

JANUARY 8, 1948.

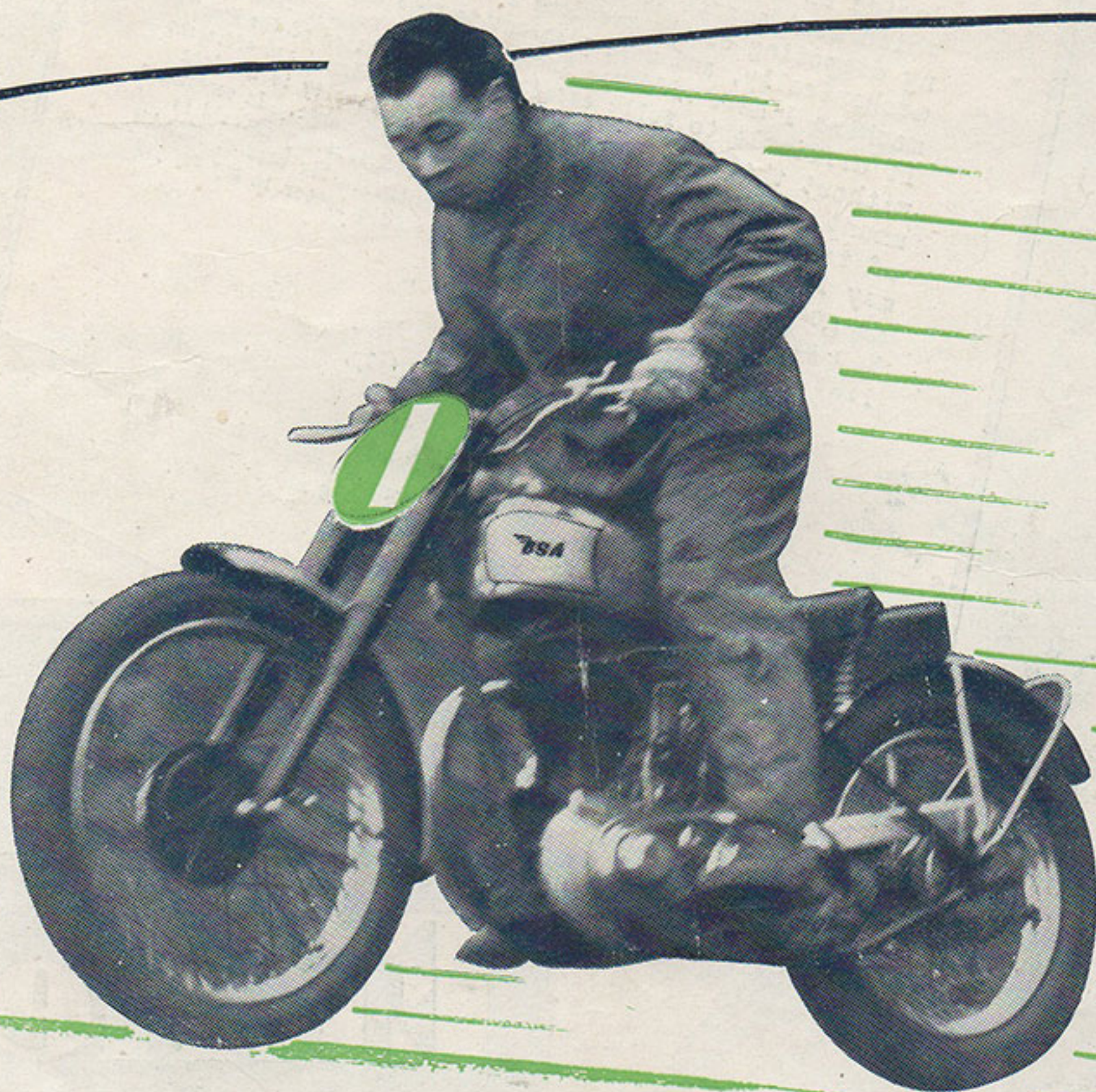
MOTOR CYCLING

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Editor:
GRAHAM WALKER

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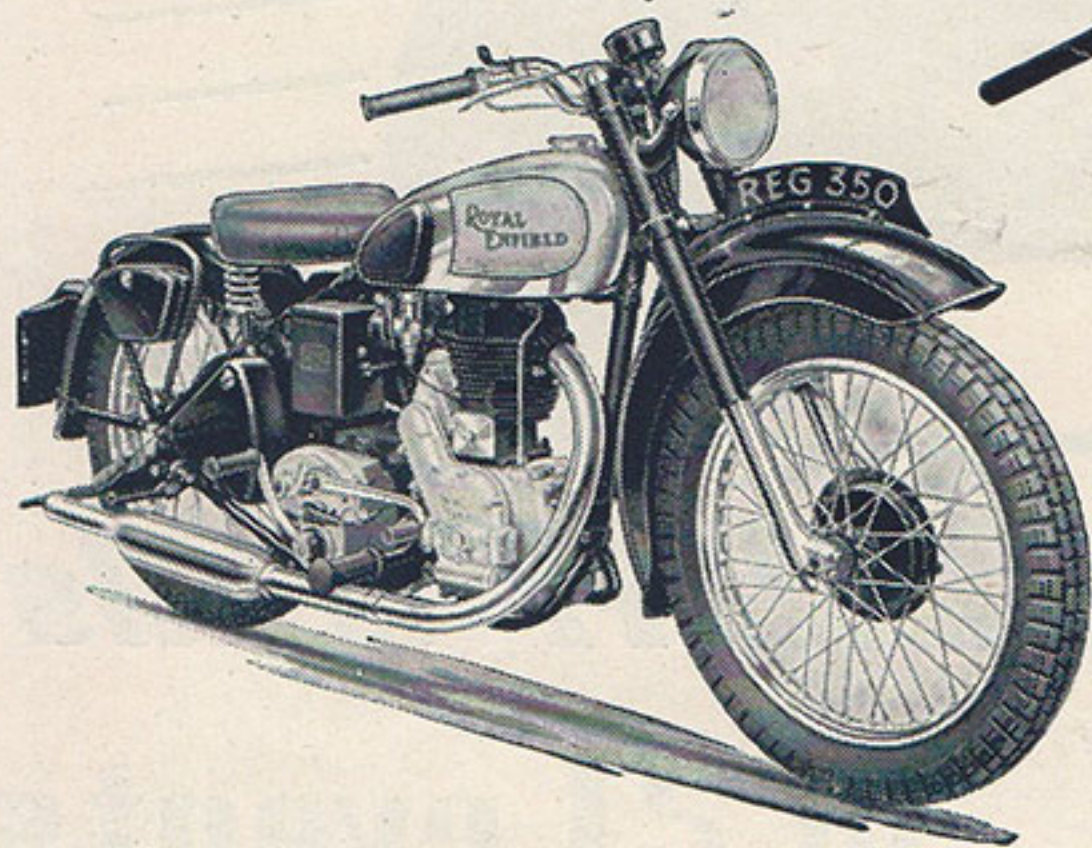
Dear Sir,

On the 24th instant I took delivery of a Model G. engine and frame Nos. 4777 and have just completed 600 miles, the machine now freeing up nicely, so I would like to take this opportunity of telling you how very pleased I am with the machine. Having owned a very considerable number of machines of all types over some 15 years I feel competent in assessing a 'bike's' qualities. And as this is my third new post-war 'bus', I am only sorry I did not decide on a G or J before. It possesses all the qualities which most appeal to me, the lack of which was the cause of my disposing of the previous mounts. It is smoother, quieter mechanically, and more pleasant to ride than any other machine I have ridden. Though I detest superlatives I find it difficult to fully express my appreciation of the Model G without their use. It is a very well designed and efficient mount, and what is most noticeable in the city is the lack of transmission tug throughout the speed range. In conclusion may I say I am more than satisfied and if every Enfield is as good as this I will remain an enthusiastic user of Enfields. You are welcome, therefore, to use this letter in any way you like.

I remain

Yours sincerely,
H. Ives.

P.S. Incidentally, my petrol consumption to date (standard carb. setting) has averaged 98.6 m.p.g.



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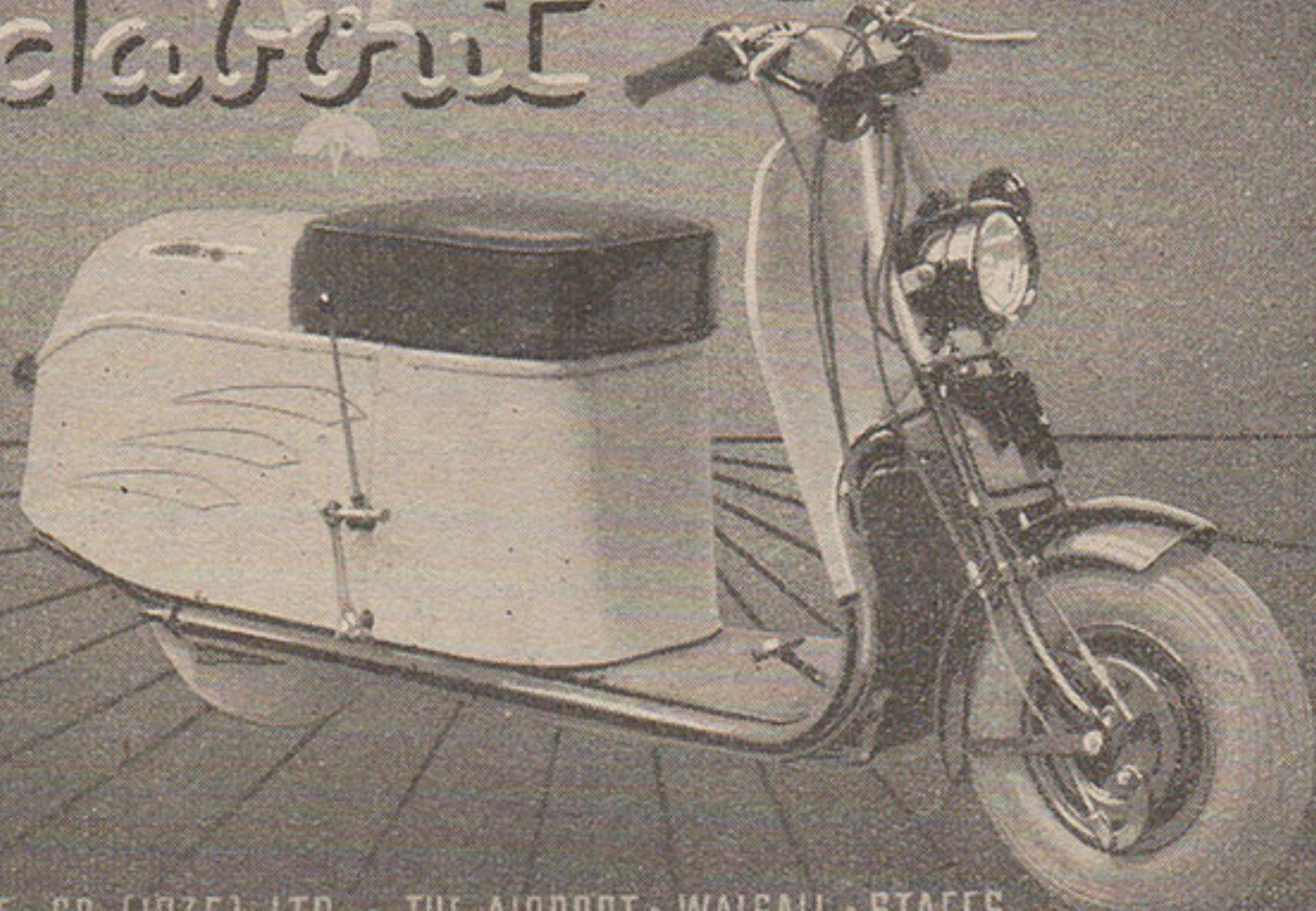
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EDITORIAL

The Basic Abolition "One of 1947's Most Conspicuous Follies"

OUR own belief, which has more than once been expressed on this page, that the basic petrol ration will be reintroduced in the earlier half of 1948, was strengthened last week when sections of the national Press printed some very well-reasoned arguments on the supposition that the Government might be likely to make the motorists' lot happier in time for the holiday season by issuing coupons for the months of June, July, August and September.

That a "Government spokesman" promptly dismissed the prophecy as "a flight of fancy" neither surprised nor dismayed us. Rather did it serve to increase our anticipation because, if for nothing else, the present governing régime will be remembered for the facility with which it changes its mind.

We repeat, then, that in spite of what officialdom may say to-day, we believe that a basic ration of some sort will be accorded to private vehicle users before the year is much older. It will not be granted because of any tender Governmental feeling towards us, or because of any great change in the existing import system of fuel. No, it will come simply because the people of Britain will demand it.

Very few people now place much faith in the figures, said to represent a direct dollar saving, which have been put forward, first by Mr. Shinwell and secondly by Mr. Gaitskell, his successor. They have both tried to make us believe that a suspension of the basic ration would save the country a matter of £9 million. When Parliament reassembles, the Minister of Fuel has the task of explaining what progress has been made towards that end and there will be few people who will envy him his job.

The "Evening Standard," in its leading article on New Year's Day, summed up his difficulty in the following paragraph: "By the middle of December, 1947, there had already been well over half a million applications for a supplementary allowance by motorists who had never had it before. It has been officially admitted that two in every three such applications have been 'favourably considered.' This means that the Ministry have been forced to recognize that large numbers of motorists who used to run on 'basic' were using their cars for essential purposes."

The newspaper goes on to refer to the hardships and disruption of communal life in country districts, to the £60,000 per annum needed to finance the extra (and still inadequate) staffs at Regional Petroleum Offices, to the loss of £19 million in taxation revenue, to the blow dealt to the garage and repair industry,

and concludes, "worst hit of all is the hotel trade."

That all this frustration, sacrifice and ruination of established business is justified on a dollar-saving score is the Government's plea. Few people now believe that it is an argument which will hold water and there is a rising surge of determination to submit no longer to stupidity, which, as the "Evening Standard" leader-writer so pertinently says, "persists in the face of every common-sense reason, from obstinacy and the refusal to admit a mistake. The people should not countenance the carrying over into 1948 of one of 1947's most conspicuous follies."

After a Ten-year Lapse the British Motorcycle Show Returns

IN welcoming the announcement made last week-end that the British motorcycle and cycle industry intends to hold the first post-war exhibition of its products at Earls Court next November, we have only one regret—that the occasion will not mark a return to the Show's old home, Olympia. We believe that our, perhaps rather sentimental, fondness for the cosy "mateyness" of the familiar glass-roofed building is shared by many of the exhibitors, but we will not press the point further. The main thing is that we are to have a Show at last.

The lapse of 10 years has been too long. Already we are over 12 months behind France and Italy, who have recently staged their second exhibitions since the war. Switzerland will give her "repeat performance" in March. Belgium's show is in February.

Not only is a British show overdue for national prestige reasons, but also because the time has now come when our own manufacturers are fully aware that they cannot much longer market models virtually unaltered since 1939. The prospect of an exhibition this year will provide just that impetus which is needed to hasten on the change over from current types to new departures. There will not now be any excuse to shelve development work but every reason for a concerted effort to prove, when the exhibition doors open in November, that Britain is still able to lead the world in motorcycle design and production.

That originality and practical novelty will not be lacking at Earls Court we are well aware. But we are also particularly glad to learn from the sponsors of the Show that much thought is even now being given to the best means of presenting the industry's achievements to the public, for it is one thing to stage an industrial display of inanimate machinery and quite another to turn it into the live, pulsating Show "hit," which so virile a movement as motor-cycling demands.

LOTS of American visitors are expected to arrive in this country next summer. Some of them at least will want to do their touring on motorcycles—and about that we should start doing some thinking. While it may occur to you to question whether Britain is the place that many people would choose for a holiday just now, the official view apparently is that folk across the Atlantic think differently and that a big influx of tourists—who, being brought up as they have, will wish to go everywhere by road—is tolerably certain. One may think that a trifle optimistic, but, nevertheless, some preparations ought to be made for the guests and by the motorcycling section of the community amongst others.

"Carbon"

Discusses

Everybody's BUSINESS

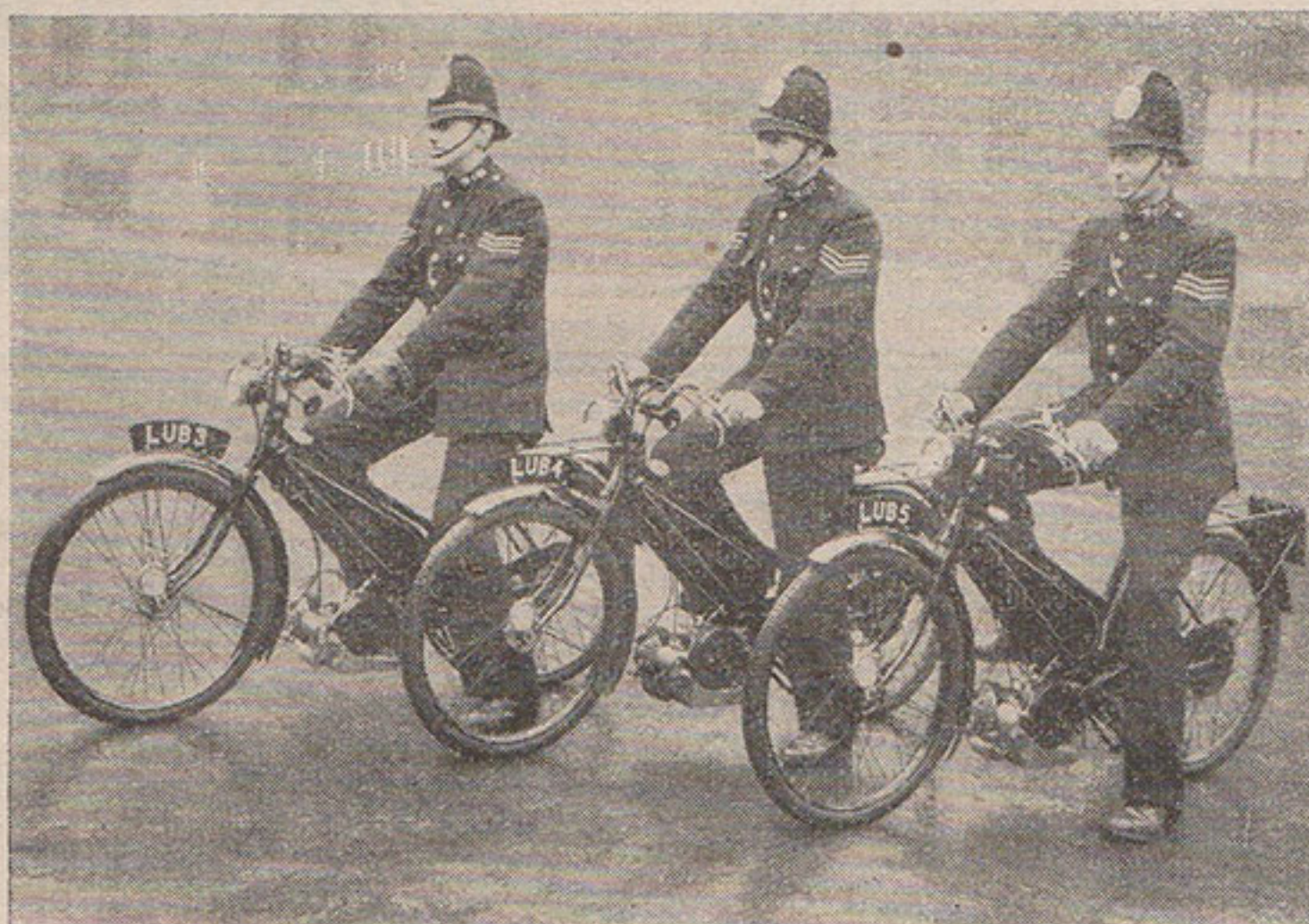
That is rather important because we want these riders to get a good impression of our country. Putting it at the lowest level, the nation can do with their dollars and those of their friends, which will not be forthcoming again if they go home disgruntled. And that is what they are most likely to do unless we go to some trouble to make them welcome. If we do that they will put up with a great deal in the way of austerity, but if they are left to fend for themselves then they will not have much of an opinion of the British.

Here looks to be a job for the clubs. The ways and means should be discussed, I suggest, between now and the spring. By that time it should be possible to arrive at positive plans.

SO far I have been looking at this from the angle of British-American relations. But there is a purely motorcycling side to it as well. In the sphere of the sport we have so far worked in separate compartments. The American Motorcycle Association has always kept outside the F.I.C.M. That fact, and its implications, have certainly not been for the good of the game. If the riders of the two countries could mix more—as they may have a chance of doing this summer—it might do a good deal towards breaking down the policy of isolation.

COMING to that, I wish we could send over a party of British motorcyclists on a goodwill tour of the United States. I do not see why not; the Junior Car Club did something of the kind before the war and the venture was highly successful. Money has been spent freely on far less promising efforts to promote our export trade. For that matter, a bunch of sportsmen could do quite as much for Britain's reputation over there as has been achieved by some of the comic missions we have shipped across!

ON the basic-petrol front, things do not look too bad as regards the future—particularly since the magnificent A.C.U.-cum-Manufacturers' Union achievement in obtaining fuel for trials. I still think we shall have the ration back before the start of the summer. One of the current



The three biggest police divisions in Leeds have provided their sergeants with New Hudson autocycles to help them cover their areas when visiting constables on their beats. This is another of the many instances where local authorities are recognizing the value of lightweight personal transport for officials, without imposing heavily on the ratepayers. ("Yorkshire Evening News" Picture.)

stories is that fuel issued for commercial transport purposes is going to be tinted, and when that becomes available basic coupons will again be issued. The plan, which was used for Service petrol during the war, is expected to cut out much of the hanky-panky and black marketing.

BUT the present is different. Stories of hardship brought about by the cutting off of the basic continue to come in. Workers are handicapped and, accordingly, so is production. Also, one hears more than plenty about the extraordinary discrepancies in the granting of "E" and "S" allowances. In a case known to me, two men applied at the same time. They were doing the same job for the same firm and were both using cars of the same make, model and year. One chap got 9 gallons for the period, the other 30!

The fact, of course, is that the administration has largely broken down.

A record of a record! The post, standing behind the milestone, near Crowland, Lincs, is known as Girdlestone's Post, and commemorates the remarkable feat of Henry Girdlestone who, in his 56th year, walked 1,000 miles in 1,000 hours in 1844.



That is not in the least surprising, considering the strain that was put upon it at practically a moment's notice and without any previous warning. And the chaos will continue so long as the present restrictions remain.

TO fight the battle for the basic, several organizations have come into being during the past few months, mostly local in character. While it is to the old-established bodies that we must chiefly look for results, I believe that the auxiliaries can, nevertheless, do quite useful work. Apart from influencing provincial opinion in a way that can hardly be done from London, they stand in the position of "ginger groups"—and those things generally do more good than harm, in the long run, to any movement. The Motorcyclists' Petrol Appeal Committee, through its "claims-vetting" procedure, is, of course, making a really valuable contribution to the cause.

The National Society for the Restoration of Basic Petrol seems to be making a lot of headway. It originated in the Midlands, but now has active branches in Manchester and London besides Birmingham, Wolverhampton and various other places, while reports of its activities show that it is certainly not lacking in vigour. The hon. secretary is Mr R. R. Panter, of 157, Moseley Avenue, Coventry.

IN the last month we have had almost every sort of weather—and I wonder what you dislike most in the way of riding conditions? Rain never seems to matter much, provided one is properly clad, and snow I always look upon as rather fun—at any rate, within limits. Fog is a frightful

monument was modelled on the bayonet of the Waterloo period. There are two other memorials in the neighbourhood that are not unlike it, one on the Curry Hills and the other on the Poldens. All three, along with Glastonbury Tor, are essentials in my mental picture of the Somerset scene.

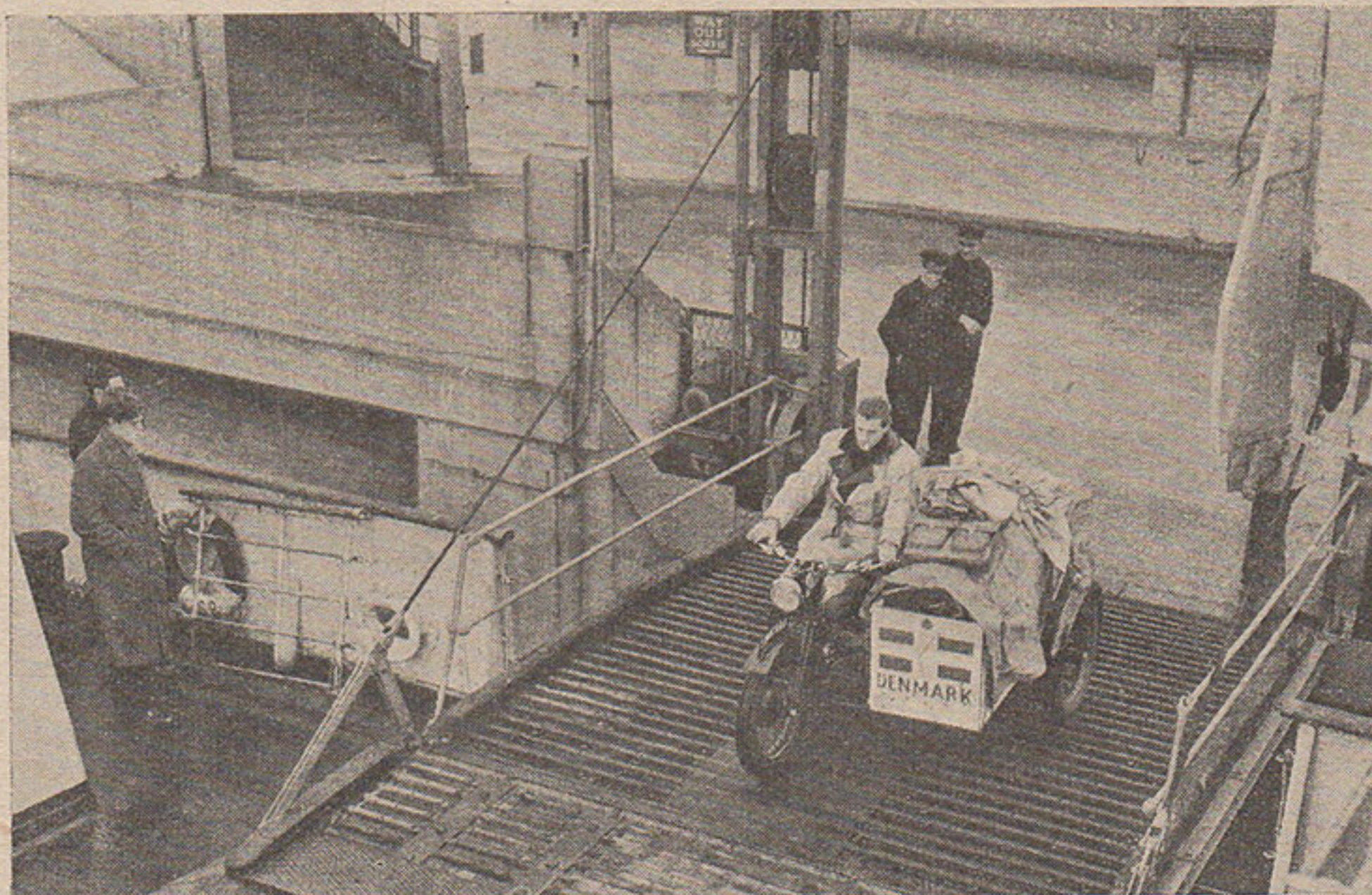
WHEN the Grimsby Road Safety Committee was discussing the youth training scheme, an ex-policeman described it as "one step nearer crime." Explaining himself, he said that by teaching youngsters to ride motorcycles they would be putting temptation in their way, by making it easier for them to annex other people's machines.

Certainly that must rank as the week's weirdest idea. Apparently the committee rather thought so, too, and signified its approval of the plan, which will be put into operation by the Grimsby M.C.

WOLVERHAMPTON is trying an interesting experiment in traffic control. Where a lesser road is about to cross a major one, a bump is introduced into the surface, to give vehicle users the warning to slow down. This idea is being tested at three points in the city, and will be applied further if the reports are favourable.

The notion was put up to the local authorities by the M.o.T., apparently, which suggests that it may be given a try-out in other places as well. While it is a novelty for this country, the principle is really an old one. It was employed in some parts of the United States many years ago, and, I believe, in some places on the Continent. In order to stop

Just before Christmas, two Danish journalists, Knud Larsen of Copenhagen, and Torgen Rosenlund of Odense, set off from London on an ambitious trip. Riding a standard 600 c.c. M21 B.S.A. outfit with a sidecar body specially built by Raymond Way fitted to the Swallow chassis, their proposed itinerary includes Brussels, Lorraine, Basle, Berne, Genoa, Rome, Tripoli, Alexandria, Cairo, Luxor, the Sudan, Khartoum, Nairobi and, possibly, India. Here the outfit is seen going aboard the steamer at Dover, en route for Ostend.



nuisance, but hardly more, to a motorcyclist, whatever the car driver may think; extreme cold can be very trying—and worse, even—but that again depends more on one's clothing than on the weather itself.

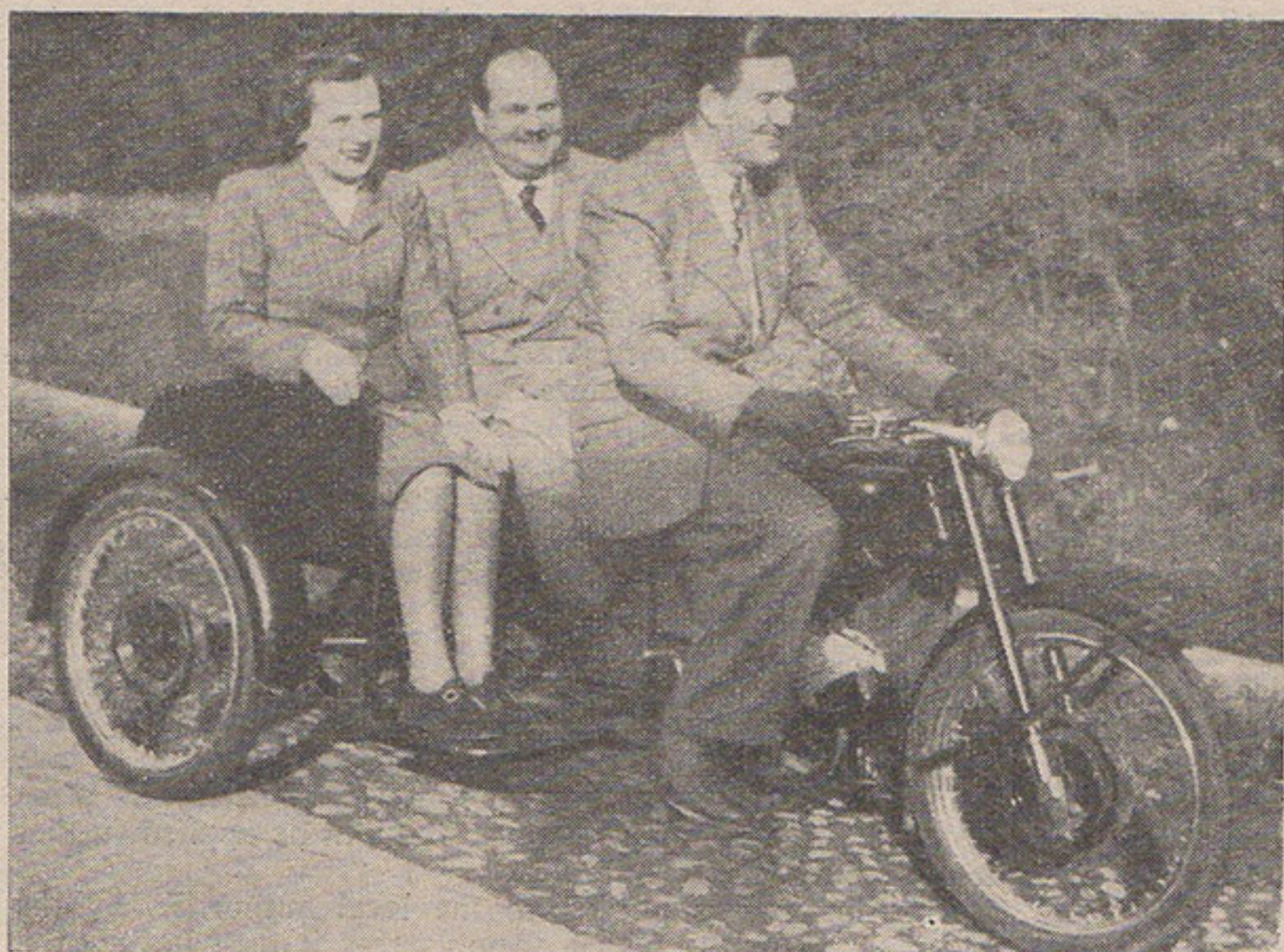
Personally, I think that a gale makes riding more uncomfortable than anything else, unless the wind happens to be behind you. Heading straight into it makes tedious travelling, and even quite hard work if the model is low-powered, while if the gusts are coming from one side they can be definitely unpleasant. The feeling of being blown across the road is far from amusing, particularly if the wind catches you suddenly, as when you pass an opening in a hedge. Those are always things to look out for, as are small side turnings and any other points where the blast is likely to catch you with full force.

THE Wellington Monument, up on the Blackdown Hills, is one of the landmarks of Somerset. It has lately become unsafe, and an appeal has been launched by the National Trust for funds for the repairs. A good start has been made, as £600 has already been collected, chiefly in the town of Wellington, so that one hopes that the "pillar" will be saved. Though often called that locally, the shape of this

excessive speeding in built-up areas, deep corrugations were made across streets. Anyone who drove over them too fast probably broke his springs, and the dodge was said to be fairly effective. But these things never came into general use, which suggests that the verdict of experience was against them, and I can see no virtue in the idea from a motorcyclist's viewpoint.

APART from the lightening of the horizon on the fuel question, quite the most important piece of news in the motorcycling world just now is the decision to hold a Show this year. About this the Editor has something to say on another page, so here I will add no more than is needed to endorse the appreciation which every rider—and many who are no longer riders—will wish to express to our manufacturers who, through their organization, have made this announcement. It comes at a time when motorcyclists in Britain can do with something to look forward to, and the familiar phrase, "See you at the Show," has now, thank goodness, none of that hollow ring it has had for so many years past. The venue, of course, will be Earls Court.

So . . . see you at the Show!

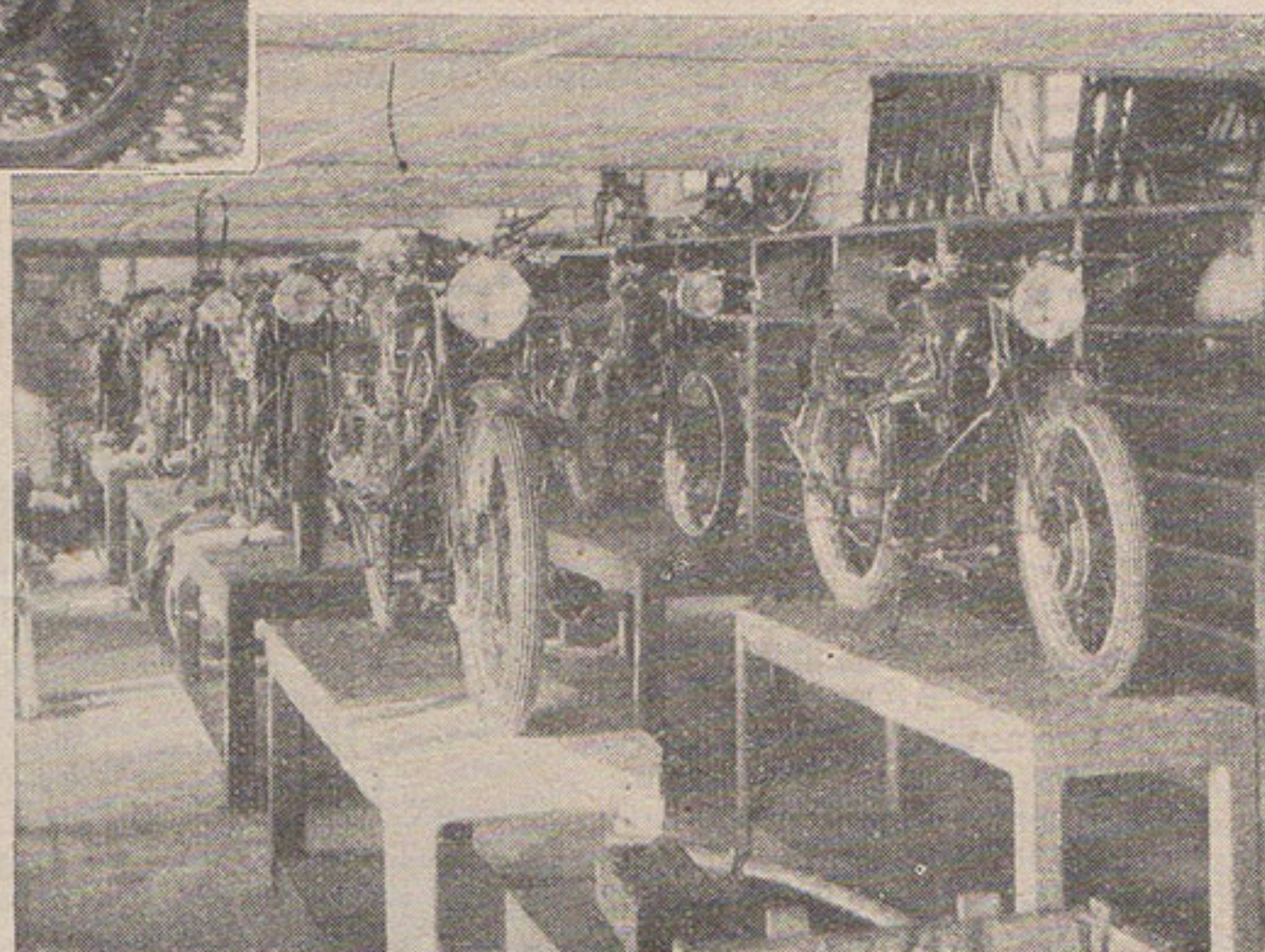


The writer pilots a 65 c.c. Guzzi motor rickshaw, intended for Far Eastern consumption, with his wife and Dr. Enrico Parodi as passengers.

FERGUS ANDERSON Returns from a Visit to the Guzzi and Gilera Factories to Tell You—

The Guzzi racing assembly shop. The first two 250 c.c. machines shown are intended for Anderson and Ernie Thomas and like the others, it will be noted, are equipped with lights!

WHAT'S



DR. ENRICO PARODI went a shade redder. He is quite definitely a "jolly type," but for once he was visibly angry. I had asked him whether Guzzis were, or had been, subsidized in their racing. "Never," he said, "either directly with money or indirectly with orders, have we received any help whatsoever, either from Mussolini's government, or from any other. Furthermore, we have never received any encouragement—which we did not need—or any thanks—which we think we may have deserved—from any Italian government!"

There are some people in Britain who are rather prone to seek some reason, other than the obvious one, why any foreign manufacturers should go racing on a large scale. Last year Dr. Giorgio Parodi explained the Guzzi policy as regards the 1947 season—"at present we can sell all, and more than all, the machines we can make. We are giving priority to racing because we hope it will ensure a market when the present buying wave is over and it becomes more difficult for the seller."

In 1921 the first Guzzi motorcycle was made, and in 1921 they won their first race. In 1922 they made 17 machines and won two races. In 1924 they had their first "Classic" success when Mario Ghersi won the 250 German Grand Prix. With the sole exception of the year 1938, there has never been a year since when they have not won at least one "Classic," nor has there been a year—excepting, of course, between '40 and '45—when they have not been racing. In 1947 Guzzi machines won 60 foreign races, 205 Italian races, as well as the 250 c.c. and 500 c.c. Italian Championships, the first by Dario Ambrosini and the second by Omobono Tenni. What they plan for 1948 is obviously of some interest!

Ingiere (Engineer) Giulio Carcano has been the chief of the Guzzi racing department since the war, and was previously second-in-command to Ingiere Mondo, who will be well remembered by T.T. followers. The freedom with which he allowed me, as a rider, to roam in and out of the racing and test shops always astonished me and, when I came to catechize him about the machines for publication, I found that there was literally nothing he would not say—he even told me the valve lift of the 250 twin—7.5 millimetres!

Like Signor Parodi, Carcano also has a grouse against us—on our tendency to regard the 250 Guzzi single as absolutely the last word in racing designs. Actually the machine was last redesigned in 1935, and the only major modification since made is the production of a different cam in 1938. As a matter of fact, the machine was dropped in 1939 in favour of the blown single which appeared in the T.T. and which won the German Grand Prix, beating the supposedly invincible D.K.W.s by nearly a lap. With the banning of blowers, the unblown engine was resurrected and will be unchanged for 1948, although the works have in hand some bottom-link forks which are similar in design to those fitted to the "Gambalunga" and which may appear on a few machines half-way through the year. So invincible is this

machine at the moment that Guzzis leave the 250 races alone (an exception was the "European") and give no assistance to Italian riders in this class. In the 500 class private riders get some assistance and the factory mounts its three "official runners."

In 1947 the works team at the start of the year was Tenni, Ferdinando Balzarotti and Ruggeri. Ruggeri had a bad accident, as a result of which he is still out of action, and Bruno Francisci was taken in his place, probably as a reward for winning the 250 "European." At 43 Tenni rides as well as ever, and it is inconceivable that he should not be mounted on a Guzzi so long as he can ride. Balzarotti works in the road-test department, and would seem to be another certainty for 1948. However, money is getting scarce in Italy, as elsewhere, and Dr. Giorgio Parodi, who is president of the company, told me that he was trying to cut down the expenses of racing.

The principal interest in Italy in the 250 class centres round the new Guzzi twin, and Ingiere Carcano was extraordinarily frank in discussing this machine, both from the historical and practical standpoints. Racing after the war in Italy restarted in 1945, in the month of September, and it was about this time that the question of the general design of a new 250 was decided. It was largely Commendatore Guzzi who settled the basic lines of design and work on the drawing board was commenced almost at once; very early in 1946 actual fabrication of the machine was started. Less than a year from the decision to make the machine it was undergoing tests.

Of course, the original design was for a supercharged machine, and the heads were laid out with 60-degree valves. The change-over to an atmospheric engine straightaway entailed major modifications, the most serious of which was a new design of head with the guides at 80 degrees, to accommodate larger valves. At a very early stage better power was available at peak revolutions than was obtainable from the "Albatros" (the 250 single), and, towards the end

of June, the machine was being run during the practising periods for races. However, at that time, as since, it was found that, although on maximum speed the twin has 5 kiloms. on the single (3 m.p.h.) and weighs almost exactly the same (253 lb.), the single can beat it round a "normal" course. The term "normal" is Carcano's own and refers to a normal Italian course which a T.T. rider would regard as a gymkhana.

The Guzzi twin reaches maximum b.h.p. at 9,400, will go safely to 9,700, has good power down to 8,000 but, Carcano said, "is bad at 5,000." He gave me a long dissertation as to the whys and wherefores of the difficulty in making a 250 atmospheric twin to beat a single on his "normal" course which was way above my head.

It is small consolation to those already being beaten by

often that nobody seems to have a definite record. The twin gives 43 h.p. at the engine on 50/50 and Carcano absolutely refuses to believe that anybody has exceeded 50 h.p. with an unblown single not on alcohol. He says that "40 h.p. is extremely difficult to pass with a single on petrol/benzole." The twin has a very good power curve, but is relatively better on straight petrol than on 50/50 for, as the power goes up, so do the revolutions and at high revs. the "couple" of the offset cylinders begins to take effect and Carcano says it is most surprising how little advantage they get from a modification which makes a considerable difference to the single at top speed—such as changing on to alcohol. On "pool" petrol the twin does about 115 m.p.h. and is around three m.p.h. faster than the "Gambalunga."

The "Gambalunga" is a development of the "Condor." The literal translation of "Gambalunga" is "long leg" and the name implies that it has a long-stroke engine—90 mm. as against the 82 mm. of the "Condor." The "Gambalunga" is really an astonishing machine. It has a push-rod engine which gives 34 horse-power, it weighs 246 pounds (even lighter than the 250) but is such a well-balanced machine that it was able to break the lap record at Berne which was set up by Freddie Frith on petrol-benzole. Of course, the Berne circuit is admirably suited to its virtues. It excels on a course where there is frequent acceleration up to its maximum speed, but no prolonged spells on full throttle. Tenni won the 500 "European," but both he and Balzarotti (who there rode the "Gambalunga") were riding to orders, and actually Balzarotti lapped the circuit nearly six seconds faster than did Tenni on the twin—an astonishing difference on a circuit of less than five miles.

So far both the "Gambalunga" and "Dondolino" have shown a tendency to break their sodium-filled exhaust valves. The original samples submitted for test were perfectly satisfactory, but when deliveries in quantity started it was found that they were not up to sample. Valves are now in hand in Britain, and it is hoped that they will overcome this difficulty.

As regards a definite programme of races for next year, Dr. Giorgio Parodi told me that it was very unlikely that they would go to the T.T., because it is such an expensive race to attend. They will definitely go to Geneva for the Swiss Grand Prix, for which circuit the "Gambalunga" would appear to be admirably suited, and also to Lausanne and, no doubt, to Berne. For the rest, they are likely to concentrate on the many Italian races on the theory that it is better to win a small race on your customer's doorstep than a big race in another country. The only major racing country outside Italy where Guzzis have much sale is Switzerland, and it is significant that it is only in Switzerland that the factory has ever done very much "foreign" racing.

To sum up their prospects for 1948, one cannot see any serious threat to the privately owned Guzzis in the 250 class. Where the 500s appear, either in twin or "Gambalunga" form, they must be considered a very tough nut to crack. As to the future, I asked Carcano whether they contemplated making a 500 edition of the new 250 twin. He said that they were contemplating a new 500, but not one like the 250.

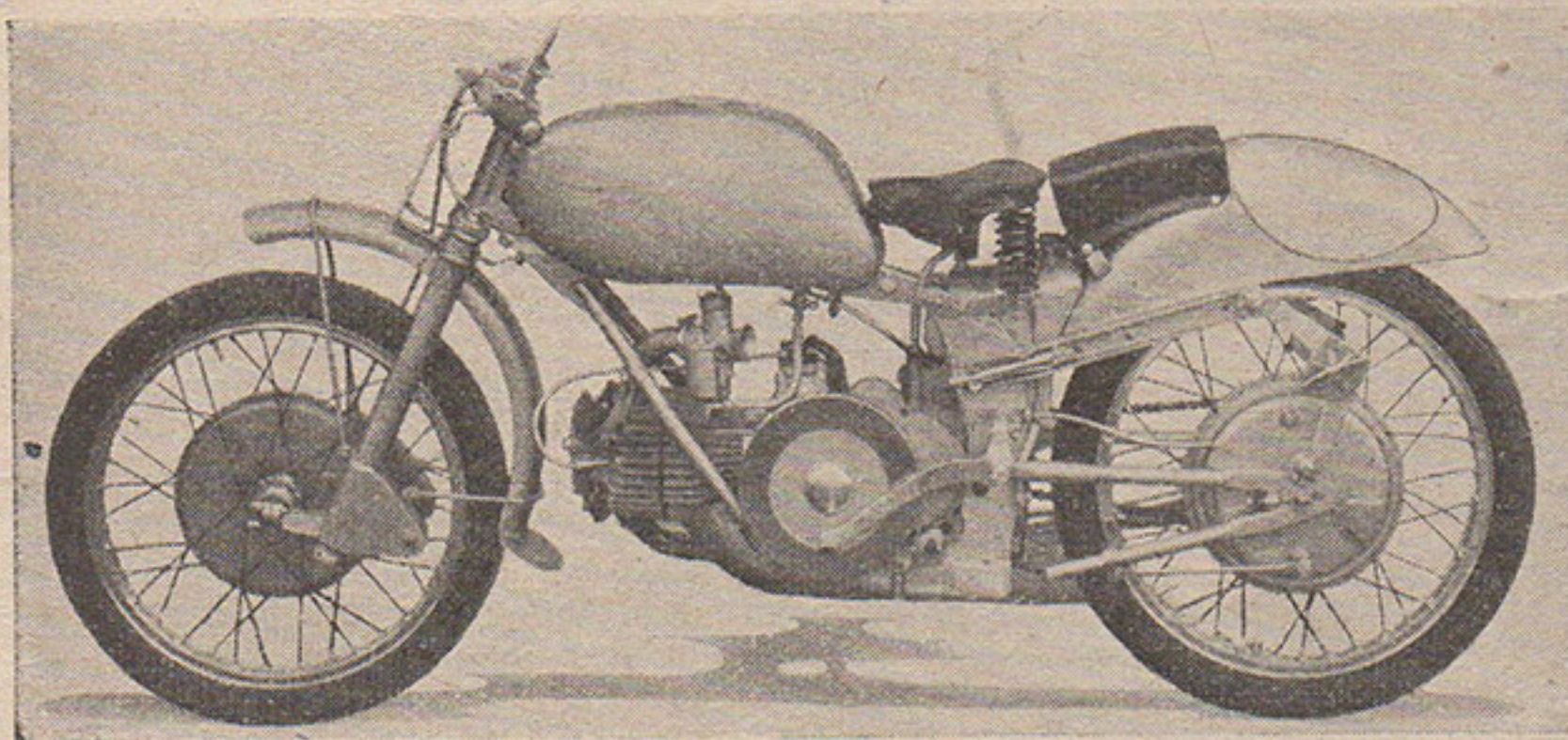
(To be Continued.)

COOKING in ITALY!

the "Albatros" to learn that in 1948 they may not have to contend with the twin, save on very fast circuits.

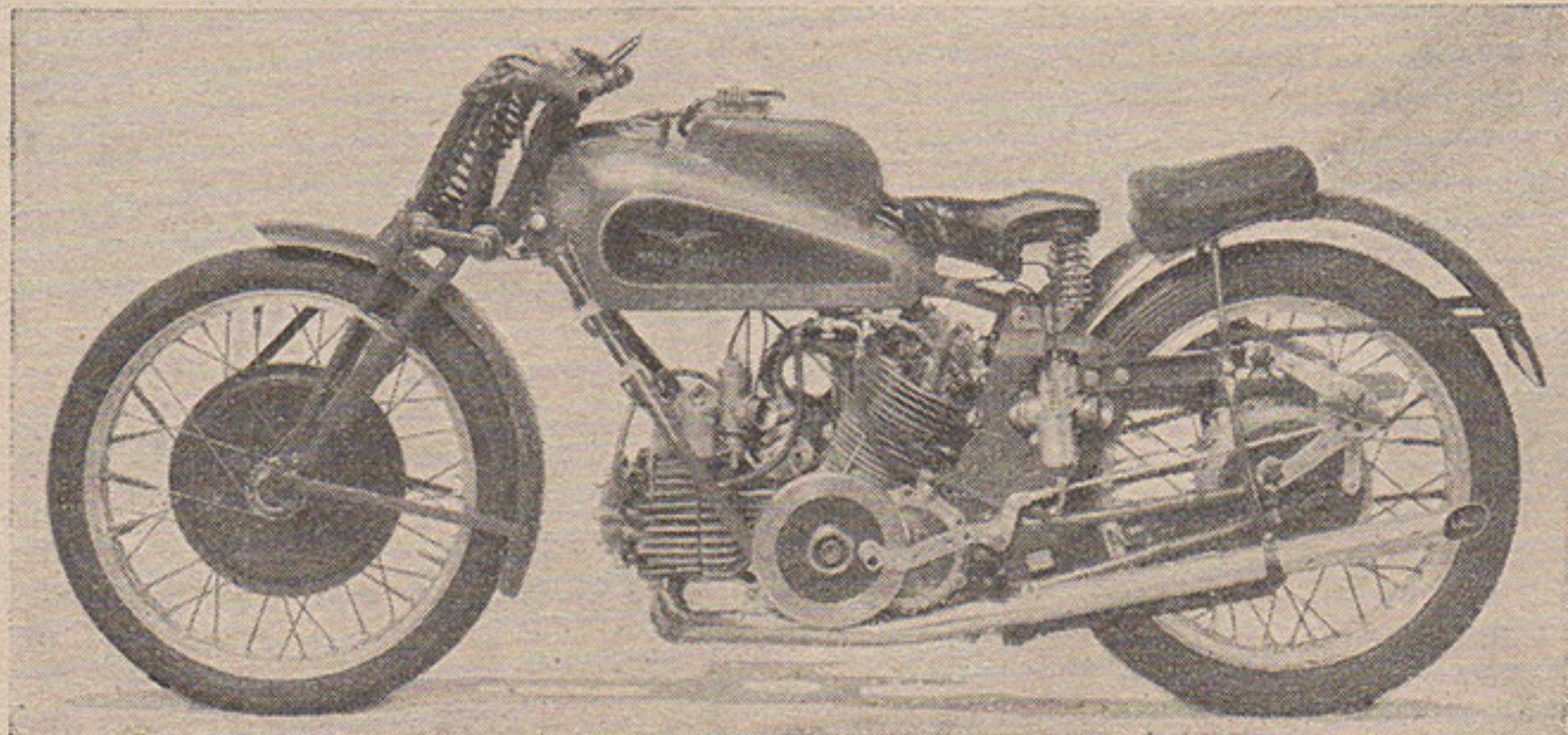
In passing it is as well to remark that the only difference between the works' 250 singles and the private ones is that the factory types have a bit more alloy about them and are therefore about 20 lbs. lighter—there is no difference whatsoever in the engines, and in the past it has very frequently happened that the works' riders have been beaten by one or more private owners. For the Swiss Grand Prix this year I was lent a new "Albatros" "out of stock"—having lent my own to Ernie Thomas—and I am sure this machine had the best engine in the race. Unfortunately I weigh over twelve stone, and the majority of the Italian riders appear to be about "eight stone wringing wet," as Ernie Thomas puts it!

There are three racing 500 Guzzis, the 120 twin, the "Gambalunga" and the "Dondolino." The twin, since it won the T.T. in 1935, has had aluminium barrels and heads but no major modifications otherwise, and is regarded by Guzzis as rather an "old crock." Nevertheless, it was on a twin that Tenni won the Italian Championship, which is decided on points over a number of races. Tenni having broken a large number of bones at one time or another, finds it difficult to twist his body into the right shape to sit on a "Gambalunga," and on his twin has the footrests staggered to accommodate legs which have been broken so



(Above) Principal interest in Italy, says the writer, centres round this new Guzzi 250 parallel twin. It is said to reach maximum b.h.p. at 9,400 r.p.m.! In general appearance the machine is not unlike the 500 c.c. single cylinder "Gambalunga."

(Right) A more familiar Guzzi twin is this 500 c.c. 120 degree model, the prototype of which won the T.T. in 1935 and which is basically unaltered today. The girder-type front forks will at once be noticed.



A PISTON HARD TO SEIZE

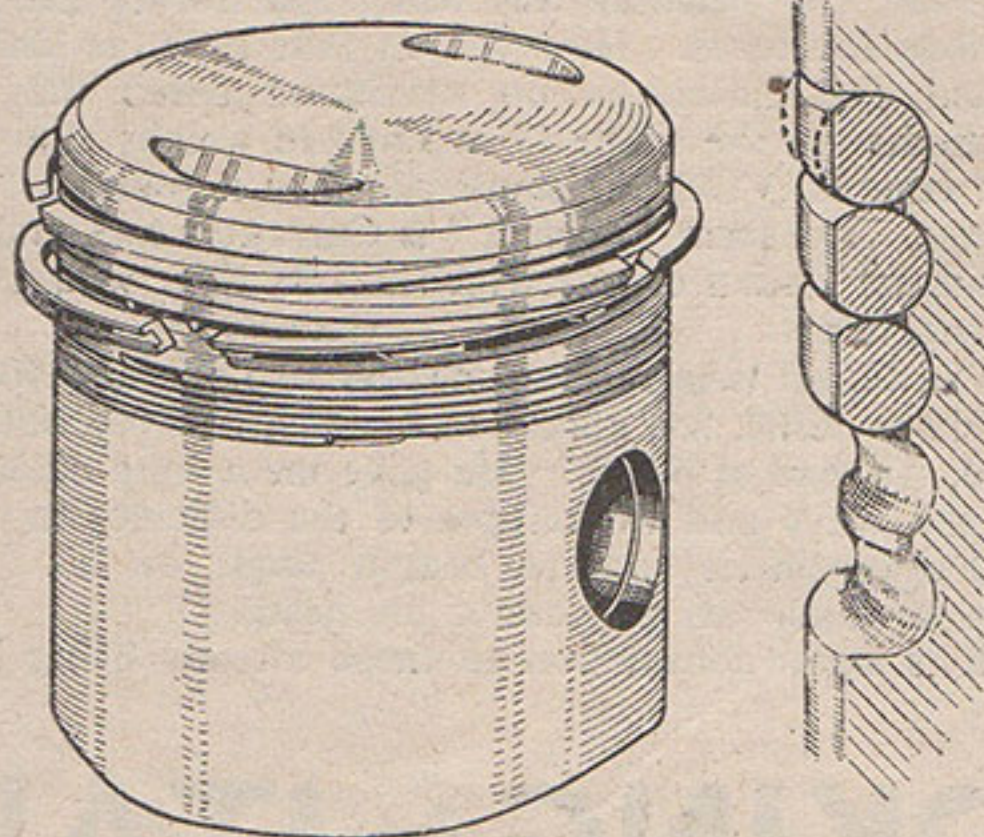
WHEN describing the A.J.S. and Matchless 1948 programmes for our October 16 issue, I mentioned that the very good "Lo-Ex" split-skirt piston, standardized during 1947, would be continued, but at the same time I was sorely tempted to add half a promise of something even better to come.

The reason was because for quite a few months I had been running our "office" A.J.S. with what is known as a wire-wound piston, giving almost 100 per cent. elimination of the two troubles which have bothered designers ever since reciprocating weight was reduced by the use of alloy pistons in cast-iron cylinders. Those troubles, of course, have, on the one hand, been tightening, picking up, or seizing of the piston, due to its rate of expansion being greater than that of the "pot," or, on the other hand, the annoying "slap" of a piston made relatively small, so as to allow for this expansion when really warmed up. But during the latter part of 1947 Jock West, sales manager of A.M.C., Ltd., Woolwich, presented me with a piston which, he said, had none of these tendencies.

This piston, like the others, has a 1 mm. split in the front of the skirt; there are also five turns of 18 S.W.G. high-tensile steel wire situated just below the scraper ring land—actually it looks rather like a belt. The function of the wire winding, or belt, is not to stop expansion but to equalize it centrifugally, so preventing distortion. The evenness of expansion thus obtained rather humorously out-dated precon-

Interesting "Wire-wound" Component Introduced by A.M.C., Ltd.

Five turns of 18 S.W.G. high-tensile steel wire, just below the rings on this piston, which is fitted to the latest A.J.S. and Matchless machines, ensures equalization of expansion. On the right is seen a "close-up" section of the wire in its grooves.



ceived notions on clearances during early experiments. In one case the piston "grew," yet consistently retained its correct degree of ovality to the point where it did not keep pace with cylinder expansion, and acute piston slap set in!

These experiments have been carried out for a long while by the Automotive Engineering Co., Ltd., Twickenham, in conjunction with A.M.C., Ltd., to perfect the wire-wound piston which, although tried tentatively by other manufacturers, has never been introduced before as a standard fitting for motorcycles.

At its winding-on stage the 18 S.W.G. wire is perfectly round; at its ends it is threaded through two drillways and spot-welded on the inner wall of the piston. A subsequent process then grinds the winding flush with the outer wall, giving it the flat appearance shown in the sketch—not unlike that of five

very thin and very close-fitting piston rings.

Of Y-alloy with a tin-plated finish, the test piston in "Motor Cycling's" A.J.S. has now been in use for trips totalling some 5,000 miles. They have been fairly ruthless miles, where on runs such as that to Dunholme, for the "Bemsee" event, 80 m.p.h. was maintained wherever the flat, safe Lincolnshire highways permitted. Returning, the model—still not even "run-in" so far as its new piston was concerned—was hurried over a 100-mile stretch in two hours, still with no sign of the engine distress which one might normally associate with an alloy piston clearance in the region of .002 in.

That clearance, more characteristic of the cast-iron piston era than 1948, has, in fact, now become standard on A.J.S. and Matchless 1948 machines.

BERNAL OSBORNE.

FROM "MOTOR CYCLING," TWENTY-FIVE YEARS AGO

The First of a Series of Backward Glances to Our Issues of 1923
Corresponding with the Current Week

THERE was a marked increase in the number of electric sets used, although many riders favoured acetylene lamps with D.A. cylinders, one rider carrying two cylinders packed between wooden blocks on the carrier. Some relied on ordinary generators, but in most cases carried a dual system so that, when one ran out, the tubing could be immediately connected to the other. Pairs of head lamps mounted side by side or one above the other were used by the wily riders who know the value of powerful lights.

From the London-Exeter Trial report.

WE have to announce, with much regret, the death of Mr. William G. Henderson, the pioneer of four-cylinder motorcycle design in America. . . . In 1918 the Henderson Company amalgamated with the Excelsior Company and at the end of 1919 Mr. W. G. Henderson joined with Mr. Sladkin in forming the Ace Motor Corporation, of which concern he was the chief engineer until his untimely end.

From a News item.

IT is strange to reflect that from America, the home of the big twin, comes a lightweight motorcycle with a diminutive engine. . . . This machine is the Evans and is now available to the British public. . . . The engine is a more or less standard three-port, two-stroke, with a bore and stroke of 50 mm. and 40 mm., giving 86 c.c. . . . Selling at £24, which figure includes electric lamp, horn, stand and carrier, the Evans lightweight is undoubtedly a competitor to be seriously reckoned with by British manufacturers.

Description of a New U.S. Pedal-assisted machine.

IT was decided to recommend that all the machines while practising for the T.T. should be fitted with an exhaust pipe which, measured horizontally, should have a length of 12 ins. in the rear of a line vertical from the petrol-filler cap, the idea being to reduce the possibilities of fire.

From a "Silence" Conference of the A.C.U. Competitions Committee and the Motor Cycle industry.

THERE is a lot of talk about Douglasses being faster than Nortons and Nortons being faster than Douglasses, but what about the Sports Sunbeam, which, in my opinion, is faster than both of them? The Sunbeam concern does not keep a fleet of record-breaking machines at Brooklands but a Sunbeam which, to all intents and purposes, was a standard machine, won the T.T. and the French Grand Prix against all comers. Is not this not good enough proof that it is the fastest standard 3½?

From an Editor's Correspondence page on which D. R. O'Donovan, Dan Bradbury, J. L. Emerson, D. H. Davidson and others argued about the fastest 500.

I OFTEN sigh for a standard system of operating oil pumps without removing the hand from the bars. I am aware that such a device can be rigged up. . . .

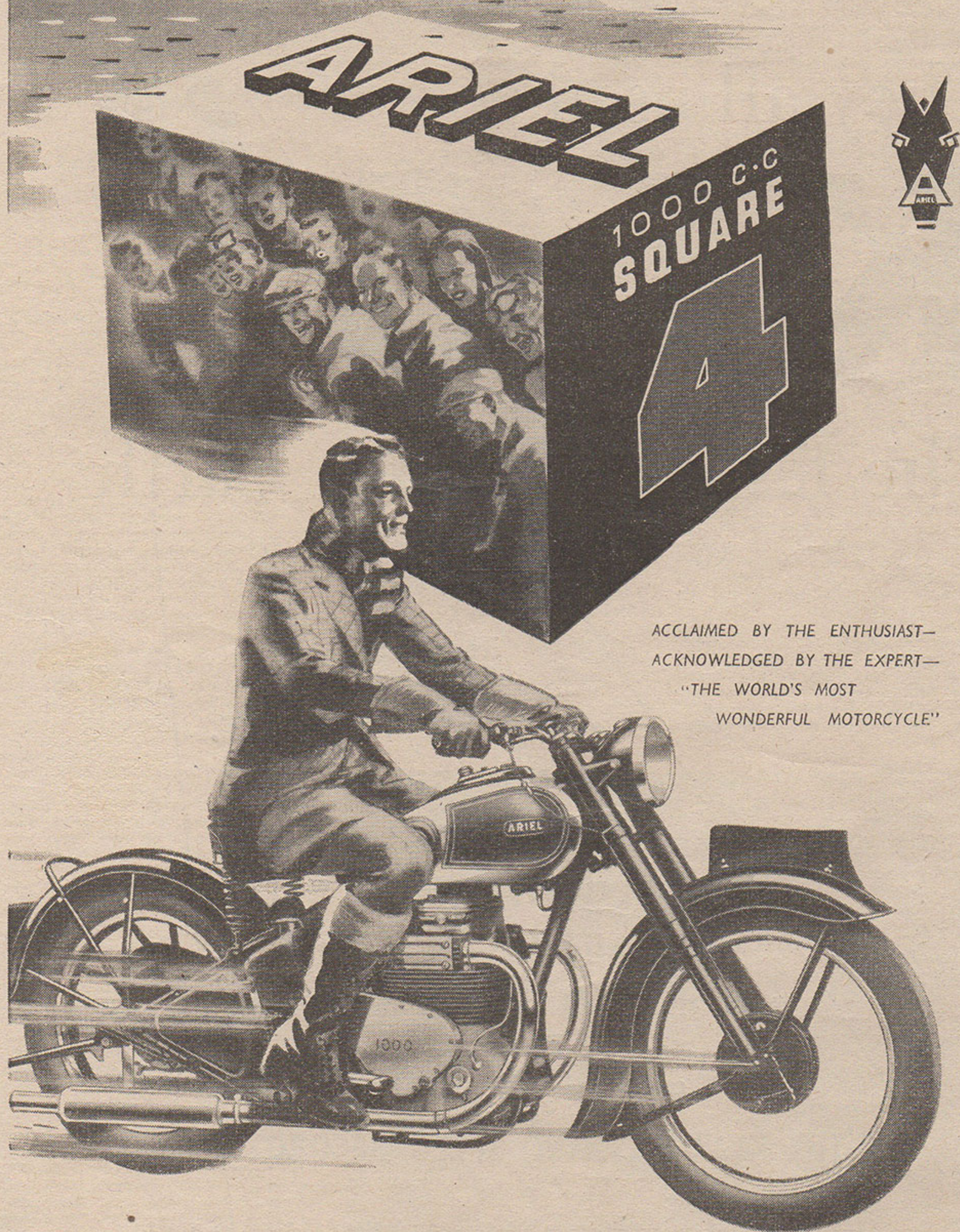
"Carbon."

CLASS C.—Max. Cylinder Capacity 500 c.c.

Distance or duration. Kilometre.	Date.	Course.	Holder.	Machine.	Speed.
	20.11.22.	Brooklands.	V. Horsman.	Norton.	93.59.

From two pages of World's records.

SPECTACULAR ACCELERATION

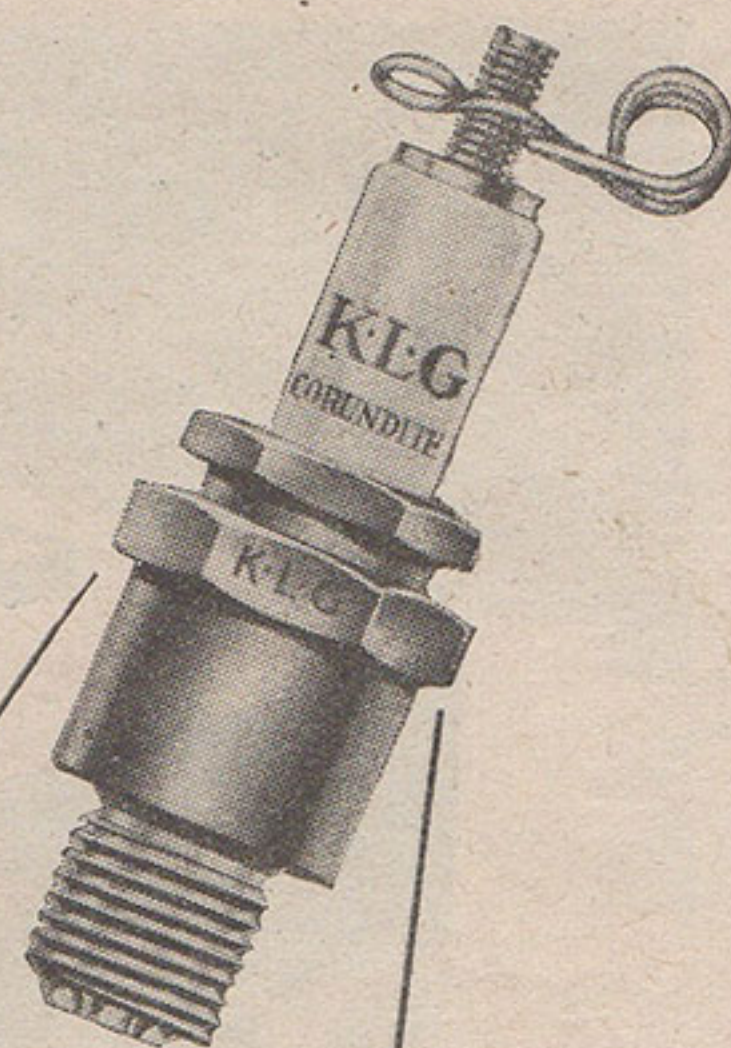


The advertisement features a central illustration of a man in a leather jacket riding an Ariel 1000 cc Square 4 motorcycle. The motorcycle is shown in profile, facing right, with the 'ARIEL' brand name on the fuel tank and '1000' on the engine. Above the rider is a large, three-dimensional cube. The top face of the cube displays the word 'ARIEL' in large, bold, sans-serif letters. The right face of the cube is dark and features the text '1000 C.C.' and 'SQUARE' in white, with a large white number '4' below it. The left face of the cube shows a crowd of people looking on with interest. To the right of the cube is the Ariel logo, which consists of a stylized 'A' with a motorcycle head integrated into it. Below the cube, to the right of the rider, is a quote: 'ACCLAIMED BY THE ENTHUSIAST—', 'ACKNOWLEDGED BY THE EXPERT—', '“THE WORLD'S MOST', 'WONDERFUL MOTORCYCLE”'. The background of the entire advertisement is a light, textured grey.

ARIEL MOTORS LIMITED • SELLY OAK • BIRMINGHAM, 29

They all used

K.L.G.



The fastest Plug on Earth

The winners
of all classes in

- ISLE OF MAN T.T.
- ULSTER GRAND PRIX
- DUTCH GRAND PRIX
- BELGIAN GRAND PRIX
- CIRCUIT DE LA CAMBRE
- NORTH WEST '200' (500 c.c. & 250 c.c.)

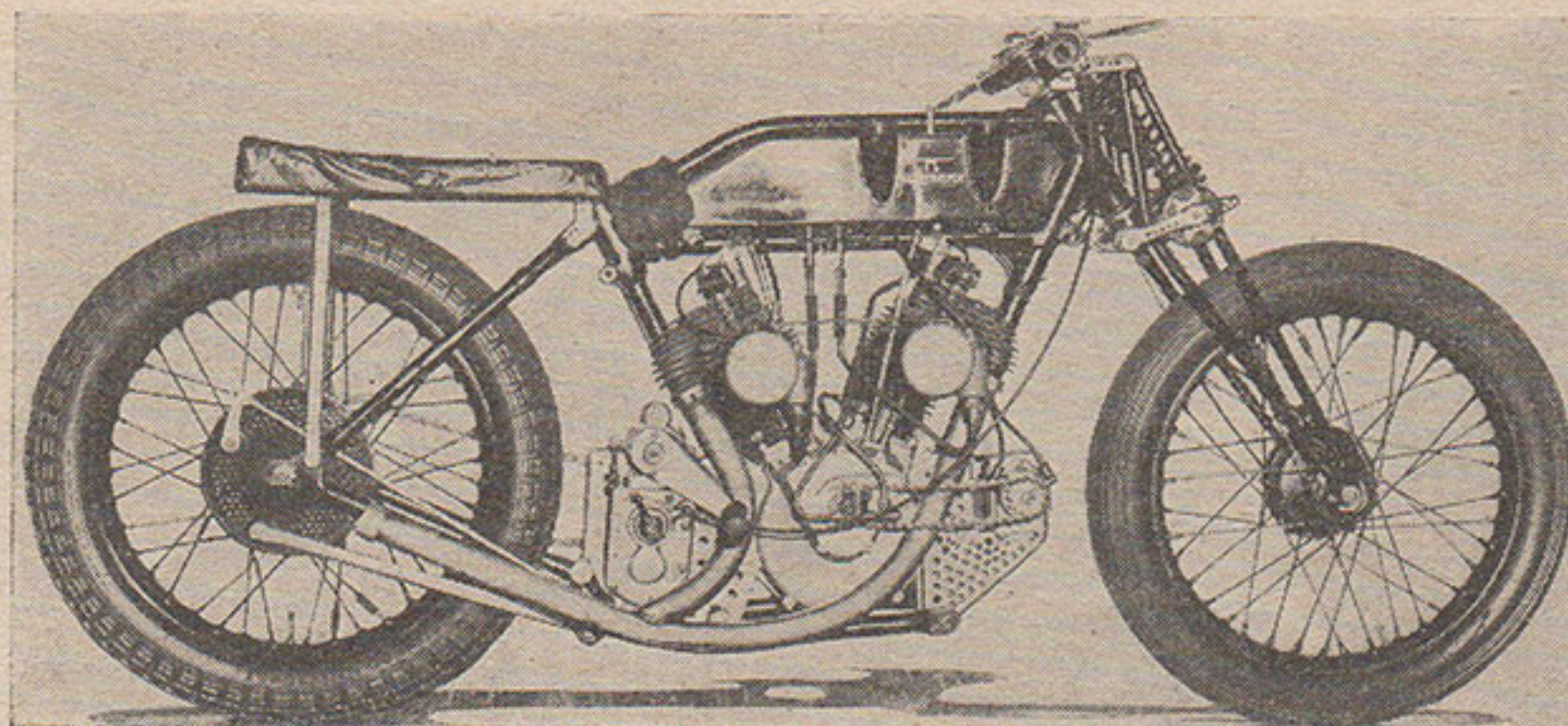
and Mr. JOHN COBB for

- THE WORLD'S LAND SPEED RECORD



K.L.G. Sparking Plugs Ltd., An Associated Company of the Motor Accessory Division of S. Smith & Sons (England) Ltd.





VERY POTENT VINTAGE!

A 1921-2 Martinsyde Becomes a Sprint Machine

TO us, who are motorcycle enthusiasts, the demise of an individual machine is something far removed from the mere casting on to the scrap heap of a piece of outworn and outdated mechanism. It is the death of a thing that "lives" and that, perhaps, is the reason why so many people put so much effort, time and money into the salvage, resuscitation, preservation and maintenance of old, very old and positively ancient motorcycles.

We have, of course, the Vintage M.C.C. which exists to ensure that fine old machines not only do not die but do not even fade away, and one of the most persistent practitioners of this policy is Mr. C. V. Tait, of Herbert Gardens, Harlesden, London, N.W.

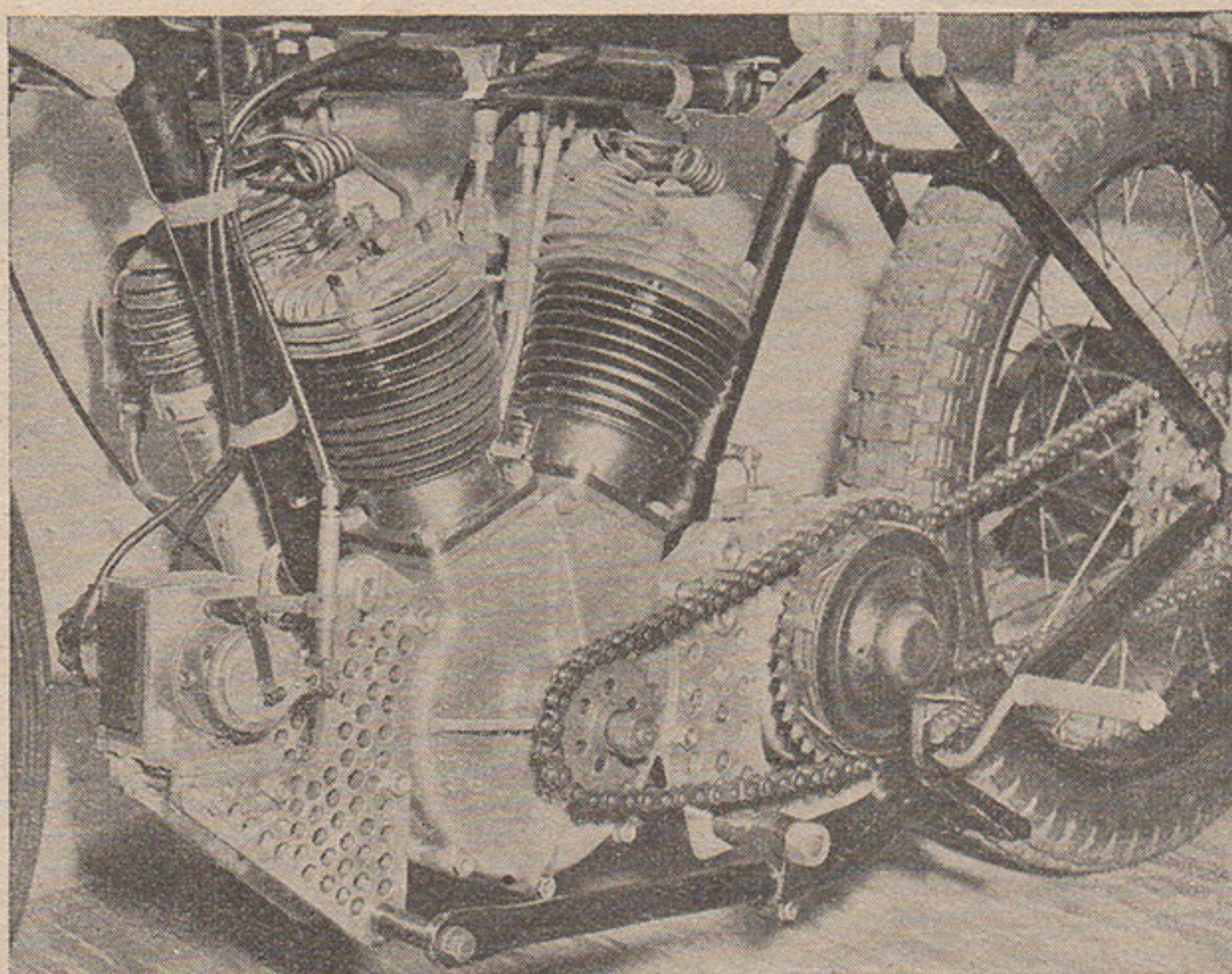
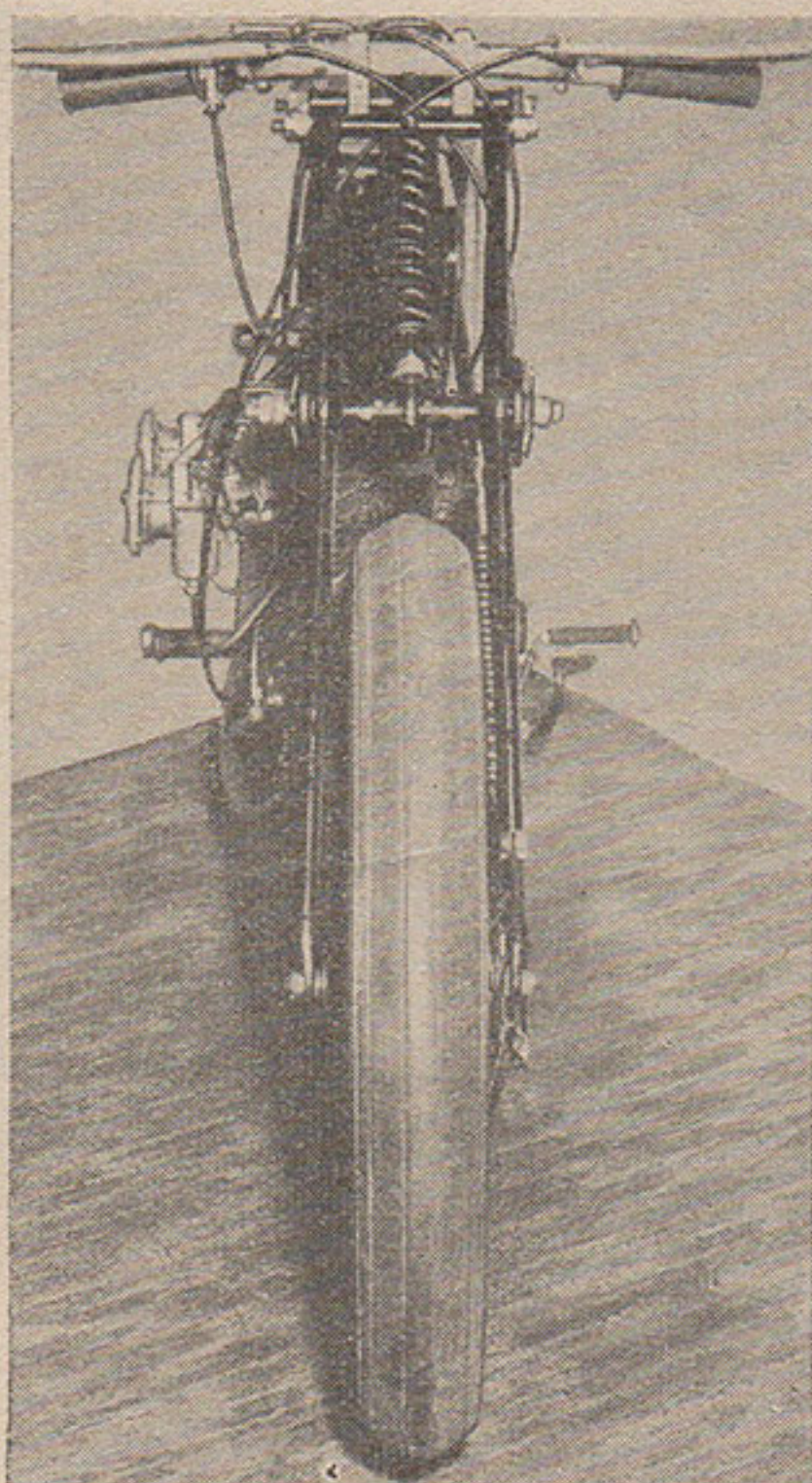
He is the owner of a remarkable Martin-

The slim frontal view of the old Martinsyde. The forks are strutted Webbs—without the struts. Note the projecting twin Bowden carburetters.

syde—a name possibly only vaguely recognized by the majority of readers of the present generation. Martinsydes were usually Vee twins, unique in that the exhaust valves only lived in the upstairs flat, as it were. They were good motorcycles, made at Woking, Surrey, but the last one left the factory in 1924 to the frequently expressed regret of many.

The inside story of Mr. Tait's machine, a mixture of 1921 and 1922 production, was told in the issue of "Motor Cycling" dated June 7, 1939. Briefly, he had acquired it, a 680 c.c. job, for eighteen-pence, some considerable time before and had reconditioned it so thoroughly that it had won for him an award in the last pre-war "Land's End." The frame had been converted to cradle-type; a pair of Webb strutted front forks, at one time fitted to a record-breaking Velocette used by the late Freddie Hicks, replaced the originals, and a 1927 Norton gearbox was adapted to fit. The speed of the machine, thus rebuilt, was reckoned, in the absence of a speedometer, by our reporter to have been about 70 m.p.h., but at Brooklands, we are informed, it lapped at 82 m.p.h. At a Gatwick meeting it clocked 57 m.p.h. over the "quarter."

During the war, the Martinsyde was evacuated to Cornwall. In 1945 it was brought back and underwent its third metamorphosis. All non-essentials were removed, everything drillable was per-



The immense amount of work which went into the preparation of the Martinsyde is clear from this picture. The crankcase webs were welded on by the owner.

At the Brighton speed trials held last September, this 1921/22 Martinsyde, ridden by its justly proud owner, C. V. Tait, of Harlesden, covered the standing kilo. in 34.40 secs., thereby averaging 65 m.p.h.

forated, lighter parts were substituted wherever possible, and the weight was pared down to 247 lb. The use of light alloy for several parts, such as brake torque arms, handlebars, etc., helped considerably. With the abandonment of the kick-starter went quite a chunk of the gearbox casing, to be replaced with a neat, bolted-on cover plate. Positive-stop foot gear operation supplanted the old hit-and-miss "kick" control.

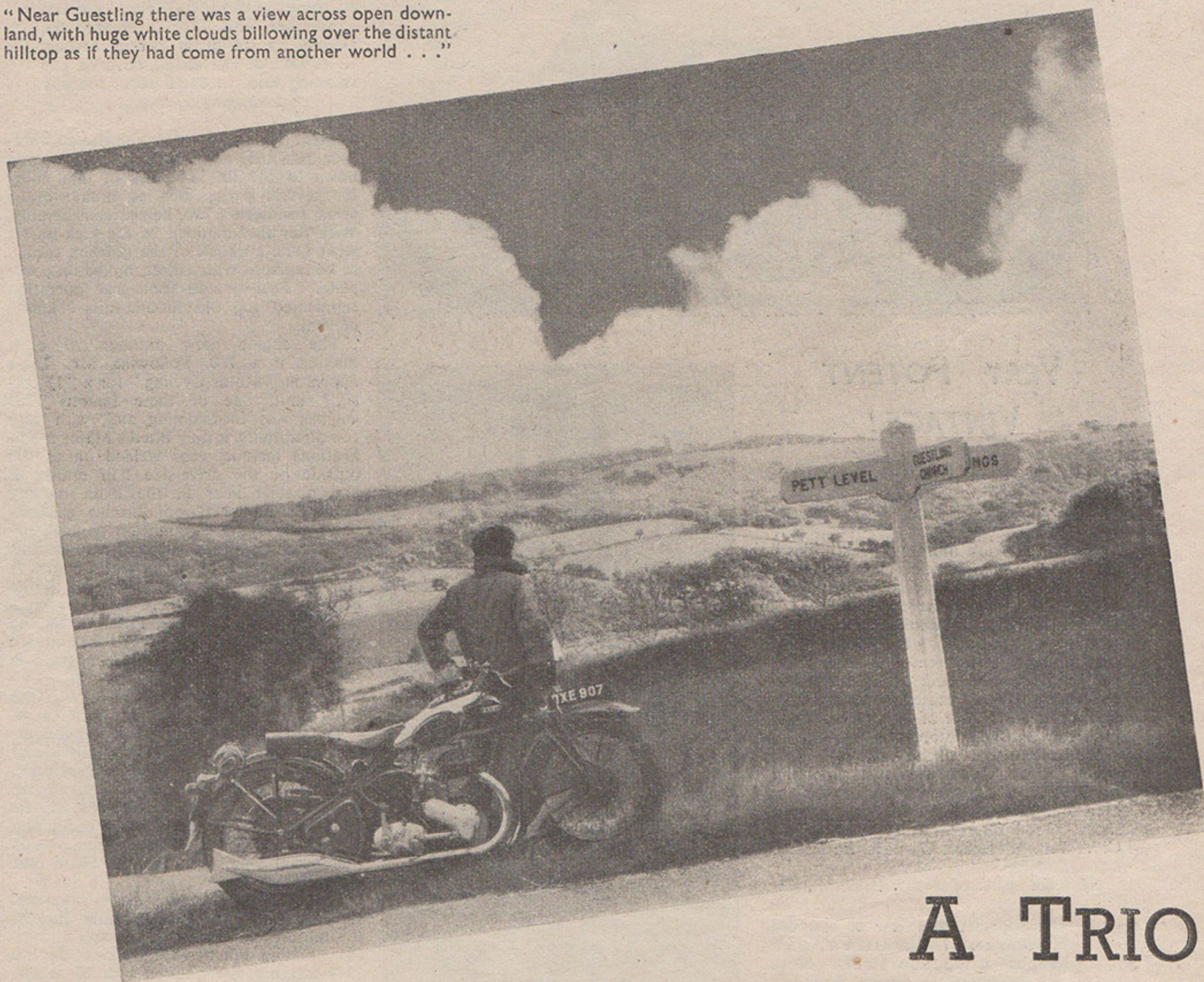
The engine grew another 70 c.c.s, making it a 750. Following Mr. Tait's appeal in "Motor Cycling" for a "Quick-six" unit, one of these famous 1922 engines was forthcoming and, with very few alterations, is now fitted. Major modifications include webs welded on to the outside of the drive-side half crankcase and a steel liner in the main bearing housing; finned Baronia-bronze exhaust-valve guides and ex-Sunbeam double-hair-pin exhaust valve springs; J.A.P. pistons and synchronized Bowden carburetters. A Best and Lloyd pump supplies oil to the constant-loss system, there being no positive big-end lubrication! Pushrods for the o.h. exhaust valves are ex-A.J.S., and are also in light alloy. The M.L. magneto is still doing duty after 18 years.

With a compression ratio of 5.7 to 1 the estimated b.h.p. is 23-25 at 4,500 r.p.m.

The actual cost involved in the conversion of the Martinsyde into a really useful sprint mount was, we were told, very little. But the labour, care and time given are well-nigh beyond computation—as will be readily recognized by anyone examining the machine. The most expensive part was the special 3-pint sprint tank, which cost £2!

That Tait had not wasted his time was shown when, at the 1946 Brighton Sprints, the motorcycle clocked 60.79 m.p.h. over the standing kilometre and, later, at the 1947 meeting, it registered over 65 m.p.h. With suitable gearing it is thought to be capable of 85-90 m.p.h. on "Pool"

"Near Guestling there was a view across open downland, with huge white clouds billowing over the distant hilltop as if they had come from another world . . ."



A TRIO

A Keen Tourist Brightens his Fuel-less Outlook by Living again Memorable Jaunts made during the Past Year

AFTER the most perfect summer I can remember, I have been taking reminiscent stock of my outings.

Without doubt there are three runs that stand out a mile as the kind of thing I would like to repeat at the earliest opportunity. When that will be, with the grim situation looming ahead, I hardly care to think, but at least the countryside will still be there, and looking just the same, when petrol once more flows unrestricted into our tanks.

That is one of the big things about this England. Even a major war does little more harm than a few scattered scars, many of which have healed already. In times of peace, a dozen years or so just doesn't alter things at all. A few buildings may go up, a few come down, the sprawling octopus of a garden city may crawl over an odd corner, grassland may come under the plough. But once you are away from man-made changes, the scene remains much as it was 50—or even a hundred—years ago.

Unchanging Britain

I recently unearthed some letters written by my father in '98, in which he describes a tramp along the banks of the River Duddon and a climb into the fells beyond. The scene, when I duplicated his route last year, was identical. The description written 50 years ago fits the scene to-day perfectly. But I am drifting away from my three runs.

The first was to the Southland.

On a lazy summer day, with a hot sun and bone-dry roads, I chugged leisurely along to the South Downs, branching off the main Brighton route at Clayton cross-roads to climb Ditchling Beacon, which stands as a culmination of the triangle of miniature highlands bounded by Pyecombe, Plumpton and Patcham. The climb, up the

rather rough by-lane to Ditchling is quite exciting, and the views across the Sussex Weald are good enough to last in memory form for a month of wet Sundays.

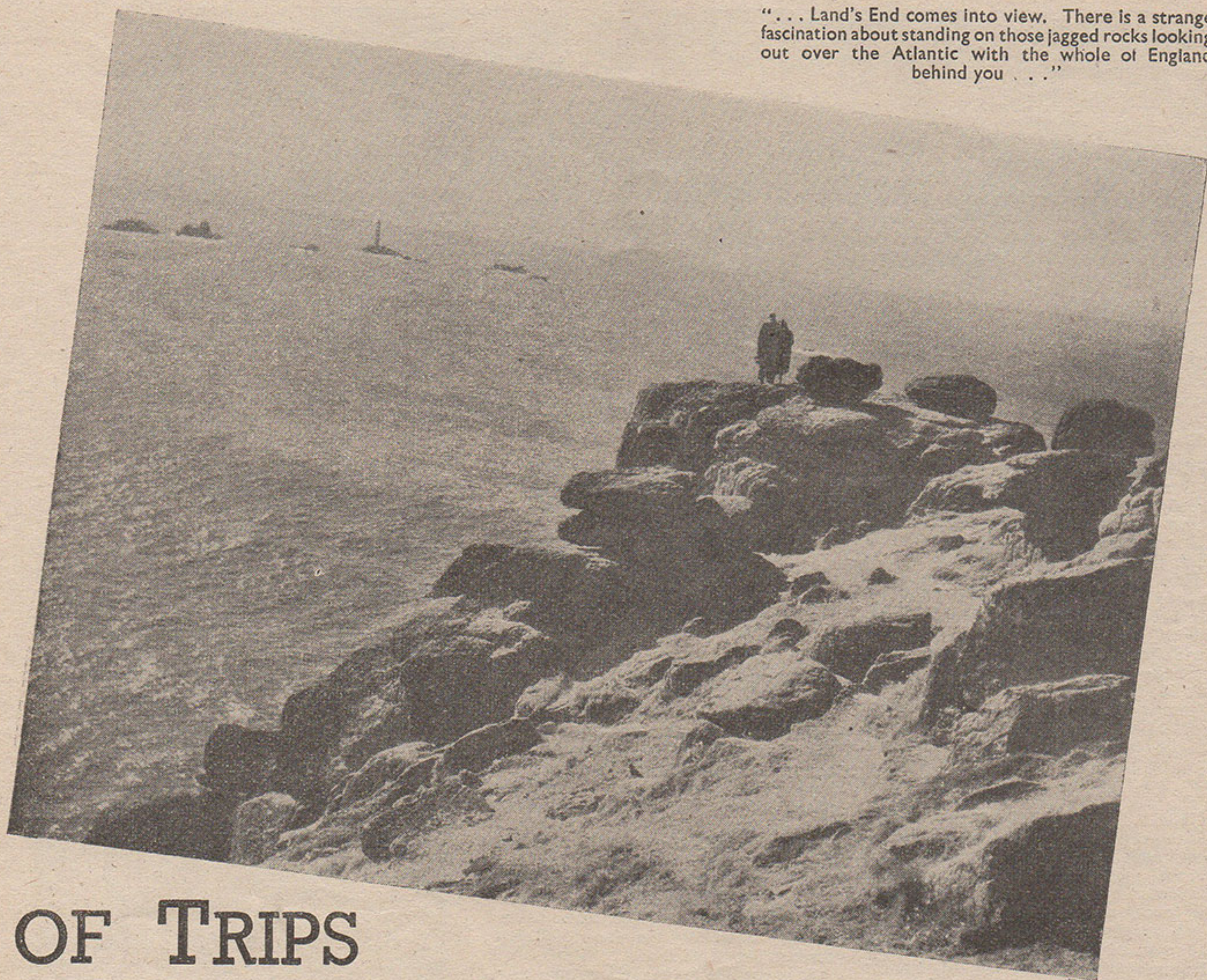
I crossed over, dropping down into the valley beyond Lewes, had a look at that one-time smugglers' haunt, Alfriston, and made for the Marshes. There I secured the picture you see here. Near Guestling there was a view across open downland, with huge white clouds billowing over the distant hilltop as if they had come from another world—there was definitely an atmosphere of the Great Beyond in that view, where clouds and sky seemed to dwarf the man-made objects below into insignificance.

My second run was to the Lakes, a trip that I find always gives me a thrill. There is the sheer joy of fast motoring up the Great North Road and across Yorkshire, with the one idea of covering 300 miles in a short space of time. Not being possessed of one of those special correspondence column speedos, I usually take the best part of nine hours—with the exception of one trip I managed in just over two hours—that average having been maintained some 4,000 ft. above the North Road!

Among the Lakes

On this occasion I made Ambleside my headquarters, and Windermere Lake and Kirkstone Pass my areas of exploration. You can, of course, motor right round Windermere by an excellent, if twisty, road. On the other hand, you can

"... Land's End comes into view. There is a strange fascination about standing on those jagged rocks looking out over the Atlantic with the whole of England behind you ..."



OF TRIPS

By LESLIE SANSOM

spend many an hour visiting delightful nooks and crannies in the humble rowing-boat. There are few better ways of spending a quiet summer evening than by rowing across the head of Windermere into the valley of the Brathay, and in autumn, when there is the added colour of hills and fells—a red-brown and purple—the scene is indeed glorious.

I climbed into the fells between Lakeside and Kirkstone to get the best view of Windermere. Spread out like a green and silver map beneath the hills, with Belle Isle a dark shadow in mid-distance, and the Irish Sea glinting on the horizon, it made the perfect mountain scene.

The last run was just as far as I could get—to Land's End. At any time of the year that is a first-class piece of touring. I chose autumn, when the colours were magnificent, the sharp tang in the air a tonic, the visibility better than I have ever known.

Westward Bound

Skirting the northern fringe of the New Forest, there was a deep carpet of brown leaves where trees left a clearing—trees that were golden with the tints of the Fall. Then across the borders of Dorset and Somerset, where the town with a village atmosphere, Crewkerne, sticks in my mind.

On to Devon, my motorcycle a magic carpet to transport me effortlessly across the counties. At Exeter, the West Country really starts, and we are in territory known to almost all riders. Marvellous stretches of Dartmoor with purple heather turning vast acres of moorland into a picture of unrivalled beauty, and, of course, a visit to that man-made gem, that has taken a quarter of a century to form, the yellow-grey stonework of Buckfast Abbey.

A cosy night, followed by a real country breakfast at a

whitewashed, thatched cottage on the banks of the Tamar and we are off again, to cross Bodmin Moor on a sunny morning, with billowing white clouds scurrying across the landscape.

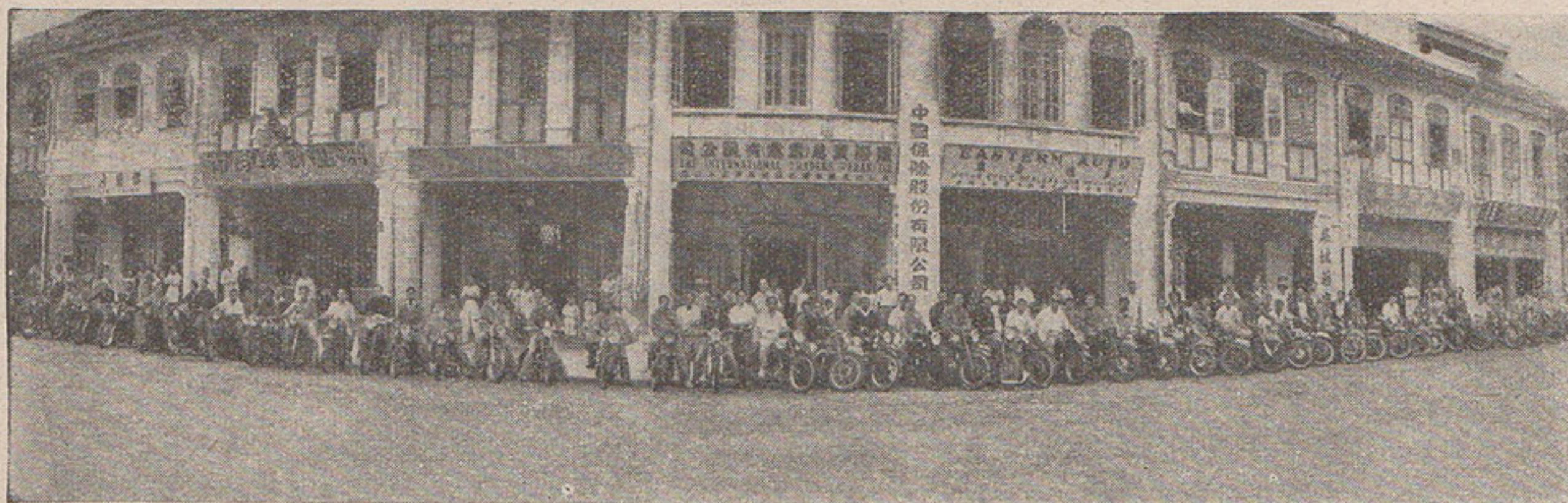
Bodmin Moor, when the air has a bite and the sun is tanning your face with a million-dollar look, can be just super. Here you can form some idea of what real loneliness is like. Nothing in sight for miles, just moorland, soft valley, curves of road and heather, and round the bend—just more moorland.

Stirring Imagination

So it is until Land's End comes into view. There is a strange fascination about standing on those jagged rocks, looking out over the Atlantic, with the whole of England behind you and, somewhere out on the horizon, thousands of miles away, the vast continent of America. And, in between, the tiny, pencil-like form of the last lighthouse on our coasts, proudly defying the elements on its foundation of scattered rocks.

As you stand there, with the sullen, remorseless waves eternally breaking, retreating and renewing their assault upon the granite promontory, you begin to understand the persistence with which the Legend of Lyonesse—that lost land which, if the stories be true, would now stretch away before you—has held its place in the imagination of generation after generation. Almost anything, you feel, could happen at this fantastic spot. Happily, at the time when we arranged our visit, the usual commercialization which threatens to bring æsthetic ruin as well as financial prosperity to many of Britain's most fascinating scenes, was not too much in evidence.

Yes, that was a run I will long remember.



Malay clubmen gather for a run outside the premises of the local motorcycle agent at Ipoh. Examination of the picture reveals a high proportion of post-war British machines.

THE Ulster Centre of the M.C.U.I. is a little ahead of the A.-C.U. and has already fixed its 1948 calendar. Whether it can be carried out according to plan will depend, of course, upon just how much the petrol situation eases.

Here are the dates for the racing boys: May 5, Cookstown "100"; May 15, North-west "200"; May 29, June 19, July 17 and September 4, Bangor Castle short circuit races; June 26, Ulster airfield meeting; July 14, Mid-Antrim "100"; July 31, Temple "100"; August 21, G.P. d'Europe (Ulster Grand Prix); September 18, Carrowdore "100." The principal trial of the year, the Hurst Cup, takes place on February 28.

* * *

THE only events that are progressing towards certainty are the "North-west" and the "Ulster," the two international road races. Already the use of the roads for these has been sanctioned by the county councils concerned. The problem is now one of petrol. So far as the European Grand Prix is concerned an allowance has been sanctioned by the Minister of Fuel and Power. The North-west "200" organizers are now engaged in a stout effort to secure an allocation for that event.

As I mentioned recently, the rules and regs. for the European G.P. will be issued very shortly (they have not yet been returned from the F.I.C.M. Autumn Congress). But apparently quite a number of riders are all set, over 100 applications having been received. It has become a difficult task to acknowledge receipt of these, but applicants will receive copies of the rules at the earliest possible moment.

So far as the position of the organizers of the 100-milers is concerned, it looks as if the matter will be ruled by the availability or otherwise of basic petrol. The Ards M.C.C., who promote the Bangor series, are watching the position of Speedways in England with a view to promoting the Bangor races on "dope."

* * *

IN common with the rest of the British Isles, the motorcycling population of Northern Ireland has increased in a remarkable manner during the past few years. There are now 5,257 motorcycles in use in the Province. This is reflected in a growing club membership reported by almost all clubs. As an example, the two-year-old Mid-Antrim club, formed where no apparent enthusiasm existed, has now a total of 160 members. Knock M.C.C. report almost 200 on the rolls, a creditable reflection of the fact that Knock were the first to make an attempt to beat the "drought" period by

A14

SPORTS GOSSIP

by "Mercury"

organizing a series of club evenings. The Ulster M.C.C. followed suit and both report crowded attendances.

So much for club life. Individually, there is quite a lot going on. Artie Bell and partner, Rex McCandless, are very busy in a "secret room" on their premises. Cromie McCandless has hinted that he may retire from racing. T. H. Turner and several others are planning a Continental tour when the racing opens there. F. P. Johnston, president of the Ulster M.C.C., has taken over the hon. treasurership of the Ulster Centre filling a vacancy created by the death of Tommy Stewart last September.

It is possible for the Ulster boys to get in an odd trial or two by nipping over the Border into Eire by train. A party had planned to go down on Boxing Day for the Leinster M.C. trial and several busloads of enthusiasts were making the journey by road.

* * *

FOR the benefit of those planning visits to Eire, here are some dates to remember: Manders Cup Trial, January 17; Dunlop Cup Scramble, April 10; Skerries "100," July 3; Nicholson Memorial Scramble, October 16; Moran Cup Trial, November 6.

"Chick" Gibson prints these dates on the back of a Dublin and D. M.C.C. Christmas card he sent to Bob Holliday. Thanks, "Chick"!

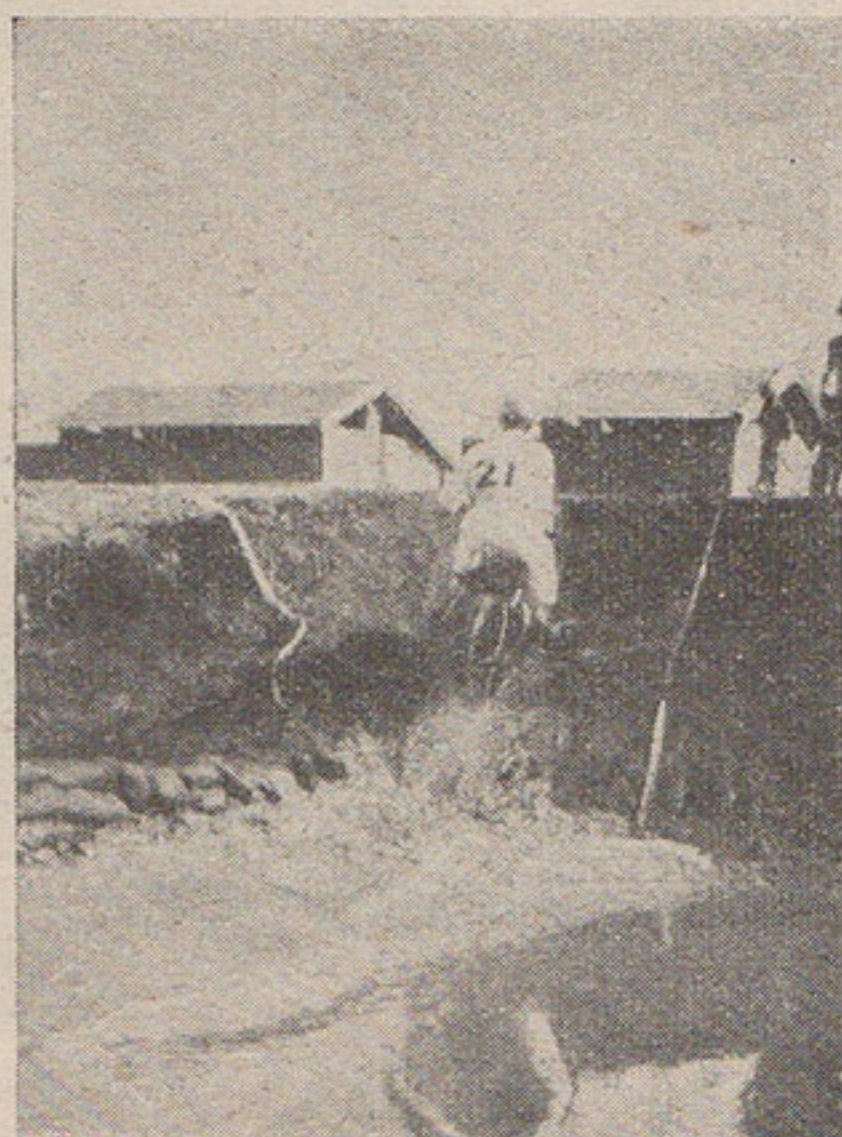
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FROM Sgt. P. B. Allen, just back on demob. leave from 29 British Brigade Group Signals, I learn that our chaps in India can still find time for an occasional trial.

In the middle of last month the Brigade ran one on the outskirts of Deolali—remember it, the place where you spent hot afternoons kicking your heels on a *charpoy* waiting for the boat?—and an entry of 34 was attracted; all mounted on 350 c.c. Matchless or Triumph machines.

There were seven sections, consisting mainly of steep ascents and descents, although at least one deep waterhole had been included. Rain on the previous night added to the difficulty of the hazards.

The 1st Essex Bn. trio won the team



A competitor in the Brigade trial held at Deolali in India emerges from the waterhole.

award, finishing with a 55-mark lead over the Triumph-mounted Royal Signals team, which came second. Best individual performance was made by L./Cpl. Cater, who lost only 9 marks; Pte. Pierce was second.

* * *

TO Jock West I am indebted for news of motorcycle activities in the Malay Peninsula. There is a great deal of enthusiasm out there. Petrol is rationed—five gallons a month for motorcycles—but that hasn't stopped 20 members of the Selangor M.C.C. doing a round trip of 500 miles in two days to attend a rally at Ipoh, and holding a 200-mile run to Malacca in the same month. Jock suggests that either the Malay atmosphere has a high petrol content or all the roads go downhill!

* * *

THE townsfolk of Fort William are fully alive to the importance of the Scottish Six Days' Trial, which event has its headquarters in their town. The Council have decided to present a trophy for this year's trial, an action prompted to a considerable extent by the fact that the organizing Edinburgh and District Club contributes so generously to local charities.

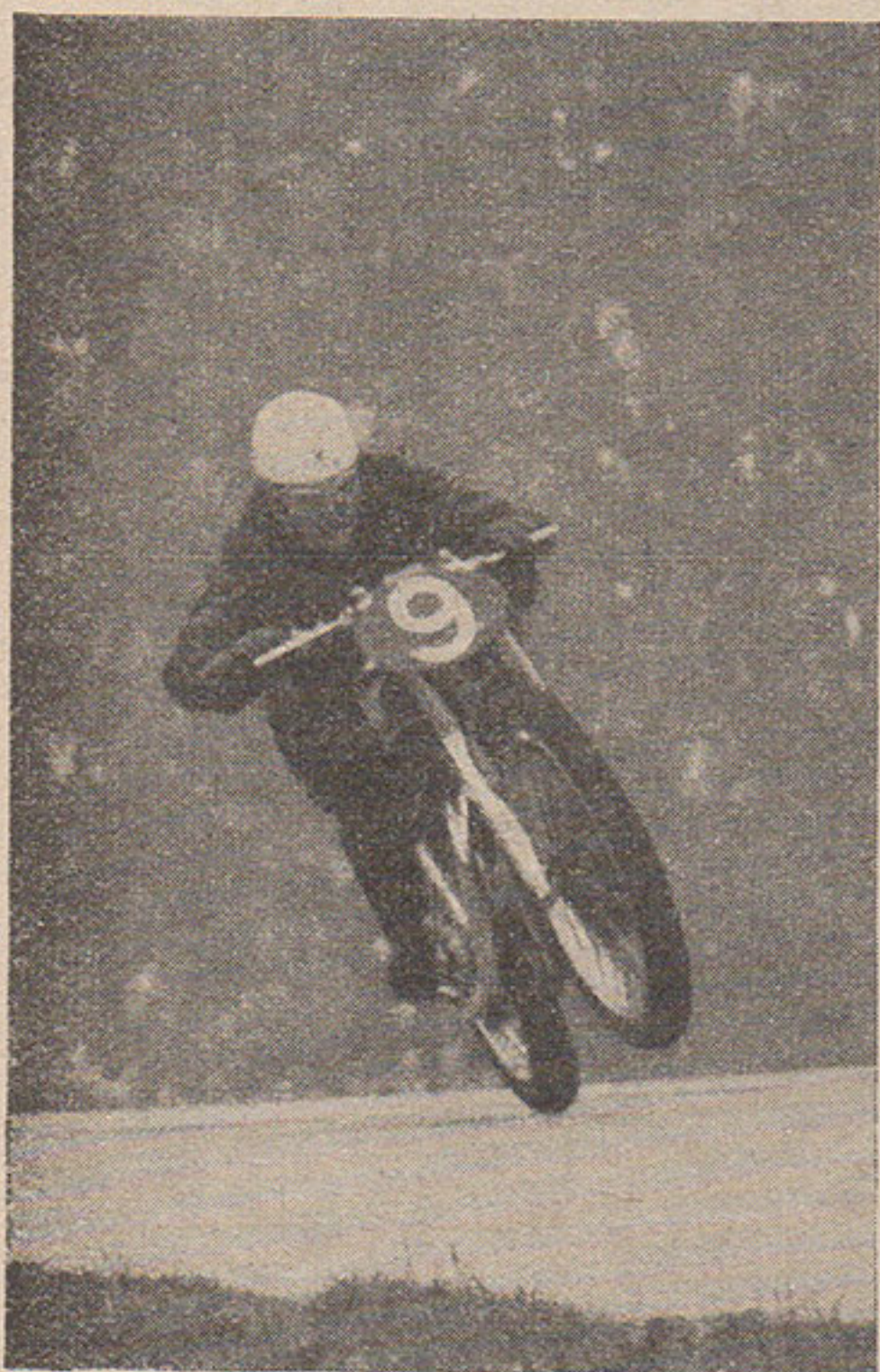
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AN example of the Edinburgh people's interest in Highland charities was given last month when they staged a showing of

a film of the "Scottish," taken by George F. Simpson, at the Masonic Hall, Lochaber. A collection taken at the show added £20 to the £11 contributed last May towards the excellent object of providing the local District Nurse with a means of transport.

IN the past year Vincent-H.R.D. Series B "Rapides" have amassed quite a nice little bag of awards in various parts of the world. Australia, Belgium, Brazil, Canada, Ceylon, Cuba, Czechoslovakia and the U.S.A. are some of the places where "Vincent" have been first across the line. A rider named L. F. Pratt seems to have been particularly successful in sidecar races "down under," whilst four wins in four races entered has been the record in Brazil.

THE first of the "Opens," the Colmore Cup Trial, is down for Saturday, February 21. Writing to tell me this, Jack Woodhouse, secretary of the organizing "Sunbac" Club, says that the trial will take place in the usual country—that is the North-Eastern Cotswold area around



A magnificent action shot of Les Graham topping the Mountain Ascent at Cadwell Park. The Matchless corners in mid-air as the Louth record breaker winds on the urge.

Shipston-on-Stour and Broadway—and that there will be no startling innovations in the regulations. He advises intending competitors to apply for Open Competition licences as early as possible.

I would stress that it is no use waiting for a renewal form to come from Pall Mall. Last year there were 2,500 holders of Open licences and it is obvious that, in view of the limitation on entries, the A.C.U. would only complicate things if they encouraged all that number to apply again this year. If you want to ride in the "Opens" you'll have to write for a form, first.

Incidentally I gather that the application forms for this year have been modified so that a rider may state whether he intends

competing in trials, scrambles or road racing. This will simplify matters a lot when it comes to selecting the chosen few for each of the events we shall be permitted to run.

JACK, like all of us, cannot say yet exactly how the entry list will be decided. The latest news from the A.C.U. is that a meeting takes place in Coventry next Tuesday, January 13, to decide how eligibility for open trials shall be defined. Sam Huggett, secretary of the Union and instigator of the scheme which has produced petrol for the major trials, will be

THE 1948 SHOW

The British Cycle and Motorcycle Manufacturers' & Traders' Union has announced that the above will take place at

EARLS COURT

From
THURSDAY NOVEMBER 18
to
WEDNESDAY, NOVEMBER 24
inclusive

Details will be published when available.

there of course, together with Competitions Committee vice-chairman Vic Anstice and the organizers of the first three "Opens"—the "Colmore," the "Kickham" and the "Victory." They will meet representatives of the manufacturers.

THEY have to discuss some means of limiting entries—probably to somewhere between 100 and 150—in each event, and should be able to devise a scheme whereby manufacturers will endorse the entry forms of riders of their particular products.

THE "Colmore" officials have had to improvise a scheme fairly hurriedly in view of the shortage of time, and I gather that in the case of that event regs. will be sent to the competition managers of the various firms and also to the leading rider-agent blokes. So you know whom to contact if you want to ride.

Maybe it will be decided at the January 13 meeting that this procedure will be adopted with subsequent events.

AN addition to the select number of clubs with their own permanent headquarters is the Lincoln and District M.C.C. The Sloop Inn, Waterside North, is the place and it is open every weekday, with organized club nights on Wednesdays, Fridays and Saturdays. Any enthusiast who happens to find himself in the city is given an invitation to visit the "Sloop."

THAT lively session, the Annual General Meeting of the South-Eastern Centre, A.C.U., takes place next Sunday at 4.30 p.m. at the R.A.C., Pall Mall, S.W.1. It is preceded by a Board meeting, which starts at 3 p.m.

FLEET STREET correspondent Tommy Wisdom did a good job of work for motorcycleing in the December 30 issue of "Sporting Life." He had a whole page devoted to a summary of the activities of

the sport and the industry during 1947. There were two separate articles, one about his own Ariel "four," the other about an early morning ride around the Island on Harold Daniell's "Senior"-winning Norton. And the tabulated "Honours List," showing the winners of all the principal events, was very useful.

I AM pleased to record that R. Lenoble, the secretary general of the F.M.B.—the Belgian equivalent of the A.C.U.—has recovered from his long illness and is now back in office.

WESTERN Centre dinner: it's on Saturday, January 17, not on January 22, at 3.30 p.m. at the Mercer's Hall, Gloucester. I really can't think how I made that mistake last week. Must have been something to do with the Christmas spirit!

"BEMSEE" held a social at the "Winning Horse," Claygate, Surrey, just before Christmas. The landlord, H. Wynes, is himself a member of the club. Amongst those present were Noel Pope, Les Dear, F. W. Fry, R. R. Tanner, A. E. Perkins, J. E. C. Purnell and Johnny Lockett. The evening was a great success, and it is hoped to repeat the function on January 22.

MENTIONING "Bemsee," I am reminded that I learnt, only the other day, that nearly £1,000—one thousand beautiful smackers—has gone to charity as a result of the Dunholme race meeting organized jointly by the B.M.C.R.C. and the Lincoln club. The R.A.F. Benevolent Fund is the main benefactor, but cheques have also been sent to the Polish Air Force Association and the St. John Ambulance Brigade.

PHONING just as we were going to press, Sunbeam secretary F. W. Pinhard told me that his club is ready to incorporate the southern leg of the North versus South scramble in the trade-supported "Point-to-point." I am sure the Streatham club will appreciate this offer of co-operation.

MORE trials, me hearties, are on the way! Hardly had the resounding echoes of the "petrol for 'Opens'" announcement died down than my ear, pressed perpetually to the ground, perceived the rhythmic beat of the tomtoms coming from the depths of the Thames Valley—where they have that very wide-awake trials combine. Roughly translated, the message conveyed that a movement is on foot in the group to hold three "dope" trials on W.D. land at Bagshot, the dates provisionally arranged being February 29, March 14 and April 11. The clubs responsible will be Norwood, Ravensbury and Weybridge. At least 200 gallons of suitable "non-liquid-hydro-carbon" fuel ("dope," to you!) has been guaranteed from one source and others are being tapped. As you know, the Control of Motor Fuel Order, 1947, is not interested in this stuff.

A single set of regulations is to be issued to cover the three events and will be accompanied by a leaflet giving some authoritative advice on tuning a standard motor for such diet.

Entry fee will include the cost of transport of the machine from Bagshot Station to a storage site near the course. At the moment this is at The Lupin Café, on the Staines-Camberley road and other accommodation is under investigation. Riders wishing to enter all three events will be charged a nominal storage sum, about 1s. 6d. per week. Their only worry will be to get the model to Bagshot Station and back.

It is anticipated that clubs undertaking marshalling and observing will arrange transport for their bodies. For the benefit of spectators I may mention that the trains to Bagshot are frequent and that the local bus service and Green Line coaches practically pass the course.

As no part of the course even crosses a public highway, Road Fund tax or ordinary insurance is unnecessary, the usual indemnity being arranged by the organizers as in the case of scrambles, etc. Good old Mr. Shinwell—what he took away with one hand, as Minister of Fuel and Power, he gives back with the other, as Minister of War!

SPORTSMEN IN PICTURES

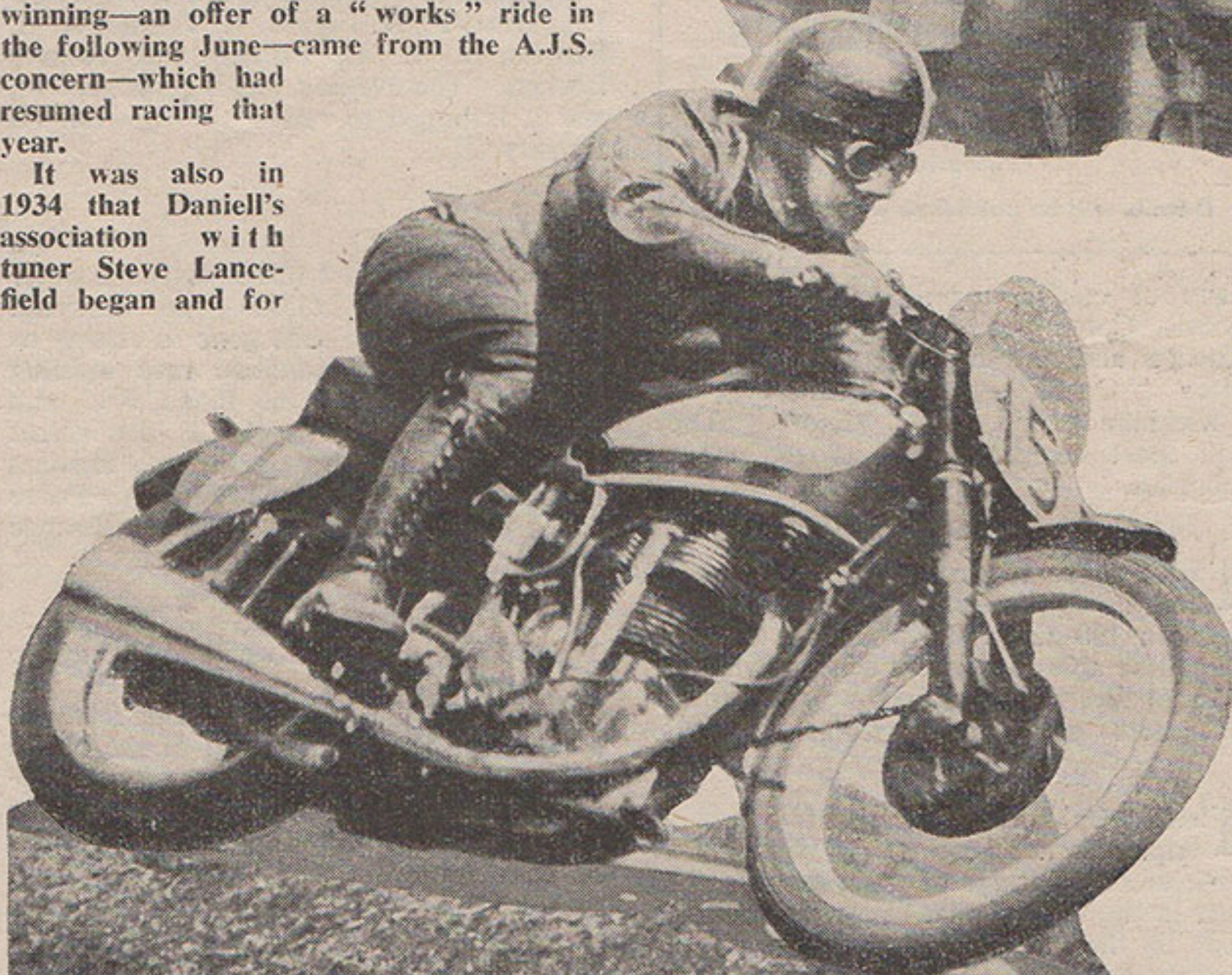
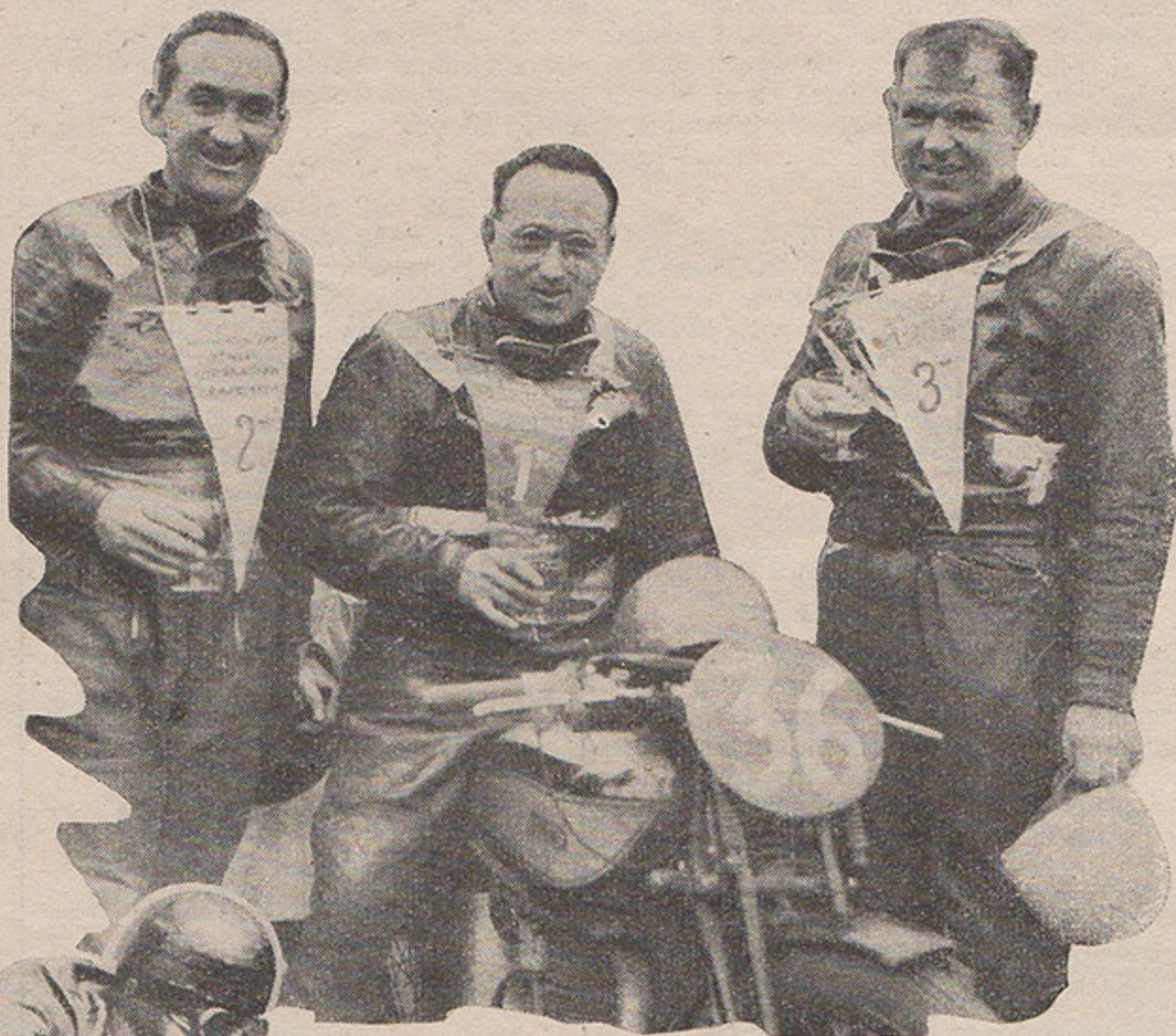
No. 1.—H. L. DANIELL

TWENTY years ago a 19-year-old engineering student enjoyed his first season's racing on the gravel path circuit in the grounds of the Crystal Palace. He rode a Model 18 Norton, and his name was Harold Daniell.

Those two associations, with Norton machines and with "the Palace," were to continue. In 1930 Daniell was riding on the "dirt" there; in 1933 he opened his first motorcycle showroom on nearby Anerley Hill; in 1937 he won the Coronation Grand Prix on the Road Racing Club's new two-mile circuit. The picture at the top shows him, wreathed with the victor's pennant—and shows, too, that the runners-up were none other than Stanley Woods and Jock West!

Although he entered his first Manx G.P. in 1930, it was as a South Eastern Centre grass-track star that Harold first established a reputation. But in 1933 he won the Senior "Manx." The reward for winning—an offer of a "works" ride in the following June—came from the A.J.S. concern—which had resumed racing that year.

It was also in 1934 that Daniell's association with tuner Steve Lancefield began and for

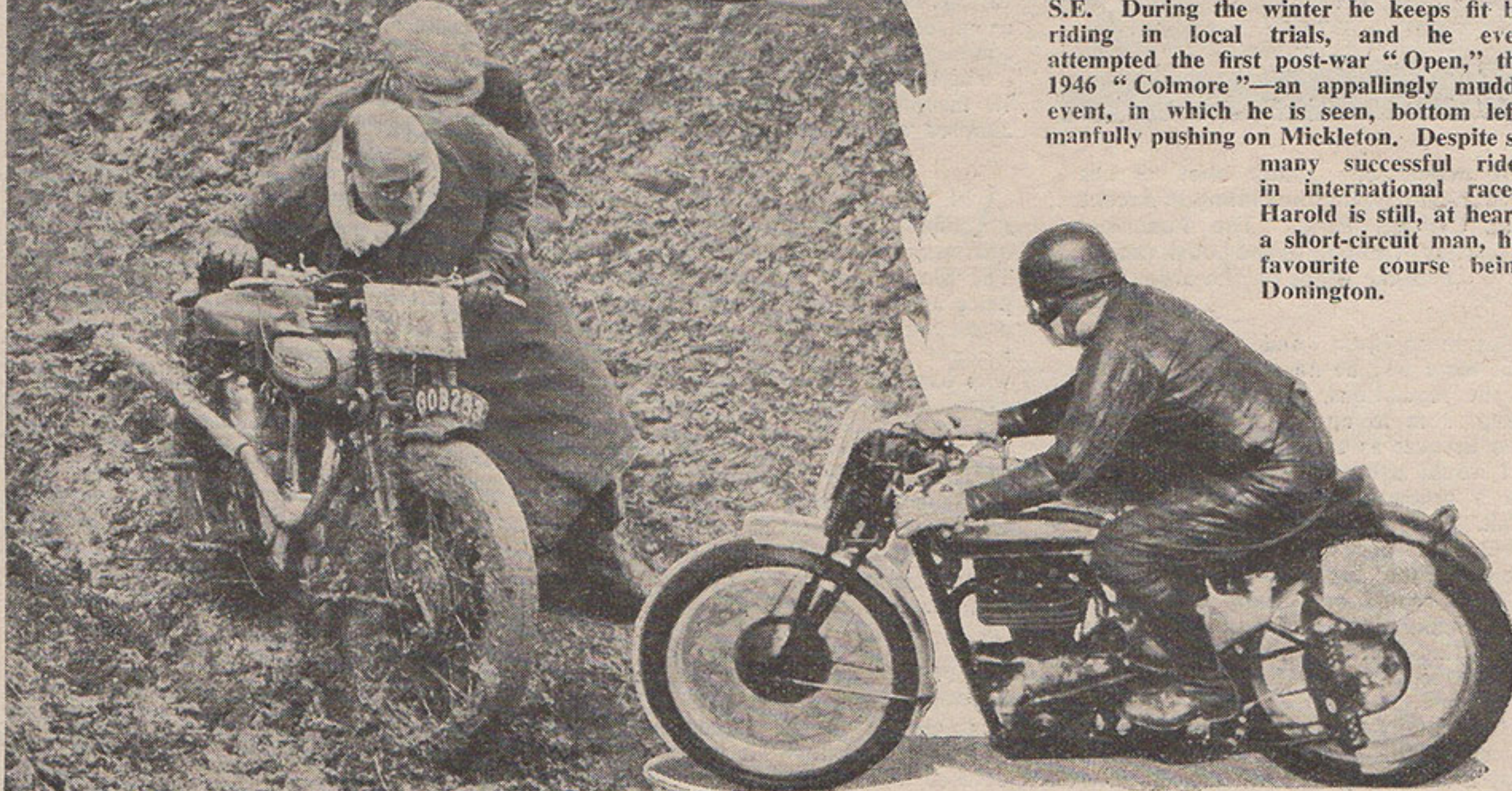


the next three seasons, while he rode "Ajays" in the Island, the Kent grass-cutter became an ace performer at Donington, where he used a "dope" Norton, and the picture (bottom, right) shows him on it.

Having entered the T.T. privately the previous June, and gained fifth places in both Senior and Junior races, Harold found himself one of the official Norton trio for 1938. Joe Craig had made a wise choice, for the newcomer not only won the "Senior" but established a 91 m.p.h. lap record which still stands! The centre illustration shows him during that epic circuit.

At the age of 38, Harold is on the top of his form, and in the year just passed he again won the Senior T.T. as well as the 500 c.c. class of the Belgian Grand Prix.

A vice-president of the Sidcup club, and a member of the committee of "Bemsee," Harold Daniell has a motorcycle showroom, these days, at Forest Hill, London, S.E. During the winter he keeps fit by riding in local trials, and he even attempted the first post-war "Open," the 1946 "Colmore"—an appallingly muddy event, in which he is seen, bottom left, manfully pushing on Mickleton. Despite so many successful rides in international races, Harold is still, at heart, a short-circuit man, his favourite course being Donington.



WE CALLED THEM "GLASS GLOVES!"

A Novel Type of Handlebar Shield Tested By "Motor Cycling"

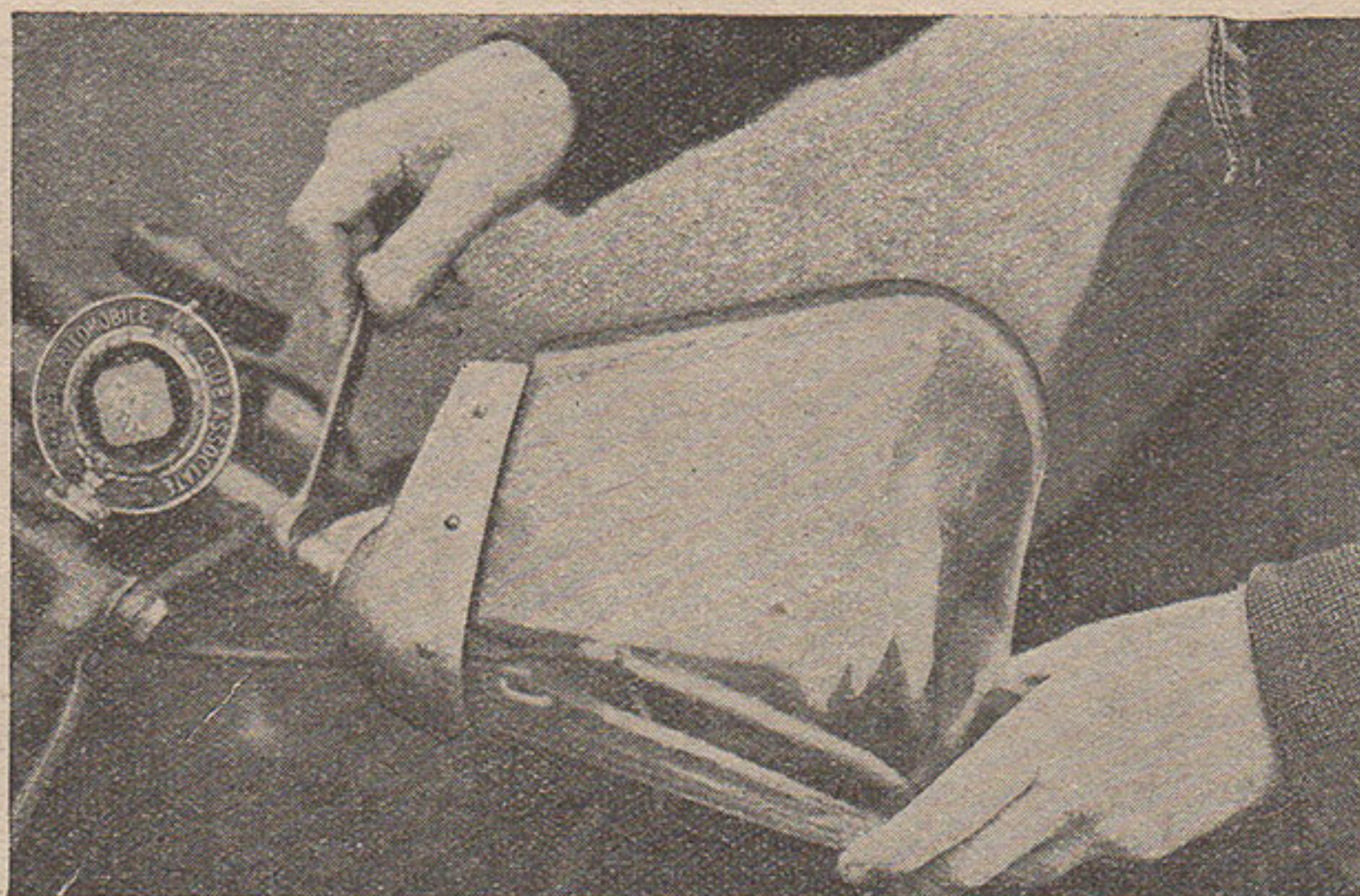
MARKETED at a time when the English winter is traditionally unkind, especially from a motorcycling point of view, the provisionally patented Graham Mark I Handshields should prove a boon to those who have to undertake anything more than a local run on their machines.

The makers, Graham Motor Productions, Ltd., of Welford Works, Moat Street, Wigston-Magna, Leicester, claim that these shields supersede the conventional handlebar muff in that, whilst the latter will leak, sooner or later, the blown Perspex of the Graham product remains impervious to wind, rain and cold.

Bulbous but Effective

Certainly those tested during the sharp spell of weather just after Christmas, although a little bulbous in appearance, proved to be excellent wind breakers. During occasional showers it was noticed that the curved rim of each shield effectively flicked off the rain drops, keeping gauntlets and the lower parts of the rider's arms presentably dry. The ability to remove one's hands from the bar quickly for signalling, too, was appreciated.

The Graham Handshields are easily fitted to standard $\frac{7}{8}$ - or 1-in. bars without radically altering the position of the controls; further, they are adjust-



Readily adjustable with a $\frac{3}{8}$ -in. spanner, the Graham Mk. I shields, although unconventional in appearance, prove very practical and entirely weatherproof.

able by slackening the single Simmonds fibre-insert nuts which secure the clamps to the light-alloy root fittings through ball joints, permitting limited movement to suit individual requirements.

What "Motor Cycling's" staff at first referred to in lighter vein as "glass gloves" have since proved to be virtually unbreakable if dropped. The Perspex is sufficiently resilient to take the weight of a solo machine inadvertently leant against a wall by its handlebar end. Naturally the shields are not intended to withstand such treatment, nor would they probably stand up to anything in the way of a serious tumble.

For this reason the Perspex portion

is detachable from the root fitting and, it is planned, will be able to be replaced as a separate component without undue difficulty. Considering the very complete protection given by these shields many who suffer from cold hands will not regard the catalogue price of 63s. per pair as inordinate.

This figure is governed at the moment by tooling-up costs, current economic difficulties and, the makers hope, it will be decreased as output rises.

All productions of the Graham concern—several other equally sound innovations are on the way incidentally—are to be distributed through normal trade channels and further inquiries should be made to local dealers.

TRADE TOPICS

New Kennard Department

Eric Kennard and Co. have opened a new department, in which repairs to frames, forks, sidecar chassis and wheels, stove enamelling, welding and brazing can be undertaken. Frames, etc., can be altered to customer's requirements and anything special in addition to all usual renovations will be done. Eric Kennard, whose business address is Dollis Mews, Church End, Finchley, London, N.3, also welcomes work from the Trade.

Motorcycles for Austria

The Triumph Engineering Co., Ltd., has received an order from Austria for 15 "Tiger 100" machines. These will be the first British motorcycles to be delivered to Austria for use by the Austrian Customs Service since 1939. They will be used by uniformed officers of the Austrian Finanzlandesdirektion Department.

Why Production Has Suffered

The following notice has been received from Douglas (Kingswood), Ltd., of Bristol:—

"Arising out of Press publicity on the reduction of our motorcycle production, rumours have arisen exaggerating the extent to which our programme has been diminished.

"The reduction has been occasioned by three factors. They are: (1) The inability of our overseas agents to obtain Import Licences for the large quantities of machines which they have on order from this Company; (2) the abolition of the basic petrol ration in this country, and (3) the inability of our own chain manufacturers to meet our full requirements.

"As each of the above difficulties is overcome, production will be stepped up to meet sales requirements. It is hoped, and expected, that in the reasonably near future the rate of production of motorcycles will show a substantial and steady improvement until the former level is reached."

A Worthy Cause

The Motor and Cycle Trades Benevolent Fund has started a big drive to increase its membership. Open to all ranks, including executive and clerical employees as well as manual workers, its function is to relieve distress among members of the allied industries. Its activities cover not only the granting of financial aid to those who have fallen upon hard times, but range from the education of the young to the maintenance of the aged. The address is 204, Great Portland Street, London, W.1.

Dunlops at Durban

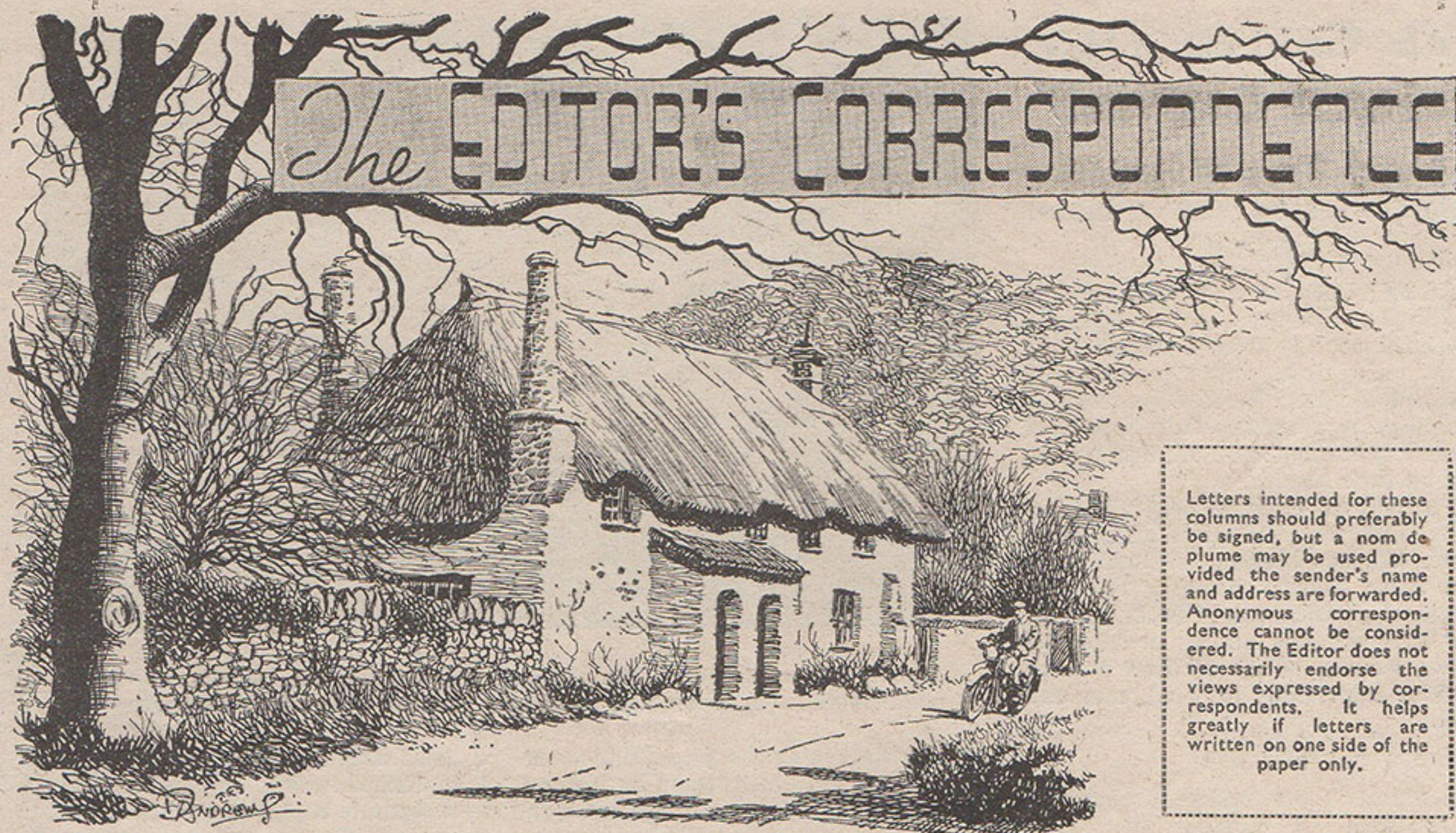
A £500,000 expansion scheme will make Dunlop's Durban factory the largest making tyres in South Africa, and the biggest Dunlop concern outside Europe and the U.S.A. New buildings will cost about £250,000 and new plant the same.

"Nobby" Clark Reopens

The well-known South-Eastern Centre A.-C.U. sportsman, F. W. ("Nobby") Clark, who was in business as a motorcycle agent in London Road, Thornton Heath, until his premises were "blitzed" during the war, has now reopened his showrooms at 562-564, London Road, Thornton Heath. Amongst other agencies, he is the mid-Surrey distributor for the newly introduced "Corgi" runabout, and he has already found a brisk demand for these utility machines.

Vacuum Appointments

Guy Edwards, who has been working with Mr. A. E. Perkins for several years, now succeeds him as Mobiloil Competitions Manager. Mr. Perkins's new assignment with the Vacuum Oil Co. will enable him to maintain contact with his many friends in the motorcycling game. Guy Edwards, who was a captain in the R.A.S.C., saw active service in North Africa and Italy.



Letters intended for these columns should preferably be signed, but a nom de plume may be used provided the sender's name and address are forwarded. Anonymous correspondence cannot be considered. The Editor does not necessarily endorse the views expressed by correspondents. It helps greatly if letters are written on one side of the paper only.

A Better Citizen In Consequence

THE touching faith of your correspondents Messrs. Ransome-Smith and Co. and others writing in "Motor Cycling's" December 18 issue makes me despair of ever getting a pleasure run on a motorcycle again! "No government," say they, "... would impose such an unpopular restriction ... if it were not absolutely necessary."

I have, or rather had, a vast respect for what is implied by that phrase, the "British way of life." In common with millions of other ordinary Service blokes I served that conception from 1939-1946—the infantry, Commandos, and the Glider Pilot Regiment. Massed spectating at football matches, greyhound tracks, and dirt tracks, appeals to me not at all. I admit that a hundred miles of open road means more to me than any of our national—one might almost say nationalized—sports. What is more, I'm pig-headed enough to believe I'm a more useful citizen in consequence.

E. F. REDKNAP.

Isleworth, Middx.

Savings Accounts Now Empty

I SHOULD like to help press forward the theme of Mr. W. E. Quine's letter, published on December 11.

Some of us younger civilians, who were called up for two years or so, ordered new motorcycles to be ready for us either during the latter part of our service or just after demobilization. I, and, indeed, many others of us out here, do not want to see nearly two years' savings standing in a garage or shed for another two because of the "basic" cut.

The cost of our machines will just empty our small savings accounts, and we, together with the others in the same position, would like an answer to this seeming iniquity.

B.A.O.R., 25.

"3T. TO BE."

Individual Notes To All M.P.s.

REFERRING to the recent article in "Motor Cycling" re a proposed circuit for a third series of races in the I.O.M., I have now heard that the Tynwald Committee have felt bound to advise His Excellency the Lieutenant-Governor that it is not desirable to hold the races, as outlined, this year.

Various factors which have influenced this decision have been named, but all of them I firmly believe could be dealt with fairly easily. The most serious difficulty is that of petrol. It is felt that the holding of a third race at a time when the basic ration has been withdrawn would have an effect on public opinion which would operate adversely on the whole field of motor racing in the Island.

B2

In being informed of these objections, the B.M.C.R.C. have been shown the most sympathetic attitude to their suggestions by the Tynwald Committee. Nowhere could one expect to find more sincere consideration of each point as it arises, or more constructive suggestions for the club's betterment. These suggestions will be acted upon if humanly possible.

The difficulties over the petrol emphasize the need to press forward with the application to the Government for permission to use petrol for trials, tests and races. If every Member of Parliament had an individual note from each of his constituents who wished for the restoration of the basic petrol ration, I firmly believe that not one M.P. could honestly get up and vote for any motion which sanctioned the present conditions.

C. A. LEWIS.

Weybridge, Surrey.

(Hon. Sec., B.M.C.R.C.)

More Heads Should Be Banged Against Walls

WHAT about manufacturers' support in the "basic" fight? As individuals we are doing our bit in writing to M.P.s and the Press but, to a great extent, we are banging our heads against a wall.

Whilst there is not likely to be much falling off in sales for export, there will come a time, if petrol is not restored in the near future, when manufacturers will not be able to dispose of even the small home allocation.

I think, therefore, that it is time they came out into the open and utilized their organization in our fight for petrol.

Preston, Lancs.

R. H. MOORHOUSE.

Will Sidecar Events Be Abandoned?

HAVING read Mr. Eric Oliver's letter, published in your December 18 issue, regarding the new F.I.C.M. regulations for sidecar machines, I should like to add my own views on the matter.

I had been under the impression that the English sidecar drivers were completely uninterested in the matter, for the British delegate to the F.I.C.M. Congress took no part in the discussion and was not a member of the sub-committee. When new regulations were suggested, to prevent a recurrence of the fiasco at the European Grand Prix in 1947, when the Italian, Cavanna, won after covering the whole distance with his passenger on the pillion of his "flexi" Guzzi, only the delegates of Belgium, France, Hungary and Italy volunteered to form a sub-committee to discuss the matter. Actually, of course, it would be necessary only to forbid the passenger to sit on the pillion; that, I think, would overcome the difficulty.

The French delegate said that as racing cars do not have passengers, sidecar machines do not need them either—which

seems to indicate that he was not very conversant with sidecar racing! Seat measurements given are similar to those for racing cars, but the difference in the centre of gravity between cars and sidecar outfits makes such comparison foolish.

I rather feel that some of the delegates would hardly lose any sleep if sidecar racing lost its spectacular appeal and eventually died. The sport surely will if the new regulations remain in force, but they will cause new and possibly dangerous devices to be tried in order to overcome the difficulties.

The Belgian riders have decided not to compete if the new regulations are enforced, and our Swiss friends are in a like frame of mind.

I think that if the F.I.C.M. insist on enforcing the new departure it may be in the interest of both riders and public that sidecar racing should be abandoned—which, as I think everyone will agree, would be a great pity.

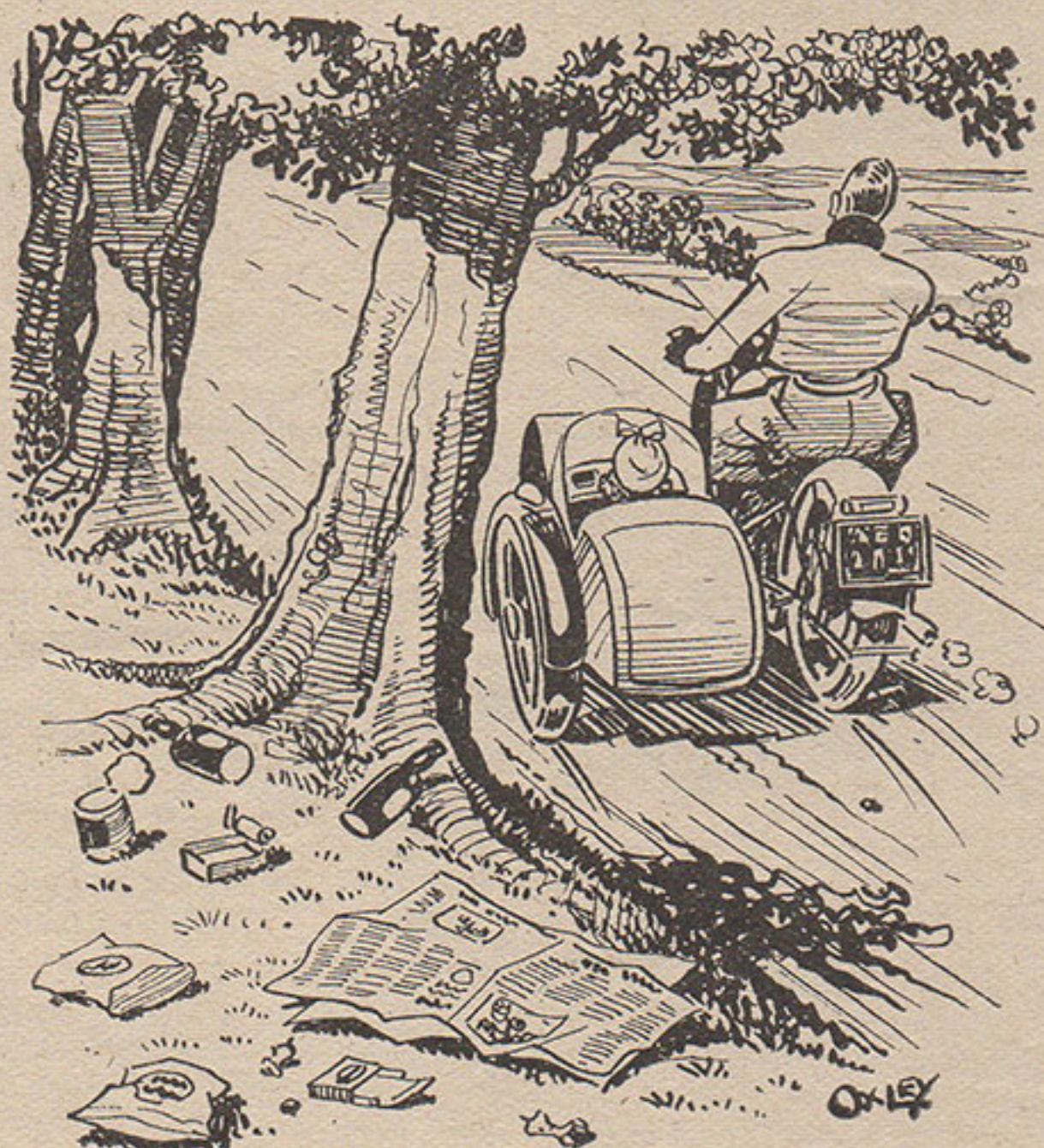
Brussels, Belgium.

FR. VANDERSHRICK.

Yet Deeper Thoughts On Two-strokes

I HOPE you have space for a tardy reply to Mr. Adams's letter, published in your issue of December 4; it is tardy because my copy is a "hand-on," and, therefore, late.

Regarding the final compression pressure factor, this would be approximately constant were the cylinder volume (V_e) at exhaust closure *always filled*. But this is not so, for surely this volume of mixture depends on two independent



SONG TITLES REPLUGGED No. 14.

"You Went Away and Left Me . . ."

variables—the volume of gas transferred and the volume of residual gases. Consequently, in certain conditions of throttle opening, r.p.m. and porting, V_e may be only partially filled. Hence the volume of mixture (fresh plus burned gases) available for compression varies and, therefore, the final compression pressure also varies. To assume, as does Mr. Adams, that because the cylinder volume at exhaust closure is constant the mixture retained in it always equals this volume, seems highly optimistic.

Mr. Adams's third paragraph is rather loosely worded. I agree that if more charge enters the cylinder, then more is exhausted, but one must distinguish clearly between charge exhausted after burning in the normal way and unburned charge carried away. In any one cycle the gas supplied (transferred) is divided into two components, one being usefully burned and the other unburned, i.e., lost to exhaust port. Hence the weight of gas burned and then exhausted *could* be less than that supplied.

Charge loss is not nearly so marked at low as at high r.p.m. The results of exhaust gas analysis (obtainable in

relevant text books) prove this clearly, as also do the very interesting b.h.p./r.p.m./m.p.g. curves in the B.I.O. Report No. 654 on the German Motorcycle Industry. No one can deny that the Germans carried out most thorough and intensive research on the various scavenging systems of two-stroke engines.

I agree that more of the aspirated charge is burned per stroke at the lower r.p.m. Naturally, at low piston speeds, less charge is carried away unburned during the scavenge period. At high r.p.m. the loss of some transferred charge through exhaust means the dilution of what is retained with exhaust residuals. This means that the mixture available for combustion is weak, causing slow burning, with consequent overheating—a well-known characteristic.

Regarding deflector pistons, I can only say that were they really necessary for efficient scavenging, they would now be used by Villiers, Royal Enfield, Jawa and other modern Continental designs, not to mention D.K.W., all of which use flat-top pistons. And so to say that a good deflector piston is not excelled by the flat-top design is, I feel, rather a die-hard, reactionary outlook.

Finally, I think that the open-frame Scott depended for its charm upon many qualities—steering, road-holding, two-speed gear, sound, etc.—but its engine, although delightfully smooth, had quite a moderate b.h.p. This was obtained in spite of, not because of, the deflector pistons. Further, few Scott fans could deny that the fuel consumption was considerable when speed was high.

Dublin, S.E.6, Eire.

JOHN F. MANNING.

So We're All Good Blokes Again

I SHOULD LIKE to express my appreciation of your journal which I have enjoyed reading this past year.

I have been fortunate enough to obtain a copy every week; some fellows have not been so lucky, I know.

May I also take this opportunity, of stating, quite definitely, that if, in the composition of your journal, you have not satisfied a few of the hypercritics with which this world abounds, you have satisfied the majority of us, the motorcycling public.

I have always found your journal interesting, not lacking in humour and rational in outlook, and free from the rabid cult of party politics.

I hope this will always be the policy of *Motor Cycling*, unlike most Continental journals, which, instead of serving the public, merely appear to serve the government in power.

In the New Year I am going back to South Africa and I am hoping to have "*Motor Cycling*" sent on to me regularly. I am doing an overland trek on my Ariel, via Kenya, Tanganyika and the Rhodesias. They tell me British motorcycles are the best in the world, and I aim to prove that statement.

I should very much like to contact any motorcycling enthusiasts in Tanganyika or the Rhodesias before I leave England, so perhaps you could publish this letter; fellows out there might then see it and reply.

LEE GENT.

18, Whitefriars Drive, Harrow, Middx.

And This Will Go To Our Heads

WRITING in your issue of December 18, several correspondents liken "*Motor Cycling's*" Editorials, and also "*Carbon's*" feature, to "*The Times*" or "*Daily Telegraph*" style. Those two daily newspapers are generally recognized as approaching the ideal so far as judgment and commonsense are concerned and, for this reason, I should think your staff must feel very flattered at being lined up in such excellent company.

ERIC WIGGELL.

Cheltenham, Glos.

IN BRIEF

Instruction Books Wanted: For 1929/31 Indian "4"—M. E. Rudd, 879, Sidecup Road, New Eltham, London, S.E.9. For "*The Book of the Scott*"—C. Brammar, 35, Ransom Road, Mapperley, Notts.

Experiences Wanted: Of fitting spare wheel and tyre complete to Norton "Big Four" sidecar outfit—John Guest, 180, Chester Road North, Kidderminster, Worcs.

Of three-wheeler vehicles, general, safety, economy, ease of maintenance J. D. Reilly, care of Dunlop's, Friar Street, Thurles, Co. Tipperary, Eire.

Stolen: Triumph 3T with McCandless springing. Engine No 79701, frame TC3427. Information to be passed to any police station, or to —R. Roberts, 17, Eaton Park Road, Palmers Green, London, N.13.

A.B.C. Enthusiast: Wishes to contact other keen riders of this machine—L. D. Elder, 22, Thanet Road, Erith, Kent.

Back Numbers Wanted: February 20 and 27, 1947, issues wanted by L. H. Hood, 156, Daisy Farm Road, Warstock, Birmingham, 14. Also issues dealing with pre-war road tests of S.S. 100 Brough-Superior—G. W. Leonard, 16, Orchard Lane, Lye, near Stourbridge, Worcs.

"THANKS FOR THE MEMORY!"

A POIGNANT tune was "Thanks for the Memory," and quite a favourite with the crooners not many moons ago. Soufful artists were apt to "put it over" accompanied by an expression reminiscent of a cocker spaniel with tummy-ache, which was why I preferred radio or recorded versions. Its plaintive melody and first two lines of lyric kept chasing through my mind a couple of days ago. Only the first two lines, mark you—I never get much farther with a heart-rending ballad, because at this stage I find either the bath water is much too hot or that Mrs. M. raps smartly on the door with a suggestion that the neighbours prefer Crosby.

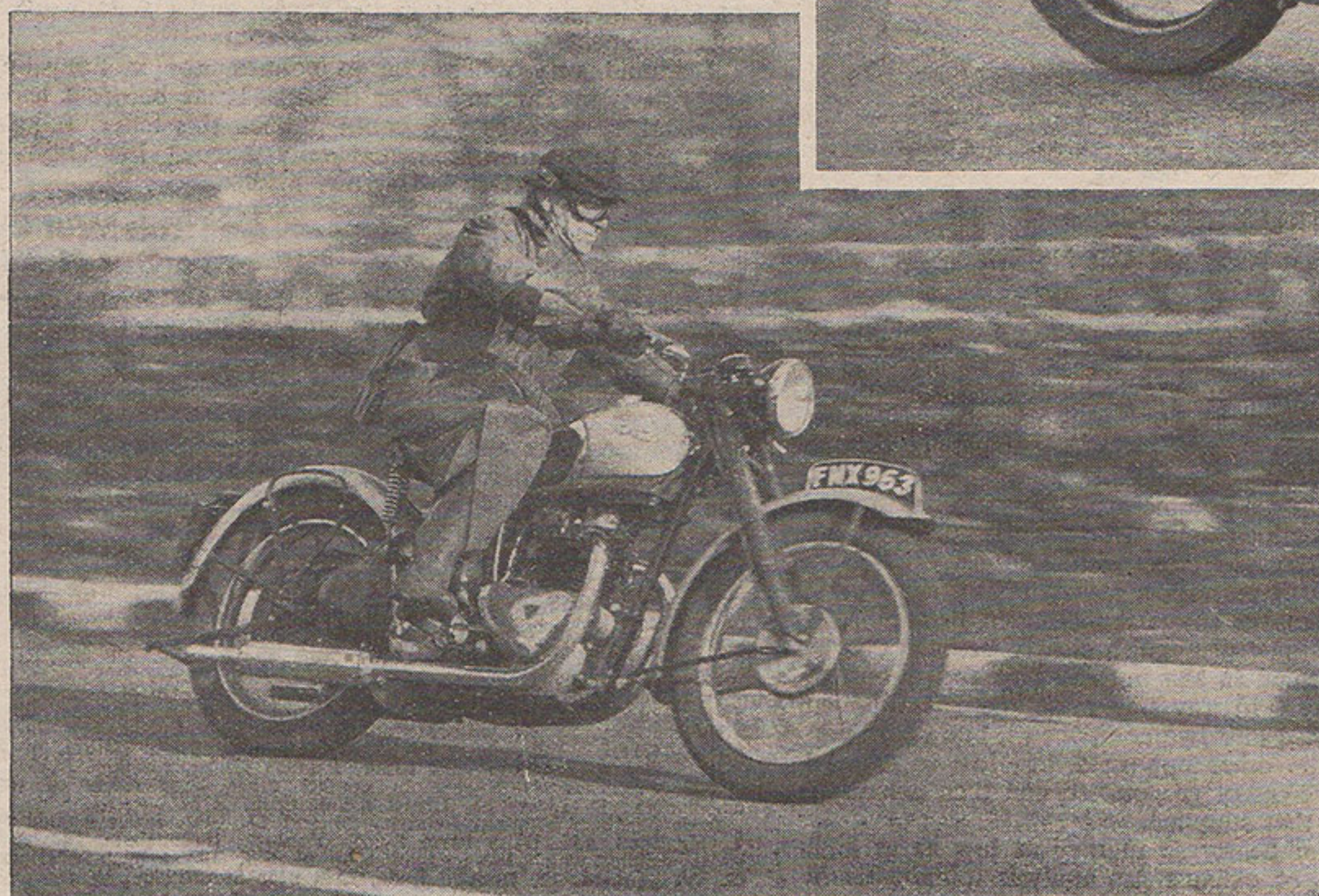
The local garage's dispenser of Pool whistled its mournful notes as he cheerfully accepted my last basic coupons. Then he looked over the impressive proportions and sparkling finish of my new "Four." "You've 'ad it, chum!" he remarked with the air of a true philosopher—"better come and scrawl yer monicker on our petishun; looks like you've more need than most blokes."

"All Star Variety"

Looking back through 1947 I'm inclined to agree with his brief sentiments, although he would never know just how deeply his philosophy went home. "Thanks for the Memory" had not quite the finality of the old Service catch phrase, but for brevity in review of a painful situation "You've 'ad it, chum" tops the bill admirably. Flicking back through the pages of a crowded diary I find that anno Domini 1947 has handed me "All Star Variety" with a seat in the orchestra stalls. F'rinstance . . .

There was my fastest ever on a solo—112 m.p.h. to be exact—and whilst we're being exacting there's a small matter of 85 "per" with a third wheel adding stability or introducing complication—whichever way you look upon such hazardous feats. And going from the sublime to the gorblimey there was a further matter of the wettest ride I ever so nearly enjoyed. All in the space of a few brief months. Then there are other lively memories . . . but they'll make another story!

Let's go back to a day in March—cold, bleak and forbidding in aspect. Six days before, there were six inches of snow "spreading a mantle of virgin whiteness, bringing a new conception of loveliness to our beloved countryside"—or so the Nature noters stated in their technical descriptions. Personally, we're not exactly sold on the idea and if a further scarf didn't offer possible strangulation



(Above) "Steve of Stevenage"—or, as he is more prosaically called in the Vincent-H.R.D. catalogue, the 998 c.c. o.h.v. high camshaft Series B, —on which Markham set up a new "high" on his solo riding at over 112 m.p.h.

(Left) The "Tiger 100," complete with rear-suspension provided by the now famous Triumph spring hub, of which Markham has happy recollections, including a trip to cover the Travers Trial under particularly unpleasant weather conditions.

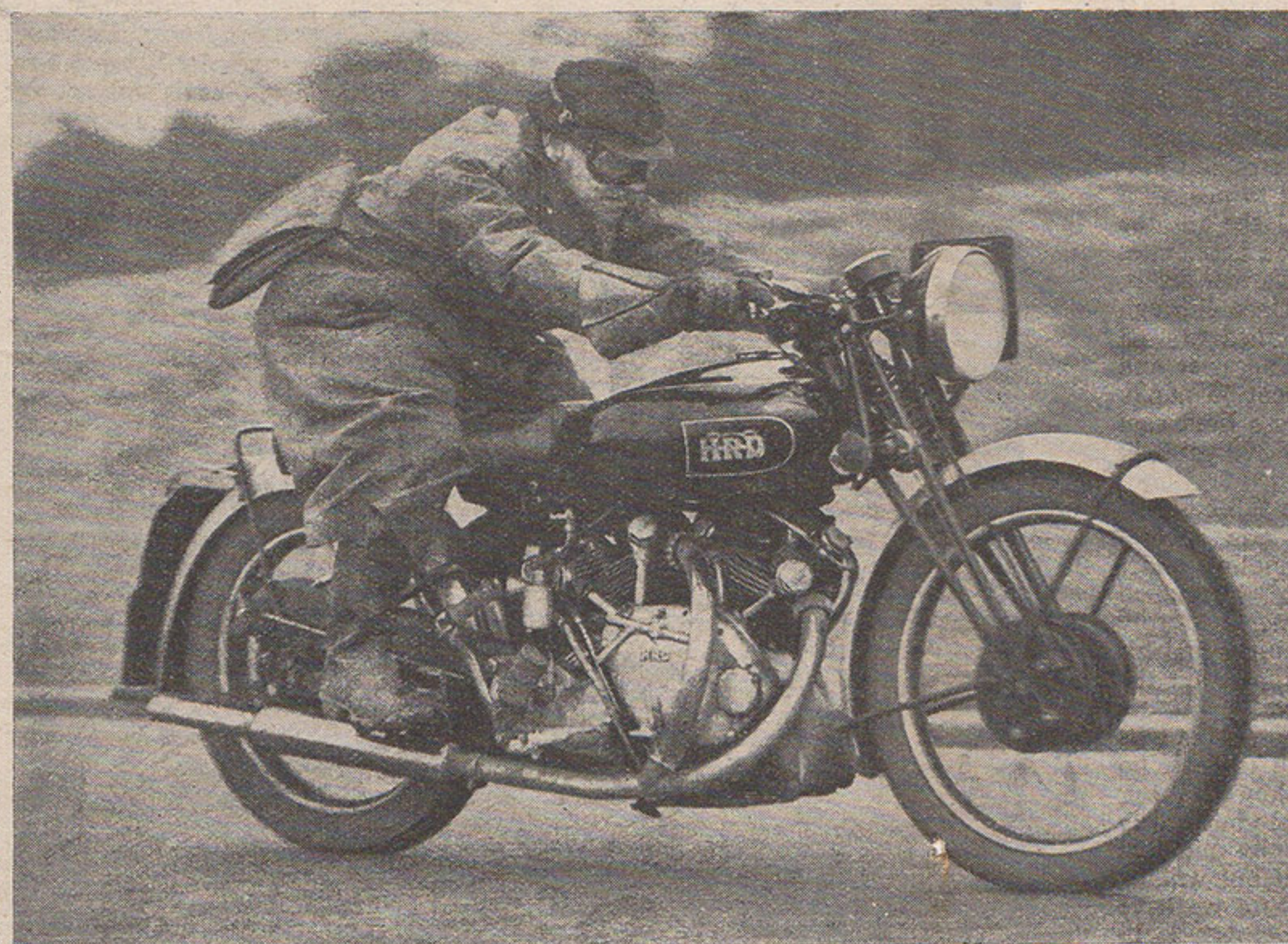
Quotes

CHARLES MARKHAM

we would wear that one, too. There's broad hints of past snowfalls lining the roads and to-day's weather forecast blandly states that night fog and frost are likely in all parts, motorists are advised, etc., etc.

Is our journey really necessary? Most certainly, because this Series "B" Vincent-H.R.D. "Rapide" we happen to be riding must perform its road test figures so that all may read with avid interest.

We arrive at a long-sought and carefully selected stretch of highway where lies a measured quarter—fast enough on approach and departure to cope with the possible knots of



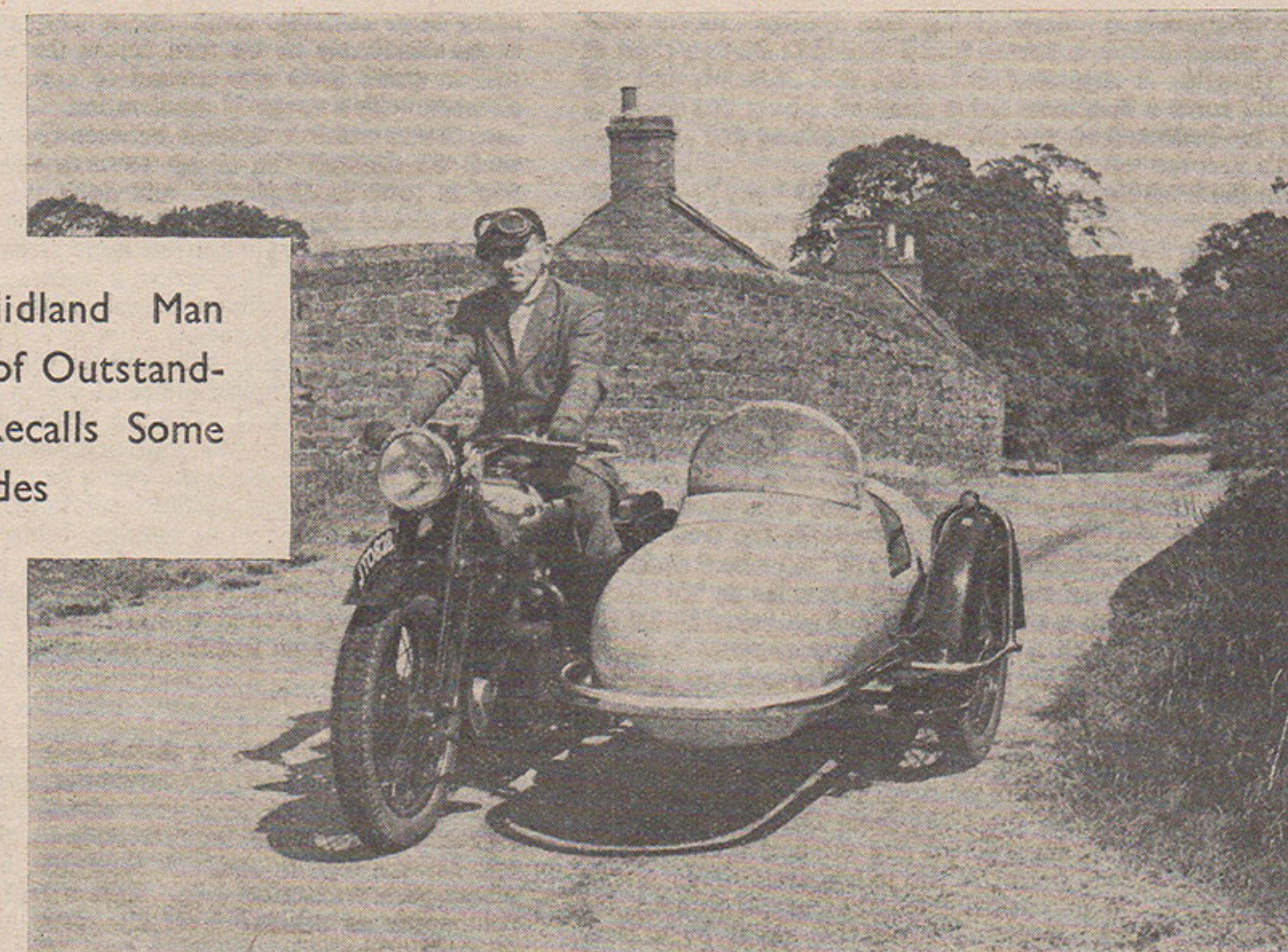
(Above) The very last Brough-Superior SS 100 which Markham dubbed "George," here seen with the remarkable Blacknell sidcar attached. This outfit left our man with nothing but regrets that the "B.S." is no longer in production.

this urgent dicing device. The "Rapide" is halted and propped whilst we perform demented actions designed to quicken the blood stream from its halting drip-feed principle. Then comes the tool tray from beneath its Dualseat hideout, clean plugs are fitted, the float chambers and jets are examined, chains are checked, tyre pressures taken, treads searched for possible foreign bodies and the wheel wing nuts are given an extra tighten. Wipe goggles over—road looks a shade dampish but we won't worry over that—start the motor and check oil circulation. We're not really nervous but the top side of three figures is quick work in any language and almost merits a Pygmalion description.

A couple of minutes later we are well up the road, past the timing posts and kicking down the rear "scrapping" rests. Down to bottom cog and about turn for the first run, remembering that we need all the acceleration available if it's going to be a full bore quarter.

"Come On, 'Steve'!"

"Calling all horses," we clear the inlet ports with a wind of the grip, there's a couple of protesting spits and then b.h.p. beats traction by lifting the front wheel a full six inches. "Steve" from Stevenage lacks nothing of willingness and 8 secs. later the speedo, mocks us face to face with a 70 "per" reading in second; 72-74 says the creeping finger and, having said it, moves on a pace until we hit third with a just visible easing of the grip. Come on "Steve," we're nearly there and clicking stop watches wait for no motor—not even you; 85 . . . 90—wait for it . . . a mere gesture on the clutch—a feverish stamp on the cog-shifter and everything's wide open. Hope those slides come down again later (a fine time to think of



"Motor Cycling's" Midland Man Looks Back on a Year of Outstanding Experiences and Recalls Some Impressive Rides

that one!), wiggle down quick—feet on the rear rests—elbows close in, here comes the "hundred." Blimey!—isn't this all-enveloping, shrieking, penetrating wind cold?—there's rivers of icy air blasting through gloves, scarf and goggles edges; head down a bit more, road's perfectly clear, let's watch that needle a moment—it's not moving so cheekily now, but it's still climbing . . . 100-105-110 . . . phew! We're no longer on a road, it's a tightrope streaking towards that head lamp front rising and falling ahead of us. No more real sensation of a machine in action beneath—just that lilting rise and fall—no noise from the motor—merely the deafening roar of displaced air.

The Deception of Speed

First timing post—wham!—it's gone and we're no sooner conscious of it than the second appears on our port beam. Easy now, turn it off gently and soon we shall leave this little world where they spell breeze as tornado and return amongst ordinary mortals. No need for frantic movement—we can poke this zestful machinery through the approaching curve between 95-100 "per" and do our braking on the clear straight stretch beyond. Wonder what that butcher's boy is thinking—standing transfixed at the roadside as we brace on the rests and nudge "Steve" into a gentle bank. Speaking for ourselves, we're acutely aware that the road is still a shade damp and the speedo, firmly announces a fraction under the 100 m.p.h. mark. Right! Sit up now, bracing hard against wind pressure, grip snapped shut, a firm squeeze on the front brake lever followed by a touch of rear and we're down to the fifties. Firmer braking now—surely the needle's stuck—this can't be "45"—we're hardly moving. Sheer deception of speed—we'll stop before we turn. Then off we go again!

Twenty minutes later a dull sparkle on the road surface brings confirmation of the weather expert's report and we decide a "cupp'er tea" is the better part of valour. Stop watch says the speedometer is 5 per cent, up—and our fastest run equals 112.13 m.p.h.—but it's still our fastest ever and, as a story, will serve to impress grandchildren yet unborn with the careless rapture of our younger days. Thanks a lot, Steve!

You remember George, of course? Last of the aristocratic Broughs and an SS 100 glowing with pride, firmly attached to a Blacknell "Bullet" chariot of equally

imposing manner. They do say that George and his side-kick would grieve if parted and I wouldn't be surprised at the thought. I suggested to George that Mrs. M. and self should form a foursome for a game of dicing one fine day and he bellowed at the thought. Anything for a lark—that's George all over.

On the level George could produce 82-83 "per"—and I'm not speaking of gallons now! "Poodling Around The Peak" or "Dicing in Derbyshire" was the general theme and it was on that bleakish stretch of highway known as the Buxton-Ashbourne road that the challenge arose.

A sudden waft of "R" assailed our nasal membranes and a Brooklands "can" offended our immediate forward vision. George quivered back for a moment, but when reminded that the job in front couldn't be bigger than a "350" he regained confidence and decided to argue. Within a quarter of a mile we had topped a brief rise and ahead lay the ribbon of road which cuts a downward path straight as a die, then rises gently towards the well-known "Bull-i-th-Thorn" hostelry. The "350" merchant suddenly became conscious of our impending presence at his side—turned around with a mocking grin and prepared to hit the middle distance with a wallop. Thirty seconds later he cast a hurried glance over his left shoulder and saw nothing—because, at that precise moment, George was thundering past his off side with the needle hitting above 85 m.p.h. and yours truly was urging him out of the right-hand gutter, leaving behind a hailstorm of small pebbles and dust. Still swaying gently against the kicks from the chair wheel we swept up the following gradient and received a cheery "all clear" from a road patrol at the minor cross-road. Seems that the R.A.C. guide was delighted at George's progress, for he stuck a couple of thumbs-up as we swept by a clear hundred yards ahead of "castor-base-and-can"—whose personal maximum belied his model's potential.

Four score and five with chair is not to be compared with Pullman travel I find, and even with George it was necessary to be politely determined when camber climbing if a "Victory Roll" was to be avoided. But—"it was lovely whilst it lasted," as the girl said of the Spearmint.

A "Tiger" on "The Travers"

Sunday morning, April 27, and we waken to hear the roof and windows of our Penrith hotel being assailed by lashing rain. Had it occurred but 24 hours earlier, the Travers Trophy Trial might have suffered a drowning, for this border country is wild, windswept and desolate.

Following breakfast, it's a case for donning the one-piece suit, Wellington boots, towel tucked in collar, scarf and lightweight Feridax coat. There's enough grease around the cap to stop a waterfall—and it will have to to-day, because we're going "over the tops" to Alston before tackling the long homeward journey. Down in the hotel garage Harold Tozer, Hugh Viney and Norman Hooton are cussing the wretched conditions as they, too, prepare for departure. "This should remind you of our D.R. training days in a Yorkshire winter," says Hugh, with a reminiscent grin, as we bring the spring-hub Tiger "100" to life. How right he was!

Flailing raindrops sting and batter as the Tiger drones through Melmerby and up into the regions where the Helm Wind howls—one of Nature's playful phenomena. Snow-drifts cling to exposed hillsides and loom eerily through the cloud mist which thickens rapidly about us as we reach the 1,880-ft. summit. Here the wind increases to gale force and

every huge raindrop lands like a whiplash. The Triumph sways drunkenly as we turn across the wind's tearing path with a quick drop into second to combat the fury of the elements with a surge of acceleration. A tighter grip on the bars causes water to squelch between chilled, wet fingers, but soon we descend the valley towards Alston, "the highest market town in England," and don't we know it!

The clouds are rising as we return over the Helm half an hour later, but the gale has lost none of its temper. Goggles are wet inside, due to watering eyes caused by smarting push-rods of rain which assault from every conceivable angle, and vision is bleary.

Penrith again—praise be!—and we turn left for the ascent over Shap, with sweeping eddies of driven downpour rushing to meet the front wheel. In sheer defiance we increase cruising speed to 55-60 m.p.h., but occasional gusts act like an air-brake and bring the speed down to little above 40 m.p.h. Through Shap village at the legal limit, we weave gently, for the rows of grey stone cottages bring sudden deflections of steerage as the wind veers between their solid masses. On the open moorlands beyond this scant shelter we spot two saloon cars, parked within half a mile of each other, and both drivers performing tyre-removal operations—ugh!

Recognition!

"Steep descent" says a threatening road sign; "Change to Low Gear" adds a close neighbour, and we bless the fact that the "Tiger" possesses the wherewithal to crawl when requested. We pass an E.S.2 Norton on the winding descent into Kendal and, as we draw alongside, his fair pillion passenger gives a cheerful grin. He's a lucky lad to possess a companion so unmindful of the elements and she sits the machine with easy confidence, too. The Norton accelerates and sits on our tail as we drop down into the warmer levels, picking an easy line through the curvery. Once through Kendal, our cruising speed is occasionally pushed to "65 per," whilst on the faster stretches between Lancaster and Preston we defy stinging raindrops with frequent 75 m.p.h. bursts, yet a quick backward glance as Preston's limit sign appears shows that the Norton couple are only 300 yards in arrears.

Halted at the next traffic lights, we find the E.S.2 alongside, and the rider leans across with a broad grin, accompanied by a knowing wink. "High-speed handling under all conditions was of a very high order . . ." he quoted with mock seriousness. "Isn't that so, Mr. M.?" Before we realize that we've been recognized, the stranger and his passenger are 20 yards ahead, and soon disappear on the Liverpool road with a brief "thumbs-up" wave!

Belmont brings flooded roads. Bolton brings greasy setts with a premium on good handling. And still there is no relief from the wearying rain. Eventually, however, our non-stop journey ends. The "Tiger" is parked temporarily whilst the story of the "Travers" is written. By midnight our day is done, the Tiger "100," mudstained but willing, is droning away from the railway station, where we have despatched our "copy," and we are heading towards a hard-earned night's sleep.

Yes, that was non-stop variety with an all-star programme. No wonder I feel a sense of frustration when I look at all those beautiful but useless "basic" coupons for the October-February period. Does anybody know a good follow-up number to relieve the pathos of "Thanks for the Memory"?

THREE MONTHS' TRAINING PROGRESS

AT the beginning of the New Year, clubs actively participating in the R.A.C./A.C.U. training scheme totalled the very creditable figure of 33—and with a considerable additional number of would-be trainer clubs negotiating for machines. One of "Winco" Maclachlan's bigger problems is fair distribution, bearing in mind that machines must be allocated geographically so far as is possible.

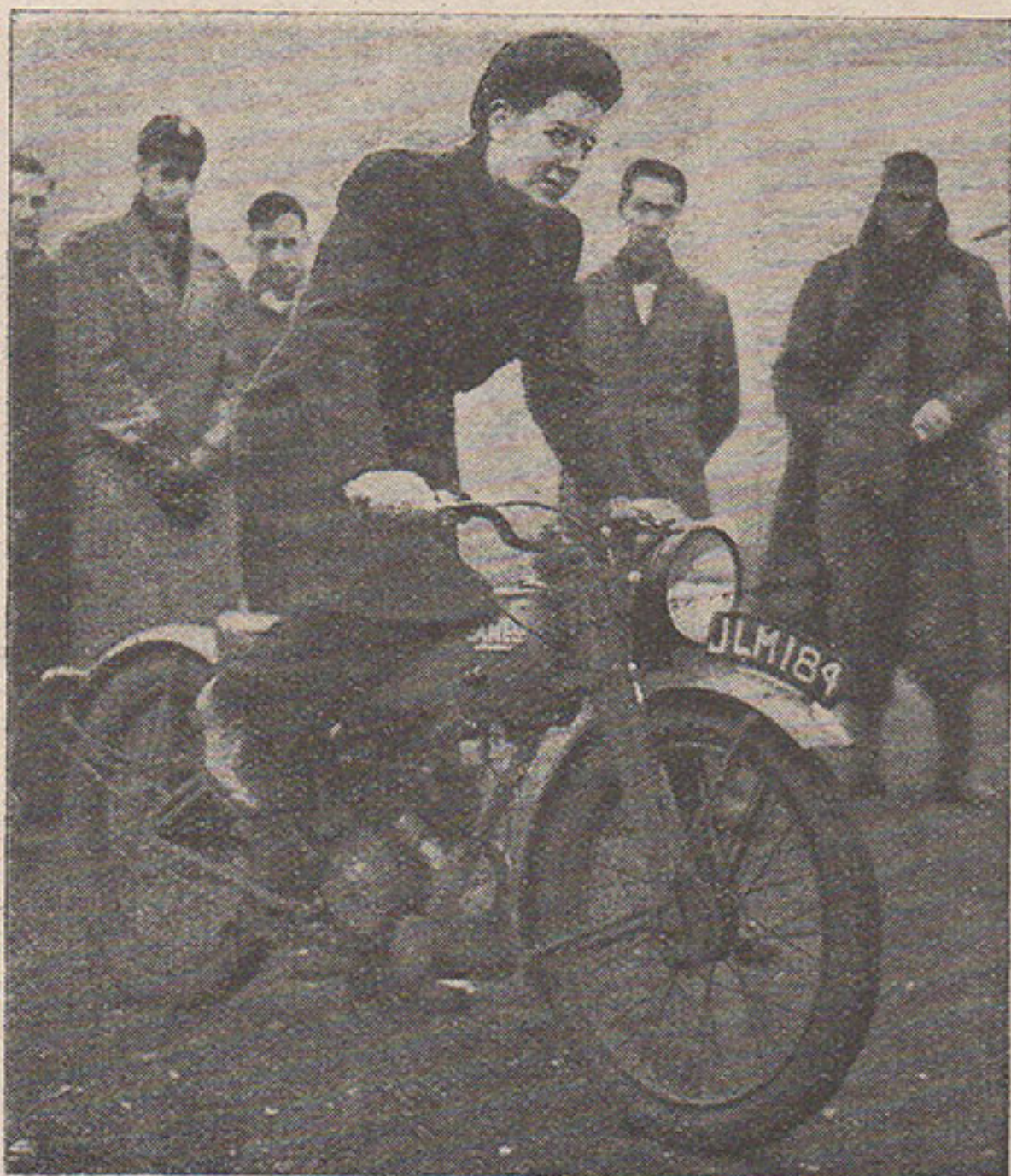
A noticeable factor, obvious from a glance at the distribution map in Mac's

"operations room," is the comparative scarcity of training facilities over towards the West Country. As I write these notes, news comes through that the West of England M.C. have just had their training machine delivered to Newton Abbot, but, nevertheless, that leaves a lot of territory on the South-west where the chap who wants to learn to ride is still unable to do so. Another New Year addition filling a blank spot is the Grimsby M.C. (F. E. Potter, 1, Wellowgate, Grimsby).

A second interesting point is the predominance of less well-known clubs which have thrown themselves heart and soul into the scheme—good luck to them all in 1948.

News from farther afield includes an inquiry for the now quite famous R.A.C. blue book, "Learning to Ride," from the Singapore police force. Thus, after only three months the scheme which, it was planned, would be nation-wide, holds distinct promise of becoming world-wide. **BERNAL OSBORNE.**

CLUB NEWS



The Wimbledon and D. M.C.C.'s Beginners' Section, which was one of the first to be formed, has been very successful and is still going strong. The picture on the left shows a girl learner on a James about to start off on a practice ride.

ENGLAND

EASTERN CENTRE.—Final results of the 1947 Shield Competition are as follows:—1, Grasshopper M.C.C. (Romford), 500 points; 2, Chelmsford and D. A.C., 470; 3, Ilford Amateur M.C., 190; 4, Ilford M.C. and L.C.C., 170; 5, Braintree and D. M.C.C., 160; 6, Grasshopper M.C.C. (Southend), 80. Results of the Individual Solo Championship are:—1, J. Monk, 120 points; 2, M. Banks, 105; 3, S. Layton, 65; 4, J. Medlock, 55; 5, R. Rocker, J. Hazlewood and J. Hubbard, 50. B. C. Pannell came first in the Passenger Individual Championship, gaining 120 points, with S. G. Rodwell, 110, second, and J. Monk, 85, third.

BAR NONE M.C.C.—Worthing Section: Nearly 100 members and friends were present at the section's annual dance and social, among the visitors being Bill Beamish, Reg. Waggon and G. Smith. During the interval Mr. Dearling, the chairman, presented Johnnie Innis, who is leaving the club after some three years on the committee, with the club's Best Individual Award for 1947 and a table lighter. Mr. Dearling thanked Mr. Innis for his past work and offered him honorary membership of the club for life. Miss Joyce Edwards presented Mr. E. Edwards, the club captain, with the 1946 Best Individual Award. The section's annual prize draw helped to swell club funds and a cheque was sent to the Children's Hospital, London. An excellent evening was had by the entire company.

BIRMINGHAM "30" M.C.C.—The club will hold its annual dance and prize distribution on Tuesday, February 3, at the Golden Eagle Hotel, Hill Street, Birmingham. Tickets, which cost 3s., may be obtained from the secretary, Mr. T. F. Martin, 62, Summer Road, Edgbaston, Birmingham, 15.

BOURNEMOUTH M.C.C.—Tommy Crutcher, member of the club and of the Exeter Speedway team, it is regretted, was killed as the result of a road accident at Sunningdale on December 19. Tommy was 35 years old and leaves a wife and two children, to whom the deep sympathy of the club is extended.

BRADFORD VAGABONDS M.C.C.—Every Sunday the club meets at the local bus station and goes for a hike, usually over the moors on which so many trials have been held in the past, visiting old sections. A party had been arranged for Christmas Eve and, not to be outdone by the petrol cut, the club hired a coach and a party of members left Bradford for the George Hotel, Alford, where many pleasant get-togethers had been held in the past. Visits to Skegness, the local flour mill and a very primitive but interesting five-sail windmill have been held, together with various darts, domino, draughts and table-tennis competitions. The club's annual dinner and prize distribution will be held on Friday, January 30, at the Co-operative Emporium, commencing at 7.30 p.m. There remain only about 20 tickets for dancing only, and these must be obtained from Mr. J. Paley, 34, Hirstwood Road, Shipley, by January 23. The club meets every Monday from 8 p.m. at the Napoleon Hotel, Wakefield Road, Bradford.

DEVONPORT AND D. M.C. AND T.-W.C.—Since the abolition of the basic petrol ration the club has concentrated on the social side by obtaining a clubroom and fixing a weekly programme. On Friday, December 26, the club had a free-for-all Christmas party which was well attended. To-morrow evening, January 9, Syd. Wills will be giving a talk on his preparations for and experiences in the T.T. The following Friday, January 16, the annual dance and presentation of awards will be held in the Plymouth Guildhall and the club's A.G.M. will take place on Friday, January 23, in the clubroom.

GLOUCESTER AND COTSWOLD M.C.C.—Results of the open-to-Western Centre Matthews Trophy Trial, held on Saturday, November 29, are as follows:—Matthews Trophy: J. Draper. Cotton Trophy: R. Lewis. 150 Tankard: A. B. Lailey. 250 Tankard: K. Neale. 350 Tankard: P. Wixey. 500 Tankard: E. V. Allen. First-class Awards: W. Hopkins, J. Williams, F. Lewis, P. Hammond, M. Rich, R. Biddescombe, F. Minter, P. H. Alves, P. Waterman. Second-class Awards: L.

"CLUB NEWS" PRESS ARRANGEMENTS

DURING the past few weeks, several items intended for either "Club News" or "Announcements" have been received too late for inclusion in the issue for which they were intended. We would therefore remind club Press secretaries and others responsible for sending in matter for publication that these pages are among the first to close for press and, consequently, any items received after the first post on the Wednesday of the week preceding publication (i.e., eight days before) cannot be included.

Broughton, R. Maisey, R. Sutton, E. Skinner, R. Jackson, I. Chapman, K. Mustoe, P. Smith, A. Mellerup, C. Mellerup, R. Knights, H. J. Breach, H. Farrell, C. Dicker. Team Award: Arle team (Draper, Frye, Knights).

GRASSHOPPER M.C.C. (ROMFORD).—A visit to the London Palladium has been arranged for January 18. A coach and supper have also

been "laid on." Interested members are asked to contact the hon. secretary, Mr. J. Trustham, at the next club night.

HARRINGAY AND D. M.C.C.—A coach trip in conjunction with the Bohemian M.C.C. is being arranged for Sunday, January 25, starting from the "Cambridge," Weir Hall, at 10.30 a.m. The trip will include a visit to the Vincent-H.R.D. works at Stevenage, lunch, a football match—Harringay v. Bohemian—and tea, followed by a social evening, at the "Red Hart," Hitchin. Those who intend to support this fixture should contact the social secretary, Mr. G. W. Sillis, as early as possible. Two coaches have been booked and the combined party will be limited to 66. The approximate cost per person (coach and tea) will be 7s. Those who supported the last coach outing will remember it as a grand success and it is expected that this combined effort will be even better.

MANCHESTER EAGLE M.C.C.—The club is continuing weekly fixtures throughout the month and on Sunday next, January 11, a party will meet at London Road Station at 10 a.m., proceed to Disley and then walk through Lyme Park to Lyme Hall. On the following Sunday there is to be a cycle run to Arley Pool and Pickmere, meeting at Altrincham Railway Station at 10.30 a.m. A coach trip to Thorpe Cloud and Dove-dale is being organized for January 25; tickets for this must be purchased not later than January 18 from Mr. W. Seddon.

MONT' CHRISTIE M.C.C.—As was announced at "Motor Cycling's" Social Secretaries Conference on December 19, the club is to hold a film show at the Angel Hotel, Edmonton, N.18 on Sunday, January 18. This, in order to encourage combined club events, will be open to all clubmen and, also, a small percentage of seats will be reserved for unattached riders. The programme will consist primarily of motoring films, but it is hoped to include others of an interesting or humorous nature. The hall will seat 250 people but, in view of the anticipated demand, while admission will be free preference will be paid to those who have purchased programmes (1s. each) prior to the day. Anyone desiring to attend the show should write to the secretary, Mr. S. A. Coles, 364-368, High Road, Leyton, E.10 (telephone, Leyton 2450), before next Saturday, January 10, stating the number that will be attending and, if required, enclosing the remittance for programmes.

NORTH-EAST LONDON M.C.C.—Nearly 50 children attended the annual Christmas party. A Punch and Judy show provided part of the entertainment after an amazing spread and Father Christmas found a gift for each child in his sack. Final figures for the club's second road race meeting show that the Agricultural Distress Fund, to which all proceeds were donated, benefited to the extent of £1,089 3s. 1d., an achievement of which the club is justifiably proud. A pedal-cycle trial, open to all affiliated clubmen, will be held on February 29. On Saturday next, the club will visit the exhibition of racing cars and motorcycles at Henley Hall, and the following day the A.G.M. will be held at the "Fishmonger's Arms," High Road, Wood Green, starting at 6 p.m.

PETERBOROUGH M.C.C.—Very shortly, the club will be commencing the R.A.C.-A.C.U. scheme for providing instruction to learner motorcyclists. Mr. E. Martin, 186, Walpole Street, Peterborough, will be in charge of training and a course is to be used in Milton Park, on the outskirts of the city.

READING ACE M.C.C.—The six events of the club's "open-to-district" pedal-cycle scramble on

(Continued Overleaf)

ANNOUNCEMENTS

FRIDAY, JANUARY 9

British Motor Cycle Racing Club. A.G.M. R.A.C., 6 p.m.

Devonport and D. M.C. and T.-W.C. Talk by Mr. F. Hawken on his T.T. experiences. Clubroom.

Reading Ace M.C.C. Annual Dance and Presentation of Awards. Oxford Ballroom, 8 p.m.

Rochester, Chatham and D. M.C. Christmas and New Year Party. H.Q.

Sutton Coldfield and North Birmingham A.C. Party. Botanical Gardens, Edgbaston, 8 p.m.

SATURDAY, JANUARY 10

North-East London M.C.C. Exhibition of Racing Vehicles. Henley Hall, Osna-burgh Street, off Great Portland Street, 3 p.m.

Stamford Bridge M.C.C. Visit to Exhibition of Racing Vehicles at Henley Hall, Osna-burgh Street. Meet Great Portland Street Underground Station, 5 p.m.

West Ealing M.C.C. Annual Dinner and Dance. Park Hotel, Greenford Avenue, Hanwell, 6 p.m.

Weybridge M.S.C. Children's Pantomime Visit.

SUNDAY, JANUARY 11

Birchington and D. M.C. Pedal Cycle Trial. The Square, 2 p.m.

Eastern Centre, A.-C.U. A.G.M. "Red Lion," Colchester, 12 noon.

Manchester Ace M.C. Hayfield. McVitie and Price, 10.30 a.m.

Manchester Eagle M.C. Walk. London Road Station, 10 a.m.

Northampton M.C.C. Sporting Pedal Cycle Run. Kettering Road Golf House, Northampton, 10.30 a.m.

North-East London M.C.C. A.G.M. "Fish-monger's Arms," Wood Green. Social 6 p.m.

Sidcup and D. M.C.C. Pedal Cycle Run to Westerham. Dinkie Café, 2.15 p.m.

West Middlesex Amateur M.C.C. A.G.M. Great Northern Hotel, Kings Cross, London, N.1, 3 p.m.

Wickham M.C. British Racing Drivers' Club Exhibition. Charing Cross Station, 3.30 p.m.

MONDAY, JANUARY 12

Manchester Eagle M.C. Whist Drive. Clubroom, 8.30 p.m.

TUESDAY, JANUARY 13

Bar None M.C.C. (Manchester Branch). Whist Drive. St. Johns Ambulance Hall, New Street, Altrincham, 8 p.m.

Manchester Ace M.C. General Meeting. Clubroom, 8 p.m.

Manchester "17" M.C.C. A.G.M. Clubroom, 8 p.m.

WEDNESDAY, JANUARY 14

Berkhamsted M.C. and C.C. A.G.M. "Mason's Arms," Maddox Street, W.1, 6.30 p.m.

Bermondsey M.C.C. Coach Outing (Men Only). "Prince of Orange," 3 p.m.

International Motorcyclists' Tour Club. London and Southern Section: "The Third 1947 Partitur," by Archie Macfarlane.

Midlothian M.C.C. A.G.M. Clubroom, 7.30 p.m.

Wickham M.C. Business Meeting. Baston Café, Hayes, 7.30 p.m.

THURSDAY, JANUARY 15

Midland Social M.C.C. Mock Trial

Norwood M.C. A.G.M. Clubroom, 7.30 p.m.

Sunbeam M.C.C. and West Middlesex Amateur M.C.C. Lunch Club. "King's Arms," Bishopsgate Churchyard, City, E.C.2, 12.30 p.m.

December 21 were well supported, 15 riders starting in two of them. Results are as follow:—**Under 20 (6 laps):** 1, H. Rowden; 2, B. Peeling; 3, H. Critchlow. **Under 30 (4 laps):** 1, J. Wilbrin; 2, H. Beckford; 3, W. Eggleton. **Under 40 (4 laps):** 1, L. Buttrey; 2, F. McCollm; 3, H. Chamberlain. **Visitors (5 laps):** 1, B. Rowden; 2, S. Higson; 3, J. Wilbrin. **All-comers (4 laps):** 1, J. Wicks; 2, D. Beckford; 3, B. Rowden. **Relay Race (4 laps):** 1, Bon Amis Cycle Club; 2, Reading Polo Club; 3, South Reading M.C.C.; 4, Reading Ace M.C.C. The cycle trial on December 14 was also well supported. The course was very tricky and every section claimed its victims. **Results.—Pedlar's Plate (best performance):** D. Beckford, 5 marks lost. **Best Bon Amis Member:** W. Hannington; 5. **Best Reading Ace Member:** E. Howse; 6. **Best Visitor:** B. Rowden, 23. **Best Lady Rider:** Eileen Avenell, 48. **Team Award:** Reading Ace "C" Team (D. Beckford, H. Critchlow, G. Lawson), 47.

WORCESTER A.C.—The club is now firmly established in the Western Centre. The club-room was redecorated by members just before the "basic" ban commenced and the social secretary, Bob Pratt, has launched an ambitious social programme. Two successful whist drives have been held and the club has heard talks by Freddie Lewis on open trials and by Bob Pratt on his road-racing experiences in the Isle of Man. Much interest was shown in both talks, particularly by the younger "post-war" riders. A social evening was held on December 19 and finished up with an impromptu carol concert after the band had gone home!

X. H.G. TIGER M.C.C.—About the only event in each year at which the "Tigers" bite is worse than its bark—the annual "grub stakes"—was held this year at the Gordon Hotel, Southbourne. The luxurious hotel lounge presented an animated spectacle as members arrived and ordered their pre-dinner drinks, to the accompaniment of much chatter and good-natured banter. Cries of "Spiv" from the more disrespectful element greeted Ray Scovell, unfamiliar without his blue jersey, and indeed quite a few of the riders were difficult to recognize without their boots and leggings. After the excellent meal, chairman Arthur Lambert opened the speeches and proposed the Loyal Toast. Ray Reynolds, popular secretary of the Ringwood club, then proposed "The Club" and secretary Bill Arnatt responded, mentioning the good relations which had always existed between the two clubs. Reg. Marsh then gave the toast of "The A.C.U." and George Allen, of the Southern Centre, in replying, congratulated the club on the progress it had made during 1947. Cecil Burrow then toasted "The Guests" and paid tribute to the guest of honour, Alec Bennett. Mr. Bennett, replying, gave an absorbing résumé of the 1923 racing season, just one of the many that this fine ambassador of British motorcycle

sport spent competing in foreign events. A return was then made to the lounge where the evening was wound up with merrymaking and prize-giving.

WALES

EAST SOUTH WALES CENTRE.—The aim of the Centre and its clubs at the present time is to carry on every practicable kind of activity while straining every effort to press for an early return of petrol for private use. Many clubs who have been extremely busy in the sport are now developing the social side with regular club nights and inter-club visits. On the sporting side, the Centre is open to receive applications for dates and a programme of scrambles and grass-track meetings on alcohol fuel is being prepared. Regular Centre meetings will be held and opportunity taken to discuss and, if necessary, revise the various rules and regulations which govern the sport. Nominations are now invited from clubs for the election of officers for 1948 which will take place at the A.G.M. at the Sandringham Hotel, Cardiff, on January 18. It should be noted that, under a new rule, a junior vice-president will be elected to take office as president in 1949. The date for the Mitchell Trial, subject to A.C.U. approval, is Saturday, March 20.

BARRY M.C.—The club's annual dinner and presentation of awards will be held at the Sea View Club, Rock View Road, Barry Dock (near Barry Dock Station), on Friday, January 16, at 7 p.m. An entertainment will be provided afterwards. Tickets are available from Bert Russell, 99, Pontypridd Road, Barry, Glamorgan. Club meetings are held each Tuesday from 7.30 p.m. at the Lewis Street headquarters.

BUILTH WELLS M.C.—It has been rumoured that Lt. Commander Kidston's Bugatti reached a speed of 100 m.p.h. on parts of the five-mile concrete road course, the use of which the club has obtained for road racing. Real road racing in Wales seems like becoming a possibility at last. The Kidston Scramble was one of the very earliest events of its kind and now it seems that the club will again lead with the first five-mile-lap road course on the mainland of Britain.

CARDIFF M.C. AND C.C.—The weekly club-nights held on Tuesdays at the Carlton Hotel, Queen Street, continue to attract the members and keep them together. On a recent occasion a "20 Questions" competition caused great fun and tested the motorcycling knowledge of those present. It is hoped to arrange for inter-club visits at regular intervals. Members will be pleased to hear that sports organizer, A. Cox, is now recovering from his recent illness.

GLAMORGAN ARMY CADETS (R.E.M.E.).—Major A. J. Lennox, who is in charge of motorcycle training, has affiliated his unit to the local Centre. Training nights during the

week have proved unpopular with the cadets, so theoretical and practical training lessons are now given on Sunday mornings at Briardene, the A.C.F. headquarters. Major Lennox reports that a number of the cadets show promise of becoming first-class riders.

NEWPORT AND GWENT M.C.—Many matters have been straightened out during recent committee meetings; the club's trophies have been listed and allocated for certain purposes and arrangements are being made to purchase outstanding awards. The club's annual function is to be held in the first week of February. The Boxing Night dance at the Clarence Hotel, Pontypool, was a great success. Two bus-loads of members and their friends left Newport for Pontypool and it was unfortunate that the Pontypool club members who were invited could not be present. However, everything went off well and the time to go home came sooner than was expected. On the sporting side, dates are being fixed for scrambles at Race Farm and grass meetings at Caerleon racecourse. Riders who are interested in using alcohol fuel for racing at Race Farm are invited to contact the secretary and, as lorry transport can be provided, there will be no need to tax or insure machines. If sufficient support is forthcoming, an event may be run in January. The secretary is Mr. J. Wonfor, 35, Prince Street, Newport.

PONTILLANFRAITH A.C.—Mr. T. Griffiths, deputizing for Mr. Williams, presided over the annual meeting at the Tredegar Junction Hotel. The secretary, Mr. R. Butler, thanked the members for their loyal support, which had resulted in such a successful year. The lady members had been particularly helpful, especially with the championship trial. The balance sheet was presented and a report given on the building fund. Austin Crew thanked Mr. Butler for his fine work for the club and his able organization of the championship trial. The following officers were elected for 1948:—President, Dr. G. Mackay; vice-presidents, Cyril Morgan, T. Crew, T. Pascoe, L. Evans, G. Allen; chairman, W. A. Williams; vice-chairman, T. Griffiths; secretary, R. J. Butler (3, The Avenue, Wyllie, Pontillanfraith); assistant secretary, L. Hart; treasurer, T. Crew; financial secretary, G. Evans; captain, B. Allen; vice-captain, M. Allen. Social events will be continued during the winter months.

SCOTLAND

MELVILLE M.C.—A party of 76 members and friends attended the club's Christmas dinner and party held in Craigs Ballroom, Dalkeith. During the afternoon the president, Mr. J. A. Henderson, presented the secretary, Mr. J. A. Hodge with a handsome writing case in recognition of the latter's services to the club over a period of 10 years. The club wishes to send greetings from "Auld Reekie" to all other clubmen, wherever they may be.

Crossings Campaign

Local authorities have been asked by the Ministry of Transport to support a new drive to make pedestrian crossings more generally observed and used. Since the war, when the black-out made pedestrian crossings useless at night, there has been a tendency for pedestrians and drivers to disregard the crossings. This has resulted in a return to the old practice of "dodging the traffic."

The new campaign will be mainly educational, and the public will be reminded of the pedestrian crossing regulations. One of the first steps to be taken will be the replacement of beacons and studs which were damaged or removed during the war. Later on, when it is considered to be practical, the beacons are to be illuminated with low power lamps placed inside the orange globes. Highway authorities have been asked not to light the beacons until this is made a legal requirement, which will not be until conditions permit.

The question of the most suitable markings of crossings has been further considered by the Minister of Transport. The conclusion reached is that the marking, other than by studs and beacons, is of doubtful value and, for the sake of uniformity, the Minister proposes that crossings shall be legal only when marked according to regulations. Where they are now marked in some other way, a period of grace will be given for them to be brought into line. This is not intended to rule out some better way of marking should one be devised, and experiments made by the Road Research Board, in co-operation with the Ministry, will be continued.

Efforts to popularize the use of crossings will be combined with the present national road safety campaign, and it is hoped that

WASH

local Road Safety Committees will focus attention on the subject in exhibitions and displays, with a view to creating public confidence in the crossings.

Royal Orders for R.A.C.

Mr. Wilfrid Andrews, chairman of the Royal Automobile Club—whose interest in and work for international motoring is well known—has been made by the King of Sweden a Commander 2nd Class of the Royal Order of Vasa of Sweden, as a token of appreciation of services rendered to Swedish automobile interests. Mr. Geoffrey Samuelson, secretary of the R.A.C., and Captain A. W. Phillips, M.C., General Manager of the R.A.C. Associate Section, have been created Chevaliers 2nd Class of the same Order.

New Year Honours

The New Year Honours List, published in "The Times" on January 1, included amongst the Knights Bachelor, the names of two gentlemen well known in the motorcycling world. They are Mr. Harry Ralph Ricardo, F.R.S., of "Riccy" Triumph renown, and Mr. Charles Garonne Renold, chairman of the British Institute of Management and chairman of the board of directors of the Renold and Coventry Chain Co., Ltd.

Future of New Forest

A Committee appointed by the Minister of Agriculture has lately been considering various aspects of the future of the New Forest and its report is now obtainable at 3s. 6d. from any bookseller. The details will be found intensely interesting by lovers of the neighbourhood; so far as the wider motorcycling public is concerned, it is

satisfactory to note that the Committee takes what appears to be a generally reasonable line on the subject of the roads through the Forest. It favours the construction of the proposed new route between Cadnam and Ringwood, for instance, and regards a by-pass for Lyndhurst as essential.

On the other hand, the Committee's suggestions regarding camping are unlikely to have much appeal to that fraternity. They appear to savour rather of regimentation, which tendency makes its appearance in other sections of the report.

Lighting-up Timetable

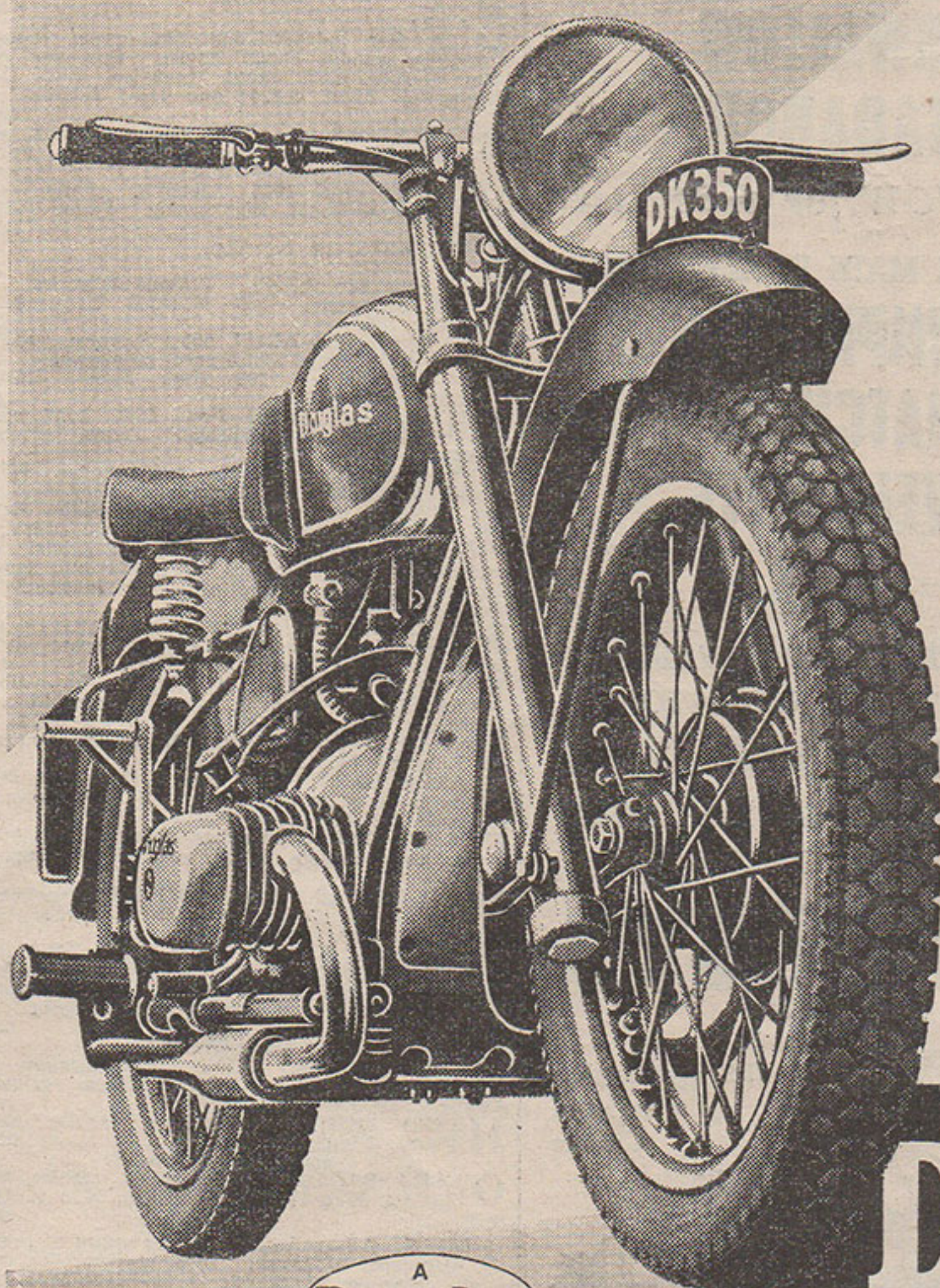
The Lighting-up Timetable for 1948, published by the R.A.C., is available from the Club in London or at any of its County Offices. Produced in folder form, it gives the beginning and end of lighting-up time in London for each day of the year.

The folder also contains a correction table, showing the variation in lighting-up times in different parts of the country. The demand for these tables, which are published every year, is considerable and motorists are advised to make early application for them.

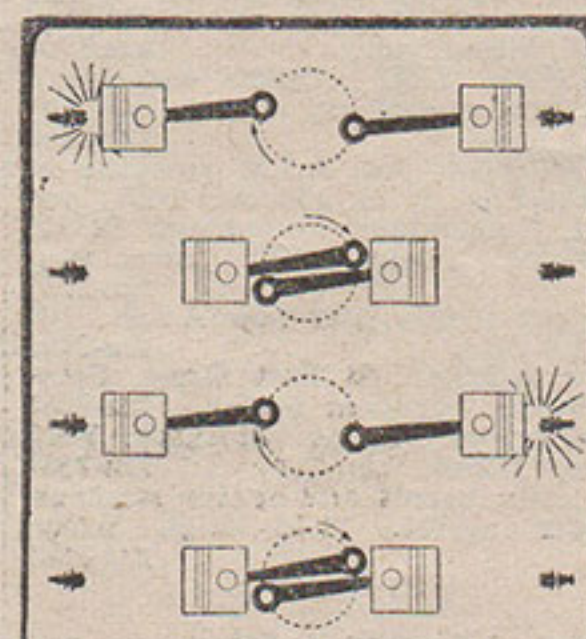
Obituary

It is with sincere regret that we record the death on Sunday, December 28, of Mr. J. J. Jones, assistant sales manager of Associated Motor Cycles, Ltd., Plumstead. The funeral service took place at St. Peter's Church, Bexleyheath, on Friday last, January 2. Mr. Jones will be well remembered, not only by those with whom he came into contact at Plumstead, but also by many who knew him previously, when the original A.J.S. concern, with which he served for a number of years, was at Wolverhampton.

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£19 10	B.S.A. 1934, 250 c.c., o.h.v., 3-speed, maglita.	
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49 Guineas. D.K.W., registered 1938, 198 c.c., electric lighting, very good condition. Terms. Exchanges. List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. 987-68

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Motorcycles for Sale etc. contd

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ELEANOR MOTORS to you, new ENFIELD. 265 Mare Street Hackney Phone. Amb 5134.

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YOUNGS, 350 c.c. s.v. ENFIELD, reconditioned ex-W.D., three months' guarantee, £62 10s., purchase tax £16 17s. 6d. Easy terms; exchanges. Free storage during payments.

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Godfreys LTD

208-210, Gt. Portland Street, W.1. Euston 4632
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4701 Speedwell.

H. A. SAUNDERS, of Golders Green, 616 Finchley Road, N.W.11. zzz-3036
ANGUS MOTOR CYCLES, EXCELSIOR main agents. Station Parade, Sevenoaks, Kent. Sevenoaks 3338. zzz-9290

BILL BEEVERS. The rider agent for your new EXCELSIOR. 172 Fifth Park Road, Sheffield, 5. zzz-1928

ELEANOR MOTORS for your new EXCELSIOR. 265 Mare Street, Hackney. Phone. Amb 5134. zzz-2229

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32 Guineas. FRANCIS-BARNETT Powerbike, 1940, electric lighting, excellent condition; also Cruiser. Terms. Exchanges. List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. 987-69

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M.A. Immediate delivery of reconditioned HARLEY-DAVIDSONS, from £95. We're Harley enthusiasts and can give full technical and spares service. Easy terms, exchanges. Marble Arch Motor Supplies, Ltd., 113-5 Edgware Road, W.2; and 286-302 Camberwell Road, S.E.5. zzz-2302

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ARCHERS, the rider agents, for your new MATCHLESS. Victoria Road, Aldershot. Phone 323. zzz-2319

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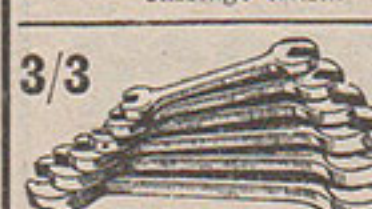
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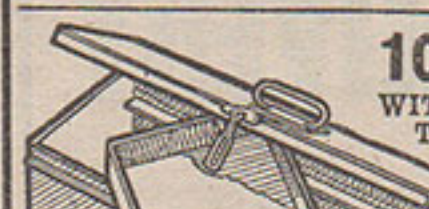
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Useful steel vice, 6 in. jaws, open to 4 ins., ribbed for strength, fastens to bench by wood screws, just right for the small workshop. Post 1/- Our price 12/9

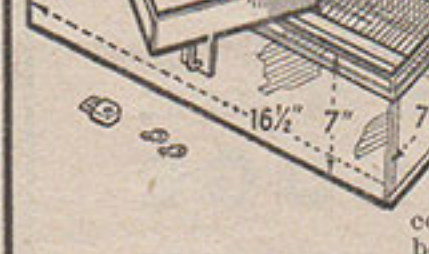
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3/3

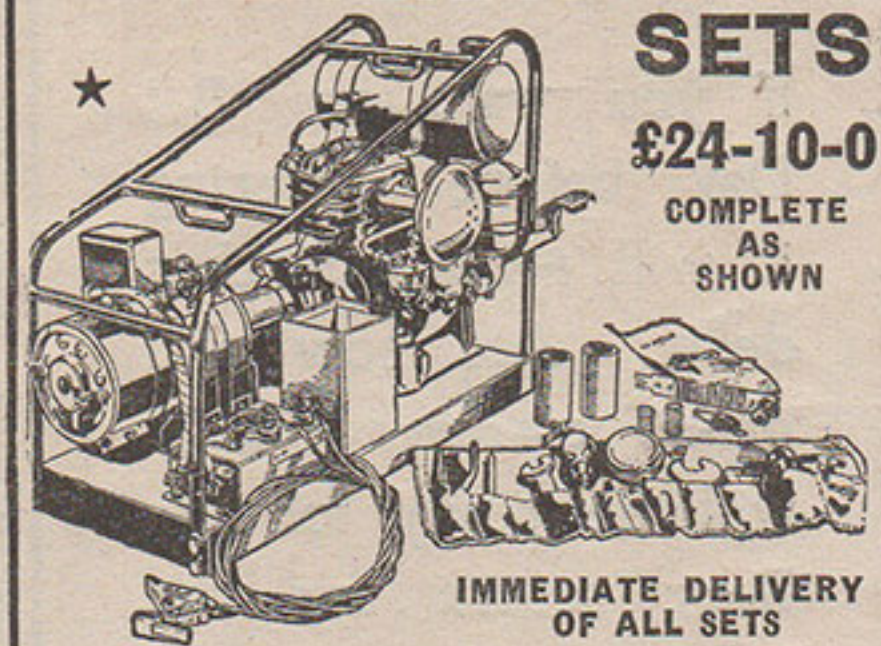


10/6



10/6

PETROL-ELECTRIC GENERATING SETS



SET B/S. Single-cylinder Engine, 6-12 volt generator, 7 amps output, as illustrated, complete with charging board, petrol tank, tools, spares, ready to run. Our price £24 10

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All sets may be inspected and seen working at our Showrooms. Larger sets also available.

WRITE NOW FOR FULL DETAILS

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Branches: 113 and 115, Edgware Road, MARBLE ARCH, W.2. 133 and 135, Edgware Road, MARBLE ARCH, W.2. 28, 28a, Goldhawk Road, SHEPHERD'S BUSH, W.12. 1156, London Road, NORBURY, S.W.16.



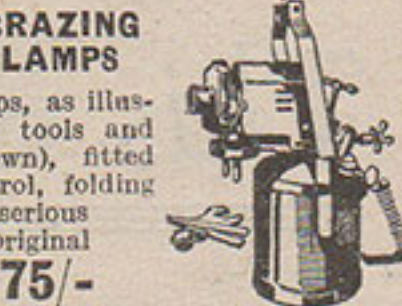
TOOL BOXES

Strong metal tool boxes, as illustrated, stout leather fronts, hasp for padlock, leather handle, easily bolted to carrier, new unused ex W.D. Post 8d. Clearance price 4/6

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WITH PADLOCK AND TWO KEYS. TO-DAY'S VALUE 35/- Magnificent Atters' Steel Tool Boxes. Well finished for home or workshop, 16 1/2 in. x 7 1/2 in. x 7 in., removable tray 7 1/2 in. sq. x 1 1/2 in. deep, hinged lid, collapsible carrying handle, substantial locking hasp, finished dark olive, with padlock and two keys. Unequalled Bargain. Price 10/6 only. Post 1/8 (single). Not to be confused with W.D. Ammunition boxes.

January 8, 1948—MOTOR CYCLING 9 (Supplement)

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RAYMOND WAY!!! of Kilburn for your new MATCHLESS. 100% after-sales service. Terms. RAYMOND WAY'S Super Motorcycle Showrooms, Kilburn. Maida Vale 3322. 987-6

115 Guineas. MATCHLESS, 1946, 347 c.c., o.h.v., Clubman Model G3/L, small mileage. Five 1946 models. Terms. Exchanges. List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube.) Hampstead 6041. 987-70

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EVERY part for the latest models. Albons of Barking, 115-119 Rippleway, Barking. Ripplaway 2337. zzz-1200

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£12/10. 250 o.h.v. NEW IMPERIAL, dynamo. Avenue, Streatham. good runner. Barnes, 36a Leigham 987-x3822

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TRIUMPH MOTOR CYCLES. Triumph Engineering Co., Ltd., Meriden Works, Allesley, Coventry. zzz-2027

4701 Speedwell.
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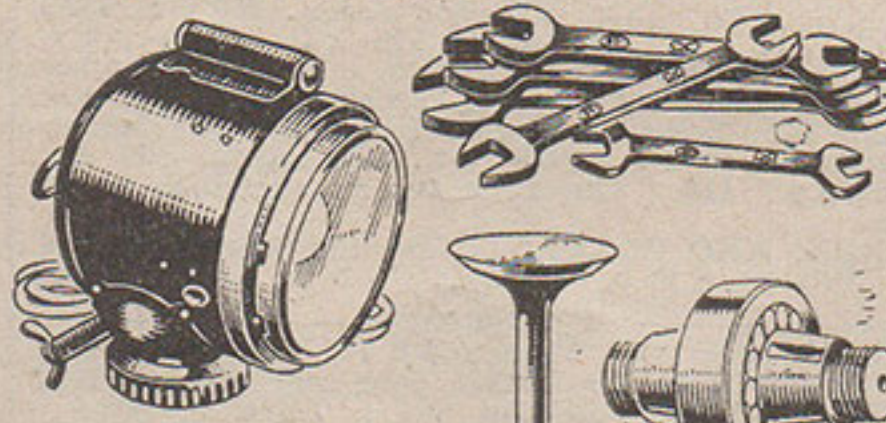
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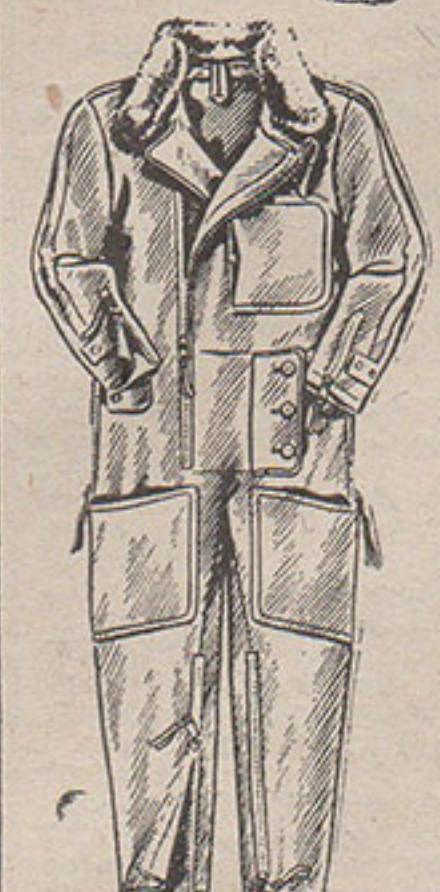
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DISPOSAL: for 500 o.h.v. Excelsior Manxman, unused alloy con rod, crankpin, cage and rollers, £5. Fallowfield, 66 Peartree Lane, Welwyn Garden City, Herts. Phone 3829. 987-x3808

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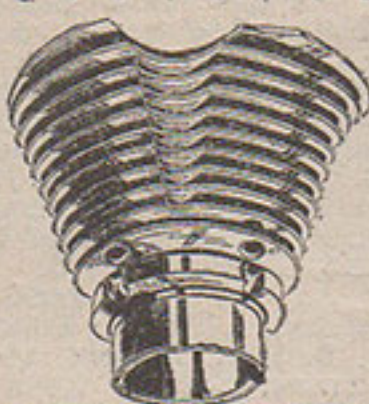
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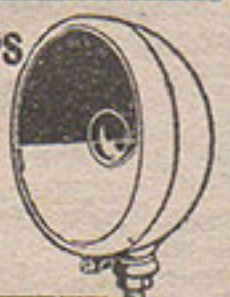
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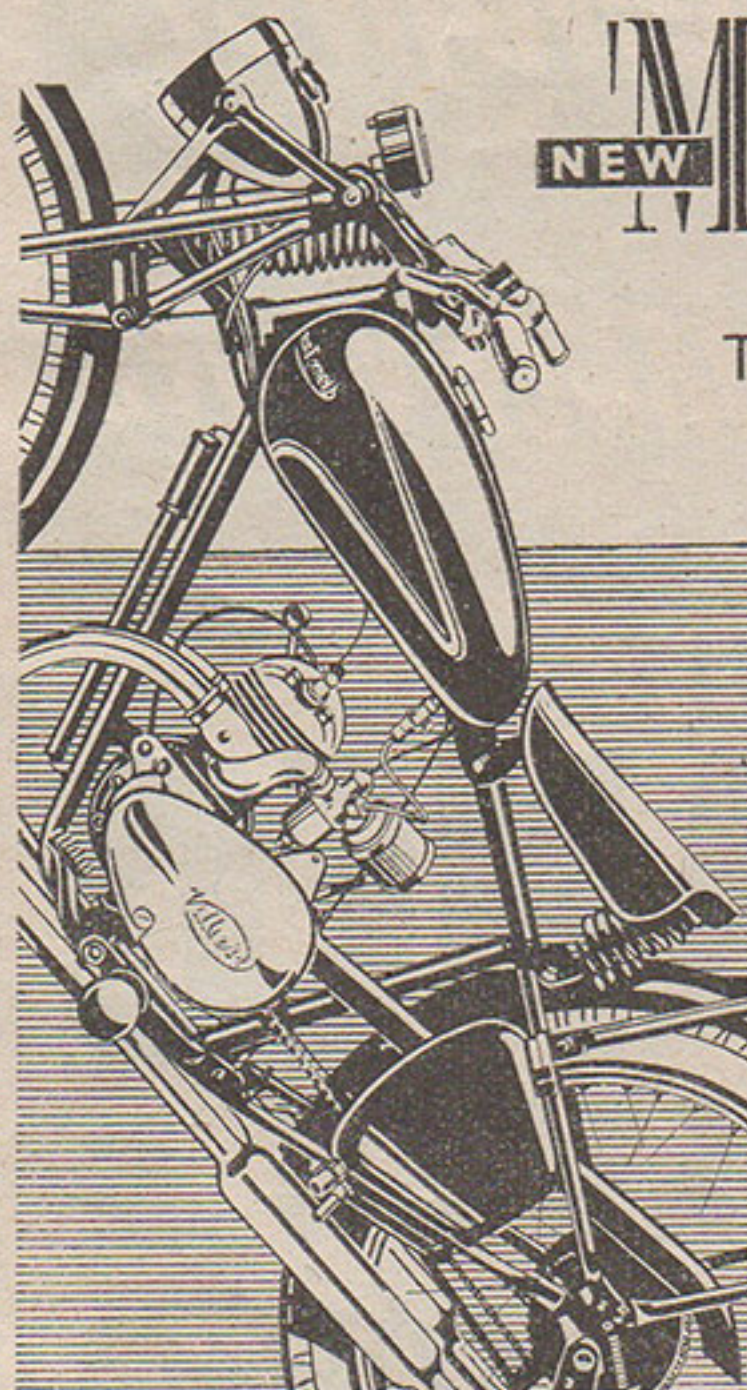
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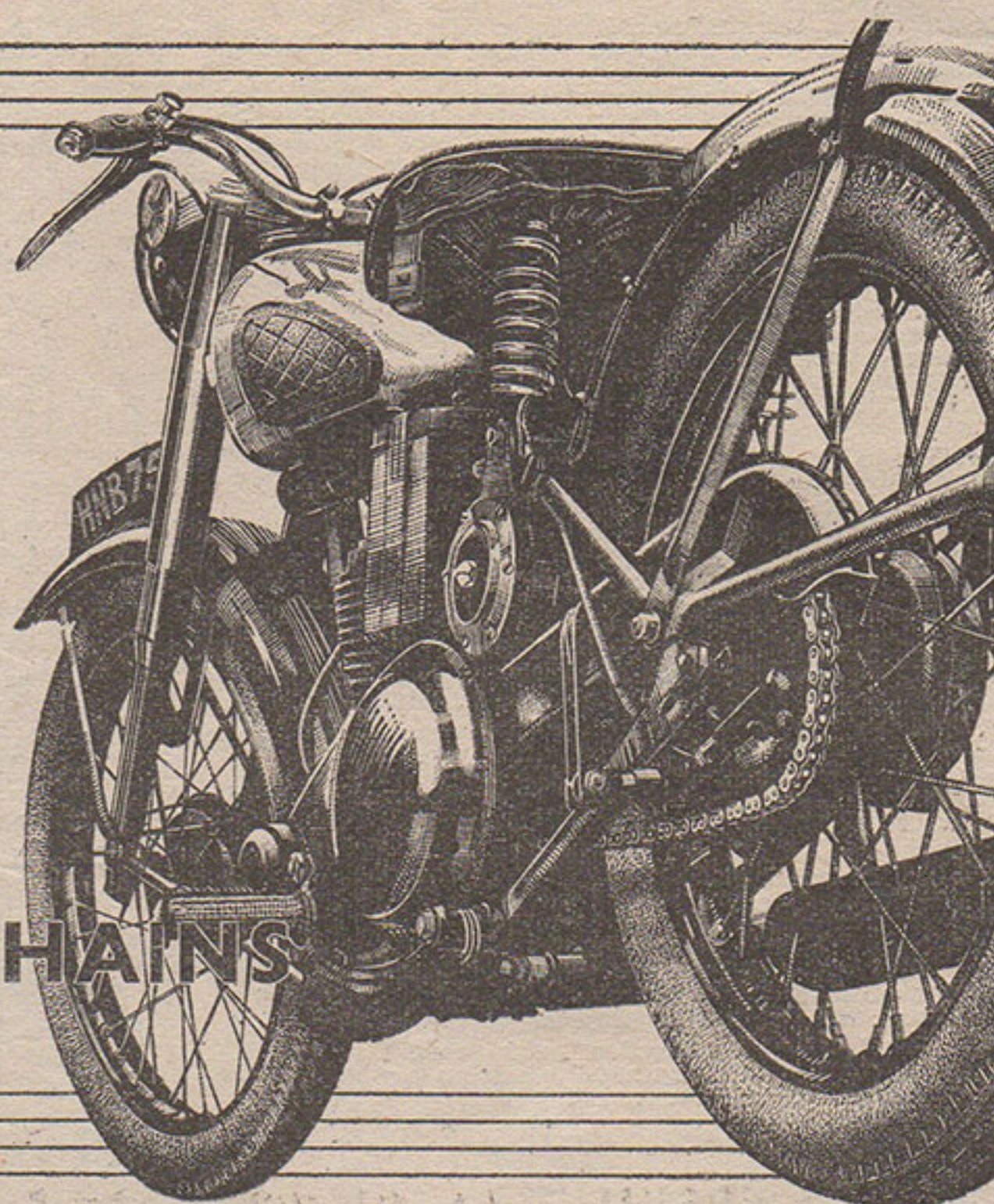
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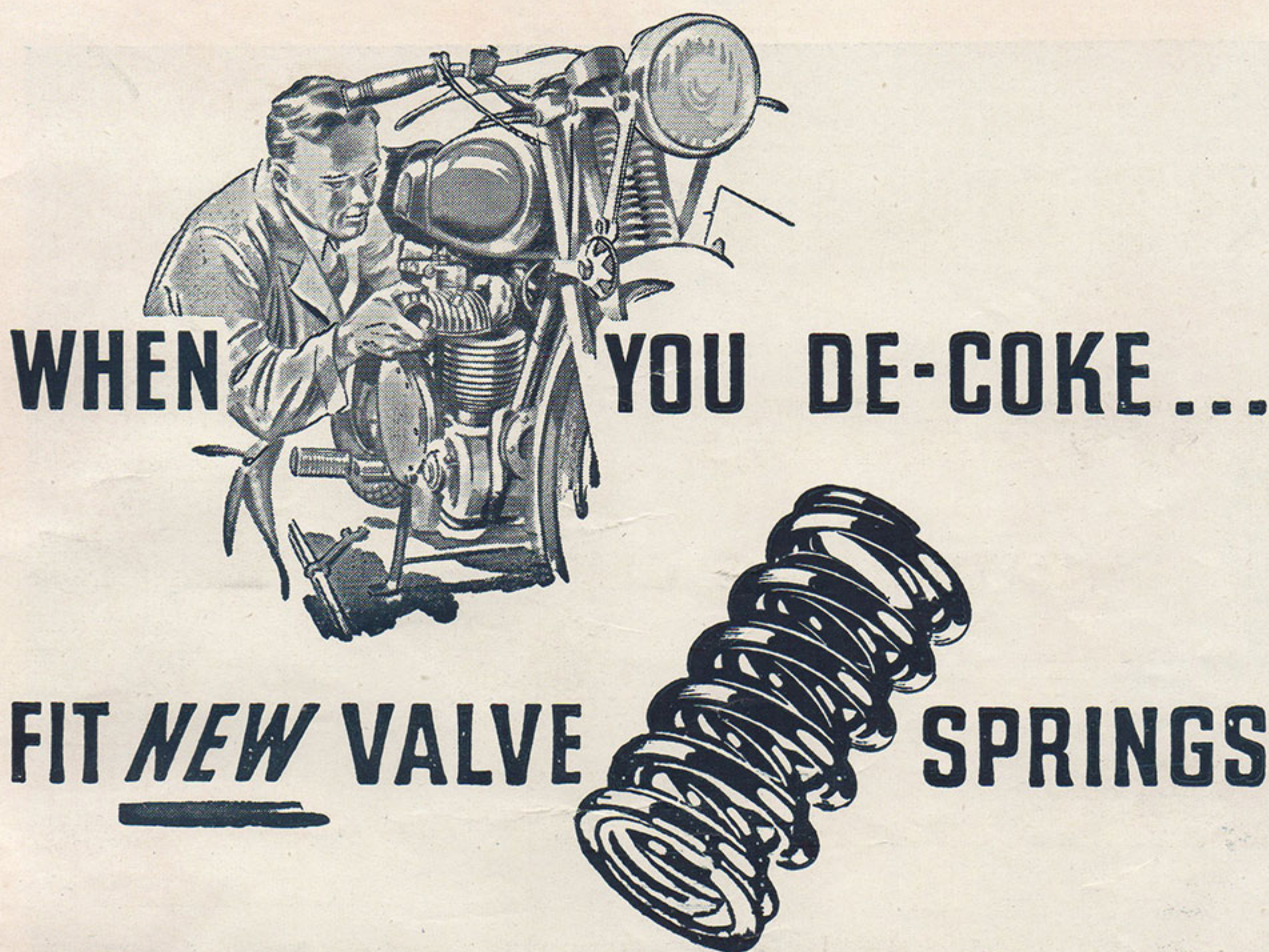
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