

The Worcestershire Beacon Scaled by a Runabout—Illustrated

# MotorCycling

No. 98. Vol. IV.

TUESDAY, 26th September, 1911.

*Registered at the G.P.O. as a Newspaper.*

ONE PENNY.

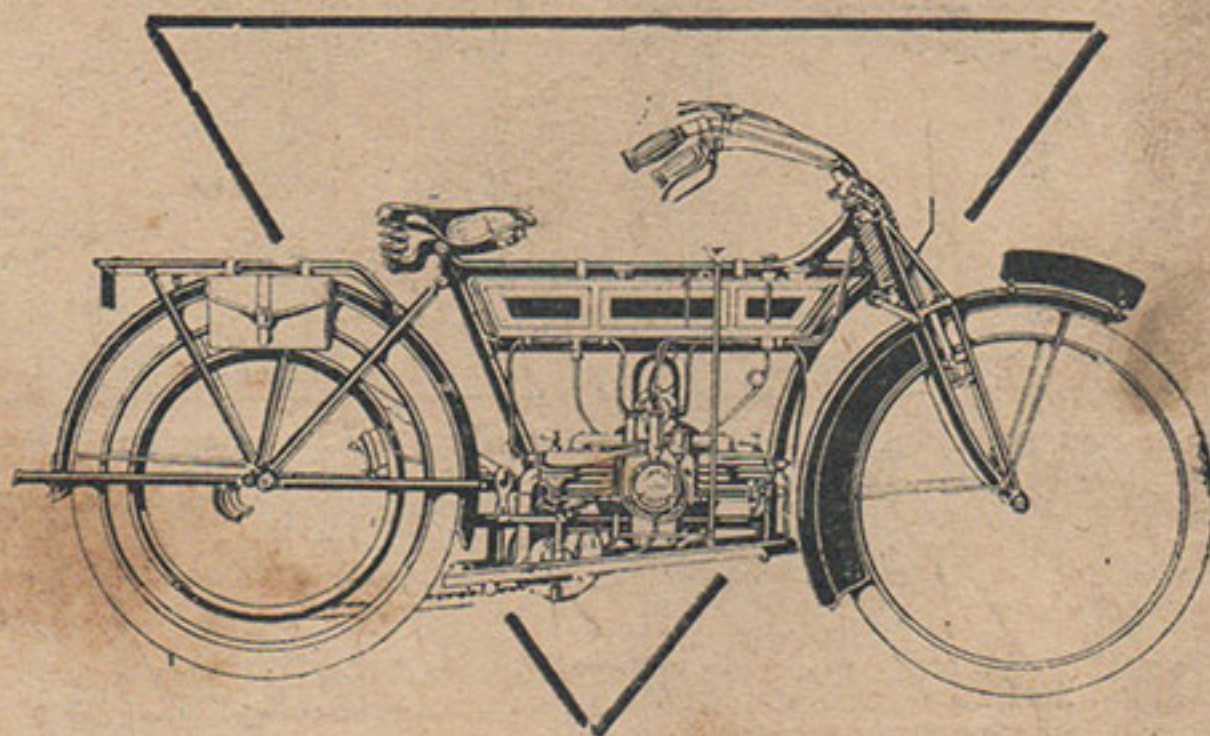
## DOUGLAS

### The Vibrationless Lightweight

Southport, 13th Sept., 1911.

Dear Sirs—Thought you would like to know how I finished my travels. Went to Bath, Cheddar, Exeter, Dawlish, Teignmouth, Torquay, Totnes, Plymouth, Tavistock, Okehampton, Torrington, Bideford, Barnstaple, Ilfracombe, Lynmouth, Lynton, Dulverton, Taunton and back to Gloucester, Newent, Leominster, and in the rain on Sunday through Ludlow, Church Stretton, Shrewsbury and Oswestry. Away 14 days: riding 8, resting 6. Cost of petrol and oil, 10/1. Total mileage 795 miles.

Yours faithfully,  
(Miss) E. SWAINE.



DOUGLAS BROS., KINGSWOOD, BRISTOL.

Telephone: 51.

LONDON  
339, Goswell Rd., E.C.

**M**R. FIFE FRISBY, Petersfield, Hants, who rides a 5.6 h.p. Matchless motor-bicycle, contributes this instructive experience:—"I've tried various makes of tyres, but NEVER HAD ONE TO WEAR LIKE THE

**DUNLOP**"





# Saved FROM TYRE TROUBLES.

THERE is no more enjoyable pastime than Motor-cycling, but this result will never be attained unless Tyres of the highest quality are fitted.

To withstand the very severe strain occasioned by the united weight of rider and machine, a Motorcycle Tyre must combine not only strength but resiliency, to give fullest protection to engine and

mechanism. Only by the use of the very best materials in its construction will a tyre successfully withstand the continuous ordeal to which it is subjected, and at the same time afford the greatest immunity from puncture, give long "life," and consequent pleasure to the rider. When ordering your new machine or replacing tyres on your old one,

**SPECIFY**

# CINCHER

## / MOTOR CYCLE TYRES

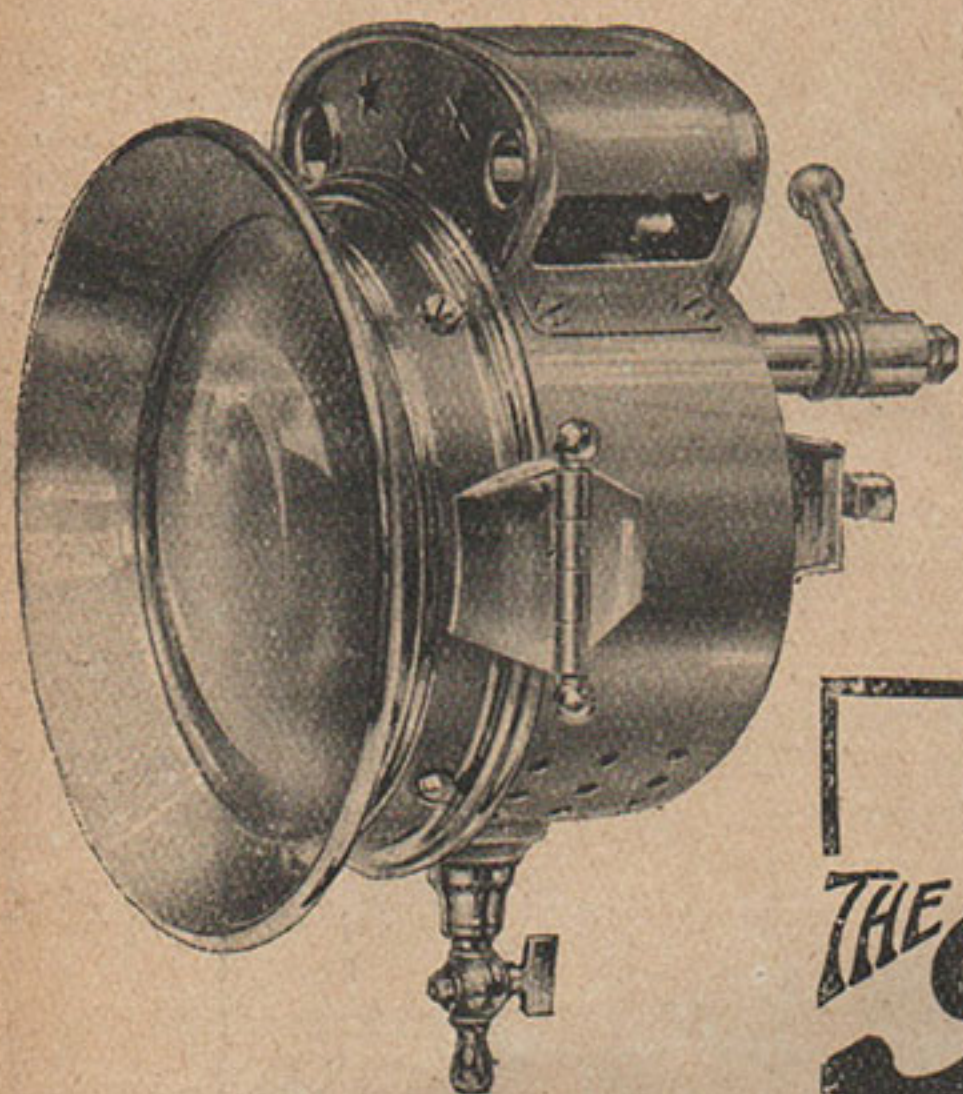
Telephones:  
Gerrard 8578.  
Gerrard 8579.

**NORTH BRITISH RUBBER Co., Ltd.,**  
TYRE SALES DEPARTMENT,  
Bedford Chambers, Covent Garden, LONDON W.C.

Telegrams:  
"Nobritire,  
London."



**Autoclipse**  
REGD. TRADE MARK



## GOLD Reflector Motor Cycle Lamp.

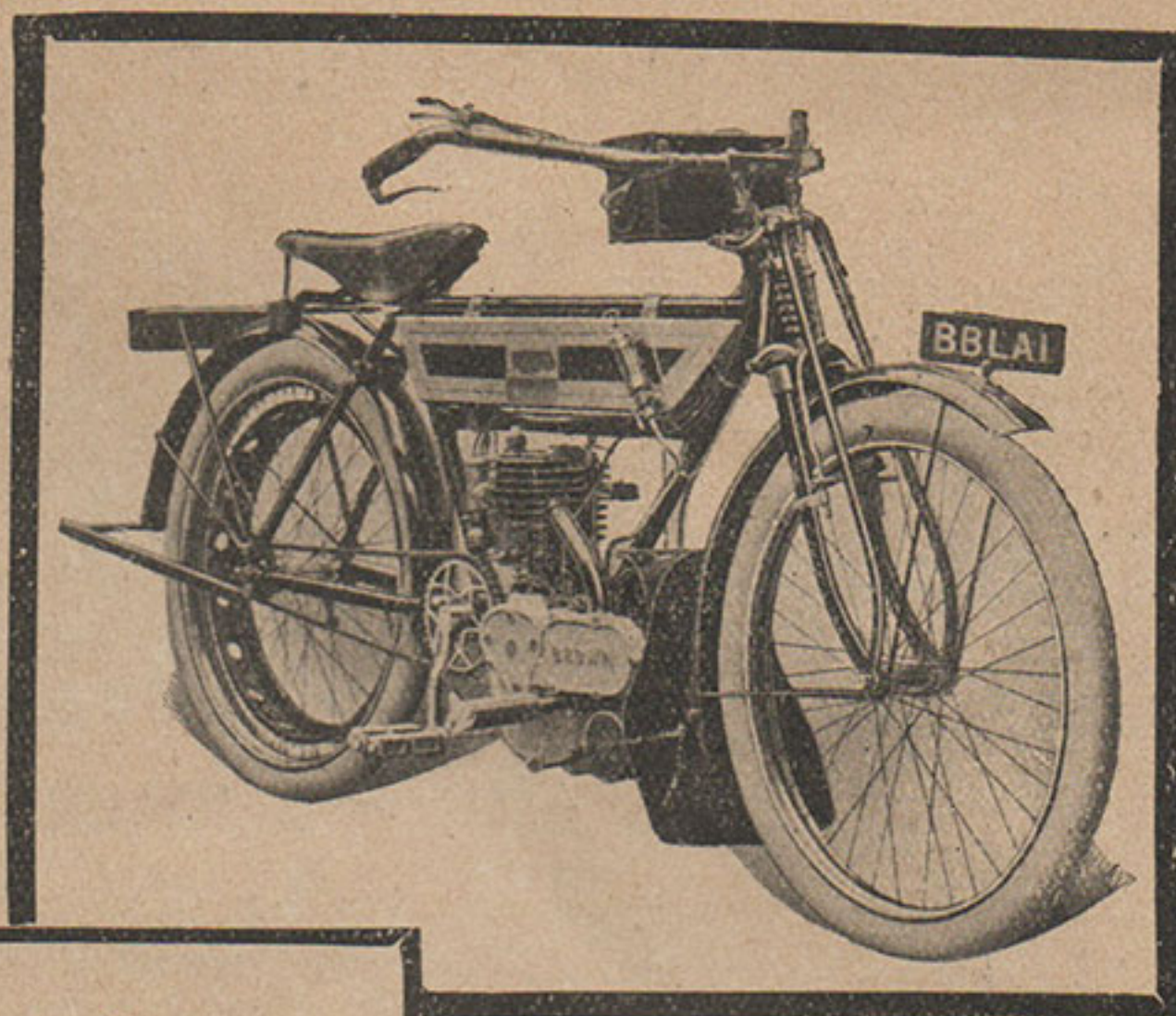
Guaranteed  
to give perfect  
satisfaction.

The "AUTOCLIPSE" LAMP is expressly constructed to withstand the excessive vibration to which it is subjected. No other lamp can equal it for strength, combined with a neat and smart design. It will outlast any other make of lamp in ordinary use.

The "AUTOCLIPSE" system produces twice the light that is given by any other lamp of equal size.

Model FF., without Anti-dazzling Mechanism: Prices—Brass, 24/-; Anti-dazzling Mechanism and Generator extra.

**SPECIAL OFFER!** In order to give motorcyclists an opportunity of testing "AUTOCLIPSE" Lamps we are willing to refund the full purchase price (through your dealer) if it fails to give entire satisfaction after a week's trial.



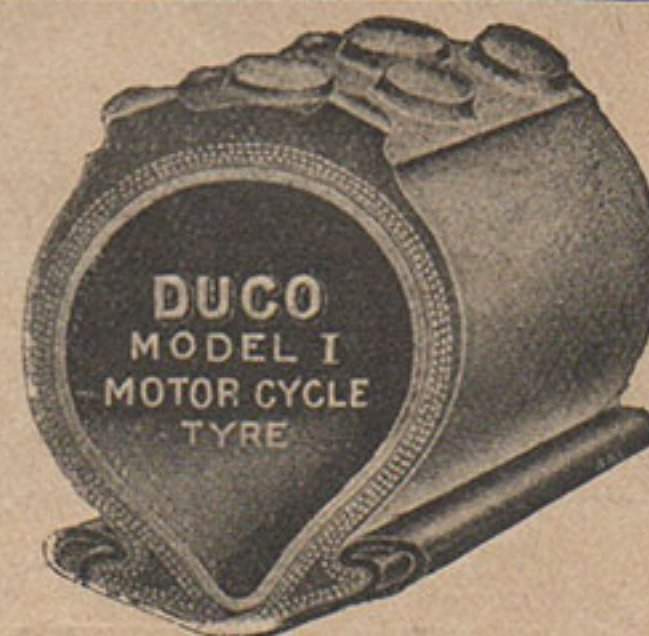
From every point of view

**THE BROWN**  
MOTOR BICYCLE

is the ideal mount.

Motor-cycling under all conditions of road and weather is easily accomplished if your mount is a "Brown." It is a Motor-bicycle that will prove absolutely dependable at all times. A machine you can place every confidence in, feeling certain that it will not only "take you out," but "bring you back again." A machine that will give the best possible service at a minimum expenditure for maintenance. Both at home and abroad Motor-cyclists have proved that for speed and reliability under adverse conditions the "Brown" is far and away in front of any other make on the market. The Book of the Brown sent on request.

**£48. 3½ h.p.**



"DUCO" Rubber-Studded Motorcycle Cover.  
Model I. Extra heavy. Suitable for machines from 3 h.p. to 4 h.p. Size 26 in. or 28 in. x 2½ in., each 33/-



LODGE  
MOTOR CYCLE  
SPARKING  
PLUG.

Gives the  
greatest satisfaction.

Price,  
4/- each.

We can strongly recommend our "Duco" Plugs. Particulars will be sent on request.

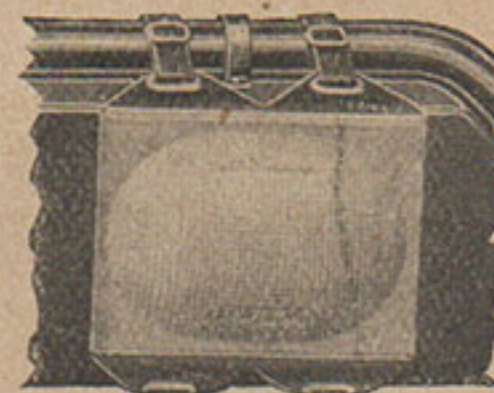


The "NOBILITY"  
Special Trouser  
Coveralls.

Guaranteed water-proof and wind-proof.

Covers the rider's full front, and fastens at back round waist and neck, as illustrated.

Per pair, 15/-  
Sealless Trouser  
Overalls, high waist  
and fastening.  
Per pair, 19/6



"A.K." KNEE GRIPS for  
Motorcycles.

British Patent No. 21864/09. These Grips give a firm seat in the saddle. No. 12635k.

Considerably less difficulty is experienced from the "wobble" created when riding at high speeds making steering very much easier, as the Knee Grip Pads give the rider a firm hold on the machine, thereby leaving the hands free to manipulate handle-bar levers. Per pair 6/6.

BROWN BROTHERS, LIMITED.  
**Brown's**

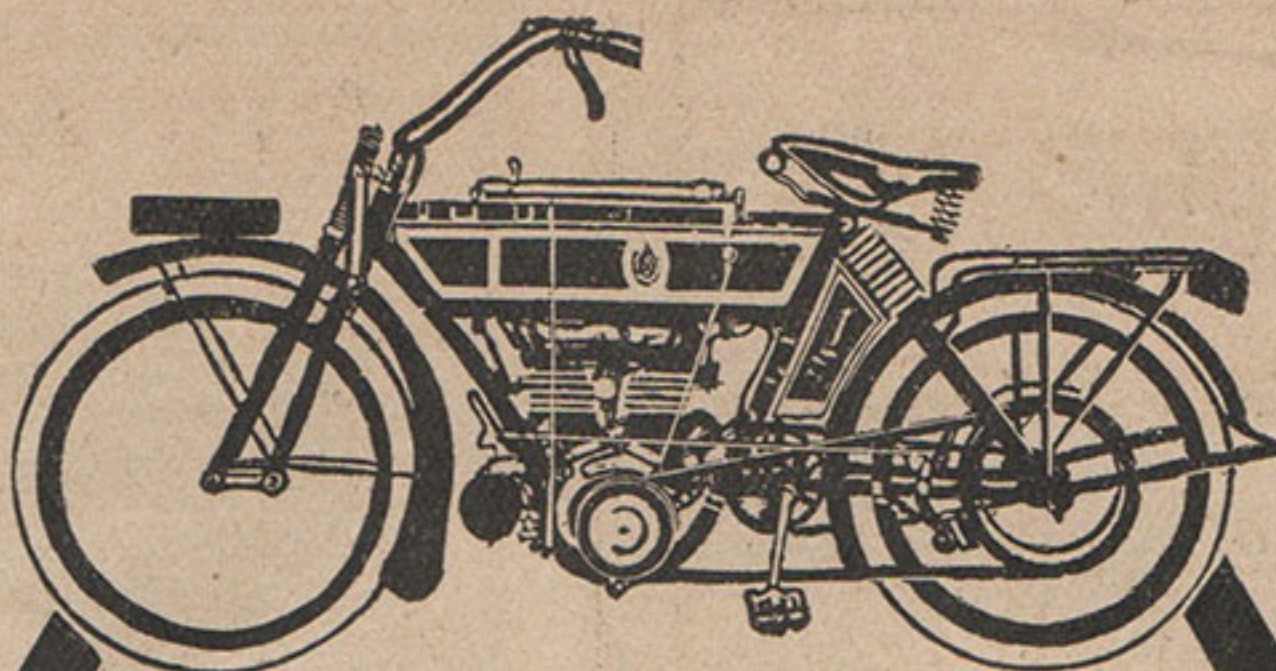
15, Newman Street, Oxford Street, W.  
(Wholesale) Gt. Eastern St., London, E.C. 271-273, Deansgate, Manchester.



# N.S.U.

## 3 H.P.

## TWIN.



### Specification of 3 h.p. Twin-cylinder N.S.U.

Twin-cylinder engine, 496 c.c.m., 58 x 75 mm., M.O.I.V., gear-driven, H.T. Bosch magneto, new pattern carburetter, drive by  $\frac{3}{8}$  in. V belt, spring frame, new type spring forks, new type petrol and oil tanks, divided mudguards, automatic spring stand, two brakes, 26 in. wheels fitted with 2 in. tyres, engine clearance 6 in., gear ratio 6-1. Delivered as standard with under-geared pulley of improved design.

**"The happy medium"  
—a mount to be proud of.**

The 3 h.p. Twin N.S.U. is neither too light nor too heavy, but is comfortably manageable, and develops enough power to climb the worst hills without labouring. It is one of the very finest N.S.U. productions, and that is saying a good deal for it. Strongly constructed, highly finished and equipped with every advantage, it is constituted for a long and thoroughly satisfactory career. The fine system of suspension and springing carried out in this model practically neutralizes vibration—hence comfort to the rider and longer life to the machine. Make a point of seeing this N.S.U. and write for our **FREE CATALOGUE.**

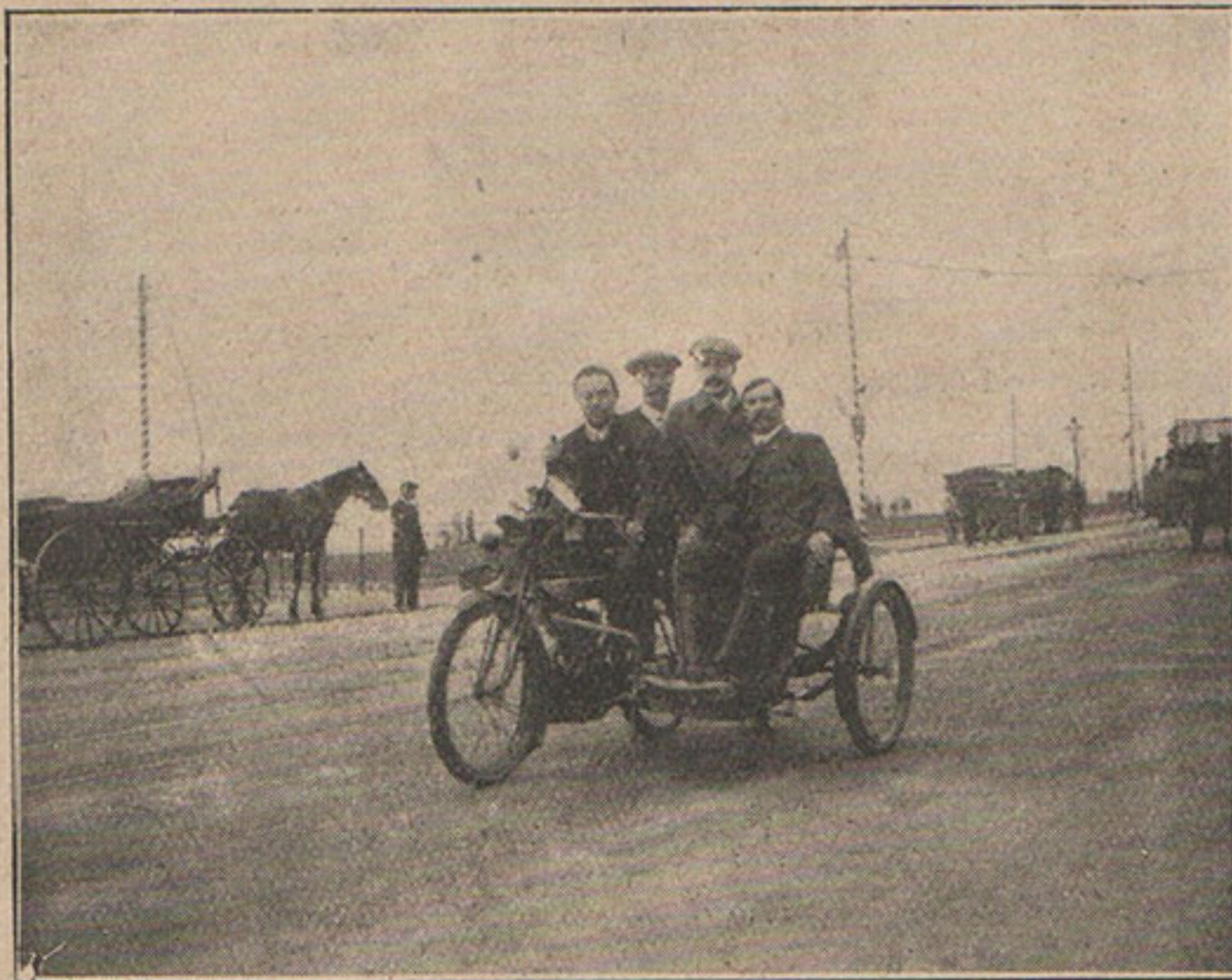
#### OTHER MODELS :

$3\frac{1}{2}$  h.p. Single Cylinder, Model de Luxe.  
6 h.p. Twin Cyl., The sidecar machine.

#### THE N.S.U. MOTOR CO., LTD.

Offices and Showrooms—186, Great Portland St., London, W.  
Goods and Repairs—83-85, Bolsover Street, London, W.

## DRIVER & PASSENGERS 49 STONES WEIGHT



The Block illustrates Mr. JONES, the well-known Liverpool Agent, and three of his friends, their total weight being **49 Stones**. The course was Onchan Head, Isle-of-Man, and the Motorcycle and Side-car was the  $3\frac{1}{2}$  h.p.

# BRADBURY

The performance was a cause of astonishment to hundreds of spectators.

**There is no other Motor which has the same capacity for hill climbing and side-car work as the "Bradbury."**

Any Agent advertising Bradbury Motors at less than retail price will have his supply stopped—Bradbury & Co., Ltd.

#### Below we give a few Testimonials from satisfied riders:

**Mr. R. H. CRUK**, 9, Lea Grove, Goodier's Lane, Regent Road, Salford, 4th July, 1911. "I feel that I must drop you a line to let you know how well my 1911 Bradbury is running. I had it from you in April, through Mr. Hamlin, of Paddington. I have done, up to now, 3,100 miles, and have not had a stop for anything, not even a puncture. I may also state that I had a side-car at the same time, and I have done about 2,000 miles out of the 3,100 miles with side-car, and wife and two boys as passengers."

**Mr. JOHN B. WATSON**, Greenfield, Cark-in-Cartmel, S.O. :—"I have just completed 2,000 miles on the 1911 Standard Machine supplied by your agent, Mr. R. Hutchinson, of Kendal, and think it is only due to you to say that for Speed, Comfort, and Reliability it would be hard to beat. My business takes me out in all weathers and on some of the worst roads in the North of England, but nothing comes amiss to the 'Bradbury,' whilst its hill climbing and no trouble properties make it an ideal mount for the country traveller."

**Mr. S. SHEEN**, 45, Frere Road, Durban, Natal, S. Africa—"On the 12th June I purchased from your Durban Agents a 'Bradbury' Motorcycle, with two speed gear, free engine, also Side-car, which was sent at the same time. I am pleased to let you know how delighted I am with this cycle and the excellent work she is doing. I enclose herewith a photograph taken here on Coronation Day; if you care to make use of this, you are at liberty to do so. I should like to express my appreciation of the attention given me by your Durban Agents; it is a pleasure to deal with them, they are most attentive and obliging in all transactions."

### BRADBURY & CO., LIMITED, OLDHAM.



## B. & B. CARBURETTORS

Your engine will romp up  
the hills if fitted with a  
**B. & B.** (THE BRITISH AND BEST)  
CARBURETTOR.

Remember the New Address:

**BROWN & BARLOW, LTD.,**  
**WESTWOOD ROAD,**  
**WITTON, BIRMINGHAM.**

## CYRIL PATTESON,

MOTOR ENGINEER.

Moto-Reve Repairs & Tuning a Speciality.



NO WAITING.

SATISFACTION  
GUARANTEED.

MODERATE  
CHARGES.

Official Agent for  
**INDIAN**  
MOTORCYCLES.

*ALL Repairs, Tuning up, Overhauling, etc.,  
carried out by an experienced expert in the  
most perfectly equipped workshop you can imagine.*

Send for full particulars and scale of charges to  
**CYRIL PATTESON, LUNGHURST RD.,**  
**Woldingham, Surrey.**

Telephone: 39 Woldingham.

Late Manager of the Technical and Competition Department, Moto-  
Reve Co., Limited.

PLACE YOUR ORDER  
NOW FOR YOUR 1912  
TWO-SPEED

# CLYNO

REMEMBER:—

Jan. A.C.U. Quarterly Trial,  
**CLYNO**, higher award than any other sidecar.

M.C.C. London to Land's End,  
**CLYNO**, higher award than any other sidecar.

April A.C.U. Quarterly Trial,  
**CLYNO**, higher award than any other sidecar.

June A.C.U. Quarterly Trial,  
**CLYNO**, higher award than any other sidecar.

Scottish 6 Day Trial,  
**CLYNO**, higher award than any other sidecar.

M.C.C. Hill Climbing Competition,  
**CLYNO**, higher award than any other sidecar.

Agents—For London (except S.W.)—The Service Co., Holborn.  
For S.W.—The Wilton Cycle Co., Victoria.

**CLYNO ENGINEERING CO.,**  
**Pelham St., WOLVERHAMPTON.**

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Cox And Phillips'  
PATENTS.

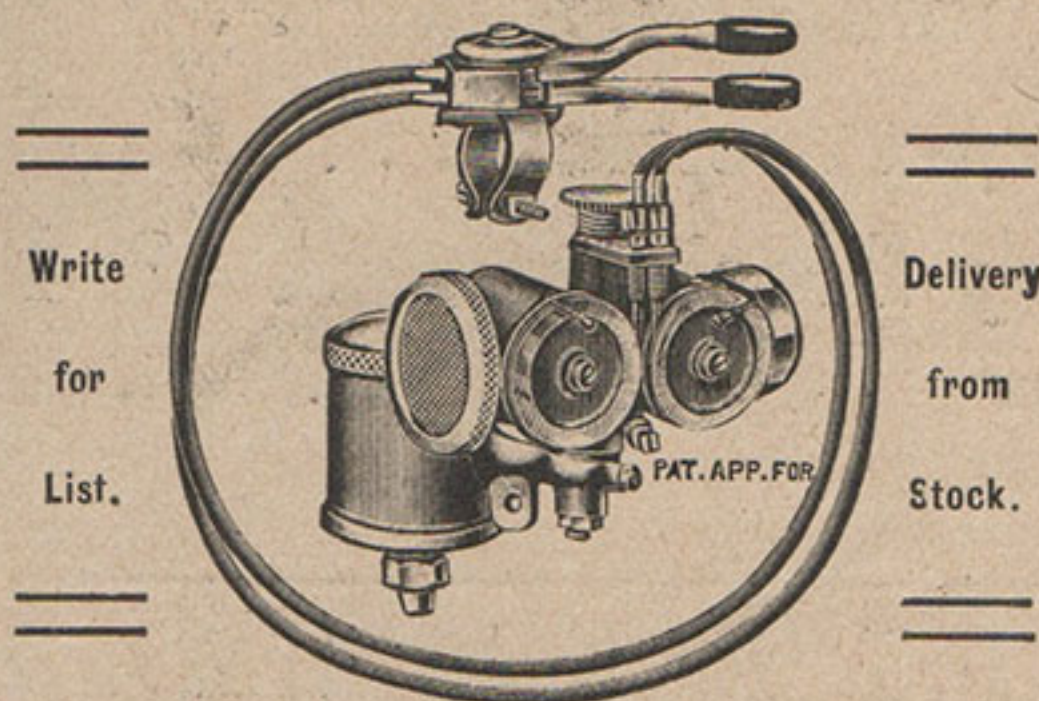
## RECORDS BROKEN

350 c.c. Class,  
at Brooklands, 11th Sept.

2 Hour Record Broken by 17 Miles.

100 Mile Record Broken by 49 mins.

18 wins in 3 weeks.



Write  
for  
List.

Delivery  
from  
Stock.

**C.A.P. CARBURETTER CO.,** 102, Colmore Row,  
BIRMINGHAM.





# 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup>

all on the

## Precision Engines

"THE SAME AS YOU CAN BUY."

The result of the  
**Coventry & North Warwicks  
Hill Climb**

again demonstrates in  
indisputable fashion the  
merits of the Precision  
Engines and Power Units.  
Fastest time was scored  
as follows:

**Comet-Precision .. 1st**  
**Ivy-Precision ..... 2nd**  
**Ivy-Precision ..... 3rd**

Need we urge you to send  
for details of the Precision?

**F. E. BAKER, LTD..**

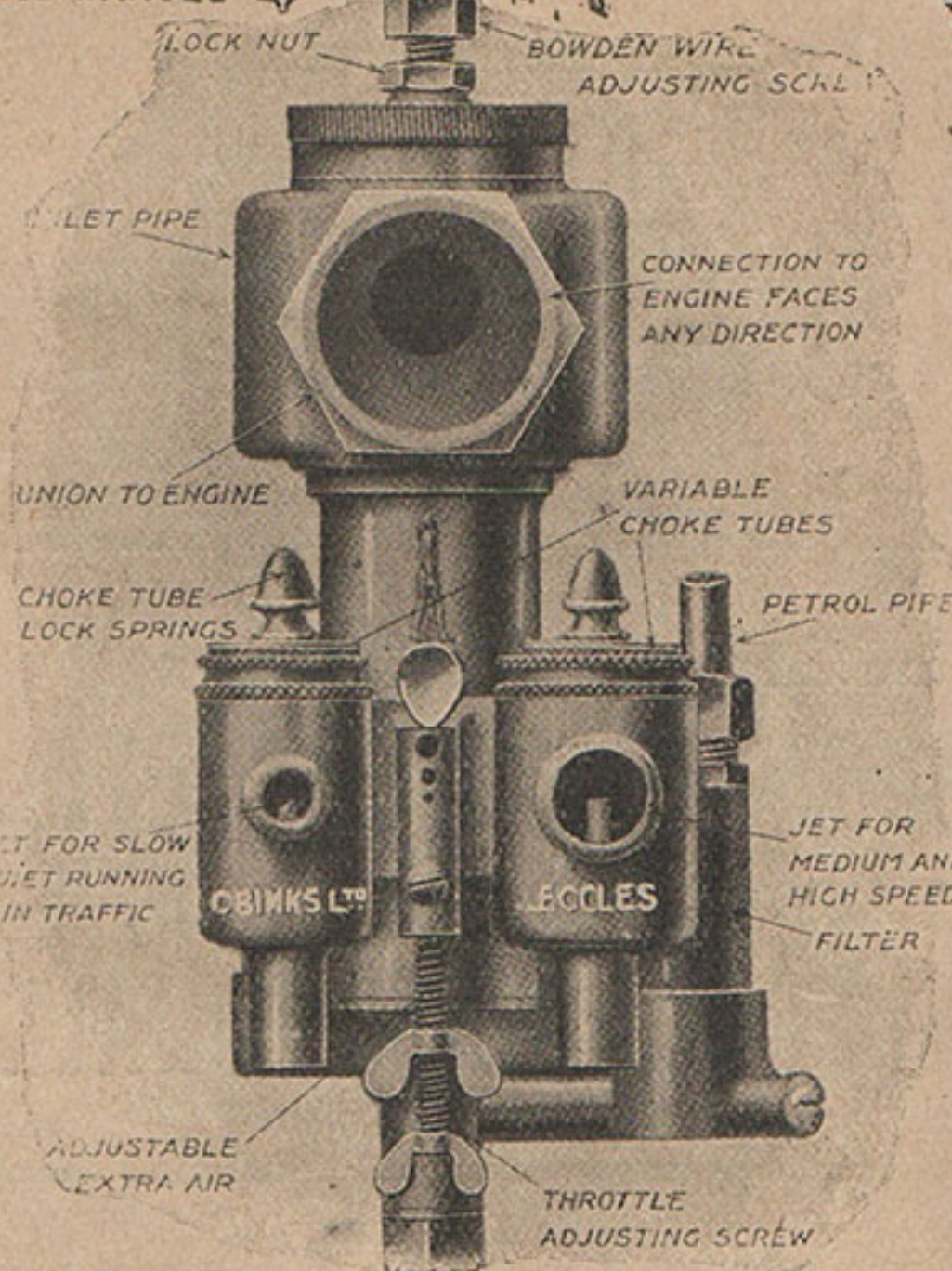
PRECISION WORKS,  
MOORSOM ST., BIRMINGHAM.

E.H.G.

### A REVOLUTION IN MOTORCYCLE CARBURETTERS

PRICE WITH  
LEVER  
AND WIRE  
50/-  
HOME & FOREIGN  
AGENTS WANTED

ONE LEVER ON HANDLE-BAR DOES ALL.



June, 1911.

Maidstone.

Some little while ago I obtained one of your two-jet carburetters. I thought, perhaps, you would like to know I am using it with the greatest pleasure. It's about as perfect a thing as one can imagine. I find I can crawl away at such a pace that one wonders the compression doesn't kick to a stop; but when I open the throttle it's delightful the way the engine responds. I go up hills round here now on top gear that I used to always have to put the low on before, and do it easily.

The great charm is, she never chokes, no matter how suddenly you open or close the throttle, but responds instantly.

Driving now is a pleasure indeed, whereas before, with my old carburettor, one never knew exactly what was going to happen.

The originals of the above and scores of others may be inspected at our works.

SEND FOR LIST AND  
TREATISE ON CARBURATION  
**C. BINKS, LTD.,**  
PHOENIX WORKS,  
REGENT STREET,  
ECCLES, MANCHESTER

These Carburetters can be purchased from and fitted by The Service Co., 292, High Holborn, and A. T. Firminger, 41, Margrave Road, Hammersmith.

June, 1911.

London.

I am duly in receipt of your letter enclosing postal order, value 5s. overpaid, for which I thank you. The carburettor is a revelation to me, and does all you claim for it. I can assure you it is now a pleasure to ride.





# For SIDE-CAR WORK nothing can beat the Twin-cylinder **REX DE LUXE**

with Free Engine and Two-Speed Gear (made under Roc patents).

Three reasons why:—ABSOLUTE EFFICIENCY is obtained, ABSOLUTE RELIABILITY is obtained, the TWO-SPEED GEAR is ABSOLUTELY FOOLPROOF.

## SCOTTISH SIX DAYS TRIAL.

Only one "REX" entered. This was a 5 h.p. 1911 Twin-de-Luxe Two-Speed, ridden by an Amateur—Dr. W. Land Dibb ... **GOLD MEDAL.**

### SOME RIDERS' OPINIONS:

"Westerlea," Dirleton Avenue,  
North Berwick,  
4th August, 1911.

Dear Sirs—I should like to put on record an interesting mishap which occurred to me two days ago when on my 1911 Rex 3½ h.p., as it brings out the efficiency of your bicycle.

I was visiting a camp, and on leaving the ground I started my machine in the park where the camp was pitched. Not noticing a ditch (6 ft. wide x 2 ft. 6 ins. deep) which crossed my path, I was on it before I could stop. My bicycle entered the ditch, and before I had time to recover myself, both it and I found ourselves landed safely on the other side. Witnesses who saw this happen thought both I and the bicycle were going to be severely damaged. The spring forks gave well and nothing has been bent or broken. How the silencer and crank case were not touched is a miracle.

Yours faithfully,  
VICTOR J. DE SPIGANOVICZ.

Leswin Road, Stoke Newington,  
London.

14th August, 1911.

Gentlemen—I am pleased to say my 5 h.p. Rex de Luxe is just splendid. I recently purchased the machine through your Agents, Messrs. Wauchope, of Shoe Lane, London, and after only two lessons I had my first ride last Saturday, 12th August. I drove to Southend-on-Sea, a distance of 40 miles, in 2½ hours, my passenger weighed 13 stone 6 lbs, and I weigh 14 stone 9 lbs. We also had between us 28 lbs. of luggage, which we took down to our families. I think this is a very good performance for a machine in the hands of a complete novice, but your machines are so simple to understand that one can hardly go wrong.

Yours faithfully,  
L. BARNETT.

The Manor House,  
Thorner, Leeds,  
11th August, 1911.

Dear Sirs—I have pleasure in saying that my Twin Rex De Luxe has been quite satisfactory. The machine will have now done just 10,000 miles, and during that time it has never failed to take me to my destination and bring me back again. The two-speed gear is very satisfactory and is most useful in traffic. With the side-car I can climb most hills round here on top gear, 4½ to 1. What appeals to me most is the ease with which the engine will start, and the way the machine gets away.

Yours faithfully,  
J. B. LEDGARD.

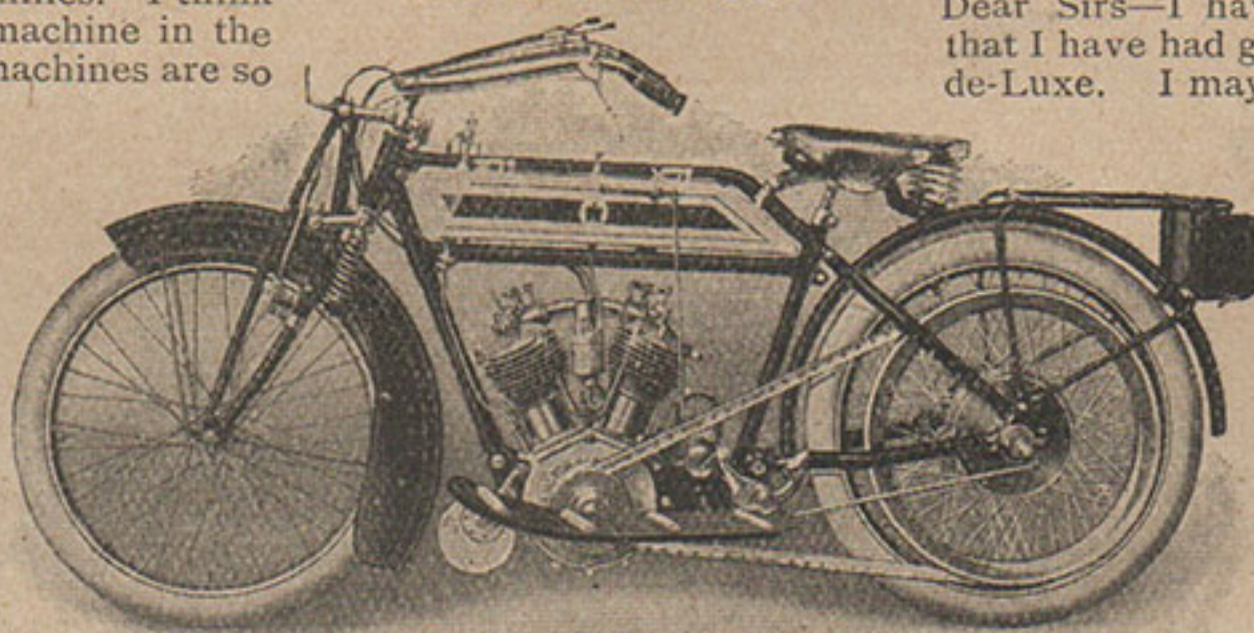
### TESTIMONIAL.

Bramley Park,  
nr. Rotherham.

Dear Sir,

You may remember that you gave me delivery of a 5 h.p. 2-speed two days before the Scottish Six Days Trials. I have much pleasure in informing you that I rode the same up to Edinburgh and throughout the six days, over very rough and hilly roads and in the worst of weather. The machine ran very well, losing no marks, qualifying for Gold Medal. I feel that I HAVE every reason to be satisfied with its PERFORMANCE under the very trying conditions.

Yours faithfully,  
Dr. W. LAND DIBB



5 h.p. Rex de Luxe.  
Price 60 Guineas.  
Fitted with Free Engine,  
Clutch, and Two-speed Gear;  
made under Roc Patents.  
**PROMPT DELIVERY  
CAN BE GIVEN.**

### SOME RIDERS' OPINIONS:

"Mornington," Ashfield Road,  
Ranelagh, Dublin.  
13th August, 1911.

Dear Sirs—You will be glad to hear that I obtained a Gold Medal for the two-day Reliability Trial to Glengariff and back (442 miles). It was the longest run ever organised in Dublin, and over some of the worst roads in Ireland. I was third out of 18 starters, only three of us qualifying for Gold Medals by getting full marks at the open controls. It was just a piece of bad luck my not being first. I was nearest to time all the way, until about 40 miles from home on the second day when I got a puncture near a secret control, and thereby lost my lead.

Yours faithfully,  
R. WALSHE.

Liberal Club, Lowestoft.

August, 1911.

Dear Sirs—I should like to take this opportunity of expressing the great satisfaction the Rex machine has given me. I have driven pretty nearly all makes, but for side-car work yours is certainly ideal. I have ridden all this season with side-car, and I can truthfully say that I have had no mechanical trouble whatever. It is a pleasure to ride the machine, and one's mind is easy with so reliable a mount.

Yours faithfully,  
AUBREY ELKINGTON.

"Treen," Allerton Park,  
Chapelton, Leeds.  
19th August, 1911.

Dear Sirs—I have much pleasure in informing you that I have had great satisfaction from my Twin-Rex-de-Luxe. I may say that I give my machine particularly hard work, principally in traffic, which necessitates a maximum amount of stopping and starting, and I find that for this purpose the motor is admirably suited.

Yours faithfully,  
E. WATSON SMYTH.

14, Ruthin Gardens,  
Cardiff.  
21st August, 1911.

Dear Sirs—For ease of control, for ease of steering, for easy and safe riding position, for security of seat and grip of the machine, Rex is the best I have been on. The combination enabled me to win three 1st prizes, and one 2nd prize, and one 3rd prize at our recent Motor Gymkhana.

Yours faithfully,  
J. MOORE.

# The REX MOTOR MFG. CO., Ltd., Coventry.

PLEASE REFER TO "MOTOR CYCLING" IN YOUR LETTERS TO ADVERTISERS.

A5

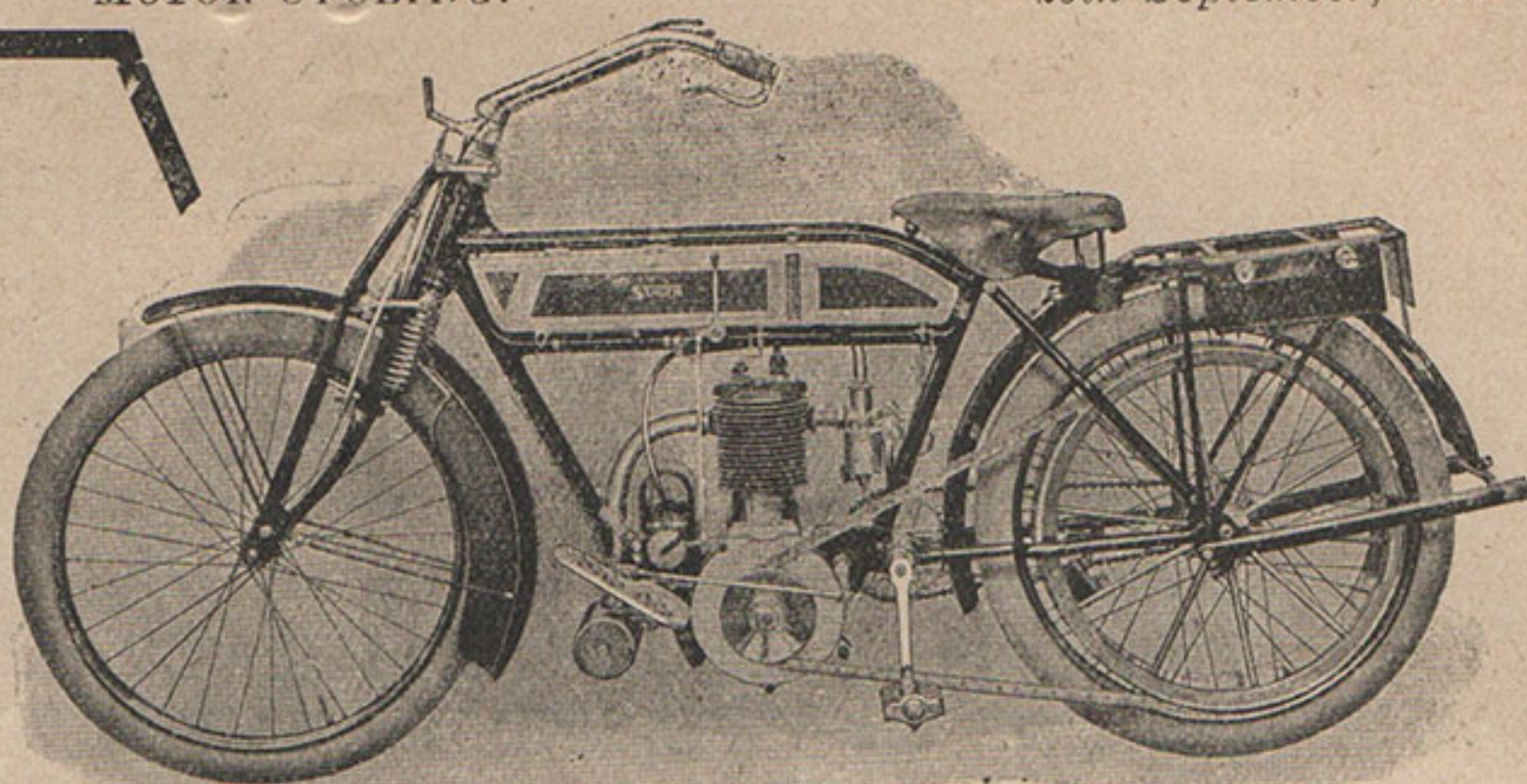


# SINGER

## 3½ h.p.

### Free Engine Model.

IN your own interest you should defer buying a Motor Bicycle until you have seen the Singer. Replete with many refinements, and a thoroughly sound, reliable, silent running machine, the Singer Clutch Model has no equal. The Singer's smooth running and great flexibility appeals to everybody.



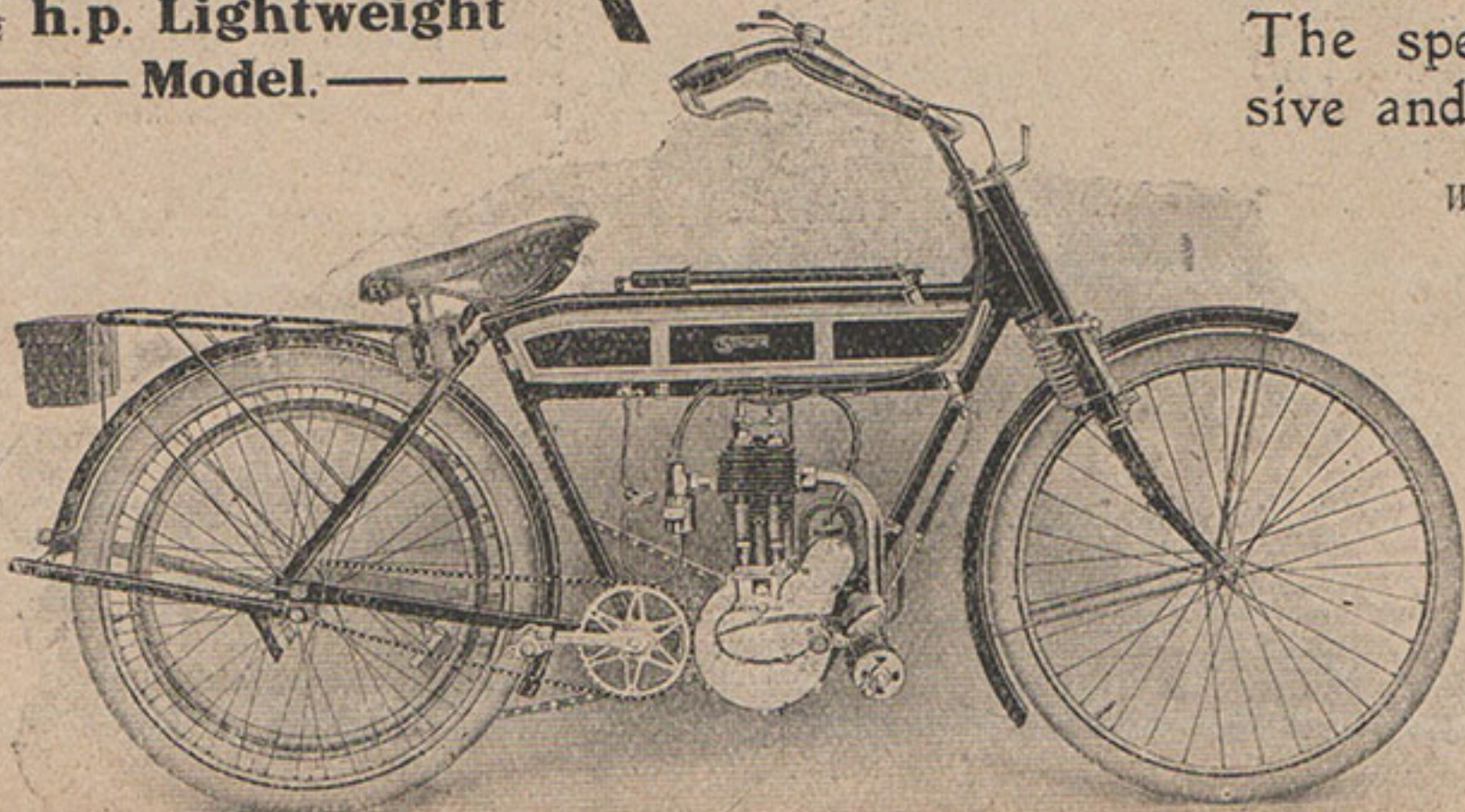
3½ h.p. Free Engine  
—Model.—

# SINGER

## The 2½ h.p. SINGER Lightweight

IS a genuine Lightweight Motorcycle possessing exceptional hill climbing powers. This machine has many striking performances to its credit, and is in the front rank of well-earned distinction by sheer merit alone. The specification is comprehensive and complete.

2½ h.p. Lightweight  
—Model.—



*Write to-day for full particulars of specification and price to*

**SINGER & CO.  
(1909), LIMITED,  
—COVENTRY.—**

London Showrooms:—  
17, Holborn Viaduct, E.C.



# MotorCycling

Vol. IV. No. 98.

One Penny.

26th September, 1911.



## THE AMULREE OPEN HILL-CLIMB.

Our photographs show : (Top), a competitor rounding the second hairpin bend. (Centre), Mr. McGregor on a 5 h.p. Bat only just misses the bank. (Bottom), some of the Edinburgh and District M.C.C. officials at the foot of the hill.



## A WEEK IN CORNWALL WITH A LIGHTWEIGHT. 654 Miles for 44s.

HAVING loaded up my Douglas with one flat bag containing spares, a change of clothing, some sandwiches, and a one-gallon tin of petrol, I donned my overalls and prepared for a 217-mile ride to Plymouth. Leaving Langley in South Bucks at midnight on a Friday, I journeyed by moonlight via Windsor, and joined the Exeter road at Sunninghill. Let me advise readers as to strip maps. I found mine quite useless, either for night or day riding, as I had no clip which would allow me to turn it over while travelling. I do not know if such a clip is on the market. The best plan is to copy out, on a strip of cardboard and stout paper, a list of the more important towns and villages en route, and attach this, with the aid of rubber bands, to the side of the generator facing the rider, who will then be quite free to look out for the names on the signposts. I found Devon and Cornwall could give points to many counties with regard to these, it being almost impossible to make mistakes. It will be quite understood

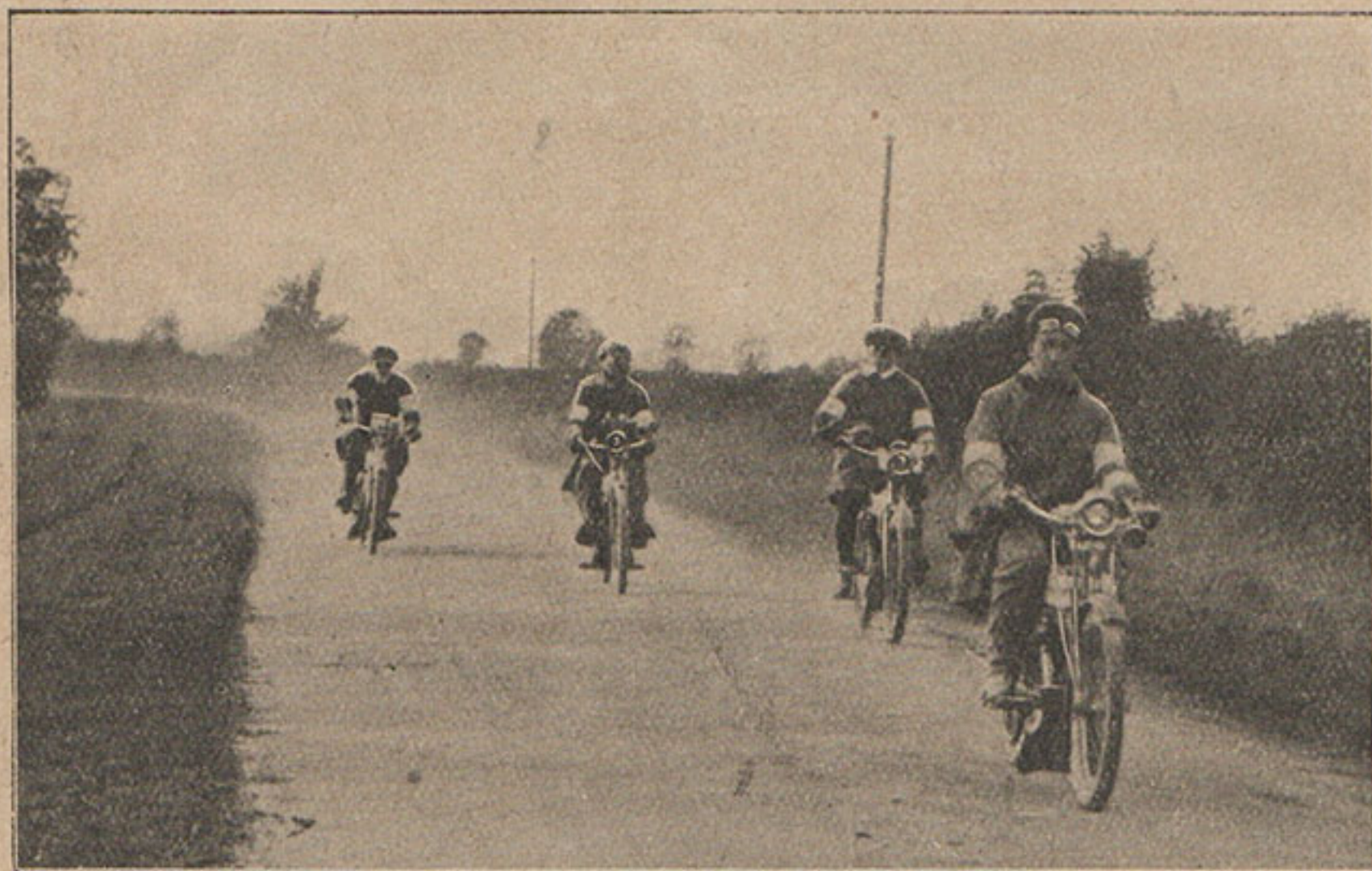
for breakfast and an hour for dinner, which I got at Honiton later in the day. What a delightful hill that is outside Chard; my single gear of  $5\frac{1}{2}$  to 1, even with L.P.A., was at a disadvantage. Please remember that my machine weighed 130 lb., luggage on carrier 50 lb., and myself 12 st. 6 lb., and it was asking too much of even a single-gear  $2\frac{3}{4}$  h.p. Douglas to take that lot up a 1 in 12 gradient without hard work on top of a long climb of 1 in 14 after doing 140 miles. About 10 miles this side of Exeter it began to rain in torrents, and soon my rubber belt began to slip so much in the wet that I adjusted the leather one and sailed on triumphantly without a slip. I was very much afraid of water getting at my electric department, but all went well, although I met one poor chap with a 5 h.p. twin who had water in his magneto, and was just putting up at a farmhouse to clear it out. He refused to delay me when I offered assistance, so I proceeded on my way to Exeter rejoicing, on the Douglas magneto position. By the time I arrived there the rain was just dropping

down anyhow, so I dismounted, and throwing my overalls over the machine, took shelter under the old town hall. Now let me have a good hearty grumble. When are the makers going to realise, as they have already done in the case of the lamp generator, that it would be a happy idea to provide a fixed clip on the handlebars for the horn? Surely this could be done? I have seen complaints in the report of trials about the same thing. My horn, an excellent pattern, has a happy knack of working loose about every 100 miles, and it is the first thing I adjust when overhauling the jigger for loose bolts and screws. Leaving Exeter, after a wait of twenty minutes for the rain-storm to pass, I was directed by a policeman to the wrong road. I have wondered since if that policeman owed me or my kind a grudge, because within a mile I met an awful hill which gave my Douglas and me

quite a lot of work. A gradient of about 1 in 10 leads down into a little valley, with lovely scenery and all that, but one meets abruptly a rise of about 1 in 8.

At the top of this I stopped to consult my strip map of the Land's End road, and discovered my mistake. Let me mention that map reading is one of my special joys, and I was able to discover a by-road via Ide to Alphington which saved me the return to Exeter and that awful dip in the earth. My advice to travellers is to ask for Alphington when leaving Exeter, as the same policeman may be on point duty. The road to Plymouth abounds in beautiful scenery, and is fairly good going. The Plymouth tramlines are not so terrible as those at Exeter, but I felt thankful when I arrived at Andrew's garage at 2.45 p.m., after a run of 217 miles in 13 running hours. I only felt a little tired from having missed a night's rest. Not everyone going west has relatives at Plymouth, but as I happened to have an aunt living there, expense for accommodation was spared.

Leaving Plymouth next day at 9.30 a.m. without



A string of riders on the road near Sunrising, snapped during the A.-C.U. inter-club team championship near Banbury.

that I knew the road to Salisbury well, and this was the portion I covered in the dark. I found the surface fairly good but dusty after I left Camberley. Every motorcyclist who has traversed Hartford Bridge Flats knows them for a beautiful speedy stretch of over two miles, and I let my Douglas purr unrestrained over this part of the journey.

### The Result of a Dry Skid.

Near Andover I met with a little adventure. In a dip of the road, after coasting down a sharp hill, I opened the throttle wider to climb the rise in front, when my back wheel skidded in about three inches of dust, and I dismounted suddenly against my will to examine the road more closely. It was the work of a moment to pick myself up and examine my mount for damages; however, only my lamp had suffered, the glass being cracked and the hood badly bent.

Day broke as I neared Amesbury, and on the Plain some three miles north of Salisbury I stopped by the roadside to fill up the petrol tank. I was well on time, as I had only worked my speed out at 16 miles per hour, and allowed in addition half-an-hour



**SATISFACTION  
GUARANTEED.**

**EXTENDED  
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if you miss one of our September Bargains in Motorcycles. Remember, all Second-hand Machines have been thoroughly overhauled. **Satisfaction Guaranteed. Extended Payments arranged.**

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130. 6 h.p. **BAT-JAP** magneto, and Side-car, lamp, horn, etc. £30  
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1911 3½ h.p. Tourist **REX** (shop-soiled) 39 Guineas  
1911 2 h.p. **HUMBER** (shop-soiled) £33

841. 1909 magneto. **MOTO-REVE** twin £20  
692. 1911 **REX** twin, French grey, speed mod., over-head valves £36  
183c. 1910 1½ h.p. **MOTO-REVE** £19

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15. 1910 5 h.p., 2-speed **REX DE LUXE**, perfect, splendid puller £43  
491. 4 h.p. Twin **WERNER**, spring forks, low £10  
146c. 1911, 3½ h.p., free engine, **SINGER**, hardly soiled Cost £55. £45.

122. 1911, 3½ h.p., 2-speed **HUMBER**, nearly new, perfect £12  
991. 1910 3½ h.p. **BAT-JAP** spring frame, magneto, special machine £24

24. 1910 6 h.p. **CLYNO**, free engine £35  
103. 1910 5 h.p. **RED INDIAN**, nearly new £37

— 1911 3½ h.p. **BRADBURY**, shop soiled £45  
797. 1909, 3½ h.p., 2-speed **P. & M.**, with Millford eastor Side car £43

703. 3½ h.p., 1910 **SCOTT**, 1911 forks and improvements £42  
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101. 1910 8 h.p. **WANDERER**, spring frame, etc. £27-10  
790. 3 h.p. Motorcycle, Vert. Engine £26-10

1911 3 h.p. Twin **WANDERER** (shop-soiled) 39 Guineas. Cost 43 Guineas

123c. 1909 **BAT-JAP**, 3½ h.p., magneto £27-10

1911 1½ h.p. **WANDERER** (shop-soiled) 32 Guineas. Cost 35 Guineas

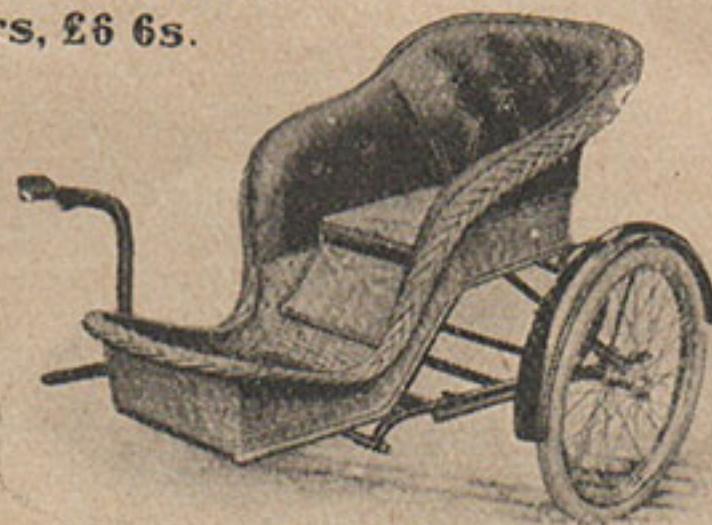
### IMMEDIATE DELIVERY of

1911 Free-engine **TRIUMPH**.  
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All machines offered subject to being unsold.

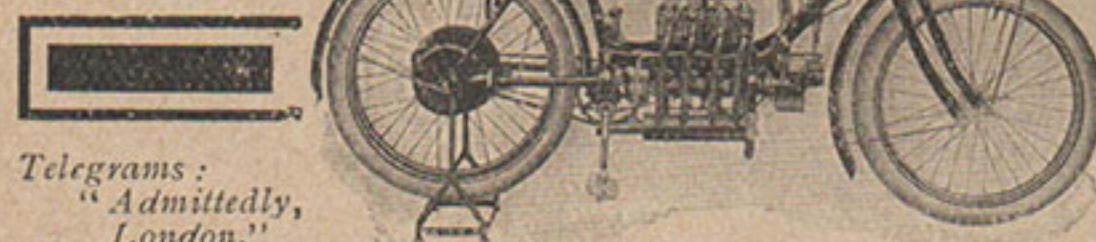
"SERVICE" Sidecars, £6 6s.

Complete with apron, cushion, quick detachable joints. Admitted to be the strongest and handsomest on the market. Immediate Delivery. Fitted free.



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# When the ZENITH-GRADUA is NOT BARRED

In the M.C.C. Hill Climb at Sundon, on Saturday, 9th Sept., five firsts, one second, and two third places were secured by

The Victorious

# Zenith-Gradua

Herts County A.C. Holiday Tour to Kendal.

## The TRIUMPH CUP

Won by E. A. Colliver on a 3½ h.p. Zenith-Gradua.

### M.C.C. HILL CLIMB AT SUNDON.

Class I.—

F. W. Barnes on Zenith-Gradua 1st on Time.  
" " 1st on Formula.

Class III.—

F. W. Barnes on Zenith-Gradua 1st on Time.  
" " 2nd on Formula.

Class IV.—

F. W. Barnes on Zenith-Gradua 1st on Time.  
" " 1st on Formula.

Class II.—

G. Griffiths on Zenith-Gradua 3rd on Formula.

Class V.—

F. W. Barnes on Zenith-Gradua 3rd on Time.

The Zenith-Gradua also tied for fastest time of the day.

Particulars of these Machines sent on request.

**ZENITH MOTORS, Ltd.,  
WEYBRIDGE.**



"ALWAYS  
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For all road conditions

**KEMPSTALL****MOTOR CYCLE TYRES**

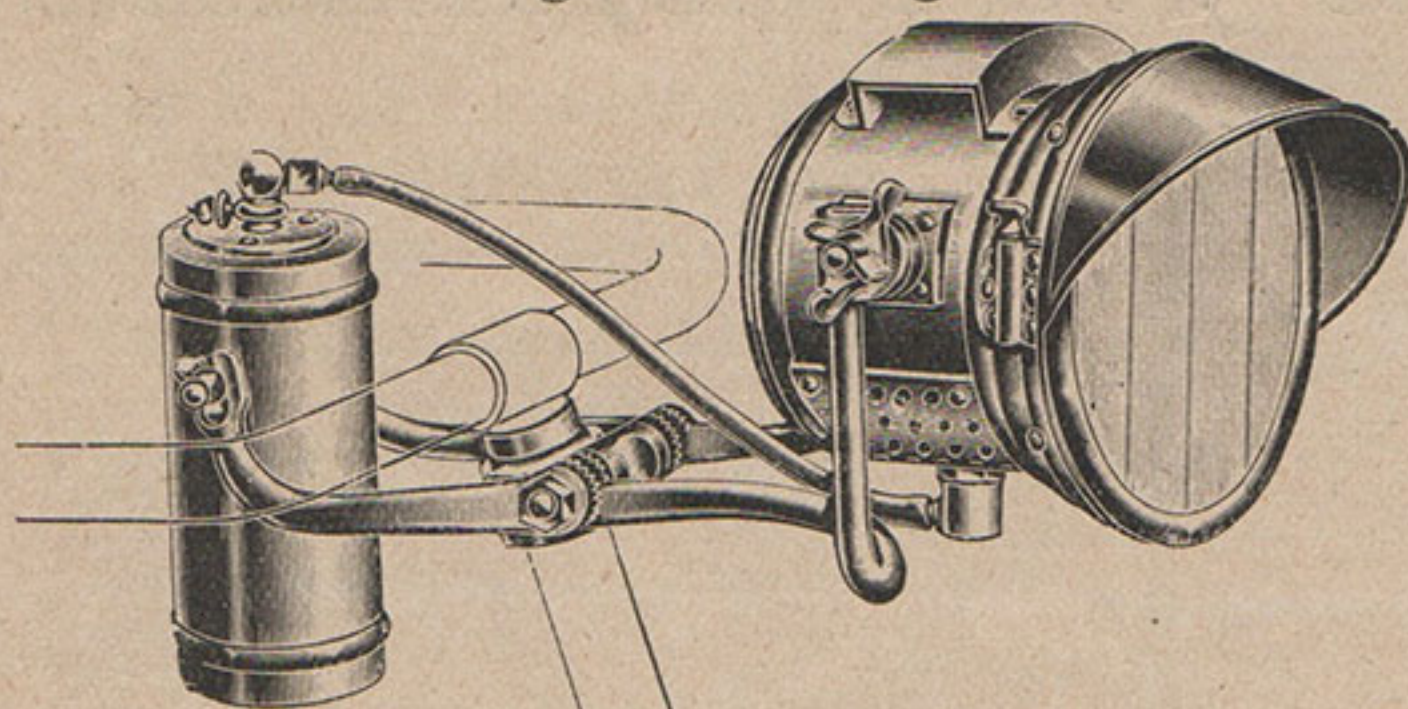
are positively the only tyres on which you are absolutely safe. They hold on wet asphalt or muddy roads, and give that feeling of security which is so often lacking with users of other makes of tyres. Remember Kempshall's performance in the **SIX DAYS TRIALS**, in which they not only won **7 GOLD MEDALS** but gained the **TEAM PRIZE** for the **THIRD YEAR IN SUCCESSION**.

Write for particulars NOW, post free upon request.

The **KEMPSTALL TYRE CO. (of Europe), LTD.**, 1, Trafalgar Buildings, Northumberland Avenue, London, W.C.  
 Telephone—No. 244 GERRARD (2 lines). Telegrams—"Studless, London."  
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**"GOLDENLYTE" CYCLE LAMPS.**

Replica of the famous Motor Lamp. Has the following advantage over White Lights:—

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- Diameter of front, 5½ in.

Price, Nickel-plated ... .. £1 : 15 : 0

**S. SMITH & SON, Ltd.** (HOLDERS OF SIX ROYAL WARRANTS), **9, Strand, London.**

**The  
"A-L" Generator.**

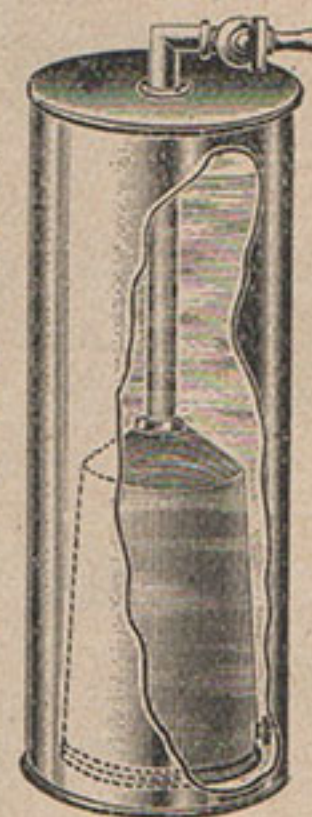
Undoubtedly the best Generator yet produced, because it is the most simple.

There are no valves to leak. It may be lighted many times without re-charging.

**Prices—**

Capacity ½ lb., height 8 in., width 3 in., £1 : 2 : 6

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Our **Special Lamp Bracket**, with which Lamp or Generator can be set at any angle, price **10/6**

For Lamp only ... .. 7/6



## A Week with a Lightweight (contd.).

having to do anything more than fill up occasionally with oil, petrol and carbide, and having paid the horrible charge of 6d. for garage accommodation, I advanced on Truro via Torpoint, over the ferry, Liskeard and Bodmin. This route the garage people told me was much the best, and I certainly found it good. Most of the road was composed of the native granite, and a better surface I have never found. The first part of the route is magnificent—wooded hills and fairy dells; in fact, there are glorious views that I would not have missed for much. After leaving Bodmin, the character of the ground seems to alter entirely, and I was spinning through a bleak county with tin mines dotted here and there on the distant hills. Across Tregofs Moor is a straight bit of fair road for about two miles, and a cloud of dust in the distance heralded the approach of a racing car, which passed me at about 50 miles per hour and choked me with dust.

A branch railway runs parallel with the road for over a mile, and I had the chance of a "dust up" with a goods train, the driver of which entered into the race with much spirit. The distance was too short for him to pick up speed, so I beat him at the bridge. I arrived at Truro in good time, 57 miles in just over three hours. At the Newham boathouse I met my brother, who had come by rail from Chester, with tent, camp equipment, and luggage, which I had sent on by train all packed into a stout boat ready for our trip down the Fal. The beauty of this river, which is a tidal one, must be seen to be admired—thick oak and beech woods spreading right down the slopes to the water's edge, winding creeks here and there, change of scenery at every turn. Quaint little houses dotted along the banks are inhabited by oyster men, fishermen and rangers, and a good cup of tea and home-made bread can always be obtained from these people, who are the most hospitable folk it is possible to meet on a journey.

Five days were spent in fishing, swimming and rowing. The river is a quarter of a mile wide, and widens out into Falmouth harbour some four miles down from Truro. Oysters were to be had at 50 for 1s., and we cooked the fish we caught on the banks,

pitched our tent at dusk, and were away at dawn every day. Wasps were our only trouble; the river bank swarms with them, and we had to anchor in mid-stream to have our meals in peace. I have said nothing yet as to the cost of this trip; I will give a table of the expenses I incurred; my brother's account will not matter:—

	s.	d.
Petrol, oil, carbide, garage and food on down journey ... ..	7	6
Half share in boat for six days at 1s. per day ... ..	3	0
Half share in tent and camp outfit bought five years ago at 30s., one-fifth=6s. ...	3	0
Half share in food bought for river trip ...	2	6
Rail charges for luggage ... ..	10	0
Tobacco, postcards and other luxuries ...	10	6
Return journey ... ..	7	6
Total, ...	£2	4 0

My return journey was quite uneventful, and completed in two days as before, and in about the same running times. I was troubled with only one puncture for the whole trip, caused by a flint cutting the side of the tyre when crossing Salisbury Plain. My front tyre, which is a R.O.M., I have ridden over 4,000 miles with only one puncture (touch wood), and



Competitors in the inter-club championship for the "Motor Cycling" cup breasting Edge Hill, where the slow tests were held.

it is still in grand condition. I am only a young clerk who joined the motorcycle ranks last October. Let me advise, in conclusion, that if you want a real good holiday, take somebody's advice and "Go West, young man, go West!"

J. FERRIS.

Recently we tried our hand for the first time at soldering, using for a small repair of latest form of Tinol outfit, consisting of spirit blow-lamp, telescopic soldering iron and the combined solder and flux in the paste known as Tinol. Although perhaps the job did not bear the imprint of the master hand (ours bore the imprint of the iron, by the way), it proved quite satisfactory. As this was the first successful soldering job we had ever accomplished, it speaks well for the simplicity of the Tinol process. Tinol is put up in a paste and also as a hollow wire filled with flux. It is to be obtained from all accessory houses.

A keener competition than the trade v. amateurs, promoted by the Halifax and District M.C.C., and held on 17th September last, could hardly be conceived. Only the utmost reliability of the machines and driving abilities of the riders enabled three competitors to score full points. Two of these were amateurs, namely, F. E. Jackson (3½ h.p. Humber) and C. J. Lumb (3½ h.p. Rex), and the trade member was J. E. Holdsworth (3½ h.p. Rex). The result, taken altogether, was in favour of the trade members, who gained 86 per cent. of possible marks obtainable, against 67 per cent. for the amateurs. These low per-

centages may appear to show a poor standard of efficiency, but rules were very stringent, and arriving home much after dark made running to schedule time very difficult. A pleasing feature was the freedom from punctures, not one being experienced by any member. The hill known as the Ainleys, at Elland, soon tested the climbing abilities of machines, and thus early accounted for many members losing points. The weather was all that could be desired, but the roads were very dusty and cut up in Derbyshire. This is the last competition of the season, although there are three runs still left on the official card.



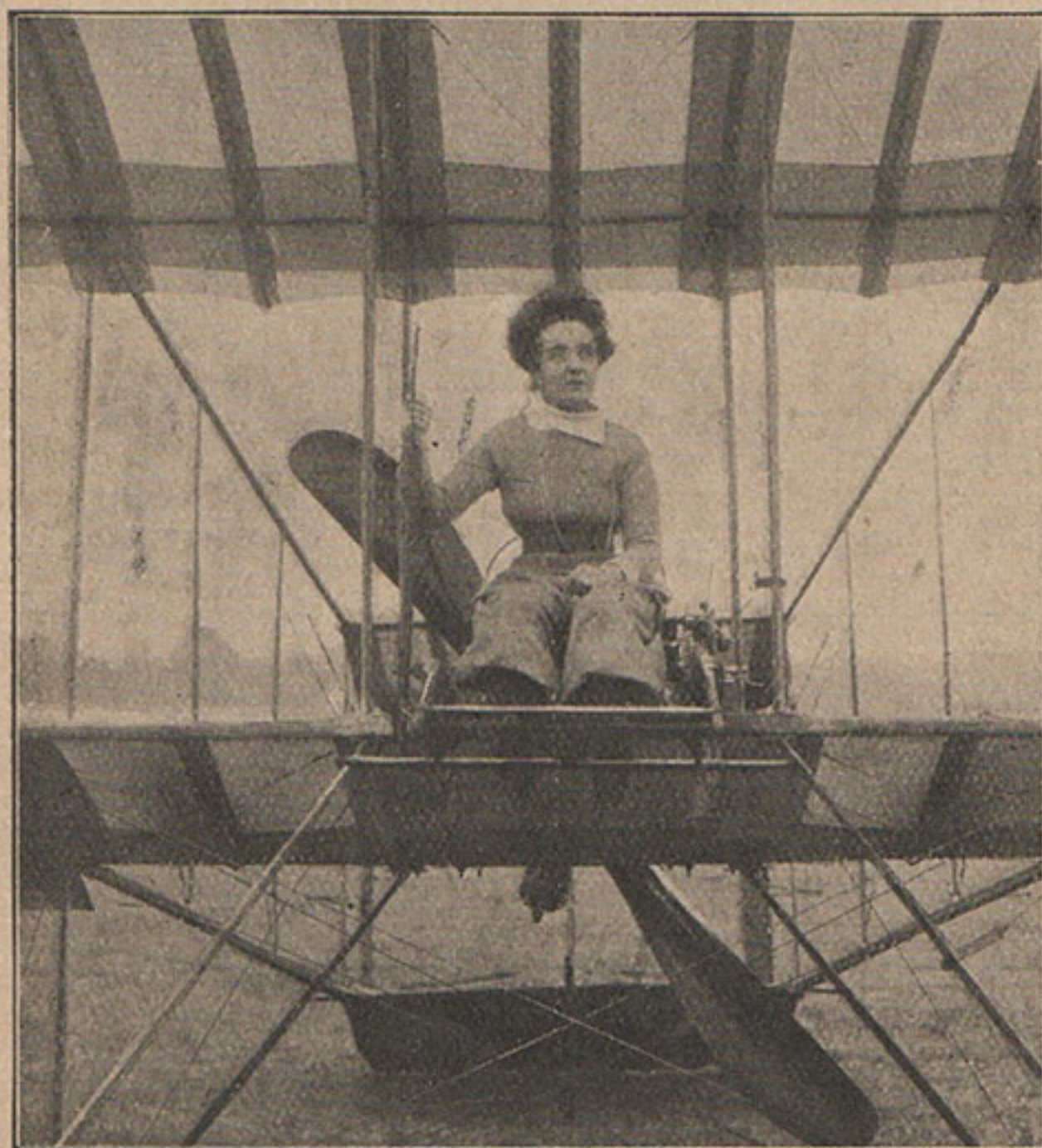
# THE LADY MOTORCYCLIST.

By MURIEL HIND.

## The First English Woman Aviator.

MY readers will, I feel sure, be interested to hear that Mrs. Maurice Hewlett, who flies a Farman biplane, is a motorist. Personally, I take the keenest interest in her career, as I have had the pleasure of knowing her for some years. This intrepid lady has recently obtained her pilot's certificate from the Royal Aero Club, and so gains the distinction of being the first woman of British nationality to pass this test. Mrs. Hewlett asks me to contradict the statement that she does not intend to fly professionally. This is wrong, as the case is just the opposite. She may even go to America to fly, and also wishes to construct a machine in accordance with her own ideas. My friend is a partner of the Hewlett and Blondeau flying school at Brooklands. I feel sure we all admire her pluck. As far back as 1906 Mrs. Hewlett and I covered many hundreds of miles together, as she was passenger on a 9 h.p. Singer tri-car, both for one of the London to Edinburgh 24-hour trials, and also in the A.C.U. Six Days End-to-End Trial, in the same year. One could not wish for a better passenger, as being a motorist of long standing, starting in 1902 on a 7 h.p. Panhard, she was thoroughly well up in the mechanism. In the year following the trials just mentioned, Mrs. Hewlett bought a Lagonda tri-car, which she entered for several events, including the Six Days, when she took her son as passenger.

Few women really enter into the spirit of motoring as she has done. No repair was too tricky, dirty or involved too much trouble for her to tackle. We went through all sorts of funny experiences during the time we "moted" together, and we had our bad as well as our good times, as even in 1906 motors were not perfect, and had their off days. I hoped my friend would take up motorcycling, but perhaps flying is even greater sport. Not having tried it yet, I cannot say.



Mrs. Maurice Hewlett, an erstwhile lady motorcyclist who has now taken up aviation.

## How to Proceed in Case of Break-downs.

It is always rather an unpleasant moment when the engine suddenly stops of its own accord, and one is not sure of the reason. When this happens with me I always have a hurried glance at everything as I dismount, in the hope that as I do so, I may discover the cause of the stop. Should one have trouble actually in a town, when riding alone, the best way out of the difficulty is to go straight to the nearest garage; as, if a woman is seen to be doing repairs on her own, a crowd of loafers soon collects. There are few things more embarrassing than working in front of a critical audience, especially when time is of great importance, and the repair one that calls for skill. Out in the country, of course, it is a different thing, and we can tackle our own adjustments and break-downs at our leisure, without an audience, usually with success.

In these cases, of course, one should notice how the engine stops, as this is often a guide as to what is likely to be wrong. Probably we all have a fair idea what parts are most likely to fail, and these we look to first, and, having ascertained the trouble, proceed to put things right so that we can get going again. It never pays to be in too much of a hurry over a job of any sort, or it may end in the work having to be done again. I must readily admit that punctures are a great nuisance and waiting while a patch sets is an annoying waste of time, but if one is in a hurry, it pays to do the thing well, as the proverb says, "a stitch in time saves nine," so possibly the same adage applies in this case. The time spent in waiting can be profitably spent in making sure that there are no other nails, thorns, stones, etc., in the cover, and so possibly prevent trouble later on. The occasion when one especially wants patience is when a nail or piece of stone gets right inside the tube, and can only be felt and not seen. Some folks dislike using butt-ended tubes, but these fittings are certainly trouble-savers, as instead of locating and repairing the puncture and waiting for the patch to stick, all that has to be done is to slip out the old tube and put in the new one. The spare, needless to remark, wants careful packing, or when it is required, it may be found chafed and useless.

A small waterproof bag with a little French chalk in it, is the best thing I have met with for packing the tube in, as it takes up little space, and is no weight. Two little things, that may one day, be of use, are (1) a piece of rubber-piping of small diameter, which can be used as an emergency petrol pipe, should there be a breakage, and (2) some insulating tape, which comes in handy if any of the rubber covering gets worn off the electric wiring, when the tape bound round the spot will prevent shorting of the current. Now and then it is as well, especially before a long ride, to look over the kit of tools and spares, and make sure that they are all in their places. These things have such an extraordinary knack of getting "lost" or falling into other peoples kits, that they require a good deal of looking after. It is absolutely maddening to get stranded on the road, all for the lack of the necessary tool or spare that would effect a repair. Alas, I speak from bitter experience!

*A splendid opportunity of getting in touch with and cultivating the rapidly enlarging Colonial and foreign markets for motor-bicycles is offered in the Export Number of "MOTOR CYCLING" which is nearing completion.*



# AMULREE

with its severe  
gradient, hair-  
pin corners,  
and rocky sur-  
face has no  
terrors for the

## Indian

At the **EDINBURGH and DISTRICT Motorcyclists Club, Limited, OPEN HILL CLIMB**, at Amulree, on Saturday, 18th September, in spite of a strong head wind for competitors to fight against, **INDIANS** were successful in every event in which they were entered, as the following results show:—

- Class 1. Novice.**  
Mr. Nicholson, 5 h.p. **INDIAN**, First on time and formula.
- Class 4. Handicap. 600 c.c. and upwards.**  
Mr. A. H. Alexander, 7 h.p. **INDIAN**, First on time and formula.  
Mr. J. W. Adamson, 7 h.p. **INDIAN**, Second on formula.  
Mr. J. R. Alexander, 7 h.p. **INDIAN**, Second on time, Third on formula.
- Class 5. Handicap, Novice.**  
Mr. Nicholson, 5 h.p. **INDIAN**, First.
- Class 7. Unlimited, Scratch.**  
Mr. A. H. Alexander, 7 h.p. **INDIAN**, First.  
**Fastest Time of the Day.**  
Mr. J. R. Alexander, 7 h.p. **INDIAN**, Third.

**END-TO-END 1910:** Remember, the **INDIAN** in the **A.C.U. TRIALS** last year was one of the three machines to climb this severe hill, gaining, too, full marks for so doing.

Still another Success in **SCOTLAND. The Scottish Border M.C.C. OPEN HILL CLIMB** at Lanton Hill, nr. Jedburgh, 16th September.

- Class 3. Multi-cylinder Handicap:**  
Mr. W. J. Burn, **INDIAN**, First on formula.  
Mr. J. R. Alexander, **INDIAN**, First on time, and **Fastest time of the day.**

**INDIAN MOTOCYCLES**, although fast on the track and on hills, are ideal machines for touring. The wonderful Carburettor which is fitted to all Indian motorcycles allows the Big Sevens to be driven at almost a walking pace with ignition fully advanced—a feature not found on any other high-powered machine.

Full Particulars on application to—  
**THE HENDEE MANFG. CO.,**  
**178, GT. PORTLAND STREET,**  
**LONDON, ———— W.**  
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S. &amp; H.



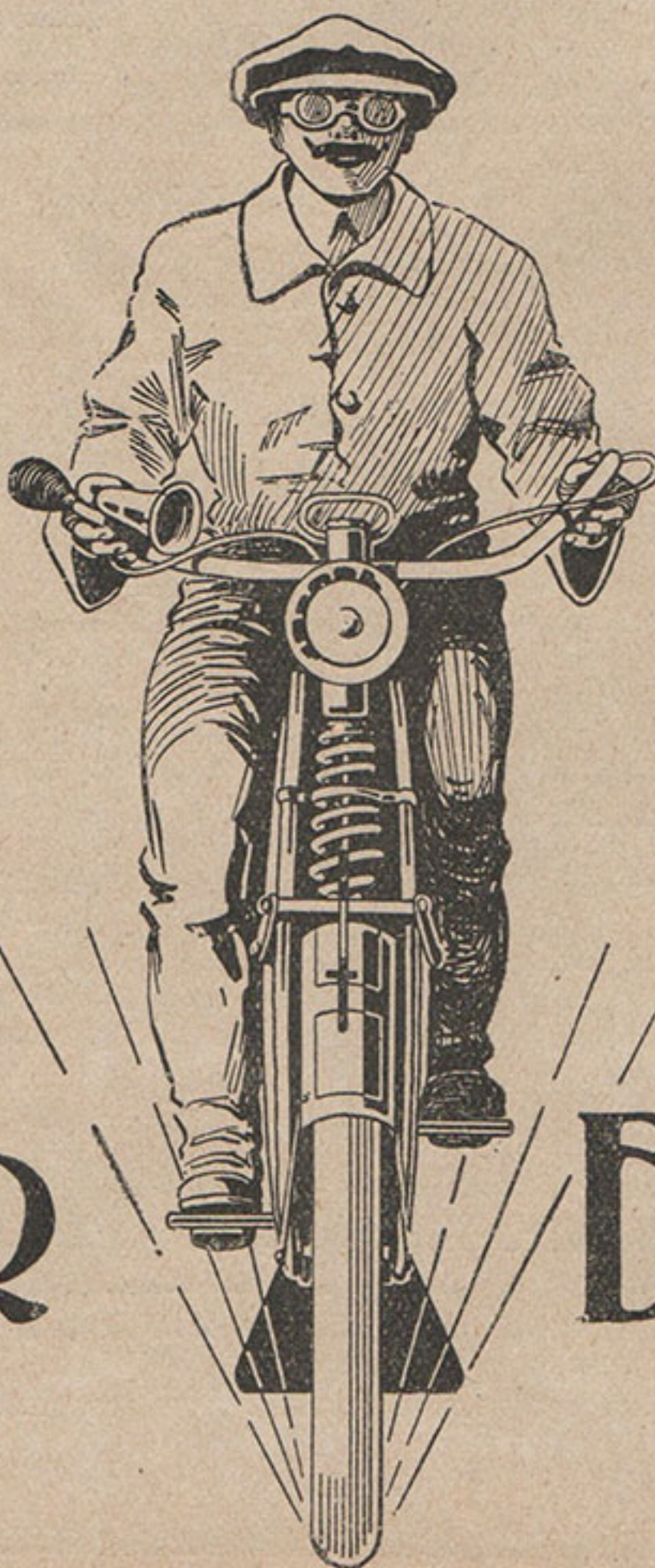
# BSA

When purchasing a Motor Bicycle see that you have a B.S.A. Not only does it embody several exclusive refinements, which all tend to make motor cycling more enjoyable, but

## EVERY PART IS INTERCHANGEABLE,

so that in case of necessity replacements can be readily obtained. There is also another point which every motor cycle purchaser should bear in mind, that is—every B.S.A. Motor Bicycle turned out is uniform. The B.S.A. you buy will be the same as the one you recently saw on the road—the one which the owner spoke so highly of.

*The name B.S.A. has always stood for the Best in Rifles; for the best in Bicycles. It also stands for the Best in Motor Bicycles.*



*Write for Book of the B.S.A. Motor Bicycle to*  
**THE BIRMINGHAM SMALL ARMS CO., LTD.,**  
 101, SMALL HEATH, BIRMINGHAM.



# MOTOR

FIXED ENGINE MODEL,  
£50.

# BICYCLE

FREE ENGINE MODEL,  
£56 10s.



## Belts for Passenger Work.

THESE seems to be but one point about which the owners of passenger belt-driven machines agree, which is that belts give considerably more trouble than on a solo machine. Inasmuch as the average motorcyclist is not able to change his motor-bicycle frequently, he is apt to think that the particular machine he has himself must treat belts in the same manner as every other machine. As a result one man stands by the rubber belt, another by the plain leather one, while a third pins his faith to a chain-belt. A study of their different machines will probably reveal a state of affairs something like this. The advocate of the rubber and canvas belt has a large front pulley, very likely mounted on a counter-shaft and driven by a chain from the engine, an efficient clutch and a two-speed gear. The believer in the plain leather belt has a low-powered single-speed machine, fitted necessarily with a small engine pulley, and very possibly the belt pulleys are out of truth as well. The combination chain-belt drive is found on powerful machines, especially in conjunction with a variable pulley. It is also often to be met with on those machines whose owners lay great stress on reliability and absence of necessity for belt adjustments on the road. There can be little doubt that for flexibility and cleanliness the rubber belt scores, but it will not survive a long period of knuckling over a small pulley. Rubber slips in the wet far more than leather will do, and the rubber belt may have the fastener pull through oftener.

## Carburettor Adjustment For Slow Running.

IN the ideal motor-bicycle carburettor it should be possible to vary within the widest possible limits both the petrol and air supply. By this method the carburettor can be correctly set for every possible contingency. For slow running in traffic, for high speed on a low gear, in winter and in summer, the infinite control of both petrol and air could then be adjusted to provide a perfect mixture. In several of the latest pattern motor-bicycle carburettors this range of control is allowed, but in the older patterns a simpler, if less flexible, adjustment was provided. Indeed, lack of flexibility was probably one of the worst faults of carburettors of five or six years ago. With the ancient vaporizers one could not throttle down an engine to anything like the speed that is possible nowadays. For slow running it is necessary for both the petrol and air supply to be cut down to the very utmost; hence the popularity of pilot jets on cars. Those of our readers who only close up their jets, leaving alone their air supply, cannot expect to obtain slower running for the very simple reason that they have materially weakened the mixture. What they ought to have done was to close up the air supply whether it be admitted above or below the jet, at the same time as they decreased the petrol, and having done this they will find a very marked difference in the slow-running qualities of their machines. In view of the rapidly-approaching winter, bringing with it cold, damp atmosphere, it would be well for readers to look to their carburation, for the riding conditions are changing suddenly and a different carburettor setting will be imperative throughout the winter.

# MotorCycling

Conducted by

EDMUND DANGERFIELD

(Conductor of "THE MOTOR," "CYCLING," and other journals)

Assisted by a

STAFF OF PRACTICAL MOTORCYCLISTS.

Manager: ERNEST PERMAN

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## The Farlow Bank Hill-climb.

THE run on Farlow Bank continues, and every evening during the past week the now famous test hill has been the scene of many attempted climbs. But up to the present, so far as we are aware, not a single rider has succeeded in making a clean ascent of the hill at the first attempt, and for this reason alone we

advise those who intend entering for the next Quarterly Trial on 14th October to pay a visit to Farlow and learn the hill. Otherwise, however good their machines may be, they will be liable to a sudden and unpleasant surprise. The wisdom of including such an exceptionally steep and tricky hill in any officially observed trial has been questioned in some quarters on the grounds that too much value is placed on the knowledge of the corners, thus putting a premium on those who are able to practise beforehand. But in answer to this it is only necessary to point out that the hill can be climbed and that if a rider can take the corners slowly enough and has either a sufficiently low gear or else a sufficiently powerful engine at a low road speed he will have no difficulty in negotiating the hill. After all the ideal motor-bicycle should be capable of being driven by a novice wherever there is a road even if it be of the worst possible description. To those of our Midland readers who have not yet essayed the climb, but intend to in the future, we would give the following advice. First, gear low; second, ride the bends slowly; and third, keep wide at the second corner and then cut across to the far bank. These hints are the result of practical experience on the hill, and should materially help a rider in making a clean ascent.

## The Noise Nuisance.

WE are not surprised that a complaint of noise in regard to motor-bicycles has been made at last by a man in a public position, a chief constable, to wit, who has sent a formal complaint to the A.-C.U. This quickly follows the protest of the Police Commissioner of London on the same matter, though in that case it was concerned with night riding. The Police Commissioner went so far as to say that, failing some steps on the part of motorists themselves, there was a possibility that legislation would be framed to repress excessive noise. The justice of the latest complaint is admitted in the decision of the A.-C.U. to use all its endeavours to prevent riders from allowing their machines to cause excessive and unnecessary noise, and officially to condemn annoyance caused in this way. This is quite the proper step, and will be welcomed by all those who wish to uphold the credit of the sport in the eyes of the general public, from which recruits must come. In America a national campaign has been instituted against the "open muffler boob," and it is best that he should be treated with aversion in this country.



# SPEED & SPORT ON A MORGAN RUNABOUT

**C**RITICS may criticise from lack of experience, and croakers may croak in sheer ignorance as to the decadence of the three-wheeler, but let them take one of the latest patterns of these machines for a lengthy test on the road, and they will quickly alter their opinions. After a trial of the 8 h.p. twin Morgan runabout, both as a single and double-seater, extending over 300 miles, I must admit that it is one of the sportiest and speediest little vehicles that I have ever driven. Indeed, barring a T.T. motor-bicycle and a 75 h.p. Bianchi car, I have never been on anything that gave me more pleasure on the road.

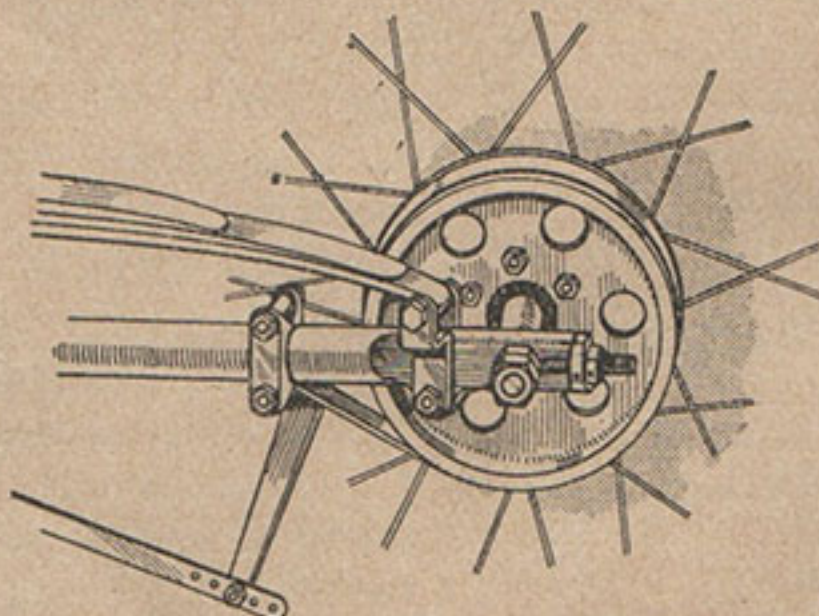
Let us consider this little three-wheeled marvel, which only weighs 3 cwt. and yet goes like a 40 h.p. car. This is the proposition we have to face. The outfit costs something like £90, and when compared with a two-speed motor-bicycle, possesses the following advantages. It is weatherproof; by which I mean that one does not have to wear grotesque-looking overalls in order to drive it. It is comfortable, for one does not sit perched up on a saddle, but instead there is a comfortable seat with a back for one to lean against. Then there is more room for luggage than there is on the motor-bicycle. It is quite a simple matter to take a really big suit case on the Morgan instead of sending it by train, as I should have been obliged to do had I travelled on the motor-bicycle. These are just a few of the points on which the three-wheeler scores.

Regarding the machine as a two-seater, there can be no two opinions. Let anyone try the Morgan, and I'll warrant that he will forsake the unmechanical side-car for ever. Though the seating accommodation is rather cramped—a brace of Rupert Mays could

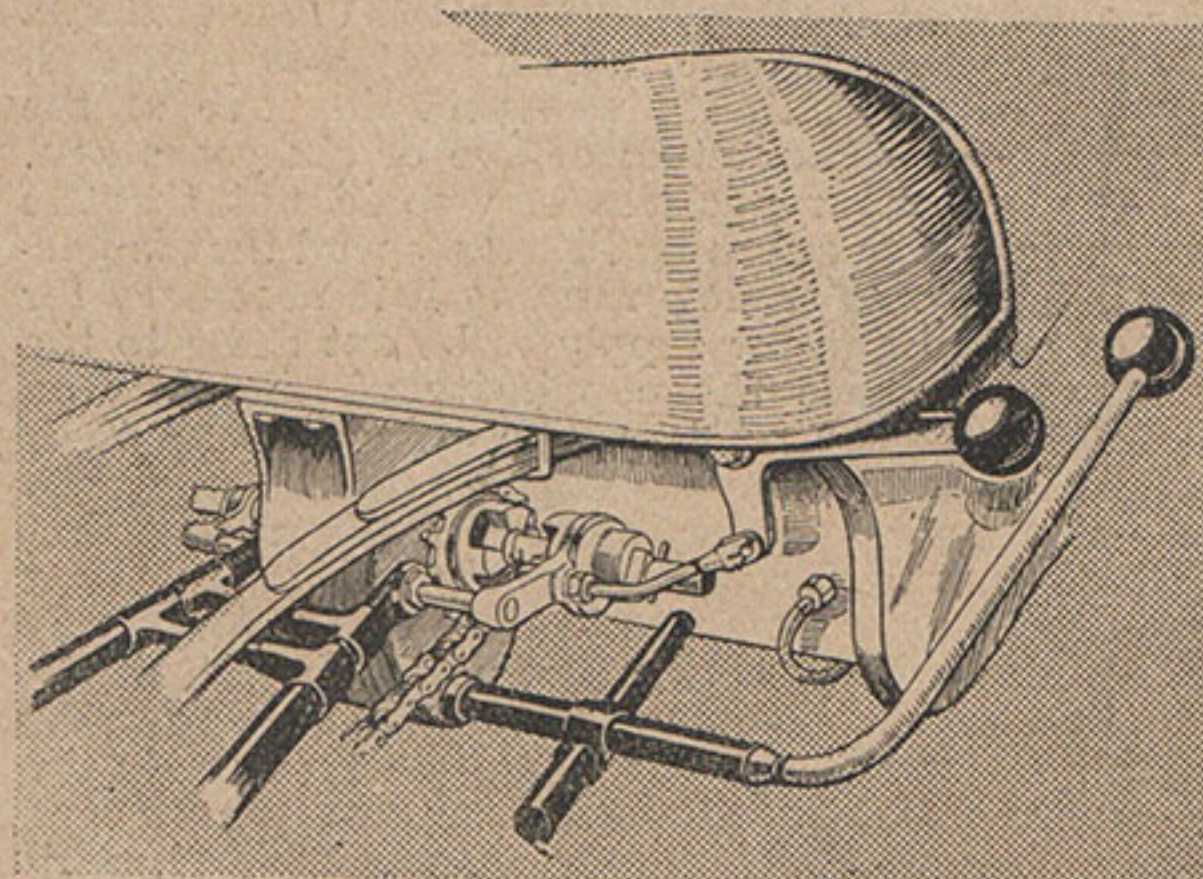
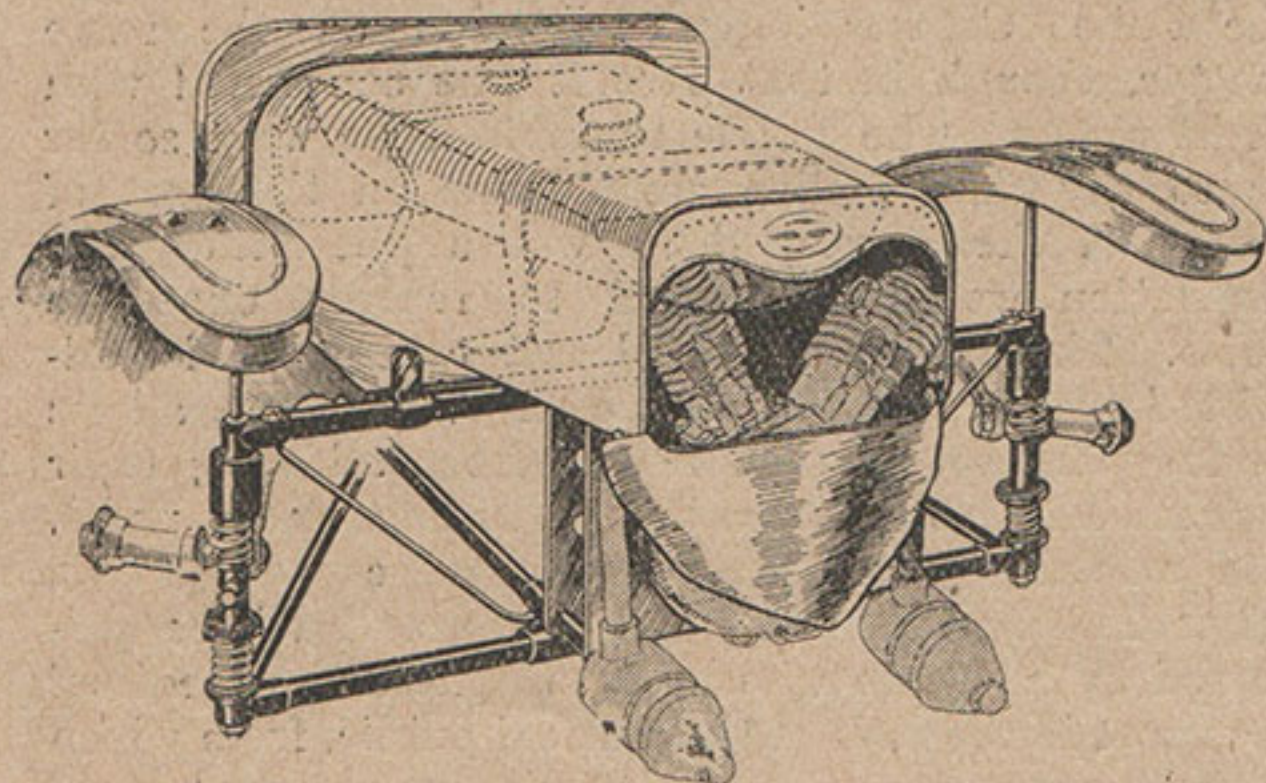
hardly be packed in it—the positions of the driver and his passenger are comfortable and sociable. Both are protected from the weather, whilst the no-trouble shaft and chain transmission system and wheel steering are other points to win favour with the erstwhile side-carist.

One thing more, and I will progress with the tale of my adventures on the road. I found that the machine ran more sweetly with two up than when driven solo. The back wheel held the road better, the vibration was less at speed, and the whole affair appeared to run more steadily. The weight of the passenger seemed to bring with it a sobering influence on this festive little car.

But let us to the road. It was after the A.C.U. club championship trials at Banbury the other day that it came to pass. It had been arranged that Mr. Morgan, the designer of the runabout, should take me to Moreton-in-Marsh, and, on the way there from Banbury, should instruct me in the art of three-wheeling. His machine had already done 160 miles non-stop in the trial when we left the Red Lion and drove out into the pitchy night. The road was strange, but even then I could tell that the speed was high, as the water was streaming from my eyes. We reached Moreton in safety, and then I was left by my preceptor to drive the machine all by myself. I found no difficulty whatever in this, and arrived at a relative's house a few miles distant non-stop. On the next day, according to instructions, I oiled up the front springs, the chains (of which there are two), and suggested to the avuncular one that he might like a spin. As he drives a 15 h.p.



How the back wheel of the Morgan Runabout is sprung.



Mechanical details on the Morgan Runabout. (Left), the system of springing the front wheels. Note how the engine is placed to receive the air. (Right), the countershaft and gearbox showing one of the external dog clutches.



## Speed and Sport on a Morgan (contd.).

car, his impressions of my £90 two-seater may be of interest to other motorists. He admitted the speed and hill-climbing properties of the machine, but noticed the vibration when travelling fast or when climbing all out on the low gear. He also noticed that one collected a good deal of dust, owing to the machine being built so low. Otherwise, I think I am right in saying that he was much impressed.

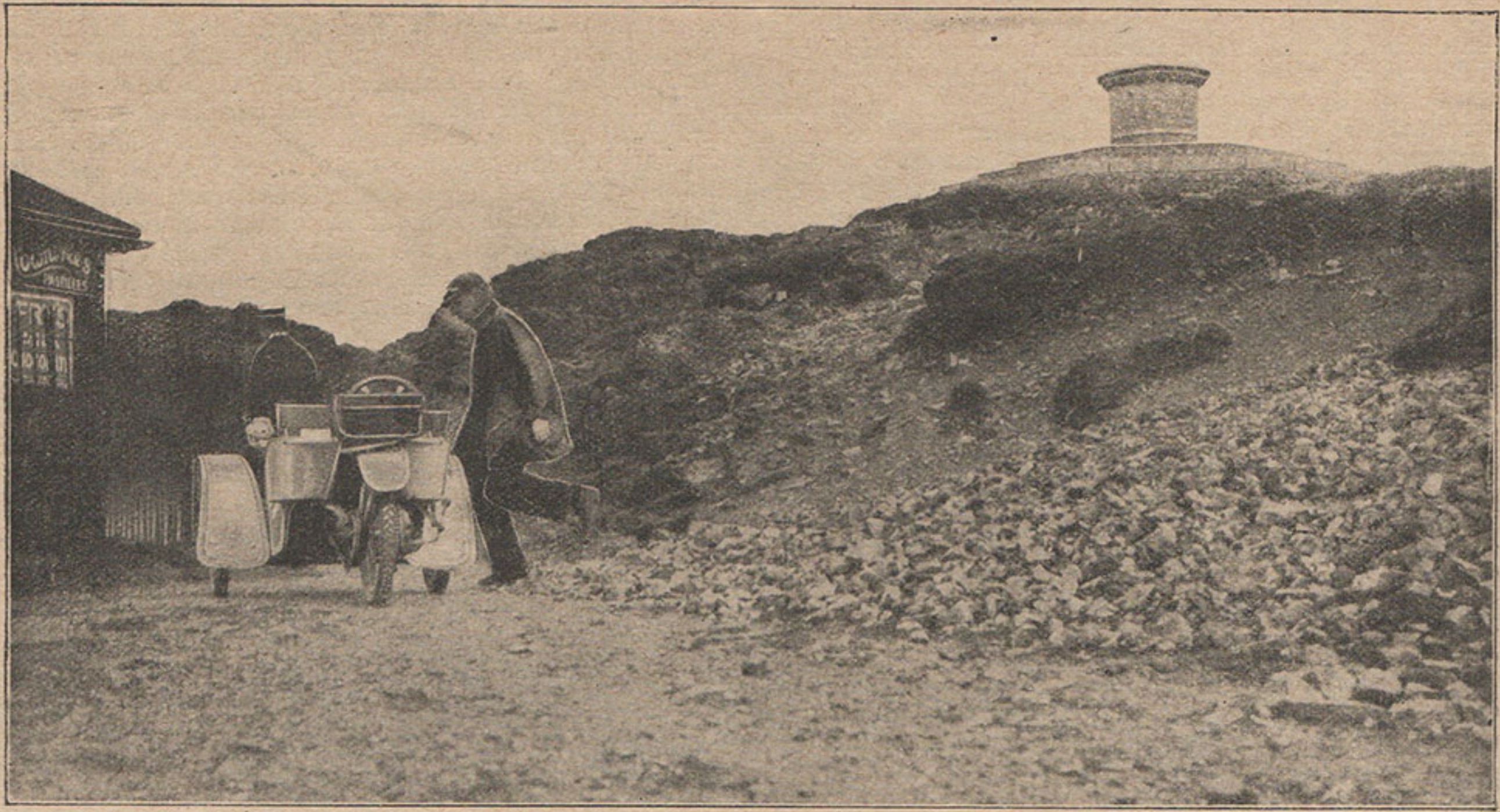
## The Morgan in Pursuit.

Well, after lunch I set out alone to drive the 80 odd miles back to London. This journey was done on top, including the ascent of such pimples as Aston Rowant and the steep little hills between Wheatley and Uxbridge. The time occupied in the journey was—well, perhaps I had better not tell you—because either you would think I was fibbing, or else the A.C.U. would drop on me and I might be suspended. Anyway, you would be surprised. In the neighbourhood of Wheatley, the sound of a piercing exhaust sounded suddenly on my right, and a moment later a big car roared past, with its occupants looking over the side of the body at my quaint little Morgan. They enveloped me in dust, and, as I had not put on goggles, pursuit was useless. However, my revenge was to come, and on running through Wycombe, where the street was up, I again caught sight of the big car. Gradually, unbeknown to the occupants, I gained on them yard by yard. I pumped up pressure in the petrol tank, gave the good twin J.A.P. another pumpful of oil, and prepared for action. Nearer and nearer I drew, the speedometer hand of the Jones slowly mounting up the units. We were now on the outskirts of Wycombe and the big car was rapidly increasing its speed. Suddenly it shot forward with a roar, and I had caught sight of the monster.

ance. Somehow, I managed to get into the back draught of the big car, and was sucked along by the mighty current of air in the wake of the monster. Grit and blinding dust were being hurled back at me, but the gallant little Morgan was holding its own. Up the long hill we flew, the palpitation of the engine shaking the machine to its very vitals. I edged sideways to see if I could pass, but met the wind, and slowed. Back again in the wake of the car, until we came over the brow of the hill, when the big car slowed momentarily and the Morgan waltzed past it as if it was standing. After that I never saw the car again.

The experiences of the run up to London had made me thirst for more, so on Monday afternoon, this time with a passenger, we set forth for another trip. In Bond Street we took a wrong road, with the result that we had to attempt to turn in the street. The car is not fitted with a reverse, and even though we mounted the pavement, much to the amusement of the walkers thereon, we had to get out and push the machine back again so as to make the turn. This operation caused no trouble, as the machine is so light that one man can easily lift the whole of the back part of the body off the ground. Well, we got going eventually, and made for Watford, in company with a Rolls-Royce car, which was not nearly so nippy in the traffic as our little mount. In the Watford limit we got along very nicely on top, as the engine, with the extra external fly-wheel, throttles down very sweetly. Another point in favour of the extra fly-wheel is that it helps the engine to climb a hill. Although the Morgan was never seen again, the





at the summit of the Worcestershire Beacon, 1,395 ft. above sea level. The three-  
wheeled machine climbed non-stop from Ludlow with its full complement of passengers.  
The passenger-machine achieved this feat?

At the first attempt, a jolly good performance,  
the machine knew the hill. The Triumph man  
the bottom part of



**Speed and Sport on a Morgan (contd.).**

retrace our tracks for a mile or more. Then we took the Worcester road, leaving it at Martley and going via Shelsley Walsh in a futile endeavour to discover Ankerdine Hill.

**A Remarkable Climb and a Perilous Descent.**

From Worcester we travelled to Malvern, intending to deliver up the machine to its rightful owners, but as we still had an hour or so to spare we resolved to attempt a bold thing. We planned to climb to the very summit of the Worcestershire Beacon, which rears its head to a height of nearly 1,400 ft. above sea level. We decided to make the ascent via Red Lion bank, which ascends suddenly and steeply from the centre of Malvern, the average gradient for the first 300 yds. being something like 1 in 5. Before taking the sharp right-angle bend I dropped into low gear—clutch out and gear in in half a second—and then the long climb began. Remember that we had never stopped the engine all the way from Ludlow, and realize the severity of the task before the Morgan. Pumping up pressure and oiling the engine occupied us during the first stretch of the climb as we wound our way up past the donkey sheds, up and up, being met here and there by astonished spectators, who looked on at the little three-wheeled marvel with gaping eyes. Up and up, round a hair-pin bend, now up the other flank of the hill we ground our way. Higher and higher, with the view below us ever widening to our gaze. Now on one side a sheer drop for hundreds of feet and on the other the grassy slope of the mountain still stretching upwards. The road sadly degenerated, and we travelled on a narrow grass track round and round to the summit. Narrower and more rocky became the track until at last the Beacon itself came into sight a hundred feet above us. We pumped up pressure, and in a few moments were at the summit, the feat accomplished non-stop with two passengers and a hot engine; a magnificent tribute to the three-wheeled Morgan. After inspecting the stone on which is placed a map of the surrounding country with a "key" to the places that can be observed, together with their correct line of direction, we decided to

descend. Putting the low speed dog in gear and raising the exhaust lifter, we commenced the long drop. I noticed that my photographic friend had one leg over the side of the car, and from his occasional remarks about the precipices on his side of the road I judged that he was in considerable trepidation as to our safety. Especially was this the case when we began to slide bodily sideways towards the yawning abyss. So acute were some of the hairpin bends that twice we had to get out and lift the car round the corners. We might have steered the machine round, but it would have meant going so near to the precipices that the risk was not worth taking, and the passenger insisted, in consequence, on getting out. However, we straightened up, and using first one brake, then the other, and then both together, eventually arrived back in the town in safety. We then delivered the machine over to its makers, and, needless to relate, were most reluctant to part with it.

I feel convinced that when a few more side-carists get to know of the existence of this little three-wheeler, and when they have had time to give the machine a trial, they will fall in love with it as much as I have done. Its lightness makes it extremely easy on the very heavy tyres with which it is fitted; the shaft and chain drive, in conjunction with the double dog clutch system of change-speed gear, the ideal position of the engine for purposes of cooling, the wheel steering and comfortable side-by-side positions of the passengers, are all points that appeal greatly to the motorcyclist. During my 300-mile trial my only involuntary stop was due to an exhaust pipe union shaking loose and causing an otherwise exceedingly silent machine to become noisy. In the garage at Worcester I cleaned a plug; otherwise I never touched any part of the machine with a tool, which is all the more creditable in view of the bucketing about which the machine received at my hands. My latest notion is to have a single-seater with wheel steering, built to my own special ideas, with wind-cutting body and disc wheels à la Brooklands model. With such a mount, I think that I could "whack" fully 70 per cent. of the solo machines on the road, as well as all the side-cars. At any rate, the show is near now, and "nos verrons."

PLATINUM.



Mr. J. W. Adamson, the crack Scottish cornerist, uses all the road and makes the fastest single-cylinder time on his T.T. Triumph in the open hill-climb at Amulree reported elsewhere,



**At the Rendezvous.**

Thursday.—Wolverhampton M.C.C. run to Shrewsbury. Meet Tettenhall, 2.30 p.m.

Saturday.—North Middlesex M.C.C. Petrol Consumption Test. Meet G.N.R. Station, Totteridge, 3.30 p.m.

Inverness and District M.C.C. run to Drumadrochit. Start 3.30 p.m.

Wolverhampton M.C.C. speed-judging contest. Start from Coventry Street, 2.30 p.m.

Sutton Coldfield A.C. petrol-consumption test. Start Midland Railway Sutton Park Station, 2.30 p.m.

**A.-C.U. News.**

At a Competitions Committee meeting of the Auto-Cycle Union, the following business was done:—

The October Quarterly Trial route, as published, has been finally approved.

Mr. A. Sharp has been appointed judge to act with Mr. D. K. Hall, in place of Mr. H. G. Cove, who has resigned and gone to America.

All the claims for speed records have been confirmed officially. These are:—De Rosier (2), Collier (3), Haswell, Moorhouse, and Cox.

The Liverpool Auto-Cycle Club's application for a permit to hold an open 200 miles reliability trial was refused, but, under the exceptional circumstances, a special permit was granted to enable the club to run their trial if they limit it to five clubs.

The A.-C.U. are considering whether they shall extend their jurisdiction to Ireland in order to bring to book the record-breakers in that country. Up to the present, however, they have decided to take no steps in suspending the successful Irish End-to-End record-breakers, as the A.-C.U. domain is confined to England and Wales.

A complaint was received from the chief constable of a certain county where there is a considerable amount of motor traffic, that the motor-bicycles, in passing through his county, make an excessive amount of noise, and asking that steps be taken to minimize this noise. The A.-C.U. decided that in future they will pay more attention to the question of silence in the A.-C.U. Trials than they have done in the past.

**A Composite Photograph.**

On our centre pages we publish some unique photographs of hill-climbing this week. The lower picture is especially remarkable, as it is in reality two photographs neatly joined together. The illustrations depict a club's competition on the famous Amulree Hill and give a good impression of the first hairpin bend. In view of the way the two photographs join together, it is an extraordinary fact that the left-hand one was taken by a Yorkshire man, and the right-hand one by a Scottish photographer. Not only so, but each took his snapshot unbeknown to the other.

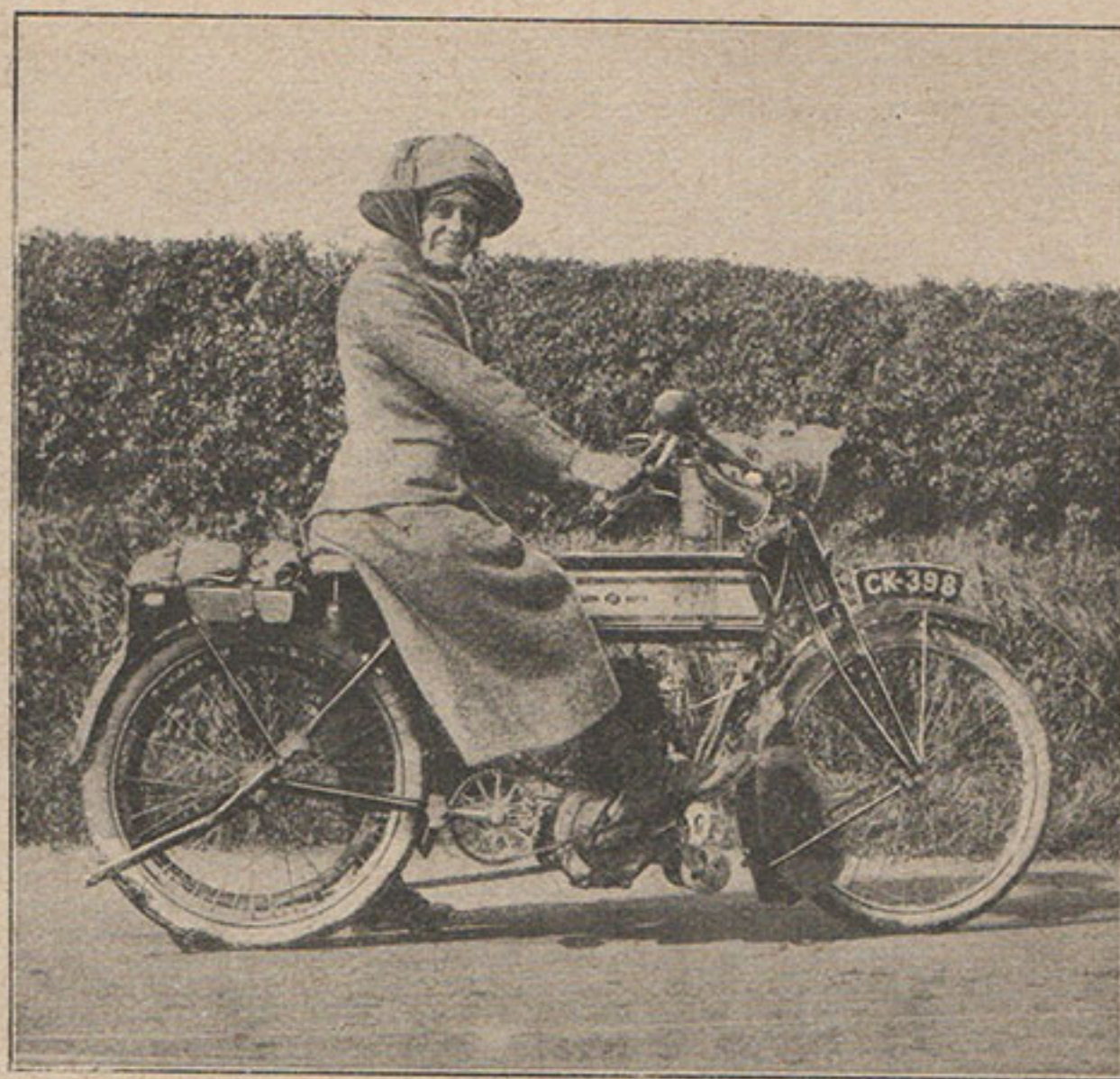
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**A Preston Lady Motorcyclist.**

Miss Maud Ashburner is the first lady in Preston district to set the fashion to her sex, by making use of a diamond frame motor-bicycle. Inconspicuous in her divided skirt, she may often be seen, controlling with consummate ease a fully-equipped  $3\frac{1}{2}$  h.p. man's Rudge-Whitworth, in company with her fiancé. Miss Ashburner was an apt pupil, and was soon mistress of the machine. Her first ride out of Preston was to the Lake District, and the return journey of something over 100 miles was accomplished at an average speed of 20 miles per hour. Her taste for motorcycling was cultivated during side-car runs extending over several thousand miles.

**The Efficiency of the Taxicab.**

How rarely one sees a taxicab in any serious trouble in the streets. There is a reason for this. Two representatives of "The Motor" have recently spent a night behind the scenes at one of the biggest taxicab garages in London. The remarkable system of overhauling every cab thoroughly by a night-staff is the reason for the wonderful efficiency of the vehicle. In a specially-illustrated article in this week's MOTOR, the whole routine which every cab goes through every night is related in every detail, and it forms one of the most interesting and instructive of stories to all classes of motorists.



Miss Maud Ashburner and her Rudge. She is the first lady rider in Preston.



# An Appreciation of the ROVER

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Messrs. The Rover Co., Ltd.,

Dear Sirs,

*I feel it owing to yourselves that I should express my appreciation of your new  $3\frac{1}{2}$  h.p. Motorcycle fitted with the Triumph Clutch in the rear hub. I have just completed the most trying and exhaustive test I have ever given to a Motorcycle, and return with nothing but praise for your beautifully designed machine. I have not been free from involuntary stops, but those stops, without exception, have been either due to my own fault, or as in two cases only, to conditions of riding through which no motorcycle made could possibly, in my opinion, pass without inconvenience to the rider. The machine is not injured in the slightest degree, owing only to the common care any rider ought to bestow. The flexibility of the engine, fuel consumption, sweetness of general running, and general all-round efficiency are nothing short of marvellous. I wish you every success, and can only hope for similar satisfaction from other customers.*

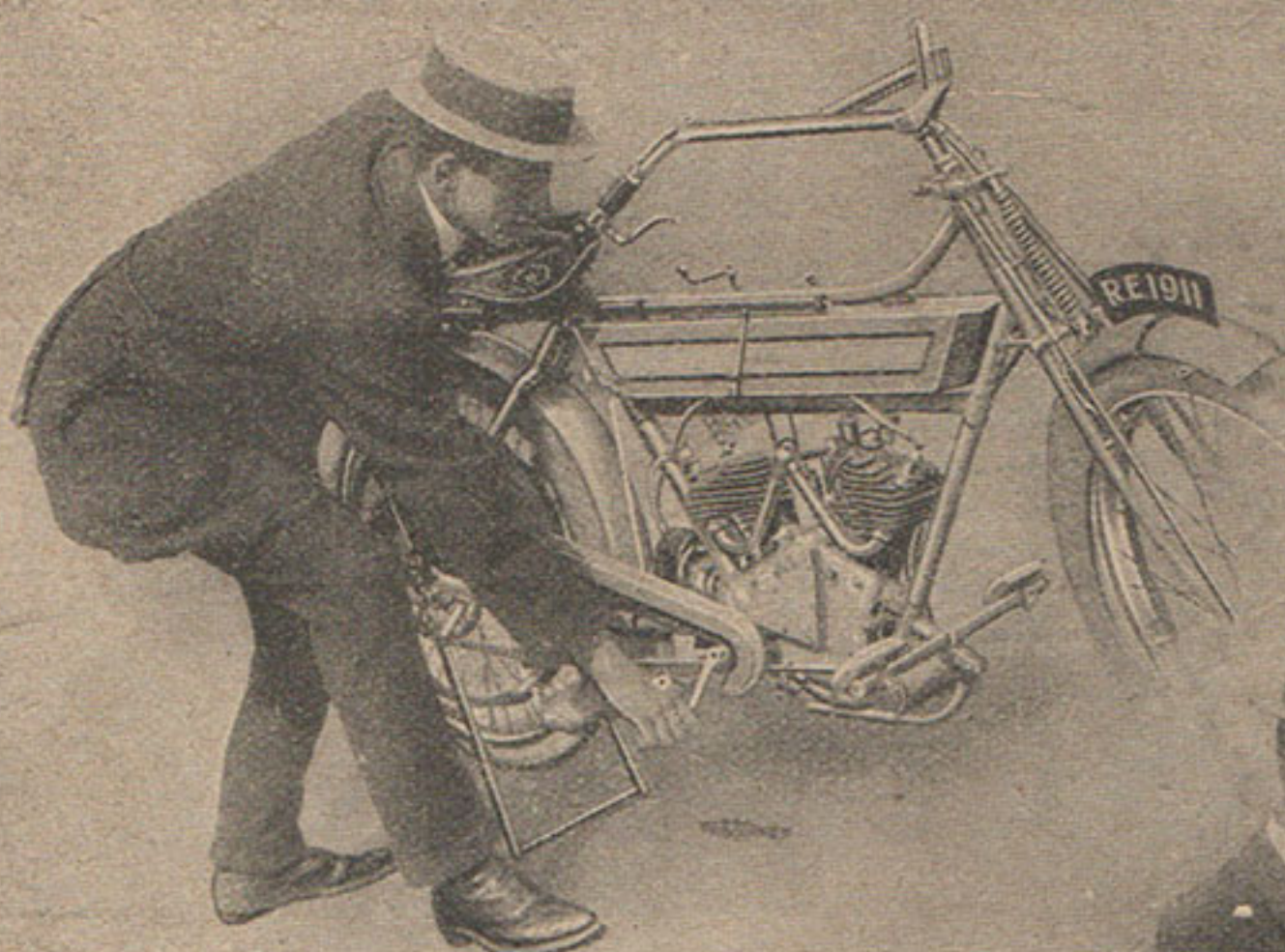
*Yours faithfully,*

G. D. WALLIS.

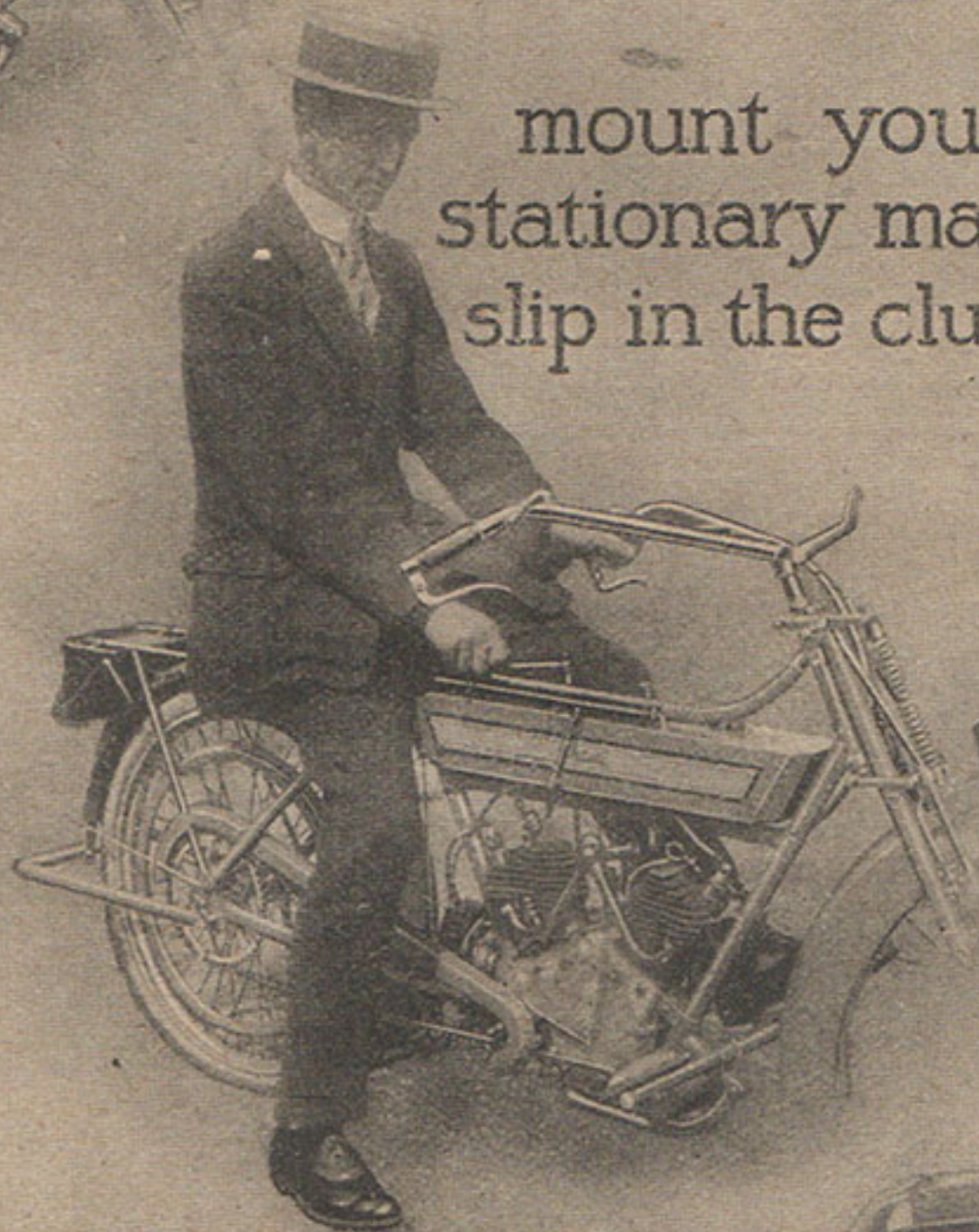
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**COVENTRY.**





You give a half turn  
of the starting handle  
as in car practice —



mount your  
stationary machine,  
slip in the clutch —

*There you have*

one of the many exclusive refinements which go to make the luxurious  $2\frac{3}{4}$  h.p. ROYAL ENFIELD—fitted with our patent two-speed and free engine gear—

**"The most perfect light-weight ever produced."**

Full particulars of our

**Special Slipping  
Clutch, Spring Fork,  
Clean Handle-bar,  
Highly Efficient  
Engine, etc.,**

are given in the Art Catalogue,  
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**ENFIELD CYCLE Co., Ltd.  
REDDITCH.**

And 48, Holborn Viaduct, E.C.

and glide away  
at any speed from  
four to forty five  
miles an hour  
as desired.



# Royal Enfield

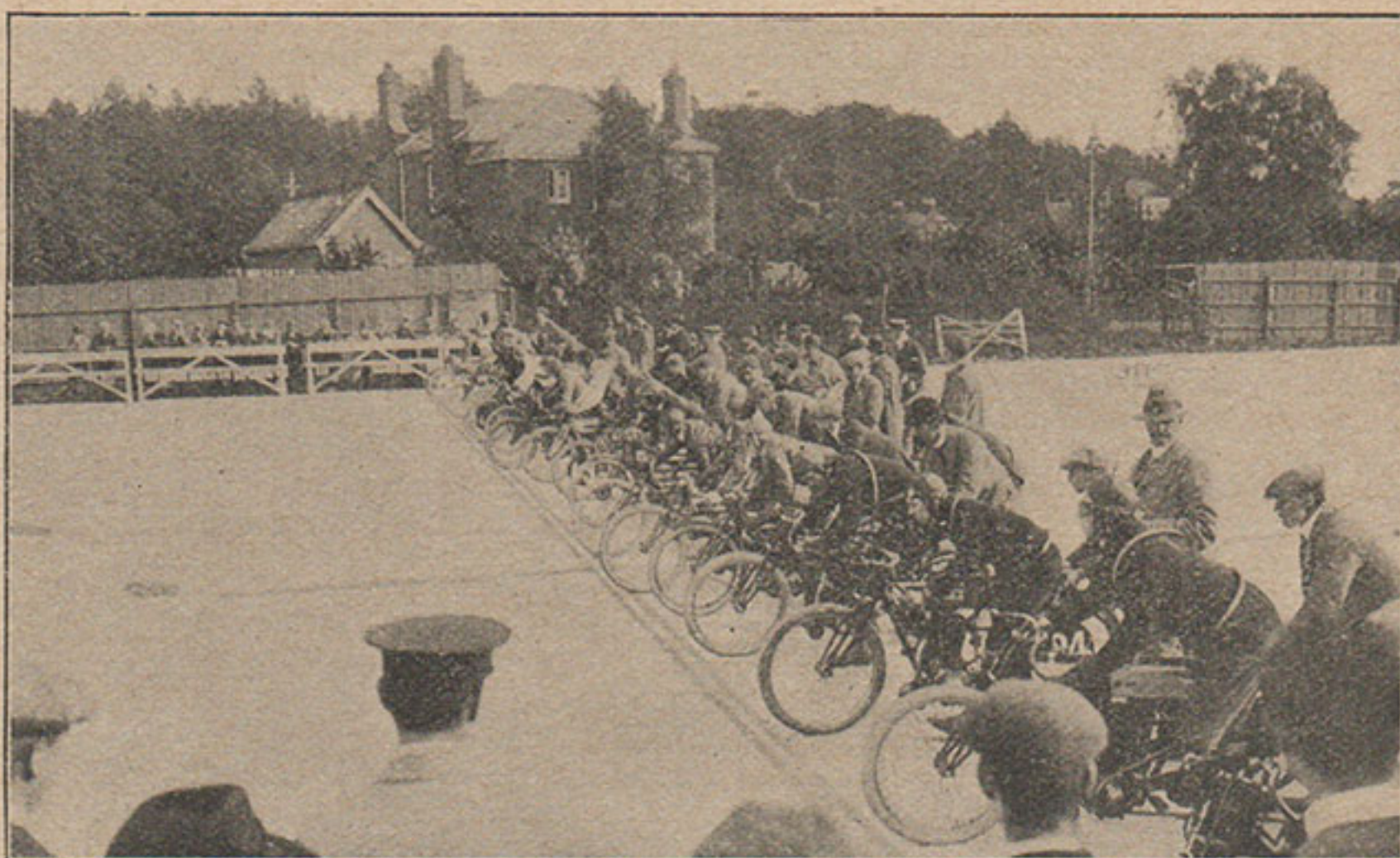


## RACING AT BROOKLANDS.

### Another Record by Mr. J. R. Haswell. A Wonderful $1\frac{3}{4}$ h.p. Machine.

THE last 1911 monthly meeting of the B.M.C.R.C., held at Brooklands on Saturday last provided quite an interesting afternoon's racing. Though there were only two events—the Junior Hour Race and the 100 Miles Record Race—three new records were set up. These were a new hour record in Class A (275 c.c. engines) by Harry Martin (76 mm. by 60 mm. Martin-J.A.P.), distance 54 miles 310 yds.; a new 50-mile record in the same class by the same rider, the time being 55 min. 24½ sec.; and last, but not least, a new 100-mile record in Class C (500 c.c. engines) by J. R. Haswell (T.T. Triumph), the time in this case being 1 hr. 37 min. 52½ sec. The previous record for this class, which had stood to the credit of Jack Marshall for over 12 months, was beaten by 12½ min.

The Junior Hour Race was the first of the two events on the card, and was divided into two classes for 275 c.c. and 350 c.c. engines respectively. In the former, V. Wilberforce, riding Chitty's  $1\frac{3}{4}$  h.p. Fray's J.A.P.; N. D. Slatter, on the same Alcyon that he has ridden in all the reliability trials this year, and Harry Martin were the only starters. In the 350 cc. class, the starters were H. V. Colver (Enfield), Sam Wright and A. E. Woodman (Humber twins), and F. W. Barnes and P. Weatherilt (on Zenith-Graduas). The lead on the first round was at once taken by Colver, closely pursued by Martin and Sam Wright. Poor Woodman, the plucky one-legged motorcyclist, was left badly at the start, but got going after losing three-quarters of a lap. During the next few laps, Weatherilt forged his way to the front, followed by Sam Wright and Martin. A lap or two later, to the amazement of all, Harry Martin opened out his doughty little " $1\frac{3}{4}$ ," and literally leaped past his



The start of the 100 Miles Record Race.

rivals. He held the lead to the end, and set up two new records, an extraordinary performance indeed. Wilberforce was early out of the race through a broken petrol pipe. The results were:—

#### Class A. (275 c.c. engines).

	Distance.	
	Miles.	Yds.
*Harry Martin (Martin-J.A.P.)	54	310
N. D. Slatter (Alcyon)	...	27 311

#### Class B. (350 c.c. engines).

	Distance.	
	Miles.	Yds.
P. Weatherilt (Zenith-Gradua)	51	796
Sam Wright (Humber)	...	50 1,683
H. V. Colver (Enfield)	...	48 420
A. Woodman (Humber)	...	38 83

The big event of the afternoon, the 100 miles record race, open to any machine up to 1,000 c.c., followed.

At the start all got away well, with the exception of S. C. W. Smith (Singer), whose machine refused to start for quite a long time. Naturally, the brothers Collier, on their 984 c.c. big bore twins, made the running, "C.R." on the new chain-driven racer, leading his brother. Later on, "H.A." took up the running, reeling off laps at about 73 miles an hour, so that the hour record seemed to be in danger. Unfortunately, part of Collier's magneto terminal came loose, and valuable seconds were lost in replacing it. Then one of the ignition wires broke, and this so disgusted the rider that he decided to retire, as it would have been futile to think of records after so much time had been lost.

In the meantime, troubles galore had befallen the other riders. Quite early on, Lieut. Stewart (Trump-J.A.P.) ran off the track and smashed up his machine. His face was badly cut, and he was somewhat stunned. No one seemed to know what had caused the accident. Bell, who was riding Luce's Bat, broke a valve, Howard Smith's engine seized, and a similar fate befell the Manxman, Quentin Smith. In this case so sudden was the seizure that the pulley came off at the same time! The Rudge riders, Rhys, Ware, Spencer and Elce, were however going extraordinarily well. The

fastest of the bunch, Elce, was actually clocked to be doing laps at 68 miles an hour, whilst his team men were backing him up well. At the hour it was not surprising to find Elce with the lead, distance 62 miles 1,169 yds., followed by the redoubtable Haswell (Triumph) and the multi-coloured 'Godfrey' (Indian single). Godfrey then stopped for oil, his four assistants firing the contents of their four great oil guns into his tank in about ten seconds. A tremendous duel followed between Elce and Haswell, the latter slowly gaining on his rival. The gigantic McNab was quite out of luck, as he had to stop to change valves once or twice, and rode his last few laps with a stretched valve and absolutely no compression. Oldman (Zenith) broke his oil pipe, and had to retire, whilst Guiver (Kerry-Abingdon) lost time through having to inspect the jet of his carburetter.

Slowly but surely J. R. Haswell forged his way to the front, though he had to keep flooding his carburetter to overcome misfiring troubles, which he thought were due to water in the petrol. He rode the last few laps on a partially deflated back tyre, and probably owes his victory to the self-sealing Hermetic tubes with which his Triumph was fitted. The whose Rudge ran magnificently throughout, finished a good second, whilst the other Rudges gave a splendid team performance. The result was then as follows:—

	Time.
	H. M. S.
*J. R. Haswell (Triumph)	1 37 52
W. H. Elce (Rudge)	1 38 17½
O. C. Godfrey (Indian)	1 42 40½
S. T. Tessier (Bat twin)	1 46 30
H. Spencer (Rudge)	1 59 25½
E. B. Ware (Rudge)	2 5 18½
W. L. T. Rhys (Rudge), 34 laps.	
F. A. McNab (Trump-J.A.P.), 33 laps.	

\*Record for class

J. R. Haswell used Shell spirit, Lyso belt and Dunlop tyres, whilst Harry Martin, in the Junior Hour Race, used Dunlop belt and tyres, Druid spring forks and Amac carburetter.



Mr. Harry Martin ( $1\frac{3}{4}$  h.p. Martin-J.A.P.), winner of the Junior Hour Race.



## INTER-CLUB HILL-CLIMB AT NEWNHAM.

Oxford M.C.C. v. Sutton Coldfield A.C.

ON Saturday last, at Newnham Hill, Daventry, the motorcyclists of the Oxford and Sutton Coldfield clubs ran off a hill-climbing competition. Meeting in Daventry at 3.30 p.m., the members of both clubs were weighed with their machines, and at 4.15 the climb started. Unfortunately, there were no programmes, and, consequently, it was a very difficult matter to determine who the competitors were as they came up. The few spectators who had come to see the climb congregated at the top of the hill, on the very corner of which was the finishing line. Unlike the Coventry and Warwickshire climb, held a few weeks previously, where the start was in the village, the first part of the hill, including the cross roads, was not used.

The first rider was Beard, on his little lightweight New Hudson, but as the man with the white flag at the start forgot to drop it, his time was not taken. This rider weighs 15 stone, and came up very well. Horn, on a Triumph, followed at a steady pace, then Batchelor, on a two-speed Triumph and side-car, failed just before the finish. Dudley (2½ h.p. Hobart) came up at a fast speed. This Hobart was said to be the first of the 1912 models, and attracted much attention on account of its neat finish and pleasing appearance. Askew (Triumph) made a fast climb, followed by another Oxford man, Hardy, on a Norton, who was very little slower. Next appeared two lightweights, Viggers (Enfield) being appreciably quicker than Woodgate (2½ h.p. Singer).

Roper, on his Ivy, swooped up, making equal fastest time of the day. This rider lost his mackintosh and overalls on the way to the climb, between Dunchurch and Coventry, and as it turned out a wet afternoon he missed them badly.

Beard now had his second attempt, and got up this time without using his lowest speed. Jones (3½ h.p. Ixion) made a very fast climb, and, failing to cut out

quick enough, took the corner at speed, and had a very nasty wobble, which nearly unseated him, but he drew up without mishap. It was now drizzling hard, and young Clark, on a red, rakish-looking 3½ h.p. Corah, finished up his speedy ascent by running off the road and cannoning into another motor-bicycle which was standing on the grass, and, though he managed to stick on his machine, his footrest was bent right back. Clark's time equalled that of Roper. Corah, on a similar machine, was not able to do the same pace, but, notwithstanding his weight, went up very well. Pollack (James) was the third rider to accomplish the 350 yards of up gradient in 19½ sec. Whitworth, the hero of Farlow Bank, ascended at his ease on his wonderful little Douglas.

Matthews (Triumph), of whom great things were expected, had his clutch slip as he was getting up speed, and was not able to do better than 27 sec. There was a bit of a wait now while H. Hill, of the Oxford Club, was getting his Bradbury tuned up. Under exceptional circumstances, this rider put up the fine time of 23 sec. The circumstances were these. On the way to Daventry he met a car at a corner, when they were both going fast. The car was on the wrong side of the road, and Hill, to avoid it, had to take to the grass. Unfortunately, he was not able to regain the road, and fell into a gully. Though he was not hurt himself, his Bradbury was practically a wreck, the cylinder was broken, the magneto smashed and its support twisted. This happened at 2.30 p.m., so, pushing his machine into Banbury, he noticed a new Bradbury in a shop window. Without more ado, he removed the cylinder, and tried to get it on to his own machine, but it would not fit the piston, so he had to take off the new piston and fit that to his connecting rod before the cylinder could be put on. Then the new magneto was fixed on, and the ignition timed, and, in spite of about a quarter of an inch clearance between

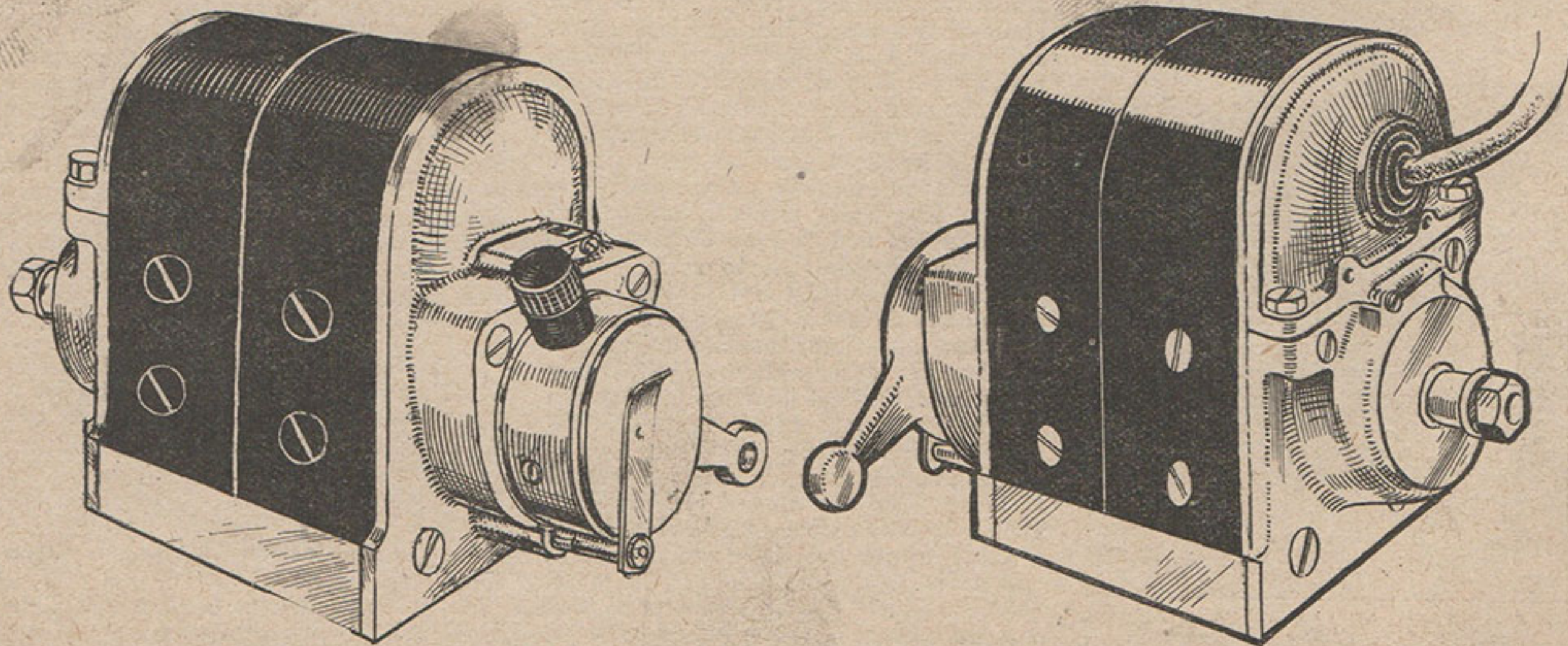
the valve stems and tappets, this intrepid rider got to the hill and made a very good ascent.

Below are given the formula results of the Sutton Coldfield v. Oxford M.C.C. hill-climb. These results are subject to being confirmed by the committees of the two clubs:—

SUTTON COLDFIELD.		Fig. of Merit.
Woodgate (2½ h.p. Singer)	...	24.7
Roper (3½ h.p. Ivy Precision)	...	28.3
Jones (3½ h.p. Ixion-J.A.P.)	...	28.9
Clark (3½ h.p. Corah)	...	31.0
G. Hill (3½ h.p. Rudge)	...	33.7
		170.7
OXFORD.		
Beard (2½ h.p. Hudson)	...	27.2
Viggers (2½ h.p. Enfield)	...	27.6
Askew (3½ h.p. Triumph)	...	31.5
Hill (3½ h.p. Bradbury)	...	34.4
Horn (3½ h.p. Triumph)	...	35.5
Hardy (3½ h.p. Norton)	...	35.2
		191.4

## Coventry and Warwickshire M.C.

At the close of their open hill-climbing competition last week the Coventry and Warwickshire Motor Club held two motorcycling events. Sainsbury Hill, leading up out of the little village of Weston-sub-Edge, near Broadway, in Worcestershire, is a new "discovery" of the Coventry Club, and is about a mile and a half long, very winding, and very deceptive as to gradient, but running up to 1 in 6. The two contests were respectively for the fastest time up the hill and for the slowest time up the hill, and, whilst the first event was won by Mr. A. Elson on a 3½ h.p. Triumph, the latter contest was secured by Mr. J. V. Pugh on a 3½ h.p. Rudge, and it is interesting to note that the times of the respective winners were as 816 to 2,798, the slow race occupying rather more than three times as long as the fast one. The entire interest of the comparison, however, was nullified by the fact that the men were allowed to change their gears between the events. Another year it would be well not only to require that no gear change should be permitted, competitors taking part in both events to do so on the same machines without alteration.



The 1912 Bosch magneto. It will be noticed that the high-tension terminal is now completely enclosed and that the whole machine is made quite waterproof.



## News (contd.).

## Scottish Border Club.

A highly-successful hill-climb was run off on Lanton Hill by the Scottish Border M.C.C. A telephone communication was set up, extending from the bottom to the top of the hill. The results were:—

Lightweights: 1, W. Tait (Enfield); 2, T. Gillies (Douglas); 3, T. Milligan (Douglas).

Single-cylinder Handicap: 1, R. H. Mouat (Rudge); 2, W. B. Smith (Bat); 3, F. G. Martin (Cheviot-J.A.P.).

Multi-cylinder Handicap: 1, W. J. Burn (Indian); 2, A. J. C. Lindsay (Matchless); 3, C. McGregor (Bat).

Fastest Time: J. R. Alexander (7 h.p. Indian).

Passenger Machines: 1, W. B. Smith (3½ h.p. Bat); 2, J. R. Alexander (7 h.p. Indian); 3, T. Scott (Roc).

Knock-out for Lightweights: W. Tait.

Knock-out for Single-cylinders: Walter Kirkpatrick.

Knock-out for Multi-cylinders: A. J. C. Lindsay. In this event a fine race was seen between Lindsay and Alexander, both men riding neck and neck at great speed for a long way. Lindsay won by 15 yds.

## A Hill-climb with One Competitor.

The Scottish Automobile Club held their annual hill-climb on Saturday last at Tummel Bridge, in Perthshire. A motorcycle class was included and there were three entries. Of these, one never left Glasgow, the second came to grief at Aberfeldy, and only D. S. Baddeley, the sporting secretary of the Glasgow M.C., came to the line. As last year, he was the only starter, but made his run—in better time than the biggest cars—and was duly awarded his prize. His machine was his 6 h.p. Baddeley, which made light of the two-mile climb, with its average of 1 in 17, and frightened the onlookers by the way in which it left the ground over a little bridge on one of the bends.

The Bradford M.C.C. held an autumn handicap hill-climb at Tong Hill on 16th September. The results are as follow:—1, P. Shaw (8½ h.p. P. and M.), 9 sec. start; 2, A. Harrop (5 h.p. Rex), 13 sec. start; 3, J. N. Longfield (3½ h.p. T.T. Triumph), 6 sec. start. The men were handicapped on H. D. Shaw's 7 h.p. Indian, which stood on scratch, and the competition was run off on the knock-out principle. On 17th September the same club held its handicap speed trials, the results being as follow:—1, Sheard Grange (3½ h.p. T.T. Triumph), speed 72 miles 1,022 yds. per hour; 2, F. D. Sugden (3½ h.p. Rex), 51 miles 1,274 yds. per hour; 3, C. Sidney (3½ h.p. T.T. Triumph), 55 miles 978 yds. per hour.

The results of the Essex M.C.'s recent run to York and back are as follow:—1, A. V. Deacock (3½ h.p. N.L.G.), gold medal and the Triumph challenge cup, error in minutes 11; 2, G. L. Fletcher (2½ h.p. Douglas), gold medal and a special lightweight award, error in minutes 13; 3, G. T. Gray (3½ h.p. Rudge), gold medal, error in minutes 15; 4, H. A. Beal (3 h.p. N.S.U.), silver medal and special amateur award, error in minutes 20; 5, A. T. Stanton (3½ h.p. Bradbury and side-car), silver medal and special passenger award, error in minutes 21.

## 1912 Models.

The Enfield Autocar Co., Ltd., Sparkbrook, Birmingham, are making an interesting departure from current practice by introducing for 1912 a three-wheeled light car, which will be called the Enfield autorette. The motive power will be an 8 h.p. water-cooled engine; two speeds will be provided, and the body will give seating accommodation for two persons side by side, with wheel steering. The price will, we understand, be in the neighbourhood of £95. We should say that this machine will meet with a considerable demand from that large section of the public who are looking for something better than a motor-bicycle and side-car, and who are unable to afford the first cost and upkeep of an ordinary car. We understand that one of the autorettes will be exhibited at the Olympia Motor Show on the Enfield Autocar Co.'s stand No. 136.

The following is a list of the 1912 Humber models, together with prices:—(1) 3½ h.p. two-speed model, with entirely re-designed two-speed gear and many other minor improvements, £52 10s.; (2) 3½ h.p. single-speed model, £47 10s.; (3) 2½ h.p. Tourist Trophy twin model, single speed, £42; (4) 2 h.p. lightweight model, £37; (5) 2 h.p. lady's motorcycle, £40. Three-speed gear fitted to Nos. 2, 3, 4, and 5, extra £10 10s.

The winners of the recent Walsall M.C. hill-climb were as follow:—Class 1, Mr. Field (3½ h.p. Precision), 72½ sec. Class 2, Mr. Smytheman (3½ h.p. L.M.C.), 52½ sec. Class 3, Mr. Smytheman (3½ h.p. L.M.C.), 58½ sec. Class 4, Mr. Busby (2 h.p. Humber), 101½ sec. Class 5, Mr. Walter (7 h.p. Indian), 60½ sec. It will be seen that a single-cylinder L.M.C. made fastest time of the day.

### IMPORTANT ANNOUNCEMENT.

The next issue of MOTOR CYCLING will contain a reproduction in three-colour work of a painting by Frank Patterson, depicting a scene amongst the highlands of Scotland in the Scottish Trials. To prevent disappointment—and there is sure to be a run on this number—it is advisable to order a copy from a newsagent not later than tomorrow (Wednesday).

Attention is drawn this week to the remarkable photograph reproduced on our centre pages. It is our intention in future to produce the most interesting illustrations of the week on our centre pages, and in several other directions new features may be looked for. Some unusually striking illustrations are in hand.

The last issue of MOTOR CYCLING was completely sold out, and the rapid growth of the paper during the past twelve months makes it difficult to correctly estimate the printing order each week. Hence readers are urged to place orders for regular delivery with their local newsagents.

### The Liverpool Auto-Cycle Club Reliability Trial. Saturday and Sunday, 7th and 8th October, 1911.

Owing to the A.C.U. refusing to grant the Liverpool A.C. Club a permit for an open competition, it is necessary that every competitor should be a member of this club. Below is an extract from Rule 5 of the club:—

"Any motorcyclist may be admitted to this club as a member for any one month during the year on payment of the sum of 1s. These members shall be termed temporary members."

Entrance Fees.—Private riders, 4s.; trade riders, 9s. When sending in the entry form, competitors must enclose 1s. extra in payment of membership to the club. Entries should be sent to the hon. secretary, Mr. L. V. Barton, "Shirley," Queen's Drive, Mossley Hill, Liverpool. All entry forms must be received by 30th September, and at double fees up to 3rd October, 1911.

The start will be made from Ledsham Station on the Queensferry Road on Saturday afternoon at 12.30 prompt, and on Sunday the start will be made from Birkenhead Ferry at 10 a.m.

Saturday afternoon.—Start Ledsham Station. Queensferry, Mold, Ruthin, Cerrig-y-druidion, Pentre Voelas, Denbeigh, Cilcain, Mold, Queensferry, Ledsham Station.

Sunday.—Start, Birkenhead Ferry. Chester, Rossett, Llandagla, Mold, Cilcain, Denbeigh, Trefnant, Tremeirchion, St. Asaph, (lunch) Ruddlan, Newmarket, Holywell, Bagillt, Mold, Chester, Birkenhead.

Controls.—Saturday: Ruthin, Denbeigh (15 min., petrol), Ledsham Station. Sunday: Mold, St. Asaph (1½ hrs., lunch, petrol), Mold, Birkenhead. On Sunday the competitors will stop at the Plough Hotel, St. Asaph, for lunch, where a depot for petrol will be established.

On Saturday night competitors will cross to Liverpool, and place their machines in Messrs. Hy. Whitlock's garage, 40, Hope Street, for the night. The garage will be opened at 9 a.m. on Sunday morning, whence each competitor will remove his machine under observation to the starting-point.

Observed hills.—Saturday: 1, Cilcain. Sunday: 1, Rossett; 2, Llandegla; 3, Cilcain; 4, Tremeirchion; 5, Newmarket; 6, Bagillt.

Prizes.—First, Reliance 50-guinea challenge cup (presented by Reliance Cycle and Motor Co., to be held for one year; cup to become the absolute property of any individual winning it three times; the winner each year will receive the Club gold medal); second, gold medal, presented by Brown and Co., Liverpool; third, Club silver medal; fourth, Club bronze medal.

The venue of the Streatham and District M.C.C. hill-climb on Saturday, for which 120 entries have been received, will be posted up in Nye's window, Gray's Inn Road, at the Clayton Arms, Godstone, and at the Crown and Sceptre, Streatham Hill, on Friday and Saturday, to enable would-be spectators to attend the competition.

We received the following telegram at mid-day yesterday:—"Merton arrived John o' Groats at 11.40 last night, beating lightweight record by three hours."



# **3 $\frac{1}{2}$ h.p. RUDGE**

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**BROOKLANDS, 23rd Sept.**

**100 MILES RECORD RACE.**

Open to Motor-bicycles of any size.

**4 RUDGES Started**

**3 RUDGES Finished**

taking

**2nd, 4th & 5th**

**positions.**

---

**PRICES:—**

Fixed Engine - £48 : 15 : 0. T.T. Model - £48 : 15 : 0.

Free Engine (With Multi-plate Clutch  
and Pedal Starting Gear), £55 : 0 : 0.

Motor Bicycle Catalogue (New Edition) Post Free from

**Rudge-Whitworth, Ltd. (Dep. 601), Coventry.**

London Depots where Demonstrations are arranged:—

**230, Tottenham Court Road, W.; 23, Holborn Viaduct, E.C.**



## News (contd.).

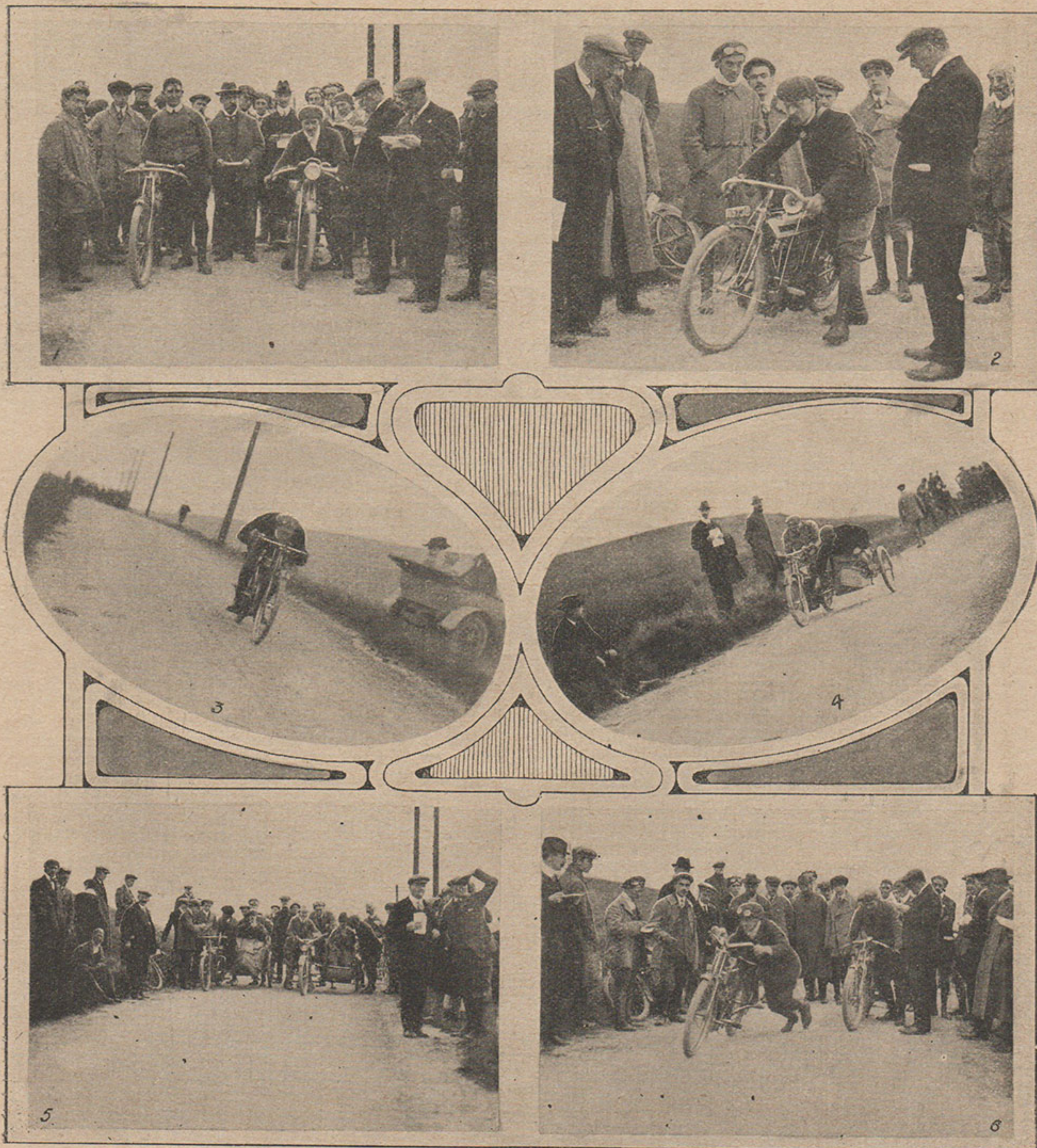
## Bargains.

A large number of shop-soiled 1911 Rex motor-bicycles are in stock at Maude's Motor Mart, 136, Great Portland Street, London, W. These machines are being sold at great reductions, and should be suitable to any motorcyclist on the lookout for a bargain.

## An A.A. Motorcycle Trial.

In the reliability trial to Patterdale and back, organized by the North-Eastern Automobile Association (motor-cycle section) in conjunction with the Sunderland and District Motor Club on 26th August, the following seven competitors tied for first place, and it was decided that each should be awarded a

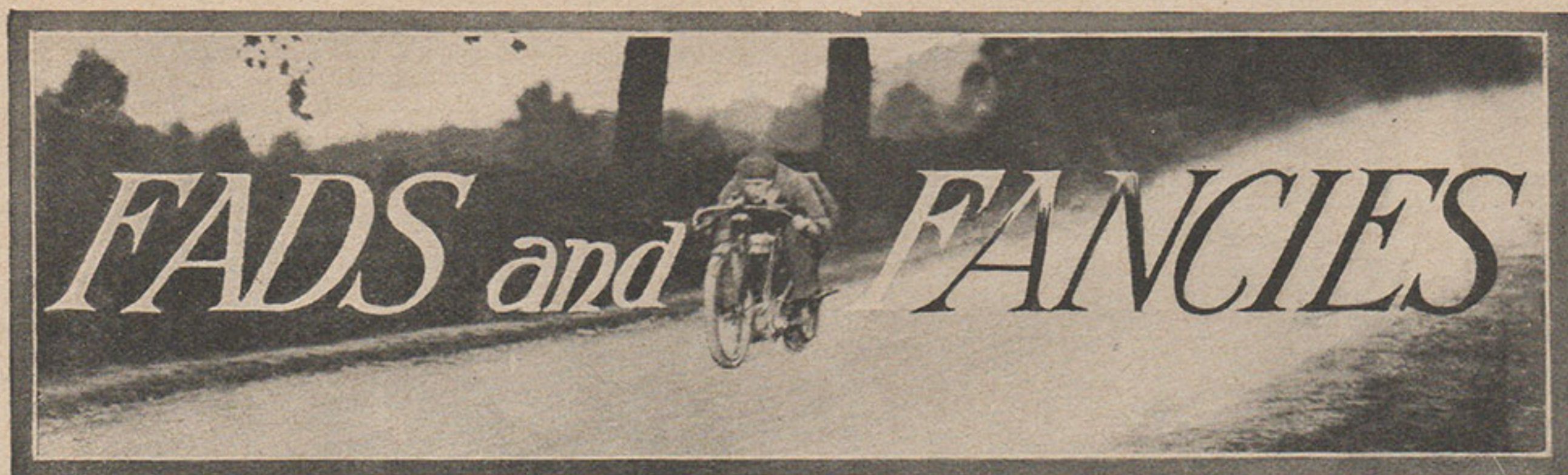
silver medal:—J. Whittaker, W. H. Fairclough, G. W. Raper, F. Turvey, Junr., R. B. Smith, T. Smith, and J. B. Reed. The result of the hill-climb at Tunstall Hope on 9th Sept. is:—1, C. W. Smith (2½ h.p. New Hudson); 2, G. W. Raper (2½ h.p. A.J.S.); 3, R. B. Smith (3½ h.p. Ariel). The passenger-machine class was won by J. P. Forster, the prize being a silver medal.



## THE MANCHESTER MOTOR CLUB HILL-CLIMB.

Our photographs show: (1) Messrs. Harry Reed (Dot) and W. T. Munroe (Triumph) starting. (2) Mr. W. Heaton, whose A.J.S. was weighted up with a 19 lb. bag of stones at the start. (3) Mr. S. W. Philpot (2 h.p. Humber) in full flight. (4) Mr. J. Eastwood with his Bradbury and side-car. (5) Mr. Platt (Bradbury) first in the side-car class, and Mr. J. L. Olive (Matchless) who was second. (6) Mr. Percy Butler (Dot) and Mr. J. A. Bottoms starting in the twin class. They finished in the order named.





### Back Wheel Bearings.

A rider in a competition a little while ago was stopped on a hill through his back wheel practically seizing. On removing it and taking out the cones, he found that the balls were all chewed up, many of them in fact resembling split peas. Picking out 16 of the best, and oiling the races, he put eight of these balls in each race and replaced the wheel. He was able to finish the competition without any more trouble. It was lack of oil that had caused his misfortune, and though the rider asserted that he had dosed the hub that very morning with as much lubricant as it would take, it had nevertheless all escaped. It is a very good thing to wash out the hub with paraffin every 500 miles, and then inject some good thick oil into it, and if the cones are removed, pack the races with grease. This incidentally makes the replacing of the balls a simple matter. It seems to me that many motorcyclists disregard the maker's instructions about lubricating the bicycle part of their machines, and as a result grit and dust get in, and the oil comes out of the bearings, with evil results to the balls within.

+ + +

### Two Quaint Hints.

Talking with a well-known competition rider in the trade the other day about tyres and the trouble they give, I picked up what struck me as being quite a useful tip. According to my informant, the best and most hard-wearing make-shift for binding round a weak place in a cover is an ordinary leather strap. Whatever else may have been left at home, a strap is usually available in an emergency. If the tyre is partially deflated before the strap be bound tightly round the weak place, and is then blown up fairly hard, the make-shift "gaiter" should run for a considerable distance before wearing through. Incidentally, I got another tip from the same source, which might be useful to any tobacco-loving motorcyclist to whom it has not already occurred. It is merely another method of obtaining a light in the absence of matches. Take out the sparking plug, leaving the high-tension wire still attached, invert plug, and let petrol run into it from the drain-tap as into a cup. Then turn the engine over until the spark ignites the petrol in the plug, and there you are!

+ + +

### Carburettor Stays.

It is a common sight to see the carburettors on Brooklands' racing machines braced up with special supports so as to hold the float chamber more rigidly, and thus prevent it from flooding owing to the constant vibration set up by high speeds on the rough track. This is a device which might be more generally adopted by those riders who are inclined to in-

dulge in occasional speed-bursts on the road and in hill-climbs. Riding round Brooklands track after a recent meeting, I found that the carburettor on my twin lightweight flooded almost continuously at speeds over 40 miles per hour, and I have frequently noticed the same thing on the road, and with different machines. It is quite an easy matter to make a stay from a length of flat steel, and run it from the float-chamber to a handy bolt on the crankcase or elsewhere, and the carburettor will perform its duty all the better for being held more rigid. As fixed on some machines at present, sufficient movement is caused to the carburettor by the ordinary vibration of the machine to severely strain the petrol pipe, and in time actually to break it.

+ + +

### The Long Extra Air Pipe.

The advantages and benefits accruing from the use of the long extra air pipe had been so often drummed into my ears that I determined to fit one to my single-cylinder Premier. When this was done the change was startling. Both power and speed were enormously increased, while the carburation was completely altered. In the old state of affairs were the throttle to be suddenly thrown open the engine would choke and splutter before it picked up speed, but with the long pipe there is none of this choking and popping back. The pipe, which must be of equal bore to the extra air aperture, should be about nine inches long. As the petrol which splashes out of the extra air port is trapped in this pipe, it is not wasted, but is drawn into the engine on the next induction stroke, so that a great saving in petrol also follows the fitting of this contrivance. These pipes can be bought for a few shillings, ready-made to attach to the B. and B. and Amac carburettors.

+ + +

### Why Not Motorcycle Messengers?

The motor-bicycle has already been put to many uses, and we have seen articles written by doctors, clergymen and commercials, but I do not remember ever having seen a suggestion for motorcycle messenger boys. It seems to me that in and about London the motorcycle should be eminently suitable for the use of messenger boys for delivering notes and small parcels to the distance of, perhaps, 20 miles from Charing Cross. A messenger so mounted could be clear of London in about the same space of time that it now takes him to get to the London terminus of the railway by which he has to travel. As we all know, the actual cost incurred would not be great, and might be easily covered by 1d. per mile, although, of course, it would be worth considerably more to send a messenger any distance. No busy City man would object to paying the messenger 2d., or even 3d., per mile, and at this it should pay extremely well, if only enough patrons could be found.



## Fads and Fancies (contd.).

Gases that  
Rebound.

Never having given much thought to the rebounding action of gases, the following experience came as a surprise to me. A certain rider had a particularly good single-cylinder machine which he took back to the works to have a new exhaust pipe fitted. On this particular make the end of the exhaust pipe is pushed into the cylindrical silencer, the exhaust gases finding their way into the air by travelling at right angles to the pipe to the end of the silencer. Although the fitting of the exhaust pipe was the only alteration made to the machine, it made an extraordinary difference—for the worse. For the machine would not run for any distance without serious overheating. And the cause? Well, after considerable trouble, it was discovered that the new pipe was an inch or two longer than the old one, and that the exhaust gases were being discharged so near on to the inside face of the silencer as to rebound straight back into the pipe, thereby baffling the next outcoming charge. As soon as the pipe was shortened the trouble disappeared.

+ + +

A Possible Reason for the Superiority  
of the Long Exhaust Pipe.

This experience gave rise to meditation on the modern silencer as fitted to the majority of  $3\frac{1}{2}$  h.p. side-by-side valve single-cylinders. Is it good practice to discharge the high pressure exhaust gases at right angles to their point of exit from the silencer? Would not the rebound from the gases striking the side of the silencer tend to choke the exhaust pipe? Would it not be better for the gases to be taken to one end of the silencer and to be led thence straight through to the other? Perhaps this is one of the reasons why the long exhaust pipe is claimed to be so efficient in its action. At any rate, it would certainly be worth while making tests as to the worth of the standard type of silencer as against the long exhaust pipe pure and simple. I remember some time ago, when Jack Marshall and W. F. Newsome were testing down at Brooklands, they reported that they obtained no more speed over the standard silencer when they were running with open exhaust. But that does not prove that the long exhaust pipe extending to the rear of the machine would not be better still.

+ + +

Overhead Inlets and  
their Adjustments.

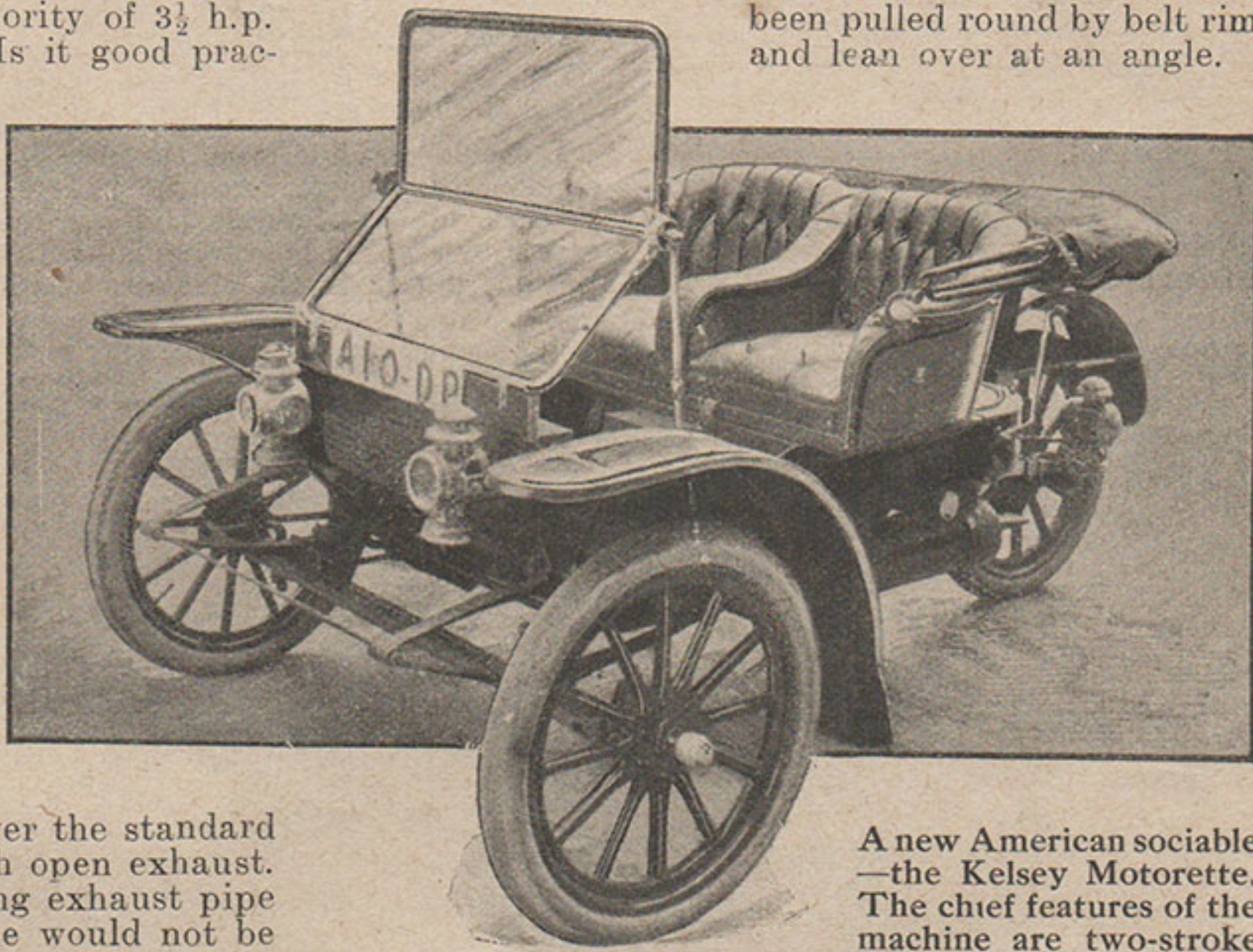
Why is it that overhead inlet valve tappets have a habit of running out of adjustment? I have a  $3\frac{1}{2}$  h.p. machine at the present time which has a wonderful habit of doing this, in spite of my efforts to so tighten up the tappet as to make this trouble impossible. There is an adjustment screw, with a locking nut about two and a half inches from the top of the tappet-rod, and I have put this in a vice and tightened up the locking-nut with a long screw-hammer, but still with no effect. After about 100 miles (sometimes less) it invariably "runs out" again, and a loss of power results. The other day I was riding beside a friend on a machine of similar power, when I suddenly noticed that he was drawing away from me, so I opened the throttle, but to my surprise, absolutely nothing happened, and the engine simply pulled

on very feebly. On getting off to examine things, I found that there was three-sixteenths of an inch clearance between the overhead rocker and the tappet-rod. Thereupon I cudgelled my brains for a way out of the difficulty, and arrived at the following solution. I have filed a flat on the tappet-rod and screwed a fine blade of spring steel to this, so as to fit into a slot cut in the hexagon locking-nut. I have had no repetition of the trouble yet, and hope, with reasonable luck, that it will not occur again.

+ + +

Belt-rims, Spokes,  
and Wheels.

It is quite an education to ride behind another machine and to watch the lateral antics of the belt rim. Have you ever noticed the condition of belt-rims on machines with fixed back-pulleys? The other day I tested a 1910  $3\frac{1}{2}$  h.p. machine, and found that the belt-pulley was in one place as much as  $\frac{1}{4}$  in. out of alignment. I have noticed also that this occurs more on machines with drilled back-pulleys. By drilled, I mean those that are lace-worked on the upper surface, that is the part connecting the rim to the spokes. This fault is only noticeable on fairly modern machines, as those of earlier date had their belt-rims close up against the spokes. Another point that will surprise the average amateur is the condition of the spokes in the back wheel. It will sometimes be found that the short lengths of spokes from the belt-rim to the wheel have been pulled round by belt rim and lean over at an angle.



A new American sociable—the Kelsey Motorette. The chief features of the machine are two-stroke horizontally opposed two-cylinder water-cooled engine, pressed steel frame and wooden wheels. This machine may shortly be placed on the English market.

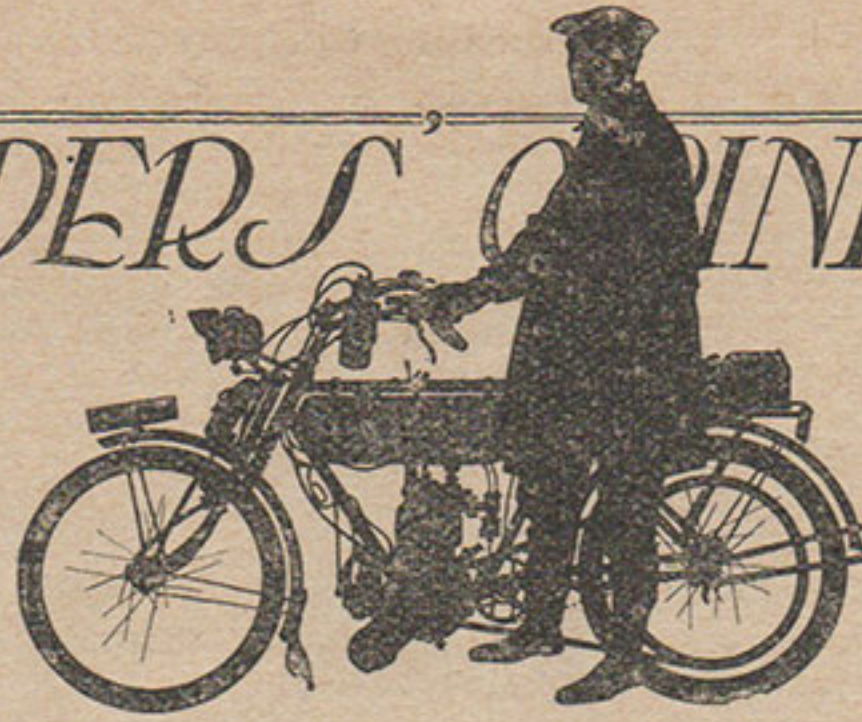
Prevailing  
Machines.

It would be very interesting to have some figures relating to the number of the different makes of machines in some of the chief motorcycling centres. Nearly all riders are quick to observe what machines they pass or meet on the road, and one finds when on tour that in different places, different machines are all the rage. Perhaps the most remarkable point is that one often meets the same make of machine time after time in the same neighbourhood, even though it be a day's journey from the factory where they were turned out. Go a few miles and another machine is all the rage.

PEGASUS.



# READERS' OPINIONS.



## NOTICE.

The Editor is not responsible for the views taken by correspondents. All letters must bear the name and address of the sender. A pen name or initials can be given for publication. Letters should be written on one side of the paper only.

### A Stand Extension.

No doubt many motorcyclists have found that their machines, when placed on the stand, are inclined at such an angle, owing to the camber of the road, that the least touch would knock them over. To obviate this difficulty, I suggest fitting an adjustable leg to the near side of the stand. The leg should be made of a piece of iron about 9 in. long and of the same thickness as the leg of the stand. A collar of hoop-iron is riveted to the extra leg, and slides on the stand, and is secured in the proper position by a wing nut. The lower end of the extra leg slides through a collar riveted to the stand.

ROBT. A. DOBE.

Hampstead.

### An Explanation Needed.

While riding in a side-car recently with a friend something went wrong with the

steering, and we dashed across the road into a hedge, both of us being thrown violently out. The front wheel of the bicycle and the wheel of the car were buckled, and the handlebar and lamp hung loose. I do not think that the handlebar touched the hedge as I was sitting in the side-car, and came between the car and the hedge. Though the car was fixed to the right-hand side of the bicycle my friend starts his engine by pedalling, and to do so stands on the pedals and pulls on the handlebar, and I should think that the continual strain would have the effect of loosening the handlebar. Is not this a point worthy of the attention of the manufacturers?

London, S.E.

PASSENGER.

### Side-caring for Doctors.

I should much esteem the practical opinions of your readers who have experience of a motorcycle and side-car, driven by a young but strong lad with a 12-stone person in the side-car. Could

a country doctor do much of his work in a hilly district in this way? I am told that sideslip dangers beset the occupant of the car if he is heavier than the rider of the bicycle. I should prefer a carriage-built side-car as wicker is harder to clean, and a machine that can be started when the driver is in the car.

Hereford.

X.Y.Z.

### Building a Duocar.

Perhaps some of your numerous readers could help me on the following point in the building of a  $4\frac{1}{2}$  h.p. Precision-engined duocar, three-speed gearbox. I want to use chain drive throughout, and run it from gearbox to a countershaft, on the ends of which would be free wheels. Can I get right and left free wheels, and how could I best fix them on a countershaft? Could I key them? What sort of bearing should I want? There are some of your readers who, I think, run monocars like this, so perhaps they could help me? Would £3 cover the cost of a shaft and bearing with two free wheels and a chain sprocket?

W. LANE JOINT, JUN.



### THE INTER-CLUB CHAMPIONSHIP.

The photograph reproduced above shows the start of the A.-C.U. inter-club team championship from the famous Banbury Cross. The "Motor Cycling" cup was won by a local team, the Oxford M.C.C., whose victory was a most popular one.



## Readers' Opinions (contd.).

## Small Jets and Slow Running.

I wonder how many more times we shall hear repeated the canard of small jets being required for slow running? Your own "Pegasus," I notice, is the latest scribe to propagate this fallacious idea; so it is with considerable boldness that I enter the lists and definitely deny that small jets will give slow running. The reverse is the case. I remember some years ago I was tuning up for a consumption trial; as a beginning, I inserted a small jet, with the result that the machine became a terror to start and would not run below 22 miles an hour. I have verified this result on other machines, and with my present machine I notice that a big racing jet gives much slower running than does the standard one. I am, of course, referring to the at present standard type of carburetter, viz., that with air entering below the jet. I have never experimented with the C.A.P.

By the by, a word about the fashionable rose-jet, à la Longuemare. I fitted one to my machine a day or two ago, and the only result was that the machine became more tricky to drive. So I have discarded the device, for the moment, at any rate, until I have time to investigate matters.

E. M. OLIVER.

[The idea that small jets give slow running is not fallacious. "Pegasus" wrote that a small jet, in conjunction with a small choke tube, would give slow running. Naturally, if a small jet is fitted with the same amount of bottom air as before, the machine will not run more slowly, as the mixture will be too weak. In this case a larger jet would give slower running, as the mixture would be stronger. But with a smaller jet and a smaller choke tube, slower running still will result. Let Mr. Oliver try this plan.—Ed. "MOTOR CYCLING."]

## Straight through Carburetters.

We noticed an article in your paper of last week re carburetter, in which you state that, amongst others, the Amac carburetter has almost come into the category of carburetters that have the whole air supply taken straight through the carburetter, but that the main air supply comes through a choke tube, and the extra air supply enters just above the jet. We should like to point out that this is not the case. All the air supply is going straight through and is regulated through the air valve, which is designed to act as a variable adapter, also that Amac was the first motorcycle carburetter that was on the market on this principle, which we claim as the Amac principle. As a matter of fact, it was sold before the provisional patent of the carburetter you describe was taken out. The writer also says that he has a shrewd suspicion that many competition riders have altered their Amac carburetters this way. We quite understand that the successes of the Amac carburetter lately have set many people wondering what the users of the Amac do to get these results, but we can assure them that all that is done is to find the best nozzle, and that there is no necessity to cut out pieces here and drill holes there, etc., etc.

THE ASTON MOTOR ACCESSORIES CO.,  
Birmingham, [LTD.]

## Overheating Cured.

Being a constant reader of your paper and almost a novice at motorcycling, I should like to give you a few of my impressions about overheating, which we read so much about. I have been riding an old Rex accumulator model for the past eight months, and was troubled with overheating only on hills, and there are a few round here. The engine would run itself to a standstill, and the exhaust valve cap would get quite red-hot. I came to the conclusion that it was due to compression and the valves. I therefore sent the cylinder to the Laystall Co. to have it rebored and new valve seatings turned. Now I find the Rex a very different machine. I can surmount hills that it would not look at before and at twice the speed. Where I used to drive on half-throttle, now I can do the same speed on a quarter, without a sign of overheating. I feel convinced if readers we hear complaining about overheating would only lay out a few shillings with a firm of good repairers, we should hear less of overheating. I may say my chief trouble lies with sparking plugs. I have tried about a dozen different makes, but they are all the same; they rarely last more than 100 miles; they all blow out. If any reader knows of a good one, I, for one, should be glad to hear of it.

Ilfracombe.

A. JEWELL.

## Leather Belt Drive Satisfactory.

In answer to "B2976," re belts for passenger work, I may say that I had a 2½ h.p. Bat, and Mills-Fulford rigid side-car, some few years ago. I had always a lot of trouble with my belts, leather, and rubber and canvas, till I fitted a Watawata. This acted like a charm, and I had no further belt trouble. Now I am going in for the pastime again next season, and am thinking of getting a 6 h.p. Zenith-Gradua and side-car. Would any of your readers be kind enough to give me their experiences with this machine, through your valuable paper? I shall certainly fit a Watawata belt to whatever make of machine I get.

AN OLD RIDER.

Hanley.

## Belts for Passenger Work.

"B2976" asks for experiences of belts for passenger work, in your issue of 19th September. I have much pleasure in answering him. I myself ride a 3½ h.p. Zenith, with Millford sprung-wheel side-car, and I am using a Service belt, which I can highly recommend. I have had practically no trouble with this belt since. I have been using it, and should "B2976" decide to get a Service belt, I would like to point out that the Service Co. has just put an improved belt on the market. The improvement is that the belt, instead of being riveted, is fastened with a plate on the top, which, I am sure, is a great improvement. He will not find such a thing as the belt fastener pulling out, and when the belt gets properly stretched, the only trouble then is to clean it, and this is very little. I keep my belt dressed with castor oil, and then just touch it up with dissolved resin, and I have no trouble whatever. It is a very flexible belt, and not at all hard on the pulleys.

W. ASHLEY (Sergt.).

Dover.

## Tramps and Tyres.

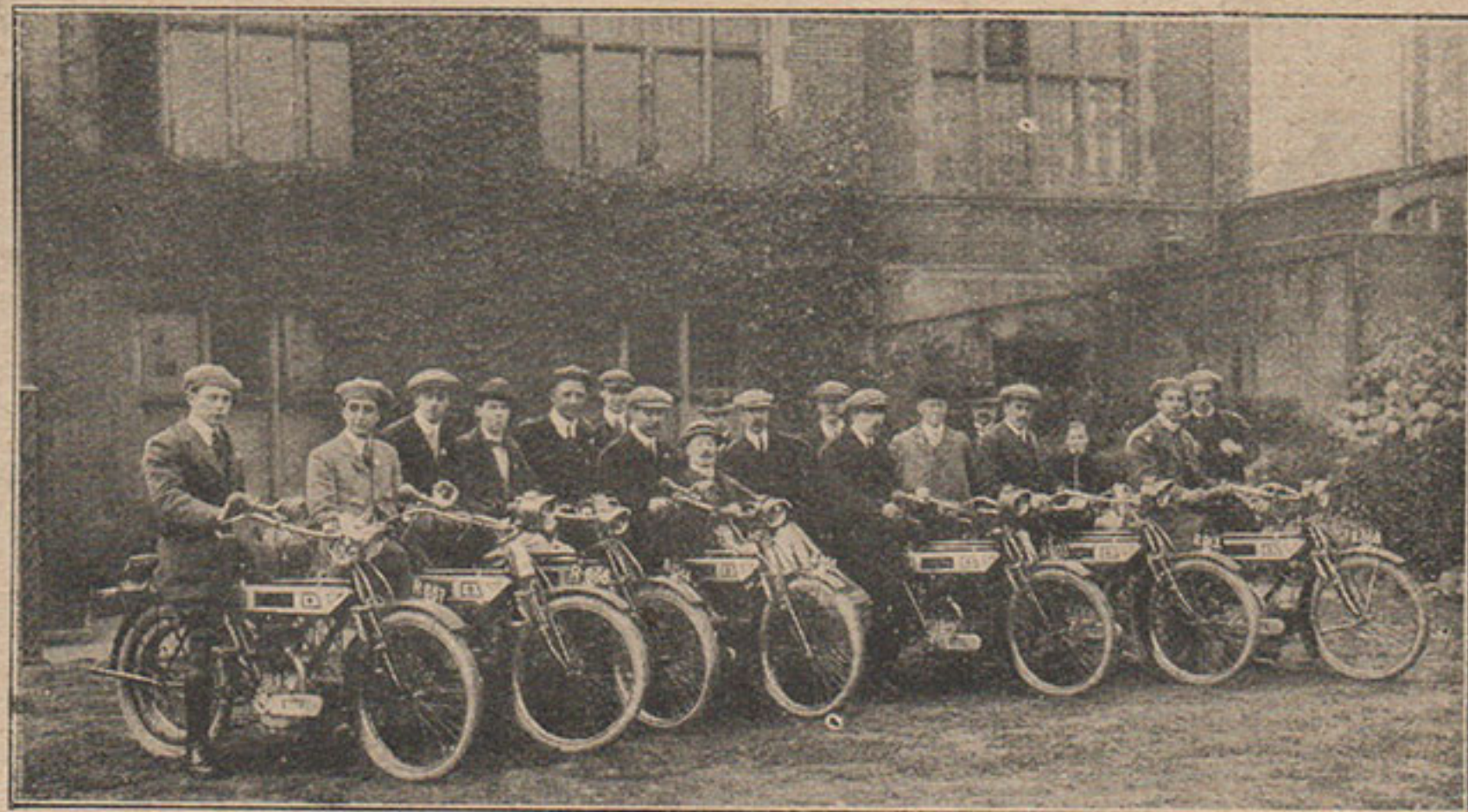
In reply to "An Ordinary Tramp," whose letter appeared in the issue of MOTOR CYCLING for 12th September, if he fits an extra heavy non-skid pattern Kempshall tyre to his driving wheel I think his troubles will disappear. I have been running on one now for about 3,000 miles (about 1,000 with side-car), and have yet to experience my first puncture, while the tyre looks good for 2,000 more miles at least. I have had a nail ¾ in. long and 1½ in. round the thickest part go clean through the tread and out of the side without puncturing the inner tube; surely this is sufficient proof of the material used. I may add the usual disclaimer, being no more than a perfectly satisfied user of the Kempshall tyre.

E.W.

Norfolk.

## Unsecured Gudgeon Pins.

I was interested in the letter from C.J.C. in a recent issue of MOTOR CYCLING. My own experience may be useful to him, and possibly others. Some years ago the set-screw of the pin in my engine (an old 3 h.p. Quadrant)



The team of 1911 Bradbury riders who represented the Chesterfield and District M.C.C. in the A.-C.U. inter-club championship, were the only team in the competition to use one make of machine.



## Readers' Opinions (contd.).

came out, and as I found the thread had stripped I was unable to re-adjust it. I therefore left the gudgeon pin in the piston without any fastening, and as the engine continued to run as smoothly and well as before, I left matters as they were. This was five years ago, and I have run the engine in that condition ever since with only one new pin.

Cardiff.

OLD RIDER.

## Should Women Ride in Competitions?

I have been asked to take up the cudgels on behalf of the lady motorcyclist, in reply to "Pegasus," who represents our taking part in hill-climbing and reliability trials. I do not think that he need worry about the reliability trials, as women are not likely to enter for the long and tiring trials, such as the 24 hours or the Six Days; at least, none has entered for the last year or so. Though I must plead guilty to riding myself in some of the long trials, I agree with "Pegasus" that these competitions are hardly suitable for women, or, shall we say, most women. Indeed, if many of us entered, we should probably only get in the way. On the other hand, there can surely be no objection to us competing in hill-climbs. It pleases us to take the risks, and no one else is hurt if we do occasionally have a fall. Again, "Pegasus" says we stand no earthly chance of winning. Quite possibly; but we are not all pot-hunters, and there is such a thing as riding for the pure love of the thing. This is not a case of sour grapes, for I know I cannot win, yet I ride for the sport, and even fall off at some hill-climbs. That, however, is my own look-out, and the great majority of women will not dash up hills on great, heavy, over-powered racing monsters, or take high dives over the handlebars at the hairpin bends. After all, why have special classes for us at hill-climbs if we ought not to ride? Personally, I think it helps on the sport if the weaker sex do ride in these competitions, as those members of the stronger sex who do not ride from fear of the machines will take courage when they see the ease with which the women handle their mounts. Then, again, there is no need to appear grimy, and the strain of bringing one's mount to the summit only lasts a very few seconds, and is not felt in the excitement of the ascent. On the one hand, "Pegasus" encourages women to ride motorcycles, and then, on the other, he says, you must have no sport, no excitement, but must just potter along at a sedate pace. Let not "Pegasus" worry about me, for I am now quite the great-grandmother of motorcycling for women, and shall soon apply for my old age pension, after which competitions and hill-climbs will see me no more.

Maida Vale.

MURIEL HIND.

## Belts for Side-car Work.

Your correspondent "B 2976" could not do better than invest in a Service belt for his  $3\frac{1}{2}$  h.p. Humber side-car if he wants an efficient and no-trouble one. I have used a  $\frac{7}{8}$  in. belt of this make on a similar machine for over 3,000 miles, and the wear on it is hardly noticeable; it has never broken, and always gives a firm grip on the pulleys.

Clapton.

SATISFIED USER.

E16

## A RUN ON FARLOW BANK.

## Tales of Farlow.

I have read with much interest the article on Farlow Bank in a recent issue of MOTOR CYCLING, and also the remarks on the hill in last week's number. "Platinum" speaks of "the recently-discovered Farlow Bank." Now, it might be of interest to your readers to know that I was the first to bring this hill to the notice of Midland motorcyclists as long ago as the spring of 1908. A friend and myself were out that way looking for hills, and we were directed to Farlow by the landlord of the Talbot Hotel, Cleobury Mortimer, with the advice to leave our machines at the top, because we should not be able to get them up again if once we went down. Well, we disobeyed and went down, and after trying nearly all the afternoon we had to give the hill best.

I then offered a prize for the first member of the Birmingham M.C.C. to climb it. Between 20 and 30 members had a try; in fact, they had many dozens of tries, but only one succeeded in making an absolutely clean ascent, that was Mr.



This photograph is not a fake. It shows how Mr. Wilson, of Strathaven, uses his Motosacoche to transport his family.

Frank Evans: he was riding a 5 h.p. twin two-speed Rex. I should like to say that Mr. Evans started on the level below the first corner, not from the inn half-way up and above the first corner. Several ascents have been made from the inn, but these count for nothing. I have seen machines climb this last half, but fail when put to the full length of the hill with all three corners included. One of the best performances I and several others have had the pleasure of witnessing on Farlow was the way Dr. Fawcett, who has been so prominent in reliability trials of late, on an 8 h.p. Chater Lea and side-car, fairly romped up with Mrs. Fawcett in the side-car. I am under the impression that Dr. Fawcett's performance was the first where a motorcycle has taken two persons up the whole hill. The date of this performance was 10th September, 1911.

R. W. DUKE.

## "After the Tenth Attempt."

I was pleased to see that "Platinum" had visited Farlow Bank. Two of us had great sport on it last week on a Triumph. The first corner is refreshing to a blasé motorcyclist, but what a glorious scramble the hairpin provides. In the words of the same rustic who inquired where the fire was put in, "them things makes the fur fly when they goes round there." The third corner at the top of the bank seems to have been laid in the background, but it is decidedly one to be reckoned with. After a tenth attempt at the hairpin, it is pleasant to note that there is a place of refreshment handy. I refer to the Bush public-house. (Usual disclaimer, I have never been inside.) Now for a little timely advice. While slapping yourself on the back after a conquest of Farlow, do not think that Salop has yielded up her last. Proceed straight on from the top of the hill, taking three successive turns to the left. Not one mile away is Oretton Bank, with a gradient of about 1 in 4 and a right-angle corner at the bottom. Go down this, it is a good test for the brakes, turn to the right, and proceed down the road for about 300 yards, when a turn to the left with a short descent to a water splash, ironically called Honeysuckle Brook, will be noticed. The bottom of the brook is virgin, as far as a motorcycle tyre is concerned, and ought to provide good sport for those who keep their magnetos under their saddles. If you do not like the look of it, then turn back and ascend Oretton Bank by the way you came, if you can. I have managed it on a single-gear machine by approaching the hill from the Farlow side, but I have never seen anyone do it from the Honeysuckle Brook side. All the "knuts" should certainly pay a visit to both Farlow and Oretton.

London, S.W. PROUD SALOPIAN.

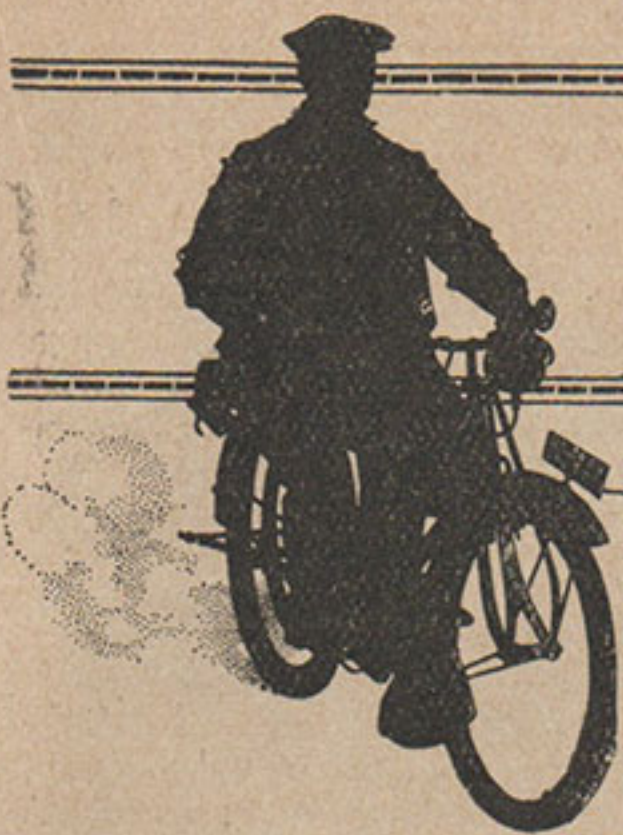
## Farlow Bank climbed by a Lightweight.

I read with interest "Platinum's" description of Farlow Bank, as I myself made an attack upon it early last week upon a  $3\frac{1}{2}$  h.p. single-gear Premier. I got round the first severe corner all right, but the loose surface, combined with the acute angle at the very bad left-hand corner near the top, were just a wee bit too much for me. Farlow Bank is indeed a cough-drop, quite as difficult a hill as I can remember having encountered. I was quite satisfied with the Premier for negotiating the first corner. I reserve highest admiration for any single-gear  $3\frac{1}{2}$  h.p. that can vanquish the last corner. My companion on the jaunt, Frank Whitworth, climbed the hill about half-a-dozen times in succession on a two-speed Douglas, the little engine ticking right up to the summit without a falter. It was just an ordinary two-speed roadster Douglas, not a special competition machine, but one that Mr. Whitworth has used to run here and there upon since early in the spring. The landlord of the inn situated halfway up the hill, who also unofficially witnessed our sport, stated that this climb by the Douglas was the first he had ever known by a motor-bicycle at the first attempt.

JAMES ST. JOHN

(Trials hon. sec., Sutton Coldfield A.C.)





# INFORMATION & ADVICE.

## SPECIAL NOTICE.

We shall be pleased to answer any queries put to us by our readers, or to receive correspondence from them. Readers will kindly adhere to the following simple rules: 1.—All letters to be written on one side of the paper only. 2.—Should an immediate reply be required, an envelope must be enclosed bearing a penny stamp and the name and full address of the sender. Not a stamped undirected envelope. 3.—Questions will not be answered on the telephone.

TOURING INFORMATION.—Routes can be mapped out, and, when of general interest, will be published in our pages for the benefit of other readers, but stamped addressed envelope for reply must be sent. LEGAL ADVICE.—Legal questions should be sent separate from other questions, and a stamped addressed envelope for the reply must be enclosed. We have retained a lawyer with a special knowledge of motorcycling to answer these queries. IMPORTANT.—Technical questions must be kept quite distinct from inquiries on legal matters, tours, routes and addresses wanted. The subject should be stated at the top of the letter.

H.O.—You could fit a small cap of sheet metal, preferably steel, over the tappet to reduce the clearance. This is simpler and quite as effective a plan as brazing a piece of steel on the tappet or valve stem.

F.R.I.—Although it is not possible to specify an actual "best" you would find machine "d" a good choice from your list. With regard to the other question, a stamped addressed envelope and reference to the question should be sent.

## A Badly-fitted Tyre.

L.A.1913 writes:—"I should be obliged for some advice on the following:—I have just fitted a new cover and tube to my 3½ h.p. motor-bicycle rear wheel, and the tyre appears to be lumpy or twisted. I am told the wheel wants truing up. The bearings of the wheel are in good order. Would you let me know how to true up the wheel, also whether tyres are misshapen, as the wheel does not appear buckled to me? How can I test my pulley and belt rim to see if they are in line?"

A.—It is much more likely that the tyre has not been fitted on the rim properly than that the wheel is out of truth. You can easily test the wheel by rotating it quickly and holding a finger close to the rim edge. This will at once show if it runs straight or wobbly. In any case, if it were out of truth you would not be doing wisely in attempting to true it. The chances are you would make it worse. This operation ought to be done by an experienced repairer. Any tyre, when first fitted on the rim, to make it quite true requires some adjusting here and there by applying some pressure with the hand. You can test the pulley and rim alignment by means of a stretched piece of twine, which should touch the four edges of pulley and rim equally.

## Richer Mixture Wanted.

W.R.E. writes:—"My machine is a 1909 model, and runs quite satisfactorily after getting a fair start, which is not the case till the machine is running at about 12 miles an hour. I should like to be able to get it running properly at about eight miles an hour. What must I do to obtain this result?"

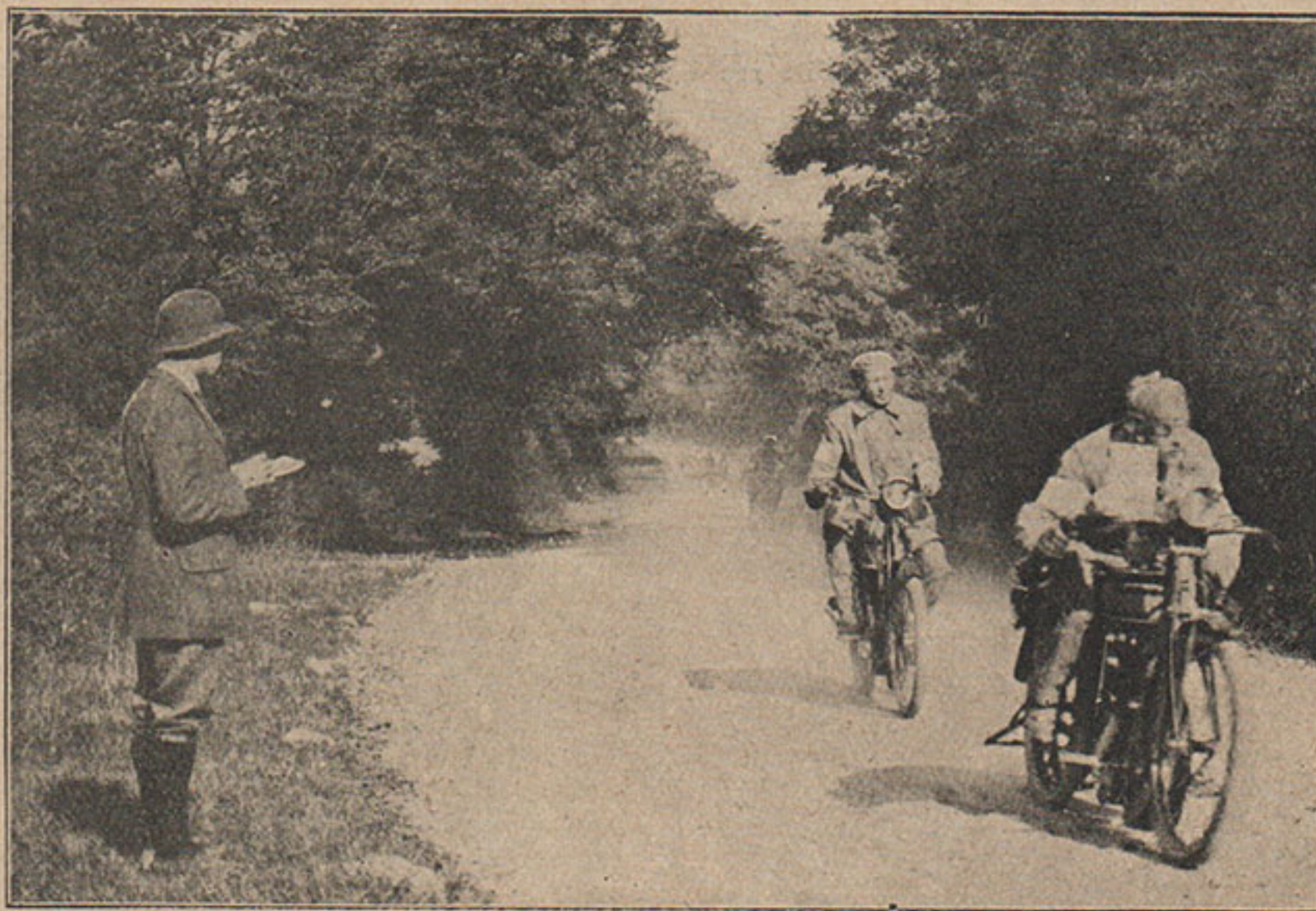
A.—We presume that the machine does not fire regularly till it is running at 12 miles per hour. This certainly looks like a case of the carburetter not being correctly adjusted to give a rich enough mixture for starting. Some alteration to the jet or air supply is required, and this you will have to find out by trial. It may prove to be that you simply have the extra air supply open too much.

## Misfiring of Twin-cylinder Engine.

S.H.C. writes:—"I am riding a machine built to private specification, which has a 5½ h.p. twin-cylinder engine with automatic inlet valves and 1911 B. and B. carburetter. My trouble is that at low speeds the back cylinder misses fire, whereas the front one will run as slowly as can be expected. I am fairly certain that it is a matter of unequal carburation, though how it occurs I fail to see. When I open the throttle a little and get the machine running at about 20-25 m.p.h. or over both cylinders fire regularly, but on cutting down to 10-15 m.p.h. the back cylinder immediately commences to misfire once more. I have carefully gone over the ignition circuit, and I do not think my trouble lies there. I have also tried the effect of two thicknesses of wire gauze in the induction

pipe to the front cylinder, and have made the inlet valve to this cylinder open about ⅜ in., while the inlet valve to the back cylinder opens about ⅓ in. (which is the amount the front one used to open before being altered), under the impression that by doing so I might induce a richer mixture in the back cylinder, which is, I believe, what it requires. I think there is a slight improvement, but it still misses when running at the speed mentioned. The springs on the automatic inlet valves are of exactly similar strength. I have changed the sparking plug in the back cylinder without improvement. The compression is good in both cylinders, though the piston rings in the back one seem to have a tendency to slip round till the slots get together, but it misses just the same when they are spaced out again and the compression is good. Can you assist me?"

A.—This difficulty of getting the two cylinders of a twin to fire properly at moderate or low speeds is often experienced, and it is not at all a simple matter to account for it. It obviously must either be a carburation or ignition fault, and it is more likely to be the former. The line of investigation we should suggest taking would be to see if the mixture the non-firing cylinder takes in is weakened in any way such as by a leakage of air into the inlet pipe. Another matter for consideration is whether the carburetter has the most suitable size of jet. In any case, certainly it would be worth while making a few experiments in this direction. With regard to the ignition, it would be as well to make certain that the gaps of the sparking plugs are exactly the same and not more than 1-50th in.



Negotiating Edge Hill in the A.C.U. inter-club competition. Slow tests held on this stretch brought down half the competitors.





The A.-C.U. club championship trials at Banbury. A batch of riders at Drayton. The names, from left to right, are Messrs. Tessier (Bat), Evans (Humber), Viggers (Enfield), and Weatherilt (Zenith).

### ROUTE REPLIES.

#### Watford to Eastbourne.

H.J.D. (Watford).—Q.—Will you kindly state my best way from Watford to Eastbourne avoiding London, also what is the distance?

A.—The route is through Wealdstone, Alperston, Kew, Richmond, Kingston, New Malden, Cheam, Reigate, Red Hill, Betchingley, E. Grinstead, Uckfield, E. Hoathly, Hailsham, and Polegate, approximately 80 miles.

#### Newcastle to Portsmouth.

Triumph (N. Hartlepool).—Q.—Will you please map out the best route from Newcastle to Portsmouth via Winchester?

A.—The route is this: Newcastle, Durham, Darlington, Scotch Corner, Leeming, Boroughbridge, Aberford, Doncaster, Worksop, Nottingham, Leicester, Rugby, Southam, Banbury, Oxford, Newbury, Whitechurch, Winchester, Bishop's Waltham, Fareham, Gosport Ferry, Portsmouth.

#### Yorkshire to Wales.

C.H.T. (Bradford).—Q.—I should be greatly obliged if you would give me the best route from Bradford to Chepstow, Mon., to avoid the steepest gradients. I may state my mount is a  $3\frac{1}{2}$  h.p. Bradbury, with side-car, geared at  $5\frac{1}{2}$  to 1. Weight of self and passenger, 20 stone. Do you think it could be done?

A.—You would find the following an easy route to take, viz., Bradford, Wakefield, Doncaster, Worksop, Mansfield, Nottingham, Loughborough, Leicester, Lutterworth, Rugby, Warwick, Stratford, Bidford, Evesham, Tewkesbury, Gloucester, Newnham, Chepstow. Yes.

#### Distances and Principal Towns.

C.G.T. (Uckfield).—Q.—I should be much obliged if you would give the routes from Bristol to St. David's (Pemb.), (1) via Gloucester, and (2) via Severn Tunnel, with distances of principal towns and total distances. Also I should be glad of any comments on the alternative routes.

A.—(1) Bristol, Gloucester (35), Ross, Monmouth (32), Abergavenny, Brecon (99), Llandovery, Llandilo, Carmarthen (147), Narberth, Haverfordwest (179), St. David's (195 miles). (2) Bristol, P. n. i. Severn Tunnel Junction, Newport, Cardiff (30), Bridgend, Neath, Morriston (72), Pontardulais, Carmarthen (99), St. David's (147 miles). The pleasanter route is via Brecon.

#### The Gradient of a Hill.

Retinas (Manchester).—Q.—It would be of interest to me if you could find out what the gradient of the hill leading out of the Goyt Valley and joining the Manchester road a mile out of Buxton is? I think this is the worst hill that I have come across; the surface is execrable, being full of loose stones and crossed with water-courses. I understand that only three cars have ever been up it. I succeeded in ascending on my 1911 Scott at the first attempt. It would be instructive to see some of the crack T.T. single-cylinder, single-speed machines go up the same.

A.—The gradient of the road up from Goyt's Bridge has, so far as we know, never been surveyed. These by-road hills seldom are.

#### Portsmouth to Sheffield.

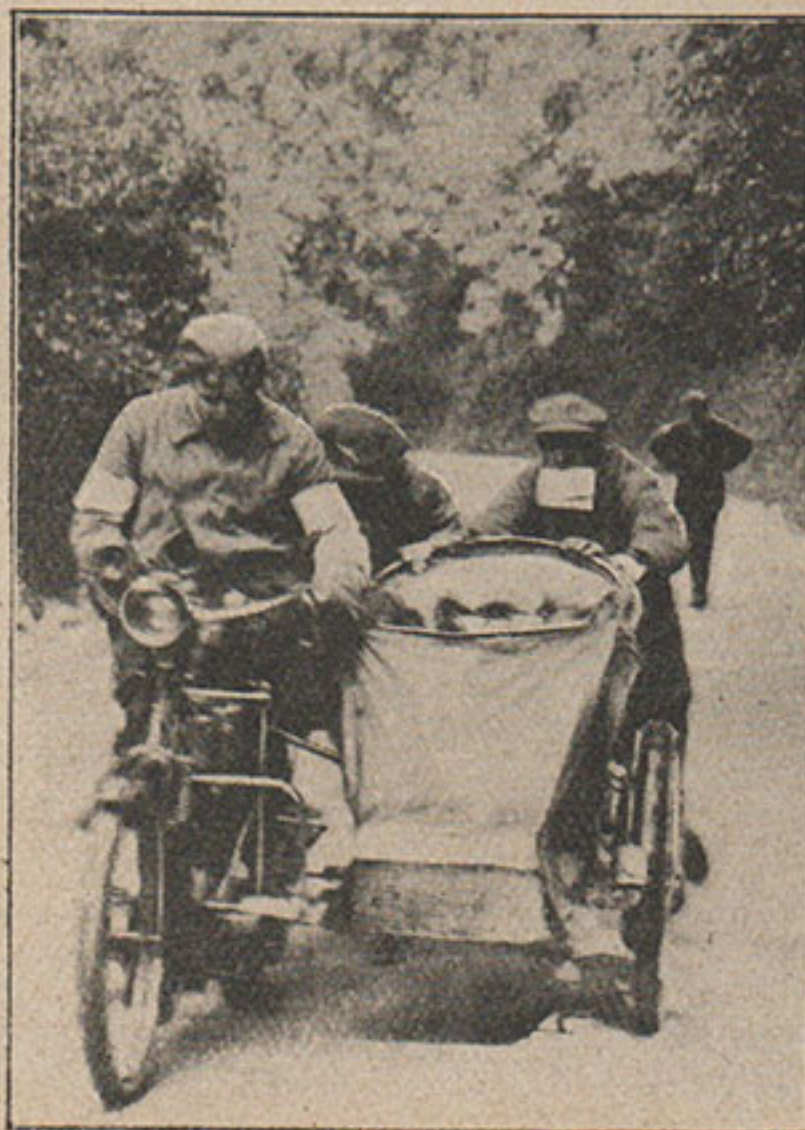
M.F.H. (Southsea).—Q.—Kindly tell me the best route between Portsmouth and Sheffield for a  $3\frac{1}{2}$  h.p. motor-bicycle and side-car; not the shortest route necessarily, but that with the best roads and least hilly.

A.—The best route for your purpose is the following:—Portsmouth, Petersfield, Farnham, Bagshot, Ascot, Windsor, Slough, Denham, Rickmansworth, Watford, St. Albans, Wheathampstead, Hitchin, Biggleswade, Buckden, Stilton, Stamford, Grantham, Newark, Worksop, Sheffield.

#### A Scotch Route.

J.F.O. (Inverurie).—Q.—Will you kindly give me the best motorcycling route from Aberdeen to Glasgow, giving distances from place to place? If you could supply an alternative route for return journey I should be obliged.

A.—The following is the best way: Aberdeen, Stonehaven, Laurencekirk, Brechin, 40; Forfar, Perth, 42; Stirling, 33; Cumbernauld, Glasgow, 26. An alternative for return would be via Stirling, 26; Dollar, Cupar, Tayport, Broughty Ferry, 53; Arbroath, Montrose, 26; Bervie, Stonehaven, Aberdeen, 33.



One of the Chesterfield men in difficulties on Edge Hill.

#### Avoiding Large Places.

H.M.K.—Q.—Kindly give me the route from Felixstowe to Grimoldby (near Louth), avoiding as many of the larger places as possible.

A.—The route is through Ipswich, Needham Market, Ixworth, Thetford, Stoke Ferry, Lynn, Long Sutton, Boston, Spilsby, and Burwell.

#### Skirting London.

F.M. (Newmarket).—Q.—Will you give me the best route from Newmarket to Barnes, avoiding London traffic as far as possible?

A.—The best way is through Whittlesford, Royston, Stevenage, Hatfield, Barnet, Finchley Church End, Child's Hill, Willesden Green, Harlesden, Shepherd's Bush, and Hammersmith Bridge. This does not involve very thick traffic.

#### Touring Information.

G.B.C. (Dover).—Q.—Will you please let me know the best route from Dover to Hereford and the mileage?

A.—The route is as follows:—Dover, Folkestone, Hythe, Ashford, Maidstone, Borough Green, Westerham, Redhill, Burford Bridge, Leatherhead, Cobham, Weybridge, Chertsey, Virginia Water, Ascot, Reading, Pangbourne, Stratley, Wantage, Faringdon, Lechlade, Cirencester, Gloucester, Dymock, Hereford, about 220 miles.

#### Skirting the City.

A.S. (Wimbledon).—Q.—I wish to go from Wimbledon Park to Broxbourne. Can you tell me the best route to take, avoiding traffic as much as possible? I do not want to go right through London, and therefore do not object to a longer route.

A.—The best route would be through Putney, Hammersmith, Shepherd's Bush, Harlesden, Willesden Green, Child's Hill, Finchley, Barnet, Potter's Bar, Northaw, and Newgate Street.

#### Crossing the Channel.

W.A.F. (Ballymena).—Q.—I should be much obliged if you would suggest for me the route you consider nicest (not too difficult) from Holyhead to Southampton. I should like to see Barmouth, Dolgelly, the Wye Valley, and Stonehenge. Do you know on what nights there are sailings from Southampton to St. Malo, and if there is much trouble getting motorcycles disembarked at the latter port? What is the charge for motorcycles between these ports?

A.—A suitable route would be this:—Holyhead, Bangor, Capel Curig, Beddgelert, Harlech, Barmouth, Dolgelly, Towyn, Machynlleth, Carno, Llanidloes, Rhayader, Builth, Three Cocks, Hereford, Ross, Monmouth, Chepstow, Severn Tunnel Station, train to Pilsning, Bristol, Bath, Limpley, Stobe, Beckington, Warminster, Salisbury, Wellow, Southampton. The charge for motorcycles to St. Malo is 6s., and the port authorities are well able to deal with the shipping of motors of all kinds. The service is irregular, and a current sailing list should be obtained from the superintendent of the line, Waterloo Station, London, S.E.





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Telephone No. 1839 Birmingham.  
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United Kingdom ..	6s. 6d.	3s. 3d.	1s. 8d.
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REMITTANCES.—Postal Orders, Cheques, etc., should be crossed and made payable to "Temple Press Limited." All letters regarding subscriptions must be addressed to "The Manager."

## EDITORIAL.

All Editorial Communications and copy must be addressed to "The Editor," and must reach the office not later than first post Friday morning. If stamps are enclosed with drawings or MSS. which are not considered suitable, same will be returned, but the Editor does not hold himself responsible for safe keeping or safe return of anything submitted for his consideration. Accounts for contributions should be sent in, immediately after publication, addressed to "The Manager." Payment will be made on or about the 10th day of the month following publication. All articles, drawings and other contributions paid for and published in this journal are the copyright of the publishers, from whom alone authority to republish or reproduce can be obtained.

## ADVERTISEMENTS.

Instructions, matter and passed proofs for advertisements of all kinds must reach this office by WEDNESDAY MORNING, FIRST POST, to ensure insertion in the following Tuesday's issue. Advertisements of Motorcycles, Motor Tricycles, Tri-cars, Side-cars, Trailers, Accessories, Sundries, etc., from sellers and buyers, are inserted in the "Sale and Exchange" Columns at the rate of

**12 Words for 1/- (Minimum)**

and One Penny for each additional word.

All words in name and address are charged for. Advertisements of Petrol Stores, Repairers, etc., and Hotels and Resorts, are inserted at the rate of

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DEPOSIT SYSTEM.—For the convenience and security of our readers we have an approval-deposit-system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1½ per cent. (3d. in the £, minimum 1/-) on the amount deposited, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "MOTOR CYCLING."

## DISPLAYED ADVERTISEMENTS

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All Advt. orders are subject to confirmation in writing from the Head Offices.

All Advertisements and Contracts are accepted and made upon the express condition that the Publishers have the absolute right to refuse to insert copy to which they may object for legal public or trade reasons and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same or for taking action for breach of contract. Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors.

All communications respecting "Advertisements" must be addressed to "The Manager," "MOTOR CYCLING," 7-15, Rosebery Avenue, London, E.C.

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ZENITH, 3½ h.p., in stock, no waiting	52 gns.
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LINCOLN ELK, 3½ h.p.	£34
DOUGLAS, Standard Model, 5 per cent. extra on E.P.	38 gns.
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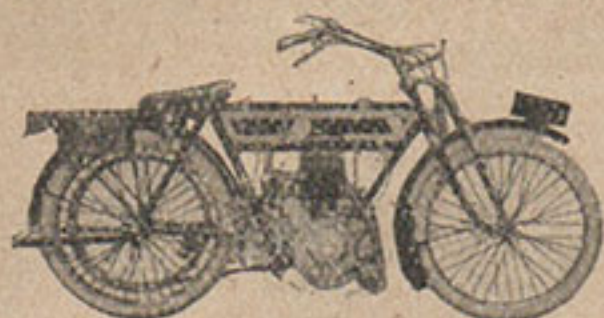
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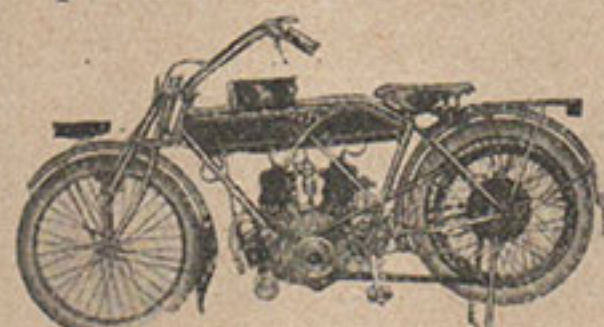
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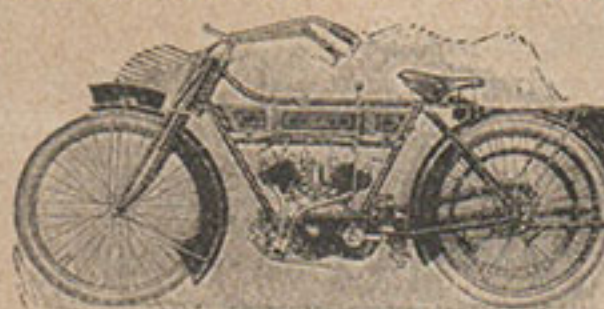
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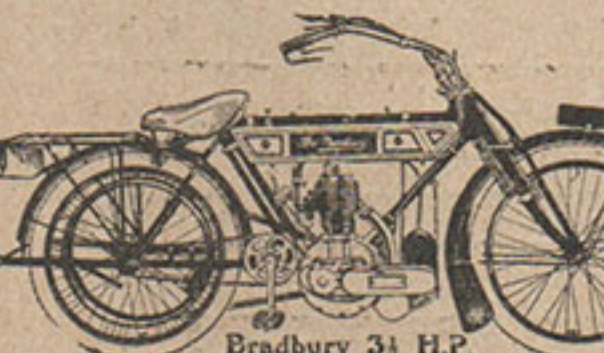
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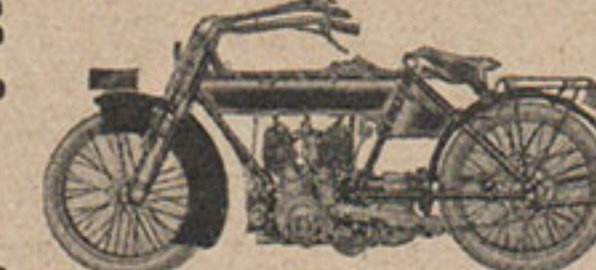
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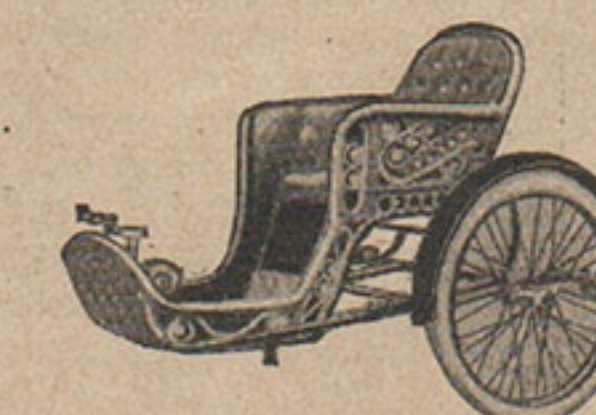
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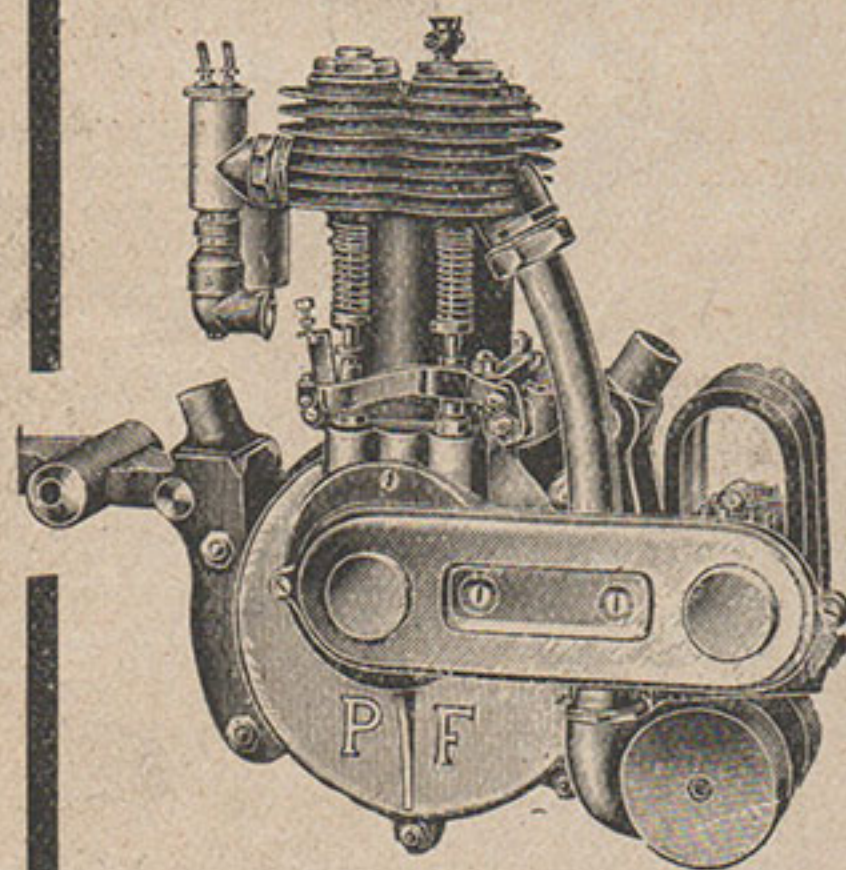
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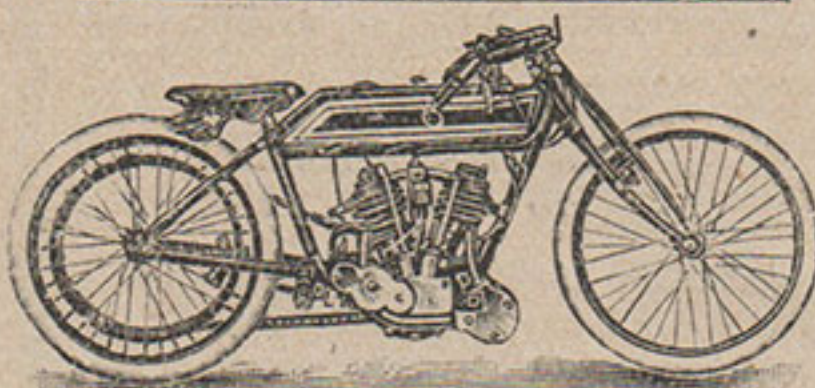
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xBradbury, 1911, 3½ h.p., magneto ...	39
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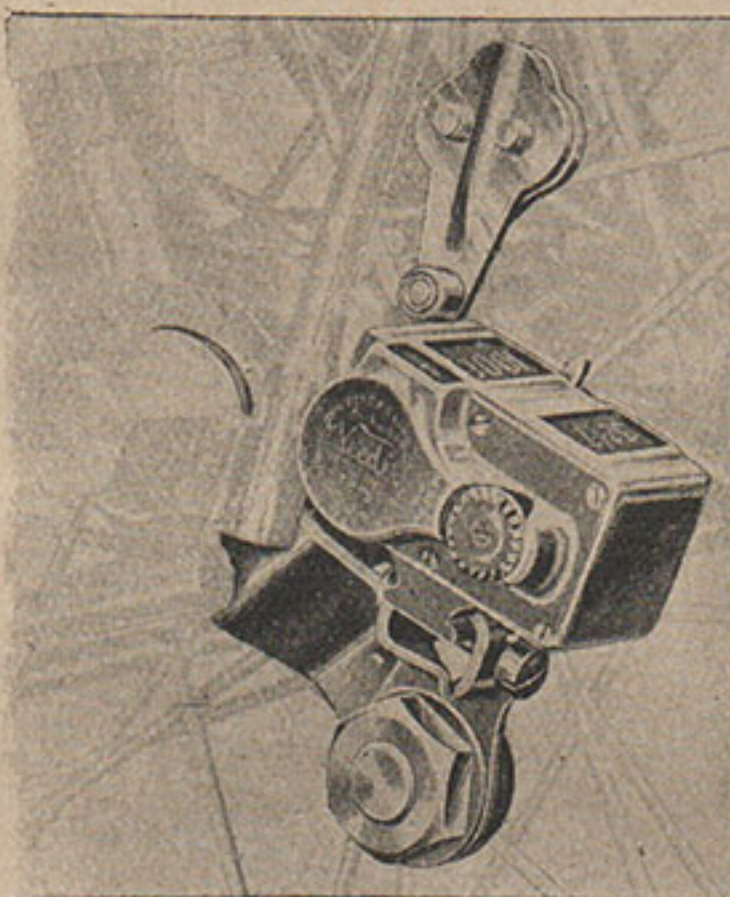
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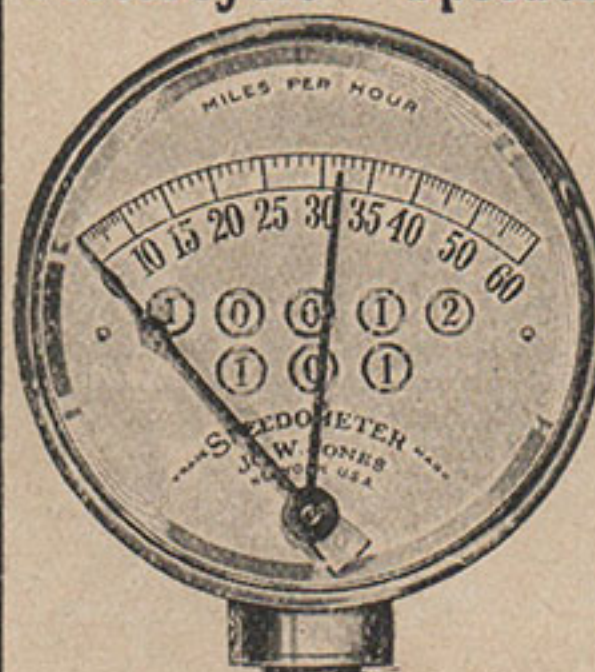
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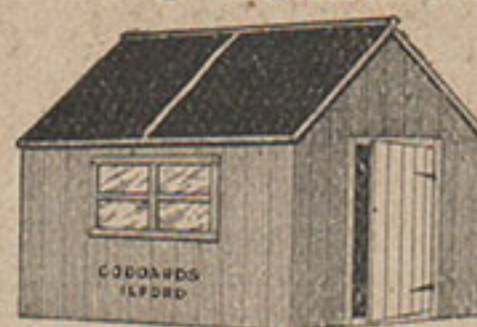
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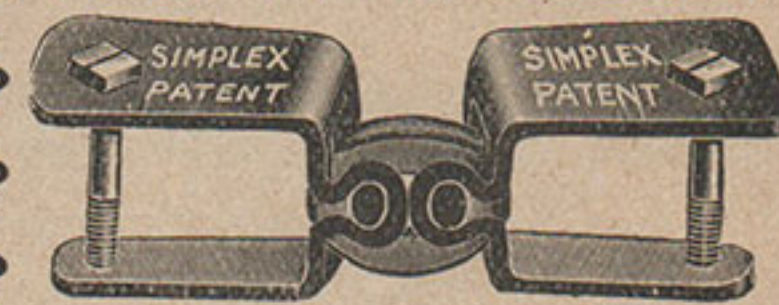
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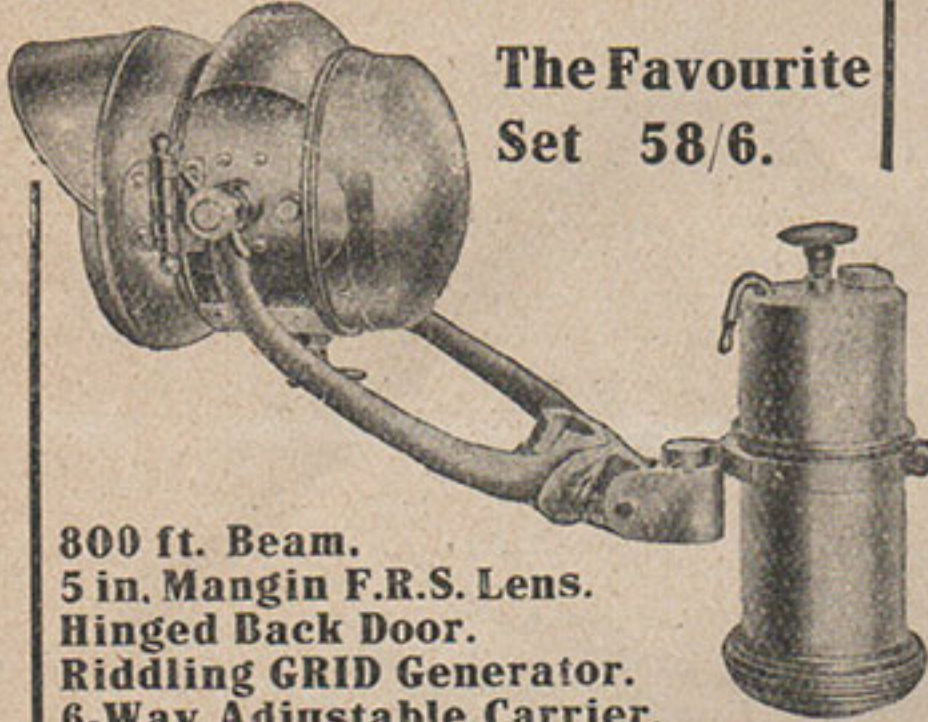
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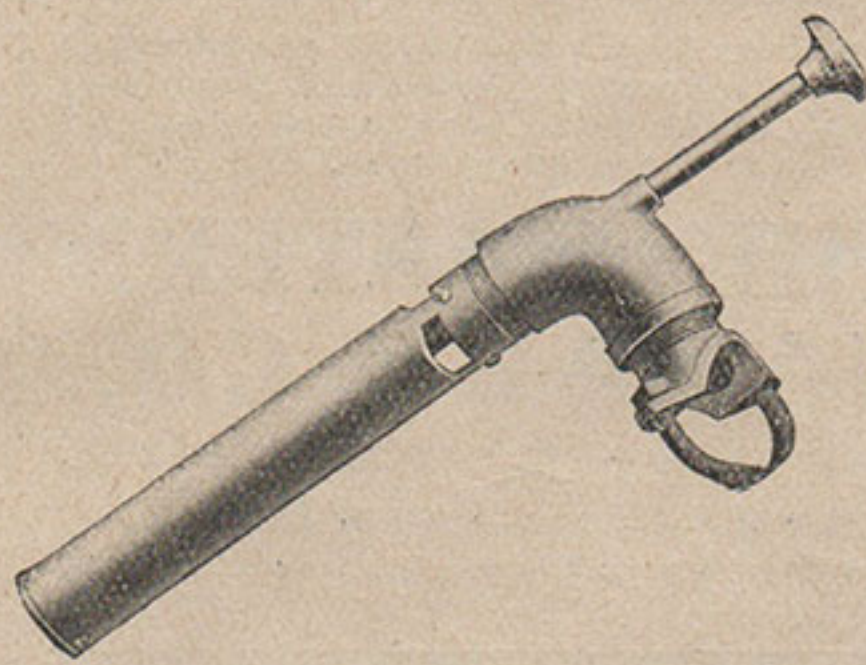
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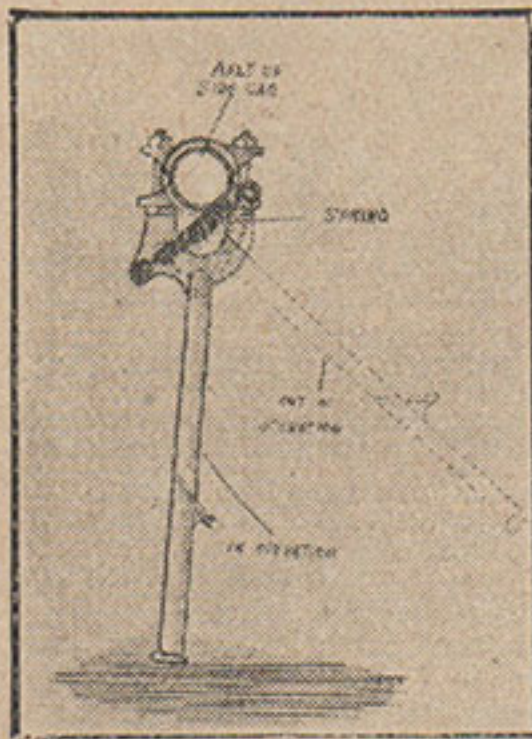
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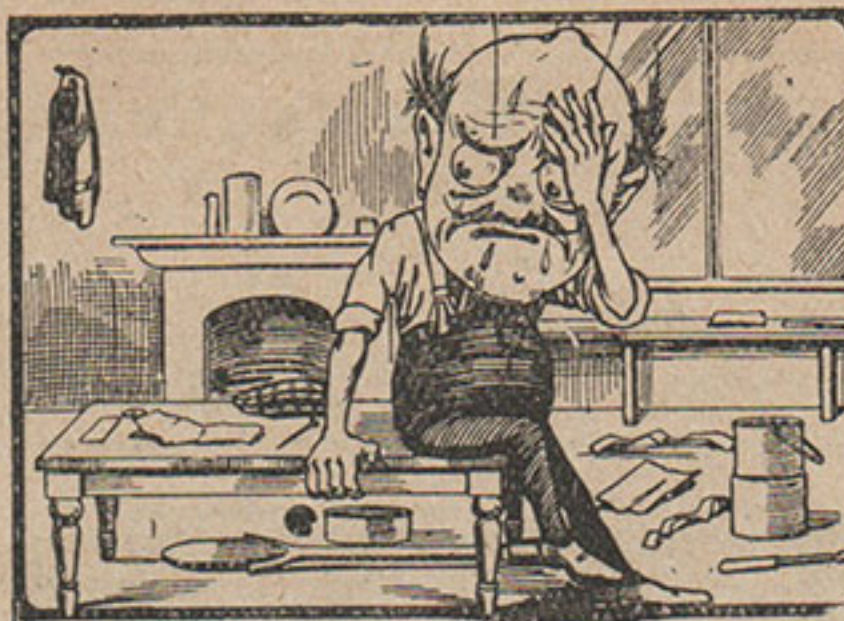
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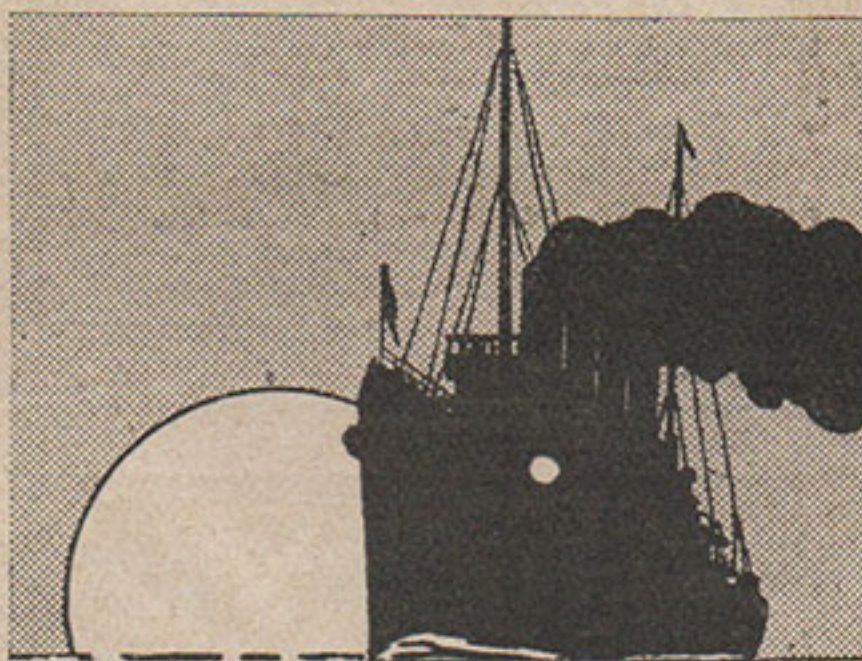
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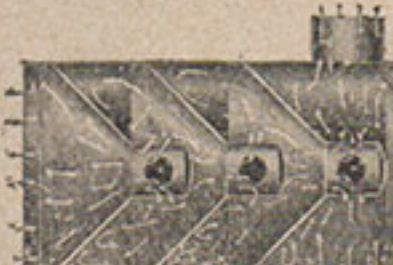
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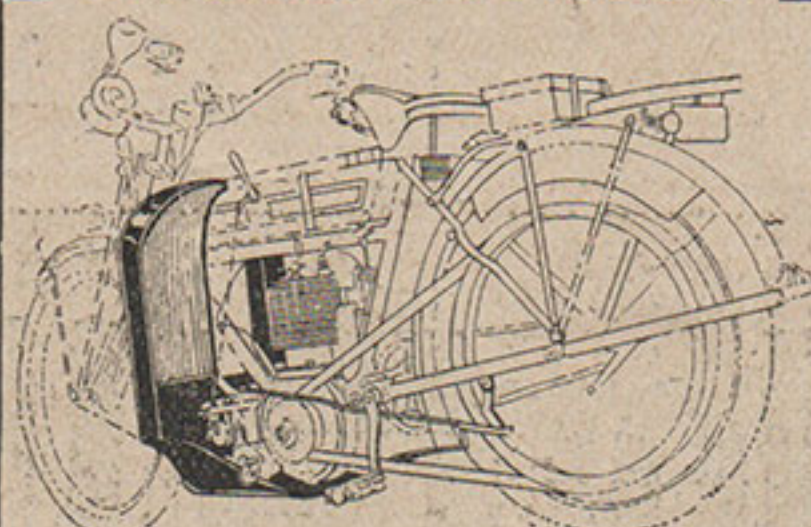
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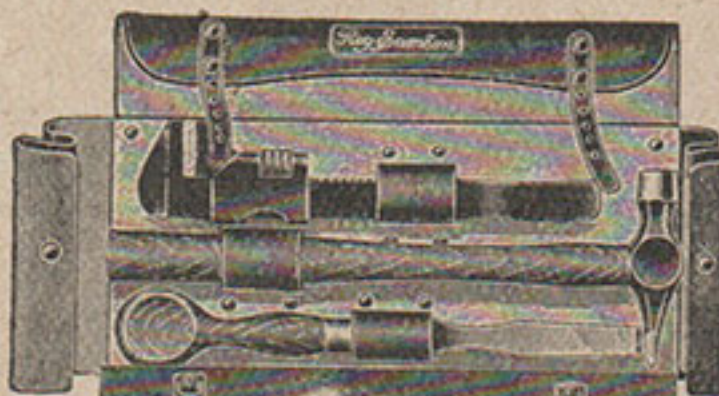
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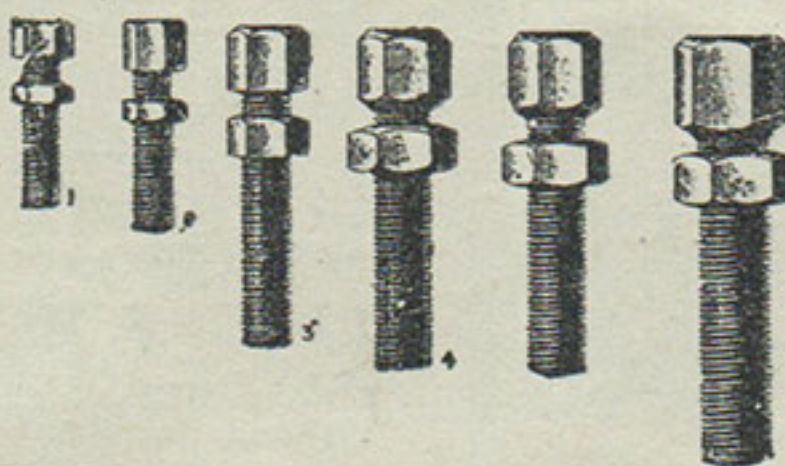
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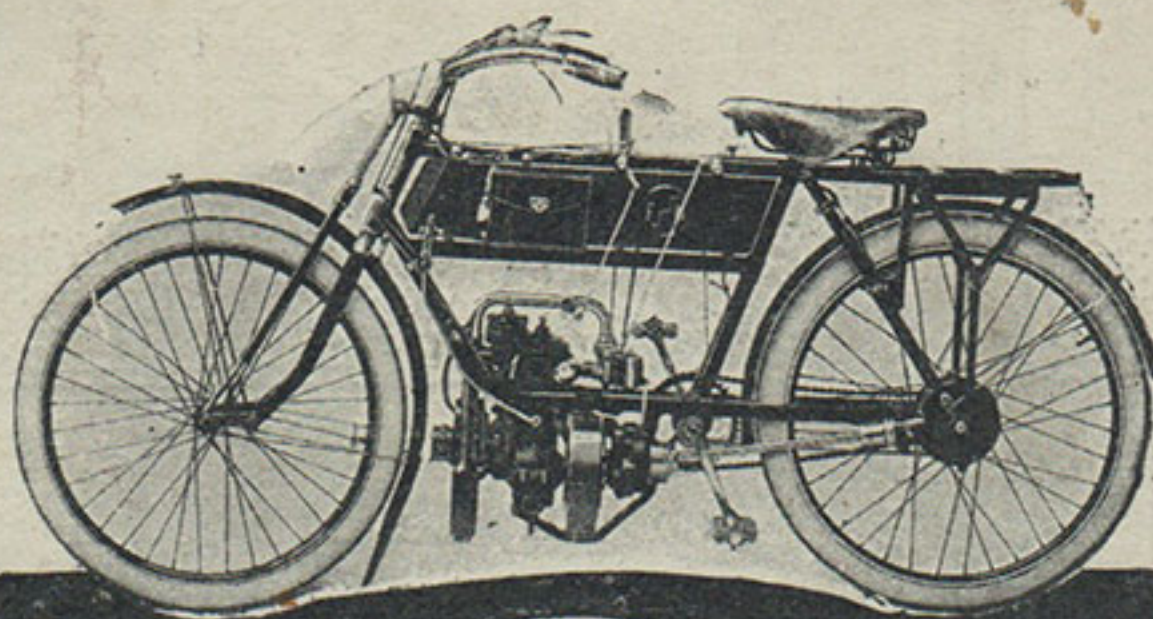
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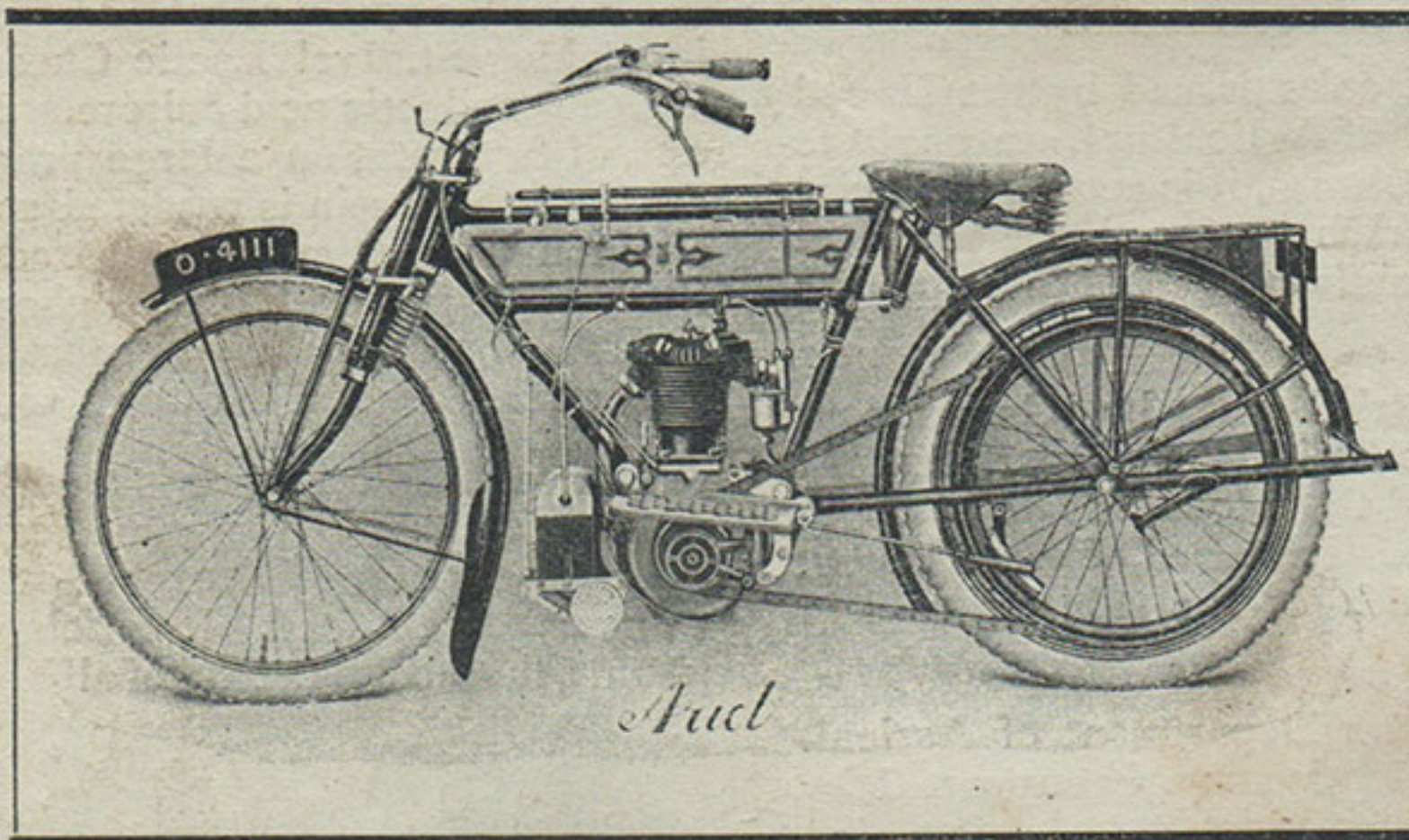
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