

NOVEMBER 4, 1948.

MOTOR CYCLING

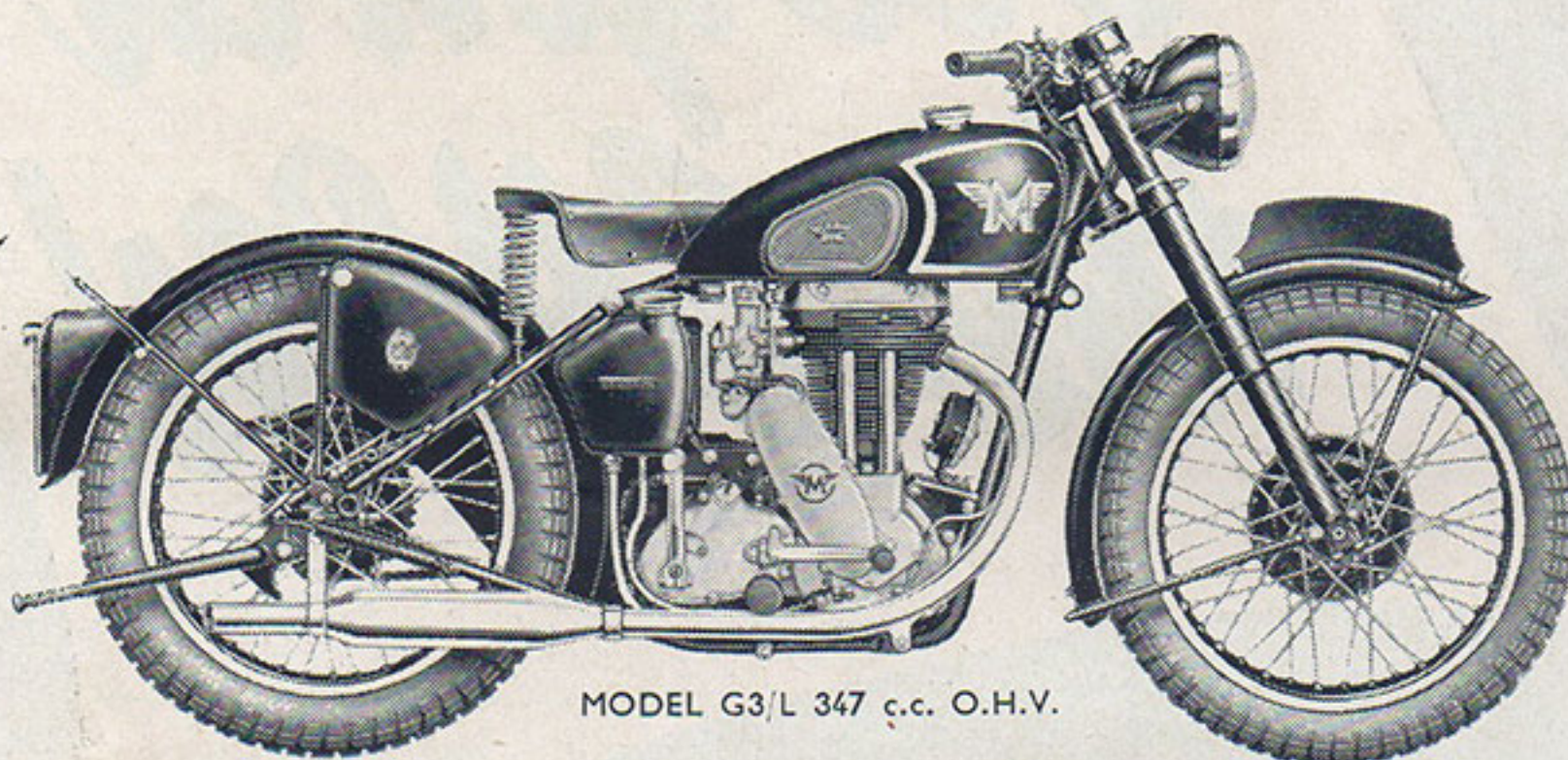
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Editor :
GRAHAM WALKER



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In their off-moments
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they invent permanent gramophone records,
detergents, fertilisers, perfumes
and casually call these *by-products!*

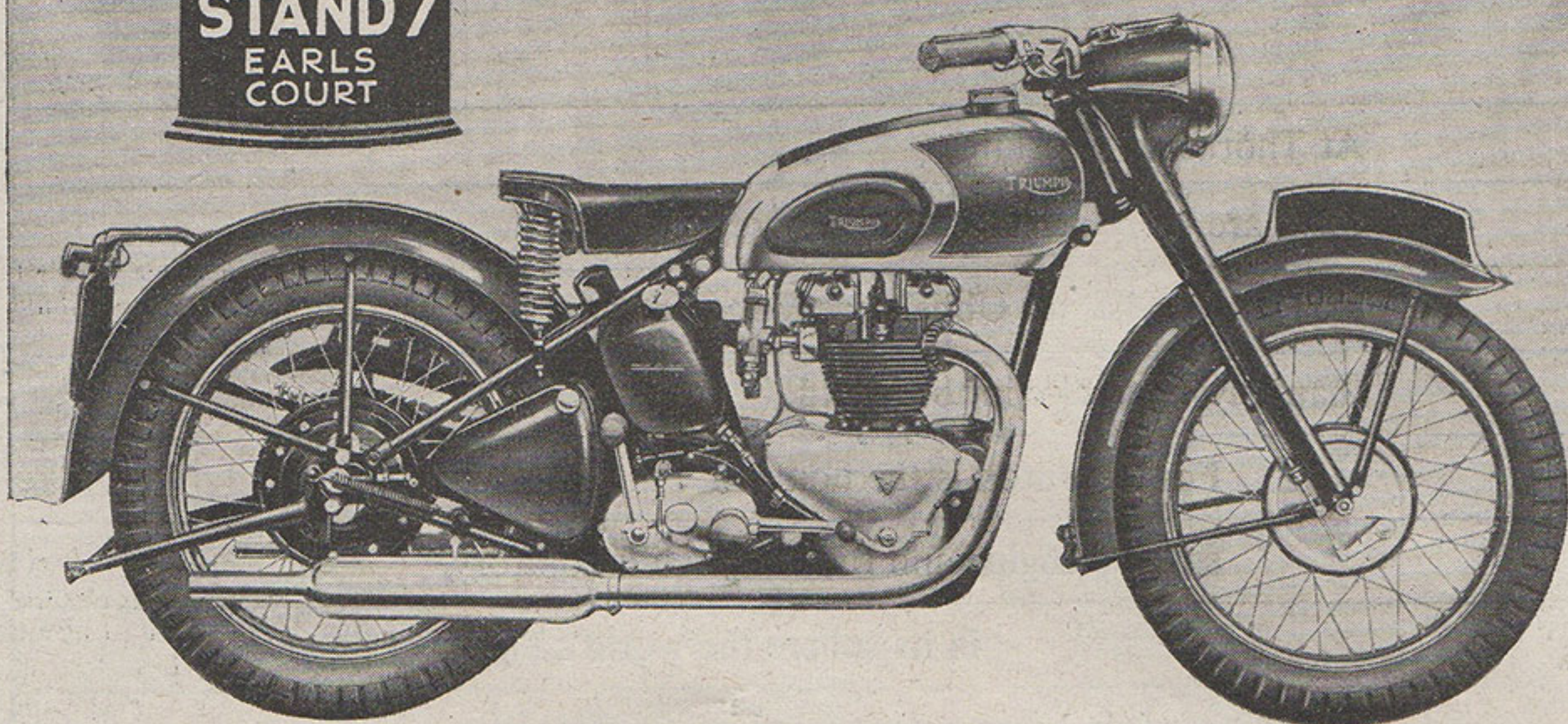
SHELL is spending £4,000,000 on research in 1948.

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THE TWIN WITH A TEN YEAR START!

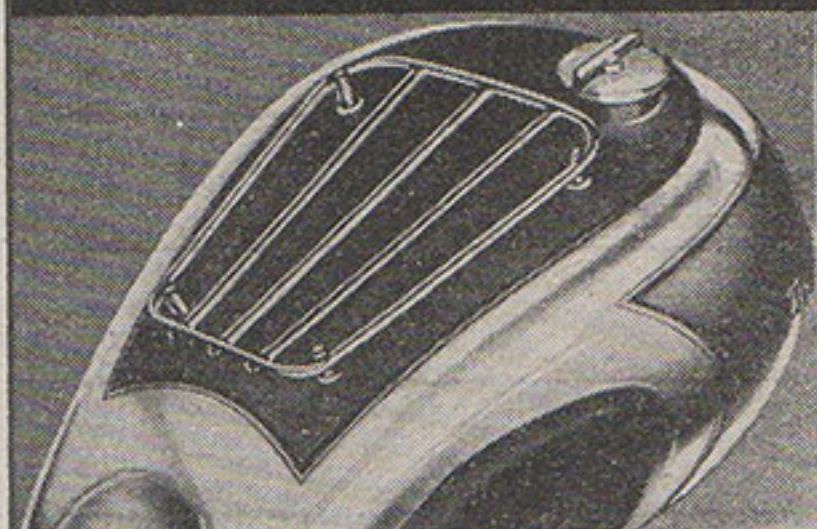
STAND 7
EARLS
COURT



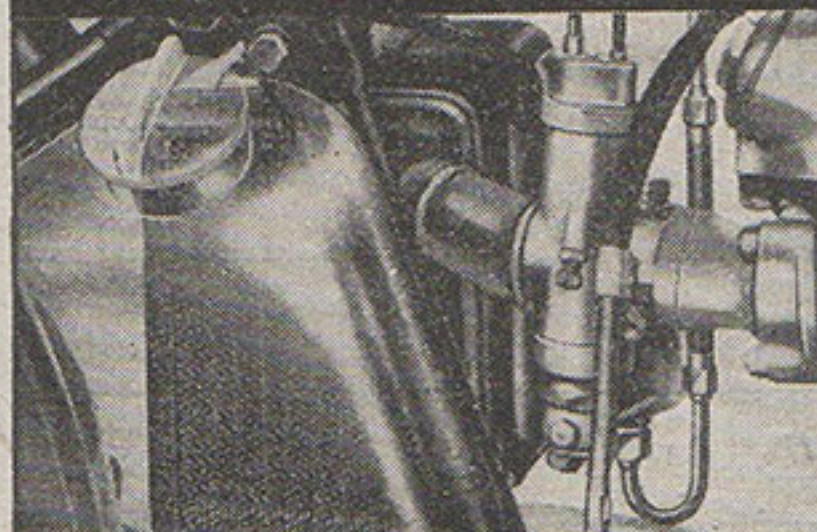
TRIUMPH *for 1949*

The modifications that have been incorporated for 1949, several of outstanding interest, will appeal to all practical hard riding motorcyclists. Basically though, the range remains as before — the first and finest quartette of high performance twins in the world. Prices too, remain as before, additional cost being absorbed by improved production.

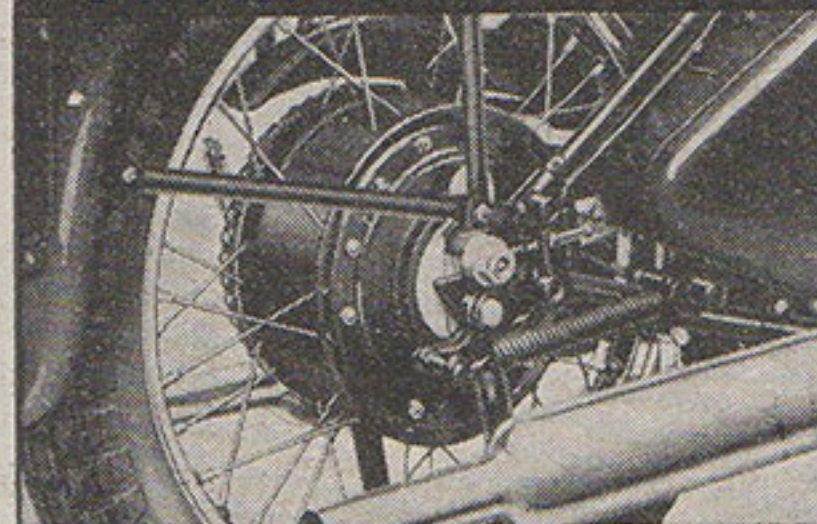
PARCEL GRID



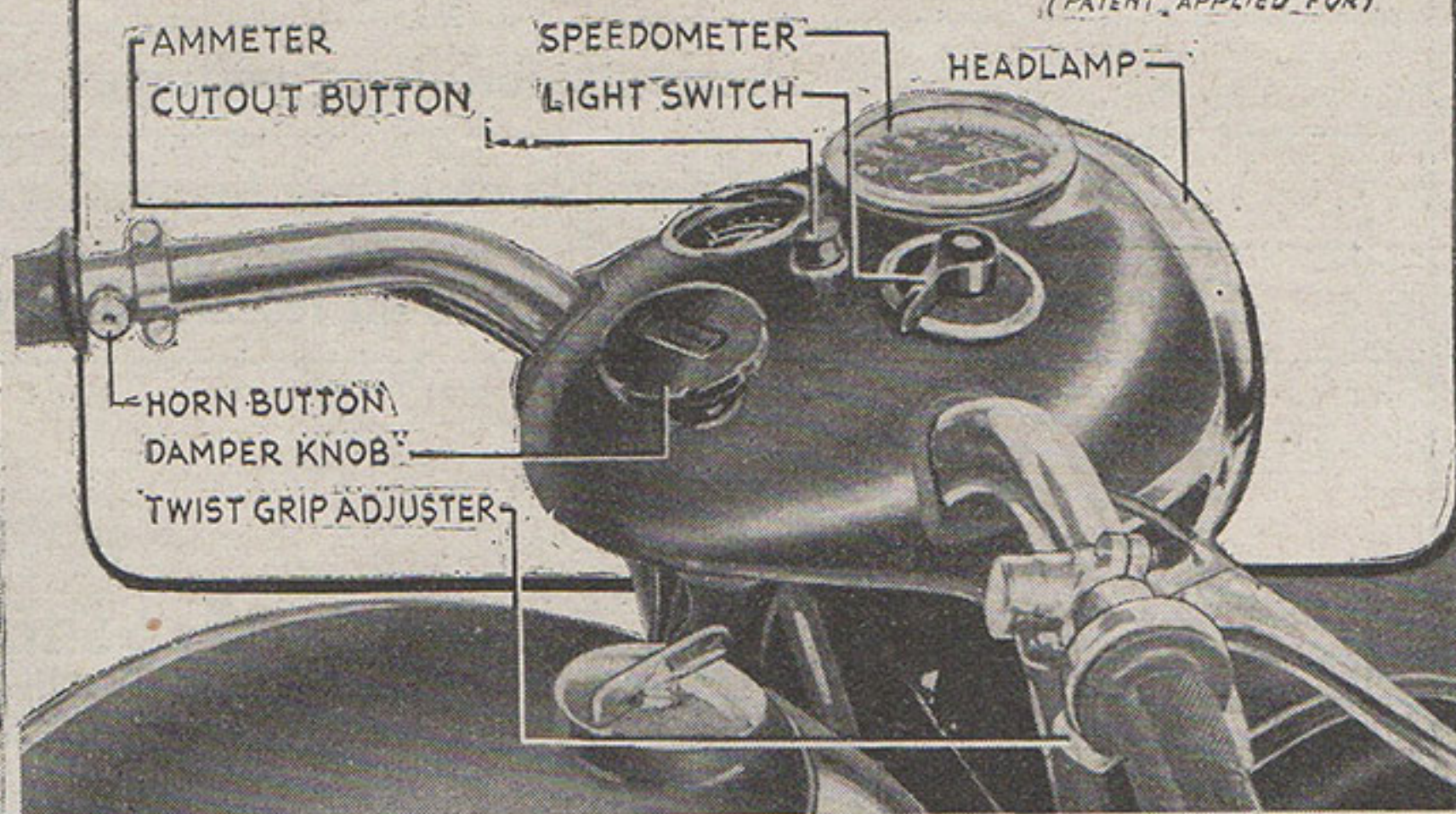
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(PATENT APPLIED FOR)



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Vol. LXXIX.

November 4, 1948.

No. 2030.

EDITORIAL

Should the "Veterans" Have Driving Tests?

RECENTLY a Sunday newspaper announced that driving tests for all fifty-year-old motorists, however long they have been driving, are planned by the Ministry of Transport. The paragraph added that the age limit will be lowered gradually till all drivers face a test at forty, and that "to aid checks on licences they [the licences, not the drivers!] are to be issued in ten different colours."

At first sight this report, if it be substantiated, would appear to reveal yet another bureaucratic restriction on the liberty of the subject. Indeed, some readers have taken it so seriously as to write to us, indignantly condemning the proposal out of hand as an insult to the veteran road user.

Whilst we can sympathize with those who fear that their years are in danger of being mocked, we are unable to agree that such tests, should they really be imminent, are necessarily a bad thing. In some respects the conditions which govern the issue of driving licences in this country have always been more haphazard than logical. It is not so long since a bed-ridden, or even a blind, man could possess himself of official permission to drive simply by paying a five-shilling fee.

The introduction of "Learner" tests cut out many such anomalies, but there are still gaps in the system. For example, we can quote the foreigner who, while on a short visit to England over twenty years ago, bought a British driving licence but never used it. When taking up residence in London after the late war he had only to present his old licence for renewal and, without offending any regulations, was automatically authorized to use on the highways almost any kind of vehicle, from a traction engine to a motor mower, and including a motorcycle, though, in fact, his total experience was limited to a few hundred miles in a small car on continental motor roads!

Such a case is, of course, exceptional. Among the "veterans" whose licences date back to pre-"Learner" days the vast majority are adept by experience. And that, one presumes, is the very reason why the authorities begin to foresee a need for further tests. Motoring has been with us now for some fifty years, yet there is nothing to forbid the issue of a licence to a centenarian. Only he himself, unwitnessed, is required to state on his annual renewal application that he is physically capable of driving a vehicle and that he can read a number plate at twenty-five yards. In no other branch of mechanical transport does such a situation exist. Locomotive drivers, aircraft pilots, and sea captains

have to submit to rigorous periodical tests of their efficiency and the general public would never have it otherwise.

Is it, then, so unwarrantable that a driver of vehicles on the roads should be required to show occasionally that his faculties remain equal to the ever-increasing need for alertness, physical and mental, in safe highway conduct?

Few of us, naturally, can be anxious to see bureaucracy plague us with further additions to our complicated laws. Already one in every eight adults is allegedly engaged in directing, controlling, testing, managing, serving or harassing the other seven, and the proportion threatens to become higher. More driving tests would inevitably mean more civil servants and more paper work (*vide* the licences in ten colours!), but in this particular instance we should be chary of saying, with Mr. Bumble, that "the law is a ass—a idiot." It is impossible, in any matter which essentially concerns the safety of human life on the road, to be too careful.

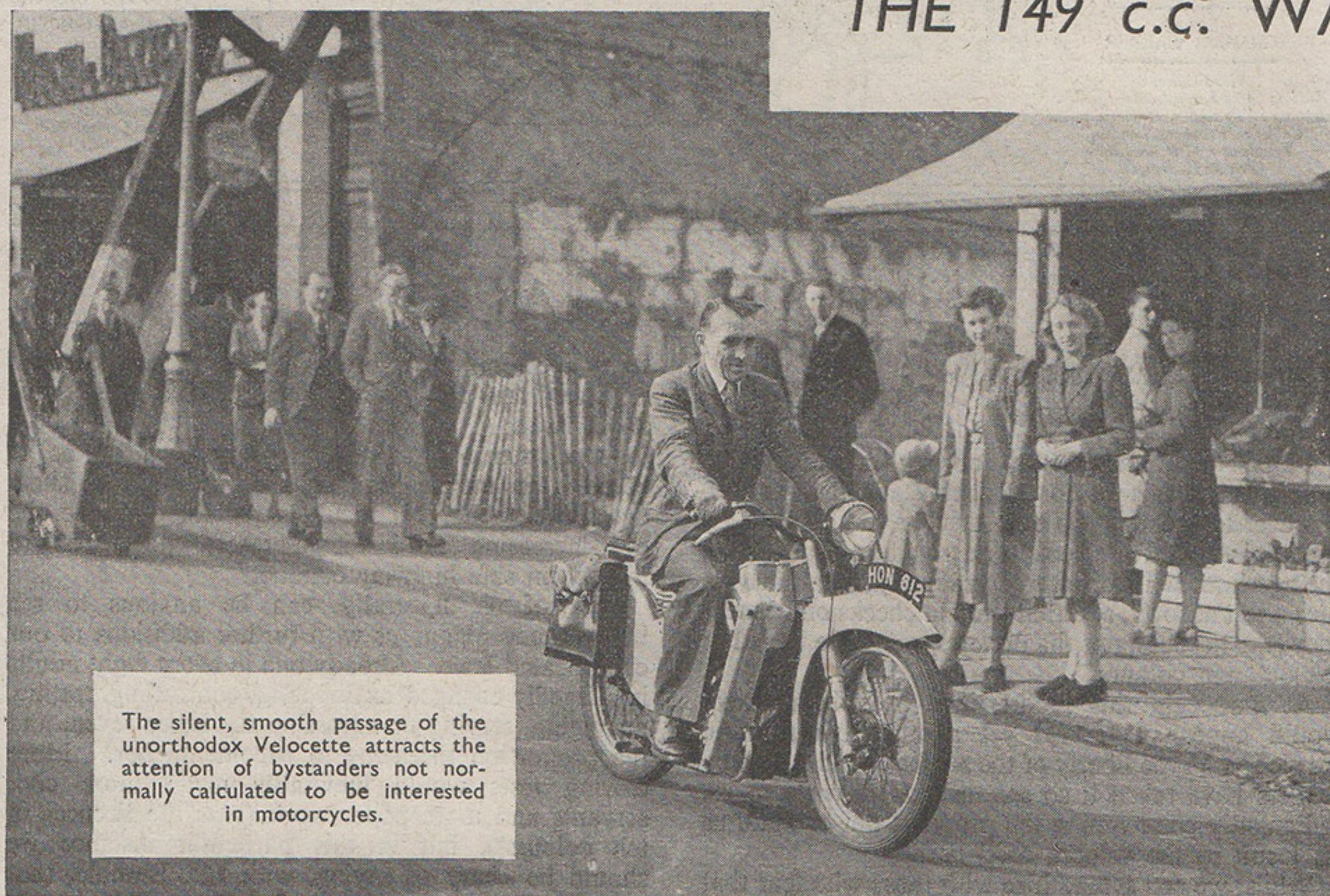
Better Safe Than Sorry When Buying Second-hand

WITH delivery dates of the latest models not always, as they were before the war, "immediate," it may well be that Show Time this year will not see quite such a general shake-up in the new and second-hand sales markets as was once customary at this period. Nevertheless, the unprecedented interest shown in the Motor Exhibition is an indication that British people would, if they could, be busily buying and selling cars just now and, since the delivery situation of motorcycles is perhaps a little easier, it is probable that there will be many machines changing hands in the near future.

Acting, therefore, on this assumption, we think it wise to call readers' attention to a matter stressed in a recent R.A.C. news bulletin, wherein it is stated that the Club's legal and engineers' departments are receiving an increasing number of calls from motorcyclists seeking advice on the purchase of second-hand machines. All too frequently, says the bulletin, the call is made after withdrawal from purchase is virtually impossible and when it is too late for the expert advice, which the R.A.C. Solicitor and Motorcycle Engineer can give, to be of any avail. Pre-purchase advice and inspection are part of the service the motoring organizations offer members and, while there is generally never any need for them when conducting business with a reputable dealer, they can provide an invaluable safeguard in the case of a private arrangement with a stranger.

Road Tests of Current Models

THE 149 c.c. WATER-



The silent, smooth passage of the unorthodox Velocette attracts the attention of bystanders not normally calculated to be interested in motorcycles.

THE problem of how to persuade the proverbial "man in the street" to sample the undoubted benefits of personal, two-wheeled powered transport has always provided a ready topic for discussion in motorcycling circles. Many knowledgeable students of consumer research in our ranks have insisted that such a market exists, and have pointed to the vast sales potentialities awaiting a manufacturer sufficiently daring to scorn convention by producing a machine built simply and solely for everyday transport.

Certain attributes are regarded by common acceptance to be essentials. Silence, ease of starting, weatherproofing, low first cost and running charges, comfort, and complete freedom from messy tinkering. Bearing them in mind, it would appear that the new 149 c.c. Model LE Velocette, described in last week's issue, scores on every point and even boasts some additional advantages. A recent 600-mile road test confirmed the impression that here is something worthy of John Citizen's most serious consideration. Impression, indeed, became a firm conviction when our tester discovered that the machine attracted so much attention as to prove an embarrassment on numerous occasions. The mere act of drawing up to the kerb in a busy shopping area in ghostly silence almost invariably became the signal for an interested crowd to forgather—a crowd whose questions revealed scorn for technical facts but a deep curiosity as to purchase price and mileage per gallon. It was only the motorcyclist who inquired about performance figures and design. There is a lesson to be learned from all this.

Starting was, quite literally, child's play in its ease and certainty. Switch on the ignition and petrol; if cold, pull out the carburettor-mounted strangler; sit astride and give a sharp upward pull on the off-side mounted hand lever, whereupon the central stand springs back and the motor is running! If off the stand, engage bottom gear, lift the clutch and pull the starter for an immediate getaway as the clutch lever is released. With the unit hot or cold it was possible to push the machine into action by merely swaying the body forward and without moving the feet!

Surrounded by the noise of city traffic, it was sometimes difficult to know whether the engine was still running; the standard of silence is uncanny throughout the range of

performance. The unit warms up quickly and the strangler can be pushed home within a minute of starting with an assurance that idling will be positive and reliable. On the particular machine under review there was evidence of a flat spot just above tick-over engine speed.

A "gate" principle is used for the hand gear change with low gear position bottom left, second gear top right and top gear bottom right. The actual movement deserves high praise by ensuring a smooth, clean engagement whatever the engine revolutions. A little care was necessary to avoid transmission shudder when moving from a standstill, the combination of light clutch and silent motor making it possible to misjudge the degree of throttle opening needed.

Selecting a happy cruising speed proved a simple matter because it lay wherever the rider dictated, right up to the maximum obtainable. Under favourable conditions 45-50 m.p.h. could be maintained indefinitely, but the usual gait was with the leg-shield panel-mounted speedometer hovering between 40-43 m.p.h. No sign of distress or overheating was noticed at any time and on three separate occasions 100-mile non-stop runs were accomplished within five minutes of an even three hours. One of these journeys involved a climb of Woodhead Moor, over the Pennines, against a rising gale, but the speed never dropped below 25 m.p.h., at which figure second gear was engaged to build up speed to the maximum of 35 m.p.h. in this ratio. Handling under all conditions was faultless, vicious side winds having little effect upon the excellent steering despite the depth of shielding and mudguarding.

Front and rear springing ironed out bumps and potholes with a pleasant facility. No trace of "bottoming" was experienced despite the fact that the quickly adjustable spring legs, which control the rear suspension, were left in the "soft" forward position.

With long, shaped footboards and rear-swept handlebars the riding position was most comfortable, a point to inspire confidence among tentative riders, but 100 continuous miles in the saddle suggested the sponge-padded alloy pan seat was a little hard, or that the saddle springs were insufficiently resilient.

The burning question of m.p.g. was answered in a very satisfactory manner. Over a 500-mile check the exact figure

COOLED TRANSVERSE TWIN VELOCETTE

A Factual Report on the Performance of a Remarkable Lightweight

worked out at 104.8 miles to each gallon, without any attempt whatsoever towards economical driving. This included more than one effort to ascertain how many miles could be tucked into one hour, with a "best" total of 37 miles during a Birmingham-to-Lincoln journey. Gross ill-treatment even included a flat-out downhill run with the speedometer showing 58-60 m.p.h.! One *teaspoonful* of oil brought the dip-stick level back to the "full" marking at the end of the test; indeed, but for indications of a slight seepage past a faulty sealing washer in the filler cap it is doubtful if any "topping-up" would have been required.

There was no trace of oil leakage from the rear-drive bevel housing and the only noticeable feature of the shaft drive was a very faint whine at speeds above 30 m.p.h. Flexibility was good, it being possible to throttle down to 8 m.p.h. in top gear without snatch. Lowest practical speed

spindle nut and the clamping bolts provided at the ends of the fork legs.

Messy maintenance is a thing to be dismissed from the mind with this remarkable vehicle, for there are no grease nipples to require attention. No difficulty attends the removal of either cylinder head, although the manufacturers claim that decarbonizing, or any other form of attention to the engine and cycle parts, should not be necessary under 20,000 miles. The forks are, of course, self-lubricated with the oil which provides a most efficient shock-absorbing medium. The only visible evidence of its presence was provided by a faint smear which appeared at the base of the near-side fork leg towards the end of the test.

The simplicity of the control layout is an excellent feature. The handlebars merely carry the front brake and clutch levers, dip-switch and horn button, with a built-in type of Amal twist-grip throttle. The lighting and ignition switches are housed in a panel on top of the offside leg-shield, with a two-way operation for the ignition control to provide direct current when required. The Miller head lamp supplies illumination adequate in all circumstances.

Inbuilt pannier bags form part of the standard equipment. Those on the test machine were quickly detachable. Whether this detachability is altogether desirable is a point still under discussion, but it has undoubted merits when carrying luggage into hotels, or for shopping expeditions.

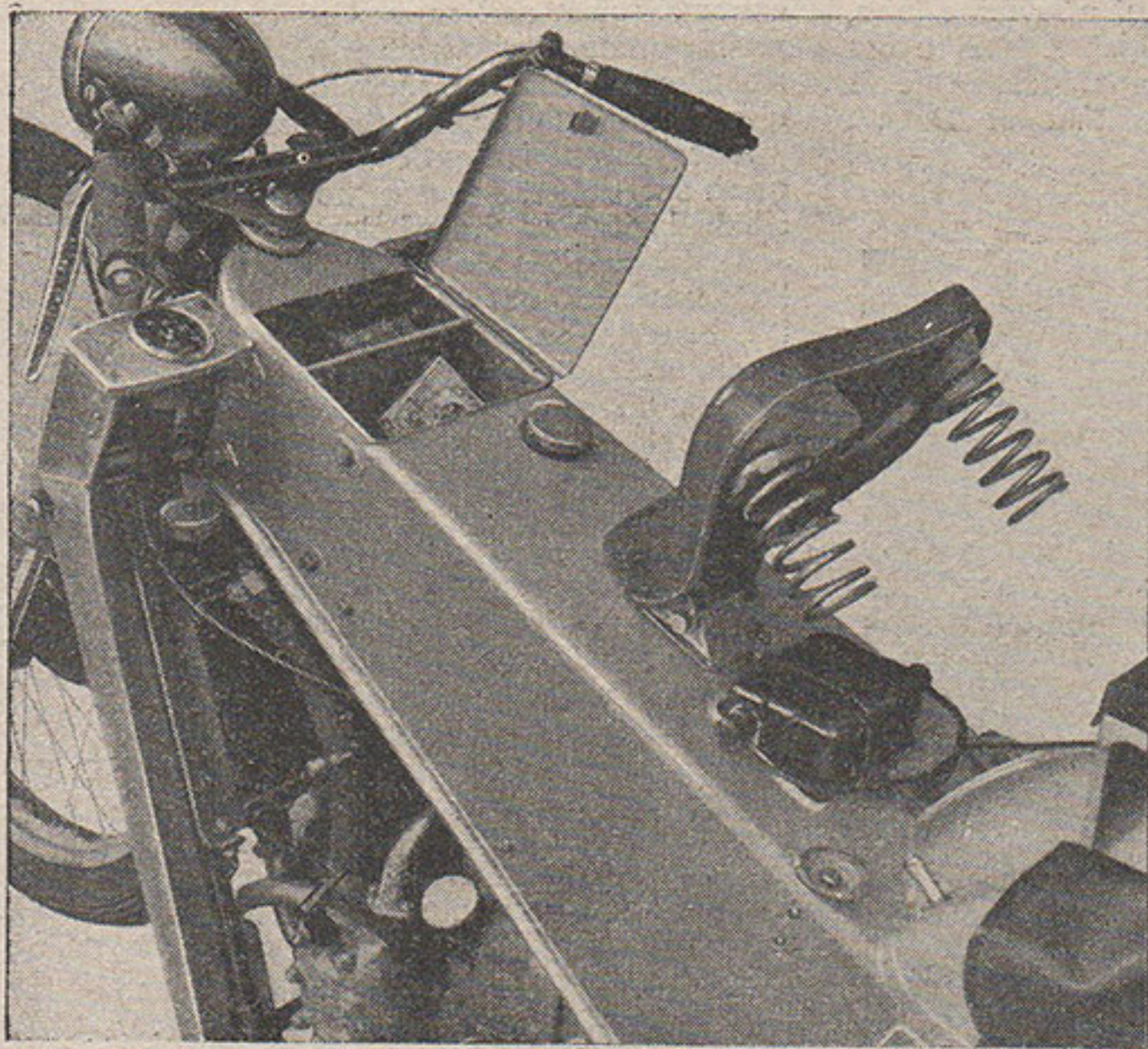
Weatherproofing with the deep leg-shields proved really praiseworthy, and 80 miles of intermittent rain with soaking wet road surfaces brought no more than an odd mud spot on shoes which otherwise remained polished. Cleaning is simple and speedy; five minutes with a duster suffices to impart a polish to the silver-grey frame pressing and a sparkle to the polished aluminium parts. Plating is confined to the head-lamp rim and bezel of the Smiths 75 m.p.h. non-trip speedometer, thereby eliminating much labour.

Summing-up his general impressions, the rider felt that a slightly lower top gear would have improved general nippiness, especially in hilly areas.

For an experienced rider to be a judge of such a means of transport is not, however, entirely fair. Perhaps the best opinion was expressed by a lady who, following five minutes' tuition, confidently started up and rode away on her very first experience of two-wheeled, powered transport. Her reasons for such an unexpected flow of confidence were definite and simple. Absence of noise—absence of "spiky-looking," complicated controls—ease of starting or parking—footboards "to put your feet where you want to"—hand gear-change which allowed riding in choice footwear—low build and comfortable position.

Brief comments which tell the whole story in a nutshell!

The price of the Model LE is £99 10s., plus P.T. £26 17s. 4d., and the makers are Veloce, Ltd., York Road, Hall Green, Birmingham.



A toolbox and a compartment for small packages are provided as shown. Note also the instantaneous method of gaining access to the battery.

in normal use was 12-15 m.p.h. in top, but there was no need to change down to accelerate from this figure, and no amount of abuse would cause audible pinking.

Vibration is non-existent nor can any quivering be detected from the rubber-mounted power unit, which is so housed due to considerations of silence rather than efforts to "smooth" a type of engine inherently good in this respect.

A braking figure of 29 ft. from 30 m.p.h. requires little comment except to remark that both "stoppers" are light and progressive, the front one being particularly good in emergencies or in coping with the exacting hazard of wet wood blocks.

Parking requires no muscular effort; it is only necessary to hold the stand down with a foot and wheel the machine backwards a few inches for it to remain securely "propped." Removal of the rear wheel merely involves unscrewing and withdrawing the centre spindle with its distance piece, tilting the machine over to the near-side, pulling the wheel clear of its driving dogs and thus leaving the brake shoes in position on the bevel box housing. The whole job can be accomplished in half a minute and very little longer is required to detach the front wheel, which is retained by a

MOTOR CYCLING

TESTER'S ROAD REPORT

MODEL 149 cc. SV. TWIN VELOCETTE (MODEL L E)

Maximum Speeds in:—

Top Gear (Ratio <u>7.15</u> to 1)	<u>52</u> m.p.h. = <u>5070</u> r.p.m. <u>45</u> ¹ / ₂ secs.	Time from Standing Start
Second Gear (Ratio <u>13</u> to 1)	<u>35</u> m.p.h. = <u>6200</u> r.p.m. <u>13</u> ⁴ / ₅ secs.	
Bottom Gear (Ratio <u>21</u> to 1)	<u>—</u> m.p.h. = <u>—</u> r.p.m. <u>—</u> secs.	

Speeds over measured Quarter Mile:—

Flying Start 47.9 m.p.h. Standing Start 32.7 m.p.h.

Braking Figures On DRY TARRED Surface, from 30 m.p.h.:—

Both Brakes 29 ft. Front Brake 39 ft. Rear Brake 47 ft.

Fuel Consumption:— ALL IN - 105 m.p.g.

Oil Consumption:— NEGLECTIBLE m.p.g.

Weight:— 250 LB. (WITHOUT FUEL)



(Above) Solo winner T. H. Wortley (347 A.J.S.) on Dean Hill. (Below) J. C. M. Avery (B.S.A.) in trouble on Piple Bottom—the worst hill in the trial.



THIS year's open John Douglas Memorial Trial, held last Saturday, had an entry of 112, divided into 107 solos and five "chairmen."

The route chosen by the organizers, the Bristol M.C. and L.C.C., was practically identical with that of the 1947 event, in order to conserve precious petrol and, as this was a compact course of some 30 miles which included nine hills and two special tests, the majority of competitors were completely satisfied. Fortunately, ideal trials weather, dry and dull, but with a distinct chilliness abroad at first, prevailed on Saturday, with the sun valiantly breaking through around midday.

Tom Wortley (347 c.c. A.J.S.), with a magnificent return to form, won the coveted John Douglas Solo Trophy with the loss of only three marks (one foot). Expert No. 1, L. A. Ratcliffe (347 Match-

JOHN DOUGLAS MEMORIAL TRIAL

A Strenuous Trade-supported Open Event in the West

less), and Geoff. Godber-Ford (500 Norton) were close pursuers, each losing six marks (two feet).

Harold Flook (490 Norton s.c.), riding on his own ground, made quite sure of the Sidecar Trophy with the loss of 13 marks.

Hugh Viney, down in the programme as "No. 1 Solo," was, for once, a non-starter after an argument between his foot and a tree! Bill Nicholson, whose entry on a 123 c.c. B.S.A. had caused much interested comment, and Jack Williams, were two other notable absentees.

At 9.32 a.m. the honour of being first solo fell to No. 2—E. Pearson (Panther), and off he set from the Griffin Inn, Bridge Yate, near Bristol.

Within three miles came the first solos-only hill—Clee. This is a greasy climb under trees, culminating in a vicious step, requiring careful throttle work and placing of the front wheel up the right-hand bank. Of the first 20 competitors some 15 footed or failed. Probably the trouble was the incorporation this year of a cunning loop, half-way up the hill, which tended to put riders off their correct approach. One of the neatest climbs was that of D. W. Hughes (348 B.S.A.).

the 1947 event, being then unclimbable. This year the organizing club had spent a lot of time and effort in removing a huge tree stump which had been rather too much of a "natural obstacle." However, clean climbs of this extremely greasy steep gradient were rare, and the product of "flat-out in two" efforts. Tom Wortley and Geoff. Godber-Ford made two of the most spectacular.

Piple Bottom followed. As usual, this was the *pièce de résistance* of the trial. Starting from a stream in the valley bottom, riders have to ascend a steepening gradient beginning with a narrow gully and boulder-strewn stream then leading to a sharp right-hand bend, "doctored" to prevent the use of "wall-of-death" tactics, followed by a sharp left-hander. Next a free section, then a steep straight climb of 100 yards up a loose track between high banks onto a plateau. Follows a muddy rocky outcrop, incredibly steep and greasy. Only a superman can do all of its six sections clean in one go. And on Saturday there were four such riders—Wortley, Ratcliffe, Francis Minter (498 A.J.S.) and Geoff. Broadbent (346 Royal Enfield). All other riders' performances pale before their efforts, but some spirited attempts were made by Jack Blackwell (Norton) and Allan Jefferies (Triumph). R. W. Clist (125 Royal Enfield), one of the late numbers, was extremely neat and seemed to find a surprising amount of wheel grip for his tiny machine over the last rocky outcrop. With quiet footing he got up the hill non-stop.

After Dean Hill, Cowsh followed in quick succession, and was the only hill not climbed clean in the whole trial.

Manor and Hamswell Hills both caused little trouble. Marshfield (final hill) or, as it is better known, Green Lane, is a muddy climb, as slippery as butter, and caused quite a bit of bother, especially for later numbers.

Early solos made many excellent climbs without penalty by keeping close in to the left side. Eventually, however, this path became treacherous and it was very easy to charge the hedge. Marshfield is a good spectacular sidecar hill, and Harold Tozer gave good value. Flat-out in second gear, with the rear wheel spinning, Harold gunned his way to the top. A quick change down in the last section and he was away, clean, amid loud cheers from the audience! Spirited attempts were made by the remaining chairs but none could make it.

The brake test concluded the event, and back at the "Griffin" a free tea bar for competitors was most welcome.

PROVISIONAL RESULTS

John Douglas Solo Trophy: T. H. Wortley (347 A.J.S.), 3 marks lost.

John Douglas Sidecar Trophy: H. J. Flook (490 Norton), 13.

Bristol 150 Cup: N. Palmer (125 James), 25.

Bristol 250 Cup: J. J. Brooker (248 Royal Enfield), 22.

Bristol 350 Cup: L. A. Ratcliffe (347 Matchless), 6.

Bristol Unlimited Cup: G. Godber-Ford (490 Norton), 6.

Barton Motors Cup (best solo member of promoting club): L. R. Parsons (347 Matchless), 20.

John Douglas Club Cup (best solo resident Wessex Centre): F. P. Minter (500 A.J.S.), 8.

Manufacturers' Team Prize: A.J.S. (T. Wortley, C. A. Mein, F. P. Minter), 25.

Bristol Team Award (best team of three solos): Sunbeam "A" (P. H. Alves, C. M. Ray, C. A. Mein), 46.

First-class Awards: C. M. Ray (500 Ariel), 11; D. J. Ratcliffe (500 Matchless), 12; J. Draper (350 B.S.A.), 13; C. A. Mein (500 A.J.S.), 14; G. Broadbent (350 Royal Enfield), 14; H. Tozer (496 B.S.A. s.c.), 16; J. Blackwell (490 Norton), 17; J. E. Breffit (490 Norton), 18; R. B. Young (490 Norton), 18; A. W. Burnard (500 Matchless), 20; P. H. Alves (350 Triumph), 21; G. E. Duke (350 Norton), 22; A. F. Gaymer (350 Triumph), 22; S. B. Manns (350 Triumph), 22.

Second-class Awards: G. Collins (350 A.J.S.), 22; L. F. Sanders (500 A.J.S.), 23; C. N. Rogers (350 Royal Enfield), 25; T. Gilfillan (350 Ariel), 26; G. Berry (500 Royal Enfield), 26; M. Riley (123 D.M.W.), 27; R. C. May (350 Triumph), 27; D. E. R. Morgan (350 A.J.S.), 27; E. Pearson (250 Panther), 28; L. Wier (350 B.S.A.), 28; T. U. Ellis (350 Royal Enfield), 28.

After Clee came the timed special test at the approach to Doynton Hill. This hill leads straight off the main Bristol-Chippenham road and is approached through a tunnel. It is a steepish, muddy climb between banks, and can be tricky if wet. However, on Saturday it was in fairly good condition, and a clean climb could be made as long as one stayed down in the bottom and didn't wander up the banks. D. W. Hughes was one of those who did! He came to a full stop very suddenly. Most of the stars managed Doynton without much difficulty. C. M. Ray (Ariel) and R. B. Young (Norton) both made fast climbs. For the sidecars, however, it was a different proposition and Harold Flook (Norton) was the only one clean.

Within two miles came the next hazard, Hanging Hill—which had been cut out of

LAST weekend I was looking through the agenda for the Autumn Congress of the F.I.C.M., which will be held, during Show week, at the R.A.C. in London.

The two major items are the adoption of revised Statutes and—a matter to be dealt with by the Commission Sportive Internationale—the consideration of a new standing Sporting Code to replace the present F.I.C.M. regulations which, like Topsy, have “just grown” over a long period of years.

Two drafts of the revised Statutes have been produced, one by the President of the Federation, Switzerland's Marcel Haacker, and a vice-president, A. Perouse, of France, the other by Secretary-General Tom Loughborough. They differ, in the main, in actual phrasing, although at the last Congress it was apparent that there were clashes of opinion between the sponsors of the two drafts over details like the appointment of delegates by the various national bodies, methods of voting and the power of the F.I.C.M. to appoint subsidiary bodies.

The F.I.C.M. rules had become so unwieldy, with the continual additions and amendments since they were last published in 1934, that the new Sporting Code, if adopted, will greatly simplify the task of organizers of international events.

Other items to be dealt with at the Congress are the appointment of a vice-president to take the place of Mr. M. D. Ball—A.C.U. Chairman Professor A. M. Low has been proposed—and to confirm acceptance of an invitation from Luxembourg to hold the next Congress in that country.

A MEETING of the Manx M.C.C., organizers of the M.G.P., has resulted in the issue of a statement to the effect that J. W. Moore, riding machine No. 106, did not complete the course in accordance with the regulations and has been deleted from the list of finishers. As a result, R. W. Dearden becomes 30th and J. D. Dent becomes 31st. As Moore was a member of the Peveril Club's team, the team award now goes to Leicester Query (F. P. Heath, R. Pratt and J. D. Dent).

These amendments have been confirmed by the stewards of the meeting.

THE regulations are out for the “Southern Experts” a combined event catering for the trials and scramble winners from 10 A.C.U. Centres. As last year it will be held at Longmoor, Hants, but

SPORTS GOSSIP

by “Mercury”

Secretary of the Meeting Ralph Venables promises more mud and less sand. December 19 is the date.

Changes have been made in eligibility. The trial is open to the winners of premier and open-class awards in “Opens” and open-to-Centre events which attract an entry of more than 50, and to winners of premiers only in Group events with the same minimum entry; also to winners of first-class or special awards in Six Days' events.

The scramble is open to winners of premiers and “firsts” in open events, of premiers only in open-to-Centre and Group events; also to southern members of the 1948 Moto-Cross and N. v. S. teams.

Resident members of clubs in any of the following Centres are eligible: East and West South Wales, Western, Wessex, South Midland, Eastern, South-Eastern, Southern, South-Western and Cornwall.

Closing date for entries is December 7 and the regs., which are published in the November issue of the South-Eastern Centre Gazette, can be obtained from Mr. Venables at “The Moors,” Tilford, near Farnham, Surrey.

AMONG the additions to this year's “Opens” is the Manville Cup Trial, an event which “greybeards” will remember as an “open” trial back in the mid-20s. Organized by the Coventry and Warwickshire M.C.C., it takes place on December 4, starting at 10 a.m. from the Manor House Hotel, Fillongley, near Coventry and covering a route of approximately 45 miles.

Secretary of the meeting, A. A. Sanders, of “Deepmoor,” Exhall, near Coventry, will be in a position to issue regulations shortly.

NORTH WALES will be the scene of an important Army trial on November 14, when the 4th Anti-Aircraft Group will bring together competitors from Regular and Territorial A.A. units stationed in the West and North-West of England. The event, which is for Service machines and personnel only, has raised a good deal of enthusiasm and the 77 entries which had been received up to the time of writing included a couple of teams from the Isle of Man. The start will be at 11 a.m. in the Kinnel Park district and the course will cover 34 miles of main road and rough country in the vicinity of

St. Asaph. The G.O.C. 4th A.A. Group, Major-General Calvert-Jones, C.B., C.B.E., D.S.O., will present the awards after the event.

ROLL UP, roll up! One daring lady and two bold men—or, if that can't be managed, two daring ladies and one very bold man—are offered contracts to ride on the Wall of Death in Denmark from May 1 to October 1, 1949. They must produce their own machines and transport—the “Wall” is provided. I'll forward names and addresses to the Danish gentleman who wants them; after that, it is up to you!

THE A.C.U. is extending an invitation to all club members to visit the Union's stand—No. 123—at Earls Court. The staff will be in attendance to give information and advice.

A NEW tyre, the Firestone “Ribbed” is added to the list of covers approved by the A.C.U. Competitions Committee.

“WHERE can I get some fur-lined leathers?” comes an S.O.S. from Fergus Anderson. With Ernie Thomas he is in Budapest at the moment, where the Central European Winter is already clamping down.

On October 10, they competed in the Circuit of Budapest, run over a 3.4-km. course in the city park. The surface was so appallingly bad that Fergus and Ernie, who were first and second respectively in the 250 c.c. class, both had badly buckled wheels on their Guzzis. A. Szabo (D.K.W.) was third.

In the 500 c.c. race, despite the fact that there was little opposition to Anderson's “Gambalunga,” Guzzi and he could accordingly “tour,” the spokes were pulling out of the rear hub by the time he crossed the line. A local rider, Lucavec, finished second—on a 348 A.J.S!—another, Kurucz (Norton), was third.

R. Runtz, with a 348 Norton, running on “50/50” won the 350 c.c. race, Ernie Thomas (Velocette) was second and Lucavec (A.J.S.) was third.

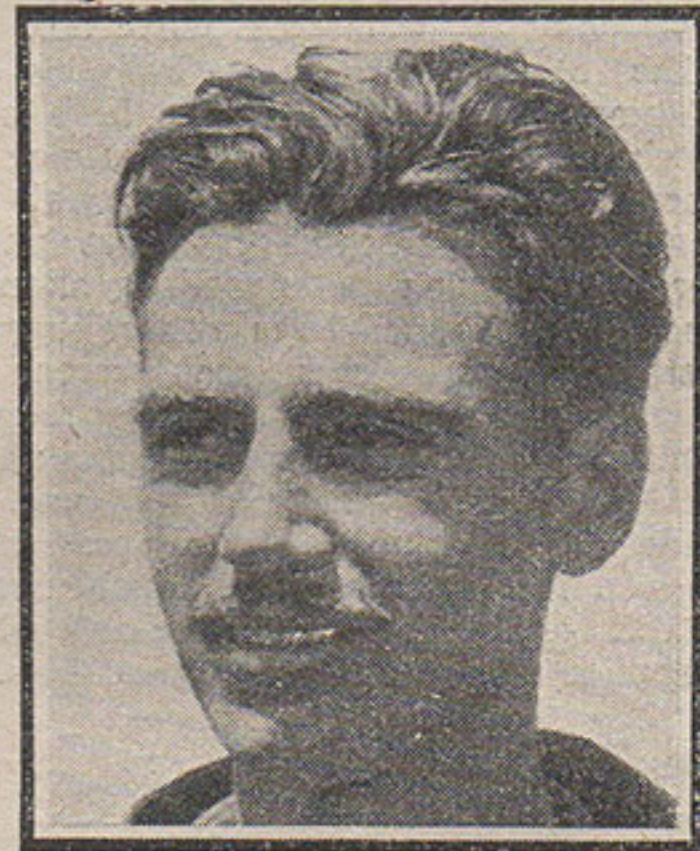
RATHER further north, in Poland, J. Mieloch, riding a 499 “Manx” Norton, has won two of the main races—one at Poznan, the other at Bielsko—in each case against considerable foreign competition.

IN fairness to all concerned, I should point out that, as far as I know, never before has an attempt been made to time 100 men on a very fast and short circuit and you will remember my saying that we would do our best but could not guarantee all results. ... it's part of a letter from chief timekeeper A. L. Ebbelwhite to “Bemsee” secretary Cliff Lewis.

He is referring, of course, to the recent meeting at Dunholme and actually there are remarkably few amendments to the 100-mile results—six in all three results. One, which places T. A. Westfield (Triumph) eighth in the Brooklands “100” at 81.92 m.p.h. affects the Hutchinson “100” handicap, Westfield now being second and Lockwood third.

Everyone will endorse Cliff's sentiment “hats off to ‘Ebby’ and his band!” They did a fine—almost superhuman—job of work.

FOLLOWING last week's paragraph about the Weald of Kent Trial comes a letter from Ralph Venables, of the Sunbeam club. When that club ran a novice event recently an official was stationed by a “Halt” sign. Fifteen of 108 competitors—including the men in the running for the “250” and “500” awards—were excluded, a paragraph in the regs. having given due warning.



J. D. Daniels, 35-year-old Welsh road racing star of Swansea who, we regret to report, was killed last week in a road accident. The winner of the 1948 Clubman's Senior T.T. on a Vincent H.R.D., he leaves a wife and three children to whom the sympathies of motorcycling sportsmen will be extended.

The “Mitcham Vase” Grows Up

Ravensbury Club's Trial Run as an “Open”

IT has become an old “Mercury” habit to abandon the role of reporter and become a sidecar passenger each time the Ravensbury M.C.C. runs its tough Mitcham Vase Trial. And a few weeks later the conductor of the outfit—Bill Peacock—himself becomes passenger in his own Matchless outfit while I do my best to break it in the Pressmen's own event, the Carbon Cup Trial. We keep a tally of the number of times the passenger is tipped overboard and, since Sunday, Bill holds a lead of one.

Last Sunday's “Vase” saw this trial—which has long been regarded as one of the best in the South-Eastern Centre, even if it is at times one of the most heartbreaking!—elevated to the status of an “open.” An entry of over 150 was received, and superb organization saw them all safely checked in at the “Sheffield Arms,” near Nutley, Sussex, before nightfall—speeded on by the arrival of “winter time”—had overtaken the trial.

There were delays, occasioned by starting the sidecars first and by the fact that many of the sections were complete stoppers for “chairs,” and one muddy hill—“Bill's Bother”—which, although difficult, delighted the sidecar men, caused the entire solo entry to foot-slog until they reached the top or come to a standstill from sheer exhaustion.

But quite one of the best features of the trial was, as it always has been, the grouping of sections in woods and farm estates in the damp Ouse valley, so that in between each hazard there was a great deal of interesting going where it mattered not at all if you did drop a foot or turn the outfit upside down. Other good features were the enthusiastic local support and the magnificent weather, crisp and sunny. It provided me with a most enjoyable “busman's holiday” and a desire to see the “Vase” become a regular date in the “Open” calendar.

“MERCURY”

RESULTS

Mitcham Vase (best solo performance): J. Blackwell (490 Norton), 33 marks lost.

Raven Cup (best sidecar performance): F. H. Neal (498 Sunbeam), 72 marks lost.

Nutley Cup (best over 350 c.c.): G. M. Berry (499 Royal Enfield), 43 marks lost.

Weir Cup (best 350 c.c.): E. Usher (347 Matchless), 49 marks lost.

Board Cup (best 250 c.c.): J. T. Ballett (249 Triumph), 57 marks lost.

Lestadon Bowl (best 175 c.c.): P. Clarke (125 Excelsior), 79 marks lost.

T.V.T.C. Award: J. Blackwell.

Barrie Adams Cup (best Ravensbury M.C.C. member): P. Brown (347 Matchless), 55 marks lost.

Lawrence Freeman Cup (best West London M.C. member): E. G. Redford (348 Ariel), 66 marks lost.

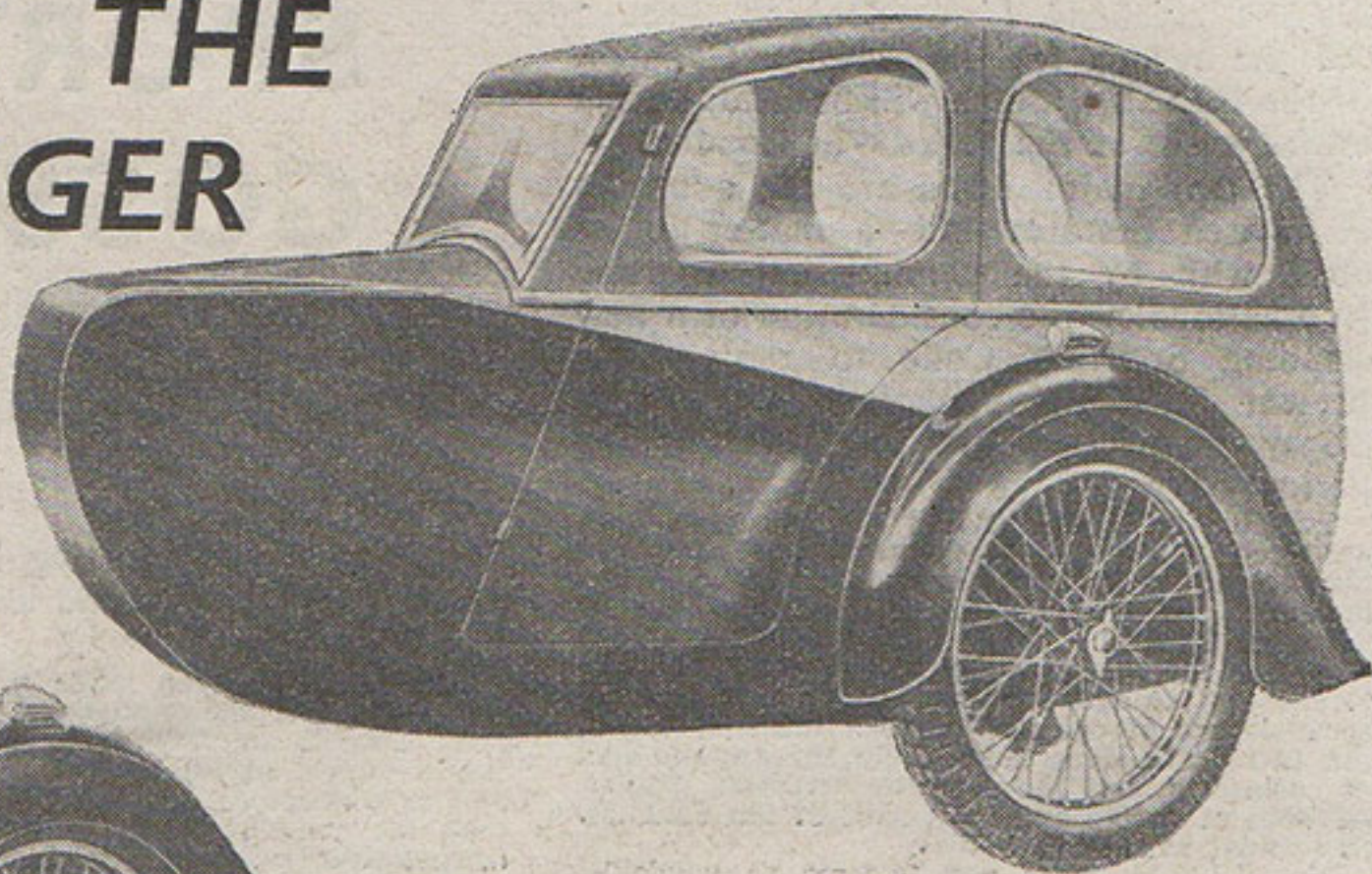
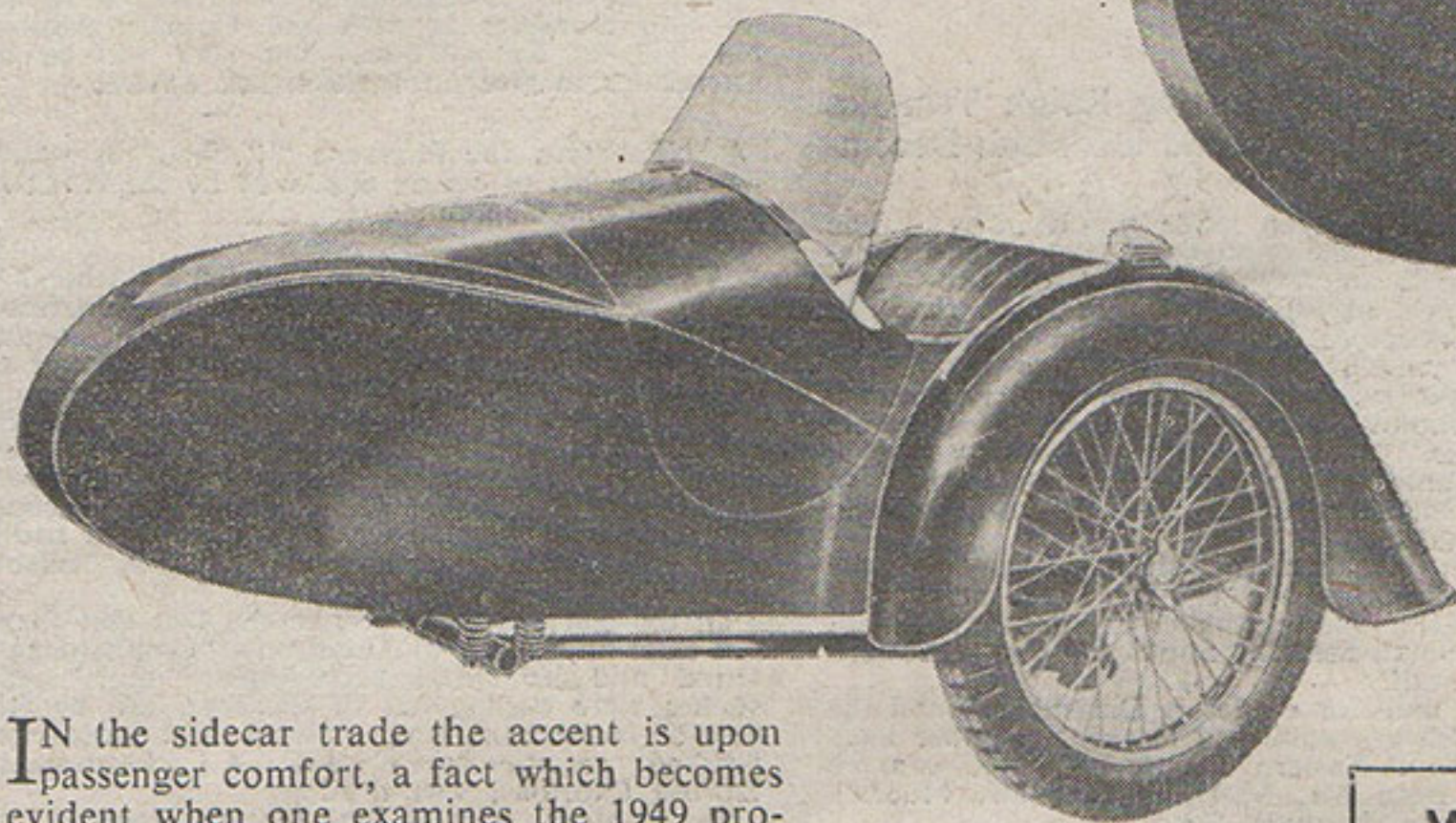
Team Award: Weyburn L.C. and M.C.C. (Berry, Gaymer, Manns), 156 marks lost.

First-class Awards—Sidecar: F. Wilkins (497 Ariel) and F. H. Carey (499 Royal Enfield), both 79. Solo: D. C. Hull (348 Norton), 54; A. B. N. Taylor (347 Matchless) and P. Brown (347 Matchless), both 55; S. B. Manns (349 Triumph), 56; R. C. May (349 Triumph) and A. F. Gaymer (349 Triumph), both 57; J. Botting (349 Triumph), 58; J. Cook (498 Matchless), 59; R. W. Peacock (347 Matchless), 60; M. Banks (348 Ariel), 61; P. Richards (347 Matchless) and T. Gilfillan (248 Ariel), both 64.

Second-class Awards—Sidecar: B. T. Welch (497 Ariel), 81; W. I. Gladdish (498 Matchless) and A. S. Raven (497 Ariel), both 83. Solo: J. Lilley (343 Triumph) and M. D. Bonson (497 B.S.A.), both 65; W. Conway (343 Triumph) and E. G. Redford (348 Ariel), both 66; J. Britten (350 Cottle), 70; J. Usher (498 Triumph), 72; C. W. Plummer (347 A.J.S.), 73; T. Arter (498 A.J.S.), 74; L. M. Talbot (347 Matchless) and R. E. Cave (348 B.S.A.), both 75; J. C. Richardson (347 A.J.S.), 76; J. W. Ridler (348 B.S.A.) and M. S. Ewbank (498 A.J.S.), both 77; E. J. Bridges (347 Matchless), H. I. Thayer (348 B.S.A.) and M. A. Stapleton (348 Ariel), all 78; M. W. Pring (347 Matchless), D. E. R. Morgan (347 A.J.S.) and E. W. White (347 Matchless), all 80.

A THOUGHT FOR THE SECOND PASSENGER

Three Two-seaters in the 1949
Watsonian Sidecar Range



Among the 2-seaters produced for next season is this "Clifton" model, a commodious saloon having car-like lines. Note how the bodywork encloses the chassis frame.

IN the sidecar trade the accent is upon passenger comfort, a fact which becomes evident when one examines the 1949 programme announced by one of the leading manufacturers, Watsonian Sidecars, Ltd., of Albion Road, Greet, Birmingham, 11.

Of the five passenger bodies, three are two-seaters and one is a touring saloon. Yet such is the demand that, with the export market having priority, it will call for the most determined effort on the part of the Albion Road craftsmen to maintain pace with their agents' continually growing waiting lists.

A New Sports Model

However, the sportsman has not been overlooked, and the one sports body, the "Avon," is entirely new, with most attractive lines which combine traditional British elegance with the more flowing curves popular on the Continent. The door and the swept-up dash are in one piece, allowing quick entry or exit, and a 15-stone passenger would find ample room inside the capacious body, which has a curved Perspex screen and a completely disappearing hood which, when erected, allows headroom for the tallest passenger. There is a large rear locker and a polished light-metal luggage carrier, and a pleasing detail point is the internal glove box.

The other single-seater body is the "Albion" saloon, which has been completely redesigned and, while retaining the general characteristics associated with this name, has an extra 3 ins. seat width. Normally having a panelled all-metal canopy top this model can also be supplied alternatively with a normal screen and foldaway hood to meet the special requirements of police and Government authorities. There is a Perspex screen and the inside of the canopy has a spray cloth finish, a form of treatment which gives a durable, easily cleaned surface and which is applied to the other saloon models.

The Double Seaters

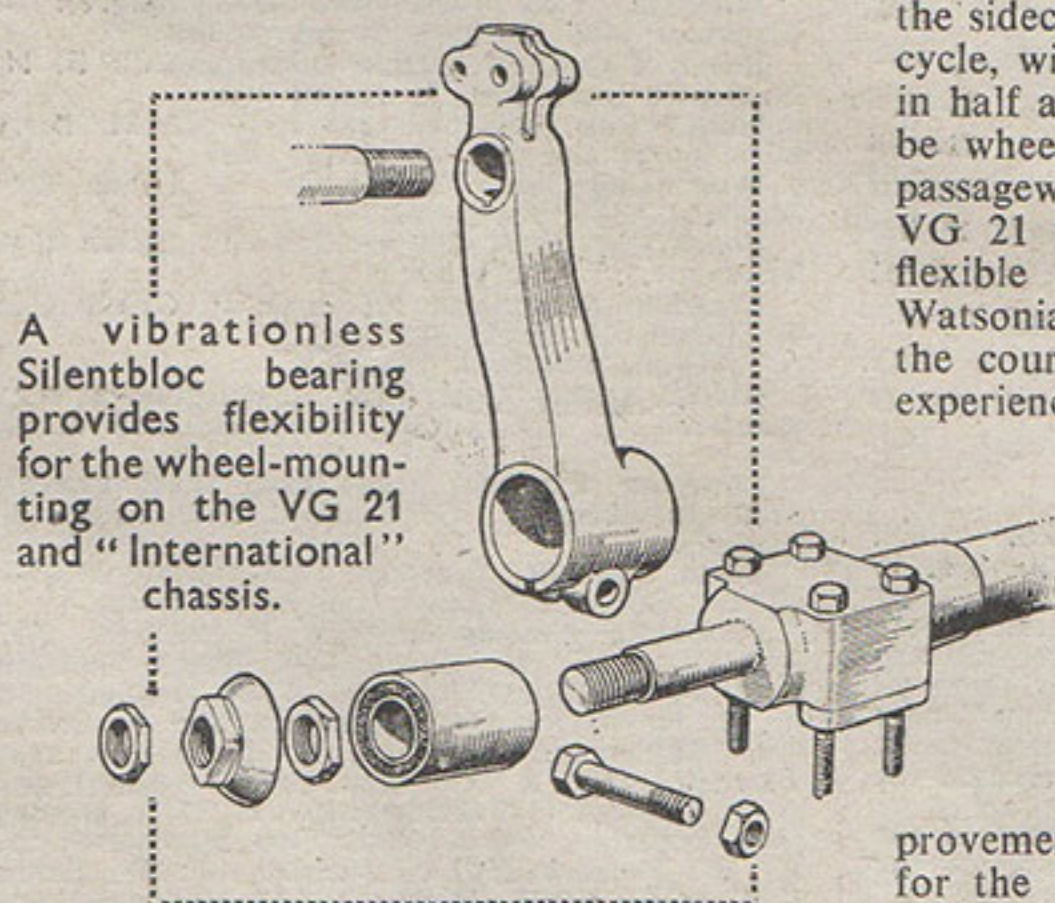
The "Maxstoke" is a sporting light two-seater which has been popular ever since its introduction before the war. Giving accommodation for an adult and a second passenger up to 4 ft. 6 ins. in height it has a four-window saloon top with adjustable roll-up roof.

A new model is the "Clifton," giving more accommodation than the "Maxstoke" and of full saloon construction, with lines which reflect the modern trend in car body design. With this model the

New to the Watsonian range is this "Avon" sports sidecar, here shown fitted to the VG 21 chassis, in which form it is listed at £48 plus £12 16s. P.T., complete as illustrated.

whole of the chassis is masked by the side panels. Entry to both seats is made through a single large door on the near-side, the whole of the front seat folding forward while the rear passenger enters.

Ever since the war there has been such a clamour for the reintroduction of the "Warwick" full two-seater that it is once again listed. With its reappearance the



A vibrationless Silentbloc bearing provides flexibility for the wheel-mounting on the VG 21 and "International" chassis.

"Warwick" is made more attractive by a lengthening of the nose and consequent improvement to its curves and by being mounted lower on the chassis. Two full-grown men can be carried in this sidecar. Both seats are independently sprung and separate doors, on the nearside for the front passenger and on the off-side for the rear, make for easy entry and exit.

Features common to all the bodies described are the coachbuilt construction, beadless steel panelling and single- or

duo-cellulose finish, a variety of colour combinations being offered. All have rear bumper bars and luggage carriers and high-grade car quality leather cloth; spring upholstery is standard throughout the range.

Two chassis are listed. One is the J 21 "Kwikfit" which, for many years, has enabled town-dwellers to avoid the expense of garage charges, inasmuch as it allows the sidecar to be detached from the motorcycle, without the use of a single spanner, in half a minute, whereupon the outfit can be wheeled, in two halves, up a narrow passageway. The other chassis is the VG 21 which incorporates the Silentbloc flexible wheel mounting, pioneered by Watsonian, Ltd., in 1939 and developed in the course of the years as the result of experience gained in reliability trials.

Both chassis have twin coil springs at the front and quarter-elliptic springs at the back. A new streamlined mudguard is fitted and the wheels, which have chromium-plated rims, now have 3.50-in. by 19-in. tyres.

Despite these various improvements, the prices remain the same as for the 1948 chassis.

For commercial users there is a choice of a large open truck body or a large box body, both of sound coachbuilt construction.

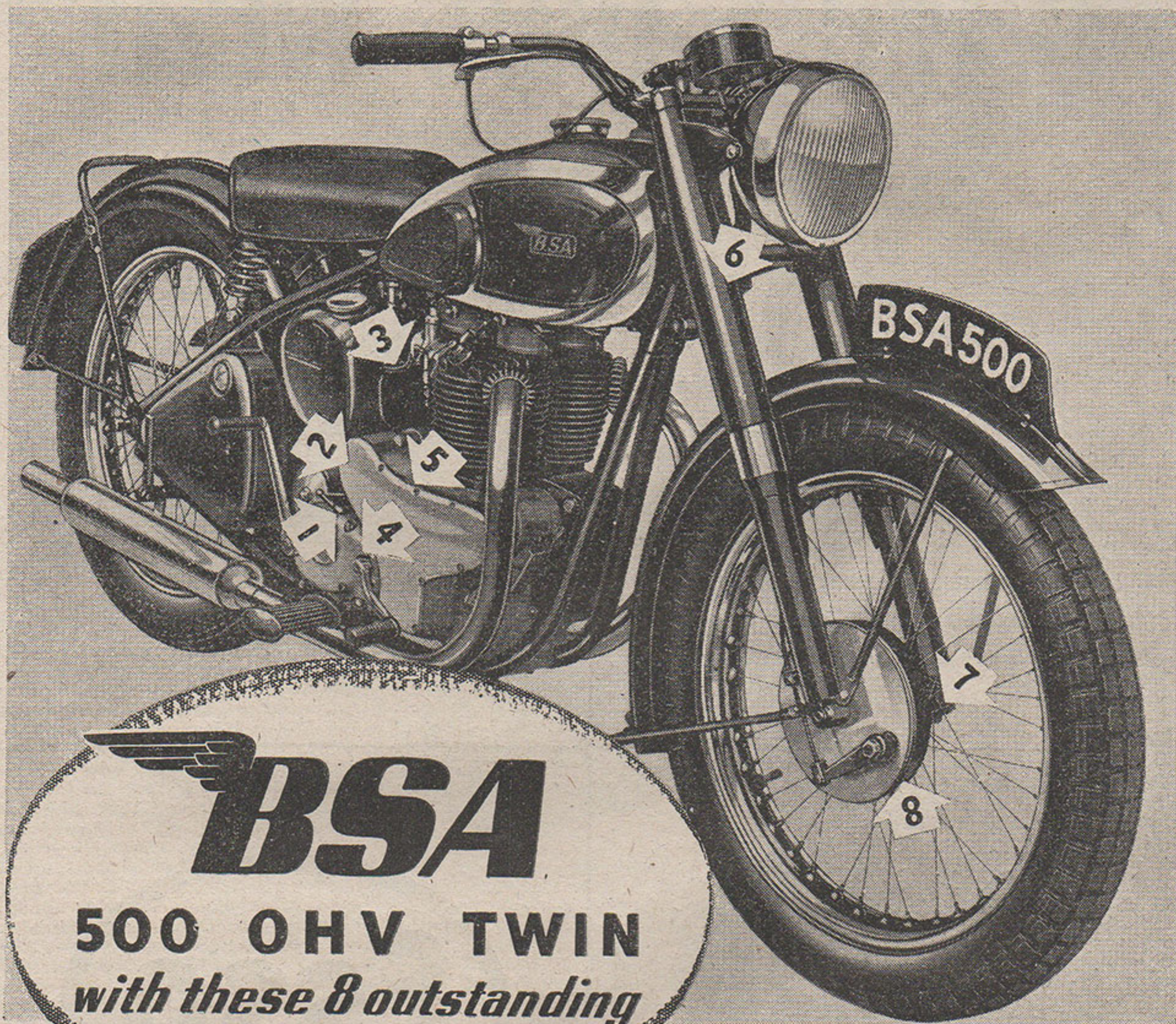
Also listed is the "International" competition chassis, which has the Silentbloc flexible wheel mounting; and the Watsonian factory also produces a highly practical competition body.

A variation of the J 21 chassis, the J 23, which, as the figures suggest, has an extra 2 ins. width between springs, can also be supplied.

Watsonian 1949 Prices

Bodies:	Basic Price			Purchase Tax		
	£	s.	d.	£	s.	d.
Avon Sports	28	0	0	7	9	4
Maxstoke	29	0	0	7	14	8
Albion (2-seater)	30	0	0	8	0	0
Clifton (2-seater)	45	0	0	12	0	0
Warwick (2-seater)	65	10	0	17	9	4
Special "International" (Competition)†	20	10	0	5	9	4
† On Competition chassis.						
Chassis:	Basic Price			Purchase Tax		
	£	s.	d.	£	s.	d.
J 21 (Dunlop 3.50 x 19 tyre)	24	15	0	6	12	0
J 23 (Dunlop 3.50 x 19 tyre)	27	15	0	7	8	0
VG 21 (Dunlop 3.50 x 19 tyre)	20	0	0	5	6	8
Competition	21	0	0	5	12	0

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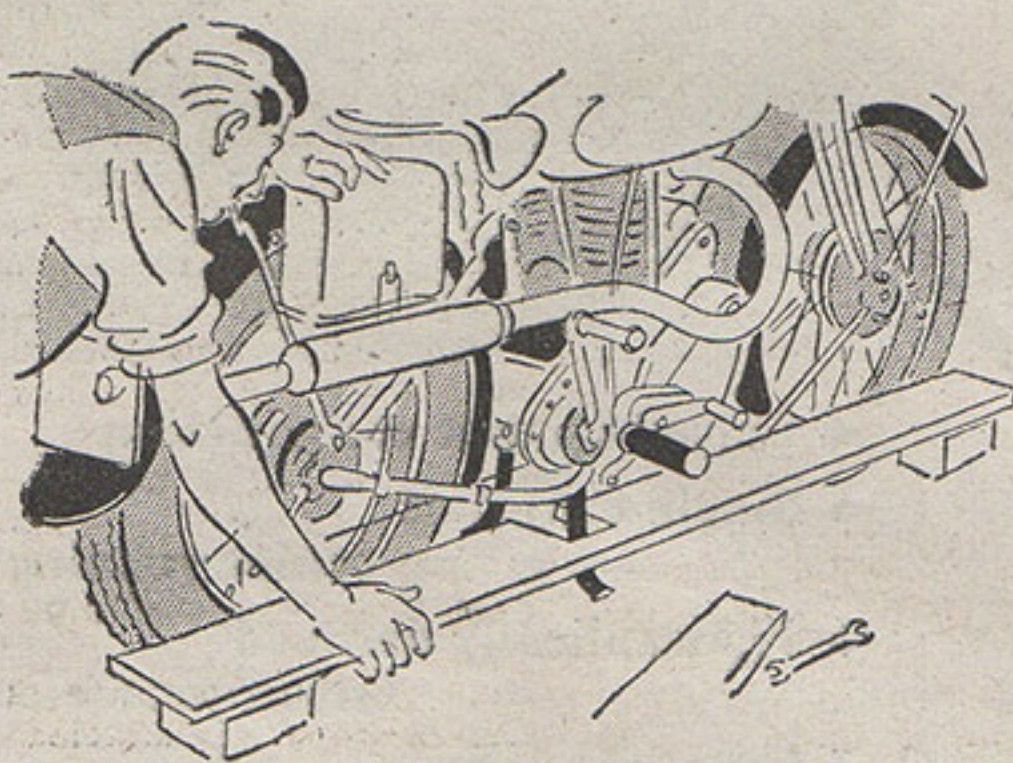
MOTOR-CYCLISTS — care saves wear



Use your grease gun regularly. A linen rag placed over the nozzle will give a better seal with awkwardly placed nipples.



Watch your oil level, top up frequently with clean oil, drain and refill the tank regularly with Essolube. Make sure the oil circulates correctly.



Wheel alignment may be checked with a straight board or a stretched wire . . . or better still, consult your dealer.



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PETROLEUM PRODUCTS

ANGLO - AMERICAN OIL COMPANY LIMITED

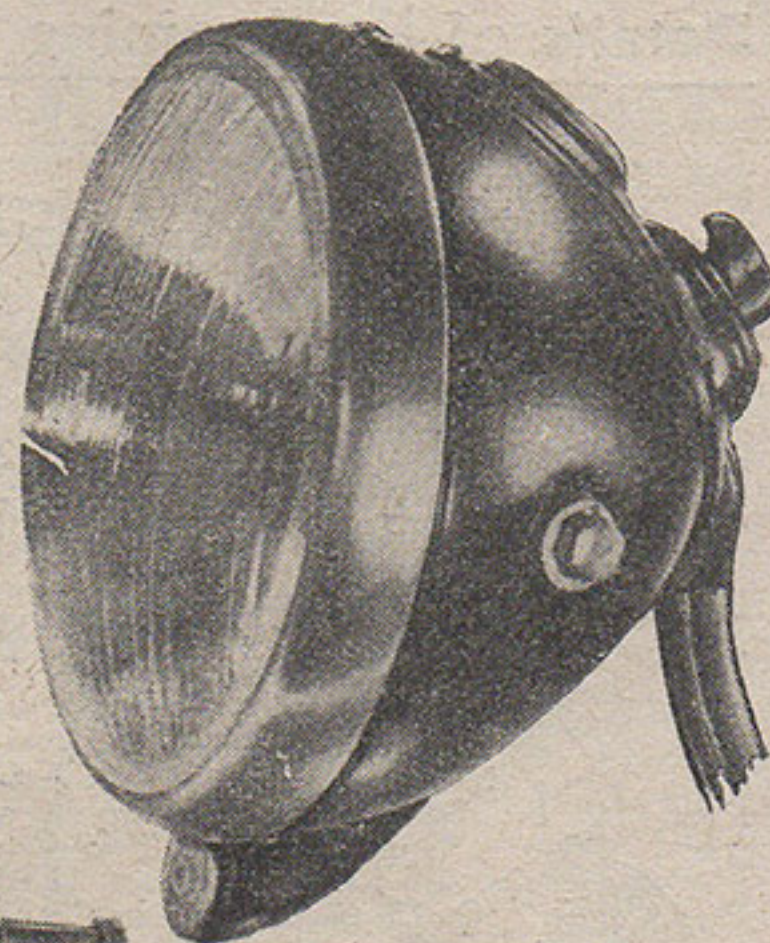
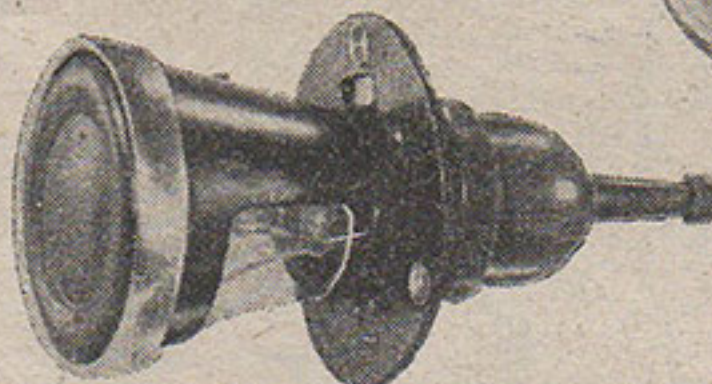
ELECTRICAL DEVELOPMENT BY LUCAS

THE possibility of using alternating current equipment instead of the long-familiar direct-current dynamo, with its "third brush" or constant voltage control, has been in the minds of many British motorcycle makers for some time. The wide use made of this system on the Continent has not been overlooked, nor have military requirements. Readers will recall the account published in "Motor Cycling" on April 29 last, wherein three machines built to W.D. specification were described, and all three featured A.C. equipment.

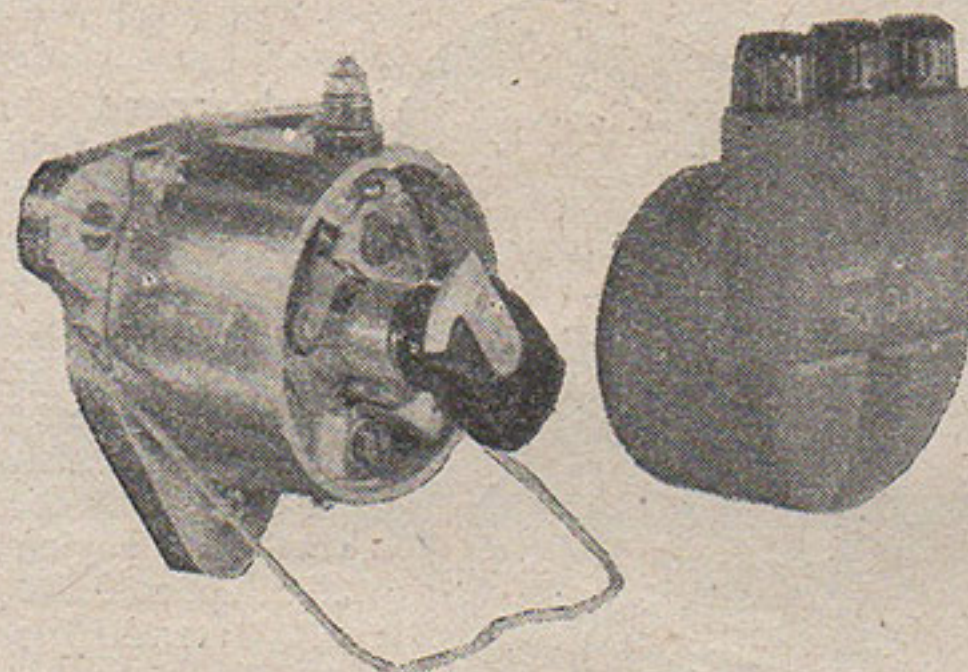
Space limitations preclude a full appreciation of the pros and cons of the A.C. and D.C. systems, but it should be mentioned that, from the point of view of simplicity, manufacturing costs and reliability, there is much to be said in favour of the former principle and, as pioneers of motorcycle electrical equipment, Joseph Lucas, Ltd., of Birmingham,

The 1949 Programme Includes A.C. Equipment, Fly-wheel Ignition and Lighting Units, Larger Capacity Dynamos and New Head-lamp Designs

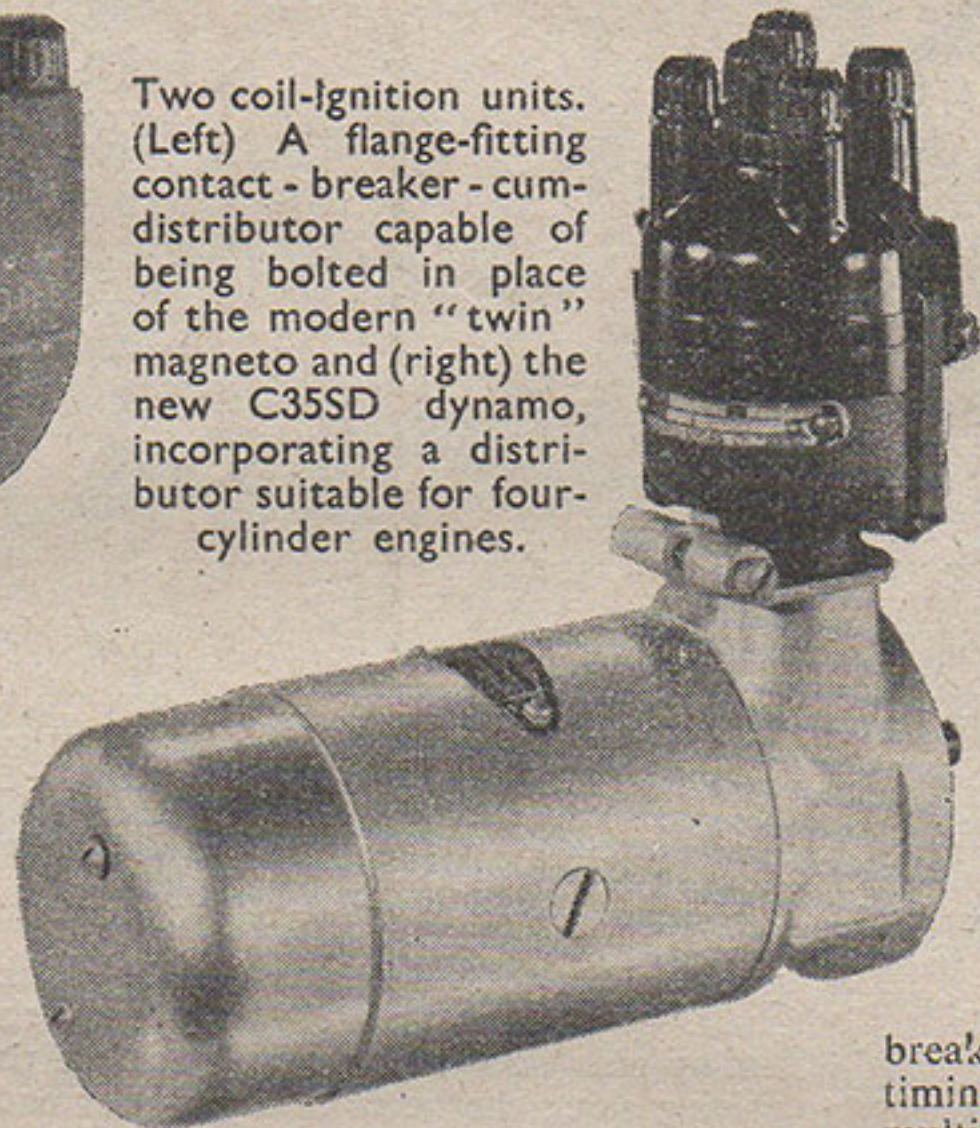
(Right) A double filament bulb, providing a brake warning light, is used in this new Model 477 tail lamp.



Described in these pages, the latest "sealed beam" Lucas Light Unit is of interesting design. Note the separate location of the pilot bulb, at "six o'clock."



Two coil-ignition units. (Left) A flange-fitting contact-breaker-cum-distributor capable of being bolted in place of the modern "twin" magneto and (right) the new C35SD dynamo, incorporating a distributor suitable for four-cylinder engines.



have, of course, been well to the forefront in their development for two-wheelers. Indeed, it was in 1946 that we published a full account of the Lucas A.C. instrument, then recently introduced. Now, in view of the increasing interest in this method of electrical generation, further details of the latest trend, as it will be exemplified on the Lucas stand at the Show, will not be out of place.

A.C. equipment makes use of a generator of the inductor type, which in its simplest form consists of a six-pole laminated steel rotor and a stator, the latter comprising two permanent magnets and laminated field system housed in an aluminium casting which is also fitted with two coil windings. The rotor is arranged to be directly coupled to the engine crankshaft by means of a driving taper without any separate bearings, while the stator is spigoted into the crankcase.

Thus the windings are stationary, so avoiding the use of commutator or collector brushes, making for increased reliability and robustness of construction. In addition, the ability to provide a "built-in" appearance contributes much to the individuality of the design of the motorcycle as a whole.

The units are intended to supply power for coil ignition in addition to the lamp loads. The long-standing objection to coil ignition on motorcycles, namely, inability to start with a run-down battery, is overcome by providing "emergency start" switching for use on these occasions. By means of this arrangement, the battery is temporarily disconnected so that all the available energy from the permanent magnet alternator is applied to the coil, with the result that a slow speed performance approaching that of the magneto is obtained, enabling a kick start to be achieved. The generator reaches its rated voltage at a low engine speed, and the

voltage is maintained within close limits over a very wide range of speeds.

The alternator charges the battery through the medium of a metal plate rectifier and all components then run off direct current from the battery source. The rating of the rectifier plates has been thoroughly investigated both in temperate climates and in the high ambient temperatures of the Middle East. Two plates are used in the rectifier assembly to provide full wave rectification in conjunction with a centre-tapped generator. A reduced charge for use when the battery is approaching the fully charged condition is obtained by switching out one-half of the generator winding.

In the simplest version of the equipment, the reduced charge switching is coupled to the lighting switch, so that full output is obtained from the generator only when the head lamp is switched on. Day running, or night running on pilot lamp only, brings in the reduced output.

The more usual arrangement is that in which the charge switching is controlled by a small relay, the shunt winding of which is energized by battery voltage. Initial running thus produces the full boosting charge and when the battery voltage rises the relay operates to give a reduced charge rate. Provision is made to override the relay when headlights are on, thus ensuring full generator output under night running conditions.

Two sizes of alternator have been

designed; the smaller one, with a nominal rating of 45 watts, carries the ignition contact breaker and automatic timing control, while the larger model, rated at 55 watts, is used in conjunction with separate ignition equipment.

In the case of the 45-watt alternator, the contact breaker and centrifugally operated automatic timing control are combined with the unit, so that the only additional component necessary is the ignition coil, in single-ended form for single-cylinder machines and double-ended in the case of twins, an idle spark occurring in the cylinder not under compression.

For use with the 55-watt alternator, a new model of contact breaker unit incorporating automatic timing control and, when employed on multi-cylinder motorcycles, the distributor unit, has been designed. Arranged for flange mounting, the unit incorporates design features which have proved their excellence on car-type distributors for many years. The main shaft is carried on two bearings, a ball bearing at the driving end and a bronze bearing bush above the cam. A metal plate carried on a flange above the timing control is fitted with the contact breaker mechanism and condenser.

An incidental point is that, if a machine is fitted with the 55-watt alternator equipment, it is a simple matter to convert to magneto ignition if required, e.g., for trials or racing.

The full range of magnetos offered by the Lucas company is maintained, including the racing types with their ability to continue sparking up to speeds of 10,000 engine r.p.m.

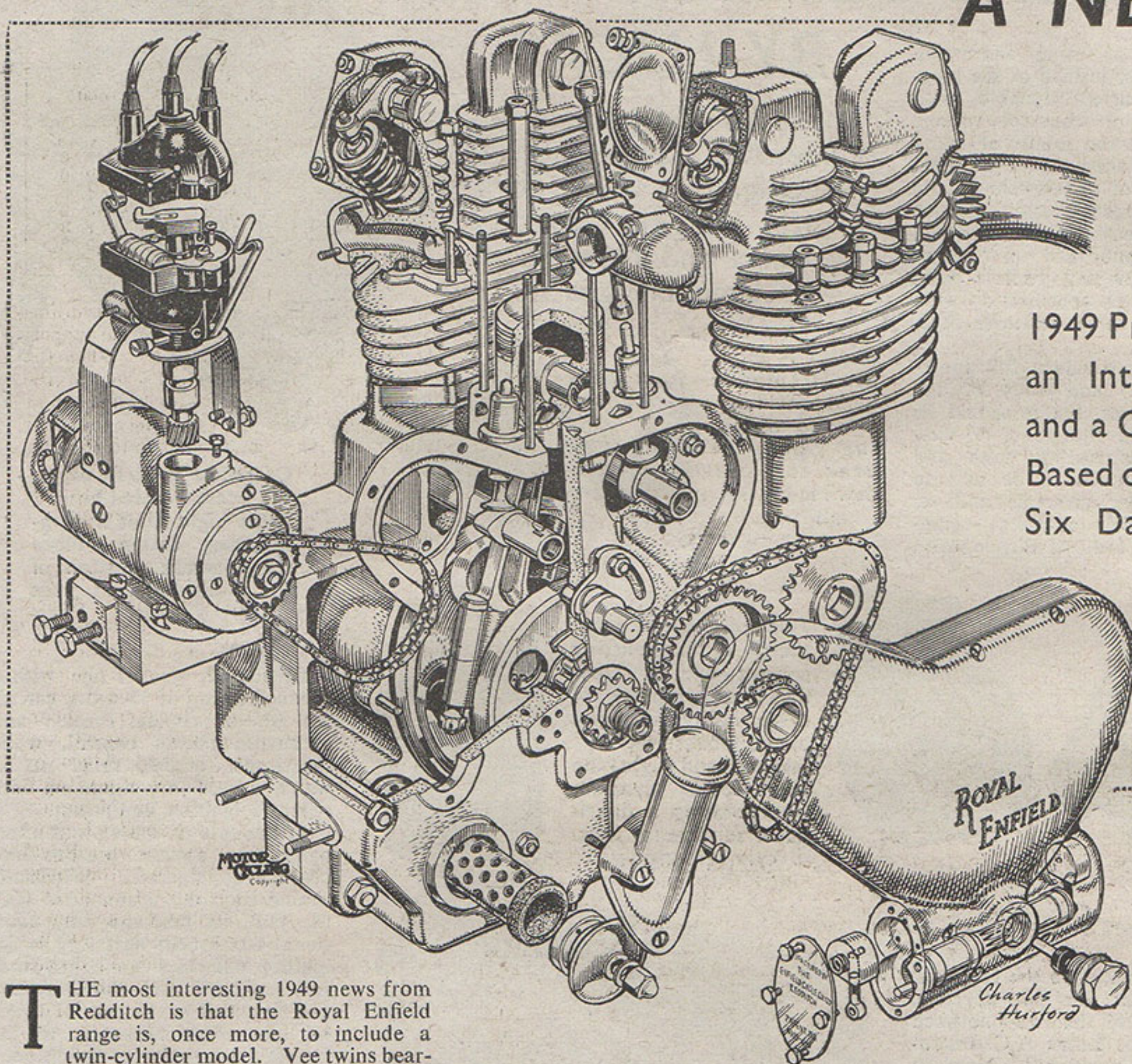
Of much interest to lightweight users and designers is the recently introduced Lucas flywheel lighting and ignition unit which has been produced for single-cylinder, two-stroke machines. It consists of a flywheel rotor, driven off the crankshaft by means of a driving taper, and the stator, carrying the windings, secured to the crankcase.

The rotor is in the form of a die casting, carrying Ticonal magnets and having laminated poleshoes. The stator is of laminated construction, star shaped with three limbs, two of which carry lighting

(Continued on page 10)

Details of Forthcoming Models—

A NEW TWIN



1949 Programme Includes an Interesting "Multi" and a Competition "350" Based on the International Six Days Trial Machines

Fresh ground is broken by the Royal Enfield vertical twin engine. As will be seen from the sketch, each cylinder barrel and head is separate from its neighbour. Note also the method of ensuring correct tension of the timing chain described on this page. It is claimed that this engine delivers 25 b.h.p. at 5,500 r.p.m. in standard form.

THE most interesting 1949 news from Redditch is that the Royal Enfield range is, once more, to include a twin-cylinder model. Vee twins bearing the insignia of "the Gun" have, in the past, been famous and the new double-barrelled, vertical type is a worthy successor. In other respects, too, the programme is of wide interest, for it also embraces machines of 125 c.c., the model R.E.; of 346 c.c., the model G; of 499 c.c., the model J.2 (at present for export only), and the new 346 c.c. competition model, the "350 Bullet"—the last-named a mount whose capabilities have been demonstrated in the season's big sporting events.

There is no necessity, here, for an exhaustive description of the models R.E., G. and J.2. Their specifications are already well known, and they remain unaltered for 1949 with the exception that the front brake reaction plate is now plain instead of carrying ribs—a modification which facilitates cleaning. The model J.2 is the biggest "single" in the range, being a two-port o.h.v. job closely following, save for engine dimensions, the details of the model G., and having an output of 21 b.h.p. at some 5,000 r.p.m. For the benefit of those who appreciate such data, the 125 c.c. produces 3.5 b.h.p. at 4,500 r.p.m., the 346 c.c. model G. 15 b.h.p. at 5,400 r.p.m., the "Bullet" 18 b.h.p. at 5,750 r.p.m. and the twin 25 b.h.p. at 5,500 r.p.m.

The "multi" is unique among new vertical twins so far described in that the cylinder barrels, and heads each form an independent assembly, a construction providing maximum accessibility. The bore and stroke measure, respectively, 64 mm. and 77 mm., giving a capacity of 496 c.c.

A one-piece casting in chrome-alloy forms the crankpins, circular webs, jour-

nals and the central flywheel of the crankshaft, which runs in a roller race on the timing side and a single ball-race on the driving side; the latter race provides end-location, as it is held between the back of the primary chain-case and a shoulder formed on the inner side of the bearing housing in the crankcase. On the timing side, the roller race is pushed in from the inside and there secured with a circlip.

Cored Crankpins

The crankpins are concentrically cored for lubrication purposes, the passage being closed at both ends with sealing discs, one of the latter being fitted with a spring-loaded ball-valve to prevent the building-up of undue pressure. Radial oilways from the passage lead to the plain big-ends, the split light-alloy connecting rods working directly on the crankpins. At their upper extremities, the rods have unbushed small-ends. The floating gudgeon pins, of hollow, tapered section, are held in the bosses of the light-alloy pistons with circlips. Slightly domed, the pistons each carry two compression rings and a single, slotted scraper ring. Compression ratio is 6.5 to 1 as standard. Pistons giving a higher ratio will be available.

The driving-side mainshaft journal is hollow; into its outer end is screwed a disc-type breather valve. The other journal is taper-bored to take the shank of the main timing gear sprocket, the latter being further secured with a key. The sprocket and shank are hollow and through them passes the spindle of the oil-pump drive scroll to be secured with a nut on the inner side of the crank web through which,

radially, is fitted a long grub-screw to lock the nut.

Each separate iron cylinder barrel is spigotted for more than half its length into the mouth of the appropriate crankcase half; each of the light-alloy cylinder heads is of bi-metal construction, a cast-iron "skull" forming the combustion chamber, valve seats and plug seating. A cast-steel insert provides attachment for the exhaust pipe. Long studs, three on the outer side and two on the inner, pass through each assembly of head and barrel into the crankcase.

Treating each cylinder assembly individually, the exhaust and inlet valve rocker boxes are separate chambers and are formed integral with the head; the rockers work on floating steel spindles, pushed into housings in the walls of the boxes and retained with screwed caps. Neoprene seals ensure oiltightness. Access to the double helical valve springs and the tappet adjustment, which is on the striking fingers of the rockers, is gained by means of removable cover-plates each held with four screws. Valve diameters are, respectively, inlet 1½ ins., exhaust 1¼ ins., the latter being of Austenitic steel; valve guide material is phosphor-bronze.

Mounted transversely, fore and aft of the cylinders, are the camshafts running in plain bushes. Camshaft drive from the crankshaft is by a ½-in. roller chain, tensioned by a jockey-sprocket on an eccentrically mounted spindle which is adjustable by means of a slotted quadrant and positively locked. The duplex inlet camshaft sprocket drives the rear-mounted dynamo via a separate chain.

Flat-base tappets in pressed-in nickel-

IN THE ROYAL ENFIELD RANGE

iron guides, the latter screwed for ready extraction, have ball-ends and actuate the inclined, short, cup-ended push-rods which operate in tunnels cast in the cylinder barrels. The respective axes of push-rod and valve stem cross, in a vertical plane, at an angle of about 45 degrees, each rocker arm being placed at an appropriate angle to the centreline of the spindle.

Following long-established Royal Enfield practice, the reservoir for the lubrication system is formed in the crankcase. On the twin it is at the rear and is of 4-pint capacity. An enlarged version of the now familiar Royal Enfield double-acting oscillating plunger pump, set into the timing case cover and operated by a shaft driven at one-twelfth engine speed from the scroll on the end of the crankshaft, draws oil from the reservoir, while a similar pump, at the opposite end of the shaft, scavenges the system. The delivery pump forces lubricant through internal passages to the hollow crankpins, via a nozzle projecting concentrically into the timing-side main-

Royal Enfield 1949 Prices			Price	Purchase Tax	Total
			£ s. d.	£ s. d.	£ s. d.
496 c.c. Twin o.h.v.			155 0 0	41 17 0	196 17 0
346 c.c. "Bullet" o.h.v.			135 0 0	36 9 0	171 9 0
346 c.c. Model G o.h.v.			115 0 0	31 1 0	146 1 0
125 c.c. Model R.E. 2-stroke			58 0 0	15 13 3	73 13 3
Speedometer extra on 4-stroke models			4 0 0	1 1 8	5 1 8
Ditto on Model R.E.			3 3 6	17 2	4 0 8

shaft. Thence the oil is flung from the big-ends to lubricate cylinder walls and main bearings, and then drains down through a gauze screen to the sump. From this point it is picked up by the scavenge pump and drawn through further internal ways to a detachable felt filter element, from which it emerges at the top of a pipe just below the reservoir filler cap, where it is readily visible for purpose of checking the operation of the system.

Completely eliminating "outside plumbing," internal auxiliary oil feeds convey lubricant from the delivery pump to the

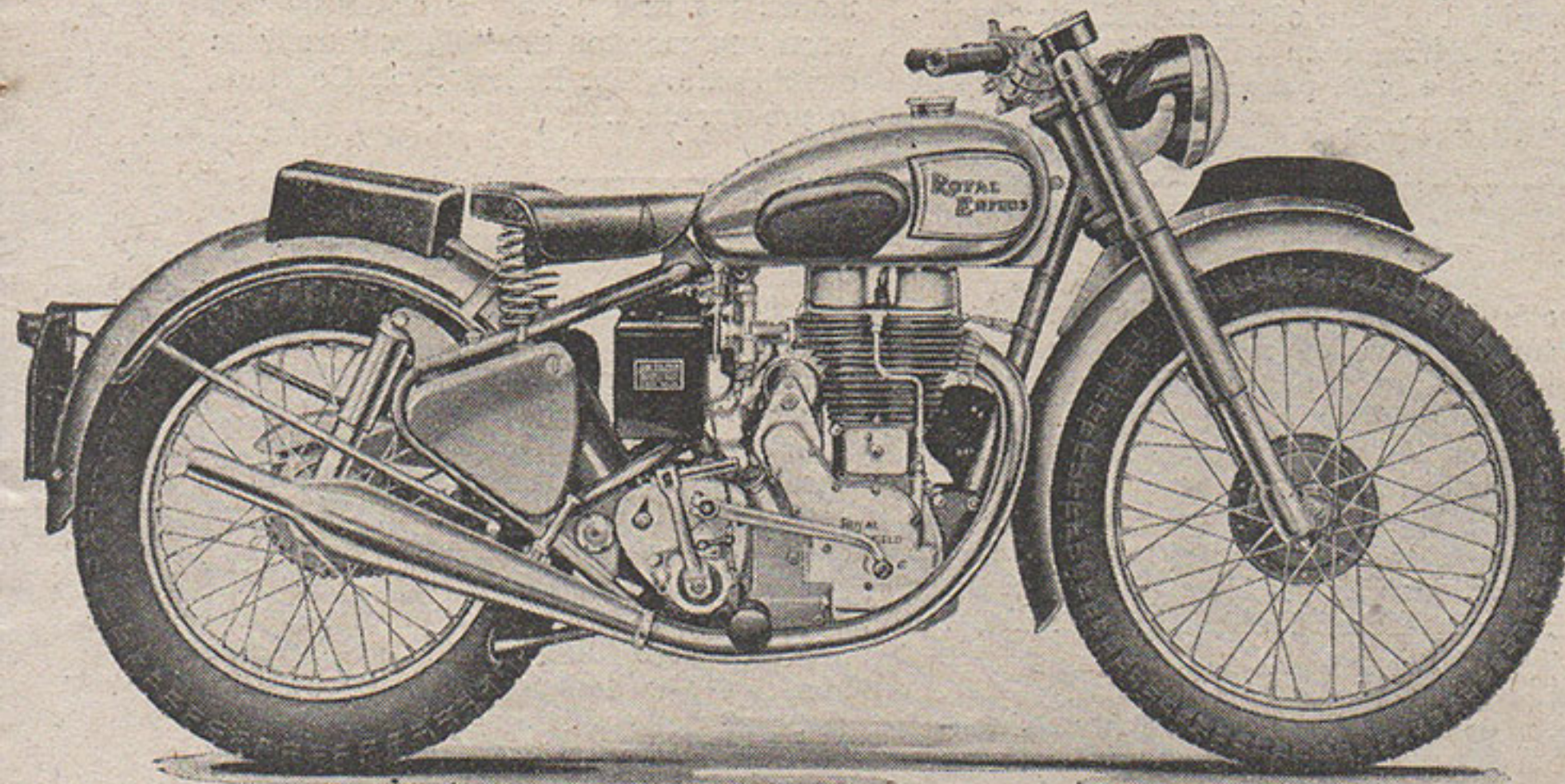
o.h.v. rocker boxes from which it drains down the push-rod passages to the tappets and into the camshaft tunnels. When the oil reaches a predetermined level in the tunnels, it overflows into the timing chest and, in the case of the inlet camshaft tunnel, through a small passage to the rear of the cylinder walls. Excess oil in the timing case is picked up by the scavenge pump and returned to the reservoir via the filter.

Carburation and Ignition

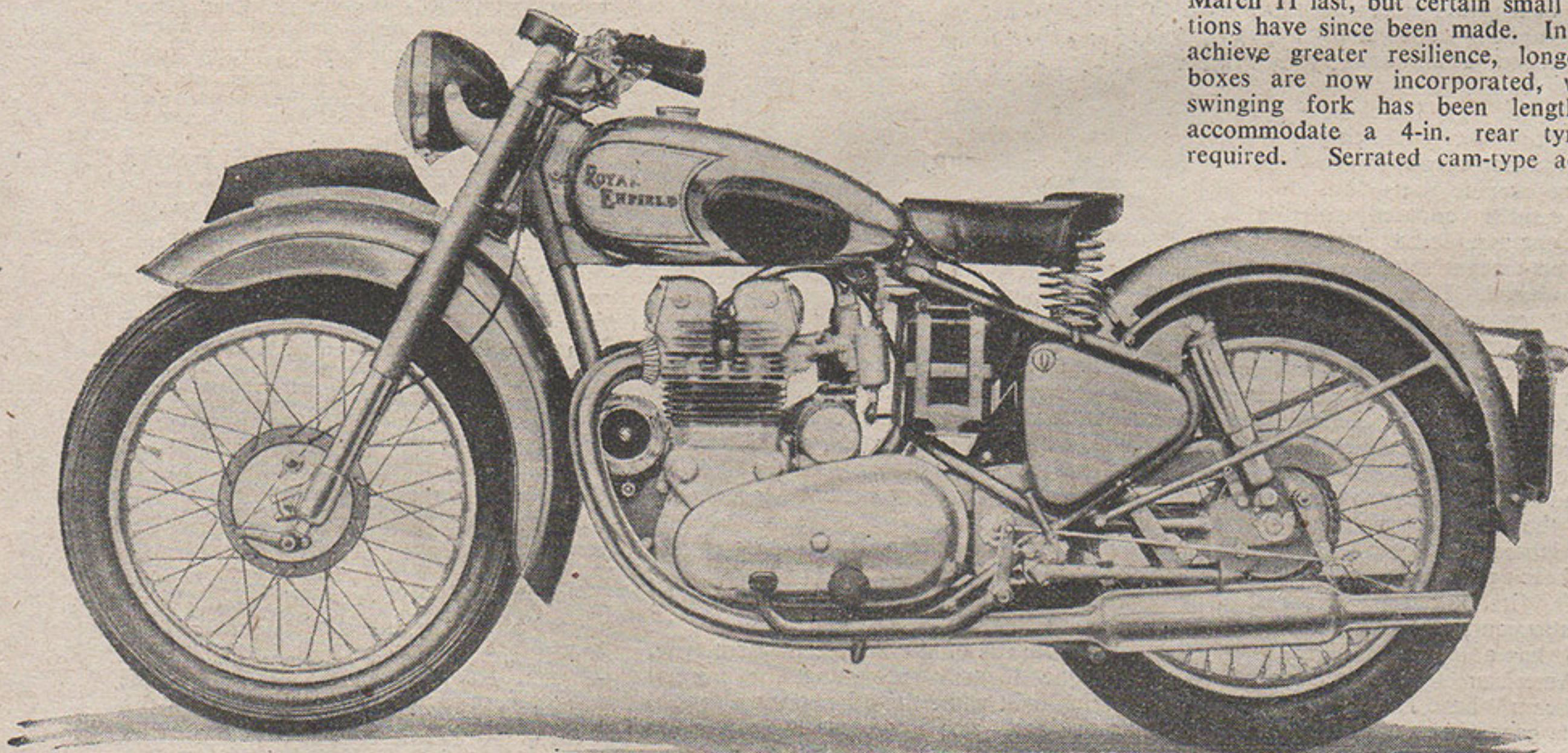
An Amal carburettor of normal design serves both cylinders via a branched light-alloy induction pipe. Coil ignition is employed. The Lucas 3½-in. dia. dynamo is driven at engine speed with the vertical distributor-cum-contact breaker, incorporating automatic advance mechanism, running at half that rate and driven by helical gearing from the armature shaft.

Bolted direct to the back of the crankcase, the four-speed, foot-operated gearbox is of the type associated with Royal Enfields excepting that the four-plate clutch is operated by a quick-thread helix instead of the more familiar pivoted lever. Standard solo gear ratios are 5.1, 6.6, 9.2 and 14.2 to 1. The ½-in. Renold duplex primary chain, with its adjustable tensioning pad, is enclosed in a highly polished cast aluminium oil-bath case.

The engine-gearbox unit is carried in a rear-sprung frame of interesting design in which chrome molybdenum tubing is employed for the main members. Hydraulically damped rear suspension is fitted, the pivot for the swinging fork being located between gusset plates just behind the gearbox. Details of the frame follow those described in "Motor Cycling" dated March 11 last, but certain small modifications have since been made. In order to achieve greater resilience, longer spring boxes are now incorporated, while the swinging fork has been lengthened to accommodate a 4-in. rear tyre where required. Serrated cam-type adjustment

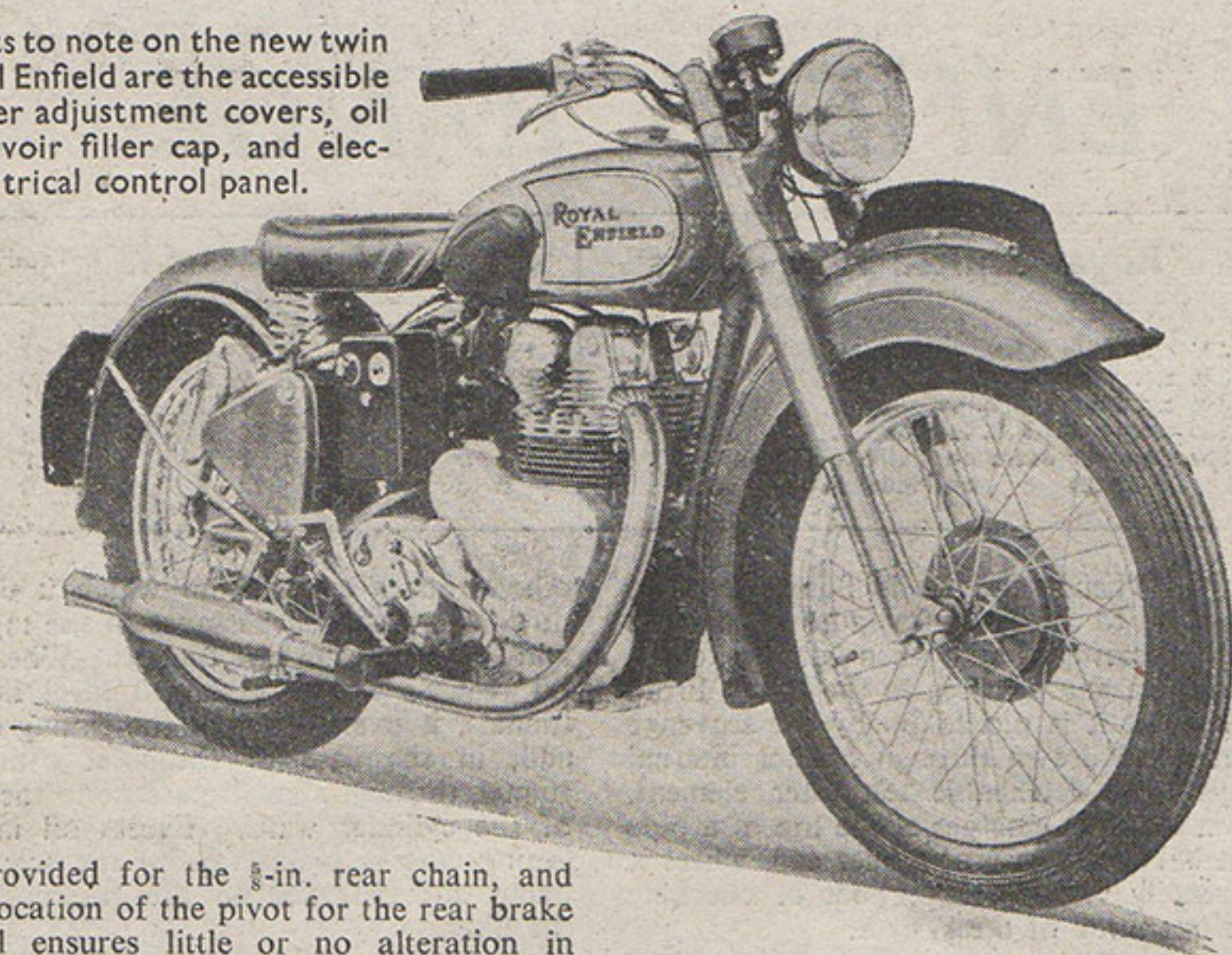


Based upon the machines which helped to win the "International" Trophy for Britain, this rear-sprung 346 c.c. "Bullet" resuscitates a model-name famous among Royal Enfields.



None can gainsay the statement that the new Royal Enfield 496 c.c. twin is a "good-looker." The neat design of the swinging fork rear springing system blends pleasingly into the lines of the frame.

Points to note on the new twin Royal Enfield are the accessible rocker adjustment covers, oil reservoir filler cap, and electrical control panel.



is provided for the $\frac{1}{2}$ -in. rear chain, and the location of the pivot for the rear brake pedal ensures little or no alteration in adjustment due to frame movement. An adjustable stop is provided for the pedal position. At the front of the engine, the attachment plates are swaged round to protect the crankcase.

Following the curve of the rear mud-guard, lifting handles on each side facili-

tate raising the machine on to its central stand. Normal Royal Enfield "teles" spring the front of the model, the appearance having been enhanced by the addition of a neat, plated dome to the top of each fork leg.

Six-inch brakes front and rear, a $3\frac{1}{2}$ -gallon fuel tank of new design, a lighting control panel, ammeter and coil warning light located above the gearbox, twin fuel taps, Terry saddle, 3.25-in. by 19-in. front and 3.50-in. by 19-in. rear tyres and two large-capacity tool boxes complete the standard specification of this interesting newcomer. A rear hub-driven Smiths speedometer is listed as an extra, whilst an air cleaner for the carburetter is also available. The overall finish is in polychromatic silver-grey.

Chromium-plated fuel tanks are used with frosted aluminium panels carrying the name in red lettering.

Already reported in this journal, the new "350 Bullet" has been little altered from the model described last March, when an exploded drawing of the engine and other illustrations were published. Frame, rear suspension, forks, fittings and equipment are similar to those of the twin, but a Lucas Magdyno is used for ignition and lighting; gear ratios are 5.67, 8.05, 11.25 and 17.05 to 1, while tyre sizes, front and rear, are respectively, 3.00 ins. by 21 ins. and 4.00 ins. by 19 ins. Following the success of the Redditch marque in the recent "International" trial with this model, the new "350" is obviously well worthy to carry on the "Bullet" tradition established by The Enfield Cycle Co., Ltd., in pre-war days.

ELECTRICAL DEVELOPMENT BY LUCAS—Contd.

coils and the third the ignition coil. A cam and contact breaker, driven from the crankshaft, are also incorporated, the contact breaker being accessible after removal of a cover plate on the stator casing. The unit has a rating of 30 watts and will feed a 24-watt head lamp bulb, tail light and speedometer light, automatic provision having been made to limit the bulb voltage to approximately 8 volts at 5,000 r.p.m.

As regards lighting equipment for the larger machines, the highly important export drive has resulted in several modifications to suit overseas conditions. For example, it has brought a demand for a 36-watt head lamp bulb in order to meet the lighting requirements of certain countries and, as a result, increased dynamo capacity has been necessitated to accommodate the greater load.

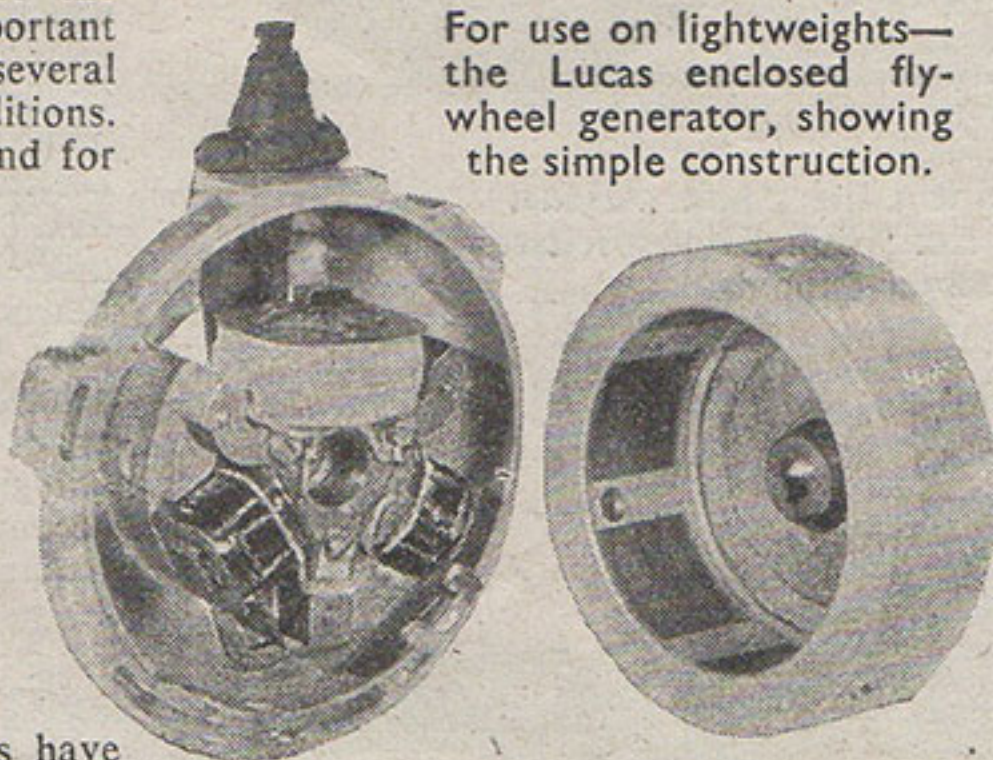
To cater for this increased requirement on existing designs of motorcycle, since alternating current units cannot be readily adapted to present engines, two new Lucas direct-current dynamo designs have been introduced. First, to allow for the use of coil ignition, a $3\frac{1}{2}$ -in. diameter unit has been designed, one version of which carries a multi-cylinder, high-tension distributor and contact breaker unit driven by skew-gears which are lubricated from the timing gear cover into which the dynamo fits. Secondly, to cater for the additional lamp load on machines having magneto ignition, the well-known "E3" dynamo has been increased in core length and now has ball bearings at each end of the armature shaft. Its output is $8\frac{1}{2}$ amps. The $3\frac{1}{2}$ -in. instrument, which is catalogued as the C35S, has a 10 $\frac{1}{2}$ -amp. output.

The American legal requirements of "sealed beam" head lamps—likely shortly to become general throughout the States—have influenced the production of the Lucas Light Unit, a combined reflector and front lens assembly using a "prefocus" double filament bulb. This construction

affords greater protection for the reflector surface, whilst the adoption of the prefocus bulb eliminates the need for providing any focusing device in the lamp. The Light Unit is assembled into the front rim and is retained in position by spring clips.

The bulb, which is cylindrical in shape in order to reduce the overall diameter to a minimum, has a large cap of the same size as that used on domestic bulbs, but

For use on lightweights—the Lucas enclosed fly-wheel generator, showing the simple construction.



instead of being located by the usual bayonet fixing, the cap is carried on a flange accurately positioned relative to the filament during manufacture. When the bulb is inserted in its holder at the back of the reflector, this flange ensures that the filament is axially positioned accurately with respect to the focal point of the reflector. Slots in the flange which engage with projections on the inside of the holder provide the correct radial positioning of the filaments.

The bulb is of the double filament type, the one filament providing the normal driving light while the other gives a dipped beam light. The front lens is designed to provide a controlled distribution of light. Its front surface is smooth to facilitate cleaning, but the inside has formed in it a series of small cylindrical lenses which

determine the spread and pattern of the beam.

A bayonet fixed cap carrying the wiring and fitted with spring-loaded contacts is fitted over the back of the bulb holder and holds the bulb firmly in position.

In the more recent designs the pilot or parking light is mounted below the main head lamp, but attached to it, forming a composite unit.

Among the Lucas rear lamps Model 467 is an interesting new design of tail and number plate illumination lamp, while Model 477 is designed to incorporate an 18/3-watt double-filament bulb, the brighter filament being utilized as a "stop" indication.

Kent Grand National

WHETHER or not the title, Kent Grand National, had any influence on the Eltham and D. M.C.C.'s scramble at Brands Hatch last Sunday, it seemed that the riders were intent upon putting Aintree, with its jumps, well into the shade. Certainly, as a demonstration of the desirability of "teles" and rear springing, it was admirable.

A glorious autumn day, after the early fog had lifted, pleased the large crowd that awaited the first race, heat one of the Grade "C" scratch event. L. J. Taylor (347 Matchless) won this, but, in the final, he was beaten to the line by T. L. C. Wylde (348 Ariel) and W. J. Smith (348 J.A.P.).

The Grade "B" combined heat and final had only five starters, but the changing order of the leaders retained interest until C. R. Bruguere (349 Triumph) crossed the line to win.

In the Grade "A" event, R. Hart (498 Hart Special), after taking the lead from G. Baker (348 Ariel) on the second lap, succumbed to H. H. Lines (348 Ariel) the third time round and retired on the fifth. D. Spain (498 J.A.P.) then moved into third place behind Lines and Baker, in which order they finished.

Four heats of the handicap event led to the conclusion of the programme, the six-lap final, in which Lines, from the scratch position, only just failed to catch the winner, W. Inglis (347 Matchless).

RESULTS

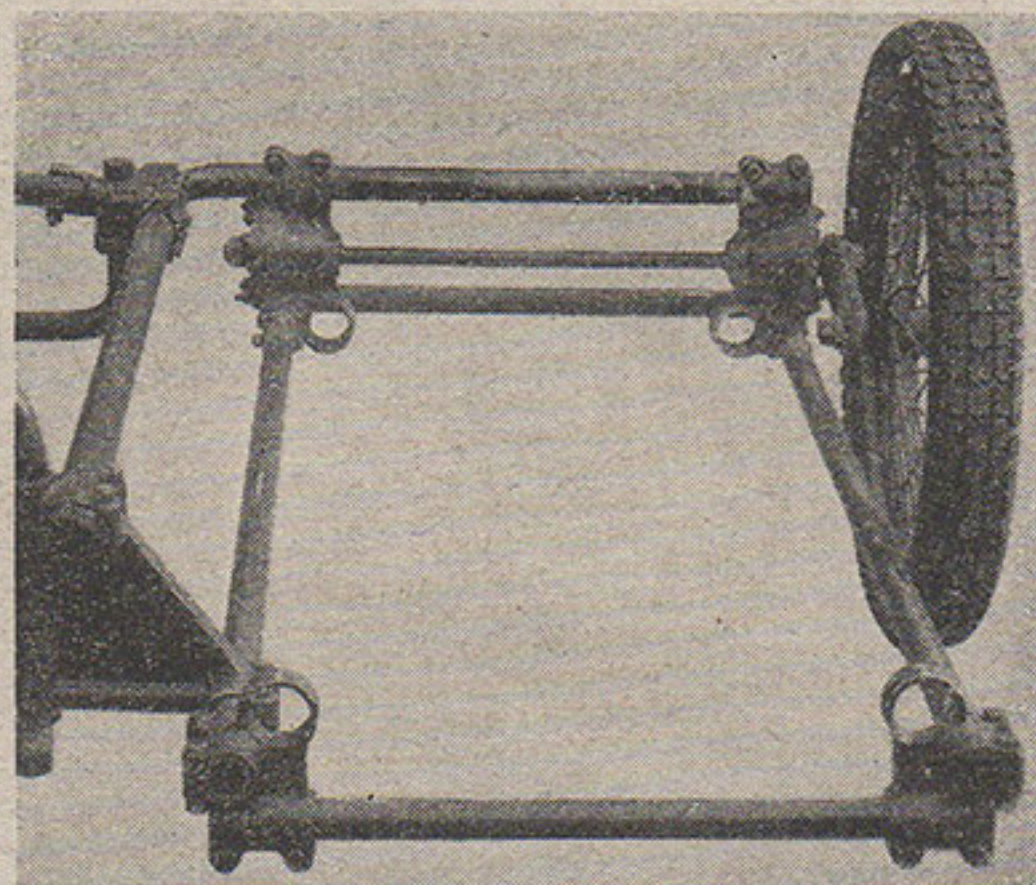
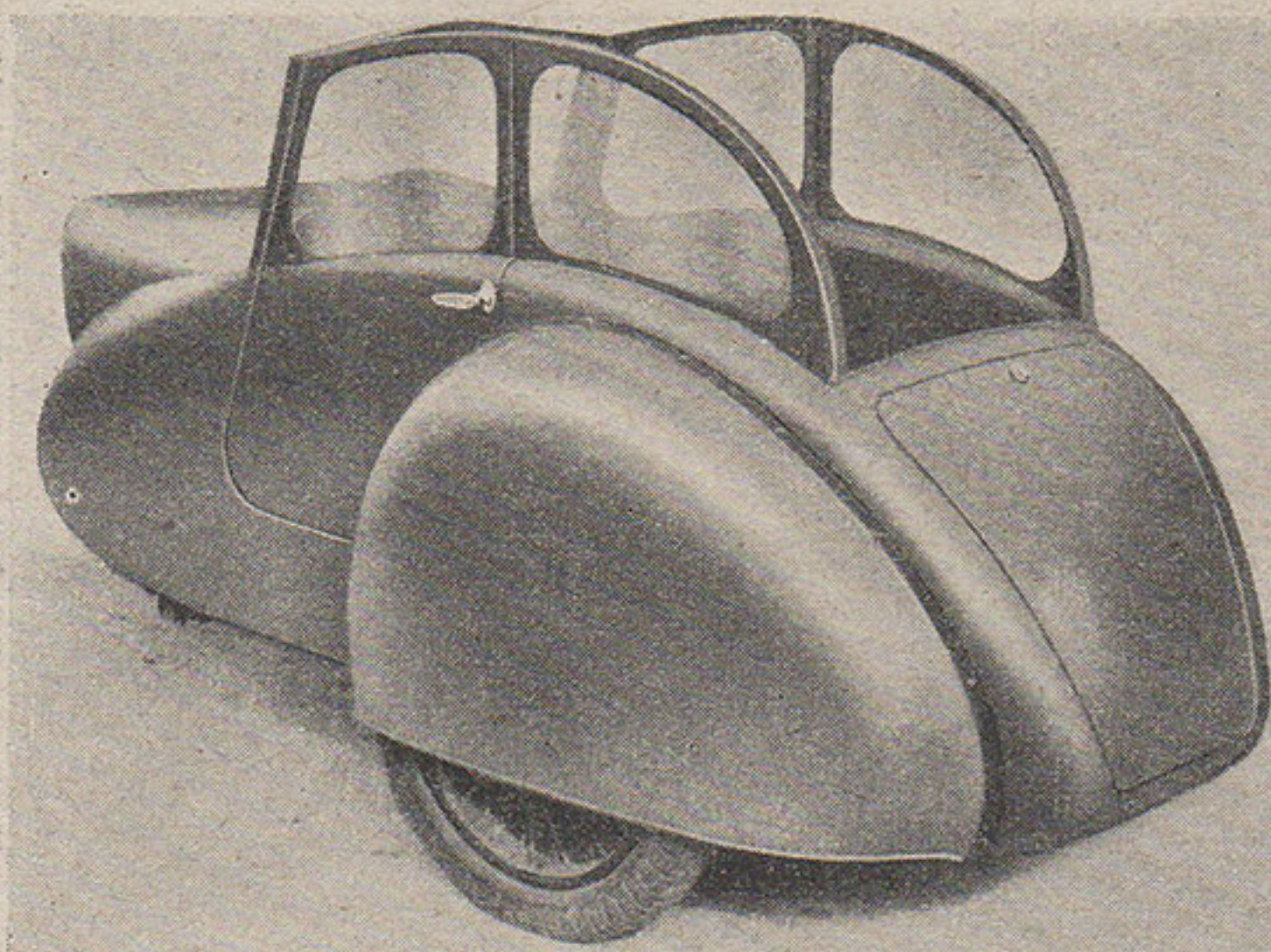
Grade "C" Scratch Race (six laps): 1. T. L. C. Wylde (348 Ariel); 2. W. J. Smith (348 J.A.P.); 3. L. J. Taylor (347 Matchless). Time, 20 mins. 8.6 secs.

Grade "B" Scratch Race (six laps): 1. C. R. Bruguere (349 Triumph); 2. A. J. Elgar (348 Velocette); 3. A. J. Humphreys (496 B.S.A.). Time, 20 mins. 28.8 secs.

Grade "A" Scratch Race (six laps): 1. H. H. Lines (348 Ariel); 2. G. H. Baker (348 Ariel); 3. D. Spain (498 J.A.P.). Time, 18 mins. 46.2 secs.

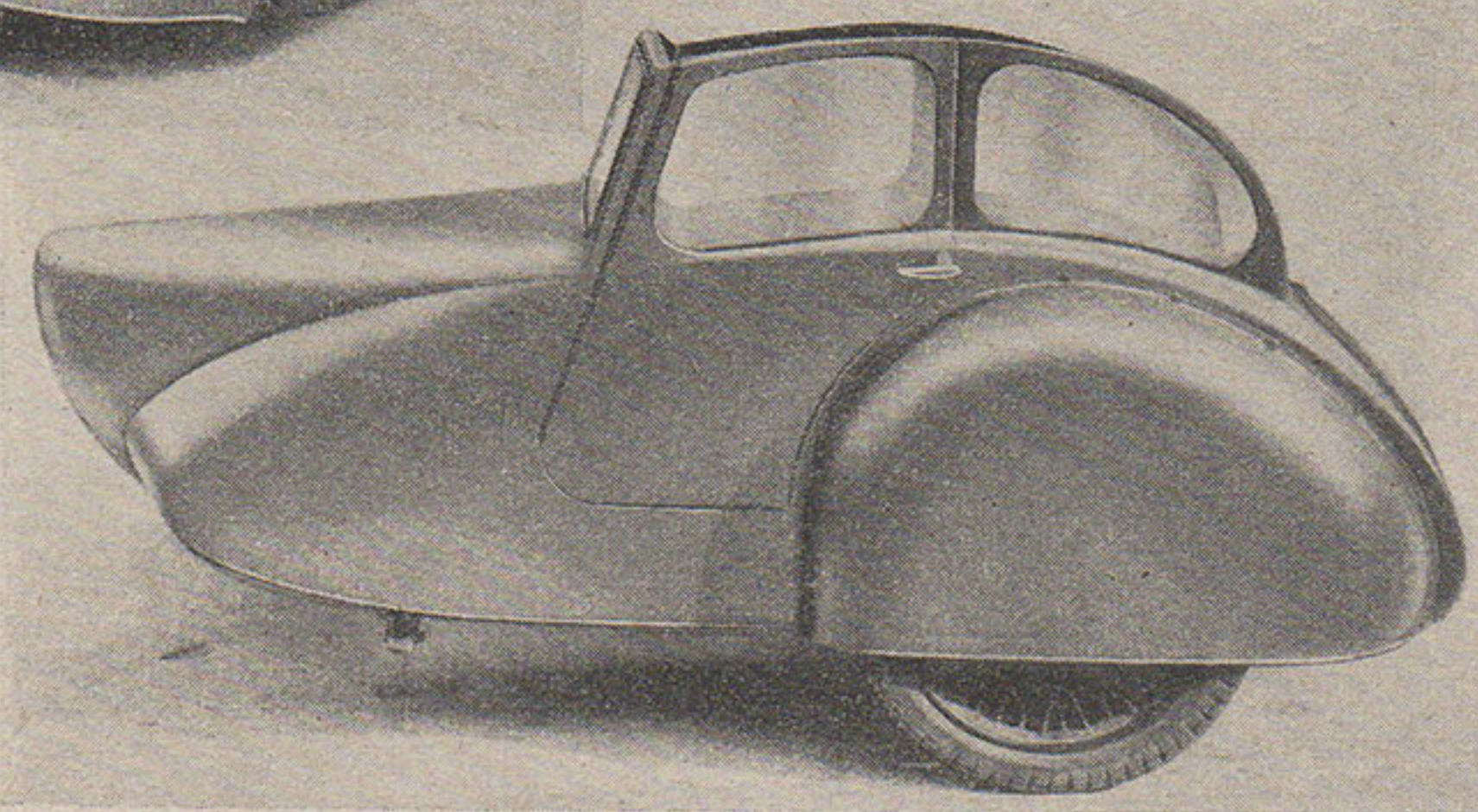
Handicap Race (six laps): 1. W. Inglis (347 Matchless); 2. H. H. Lines (348 Ariel); 3. G. H. Baker (348 Ariel). Time, 19 mins. 52 secs.

A V.P. TWO-SEATER WITH A NEW LOOK



(Above) The new "Volante" model, with its 2-seater body. The luggage-boot has an outside lid, while the wheel is enclosed. (Top, right) The new chassis with rubber-in-torsion wheel suspension.

Cheltenham Sidecar Concern's Programme for Next Season.



Massive, but of pleasing proportions, the "Volante" bodywork encloses the chassis. Note the large door and the built-in mudguard.

THE "star turn" in the sidecar range for 1947 produced by V.P. Sheet Metals, Ltd., of Windsor Street, Cheltenham, is the new "Volante" child-adult body and rubber-sprung chassis illustrated on this page. In addition, the present single-seater "Viper" sports is being continued in unaltered form.

The new two-seater is remarkable chiefly for the attractive manner in which the light alloy panelling is swept round the chassis to conceal the latter's tubing and for the enclosure of the wheel by means of a quickly detachable panel secured with Dzus fasteners.

Attractive Lines

As will be seen from the photographs, the shape of the body is most imposing and unusual. A rear lifting panel gives access to the capacious luggage boot. The superstructure can be made weather proof when desired by a plain canvas top fastened by press-studs and rolled back when not in use. A $\frac{1}{8}$ -in. Perspex windscreen is fitted and the side windows are "glazed" with $\frac{1}{16}$ -in. celluloid. All are held in by special rubber mouldings.

The seating is arranged with the child in front of the adult, the larger seat being on runners and the smaller capable of being tipped forward or removed entirely if required. The sub-framework and floor of the body is of steel and, although the sidecar appears to be of massive proportions, it is of no great weight.

The chassis on which this two-seater body is carried is of an entirely new design. All connections to the machine are made from the longitudinal tube member on the motorcycle side and are extremely robust. The sprung wheel is mounted on an arm which carries the spindle $7\frac{1}{2}$ ins. forward of the axle. The latter traverses

the full width of the chassis and is gripped at each side by two rubber bushes mounted in large, light-alloy castings. The rubber, working in torsion, provides resilience for wheel mounting. At each corner of the chassis are circular lugs in which torsion rubber mountings are fitted to suspend the body and provide additional comfort for the passengers. All castings used in the chassis are of a light alloy except that of the main rear pick-up, and it is possible for the chassis to be fitted to either the left- or right-hand side of the machine. A Dunlop 3.50-in. by 19-in. tyre is supplied as standard equipment. Finished in maroon, cream, or black, this handsome sidecar is listed at £76, plus purchase tax £20 5s. 4d., making the total price £96 5s. 4d. Other colours are available at a slight extra cost.

The only alteration to the single-seater chassis is that the bronze bushes carrying the pivot pin for the wheel suspension are replaced by conical rubber bushes which can be adjusted by a nut at the end of the pivot pin.

The body of the single-seater, it will be remembered, is also built of light alloy and is designed on the stressed skin principle. The weight of the body alone is 61 lb. The price of £49 14s. 4d. (plus £13 5s. 2d. purchase tax), equalling a total of £62 19s. 6d., for the complete sidecar on a rigid chassis, includes a tonneau cover, but a hood is an available extra. Standard colours are maroon, black or green.

At the Show

INFORMATION on technical, sporting and general motorcycling matters is to be available from the R.A.C. stand at Earls Court from November 18 to 24. Peter Knight, manager of the motorcycle department, is to be in constant attendance, and he will place his department's library of instruction books and other data at the disposal of callers requiring help or wishing to discuss any aspect of motorcycling.

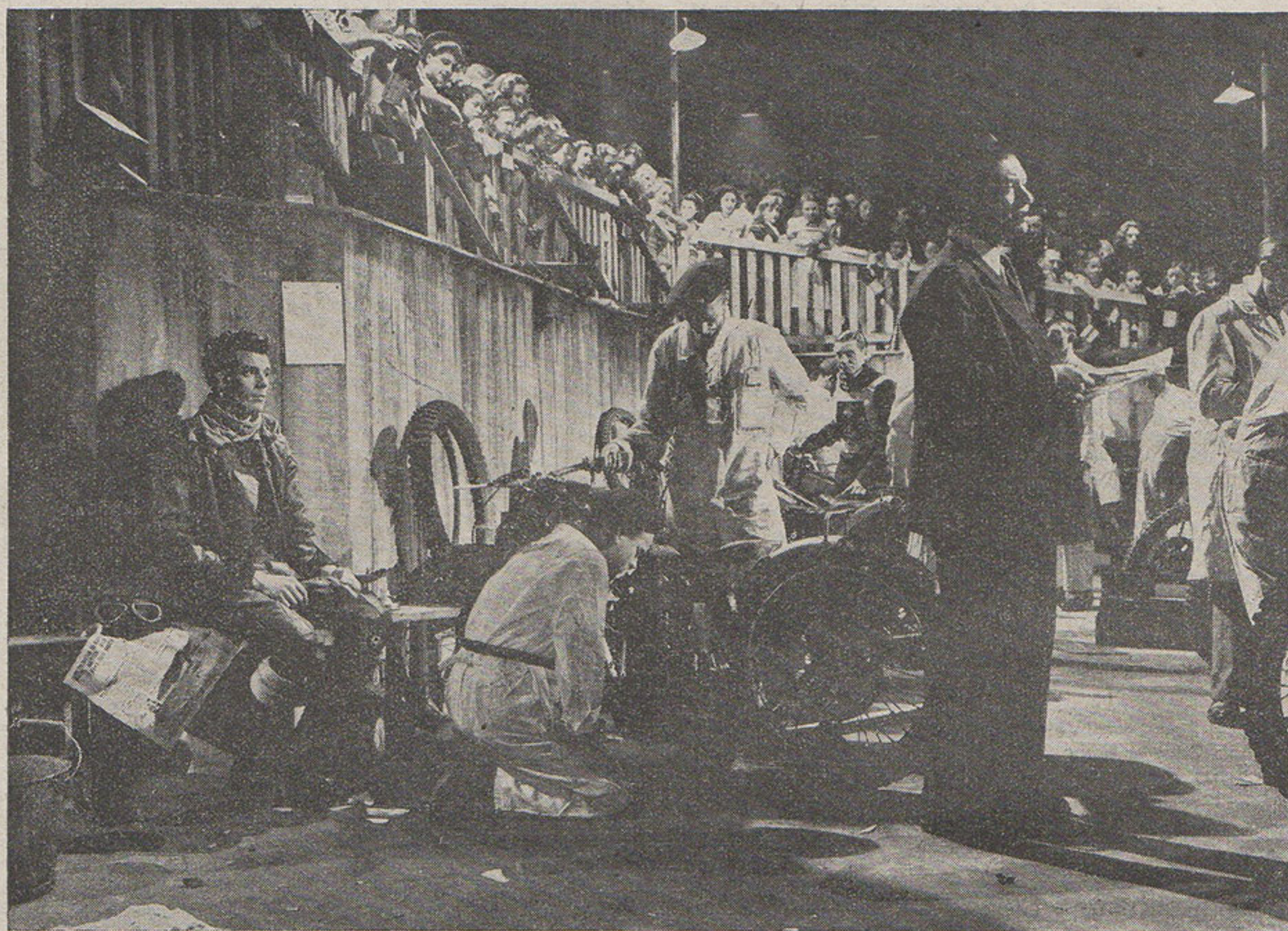
Despite the present-day economic difficulties and the acute lack of adequate petrol allowances for all users of motorcycles, the Club is able to announce that its total motorcycle membership has now attained an all-time record level.

The post-war peak in membership was previously attained in August, 1947, before the abolition of basic petrol. Later a decline was experienced but the progress since has resulted in a remarkably rapid recovery, so much so that to-day the present figure represents an increase of almost 5 per cent. over the previous record total.

Much remains to be done to improve the motorcyclists' lot, and no future effort will be spared to further their cause.

An Australian Marathon

To greet the King next year, an 8,000-mile Marathon, in which motorcyclists will take part, across the Australian continent has been proposed to the Prime Minister, Mr. Chifley, by the Dunlop concern in Australia.



A Speedway in a studio, complete down to the rattles! Dirk Bogarde (seated) plays a novice-makes-good role in "Once a Jolly Swagman," Wessex Film Productions' dirt-track feature which portrays the "cinders" with detailed accuracy, and is shortly to be released.

A Case for "Representation"

WITH reference to the recent riders' "strike" at Brands Hatch, whilst we are not conversant with the rights and wrongs of this dispute, we do think this is a case where a riders' representation, in full possession of the facts of the grievance, could have ironed out the matter prior to the meeting.

O. BEVAN.

(Chairman, The Grass Track Riders' Assn.)
Birmingham, 32.

Brands Hatch— The Facts

AT Brands Hatch £5 is paid for a grade "A" final win over four laps. Prize money at Wingfield Park and other comparative grass tracks is two and three times this amount; also, at the latter track the prize money for championship day was increased, but not so at Brands Hatch. Yet for 20 laps an additional £1 was offered for the honour of being Brands Hatch Champion on October 10.

The Brands Hatch regulations state that, for an attendance of over 8,000 spectators, 25 per cent. additional prize money will be paid; over 9,000 it is 33 per cent. and over 10,000, 50 per cent. However, at the S.E. Centre Championship, when "Motor Cycling" gave the total attendance as being more than 10,000, no bonus was forthcoming.

For the past eight meetings the surface of the track has been so bad that I have heard riders say that it was dangerous. Surely the critics have noticed the large and sudden crop of accidents, broken frames and lock-to-lock wobbles. As I see it, the 20-lap final would have been the survival of the fittest, and certainly not a true race.

"REGULAR PERFORMER."

London, W.11.

A16

Applying the Veto

IF, instead of creating a scene as the result of months of ill-feeling, the Brands Hatch riders simply boycotted the track, both the devotees of the track and the promoters—whoever they may be—would soon see that things were righted. Boycott, sanction or veto—all three words have a modern significance and an effective one, although, with common sense, such words need never be considered.

Maidstone, Kent.

L.H.

Do Not Blame the Sportsmen

MAY I please reply to your Editorial and to your correspondents concerning the Brands Hatch affair?

My own opinion is that, when the protest was first made, the organizers, who were the people who wanted the race to take place, should have met

a reasonable demand from the riders. They, I would mention, were all ready to come to the line. Consequently, I think the blame for the "strike" rests with the organizers; it certainly does if the half-hearted announcement they made about the business is any criterion.

I congratulate H. J. Bewsey on the way he stands by the riders. I know many of these fine sportsmen; they do not take "strike" action without good cause. I have spoken to a number of spectators on the matter and they were 100 per cent. in support of the competitors.

"R.A.O.S." writes that he wants drastic action, but on what account? I have yet to read in an entry form that paying entry fees constitutes a contract binding a rider to appear. Even in the I.O.M., riders have been known to enter but have not ridden. To take away the licences of the S.E. Centre's finest riders would leave us spectators

The EDITOR'S CORRESPONDENCE

with practically nothing of note worth going to watch. With the exception of two or three meetings, I have attended Brands regularly since 1934. I have never before known a "strike" to happen, though it has plainly been in the air for some time. Should ever it occur again, I ask you, sir, not to condemn the fine sportsmen who ride without a full hearing of their cases.

Meopham, Kent.

"BRANDS HATCH LADDIE."

Glad he Did it

I AM one of the riders who disappointed the crowd at "Brands" on October 10. How easily a fellow can change from being a good sportsman to a bad one! He can crack around amidst dust and flying stones; he can try to dodge the bumps and dips and take the kicks. He's a good man. But should he kick back—oh dear, what a change. What happened on this occasion should have happened long ago, and the few who will have to answer to the A.C.U. did what many more have wanted to do.

"R.A.O.S." writes of "the exploitation of our sport." Has not sport already gone from Brands Hatch? Many of the riders who refused to ride are the same people who agreed to ride for half-prize money at a meeting earlier in the season when a club looked like losing a good deal of money.

If we have to pay the penalty of default by suspension, I, for one, will be contented if riders who take my place on the line benefit from what is called in your Editorial a "Peculiar Demonstration."

Once again I say that I am sorry to have disappointed my many good friends, but I honestly believe that the outcome will be to the advantage of the sport, both from riders' and spectators' points of view.

Folkestone, Kent.

W. J. KEEL.

He's Found His "Ideal"

MANY letters have been published in the technical journals regarding the dearth of the family sidecar outfit. Stress has been laid on slogging power and comfort in preference to high speed, but decent springing and interchangeable wheels also are asked for.

I have recently acquired a machine with these qualities. Although it is in a rough condition, I consider it to be well worth reconditioning. This machine is a 1921 Model "H" Matchless, designed as a sidecar outfit with a sidecar "in-built." If A.M.C., Ltd., could be persuaded to produce a modernized version of this machine, I believe they would find a ready market.

Datchet, Bucks.

G. A. GROUT.

The Whim of A Policeman

APPENDED below is a copy of a paragraph in the "Daily Express" dated October 20. I feel that the policeman concerned should be asked to substantiate what appears to be an exceedingly wild, inaccurate and dangerous statement. In Stalybridge, it seems, we are not judged upon our merits, but on the ridiculous whim of some local policeman.

The "Daily Express" paragraph reads:—"Inspector E. Burslem, in a motoring case at Stalybridge (Cheshire), yesterday: 'Motorcyclists as a class are the most selfish. Fifty per cent. of the motoring cases we deal with involve motorcyclists.'"

GEOFFREY SHERRING.

Stockport, Cheshire.

They Rushed To Help Him

YOU may be pleased to know I have had a first-rate response to my "In Brief" request for a 1937 Rudge Handbook, which you published in your issue of August 26.

I received an instruction book by first post on the Saturday after publication, and I have also an offer of assistance from a "Rapid" owner.

G. W. YEATMAN.

Bournemouth, Hants.

Good Appearance Good Reputation

MAY I express complete agreement with the views, published on September 23, of F. J. Partington? Of all things calculated to turn opinion against us the "bundle-of-oily-rags" appearance of certain riders is the worst menace, with the filthy machine a close second. Without becoming "pansy" it is reasonably possible to acquire ex-W.D. clothing to protect one's ordinary attire, and maintain a decent appearance when on or off the model.

London, N.2.

F. H. ALDERDICE.

Nationalized Insurance A Bleak Prospect

REGARDING Mr. C. Westcott's letter (September 30) describing difficulty in placing insurance permitting his wife to drive a motorcycle, and also to his remarks referring to the nationalization of insurance. I wonder if he has stopped to consider what effect nationalization would have?

If the insurance industry were nationalized, it would be hardly likely that such frills as a comprehensive policy would be considered. The only cover to be granted would, in all probability, be in relation to the Road Traffic Act.

Since Mr. Westcott was eventually able to place his business satisfactorily despite the known fact that some companies do not care for motorcycle risks, I do not think he has cause to complain, for under nationalization it would be a case of take-it-or-leave-it, whereas, at the present time he has the advantage of choice of companies.

"INSURANCE OFFICIAL."

Bournemouth, Hants.

A Challenge from The R.A.F.

IT was with a certain amount of envy that I read your account of the recent Royal Artillery Trial. What a pity we do not have similar events in the Royal Air Force.

Unfortunately, we could hardly provide the excuse of training for holding trials, so, obviously, the use of Service machines would be forbidden. However, I feel that there must be many R.A.F. people who would use their own motorcycles in such events. After a few preliminary events, possibly we would be able to challenge the best the Army could produce.

If there is anyone interested, would they write to me c/o the Editor?

A. L. CHEESLEY, Flt. Sgt.

London, W.C.2.

Keeping "Dirt" Off the "Grass"

THE correspondent, G. F. Wright, writing in your Editor's Correspondence on October 7, raises an interesting point. But may I challenge him on the subject of "dirt" machines racing against standard "grass" jobs?

If organizers and spectators do not wish to see "dirt" machines, why do they not introduce a few right-hand bends? I feel that the models being used on many tracks to-day, whilst they may have J.A.P. engines, are not really speed-way machines. Surely, racing is established and supported for the purpose of seeing motorcycles *race*, and, provided the brakes, and so forth, mentioned by Mr. Wright work properly, why do people talk about banning the machines, whatever they may be, simply because they go fast?

Hitchin, Herts.

F. L. COPESTAKE.

IN BRIEF

Motorcycle Show Reunion: S. Croucher, 21, Harold Road, Sittingbourne, Kent, ex-R. Signals instructor, wishes to contact Ted Way, with whom he served at Huddersfield and Catterick.

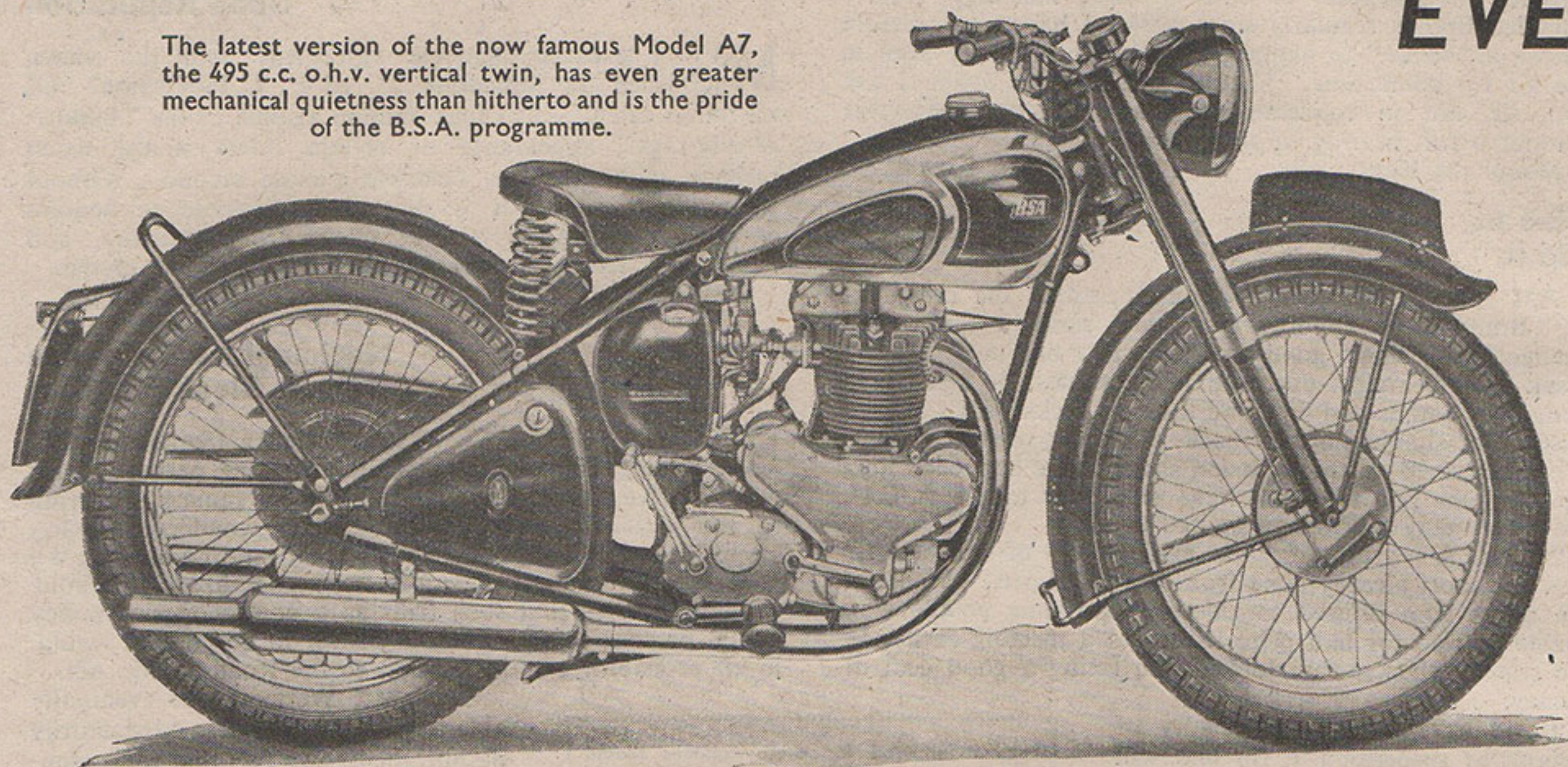
Wanted—Second-hand copies of "Motor Cycling."—C.D.T. Baker-Carr, Wayside, 17, Chester Road, Castle Bromwich, Warwick.

Experiences Wanted: Of 1930 500 c.c. GRINDLAY-PEERLESS Special Sports model.—W. H. Wheatley, 10, The Ridings, Ockbrook, nr. Derby. Of converting vintage model HARLEY DAVIDSON to use modern ex-W.D. engine, particularly with regard to electrical side.—E. J. Chandler, 9, Nevil Road, Bristol, 7.

BIANCHI 1940, removing the hollow spindle and bearing from the front hub.—D. Wharton, 14, South Hill Road, Birkenhead.

Details of Forthcoming Models—

The latest version of the now famous Model A7, the 495 c.c. o.h.v. vertical twin, has even greater mechanical quietness than hitherto and is the pride of the B.S.A. programme.



EVERY

ONE of Britain's largest motorcycle manufacturers, B.S.A. Cycles, Ltd., of Small Heath, Birmingham, 11, has adopted the practice—pioneered by Morris Motors, Ltd., and now popular in the car world—of introducing new models or modifications as they become ready instead of timing their appearance for a certain period each year.

Thus, among the B.S.A. machines which will be available next year there are several old favourites which continue virtually unchanged. There are, however, others which are new. But throughout the range there is a degree of interchangeability which provides such subtle variations that the most discriminating buyer can find a model equipped in catalogue form exactly to his requirements. No fewer than six 500 c.c. machines are listed—two vertical twins, three o.h.v. singles and one side-valve—and models from the 123 c.c. Bantam two-stroke, only recently made available to home buyers, to the heavy duty 591 c.c. s.v. Model M 21, comprise the rest of the range of 14 different types.

Taking another cross-section, there are these two essentially utilitarian machines, and at the other end of the scale there are the new B32 Special—designed solely for the specialist competition rider—and the A7 Special, a vertical twin with enough performance to suit the fastest roadfarer.

The models fall into five groups, "A," "B," "C," "D" and "M," and certain features are common to several groups. For instance, the one four-speed heavyweight gearbox, based on the "M" type but now having enclosed clutch operation and speedometer drive, is standardized throughout the "A," "B" and "M" range, and so is one pattern of telescopic front forks and, with the exception of the special competition models which have 21-in. front rims, one type of front wheel.

All models of 350 c.c. and over have 7-in. brakes on both wheels; one size of chain, $\frac{1}{2}$ in. by .305 in., provides the

primary drive for all models except the "Bantam" and the A7 twins, whilst several models share the same pattern of triangulated cradle frame. The "A" and "B" range have absorption-type silencers and the "C" and "M" models are fitted with silencers having internal baffles.

Taking the five groups in alphabetical order, there are the two twin-cylinder machines. The A7, introduced less than two years ago is already established in popularity. An o.h.v. vertical twin of 495 c.c. capacity (62 mm. bore by 82 mm. stroke), it now has Duralumin pushrods and an oil feed direct to the rocker spindles, making for increased mechanical silence.

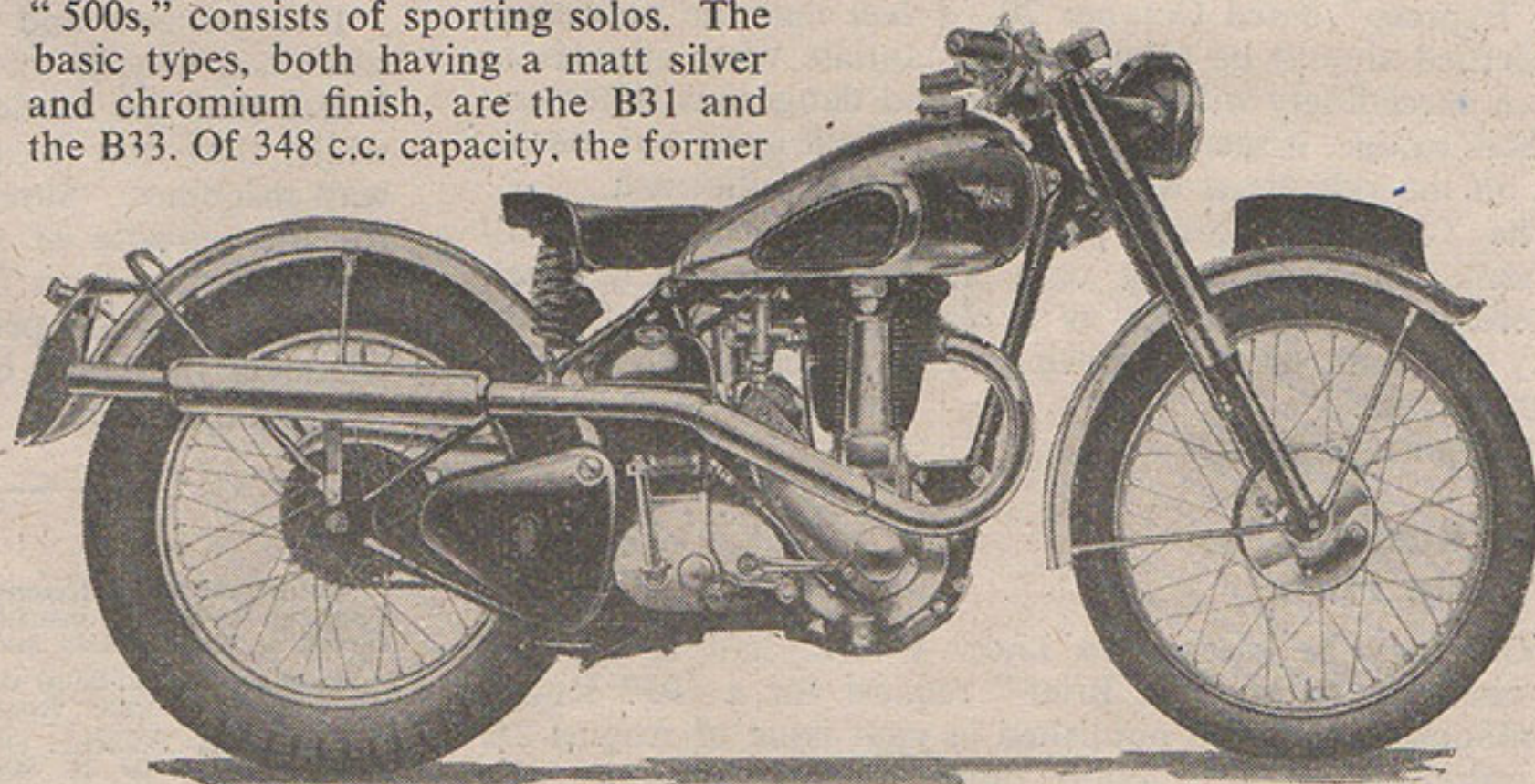
The A7 will be joined shortly by a rear-sprung Special, which will have a tuned high-compression engine equipped with twin carburettors. The rear springing, of plunger type, is available as an extra on the standard A7. While the latter retains its black or red and chromium finish the new high-performance model will have matt silver and chromium tank and wheels, with a special distinguishing badge on the tank.

The "B" group, largest in the range embracing three "350s" and two "500s," consists of sporting solos. The basic types, both having a matt silver and chromium finish, are the B31 and the B33. Of 348 c.c. capacity, the former

—one of the first completely new post-war models—has a single-cylinder power unit with a 71 mm. bore and 88 mm. stroke. The B33 is a 499 c.c. model, almost identical except for engine capacity and larger section rear tyre, and has an 85 mm. bore and the same 88 mm. stroke. The heavyweight four-speed gearbox, common to all models of over 250 c.c. capacity, offers a comprehensive choice of wide and close ratios for the various purposes for which particular machines have been designed.

Complementary to the B31 and B33—essentially fast road machines—are the competition models, the B32 and B34, respectively. The former is distinguished by a green and chromium finish, the latter being red and chromium. Both have chromium-plated wide-clearance mudguards and upswept exhaust systems. As part of their catalogue equipment these models have 2.75 ins. by 21 ins. front and 4 ins. by 19 ins. rear tyres and engine sprockets giving the required low gear ratios are fitted as standard.

The fifth member of the "B" family is a new arrival—labelled the 348 c.c.



Competition successes make the 348 c.c. o.h.v. Model B32 of particular interest to trials enthusiasts. The 499 c.c. Model B34 is similar in specification.

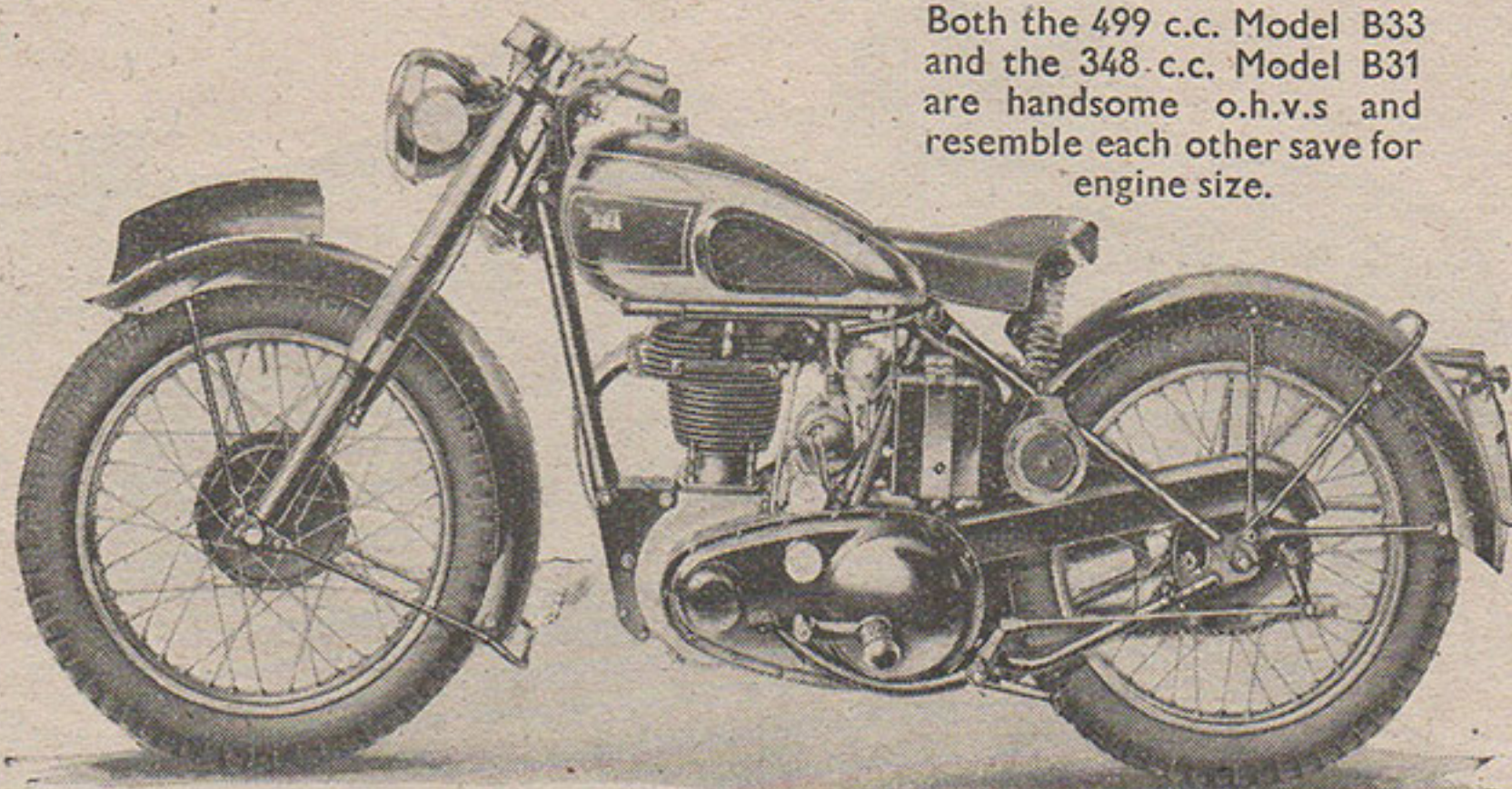
TASTE MET IN THE B.S.A. RANGE

An Ultra - lightweight Two-stroke, o.h.v. and s.v. Singles and Vertical Twins featured in Comprehensive Programme.

Special. In view of the amazing run of success which B.S.A. machines have had in scrambles—both in this country and abroad—in the hands of men like W. Nicholson and the Belgians, A. Milhoux and N. Jansen—its introduction has been almost inevitable. Basically the same as the B31, the engine has an aluminium-alloy cylinder barrel and head in which variations to compression ratio, port sizes, cams, valve springs, carburetter, etc., can be made to suit requirements. The three-gallon, or two-gallon at option, silver and chrome tank will have a distinguishing motif. Close ratio or optional wide ratio gears are available.

Like the A7 Special, this machine will be sold with spring frame as standard, although any of the "B" models can be supplied with rear springing at extra cost.

Deservedly popular with utility riders are the "C" models—all of 249 c.c. capacity—and Post Office messengers alone use several hundred side-valve



Both the 499 c.c. Model B33 and the 348 c.c. Model B31 are handsome o.h.v.s and resemble each other save for engine size.

group, is the 123 c.c. two-stroke "Bantam." Already in considerable demand overseas, the "Bantam" has now been made available to the home market. An extremely attractive little machine, it was the subject of a "Motor Cycling" road-test report which appeared in the October 28 issue.

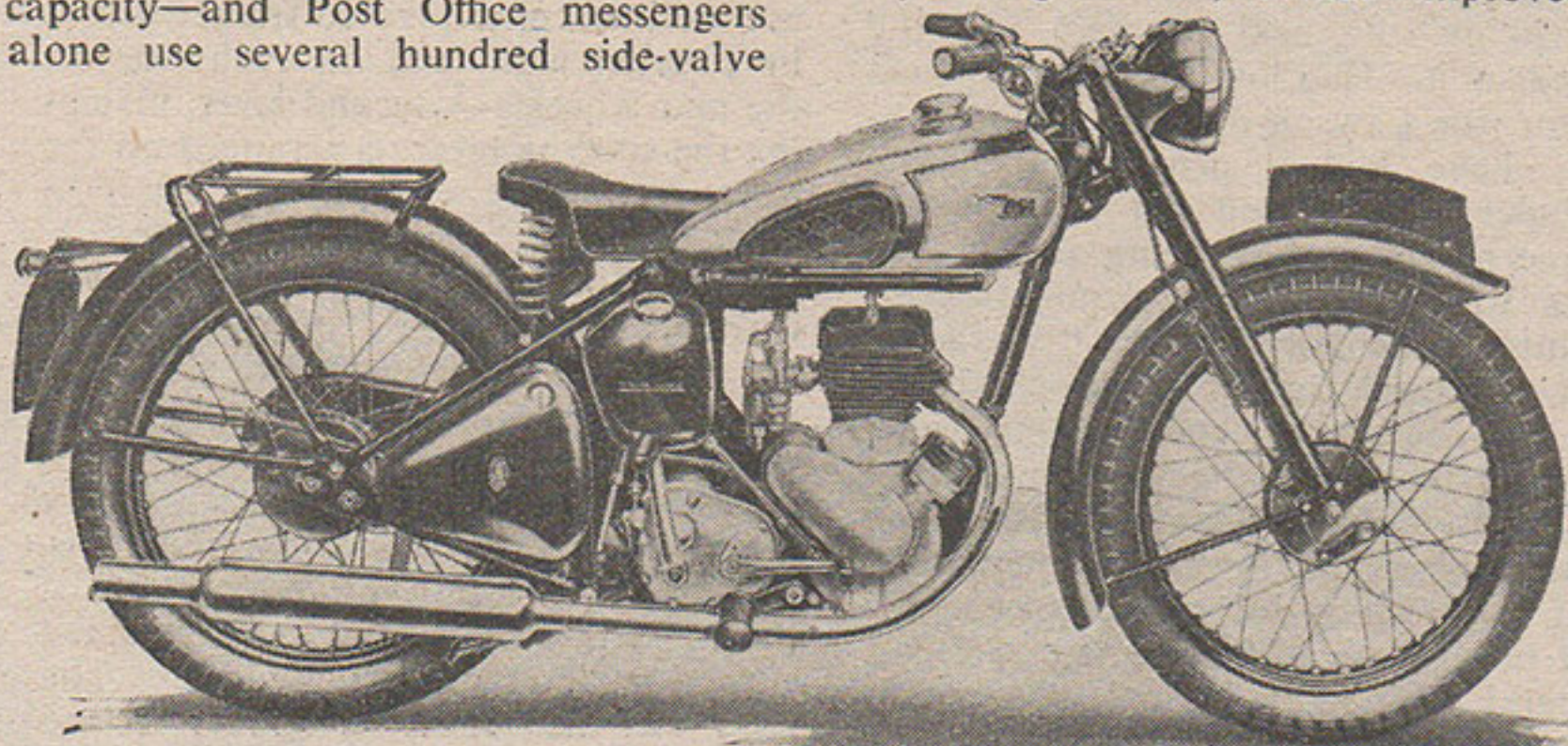
Finally, there are the three "M" models, the machines destined for the hardest work. M20 is the 496 c.c. (82 mm. bore by 94 mm. stroke) side-valve, which served the Army so faithfully during the war, but much improved

in appearance since its "demob." The M21 is a larger model, also a side-valve, with 82 mm. bore and 112 mm. stroke, giving a capacity of 591 c.c. The M33 has the same o.h.v. 499 c.c. engine as the B33.

A heavy-duty frame which incorporates sidecar lugs is common to the "M" range, which now have telescopic front forks to replace the girder pattern. The side-valve machines have black and silver finish, whilst the M33 has the same silver and chrome tanks as its counterpart in the "B" range.

On all machines equipped with separate dynamos—namely, the "A" and "C" models—this instrument is larger than before and gives an increased output, and the dynamo half of the Magdyno has also been improved. All models except the "Bantam" and the "Specials" have Lucas sealed-beam head lamps of the latest type. In the case of the "Specials" a racing magneto with battery lighting and electric horn, or Magdyno are available at option.

B.S.A. machines are sold fully equipped with tool-kit, pump, licence holder, and horn, and an informative instruction book is included with the kit.



A handy, economical 249 c.c. s.v. is to be found in this Model C10, with coil ignition. The o.h.v. Model C11 follows its general details.

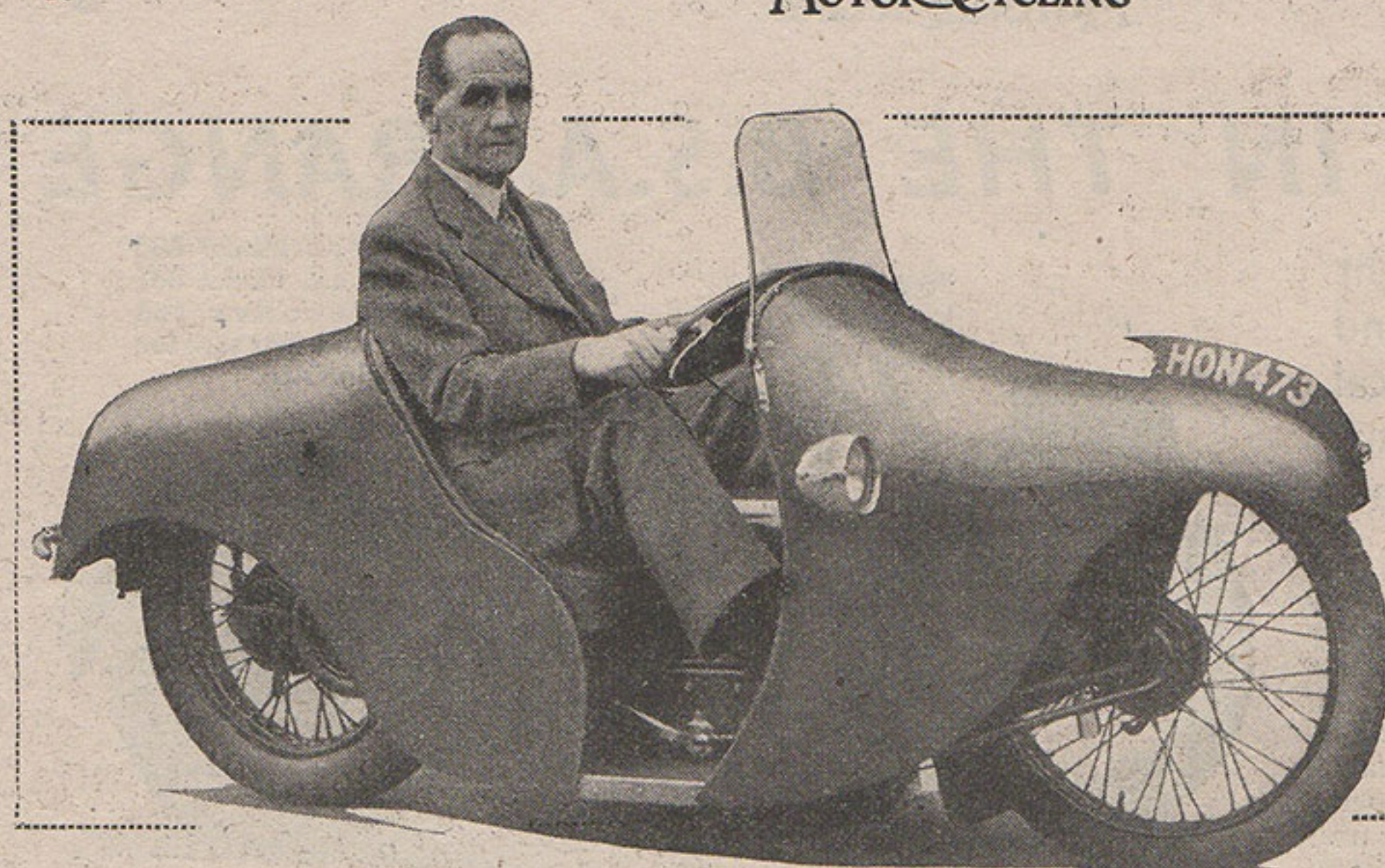
C10s. This is the oldest of the three types which comprise the group, having been introduced in 1937.

The others are the C11 and the blue and chromium C11 De Luxe, both o.h.v.s, and all three have several features in common. They are the only coil-ignition machines in the range, being equipped with car-type distributors and automatic advance mechanism. All have engines of 63 mm. bore by 80 mm. stroke and the three-speed, foot-change gearboxes afford ratios of 6.6, 9.8 and 14.6 to 1. The C10 has 19-in. wheels fore and aft whilst both o.h.v. models have 20-in. wheels, all carrying 3-in. section tyres. They are equipped with telescopic forks, employing the same type of automatic hydraulic damping and of the same design as those fitted to the larger models.

The D1, the only machine in its

Current B.S.A. Prices

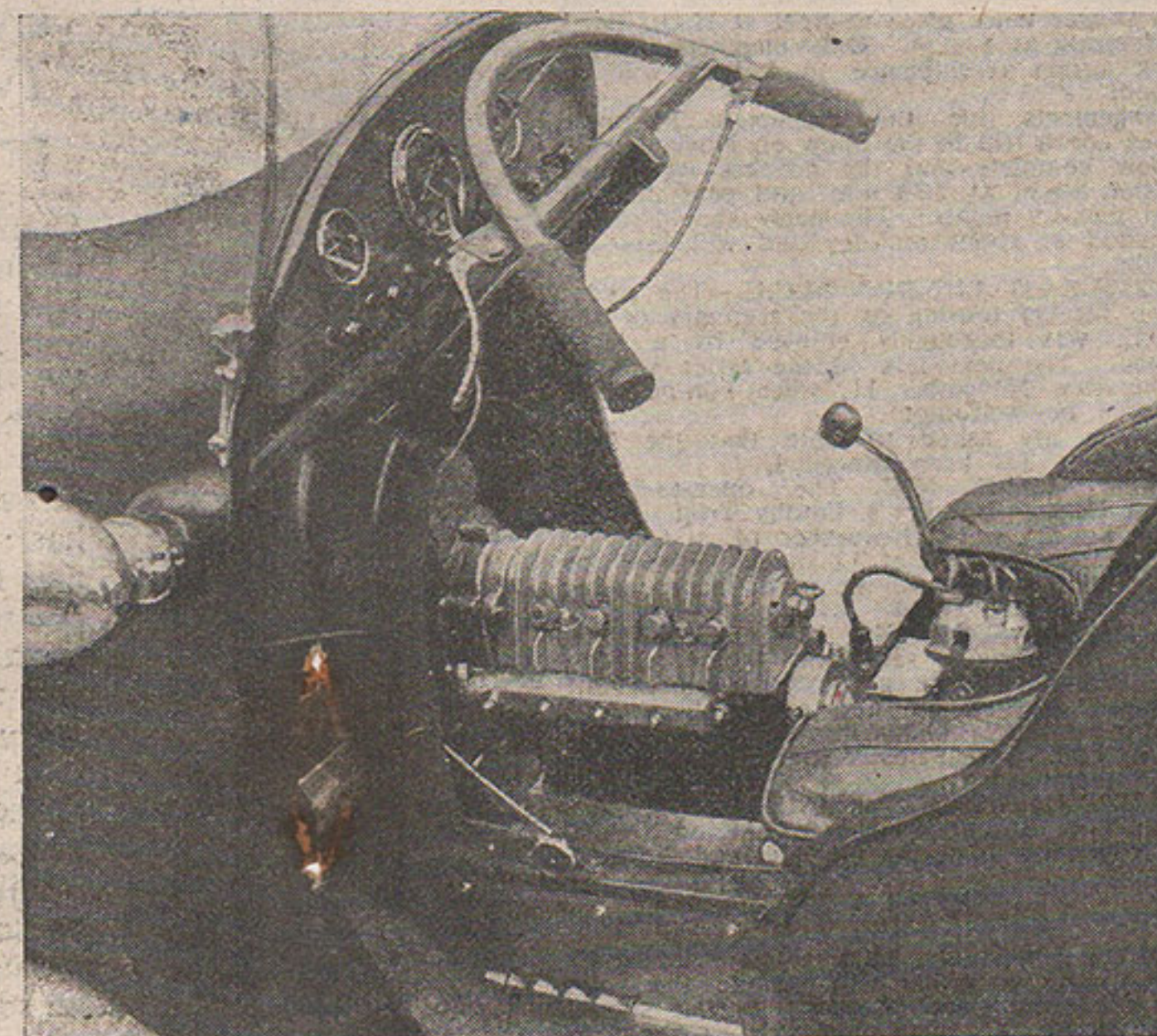
	Price	Purchase Tax	Total
	£ s. d.	£ s. d.	£ s. d.
Model D1 123 c.c. two-stroke	60 0 0	16 4 0	76 4 0
Model C10 249 c.c. s.v.	85 0 0	22 19 0	107 19 0
Model C11 249 c.c. o.h.v.	90 0 0	24 6 0	114 6 0
Model C11 De Luxe 249 c.c. o.h.v.	92 0 0	24 16 10	116 16 10
Model B31 348 c.c. o.h.v.	112 0 0	30 4 10	142 4 10
Model B32 Competition 348 c.c. o.h.v.	124 0 0	33 9 7	157 9 7
Model B32 Scramble Special 348 c.c. o.h.v.	166 10 0	44 19 1	211 9 1
Model B33 499 c.c. o.h.v.	122 0 0	32 18 10	154 18 10
Model B34 Competition 499 c.c. o.h.v.	134 0 0	36 3 7	170 3 7
Model M20 496 c.c. s.v.	114 0 0	30 15 8	144 15 8
Model M21 591 c.c. s.v.	117 0 0	31 11 10	148 11 10
Model M33 499 c.c. o.h.v.	124 0 0	33 9 8	157 9 8
Model A7 495 c.c. o.h.v. Twin	140 0 0	37 16 0	177 16 0
Model A7 Special 495 c.c. o.h.v. Twin	160 0 0	43 4 0	203 4 0
Sidecar			
Model 22/47 De Luxe Tourer	59 5 0	15 16 0	75 1 0
Model 22 Chassis	22 10 0	6 0 0	28 10 0
Extras			
Speedometer on Model D1 only	3 3 6	17 2	4 0 8
Speedometer on all other models	4 0 0	1 1 8	5 1 8
Legshields on Model D1	3 10 0	18 11	4 8 11
Legshields on C Models	3 15 0	1 0 3	4 15 3
Pillion footrests on all models (except D1)	10 0	2 9	12 9
Luggage carrier or pillion seat (except D1)	1 1 0	5 8	1 6 8
Green and chrome tank and wheels on Model B31	1 0 0	5 5	1 5 5
Red and chrome tank and wheels on Model B33	1 0 0	5 5	1 5 5
Silver and chrome tank and wheels on Models M20 and M21	2 10 0	13 6	3 3 6
Spring frame on "B" models	12 10 0	3 7 6	15 17 6
Spring frame on Model A7	10 0 0	2 14 0	12 14 0



NOT EVEN FOR EXPORT!

R. R. HOLLIDAY Describes the Strictly "One off Only" Lawson Motor-Car-Cycle to be shown on the Sackville Stand at Earls Court

(Left) The owner-builder, Mr. E. Alec Lawson, governing director of Sackville Ltd., of Birmingham, seated in his "special." The extent of weather protection offered and comfortable riding position will be obvious.



(Right) With the cowl removed, the 4-cylinder engine, air-cooled by fan-induced draught, is seen. Driven from the rear end of the crankshaft is the M.L. magneto. Note also the exhaust-heated handlebar bend.

"If only I had factory facilities behind me, I reckon I could design and build myself a motorcycle that would open a few people's eyes!"

How often motorcyclists, idly pipe-dreaming, give vent to sentiments like that—and how seldom do their wishful thoughts become reality! All the same, if you go to Earls Court this month you will be able to see what one enthusiast has been able to do along those lines. He *did* have factory facilities: he also had ideas—and the machine which he will be exhibiting will certainly be an eye-opener, for in appearance, layout and ingenuity, it is unique. And unique it is likely to remain, for its inventor and constructor is most emphatic that he has no intention of marketing it.

Car Comfort

He is Mr. E. Alec Lawson, the governing director of Sackville, Ltd., the Birmingham company which supplies the motorcycle and motor trades with a whole host of fittings and accessories. Many times during the 30 years in which he has been associated with the industry, Mr. Lawson has thought that there ought to be a two-wheeled vehicle which combined motorcycle characteristics with car comfort and weather protection. Many people have thought likewise, but, as none seemed likely to get around to making one, Mr. Lawson eventually decided to try his own hand at it.

Come with me, then, to Stand No. 145 at the Show and see the result, or, alternatively, take a good look at the pictures herewith.

You will see at once, of course, that the Lawson conception is based on that never-to-be-forgotten vehicle, the Ner-a-Car—the only motorcycle ever marketed which did make a sustained effort to emulate car practice on two wheels. Mr. Lawson rode Ner-a-Cars years ago and so had no hesitation in using the frame of a well-preserved specimen for the "chassis" of his car-cycle. Actually, he has lengthened the wheelbase by 5 ins. and has found a clever method of anchoring an internal-expanding hub brake on the front wheel; otherwise the frame essentials

are as they were in 1922. With comfort an important feature in his programme, he toyed with the idea of rear suspension, but, deciding that it would involve a sacrifice of frame rigidity, he pinned his faith to relatively large-section tyres, using a 3-in. cover on the front wheel and a 4-in. on the rear.

The Power Unit

Having got the frame and wheels to his liking, the next problem was the power unit. Had low cost been a prime factor, the Lawson project would probably have had a proprietary single-cylinder engine fixed flat between the frame members, but, being a man who likes to do the job thoroughly, this enthusiast mentally damned the expense and produced for his dream-child one of the neatest, sweetest-looking four-cylinder units that these old eyes have lit upon. Four air-cooled cylinders in line, chain-driven overhead camshaft, unit construction for a three-speed gear and bevel box, M.L. magneto with an integral distributor, Amal up-draught carburettor, finned oil cooler and a clean, business-like exterior exuding efficiency—that is a brief specification. The photos show the external proportions in relation to the rest of the machine; internally it measures up to just 288 c.c.s!

From a cross-shaft from the bevel box a $\frac{1}{2}$ -in. by .205 chain transmits power to the rear wheel, while starting is effected by pulling up a hand lever that normally lies close to the foot-board on the engine's off side. Ingenious, also, is the method of dealing with the exhaust gases; from the manifold a branch union has flexible pipes leading to each side chassis member: these are box-sectioned structures and each provides an expansion chamber (internally baffled) 36 ins. long! Additionally, a portion of the gases is by-passed via smaller diameter pipes to travel up to the D-shaped handlebar, where they circulate within the tubing, keeping the bar warm in winter.

Another very clever feature is the "retractable undercarriage." A pair of

10-in. diameter, cushion-tyred wheels are mounted on a pivoted framework to lie parallel with, and on each side of, the rear wheel. A second lever, matching the starting lever, is arranged on the nearside of the engine, and this, in conjunction with a dashboard button, controls the movement of the undercarriage. When the "bogey" wheels are up and the rider wishes to stop, say, at a traffic signal, pressure on the button releases a catch and the wheels drop to the ground, being automatically locked by a ratchet and pawl to maintain the vehicle upright. Operation of the hand lever raises the wheels to the stowed position on moving off. The lever can also cause the undercarriage to act as a rear stand, lifting the back wheel clear of the ground. Then, with the help of a knock-out spindle, the driving wheel can be removed for puncture repairing.

The Controls

The machine pictured has lever control for the gearbox. Mr. Lawson's final design specifies twist-grip control from the left handlebar, the clutch lever swivelling in concert with the control. On the opposite bar the throttle twist-grip and front brake lever make for symmetry. A nearside, forward-located pedal operates the rear brake.

The bodywork consists essentially of three units, all in aluminium and each a fine example of the panel-beater's art. The forward unit provides leg-shielding, a scuttle for the instrument panel and a "bonnet" over the front wheel. It should be noted that the original Ner-a-Car "static" front mudguard is retained; the superimposed cowl does not act as a mudguard but, being placed over the front of the machine,

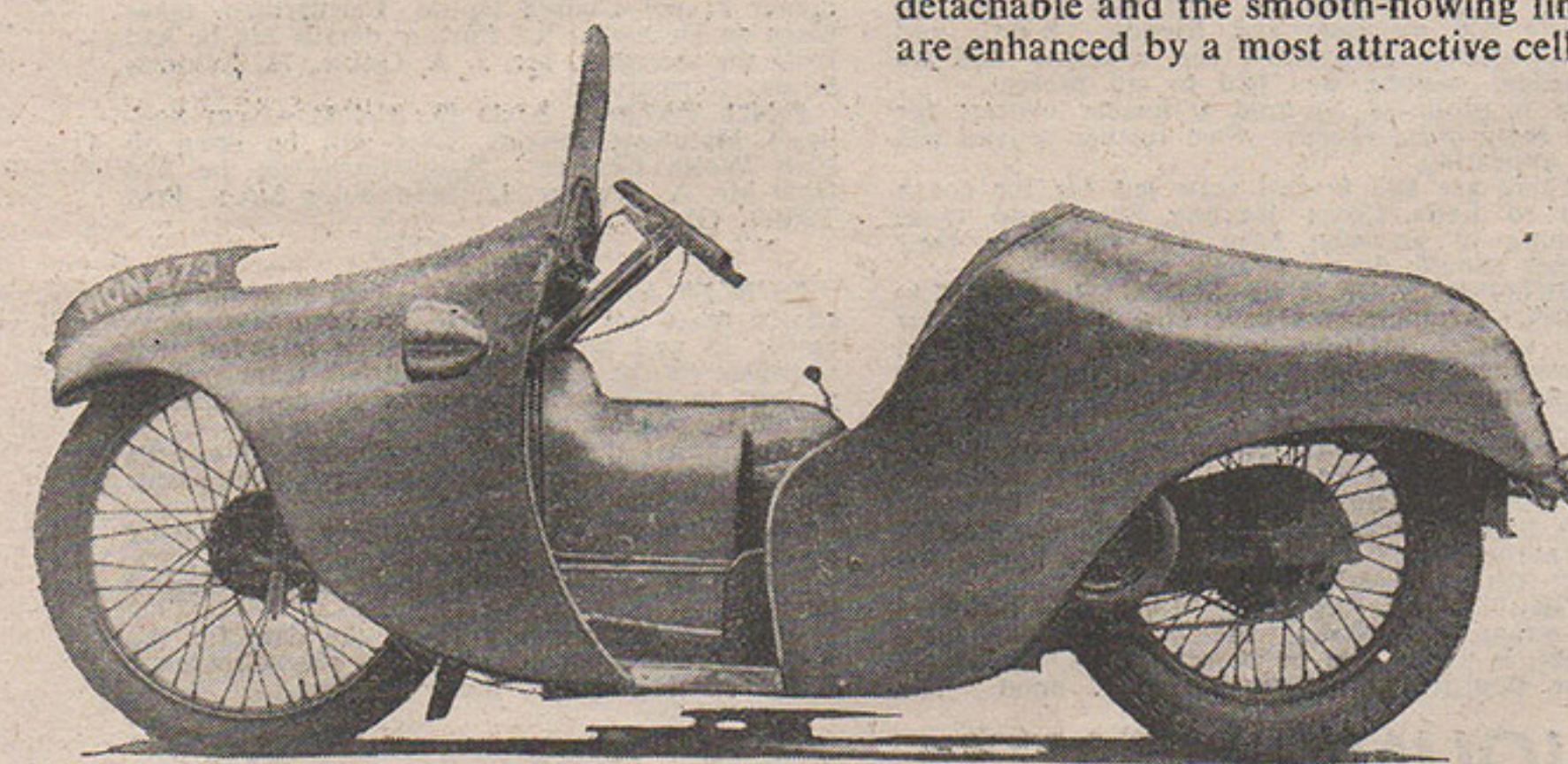
release and the various electrical circuits. Below the instrument board is a parcel tray commodious enough to take a rolled-up mackintosh and soft luggage for a holiday tour.

The second body section consists of the engine-cover, which rests on the side members of the frame and completely enshrouds the power unit, access to the float tickler being provided by a trap-door on the off-side. Two plated, knurled thumb-wheels hold the cover in position and rubber beading prevents rattles.

Bodywork Details

As with the forward end, the tail unit is not a mudguard but is an over-all enclosure completely surrounding the Ner-a-Car guard. It also covers the pannier-type four-gallon petrol tank and provides the side valances and back support to the luxurious, leather-upholstered bucket-seat. At the extreme rear an internally illuminated combined number-plate and panel-type rear lamp are built-in with chromium-plated fillets and a miniature plated bumper-bar beneath.

All three body sections are quickly detachable and the smooth-flowing lines are enhanced by a most attractive cellu-



The Lawson has pleasing lines, betraying little of its Ner-a-Car origin. One of the retractable standing wheels will be observed in the raised position beneath the cowl of the rear wheel.

loss finish in "Daimler green," offset by chromium-plated fittings and the owner's facsimile signature in gold on each side of the engine cowl.

How this remarkable machine handles I hope to discover for myself in the near future. It was undergoing its pre-Show grooming when I made its acquaintance and sundry essential parts had been removed for polishing up. For the moment I can say, however, that the proud owner is immensely pleased with it. He has used it regularly in all weathers for home-to-office, golf club and round-the-town work and wherever it has appeared it has created a major sensation. Nothing so closely approaching a car on two wheels has been seen since . . . well, since the Ner-a-Car!

The Perspex screen which surmounts the dash can be folded forward, sports car fashion. The fascia board, in stained and polished oak, carries the speedometer, clock, ammeter, and a row of six small knobs which actuate the carburettor air slide, advance and retard mechanism, the undercarriage

For the "L"-Plate Man

Revised Regulations

A RECENT announcement by the Minister of Transport made reference to revision of regulations affecting provisional driving licence holders. In general, "L"-drivers must now be accompanied by a person licensed to drive vehicles of the same type as that used by the learner. An official example is made, citing the case of provisional licence-holders learning to drive cars but having as passengers holders of licences valid only for motorcycles, or other classes of vehicle, or vice versa.

The question is one which crops up frequently in "Motor Cycling's" queries and a communiqué from the R.A.C. reaffirms the position so far as motorcyclists are concerned.

The solo learner is not bound to be accompanied at all; riders of combinations, on the other hand, must carry passengers, making sure that the latter are holders of full Group III licences and, should the solo rider carry a pillion passenger, then such a passenger also must be the holder of the same category of licence—not a licence issued for any of the groups which exclude the use of motorcycles.

The Six Groups

As a guide to current and would-be "L"-riders, the following gives an indication of each of the groups for which separate driving licences, and separate tests, are applicable:—

I. Heavy locomotives, light locomotives, motor tractors, heavy motorcars, motorcars, or motor tricycles equipped with means for reversing, but excluding any vehicle comprised in Group IV or Group VI.

II. Trolley vehicles.

III. Motorcycles (with or without side-car) or tricycles not equipped with means for reversing, but excluding any vehicles comprised in Group VI.

IV. Track-laying vehicles steered by their tracks.

V. Invalid carriages.

VI. Mowing machines, agricultural tractors, or vehicles controlled by pedestrians.

A provisional driving licence is obtainable by making application on Form D.L.1, this form being available from all branch post offices dealing in post office banking and money order business, or direct from local licensing authorities.

The 17 questions contained on D.L.1—all obvious in their meaning and common sense—must be answered in ink, but not before reading the instructional notes on the back of the form. When completed, D.L.1 should be sent to the appropriate authority, with the 5s. fee, in return for which a provisional licence will be issued. Licences of a provisional type may be renewed at the conclusion of their three-months' tenure, and, moreover, the process may be repeated almost indefinitely, provided, of course, the learner continues to carry "L" plates and complies with the previously mentioned requirements so far as passengers are concerned.

In the vast majority of cases, however, the learner wishes to undergo a driving test within the three-month period of validity of his provisional licence and application to the Ministry of Transport Traffic Area Headquarters—there are a dozen of them zoned throughout England, Scotland and Wales—may be made through the licensing authority on Form D.L.26.

CLUB NEWS

THE club dinner season is upon us. Already invitations to functions throughout the country are coming in and members of the staff are looking out their collars and ties! If we have to miss one or two it will be due only to the staff shortage for we hope to "cover" all the events to which we are invited (even journalists have to eat occasionally!).

I am wondering what will be the main theme of the after-dinner speeches. The shortage of petrol, I imagine, will get its share but, of the better points, I anticipate some slight rejoicing at the growth of membership which many clubs have had since this time last year.

Enthusiasm, too, has increased in many cases since then—members naturally like to get a lot out of their motorcycling and, without petrol, club life is the best way.

I KNOW already of over a dozen clubs that are making organized "runs" to Earls Court during Show Week. There are, however, many whose members will be arriving individually with the intention of gathering inside. "Motor Cycling's" stand, No. 118, will be just inside the main entrance (from Warwick Road) and clubs—and anybody else—are invited to make it their rallying point.

We shall also have on the stand the feature which proved so popular before the war, a notice board on which visitors may leave messages for their friends.

I hope to be there on most days and, if I can help anybody on club matters, I shall be very happy to do so.

THE Vintage M.C.C. is starting a drive to increase its membership. Anybody interested in its activities is invited to contact the secretary, Mr. M. F. Walker, of 170, Woodcock Hill, Harrow, Middlesex.

If there is no branch of the club in your own area, do not let that prevent your writing as it is intended to open new branches wherever there is need. If it cannot be taken that far straight away, Mr. Walker will be able at any rate to put you in touch with other members living in your own area.

I HAVE been told of three changes in the secretarial world. The X. H.G. Tiger M.C.C. "scribe" is now Norman Ley of 6, Jameson Road, Winton, Bournemouth; the Leatherhead and D. M.C. has Mr. E. E. Brown of 138, Green Lanes, Ewell, Epsom, Surrey and the new secretary of the Tenterden and D. M.C. and L.C.C. is Mr. A. B. N. Taylor of Station Road, Tenterden.

In addition, Steve FitzGerald, secretary of the Eltham and D. M.C.C., has recently moved, his new address being 26, Central Avenue, Welling, Kent. Correspondents, please note.

UNFORTUNATELY, pressure on space has made it necessary that I hold over the normal "Results at a Glance" from this issue, although I hope to get them in before long.

It is also likely that, during the next few weeks, with the Show occupying so much space, that "Club News" and its supporting features will have to be condensed even more than normally. Please, therefore, keep your items as short as possible.

DENNIS CHAPMAN

ENGLAND

CHESHIRE CENTRE.—The Centre championship trial is to be held on Sunday, November 14, over a course of about 40 miles, starting (11 a.m.)

and finishing at the Bridge Garage, Ruthin. Copies of the regulations are obtainable from Mr. M. H. Cranshaw, 2, Nigel Road, Heswall Hills, Barnston, Cheshire, by whom entries must be received not later than November 6.

ALDERSHOT M.C.C.—Among many other social events, the club will be running coaches to London for the South-Eastern Centre function on November 23. Coach trips to the Show have also been arranged. Both parties are swelling rapidly and anyone interested should contact either Mr. A. Munning, 15, St. Michaels Road, Aldershot, or Mr. G. A. Asplin, "Rotheray," Ridgway Road, Farnham, from whom particulars are available.

The club still meets at the "Beehive," Aldershot, and would be pleased to welcome new members there.

BALMORAL M.C.C.—The club held its first social and dance on Saturday, October 23, at the Nightingale Hotel, Wood Green, which turned out a great success. Among the visitors was vice-president Capt. D. Gammons, M.P., and members of the London Douglas, Dulwich and West Essex clubs.

All members are asked to note the date of the A.G.M., which takes place on November 17 at H.Q., commencing at 7.45 p.m.

BAYSWATER M.C.C.—A new type of run, organized by the Press secretary, is to be held on Sunday next. It is open to all members at a fee of 1s.

BERKHAMSTED M.C. AND C.C.—The annual dinner is to be held on November 13 at the "King's Arms," Berkhamsted, and it is hoped that all members and their friends will attend. Tickets are available from the secretary, Mr. E. Wrigley, 173, Hendon Way, N.W.2, or from the captain, Mr. J. Derrick, "Kerrie," Lye Green Road, Chesham.

On November 28 there will be the Lockhard-Bossingham Trial, regulations and entry forms for which may be had from Mr. P. Verdier, 57, Nether Street, London, N.12.

BOHEMIAN M.C.C.—At the extraordinary general meeting, on October 22, Mr. L. Hutchings, 52, Hatchard Road, Upper Holloway, N.19, was elected secretary, and all future correspondence should be addressed to him. Mr. P. Holmes is the new social secretary, with Mr. N. Smith as magazine editor.

BRIDGNORTH AND D. M.C.—A variety concert, in aid of the wife of a member killed in a road accident, was held recently in the Swan Hotel, Bridgnorth, and was attended by nearly 100 members and friends. B.B.C. and local artistes entertained the company and an excellent evening was had by all present.

It is proposed to hold a further concert for the same cause shortly, when further artistes will be appearing.

There are still several seats left for the coach trip to Earls Court for the Show and those wishing to go who have not yet given their names should do so straight away.

BRITISH SPORTING SIDECAR ASSOCIATION.—Arrangements have now been made for the general meeting to be held on Friday, November 19 (Show week), at the St. Bride Foundation Institute, Bride Lane, Ludgate Circus, E.C.4, commencing at 7 p.m. All sporting sidecar drivers and passengers interested are invited to attend and members should note that matters for inclusion in the agenda must be sent to the acting secretary, Mr. R. C. Walker, "Thorneydene," Thorney Lane, Iver, Bucks, not later than November 12.

GRANTHAM PEGASUS M.C. AND L.C.C.—A scramble, including the Wise Trophy team event, is to be held on November 14, at Keisby, near Bourne, Lincs, starting at 12 noon. The

event will be open to the East Midland Centre and regulations may be obtained from Phil Watkin, 70, Westgate, Grantham (telephone Grantham 622). Closing date is next Saturday, November 6.

GREENWICH M. AND M.C.C.—A dinner and dance is to be held at Chiesman's Restaurant, Lewisham, S.E.13, on Friday, November 12, when awards gained in recent scrambles organized by the club will be presented.

Parties of members supported the recent meetings at Silverstone, Goodwood, Dunholme and Ansty.

MOSELEY AND D. M.C.C.—The annual tramp supper takes place to-night at H.Q., starting promptly at 8 p.m. Only members bearing a very strong resemblance to hoboes will be admitted!

Arrangements for the combined Pyramid-Moseley coach trip to the Show on November 20 are now complete and the coaches will leave Lancaster Street at 7.30 a.m. and pass through several pick-up points. The party should arrive in London at about mid-day and will leave at midnight.

NORTH-EAST LONDON M.C.C.—The recent talk on foreign touring by the secretary of the I.M.T.C. was thoroughly enjoyed by a large audience. The next talk in the series will be on Thursday, November 11, when non-members will again be welcome.

Members are asked to note that the Guy Fawkes date has been cancelled.

OTTER VALE M.C.—The open-to-South-Western Centre President's Trophy Trial will be held on Sunday week, November 14, at Couchill Farm, Seaton, starting at 12 noon. Three laps of a one-mile circuit will be used, incorporating various types of hazard.

SOUTHERN SPORTING M.C.C.—The third "bring and buy" sale was held recently in the clubroom when an amazing number of "bargains" turned up, and everybody present had a good time. Many members rode in the Sunbeam club's recent novice trial and thoroughly enjoyed themselves.

STAMFORD BRIDGE M.C.C.—All members are asked to turn up for the A.G.M. on Sunday next, November 7, at the "Coach and Horses," Egham.

WALES

BUILTH WELLS M.C.—Next Saturday's open-to-Centre scramble will include the John Bull team event over 12 laps. Entries should be sent to Mr. A. Jones, 2, Oaklands Crescent, Builth Wells.

CARMARTHEN AND D. M.C.C.—It is hoped to run another open-to-Centre scramble at Sandbanks, Llanllwch, on November 27. The annual dinner at the Church House, Carmarthen, takes place on December 9. Further details can be had from the secretary, Mr. J. A. Goble, 75, Lammas Street, Carmarthen.

PORT TALBOT AND D. M.C.C.—Next Sunday's Marchant Jenkins Trial will be open to both Welsh Centres. Regulations can be had from Mr. A. Weaver, 12, Brynhoulog Street, Port Talbot, Glam.

IRELAND

DUBLIN AND D. M.C.C.—Two closed-to-club novice trials are to be held on Saturdays, November 13 and December 4. It is intended that members of the club's No. 1 trials team will be present to give demonstrations of how sections should be tackled.

The annual dinner and distribution of awards takes place on November 27 at Clery's Restaurant, commencing at 7.15 p.m.

The Waters Cup Trial, another trial barré to experts, is to be held on December 11, starting at 3.30 p.m. from a place to be named later.

Wednesday, December 15, is the date for the A.G.M., which takes place at the Grosvenor Hotel, starting at 7.30 p.m.

ANNOUNCEMENTS

FRIDAY, NOVEMBER 5

Bohemian M.C.C. Guy Fawkes Celebrations. "Cambridge," North Circular Road, 8.30 p.m.
Leatherhead and D. M.C. Surprise Run. Details at H.Q.
Leicester Query M.C. Supper and Bonfire. Blakeshay Farm, Newtown Linford, 7 p.m.
North Derbyshire M.C. Bonfire Night. Temple Normanton.
Surrey Hills M.C. Discussion. "Cricketers," Epsom, 7.30 p.m.
Warrington and D. M.C. Bonfire Party. Pickmere (Supper, 7 p.m.).
Weybridge M.S.C. Tramp Supper. H.Q., 8 p.m.
Wickham M.C. Coach Run to Edenbridge for Bonfire Celebrations. (Details at Clubroom.)

SATURDAY, NOVEMBER 6

Builth Wells M.C. John Bull Scramble. Aberduonw Course, near Builth Wells, 2.30 p.m. (Open to West South Wales Centre, A.-C.U.)
Dublin and D. M.C.C. Moran Cup Trial. Foot of Stoney Brae, 2.30 p.m. (Open to M.C.U.I.)
Eltham and D. M.C.C. Guy Fawkes Dance and Bonfire. H.Q., 8 p.m.
Greenwich M. and M.C.C. Tramp Supper. Country H.Q.
London Scott M.C.C. Rally. "Turkey Cock," Hunsdon, near Ware, 12 noon.
North-Western Centre, A.-C.U. Lancashire Grand National (incorporating North v. South Scramble). Holcombe Moors, near Bury, 2.30 p.m.
Surrey Hills M.C. Brackham Bonfire. "Cricketers," Epsom, 7 p.m.

SUNDAY, NOVEMBER 7

Bar None M.C.C. Manchester Section: Manchester "17" Trial. "Pelican," 10.30 a.m.
Bayswater M.C.C. Press Secretary's Run. Marble Arch, 10 a.m.
Birmingham City Transport M.C.C. Autumn Trial. Illey Brook Farm, near Halesowen, 11 a.m. (Open to A.M.C.A.)
Bolton M.C.C. Bring-and-Buy Sale. H.Q.
Credition and D. M.C. Vigers's Trophy Trial. The School, Newton St. Cyres (Exeter-Barnstaple Main Road), 12.30 p.m. (Open to South-Western Centre, A.-C.U.)
Hillingdon and Uxbridge M.C. Observers' Run. "Treaty House," Uxbridge, 11 a.m.
Kenton and Kingsbury M.C.C. Nutting Run. Ace Café, North Circular Road, 10.30 a.m.
Manchester "17" M.C.C. Experts-Barred Trial. Woodheys Farm (3 miles from Marple on Marple-Glossop Road), 11 a.m. (Open to Cheshire Centre, A.-C.U.)
North-East London M.C.C. Social. "Fish-mongers Arms," High Road, Wood Green, 6 p.m.
Stamford Bridge M.C.C. A.G.M. "Coach and Horses," Egham, 2.30 p.m.

SOME IMPORTANT DATES

November 6.—Lanes Grand National (incorporating North v. South Scramble).
November 13.—Scott Trial.
November 18-24.—Show, Earls Court.
November 21.—Streatham Trophy Trial.
November 27.—British Experts Trial.

Territorial Army (London) M.C.C. Sanderstead Trial. Putney Bridge, 9 a.m.
Watford and Bushey M.C.C. Social Run. Dome Filling Station, 3.30 p.m.
West Ham Speedway M.C. Members' Run. Ilford Broadway, 10.30 a.m.
West London M.C. Follow-my-Leader Run. "Fox and Nicholls," Kingston By-pass, 11 a.m.
Wickham M.C. Conducted Novice Trial. Details at H.Q.
Wood Green and D. M.C. Mystery Run. Alexandra Palace, 10.30 a.m.

MONDAY, NOVEMBER 8

West Ham Speedway M.C. Dance. H.Q., 8.30 p.m.

TUESDAY, NOVEMBER 9

Bar None M.C.C. Film Show. H.Q., 8 p.m.
Bradford Vagabonds M.C. Film Show. Church House, North Parade, Bradford, 7.30 p.m.
Leatherhead and D. M.C. Discussion. H.Q., 8 p.m.

WEDNESDAY, NOVEMBER 10

Dunstable and D. M.C. A.G.M. "Saracens Head," Dunstable, 7.45 p.m.
Eltham and D. M.C.C. Lecture and Trials Riding. H.Q., 8 p.m.
Southern Sporting M.C.C. A.G.M. H.Q., 8.15 p.m.
Stretford M.C. Dance and Miniature Car Racing. H.Q., 8.30 p.m.
Wickham M.C. Discussion. H.Q., 8 p.m.

THURSDAY, NOVEMBER 11

Bermondsey M.C.C. Tramp Supper. "Prince of Orange," Greenwich, 8 p.m.
North-East London M.C.C. Talk. "Victory," Chingford Road Walthamstow, 8.30 p.m.

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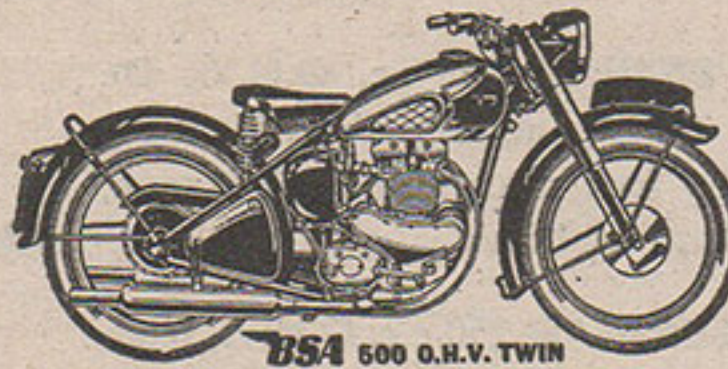
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OFFICIAL Ariel stockists, all spares, including Burman, 1937 to 1949 and W.D. models, rapid c.o.d. or quote. Motor Sales (B'ham), Ltd., 15 Aston Street, Birmingham, 4. Ast 1694. 30-7234

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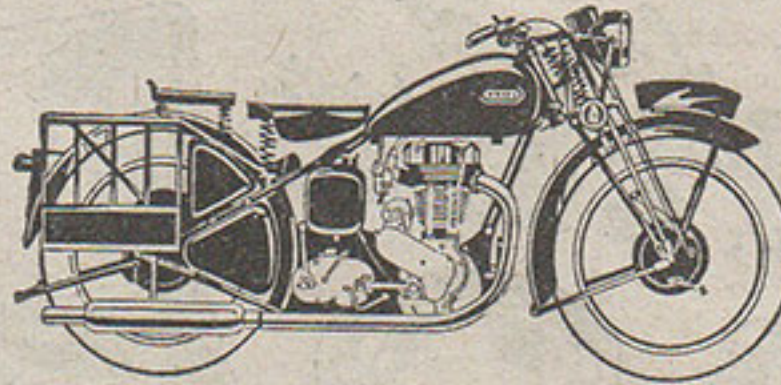
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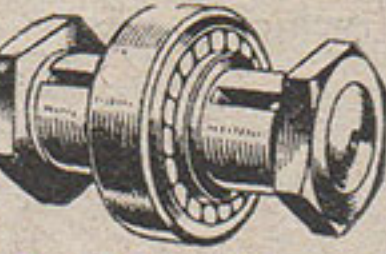
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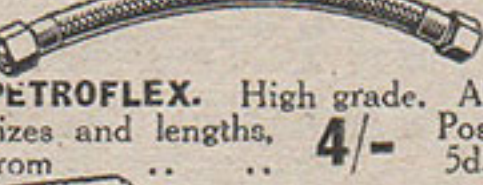
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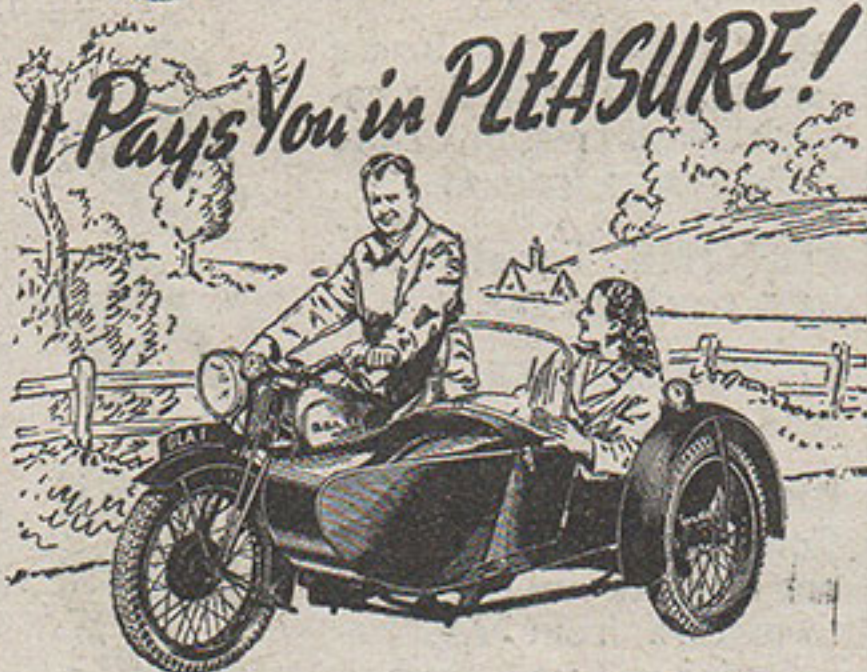
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 LESS. pillion, etc., 3,000 miles, aluminium

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RENNO'S!!! Outstanding bargain, NORTON 1948 ES2 490 o.h.v., spring frame, pillion, chrome tank-rims, 2,880 only miles, indistinguishable from new, beautiful machines, amazing performance, 169 gns. 30-104

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115 Gns. NORTON, October 1946, 490 c.c. Model 18 o.h.v., one owner, excellent condition, taxed. Terms. Exchanges. Rowland Smith. Below. 30-163

95 Gns. NORTON, 1935, 490 c.c. International, magdyno, good tyres, very good condition; eight NORTONS. Terms. Exchanges. List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. 30-117

C.R. £28 deposit, 1946 500 o.h.v. NORTON, speedometer, pillion, excellent appearance, absolute bargain, carriage paid, cash price £112 10s. Many other outstanding bargains. Write for new list. 30-138

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1939 P. AND M. 600 c.c. combination, Garrard single-seater sidecar, petrol, taxed December, smart outfit, £120 or offer. 65 Ladysmith Avenue, Seven Kings, Ilford, Essex. 30-149

1939 600 c.c. PANTHER and saloon sidecar, taxed, excellent, £147. S. H. Goddard, 136 Stockwell Road, S.W.9. 30-151

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1947 500 c.c. Manx NORTON. This machine has recently been to Messrs. Norton Motors for complete overhaul and modification. Very little used and never crashed. This machine won three-lap 500 class at Dunholme ridden by R. H. Dale. Austin Munks, Leverton, Boston, Lincs. 31-7431

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1939 Dirt machine, 5-stud J.A.P. motor, £80 or nearest. T. Johnson, 258 Wednesbury Road, Walsall. 30-x8660

350 Manx NORTON, full 1948 specification, many spares, full range of sprockets, meth. piston, spare square head, etc., many successes, second Ulster 1946, sixth Manx, rider C. F. Salt, £200. Humphry and Andrew, Albert Street, Mansfield. Phone 1205. 30-x8720

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Motorcycles for Sale, etc.—contd

1938 348 c.c. Springer Manx NORTON, L/A oil tank, bolt through petrol tank, condition as new, £175 or exchange for good Morgan. Box 6587, care of "Motor Cycling." 30-x8745
£197/10. 1938 348 Manx NORTON, road frame, electron crankcase, alloy barrel and head, conical front brake, rev. counter, ridden by well-known clubman in 1938 T.T., maintained regardless of cost, absolutely as brand new S. A. Coles, 364-368 High Road, Leyton, E.10. 30-180
ALF BOTTOMS wishes to sell either one of his present season's speedway machines, identical lightweight "Aussie" type frame and fittings, offered with or without motor or frame assembly only. Could probably arrange trial run for genuine suitable applicant. Particulars, Bottoms, 180-182 Bedford Lane, Feltham, Middx. 30-153

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49 Guineas. RUDGE Special, 1935. 499 c.c., dynamo, speedometer, pillion, very good condition. Terms. Exchanges. List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube.) Hampstead 6041. 30-119

WEST END MOTORS, LTD. 1934 RUDGE Ulster, 500 c.c., o.h.v., dyno lighting, bronze head, fast machine, a bargain at £49 10s. 179 Upper Tooting Road, S.W.17. Balham 5503. 171 High Street, Peckham, S.E.15. New Cross 2589. 30-185

£60. 1938 RUDGE Special, chrome and enamel as new, perfect order. Don Cox, 37-39 Cricklewood Broadway, N.W.2. Gladstone 3245. 30-46

Rudge-Whitworth Wanted

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RUDGE spares service now controlled by Godfreys. Order parts for all models from 208 Great Portland Street, W.1. Euston 4632. 30-6130

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DEPOT for motorcycle sales (new and reconditioned), service, spares, repairs. 140 SEYMOUR PLACE, London, W.1. (Tube station, Marylebone.) Hours 9 to 6 (including Saturdays). Phone, Pad 7780. 30-5711

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1948 (Reg.) 498 SCOTT combination, completely rebuilt, rechromed, re-enamelled, fitted luxurious resprayed Noxall-Watsonian touring sidecar, definitely one of the most beautiful outfits on the road, £170 or nearest. Odell, Aston-on-Trent, Derbyshire. 30-x8729

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POSTAL department extended anything C.O.D. 130 Seymour Place, London, W.1. Phone, Pad 7780. Hours, 9-6, including Saturdays. 30-5710

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SEE agents or write to us, £44 plus £11 17s. 8d. purchase tax, 160 m.p.g., third-party insurance, 8s. 6d. CYC-AUTO WORKS CO., 381 Uxbridge Road, West Acton, W.3. Phone, Acorn 1417. 30-5300

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SLOCUMBES, 1937 500 c.c. SUNBEAM o.h.v. de luxe, fitted large Noxall child-adult, very clean, ready for use, bargain price £115 or £40 deposit. Any machine obtainable on our famous hire-purchase terms. One-third deposit, balance 12 or 18 months. 269-271 Neasden Lane, N.W.10. Gladstone 2088. 30-202

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79 Guineas. SWALLOW GADABOUT, registered October, 1948, 125 c.c. Villiers, run a few miles only as demonstrator, taxed. Terms. Exchanges. List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. 30-120

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NOW taking orders for strictly rotational delivery for 1948 TRIUMPH models. Send full details. You can be certain of enthusiastic attention and fair treatment. Any exchanges. Easy, confidential payment terms that really do mean security. You'll never regret writing. 30-2939

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TOM PULLIN, main agents for TRIUMPH, spares and repaired. Highest prices given for your used machine. Tom Pullin, 84 Lordship Lane, Dulwich, S.E.22. Phone, For 2314. 30-6065

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1939 Competition Speed Twin, 10,000 miles, £110. 38 Aughton Road, Birkdale, Lancs. 30-x8609

1948 T100, indistinguishable from new, 1,200 miles only, petrol, £200. Smith, 18 Hilda Road, Brixton, London, S.W.9. 30-x8608

1939 T100 TRIUMPH and Noxal sidecar, one owner, 22,000 miles only, £120. Wan 4488. 30-x8564

1939 TRIUMPH Tiger 100, excellent mechanical condition throughout, tyres good, £120. D. J. Shepherd and Co. (Enfield), Ltd., 434-436 Hertford Street, Enfield, Middx. Howard 1631. 30-40

TRIUMPH 350 twin 3T, 5,000 miles, condition as new, 1946, five months basic, inspection invited, £125. Box 8610, care of "Motor Cycling." 30-x8610

1947 Tiger 100, good condition all round, 10,000 miles only, best offer over £170. Peacock, 6 Tower Drive, Lincoln. 30-x8616

1947 3T, 7,000 miles, perfect condition; offers. Farr, 1 Abbott Avenue, S.W.20. Lib. 2316. 30-x8614

1939 500 o.h.v. and 1948 Watsonian commercial sidecar; immaculate. Phone, Bellwood 6355. 30-x8611

HANDLEY'S, of Birmingham, for 1949 TRIUMPHS. Place your order now with the T.T. winner's city centre depot and be sure of fair delivery and finest service. Personal attention. 33-35 John Bright Street (and Suffolk Street), Birmingham, 1. Midland 0726. 30-95

SOUTHPORT, 1948 TRIUMPH Speed Twin, as new, £179; 1948 350 Twin, posh, £159; 1946 Tiger 100, excellent job, £169; 1946 Speed Twin, £159; others, exchanges, terms. Lifes (Triumph Specialists), West Street. Phone 3774. 30-86

1948 TRIUMPH Speed Twin, spring wheel, low mileage, in new condition. H Coy., 65 North Street, Bourne. Phone, Bourne 285. 30-98

155 Guineas. TRIUMPH Speed Twin, May, 1946, excellent condition, taxed. Terms. Exchanges. List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. 30-121

TRIUMPH 500 c.c. Tiger 90, late 1936, o.h.v., good condition, £35. 14 Islip Manor Road, Northolt, Middlesex. 30-x8725

Motorcycles for Sale, etc.—contd.

1946 3T, perfect condition. £135. 61 Marlborough Road, Ashford, Middx. 30-x8742
PINKS, of Harrow. 1946 Speed Twin; choice of three, all really immaculate, small mileage, from £162 10s.

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MERCURY offer:—

1948 Sprung hub, speed twin, in as new condition, taxed, pillion, etc. Exchanges. Terms, Mercury Motors, 383 Northolt Road, South Harrow. Byron 2057. 30-206

£130. 1946½ 3T, 9,000 miles, perfect condition. Sly, 19 Devereux Road, Windsor. 30-x8809

£220. 1948 Sprung wheel Tiger 100, 1,000 miles, immaculate. S. A. Coles, 364-368 High Road, Leyton, E.10. 30-178

1938 Speed Twin, taxed, super bargain, £97. S. H. Goddard, 136 Stockwell Road, S.W.9. 30-150

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SLOCUMBES. 1948 3T twin, as new, low mileage, £165 or £55 deposit. Choice of two.

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1948 TRIUMPH Tiger 100, sprung hub, 1,100 miles, full equipment, including alloy leg-shields, taxed, petrol, £215. Cannon, Hay, 34 Avondale Gardens, Hounslow, Middx. Hounslow 4180. 30-x8816

C.R. £43 10s. 1946-7 500 TRIUMPH Tiger 100, pillion, etc., really beautiful condition. Absolute bargain. Taxed. Three months' guarantee. Carriage paid. Cash price £172 10s.

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£42/10. TRIUMPH, late 1935 250 o.h.v., two-port, Magdyno, twist-grip, four speeds, good tyres, very exceptional condition. Dilley, 283 New North Road, London, N.1. Can 2968. 30-186

SPRING hubs (callers only), new 1948 5T and second-hand 1948 5T and T.100, 1946, 1947 and 1948 3T 5T and T.100 solos and combinations; choice of 10, all in showroom condition. Exchanges and terms. Good Twins wanted. H.P. accounts settled. K. C. Robinson, 257 Bromley Road, Catford, S.E.6. Hit 1044. 30-210

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WANTED, modern TRIUMPH for cash or in part exchange for any make of new machine. H. A. Saunders, Ltd., 616 Finchley Road, Golders Green, N.W.11. Speedwell 4701. zzz-5383

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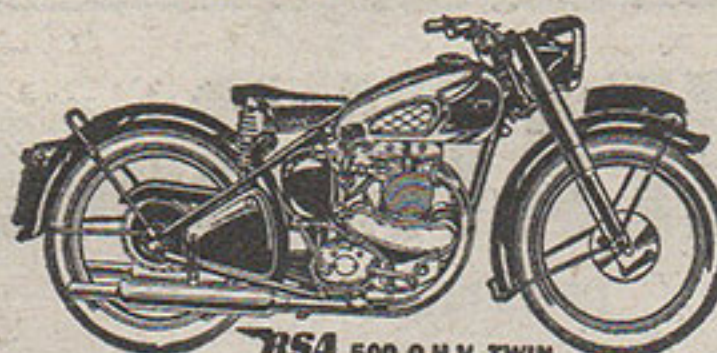


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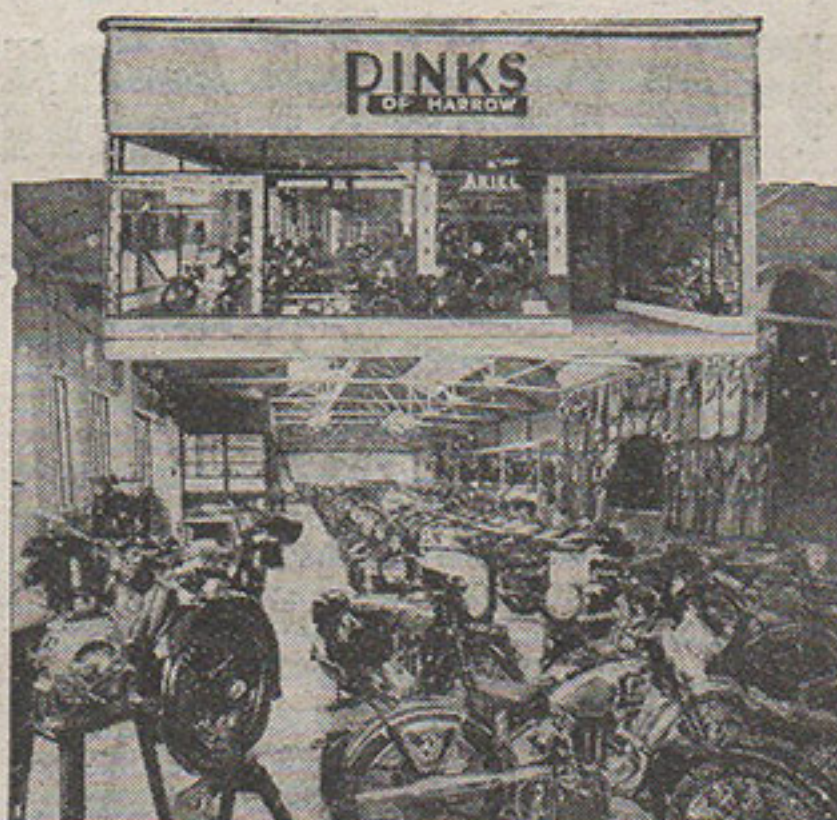
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1947 NORTON 16H 500 c.c., condition as new, 139 gns.

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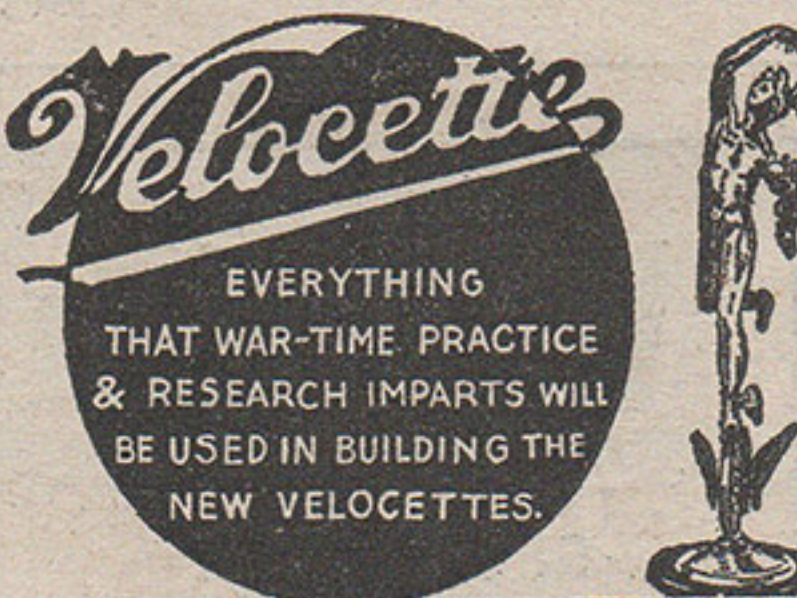
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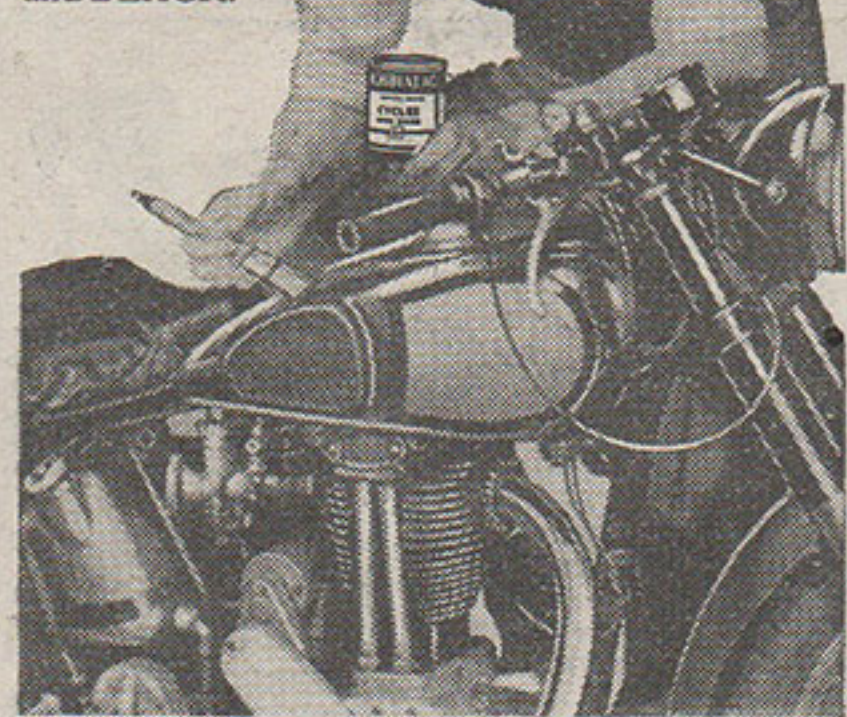
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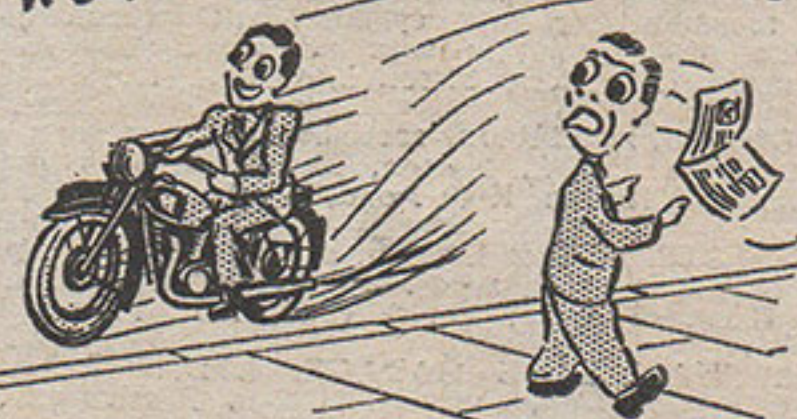
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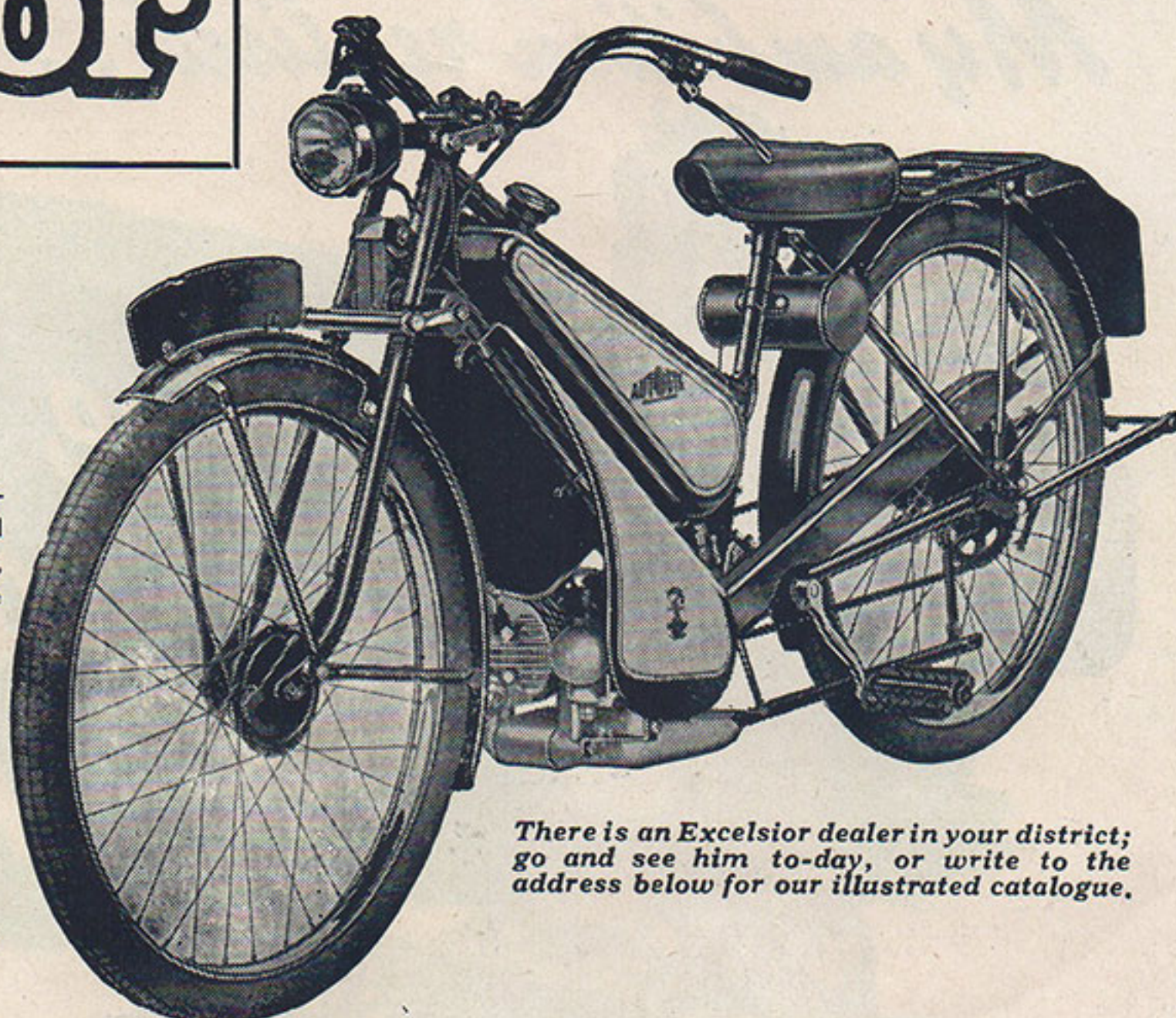
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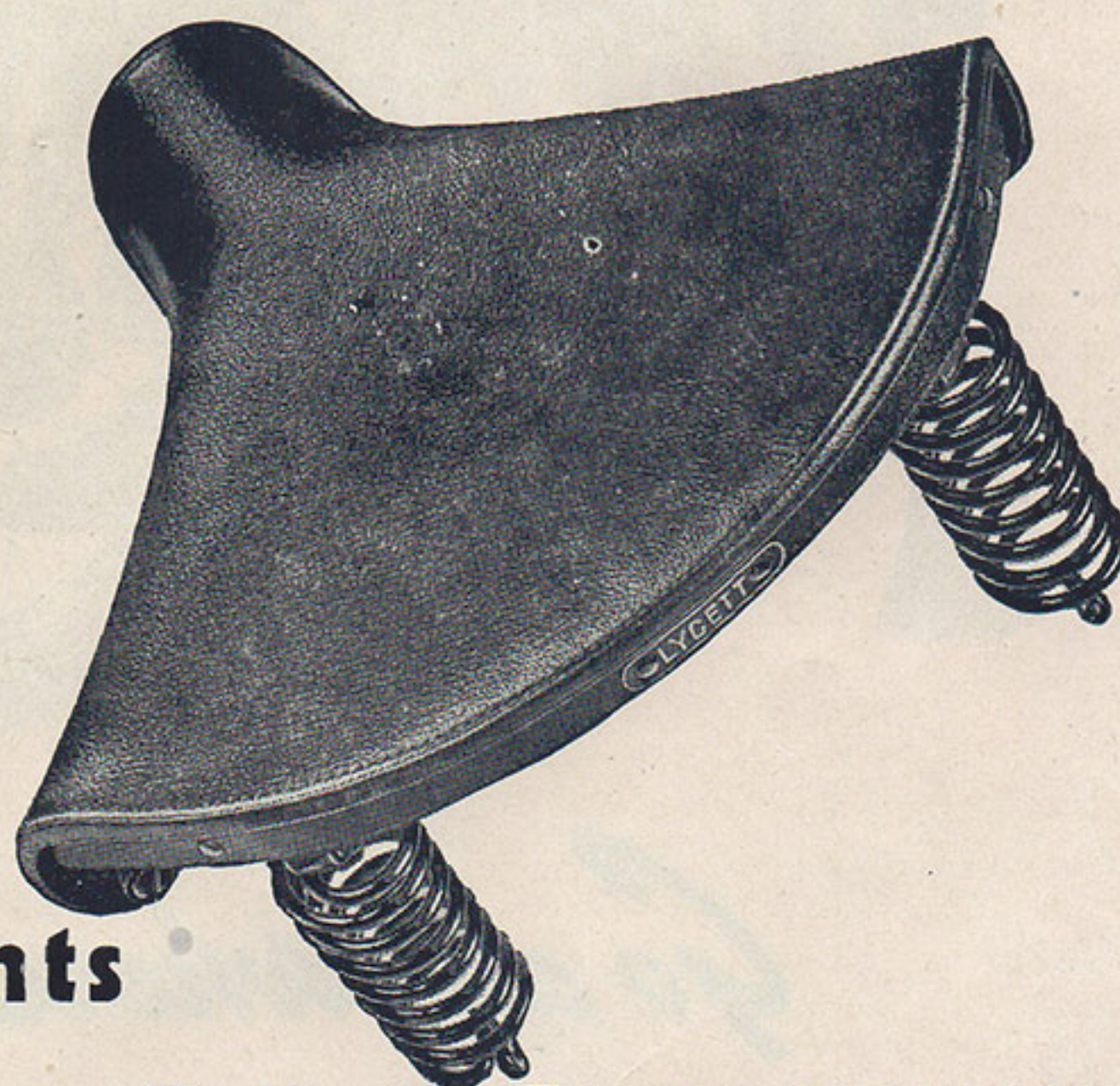
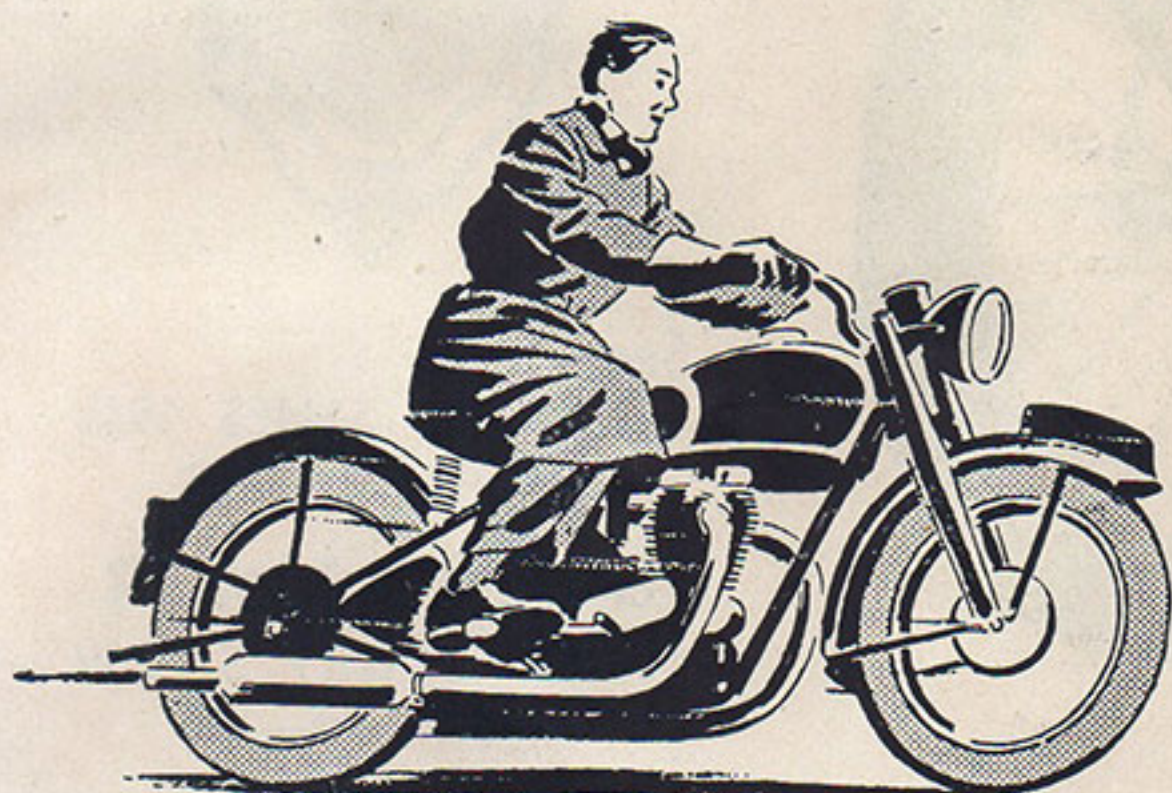
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