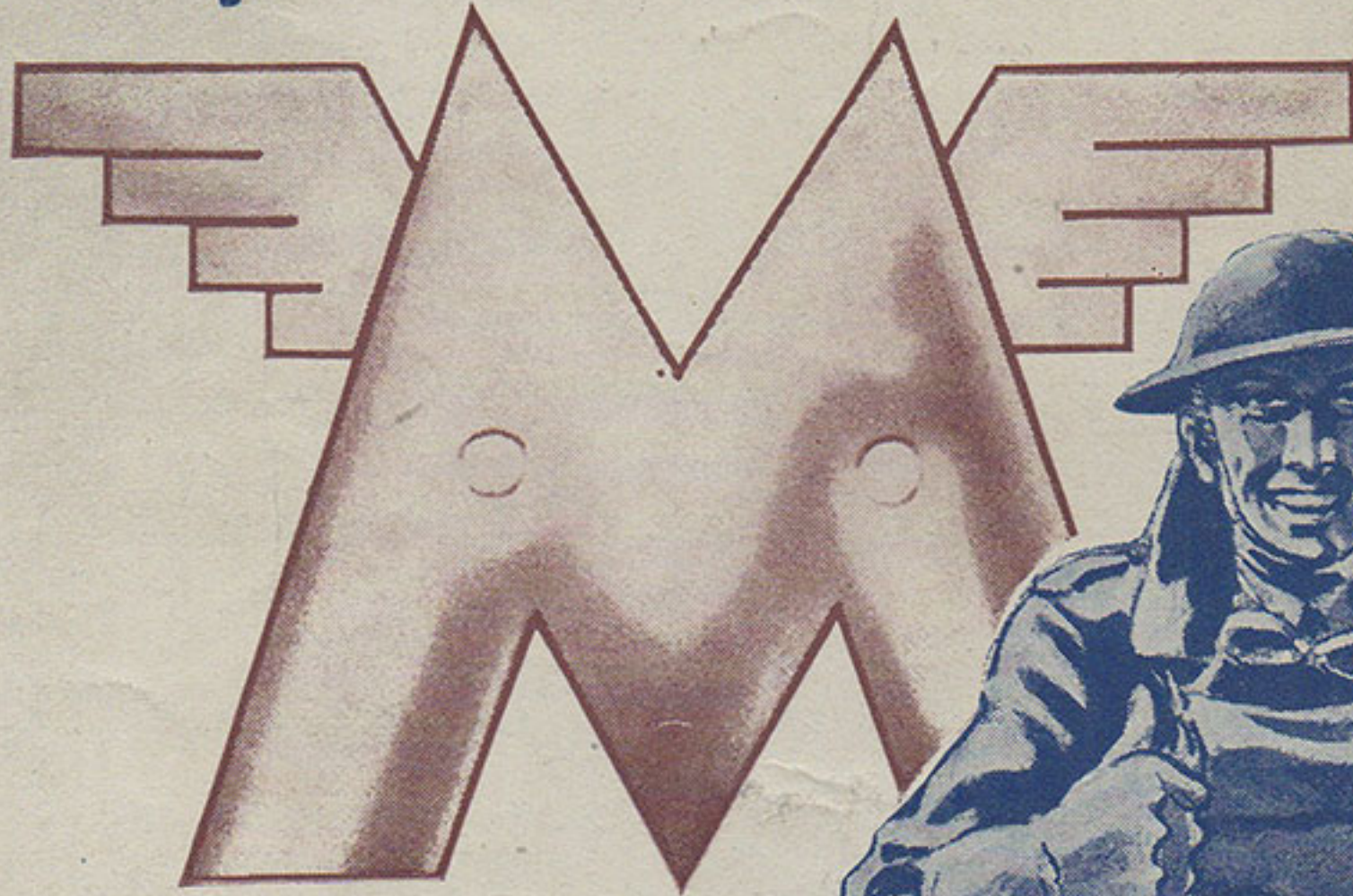
FOUNDED 1903

CIRCULATES THROUGHOUT THE WORLD

No. 1972. Vol. 66

Thursday, January 23rd, 1941

When you see the Winged 'M'



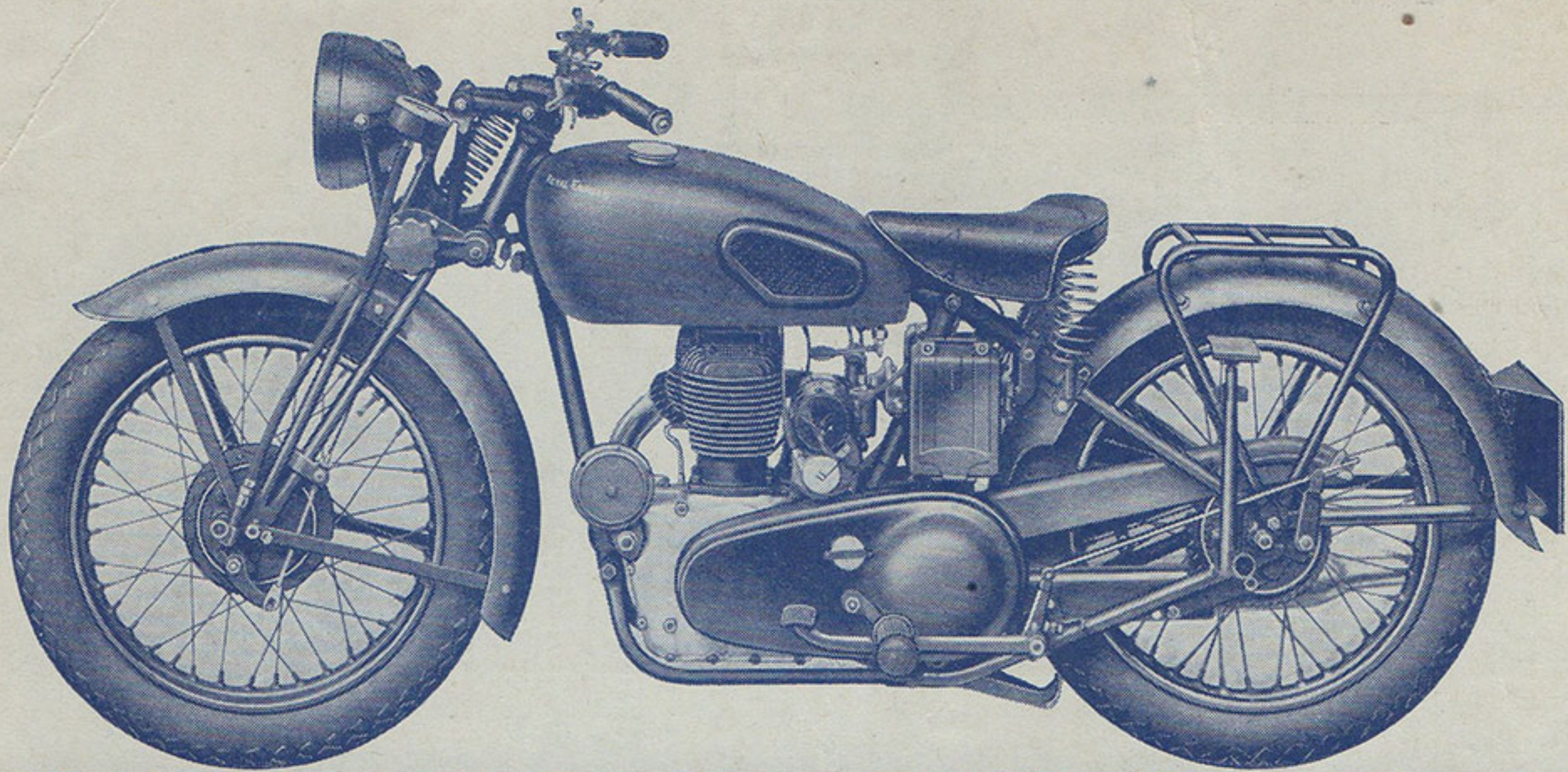
You know it is a Gem of a Motorcycle!

The Matchless winged "M" has always been the symbol of Matchless reliability and performance . . . two of the chief reasons why the Matchless was adopted by the Army over five years ago. Since then thousands of Matchless motor cycles have been and are still being supplied to our fighting forces. It is just the job for army work, and it will be just the job for civilian riding when peace-time comes again. Remember, the winged "M" is *your* symbol of reliability and performance.

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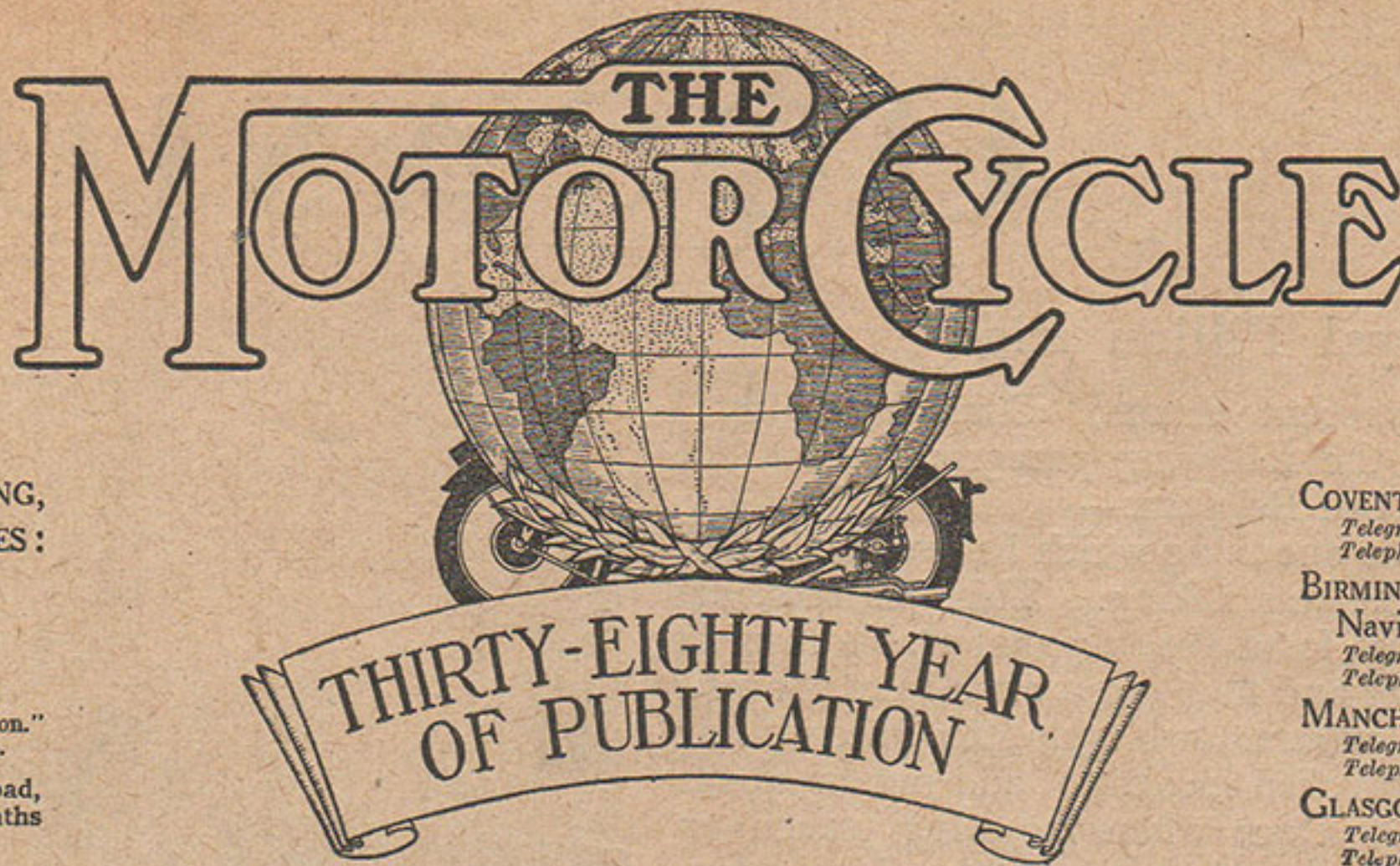
THE WAR



THE ENFIELD CYCLE CO LTD Head Office & Works, REDDITCH.

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

JANUARY 23RD,
1941



Vol. 66
No. 1972

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AND PUBLISHING OFFICES:

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Navigation Street, 2.
Telegrams: "Autopress, Birmingham."
Telephone: Midland 2971 (5 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.

KEEPING THE WHEELS TURNING

To-day, More Than Ever Before, Motor Cycles
are Essential to the National Effort

PRICES are hardening: existing motor cycles must be made to last—this was the theme of a leading article we published at the beginning of last October. It sounded a note of warning, because we foresaw that before very long not only would it be difficult to buy new motor cycles or good second-hands, but obtaining replacement parts would constitute a problem. Therefore we urged motor cyclists to be methodical in their maintenance work, and not leave for the morrow an adjustment that required tackling to-day.

The time has now arrived when it is desirable to go into questions not merely of how to make a machine last, but of the ways and means whereby a motor cycle can be kept in commission—even how spares unobtainable through normal channels can be improvised. In this issue, therefore, "Torrens'" weekly practical article is the first of a short series discussing "Keeping the Wheels Turning." To-day, more than ever before, motor cycles are essential to the national effort. This series, we hope, will by its effects play a part.

WHY "SEMI-SKILLED"?

**A Really Efficient Army Motor Cyclist
Should Rank as a Skilled Tradesman**

RIDING a motor cycle, in the Army's eyes, is not a skilled trade—only semi-skilled, and that in the Royal Corps of Signals. In the R.A.S.C., for instance, the man who rides a motor cycle is not a D.R. but a motor cyclist, who receives 2s. a day plus the 6d. tobacco allowance; in the Signals, "Despatch Rider" is a Group E or D trade, and as such carries with it additional pay.

Here we are concerned not so much with the differentiation—the view that a D.R.'s work is the more responsible, and calls for a higher degree of skill (patrolling R.A.S.C. convoys can be far from easy)—but with the fact that even where riding a motor cycle is a trade it is looked upon as semi-skilled. Perhaps what has fostered this idea is that in the past the Army has ex-

pected men to become motor cyclists in a matter of days. Certainly they can learn to ride a machine in that time—even in a few hours in the case of those quick to learn—but none could say that such men are efficient motor cyclists.

We think back to the many years' apprenticeship we have served and how we are still learning. We think of the manifold conditions an Army motor cyclist can, and does, encounter—sand, ruts, mud, snow, ice, rocks, wood paving, fords, steep hills—and the wealth of knowledge and skill required if he is to be safe and sure under all of them. There is nothing semi-skilled about it, and we feel that it is high time that the really efficient Army motor cyclist ranked as a skilled tradesman.

Another objection to the present position is that the Army has to-day a large number of highly experienced motor cyclists in units where their motor cycle knowledge is being put to no use; but they cannot be transferred, because they are not skilled tradesmen. Britain possesses the finest motor cyclists in the world; we yearn for the day when the best use is made of the talent.

THOSE ROAD ACCIDENT FIGURES

What Are the True Facts?

VERY wisely the Minister of Transport issued a personal message with the road accident statistics for December. With less vision the majority of daily papers have picked upon his words "a shaming record," and omitted his advice to pedestrians.

What we would like to know is how many of those involved in the appalling total of 1,313 deaths were civilians and how many Service men. The only analysis covering this point we have seen showed that Service vehicles were concerned in a very large proportion of the accidents. Also khaki-clad soldiers, walking or marching in the road at night, as is a habit, are next to impossible for the motorist to discern.

It is perhaps inevitable that Service men are involved in a high percentage of accidents. To date, however, it seems that too little has been done by the authorities to inculcate road sense. If the roads are to become safer all must play their part: motorists, cyclists and pedestrians—Service men and civilians.

An index to the advertisements in this issue will be found on the page facing the back cover.

OCCASIONAL

Royal Pillion Rider

IN Arnold Lunn's recent volume, "Come What May," you may read the following paragraph about the late King Albert of Belgium:—

Out of office the one thing which he was anxious to forget was that he was a king. This, perhaps, explains his fondness for a very uncomfortable form of travel. The King and the Queen often went for long tours in the Alps on a motor bicycle, the Queen riding pillion. They travelled incognito, and put up at the smallest of inns. Once when the King turned up with his bicycle in front of a smart hotel, the concierge waved him on. "You will find the kind of hotel you want farther down the road!"

King Albert's son, you will remember, preferred a car, and became involved in a smash along Lake Lucerne, in which his young consort was killed.

Formby's T.T.

JUDGE of my surprise when visiting quite an important cinema last week to encounter a reissue of George Formby and Florence Desmond in their T.T. comedy. In the original issue the speed scenes purporting to be the actual race were faked to resemble 200 m.p.h. or so; but in this reissue they were merely accelerated to rational speeds, and I thought the change improved the film. It was a pleasant reminder of days that are past, and of their happy return (I hope) after the war. Many of our readers acted as unpaid supers in the grandstand scenes.

Seat?

I READ Simon Read on "Seat" with considerable surprise and some disagreement; but, on reconsidering the statements which had given me prickles, I decided that I didn't really disagree with him much, and that both our opinions and practices anent riding position depend enormously on the sort of riding we are doing. Obviously, one "sits" very differently for a road race, a freak hill of colonial surface, and a "stare-at-the-scenery" run. Again, only a stock size rider (i.e., a man of about 11st. and 5ft. 8in.) can wangle any radical changes of position; very big men and very little men have to make the best of a not-too-good job. There are just two canons by which a "seat" can be judged, viz., is it practical and is it comfortable? The two cannot be fully combined on all occasions, e.g., the T.T. seat is so uncomfortable that nobody ever dreams of adopting it except when ultra-high speeds compel him to do so. I am tall and large; my own personal predilections are:—

- (1) Feet as far forward as I can get them. (My legs are long, and knee-kinking causes aches on long rides.)
- (2) Front edge of shoe-heel pushed against footrest whenever possible, as helping feet to stay put.
- (3) Saddle with peak slightly tilted (I am never really comfortable on a flat saddle).



AT THE READY.—An Army sidecar outfit—a sidecar-wheel-drive ready for

(4) Flat, rather narrow handlebar, at a height which does not compel me to throw any weight on my wrists, with the grips sufficiently near to avoid "reaching" when the backbone is fairly straight.

I have no idea how I look in the saddle, and I don't care two hoots how I look, provided I have full control of the bus and can make a long run without developing aches.

Zipped Jerkins

ZIPPED jerkins which most golfers use in wet or cold weather are not often mentioned by writers on winter clothing. Normally, they are procurable at any price from 25s. to £5, and are made of a huge variety of materials from synthetic leather to Grenfell windproof cloth. Am I by some miracle the only motor cyclist who realises what magnificent wind-cheaters they are? The great merit of the zipp is not that it is easy to fasten or undo, but that it leaves no leaks for wind

COMMENTS —By IXION



Norton—passes through a guarded road block with its Bren gun action

as a buttoned front aways does. You can get them with the woollen wristlets beloved by "Torrens" ready knitted on to the ends of the sleeves, and they are really warm and comfortable. In the better materials like Grenfell cloth (which was designed for wear in the Arctic) they are also very light, and do not tend to make a rider sweat when starting up or manhandling his bus.

Return of Signposts?

I SEE various important people are pleading, both via the national Press and the B.B.C., for the replacement of our signposts. There is no doubt that their absence delays all road transport and even breeds a small crop of accidents. In my opinion signposts fall into two categories, so far as a replacement policy is concerned. First, with regard to aerial invasion the posts which only mention such small places as Little Billing and Great Cooing are worthless to invaders, but valuable to us. They need never have

been removed, and so far as national safety is concerned could go back to-morrow; but the posts which name important places might still have a value for airborne Jerries, and probably ought not to be replaced unless every such post has a reliable defender, who hurries to it on the sound of the church bells and removes its arms. (The Home Guard cannot be detailed with that job, as they would be needed for fighting if airborne troops ever landed in the vicinity.)

Secondly, one type of post could be replaced at once without much labour or expense; it is the modern type with removable arms; its standard is still firmly rooted in the ground; its arms have been stored close at hand under cover, and won't need repainting. But many posts are of an older type, with wooden arms firmly pegged and mortised into the standards. In some counties hundreds of these have been uprooted and dumped in the open. It would be a sizeable job to reinstall them, entailing carting, painting and digging. I question whether the requisite labour is available for them.

Luminous Paint

A PAR in Current Chat recently reported that Hammersmith is using luminous paint to make lamp posts visible to pedestrians in the black-out. Will some inventor kindly discover a luminous paint which is cheap? It might go far to solve the problem of safe progress in fog.

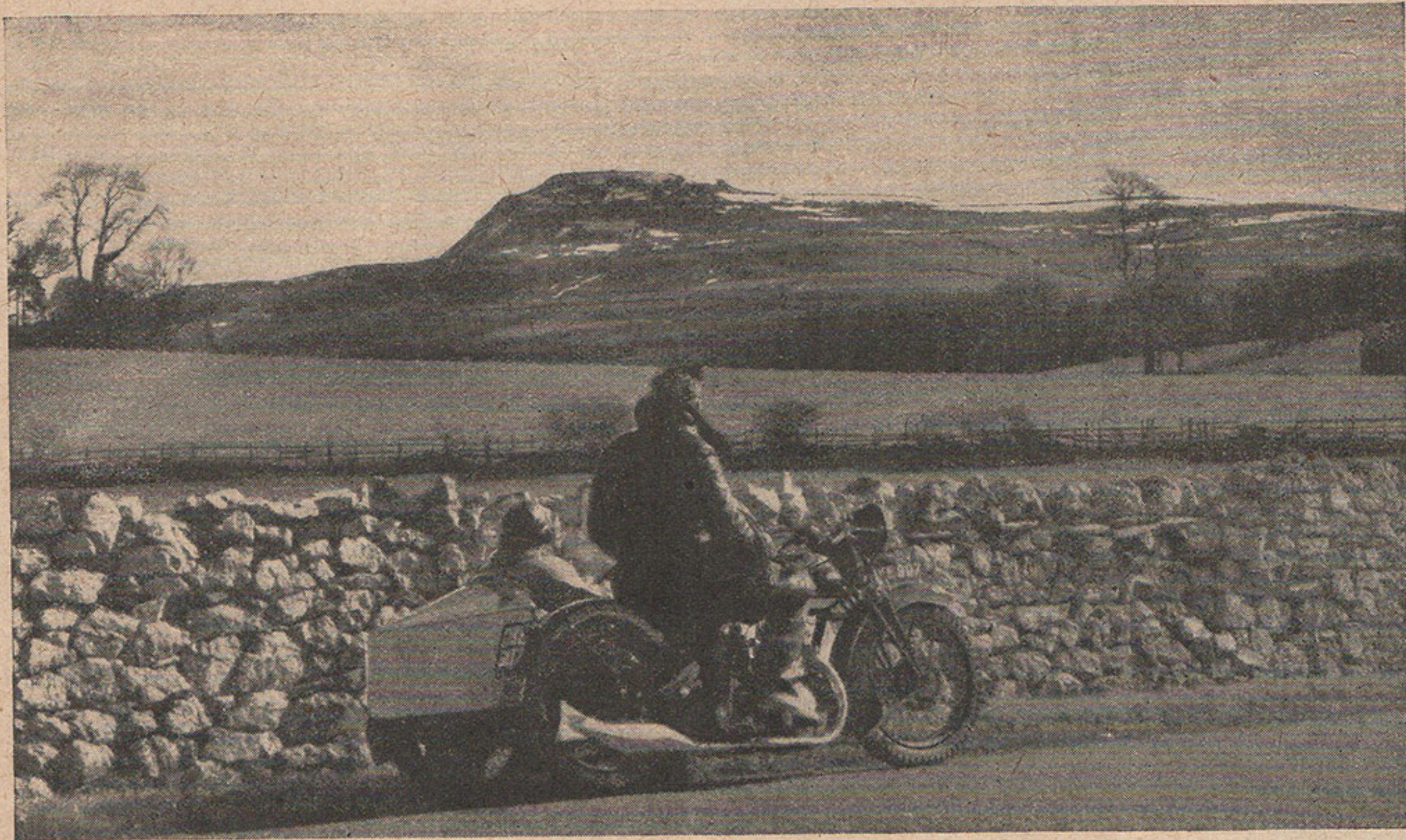
Beds Along the Road

IF any reader is condemned to travel, he should not assume that he will find it easy to obtain quarters for the night, except in defence zones. The various inns and apartment houses in the safer areas are normally full to saturation point, what with the destruction of urban property by bombing and the partial evacuation of the coastal zones. In many places a settee in the lounge is as much as a casual traveller can expect.

Auto-cycle Scores

EARLY in the New Year ice on the roads stopped motor bus services in many parts of the British Isles if only for a day or two. I listened to a scandalised transport manager arguing with a small crowd of bus drivers who had started out according to schedule, and after some horrific slides had brought their cumbersome machines hastily back to the sheds. While the drivers persuaded their boss that it would be dangerous to carry out the bus service, a district nurse burbled happily past on her Excelsior auto-cycle. As a matter of fact, I was awheel myself that morning on rather a larger machine, and my tyres gripped reasonably well, though I had to be careful. I suspect that if the bus schedule had been slowed down 25 per cent. the buses could have managed. I'll admit that I avoided the camber as much as possible, kept the speed down and braked with unusual caution.

THE GREAT CAVES



"The impressive form of Ingleborough breaks the skyline, not the highest but certainly the most prominent mountain in Yorkshire"

HAVE you ever travelled the road from Ilkley to Kirkby Lonsdale? It is a bleak stretch, mostly open moorland, with the monotony broken by just an odd tiny village of stone and slate houses. I often used to make the trip when crossing from the Great North Road to the Lake District.

You leave Ilkley by the wooded road winding alongside the River Wharfe. If there is no hurry it is worth while taking the short loop road to Bolton Abbey, which has the finest situation it is possible to imagine. The great East Front looks out over verdant green lawns, about which the Wharfe winds, to the 56 stepping stones, reputed to be the longest series in the country. Overlooking this green valley are the dark shades of Bolton Woods. It is a perfect scene of English tranquillity.

Then on to Skipton, where the main road runs straight through the market place, to Gargrave and Long Preston, both typical Yorkshire hamlets, and then to Settle. Afterwards comes a long climb, with moorland as flat as a pancake in the distance. Here the air is always cool in the summer and positively arctic in the winter. The impressive form of Ingleborough breaks the skyline, not the highest but certainly the most prominent mountain in Yorkshire. You then drop down to Ingleton which, in contrast with its neighbours, is a charming village, retaining the sternness of grey stonework, yet is mellowed by the crystal

waters of two streams that tumble about rock-strewn glens to form the River Greta.

Ingleton is the land of caves and waterfalls, and it pays to make enquiries as to the best way to explore this district. You ride a little way out from the village and then leave the machine. There is a path leading along a valley hidden deep in the trees, and along this hilly route you start on a tourlet of miniature waterfalls. There is Snow Fall, Baxengill Gorge and Beezly Head, after which you come to a farm situated on a wide plateau, within close sight of Ingleborough. The effect, sitting on the wall of the farm, is that you are above, or at least on a level with, the summit. It is an illusion, however, for this spot is well over a thousand feet below the cairn.

On the way up you will have removed all your thick clothing, for it is fairly heavy going. But you will soon be putting it on again as the cool wind comes whistling across the moors. The going is a bit easier on the downward path back to your starting place, past three unique cascades, Raven Bay, Thornton Foss and Pecca Falls.

So much for the mountain streams, but it is more exciting still to plunge deep below the moors into one of the many underground caverns, such as Yordas or Weathercote Caves, not to mention the equally impressive pot holes, Jingle Pot and Rowton Pot.

Unlike the underground caves at Cheddar, these

OF YORKSHIRE

Memories of Ingleton with its Road-strewn Glass and Mysterious Underground Rivers and Caverns

By "NOMAD"

places are not thronged with tourists, nor have they been titivated up until they assume an appearance that is in any way theatrical.

In Yordas Cave there are impressive stalactites—they say it takes hundreds of years for them to grow an inch. Personally, I found Weathercote Cave startlingly interesting, although it lacks both the stalactites and stalagmites associated with these underground places. Instead there is an awe-inspiring torrent of water hurtling out of space into a black chasm.

Dangers

The place is so remote that you may have to wait quite half an hour even in the summer for the guide to form a small handful of people to take round. The place is much too dangerous for strangers to roam about at large. You enter a great hole in the wellside, big enough to drive a bus through, but the tunnel-like cave gradually gets smaller, until the guide is constantly issuing his warning to "Watch your heads," and the dampness, too, makes the place so slippery that floor boards are necessary in order to get a footing.

You seem to be walking right into the middle of the earth, and the walls close in to such an extent that you crouch half-bent like a miner making his way along the pit. The outside world seems far, far away, and you are just thinking the tunnel will soon close up to nothing, when, with an abruptness that is startling, you almost fall into a great cave, with its ceiling so high as to be nearly lost in the gloom. It produces an eerie feeling to know you have penetrated 900 yards into Ingle-



"... within close sight of Ingleborough. The effect, sitting on the wall of the farm, is that you are above . . . the summit"

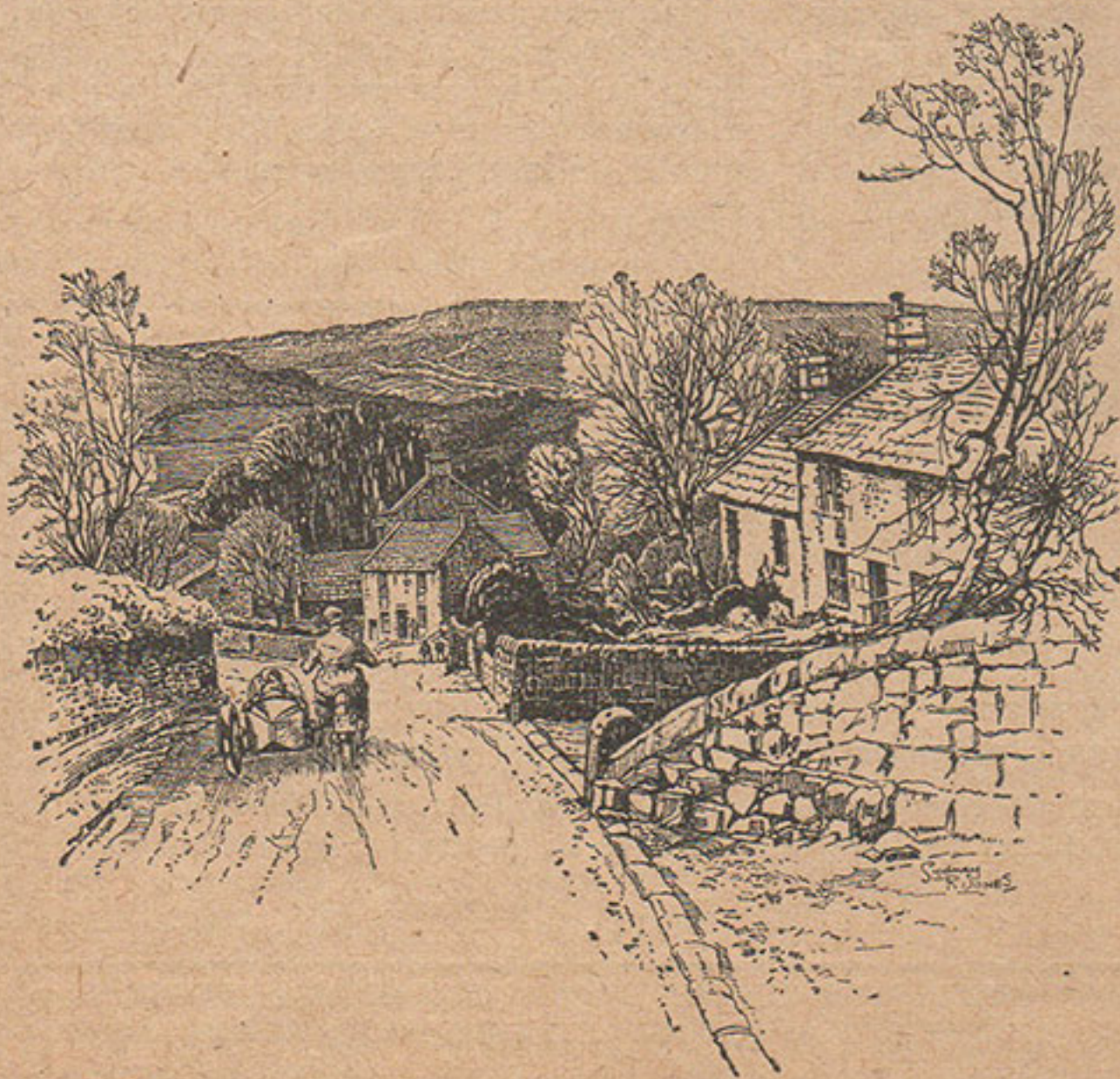
borough under the Yorkshire moors and to listen to the thousands of tons of water pounding away into a cave which never fills up. The din, as the foaming water shoots down seventy feet into the abyss below, I can only compare to the machine shop noise of a mass-production engineering works.

The guide shouts above the roar of the water: "This is caused by an underground stream coming through the roof of the cave and dropping down to a chasm below ground. In a drought you can get down to the lower level and stand under the falls, but now, with the streams in flood, no living thing can exist down there."

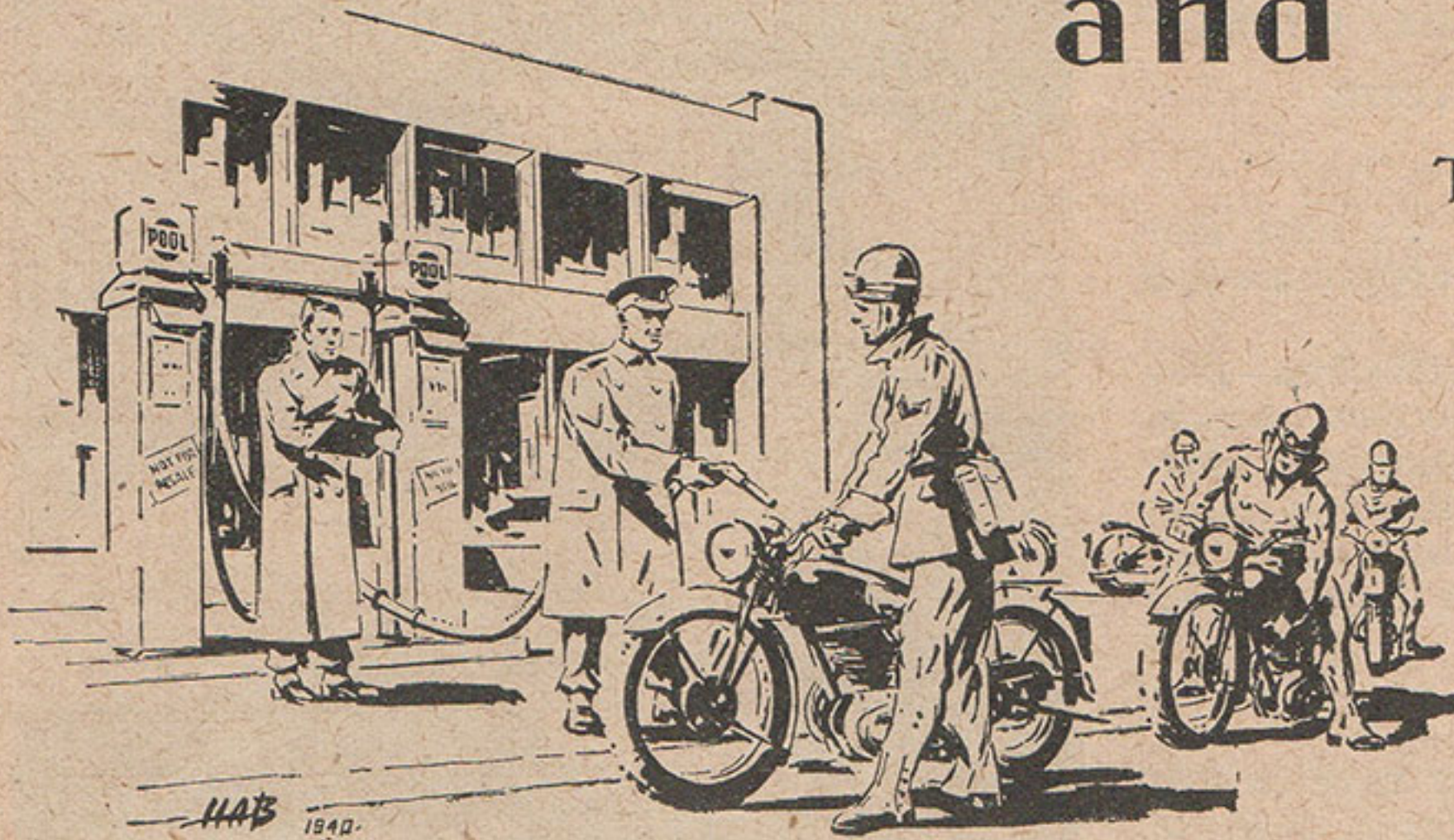
You stand spellbound by the scene, indifferent to the cold and damp. Then turn back, stooping along the cave until the seething waters are just a low murmur echoing along the walls.

There are quite a few sighs of relief as the party emerges into daylight that makes you blink after the gloom of the caverns. The moorland wind, that had earlier seemed cold, was now like a warm current compared to the damp chilliness of the cave.

And then you are glad of the motor cycle to get you quickly down to Ingleton for some hot tea. Fresh pikelets, with tasty home-made pear jam, and all those other things that go to make a Yorkshire man's tea the best in the world.



Vacancies for D.R.s and Drivers



The Opportunities Under Our Official Recruiting Scheme

A MESSAGE FROM THE MINISTER OF TRANSPORT

Comments by Lt.-Col. J. T. C. Moore-
Brabazon Which are Meant to
be Heeded by All

DECEMBER brings us a shaming record
of road accidents totalling 1,313.

Two-thirds of them are at night. High
as these night figures are, they are slightly
less than those of last year.

We have imposed upon ourselves light-
ing restrictions that we may turn to for
an explanation, but not an excuse, for
such continued carelessness on the roads.

As yet I notice few life-preserving
patches of white worn at night. Surely
not to do so is to offer a needless hostage
to fate. Never forget that you can often
see the lights of the car before the driver
can see you.

Danger in Speed Limits

Where speed limits exist four times as
many pedestrian deaths have occurred as
where they do not. This shows it is in
the urban areas where the greatest danger
occurs and yet the town-dweller should
know well the dangers that exist for him
in streets unlighted by lamps or by
vehicles.

The worst point in the figures, however,
is the doubling almost of deaths in day-
light. Suicide and manslaughter are not
characteristics of English life; why they
should be in evidence upon the roads is
obscure.

VACANCIES continue: There are still
openings for D.R.s and Drivers in the
Royal Corps of Signals. Not only may
those who registered last Saturday and
the previous Saturday take this oppor-
tunity via our official War Office scheme,
but all who have registered under the
Armed Forces Act and have not yet been
allocated to a specific unit. Two other
provisos: The men concerned must not be
reserved and must not be born earlier than
1900 in the case of D.R.s or 1890 for
Drivers.

The medical standard is Grade I for
D.R.s and for Drivers not over 35 years of
age and Grade II for Drivers who are
older than this. The driving comprises in
the main handling 8- and 15-cwt. trucks
and the knowledge required is that of
being able to drive a car or lorry.

The necessary form for all appears
below. Men who wish to become Drivers
should mark the form "Driver" in the
top right-hand corner and give details of
their car or lorry driving experience
instead of motor cycle experience.

An important point, which is frequently
overlooked, is that all who have registered
must advise us of their Registration Num-
ber under the Act, with prefix letters, and
the full address of the Ministry of Labour
office at which they registered.

Those who are too young to register
under the Armed Forces Act cannot be
absorbed under the scheme. If, however,
they are 19 years of age and have not
yet reached their twentieth birthday they
can enlist as Regulars—that is, for seven
years with the Colours and five on the
Reserve. The necessary details are
obtainable on application to the Editor.

OUR POST FREE OFFER

FULL details of the Editor's offer to
men in the Services appear on the
inside of the back cover of this issue.
Under the scheme every man in the Navy,
Army and Royal Air Force can have *The
Motor Cycle* sent to him direct without
having to pay anything for postage.

ARMY D.R.s

THE MOTOR CYCLE OFFICIAL REGISTER

SURNAME..... CHRISTIAN NAMES.....

DATE OF BIRTH..... NATIONALITY.....

PERMANENT ADDRESS.....

PRESENT EMPLOYMENT.....

MOTOR CYCLE EXPERIENCE. *This should be given on a separate sheet, signed, and pinned to this form.*

I wish to have my name registered with a view to enlistment as a volunteer motor cyclist Despatch Rider in His Majesty's Army and undertake to report as directed. I understand that registration can give no guarantee of enlistment.

SIGNATURE..... DATE.....

ON COMPLETION THIS FORM SHOULD BE POSTED TO THE EDITOR. "THE MOTOR CYCLE," DORSET HOUSE, STAMFORD ST., LONDON, S.E.1. A 2d. STAMPED ADDRESSED ENVELOPE SHOULD BE ENCLOSED FOR ACKNOWLEDGMENT OF SAFE RECEIPT.

Ambassadors by Motor Cycle



Adolf Camilloni, the Peruvian leader of the expedition, on his B.S.A.

The Story of an Out-and-Back Trip Across Half a Continent Which Made Many Friends

from Plaza de Armas—the main square of Lima—to find hundreds more already present. The team lined up in front of Government House, and among those present at the send-off were the Mayor, the President of the National Committee of Sport, and many members of the Press; the trip had the unofficial blessing of the Government.

At every principal stopping place along the long route the scene was much the same. Local clubs and civic officials turned out in welcome, and always there were motor cyclists by the score. The journey, however, was by no means a long round of pleasant social gatherings; it had its sterner side.

Tropical Heat and Arctic Cold

There were flooded rivers to be forded, mountains to be crossed, desert to be negotiated, and tropical storms to be weathered. In some parts where roads were not available it was necessary to ride along railway tracks. In the desert the extremes of stifling heat by day and perishing cold at night called for considerable endurance, the more so from the fact that the amount of equipment which could be carried on the solo machines was strictly limited. Crossing one of the mountain ranges entailed climbing to a height of 13,800 feet above sea level; here, as can be imagined, snow and ice had to be contended with.

May 4th was the scheduled date for arrival at Buenos Aires, where the riders were very cordially received. On May

27th they left again, and their send-off from Parliament Square, Buenos Aires, rivalled that which had started them on their long journey; in addition to consular representatives of Peru, there were in force members of the Argentine Automobile Club, the Natives-of-Buenos Aires Club, and scores of unattached motor cyclists and motorists.

Saying good-bye to the many friends they had made during their short stay, the little band of solo riders set out for home, again to cross half a continent, to face anew the floods and the desert, the mountains and the storms. What a rousing reception awaited their return to Lima! Then followed a special reception by the Peruvian Touring Club.

Delighted with the successful outcome of the expedition, the Lima Municipality presented its organiser and leader, Camilloni, with a gold medal and diploma.

The motor cycle has a value beyond its ability to provide health-giving sport and recreation, a value greater even than its usefulness as an extremely economical means of transport.

THE world over there is, and always has been, a fellowship between motor cyclists which nothing can destroy. Though motor cyclists from opposite ends of the earth may meet for the first time, there is instantly a basis for friendship between them. On several occasions this power has been recognised. More than once, round-the-world tourists by motor cycle have set out from this country. There were Castley and Cathrick on B.S.A.s, Glanfield and Sparkes on Ridges, to mention only two of the better-known trips. On every occasion the interests of British motor cycles were furthered, but, more important, the wonderful fellowship of motor cycling was spread.

News of another undertaking of this nature successfully completed has come to hand from South America. Though the trip was confined within a single continent, the nature of the journey was such as to turn the ride into the work of pioneers.

A Trip of 8,500 Miles

On April 21st, 1940, five Peruvian motor cyclists set out from Lima to ride to Buenos Aires and back by way of Chile, a distance of over 4,250 miles each way. The trip had for its object the tightening of the bonds of affection between motor cyclists of the republics of Peru, Chile, Bolivia and Argentine.

The team of solo riders was led by Adolf Camilloni, president of the Peruvian Touring Club. His mount was a standard 500 c.c. overhead-valve M.22 B.S.A., which already had four years' hard trials work to its credit. Camilloni elected to ride it "Because (to use his own words) I had absolute certainty of its performance and reliability."

The other four riders, Isaac Perea, Henry Carrera, Humbert Salinas, and Archimedes Ojeda, were mounted on American machines, one of which, incidentally, broke down. Hundreds of fellow motor cyclists turned up to see the start



Flooded rivers, high mountains and desert were some of the hazards encountered by the expedition along this 4,250-mile route down the Western Coast and across the Andes of South America.

LORD WAKEFIELD

A Tribute to a Great Man

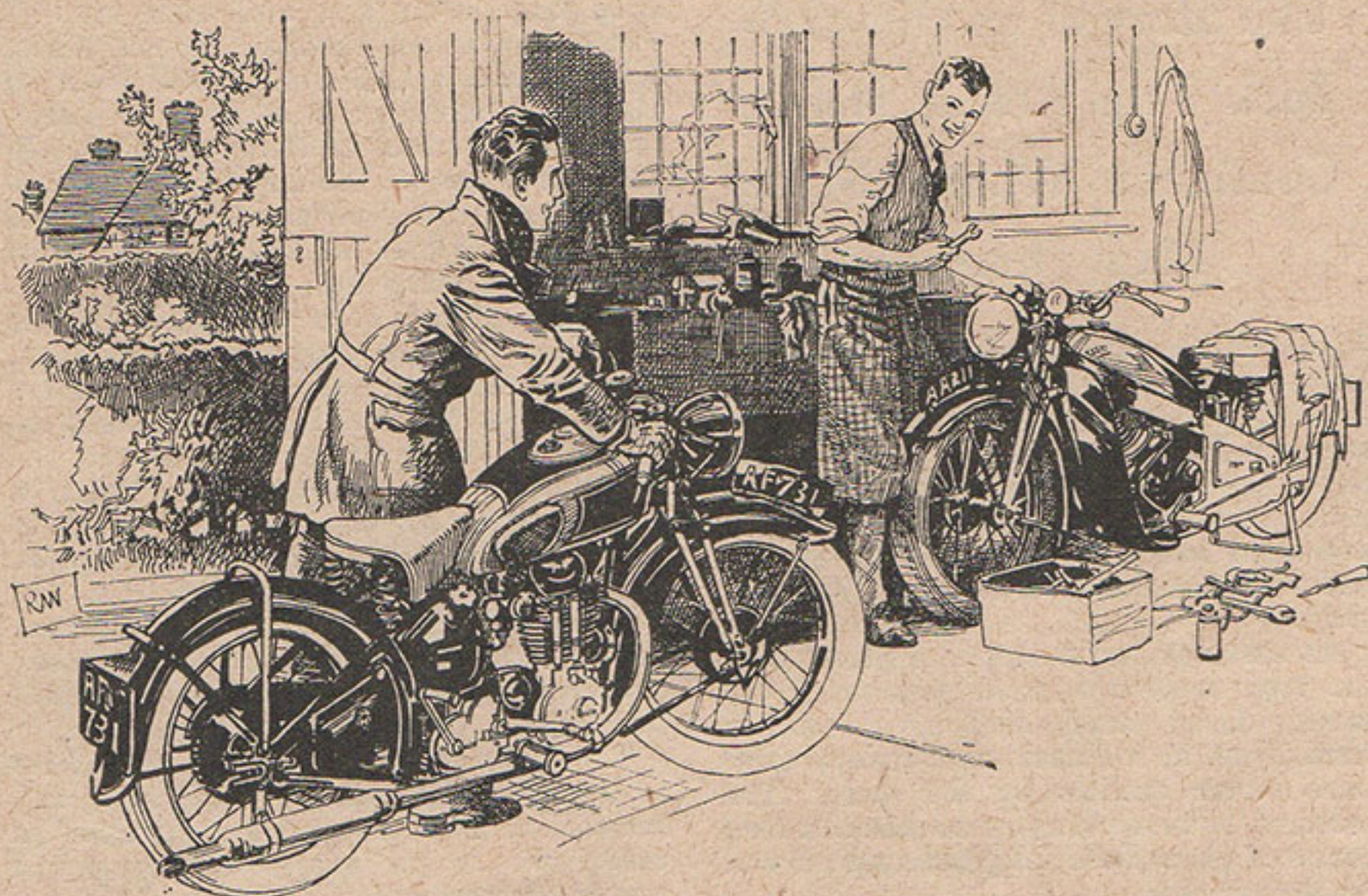
A GREAT patriot and a most generous philanthropist died last week. We refer, of course, to Lord Wakefield, one of Britain's outstanding figures for 30 years and more. Even at 81 years of age the head of the famous oil firm of C. C. Wakefield and Co., Ltd., was still in harness.

After finishing his education, Charles Cheers Wakefield entered an oil-broking firm and later journeyed round the world. It was in 1899 that he founded the firm which has become known the world over as the producer of Castrol. Five years later he was elected to the Court of Common Council, and in 1907 and 1908 served as Sheriff. He was knighted in 1908, and in November, 1915, became Lord Mayor of London. His great work of recruiting when Lord Mayor is probably unparalleled. All know how Lord Wakefield encouraged British efforts on land and sea and in the air. He yearned that Britain should for ever lead the way with her achievements. In the motor cycle sphere he did much to encourage racing and record-breaking, and it may be justly said that but for him the T.T. might not have attained its greatness.

SOLO TOWING

The Minister of Transport has decided that the regulation (Construction and Use) which was to prohibit the drawing of a trailer by a solo motor cycle as from January 1st, 1941, shall not be imposed this year, states the Manufacturers' Union. This means that it is still permissible for a solo rider to give anyone a tow.

My Hints and



The Winner's List of the Six Best Hints We Have Published Over the Past Year, Together With the Entries of Some of the Runners-up: Readers Reveal How "The Motor Cycle's" Week-by-week Practical, Helpful Suggestions Prove a Boon Indeed

By "NITOR"

ONE at least will agree with my selection of the winner in my hints and tips competition, and he is Mr. Hack. It will be recalled that late in December I asked readers to name the six best hints or tips we published in 1940, setting them out in order and giving the reasons why they selected them. As a little prize, I offered a set of "The Motor Cycle" handbooks for the selection which I adjudged best, and a copy of the Diary and Handbook for the runners-up. There have been so many excellent replies that I have decided to send a copy of the Diary as a consolation prize to each of those whose lists I publish.

The winner's list, of course, appears as No. 1 of those published on these pages; the remainder and those that will be published next week are in no special order.

May I say how encouraging all these letters are? We take a lot of trouble over hints, tips and practical articles in an endeavour to put across material which will really help; to find that they have helped is very pleasing and more than a little encouraging.

Read on, running through the lists and the reasons why the particular hints are selected—you will, I think, find them very interesting, even as I did when I read through the entire entry.

The Winner's Selection, Which Includes One Tip Popular with Several Entrants

I consider the six best tips of the year are as follows:—

1. "Workshop and Open Road," September 26th. "Torrens'" tip of fitting

a new fork spring if the old one has settled. Mine had, and, having had a toss at 50, which was caused by a wobble, I decided to replace it. Since fitting the new spring I have not had one moment of anxiety.

2. "Questions and Replies," April 11th. I was interested in the reply on chain case condensation, which advised drilling a 1/8 in. hole in the front half of the case at the back end towards the top, to assist chain case breathing. I was troubled very badly with condensation in the front chain case during the early months of the year. Since carrying out the modifications I have had no recurrence of this kind.

3. "Workshop and Open Road," October 31st. The tip of screwing a cheap slate to the garage wall, with a piece of chalk alongside, for making notes of things needing to be done to the machine, is a very sound proposition. My machine is, in consequence, kept in better condition.

4. "Workshop and Open Road," February 29th. "Torrens'" hint of wrapping tight filler caps, etc., with rubber

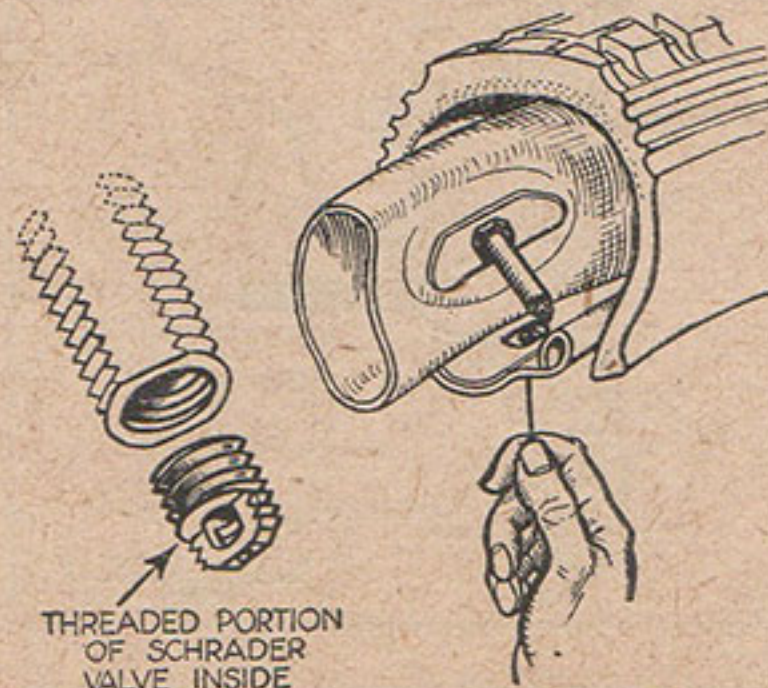
bands to get a better grip for unscrewing has been found to be completely successful. Although I have never used this dodge for a filler cap, I have on many occasions loosened plated parts by it.

5. "Workshop and Open Road," March 28th. I have always used wax polish as an anti-rust solution, but have found, like "Torrens," that it is not fool-proof. I adopted his plan of spraying the machine with thin oil. I have found that, in spite of my shed being very damp, there was very little rust in evidence when I brought the machine out in the summer.

6. "Hints and Tips," August 15th. This, my final selection, should perhaps be given more prominence. It concerns the tip of attaching a length of cord to an old tyre valve inside for guiding the valve through the hole in the rim. I have found it especially helpful and time-saving when fitting a new tyre. It is both a difficult and painful process to get one's hand between inner tube and outer cover, at the same time trying to guide the valve through the hole in the rim.

Sussex.

PETER S. C. HACK.



THREADED PORTION OF SCHRADER VALVE INSIDE

Guiding a tyre valve through the rim-hole by means of cord attached to an "old-inside."

Riding Under Wartime Conditions Forms the Basis of This Selection

The following are what I consider to have been the six most helpful hints or tips out of the scores of useful tips given in *The Motor Cycle* in the past year.

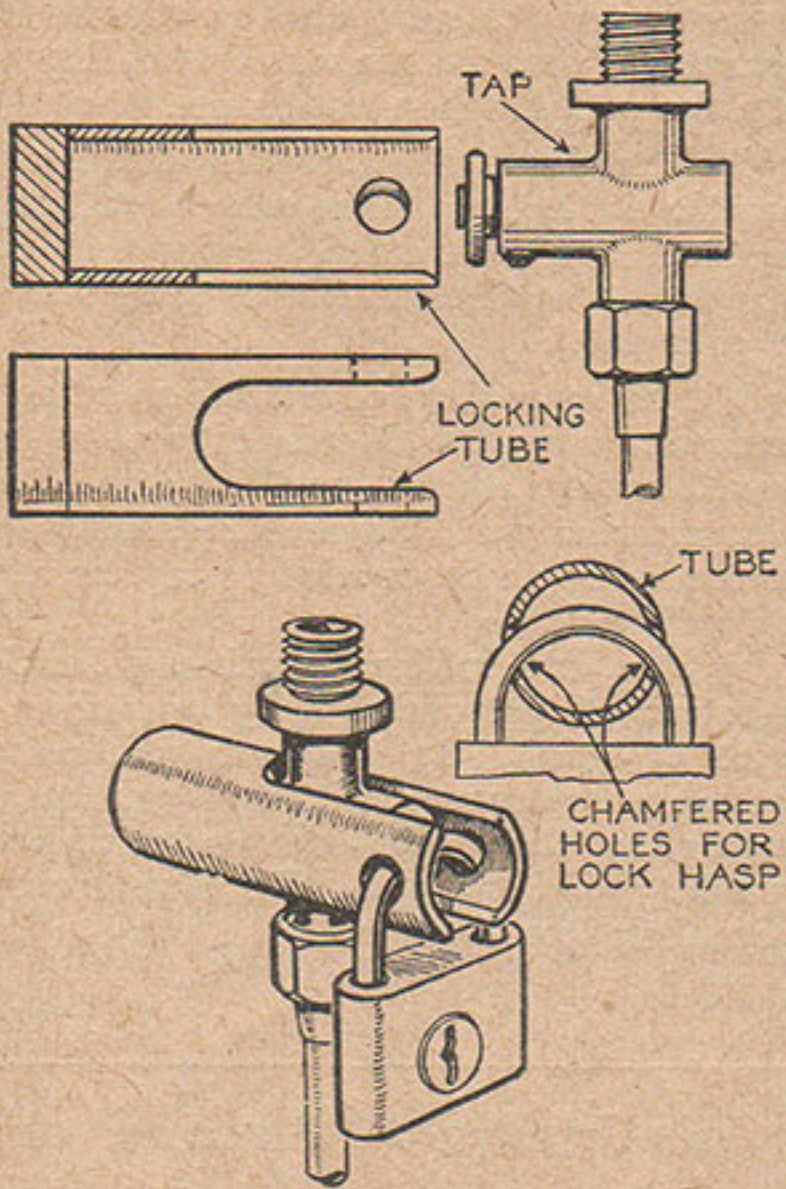
First, I place the advice given by "Torrens" in "Workshop and Open Road," Part 322, concerning the taping of a spare cable to each important cable on the model in case of trouble on the road, during the black-out, or when far

Tips Competition

from home or a helpful garage. Another reason for the helpfulness of this hint is that spares of all descriptions are becoming increasingly difficult to obtain, and even a minor repair like a frayed cable may be held up for some little time later on, with resulting loss of time and temper.

For Hint No. 2 I place the useful article (also "Workshop and Open Road," Part 301) dealing with cross-country riding on signpostless roads; many a time have I had cause to bless my one-inch 5th Edition Ordnance Surveys when having to find my route to a strange destination. Reasons for this hint are pretty obvious: Without maps, the absence of signposts entails stopping to enquire the way, which at best means loss of valuable time, and may mean wrong or faulty directions, wasting precious lumps of petrol coupons.

Hint No. 3 is connected with No. 2,



A simple and effective lock for pull- or push-on petrol taps.

being "Ixion's" design of a handy map-holder ("Occasional Comments" of February 8th). Mine was made from an old Ovaltine tin, but instead of rolling the map-strip round the tin, I prefer to use a previously worked-out route-card strip, based on approximate mileage readings and landmarks passed *en route*. Reasons for this hint: Much time and worry saved by not having to keep stopping to fork out a map and check one's whereabouts. This especially holds good on rainy runs, when a good map can easily be reduced to a soggy pulp by continual handling.

For Hint No. 4 I commend "Ixion's" notes (December 19th) on the scheme for diminishing night-blindness by taking Vitamin A by means of halibut liver-oil capsules. As far as I am concerned they are really efficient, and I have long taken them regularly, quickly noticing the loss of vision if I stop taking the daily dose.

To anyone who starts taking these capsules, however, I would say, be fair and keep it up regularly twice or three times a day for at least three weeks. Reasons for including this hint: With the reduced lighting permitted to us, night driving is definitely dangerous both to drivers and pedestrians. Anything that will help to increase our powers of vision is not only helpful, but, I would even say, vitally necessary.

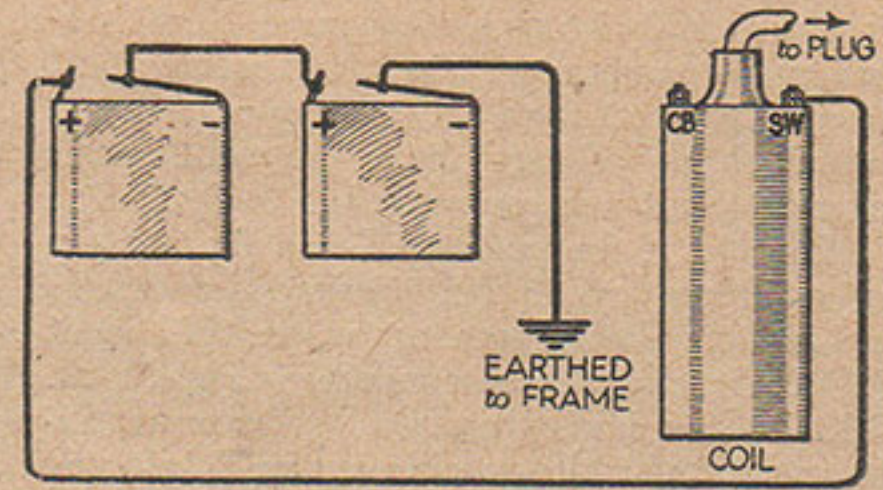
No. 5 is the very neat and practical way of immobilising the model by locking the petrol tap in the way suggested by "J. R. G." in the issue of July 18th. The only thing is: Don't mislay the key if you use a snap-lock! Reasons for this hint: Once made, this fitment is handy and small enough to carry in the outside coat pocket with the small change, coupons, cigarettes, etc. It is also impossible for anyone else to damage the machine if he or she tries to move it, as in the case of a chain round the wheel, for instance. Only the other day I saw a rueful owner gazing at a bent exhaust pipe and footrest caused by a cinema car-park attendant trying to move the model to allow someone to get out, and falling over with the machine with the wheel locked.

Hint No. 6 again comes from that encyclopaedia of knowledge, "Workshop and Open Road," Part 324. "Torrens" says it's commonplace, but using the old chain to draw on a replacement is a new one on me, and I shall certainly take advantage of his tip when fitting a new rear chain. It certainly is simple "when you know how." The reason for including this tip in my list is obvious to anyone who has spent endless minutes with oily fingers trying to find the end of the chain round the murky depths of the gear box sprocket!

Well, that concludes my selection, and it's taken me over three hours to pick out six from scores of useful hints. Incidentally, the time went by because, on looking through my old copies, I got interested in various articles, etc., which simply had to be re-read!

Herts.

WILFRED CASTLE.



Connections for the get-you-home coil ignition hint referred to below.

A Useful Collection of Hints, with Good Reasons for Adopting Them

Here are what I consider to be the six most useful hints or tips published in *The Motor Cycle* during the past year.

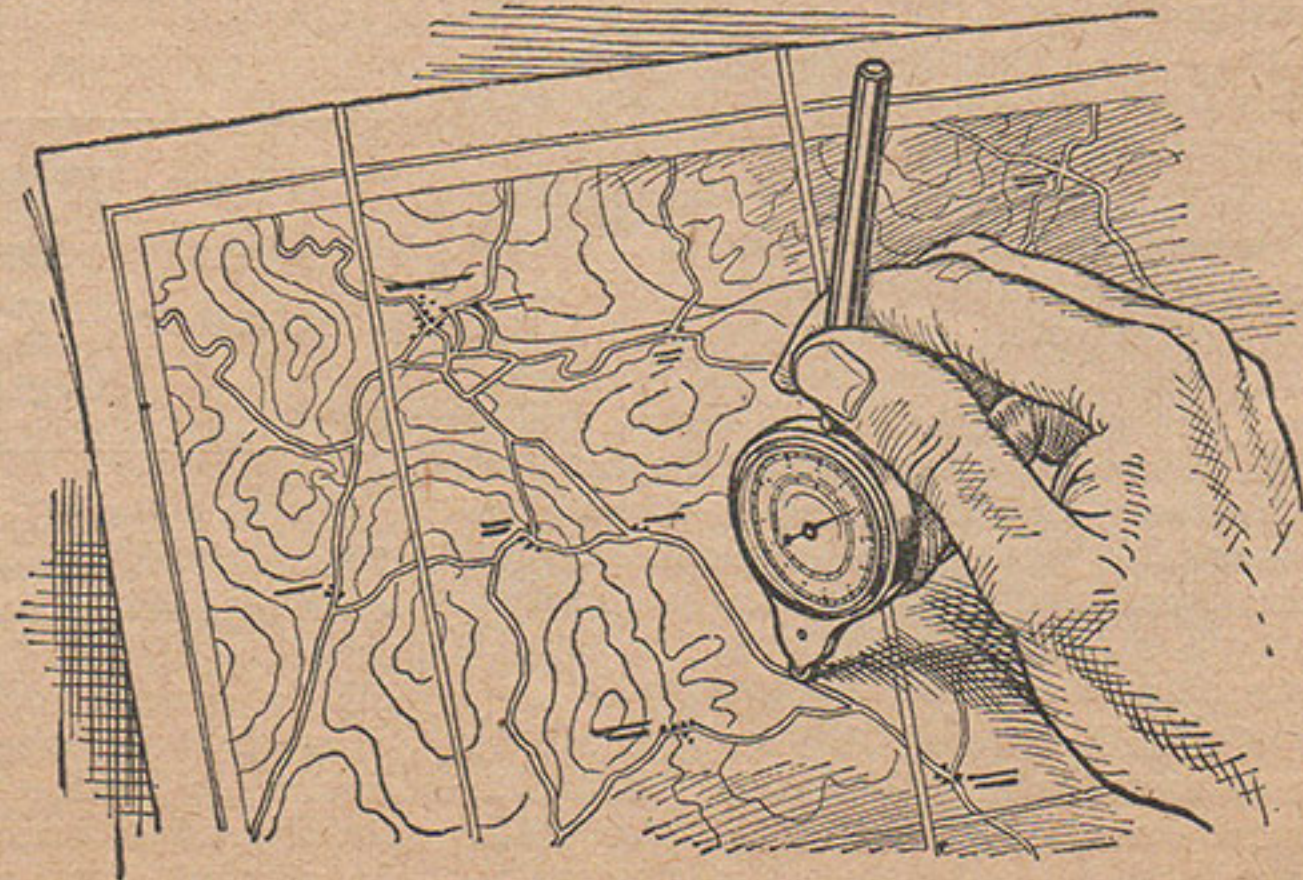
The one to which I must assign first place is, in the event of battery failure on a coil-ignition model, connect two flash-lamp batteries in series, with positive to the terminal S.W. on the coil and earthing the negative, leaving the battery leads in place. This got me home during a minor cloudburst, when I would have been stranded 14 miles from the nearest village.

No. 2 is the one concerning renovating competition coats with tyre paint. This appeared at a very opportune time, as my coat had begun to leak at the shoulder and sleeve seams. Now it does not.

Thirdly comes the tip to dry out wet brakes by gentle application before they are needed. I have never been in difficulties through neglecting this precaution, but it is certainly a useful addition to my meagre store of knowledge.

No. 4, I think, shall be "Riding in Signpostless Country," where we were advised to study a map closely before breaking new ground, and to prepare a route card of easily noted landmarks, with their distances from each other and the starting point, and checking these by

Plotting distances between landmarks with a map measurer in the preparation of a route card.



My Hints and Tips Competition—

speedo. This stood me in good stead on a 230-mile journey through mountainous Wales.

Fitting a 12-volt bulb in the tail lamp I place fifth in order of merit. A considerable number of black-out miles at 20 m.p.h. meant regular battery charging, which has become less frequent since carrying out this suggestion.

Tip No. 6 in my case is to fix a strip of steel on top of the petrol filler cap to extend to the handlebar when this is at full lock, and there secured by a padlock. I had a suspicion that my Pool was diminishing rather too quickly when I left the bike at work. This, however, solved the problem, immobilising the machine as well.

D. McHUGH.

Oldham.

Hints Which Have Helped a Sailor During His Leave Periods

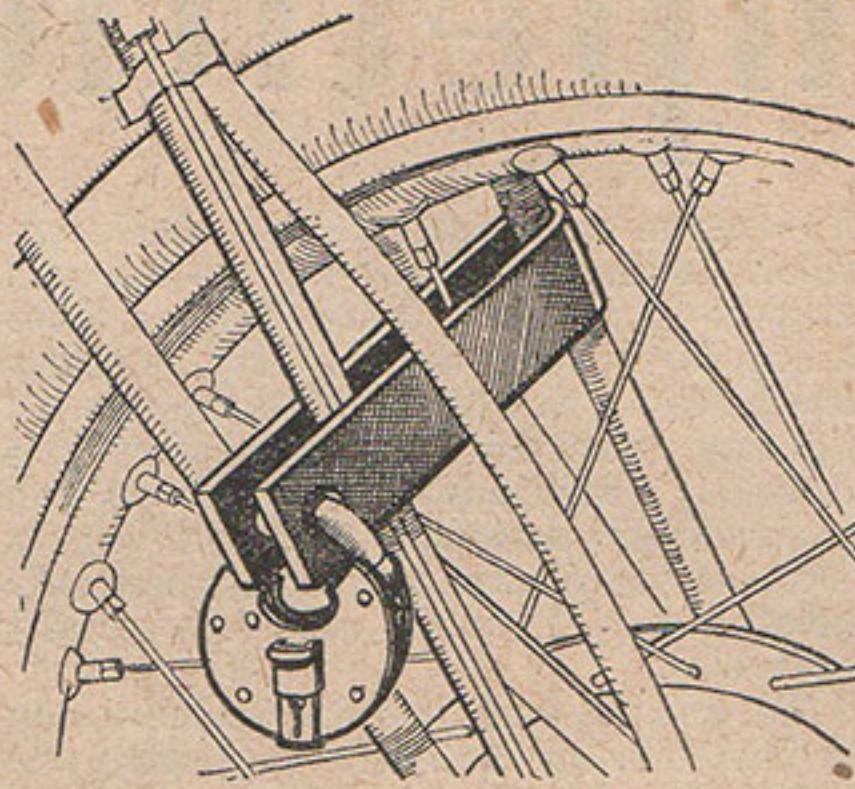
I am lucky in having a friend who, like me, is a great enthusiast; he sends me *The Motor Cycle* every week under your subscription scheme. The six hints and tips that I have found most valuable are as follows:—

(1) For eighteen months I have been the proud owner of a 350 c.c. Triumph de luxe, although out of that time the machine has been laid up for twelve months. However, at the beginning of September I was home on leave for a few days and gave the model a good inspection. I noticed that on various parts the enamel was chipping. I had been reading "Torrens'" "Workshop and Open Road," Part 312, only the week before and found his tip about synthetic enamels most useful. I am pleased to say that there are no rust marks now that I have touched-up the affected parts.

(2) Another "Workshop" article which enlightened me was Part 318. About two years ago I owned a Royal Enfield and had considerable trouble with the Bowden cables. I shall always remember in future never to use short cables; I am ashamed to say that they had been cut down many times and were never properly free from harshness, although they were greased regularly with a cable greaser.

(3) This is another very useful hint that I welcomed only last week. I had the good fortune to have fourteen days' leave at the beginning of December and I was very eager to get on the road. After 7 or 8 miles the clutch cable nipple pulled off. However, I thought of the tip that "Torrens" had given, and by passing the inner cable through the nipple housing on the lever, bending it downwards and then banging the nipple in from the top, I was able to continue my journey.

(4) Another tip which I am sure will be most useful is in "Workshop," Part 311, which informs me that if a little chalk is rubbed on the file before attempting to file solder, the solder will not stick. It



A simple service for immobilising the machine

has caused me a tremendous amount of trouble at times to make a file serviceable once more after doing a job where solder is concerned.

(5) Another hint that "Torrens" gave me was in Part 305. I had the good fortune to be a despatch rider during a stay at some naval barracks, and one day I was given an urgent message to deliver some 70 miles away. At the time I set off I didn't give a map a thought, having forgotten that I would not have any signposts to guide me. I had to go through some rather lonely country, and I found that by looking at the wear and tear of the roads I was able to pick my way to my destination. I asked occasionally to make certain, but I never had to turn back once all the way. I think I was rather lucky as I had not travelled over that part of the country for about two years.

(6) The last tip, for which I was very grateful, was given in your July 4th issue on immobilising the machine. I had removed the contact breaker while away from home, but I had to find some other means of immobilising the machine when in use. I wrote to my friend asking him to have a U-shaped piece of steel made up to fit across the front fork blades, using a stout padlock with two keys. My friend got the exact thing made by the local blacksmith; the complete device cost only 2s., so all my troubles were ended.

c/o G.P.O. London.

D. JONES.

These Tips are Chosen Mainly for Their Value Under Present-day Conditions

Of the many valuable hints published in *The Motor Cycle* during the last twelve months, I think the six set out below have helped me most. I have selected them chiefly because of their value in these days of war, when petrol is rationed, emergency measures are constantly being brought into force and when one has to be at work dead on time day after day without fail.

(1) Effecting petrol economy by using a fixed throttle opening, by avoiding violent acceleration, and by using the ignition lever as a corollary to the throttle. This has enabled me to gain up to 15 m.p.g. on a 350 c.c. Norton—a definite improvement on peacetime mileage and a valuable saving.

(2) Starting of small two-strokes (re the difficulty of ensuring a "startable" mixture with Pool petrol). I mentioned this tip to a friend owning a 125 c.c. Excelsior. With a hacksaw he slightly deepened the slot in which the strangler works. He now experiences no difficulty in starting in the mornings and has not been late at the factory since.

(3) Another hint I found useful concerned immobilising machines, and is applicable to most motor cycles. A short piece of gas piping is slotted to fit over the petrol tap. Two holes are drilled in the protruding portions, and the device is then slipped over the petrol tap and locked in position by passing the hasp of a padlock through the holes, which must be chamfered to ensure a good fit. This device is very efficient and has the added advantage that it can easily be slipped into the pocket when not in use.

(4) The duplicating of the clutch and throttle cables is a trick which will save me from being stranded on the long run to and from work next time a cable breaks or pulls out.

(5) The reproofing of a rubber competition coat by treating it with tyre paint has proved a very efficient method of renovation, especially at the present time when we are asked to make clothes last as long as possible.

(6) Last, but not least, is the tip for the detection of petrol leaks by petroiling a quart of spirit. It is a sure method of finding where those odd drops go, and of getting to the root of the particular trouble.

G. W. ANDREWS.

Southampton.

An Unusual Collection of Autocycle Hints

(1) May 23rd, page 417: I bought a copy of "Two-stroke Motor Cycles and Autocycles." It is my constant reference, especially when a local garage filled my autocycle tank with petrol minus oil!

(2) March 14th, page 214: Testing nuts and screws. I found a number almost dropping off. Saved time and inconvenience.

(3) March 7th, page 182: Autocycles on 1 in 6½ hills. Testing this statement gave me one of my best runs in Derbyshire.

(4) June 6th, page 456: Pushing off and hopping aboard. A starting method I had not thought of, but have used ever since.

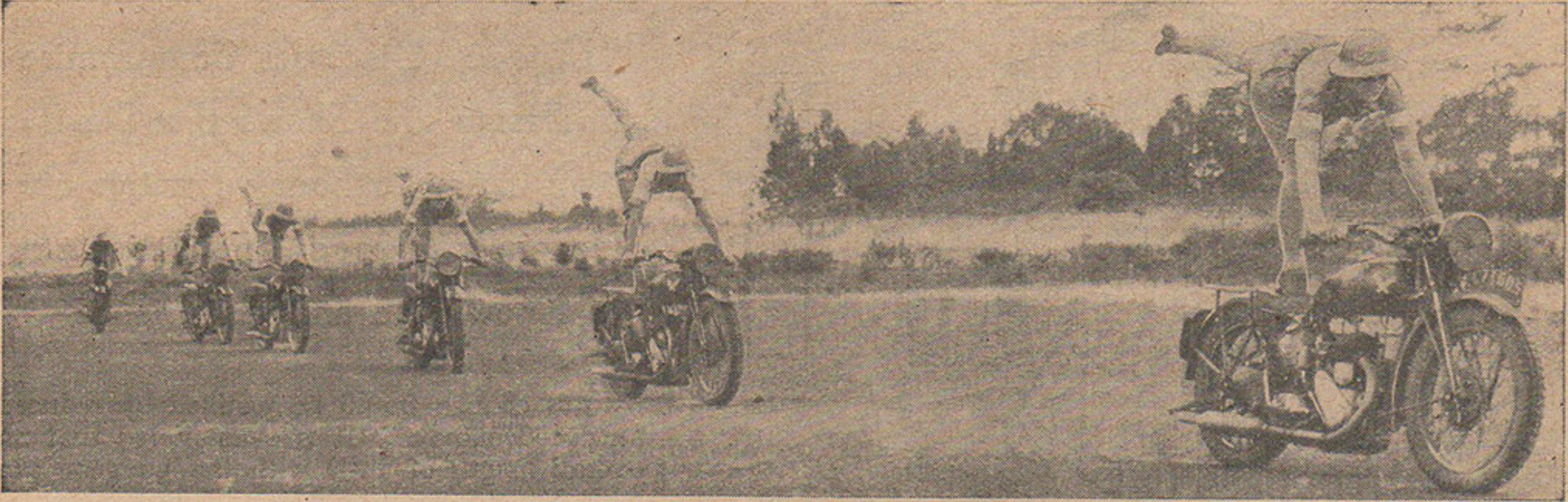
(5) March 7th, page 193: Stopping the engine. Now I always stop the engine if I anticipate a lengthy stop in traffic.

(6) May 23rd, page 418: Readers' lightweight running costs. Made me reckon up my own running costs, and prove how cheap autocycling is!

Manchester.

LEWIS MARLOW.

Current Chat



While the trick-riding, were it in this country, might not be exactly popular with the Quarter-Master-General's department, there is no doubt about the skill of these girls of the First Aid Nursing Yeomanry in Kenya. The machines are W.D. Triumphs

LIGHTING-UP TIMES

| Area | | Jan. 24th | Jan. 26th | Jan. 28th | Jan. 30th |
|------------|------|-----------|-----------|-----------|-----------|
| Birmingham | p.m. | 6.05 | 6.08 | 6.12 | 6.15 |
| | a.m. | 8.34 | 8.31 | 8.28 | 8.25 |
| Glasgow | p.m. | 6.00 | 6.04 | 6.08 | 6.12 |
| | a.m. | 8.59 | 8.55 | 8.51 | 8.48 |
| Liverpool | p.m. | 6.06 | 6.09 | 6.13 | 6.16 |
| | a.m. | 8.42 | 8.39 | 8.36 | 8.33 |
| London | p.m. | 6.02 | 6.05 | 6.09 | 6.12 |
| | a.m. | 8.22 | 8.19 | 8.16 | 8.13 |
| Plymouth | p.m. | 6.22 | 6.25 | 6.29 | 6.32 |
| | a.m. | 8.35 | 8.32 | 8.29 | 8.26 |

Cycle Light Nuisance

"More than one thousand cases have been reported of cyclists riding without authorised lamps."—The Chief Constable of Norwich.

A Civil Question

The Chief Constable of Kent has asked motorists and other road-users to co-operate in observing the lighting regulations after dark.

Cheap at £15!

When an aircraftman was fined £15 at Norwich for five motoring offences, he was told that he could have been fined £240 if the maximum penalties had been imposed.

Hints and Tips—

Motor cyclists may well "take a leaf" from bomber pilots' experiences against the day when long rides are again possible. Raisins and biscuits are two of the items most commonly stowed away by air crews for consumption during the long hours of darkness over enemy territory.

—from the Pilots' "Nosebag"

Slabs of chocolate are particularly acceptable when the temperature falls below freezing. The men often buy cake for bulk, apples or oranges as thirst-quenchers, and glucose as a heat and energy producer, to counteract the effects of fatigue. Barley sugar or boiled sweets complete the "nosebag."

There's a War On!

"A waste of time and money" was how a Sevenoaks magistrate described a police officer's journey from London to Sevenoaks merely to give formal evidence in an out-of-date driving licence case at the court.

Politeness Always Pays!

When a doctor was fined recently at Kingsbridge (Devon) for failing to immobilise his car, the prosecution said that had the defendant "used a little respect" towards a special constable he would not have been in court.

On the Defence

An air-raid warden, summoned at Welwyn Garden City for not immobilising his car, successfully pleaded that the regulation did not apply to civil defence workers when on duty. However, he was advised by the bench that he would be wise to immobilise the vehicle in future, whether on or off duty.

Rapid Road Repairs

Plans for speeding-up the repair of roads damaged by enemy action are being considered by Sir Warren Fisher, Special Commissioner for the London Region. Already steps have been taken to secure the release from the Army of former employees of highway authorities and road contractors, while local authorities have been advised to train men for skilled work.

VERY HUSH-HUSH!
D.R. :—"What, you've lived in this hole forty years and don't know its name!"

In this Issue

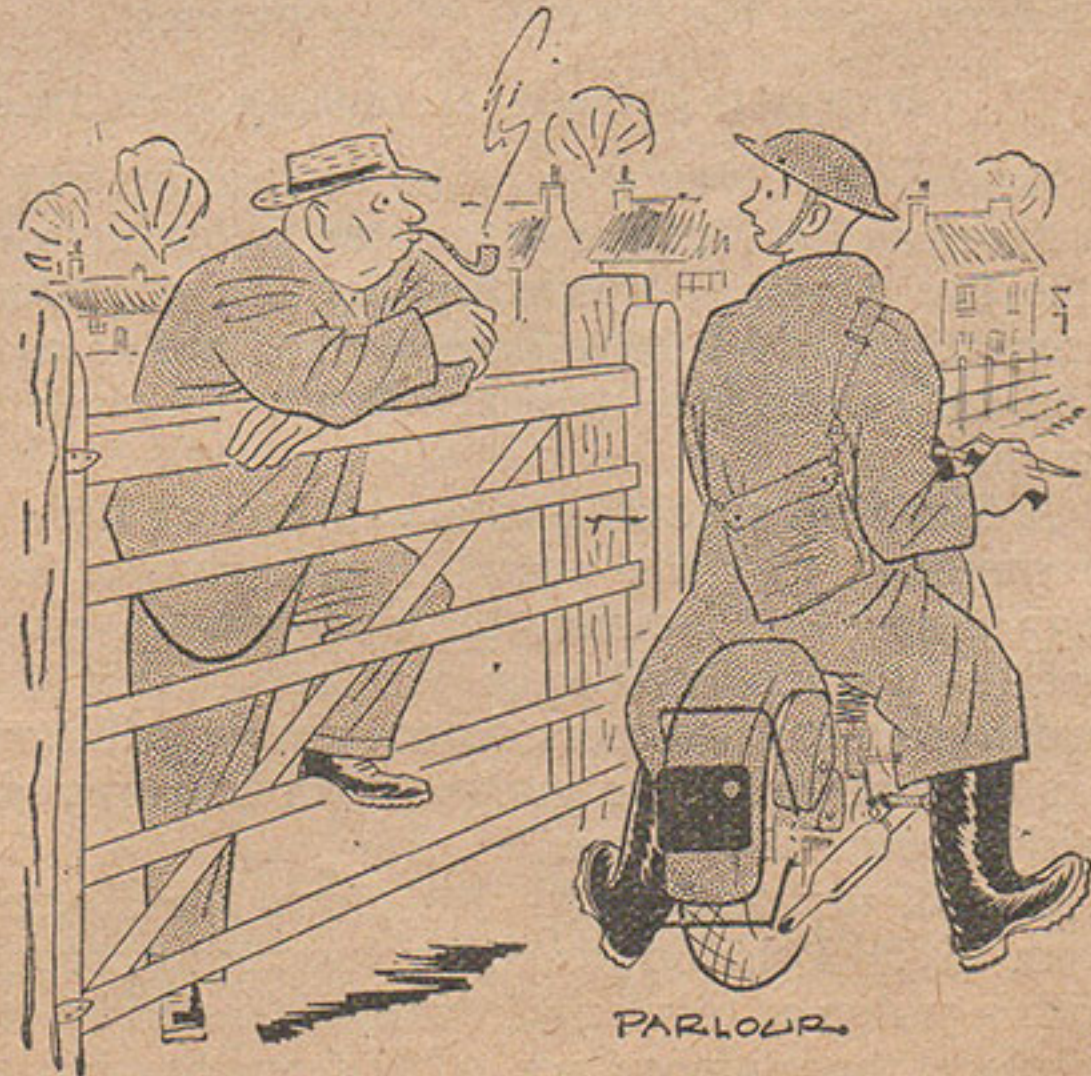
KEEPING THE MODEL ON THE ROAD
"NITOR'S" HINTS AND TIPS
COMPETITION
MOTOR CYCLE DESIGN

Creosote Fuel Scheme

A recent Ministry of Information bulletin states that a scheme to promote the use of creosote and similar coal-tar fuels for commercial motor vehicles will be introduced towards the end of this month.

In B.M.W. Town

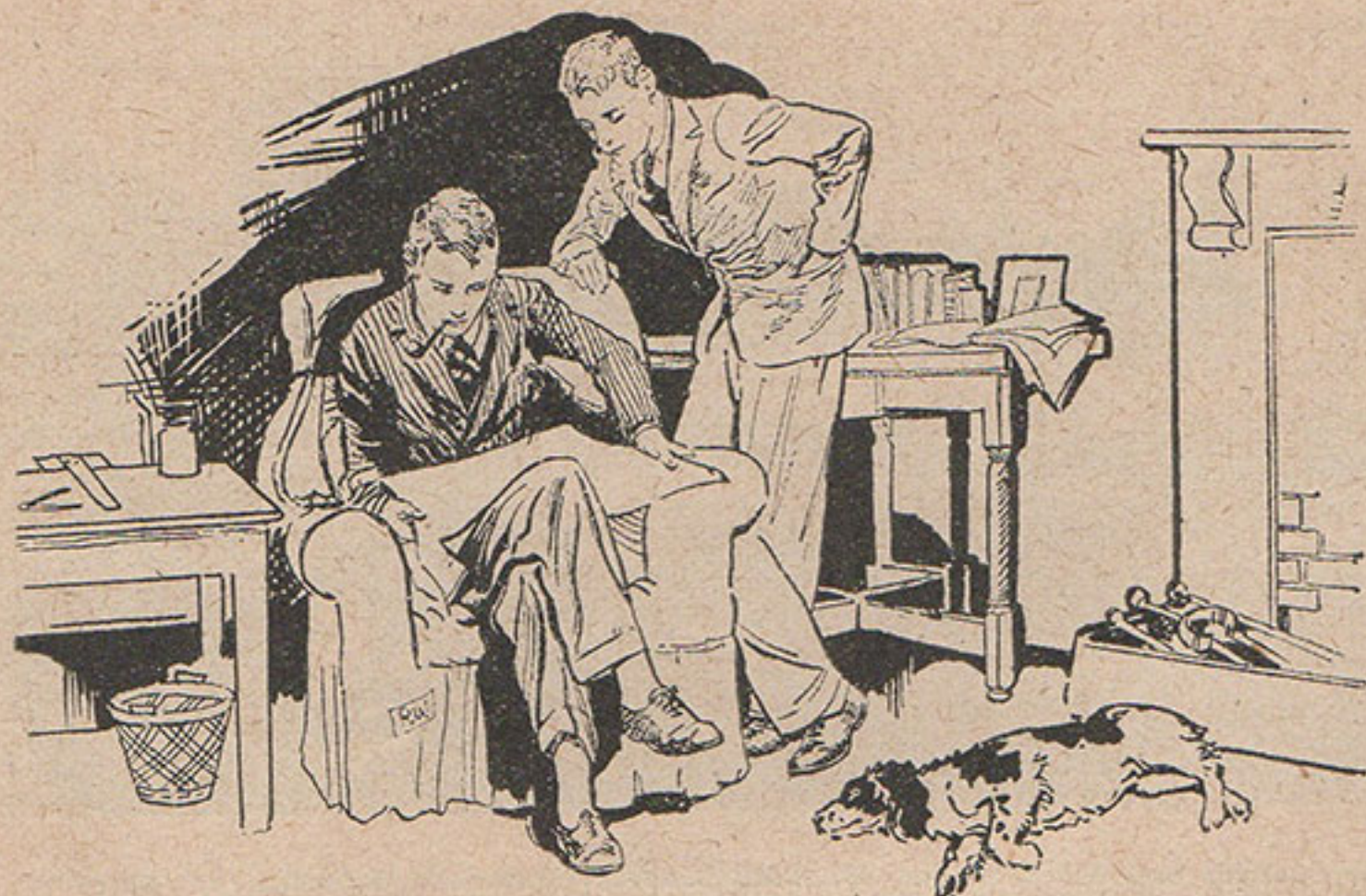
Not long ago a message was wirelessed to its home station from one of our heavy bombers taking part in a raid on Munich—a raid which the Germans were doing their best to counter with all the A.A. fire at their disposal. The message was: "Natives appear hostile."



PARLOUR

In My Drawing Office :Part 4

The Question



BEFORE we go on to further drawing exercises it is as well to get some idea of the proportions of various parts, for one cannot with impunity make things just any old size that fits in conveniently. Theoretically every single part should be designed and its proportions, the thickness of its walls, its curves and radii can be, and should be, calculated from the loadings which will be imposed on it and the strength of the material to be employed.

Design, however, is largely a matter of compromise, and in actual practice many, if not most, parts are based on practical knowledge of what works satisfactorily, and has given the best all round results from past experience.

This seems to be peculiarly true of motor cycles, in the design of which many things have become accepted which would cause shudders of horror to the orthodox car designer. Such deviations are the result of the peculiar conditions under which a motor cycle engine functions, and are not necessarily bad; indeed, we know that many motor cycle engines show far greater efficiency than the majority of car engines.

Departing from Orthodox Practice

At the same time it is probable that we pay in some way or another, such as in reduced life or increased noise (the two usually go together) for our departures from proportions which have been worked out as a combination of calculation and practice. Let me give an example.

A firm who specialise in a well-known type of piston recommend that the overall length should be 1.25 to 1.33 times the diameter, the gudgeon-pin centre being not less than 0.625D from the top. This is an ideal which even car designers do not always achieve, though 1.1 or 1.2D with the gudgeon pin half-way down are fairly common practice.

One of my text books, "Automobile Engineering," from which I shall quote fairly frequently, suggests that with a piston of this length (1.2D) it would be preferable to place the gudgeon pin 0.7D from the top and that the increased overall height of the engine brought about

"Ubique" Discusses Compromise in Design and Shows that Deviations from Orthodox Practice are Generally Based on Practical Knowledge and Experience

by this change would be justified by reduced service demands. It is even hinted that an overall length of 1.4D with the gudgeon pin 0.8D from the top would be an improvement.

Now let us turn to motor cycle practice. I have before me drawings of a well-known and highly satisfactory engine in which the piston is 1.1D in total length, but the gudgeon pin is located 0.46D from the top. This saves quite a bit in the overall height of the engine, but reduces the bearing surface above the gudgeon pin and may lead to early wear and slap.

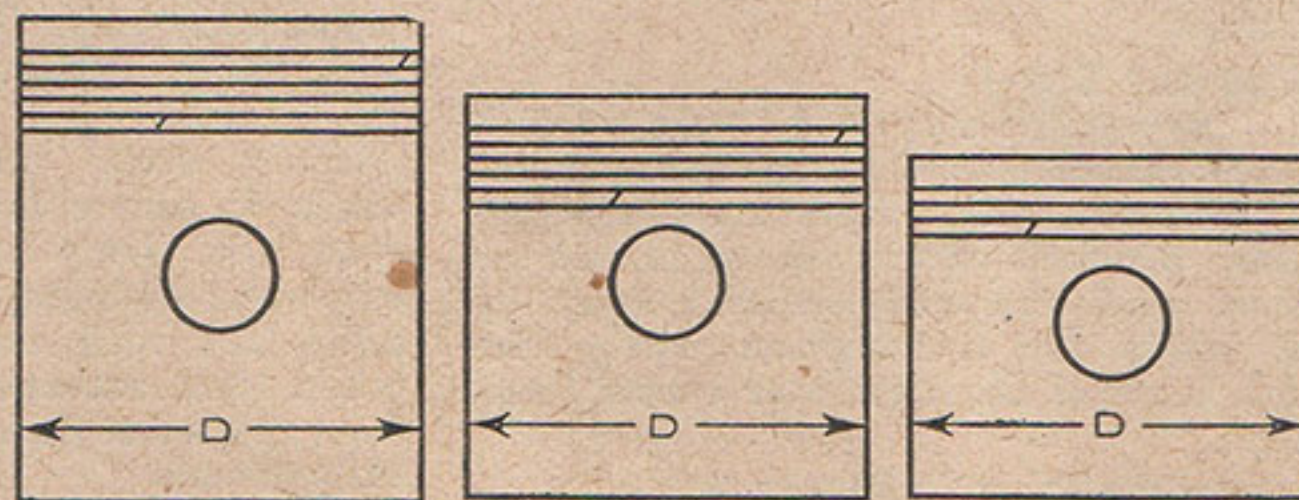
I have taken the proportions below at random from three more well-known engines and the results are rather astonishing.

Engine A, length to diameter, 1.0. Gudgeon pin from top, 0.47D.

Engine B, length to diameter, 0.88. Gudgeon pin from top, 0.47D.

Engine C, length to diameter, 0.85. Gudgeon pin from top, 0.41D.

These engines are of different makes, so it would appear that motor cycle engine designers are content with a piston which has a length of approximately the same measurement as the bore or rather less, and a gudgeon pin placed rather above the centre. There can be little doubt that this practice has been brought about in an endeavour to save height at the expense of long life, and it is a compromise which we know from experience works out pretty well. In many aircraft engines the



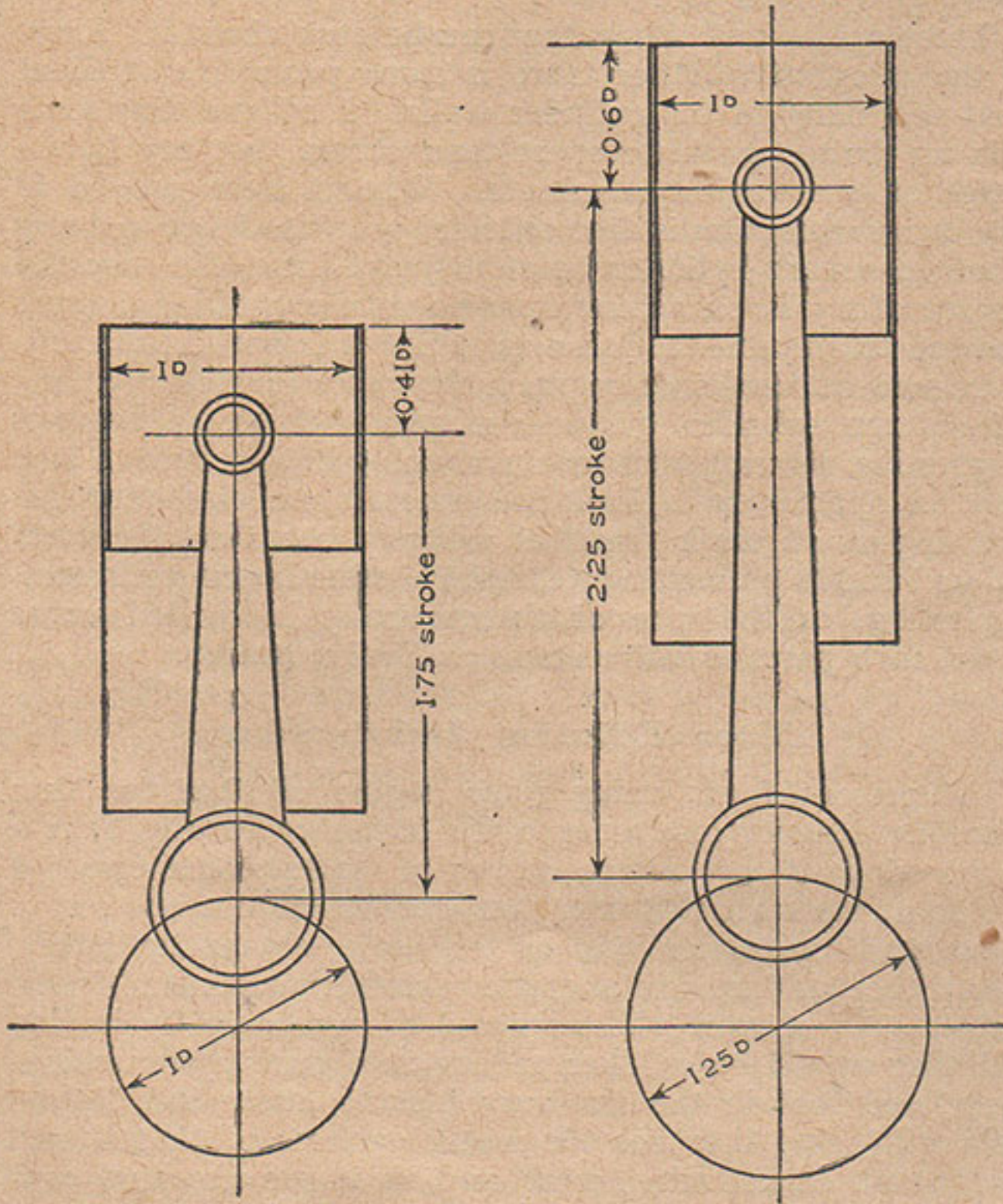
Of the three pistons shown, that on the left has an overall length of 1.2D, with gudgeon pin 0.625D from the top as recommended. The centre piston has a length of 1D with the pin 0.47D from the top and is fairly representative of motor cycle practice. The figures for the right-hand piston are 0.85D and 0.41D and these are to be found on an engine of well-known make. In each case the dimensions of the piston ring and lands are the same and it is interesting to note the amount of bearing surface between the bottom ring and the top of the gudgeon pin in each case. On the right-hand piston there is no room for a third ring

of Proportions

figures are even more surprising, but for that particular purpose small overall dimensions and light weight are of greater importance than long life or piston slap.

Connecting rod length is a matter on which there is more general agreement, and it is usual for the rod to measure about two strokes between centres. The

In considering any measurement which affects the overall height of the engine there is the matter of cost to be considered as well as that of convenience. It is fairly safe to say that an increase in height means an increase in weight, and thus in cost, so that one is apt to find short pistons and short connecting rods in the less expensive types. This, however, is by no means an invariable rule, and considerations of space and weight



Diagrams showing the cumulative effect of long and short proportions on overall height. In the diagram on the left the bore and stroke are equal, the length of the connecting rod, between centres, 1.75 times the stroke and the distance from the gudgeon pin to the top of the piston 0.41 bore. On the right the stroke is 1.25 times the bore, the connecting rod 2.25 times the stroke and the height of the piston above the gudgeon pin 0.6 bore

measurement should never be less than 1.75 strokes, and it is well to remember that the longer the rod the less the side thrust on the piston. This is particularly important in view of the short pistons employed on motor cycles.

On the other hand a long rod means a high engine, and a tendency to whip at high speeds, which is undesirable in a motor cycle with anything like a sports performance. Of the engines mentioned earlier the shortest ratio is 1.87 strokes, and the longest 2.1 strokes. In few motor cycle engines are the rods more than 2.2 strokes between centres, and, as stated above, two strokes is a good working figure.

Here are shown the proportions of a cylinder having equal bore and stroke, and one having a stroke of 1.25 times the bore, the capacity being the same in each case



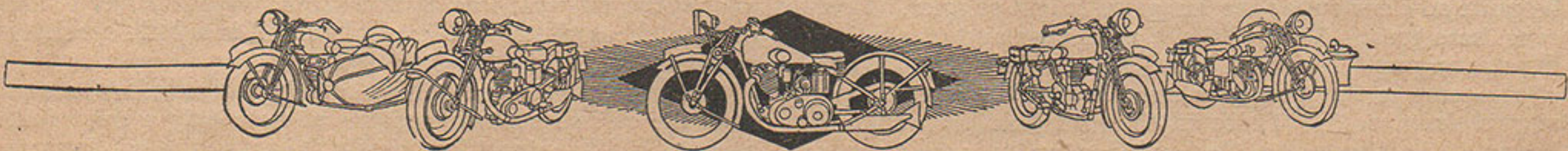
may produce short pistons and rods in conjunction with the best possible workmanship and machines priced accordingly.

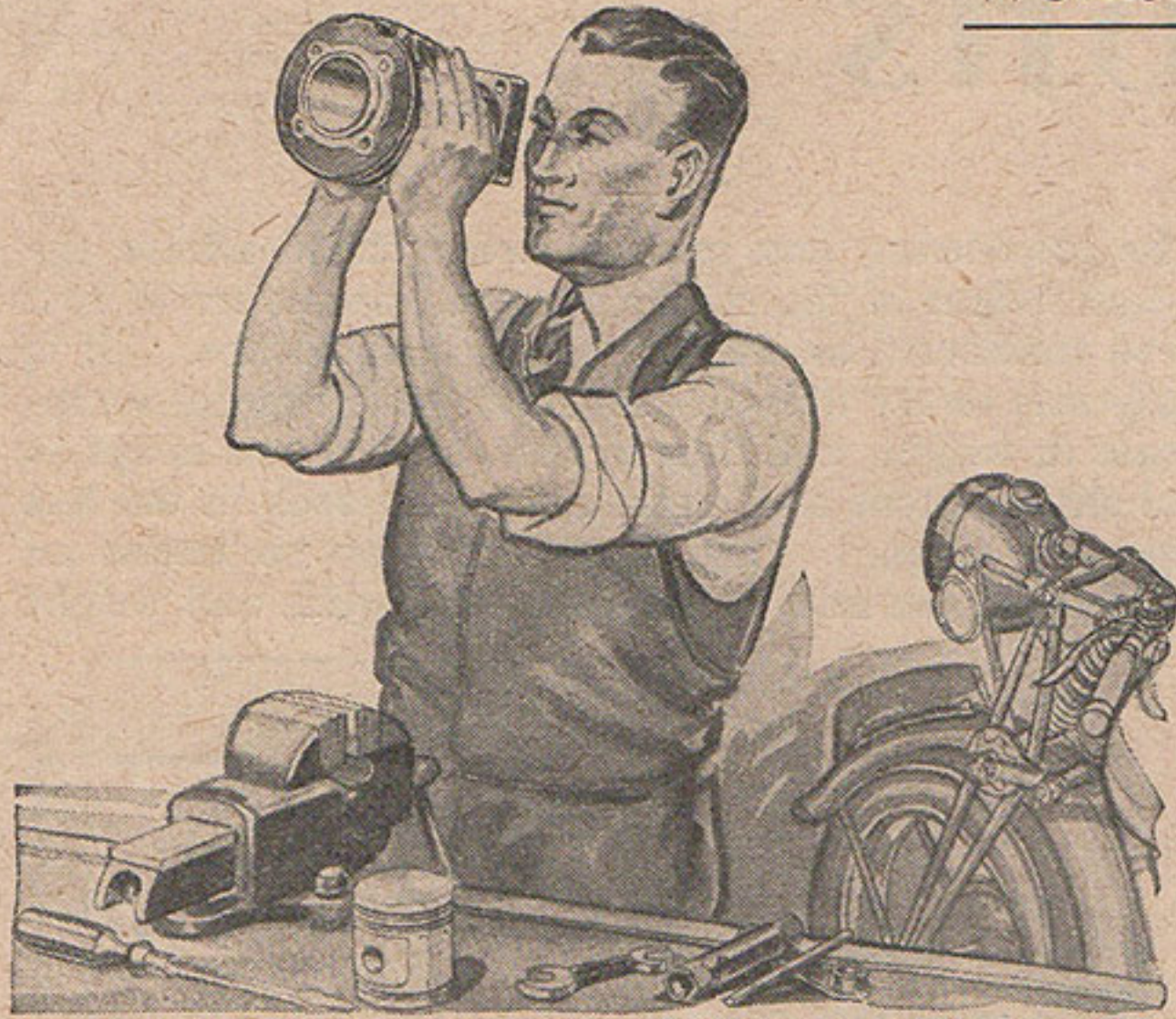
Fierce and prolonged battles have raged over the matter of the stroke/bore ratio, with the usual result that both sides win, in their own estimation. British car practice shows figures in the neighbourhood of from 1.4 to 1.5 to 1 as normal, but the ratio is controlled to some extent by a scheme of taxation which has the effect of penalising short strokes.

When Unhampered by Taxation

In America where this condition is non-existent the average is nearer 1.25 to 1, so we may take it that since the designers are unhampered they have chosen this as the best all-round figure. In many motor cycles a ratio 1.25 to 1 is approached, and in some cases it is exceeded, but the differences range from 1 to 1 to nearly 1.4 to 1, and I doubt if there is any very great difference in the actual results. It is less easy to house a long-stroke engine than one of moderate stroke, and the short-stroke engine is usually more rigid for a given weight, but the differences between the limit ratios mentioned will not be very marked.

So far all the proportions mentioned have had some effect on overall height. No one of them will make a very great difference, but a combination of all three shows an astonishing change as illustrated in the diagram.





“WHAT is the position over spares for the so-and-so model?” I asked the service manager. A little later he ‘phoned back to say that he had one or two cylinders, six valves and plenty of piston rings, valve springs and gaskets. There were no big-end liners and no valve guides, but some crankpins and big-end rollers. Of bushes for the engine there were none, but, of course, these could be turned up by a local repairer.

I quote this chat, not as a grim warning—the machine is not in production; with more modern machines the spares position is generally much better—but as a pointer to what may well be the case with any number of models later on. Spares in many instances are not plentiful now, for the obvious reason that making spares takes time, material and machinery that can be employed for the manufacture of Army motor cycles or for other work of national importance.

It is thus important from the national aspect that one “makes do,” and to help in such a direction is the purpose of this and the succeeding articles. For tens of thousands of us, our motor cycles are not just a source of pleasure and recreation: they are a necessity, without which we could not play our allotted part in helping the country on to victory. Those wheels must continue to turn. Not only must our machines remain in commission, but they must be reliable—we must be able to count upon them doing their job week in, week out, irrespective of the spares position.

Saving by Spending Money

In these articles I shall be suggesting, in one or two directions, spending money in order to save money, and often expending time in order to save it. I will start with suggestions on handling the model, because on that depends to a very appreciable extent the life of the machine and, therefore, the need for spare parts; next will come little points in maintenance that, in my view, really matter and, finally, the art of making do, with various suggestions regarding parts which may not be to Mr. Manufacturer’s specification or be products of his factory, but will at least keep the model on the road.

Needless to say, the arrangement of the subjects will not be quite so clear-cut as the foregoing might suggest. However, here goes:—We will begin with wear and tear following starting up. As many know, the greatest cylinder bore wear occurs in the minute or so following the engine being started from cold. There is the corrosion due to acid-bearing condensate on the cylinder walls, and there is

Keeping the

poorish lubrication owing to the majority of the oil having drained down the barrel following the previous run and it taking time before the fairly sluggish oil in the tank or sump gets on its job.

There are several things that can be done about it. First, is the question whether there is some protective medium that will cling to the cylinder walls. I believe that some oils are better in this respect than others, but my knowledge on the subject is minute. What I have proved to my own satisfaction is that colloidal graphite helps to bring about a superb cylinder bore, to judge from the way the engine of my last machine stripped; the graphite definitely seemed to stay on the job and, while it is not cheap stuff, I believe its use is of appreciable value in securing long life of the cylinder, piston and piston rings. I am not suggesting its employment in running-in quantities, but, say, a quarter to a half the amount recommended for running-in. I think that this will pay in saving the parts named and in preventing wear of the other bearing surfaces, including, in the case of automatically lubricated valve gear, such parts as valve stems and valve guides.

More Efficient Lubrication

At present I am using some engine oil that the firm concerned never recommends for motor cycle use; it is a light oil used for certain makes of water-cooled cars. I do so at my own risk, but that worries me not one scrap. I wanted the easier starting I should obtain by letting down the standard winter grade with this very much lighter lubricant, but more still I wanted to save wear by having oil that would be quicker getting into proper circulation. I believe that in the not very distant future still lighter oils will come into use for motor cycles and that it will help both in reducing wear and in improving fuel consumption. The amount of oil consumed may increase, but the cost will be more than counterbalanced.

I am not recommending you to go in for a light oil marketed for some few makes of water-cooled car, even though I have for years made rather a habit of using oils lighter than recommended and have not been bitten yet. I do, however, urge you not to use in cold weather an oil that gums up the engine nearly solid—it cannot be quickly on the job; go in for a lighter grade of your favourite brand. If your journeys are of the short-distance variety, forget about filling the oil tank of your dry-sump system to the line near the top. The idea of that line is to encourage you to keep plenty of oil in the tank so that during a long hard run there will be fairly cool oil fed to the engine even after you have covered a hundred or more miles.

Beware, of course, of letting the oil level get right down. With many tanks it is not possible to check the height of the oil merely by a glance. Not very long ago a young acquaintance brought his machine along to me; it was making a nasty noise, he said. He was right—all that was in the oil tank was a little froth. What I have long used to check the actual level of the oil is a little specially polished length of $\frac{3}{8}$ in. steel rod.

Were I to use my machine merely for running to and from the office I should keep the oil tank only a third full, because of the much less time taken for the oil to pass

Wheels Turning

The First of a Short Series of Articles
Designed to Help Readers to Keep Their
Machines on the Road

By "TORRENS"

through the engine, get warmed up and be really fluid. Naturally, the oil would be drained and replaced with fresh oil at least thrice as frequently.

Irrespective of the quantity of oil you keep in circulation, bear in mind that where an engine, and more particularly the oil in the tank, never gets really hot, the water that finds its way into the oil from the engine is not driven off, but remains to cause sludging. From all points of view, where a machine is used only for short-distance work the common-sense thing is to keep only a fairly small amount of oil in the tank and change it really frequently. In any case, never keep the same oil in use for week after week and month after month, merely topping it up. Incidentally, anyone who lays a machine up for the winter is well advised not to leave stale, contaminated oil in the tank or primary chain case.

Over-flooding of Carburettors

Next comes the matter of starting up and getting under way. It is rather a habit with motor cyclists to over-flood their carburettors. One does not want more neat petrol to reach the combustion chamber than can be helped, because obviously it will tend to wash off some of the little remaining oil and thus increase wear. Try to flood only just sufficiently to ensure a fireable mixture. Once the engine starts, remember the comparative lack of oil on its vitals and therefore avoid revving up hard, whether by blipping the throttle to and fro or otherwise. It is true that the danger period so far as corrosion is concerned comprises the time during which the water that is a product of the combustion can land on the cylinder walls and owing to their low temperature remain water, but high revs, while they will speed up the process of warming the cylinder, will mean undesirably heavy loading of the poorly lubricated bearings. A good general recommendation is that with an engine of 250 to 500 c.c. the engine speed is equivalent to that of about 25 m.p.h. in top gear. Personally, I do not warm up with the machine in neutral, but like to get under way and slip gently through the gears. In any case, warming up by letting the engine tick over on the stand for a few minutes is bad; if you want to let the engine heat up before you start—a waste of precious petrol these days—keep the engine turning over at that 25 m.p.h. gait just mentioned.

How long one should wait before turning up the throttle depends upon the type of oil pump fitted, the length and

bore of the pipe from the oil tank, the lubricant, and the amount of oil in circulation, as well as other things. Having

a direct-reading oil-pressure gauge on my machine I am able to see exactly how far it takes for the oil pressure to become normal, thus indicating that the oil is flowing perfectly freely. One cold morning before I had let down my standard oil with something appreciably lighter it was some ten miles before the reading was normal, and it was ten miles before I drove hard. This can be irksome, and I am not suggesting that such an occurrence is usual; it does, however, emphasise the advisability of not giving the engine the gun, even for a second or so, until some miles have been covered—that is, if the oil and the day are cold.

In the comparatively few cases where the engine is water-cooled a very good scheme is to fill the radiator with hot water and leave the machine a few minutes in order that the water may have time to heat the engine. This is good in another way: one will have drained the radiator the previous night, so there will have been no danger of frost doing its work. Anti-freeze is all very well, provided that there is an adequate quantity of the preparation in the radiator. The concentration may not be anything like what the producers ordain a month after you tipped the tin's contents into the radiator, some of the water-cum-anti-freeze having sluiced out when you were cornering and some, perhaps, having disappeared owing to leakage. There is nothing so safe as having no water in the radiator! And there are few more prolific causes of cylinder corrosion than ice-cold water in the cylinder jackets.

Broken Piston Rings

One final point before I pipe down until next week:—In the T.T. there have been many, many cases of broken piston rings. This was before the day when the A.C.U. decided that riders should be allowed to warm up their engines before the start. The reason for these broken rings was widely held to be the necessarily hard driving with a cold engine—an engine which, being cold, had a large piston clearance. This would seem to be yet another reason for driving gently at the start of a run.



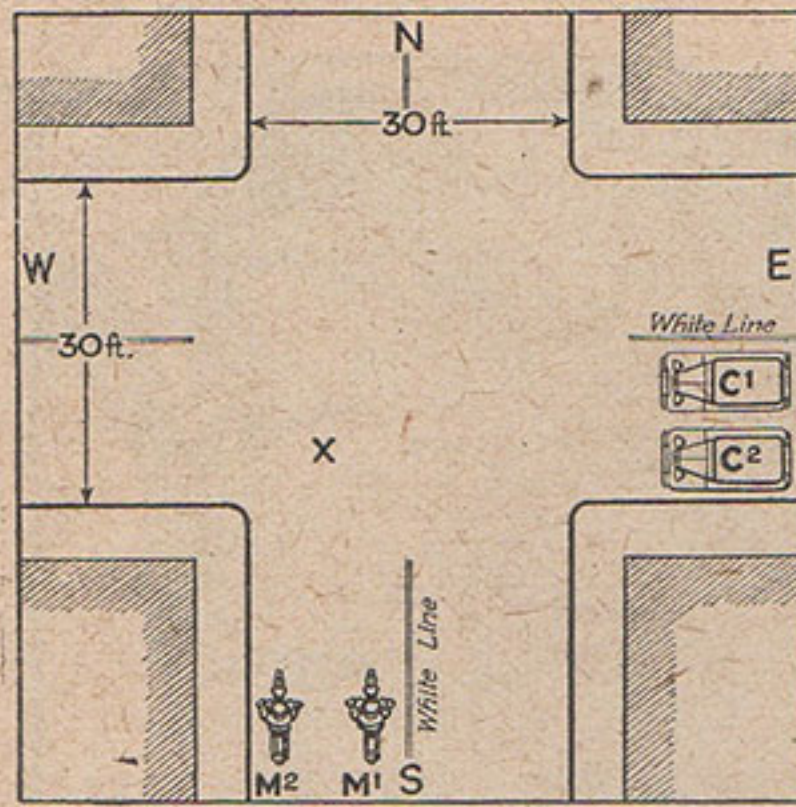


Fig. 1.—Possible relative positions of the motor cycle and the car on their approach to the cross-roads

THE IMPORTANCE OF THE SWERVE

Lessons of a Recent Cross-roads

Incident By IXION

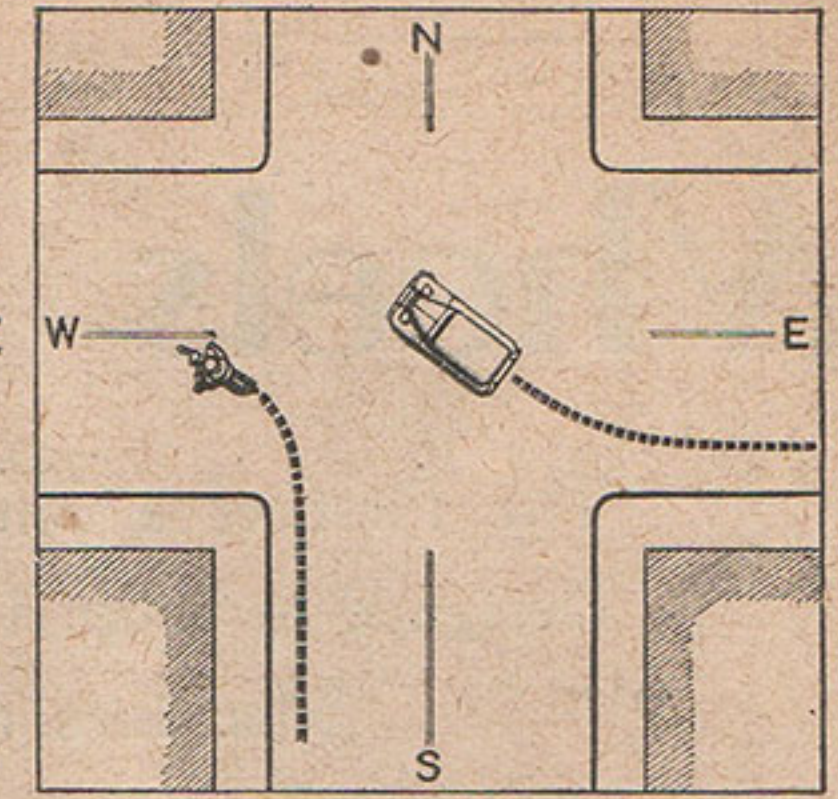


Fig. 2.—If both the motor cyclist and the driver of the car had swerved as indicated in this drawing the collision would have been avoided

THE accompanying diagram (Fig. 1) is a scale drawing of a cross-roads at which I have just witnessed one of those silly collisions which should never occur. Two 30ft. streets cross each other at right angles in a town. Each street is edged on both sides by a 5ft. paved sidewalk. There are no robot lights or "Halt" or "Main Road Ahead" signs. A motor car travelling from east to west collided at the point "x" with a motor cycle travelling from south to north. The points marked C1 and C2 indicate possible situations of the car, approaching the crossing inside his own half of the road, as proved by the white lines; and the points marked M1 and M2 indicate two corresponding positions which the motor cycle might have occupied. In actual fact, the car took the line through C2 and the motor cyclist that passing through M2; i.e., they both hugged the kerbs on their left. And correctly so, as the main peril of such a crossing is collision with another vehicle approaching from the driver's right, as our rule of the road brings such traffic several yards nearer than traffic crossing one's front from the left. Nevertheless, the car and the motor cycle collided. Why did they collide?

As the shaded portions of the four corners indicate buildings through which the eye cannot penetrate, the motor cyclist and the car driver—assuming they were on the alert—could catch the first sight of each other when they were both 40ft. from the point "x" at which they actually collided. The area, being "built-up," was subject to a 30 m.p.h. limit. Assuming they were both moving at their maximum permitted speed, they could stop in 40ft. if their brakes registered an efficiency no greater than $77\frac{1}{2}$ per cent. But this stop, of course, assumes a perfect "reaction period," and also that both men trod on their brakes promptly, because they were both keeping a really sharp look-out. Therefore the fact that they collided at all under these conditions proves: (i) Their brakes were flabby; or (ii) both men had brains which work slowly; or (iii) neither man was keeping a really sharp look-out.

But the collision becomes much less pardonable if my estimate of their speed is correct, for I should set it at quite considerably below 30 m.p.h.—indeed, at not more than about 22 m.p.h. For these facts, if correct, reduce the "braking efficiency" to no better than 35 per cent. This entails no inevitable slander on their brakes; they may have had extremely sloppy brakes, but more probably they were half asleep and applied their brakes very late indeed. Fortunately, they were only moving very

slowly when the motor cycle hit the near-side front wheel of the car, and nobody was seriously hurt.

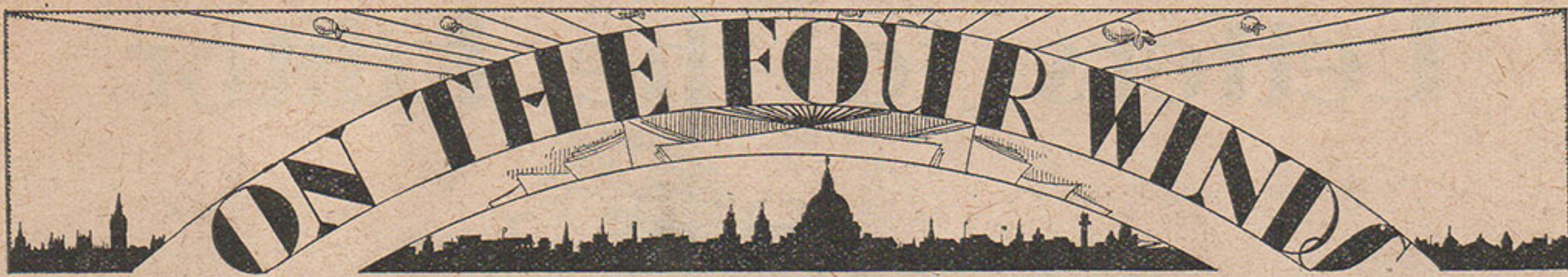
So far, the theoretical analysis suggests that the collision ought never to have occurred at all, and was mainly due to gross carelessness on the part of both participants. But the most instructive and interesting point of the accident remains to be exposed. There was no other wheeled or foot traffic near at hand in any of the four fairways. Now "Torrens" or myself might conceivably have been guilty of travelling a shade too fast at such a crossing; or of not spotting the car quite so soon as we ought to have done; or of applying our brakes rather late. But neither of us would ever have hit that car; nor, had we been at the wheel of the car, should we have hit the motor cycle. Every properly trained novice, whether on car or cycle, is taught that sooner or later he may encounter some obstacle directly ahead, and be unable to stop before his machine attempts to occupy the same spot of earth as that obstacle. In this embroglio he does not proceed madly ahead till a collision occurs. He tries to *swerve* and pass either to the left or right of the obstacle.

Both to Blame

Now the ridiculous feature of this particular collision is that neither car nor motor cycle made the tiniest attempt to swerve. The car driver blandly proceeded due west in a dead straight line, and the motor cyclist blandly proceeded due north in a dead straight line, until they crashed into each other. "Torrens" or myself would have swerved our machine sharply west—there is a less simple manœuvre, known as "riding the bus to earth," which would have had to be performed to the motor cyclist's right, as the kerb limited him on his left. The car driver would have had to be a terrible idiot to have hit us in the course of our swerve down the west road, for we should have needed a clear space of only 3ft. between kerb and car; but, of course, any car driver who knew his business would have swerved due north instead of holding straight on due west, and there would have been any amount of room for the motor cyclist's swerve—indeed, he would have had the whole width of the western street at his disposal had he required it.

This trumpery little accident is instructive, because it shows the importance of slowing down at such road junctions, and because it proves how valuable a device a change of direction can be to any quick-witted motorist.





Should Lads of Fourteen Years of Age Hold Driving Licences? :

Racing Men and Trials After the War By "NITOR"

"THREE gallons, please," I said as the pump attendant presented the nozzle. "How many?" he asked, and I had to repeat, "Three gallons!" It so happened that the solo I was riding has one of those so-called four-gallon tanks, that I was already on "Reserve," and I had the requisite coupons. When it dawned upon the attendant that I really wanted three gallons of petrol, he remarked, "Why, that's more than I'm asked for with many cars!" Personally, I like to "stoke" up rather than get my ration in bits and bobs. The only time when I was not so sure of the wisdom of this was an occasion when the model toppled off its stand and a pint, if not a quart, of petrol flowed over the countryside. Now I am a little careful about the nature of the surface on which the legs of the stand are perched.

THAT BIG TANK

THE sparks side seemed in perfect order. The petrol was all right—some "Pool" I had got the previous day—yet could I get a light for my cigarette . . . And this was in spite of the lighter having been in a trousers pocket, which should have meant that the petrol vaporised readily. It took about a dozen and a half attempts before I got a light. Not ten minutes later I swung down the kick-starter pedal of my motor cycle. Using the fuel, of which the drops in my lighter were a sample, the engine fired at the very first kick. The day was very, very cold, I should add. It interested me, though, that those powerful-looking sparks given off by my lighter flint would not set the vapour from the wick alight, yet the spark in the engine succeeded in igniting the mixture from the carburettor at the very first "go."

VAGARIES OF SPARKS

WE do not seem to have heard much more of the proposal to reduce the age at which a motor cycle driving licence can be held from 16 years to 14, as it used to be until some dear old gentlemen said it was disgraceful that a child should be allowed a lethal weapon. I do not suggest that there are tens of thousands of lads aged 14 or 15 who could buy a motor cycle or whose parents are able to present motor cycles to them, but at the time of the last war, when the uses to which motor cyclists were put were nothing like so manifold or so valuable, the licensing age was 14. And there was no compulsory insurance, while all one paid for the right to own a motor cycle was £1. To learn to ride was easy, and that is what is wanted to-day. The country needs experienced motor cyclists. Men can be trained as motor cyclists when they get into the Army or the A.F.S., but what a waste of time and money! Also, it is impossible in a matter of days to inculcate the knowledge and road sense of years, such as has been gained by the motor cyclist of wide previous experience.

YOUTHFUL RIDERS

A NUMBER of our most famous racing men, it seems, will be having a stab at trials when the war comes to an end. Of course, it all depends upon how long the stupidity lasts—inevitable and very necessary from our point of view, but a stupid business all the same. "Torrens" remarked a month or two back that he thought that when the war came to an end the old hands would still be showing that they knew a thing or two. He is probably right, because the war won't go on for ever, and, as a little gathering remarked recently, it may be that for the first year's racing—the first year after the war—it will be a case of the old hands on the old-type models sweeping the board. It depends, of course, as was also mentioned, upon whether the racing game gets busy without loss of time. All the same I am not too sure, because certain of our manufacturers are not exactly letting war get them down; they may not be producing new stuff, but they are definitely thinking about it.

THE OLD HAND

FROM this theme, which arose from a comment by Noel Pope—who, methinks, has rather been bitten by the trials game as a result of his experience and his valuable work in training Army personnel in cross-country riding—the view was expressed that the war would breed a large number of coming young racing men. I agreed, but remarked that not only were there comparatively few coming men at the outbreak of war, but the lads the Army developed during the war must inevitably take a year or two learning the racing game. However, one thing I do know: there will be immense enthusiasm.

NEW RACING MEN

ONCE upon a time 'twas said that the most dangerous periods to be on the road were when daylight merged with the murk of night and when night was turning to day. No one, I think, disputed this—in peacetime. To-day, with our shrouded head lamps, we bless any light that lingers on in the afternoon and the first hint of the dawn. It still is dangerous, but that light enables us to see something of the distance, whereas with merely our head lamps we seem to be for ever entering a dark tunnel.

DANGEROUS HOURS

IF you have not already done so, pick up your new petrol ration book from your local post office. The new issue covers, of course, the three months February 1st to April 30th. As you know, registration books have to be produced, and it is now necessary to hand over to the issuing office any unused coupons when their period of validity expires. Applications for supplementary rations for essential work should also be made now. The "Help Your Neighbour" scheme continues, but unfortunately, still applies only to cars, sidecar outfits and three-wheelers.

PETROL COUPONS

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 USEFUL TIP

Mixing Petrol and Oil for Two-strokes

OWNERS of two-stroke motor cycles may find the following tip useful. Cut a disc of metal just small enough to pass through the filling orifice of the tank and fasten it with a small wood screw to a 2½ ft. length of metal wire curtain rod. Put the petrol in the tank first, then the oil, afterwards churn up and down vigorously with the gadget. S. J. IRELAND. Deptford.

MORE FOURS WANTED

A 560 c.c. Water-cooled Car Engine as an Example

AS an ardent multi-fan who has followed closely the correspondence in *The Motor Cycle* regarding ideal layouts, I would like to offer my suggestions.

Some writers have compared the performances of small car engines of under 1,000 c.c. capacity with motor cycle multis. One such engine was built into a de luxe motor cycle by a manufacturer who makes only high-priced twins; but since the disappearance of this water-cooled four, what further development has been made? None; yet the Axis partner designed, developed and successfully introduced three years ago a two- or three-seater baby saloon of 560 c.c. capacity. Surely the British motor cycle industry can produce such a motor if they tried hard enough.

I am sure that such a unit would result in a delightful model. If produced by a proprietary firm, its cost should be comparable with the present-day 500 o.h.v.s. Incidentally, while on the subject of multis, why was the 1,100 c.c. transverse V-twin Brough Superior dropped? A more modern, lighter and lower-priced model of 600 to 750 c.c. capacity on the lines of the ill-fated 500 A.J.S. and Panhette would fill a need.

In closing, I thank you for an informative and interesting weekly. (TROOPER) E. W. DOBIE.

"FANCY" DESIGN NOT WANTED

The Family Man's Requirements in Sidecars

ALTHOUGH I am a regular reader of *The Motor Cycle*, I have never dared to enter the Correspondence columns before. I must, however, support "Model 9's" excellent letter in a recent issue, for he expresses my own thoughts admirably. To those of us family men whose sidecar outfit is the magic passport to the countryside, the need for fancy design in motor cycles is quite unnecessary. All we want is a good, reliable mount, and one that requires but little attention.

I have a 1931 Model 18 Norton, which, apart from routine replacements, is still in its original state. I have lost count of the mileage I have done, as the model has been used for work as well as touring for four years. This is the type of machine that must not be overlooked in the future, because there is an astonishing number of motor cyclists who, like myself, require simplicity and reliability.

MODEL 18.

Rubery, Rednal.

FOR MEN IN THE SERVICES

Two Special Benefits

I WISH every man who is using a motor cycle in H.M. Forces to know that his civilian motor cycling friends are anxious that he shall retain his association with motor cycling at home, or in the case of a man riding a motor cycle for the first time, shall establish such an association.

With this in view, as has already been announced, I have made an offer to all present and new members of the British Motor Cycle Association that they may, without additional cost to themselves, nominate, or have allotted to them, a Serving motor cyclist as a guest member.

Any Service man may become a guest member, and I cordially invite applications. I shall then endeavour to arrange a host member for each man, who will then be entitled to all the personal benefits of the Association enjoyed by an ordinary member.

I appreciate that all may not need many of the usual benefits required by a rider who uses his machine on his daily business or pleasure, but there may well be occasions when the assistance of the Association will be valuable.

There are two new services which I am creating specially for Service Guest Members, and these services will provide them with such assistance as they may need with regard to domestic problems arising out of service in the Forces, and also a Pensions Bureau which will deal with questions which may arise on discharge through illness or injury, or on demobilisation at the conclusion of hostilities.

After the Great War I was privileged to be of real tangible assistance to a very large number of men, and I anticipate that there will be at least as much need for experienced advice at the end of the present war, and it will be theirs for the asking.

This time, however, I shall have in addition the assistance of the Association's solicitors.

I invite every Service man to send in an application for a Guest Membership, when he will be automatically entitled to personal services and will be paired with a civilian motor cyclist, who will be his Host member and who will take more than a passing interest in his welfare in the Forces.

9, Southampton Place,
London, W.C.1.S. A. DAVIS,
British Motor Cycle Association.

THE WATER-COOLED THREE-IN-LINE

A Suggestion that Mr. MacDermott's Three-cylinder Engine Should be Marketed as a Proprietary Unit

HAVING taken an active part in the correspondence on the three-cylinder engine, I was more than usually interested in Mr. MacDermott's design for such a power unit. It is, I believe, an axiom in engineering design that if a job looks right it usually is right. Applying this preliminary test to Mr. MacDermott's engine one is left with a most pleasant feeling of anticipation, and a belief that it will prove to be a brilliant success if properly developed and wisely handled (in a financial sense).

I must confess that the proposed layout has very largely converted me to the net advantage of water cooling, and I believe that the designer is working on the right lines in aiming at a really high performance. Some would-be improvers of the breed disclaim any desire for a maximum speed in excess of 60 m.p.h., etc., and tell us that they require good manners and sweetness from the machine of the future rather than sheer speed. That viewpoint is all very well, but in practice most of us have a sneaking desire for a really brilliant performance at times. It is not power that we object to but rather the single-cylinder engine which is inevitably coarse when producing that great energy. There can be little doubt that the financial success of the Ariel Four and Triumph Twin has been due to this very fact that they combined thrilling performance with good manners, and anyone who hopes to make money out of new designs will do well to

bear this in mind. If none of the larger manufacturers can be induced to market this engine one wonders whether Mr. MacDermott could arrange to produce the complete power unit and transmission as a proprietary article in much the same manner as a certain notable two-stroke engine is now manufactured and sold in large numbers to a multitude of motor cycle manufacturers. By these means the cost would be kept down and a really successful business might be built up.

Mr. MacDermott asked for criticisms and suggestions, and I should therefore like to raise the following points:—

(1) Has the designer in mind an aluminium alloy for the crankcase, which will not be affected by the cooling water? From what I have seen of car engines, and even the aluminium parts of air-cooled engines subjected to internal condensation, this metal is very prone to serious corrosion.

(2) What form of water joint is made between the shelf in the crankcase and the protruding ledge on the cylinder casting?

(3) Are self-adjusting tappets included in the detailed design? I think these would be well worth while.

(4) What provision, if any, has been made to ensure a really first-class "motor cycle" change with a high-speed gear box? This has been the one and only very real snag of all direct-drive high-speed engine-gear units in the past and is, I am sure, an exceedingly important point to be considered in any future designs.

(5) Unless it is asking for the disclosure of too many secrets of the design, what will be the probable weight and overall dimensions of the complete unit?

In conclusion, I should like to comment on the spate of really sensible letters published in the Correspondence columns of late, especially those in the issue of December 26th. The replies to "Engineer" by those who have had actual and lengthy experience of shaft drive have been so overwhelmingly complete that I trust we shall never be treated to an outburst of chain superiority complex again.

J. H. TROUNSON.

Redruth.

THOSE IDEALISTS!

"Ideal" Taxation and Insurance Preferable to Ideal Machines

I SHOULD be obliged if you could allow me space in your columns to reply to those who send descriptions of their ideal machines. What do they mean by the term "the ideal motor cycle"? Do they want or expect the majority of motor cyclists in Britain to agree that such and such is the ideal, and that they should ride it dutifully, regardless of what their choice might be?

This is the impression I get when reading their letters. Or do they want every prospective buyer to sit down and roughly sketch their ideal, and then send it into a given manufacturer to have it "tailor-made"?

There does not appear to be much prospect of there ever being an ideal machine; and who is waiting for them, anyway? Most motor cyclists consider the present range of models quite ample, as they are all good mechanical jobs, and are easily managed. To all idealists I say, "You would be motorists if you could afford it."

Most of us would rather hear about an ideal form of taxation and insurance. This would prove a more paying proposition to manufacturers than any ideal machine, for everybody concerned would benefit.

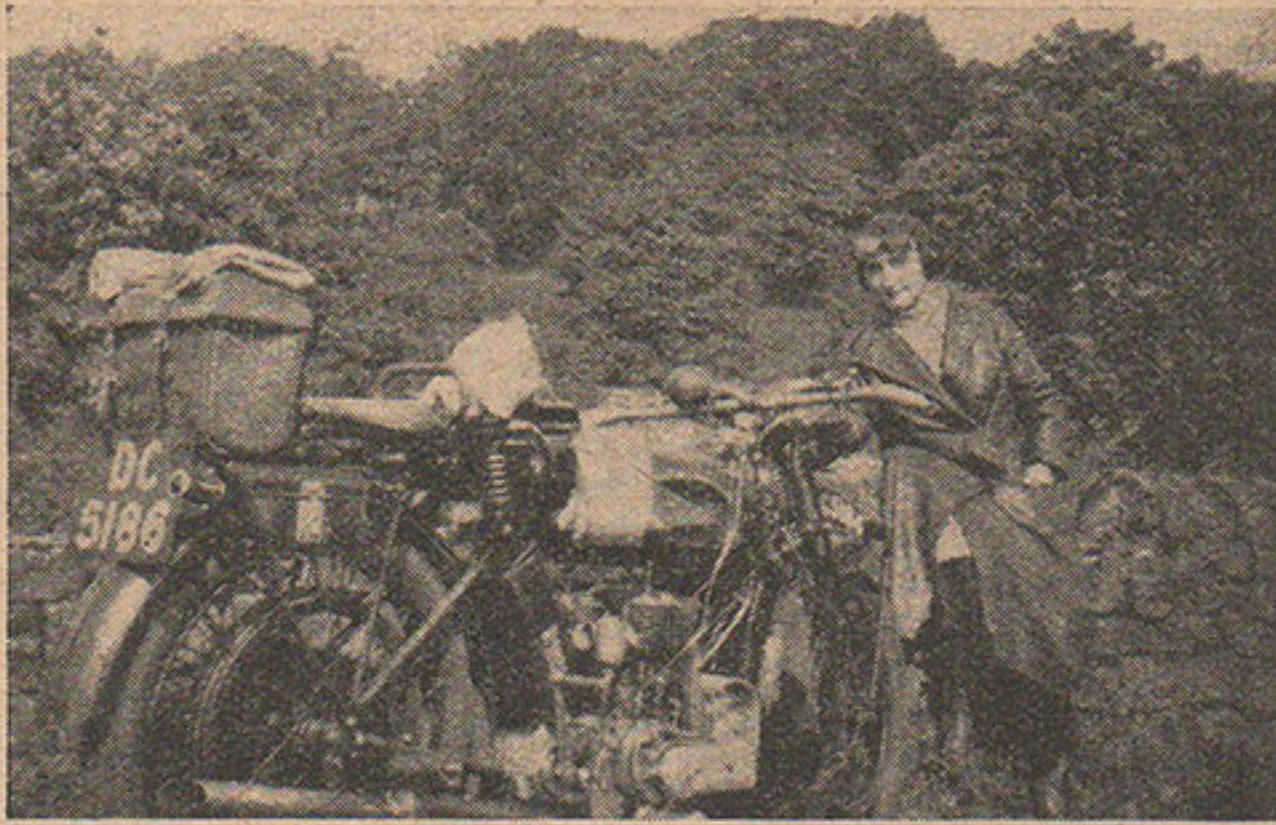
J. McDERMOTT.

Glasgow.

LET'S GET BACK TO QUALITY

A B.S.A. Which Still Looks Like New After 15 Years' Wear

FOR the last twenty years I have taken *The Motor Cycle* regularly and read every letter published in its columns. The most interesting to me have been those dealing with cost of running, miles per gallon of petrol, and descriptions of long runs. But I have not read of any machine that can compare with my 1925 493 c.c. s.v. B.S.A., which is not a mass-produced machine. It has covered 80,000 miles, mostly with pillion passenger. Cost of running (pre-war), tax, insurance, licence, oil, petrol, repairs, etc., works out at five miles a penny. Last year I thought the engine-shaft pinion must be worn, seeing that it does twice as much work as the cam wheels, so I bought a new one, but when I took the old one off I could hardly tell the



Mr. E. J. Bedford's 1925 B.S.A. on which he has covered 80,000 miles at five miles a penny for running costs and upkeep.

difference between the old one and the new, so I put the old pinion back again. The gear box has not had anything done to it, the sprockets have not been changed, the wheels and spindles have been taken out once for examining, and found perfect. The cylinder, however, has been rebored once.

In 1936 I bought a 1931 493 c.c. engine in almost new condition, but I did not realise how good my old engine was until I had a run with the new one fitted. After 30 miles I took the new engine out and replaced the original one. It ticks over like a grandfather clock and will slog for hours in top gear from 12 to 15 m.p.h.

This machine still looks new, there is not a rusty nut or spoke to be found on it, and the enamel and plating are in fine order. It must be one of the best touring machines the B.S.A. firm have ever turned out.

Middlesbrough.

E. J. BEDFORD.

RECESSING THE PLUG AND COPPER PLATING THE CYLINDER HEAD

Higher Compression May be Used Without Causing Detonation

IN reply to "Simple Simon's" question in the issue of January 2nd. By the term "compression ratio" is meant:—

$$\frac{\text{Total Volume}}{\text{Clearance Volume}} = \frac{V+v}{v}$$

where $V = .7854 \times (\text{Bore})^2 \times \text{Stroke}$
and $v =$ volume of Combustion Chamber.

This is usually expressed as a ratio to unity. It will be clear, then, that if the value of v is reduced the final result will become greater and the compression ratio said to have been raised.

In order that the ends of the sparking plug bodies should be flush with the interiors of the combustion chambers it was necessary to fit plugs having a reach $\frac{1}{4}$ in. longer than standard and also recess the plug bosses from the outside $\frac{3}{8}$ in., thus virtually lowering the plugs into the combustion chambers $\frac{5}{8}$ in. It will thus be seen that the volume of the combustion chamber (v) was reduced by an amount equal to: $.7854 \times (\text{Mean diameter plug thread})^2 \times \frac{5}{8}$, which, by measurement = 6 c.c. From observation it would appear that there is no difference in the internal volume of standard and long reach plugs of a given type, as the small length of the body is the same in each case. As the original value of v was 50 c.c. this modification had quite a considerable effect, increasing the C.R. from 4.97 : 1 to 5.51 : 1.

The effect of copper plating the head and valves is to enable a higher compression ratio to be employed without detonation, or without increasing the tendency in an engine already bad in this respect, which results in a lower fuel consumption at a given load, and better acceleration. When experiments upon these lines first started aluminium spraying was tried, but it was found that the advantages were lost as soon as a layer of carbon formed upon the surfaces. The use of copper plating was then suggested, which was found to give better results without any falling off in the presence of carbon. More recently, silver plating has been tried, and is claimed to give still better results, but I have no experience of it.

Having been out of touch with these matters for some time,

I am not aware of the latest results of research (if any) into the reasons why the copper-plating process functions as it does. Up to a year or so ago, the phenomenon was not properly understood. It was considered that conductivity had little or nothing to do with it, as more heat was converted into useful work and less heat to radiation, and that part of the heat of the charge at the instant of combustion was reflected back into it. The opinion seemed to be that it was a subject for the radiologists. It is difficult to go more deeply into the subject without considering the various aspects of combustion and flame propagation. Perhaps our worthy "Ubique" would care to give us an authoritative article embodying the latest findings.

I do not think it is possible to give anything but very general rules regarding the relationships between engine and plug characteristics and their reactions upon one another, as these vary widely between one engine and another, and even between engines of the same make and type. Once having departed from the manufacturers' standards it is very much a matter of experiment backed up by experience and an assimilation of the research data published by the institutions and technical press concerned. For detailed information on the subject, and the reasons why pocketed plugs are undesirable, I cannot do better, in the apparent absence of a more modern standard work, than refer "Simple Simon" to the opening chapters in Vol. II of "The Internal Combustion Engine," by Ricardo.

Bathway, S.E.18.

C. H. BROWN.

LIGHTWEIGHT 500 c.c. MACHINE WITH CUSH HUB

Simplicity, Comfort and Low Price

WHILE I am "all for" spring frames, four-cylinders, shaft drive, and so on, I should like to make one or two suggestions to those manufacturers who, after the war, will be sticking to the rigid-frame single.

First, fit a rear-hub rubber shock absorber. Since the Enfield cush hub is, I believe, the only example made, I suppose I may refer to it by name. My experience of the cush hub is that it makes a single immeasurably more pleasant to ride. It does for the single what rubber engine mountings have done for the car. Secondly, fit four-inch tyres front and rear. If the tyre makers will oblige, fit a five-inch rear tyre. The machine I have in mind would not exceed 60 m.p.h., and at that speed such tyre sizes should not affect handling.

I suggest these two items would go well with "Ubique's" plain-bearing engine described in *The Motor Cycle* recently. A three-speed box, coil ignition automatically controlled, an oil sump integral with the crankcase and a fuel tank of not more than two gallons capacity fill in most of the picture. The specification is suggested by the fact that the number of riders of even 90 m.p.h. machines who actually ride at more than 50 m.p.h. is insignificant.

I find that in 1932, Matchless produced a 500 s.v., weighing with lights 223 lb. and costing £40 7s. 6d., and I believe there were several machines on these lines. That indicates what is possible in the two important directions of weight and price.

Norwich.

BERNARD A. WITHERS.

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CLUB NEWS

HOW long is it since we had two trials on one day? It seems ages, of course, but how long will it be before it happens again? The answer is, "Just over three weeks hence." Last week I gave details of the Bexleyheath and Owls trial to be held on Witley Mill Estate, near Sevenoaks, on February 16th. Now there is excellent news from the Southern Amateur M.C.C. of another trial to be run in the Pirbright area, also on February 16th.

Southern Amateur's trial will start from the Lupin Café, Bagshot, at 11 a.m. Permission to use the course chosen has been granted by the War Office on the understanding that all motor cycles and cars are parked off main roads and well under cover of trees; I feel sure that everyone will co-operate. The event is open to all Service, A.C.U., and amateur riders, and the entry fee is 3s. Entries will be accepted at the Lupin Café up till 11 a.m. on the day of the event, which means that anyone can turn up and have a bash. Standard tyres only are allowed and silencers must be fitted. All Service competitors who ride Service machines in the event must produce the necessary permit from their commanding officers. The proceeds of the event, after deduction of prizes, will be handed to the British Red Cross. Any further particulars may be obtained from the general secretary, Mr. T. Davison, 8, Carleton Gardens, London, N.19, or from Mr. M. Thursby-Pelham, 410, Duncan House, Dolphin Square, S.W.1.

NEXT Sunday a social afternoon and evening for North-East London Club members will be held at 42, Rous Road, Buckhurst Hill, beginning at 2 p.m. Mrs. E. Woollard would appreciate advice beforehand from those who can turn up, though she stresses that this should not deter anyone who can't let her know.

OWING to so many members being away in the Services, Hillingdon and Uxbridge M.C. has decided to discontinue the Wednesday club nights at the Crown and Treaty House, but if members coming home on leave will notify Mr. V. Luck, 21, Waterloo Road, Uxbridge, he will endeavour to arrange meetings at times suitable for everyone.

The club's country H.Q. is changed from the Beech Tree to the Bricklayer's Arms at Wycombe Marsh, where sing-songs will be held on the first Saturday in each month. V. Luck, E. Child and R. Aldred have been discharged from the Army to resume their civil occupations. Anyone who knows the whereabouts of N. Sones is asked to communicate with E. Child, 64, St. George's Crescent, Cippenham, Slough, Bucks. C. Selby, R. Plush and B. Hall have been keeping the club colours flying in local events.

ANOTHER little social event next Sunday will be F. W. Pinhard's tea party at his flat—9, Aylmer Court, London, N.2—where he will be pleased to see any Sunbeam M.C.C. members who

Another Trial in the Bagshot Area : Sunday's Socials : Eire's Drastic Fuel Cut

are able to turn up; he would like notification by post card "so that the food question can be dealt with." The buns are due to appear around 3.30 p.m.

PRESENT conditions have resulted in the cancellation of West London M.C.'s regular runs and Thursday club nights. However, the organising nucleus of the club maintains contact with itself and the bulk of members, most of whom are serving, so that operations can be restarted as soon as conditions moderate. Meantime, Chairman R. E. A. Lacey, 57, St. Leonards Road, East Sheen, S.W.14 ('phone.: Prospect 3659) is acting hon. secretary.

FACED with a reduction of the petrol ration in Eire to one and a half gallons a month, the necessity of condensing trials courses became even more obvious, and the Dublin and District Club's Gas-you-please trial on January 11th was run near the city over six laps of a quarter-mile course that included eight observed sections to the lap! Over the five observed laps S. T. Healy (343 Triumph) retained a clean sheet, while P. D. Gill (348 B.S.A.) footed only once on the last lap; the pair secured the first two places in the experts' class. D. C. Ewen (498 Matchless), 378 marks, and E. P. Gill (248 Royal Enfield), 363, were best in the general class, while B. F. Mason (348 B.S.A.) and R. B. Eaton (343 Triumph), each with 346 marks, tied in the novices' class. Eaton won the open handicap with 416. Thirty marks covered first eleven—not a bad effort in handicapping.

THE CLUBMAN.

The Week's Fixtures

January 23rd to 29th inclusive

- Barry.—Club night, Tuesday, 15, Holton Road.
- Bayswater.—Saturday, meet Warren Club, Warren Street, W.1, 2 p.m. Sunday run by arrangement.
- Bexleyheath.—Club night, Wednesday, Guy, Earl of Warwick, Welling.
- Birchington.—Sunday run, meet H.Q., 2.30 p.m. Club night, Wednesday, Island Café and Hotel, Upstreet, 7.30 p.m.
- Bohemian.—Club night, Wednesday, Sussex Arms, Englefield Road, N.1.
- Bradford Vagabonds.—Impromptu run, Sunday, start Packard's Garage, 10.30 a.m. Club night, Tuesday, Gillington Hotel, 8 p.m.
- British Two-Stroke.—London section: Club night, Thursday, Warren Club, W.1, 8 p.m. Manchester section: Club night, Thursday, Town Hall Tavern, Tib Lane, Cross Street, Albert Square, Manchester, 8 p.m.
- Cambridge University.—Weekly meetings held in members' rooms.
- Carshalton.—Club night, Thursday, The Beeches, Lower Kingswood.
- Caterpillar.—Club night, Tuesday, Duke of Edinburgh, Epping New Road, 8 p.m.
- Chelmsford.—Club night, Friday, Horse and Groom, Roxwell Road.
- Cumberland County.—Club night, Wednesday, 16, Crosby Street, Carlisle.
- Dalmarnock.—Club night, Friday, clubroom, 320, Nuneaton Street, 9 p.m. Sunday run by arrangement.
- Dittons.—Club nights, Friday and Sunday, White Hart, Hampton Wick.
- Doncaster Mercury.—Club night, Wednesday, 11, Hawke Road, Wheatley, Doncaster.
- Dons.—Club night, Tuesday, Elite Motors, Garratt Lane, S.W.
- Edinburgh and District.—Clubroom open every night.
- Glasgow Lion.—Sunday run by arrangement. Lecture by Mr. Abernethy ("The Tank in 1918"), Wednesday, clubroom, 133, Merrylee Road.
- Glasgow Speedway.—Sunday run, start Paisley's Corner, 10.30 a.m. Club night, Wednesday, Toc H Hut, Hollybrook Street.
- Gleevum.—Club night, Wednesday, Booth Hall Hotel, Westgate Street, Gloucester.
- Greenwich.—Club night, Thursday, Prince of Orange, Greenwich, Sunday afternoon, meet The Crown, Knockholt.
- Halifax.—Club night, Wednesday, H.Q., 8 p.m.
- Harringay.—Club night, Wednesday, White Hart, Devonshire Hill, N.17, 8 p.m.
- Hemsworth.—Club night, Friday, Boot and Shoe Hotel, Ackworth, near Pontefract.
- Ipswich Triangle.—Club night, Thursday, Bell Inn, 7.30 p.m.
- Kensal Rise.—Club night, Friday, William IV, Harrow Road, N.W.10, 7.30 p.m.
- Leamington.—Clubrooms, Binswood Garage, Trinity Street, open Sunday, 3 p.m., and Wednesday, 8.30 p.m.
- Leicester Acc.—Club night, Thursday, clubroom.
- Leicester Bats.—Sunday run, meet Carter's Garage, 2.30 p.m.
- Leicester Query.—Meet Blakeshay Farm for tea, Sunday.
- Manchester Eagle.—Club nights, Friday, Monday and Wednesday, 25, Nelson Street, Rusholme, 8 p.m.
- Manchester 17.—Club nights, Thursday and Sunday, 21a, Manchester Road, Manchester, 21, 7 p.m.
- Melville.—Club night, Sunday, clubrooms, 163, Causewayside, Edinburgh.
- Middlesbrough.—Trial riders' club night, Monday, H.Q.
- Midland Social.—Meeting, Sunday, The Fountain, Clent, 12 noon.
- Mont' Christie.—Impromptu run, Sunday, meet Wake Arms, Epping, 11 a.m. Club night, Wednesday, The Elms, High Road, Leytonstone, 7.30 p.m.
- Mosley.—Emergency Despatch Riders' Service Club night, Thursday, H.Q., 8 p.m.
- New Cross Speedway.—Club night, Thursday, H.Q., The Railway Signal, Forest Hill, 8 p.m.
- North-East London.—Social afternoon and evening, Sunday, 42, Rous Road, Buckhurst Hill, 2 p.m.
- Norwich Viking.—Club night, Friday, The Volunteer, Earham Rise, Norwich, Sunday fixture by arrangement on club night.
- Norwood.—Annual general meeting, Sunday, Norwood Hotel, Knights Hill, S.E.27, 11 a.m.
- Oxford Speedway.—Whist drive, Saturday, H.Q., Magdalen Arms Hotel, Ifley Road, 7 p.m.
- Pendle Forest.—Short social run, Sunday.
- Ravensbury.—Club night, Friday, 84, Morden Rd., Merton, 8 p.m. Sunday run by arrangement.
- Rochester, Chatham.—Club night, Tuesday, The Eagle, High Street, Rochester, 7.30 p.m.
- Rugby.—Club night, Wednesday, St. Marie's Hall, 7.30 p.m.
- Scunthorpe.—Club night, Wednesday, clubroom, Y.M.C.A. Lounge, High Street, 7 p.m.
- Seaton Delaval.—Mud plugging party, Sunday morning, meet The Square, Morpeth.
- Sidcup.—Club meeting, Sunday, The Imperial, Old Hill, Chislehurst, 12 noon.
- Slough Centre.—Club night, Friday, H.Q., Social Centre, Slough, 8 p.m.
- South Birmingham.—Club night, Thursday, H.Q., Spring Road, Hall Green.
- South Leeds.—Club night, Friday, Wellington Hotel, Low Road, Hunslet, Leeds, 8 p.m.
- Southampton.—Club night, Tuesday, clubroom, Grosvenor Club, Grosvenor Square, 8 p.m.
- Stockton.—Despatch riders' club night, Friday, Police Recreation Room.
- Streatham.—Sunday run, start The Cricketers, Mitcham, 11 a.m. Club night, Wednesday, Forty-three Club, 43, Leigham Court Road, Streatham Hill.
- Sunbeam.—Sunday, meet Myllet Arms, Western Avenue, 12 noon. Tea party, Sunday, 9, Aylmer Court, N.2, 3.30 p.m.
- Wakefield.—Club night, Wednesday, White Horse Hotel, Wakefield, 8 p.m.
- Wembley Speedway.—Club night, Friday, William IV, Harrow Road, 7.30 p.m.
- West Ham Speedway.—Club night, Monday, Black Lion, Plaistow.
- West Middlesex Amateur.—Sunday, meet Myllet Arms, Western Avenue, 12 noon.
- Witley.—Club night, Tuesday, clubroom.
- Worcester.—Sunday, meet H.Q., 3, Church Close, Bromyard Road, Worcester, 11 a.m. Club night, Wednesday, H.Q., 7.30 p.m.



QUESTIONS and REPLIES

Advice to readers is given by *The Motor Cycle* free of charge on all matters relating to motor cycles, and a selection of questions of general interest is published weekly. 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 2d. stamped addressed envelope for reply.

CRANKSHAFT END-FLOAT

? I am overhauling the engine of my 1937 KSS Velocette and have fitted new big-end and main bearings. I have had the flywheels trued by a reliable firm, but upon mounting the assembly in the crankcase find that it is stiff to turn. There is a shim fitted between both bearings and the crankcase; the one on the timing side is an oil-retaining shim, but the one on the driving side just seems to be a packing shim. Will I be right in removing this as there is absolutely no play endwise on the mainshaft, and I suspect that it is too tight? Should there be any end-play of the mainshaft assembly?—R. D. A.

You should take out one of the packing shims, but do not remove the oil retaining shim which you refer to as being fitted on the timing side of the engine. This shim is intended to bear lightly against the side of the bearing on the timing side, forming an oil seal. Consequently it is important to assemble the engine with no shims in between the oil retainer and the bearing. A maximum end-float of 0.0015in. for the crankshaft assembly is all that is required for this type of engine. The flywheels should be assembled into the crankcase so that, when the engine is hot, they are quite free without noticeable end-play.

A CLUTCH CONVERSION

? The clutch of my 1930 600 c.c. Douglas has not the grip which I would like, although the lining and mechanism are in reasonable condition. I have learnt that the latest type clutches are fitted with cork inserts, and I would like to convert mine to this form. From a sectional view of the clutch in the Douglas 1938 catalogue it appears that the holes are drilled in the driven plate and chamfered on both sides, and there does not appear to be any backing plate to prevent the corks from being pressed right through the driven plate. Is this in order?—A. J. C.

It is not practicable to convert your clutch to the 1938 type, though it is a simple matter to fit the 1932 type of clutch (this was the year when cork clutches were

introduced on Douglases) by purchasing the following parts: Clutch driven plate with sprocket, thrust race for sprocket, thrust cage and balls, thrust ring for cam, operating cam. The above parts, which cost approximately £3, are necessary if your machine is actually a 1930 model. If, however, you have the 1931-type clutch with the detachable clutch races, then it would be necessary to obtain only the 1932-type driven plate with sprocket and cork inserts. It is true that on the 1938 clutch there is no backing plate on one side of the corks, but this also applies to the 1932 clutch. You will notice, however, that the corks are held in position by reason of the holes in the driven plate being cut to a diamond shape, and in practice there is no risk of the corks being driven through. Owing to the far greater gripping power of cork, another point is that the spring pressure required is considerably less. In fact, if you convert your present clutch to the 1932 type it will be necessary to use only three springs in place of the existing six, and also the clutch adjusting nut will need to be slackened off almost completely; this will make the clutch lighter to operate. It is just possible to fit corks to the 1930 driven plate, and if this is done the holes should be drilled and then faced off diamond shape. The procedure is then to use ordinary round bottle corks, which should be faced off to stand $\frac{5}{32}$ in. proud of the driven plate. There are, however, two objections to this scheme. One is that the weight of the steel-driven plate gives a tendency for the plate to continue spinning, and the second is that owing to the thinness of this plate there is a distinct risk of the corks becoming cut in half after comparatively short service. In the 1932 clutch the driven plate is made of cast aluminium and is considerably thicker, yet lighter.

NO CHARGE ON "CHARGE"

? I need your advice regarding some trouble with my Magdyno. I can't get the dynamo to charge unless I earth the shunt field terminal wire. With that arrangement the ammeter shows a charge of 5 amps with the switch at both the "Charge" and "Off" positions. When the wiring is correct according to the chart the ammeter registers a charge of

one amp with the headlight on (24-watt bulb) and three amps on the pilot light, but when the switch is turned to "Charge" the needle goes back to zero. I have tested all the wiring, which is new, and the ammeter is new. What is wrong?—J. C.

It is evident that there is nothing wrong with the dynamo. Your trouble is due to an open circuit in the half-charge resistance incorporated in the switch. This may lie in a faulty connection at one of its ends, or possibly the resistance has broken down, in which case the fitting of a replacement will provide the cure.

THREE-CYLINDER RADIAL IGNITION

? A short time ago you published some interesting details of the Redrup Radial three-cylinder engine. Can you tell me how the ignition system is worked, in conjunction with the single-throw crankshaft?—M. W.

The firing intervals of the Redrup Radial were 0 deg., 240 deg., 480 deg., 720 deg., and so on. The magneto, which had two cams arranged at 180 deg. to give two sparks per revolution, was run at three-quarter engine speed. In the particular magneto used (Runbaken) the high-tension lead was brought out through the centre of the armature spindle, and connected to a small sun wheel which was mounted on the spindle but insulated from it. On the end cover was a fibre ring in which was formed an internally toothed track with small brass segments set at 120 deg. intervals; from these segments were taken the H.T. leads to the plugs. Between the live sun pinion and the internally toothed ring were three metal planet wheels, approximately equally spaced, but not otherwise connected to any part of the mechanism. These planet wheels rolled round the internally toothed ring comparatively slowly and came opposite the appropriate segments in the ring at the correct time for the firing intervals.

SPARKLETS

Immobilised Vehicles

Thanks are due to the R.A.C. for the fact that essential parts of immobilised vehicles in banned areas are to be returned to the local authorities in those areas, as mentioned in a recent issue; the Club was responsible for bringing this about.

Books Received

Post Office London Directory. In producing the 1941 (142nd annual) edition of this well-known work of reference, the publishers have continued the policy of showing, in the commercial alphabetical section, the emergency addresses of firms who have moved temporarily from London; firms who have moved certain departments of their business are also dealt with in this edition. The price of the Directory is £3, and it is published by Kelly's Directories, Ltd., 186, Strand, London, W.C.2.

Instruction Books Wanted

For a 1935 250 c.c. o.h.v. O.K. Supreme; 1939 (or 1938) 250 c.c. Rudge Sports; 1937 250 c.c. B.S.A. Empire Star; 1936 250 c.c. Model B Royal Enfield; Matchless Silver Arrow (also spare parts list); 1935 E.S.2 Norton; 1932 K.S.S. Velocette; 1937 250 c.c. Rudge Rapid; 1936 250 c.c. o.h.v. A.J.S.; 1938 250 c.c. s.v. C.10 B.S.A.; 1929-30 549 c.c. s.v. Triumph; 1933 249 c.c. radial-valve Rudge; 1936 350 c.c. o.h.v. Triumph; 1936 250 c.c. o.h.v. A.J.S.; 1933 500 c.c. Rudge Special; 1935 250 c.c. Ariel Red Hunter; 1932 550 c.c. s.v. New Hudson; 1935-6 250 c.c. Sunbeam.

THE MOTOR CYCLE

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MOTOR CYCLES FOR SALE

A.J.S. Wanted

ROWLAND SMITH'S Pay Spot Cash for A.J.S.s.—Hampstead. 'Phone: 6041. [2013]

NAYLOR and **R**OOT.—Highest cash for A.J.S.s.; H.P. accounts settled.—'Phone: Battersea 5272. [2632]

CLAUDE RYE.—Highest cash prices for good A.J.S.s.—899, Fulham Rd., S.W.6. 'Phone: Renown 4247. [9075]

GODFREY'S Pay Top Cash Prices for Any Late Model A.J.S.s; immediate settlements, free collection.—208, Great Portland St., W.1; or 228, London Rd., Croydon. [0044]

A.J.W.

!!! Marvellous Value.—19 guineas! 1936 A.J.W.—J.A.P., chromium tank, big-bore "straight-thros" (baffled), fine runner, foot-change.—Gray's, 56, Southend, Croydon. (8.30 a.m.—6 p.m.) [2802]

Ariel

GLANFIELD LAWRENCE

1938 Ariel 1,000 c.c. Square Four, low mileage, complete (overhauled); £67/10.

1937 Ariel 500 o.h.v. Red Hunter, single port, up-swept pipe, foot change, speedometer, etc., overhauled; £46.

PART Exchanges, hire purchase; special terms to postal customers. Write for details.—Glanfield Lawrence, Glanfields Corner, 407, High Rd., Finchley, N.12. (Finchley 0091.) [2698]

TAYLOR MATTERSON, Ltd., for Ariels.

£47/10.—1938 350 c.c. o.h.v. Ariel Red Hunter, single port motor, totally enclosed valve gear, pos. 4 speeds, oil bath, good tyres, overhauled, new bearings, fully equipped.—Taylor Matterson, Ltd., 83, Bedford Hill, Balham, S.W.12. Str. 8278. [2651]

1939 Ariel 600 c.c. s.v. Watsonian sidecar, as new; £55.—Ilisley, 60, Overhill Rd., Dulwich, S.E.22. [2773]

PARKINSON'S (WAKEFIELD), Ltd., The Rider-Dealers, for Ariels.—38, Inga Rd., Wakefield. [0028]

RENNOS.—Ariel 1937 500 c.c. o.h.v. Red Hunter, foot change, speedometer; deposit 16 gns., balance 29 gns., 3/9 monthly.

RENNOS.—Ariel 1936 350 c.c. o.h.v. Red Hunter, foot change, speedometer, very smart; deposit 12 gns., balance 19 gns., 2/6 monthly.

RENNOS.—1935 600 c.c. o.h.v. Red Hunter, positive foot change, Magdyno; deposit 9 gns., balance 19 gns., 2/6 monthly.—232-3-4, Upper St., Islington, N.1. Can. 2021. [2870]

CLAUDE RYE.—25 gns.; 1934 600 Square 4 Ariel, Magdyno, speedometer, 4-speed, oil bath, good condition; with Ariel sidecar, 29 gns.

CLAUDE RYE.—Best stock of Ariels, 4 1939 Thousands, one 1939 600 Four, 2 1938 Thousands, 10 1939 Red Hunters, 5 1939 600 s.v., 7 1939 De Luxe models; dozens of earlier models.—899, Fulham Rd., S.W.6. Open Sundays. [2682]

C. A. BLAY—Ariel 500 o.h.v. 1937 combination, condition like new, complete with all equipment; £35.—192, Heath Rd., Twickenham. Popesgrove 2103. [2725]

FOSDYKE and **S**LOCOMBE.—1939 600 spring frame Ariel Four, positively as new, mileage negligible; £90.—269, Neasden Lane, N.W.10. 'Phone: Gladstone 2088. [2846]

G. W. WILKIN, Ltd.—1936 Ariel R.H. 500 c.c. o.h.v., fitted with Watsonian Continental sports sidecar; £50; exchanges.—26, London Rd., Kingston. 'Phone: 2241. [2747]

!!! Gray's; 25 gns.; Ariel 500 Red Hunter, super fast model, tuned two-port motor, positive four speeds, chrome-scarlet tank, speedometer.—59, Westmorland Rd., Newcastle. [2795]

!!! Good "goer"—21 gns.; 1935 350 Ariel "Red Hunter," positive 4-speed, dynamo, appearance fair, performance good.—Gray's, 31, Kingston Rd., Portsmouth (8.30 a.m.—6 p.m.). [2790]

55 Gns.—1939 350 Ariel Red Hunter De Luxe, 2-port, competition pipes, appearance like new, completely overhauled, mechanically perfect.—Wainwright, 9, Belle Vue Rd., Sandal, Wakefield, Yorks. [2787]

!!! Gray's, 27 gns.; registered 1936, 4.97 2-port Ariel "Red Hunter" combination, positive 4-speed, speedometer, red-black Sandum sports, clean, reliable and sound condition.—152, Woodhouse Lane, Leeds. [2777]

The proprietors are not responsible for clerical or printers' errors, although every care is taken to avoid mistakes. They retain the right to refuse or withdraw advertisements at their discretion.

DEPOSIT SYSTEM. Readers may deal with advertisers in safety through our Deposit System. If the money be deposited with "The Motor Cycle," both parties are advised of its receipt. Notes and Money Orders save time. Cheques should be made payable to Iliffe & Sons, Ltd., and are acknowledged to seller when "cleared."

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. Details of any arrangement made between parties which does not concur with any of the above conditions must be advised to us when the deposit is made. For all transactions whether a sale is effected or not a commission of 1 per cent. is charged on and deducted from the amount deposited (minimum charge 2/-). All deposit matters are dealt with by Iliffe & Sons Ltd., Dorset House, Stamford Street, S.E.1.

MOTOR CYCLES FOR SALE

Ariel

79 Gns.—Ariel, 1938, 1,000 c.c., De Luxe Square Four combination, 2-seater saloon sidecar, Magdyno, speedometer, carefully used, excellent condition. Terms, Exchanges.—Rowland Smith, below.

79 Gns.—Ariel, 1939, 599 c.c., Square Four, Magdyno, speedometer, one owner, carefully used, excellent condition. Terms, Exchanges.—Rowland Smith, below.

69 Gns.—Ariel, late 1939, 497 c.c., 2-port Red Hunter, Magdyno, speedometer, one careful owner, practically new condition. Terms, Exchanges.—Rowland Smith, below.

59 Gns.—Ariel, 1939, 347 c.c., De Luxe, 2-port o.h.v., Magdyno, speedometer, run about 9,000 miles only, practically brand new condition. Terms, exchanges.—Rowland Smith, below.

9 Gns.—Ariel, 1932, 347 c.c., 2-port Red Hunter, dynamo, speedometer. Running order but needs attention. Exchanges. List. Week-days, Saturdays 9-blackout. Sundays 9-1.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2828]

KING'S OF OXFORD Have the Finest Selection of Modern Ariels in the District. Here's a real beauty for you:—1939 model, small mileage, 500 c.c. o.h.v. spring-frame "Red Hunter," tuned and polished engine, fullest equipment, etc.; a special bargain for 69 gns. Dozens more like this one, also many late 600 c.c. and 1,000 c.c. "Square Four" models. Cash, terms and exchanges.

KING, New Rd., Oxford.

[2830]

TWO Nearly Brand New Ariel Bargains!!—(1) Latest type (mileage 3,000) model V.B. 600 c.c. s.v. De Luxe to maker's specifications, including valanced mudguards, speedometer, oilbath, 4-speed foot change, absolutely indistinguishable from brand new, 79 gns.; (2) late 1939 350 c.c. o.h.v. Red Hunter (mileage 5,000), an equal to any new model, price 72 gns.; full details of either model on request.—Whitbys of Acton, 273, Acton Vale, London, W.3. 'Phone: Shepherd's Bush 5355. [2519]

Ariels Wanted

ROWLAND SMITH'S Pay Spot Cash for Ariels.—Hampstead. 'Phone: 6041. [6837]

NAYLOR and **R**OOT.—Highest cash for Ariels; H.P. accounts settled.—'Phone: Battersea 5272. [2627]

SPRINGER "Hunter" or "Thousand" Ariel wanted; cash waiting.—Koster, 127, Hockley Hill, Birmingham. [2806]

CLAUDE RYE.—Highest cash prices for good Ariels.—899, Fulham Rd., S.W.6. 'Phone: Renown 4247. [9076]

G. K. RAE, Ltd., best cash buyers of Ariels; spot cash and the highest price.—3, Great West Rd., Chiswick, W.4. 'Phone: 2431. [5541]

GLANFIELD LAWRENCE Pays Highest Spot Cash for modern Ariel motor cycles.—Glanfields Corner, North Circular Rd. (407, High Rd., Finchley, N.12), Finchley 0091. [2707]

MOTOR CYCLES FOR SALE

A.B.C.

A.B.C. Wanted.

!!! A.B.C. wanted (also "Skutamota"); state price wanted.—Gray's, 56, Southend, Croydon.

!!! Gray's want all other makes too—see our Special Announcement under "Wanted." [2799]

A.J.S.

TAYLOR MATTERSON, Ltd., for A.J.S.

£47.—1937 500 c.c. o.h.v. A.J.S. combination, positive 4 speeds, Magdyno, voltage control, speedometer, launch saloon sidecar, very low mileage, magnificent condition throughout, any trial.—Taylor Matterson, Ltd., 83, Bedford Hill, Balham, S.W.12. Str. 8278. [2807]

S. A. COLES—1937 350 c.c. model 16 A.J.S., superb condition; £32/10.—364-8, High Rd., Leyton. [2889]

1940 250 o.h.v. A.J.S. Sports, pillion, footrests, clock, good condition; £48.—Royle, Fox Hill, Bracknell, Berks. [2768]

!!! Gray's, 36 gns.; registered 1938, 3.47 o.h.v. A.J.S., speedometer, well tyred, only taxed six quarters, one change owner.—152, Woodhouse Lane, Leeds. [2776]

HARRY NASH.—£42/10. 1938 A.J.S. 350 over-head valve 2-port De Luxe, all extras, low mileage, like new; terms, exchanges.—391, King St., Ham-mersmith. [2863]

COMERFORD'S.—£48!! A.J.S. 350 c.c. o.h.v., dynamo lighting, 80 m.p.h. speedometer, 4-speed foot change; 300 machines in stock.—Portsmouth Rd., Thames Ditton. [2844]

45 Gns.—A.J.S., 1938, 347 c.c., 2-port o.h.v., dynamo and magneto, speedometer, carefully used, excellent condition. Terms, Exchanges.—Rowland Smith, below.

29 Gns.—A.J.S., 1935, 346 c.c., o.h. camshaft, Magdyno, speedometer, very good condition. Terms, Exchanges. List. Week-days, Saturdays 9-blackout. Sundays 9-1.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2827]

CLAUDE RYE.—57 gns.; "as new" 3.50 De Luxe A.J.S., Magdyno, mask, trip speedo, 2-port, 4-speed positive, oil bath, definitely unmarked, mileage 1,334 only; 17 other low mileage A.J.S. models.—899, Fulham Rd., S.W.6. Open Sundays. [2850]

KING'S OF OXFORD for the Largest and Most Comprehensive Stock of Guaranteed Used Motor Cycles. Cash, terms and exchanges. How about this one? 1939 model 250 c.c. o.h.v. 2-port De Luxe A.J.S., usual specification, chrome-black finish, 4-sp. foot-ch., speedo., p.s. and r., electric horn, etc. It's in super condition and a real snip at 42 gns. Dozens more like this one, also huge stock of small horsepower light cars.

KING, New Rd., Oxford.

[2879]

MOTOR CYCLES FOR SALE
Ariels Wanted

GODFREY'S Pay Top Cash Prices for Any Late Model Ariels; immediate settlements, free collection.—208, Great Portland St., W.1; or 228, London Rd., Croydon. [0045]

Spare Parts:

PUTNEY AUTOS.—Huge stock Ariel spares.—263, Putney Bridge Rd. Putney 2645-6. [0025]

S. A. COLES.—Largest London stock Ariel spares, c.o.d., trade.—364-8, High Rd., Leyton. [2891]

Autobyk

Spare Parts:

HOUCHINS.—Villiers spares for Autobyk; prompt delivery.—188, High St., Peckham, S.E.15. [2824]

Autocycles Miscellaneous

CLAUDE RYE.—Slightly used 1940 Rudge, Francis-Barnett, James, Cyc-Auto, Autocycles; also 1941 from stock, Nortons, Excelsior, Raynal Autos, Francis-Barnetts, etc.—899, Fulham Rd., S.W.6. Open Sundays. [2856]

WHITBY'S OF ACTON for New Autocycles!! Many models in stock for immediate delivery, including Excelsior Autobyk, New Hudson, Norman and Rudge; terms and exchanges.—273, Acton Vale, London, W.3. Phone: Shepherd's Bush 5355. [2513]

Autocycles Wanted

ROWLAND SMITH'S Pay Spot Cash for Autocycles.—Hampstead. Phone: 6041. [2014]

GODFREY'S Pay Top Cash Prices for Any Late Model Autocycles; immediate settlements, free collection.—208, Great Portland St., W.1; or 228, London Rd., Croydon. [0046]

B.M.W.

1939 B.M.W. R51, small mileage; state lowest price and particulars.—Kirby, 8, Philip St., Bolton. [2771]

Brough Superior

LOOK, £18/10.—Brough Superior, 1931, Black Alpine, 980 c.c., Magdyno, speedometer, legshields thoroughly overhauled.—Handy Garage, 80a, Blackstock Rd., N.4. [2865]

145 Gns.—Brough Superior, July, 1940, 990 c.c., "S.S.80 Special," Castle forks, Magdyno, speedometer, safety bumpers, legshields, etc., one owner, run 1,600 miles only, absolutely brand new condition. Terms, Exchanges, List, Week-days, Saturdays 9-blackout, Sundays 9-1.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2830]

Brough Superior Wanted

ROWLAND SMITH'S Pay Spot Cash for Brough Superiors.—Hampstead. Phone: 6041. [2015]

B.S.A.

GLANFIELD LAWRENCE.

1938 (May) B.S.A. 350 Empire Star, 14,000, foot change, oil bath, Magdyno, pillion equipment, tyres, appearance and condition as new; £49.

1939 (May) B.S.A. 250 s.v. C.10, foot change, speedometer, as new; £42.

1938 B.S.A. 250 s.v. C.10, hand change, speedometer, excellent appearance and condition; £35.

1938 B.S.A. 350 s.v., 4-speed, oil bath, speedometer, fitted with Noxal Speed sidecar, matched colours; £40.

PART Exchanges, hire purchase; special terms to postal customers. Write for details.—Glanfield Lawrence, Glanfields Corner, 407, High Rd., Finchley, N.12. (Finchley 0091.) [2699]

TAYLOR MATTERSON, Ltd., for B.S.A.

£59.—Exceptional—1938 750 c.c. o.h.v. B.S.A. Twin combination, positive 4 speeds, Magdyno, speedometer, good tyres, Swallow sidecar, very carefully used by enthusiast owner, must be seen and tested to be appreciated.—Taylor Matterson, Ltd., 83, Bedford Hill, Balham, S.W.12. Str. 8278. [2808]

COMERFORD'S.—£16!! 1932 B.S.A. 500 c.c. o.h.v. 2-port, Lucas Magdyno lighting, 4-speed.

COMERFORD'S.—£26!! 1937 B.S.A. 350 c.c. side-valve, dynamo lighting, excellent condition.—Portsmouth Rd., Thames Ditton. [2845]

PINKS OF HARROW for Reconditioned B.S.A.s; your inspection is invited.—Station Rd., Harrow. [9527]

RENNOS.—B.S.A. 1939 Silver Star 250 c.c. o.h.v., foot change; deposit 15 gns., balance 34 gns.. 46/- monthly.

RENNOS.—B.S.A. 1939 combination, 600 c.c., s.v., foot change, speedometer, 4,000 miles only, Watsonian Monarch tourer; deposit 24 gns., balance 48 gns., 65/6 monthly.

RENNOS.—B.S.A. 1935 combination, 500 c.c. o.h.v., Magdyno, speedometer, Swallow coupe sidecar; deposit 11 gns., balance 25 gns., 33/8 monthly.—232-3-4, Upper St., Islington, N.1. Can. 2021. [2869]

G. W. WILKIN, Ltd.—1938 B.S.A. 500 c.c. o.h.v., fitted with tradesman's commercial box; £47/10; exchanges.—26, London Rd., Kingston. Phone: 2241. [2748]

!!! Sound 1938 250 B.S.A., 32 gns.! Speedometer, car type ignition, good tyres, reliable, economical; terms, exchanges.—Gray's, 31, Kingston Rd., Portsmouth. [2791]



EASY TERMS ARRANGED.

REASONABLE CASH OFFERS CONSIDERED

Third party insurance only required. Cash Discount to Cash Buyers. Write for Free Bargain List.

| CASH. | | DEPOSIT. |
|--------|--|----------|
| £59 10 | 1939 P. & M., 600 O.H.V. speedo., dno., 1/c. | £15 0 |
| £55 10 | 1939 ARIEL, R.H., 350 S/pt., u/sw., M/dno. | £13 0 |
| £49 10 | 1938 RUDGE, Ulster, 500 4 valve, m. and dno. | £12 10 |
| £49 10 | 1938 P. & M., speedo., dno., 1/c. | £12 10 |
| £42 10 | 1939 A.J.S., de Luxe, 250 O.H.V. 2-pt., 1/c. | £10 10 |
| £42 10 | 1939 ZUNDAPP, 350 c/hd. double cam. unit. | £10 10 |
| £39 10 | 1939 R. PANTHER, "40," 250, dno., 1/c. .. | £10 0 |
| £39 10 | 1938 TRIUMPH, T.80, 350 O.H.V. s-pt., 1/c. | £10 10 |
| £39 10 | 1938 B.S.A., Empire Star, 500 O.H.V. s-pt. | £10 0 |
| £38 10 | 1937 ARIEL, R.H., 500 2-pt., M/dno., 1/c. .. | £10 0 |
| £37 10 | 1938 MATCHLESS, 500 O.H.V., M/dno., 1/c. | £9 10 |
| £37 10 | 1938 RUDGE, Ulster, 6 days Model, M/dno. | £9 10 |
| £35 10 | 1937 TRIUMPH, T.90, 500 O.H.V. s-pt., 1/c. | £9 0 |
| £35 10 | 1937 LEVIS, 500 O.H.V. 2-pt. u-sw., M/dno. | £9 0 |
| £35 10 | 1938/9 N. IMPERIAL, 500 Unit, s-pt., dno. | £9 0 |
| £35 10 | 1937 P. & M., 100, 600 O.H.V. 2-pt. M/dno. | £9 0 |
| £35 10 | 1938/9 N. IMPERIAL, 350 O.H.V., unit, s-pt. | £9 0 |
| £35 10 | 1937 NORTON, 350 O.H.V. s-pt., u/sw., 1/c. | £9 0 |
| £35 10 | 1939 A.J.W., Lynx, 250 Villiers, t/s, flywhl. | £9 0 |
| £34 10 | 1939 COTTON, J.A.P., 350 O.H.V. s-pt., M/do. | £8 10 |
| £33 10 | 1937 SUNBEAM, 250 O.H.V. s-pt., M/dno. | £8 10 |
| £32 10 | 1939 COTTON, J.A.P., 250 O.H.V. s-pt., 1/c. | £8 0 |
| £32 10 | 1937 A.J.S., 250 O.H.V. s-pt., u/sw., dno. | £8 0 |
| £32 10 | 1939 A.J.W., Lynx, 250 T/S Villiers, 2-pt. | £8 0 |
| £32 10 | 1937 B.S.A., Empire Star, 350 s-pt., M/dno. | £8 0 |
| £32 10 | 1937 MATCHLESS, 350 s-pt., u/sw., m. and d. | £8 0 |
| £29 10 | 1937 D.K.W., 500 T/S. Twin, elec., starter. | £7 10 |
| £29 10 | 1939 PANTHER, speedo., horn, dno., 1/c. | £7 0 |
| £29 10 | 1937 P. & M., 85, 350 O.H.V. s-pt., M/dno. | £7 0 |
| £27 10 | 1937 MATCHLESS, Clubman, 250 O.H.V. | £7 0 |
| £27 10 | 1937 A.J.S., 350 O.H.V. s-pt., u/s, dno., 1/c. | £7 0 |
| £27 10 | 1935 RUDGE, Ulster, 500 O.H.V., semi-rad. | £7 0 |
| £25 10 | 1937 ENFIELD, 250 O.H.V. s-pt., dno., 1/c. | £6 10 |
| £25 10 | 1935 VELOCETTE, M.O.V. 250 high cam. | £6 10 |

CASH BARGAINS

(Requiring slight repairs, available to callers only).

| | | |
|--------|---|--|
| £23 10 | 1937 B.S.A., Empire Star, 350 O.H.V. s-pt. M/dno. | |
| £22 10 | 1938 NORTON, 18, 500 O.H.V. s-pt., M/dno., 4 spds. | |
| £22 10 | 1937 COTTON, J.A.P., 600 O.H.V. 2-pt., M/dno. | |
| £22 10 | 1937 ARIEL, R.H., 350 O.H.V. s-pt., M/dno., 1/c. | |
| £22 10 | 1937 E. CALTHORPE, 500 O.H.V. 2-pt., M/dno., 1/c. | |
| £18 10 | 1933 NORTON, 16H, 500 S.V., M/dno., o.b., g. tyres. | |
| £18 10 | 1934 VELOCETTE, K.T.S., 350 O.H.C., 1/c., m. and d. | |
| £17 10 | 1936 A.J.W., R. Fox, 500 O.H.V. 2-pt., J.A.P. | |
| £16 10 | 1935/6 TRIUMPH, 550 S.V., M/dno., 4-spds. | |
| £15 10 | 1934 ARIEL, 250 O.H.V. 2-pt., M/dno., spdo. in panel. | |
| £15 10 | 1935 R. PANTHER, "30," 350 O.H.V. s-pt., dno. | |
| £15 10 | 1934 RUDGE, Special, O.H.V. 4-valve, M/dno., 1/c. | |
| £12 10 | 1936 DOUGLAS, 500 S.V., B.T.H. mag/dno. | |
| £12 10 | 1934 ZENITH, J.A.P., 250 O.H.V., s-pt., dno., 1/c. | |
| £9 10 | 1934/5 CHATER-LEA, 550 c.c. S.V. M/dno., Bowden. | |

| CASH. | COMBINATIONS. | DEPOSIT. |
|--------|--|----------|
| £73 10 | 1939 P. & M., 100, 600 O.H.V., M/dno., 1/c., spdo., Watsonian Monarch, in blk, red | £18 10 |
| £63 10 | 1938 A.J.S., 500 S.V., m. and dno., 1/c., panel, with Watsonian Maxstoke 2-str. | £16 0 |
| £47 10 | 1939 COTTON, J.A.P., 500 O.H.V., s-pt., encl. valves, dno. lrg., P. and C. fabric Launch | £12 0 |
| £30 0 | 1936 DOUGLAS, 600 S.V., flat twin m. and dno., 4 spds., P. & C. Popular Launch | £7 10 |

AUTOCYCLES

ANY MAKE SUPPLIED INCLUDING :

RUDGE, NORMAN, JAMES, COVENTRY-EAGLE, &c.

Your cycle, motor cycle or car part exchanged. H.P. Accounts settled—Cash or Credit allowed.

SIDECARS

LARGE & VARIED RANGE IN STOCK
NEW from £10.10.0 SECONDHAND from £3.10.0
EARLY CLOSING, WEDNESDAY, 1 p.m.

PRIDE & CLARKE LTD.,
158-160, STOCKWELL RD., LONDON, S.W.9
Phone: BRIXTON 6251. Grams: PRICLARKE, London.

MOTOR CYCLES FOR SALE
B.S.A.

45 Gns.—B.S.A., late 1937, 496 c.c. combination, Noxal launch sidecar, Magdyno, speedometer, etc. Terms, Exchanges.—Rowland Smith, below.

75 Gns.—B.S.A., May, 1939, 496 c.c. o.h.v., "Gold Star," Magdyno, speedometer, extremely fast, very carefully used, practically new condition. Terms, Exchanges.—Rowland Smith, below.

39 Gns.—B.S.A., 1938 model, 249 c.c., o.h.v., Magdyno, speedometer, small mileage, exceptional condition. Terms, Exchanges.—Rowland Smith, below.

27 Gns.—B.S.A., 1937 model, 249 c.c., Magdyno, very good condition. Terms, Exchanges, List, Week-days, Saturdays 9-blackout, Sundays 9-1.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2829]

CLAUDE RYE.—36 gns.; 1938 2.50 s.v. B.S.A., dyno, electric horn, spring pillion, one careful owner, 4,000 miles only, stored since September, 1939, as new.

CLAUDE RYE.—Practically all B.S.A. models. "Gold Star," "Silver Stars," Empire Stars, Blue Stars, sports, De Luxe, o.h.v. twins, s.v. twins, side valves, from 2.50 c.c. to 1,000 c.c., 1934-1940. Best selection in London.—899, Fulham Rd., S.W.6. Open Sundays. [2683]

1937 250 B.S.A., s.v., 4 speeds, dynamo lighting, speedo., etc., taxed; £27.—D. J. Shepherd and Co. (Enfield), Ltd., 434-436, Hertford Rd., Enfield. Howard 1631. [0142]

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. Euston 4632. [0009]

HARRY NASH.—£47/10. February, 1939, B.S.A. 350 overhead valve, Magdyno, foot change, small mileage, one owner, as new; terms, exchanges.—391, King St., Hammersmith. [2864]

1936 986 c.c. s.v. Twin B.S.A., in perfect condition, many extras, legshields, etc., smart touring sidecar; £39/10.—Gus Kuhn Motors, Paradise Rd., Stockwell, S.W.4. Macaulay 1874. [2874]

£37/10.—B.S.A. late 1937 600 c.c. s.v., combination, Magdyno, twist grip, dipper, electric horn, pillion, speedometer, 4 speeds, fitted 4 point fixing chassis, large 2-seater saloon body, good tyres, one careful owner, very exceptional condition.—Dilley, 58, Essex Rd., London, N.1. [2487]

A BARGAIN for the Big Twin Enthusiast.—As good as new (mileage only 6,000), B.S.A. 750 c.c. o.h.v. twin combination, many extras, including Smith's speedometer, 4in. tyres on quick release and interchangeable wheels, 4-speed foot change, etc., and fitted with beautiful cabin cruiser saloon sidecar, the whole outfit finished in maroon and chromium, one very careful owner from new, original price £120, and will accept £70 cash.—Whitbys of Acton, 273, Acton Vale, London, W.3. Phone: Shepherd's Bush 5355. [2518]

B.S.A.'s Wanted

ROWLAND SMITH'S Pay Spot Cash for B.S.A.s.—Hampstead. Phone: 6041. [6838]

NAYLOR and ROOT.—Highest cash for B.S.A.s; H.P. accounts settled.—Phone: Battersea 5272. [2628]

CLAUDE RYE.—Highest cash prices for good B.S.A.s.—899, Fulham Rd., S.W.6. Phone: Renown 4247. [9077]

KING'S OF OXFORD.—Highest cash prices for good, clean modern B.S.A.s. Send or call immediately. It will pay you.

KING, New Rd., Oxford. [2884]

GODFREY'S Pay Top Cash, Prices for Any Late Model B.S.A.s; immediate settlements, free collection.—208, Great Portland St., W.1; or 228, London Rd., Croydon. [0047]

GLANFIELD LAWRENCE Pays Highest Spot Cash for modern B.S.A. motor cycles.—Glanfields Corner, North Circular Rd. (407, High Rd., Finchley, N.12.) Finchley 0091. [2710]

Spare Parts:

ON the Spot!—B.S.A. Specialists! All spares C.O.D. same day.—County Motors, 300-1, Broad St., Birmingham, J. [0162]

OWEN BROS. for B.S.A. Spare Parts; hours of business, 8 a.m. to 6 p.m., closed between 1 and 2.15 except Saturdays, 1 o'clock Wednesdays; all enquiries should be accompanied with stamped addressed envelope for reply.—19, Battersea Rise, Clapham Junction. Phone: 1299 Battersea. [0022]

Calthorpe

!!! Investment bargain—29 gns.! Attractive 1937-8 Red Calthorpe, 250 2-port, huge tank, positive foot, unused since war; terms, exchanges.—Gray's, 338, High Rd., Ilford. [2797]

Spare Parts:

BARTON MOTORS, Bristol, 1.—Genuine Calthorpe spares manufacturers. Spares and Instruction Manual, 9. [1397]

Cotton.

COTTON MOTORS, Gloucester.—1941 models available; attractive lists renovated models; immediate spares. [2544]

MOTOR CYCLES FOR SALE

Douglas

£6.—Douglas 1930-31 600 c.c., dyno, good tyres, large saddle tank, snip.—71, Kingsthorpe Rd., Northampton. [2783]

COMERFORD'S for Douglas.—1939 second-hand models from £49 each; 1938 models from £39; specification: 600 c.c. side valve, 4-speed, hand change, separate dynamo lighting and magneto ignition, balloon tyres, first class workmanship throughout; a few brand new models at £65 each, carriage paid.—Portsmouth Rd., Thames Ditton. [2714]

Spare Parts:

DOUGLAS Spares and Repairs.—Business as usual.—E. Withers, 88, Knight's Hill, S.E.27. Gipsy Hill 2766. [0439]

COMERFORD'S for Douglas New Spares; prompt delivery.—Portsmouth Rd., Thames Ditton. Emberbrook 2323. [2719]

Enfield

£4/10.—Royal Enfield, late 1931 (stored since 1937), 225 c.c., electrics, twist grip, clean, reliable.—71, Kingsthorpe Rd., Northampton. [2784]

COMERFORD'S.—£49/10!! 1939 Enfield 350 c.c. Competition model, alloy head and barrel, terrific performance, practically unused.

COMERFORD'S.—£59!! 1939 Enfield 500 c.c. o.h.v. De Luxe, Lucas Magdyno lighting, 4-speed foot change, 80 m.p.h. speedometer, new condition.—Portsmouth Rd., Thames Ditton. [2839]

CLAUDE RYE.—61 gns.; 1937 1140 Twin Enfield combination, full makers' specification, including speedo, 4-speeds, Watsonian saloon sidecar, 13,000 miles only, really good condition; also 1938 Twin Enfield, 1939 Twin Matchless, 4,000 miles Twin B.S.A.—899, Fulham Rd., S.W.6. Open Sundays. [2854]

G. K. RAE, Ltd.—18 gns. 1935 150 c.c. o.h.v. De Luxe Model T Enfield, dynamo, speedometer, 4-speed, all enclosed 5,000 r.p.m. engine, very attractive red-chromium finish, good tyres, almost new condition.—3, Great West Rd., Chiswick, W.4. 'Phone: 2431. [2860]

KING'S OF OXFORD Can Offer You the Finest Selection of Big-Twins in the District—all makes, all types, all prices! Here is one picked entirely at random:—1937 model, 1,100 c.c. twin-cylinder side-valve Enfield combination, fitted 2-seater sunshiner saloon sidecar, full equipment and in spotless condition. Yours for 62 gns. and it's a gift at this price. Don't delay, call or send immediately. Cash, terms and exchanges.

KING, New Rd., Oxford. [2881]

Enfields Wanted

ROWLAND SMITH'S Pay Spot Cash for Enfields.—Hampstead 6041. [2016]

Spare Parts:

PUTNEY AUTOS.—Extensive stock Enfield spares.—263, Putney Bridge Rd. Putney 2645-6. [0026]

Excelsior

!!! 12 Gns.! A "Lightweight Champion" at "knock-out" price! 1935 150h.p. Excelsior-Villiers, new tyre, dynamo (not coil), legshields, mask, genuinely sound.—Gray's, 22, Hardman St., Liverpool. [2789]

Excelsior Autobyk

WHITBYS OF ACTON for Excelsior Autobyks; standard and De Luxe models for immediate delivery; terms and exchanges.—273, Acton Vale, London, W.3. 'Phone: Shepherd's Bush 5355 [2516]

Francis-Barnett.

GLANFIELD LAWRENCE.
1938 Francis-Barnett 250 Cruiser (Flat Top Piston), fully enclosed, legshields, carrier, speedo., excellent condition; £37/10.

PART Exchanges, hire purchase; special terms to postal customers. Write for details.—Glanfield Lawrence, Glanfields Corner, 407, High Rd., Finchley, N.12. (Finchley 0091.) [2705]

!!! Jolly Fine Francis-Barnett Cruiser, 39 gns.; 1938 250, one owner, speedometer, excellent order, ride this in your Sunday suit!—Gray's, 31, Kingston Rd., Portsmouth. [2793]

FRANCIS-BARNETT, 1940, 249 c.c. "Cruiser 45," dynamo, speedometer, legshields, etc., one owner, run 3,000 miles only, practically brand new. Terms. Exchanges.—Rowland Smith, below.

29 Gns.—Francis-Barnett, 1936, 249 c.c. Cruiser, dynamo, legshields, very good condition. Terms. Exchanges.—Rowland Smith, below.

29 Gns.—Francis-Barnett, November 1937, 249 c.c. "Seagull," dynamo, speedometer, excellent condition. Terms. Exchanges. List. Week-days, Saturdays, 9-blackout. Sundays 9-1.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2831]

NEW SPARES BY RETURN

Specialists for: COTTON, P. & M., VILLIERS, DOUGLAS, RUDGE, TRIUMPH, J.A.P., ENFIELD, MATCHLESS, SUNBEAM, A.J.S., BURMAN, HEPOLITE, AMAL, TERRY, etc.

3/- BRAND NEW Pistons from 3/-. Send patt. Best quality guaranteed alloy pistons only for most makes. 150 c.c. to 250 c.c. from 5/6, 350 c.c. from 7/6. 500 c.c. to 600 c.c. from 9/9. Gudgeon Pins from 1/3. End Pads, 4d. Small End Bushes, 1/4. Post 3d.

9d. Fork Springs for most makes, from 9d. Types as illustrated, from 1/6. Post extra.

9/6 BURMAN & H. PATT. K.S. QUADRANTS, 9/6. K.S. Axles, 8/3. K.S. Steps, 3/-. Post 4d.

GUARANTEED SPARES AT 75% BELOW LIST

12/6 CYLINDER HEADS Most makes, hundreds in stock, 12/6 to 17/6. Postage 1/3.

7/6 KICK-START AXLES Most types for Sturmey, Albion, B.S.A., Rudge and most others, 7/6. Post 4d.

Despatched on approval against Cash or C.O.D. Quotations for any spare or repair by return.

8/6 CAM WHEELS Hundreds of Types in stock, 8/6. Post 4d.

MAGNETOS, LAMPS, DYNAMOS SPEEDOMETERS AND PARTS FOR MOST MAKES

We specialise in Speedy Guaranteed repairs at low prices.

42/6 Lucas Magdynos, second-hand, type M.D., guaranteed, tested, 42/6. Type M.D.B., 45/-. Reconditioned throughout as new and guaranteed 6 months. M.D.B.I. types, 69/6. Twin Cylinder types, 5/- extra. Late type, as illustration, 85/-. Post 1/6.

12/6 Magnetos for old Machines, 12/6.S.H. Late Type, for most machines, 19/6. Reconditioned Lucas and B.T.H. Magnetos, as new and guaranteed 6 months, 26/6. Twins, 32/6. Allowance on old Mag. 4,000 in stock. 6-volt Dynamos from 28/6. Post 1/1.

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2/3 Gauntlet Gloves, 2/3. Black Hide Fleece lined. Extra strong, 3/9. Chrome Leather, tough hide gauntlet, 7/6. Special Super Model, Wool Lined, 12/11. Waterproof Overmitts, 1/11. Post 4d.

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3/11 HANDLE-BAR MUFFS Despatch Riders' H.B. Muffs, Heavy Waterproof Leather Cloth lined throughout very warm fleece, keep hands warm and dry, 3/11. Sports type with wire frame, 4/6. Fur-lined, 10/6. Post 7d.

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1/11 TWIST GRIPS, Amal pattern, 1/11 only, 1/11. Super model, 1/1 or 1/1, as illus., 3/9. Genuine Amal clearance, 5/9. Dynamos, 8d.; with end caps, 1/-. Post 4d.

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| NEW AND FULLY GUARANTEED BY US: No TAX. | | | |
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| 2.75 x 19 | 23/6 | 3.25 x 18 | 28/- |
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MOTOR CYCLES FOR SALE

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MEETEN'S MOTOR MECCA, Shannon Corner, New Malden ('Phone: 3110) (London End Kingston By-Pass), Southern distributors for Francis-Barnett and spares. Fascinating Powerbike for immediate delivery: £29/9/1 inclusive. Spares for all types on demand or c.o.d., including genuine maker's regrinds and magneto overhauls, immediately from stock. [1124]

Francis-Barnett Wanted

ROWLAND SMITH'S Pay Spot Cash for Francis Barnetts.—Hampstead. 'Phone: 6041. [6839]

CLAUDE RYE.—Highest cash prices for good Francis-Barnetts.—899, Fulham Rd., S.W.6. Renown 4247. [9078]

KING'S OF OXFORD.—Highest cash prices for good, clean modern Francis Barnetts. Send or call immediately. It will pay you.

KING, New Rd., Oxford. [2835]

GODFREY'S Pay Top Cash Prices for Any Late Model Francis-Barnett; immediate settlements, free collection.—208, Great Portland St., W.1; or 228, London Rd., Croydon. [0048]

FRANCIS-BARNETT.—Meeten, Shannon Corner, New Malden ('phone 3110), the Francis-Barnett Specialist, will, of course, offer you the best price possible if you have a good, clean, modern Francis-Barnett for sale, any type. [1315]

Harley-Davidson

Harley-Davidson Wanted

THE BLACKSTOCK GARAGE Will Purchase Harleys for Cash; spares.—58, Highbury Grove, London, N.5. [0001]

Levis

Spare Parts:

PUTNEY AUTOS for all Levis Spares.—263, Putney Bridge Rd. Putney 2645-6. [0027]

Matchless

!!! Stored 3 1/2 Years!—1935 500 2-port Matchless, chromium ribbed guards, foot-change, handlebar panel, just overhauled; 21 guineas.—Gray's, 56, Southend, Croydon. [2803]

!!! Taxed Four Quarters Only.—49 guineas! 1939 (July) 250 Competition Matchless, red finish, chromium guards, one owner, beautiful model.—Gray's, 56, Southend, Croydon. [2805]

COMERFORD'S.—£59!! 1939 Matchless De Luxe 250 c.c. o.h.v., 4-speed foot change, Lucas Magdyno lighting, 80 m.p.h. speedometer, mileage 2,000.—Portsmouth Rd., Thames Ditton. [2840]

G. K. RAE, Ltd.—£29/10. Exceptionally good 1937 350 c.c. o.h.v. G.3 Clubman sports Matchless, dynamo, magneto, speedometer, pillion, foot 4-speed, upswept exhaust, tuned hairpin valve spring engine, black-chromium finish, good tyres, really clean, well-kept machine.—3, Great West Rd., Chiswick, W.4. 'Phone: 2431. [2859]

Matchless Wanted

ROWLAND SMITH'S Pay Spot Cash For Matchless.—Hampstead. 'Phone: 6041. [2017]

CLAUDE RYE.—Highest cash prices for good Matchless.—899, Fulham Rd., S.W.6. 'Phone: Renown 4247. [9079]

KING'S OF OXFORD.—Highest cash prices for good, clean modern Matchless. Send or call immediately. It will pay you.

KING, New Rd., Oxford. [2886]

Montgomery

!!! Unique Combination.—21 guineas! 1934-5 Montgomery 680 o.h.v. Twin, bevel driven Magdyno (Brough type), 4-speed, superb engine launch chair, screen, rails, untaxed 1940.—Gray's, 56, Southend, Croydon. ('Phone 0123.) [2801]

Motorised Cycles

GEORGE GROSE, LUDGATE CIRCUS, LTD.—Premises and stock destroyed, but we are not.—Enquiries, 26, Pilgrim St., E.C.4. 'Phone: Central 5561. [2325]

Motorised Cycles Wanted

GODFREY'S Pay Top Cash Prices for Any Late Model Motorised Cycles; immediate settlements, free collection.—208, Great Portland St., W.1; or 228, London Rd., Croydon. [0049]

New Hudson Autocycles

WHITBYS OF ACTON for New Hudson Autocycles; immediate delivery of latest models guaranteed.—273, Acton Vale, London, W.3. 'Phone: Shepherd's Bush 5355. [2514]

New Imperial

TAYLOR MATTERSON, Ltd., for New Imperial.
£42/10.—Indistinguishable from new; 1937 250 c.c. o.h.v. New Imperial De Luxe, positive 4 speeds, Magdyno, 8in. head lamp, pillion and rests, 3 gallon black and gold tank, 80 m.p.h., trip speedometer, original tyres, unrepeatable bargain.—Taylor Matterson, Ltd., 83, Bedford Hill, Balham, S.W.12. Str. 8278. [2810]

MOTOR CYCLES FOR SALE
New Imperial

Spare Parts:

R. H. COLLIER and Co., Ltd., Collier's Corner, S. Yardley, B'ham.

NEW IMPERIAL.—We have purchased from New Imperial Motors, Ltd., the whole of the spare parts for these machines and are continuing to manufacture and supply all parts, instruction books and spares lists, 1/3 each. [0313]

Norman

COMERFORD'S.—£23/10!! 1940 Norman 98 c.c., fully equipped.—Portsmouth Rd., Thames Ditton. [2843]

Norman Autocycles

GLANFIELD LAWRENCE.

1940 Norman Motobik, 98 c.c., fitted Watsonian metal box sidecar, perfect, suitable light deliveries; £30.

PART Exchanges, hire purchase; special terms to postal customers. Write for details.—Glanfield Lawrence, Glanfields Corner, 407, High Rd., Finchley, N.12. (Finchley 0091.) [2700]

GEORGE GROSE (LUDGATE CIRCUS), Ltd.—Norman Autobik 1941 models in stock; immediate delivery.—Phone: Central 5561. [2753]

WHITBYS OF ACTON for Norman Autocycles and Lightweight Motor Cycles; immediate delivery guaranteed; prices from £28/10; terms and exchanges.—273, Acton Vale, London, W.3. Phone: Shepherd's Bush 5355. [2515]

Norton

TAYLOR MATTERSON, Ltd., for Nortons.

£34.—Very good 1936 490 c.c. o.h.v. E.S.2 Norton, positive 4 speeds, Magdyno, speedometer, quick detachable wheels, large capacity tank, outstanding be appreciated.—Taylor Matterson, Ltd., 83, Bedford Hill, Balham, S.W.12. Str. 8278. [2809]

£35.—1936 Norton E.S.2, taxed, insured, perfect, would exchange with cash for Morgan.—10, Maudslay Rd., Eltham, S.E.9. [2875]

G. W. WILKIN, Ltd.—1935 Norton 500 c.c. o.h.v. model 18, fitted new saloon sidecar; £47/10; exchanges.—26, London Rd., Kingston. Phone: 2241. [2746]

CLAUDE RYE.—35 gns.; 500 International Norton, Magdyno, 8in. lamp, mask, speedo, 4-speed, pillion and rests, very posh appearance, first class condition throughout.—899, Fulham Rd., S.W.6. Open Sundays. [2851]

79 Gns.—Norton, August 1938, 490 c.c. "model 18" o.h.v., combination, Steib sports sidecar, Magdyno, speedometer, run about 4,000 miles only, practically brand new. Terms. Exchanges.—Rowland Smith, below.

24 Gns.—Norton, 1933, 490 c.c. "E.S.2" o.h.v., Magdyno, speedometer, very good condition. Terms. Exchanges. List. Week-days, Saturdays 9-blackout. Sundays 9-1.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2832]

Nortons Wanted

ROWLAND SMITH'S Pay Spot Cash for Nortons.—Hampstead. Phone: 6041. [6840]

NAYLOR and ROOT.—Highest cash for Nortons; H.P. accounts settled.—Phone: Battersea 5272. [2629]

CLAUDE RYE.—Highest cash prices for good Nortons.—899, Fulham Rd., S.W.6. Phone: Renown 4247. [9080]

KING'S OF OXFORD.—Highest cash prices for good, clean modern Nortons. Send or call immediately. It will pay you.

KING, New Rd., Oxford. [2887]

GODFREY'S Pay Top Cash Prices for Any Late Model Nortons; immediate settlements, free collection.—208, Great Portland St., W.1; or 228, London Rd., Croydon. [0050]

GLANFIELD LAWRENCE Pays Highest Spot Cash for modern Norton motor cycles.—Glanfields Corner, North Circular Rd. (407, High Rd., Finchley, N.12.) Finchley 0091. [2708]

Spare Parts:

NORTON Spares, new only.—Kays of Ealing, Ltd., Bond St., Ealing. [0585]

TAYLOR MATTERSON, Ltd., for Norton Spares, trade, retail, c.o.d. by return.—83, Bedford Hill, Balham, S.W.12. Streatham 8278. [8083]

O.E.C.

GLANFIELD LAWRENCE.

1938 O.E.C. 500 o.h.v. Commander 2-port, foot change, oil bath, spring frame, pillion equipment, excellent tyres, appearance and condition; £59.

1937 O.E.C. 350 Atlanta Special o.h.v., foot change, oil bath, spring frame, fitted with new Noxal speed sidecar, fully equipped, excellent appearance and condition; £50.

PART Exchanges, hire purchase; special terms to postal customers. Write for details.—Glanfield Lawrence, Glanfields Corner, 407, High Rd., Finchley, N.12. (Finchley 0091.) [2701]

SELECTED SECONDHANDS
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| | | |
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| New 250 c.c. | EXCELSIOR, speedo. | £46 2 6 |
| 1939 350 c.c. | ARIEL, R.H., speedo, dyno.... | £52 10 |
| 1939 249 c.c. | MATCHLESS, O.H.V., dyno, speedo. | £43 0 |
| 1938 340 c.c. | A.J.S., O.H.V., dyno, speedo. | £39 10 |
| 1938 249 c.c. | MATCHLESS, O.H.V., M/dyno, pillion | £37 10 |
| 1938 249 c.c. | A.J.S., O.H.V., dyno, speedo. | £35 0 |
| 1938 349 c.c. | B.S.A., E.S.2, M/dyno, speedo. | £37 10 |
| 1938 499 c.c. | RUDGE, Ulster, dyno, speedo. | £44 10 |
| 1937 247 c.c. | A.J.S., dyno, speedo. | £27 0 |
| 1937 248 c.c. | P. & M., dyno, speedo. | £14 0 |
| 1937 350 c.c. | EXCELSIOR, O.H.V., M/dyno | £36 0 |
| 1937 250 c.c. | RUDGE, Rapid, dyno, speedo. | £28 0 |
| 1937 498 c.c. | A.J.S., O.H.V., M/dyno, speedo. | £29 0 |
| 1937 150 c.c. | NEW IMPERIAL, dyno, pillion | £18 0 |
| 1937 250 c.c. | P. & M., O.H.V., dyno, pillion | £12 0 |
| 1937 350 c.c. | VELOCETTE, 4-sp., dyno, speedo. | £21 0 |
| 1937 250 c.c. | B.S.A., M/dyno, pillion | £17 0 |
| 1937 250 c.c. | ENFIELD, M/dyno, speedo. | £24 0 |
| 1937 490 c.c. | NORTON, E.S.2, M/dyno, pillion | £36 0 |
| 1937 600 c.c. | PANTHER Comb., dyno, spdo. | £32 0 |
| 1937 498 c.c. | TRIUMPH Comb., M/dyno | £34 0 |
| 1937 499 c.c. | RUDGE, Ulster, dyno, speedo. | £37 10 |
| 1936 499 c.c. | B.S.A., O.H.V., M/dyno, pillion | £31 10 |
| 1936 248 c.c. | ENFIELD, M/dyno, pillion..... | £18 0 |

PART EXCHANGES
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H.P. ACCOUNTS SETTLED

| | | |
|----------------|----------------------------------|--------|
| 1936 248 c.c. | VELOCETTE, O.H.V., dyno, pillion | £26 0 |
| 1936 350 c.c. | TRIUMPH, O.H.V., M/dyno, speedo. | £22 0 |
| 1936 350 c.c. | NORTON, O.H.V., M/dyno, pillion | £24 0 |
| 1936 500 c.c. | ARIEL Comb., M/dyno, pillion | £26 0 |
| 1936 249 c.c. | B.S.A., M/dyno, pillion | £17 10 |
| 1936 250 c.c. | COVENTRY EAGLE, dyno. | £16 0 |
| 1936 499 c.c. | RUDGE, Special, Maglita, pillion | £24 0 |
| 1936 349 c.c. | B.S.A., M/dyno, pillion | £19 10 |
| 1936 350 c.c. | A.J.S., M/dyno, 4-sp. | £21 0 |
| 1936 248 c.c. | NEW IMPERIAL, dyno, pillion | £16 0 |
| 1936 545 c.c. | TRIUMPH, S.V., M/dyno | £11 0 |
| 1936 350 c.c. | CALTHORPE, M/dyno | £12 0 |
| 1935 249 c.c. | B.S.A., M/dyno | £15 0 |
| 1935 350 c.c. | NORTON, O.H.V., M/dyno, 4-sp. | £22 0 |
| 1935 350 c.c. | A.J.S., M/dyno, 4-sp. | £19 0 |
| 1935 500 c.c. | B.S.A. Comb., M/dyno | £26 0 |
| 1935 250 c.c. | RUDGE, Maglita, 4-sp. | £21 0 |
| 1935 350 c.c. | TRIUMPH, M/dyno, pillion | £18 0 |
| 1935 350 c.c. | LEVIS, M/dyno, pillion | £19 0 |
| 1935, 250 c.c. | SUNBEAM, O.H.V., M/dyno | £27 0 |

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(REQUIRING MINOR ADJUSTMENTS — CALLERS ONLY)

| | | |
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| 350 c.c. | NEW IMPERIAL, S.V., M/dyno | £9 0 |
| 496 c.c. | A.J.S., M/dyno, sloper, 4-sp. | £9 0 |
| 499 c.c. | RUDGE, 4-sp., Maglita, pillion | £12 0 |
| 250 c.c. | O.K. SUPREME, M/dyno | £12 0 |
| 550 c.c. | TRIUMPH, S.V., M/dyno | £6 0 |
| 250 c.c. | CHATER LEA, M/dyno, pillion | £9 0 |
| 496 c.c. | COTTON, O.H.V., M/dyno, speedo.... | £8 0 |
| 250 c.c. | PANTHER, O.H.V., dyno, pillion | £12 0 |
| 250 c.c. | O.K. SUPREME, O.H.V., M/dyno | £14 0 |
| 250 c.c. | TRIUMPH, O.H.V., M/dyno | £14 0 |
| 490 c.c. | NORTON, O.H.V., M/dyno | £14 0 |
| 500 c.c. | NEW IMPERIAL, O.H.V., M/dyno | £12 0 |
| 248 c.c. | ENFIELD, O.H.V., M/dyno | £12 0 |
| 250 c.c. | B.S.A., O.H.V., Maglita, pillion | £9 0 |
| 249 c.c. | FRANCIS-BARNETT, dyno. | £5 0 |

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MOTOR CYCLES FOR SALE
O.K.-Supreme

1938-39 O.K.-Supreme 250 c.c. o.h.v., as new, 3,000 miles, taxed, insured; £32/10.—96, Gloucester Grove, Peckham, S.E.15. [2894]

!!! Snappy Camshaft 250—32 gns.! 1936 (July) O.K.-Supreme, deep black-gold tank, excellent appearance, really outstanding appearance; terms, exchanges.—Gray's, 31, Kingston Rd., Portsmouth. [2794]

Panther

TAYLOR MATTERSON, Ltd., for Redwing Panthers.

£42.—Indistinguishable from new; 1937 600 c.c. o.h.v. Redwing 100 Panther, positive 4 speeds, Magdyno, 8in. head lamp, good tyres, one careful owner, little used, cannot be faulted.—Taylor Matterson, Ltd., 83, Bedford Hill, Balham, S.W.12. Str. 8278. [2811]

P. and M. 600 c.c., 1938 (September), under 14,000 miles, smart; £39.—41, Connaught Rd., Luton, Beds. [2788]

GEORGE CLARKE (MOTORS), Ltd., the Panther Distributors, have 200 second-hand reconditioned Panthers, from 250 c.c. to 600 c.c.; send for list.

GEORGE CLARKE (MOTORS), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [2757]

CLAUDE RYE.—Very good selection of P. and M.s, solo and combination, 24 different models, 1935-1939; keenest prices.—899, Fulham Rd., S.W.6. Open Sundays. [2686]

G. K. RAE, Ltd.—£28. Exceptionally fine 1936 600 c.c. o.h.v. 2-port De Luxe Panther, twin headlamps, mask, panel, speedometer, upswept exhausts, foot 4-speed, engineer owned and maintained, in absolutely faultless condition.—3, Great West Rd., Chiswick, W.4. Phone: 2431. [2862]

Spare Parts:

PANTHER Spares, retail, trade; immediate c.o.d. repairs.—George Clarke (Motors), Ltd., 73, New Park Rd., S.W.2. Tulse Hill 3211. [4609]

Racing Motor Cycles

!!! Two "Specials"—imagine their value post-war! Both thoroughbreds throughout.

!!! 1935 (registered 1939) 350 Manx Norton, super tanks, marvellous motor, real winner; 43 gns.!

!!! 1936 500 Racing International Norton, late property famous rider, really good; 49 gns.!

!!! Both the above could be easily converted for road use and reconverted to "racers" later.—Gray's, 56, Southend, Croydon. [2798]

!!! Gray's. 29 gns.; Pukka competition job, 1937 4.98 single-port A.J.S., one owner, unused last eighteen months, dynamo, etc., super motor, clean appearance.—152, Woodhouse Lane, Leeds. [2778]

Rudge

GLANFIELD LAWRENCE.

1939 Rudge Ulster, as new, fully equipped; £67.

1937 Rudge Ulster, o.h.v., 2-port, foot change, speedo, pillion equipment, excellent tyres, appearance and condition, overhauled; £50.

1938 Rudge 250 Sports, o.h.v., upswept pipe, foot change, oil bath, speedo, excellent tyres, bargain; £41.

1938 Rudge 250 Rapid, o.h.v., downswept pipe, foot change, speedo, oil bath, chromium mudguards, excellent appearance and condition; £45.

PART Exchanges, hire purchase; special terms to postal customers. Write for details.—Glanfield Lawrence, Glanfields Corner, 407, High Rd., Finchley, N.12. (Finchley 0091.) [2703]

TAYLOR MATTERSON, Ltd., for Ulster Ridges.

£52/10.—One owner model! 1937 499 c.c. Rudge Ulster, 4 valve head, totally enclosed, pos. 4 speeds, dynamo lighting, oil bath, speedometer, exceptional condition, outstanding performance, any trial.—Taylor Matterson Ltd., 83, Bedford Hill, Balham, S.W.12. Str. 8278. [2655]

!!! Stored 1½ years—really exceptional 1937 250 Rudge "Rapid," positive 4-speed, beautiful appearance.—Gray's, 338, High Rd., Ilford (Phone: 0585). [2796]

75 Gns.—Rudge Special, late 1939, 495 c.c., dynamo, speedometer, run 2,300 miles only, brand new condition. Terms. Exchanges.—Rowland Smith, below.

65 Gns.—Rudge Ulster, 1938, 499 c.c., dynamo, speedometer, small mileage, carefully used, very exceptional condition. Terms. Exchanges.—Rowland Smith, below.

39 Gns.—Rudge Sports Special, May 1937, 495 c.c., dynamo, speedometer, carefully used, excellent condition. Terms. Exchanges.—Rowland Smith, below.

29 Gns.—Rudge Autocycle, July 1940, De Luxe, 98 c.c., Villiers, electric lighting, one owner, run a few miles only, practically brand new. Terms. Exchanges. List. Week-days, Saturdays 9-blackout. Sundays 9-1.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2833]

MOTOR CYCLES FOR SALE

Rudge

!!! Taxed five quarters only! 1937 Rudge "Ulster," in superb condition, one owner, excellent tyres, low mileage, genuine opportunity; 43 gns.—Gray's, 31, Kingston Rd., Portsmouth. (Deal by post with confidence.) [2792]

CLAUDE RYE.—52 gns.; 1938 500 Rudge, full makers' specification, including speedo, mask, pillion and rests, detachable rear wheel, really good appearance and condition; 35 other Rudges, all models 1935-1939.—899, Fulham Rd., S.W.6. Open Sundays. [2853]

G. K. RAE, Ltd.—£32. 1938 250 c.c. o.h.v. Rudge Rapid, with dynamo lighting, speedometer, pillion, foot change 4-speed, black-gold finish, chromium wheels, appearance, condition and tyres absolutely first class.—3, Great West Rd., Chiswick, W.4. Phone: 2431. [2861]

!!! Gray's! 39 gns.! 4.99 T.T. Replica Rudge, 3-gall. ebony tank, quick-action fillers, Bowden steering damper, unmarked Dunlops, chromium wheels, sprint guards, Petroflex, twin T.T. Amal, C.R. 4-speed, D.T. magneto, polished H.C. engine, amazing performance, exceptionally fine condition, recommended.—63, Fore St., Edmonton. [2876]

KING'S OF OXFORD Can Offer You the Finest and Most Comprehensive range of Motor Cycles and Light Cars in the District. Why not call and inspect at once—it will pay you. For 65 gns. you can obtain an unmarked and unscratched 1939 Rudge "Ulster," mileage only 4,350. What value!! And, remember, we've dozens more like this one. Cash, terms and exchanges.

KING, New Rd., Oxford. [2882]

Rudge Autocycle

COMERFORD'S.—£19!! 1939 Rudge Auto Cycle, completely equipped.—Portsmouth Rd., Thames Ditton. [2842]

GEORGE GROSE (LUDGATE CIRCUS), Ltd.—Rudge Auto 1941 models in stock; immediate delivery.—Phone: Central 5561. [2754]

Rudges Wanted

ROWLAND SMITH'S Pay Spot Cash for Rudges.—Hampstead. Phone: 6041. [6841]

CLAUDE RYE.—Highest cash prices for good Rudges.—899, Fulham Rd., S.W.6. Phone: Renown 4247. [9407]

Spare Parts:

HOUGHINS.—New Rudge spares.—188, Peckham High St., S.E.15. New Cross 1787. [2823]

GLANFIELD LAWRENCE, official Rudge spares stockists; trade and retail.—230, Tottenham Court Rd., W.1. Museum 7611. [0008]

Scott Cyc-Auto

MEETEN, Shannon Corner, New Malden (Phone: 3110), offers immediate delivery 1941 Scott Cyc-Autos; gent's £26/0/2 inclusive, tradesmen's £23/5 complete. [1796]

!!! Gray's! 39 gns.! Late 1936 5.96 Scott Flyer, Power-plus motor, recent overhaul, speedometer, Magdyno, splendid appearance, purrs like a Spitfire.—68, Fore St., Edmonton. [2878]

Scotts Wanted

ROWLAND SMITH'S Pay Spot Cash for Scotts.—Hampstead. Phone: 6041. [2019]

Sunbeam

GLANFIELD LAWRENCE.

1938 (May) Sunbeam Model 9, series 2, o.h.v., single port, foot change, oil bath, speedo., good tyres, overhauled; £57.

1938 Sunbeam Model 8 350, Series 2, o.h.v., foot change, oil bath, speedo., pillion, excellent tyres, appearance and condition; £52.

1938 Sunbeam 250, o.h.v., series 2, single port, foot change, oil bath, speedo., pillion, as new; £49.

PART Exchanges, hire purchase; special terms to postal customers. Write for details.—Glanfield Lawrence, Glanfields Corner, 407, High Rd., Finchley, N.12. (Finchley 0091.) [2702]

SUNBEAM, late 1938, 493 c.c., o.h.v., Light Solo Sports, Magdyno, speedometer, very small mileage, practically new condition. Terms. Exchanges.—Rowland Smith, below.

39 Gns.—Sunbeam, 1936, 246 c.c., o.h.v., Magdyno, speedometer, unworn tyres, carefully used, very exceptional condition. Terms. Exchanges.—Rowland Smith, below.

29 Gns.—Sunbeam, November 1935, 248 c.c. o.h.v., Magdyno, speedometer, excellent condition. Terms. Exchanges. List. Week-days, Saturdays 9-blackout. Sundays 9-1.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2834]

CLAUDE RYE.—63 gns.; 1938 600 s.v. Sunbeam combination, full makers' specification, including speedo, mask, detachable wheels, pillion and rests, Noxal Pilot sports sidecar to match, hood, chrome carrier, etc., really posh outfit, stored 1939.—899, Fulham Rd., S.W.6. Open Sundays. [2855]

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584/586, ROMFORD ROAD, 1156, LONDON ROAD, MANOR PARK. NORBURY, S.W.16.
303/305, CRICKLEWOOD BROADWAY, N.W.2.

39/6 STORMPROOF COATS



Gab. Stormcoats, oilskin interlined, 39/6. Genuine R.A.F. Bucklefast style wrapover Stormproof Coats, warm fleecy lining, oilskin interlined, full length, 45/-. Fine quality Gaberdine, separate fleecy lining, oilskin interlined, map pocket, side pockets, wide lapels, bound cuffs, guaranteed waterproof. Our price, 52/6. Post 1/3

GENUINE STORMGARDS ALL MODELS IN STOCK SEND FOR LIST.

SUEDETE SPORTS AND MOTORING JACKETS. Button front, 7/11. With Zip fastener, 8/11. Ditto, fitted with full length Zip fastener, 10/6. Velvet cord, 8/6. Genuine "Plusuede" brand super quality, 22/6. Real leather, black or tan, finest selected soft but heavy chrome skins, fleecy lined. Actual value, 49/6. Our Price, 32/6. Super quality, 39/6. Post 9d.



OUR MANOR PARK DEPOT CLOSED TEMPORARILY ON ACCOUNT OF ENEMY ACTION NOW RE-OPENED FULL STOCKS. LOWEST PRICES

CYLINDER REGRINDING
Cylinders reground from 7/6. 12-hour service. Finest Workmanship. Lowest Prices. Cylinders reground and fitted with new Air Board Specification Alloy or cast iron piston, from 55 mm. to 85 mm., 14/6 to 21/-. Cylinders ready reground with new oversize piston for all makes and years actually in stock, 27/6. Carr. forward.

PISTONS 2/-
Second-hand Pistons, all types, 2/-. Brand new Pistons, best quality Aluminium and Cast Iron. All popular types actually in stock. Standard and oversizes. From 3/6. Alloy 2/- extra. Piston rings, 5d., 9d. & 1/-. Post 3d.

LAYSHAFTS 3/-
All types Second-hand Layshafts, 3/- to 5/-. Brand new Layshafts. For Burman 18, 20, 21 and 23T, 13/6. Best quality, with Phosphor Bronze Bushes, 16/6. Layshaft Pinions, 15/-. Post 6d. Push Rods, most makes, 9d. Post 3d.

MAINSHAFT 1/6 BALL RACES
All types in stock reconditioned from 1/6. Brand new, 5/-. Post 4d. Send pattern.

VALVES
1/2 Finest quality 3% nickel steel. Most makes, from 1/2. O.H.V., 2/3. Double heat treated for O.H.V. and Super Sports engines, 2/9. Valkrom for racing engines, 3/6. Valve Guides, 1/- & 1/3. Phosphor Bronze, 3/-. Valve Split Cotter, 6d. per pair. Aero Valve Springs, all models, 6d. each. Valve Stem Caps, 3d. ea. Valve Lubricators, 1/6 ea. Post 3d.

LAMP MASKS 2/9
Guaranteed to comply with official regulations. All sizes actually in stock, 2/9. Best quality, with top aperture, 3/9. Post 6d.

3/- PETROL FLEX
As used by all T.T. and Dirt Track Riders, complete with unions and nipples for any machine. 6", 3"-: 9", 3/9; 12", 4/6; 15", 5/-. Post 6d.

4/3 Motor Cycle Waterproof Cover or Ground Sheet. Hemmed and eye-letted. Solo, 6ft. x 3ft., 4/3; 6ft. x 6ft., 8/6. Combination, 9ft. x 6ft., 12/9. Post 9d.

10,000 TYRES BRAND NEW ALL SIZES IN STOCK. SEND FOR QUOTATION

MOTOR CYCLES FOR SALE

Sunbeam

LIVERPOOL.—Sunbeam model 90, saloon sidecar; £47; 6 other Sunbeams; 150 solos, combinations, 3-wheelers, cars.—Woolland, Brunswick Rd. Open Sundays. [2821]

SOUTHPORT.—1939 Sunbeam 350 high camshaft, excellent job, 66 gns.; 1938 350 Model 8, 47 gns.; 1937 similar, 43 gns.; modern machines bought for spot cash.—Life's, West St. [2658]

Sunbeams Wanted

ROWLAND SMITH'S Pay Spot Cash For Sunbeams.—Hampstead. Phone: 6041. [2018]

Spare Parts:

GENUINE Sunbeam Spares.—Stevens, 151, Goldhawk Rd., W.12. She. 1154. [0034]

Triumph

TAYLOR MATTERSON, Ltd., for Triumphs.

£92.—Low mileage Tiger 100 Triumph 500, o.h.v., positive 4-speed, Magdyno, speedometer, fully equipped, exceptional condition, outstanding performance.

£70.—One owner 500 c.c. o.h.v. Triumph Speed Twin, positive 4-speed, Magdyno, speedometer, good tyres, pillion and rests, sound motor, showroom condition, any trial.—Taylor Matterson, Ltd., 83, Bedford Hill, Balham, S.W.12. Str. 8278. [2866]

TRIUMPHS.—List free. Terms. Exchanges.—Rowland Smith, below.

105 Gns.—June, 1940, 498 c.c., Speed Twin, Magdyno, speedometer, run 2,000 miles only, brand new condition.

85 Gns.—1939, 498 c.c., Tiger 100, Magdyno, speedometer, numerous extras, carefully used, excellent condition.

LATE 1939, 498 c.c., Speed Twin, Magdyno, speedometer, one owner, run a few hundred miles only, absolutely brand new condition.

29 Gns.—December, 1936, 343 c.c., Magdyno, speedometer, small mileage, carefully used, exceptional condition.

ROWLAND SMITH, Hampstead. (Hampstead Tube.) Week-days, Saturdays 9-blackout. Sundays 9-1. Hampstead 6041. [2835]

£80.—1939 Triumph Tiger 100, mileage 2,063, indistinguishable from new.—4, Coniston St., Liverpool. [2767]

40 Gns.—1938 Triumph Tiger 80, perfect condition, 9,800; would exchange, plus cash, for 500.—Box 4886, c/o The Motor Cycle. [2770]

CLAUDE RYE.—42 gns.; 2.50 De Luxe Triumph, full makers' specification, 8in. head lamp, speedometer, pillion, 8,000 miles, really perfect.

CLAUDE RYE.—Two Tiger 100, 5 Speed Twins, 4 1939 600 s.v.s., 5 1939 Tiger 80s, 5 1939 De Luxe models; dozens of earlier models, solos and combinations.—899, Fulham Rd., S.W.6. Open Sundays. [2639]

BIRMINGHAM!!—Finest selection used Triumphs in the Kingdom; get list. Lowest prices; easiest terms!!—Colmore Depot, 20-30, Hill St., Birmingham. [0004]

FOSDYKE and SLOCOMBE.—1939 Triumph Speed Twin, positively as new, finished maroon and chrome, mileage negligible; £82/10; choice of 5 Tiger 80's from 1937 to 1940.—269, Neasden Lane, N.W.10. Phone: Gladstone 2088. [2847]

!!! Gray's! 25 gns.! 1935 3.43 2-port "Mark 5" Triumph, deep tank chromium head-lamp, polished engine, H.C. piston, foot-change, oil bath, good tyres, original enamel, duplex frame, powerful motor, carefully used.—68, Fore St., Edmonton. [2877]

WHITBYS OF ACTON Offer Exceptionally Nice 1938 Triumph 500 c.c. Speed Twin, fully equipped to maker's specification, including Lucas lighting, 120 m.p.h. speedometer, oilbath, etc.; 63 gns.—273, Acton Vale, London, W.3. Phone: She. 5355. [2512]

KING'S OF OXFORD.—Yes! You've guessed it! We have the finest range of "Speed Twin" and Tiger "100" models within miles of Oxford. Also, a splendid range of the smaller capacity Triumphs. Why not call and inspect our stock to-day. You'll be more than satisfied. Cash, terms and exchanges.

KING, New Rd., Oxford. [2883]

TWO Exceptional Triumph Bargains!! (1) Exceptionally fine and little used Tiger 70 250 c.c. o.h.v., finished in silver and black, 47 gns.; (2) very well cared for 350 c.c. o.h.v. model 3H De Luxe, finished in maroon, chromium and black, many extras 46 gns.; exchanges or first cash secures.—Whitbys of Acton, 273, Acton Vale, London, W.3. Phone: Shepherd's Bush 5355. [2517]

Triumphs Wanted.

CLAUDE RYE.—Exceptional High Prices for all Triumphs.

CLAUDE RYE.—Best buyers of Triumph Twins; £55 for 1938; £66 for 1939 Twins; £70 for 1939 Tiger 100's, and no hagglng.—899, Fulham Rd., S.W.6. Phone: Renown 4247. [2499]

ROWLAND SMITH'S Pay Spot Cash for Triumphs.—Hampstead. Phone: 6041. [5842]

MOTOR CYCLES FOR SALE Triumphs Wanted

WANTED, Triumph Tiger 70, '38 or '39.—Roberts, 29, Tregenna Ave., South Harrow. [2786]

NAYLOR and ROOT.—Highest cash for Triumphs; H.P. accounts settled.—Phone: Battersea 5272. [2630]

CLAUDE RYE.—Highest cash prices for good Triumphs.—899, Fulham Rd., S.W.6. Phone: Renown 4247. [9082]

COMERFORD'S.—Triumphs wanted urgently, especially Twins; highest prices paid.—Comerford's, Portsmouth Rd., Thames Ditton. [2838]

GODFREY'S Pay Top Cash Prices for Any Late Model Triumphs; immediate settlements, free collection.—208, Great Portland St., W.1; or 228, London Rd., Croydon. [0051]

G. K. RAE, Ltd., best cash buyers of Triumph; good prices for 250s, Speed Twins, Tiger 100 and combinations. Always open.—3, Great West Rd., Chiswick, W.4. Phone: 2431. [t540]

GLANFIELD LAWRENCE Pays Highest Spot Cash for Triumph Speed Twins and Tiger 100s; old hire purchase accounts settled.—Glanfields Corner, North Circular Rd. (407, High Rd., Finchley, N.12.) Finchley 0091. [2709]

COMERFORD'S, the Triumph Dealers, require Twins for cash; Comerford's prices are quite unbeatable; list price paid for 1939 models (low mileage) and other models according to condition; please note we pay in actual cash on the spot.—Comerford's, Ltd. (established nearly 20 years), for a square deal.—Portsmouth Rd., Thames Ditton. [2716]

Spare Parts:

HARVEY'S, Official Triumph Service Agents, all spares and repairs.—47, South Lambeth Rd., Vauxhall, S.W.8. Reliance 3289. [0169]

Velocette

GLANFIELD LAWRENCE.

1937 Velocette 500 M.S.S., foot change, oil bath, speedo, pillion equipment, excellent tyres and condition; £45.

PART Exchanges, hire purchase; special terms to postal customers. Write for details.—Glanfield Lawrence, Glanfields Corner, 407, High Rd., Finchley, N.12. (Finchley 0091.) [2704]

TAYLOR MATTERSON, Ltd., for Velocettes.

£45/10.—Indistinguishable from new, 1939 250 c.c. G.T.P. Velocette, pos. 4 speeds, dynamo lighting, speedometer, pillion and rests, good original tyres, large capacity tank, must be seen to be appreciated.—Taylor Matterson, Ltd., 83, Bedford Hill, Balham, S.W.12. Str. 8278. [2653]

STEVENS for Velocettes.—151, Goldhawk Rd., W.12. She. 1154. [0032]

VELOCETTES.—List free. Terms. Exchanges.—Rowland Smith, below.

45 Gns.—1938, 349 c.c. "M.A.C.," o.h.v., dynamo, excellent condition.

29 Gns.—June, 1936, 248 c.c. "M.O.V.," o.h.v., dynamo, excellent condition.

24 Gns.—1935, 349 c.c. "M.A.C.," o.h.v., dynamo, speedometer, etc.

23 Gns.—1932, 348 c.c. "K.T.T.," camshaft, battery lighting, practically unworn tyres, carefully used, excellent condition.

19 Gns.—1933, 249 c.c. "G.T.P.," dynamo, carefully used, excellent condition.

ROWLAND SMITH, Hampstead. (Hampstead Tube.) Week-days, Saturdays 9-blackout. Sundays 9-1. Hampstead 6041. [2836]

PRIVATE.—1938 K.S.S. Velocette, taxed, new tyres, 12,000, perfect; £54.—68, Royal Cres., South Ruislip, Middlesex. [2782]

!!! Gray's Challenge This for Value.—32 guineas! 1936 Velocette 500 M.S.S., good tyres, speedometer, foot-change, unused since war.

!!! Gray's Terms and Exchanges will Please You immensely.—56, Southend, Croydon. (Phone: 0123.) [2804]

£14/10.—Velocette buyers, look! 1934 350 camshaft M.A.C., large tank, dynamo lighting, foot change.—Barnes, 36, Leigham Av., Streatham. [2857]

1939 250 M.O.V. Velocette, speedometer, foot change, perfect condition, one owner, taxed; £52/10.—Willcox, 2, Gyles Park, Stanmore, Middlesex. [2769]

S. A. COLES.—1935 K.T.S. Velocette, large chromium tank, in excellent condition throughout; £32/10. 1936 M.A.C., perfect order and condition; £32/10.—364-8, High Rd., Leyton. [2890]

1938 (June) 250 Velocette G.T.P., foot change, speedometer, pillion, fully equipped, mileage 7,000, unused since September, 1939; £36.—Sydney Arms, Chislehurst. Chislehurst 25. [2780]

CLAUDE RYE.—69 gns.; K.S.S. camshaft Velocette, in new condition, speedo, mask, spring pillion, 4,000 miles only, stored 1939; several 1939 Velos, all models; dozens of 1933-1938.—899, Fulham Rd., S.W.6. Open Sundays. [2852]

MOTOR CYCLES FOR SALE Velocette

FOSDYKE and SLOCOMBE.—1939 M.A.C. Velocette, guaranteed as new, mileage 3,000, £70; 1938 Velocette M.A.C., very clean machine, £47/10; 1939 500 M.S.S., small mileage, £62/10.—269, Neasden Lane, N.W.10. Phone: Gladstone 2088. [2848]

Velocettes Wanted

ROWLAND SMITH'S Pay Spot Cash for Velocettes.—Hampstead. Phone: 6041. [6843]

NAYLOR and ROOT.—Highest cash for Velocettes; H.P. accounts settled.—Phone: Battersea 5272. [2631]

WANTED.—Velocette, K.T.S., or K.S.S., 1930-31; cheap.—Velocette, Clyn, Dinas Cross, Pembro. [2775]

CLAUDE RYE.—Highest cash prices for good Velocettes.—899, Fulham Rd., S.W.6. Phone: Renown 4247. [9083]

KING'S OF OXFORD.—Highest cash prices for good, clean modern Velocettes. Send or call immediately. It will pay you.

KING, New Rd., Oxford. [2888]

G. K. RAE, Ltd., best cash buyers of Velocettes; M.O.V.s and G.T.P.s urgently wanted. Open every day.—3, Great West Rd., Chiswick, W.4. Phone: 2431. [5539]

GODFREY'S Pay Top Cash Prices for Any Late Model Velocettes; immediate settlements, free collection.—208, Great Portland St., W.1; or 228, London Rd., Croydon. [0052]

Spare Parts:

A. H. TOOLEY, Velocette Specialist, opposite Lee Station, S.E.12. Lee Green 2574. [0042]

STEVENS.—Velocette factory spares service; wholesale and retail.—151, Goldhawk Rd., W.12. She. 1154. [0033]

VELOCETTE Spares, over the counter or c.o.d., and trade supplied.—Godfrey's Ltd., 228-234, London Rd., Croydon. Phone: Cro. 3641. [0010]

Vincent-H.R.D.

Vincent-H.R.D. Wanted

ROWLAND SMITH'S Pay Spot Cash For Vincent-H.R.D.s.—Hampstead. Phone: 6041. [2020]

Miscellaneous

HUMPHREYS.

HUMPHREYS.—1939 (August) Triumph Tiger 100, speedometer, dynamo, bronze head, etc., mileage 3,000, practically equal to new; £90.

HUMPHREYS.—1939 Ariel 500 o.h.v. De Luxe, with spring frame, dynamo, pillion, speedometer, beautifully maintained and in super condition; £65.

HUMPHREYS.—1939 Ariel 500 s.v., with magnificent Watsonian launch sidecar, full equipment, mileage 1,500, indistinguishable from new; £89.

HUMPHREYS.—1939 H.E.C. Power cycle, fully equipped, scarcely used, beautiful condition; £17.

HUMPHREYS.—1938 A.J.S. 250 o.h.v. De Luxe, speedometer, dynamo, etc., excellent condition throughout; £39/10.

HUMPHREYS.—1938 B.S.A. 500 o.h.v. Empire Star, speedometer, pillion, dynamo, etc., taxed for 5 quarters only, magnificent condition; £55.

HUMPHREYS.—1937 Velocette 500 M.S.S., dynamo, speedometer, pillion, very low mileage, stored since war, almost new condition; £49.

HUMPHREYS.—1937 Ariel 600 s.v., with magnificent Noxal large touring sidecar, dynamo, speedometer, etc., exceptionally good mechanical condition; £49.

HUMPHREYS.—1936-7 B.M.W. 500 o.h.v. R.5, foot change, speedometer, dynamo, beautiful condition throughout; £69.

HUMPHREYS.—1936 A.J.S. 350 s.v., with light launch sidecar, Magdyno, etc., exceptional condition; £32/10.

HUMPHREYS.—1936 B.S.A. 350 Blue Star, speedometer, dynamo, etc., excellent condition throughout; £29/10.

HUMPHREYS.—1935 B.S.A. 500 Empire Star, with sunshine saloon sidecar, speedometer, dynamo, etc., exceptional condition; £35.

HUMPHREYS, Ltd., 118, Hampstead Rd., N.W.1 (continuation of Tottenham Court Rd.). Euston 3326. [2873]

CASHSNIPS.—1935-6 Scott 500 Flyer, good tyres, mask, superb condition; 27 gns.

CASHSNIPS.—1936 Sunbeam 250 high camshaft, foot change, excellent condition; 25 gns.

CASHSNIPS.—B.S.A. 1938 350 o.h.v. De Luxe, 35 gns.; 1938 250 s.v., 29 gns.; 1937 250 o.h.v. De Luxe, 29 gns.

CASHSNIPS.—1936 Norton 500 o.h.v., speedo, pillion, good condition; 27 gns.

CASHSNIPS.—1936-7 Montgomery 125 2-stroke, good condition; 12 gns.—Mac Motors, 62, Balham Hill, S.W.12. Phone: Balham 1509. [2697]

MOTOR CYCLES FOR SALE Miscellaneous

NAYLOR and ROOT, Ltd.

UNBEATABLE Bargains. Condition guaranteed. Easiest of easy terms. Highest exchange allowances. Post orders promptly executed.

26 Gns.—1936 Francis-Barnett Cruiser 249 c.c., all on, speedometer, smart.

17 Gns.—1936 Coventry Eagle 150 Silent Superb, dynamo, good tyres.

45 Gns.—1939 Velocette G.T.P. 249 c.c., all on, only 3,000 miles, as new.

49 Gns.—1939-40 Enfield C.O. 350 o.h.v., all on, 2,000 miles, as new.

38 Gns.—1938 B.S.A. C10 250 s.v., all on, 9,000 miles, taxed December.

68 Gns.—1939 Triumph Tiger 80, all on, 3,000 miles, 1940 condition.

36 Gns.—1937 Lewis 500 o.h.v. 2-port, comp. pipes, dynamo, ft.-change.

69 Gns.—1939 Velocette M.A.C. 350 o.h.v., all on, 1940 condition.

55 Gns.—1939 Rudge 250 o.h.v. sports, 1,000 miles, all on, unmarked.

44 Gns.—1938 Panther 100 Redwing 600 o.h.v., dynamo, ft.-change, smart.

44 Gns.—1937 Norton E.S.2 490 o.h.v., dynamo, speedometer, choice 3.

45 Gns.—1938 New Imperial 350 o.h.v., spring frame, all on, 1940 condition.

49 Gns.—1939 Matchless Clubman 250 o.h.v., all on, as brand new.

40 Gns.—1939 B.S.A. C11 250 o.h.v., all on, one owner, new condition.

59 Gns.—1940 Ariel De Luxe 250 o.h.v., all on, 4,000 miles, unmarked.

25 Gns.—1936 A.J.S. 350 o.h.v. 2-port, dynamo, good tyres, clean.

48 Gns.—1938 Rudge "Special" 499 o.h.v., dynamo, speedometer, ft.-change, fast.

30 Gns.—1935 Velocette K.S.S. 350 camshaft, dynamo, speedometer, ft.-change.

39 Gns.—1937 Norton 16H 490 s.v., Magdyno, ft.-change, very smart.

42 Gns.—1938-9 Enfield 350 o.h.v., dynamo, speedometer, ft.-change, 4,000 miles.

78 Gns.—1939 Velocette K.T.S. 350 camshaft, all on, as brand new.

50 Gns.—1939 Ariel Red Hunter 250 o.h.v., all on, one owner, as new.

108 Gns.—1939 Triumph Tiger 100, dynamo, speedometer, ft.-change, electric horn, Swallow touring coupe sidecar, hood, etc., absolutely unscratched.

68 Gns.—1938 Scott 596 Flyer, Magdyno, speedometer, electric horn, ft.-change, Swallow occasional 2-seater sidecar, superb condition.

62 Gns.—1938 A.J.S. De Luxe 500 o.h.v. 2-port, Magdyno, speedometer, ft.-change, Watsonian De Luxe launch, unused since 1939, very smart.

58 Gns.—1938 Panther 100 Redwing, dynamo, speedometer, electric horn, genuine 9,000 miles only, open side sports sidecar, as brand new.

45 Gns.—1937 New Imperial 500 o.h.v., Magdyno, speedometer, new tyres, ft.-change, Schneider sports sidecar, recent £14 overhaul, really sound.

32 Gns.—1935 Ariel Red Hunter 500 o.h.v. 2-port, Magdyno, speedometer, ft.-change, launch sidecar, good tyres.

57 Gns.—1938 Rudge Sports Special 499 o.h.v., dynamo, speedometer, ft.-change, good tyres, attractive semi sports sidecar, very fast.

49 Gns.—1937 Sunbeam light solo 500 o.h.v., Magdyno, electric horn, good tyres, Noxal launch sidecar, very attractive outfit.

NAYLOR and ROOT, Ltd., 248-250, Lavender Hill, Clapham Junction, S.W.11. Battersea 5272. Open: 9 till black-out. [2812]

ROWLAND SMITH.—Terms. Exchanges. List free.—Below.

14 Gns.—Chater-Lea, 1935, 545 c.c., Magdyno, very good condition.

32 Gns.—Cotton, July, 1938, 498 c.c., o.h.v., Magdyno, speedometer, carefully used, excellent condition.

35 Gns.—Coventry Eagle, late 1938, 250 c.c., Villiers Pullman 2-seater, dynamo, speedometer, carefully used, excellent condition.

55 Gns.—Douglas, 1939 (reg. June, 1940), 596 c.c., dynamo, speedometer, one owner, run 2,000 miles only, brand new condition.

35 Gns.—A.J.W., 1939 model, Lynx De Luxe, 250 c.c. Villiers, 4-speeds, electric lighting, speedometer, pillion, run about 2,500 miles only, brand new condition.

29 Gns.—Excelsior Autobyke, April, 1940, 98 c.c. De Luxe Villiers, electric lighting, one owner, very small mileage, practically new condition.

19 Gns.—Levis, 1934, 247 c.c., 2-port o.h.v., dynamo, carefully used, very good condition.

29 Gns.—Matchless, 1936, 246 c.c., o.h.v., dynamo, very good condition.

45 Gns.—O.K. Supreme, 1938 (reg. Sept., 1939), 498 c.c. o.h.v. J.A.P., Magdyno, speedometer, one owner, run 6,000 miles only, practically new condition.

24 Gns.—P. and M. Panther, 1936, 248 c.c., o.h.v., dynamo, carefully used, excellent condition.

ROWLAND SMITH, Hampstead. (Hampstead Tube.) Week-days, Saturdays 9-blackout. Sundays 9-1. Hampstead 6041. [2837]

"Trials and Trials Riding."

By the Editor of "The Motor Cycle."

Price 1/-. By Post, 1/2

MOTOR CYCLES FOR SALE
Miscellaneous

RENNOS.—1934 Excelsior 250 c.c. o.h.v. dynamo, good tyres, bargain; deposit 6 gns, balance 10 gns., 22/9 monthly.

RENNOS.—Matchless 1936 350 c.c. o.h.v., speedometer, foot change; deposit 11 gns., balance 21 gns., 28/4 monthly.

RENNOS.—Triumph 1935 250 c.c. o.h.v., 4-speed, Magdyno; deposit 9 gns., balance 19 gns., 25/6 monthly.

RENNOS.—Velocette 1938 350 c.c. M.A.C., high camshaft, foot change, speedometer, smart machine; deposit 16 gns., 21 gns., balance 41/9 monthly.—232-3-4, Upper St., Islington, N.1. Can. 2021. [2871]

CHALK FARM.—Smith's have the biggest bargains, why go elsewhere?—86, Chalk Farm Rd., N.W.1 (nearly opposite Chalk Farm Tube Station). Open Sundays. [0159]

GLANFIELD LAWRENCE Still Offer the Finest Selection of Guaranteed Small Mileage Motor Cycles at Lowest Prices; hire purchase; special terms to postal customers, part exchanges, existing H.P. accounts settled; study the following selection.

1935 Rudge 250 o.h.v. Radial, 2-port, upswept pipes, foot change, oil bath, overhauled; £27/10.

1938 New Imperial 250 o.h.v. Unit Super, 4 speeds, dyno, excellent condition; £28/10.

1938 Rudge 250 Rapid, single port, foot change, oil bath, excellent condition; £45.

1938 Francis Barnett 250 Cruiser, flat top piston, perfect; £37/10.

1937 O.K. Supreme, 250 o.h.v. single port, foot change, speedometer, pillion, pannier, excellent tyres, super condition; £35.

1937 Royal Enfield 250 o.h.v., 4 speed, dyno, excellent condition; £28.

1937 (Late) O.E.C. 500 o.h.v. Commander, spring frame, foot change, oil bath, speedometer, pillion, tyres, appearance and condition as new; £47.

1934 B.S.A. Special, 500 o.h.v. 2-port, upswept pipes, foot change, speedometer, etc., reliable; £25.

1938 New Imperial 150 o.h.v. Unit Minor, excellent condition; £29.

1939 New Imperial 250 o.h.v. 36.L., hand change, speedometer, as new; £41.

1937 (June) New Imperial 250 o.h.v. Unit Super, 4 speed, foot change, speedometer, excellent throughout; £32/10.

1937 Triumph Tiger 90, 500 o.h.v. single port, upswept pipe, foot change, speedometer, chromium and silver finish, excellent order and appearance; £43.

1938 Panther 600 Model 100 o.h.v. 2-port, down-swept pipes, foot change, oil bath, speedometer, pillion equipment, excellent tyres; £40.

ALSO Many More and New Autocycles.—Send or call for fuller particulars.

GLANFIELD LAWRENCE, Glanfields Corner, 407, High Rd., Finchley, N.12 (Finchley 0091). [2706]

MILLARS MOTORS (MITCHAM), Ltd.—150 second-hand stocks, all types available; terms, exchanges. Hours 9 a.m. till black-out. Sundays, 10.30 a.m. till 1 p.m.—363-5, London Rd., Mitcham. Phone: 0829. Short bus ride Tooting Broadway. [0019]

£5/10, 1932 349 o.h.v. B.S.A., 250 tax, dynamo lighting; £4/10, 1930 549 N.S.D. Triumph, magdyno; £7/10, 1932 490 Red Wing Panther, dynamo lighting; £9/10, 1932 346 A.2 Levis, foot change, dynamo; £9/10, 1933 147 Coventry Eagle, Silent Superb; £15, 1933 595 o.h.v. Sloper B.S.A. and sun saloon sidecar, magdyno.—108, Woodstock Rd., Bedford Park, Chiswick, W.4. [2872]

MOTOR CYCLES WANTED

R.S.
ROWLAND SMITH'S Pay Cash for Motor Cycles, combinations, 3-wheelers and light cars; bring or send. Week-days, Saturdays 9-black-out. Sundays 9-1.—Hampstead (Hampstead Tube). Hampstead 6041. [5312]

HUMPHREYS.
HUMPHREYS Will Pay Highest Spot Cash Prices for Good Solos and Combinations; H.P. accounts settled.

HUMPHREYS.—If you are unable to call with machine we will send representative to purchase in London and suburbs area.

HUMPHREYS.—Do not fail to get in touch with us before selling. Call, phone or write giving full details and price required.

HUMPHREYS, Ltd., 118-122, Hampstead Rd., N.W.1 (continuation of Tottenham Court Rd.). Euston 3326. [2056]

CLAUDE RYE'S Reputation is Your Safeguard.

CLAUDE RYE is Still the Best Motor Cycle Buyer.

CLAUDE RYE Pays Carriage if You Send Your Machine.

CLAUDE RYE Pays in £1 Notes, not credit notes or post-dated cheques.

CLAUDE RYE Will Call Any Time and Purchase at Your Convenience; H.P. accounts settled.

CLAUDE RYE is Paying the Highest Prices for Motor Cycles.

CLAUDE RYE.—Write or call. 899, Fulham Rd., S.W.6. Phone: Renown 4247. [9073]

MOTOR CYCLES WANTED

G. K. RAE, Ltd.
G. K. RAE, Ltd., of Chiswick, will buy your machine for cash; good modern motor cycles urgently wanted; cash on sight.

G. K. RAE, Ltd., want 150 c.c., 250 c.c. and 350 c.c. machines, Autocycles and lightweights; if unable to call, write for labels and instructions for sending.

G. K. RAE, Ltd., are the best cash buyers; 20 years' reputation for highest prices and business-like methods; hire purchase accounts settled; consult us if selling your machine. Open week-days 9.30 till black-out, Sundays 11-1.30.—3, Great West Rd., Chiswick, W.4. Phone: 2431 [3955]

!!! Special Announcement—no price limit at Gray's!

!!! Gray's don't open a book and quote the price—No, Sir!—because

!!! Gray's realise condition counts above everything, and are fully prepared to pay.

!!! Gray's gave £68 cash last week for a machine normally valued at £52 if not in "cotton-wool" condition.

!!! Gray's pay "Cash-on-Sight"—no "come back in an hour" delays!

!!! Gray's postal buying is famous with the lads who live in the wilds—fair dealing guaranteed.

!!! Gray's buy all makes, all dates, all capacities, but no rubbish.

!!! Call nearest Depot to-day or write.—The Buyer, Gray's, 56, Southend, Croydon. [2800]

NAYLOR and ROOT.—Definitely the best cash buyers of good motor cycles.

NAYLOR and ROOT.—500 modern machines required at once, 98 c.c. to 1,140.

NAYLOR and ROOT.—Inspect and collect Metropolitan London area by appointment.

NAYLOR and ROOT.—Pay immediate spot cash. No haggling. H.P. a/cs. settled.

NAYLOR and ROOT.—Provincial sellers unable to call should rail machine to Clapham Junction S.R. Station. We pay carriage.

NAYLOR and ROOT.—Almost new price paid for machines of less than 5,000 miles. Special prices paid for Triumph, Velocette, Norton, Sunbeam, Ariel.

NAYLOR and ROOT.—Are recommended for a straightforward deal and prompt payment.

NAYLOR and ROOT.—248-250, Lavender Hill, Clapham Junction, S.W.11. Battersea 5272.

Open: 8.30 a.m. to black-out. [2237]

CHALK FARM.—Motor cycles wanted, cash on sight and the best prices.—Smith's, 86, Chalk Farm Rd., N.W.1. [0158]

RENNOS Give Full Value; spot cash, not credit note for motor cycles.—232-3-4, Upper St., Islington, N.1. Can. 2021. [2867]

CLAUDE RYE.—Definitely the best cash buyer of motor cycles; we call and purchase, hire purchase accounts settled.—899, Fulham Rd., S.W.6. Open Sundays. [9406]

CONWAY MOTORS.—Immediate cash for modern solos and combinations; obtain our prices before giving your machine away.—301, Goldhawk Rd., Shepherd's Bush. [0005]

FOSDYKE and SLOCOMBE Pay Spot Cash on Sight for All Makes of Machines; phone or write; we will call and inspect.—269, Neasden Lane, N.W.10. Phone: Gladstone 2088. [2849]

GODFREY'S Pay Top Cash Prices for Any Late Models in Good Condition; immediate settlements, free collection.—208, Great Portland St., W.1; or 228, London Rd., Croydon. [0043]

LOVETTS, Ltd., 418, Romford Road, Forest Gate, London, E.7, urgently require large number of 1937-8-9 Ariels, B.S.A.s, Nortons, Triumphs; top prices paid for suitable machines. [0015]

MOTOR Cycles Wanted.—Victor Carless, 108, Woodstock Rd., Bedford Park, Chiswick, W.4, near Turnham Green Station, or continuation of Southfield Rd. 55 bus route. Phone: Chiswick 5205. Open Sunday mornings. [1013]

MILLARS MOTORS (MITCHAM), Ltd.—Motor cycles and combinations purchased for cash; H.P. settled; write, call or phone. Hours 9 a.m. till black-out, Sundays 10.30 a.m. till 1 p.m.—363-5, London Rd., Mitcham. Phone: 0829. Short bus ride Tooting Broadway [0020]

WHITBYS OF ACTON Definitely Pay Highest Prices for modern Autocycles, motor cycles and combinations; no haggling over prices, and we pay spot cash; if unable to call send details of your machine on a post card.—273, Acton Vale, London, W.3. Phone: Shepherd's Bush 5355. [2520]

G. K. RAE, Ltd., of Chiswick, are paying higher prices than any firm in London for good second-hand motor cycles of every description; why waste time and money trying to sell your machine privately when you can get practically the same price from us, cash down and deal completed in ten minutes? If your machine is still on hire purchase we can pay off amount owing with vendor's permission and hand you balance in cash; carriage paid this end on machines sent by rail, special care being taken to ensure that provincial customers unable to bring their machines personally receive a square deal and the best possible price.—3, Great West Rd., Chiswick, W.4. Phone: 2431. [9000]

BODIES

Bodies Wanted

WANTED.—Competition or light sidecar body.—3, Stanley Rd., Watford. [2772]

SIDECARS

SWALLOW De Luxe, Triplex, Universal, small mileage; £15.—26, Ethnara Rd., S.E.15. [2785]

SANDUMS Invented and Pioneered the Sidecar. Write for catalogue, free.—Sandums, 165, Pentonville Rd., London, N.1. [0033]

GARRARD Sidecars, 12 new models, from £10/10; 100 second-hands, all types, from £3/10.—436, Uxbridge Rd., W.12. She. 1121. [0011]

RENNOS Say Buy Now and Save Purchase Tax; new Noxal and Watsonian sidecars; lowest terms.—232-3-4, Upper St., Islington, N.1. Can. 2021. [2863]

GEORGE BRYANT for Steib, Noxal and Watsonian sidecars; delivery from stock; write for catalogues.—25-27 and 72-74, Shortmead St., Biggleswade. Phone: 3108. [0002]

LONDON SIDECARS for Spares, spindles, cones, cups, springs, wheels, hubs, fittings, chromium carriers, etc.; realignments, etc.—Phone: Tulse Hill 3631. 146, Brixton Hill, S.W.2. [1986]

PRIDE and CLARKE, Ltd., for sidecars; 150 new and second-hand models in stock ranging from £3/10 cash, including Watsonian, Noxal, Swallow, P. and C., etc.—Send for detailed list to 158, Stockwell Rd., Brixton, S.W.9. [2200]

STEIB.—Limited supplies of this popular sidecar still available; recognised as the best sprung, most comfortable and most attractive sidecar, with its many unique construction features; price £26/10, or De Luxe £27/10.—A.F.N., Ltd., London Rd., Isleworth, Hounslow 0011. [0124]

MUNDAYS OF BRIXTON, London's leading sidecar specialists.—Repairs to bodies, chassis, wheels, frames, etc.; spares and replacements for most makes; we still have a few second-hand sidecars at competitive prices, all complete with fittings, fitted free, or sent carriage paid.

MUNDAYS OF BRIXTON for Sidecars and Service.—124, Dalberg Rd., Brixton, S.W.2. Brixton 5365. (Minute Brixton Rink.) 9-blackout daily. Closed Sundays. [2816]

Sidecar Wanted

100 Sidecars Wanted, modern; top prices.—Phone: Tulse Hill 3631. 146, Brixton Hill. [1893]

CLAUDE RYE.—Really high prices for good sidecars; we collect.—899, Fulham Rd., S.W.6. Open Sundays. [2392]

WANTED, second-hand lightweight sidecar, sound and cheap.—Copeland, 118, Woodman Rd., Brentwood. [2818]

DON'T Give Your Sidecar Away, Mundays are still paying top prices. Phone: Brixton 5365. We call and collect.—124, Dalberg Rd., Brixton, S.W.2. [2817]

THREE-WHEELERS FOR SALE

B.S.A.

65 Gns.—B.S.A., 1935, Family, red and black, spare unworn, very carefully used, excellent condition. Terms, Exchanges.—Rowland Smith, below.

59 Gns.—B.S.A., 1934, 4-cylinder Special Sports, black, spare unworn, excellent condition. Terms, Exchanges.—Rowland Smith, below.

35 Gns.—B.S.A., 1933, 9h.p., 3-wheeler, black and red, spare unworn; very good condition. Terms, Exchanges. Week-days, Saturdays 9-blackout. Sundays 9-1.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2825]

NAYLOR and ROOT Offer 1933 B.S.A. 4-cyl. Special Sports; also 1935 De Luxe twin, both very clean; exchanges, terms.—248-250, Lavender Hill, Clapham Junction, S.W.11. [2727]

LIVERPOOL.—1936 B.S.A. sports, black, cream, 2-seater, £62; 1934 sports 4-cyl., £55; Morgans, Raleighs, vans, cars, bikes, purchases, exchanges.—Woolland, Brunswick Rd. Open Sundays. Anfield 1403. [2819]

B.S.A.'s Wanted

LIVERPOOL.—Spot cash for 3-wheelers, light cars, autos, motor cycles.—Woolland, Brunswick Rd. Open Sundays. [2820]

Morgans

85 Gns.—Morgan, 1937 model, 4-cylinder model F 2-seater, green, 3-speeds and reverse, starter, spare unworn, excellent condition. Terms, Exchanges.—Rowland Smith, below.

85 Gns.—Morgan, 1936, Super Sports, water-cooled o.h.v., Matchless, black and red, spare unworn, carefully used, excellent condition. Terms, Exchanges.—Rowland Smith, below.

35 Gns.—Morgan, 1934, Family, water-cooled Matchless, black, red wheels, 3-speeds and reverse, starter, spare wheel, etc., very good condition. Terms, Exchanges. List, Week-days, Saturdays 8-blackout. Sundays 9-1.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [2826]

THREE-WHEELERS FOR SALE

Morgan

NAYLOR and ROOT.—1938 (February) Morgan F2 2-seater, 4-cyl., green, almost new, tyres, thoroughly overhauled and in really excellent condition; 98 gns.; exchanges, terms.—248-250, Lavender Hill, Clapham Junction, S.W.11. Battersea 5272. [2813]

Morgans Wanted

WANTED.—Morgan 1932-7 sports or super-sports; £40 limit.—46, Mitchison Rd., Essex Rd., N.1. [2766]

Spare Parts:

EVERY Morgan Spare, new and used, every repair.—Douglass, 1a, South Ealing Rd., Ealing, W.5. [0006]

THREE-WHEELERS AND CARS WANTED

ROWLAND SMITH'S Pay Cash for 3-wheelers. Bring or send. Week-days, Saturdays 9-blackout. Sundays 9-1.—Hampstead (Hampstead Tube). Hampstead 6041. [5843]

NAYLOR and ROOT Have Immediate Buyers for Modern Morgan and B.S.A. 3-wheelers; quick turnover enables us to pay absolutely top price; don't give your 3-wheeler away, sell it to us for spot cash; inspect and collect London area (radius 25 miles). Send fullest details by post to

NAYLOR and ROOT, 248-250, Lavender Hill, Clapham Junction, S.W.11. Battersea 5272. [2042]

IGNITION, LIGHTING, ETC.

MILLER Repairs and Spares.—Stevens, 151, Goldhawk Rd., W.12. She. 1154. [0035]

CARS FOR SALE

COMERFORD'S.—£74!! 1938 Ford 8h.p. saloon; £19!! 1932 Austin 7 saloon; £48!! 1935 Wolseley 12 saloon De Luxe, one owner, very clean; £22/10!! 1933 Wolseley 12 saloon; £69!! 1937 Morris 8 De Luxe saloon; £10!! 1930 Austin 7 saloon, perfect runner; £35!! 1935 Ford 8 saloon, exceptional condition.—Portsmouth Rd., Thames Ditton. Embrook 2323-4. [2841]

ENGINES

PRIDE and CLARKE, Ltd.—1,000 guaranteed second-hand engines, most models, 1920-1938.

A.J.S. 1931 350 o.h.v., 70/-; **A.J.S.** 1930 986 s.v., 90/-; **A.J.S.** 1936 600 s.v., 100/-; **A.J.W.** 1937 500 o.h.v., 120/-.

B.S.A. 1936 500 o.h.v., 130/-; **B.S.A.** 1933 500 o.h.v., 90/-; **Blackburne** 1934 250 o.h.v., 70/-; **Blackburne** 1934 350 o.h.v., 80/-; **Blackburne** 1937 250 o.h.v., 100/-; **Chater-Lea** 1929 550 s.v., 40/-.

QUOTATION Any Make by Return Post; list free; goods despatched carriage forward, case and packing. 1/6.—**Pride and Clarke, Ltd.**, 158, Stockwell Rd., S.W.9. [2649]

ENGINES from 10/-; too many to advertise; write requirements.—**Forfield Motors**, Leamington Spa [1991]

Spare Parts:

HOE STREET GARAGE.—Villiers engine and carburettor spares, trade and retail, c.o.d.—414, Hoe St. Keystone 4230. [0014]

TYRES

TYRES, best quality motor cycle covers by all leading manufacturers from untaxed stock; carriage paid.—**Swift's Garage**, Ledbury. Tel.: 16. [2646]

15/9 Each (including Purchase Tax)—3.25x19 Goodyear Pattern Remoulded Tyres, also 300x20 and 3.50x19 A.W.T. Diamond Pattern Remoulds.

WE Guarantee 12,000 Miles Minimum Fair Wear and Tear. Carriage 1/- extra.

HOMERTON RUBBER WORKS, Ltd., Alperton Lane, Ealing Rd., Wembley. [0335]

26 x 2 1/2 x 2 1/4 Beaded Edge Unused Pre-war Tyres, price 12/6 per pair; also one pair 2 3/4 x 21, 15/-, wired edge.—**Speechley, "Orchards"**, Uxbridge Rd., Hillingdon Heath, Middlesex. Hayes 985. [0330]

GEARS, ETC.

HOUCHINS.—New Albion and Burman spares.—188, Peckham High St., S.E.15. [2822]

PUTNEY AUTOS.—Burman, Albion, Sturmeys spares. 263, Putney Bridge Rd. Putney 2645-6. [0023]

GEAR Box Repairs, all makes, lowest prices.—**Forfield Motors**, Forfield Place, Leamington Spa. [1993]

PRIDE and CLARKE, Ltd.—Gear boxes for most makes, complete with clutch and kick starter; from 10/-.

ALBION 4-speed Footchange, 1936, 90/-; **Burman** 4-speed footchange, 1936, 100/-; **Triumph** 4-speed handchange, 1935, 90/-; **B.S.A.** 3-speed, 1932, 30/-; **Douglas** 3-speed, 1934, 30/-; **Sturmeys** 3-speed, 1930, 25/-.

ALL Above First Class Order and Guaranteed. 1,500 in stock, 1920-38.—158, Stockwell Rd., S.W.9. [1668]

ALBION, **Sturmeys**, **Burman**, **Moss** parts; new, second-hand.—**Forfield Motors**, "The Gear People", Leamington Spa. [1994]

WANTED

for

SPOT CASH

MOTOR CYCLES & THREE-WHEELERS

ALL TYPES

Hours of Business :

Weekdays, Saturdays, 9 till Blackout
Sundays, 9 till 1

ROWLAND SMITH
MOTORS LIMITED

Hampstead

(Hampstead Tube)

HAMPSTEAD 6041 (10 lines)

THE MOTOR CYCLIST'S WORKSHOP

By "Torrens" of "The Motor Cycle"
(Third Edition)

A book for everyone concerned with the maintenance of motor cycles.

PRICE 2/- net.

By post 2/4

ILIFFE & SONS LTD.,
Dorset House, Stamford St., London, S.E.1

Velocette
ALL ENQUIRIES TO :—

VELOCE LTD., York Rd., Hall Green, Birmingham.

WILLMOTTS Eng. Co. Ltd.

Approved by the AIR Ministry

We are still in full operation for REGRINDING, SLEEVING, BIG-ENDS, VALVES, GUIDES, SPRINGS, BUSHES and ENGINE Overhauls. Consult the Motor Cycle Experts. Estimates by return.

WILLMOTTS ENG. CO. LTD.,
251-263, HIGH STREET, STRATFORD, E.15
Phone: Maryland 1035 (4 lines).

GEARS, ETC.

GEAR Boxes from 5/-; **Triumph**, **Douglas**, **Sturmeys**, **Archer**, **Burman**, **James**, **Ariel**, **Albion**, **A.J.S.**, **New Imperial**, **Sunbeam**, **Rudge**, **Moss**.—**Forfield**.

STOCK (800) Includes Nearly Every Type; allow-
ance old box write requirements.—**Forfield**.

GEAR Box Repairs; specially trained mechanics; send box for estimate; repairers to trade.—**Forfield**.

GEAR Spares.—**Sturmeys**, **Archer**, **Burman**, **Albion**, **Moss**, new, second-hand; knock-out prices.—**Forfield Motors**, **Forfield Place**, **Leamington Spa**. [1995]

SPEEDOMETERS, ETC.

S. A. COLES.—Replacement driving cables for Smith; 10/6 complete (postage 6d.), state length.—364-8, High Rd., Leyton. [2892]

CARBURETTORS

A. H. TOOLEY, Amal Specialist, opposite Lee Station, S.E.12. Lee Green 2574. [0040]

HOE STREET GARAGE.—Amal spares, trade and retail; c.o.d.—414, Hoe St. Keystone 4230. [0013]

CYLINDERS

MARBLE ARCH Supply and Fit New Air Board Specification Alloy or Cast Iron Pistons, with rings and gudgeon pins from 14/-; 24-hour service.

MARBLE ARCH.—Reground cylinders, new oversize piston rings, gudgeon pin; 27/6.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286-302, Camberwell Rd., S.E.5. Rodney 2181.

BRANCHES: North, South, East and West.—See displayed advertisement. [0018]

FRAMES, FORKS, ETC.

WEBB Forks, spares and repairs.—**Stevens**, 151, Goldhawk Rd., W.12. She. 1154. [0036]

NOXAL.—London's largest motor cycle frame, fork, sidemar chassis, tank and wheel repairers, stove enamelling, etc.; keen and prompt service.—217, Hornsey Rd., N.7. Phone: Arc. 1704. [0021]

WHEELS

PRIDE and CLARKE, Ltd.—Bargains in wheels, 2,000 in stock from 1/3 to 5/-.

LATE Types, front and rear, 5/- to 10/-; 2,000 L frames in stock, 2/- to 5/-; late type, 5/- to 10/-; a postcard brings free second-hand list or quotation for any part.—158, Stockwell Rd., S.W.9. [3830]

TANKS

TRANSFERS, all makes, 2/6 pair, with "Easifix" solution.—**Grove Works**, 48, Jasmine, Anerley, S.E.20. [2781]

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 "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, 11/6 per annum, post free.—Published at **Dorset House**, **Stamford St.**, **London**, **S.E.1**. [0126]

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, 11/6 per annum, post free. Send your trade card for specimen copy to **Dorset House**, **Stamford St.**, **London**, **S.E.1**. [0125]

WANTED

WANTED.—**Magneto**, type A1 A.E.C.; quote price.—**Squier**, **Kyneton**, **Epsom Lane**, **Tadworth**. [2774]

INSURANCE

BRACKPOOLS.—Lowest rates, immediate cover, monthly, yearly; all ages.—228, Stanstead Rd., Forest Hill, S.E.23. [0608]

CHEAPEST Rates, instalments, motor cycles, three-wheelers and cars.—"Carpol", 151, Oxford Gardens, W.10. Ladbroke 2646. [0531]

INSTALMENTS.—Any age, monthly payments, lower rates; state your age.—"Insurance", 45, Old Oak Rd., King's Norton, Birmingham. [0670]

INSTALMENTS.—Lower rates, all ages, monthly payments any motor vehicle; state your age.—**M.G.I.B.**, 127, Ryland St., Ladywood, Birmingham. [6069]

E. A. WARD Offers Lowest Rates; instalments, annual or seasonal, immediate certificate.—298, Upper St., Islington, N.1. Canonbury 2487-8. [1669]

CENTRAL INSURANCE BROKERS.—Guaranteed lowest rates, instalments.—322, Mare St., Hackney, E.8. Amherst 1905. Hours 9 a.m.-7 p.m. [0307]

DEFENCE, Ltd.—Lowest first payments, lowest deferred terms, 3, 6 and 12 months' policies certificates by return.—**Stonebrook House**, **Somerton**, **Somerset**. [0160]

EAST LONDON.—A boon! Quarterly and monthly immediately cover all day, any day; unbeatable rates.—**George Newham**, 28, Fulready Rd., Whipps Cross, **Leyton**, **E.10**. **Leytonstone** 1059. [0354]

INSURANCE

NATIONAL Economy Special Wartime Policy. Reduced premiums. Unequalled facilities. Quarterly instalments. Winter period policies. Old machines, new drivers, persons under 21 accepted.—Dugdale Insurance Corporation, Paignton. [0490]

MECCA Undoubtedly Gives Best Service, best rates, best instalment facilities, and immediate cover.—Write, phone or call, Mr. Morgan, Mecca (Brokers), Ltd., 197, Westminster Bridge Rd., London, S.E.1. Waterloo 6075. (Near County Hall.) [0397]

CHEAPEST Insurance Obtainable!—Full 3rd party! Auto-Byks, 15/-; 200 c.c., 27/-; 350 c.c., £2/0/6; 500 c.c., £2/9/6. Age 21. Austin "7," Standard "9," etc., £2/14 yearly. Country, assuming N.C.B. Also monthly, quarterly, summer policy and special "Learner" policy. Quotations free!—Fisher and Co., 6, Parade, Bath Rd., Hounslow West. [0007]

EXCHANGE

ROWLAND SMITH Will Quote Highest Price for Your Present Motor Cycle or Car.

HIRE Purchase Financed by Ourselves; delivery same day. No references. No enquiries. Charges from 3%. Cash refunded on exchanges. Particulars and List on request. Week-days, Saturdays 9-blackout, Sundays 9-1.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [5860]

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). Open Sundays. [0291]

CYLINDER GRINDING AND BORING

CYLINDER Regrinding, first class work, low prices.—Forfield Motors, Leamington Spa. [1988]

AER-O-BORES for Reboring and Liner Fitting; get our quotation.—Aer o-Bores, Gateacre, Liverpool. [0031]

MARBLE ARCH For Cylinder Regrinding, guaranteed 24-hour service; cylinders reground from 7/6.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286-302, Camberwell Rd., S.E.5, and Branches. [0016]

REPAIRS AND RENOVATIONS

BRACKPOOLS Repair Frames, forks, tanks, lighting, rebores, welding.—226, Stanstead Rd., Forest Hill, S.E.23. [0211]

GEAR Box Repairs, all makes, our experience dates from earliest days of gear boxes.—Forfield Motors, Forfield Place, Leamington Spa. [1993]

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]

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.J.S.

SECOND-HAND Spares for 350 A.J.S., 1930-32.—Barnes, 36, Leigham Av., Streatham. [2858]

MANCHESTER.—Used and new A.J.S. spares, 1915 to 1938.—Alexander's, 46-72, City Rd. [0467]

For Francis-Barnett

MEETEN'S MOTOR MECCA, Shannon Corner, New Malden. (Phone: Malden 3110.) London end Kingston By-pass (Station: Raynes Park).—For immediate delivery every Francis-Barnett, Villiers, Albion, Miller spare; immediate Villiers genuine regrind and magneto service. Full Powerbike spares service, also all Autocycle engine, carburettor and magneto spares for all makes. [1473]

For James

MANCHESTER.—Used spares for James, all models.—Alexanders, 72, City Rd. [0518]

For Scott

A. E. REYNOLDS, Berry St., Liverpool.—All Scott parts, new and used; repairs, rebores, quotation anything; prompt attention. [0030]

For Sunbeam

SUNBEAMS Dismantled, parts cheap.—Will Lord, Sunbeam agents, Blackburn St., Radcliffe. Tel.: 2002. [1990]

For Triumph

TREMENDOUS Stock. Triumph Spares, new and used, quotations.—Forfield Motors, Leamington Spa. [1990]



MOTOR CYCLE INSURANCE
POLICIES FOR
3 MONTHS, 6 MONTHS, OR 12 MONTHS
BE SAFE WITH
INVINCIBLE POLICIES LTD.
Whittington House,
7, Whittington Avenue,
Leadenhall St., London, E.C.3
Phone: MANsion House 2961-6 (6 lines).

CASSLAND MOTORS LTD.
831-3, High Road, Tottenham, N.17
Tot. 3831

Valves and Guides for all Motor Cycles actually in stock—1920 to 1940 NEW.
S.V., 3/- each. O.H.V., 4/6 each. Guides, 1/9 each. Hepolite pistons, all makes 150/250, 10/6; 350, 11/6; 500/600, 12/6. Rings, 1/3. Slotted oil ring, 2/-. S.E. Bushes, 2/6. Ball races, 10/6. Roller races, 16/6.

CYLINDER GRINDING
with Genuine Hepolite piston complete, 150/250, 22/6; 350, 23/6; 500/600, 25/-. **CYLINDER SLEEVING**, with piston, 42/6

Send your flywheels and con. rod to us and we will fit B.E., line and true up. Single A.J.S., 30/- Ariel to 1932, 27/6; 250/350 R.H., 35/-; 500 R.H., 50/- B.S.A., 32/6. Calthorpe, 30/- Enfield, 30/-; Twins, 55/- J.A.P., 27/6; Twins, 65/- Hudson, 30/- James, 25/- Levis, 30/- Matchless, 30/- Norton, 30/- Inter., 45/- New Imp., 30/- P. & M., 30/- Rudge, 50/- Sunbeam, 35/- Triumph, 45/- Velocette, 35/- Villiers, 25/- It crankcase sent, 5/- extra.

7/6 a year is a Sound Investment for a discriminating motor cyclist. In addition to such valuable services as:—
Insurance - Legal Aid
H.P. Advice - Holiday Help, etc.,
over £50,000 has been secured for members as accident compensation in 4 years.
DO NOT WAIT. Write to:—
BRITISH MOTOR CYCLE ASSOCIATION
9 Southampton Place, London, W.C.1
Telephone: Chancery 7651.

PRIDE & CLARKE LTD.

Give **SENSATIONAL CASH** PRICES FOR **CARS**

MOTOR CYCLES & AUTO CYCLES

ANY MAKE OR MODEL REQUIRED. HIGHEST PRICES PAID.
H.P. ACCOUNTS SETTLED.
CALL, OR USE THIS TIME SAVER.

MAKE YEAR H.P. O.H.V./S.V.
DYNO PRICE REQUIRED

NAME
ADDRESS

Early Closing, Wednesday 1 p.m.

158-160, STOCKWELL RD., LONDON, S.W.9
Phone: BRIXTON 6251. Grams: PRICLARKE, London.

PARTS AND ACCESSORIES

For Velocette

GENUINE Velocette—Factory Spares, works mechanics.—Stevens, Joint London Distributors, 147-160, Goldhawk Rd., W.12. She. 1154. [0037]

For Villiers.

A. H. TOOLEY, Villiers Specialists, opposite Lee Station, S.E.12. Lee Green 2574. [0039]

PUTNEY AUTOS.—Complete stock Villiers spares.—263, Putney Bridge Rd. Putney 2645-6. [0024]

MEETENS MOTOR MECCA, New Malden, stock every new Villiers spare. Refer Francis-Barnett advertisement this section. [1473a]

Miscellaneous

MARBLE ARCH.

LARGEST Stocks in the Country, accessories, spares, tyres, clothing; lowest prices send for list.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286-302, Camberwell Rd., S.E.5, and branches. [0017]

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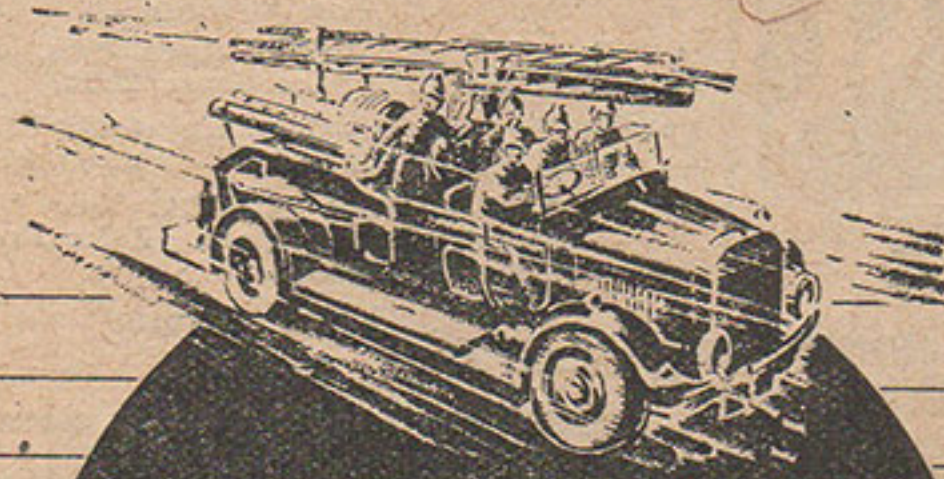
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