

DECEMBER 9, 1948.

MOTORCYCLING

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Editor :
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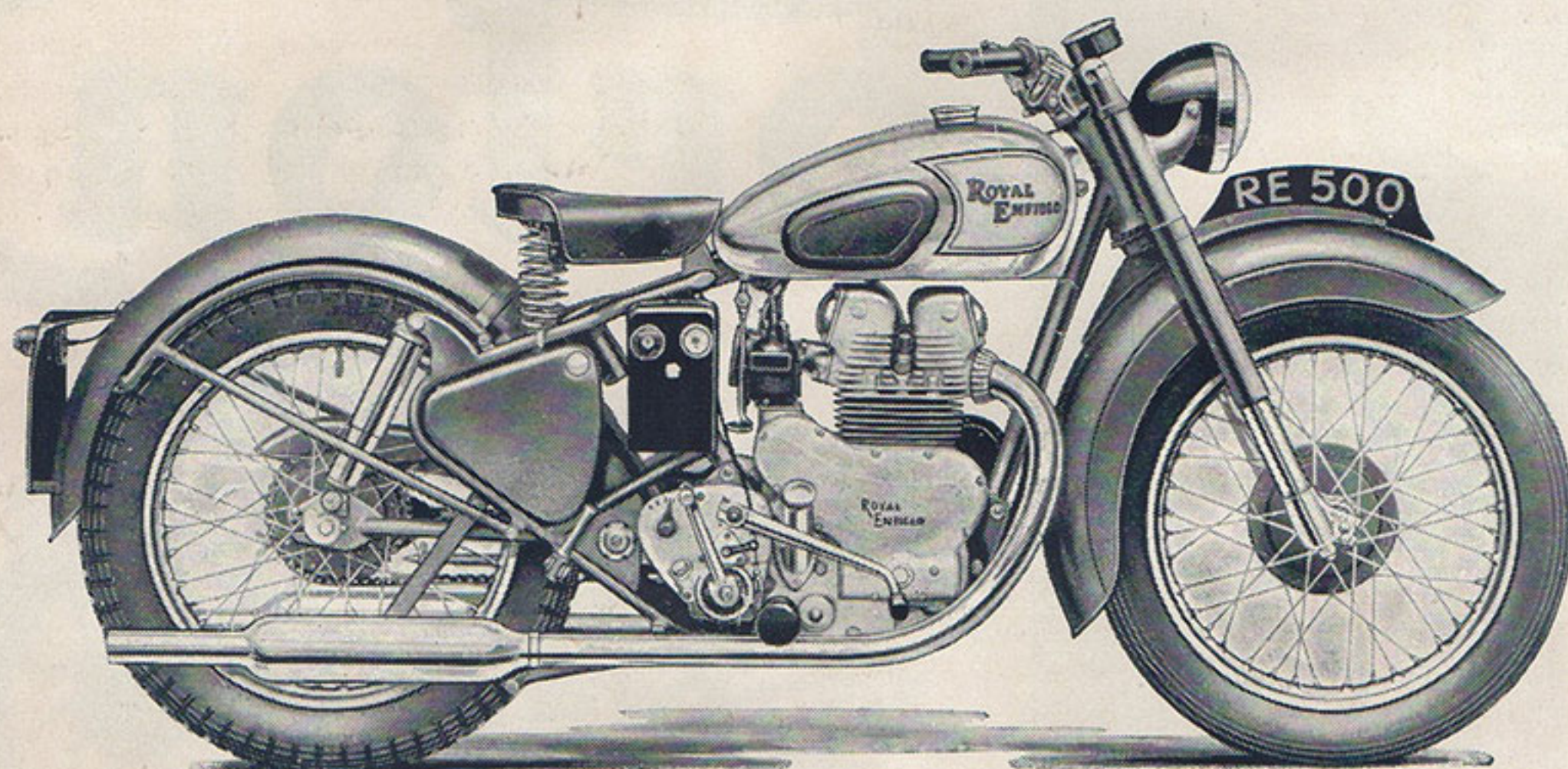
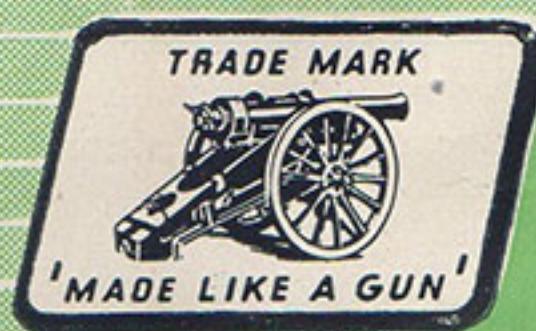
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EDITORIAL

A Waste of Trained Policeman-power

THE extension of the "yellow band" method of segregating "no parking" streets will obviously give the police more work. And it comes just at a time when the Force is 25 per cent. under establishment and while it is trying to combat a crime wave that has been described in the Houses of Parliament as "shocking" and "alarming."

Why, we often wonder, is it considered necessary to employ highly fit, fully trained officers on such tasks as "booking" parked cars and point duty? Could not such work be delegated to a body of traffic wardens similar to that which has for a long time been operating in Devonshire? The establishment of such an auxiliary force would free the regulars for the conduct of their proper duties and, in that connection, we feel constrained to comment on a police tendency which more closely affects us as motorcyclists.

Why is it that more provincial authorities do not employ motorcycle-mounted officers for road patrol work? The sight of a couple of motorcycle "mobiles" on a busy road has a powerfully salutary effect on over-eager and thrusting drivers, but a black saloon can easily be overlooked—until its occupants step forth with notebooks, by which time the "crime" has, generally, already been committed!

The Indestructible Spirit Of Motorcycling

THE camaraderie existing among all classes of motorcyclists is something which puzzles people who have never been riders. It is a spirit which had its inception in the earliest days of the movement when makers, dealers and customers were, more often than not, personal friends engaged in the glorious adventure of establishing a new form of transport and sport in the face of public prejudice and manifold technical difficulties.

As technical knowledge grew and motorcycles became more highly specialized creations, production tended to become the prerogative of a few large factories and, with the virtual elimination of the small manufacturer, the christian name basis of friendship between maker, dealer and customer inevitably tended to disappear. But somehow that early spirit of enthusiasm and mutual appreciation has lived on, the private owner of to-day being no whit less loyal in his allegiance to the factory of his choice than was his father before him. Nor has the loyalty

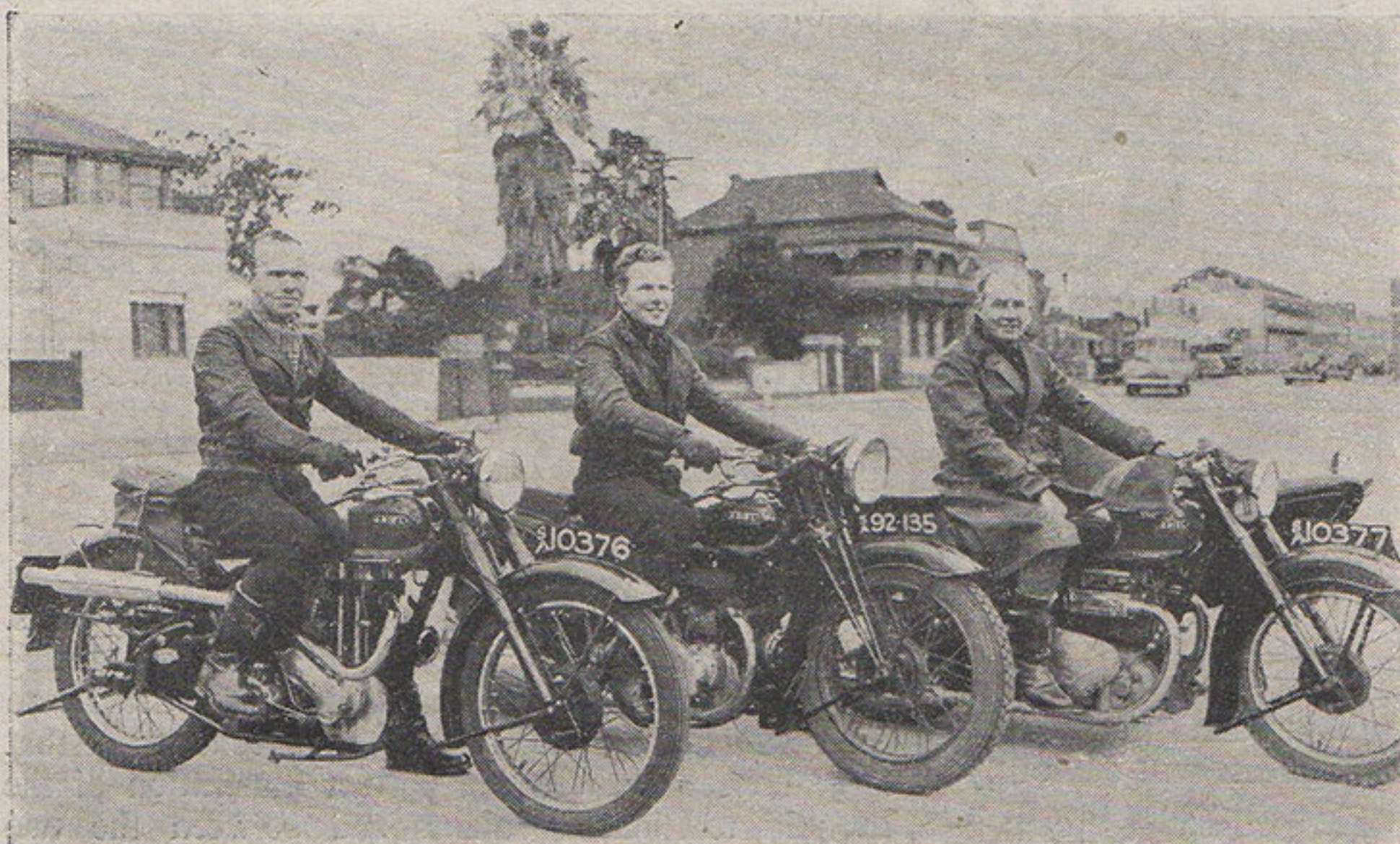
between maker and dealer decreased over the years. To quote but one example, the dinner given during Show Week by several hundred B.S.A. dealers to the managing director and senior executives of that large concern provided a perfect illustration of the friendly relationship maintained between the two branches of the industry.

Another excellent example of the affectionate regard in which manufacturers are held by the motor-cycling public came to light only last week when a four-line advertisement, in the "Smalls" columns of "Motor Cycling," intimated that the Brough Superior "Golden Dream" would shortly be in production. That tiny insertion produced scores of letters from every quarter of the British Isles, each expressing a welcome to George Brough on his return to the fold. That welcome will be echoed by his fellow-manufacturers, by whom he is regarded as a link with the old days when the men who gave their names to famous machines so frequently doubled in the parts of designer, maker and competition rider.

Why Penalize Council House Tenants?

THE Lichfield Rural District Council recently refused permission to a taxi-driver to install in his house a telephone for the convenience of his clients. That may seem to be a matter of no particular interest to motorcyclists until it is realized that it represented yet another example of the unnecessary restrictions so often placed on tenants of council houses. For some obscure reason local councils are all too frequently obsessed by the determination to make the houses for which they are temporarily responsible barracks rather than homes, any attempts upon the part of tenants to improve the amenities being barred by bumbledom.

We have in mind particularly the refusal to permit the erection of garage accommodation which seems to be prevalent in many parts of the country. It is understandable that local authorities should object to an ill-assorted collection of lean-to sheds, but where communal accommodation is not provided they can surely stipulate a certain standard of temporary building rather than withhold permission altogether. As it is, we are left with the impression that some of the officials concerned hold the ridiculous belief that dwellers in council houses should not aspire to ownership of private transport. We wonder how many of those who make these petty regulations are themselves without garage facilities, or for that matter, private telephones?



EVERY

From Adelaide, South Australia, comes this interesting picture of the Ariel-minded Surman family, of Wayville West, who own, between them, each type that the Selly Oak factory produces. Father, on the right, has his "Square Four" combination, Brian, centre, his 600 s.v. and Harold, left, a competition "Red Hunter." In addition, Mr. Surman, Senior, still runs his original 1929 Ariel outfit and Brian owns a twin.

IN developing its overseas trade the British motorcycle industry has made a truly remarkable achievement. Of that there is no doubt at all. Not so many years ago the recent figures would have seemed completely incredible. For attaining them the factories concerned cannot be too highly praised.

But the question now seems to be whether the export drive is not being overdone. The Government has set the target high and the industry has succeeded in reaching it—but at just what cost? The shortage of new motorcycles may not be as serious as those of new cars and trucks, but it is, nevertheless, serious enough. Nor is any appreciable easement in sight, while at the same time the pre-war models continue to wear out.

As someone remarked the other day, the blunt fact of it is that Britain's road transport is running down. And that is no way to promote national recovery. People must be able to get about if they are to produce more and cheaper goods.

THE A.A. has been carrying out a traffic census at various points up and down the country. Its object was to obtain up-to-date information for guidance in planning the disposition of its road patrols, and the investigation was the first of its kind since the war. A comparison of the latest figures with those of 1937 shows that private motor traffic has been reduced by something like one-half, although the conditions make an exact calculation impossible.

The census was carried out over a period of 77 hours covering a full week, and the greatest density recorded was on the London-Portsmouth road at Esher, where 26,632 cars and 1,548 motorcycles passed in the time. But the figures that interested me most were those obtained at Lickey End, on the Birmingham-Bromsgrove route. There the passing of around 12,500 cars was noted, as against nearly 27,000 in 1937, which was a very substantial drop. But, on the other hand, the motorcycles on the road showed an increase from 3,000 to 4,000, approximately. That was no small figure, and the only one of its kind in the whole table.

ON a foggy night the motorcycle is definitely unbeatable for getting about. So I was reminded once again last week. I had no awkward moments on my rides, but motorists were being held up, and one heard of cyclists having minor spills.

Under those conditions one follows the cat's-eyes

A2

along the main roads—and what a boon those things are—but along the lanes the verge provides the only guidance. If the fog is even moderately thick it means keeping fairly close to it, and I find that my natural instinct seems to be to look to the right and use that side of the road rather than the other. I change over for a left-hand bend, but having got round I start veering over once again.

I wonder whether that is a personal peculiarity or whether the majority of people tend naturally to look right in order to follow the line of the road. While it can be held to be strictly incorrect to ride on the "wrong" side of the road, it is a practice that many experienced users follow after dark in the lanes for the reason chiefly that there is less likelihood of coming suddenly upon a cyclist with no rear light, a led animal or a pedestrian. Needless to say, however, the tactic has to be changed whenever a corner is encountered.

RIDERS who are unduly slow in applying their brakes in emergencies may be suffering from the effects of inadequate diet. That appears definitely established by a series of investigations recently carried out by the State University of Iowa, U.S.A. Certain deficiencies in nutrition have the effect of retarding reactions, and these experiments tally with opinions already expressed by experts in this country.

The point is worth notice. Few of us are quite as well fed as we used to be. Accordingly, we may not be so quick on the controls, and that is a fact for which it is as well to make allowance.

IN the near future the Villiers Company will have produced more than 1,000,000 engines. It will be an occasion for celebration, no doubt, when the millionth motor passes off the line, as well as a remarkable testimony to the popularity of these units.

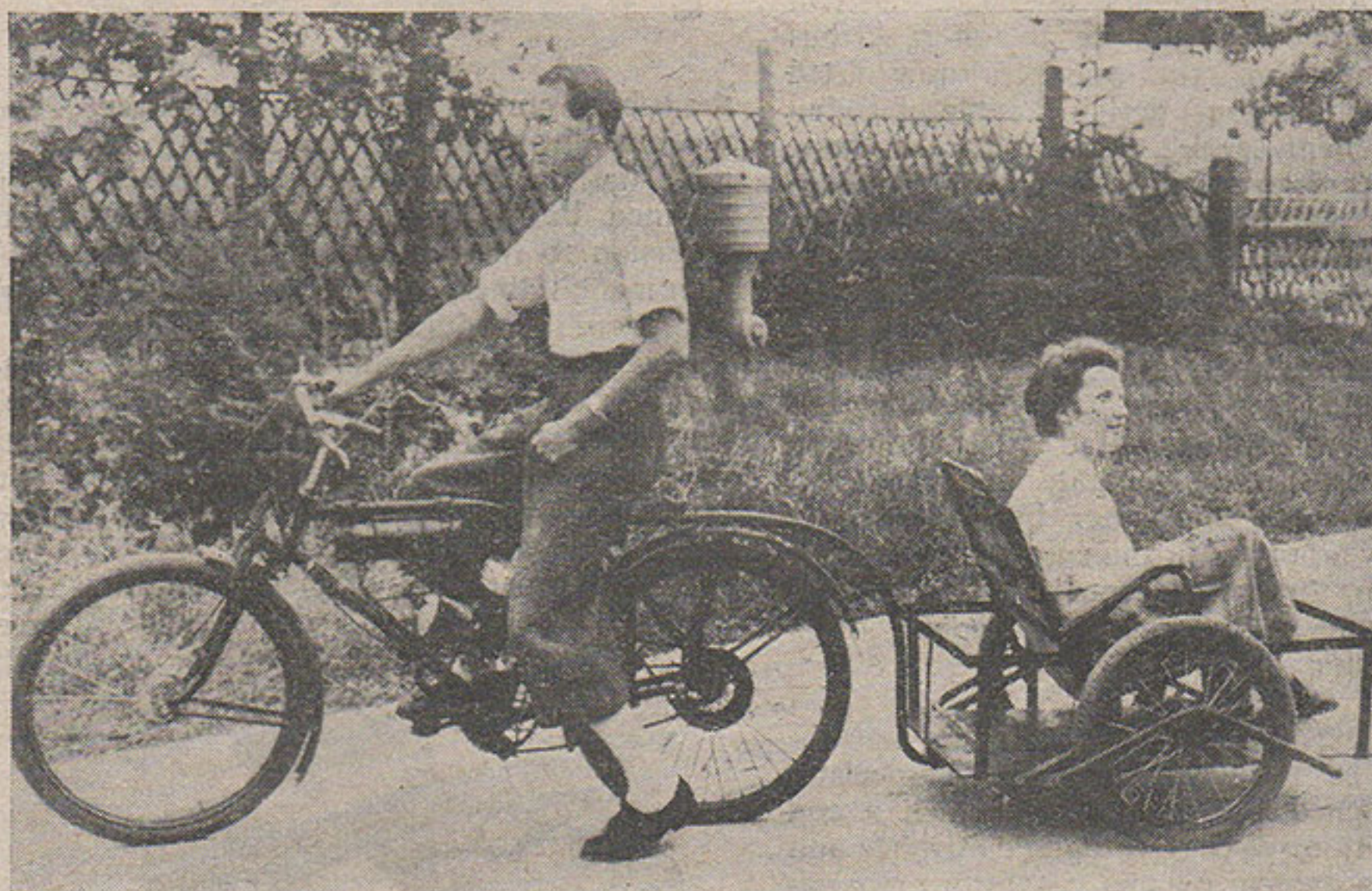
That was shown, too, at Earls Court. The exhibition contained 266 motorcycles of all types. Out of those 91 were two-strokes, of which 72 were fitted with engines of the Wolverhampton make. Villiers accordingly provided the power for 79 per cent. of the two-stroke exhibits and for 27 per cent. of the whole Show! By the way, this factory has now available descriptive folders of its latest units for both motorcycles and automobiles and will be happy to supply copies to "Motor Cycling" readers.

BODY'S BUSINESS

Discussed by

Carbon

One way of preventing back seat driving! This motor-cycle trailer outfit, seen in Germany, indicates that, whereas the passenger has no interest in where she is going, she does like to see where she's been!



IN "Cycling," my opposite number, "G.H.S.," has produced a remarkable revelation—and one about which everybody should know. Under the Road Traffic Act of 1930 the Transport Minister has certain powers to close roads to particular classes of traffic at the request of local authorities. While the motorcycling world is already aware of that, a new development in connection with it is certainly to be noted.

That is that cyclists have lately been debarred from riding over two sections of the public highway, one in the Birmingham district and the other at Leigh-on-Sea, on the ground that they involve the negotiation of dangerous hills! That seems utterly incredible at this time of day, but there the thing is and it just shows how far officialdom is willing to go in the way of restrictionism.

Over this I find it interesting to recall the days when I was a youngster. I lived in a country of steep hills. Road surfaces were shocking, by modern standards. Bicycle brakes were still commonly ineffective. We were accordingly taught to get off and walk down the stiffer gradients—particularly if they had any corners—and accidents were very frequent indeed. Fatal ones were not at all unusual. But even so, it was never suggested that the freedom of cyclists should be curtailed by law.

There is a warning in the discovery made by "G.H.S." We should duly note it—and if the cycling community decides to fight these or any similar cases, then it should have the support of the motoring organizations. And, indeed, of all who cherish freedom

* * *

WE should hear something more soon about the Government's plans for future civil defence measures. So it has been announced in Parliament, and they will no doubt include a scheme of some kind for the revival of the Home Guard or its equivalent.

In a discussion of such matters the other day the view was put forward that the training trials of the kind we knew in the recent war did not by any means represent all that could usefully be done. They were local affairs—and had to be because of the petrol shortage. But the handicap should not apply in peacetime. Certainly things are difficult at present, but

sooner or later fuel should be in much easier supply and particularly for purposes of this kind.

When that position is reached, the idea of running long-distance trials will certainly call for close consideration, and by the T.A., of course, as well as the C.D.-H.G. combination. Besides exercising those concerned over strange territory, they would also provide useful training in route-finding and the use of maps.

* * *

WHEN, after acceptance of Hardcastle Crag by the National Trust, it was discovered that Halifax Corporation was asking for powers to build a reservoir in the upper part of the valley a storm of protest came from lovers of the West Yorkshire beauty spot. As a result the Hardcastle Crag Preservation Committee was formed and a petition launched; the committee represents nearly all the open-air organizations in the North, the Hebden Bridge U.D. and R.D. Councils, some churches in the district, photographic clubs and scientific societies. There is no doubt about it that Hardcastle Crag has a warm place in the affections of a large number of people in the immediate district, all over Lancashire and Yorkshire, and ever farther afield.

"Particularly interesting," says Mr. T. B. Sutcliffe, the secretary, "has been the collection of signatures in the valley itself. We have been badly hampered by inclement weather, but when the sun has shone the petition has been sure of over 500 supporters each week-end and, incidentally, we are greatly impressed by the wide area from which people visit this valley."

The woodlands of Hardcastle Crag, which is near Hebden Bridge, cover about 250 acres of steep hillsides and have been in the possession of the family of Lord Savile, the donor, for many years. Another 160 acres of woodland in the valley remain in private hands and an appeal is being made for funds to acquire this section. The Trust is asking for support for a Hardcastle Crag Preservation Fund and donations may be forwarded to the clerk to the Hepton Rural District Council, District Bank Chambers, Hebden Bridge, or to the Secretary of the National Trust, 42 Queen Anne's Gate, London, S.W.1.

How "SLIDE RULE" Saw the Show—

FOR motorcycles the magneto, either separately driven or of the flywheel type, is still first favourite, but coil ignition is beginning to offer serious competition, the examples now fitted being of robust design capable of giving excellent service. Lucas, for example, now make a coil-ignition unit embodying a centrifugal automatic advance, which can be directly substituted for a standard, spigot-mounted magneto, and the combined generator and ignition units seen on the Royal Enfield and Ariel "four" are very economical of space. The general trend is, however, towards using separate magnetos and generators, the latter being positively driven, or, as in the case of the Norton twin, through the medium of a slipping clutch as a protection against over-revving.

Twin Velocette "Electrics"

The little Velocette has a specially designed B.T.H. unit in which a coil ignition set with automatic advance and a permanent magnet generator are combined in one housing. On all two-strokes flywheel magnetos with separate A.C. lighting coils are universal, the usual dry parking battery being superseded on many models by an accumulator charged by D.C. current from a Westinghouse metal rectifier, a system which has been used on the Invacar for some time. The development of these lightweight rectifiers is likely to hasten the adoption of A.C. generators on larger machines; these instruments have no brushes, and the Lucas pattern is designed so that it may be housed within a chain-case without detriment from the oil therein.

An indication of the effect of our trade with the U.S.A. is to be seen in the new Lucas and Miller "sealed-beam" lamps produced to comply with U.S. lighting regulations.

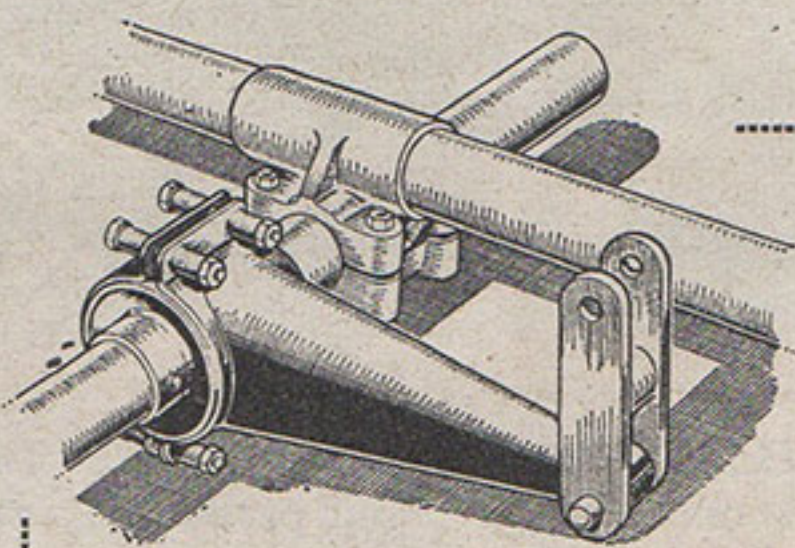
After many years of comparative stagnation, sidecar design has at last shown welcome evidence of progress, several entirely new, and many modified, chassis being exhibited, ranging from

THROUGH THE EYES

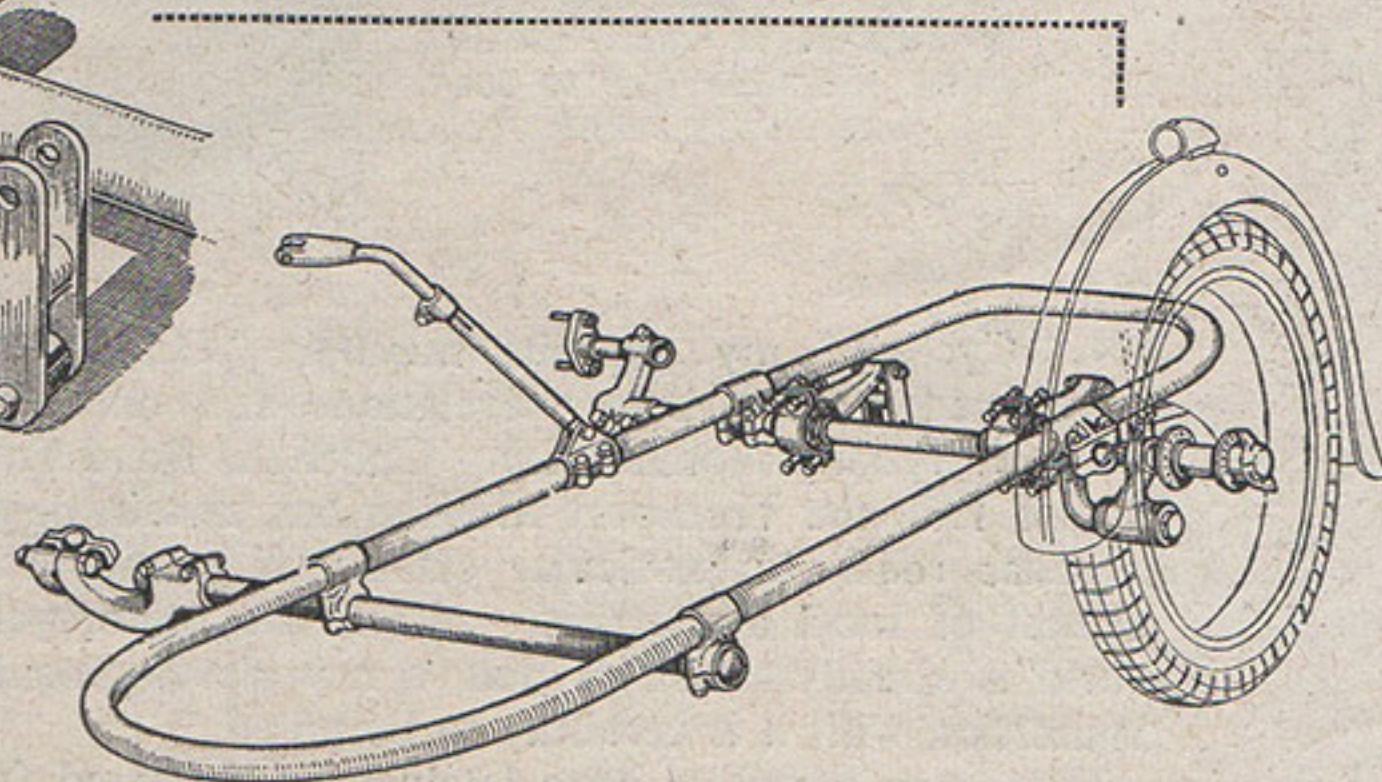
the tube is curved upwards to pass over the body just ahead of the scuttle. In most designs, four-point attachment is retained, but there are indications of a reversion to three-point attachment, on Continental lines, the third point running from the saddle directly to a lug on the main chassis tube and about midway along its length. This scheme provides very good lateral triangulation, but puts heavy bending stresses in the tube which must, of course, be strong enough to resist these stresses indefinitely.

Conventional semi- or quarter-elliptic

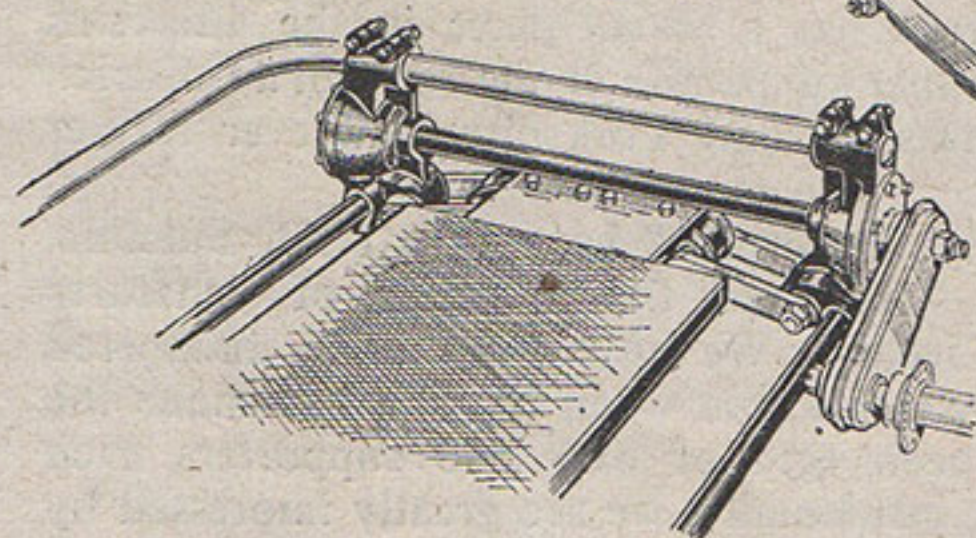
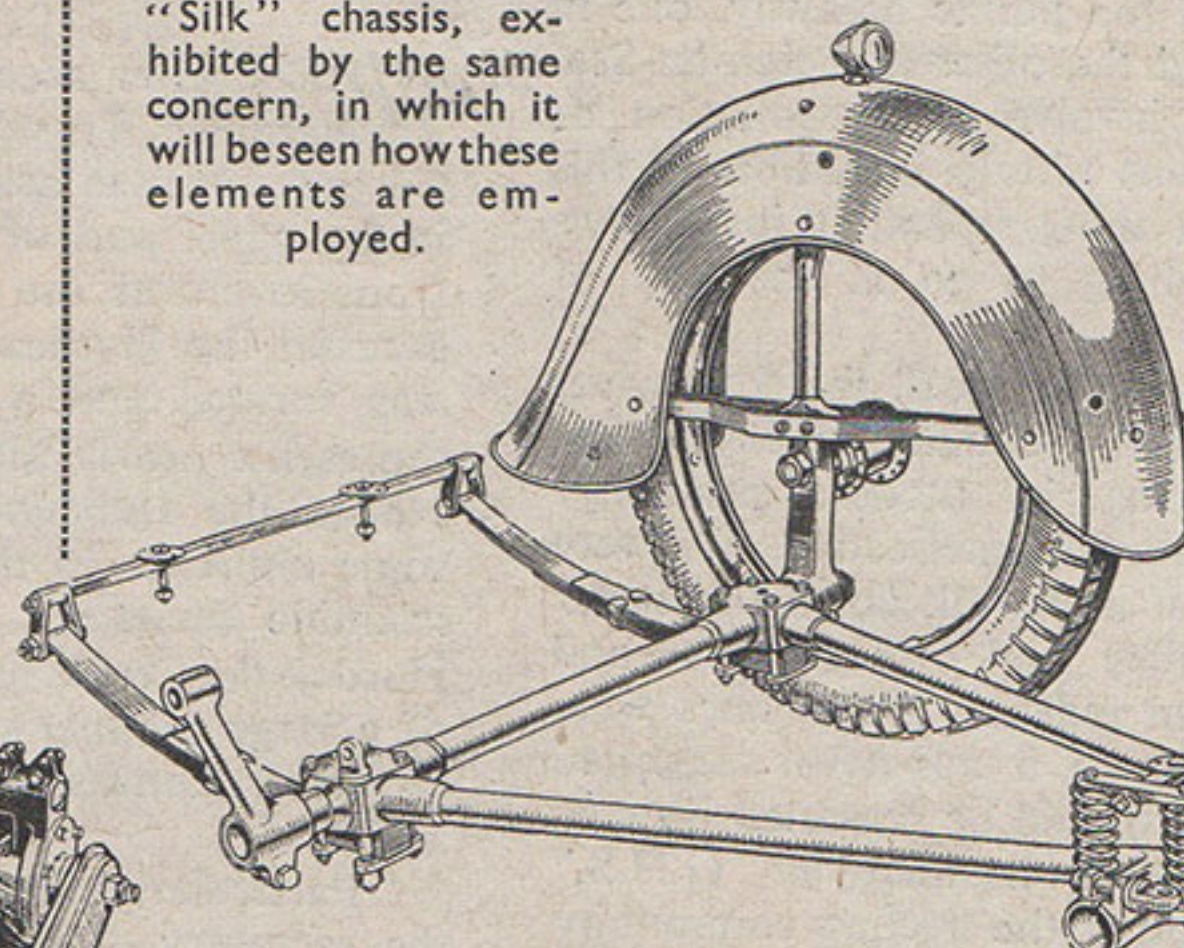
body springs are still in use, but rubber in torsional shear is finding increased application, as on the Swallow and V.P. heavyweight chassis; the latter has its wheel mounted on a horizontal swinging arm and supported by a bar carried in torsion-rubber bushes to provide resilience. Probably because the front suspension of modern motorcycles is so much improved, there is a tendency to eliminate springs under the body nose and simply to pivot it to the chassis at the front end, a method which almost entirely eliminates body-roll when cornering. Resilient mounting of the third wheel is a recent development



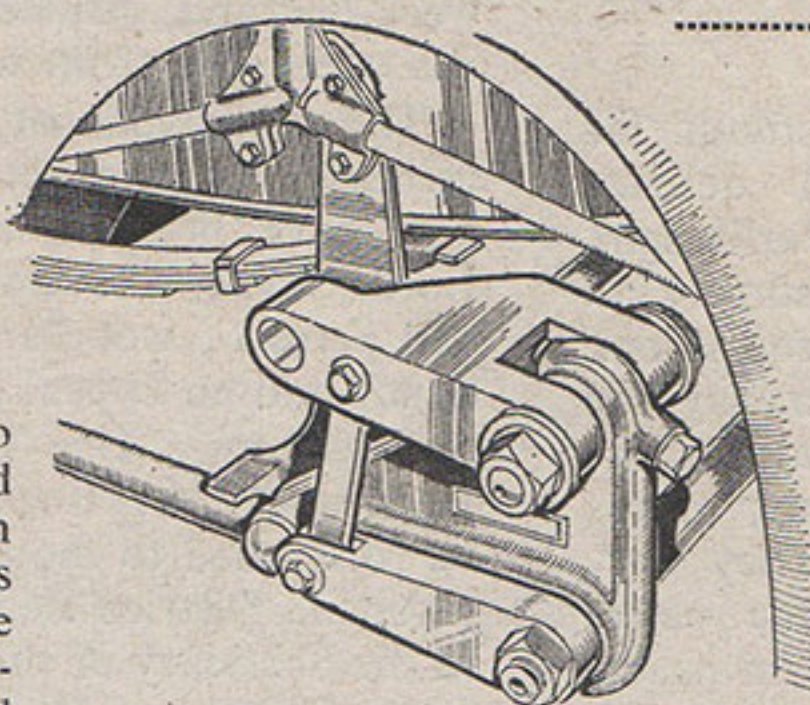
Bonded rubber and metal torsion springing is used on the Swallow sidecar chassis. One of the elements is shown above and on the right appears a sketch of the "Silk" chassis, exhibited by the same concern, in which it will be seen how these elements are employed.



(Left) The Watsonian chassis in which quarter elliptic and coil springs support the body while the wheel is mounted on a resilient pivot, details of which appear in the sketch below.



(Above) The rubber-metal torsion wheel suspension and system of body springing on the V.P. "Volante" sidecar. (Right) Another type of V.P. chassis employs a plain torsion bar with this linkage for wheel attachment.



the little parcel-carrier on the Corgi to the luxurious two-seater streamlined V.P. The use of a chassis with the main tubing passing round the body nose is growing, examples being seen on one type of Swallow chassis and on the sidecar fitted to the H.R.D.; on the Garrard

featured by three makers; the idea, in general, is to mount the axle on a vertical arm, which is supported at its lower end by torsion-rubber bushes. This does not allow the wheel to rise when it strikes a bump, but does permit it to hang back slightly, thus cushioning the blow.

Most sidecar manufacturers have designed their new chassis for fitting either right or left-handed—obviously with an eye to the export trade—and the growing use of pressed steel or aluminium-welded, stressed-skin con-

OF A TECHNICIAN

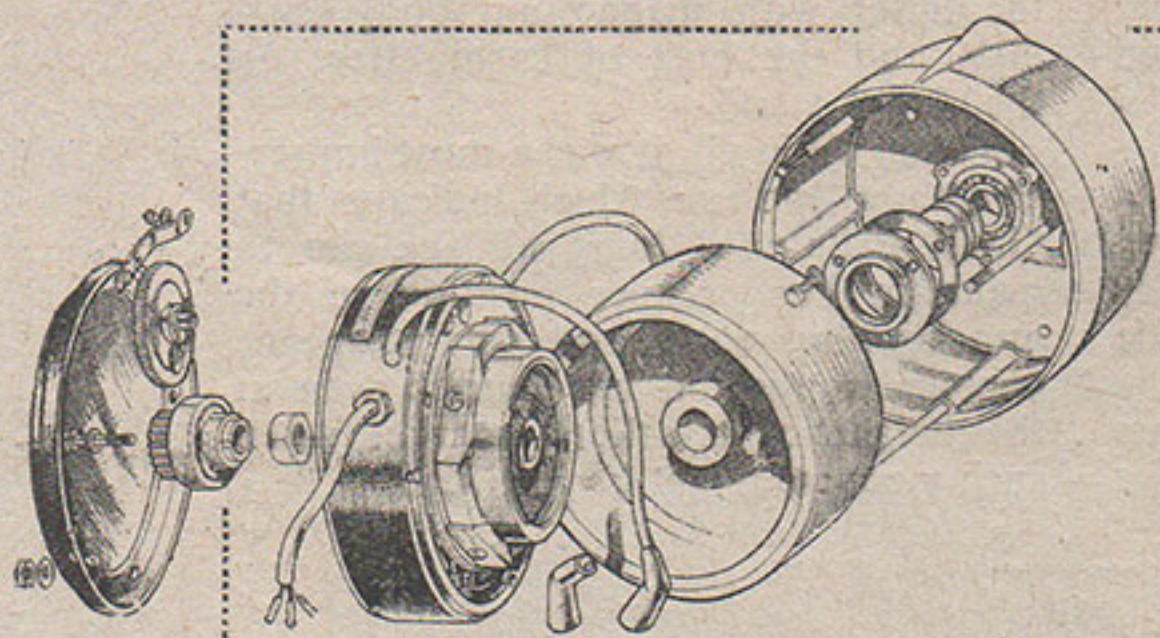
The Concluding Instalment of a Review of Modern Motorcycle Development Portrayed at Earls Court

struction will also help in this direction, as coach-building is not the ideal method where climatic extremes are encountered. The general lines of most bodywork have improved greatly and the needs of the family man are fully

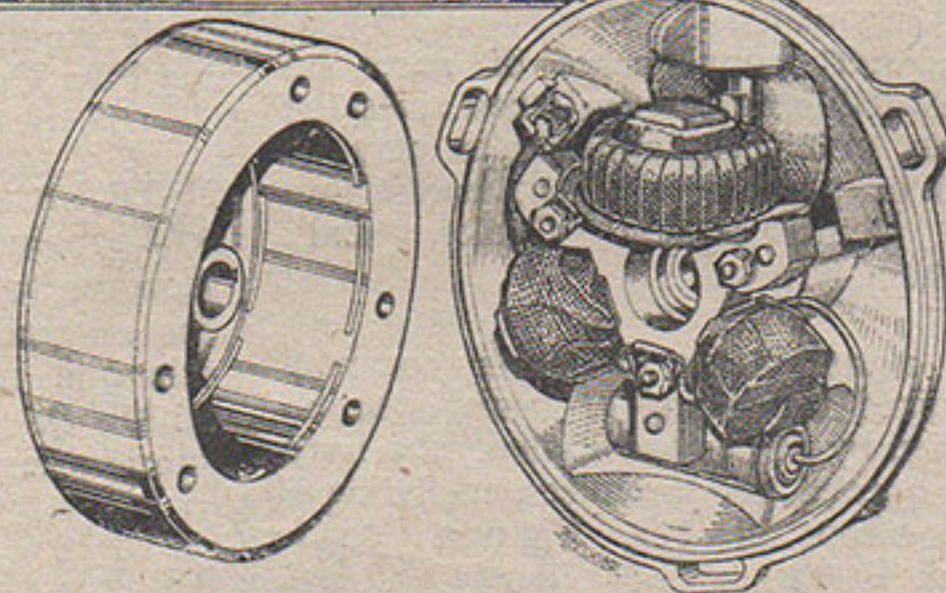
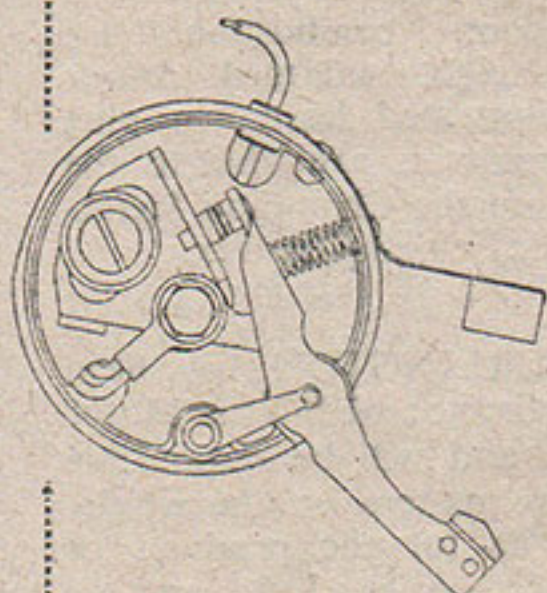
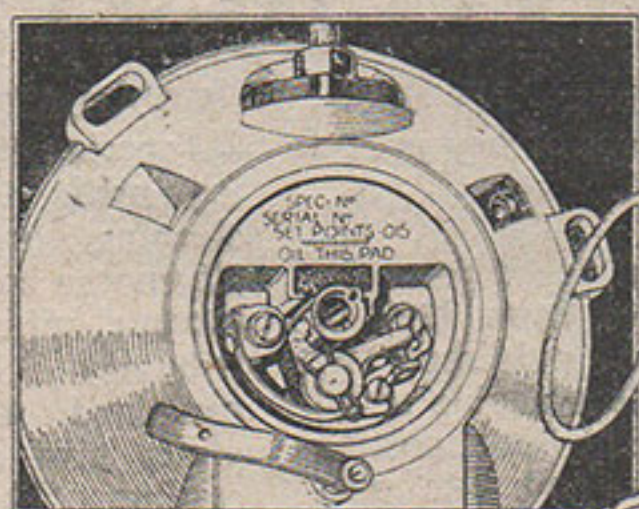
met by many bodies which can comfortably carry two adults or an equivalent weight of juveniles, fully protected from the weather, and a fair quantity of luggage as well.

That "hardy annual," the Morgan, was again exhibited, though only the four-cylinder, water-cooled version is now built. The same remark applies to the Reliant commercial three-wheeler, a lineal descendant of the old Raleigh three-wheeler which, unlike the Morgan, has a single wheel at the front and two at the rear. For commercial work,

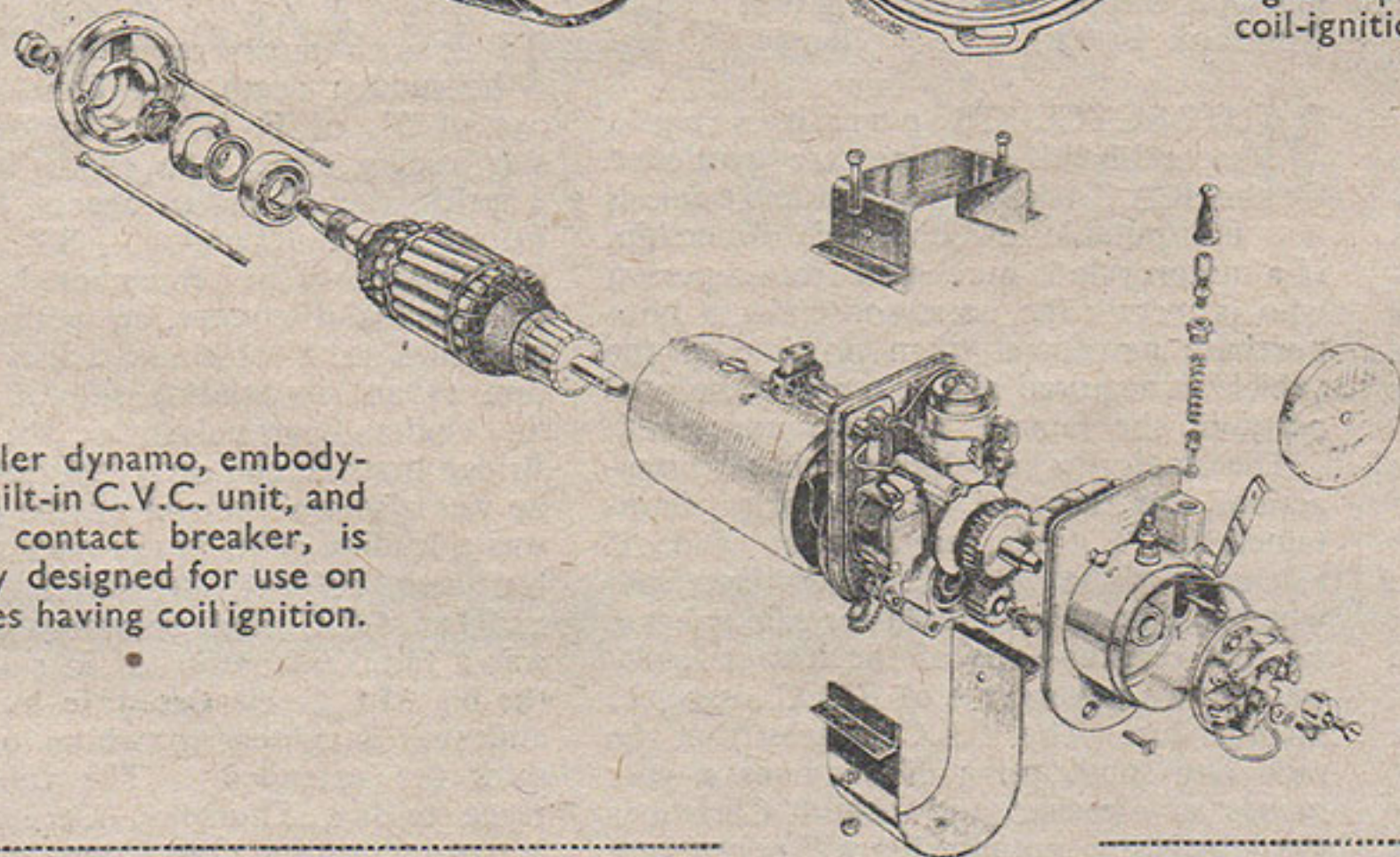
particularly short-distance delivery of light articles, the three-wheeler is a worthwhile proposition these days when compared with even the cheapest van, a fact which has been realized by the makers of the Swallow "Gadabout," who weld a tubular chassis at two points to the large tube which forms the basis of the frame of the machine. The absence of a third-point bar and the open-frame construction allows a capacious steel body to be mounted close up to the driver, while still giving full freedom of access from either side. With its ample weather protection, one can easily visualize this outfit, with a little modification, taking the place of the old-time governess cart for transporting small children on short outings! Fan-cooling has been provided to assist



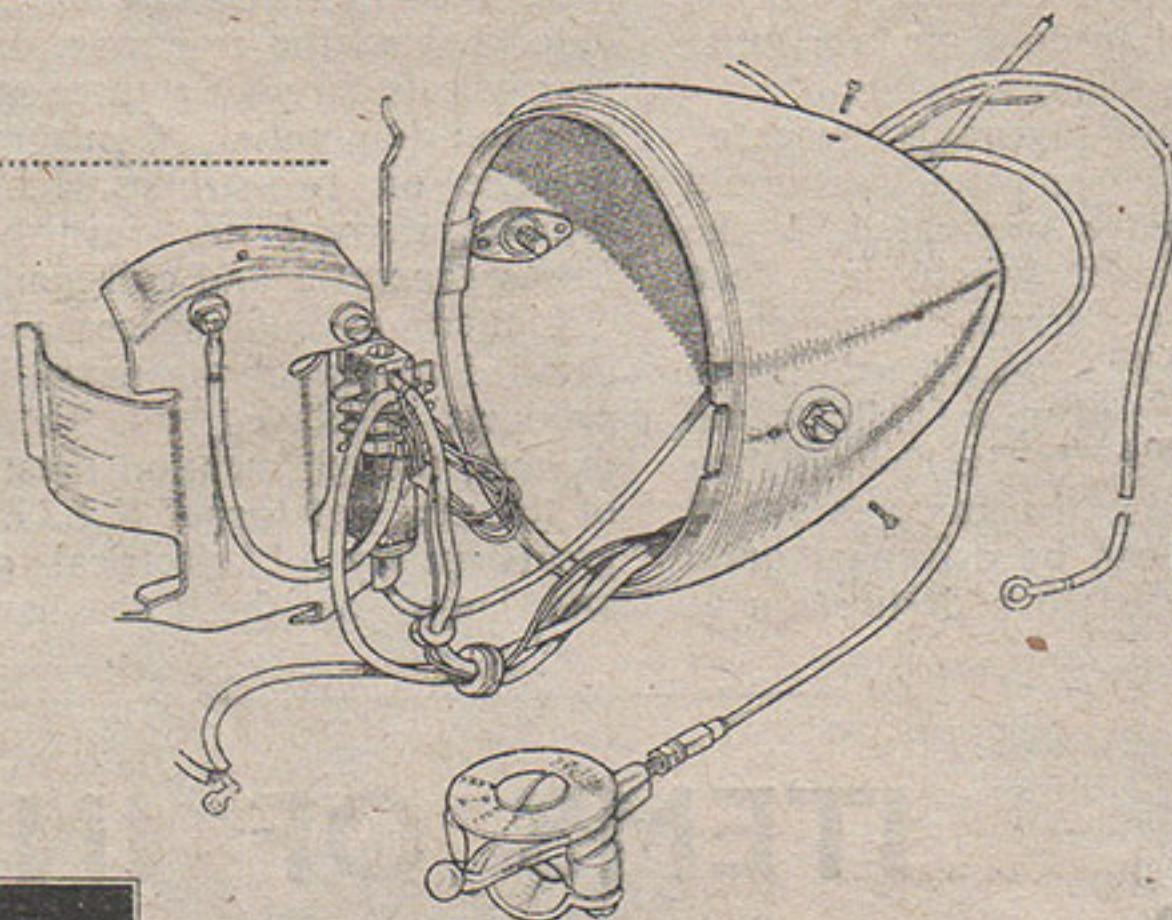
(Above) The B.T.H. generator unit as used on the Model LE Velocette. (Below) Villiers fly-wheel magnetos were seen fitted with this new type of contact-breaker with improved method of point-adjustment.



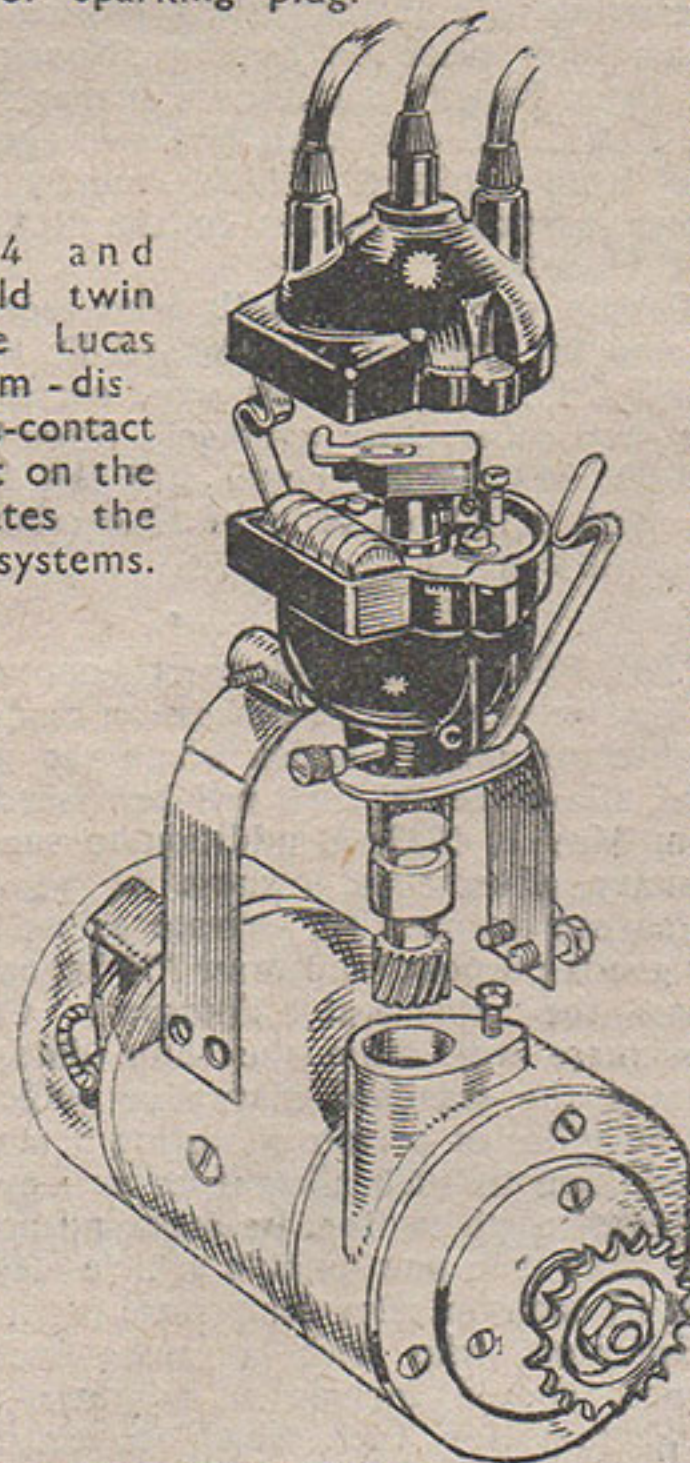
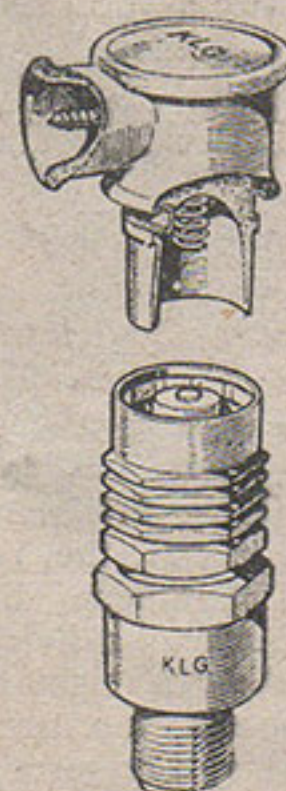
On Ariel - 4 and Royal Enfield twin models, the Lucas dynamo - cum - distributor-cum-contact breaker unit on the right operates the coil-ignition systems.



The Miller dynamo, embodying a built-in C.V.C. unit, and geared contact breaker, is specially designed for use on machines having coil ignition.



The B.S.A. "Bantam" is fitted with the Wipac fly-wheel generator lighting and ignition equipment shown on the left while the "remote control" switch gear, shown above is specified in this machine and the Wooler-4. (Right) The new K.L.G. waterproof sparking plug.



the Villiers engine when it is pulling hard at low speed.

The smallest parcel-carrying vehicle in the Show was the Corgi which, with its little detachable container and sprung sidecar wheel, can conveniently transport quite a quantity of small articles at almost negligible running cost.

The special needs of invalids or the disabled who would otherwise be denied the pleasure of driving their own vehicles were catered for by two exhibitors. Argson offer carriages propelled either electrically or by means of fan-cooled rear-mounted Villiers engine units and with all sorts of cunning gadgets, including a preselector gear change, as extras to suit various forms of disability. The same remark applies to the Invacar products though the general lines of these, with the engine mounted alongside the driver, with the cylinder exposed to cool air, are more reminiscent of a sidecar layout.

By far the most ingenious device of all, and one which any designer would feel proud to have originated, is the "New Era" model which, in effect, consists of a power-driven chassis on to which a specially constructed house chair can be wheeled up a folding ramp by the invalid himself. The chair is then locked in position, the ramp is raised and the vehicle can be driven at quite a respectable speed to a destination at

which the house chair can be wheeled off the chassis again; thus, a person who would otherwise be dependent upon outside assistance, is afforded almost complete mobility, a boon of almost inestimable value. Further refinements in the standard Invacar range are screens and hoods which easily fold to provide free ingress, spring-assisted, hand starter gear and a lever by which the vehicle can be manoeuvred without starting the engine; altogether a most outstanding exhibit.

The Pashley three-wheeled motor rickshaw, shown only in chassis form, is the forerunner of a type of vehicle which may well have a future before it in Asiatic countries where cheap personal transport is an essential feature of life. The driver sits in solitary state ahead of the occupants, and the fan-cooled Villiers engine, accommodated behind the rear axle, drives both rear wheels through a three-speed gearbox and differential. Contrary to usual practice on two-strokes, ignition and lighting current are furnished by a Lucas generator and coil-ignition set.

Limitations of space preclude a detailed review of the many interesting products displayed by the accessory makers, though mention must be made of the new waterproof K.L.G. plug, the great variety of electrical generators and lamps on the Lucas and Miller

stands, and the Wellworthy piston-rings which have been instrumental in winning innumerable races and records. A particularly interesting technical development featured on this stand was the "Al-fin" process, by which aluminium jackets can be permanently bonded to cast-iron or steel liners, thus greatly improving the transfer of heat from one metal to the other.

Tyres to suit every type of road surface or event were to be seen, including the Dunlop competition tyres, which helped to win the International Six Days Trial, and the new Avon racing covers, in which rayon is used instead of cotton for cord material.

Another development in racing equipment is the new section now being used for the light-alloy Dunlop racing rims in which the internal side flanges are less prominent than they were. Other outstanding exhibits were the B.T.H. and Lucas racing magnetos, the latter with magnesium body castings, and the host of carburettors on the Amal stand.

Taken all in all, it was a most impressive show and one which indicates that Great Britain is doing all she can to maintain her premier position in the motorcycling world, and is by no means content to rest on her laurels even at the height of a sellers' market when such a course might be justified.

ITEMS OF INTEREST

AT the first passing-out test on November 21, the Youth Training section of the Southern Sporting M.C.C. came through with flying colours for, of the 10 candidates, eight passed without difficulty. Amongst the successful pupils were the Misses Margaret Penrice and Barbara Egan. Since acquiring their training ground at Feltham the Southern Sporting Club has made big headway, and it was interesting to note that at the passing-out, which took place on Sunday, November 21, Peter Knight, motorcycle manager of the R.A.C. brought with him two spectators from Holland, which country has shown particular interest in the R.A.C./A.-C.U. scheme.

Twenty out of 24 pupils who recently entered for the first Lincoln and D. M.C. and L.C.C. Learners' test were successful—a very satisfactory average. Streatham and D. M.C.C. did better still last Sunday with a 100 per cent. of 13 candidates for their first test.

THE Ministry of Transport announces that in view of the concession made to private car owners under which the standard allowance of fuel will be issued as from May 1, 1949, in addition to supplementary allowances, owners of vehicles which are licensed for private as well as for goods purposes and draw "X" coupons from the Regional Transport Commissioners will, from the same date, be granted the standard allowance sufficient for 90 miles of private motoring a month in addition to such allowances as may be granted to them for business purposes. Not more than one suitable vehicle may be used by each operator for private purposes.

Operators who wish to make such a request should include it in their first application for fuel which covers any period from May 1, 1949, onwards and in

any subsequent applications. No allowance will be made in respect of any period before May 1.

A MASTER price list of spare parts for all B.S.A. motorcycles from 1927 to 1948 inclusive has been published by B.S.A. Cycles, Ltd., and is available to all B.S.A. Spares Stockists. The book, costing 5s., comprises 280 pages, and lists over 15,000 components.

Three short supplements of parts no longer available have been issued since the book was published, and copies may be obtained by purchasers of the book from Service Dept., B.S.A. Cycles, Ltd., Birmingham, 11.

THE manufacture of parts specially required for racing or trials is to be undertaken by Miller and Pullen, who have recently opened new premises, including a machine shop, at 115, Victoria Road, Romford, Essex.

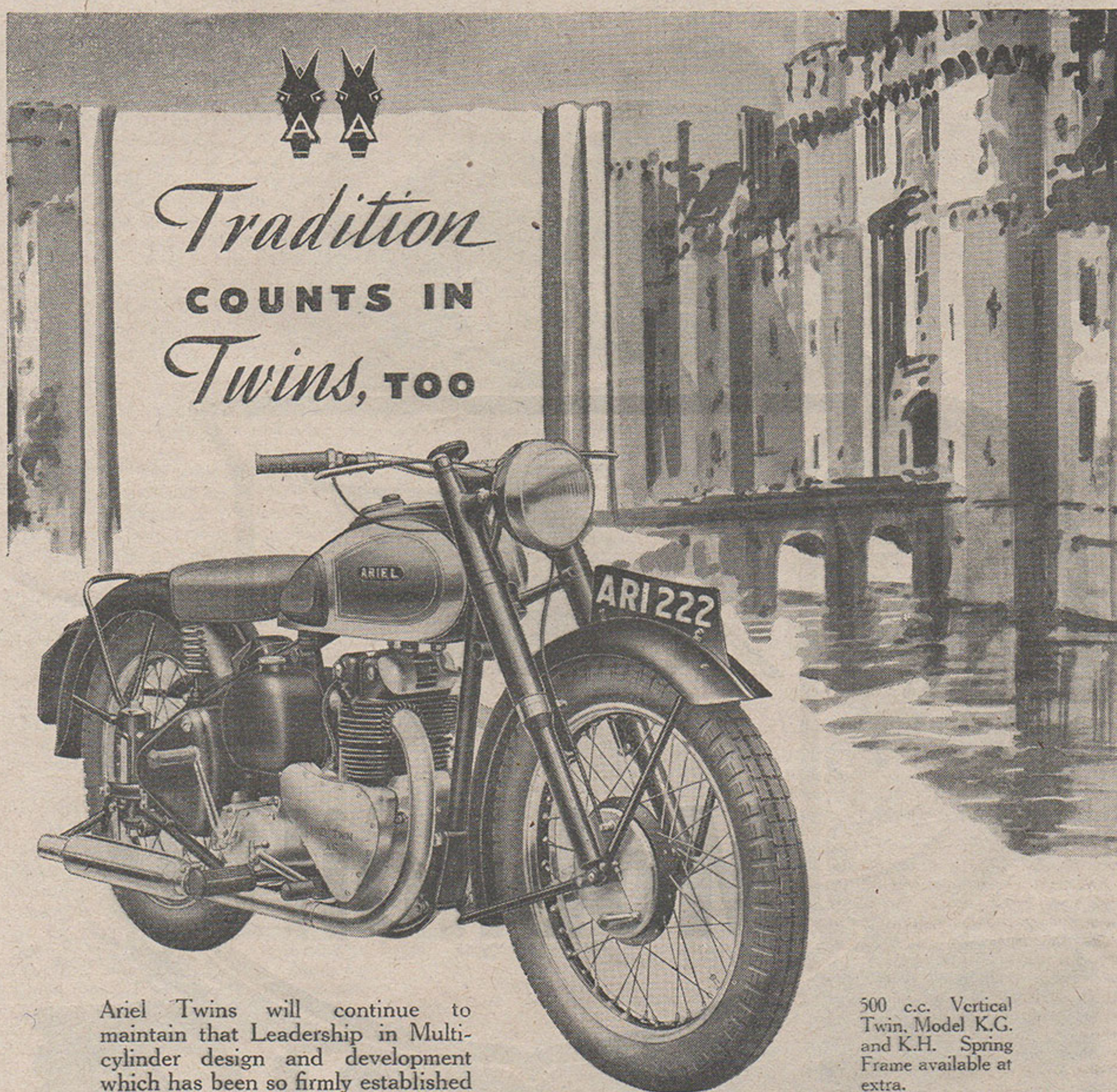
MOTORCYCLISTS purchasing a second-hand machine are reminded by the R.A.C. that a registration book is not indisputable evidence of ownership. If a motorcycle is purchased from a person who is merely the possessor under a hire-purchase agreement, then no title to the vehicle is acquired and it remains the property of the finance company concerned.


The majority of hire-purchase transactions are recorded on a register maintained by a trade organization and, if requested, the R.A.C. can ascertain whether a machine offered for sale appears on that register—one of the less generally well-known advantages of R.A.C. associate membership. The R.A.C. suggest that the moderate subscription of a guinea a year makes a pleasing and useful Christmas gift which any motorcyclist will appreciate.

AVAILABLE to sparking plug servicing specialists is a four-page manual dealing with the testing, inspecting and cleaning procedure advocated by the Champion concern. Symptoms of incorrect mixture, oil burning and other factors contributory to poor combustion are explained whilst eight enlarged colour plates give an illustrated lesson in plug reading. The booklet is available to the trade inquirers from the Champion Sparking Plug Co., Ltd., Feltham, Middx.

MR. S. E. BURLINGTON has been appointed a director of Smiths Motor Accessories, Ltd., and will be responsible for all trade sales matters on the wholesale and retail side for the products of Smiths Motor Accessories, Ltd., and its subsidiaries.

IT is with much regret that we record the sudden death, last Thursday, at the age of 51, of F. H. Brackpool, one-time star racing rider who, with his brother Charles, carried on an agents' business in Forest Hill, London, S.E. Freddie Brackpool will be remembered chiefly for his successful connection with Matchless machines, with which he achieved distinction as an outstanding sidecar driver on the cinders, particularly at the Stamford Bridge track in the early 'thirties, although he was also well known on the grass. He was a leading spirit in the once prominent, but now defunct, Woolwich, Plumstead and D. M.C.C. and, commencing in 1925, was a familiar competitor in such trials as the big M.C.C. classics. He leaves a wife and two daughters to whom our sympathies are extended. The funeral takes place to-day, Thursday, December 9, at 3 p.m. at Honor Oak Crematorium.

An illustration of an Ariel Twins motorcycle parked on a wet city street. The motorcycle is shown from a side profile, facing right. It has a large round headlight, a black fuel tank with 'ARIEL' written on it, and a license plate that reads 'ARI 222'. The background shows a row of buildings with arched windows and a bridge in the distance. Above the motorcycle, there is a logo consisting of two stylized 'A's with donkey heads inside them. Below the logo, the text 'Tradition COUNTS IN Twins, TOO' is written in a mix of script and bold sans-serif fonts. Below the motorcycle, there are two columns of text. The left column describes the motorcycle's lineage, and the right column provides technical specifications.



Tradition
COUNTS IN
Twins, TOO

Ariel Twins will continue to maintain that Leadership in Multi-cylinder design and development which has been so firmly established by the famous Ariel Square Four.

500 c.c. Vertical Twin, Model K.G. and K.H. Spring Frame available at extra.

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of Recommendations.

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THE "GOLDEN DREAM" AGAIN!

"WHERE'S George?" asked a reader in last week's issue. "Many wonder," continued our correspondent, "whether he ever intends to return to motorcycle manufacture."

And wasn't it just like George Brough to anticipate that very question by answering it in the self-same issue—on page 7, under the heading "Brough Superior," in the "Motor Cycling" Mart?

As a matter of fact, his advertisement appears again this week and the words "The 'Golden Dream' will shortly be in full production!" have already raised such a storm of interest that the post-room at the "Brufsup" works is snowed under with inquiries and congratulations from B.-S. fans all over the country.

Calling at our London offices last Friday, George was obviously pleased with the reception his announcement had received, but he had one plaint that he asked us to iron out. "People," he said, "keep asking 'When is George coming back into the motorcycle world?' Would you tell them that I have never left it?"

"During the war," he continued, "I had to turn my factory over to munitions work, but I still kept the 'Brufsup' in mind all the time and, so soon as I could after V-day, I got busy—though quietly—on planning a post-war manufacturing programme for the 'Golden Dream'."

"It has not been easy, though. The 'Dream' is not an easy motorcycle to make and I have been handicapped by difficulties in the supply of raw material. However, I have now got the works pretty well squared up for manufacture and five prototype 'Dreams' have been built, three of which are even now out in various parts of the country undergoing test."

George Brough to Resume the Production of Motorcycles—Exclusive Interview

"But you must appreciate that it is almost impossible at this stage to quote delivery dates. Indeed, I wouldn't have made any announcement at all, but, during Show-time, so many people expressed disappointment that there was no news from Nottingham that I felt I had to let the cat partially out of the bag!"

In response to much questioning, George revealed that the post-war "Dream" will not differ greatly in general design and appearance from the sensational model which made its public debut at the 1938 Show. The intervening years have shown that there are one or two details that could advantageously be brought up-to-date, but, in the main, the layout was so far advanced ten years ago that it is still ahead of its time to-day, as will be readily apparent from the broken-open sketch of the machine appearing below.

There can surely be few readers who do not recollect the "Dream," but there may be some amongst the younger generation who are not familiar with the make-up of this remarkable machine, and a brief résumé of its specification will not come amiss.

The power unit is a 1,000 c.c. transverse "four," of the o.h.v. type, with geared crankshafts disposed one above the other. The transmission incorporates a unit-construction gearbox and clutch and the final drive is by



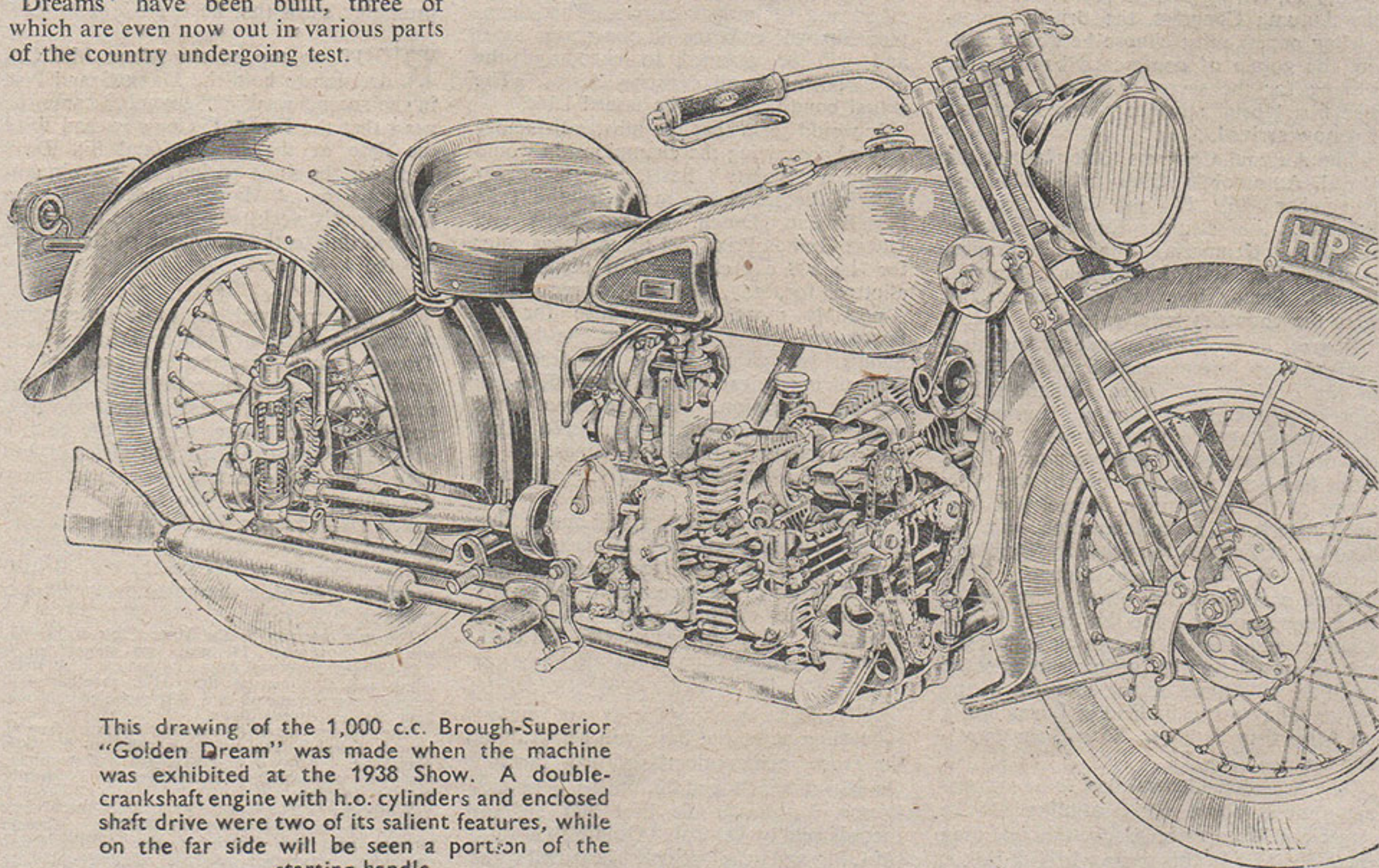
A characteristic snap of George, taken on one of the pre-war Sunbeam M.C.C. Pioneer Runs in which he was an inveterate competitor.

enclosed shaft to a worm and worm-wheel assembly on the plunger-sprung rear axle.

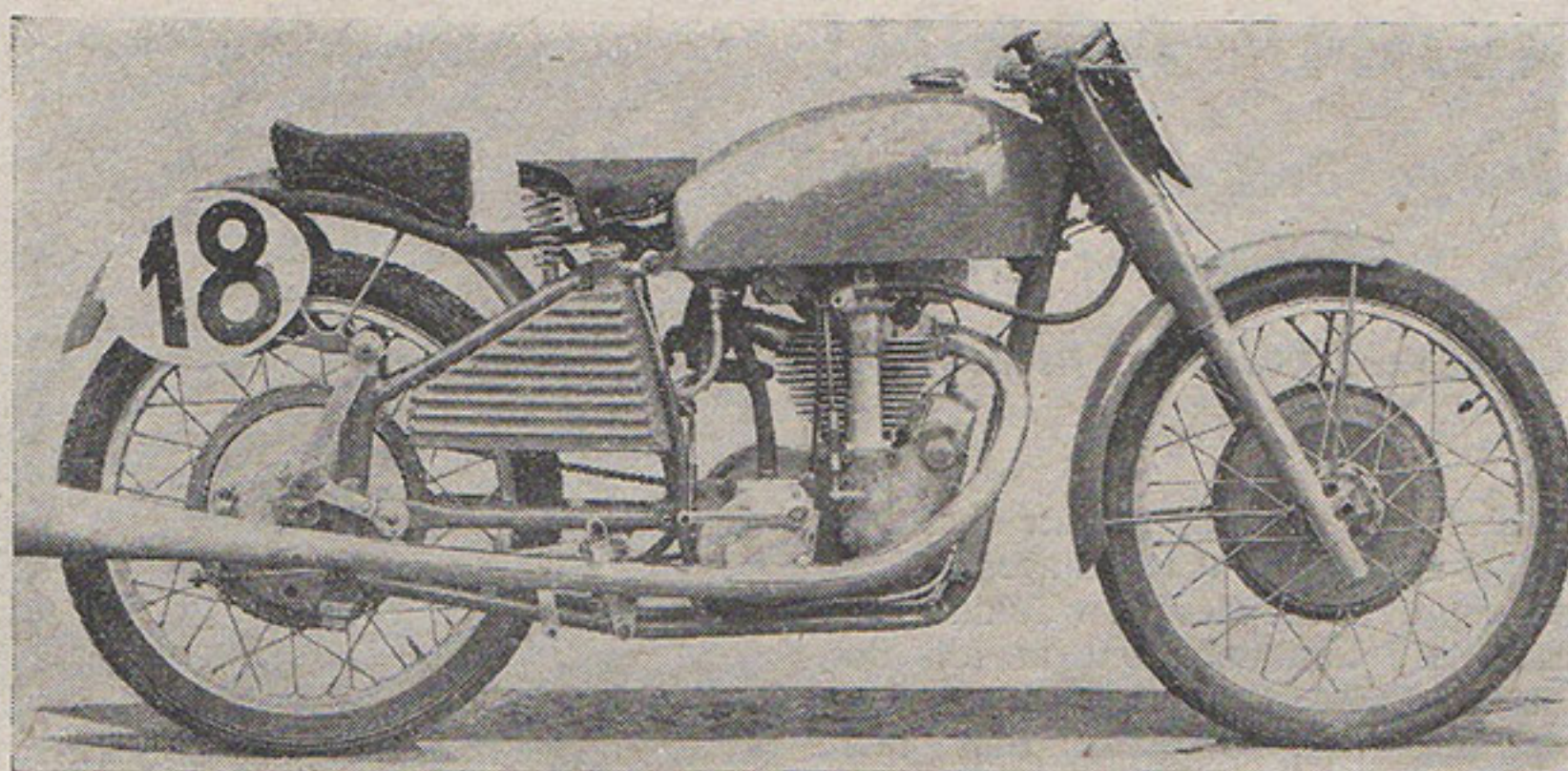
The motive unit fits snugly into a cradle frame with only the cylinder heads and top fins of the cylinders protruding wider than the front mudguard. The cylinder dimensions are: bore, 71 mm.; stroke, 63 mm.; 996 c.c.

At the 1938 Show the "Dream" was offered with the choice of a three-speed unit with kickstarter or a four-speed box with a hand starting lever on the near side, and visitors to Earls Court in that year will recall that the whole machine was built on the most robust lines and that it was finished in typical B.-S. style with a colour scheme in gold that made it the most striking exhibit in the Show.

The address of George Brough is Brufsup Works, Vernon Road, Basford, Nottingham.



This drawing of the 1,000 c.c. Brough-Superior "Golden Dream" was made when the machine was exhibited at the 1938 Show. A double-crankshaft engine with h.o. cylinders and enclosed shaft drive were two of its salient features, while on the far side will be seen a portion of the starting handle.



A machine which may appear in the Isle of Man next year. The latest edition of the Italian Parilla, a 246 c.c. o.h.c. "single" reputedly faster than the Benelli.

MOST elected bodies—from the British Parliament down to the smallest parish council—choose to rely upon the Press to report their activities. Up to date the Fédération Internationale des Clubs Motocyclistes has preferred otherwise. Its meetings are held in secret.

The first official intimation of what has taken place is contained in a brief advance report issued by the secretary-general a few days after the conclusion of a Congress. Not until some weeks—several months on occasion—does the full report, as prepared by the secretary-general, reach the hands of the British Press.

The motorcycling Press of the Continent is, in many cases, closely connected with the Congress, so closely in fact that some of its editors must need the mental agility of a Shawcross to honour their double obligation as Congressmen pledged to secrecy, and as journalists pledged to give their readers the news. It is to their credit that they always strive to perform each duty faithfully. But in Britain we prefer to have a Press with a single purpose, free at all times to criticise both the A.C.U. and the international governing body.

And so, having had no representative at the Autumn Congress, the British motorcycling papers must choose between retailing the gossip of conference banquets or waiting for the secretary-general's report. The first "brief advance" version of this has now arrived.

The Autumn Congress took place at the Royal Automobile Club in London on November 26, 27 and 28. Austria, Belgium, the British Empire, Czechoslovakia, Denmark, Finland, France, Holland, Eire, Italy, Luxembourg, Norway, Poland, Spain, Sweden and Switzerland were the countries represented.

A great deal of time was spent considering the new International Sporting Code, in the drafting of which Holland's Piet Nortier and Count "Johnny" Lurani, of Italy, have taken a lively interest, and of the draft Statutes. Two versions of the latter had been produced, one by the President of the Federation, Marcel Haecker, of Switzerland, in collaboration with A. Perouse, of France; the other by Secretary-General T. W. Loughborough. They differed mainly in the actual phrasing of each paragraph and the final draft which, I understand, derives something from each and is spiced by yet further subtleties of wording, will come up for adoption at the Spring Congress to be held in Luxembourg on April 6 to 9, 1949. So will the Sporting Code.

The Secretary-General had some encouraging news about the possibility of the American Motorcycle Association rejoining the F.I.C.M. In this respect I think Editor

Graham Walker should take a bow for the goodwill he aroused on his trip to America last spring. Reference was also made to the possibility of attracting Russia, Bulgaria and some of the South American countries into the fold.

The A.C.U. Chairman, Prof. A. M. Low, was unanimously elected a vice-president of the F.I.C.M., filling the vacancy left by Mr. M. D. Ball. Miniature silver replicas of the I.S.D.T. Trophy and Vase, both of which were lost in Germany during the war, were presented to the A.C.U.

The International Sporting Calendar, which contains more than 80 events (it was published in last week's "Motor Cycling") took a considerable time to frame. It was agreed to retain the supercharging ban in international races and "the definition of supercharging was slightly modified." How was it modified? I don't know—we shall have to wait for the full report.

The end of the "brief advance" tails off into "etc., etc.," but one other item is of supreme importance. It has been agreed to discontinue the practice of selecting one of the year's "classics" as the Grand Prix de la F.I.C.M. and, instead, to have a World's Championship, both for riders and for manufacturers. This championship will embrace all the major races and will be planned to encourage the development of all capacity classes. The actual conditions will be issued later.

It would seem that the most satisfactory way of organizing the championship would be on a "points" basis, covering every race in the six classic meetings—the T.T., the Belgian, Dutch, Italian, Swiss and Ulster Grands Prix. All six meetings cater for the 500 c.c. class, and if points were allotted for, say, the first three places—possibly more, possibly also for the fastest lap—the rider gaining the highest number of points could be described, without much fear of contradiction, as the 500 c.c. champion. And the same would apply for the manufacturer. No other class is represented in all meetings, but all—even the sidecars and "125s"—get more than one run.

A scheme of this sort would ensure that all the leading riders and all the manufacturers interested would feel bound to support all the classic meetings if they were out for the championship. I shall be interested to learn what the F.I.C.M. intends to do.

STRICTLY speaking, it is not motorcycling news, but have you heard about the recent achievement of Piero Taruffi? On November 26 and 27, on the Bergamo-Brescia *autostrada*, he beat 500 c.c. car records held by Lt.-Col. "Goldie" Gardner (M.G.), and the vehicle he used was

SPORTS

by "Mercury"

powered by an unsupercharged 494 c.c. Guzzi 120-degree twin, the type of engine used in this year's international motorcycle events.

The "car" is a most unusual device, consisting of two streamlined shells linked by pear-sectioned spars. In the left-hand shell is squeezed the driver, whilst the other fuselage, on his right, encloses the engine, gearbox, fuel and oil tanks and the other necessary mechanical aids to record breaking. Final transmission is by chain, and there is a solid axle running through the rear spar. The steering linkage is housed in the forward spar and the device is navigated like a bobsleigh.

The records collected (subject to official confirmation: 1 km. f.s. at 128.84 m.p.h., 1 m. f.s. at 126.7 m.p.h., 5 km. f.s. at 126.5 m.p.h., 5 m. f.s. at 123.95 m.p.h., 1 km. s.s. at 72.69 m.p.h. and 1 m. at 79.76 m.p.h.)

Unsupercharged, gentlemen! Only 500 c.c.! And a four-wheeler!

THERE is some doubt in the minds of both organizers and competitors about the method by which "unclaimed" entries in the trade-supported trials will be re-allocated. Whilst every manufacturer may be entitled to sponsor a minimum entry of three competitors on machines of his manufacture many never take advantage of that privilege.

The position now is that any promoter may transfer any of these entries to any other manufacturer, providing he does not exceed his agreed total for the trial. (And a peace-loving man won't hand them all to one factory!)

For the competitor who is anxious to get into the "Opens" the drill would appear to be to ask the manufacturer for endorsement as "next on the list" and let the promoter know that he is anxious to ride.

RIGHT on top of the Manx M.C.C.'s decision to hold the Manx Grand Prix in the second week of September came the news that the F.I.C.M. Congress had fixed the date of the International Six Days Trial for the same period. In the circumstances the "Manx" organizers are meeting this week to discuss the possibility of reverting to the first week of the month for the 1949 races.

IHAVE received a most interesting account from a friend in Trieste of the Trieste Grand Prix, the first event of its kind to take place since the Free City was established. The Italians crossed the new border in some force, men of the calibre of Nello Pagani, Milani and Grieco; and they would have had a most satisfactory day out if it hadn't been for a gentleman called Dalle Fusine (God bless him!) who showed everyone the way home in the major event of the day on the only British machine present, a thumping great 499 c.c. "Manx" Norton.

The meeting, run by the Moto Club di Trieste, was on November 14, and was staged on a 2.28-kilometre course over city streets. A steep climb and a miniature Bray Hill, together with several street corners, one with cobbled surface, kept the lap speeds down.

One of the local policemen, Alberto Trencio, who is Trieste's king-pin trials rider on his G3L Matchless, borrowed a 499 Gilera and won the first race comfortably at an average of 43.1 m.p.h. for the 10 laps.

When the "250s" came on parade, the Guzzis proved to be faster than the Parillas, although Grieco, who was fourth on one of the latter machines, was the quickest man round the

GOSSIP

The F.I.C.M. Congress : 500 c.c. Car Records : "Trade" Trials : The "Manx" Dates : Trieste Grand Prix

corners. C. Mastellari led for the whole of the 35 laps and averaged 45.5 m.p.h. A Guzzi outfit piloted by D. Corno won the 15-lap sidecar event, at 35.3 m.p.h., after A. Milani (Giler) who had been setting the pace, had retired.

In the 500 c.c. race, over 35 laps, Nello Pagani on a single-cylindered Giler did his best to catch Fusine's Norton—more than his best, perhaps, for he dropped the model on the 14th lap. At the end of the race he was 25 secs. behind the winner, who averaged 46.9 m.p.h. Senna, on another Giler, was third.

THE Motor Trades Luncheon Club, meeting at the Engineers' Club, Manchester, on November 29, were very much entertained by Allan Jefferies' own version of the "International." The majority of those present represented the car trade, but they were quick to appreciate the feat of our two-wheeler experts in earning success, despite Allan's accent on the humorous interludes. In proposing a vote of thanks to the speaker, agent Fred Fearnley drew attention to the happy and prosperous state of the British motorcycle trade abroad and attributed much of this to the magnificent efforts of British riders in open competition.

THE Hawks M.C.'s Boxing Day Trial, the only "open" run during the Christmas period, takes place on December 27, with the start and finish at the "Royal George," Birdlip. The route will consist of two laps of a short circuit. Copies of the regulations are being sent to all those who rode in the 1946 event, but anyone else who would like to enter this very sporting trial should drop a line to F. E. Jones, "Ellesmere," New Barn Lane, Cheltenham. Entries close on December 16.

ALSO on December 27 there is the Boxing Day Scramble run by the Taunton M.C. Secretary W. A. Stone (56, Winchester Street, Taunton) tells me that a new course has been found for the occasion.

THAT other popular event, the Witley Club's Boxing Day Scramble, does not actually take place on that day. It is being held on the Sunday, December 26, on the usual superb course at "Park Hatch," Dunsfold, which is on the Godalming-Brighton road (B2130). The secretary of the meeting is A. J. Whistler, "Lawnside," Milford, Surrey.

FROM the Ulster M.C.C. comes a note to say that the hold-up in the issue of full times and details of the Grand Prix d'Europe has been caused by an unbargained-for delay in the preparation of the awards promised to all who had started in the race. The award will take the form of a plaque, similar to those issued to finishers, but bearing the wording "Competitor." These are now almost ready and those entitled thereto will be receiving one, together with a full list of lap times and results.

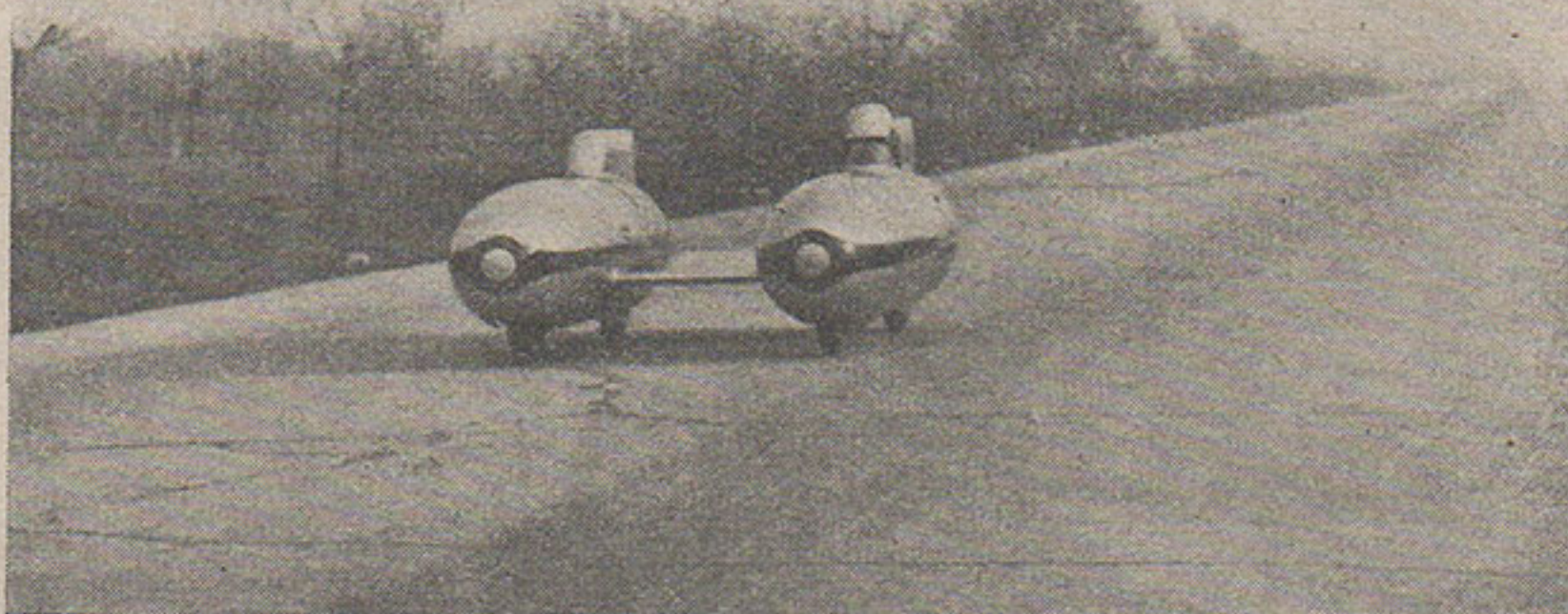
A POSSIBLE increase in the number of Army motorcycle trials in North Wales was forecast at the 4th Anti-Aircraft Group event on November 14. In presenting the awards, Major-General Calvert-Jones, G.O.C., 4 A.A.G., congratulated the competitors, emphasizing the first-class training and recreational value of such affairs. He suggested they must run many more of them, putting forward as a minimum target two group trials annually, one in the winter and one in the summer, probably over much the same course or at any rate in the same area.

HAVING his first ride since being made a member of the James "works" team, 16-year-old John (son of Vic.) Brittain collected his class cup in the Manville Cup Trial last Saturday.

THE New Zealand beach championship took place quite a week or so ago but, with the Show and one thing and another, this is the first opportunity I have had of mentioning it.

Run by the Auckland M.C.C. at Muriwai Beach on November 13, the programme consisted of seven races and, despite petrol rationing which limits motorcyclists to two gallons a month (we all have our troubles, you see!) several hundred spectators rode to watch the fun.

The winner of the 20-mile championship was using an O.K.-Supreme powered by the 1934



Piero Taruffi in the Guzzi-engined car in which he gained six world's records in the 500 c.c. class.

J.A.P. engine which belonged, in its younger days, to the then N.Z. "dirt" champ., Alf. Mattson. Johnnie Herd, second man home, was on a 1934 Velocette, and the third man, Ken Burnett, rode an "Inter." Norton which first uttered a bang in 1936.

Len Perry, who appeared in the Isle of Man before the war, won the 350 c.c. championship on a Velocette, and the second man, R. Clarkson, was similarly mounted; P. Clarkson (A.J.S.) was third.

The other four races were handicaps, and the winner of two of them was W. Glew, riding a pre-war rigid-frame E.S.2 Norton.

LECTURING to members of the Knock M.C.C. in Belfast recently, Artie Bell gave some useful hints on picking up a few seconds during a race when the pit manager orders "flat out."

"On every course," said Bell, "there are corners which one instinctively 'likes,' and it is on these corners that the attempt to save time should be made. Do not make the mistake of trying to save time on all the corners at once. Select one or two and on the approach leave your braking just a fraction later. But, having done so, do not make the mistake of trying to take the corner, lest you have left your braking just too late. Instead, head for the escape road, coming down the gears and braking with the bike in a straight line. If your scheme has been successful, you will have lost sufficient speed when you arrive at the bend to enable you to get round—if not, no great harm has been done. Having conquered one or two bends, if greater speed is still necessary the process can be repeated at other bends. But never try to save time at a bend on which you don't really feel comfortable."

SOMETHING rather unusual occurred in the recent Plaza Trophy Trial in Scotland. Every award, with the exception of one "second class," was won by a rider of an A.J.S. or Matchless machine. W. J. Miller (Matchless) was the winner, J. Henderson (A.J.S.) made the best time and W. J. Smith (similarly mounted) was best "500." G. Miller (Matchless) got the 350 c.c. award.

IN his first ride in a trial, on a machine he had only purchased two days before, Ray Kunzli won the recent Castrol-Bentley Trial organized by the Sports M.C.C., of Montreal. He was on a B34 B.S.A. Runner-up was R. Henderson (498 Triumph), and M. McCartney (349 Triumph) made third best performance. Run on British lines, the trial included all the usual hazards.

BEST of the many speeches made after the dinner given by the Birmingham M.C.C. to the riders in the "Experts" was made by sidecar winner Harold Tozer. It was commendably brief and almost entirely devoted to the man who so often misses the limelight—his passenger. Having won the sidecar award for the third successive time, Harold still has some way to go before he equals the record of Harold Flook, who won it every year from 1932 to 1936.

APOLOGIES to Edward Damadian for calling him Eric in the report of the recent A.-C.U. General Council Meeting.

NEARLY 200 attended the Dublin and District club's recent annual dinner, and some important announcements were made by various speakers.

The club's Skerries "100," one of the best-run races in Ireland may be held next year over a longer circuit, possibly the old 12½-mile route including Rush and Lusk as well as Skerries, which should push up lap speeds to around the 85 m.p.h. mark.

A campaign against the severe taxation of £6 for solos over 200 lb., £3 for smaller machines and £8 for sidecar outfits, is being initiated.

Twenty-year-old Reg. Armstrong, son of the

club's president, who rode so brilliantly in the Manx Grand Prix and in Irish races this year, is to ride for A.J.S. next year in most of the big races.

AS only a limited number of the new A.J.S. 7R machines can be made in a season, Jock West proposes to allocate these to the men who will make best use of them. Intending T.T. and M.G.P. riders will have some priority. The list closes in a few days' time, so drop a line at once to Jock at Associated Motor Cycles, Ltd., Plumstead Road, London, S.E.18, if you want to gallop one of these "350" racers in the Island.

A LITTLE booklet produced by the Champion plug people, gives details of successes gained by users of their equipment in various trials, scrambles and road races, together with several interesting facts about length of course, number of starters and so on in many of the trials. Anyone who wants a copy of this booklet should write to the Champion Sparking Plug Co., Ltd., at Feltham, Middlesex. Not to me, please!

THERE was general gloom in "Motor Cycling" office on December 2 because the "exigencies of the service" had prevented any of us from travelling to Newton Abbot to attend the West of England club's annual dinner. Gregor Grant, of "The Light Car," who was there, and who replied for the Press, tells me that club chairman L. J. Hawkins announced the existence of a new road-racing circuit in the West on which it was intended to run two meetings, one for cars, the other for motorcycles. A.-C.U. secretary Sam Huggett, replying to Tommy Whitton's toast of "The Visitors," announced that the Moto-Cross des Nations (August 28) will be held in the South-East. (I wonder if my suggestion about the Witley club's course at Park Hatch is bearing fruit?)

Other speakers were C. W. Bartlett, who proposed "The Trade and the Press," George Savage of B.S.A., and Chief Constable A. E. Rowsell, O.B.E., who proposed "The Club." Among those present was our old friend Wing Commander A. M. Machlachlan, Mine Host these days at "The Globe," Bude. He had travelled from home to home, for the dinner was at "The Globe," Newton Abbot.

A pleasant episode during the evening was the presentation to Mrs. Miriam Anning of a gold watch and a scroll, in recognition of her 21 years as hon. secretary. Ashleigh Cleave, well-known car trials expert, made the presentation.

MRS. MABEL DANIELS, widow of Jack Daniels, has asked me to thank the dozens of sympathizers who have written to her. Their kindness is really appreciated and she hopes to reply to them all before long.

The Swansea Motor Club, of which he was a member, has formed the Jack Daniels Fund, the proceeds from which will be used to aid his wife and three young children. All donations should be sent to Alan Treseder, 2, Clifton Hill, Swansea.

IT is not only the climate of Tasmania which resembles ours; the trials out there are run on exactly the same lines. I have just been reading the report of the Tasmanian M.C.C.'s opening event of the season and it sounds like one of the open-to-Centre trials—a 70-mile course with mud, sand—and even tapes—and the weather was cold and wet! The winner, E. T. H. Jowett (347 A.J.S. s.c.) lost no marks, the runner-up, N. Windsor (349 Triumph s.c.), losing five, and the best solo performer, D. Lindsay (349 Triumph), losing eight.

Those "350 chair" exponents who can knock the solo men out of the lead would be worth the cost of their passage to England. We could do with a few more good sidecar men!

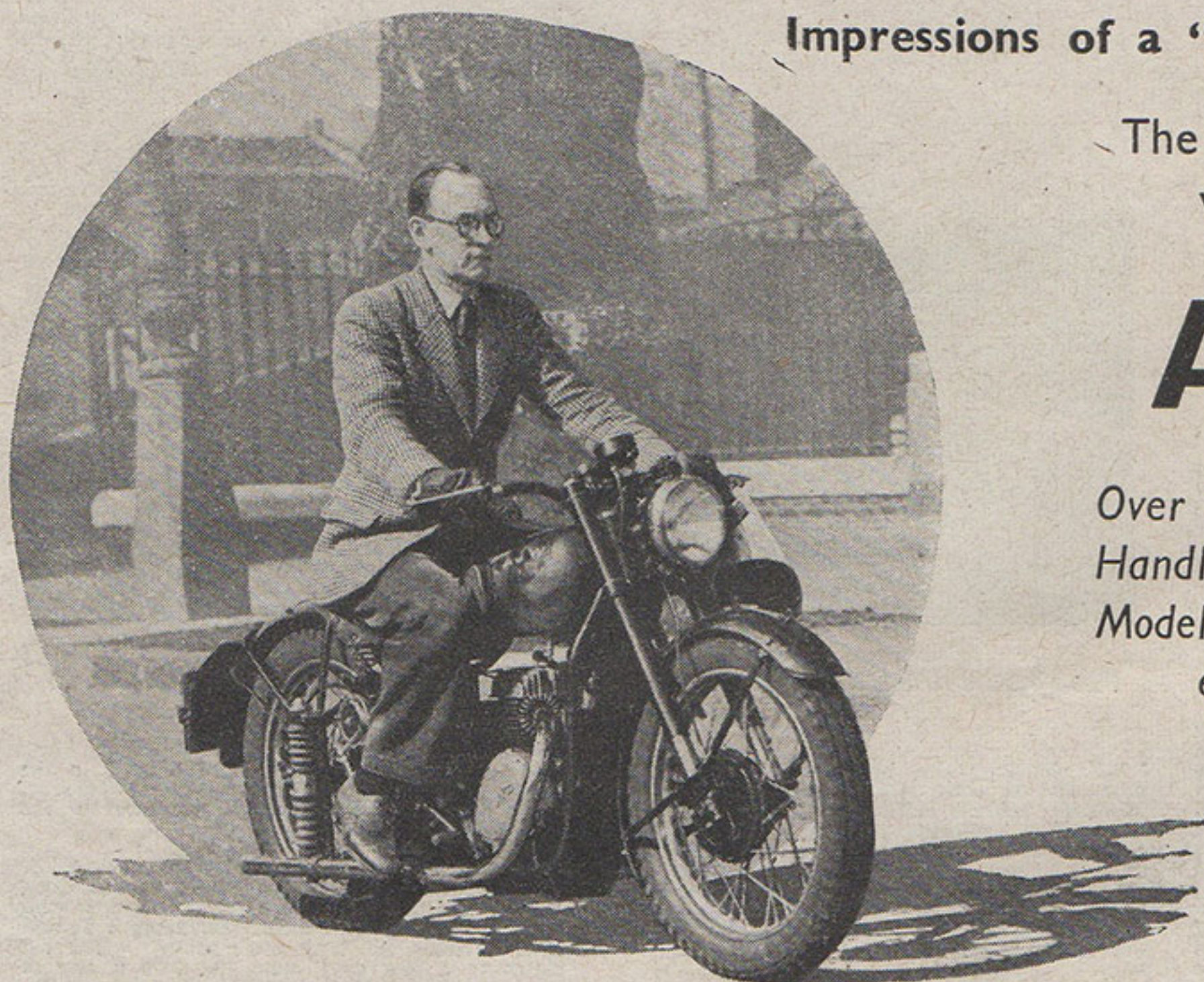
THE Wessex Centre has come out early with an announcement of its annual function. This will be on January 11, and tickets are already obtainable from Vic Anstice at Westgate Buildings, Bath.

Impressions of a "First Off"

The 494 c.c. SIDE-VALVE
VERTICAL TWIN

A.J.W.

Over 75 m.p.h. and Excellent
Handling Mark an Interesting
Model Produced by an Old-
established Concern



(Left) The new A.J.W. provides a comfortable riding position and has a satisfactory all-round performance. (Below) The engine and gearbox are mounted on a separate sub-frame which can be easily removed when required with the unit in situ.

WHEN the recent Show closed its doors, all who had visited Earls Court remained firmly convinced that the motorcycle *à la mode* is the vertical twin. Nearly every manufacturer who offered a model in the 500 class marketed a machine of this type. Each had its individual characteristic, but one feature was common to all—the valves were in the head.

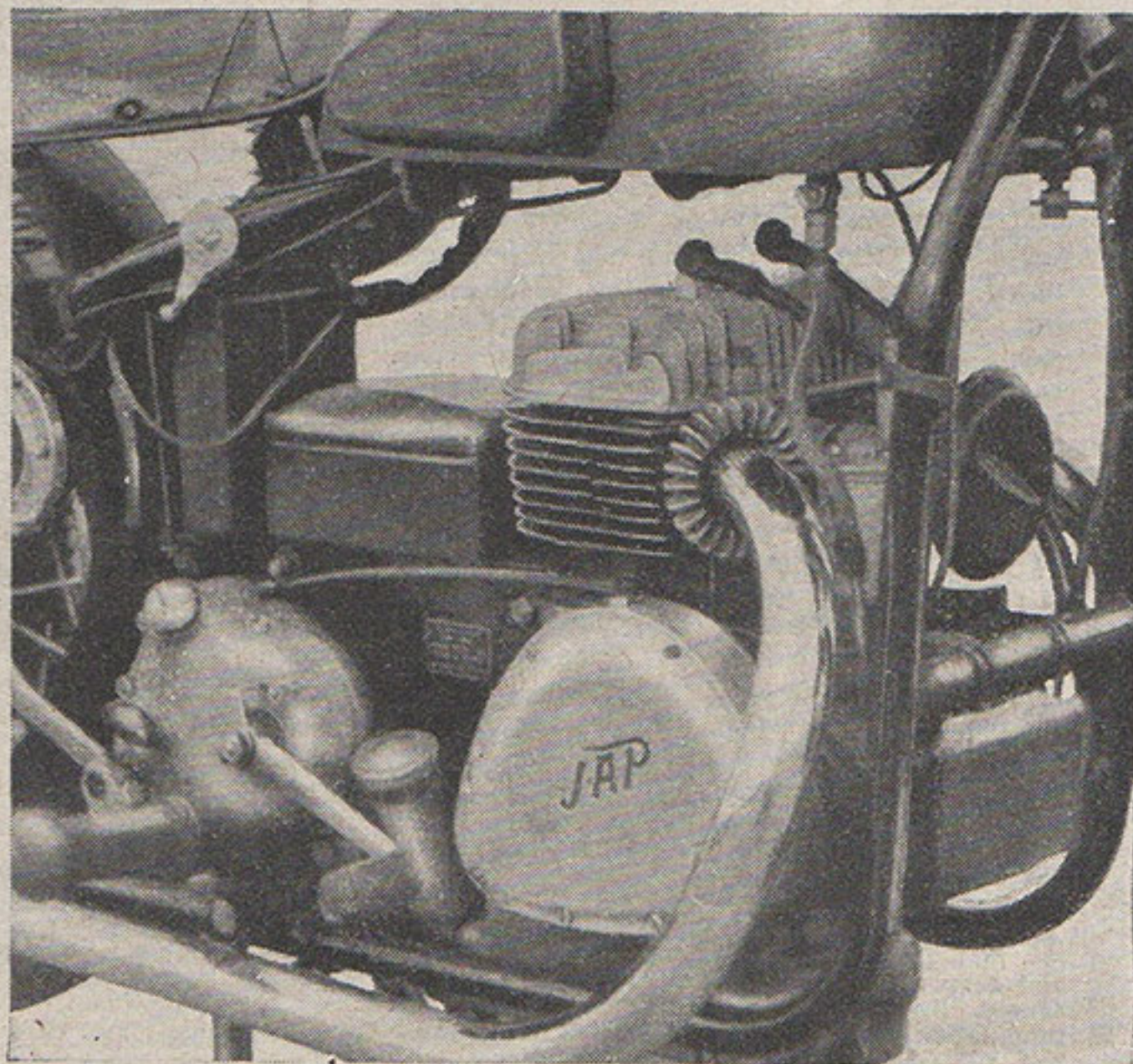
Therefore, when referring to the parade of programmes published in this journal on November 18, no little interest was attached to the fact that two makers not at the exhibition quoted their vertical twins as being side-valve models. Motorcycles of this design have, of course, been seen as experimental jobs, but the 1949 494 c.c. J.A.P.-powered "Grey Fox" A.J.W. recently offered to me for a record of my impressions is the first catalogued side-valve vertical twin machine to come into the hands of a member of the riding public.

To the present generation, the letters A.J.W. may not have the significance they had for riders of pre-war days. Back in 1926, an Exeter printer, engineer and motorcycle enthusiast named A. J. Wheaton began to build machines bearing those letters on their tanks. Rapidly, they gained an enviable reputation and by the time the war broke out A.J.W.s had been produced with a wide variety of specifications ranging from massive mile-eaters having o.h.v. Anzani "1,000s" as motive power to handy little utility two-strokes. Now, following the hiatus of the War years and those which immediately succeeded them, the company has been re-formed and this "Grey Fox" is the first production post-war A.J.W.

They make them, these days, in Southbourne, just outside Bournemouth, in a modest works in Seabourne Road. But they make them carefully, and everybody, from the managing director, Mr. J. O. Ball, to the boy who carries round the tea, is an enthusiastic practical motorcyclist, thus perpetuating the original A.J.W. tradition. As yet, the staff is not a large one, and production, which is mainly earmarked for export (familiar phrase!), is limited, and the machines are each hand-built. When I arrived to pick up the "first off" side-valve twin, I had to wait for it because one of the directors had just gone out on it "to make sure that it was O.K."

When, eventually, we, the "Grey Fox" and I, were introduced, instinct suggested that I should like the machine. It had been obviously put together by people who knew about motorcycles and here are some of its salient features.

The twin J.A.P. engine was very fully described in "Motor Cycling," dated March 28, 1946. It has a bore and stroke of 63.5 mm. by 78 mm., respectively; the cylinder block is of



iron and the head is of aluminium alloy. A single camshaft is mounted at the front and is driven by chain as also is the Lucas dynamo-cum-distributor-cum contact breaker. Tappet adjustment at long intervals is effected by shims. The Amal carburettor is mounted in front of the block, between the two exhaust pipes. No oil pump is fitted, the big ends picking up oil from the sump and distributing it throughout the unit.

Since the description referred to was published, sundry modifications have been made to the engine, prominent among which is the use of a separate 8 mm. duplex chain from the crankshaft to the dynamo, the provision of vernier valve-timing adjustment and the substitution of a built-up crankshaft for the cast pattern originally specified.

The engine and the Burman 4-speed gearbox, giving ratios of 5.2, 6.8, 9.2 and 14 to 1, are mounted in a sub-frame, or cradle, and provision has been made for this sub-assembly to be removed from the main frame in the least possible time by disconnecting the rear chain, engine controls and exhaust pipes and removing four bolts.

The frame itself is of interesting construction. From the 2½-in. diameter steering head a 1½-in. top tube is carried back

by C. P. READ

to a point beneath the nose of the saddle. Thence, two 1-in. tubes sweep, each side of the wheel, to the tops of the rear springing members. From points a few inches in front of, and parallel with, the latter, vertical tubes are dropped to meet the rear extremities of the two main frame tubes which are carried forward, beneath the engine and gearbox, up to meet the lower end of the steering head. Transverse bracing members are fitted where necessary, and from a frontal aspect the A.J.W. presents a satisfying example of a well laid out duplex frame.

Simplicity is the keynote of the rear suspension. On each side are two 2-in. diameter duralumin bosses, one fitted into the top frame lug and one into that at the bottom. A vertical steel spindle joins them and on this slides the bronze-bushed light alloy fork end. Above the slider is the load spring and below it is the rebound spring, each carefully chosen for its particular job. Lubrication is looked after by a grease nipple on the slider, surplus grease finding its way down the central spindle and collecting in a well formed in the lower boss. Over both springs rubber bellows afford protection.

Front end suspension is provided by Dowty "Oleomatic" telescopic forks supporting a sprung front mudguard and built-in headlamp brackets.

Details include a capacious toolbox mounted above the gearbox and with its lid at the top (a thought for those who have ever struggled to pack tools home and shut the box at the same time!), "clean" handlebars with inverted clutch and front-brake levers, Smiths trip speedometer, folding kick-starter, fully adjustable footrests, central spring-up stand and last, but by no means least, a continuance of that most acceptable A.J.W. feature, the tank-top rain gutter, to prevent water from saturating the rider's legs on a wet day. The tank itself, finished attractively in blue and red, holds 2½ gallons of fuel, and two taps are provided, one serving as a reserve.

My initial run on the A.J.W., from the works to London, rapidly acquainted me with the pleasing fact that, so far as handling at any speed was concerned, the makers had got things just as they ought to be. The machine "floated" most comfortably upon its springing and when cornering there was not the slightest trace of that "drift" which is the characteristic of some systems. A noticeable bottoming was experienced when the machine was deliberately bounced at over 40 m.p.h. on a particularly bad surface, but for all normal conditions I would say that the A.J.W. spring heel does all that its sponsors claim for it.

Confidence in the steering was involuntarily engendered, thanks to a patch of badly made road encountered near the New Forest; the front wheel was given a nasty sidelong blow at a shade over 60 m.p.h. The damper was not even

"biting" at the time and the manner in which the A.J.W. shook itself out of the incipient wobble which followed was worthy of a race-bred mount.

Having thus satisfied my mind that my life-insurance policy would not be likely to be called into unduly early operation by such a proceeding, I waited until a suitable stretch of road opened out before me and wound the twist-grip hard against its stop. The engine had already been run in and I had been given the O.K. to go "flat" when I liked.

From 30 m.p.h. upwards the machine was not entirely free from vibration (a point which, I understand, has now received the maker's attention); the "period" continued until up to the mile-a-minute figure when everything then smoothed itself out until the engine was running like a "four." Getting as far back on the sprung mudguard as the touring position of bars and footrests would permit, I saw the needle of the speedometer cruise up through the 70s to the 80 mark—and then a shade beyond. Actually, the maximum recorded was 82 m.p.h. The speedometer was rear driven and, allowing for all possible discrepancies, it may be safely considered that the s.v. A.J.W. is good for an honest 78 m.p.h., at which gait it was perfectly comfortable and seemed quite happy. An immediate examination of the engine revealed no signs of overheating or oil leaks.

At the other end of the speed range, the A.J.W. could be ridden feet-up at a slow walking pace, although the engine seemed disinclined to pull evenly at low revs.—probably due to flywheel lightness.

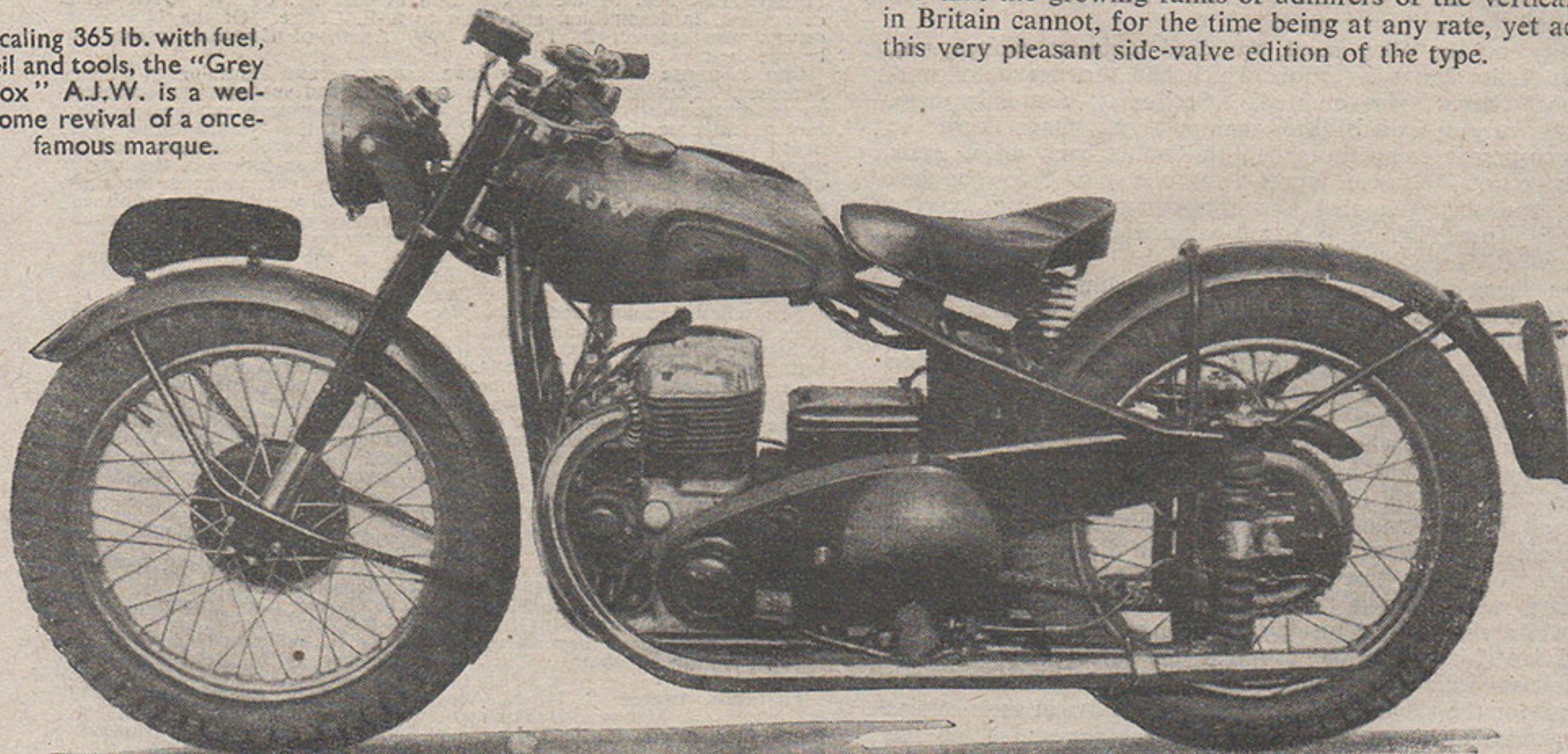
A tendency to wet the plugs made starting rather uncertain until the exact degree of flooding which the carburetter desired had been studied, but once the knack had been acquired a first-kick start could usually be guaranteed.

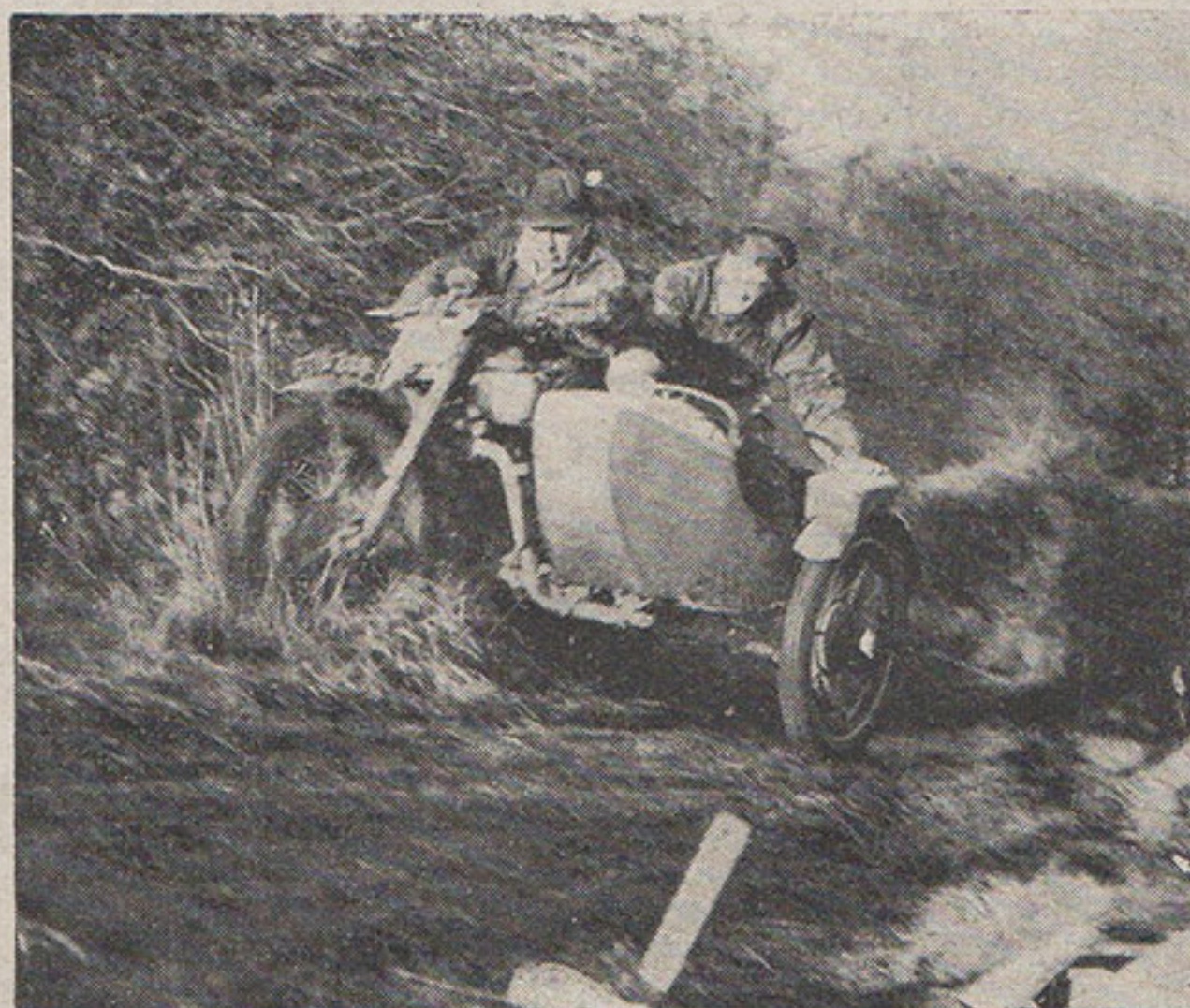
Overall, the fuel consumption worked out at 60 m.p.g., while the oil used during my temporary ownership was negligible. Braking was good, particularly as regards the front "stopper" although that at the rear could, with advantage, have been a little less soft. Clutch and gear operation were faultless, while the air lever, placed beneath the saddle, could be ignored once the engine had warmed up. Control of the coil ignition was automatic and operated perfectly throughout the test.

Absorption silencers are fitted as standard, giving the appearance of straight-through pipes. Although the exhaust note was sharp it was by no means offensive and was undoubtedly well within the "phonage" permissible by law. Nevertheless, I would, personally, prefer to see silencers of a more customary pattern specified as a matter of discretionary policy, for not every layman knows what absorption silencers look like . . . !

Writing as a rider whose experience embraces many of the earlier models of this marque, I feel fully justified in recording that the 1949 version has all the excellent qualities of its forebears, plus some others as well, and it is just too bad that the growing ranks of admirers of the vertical twin in Britain cannot, for the time being at any rate, yet acquire this very pleasant side-valve edition of the type.

Scaling 365 lb. with fuel, oil and tools, the "Grey Fox" A.J.W. is a welcome revival of a once-famous marque.





F. H. Whittle (598 Panther s.c.) on Oldbury.



J. Avery (248 B.S.A.) navigates Hobgoblin.

THE MANVILLE CUP TRIAL

D. S. Evans (348 Ariel) wins Coventry and Warwickshire Trial, F. H. Whittle (598 Panther s.c.) "Best Opposite"

THE Open Manville Cup Trial, organized last Saturday by the Coventry and Warwickshire Motor Club, comprised six main hazards sub-divided into 18 sections located in the bracken-covered hill country near Fillongley.

To many readers the name of this event in the "open" calendar will be a new one, yet since 1912, when Edward Manville, then M.P. for Coventry and later knighted, created the chief award, the handsome Manville Cup presented for the best performance of the day, it has been held by such well-known riders as Harry Perrey and Len Crisp—this notwithstanding the fact that the winning vehicle in 1912 was a 25 h.p. Hillman car.

Probably few, if any, present-day car drivers would have entertained hopes of similar success after tackling the first section in last Saturday's event. It was Hobgoblin, an 18-in. deep pool followed by a stop-and-restart up a muddy bank.

D. S. Evans (348 Ariel) was one of few solos "clean" on this mud section during the opening lap, two laps of the 27-mile circuit being required. Brilliant "chair" performers at the same spot on lap 1 were W. T. Howard (496 B.S.A. s.c.) and the indomitable Harold Tozer, similarly mounted.

Oldbury and Quarry were reputedly two terrors likely to be "deciders," but before visiting them note was taken of Brook End's three sections of mud and water and also of nearby Kimberley Hall of which riders' general opinion seemed to be "too much mud-plugging." Only two riders, sidecarman Ron Watson (510 Ariel) and H. Johnson (490 Norton) managed Brook End "clean" on both laps.

Oldbury, on the other hand, appeared innocent enough, yet, after lap 1, its first sub-section, which had threatened to overturn the "chairs," was omitted. Section 2, a muddy drop, called for careful exhaust-lifter manipulation. Once down the steep escarpment competitors had to double back up it again through section 3, where tapes were followed. Solos laughed off this and the remaining two sub-sections, but not so the "chairs." Tozer, finding it an off-colour day after his impressive show at Hobgoblin, stopped in both 3 and 5, the latter having a sharp right-hander on to a steep climb.

Quarry, three miles distant, was as good as its name and presented almost a knife-edge section which tempted the three-wheelers to fall over one side or the other. Roger Wise, using a 497 Ariel s.c., made a good effort and Ron Watson, with the 510 Ariel outfit, too, was worth watching on the first lap. Next came a boulder path, where the solos had a turn at being worried, followed by a straight hill-climb which got worse as the day wore on. R. V. Slinn (348 B.S.A.) fell foul of the boulders on his second journey round and, as if remembering this, tackled the hill only half-heartedly—and failed. In direct contrast none was more impressive here than T. U. Ellis (346 Royal Enfield).

Sidecars were excused the worst of the hill and it seemed worth while, therefore, returning to Oldbury where, towards the end of lap 2, sub-section 5 might be sorting out possible opposite-class winners. Oldbury, indeed, still had a nasty sting in its tail for the sidecars which were spectacular in their efforts to round that awkward corner without crabbing and climb the last few yards of hill. F. H. Whittle and passenger with the 598 Panther bumped and bounced but had to give up. W. T.

A14

Howard, whose efforts with his 496 B.S.A. s.c. were bringing results which varied from brilliance to disaster, also had to seek willing people to push. Then came F. H. Barnes and an Ariel sidecar outfit boasting no more than 347 c.c. He used second gear for the corner, chugged round it and continued halfway up the climb before changing down and motoring sharply to the summit—"clean" for the second time that day! Two stops in Brook End, however, finally cost Barnes 10 of his 32 marks lost.

PROVISIONAL RESULTS

Sir Edward Manville Cup (best performance): D. S. Evans (348 Ariel), 12 marks lost.

"Coventry Evening Telegraph" Cup (best opposite class): F. H. Whittle (598 Panther s.c.), 24.

Club Cup (150 c.c. Class): J. Brittain (125 James), 40.

Harry Weston Cup (250 c.c. Class): J. Avery (248 B.S.A.), 30.

Ned Potter Cup (350 c.c. Class): T. U. Ellis (346 Royal Enfield), 19.

Lord Iliffe Cup (500 c.c. Class): C. A. Mein (498 A.J.S.), 19.

First M.C.C. Cup (500 s.c. Class): F. H. Barnes (348 Ariel s.c.), 32.

Second M.C.C. Cup (unlimited s.c.): R. G. Watson (510 Ariel s.c.), 51.

Potter Memorial Cup (best performance by a member of the promoting club): F. A. Greenway (348 Matchless), 25.

Team Award: Nottingham Tornado M.C. (J. E. Breffitt, C. A. Mein, T. U. Ellis), 73 marks lost.

First-class Awards: W. J. Stocker (499 Royal Enfield), 20; L. Wyer (348 B.S.A.), 27; J. Blackwell (490 Norton), 28; K. Harper (347 Union), 29; N. E. Vanhouse (497 Ariel), 30; H. R. Bennett (348 Norton), 31; G. Pickering (249 B.S.A.), 32; A. Shutt (348 B.S.A.), 34; A. J. Humphries (490 Norton s.c.), 34.

Second-class Awards: H. S. Wolseley (496 Triumph), 34; D. W. Brandish (347 Ariel), 35; L. M. Talbot (347 Matchless), 35; J. E. Breffitt (490 Norton), 35; A. Passmore (348 B.S.A.), 36; H. Vale (498 Triumph), 37; J. Gunnell (348 B.S.A.), 38; C. H. Jones (246 Royal Enfield), 38; W. Evans (347 Matchless), 38.

WEST LONDON TROPHY TRIAL

Big Entry for S.-E. Centre Event

RIDING a s.v. ex-W.D. Model 16H Norton, bored out to 633 c.c., A. C. Hankins, of the Aldershot club, beat the rest of the entry of 137 solos to win the premier award in last Saturday's West London Trophy Trial, held by the Motor Club of that ilk, on War Office land near Fleet, in Hampshire, and open to S.-E. Centre. Of the 14 sidecar drivers who entered, B. T. Welch (497 Ariel), of Horsham, proved to be the best.

Into a course only 15 miles long, starting and finishing at "The Foresters," Church Crookham, the organizers had managed to compress no fewer than 16 observed hills. Most of these were sub-divided into two or three sections, and nearly all were of the "taped-through-the-trees" variety, with plenty of gradients, fairly good surface, and a premium on the art of "nagery." All of which enhances the credit of Hankins' performance on a mount certainly not designed for such going. Little or no mud featured in the trial and many machines finished in almost showroom condition. The winner covered the course feet-up throughout and with only one stop—appropriately enough on Section 13, Sandy Knoll. But he retrieved his laurels on the next hill, The Hump, by sharing, with Jack Lilley (343 Triumph), the distinction of making the only clean climbs of all the three sub-sections.

This hill was, undoubtedly, the *piece de resistance* of the trial. With three hairpins surfaced with sand and longitudinal ruts in the centre of each to receive unwary wheels, it caught rider after rider and over three score had passed before the first "all-clean" was registered by Lilley. Hope of any further similar climbs had almost been abandoned when, sixth from the last, the old side-valve Norton and its rider plonked resolutely to the top. An excellent effort was put up by M. D. Bonson (496 B.S.A.), which was spoiled by temporary engine failure half way up. Young J. Britten (350 "Cottle") was so determined not to foot that he kept his feet on the rests even though an over-urgent engine threw the machine backwards on top of him!

PROVISIONAL RESULTS

West London Trophy (best solo): A. C. Hankins (633 Norton).

Grove Cup (best sidecar): B. T. Welch (497 Ariel).

1936 Committee Cup (solo runner-up): G. M. Berry (499 Royal Enfield).

Triumph Cup (best over 350 c.c.): M. D. Bonson (496 B.S.A.).

B.S.A. Trophy (best up to 350 c.c.): A. F. Gaymer (349 Triumph).

Norton Cup (best novice): G. Milton (348 B.S.A.).

S. Wilkins Tankard (best sidecar novice): L. H. Williams (348 Ariel).

Team Award: Weyburn M.C.C. (A. F. Gaymer, G. M. Berry and S. B. Manns).

First-class Awards: B. H. M. Viney (347 A.J.S.), R. A. Sutton (499 B.S.A.), S. B. Manns (349 Triumph), J. Britten (350 "Cottle"), R. H. Burns (248 Ariel), H. I. Thayer (348 B.S.A.), J. Lilley (343 Triumph), R. C. May (349 Triumph), J. Botting (349 Triumph), G. E. Eighteen (496 Norton), S/Sgt. Arnott (496 B.S.A.), J. Ballett (249 Triumph), D. C. Hall (348 Norton), J. Blackwell (490 Norton), F. H. Neal (498 Sunbeam s.c.).

WILL THE "SURVEY" SPREAD COMPLACENCY?

"Circus" Sidecar Passenger DENIS JENKINSON Challenges CYRIL QUANTRILL

FOLLOWING the publication of Part I of Cyril Quanttrill's "Survey of the Sport," Denis Jenkinson—Eric Oliver's bearded sidecar passenger—has written to the Editor accusing the author of spreading complacency. This is Jenkinson's argument:—

I SHOULD very much like to take up a little of your space to cross swords with my good friend, Cyril Quanttrill, over the question of his "Survey of the Sport," published in your November 18 issue.

Whilst his findings are both interesting and gratifying, I feel that he has not painted the whole picture, and in so doing I maintain that he is, unwittingly perhaps, spreading an air of complacency. When one reaches the end of the article in question there is a tendency to sit back, look smug and say that Britain has nothing to fear in the road-racing field.

I would suggest that she has quite a lot to fear, and would not put our supremacy on the quality of our *machines*, but rather on the quality of our *riders*. Men like Daniell, Graham, Lockett and Bell are the real reason for our supremacy; if the Italians had men of equal calibre on their machines I fear our lads would not get very far, no matter how well they rode.

It is a well-known fact on the Continent, that the British race with their heads, while the Italians, with one exception, do exactly the reverse, and it is this quality, I suggest, which is keeping us on top. This fact I can vouch for, as I have seen and experienced it many times and could quote instances of Italians throwing away a race by not "using their loaves," as the boys from home say.

Although we have held sway in the 350 c.c. field, it is purely because we have a monopoly and our international victories are hollow ones and rather akin to the newspaper headlines of a recent car race which stated: "Sweeping victory for British drivers" when, in actual fact, the whole entry was British! When one sees the hordes of Italian 250 c.c. machines in full flight, some of them lapping as fast as our "350s," one isn't really convinced that all is well. Similarly, when the "125s" buzz away the complete lack of English machines is very noticeable, and it is most difficult to explain in broken English/French just why there are no racing James, Royal Enfield or Excelsior machines in the field.

Of the 500 c.c. class I would say that, at least, we are trying but we cannot afford to sit down and smile, for the four-cylinder Gilera is not to be laughed at, nor are the other Gilera models and the Guzzi single and twins. If our riders could be mounted on machines with the speed of the Gilera "four," then I would say we could afford to sit back. Admittedly, I have seen a Norton tailing the Gilera along the fast straights, but a fertile brain and a slipstream are worth many m.p.h. Had the riders been reversed, there would not have been much tailing to watch!

Finally, on the "500" question, the general belief on the Continent over the Faenza fiasco is that the fact, that the circuit was one for sheer speed, with only three corners, none of which could be really ridden, meant that the fastest machine, irrespective of rider, would win. This was the case, but surely a circuit which was accessible to Whitworth and Anderson was accessible to "works" lorries and equipment. Although the I.S.D.T. and the "Manx" were put forward as excuses for our official non-attendance, I am inclined to think that a map of the circuit would give the real answer.

In the sidecar class on the Continent, where it is important with the organizers, the firms and the spectators, unlike the situation in this country, the fact that Nortons have more or less been supreme is again due to the superiority of the riders. If Haldemann ever changes to a Gilera, then Norton supremacy is finished, for although a Gilera might not stand the thrashing that a Norton will stand (and, believe me, they *are* thrashed!), in the right hands the Italian machine would not have to be stressed at all.

In closing his article, Quanttrill brushes aside a remark of Fergus Anderson's which I think he should take more seriously, and that is the words "... have no ties of friendship which will hold them to British machines. ..." This remark is very true, and is not only applicable to Continental riders; it applies equally well to English riders. In closing, I would like to repeat that we should not spread complacency; at the moment we are on the top, but only just. Face the real facts!

* * *

FEELING that the letter calls for an early rejoinder, Quanttrill has written:—

IF Denis Jenkinson has found me guilty of "spreading complacency," the first part of my article has failed just as

miserably as if I had insisted that the Italians had completely outclassed us in the manufacture of racing machines.

At the beginning of this year I was quite prepared to believe the pronouncements of those who, having seen the latest Italian development work, were convinced that Guzzis and Gileras would set the pace wherever we met them on the Continent. And, as an Englishman, I wasn't altogether happy about the prospect.

With the year nearly ended, when I came to write the "Survey," I still had a feeling that they had done fairly well, and had almost certainly shown us the way home in the smaller Continental meetings. But in a matter like the preparation of that article I preferred not to rely upon my own opinions, impressions or "hunches." Results alone would paint the picture.

An analysis was made of the five major events, the Belgian, Dutch, Swiss and Ulster G.P. races and the I.O.M. T.T. British machines occupied more than two-thirds of the first places, more than three-quarters of the second places, and exactly three-quarters of the third places; and they achieved the majority of the fastest laps. Not for one moment do I deny that British riders are best of all—the fact that the Italians like to have British jockeys is an unqualified tribute to the abilities of the natives of our islands—but it takes good machines as well as good men to achieve such an overwhelming proportion of the successes.

You may think that I am tipping the scales by taking all classes in all five meetings. O.K., let's have a look at the 500 c.c. class, in which Italy is certainly every bit as interested as Britain, and let's concentrate on the only two meetings where both countries were fully represented—the Swiss and Dutch events.

What happened in Switzerland? There were 10 Guzzis in the programme, six Gileras and one Bianchi, a total of 17 Italian machines. There were eight Nortons and one Triumph, a British total of nine. Harold Daniell (Norton) put in the fastest lap; Daniell and team-mate Artie Bell were first and second respectively, M. Masserini rode a Gilera into third place, a Swiss rider, G. Cordey, on a Norton, was fourth, and they were the only four riders to complete the full distance...

And in Holland? There we had a Gilera "four" on parade, as well as a horde of Guzzis, and single-cylinder Gileras. C. Bandirola had blown up a "four" in practice. Masserini, on the surviving "four," lasted for just three laps, then the race developed into a scrap between E. Lorenzetti (Guzzi), N. Pagani (Gilera), D. Ambrosini (Guzzi) and J. M. West (A.J.S.), with Artie Bell (Norton) far ahead of them. Bell won the race and also made the fastest lap and, with the exception of Pagani, all the Italians dropped out, so that the finishing order was: Bell (Norton), Pagani (Gilera), West (A.J.S.), M. D. Whitworth (Triumph), J. A. Weddell (Norton). So four out of the five who completed the distance were on British machines.

And when you come to analyse results—which seem to be the most important thing from the manufacturers' point of view—this same predominance of British machines at the end of a race can be seen throughout the year's programme.

Here is a list of races I used to provide the framework for the "Survey of Sport." I feel it would be difficult to make a fairer cross-section:—

Major events:—Swiss Grand Prix (250 c.c., 350 c.c., 500 c.c. and sidecar); T.T. (250 c.c., 350 c.c. and 500 c.c.); Dutch Grand Prix (125 c.c., 350 c.c. and 500 c.c.); Belgian Grand Prix (350 c.c., 500 c.c. and sidecar); Grand Prix d'Europe (250 c.c., 350 c.c. and 500 c.c.).

Manx Grand Prix (250 c.c., 350 c.c. and 500 c.c.); **Clubman's T.T.** (250 c.c., 350 c.c. and 1,000 c.c.).

Continental Circuit Events:—Sambre et Meuse (500 c.c.); Bruxelles (350 c.c. and 500 c.c.); Floreffe (250 c.c., 350 c.c., 500 c.c. and sidecar); Cambre (250 c.c., 350 c.c. and 500 c.c.); Lugano (250 c.c., 350 c.c., 500 c.c. and sidecar); Gedinne (350 c.c., 500 c.c. and sidecar); Berne (250 c.c., 350 c.c., 500 c.c. and sidecar); Albi (350 c.c. and 500 c.c.); Grand Prix des Nations (Faenza) (125 c.c., 250 c.c. and 500 c.c.).

Irish Handicaps:—Leinster "200"; Skerries "100"; Cookstown "100"; Carrowdore "100"; Mid-Antrim "100" and Carrowdore "100" (all 250 c.c., 350 c.c. and 500 c.c.).

British Races:—Scarborough (250 c.c., 350 c.c. and 1,000 c.c.); Blandford (July) (250 c.c., 350 c.c. and 500 c.c.); Eppynt (250 c.c., 350 c.c. and 1,000 c.c.); Cadwell Park Championship (250 c.c., 350 c.c., 650 c.c. and sidecar); Shelsley (350 c.c., 500 c.c., 1,000 c.c. and sidecar); Dunholme (250 c.c., 350 c.c., 1,000 c.c. and sidecar); Blandford (October) (250 c.c., 350 c.c. and 500 c.c.); Ansty (250 c.c., 350 c.c., 500 c.c., 1,000 c.c. and sidecar).

Now may I make an attack on Denis Jenkinson's claim that English riders "have no ties of friendship which will hold them to British machines." Some may not, but I am convinced that the majority have. May I quote the Pike brothers, L. J. Bayliss, E. A. Barrett, M. O'Leary and J. A. Hiscock as just a few of those who have. It's a friendship—or let's use that word which seems to be rather unfashionable nowadays, patriotism—which impels them to spend time and money in an attempt to provide a British challenge to the Italians in the 250 c.c. class, the only one in which our Latin friends are actually supreme.



Water End in winter garb. Hertfordshire provides a delightful near-to-home touring and trials county for Londoners during the present season.

An Old-timer's Impression of the Show

THE first post-war Show—I *had* to see it, despite my sad neglect of motorcycling matters since the happy days I spent on your staff. I saw a lot that was good.

I do not refer to the exhibits—they were bound to be good anyway, although there was little that was startling—but to the crowds. Never have I seen so many people at a Show, and never were the gentlemen in waders and “comp.” coats so heavily outnumbered. The total of 177,000 was an all-time “high,” and so was the 38,000 of Monday, the “slack” day. We used to have 75,000 in the whole week. . . .

Can it be that Mr. Everyman is at last becoming motorcycle-minded? If so, I predict that he will revert to his four-wheeled complex so soon as economic circumstances allow; because—with one notable exception—the industry still caters only for the sportsman.

I know the sportsman is the backbone of the movement; so does Mr. Velocette. But what of the glorious designs that were mooted during the war to attract the so-called utility rider? Have our manufacturers gone all chicken-hearted, believing that folk will pay £500 for a car or else go without their own personal transport? For—again with

the exception—that is the conclusion I am forced to adopt.

It was a grand Show; I enjoyed every minute of my hurried visit. But a lot of potential utility riders must have come away disappointed, convinced that the motorcycle industry is concerned solely with those “dirty, noisy fellows who go about looking like deep-sea divers.” Or was it the cycle industry that attracted that multitude of 177,000?

Thetford, Norfolk.

PETER COLLINS.

Wants to Know More About It

REGARDING the letter printed on November 25 and headed “800 Miles in 20 Hours,” may I congratulate Mr. J. L. Martin on such a fine performance?

As the keen owner of a 1938 rigid-frame Ariel “Square Four,” I am interested to hear more details of how the machine behaved. Would Mr. Martin please state the petrol consumption, what size jet and type of plugs were used, the consumption of oil, the type of front forks, frame, year of model, and how many miles had been covered before his epic ride started? Also did he have much trouble with oil leakage?

My machine had done over 80,000 miles when I covered 305 miles in less than 7½ hrs.

Birmingham.

H. H. PHELPS.

Doesn't Think Much of it, Anyway

IN reply to J. L. Martin's letter, published in your issue of November 25, may I state that I am pretty confident that there are many who would be able not only to equal his run, but beat it in a car—and without any nursing. Ten years ago I would have taken it on myself, but as I am out of practice and getting older I prefer to leave it to a younger man to prove. I, myself, often did 400 miles in 12 hrs. without any pushing.

Widnes, Lancs.

The Douglas Didn't Bend

EARLY one foggy morning recently I had the unfortunate opportunity to dispel the fears of many sceptics. I slid down the camber on an icy patch of road and over went a brand-new Douglas right on to its off-side rocker-box cover.

I was bucked to find the damage amounted only to one bent footrest (easily righted), a bent kick-starter crank and a scratched rocker-box cover and handlebar end.

Undoubtedly the right-hand "pot" had had the brunt of the "attack," but it was none the worse for the 3 cwt. of machine and rider which came down on top of it.

Essex.

"DUGRIDER."

America Explains

I SHOULD like to thank your reader, Alfred Hyslop, for the free publicity given in his letter of October 21. It is indeed an honour to be booted into the Editorial column, although I do not necessarily agree with his opinions about Jack Mercer's report of the Langhorne race!

The desire to see a "Manx" Norton with at least an 8.5-to-1 C.R. entered was inspired by the popular feeling held by many English enthusiasts over here that the specialized design of the "Manx" permits its use on only two tracks in America—Langhorne and Daytona. But the weight and general design of the "Manx" seems to make it labour—due to the 7.4 C.R. restrictions imposed by our A.M.A.

We wish that Mr. Hyslop could have seen the 10- and 15-mile races which followed the "100." We are sure that even he would have been thrilled by the British-American duels which developed in both events. An "obsolete" B.S.A. "single" took the 10-mile win from a modern Harley "45" side-valver. A Triumph, vintage 1937, with girder forks, led the same Harley home in the 15-mile race.

JACK B. MERCER,

New York.

British Cycle Subscriptions.

Carrying Luggage on his Tank

MANY people who are interested in touring or even local riding but who have in either case to carry a small amount of luggage, will welcome the Triumph innovation of a grid which can be attached to the tank top.

Many motorcyclists make provision for luggage carrying by attaching panniers or, in other cases, by carrying light articles in a rucksack on their backs. I favour the other school of thought which suggests that weight should be centrally disposed on a motorcycle, certainly within the wheelbase but certainly not strung around the rider, or passenger, in which position it becomes both tiring and very dangerous in the event of a tumble.

The solution for me and several fellow riders has been to tie, strap or otherwise affix waders, haversacks and so forth to the top of the petrol tank. It is a most effective way to transport luggage, but without secure anchorage such packages scratch chromium plating and enamel; they shift and become a necessary evil. With the new Triumph idea those snags are removed but a very useful advantage is retained; it is the point that, with luggage in front of him, the rider is protected to no small extent from weather.

Guildford, Surrey.

B. SAVAGE.

An SOS From the Heart

DURING the time I was in the Services I was lucky enough to see "Motor Cycling" regularly, the only copy being read by literally scores of the lads.

I now find that, so far from being able to buy a copy, I cannot even borrow one. Therefore, I am writing in desperation to ascertain if there is a kind-hearted reader who will forward his copy, even if it is a month old or tattered, when he has eventually finished with it. I will refund his postage.

A. F. PEACE.

319, Cressing Road,
Braintree, Essex.

A Shaggy Dog Story

ALTHOUGH I have been riding since 1912 and still use a machine daily, I am at a loss to know how best to deal with dogs!

Every day I am pursued by dogs, singly and in packs; acrobatic kicks merely urge them to greater efforts—although I scored two "bulls" to-day. So, if anybody has an effective remedy, would they please give me the "gen."

Liverpool, 23.

R. S. HUDSON.

A Cyclist Makes A Suggestion

A REAWAKENED interest is showing itself in my locality concerning the derelict state of the Crystal Palace grounds. This dereliction, I am grieved to say, extends also to the once excellent road circuit of two-and-a-half miles length, which, before the war, attracted thousands of people to watch car, motorcycle and last, but definitely not least, massed-start cycle racing.

To-day, the road circuit, to be made useable for these types of racing, requires resurfacing; we in the South need that circuit and can use it! The R.A.C. are obviously not wholly satisfied with the aerodrome circuit they have

managed to secure for their racing, and, like ourselves, they are forced to travel to the Continent if they want *real* massed racing. Motorcyclists are in a similar position.

My suggestion now is that the N.C.U., R.A.C., A.A. and other active bodies get into a huddle and produce means of obtaining use of the road circuit, if necessary between them raising the cost of resurfacing, tidying the immediate

surroundings, installing pits, refreshment marquees, etc., to attract once again the public that it did pre-1939.

The type of meeting I think the public would like to see, and one which offers entertainment for all followers of wheeled racing, would be, first, a massed-start cycle race (it would appear too slow if it came after car or motorcycle racing!). Secondly, the massed-start motorcycle race, and, lastly, the massed-start car race would complete a programme likely to whet anyone's appetite for a Saturday afternoon, or maybe even a Sunday.

This letter is an appeal for action.

H. W. PINK (Hon. M/S Sec.)

(South-Eastern Road Club N.C.U.).

Thanks for the Cup of Tea

MAY I, through the medium of "Motor Cycling," sincerely thank the two enthusiasts who own a Velocette—they live somewhere on the main road between Chadwell Heath and Romford?

On Sunday, November 7, when looking out of their bedroom window and seeing my wife and me seeking shelter from the rain in a shop doorway, after travelling for one and a half hours and getting soaked, they acted like two Good Samaritans and asked us in for a cup of tea and a warm before we continued our journey to Leigh-on-Sea.

Sutton, Surrey.

"B.S.A. OWNER."

IN BRIEF

Address Wanted.—Will Mr. Hilton, of Hatfield, Herts, who has communicated with Mr. E. A. Jones, 6, The Meadway, Syston, Leicester, regarding a B.M.W. advertisement, supply Mr. Jones with his full address?

B1

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

Mainly for the First-year Man—XXXVIII

By Bernal Osborne

WINTER LIGHTING TOPICS

DURING the past three months whilst manufacturers' 1949 programmes have been making inroads—very rightful inroads—into our limited space, this feature has been one of the several which of necessity have had to be either curtailed or held out entirely. People have wanted to know how and when they could buy something new rather than how to repair or maintain something which was old, and for this reason I gladly dropped the practical series for a short time.

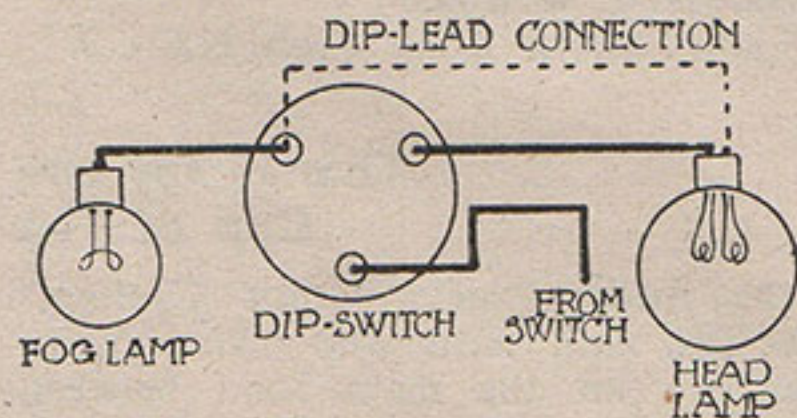
During that time, it is true, I spared several thoughts for any unhappy wight who may have been hanging upon each sentence written previously about the overhaul of a power unit that was occupying my attention until early September. I hope those chaps have not been inconvenienced in the interim! Two engines, the reconditioning of which has provided considerable food for thought, are now built up and in working order again and my notes about the two jobs will materialize in print before long.

Seasonable Subjects

First, however, attention must be paid to one or two recent requests for data on electrical subjects. How seasonable; last month justified its reputation for fog—and more may be in store, for which reason I have had in mind the question of fog lamps and a comparatively new legal aspect which has worried many people. This legality is comprised of what is known broadly as the "Revised Text of Regulation Nine, Road Vehicles Lighting Regulations (1936)," which makes reference to the illegality, in certain circumstances, of fixing a lamp to operate less than two feet from the ground.

The idea—a good one—is to avoid dazzle from a multiplicity of head lamps on our vehicles. That, at least, is the inference gained from the wording of the order which, incidentally, does not specifically include motorcycles.

They, it might be thought, with a small battery capacity and single head



The dip lead (dotted) may be substituted by a fog-lamp connection giving an instant change-over from the head lamp beam without diminished lighting value or undue strain on the battery

lamp, are hardly capable of inflicting severe dazzle upon other road users, even though at times like the present season some riders supplement the normal 24-watt or 36-watt head lamp

How to Fit a Fog Lamp; Doing Repairs in the Dark; A Test of the Varley Dry Battery

with a light of equal power deflected low down towards the nearside kerb. That is quite in order in bad weather, for the new ban on low-level lights is qualified by the words: "unless used only in conditions of fog or whilst snow is falling."

Legally, therefore, one may festoon crash bars or sidecar down tubes with high-powered auxiliary lights. Electrically, the consequent drain on one's battery will be fairly disastrous, and for this reason I advocate instead the use of an *alternative* lamp wired in parallel with the main head lamp filament, and using the dip-switch as a junction. Thus, the head lamp remains in full working order but, when dipped, the fog-lamp, rather than the normal dipped filament, comes into operation.

Fixing up this device means disconnecting the dipped filament lead from the handlebar switch and substituting for it a cable running to the positive side of the fog-lamp; the negative side, of course, is earthed. One final point needs bearing in mind. It is that on a combination the head lamp and sidecar lamps must indicate the approximate width of the complete vehicle. So avoid the temptation of mounting the alternative lamp on the sidecar, or even between the machine and "chair." It should be as near to the head lamp proper as possible, only, of course, at a lower level, as is provided for in the Revised Text I have quoted.

Punctures and bothers of a similar kind are rare on the modern machine. Nevertheless the law of averages suggests that they must sooner or later occur and, when they do, it is good to have adequate light in which to work should such trouble be encountered at night. Disconnecting the tail-light lead provides illumination in an emergency, but a better idea is suggested by a portable lamp described as the Baby Gripper and made by the British Central Electrical Co., Ltd., of 6-8, Rosebery Avenue, London, E.C.1.

The Baby Gripper has a coiled spring grip, which will grasp firmly any suitable surface; it has, too, a spot-welded wire guard with an integral white reflector which rotates so as to direct the light where it is most needed. The lamp is provided with either a single-contact lampholder, using an earth return circuit, or a double-contact lampholder to simplify the connecting-up of the lamp. Both are available. The Baby Gripper will work from a 6v. motorcycle battery and is supplied with 10 feet of P.V.C. flex which will not absorb oil or dirt and which will wipe clean with a rag. Two crocodile

clips on the ends of the leads provide an easy connection to the battery terminals. The little lamp is not heavy, weighing only 6 oz. and, being of compact design, it can be stored either with the normal tool kit or in a pannier or rucksack.

Another recent electrical query concerned the dry type of accumulator, a specimen of which—the Varley—was to be seen pobbling about under artificial vibration on one of the stands at Earls Court and yet continuing to give off a steady light.

A special advantage possessed by the Varley, however, is that it cannot spill its acid, causing damage to clothing, the machine and, at the same time, impairing the "electrics."



Roadside repairs in winter will be facilitated by this useful 6v. inspection lamp suitable for motorcycle batteries. It is retailed at 10s. 6d.

How does it work? An initial filling with 1.1275 s.g. acid (approximately $\frac{3}{4}$ pint) is necessary if the battery is delivered uncharged. Immediately the filling is completed—it is best done by battery-charging dealers or garage people, incidentally—the Varley must be given its first charge, the rate being one ampere for 36 hours. During the final stages of charging voltmeter readings should be 2.6 v. per cell and the cells should be gassing moderately freely.

Washed under water and emptied of surplus acid, the battery is now virtually "dry" but needs topping up periodically with distilled water—which is absorbed—and, of course, kept up to scratch in the normal manner with the motorcycle dynamo. No alteration to a constant-voltage control or regulator is necessary.

That, at least, has been my very pleasant experience with the Varley I fitted to the A.J.S. more than a year ago, and intentionally neglected just to see what happened. Nothing has happened—except the continued availability of quite enough light for a Pressman's requirements, requirements which from time to time are rather more than average so far as night riding is concerned.

CLUB NEWS

THE St. Andrews and D. M.C. has recently been revived with Mr. D. Holland as chairman, Mr. J. E. Pryde, vice-chairman, and Messrs. J. C. Mason and J. E. Pryde as joint secretaries. Serving on the committee are several well-known motoring enthusiasts in the district, including Messrs. K. Niven, C. Todd, A. Gillespie, J. Taylor, W. L. Burnett, G. Bett, A. Wannan, J. G. Smith, J. Clark, D. Crawford and Mrs. K. Niven, who is also treasurer. Mr. Simpson Barron of the East Fife M.C. attended the revival meeting and gave valuable assistance in the re-starting of the club.

PETERBOROUGH Motorcycle, Light Car and Social Club has now been renamed the Peterborough M.C.C. and is concentrating on the motorcycling side of its activities. Thirteen new members, apparently, have been enrolled during the past year.

A CLUB keen on expansion is the Surrey Hills M.C., which is now asking for more sidecar owners to join to make the backbone of a strong social section. Any such riders, or solo men for that matter, would be welcome at the club's H.Q., The "Cricketers," Epsom, where it meets every Friday from 7.30 p.m.

ANYONE in the St. Albans area interested in hearing about the "International" from a Pressman's angle is invited by the St. Albans and D. A.C. to go along to its clubroom at the Camp Hotel, St. Albans, on Tuesday next, December 14, when my colleague, Bernal Osborne will be giving a talk on that subject, starting at 8 p.m.

IN our November 18 issue, under "Announcements," the West Middlesex Amateur Club was given as organizing the Bruce Dominey Cup Trial on November 21. The organizers, of course, were the Hillingdon and Uxbridge M.C., the W.M.A., having held a run to support the event. To make matters even, I am thinking of putting the W.M.A.'s Le Grand Cup Trial on December 19, when the "Hux" is supporting, under the latter club's name in the same feature!

At any rate, the "Dominey" went off very successfully, the small course proving very popular, and the organizers wish to express their appreciation of the assistance rendered by supporting clubs in observing some of the sections.

DENNIS CHAPMAN

ENGLAND

BRIDGNORTH AND D. M.C.—The joint Autumn Solo Trial held in conjunction with the Wolverhampton and Salop clubs was held recently, being won by the well-known grass-track rider, Don Evans. A. Shutt and L. Broughton filled second and third places.

CARSHALTON M.C.C.—This evening, at the "Fountain," Garratt Lane, Tooting the club will be holding a dance to which all motorcyclists are cordially invited. Tickets may be obtained at the door.

DERBY TECHNICAL COLLEGE M.C.C.—Of the 15 entrants for the R.A.C./A.C.U. Training Scheme test on November 28, 11 obtained road safety certificates. The next series of lectures begins next Friday evening at the College.

GARFORTH AND D. M.C.C.—At the A.G.M. held recently, Tommy Moore was elected president for 1949. The secretary, Mr. J. D. Gascoigne, was re-elected.

The first annual dinner was held on November 13, the guest of honour being Denis Parkinson, winner of the Junior "Manx," who, during the course of the evening, promised to present a cup for annual competition in the club.

ILFORD M.C. AND L.C.C.—Speaking at the club's first post-war dinner on November 25, Alderman F. Smith, vice-president, reminded his listeners that they had a long and proud history, amongst their achievements being the organizing of the first famous speedway meeting at High Beech. The chairman made an entertaining response to the serious but well-reasoned toast to "The Club," proposed by Bill Swann, secretary of the Eastern Centre.

Other speakers included Harold Irwin, editor of the excellently produced club magazine, whose toast to "The Visitors and Press" was responded to by Bernal Osborne, of "Motor Cycling."

After the presentation of awards by the vice-president's daughter, the floor was cleared for dancing, which brought a very enjoyable function to a close.

KINGS NORTON M.C.C.—Nearly 70 members went by coach to the motorcycle show, all voting it an excellent and worth-while outing.

LEA VALLEY M.C. AND L.C.C.—Fifteen members and friends attended the West Essex club's dance on November 19 at the Village Hall, High Beech, which was much enjoyed by all.

The next day, a large party of members spent an interesting afternoon at the Show, followed by supper.

LOUTH AND D. M.C.C.—The Lincolnshire Group Team Trial, run off on November 14, resulted in a win for the Grimsby "A" team, which lost 74 points. That club also gained second place with its "B" team, which lost a total of 84 points. Best individual performance was put up by G. Gartside (A.J.S.), who lost 16, with W. McVeigh (Triumph), 19, second. At the conclusion of the event, 75 officials and marshals sat down to dinner at the Tetford Inn.

MANCHESTER "17" M.C.C.—The club will hold its annual open-to-Cheshire Centre Boxing Day Trial on Monday, December 27, starting from Hill's Garage, Chapel-en-le-Frith, at 11 a.m. Entry forms (returnable by December 23) are available from Mr. G. W. H. Nield, 75, Old Hall Lane, Manchester, 13.

The trial will be followed by the Boxing Day dinner and party at the Chapel-en-le-Frith Town Hall at 5.30 p.m. Tickets for this can be obtained from Geoff. Beaumont, 261, Langworthy Road, Salford, 6.

NORTH DERBYSHIRE M.C.—The club, which was founded in 1921, was an organization with history and tradition, in addition to a great future, said Claud Toplis, past president of the Yorkshire Centre, speaking at the annual dinner at the Station Hotel, Chesterfield, on November 25. Members had pulled their weight in the district during the past year by running a group trial and by putting on a Centre event at Temple Normanton; by the looks of the gathering they had a useful number of new members coming into the sport.

Responding to Mr. Toplis's toast to the club, George Bulmer, president, said that the word "tradition" was in danger of passing into oblivion in Britain, but it stood for priceless things that money could not buy. The club's fortune had fluctuated, but enthusiasm had remained, and that night they had some of the founder members present. Their efforts in con-

nection with the training scheme for motorcyclists had developed a useful number of new riders.

Secretary Bob Whiteman, commending "The A.C.U. Yorkshire Centre and South Yorkshire Group," described the work of the Centre, with its 51 clubs, and how work is decentralized through the groups. Jack Wildblood called for improved support from the club for group sporting events.

"The Guests" were welcomed by Howard Bonson, and, in his reply, George Sawyer commented on his pleasure at seeing that the club continued to give silverware as prizes instead of the mysterious envelopes which were seen to be passed over on some such occasions. The enormous amount of work that goes on behind the scenes in the newspaper world was referred to by Frank Tapp, who praised the work of "The Press," a response coming from Ashley Taylor, of "Motor Cycling." Awards were presented by Mrs. G. W. Bulmer and a musical programme was provided by the Northern Command Entertainers.

NORTH-EAST LONDON M.C.C.—The club's o/c Weller Cup Trial was run off successfully on November 28 despite "the fog of the year." After an excellent tea at the Rye House Hotel, riders and officials were treated to a most interesting film show which included, among others, the "Scottish" film.

Non-members, as usual, will be welcome this evening at the "Victory," Chingford Road, Walthamstow, where Mr. S. T. Glanfield will be giving a talk entitled "Round the World by Motorcycle" and also comparing the London and Paris shows. 8.30 p.m. is the starting time.

The annual children's Christmas party will be held on December 19 and members desirous of attending should get in touch with the social secretary, Mr. I. Gooderham, without delay.

NORTH HANTS M.C.—The Village Hall, Rotherwick, was the venue for the club's annual dinner, dance and presentation of awards on November 24. The occasion was up to the usual club standard and a great success. Mr. C. W. Flashman ("South Midland Review") proposed the toast to "The Club," emphasizing the fine record of the club, and its officers, who do not spare themselves to make a success of any undertaking. Special mention was made of the Moto-ball team, whose average age of 40 was described as unusual in this young man's sport.

"The President and Vice-Presidents" was proposed by Mr. H. E. M. Kingdon. Mr. J. Simpson, in replying, stressed the comradeship which was always prevalent among members. Mr. O. Tyler proposed the triple toast to "The Visitors, Ladies and Press." Major R. F. Tolley and Mrs. S. A. Parsons replying. After the presentation of awards by Lt.-Col. A. B. Knight, dancing continued until an early hour.

NORWICH VIKING M.C.C.—A party of members went by coach to the Show on November 18 and had a very interesting time.

A "tramps" supper has been provisionally arranged for December 16, for which it is hoped all members will turn up suitably dressed. It will be in the form of a farewell party to John and Mrs. Wilks, who are shortly leaving for South Africa.

The club meets every Friday from 8-10 p.m. at the "Volunteer," Earlham Rise, Norwich, where newcomers would be cordially welcomed.

(Continued on page 144.)

ANNOUNCEMENTS

FRIDAY, DECEMBER 10

Bexleyheath and D. M.C.C. A.G.M. "Guy, Earl of Warwick," Welling, 8 p.m.
Croydon M.C. Dance, St. Peter's Hall, South Croydon.
Wood Green and D. M.C. 18th Annual Dinner and Dance, Connaught Rooms, Alexandra Palace, 7 p.m.

SUNDAY, DECEMBER 12

Accrington and D. M.C.C. Conducted Trial, H.Q., 1.30 p.m.
Bolton M.C.C. Group Trial, Oldham.
Brighton and D. M.C.C. Trial, Perching Manor Farm, Fulking, Sussex, 10.30 a.m. (Open to South Coast Group.)
Castle (Colchester) M.C.C. Royal Enfield Cup Trial, Chalkney Woods, White Colne, 12 noon.
Chester M.C. Helsby Grand National Scramble, Old Golf Course, noon.
Derby Technical College M.C.C. Committee Cup Trial, Bridge Inn, Belper, 11 a.m.
East South Wales Centre, A.C.U. Championship Trial and Inter-Centre Team Trial (v. West South Wales Centre). See Rhondda M.C.
I.M.T.C. London and Southern Region. Hike, Elstree Station, 11 a.m.
Kenton and Kingsbury M.C.C. Observers' Run, Ace Café, North Circular Road, 10 a.m.
Leicester Query M.C. Foxon Trial (experts barred), Trocadero Car Park, Uppingham Road, Leicester, 10 a.m.
London M.C. Touring Club, High Wycombe, Iron Bridge, Southall, 10.45 a.m.
Morgan Three-Wheeler Club, Midland Group Meeting, Bordon Hill Transport Café, Stratford-on-Avon, 11.30 a.m. "Bring and Buy" Sale during afternoon.
North-East London M.C.C. Popular Vote Run, "Waterworks," Woodford, 3 p.m.

Rhondda M.C. Centre Championship and Inter-Centre Team Trial, Drill Hall, Pentre, Rhondda Valley, 11 a.m.

Clubs supporting:
Aberaman and D. M.C. and L.C.C.; Barry M.C.; Brynmawr M.C.; Merthyr M.C.; Newport and Gwent M.C.; Pontllanfraith A.C.; Treharris M.C.

Southern Observers M.C.C. Brighton Trial, Poynings, Sussex, 10 a.m.
Stamford Bridge M.C.C. Holly Run, "Green Man," Putney, 10.30 a.m.
Territorial Army (London) M.C.C. Trial, Bagshot Heath, 11 a.m. (Open to S.S. Combine.)

Clubs supporting:
Croydon M.C. Bedford Hotel, 9.30 a.m.
Sanderstead and D. M. and M.C.C. Croydon Town Hall, 9.30 a.m.
Watford and Bushey M.C.C. Mystery Run, "Dome," 2.30 p.m.
West Ham Speedway M.C. Treasure Hunt, Ilford Broadway, 10.30 a.m.
Weyburn L.C. and M.C.C. Handicap Trial, South-West Surrey Area, 10.30 a.m. (Open to T.V.T.C.)

Clubs supporting:
Dittons M.C. Hampton Court Station, 9.30 a.m.
Norwood M.C. Ravensbury M.C.C. "Queens Head," Mitcham, 9.30 a.m.
Southern Amateur M.C.C. Lincoln Café, Shannon Corner, Kingston By-Pass, 9 a.m.
Witley and D. M.C.C. Milford Petrol Station, 9.30 a.m.
Wickham M.C. Eltham Trial, Crittalls Corner, Sidcup By-Pass, 9.30 a.m.

MONDAY, DECEMBER 13

C.S.M.A. A.G.M. Committee Room, R.A.C., Pall Mall, S.W.1, 6.30 p.m.
Manchester Eagle M.C. A.G.M. H.Q., 8.30 p.m.
West Ham Speedway M.C. Social Evening, H.Q., 8.30 p.m.

TUESDAY, DECEMBER 14

Leamington Victory M.C.C. A.G.M. H.Q., 8 p.m.
London M.C. Touring Club, Competition Night, H.Q., 8 p.m.
St. Albans and D. A.C. Talk: "A Pressman at the 'International,'" by Bernal Osborne, of "Motor Cycling," H.Q., 8 p.m.
Southern Amateur M.C.C. Talk on "International," by H. R. Taylor, H.Q., 8 p.m.
South Liverpool M.C. General Meeting, H.Q., 8.15 p.m.

WEDNESDAY, DECEMBER 15

Bolton M.C.C. Annual Dinner and Presentation of Awards, Pack Horse Hotel, Bolton
Dublin and D. M.C.C. A.G.M. Grosvenor Hotel, 7.30 p.m.
Dunstable and D. M.C. Talk: "Scrambles and Scrambling," by B. W. Hall, "Saracens Head," Dunstable, 8 p.m.
I.M.T.C. Ice Skating, Queens Club, Queensway, Bayswater, 6.30 p.m.
Norwood M.C. 21st Anniversary Dinner and Dance, Surrey Tavern, Kennington Oval
Pathfinders' M.C.C. Annual Dinner, Dance and Presentation of Awards, Railway Institute, Derby.
South Birmingham M.C. A.G.M. "Red Lion," Vicarage Road, Kings Heath, 7.30 p.m.
Stretford M.C. Film Show, H.Q., 8 p.m.
Waterloo and D. M.C. Film Show, Pavilion, Nag's Head Hotel, Thornton, Liverpool, 23, 8 p.m.
Wickham M.C. Business Meeting, H.Q., 8 p.m.

THURSDAY, DECEMBER 16

Bermondsey M.C.C. Continuation of A.G.M. H.Q., 8 p.m.
Leamington Victory M.C.C. Annual Dinner and Presentation of Awards, Woolpack Hotel, Warwick, 7.30 p.m.
Leicester Query M.C. Annual Dinner, Dance and Presentation of Awards, Bell Hotel, Humberside Gate, Leicester, 7.15 p.m.

A Leading Belgian Technical Journalist Discusses the Trend of His Country's Design and Some of the Reasons For It

FROM more than one standpoint, post-war Belgian motorcycles have attracted the attention of the amateur, as well as of the technician, and one can foresee for the new models as heavy a Continental demand as that for the machines of pre-war days.

The Belgian industry's efforts have been concerned above all with the utility machine and there are good reasons for this; as the Belgian motorcyclist is not always well off and most of the machines are used by workers of all categories. Apart from this, however, our roads are bad and consequently our material must be robust. Additionally, the Belgian motorcycle needs to be simple in mechanical conception and in maintenance requirements, while spare parts must not be expensive.

Such a state of affairs, nevertheless, has not led Belgium to neglect the sportsman, for we have produced several famous racing models, some of which, despite their age, are still in the hands of our former champions. The Belgian sporting public has confidence in our engineers and our riders, and the future will show if this is well placed. It should be borne in mind that our three factories are equipped with ultra-modern plant, purchased after the war at great financial sacrifice, and this permits them to accelerate production, allowing, at the same time, machining, workmanship and finish to be improved.

An Interesting Series

Amongst exhibits at the last Brussels Show, the new series XIII F.N. machines attracted enormous interest. Of entirely novel design, they aroused much comment on their curious forward suspension with trailing links. In the latest model, the classic type of telescopic forks is employed. Series XIII machines are also provided with articulated rear forks and the same type of rubber-band suspension as is used in front.

With its Series XIII, the "Fabrique Nationale" has given a fine example of industrial standardization. The 250 o.h.v., the 350 o.h.v., the 350 s.v. and the 450 s.v. are, in actual fact, identical, apart from cylinder capacity, crankcase and valve operation. This explains the facility with which spare parts are obtainable.

The crankcases of the F.N. XIII models are, in their way, as original as the front forks. In a housing of extremely reduced dimensions, the partition between crankcase and gearbox has been eliminated, and the engine flywheels are within a few millimetres of the pinions in the gearbox. It follows that there is a single system of lubrication in this power unit, serving engine, gearbox, primary transmission and clutch.

An oil pump, as in a car engine, delivers oil under pressure, through channels in the crankshaft, whence it reaches the valve-operating mechanism and all other points where its presence is required. On all models, the cylinder head is of aluminium alloy, with valve mechanism entirely enclosed and pressure lubricated.

The weight of these machines is worth mentioning, because the makers have arrived at 126 kg. (278½ lb.) for any one of the four models—a remarkable figure. For sidecar work, F.N. produce a group with unit construction and a tubular frame. The weight of individual machines in this group is 210 kg. (464 lb.).

Alongside these touring machines, the Liège concern has recently provided its moto-cross riders with a mount of most original design. This is a 500-Special, with an o.h.v. power unit recalling some of the most famous pre-war competition types. The engine measures 80 mm. by 99 mm.; central lubrication is by gear-type oil pump, and a roller-bearing crankshaft is employed. The magnesium-alloy cylinder, which has deep cooling fins, is fitted with a steel liner, and the camshaft cover is also in magnesium. The cylinder is spigoted deeply into the aluminium crankcase. Gearbox ratios are 3.8 to 1, 3.28 to 1, 2.6 to 1 in third, and 1.82 to 1. This machine is designed for use on a 50-50 petrol-benzole mixture.

This special high-frame model has the standard F.N. front suspension, supplemented by hydraulic shock absorbers,

WHAT BELGIUM PREFERS

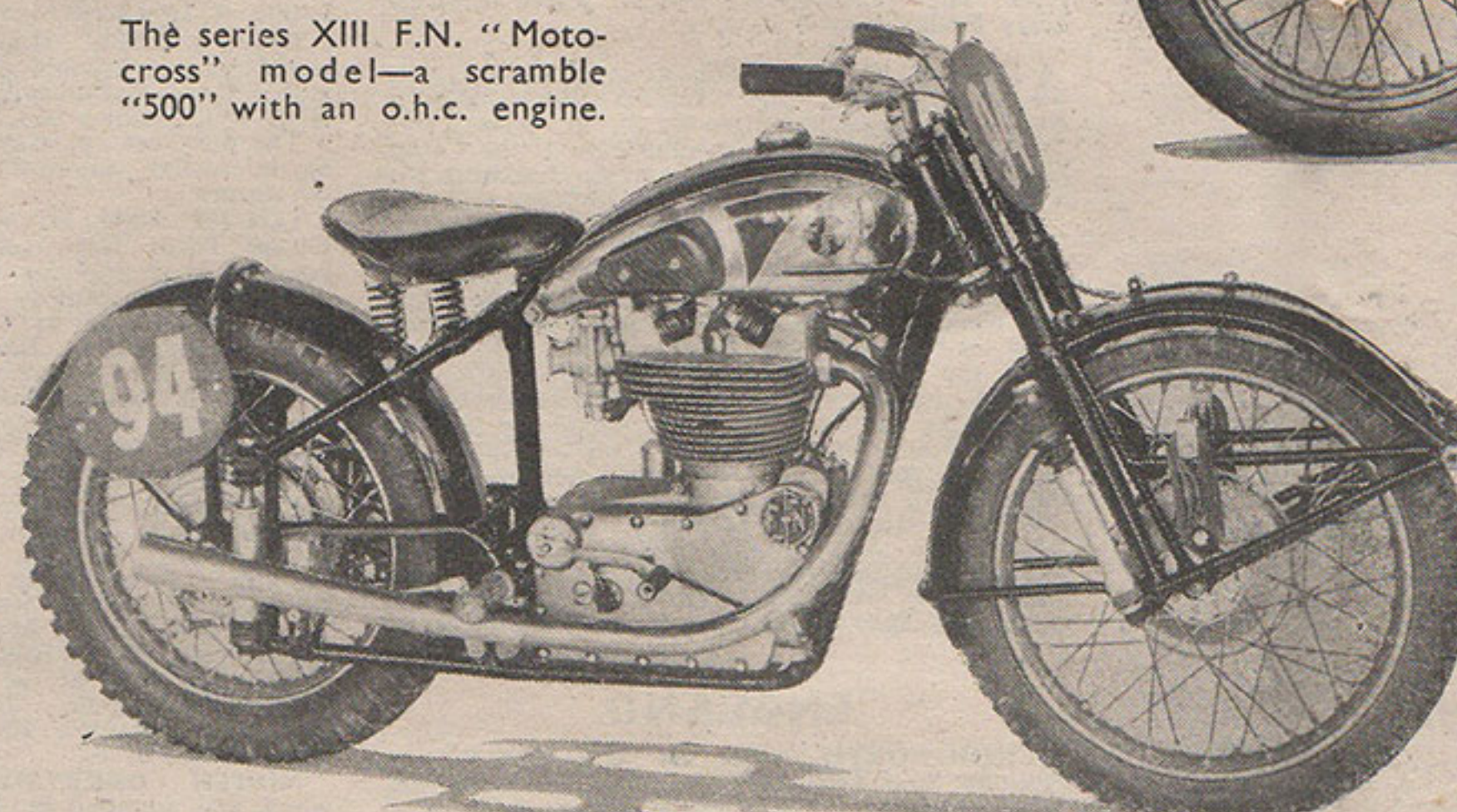
—by ANDRÉ BAR

while the articulated rear forks are of special design. The 180-mm. (7-in.) internal diameter brake drums are in magnesium alloy with deep cooling fins. The front tyre is 27 ins. by 3 ins., and the rear one 27 ins. by 4 ins.

Turning to Sarolea, the production of this concern is, at the moment, concentrated upon the 350 s.v., the 350 sports and the 600 super sports. All these models, which are meeting with a very good reception in Belgium, have hydraulic, telescopic front forks, requiring the minimum of attention and maintenance. The 350 sports and the super sports already have spring rear wheels, and this will be extended to all Sarolea models for 1949.

For long years past Sarolea engines have had enclosed valves and forced lubrication. Their strength and hard-wearing qualities have become legendary here, both in the

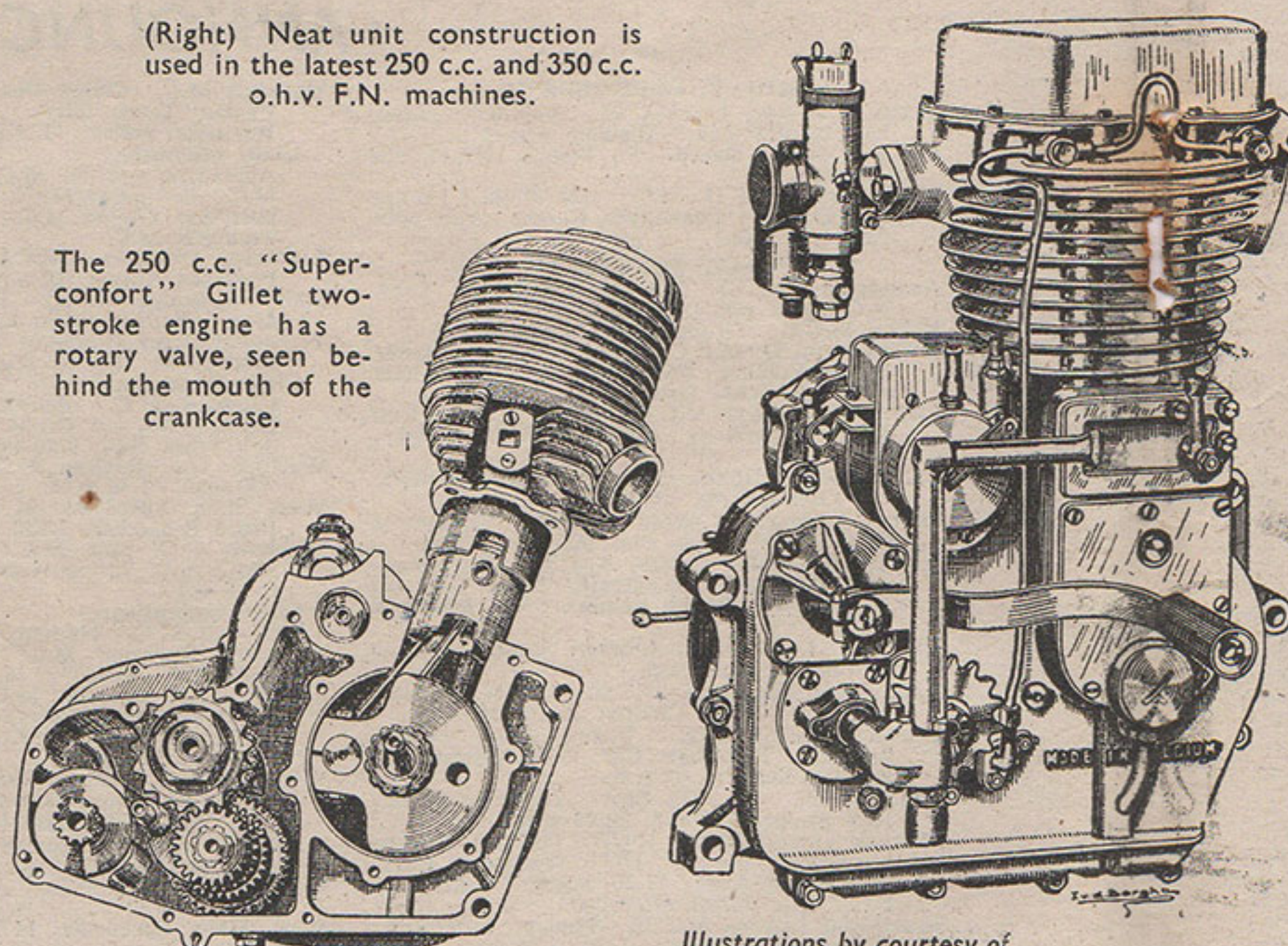
The series XIII F.N. "Moto-cross" model—a scramble "500" with an o.h.v. engine.



touring and sports models. Another Sarolea detail, typically Belgian, is that all these machines are equipped with large-section tyres, able to cope with our abominable road surfaces.

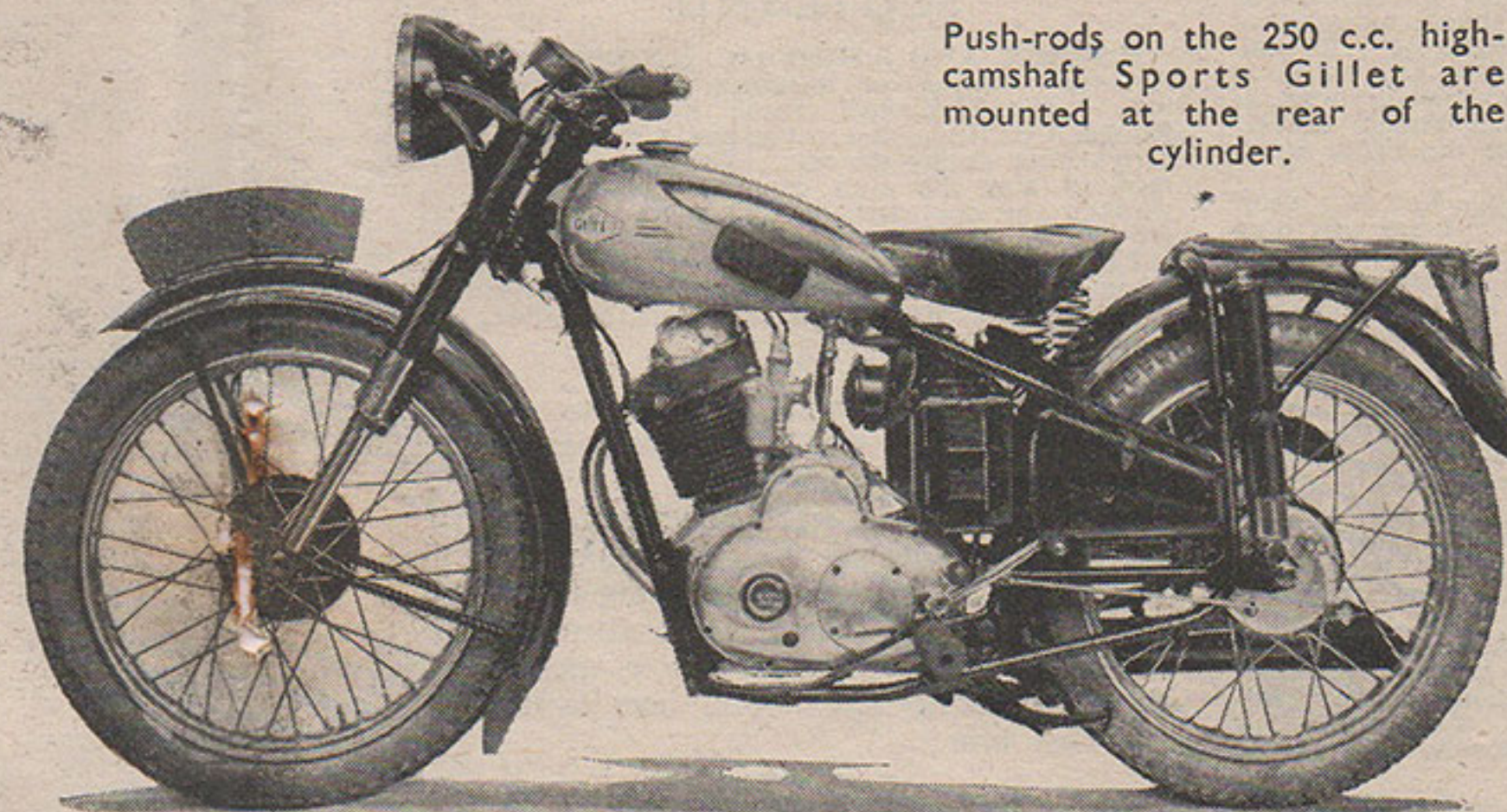
The weight of the 350 c.c. model, in spite of its robust appearance, does not exceed 120 kg. (264 lb.). This relative lightness renders the machine particularly pleasant to use in town traffic. The 350 o.h.v., which develops 15 b.h.p., has won great favour amongst sporting riders and is a worthy descendant of the famous pre-war "Monotube."

(Right) Neat unit construction is used in the latest 250 c.c. and 350 c.c. o.h.v. F.N. machines.



Illustrations by courtesy of "Moto-Magazine."

Push-rods on the 250 c.c. high-camshaft Sports Gillet are mounted at the rear of the cylinder.



Unfortunately, the construction of competition versions is not possible at the moment. The demand for catalogue models being very great, Sarolea cannot interrupt their production at present in order to reorganize a service corps.

Apropos of the engines mentioned above, it is curious to note the tendency of our engineers on the question of the ratio between bore and stroke dimensions. We are aware that, in the light of recent scientific research, it has been found that the so-called "square"—or nearly "square"—engine, with very small difference between bore and stroke, offers the following advantages: Minimum fatigue on bearings, shorter piston travel, with reduction of linear piston speed, and the opportunity to fit larger valves on account of a larger cylinder diameter for a given cubic capacity. This increase in valve diameter allows a reduction in lift, making for quieter valve operation.

The Sarolea 350 c.c. s.v. and o.h.v. models have 75 mm. by 79 mm. engines; the 450 c.c. F.N. has a greater bore than stroke, i.e., 84.5 mm. by 80 mm., and the Gillet 250 c.c., with which we have not yet dealt, is a 74 mm. by 80 mm.

This brings us to the productions of Les Ateliers Gillet, a name universally known. Their famous "Tour du Monde" model won them a glory which is still unequalled. The new Ateliers Gillet programme includes three models—the 150 c.c. two-stroke, the 250 c.c. two-stroke and the 250 c.c. sports o.h.v. The little 150 c.c., designed on lines which made the famous 125 c.c. Gillet so successful, has all the qualities of its predecessor, which it resembles so closely in appearance that one might be mistaken for the other. With a more powerful engine, it will attain 70-75 k.p.h. (43½ m.p.h. to 46½ m.p.h.) and makes a fast hill-climber. It is particularly pleasant to handle in city traffic, thanks to the traditional flexibility of a two-stroke and the well-chosen ratios in its three-speed gearbox. Maintenance is hardly more than that required for a bicycle. A beginner with but rudimentary mechanical knowledge can look after it quite well if he uses a little common sense.

As for the new 250 "Superconfort" with rotary valve, this model seems destined to gain the same success as did the legendary 350 "Tour du Monde." This new 250 Gillet develops nine b.h.p. at 4,000 r.p.m. in its final tourist version, representing 36 b.h.p. per litre of capacity. The inlet port in the rotary valve, which turns at half crankshaft speed, is located between the carburetter and the crankcase, thus benefiting from the oil contained in the mixture. Located in the line of fresh gas induction, that is to say in the "cold" region of the engine, thermic problems which would arise if, for instance, the valve were placed in the combustion chamber proper are eliminated.

Thanks to the intervention of this rotary valve, the carburetter is put into communication with the crankcase as soon as the piston reaches a point on its up-stroke corresponding to a 30-degree rotation of the crankshaft, reckoned from bottom dead centre. The vacuum-drag which occurs with a closed crankcase is thus avoided. Moreover the period of induction into the crankcase is double that obtained with the three-port type two-stroke—220 degrees of crank-

shaft rotation as compared with 110 or 120 degrees. We note that this difference, arising from the use of a rotary valve, allows the inlet port to remain open to the crankcase for 70 degrees of crank travel after top dead centre.

The 220-degree admission period into the crankcase, or pre-induction period, may be compared with the inlet period in a four-stroke. It follows that cylinder charging is greatly augmented, and that this extra charging is not offset by a loss of fresh gas through the exhaust. Moreover, the flow of gas through the carburetter becomes more regular, less pulsative, and carburation is more uniform.

Another advantage, arising from the adoption of a rotary valve, is the elimination of a pre-induction port in the cylinder (already done away with in the "Tour du Monde" model), the rotary valve being located in the crankcase block with a direct passage from the carburetter. This has led to more symmetrical construction and more symmetrical stresses in the cylinder at operating temperatures. The mass of improvements mentioned has resulted in an astonishing drop in fuel consumption for a two-stroke—2.8 to 3 litres of 6 per cent. petrol mixture for 100 kilometres (approx. 94 m.p.g.). This at an average speed of 50 k.p.h. (32 m.p.h.) with a 65 mm. by 72 mm. engine!

Ingenious Design

An ingenious point of design in the connecting rod is worth mention. The big-end can be dismantled and replaced without any special tools. Another detail is the kick-starter, the action of which operates on the engine directly, without passing through gearbox and clutch. Those who do much traffic riding will appreciate the value of this. On the transmission side, an innovation is the primary drive by ½-in. duplex chain, running in an oil bath. The chain can be replaced in half an hour, without touching the engine. The three-disc clutch operates in oil from the primary-drive casing.

The gearbox provides four speeds, with constant-mesh pinions. All shafts are mounted on ball bearings and selectors are operated directly from a slotted drum.

Normal foot-operation is arranged on the right of the machine; brake and kick-starter are on the left. Gear ratios are as follows: 5.3, 6.65, 9.6 and 15.5 to 1, corresponding to road speeds of 92 k.p.h., 74 k.p.h., 50 k.p.h. and 31.5 k.p.h. (58 m.p.h., 46 m.p.h., 31 m.p.h. and 20 m.p.h.) at 4,000 engine r.p.m. For final drive, a ½-in. by 5-16-in. chain is employed.

The frame embodies some interesting novelties, notably in the suspension system. The frame proper is in the form of a closed cradle, but, at the rear, it forms a rigid bridge to which are attached spring housings for the rear-wheel suspension. Front forks are of the telescopic type which has become normal to-day.

Apart from a slightly hot-up engine, giving 11 b.h.p., or 44 h.p. per litre capacity, the 250 "Sport" model is similar to the "Superconfort." The "bloc" power unit is more or less the same, but instead of a rotary-valve two-stroke, we have an o.h.v. engine with camshaft raised and mounted transversely to the rear of the cylinder; that is to say, parallel with the crankshaft. With this design, borrowed from automobile practice, Gillet d'Herstal have arrived at a cylinder head with a hemispherical combustion chamber, machined all over, with valves inclined at 90 degrees.

It may be noted that the camshaft is mounted half-way up the cylinder, a fact which reduces inertia effects in the push-rods, the length of which is relatively short. These push-rods work in an extension at the rear of the cylinder casting, surrounded by cooling fins.

All the forward part of the cylinder head is completely accessible to cooling air, which impinges directly upon the rocker casing. Cylinder finning is rigorously symmetrical on both sides, and the push-rod tunnel receives air on each side. Apart from the ingenuity of the raised camshaft design, we grasp at once the advantage of transverse valve disposition, which allows proper cooling for the valves and the cylinder head. Rocker bearings are, incidentally, lubricated by pressure. The road performance of this "Sport" 250 Gillet is in the neighbourhood of 110 k.p.h. (62½ m.p.h.).

CLUB NEWS

PATHFINDERS' M.C.C.—Recent talks to members have included two magnificent contributions by Hugh Viney and Jimmy Simpson, the former speaking of the "International" and the latter of his T.T. experiences.

The first post-war annual dinner, prize presentation and dance will take place on December 15 at the Railway Institute, Derby. Tickets, at 9s. 6d. each, can be obtained from the secretary, Arthur Taylor, 44, Friar Gate, Derby. The huge collection of awards, including the Wingfield Park solo and sidecar championship and the Underwood Memorial Cup are to be presented by racing motorist Raymond Mays.

PORTSMOUTH M.C.C.C.—The club's first annual dinner and dance took place at Kimbell's Café, Southsea, on December 1. Formed in October, 1947, the club, which interests itself solely in racing activities, now has a membership of close on 50, and has been represented in the Clubman's T.T. More than one member has qualified for the forthcoming Southern Experts' Scramble.

In proposing the toast of "The Club," Cyril Quantrill, of "Motor Cycling," congratulated members on these first-year achievements. Mr. A. E. Collins, the vice-president, in his response, suggested that motorcyclists might offer a more determined challenge to the activities of the Lord's Day Observance Society.

Both the Loyal Toast and that of the Ladies were handled ably by Mr. R. F. Steere and Mr. G. Lemmon proposed the toast of "The Visitors." A pleasant ceremony during the highly enjoyable evening was the presentation of the Cooper Cup to the member who had taken the most active part in the club's activities: very rightly it was awarded to Mr. Lemmon, who is the hon. secretary.

SOUTHERN SPORTING M.C.C.—"Press on..."—those words seemed to be the theme of the club's tenth anniversary dinner and dance, held at the "Clay Pigeon," Eastcote, Middlesex, on November 26. Possibly to the comfort of many, not the least the speakers, speeches were reduced to an absolute minimum; they included the Loyal Toast, proposed by Mr. D. H. Davidson, president of the club, and an omnibus toast to "The Visitors, Press and Club," proposed by Mr. R. B. Bower and comprehensively responded to by Mr. F. Dowty, South-Eastern Centre secretary who, with Mrs. Dowty, was a guest of honour.

Present on behalf of the R.A.C. was Peter Knight, manager of the motorcycle department, whilst the Press was represented by Bernal Osborne, of "Motor Cycling."

After dinner, Master-of-Ceremonies A. Evans successfully looked after everybody's enjoyment until the hour came to "press on" homewards—this, probably, at a slightly less exhilarating

tempo, for, outside the "Clay Pigeon's" cosy hall had settled one of the worst London fogs seen for years.

SOUTH LIVERPOOL M.C.—The annual dinner-dance on Tuesday, December 21, is to be held at Reece's Ballroom, Parker Street, Liverpool. Those attending should assemble at 6.30 p.m. in readiness for dinner at 7.30 p.m.

VICTORY A.C.—All members are asked to attend the club night to-morrow evening at H.Q., the "Black Bull," Swan Street, Kidderminster, as it is the last before the Philip Smith Trophy Trial on December 19.

WATERLOO AND D. M.C.—The film show originally arranged for December 1 has now been put back to December 15 when it will be held in the Pavilion, Nag's Head Hotel, Thornton, Liverpool, 23, commencing at 8 p.m. Admission is free and a hearty welcome is extended to all motorists and their friends.

The film show on November 17 attracted nearly 50 members, who were provided with a one-and-a-half hours' show by the Champion Sparking Plug Co., Ltd. Requests have been made for a series of similar film shows and it is hoped that satisfactory arrangements to this effect can be made for the winter evenings.

The venue for clubnights has now been transferred to the "Nag's Head," where members should meet each Wednesday.

WINSFORD AND D. M.C.—An open-to-Cheshire Centre trial is to be held on December 19, starting from Knights Grange Farm, Winsford, Cheshire, at 12 noon. Entries for this should be sent to Mr. E. Stonely, 118, Dingle Lane, Winsford, Cheshire.

Friday, December 17, is the date for the club's annual dinner, dance and prize distribution, tickets for which are obtainable from committee members.

WITLEY AND D. M.C.C.—Regulations and entry forms for the Boxing Day scramble on December 26 are now available from Mr. A. J. Whistler, Lawnside Cottage, Milford, Surrey. The starting time is now 11 a.m.

WALES

ABERAMAN AND D. M.C. AND L.C.C.—There have been good attendances at recent club nights at the "King's Head," Aberaman, at one of which Mr. R. S. Bond, chairman of the Centre competitions committee, gave a talk on trials riding. Many of the younger members were most interested in the hints on preparing machines and asked a number of questions.

The club will be holding several closed trials shortly, while, on the social side, a Christmas party and a film show are promised.

CARDIFF AND D. M.C. AND L.C.C.—The social and dance held recently at Maindy Hall

was a jolly affair with competitions to enliven the proceedings.

The annual dinner will probably be held early in the new year.

SCOTLAND

HAWICK AND BORDER C. AND M.C.C.—A large audience of members recently saw a film, "Far Horizons," made by the Dunlop Rubber Co., Ltd., and concerned with that concern's work during the war. The show was well received and the club captain, Riddell Innes, thanked the operators, who had travelled from Edinburgh.

The club now has some 70 members, all of whom are urged to take advantage of the private entertainments that are planned for the winter.

R.A.C. Booklet

A NEW R.A.C. booklet describes in a light-hearted way the advantages of motorcycle membership of the Club. David Langdon, the well-known cartoonist, has drawn amusing pictures which are amplified by photographs depicting R.A.C. Road Service in action. The information in the text tells the prospective member all he wants to know—and how little it will cost him.

Stormgard Consolidation

RESULTING from the facilities of its greatly enlarged factory at Team Valley, Gateshead-on-Tyne, now becoming fully available, Stormgard, Ltd., have decided to consolidate all the manufacturing activities of its subsidiary company, A. Whyman, Ltd., at this factory. This, it is stated, will result in better service, a high quality of production, and a far greater output.

As from December 6, 1948, the registered offices of Stormgard, Ltd., and A. Whyman, Ltd., will be Stormgard House, Team Valley, Gateshead-on-Tyne, and all communications should be sent to that address.

RESULTS AT A GLANCE

ALDERSHOT M.C.C.

Trial, November 21
Best Performance: A. C. Hankins (633 Norton), 9 marks lost. **250 Award:** L. T. Humphrey (248 Velocette). **11. 350 Award:** Capt. Musters (348 B.S.A.). **16. 500 Award:** Sgt. Ormesher (499 B.S.A.). **12. Best Novice:** J. A. Husband (347 Matchless). **25. Best Team:** Aldershot M.C.C.—Musters, Osmond, Wilson. **First-class Awards:** R. A. Sutton (499 B.S.A.), 14; I. E. W. Gunner (348 Ariel), 17; E. C. Eden (347 Matchless), W. Grove (348 B.S.A.), J. Britten (348 Cottle) and F. K. C. Mathews (348 B.S.A.), 18; A. J. Bradford (348 B.S.A.), P. Quirk (498 Matchless), Capt. Osmond (348 B.S.A.) and T. S. Corbett (347 A.J.S.), 19; G. P. Edmead (347 A.J.S.), H. I. Thayer (348 B.S.A.) and E. C. Brewin (347 Matchless), 20; J. M. Heanes (347 Matchless) and J. Lilley (343 Triumph), 22.

BRYNMAWR M.C.

Trial, November 28
Best Performance: C. Jayne (498 B.S.A.), 13 marks lost. **Best Novice:** R. Boulter (348 B.S.A.), 37. **First-class Awards:** W. Regan (498 B.S.A.), 16; L. Packer (348 B.S.A.), 19; W. Wedgebury (348 B.S.A.), 23; R. Gilchrist (349 Triumph), 25; R. S. Bond (349 Triumph), 27; G. Mundy (358 Ariel), 30. **Second-class Awards:** T. Hawkins (248 Velocette), 31; I. Williams (348 B.S.A.), 32; C. Jones (498 A.J.S.) and M. Allen (490 Norton), 34; D. James (348 B.S.A.), 37.

DUBLIN AND D. M.C.C.

Trial, November 13
Best Performance: 1, F. P. Jordan (347 Matchless); 2, W. D. Monson (347 A.J.S.) and P. J. Lawless (347 Matchless) tied; 4, D. C. Ewen (Matchless); 5, L. M. Duffy (B.S.A.); 6, J. J. Guirke (B.S.A.); 1, S. Crighton (B.S.A.) and D. S. Coussé (B.S.A.) tied; 9, J. J. Steyn (B.S.A.) and S. Somerville (Matchless) tied; 11, A. Connor (B.S.A.); 12, J. F. Young (B.S.A.).

HILLINGDON AND UXBRIDGE M.C.

Trial, November 21
Bruce Dominey Cup (best performance): R. Price (348 Triumph), 43 marks lost. **Best Member:** D. Horton (348 B.S.A.), 108. **Best Novice:** A. Rogan (248 Royal Enfield), 71. **First-class Awards:** J. Wright (348 B.S.A.), 45; D. Steele (347 B.S.A.), 46; D. Murdoch (498 A.J.S.), 49. **Second-class Awards:** W. Miles (347 Matchless), 66; A. Tindell (346 Royal Enfield), 67; A. Rogan (248 Royal Enfield), 71. **Team Award:** West Middlesex Amateur M.C.C.—L. O'Neill, D. Steele, D. Murdoch.

LEICESTER QUERY M.C.

Trial, November 21
John Bull Trophy (best performance): D. Rogers (347 A.J.S.), 8 marks lost. **Best in Opposite Class:** J. E. Shaw (496 B.S.A. s.c.), 55. **Best over 350 c.c.:** A. Birch (498 A.J.S.), 27. **Best under 350 c.c.:** G. M. Kay (347 A.J.S.), 8.

Best Novice: F. Brumpton (499 B.S.A.), 49. **Best Member:** J. Gunnell (348 B.S.A.), 43. **First-class Awards:** R. E. Turner (347 A.J.S.), J. Hodgkin (348 B.S.A.), A. R. Spriggs (250 S.S.D.), C. H. Chapman (348 B.S.A.), F. Greenway (347 Matchless), K. G. Adcock (499 Royal Enfield), H. R. Twigger (348 B.S.A.). **Second-class Awards:** C. B. Lewin, E. Marjoram, E. Gilbert, C. L. Watkin, C. B. Thompson, G. A. Foster, G. Eason. **Best Team:** D. Rogers, A. Birch and R. E. Turner.

NORTH-EAST LONDON M.C.C.

Trial, November 28
Morgan Cup (best performance): P. Brown (347 Matchless). **Peacock Cup (best in opposite class):** G. Clarke (498 A.J.S. s.c.). **Cassland Cup (best novice):** L. C. Jennery (248 Velocette). **250 Award:** H. J. Marriott (125 James), 350. **Award:** A. Williams (498 Matchless). **500 Award:** J. H. Robinson (498 Matchless). **Weller Cup (best member):** E. J. Wiffen (348 B.S.A.). **West Ham Award:** G. H. Howard (498 A.J.S.). **Mont Christie Award:** W. S. Corley (347 A.J.S.). **Edgeware Award:** A. C. Lane (498 A.J.S.). **Wood Green Award:** E. W. White (347 Matchless). **Tottenham and Barnsbury Award:** S. J. Fussey (347 Matchless). **Balmoral Award:** P. Jones (347 Matchless). **Grasshopper Novice Award:** E. W. Price (347 Matchless). **Team Award:** West Ealing M.C.C.—P. Brown, J. H. Robinson, A. Williams. **First-class Awards:** C. C. D. Scott, E. Kennard, J. K. Wright, E. W. White, H. L. Brown, T. S. Corbett, D. E. Steele, E. B. Stott, P. C. Mead, E. J. Wiffen, W. S. Miles, M. Banks, L. J. Bowden. **Second-class Awards:** H. D. Halsey, A. Goddard, J. King, E. H. Watson, A. C. Lane, R. L. Allen, J. Manning, D. A. Jennings, T. K. Tapp, E. R. Nicholas, A. H. Hooper.

OTTER VALE M.C.

Trial, November 14
President's Trophy (best performance): G. Parsons (348 B.S.A.), 23 marks lost. **Best Member:** D. Neale (348 Ariel), 27. **Best Devon Resident:** K. Haydon (499 B.S.A.), 31. **250 Award:** D. W. May (Velocette), 33. **350 Award:** A. Wallis (Ariel), 43. **Over 350 Award:** T. Taylor (499 B.S.A.), 28. **First-class Awards:** A. Tapley (248 Velocette), 28; F. Stutchbury (499 B.S.A.), 40. **Second-class Awards:** E. Beech (498 A.J.S.), 40; T. Tedbury (125 James), 41. **Best Novice:** D. Cook (249 Rudge), 51. **Second-best Novice:** P. Gould (348 Ariel), 58.

PATHFINDERS' M.C.C.

Scramble, November 21
350 c.c.: 1, F. Wallis (347 Matchless); 2, A. G. Briggs (348 Triumph-J.A.P.); 3, H. C. Burrows (347 Matchless). **Committee Cup Race:** 1, F. Wallis (347 Matchless); 2, J. H. Bosworth (498 J.A.P.); 3, I. P. Findlay (497 Ariel). **Handicap Race:** 1, M. E. Patey (498 Scott); 2, F. Wallis (347 Matchless); 3, P. Watkin (348 J.A.P.).

Unlimited c.c. Race: 1, F. Wallis (347 Matchless); 2, A. G. Briggs (348 Triumph-J.A.P.); 3, M. E. Patey (498 Scott).

SIDCUP AND D. M.C.C.

Trial, November 14
Young's Challenge Cup (best performance): E. J. Bridges (347 Matchless). **Burlingham Cup (best in opposite class):** J. Catchpole (596 Scott s.c.). **Solo Runner-up:** A. O. Roger (346 A.J.S.). **Best Novice:** R. Hallett (348 B.S.A.). **Second-best Novice:** R. P. Woodward (347 Matchless). **Best Member:** R. J. Broughton (347 Matchless). **First-class Awards:** W. H. J. Peacock, W. J. Gladdish, V. A. Webb, G. F. Robertson, H. H. Knight, F. N. Doggett, R. C. May, G. Botting, A. C. Rowbottom, R. J. Broughton, D. A. Townsend, J. C. Mansfield, R. H. Burns, G. H. Baker, G. Johnson, D. B. Sherlock, W. Conway. **Second-class Awards:** A. E. Ridley, D. Bryant, M. W. Pring, J. Andrews, T. Arter, J. Witham, K. Pugh, W. Mantle, J. Lilley, R. W. Peacock, A. T. Heard, P. G. Hyde, E. G. Brewin, D. E. Steele, S. Carter.

SOUTHERN SPORTING M.C.C.

Scramble, November 28
Event 1: 1, A. A. Morgan (347 Matchless); 2, P. A. Nex (348 Ariel); 3, J. Fisher (348 Ariel). **Event 2:** 1, R. H. Edwards (348 Triumph); 2, A. Willsher (347 Matchless); 3, R. H. Collins (347 Matchless). **Event 3:** 1, R. E. Hankins (348 Ariel); 2, L. R. Archer (248 Velocette); 3, A. F. Gaymer (348 Triumph). **Event 4:** 1, W. J. Stocker (498 Royal Enfield-J.A.P.); 2, A. F. Gaymer (498 Triumph); 3, R. E. Hankins (348 Ariel). **Event 5:** 1, S. B. Manns (349 Triumph); 2, A. F. Gaymer (498 Triumph); 3, R. E. Hankins (348 Ariel). **Event 6:** 1, J. F. Davis (499 B.S.A.); 2, C. H. Grace (347 Matchless); 3, E. R. Cheney (348 Ariel).

SOUTH READING M.C.C.

Scramble, November 14
Grade "A and B": 1, A. F. Gaymer (348 Triumph); 2, R. M. C. Wyld (348 Ariel); 3, W. J. Stocker (499 Royal Enfield). **Grade "C":** 1, R. H. Collins (347 Matchless); 2, P. G. Cook (348 Ariel); 3, C. H. Grace (347 Matchless). **Grade "B and C":** 1, P. Barrett (348 Triumph); 2, J. Keeley (348 Ariel); 3, C. R. Bruguiere (348 Triumph). **Invitation Race:** 1, A. F. Gaymer (348 Triumph); 2, B. W. Hall (498 Matchless); 3, J. Keeley (348 Ariel).

YEO VALE M.C.C.

Trial, November 21
Best Performance: D. W. May (348 B.S.A.). **Best Under 250 c.c.:** T. Adams (248 Cotton). **Best Over 250 c.c.:** J. Beacon (348 Ariel). **First-class Awards:** D. F. Kelly (498 Sunbeam), R. Biddescombe (348 B.S.A.), A. Tedbury (125 James). **Second-class Awards:** J. Taylor (348 B.S.A.), A. Hancock (348 Ariel), E. Rideout (348 Norton). **Team Award:** Yeovil "B"—A. Hancock, D. Kelly, C. Loder.

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(Continued on top of next page.)

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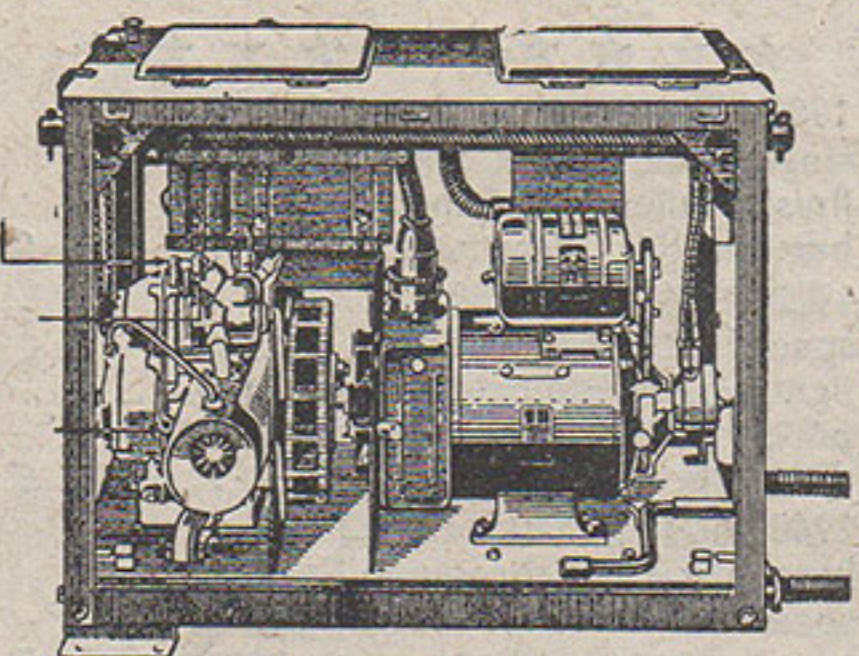
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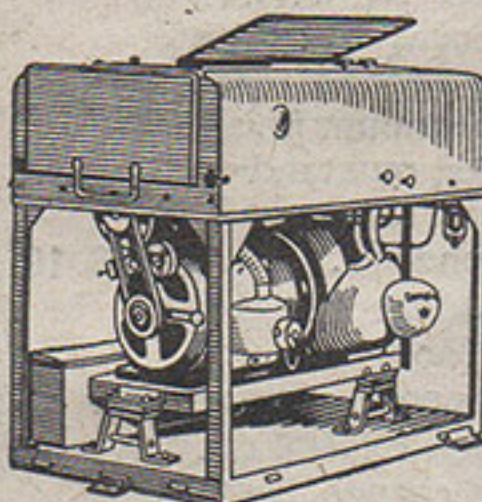


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A21

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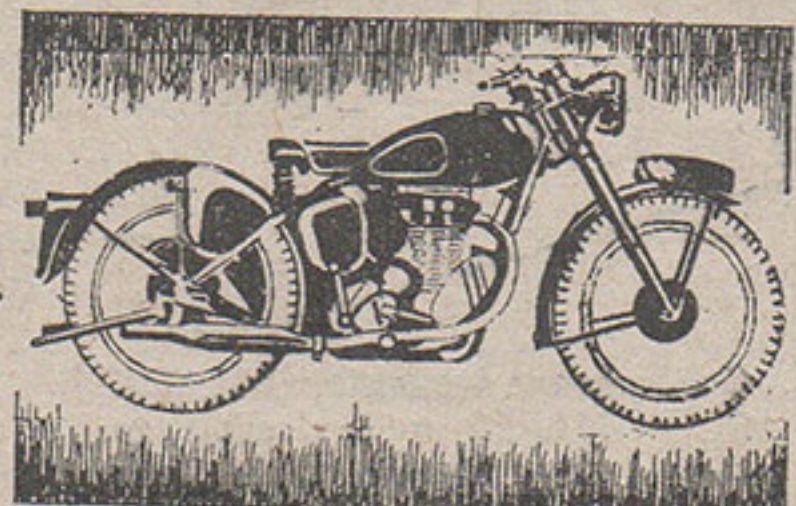
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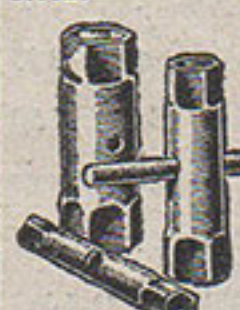
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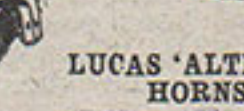
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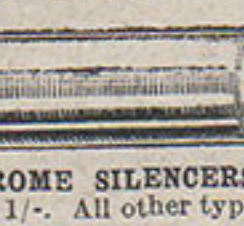
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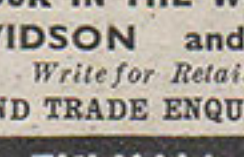
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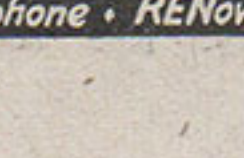
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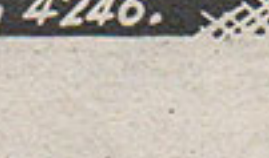
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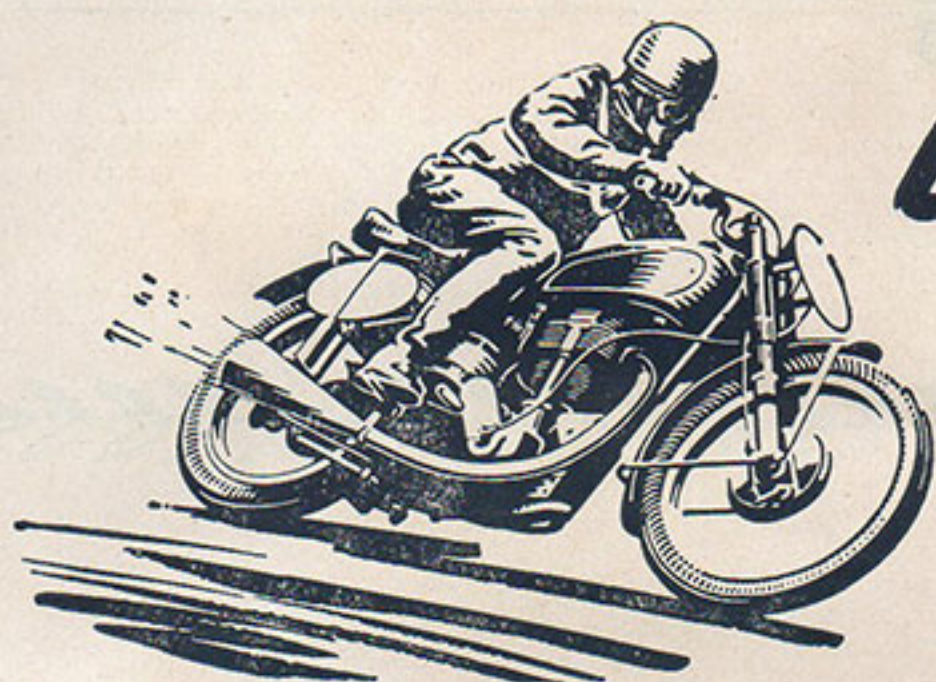
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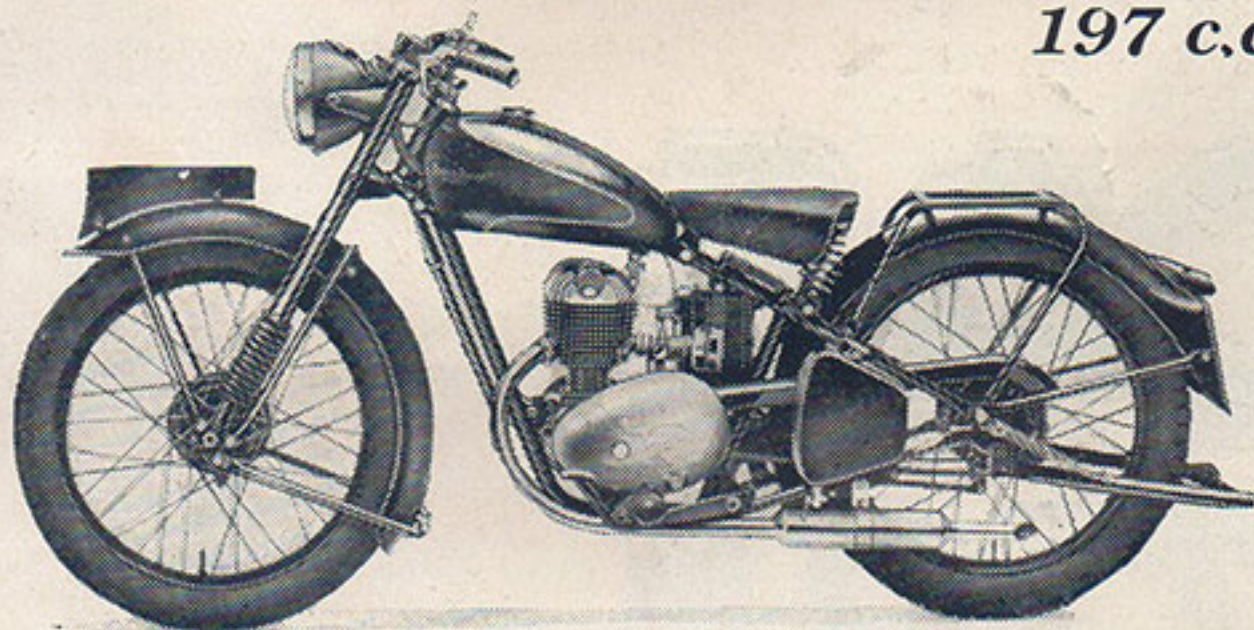
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