

19 OCTOBER 1950

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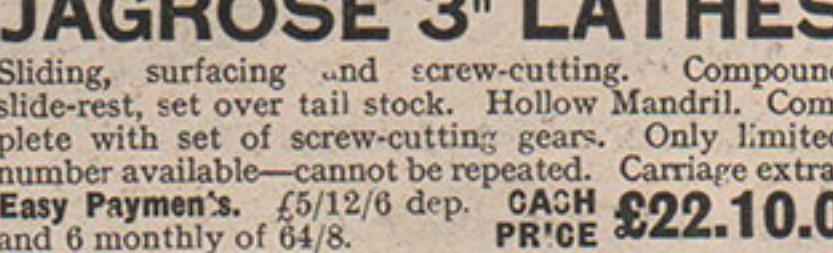
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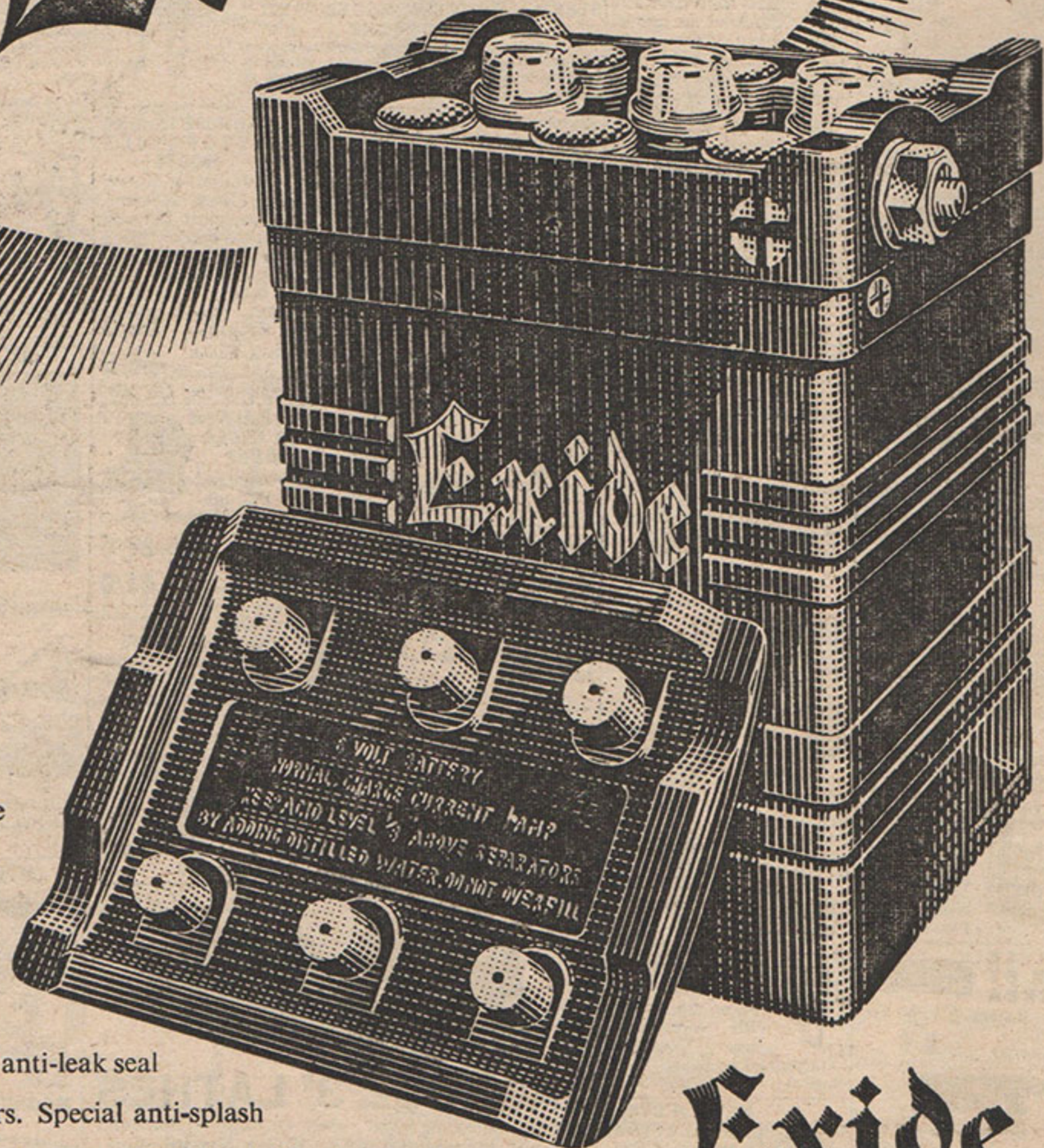
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Are you an old hand at the motor cycling game? Then the headline tells you all you want to know.

Here, nevertheless, are a few of the details. Special anti-leak seal between lid and cell pillars. Special anti-splash vents. Anti-corrosion terminal nuts. Rubber-buffered cover.

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Exide
MOTOR CYCLE
BATTERIES

Shown here, the standard Exide for strap mounting. For machines with 'T' bracket mounting fit Exide 'Buoyed-Power'

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THIS BOARD INDICATES THE NUMBERS OF THE SIX LEADING COMPETITORS WHO HAVE COMPLETED THE LAP. WHEN THE SPEED IS ALSO SHOWN THE ORDER IS DEFINITE	ORDER	1	57	41	49	73	39	36
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	ORDER	2	57	41	1	49	73	39
	SPEED		92.20	90.27	89.98	89.86	89.63	88.41
	ORDER	3	57	41	49	73	1	39
	SPEED		92.75	90.94	90.04	89.98	89.92	88.41
	ORDER	4	57	41	49	1	73	39
SPEED		92.07	90.69	89.51	89.40	89.22	87.95	
ORDER	5	57	41	49	73	1	39	
SPEED		92.26	90.87	89.86	89.63	89.57	87.13	
ORDER	6	57	41	49	73	1	26	
SPEED		92.32	90.94	90.15	89.90	89.69	86.81	
ORDER	7	57	41	49	73	1	26	
SPEED		92.27	90.16	90.37	90.11	89.78	86.83	

G·E·DUKE

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THE UNAPPROACHABLE

WINNER OF

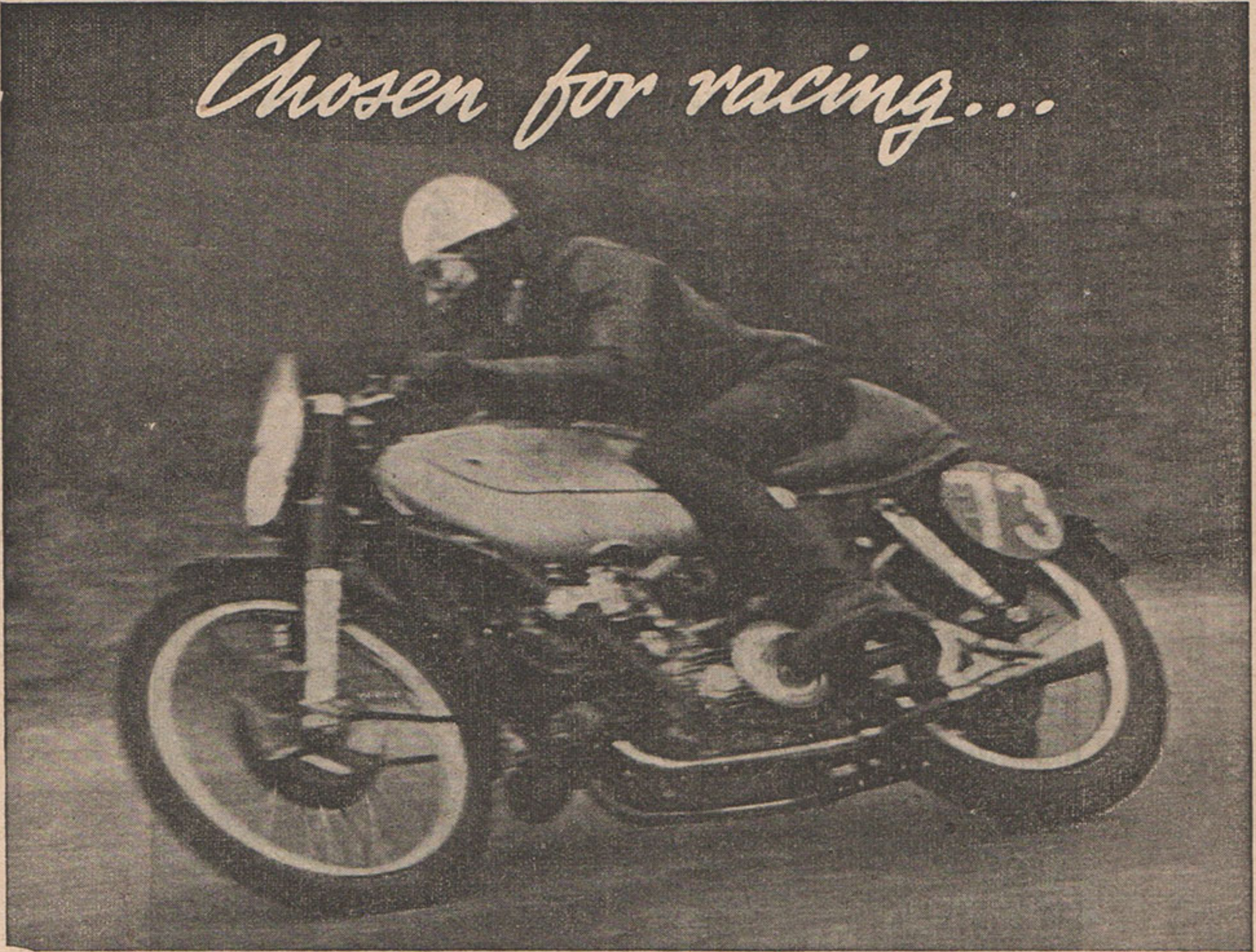
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24 T.T. RACES

THE WORLD'S BEST ROAD HOLDER

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Chosen for racing...



and safest for you

Road racing is a gruelling test of brake linings. To be safe at maximum speeds, brakes must grip surely yet smoothly and *keep* their stopping-power.

These are the qualities you need in your own brakes. You find them in Ferodo linings, proved by years of racing, and standard equipment on most British motor-cycles.



ARE YOUR BRAKES GOOD ENOUGH?

Good linings wear down so gradually that you may not notice the loss of stopping-power.

Don't wait for an emergency. *Test* your brakes regularly, and if in doubt consult your repairer.

When at last the time comes for new linings, remember there's a *correct* Ferodo grade for every motor-cycle brake—and relining in good time saves the risk of damaged brake-drums.

FERODO

BRAKE AND CLUTCH LININGS

FERODO LIMITED, CHAPEL-EN-LE-FRITH

REG'D TRADE MARK
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Wherever you go...

... ONE OF THESE TWO HARD-GRIPPING HARD-WEARING MOTOR-CYCLE TYRES WILL GIVE YOU GREATER RIDING EFFICIENCY



THE GRASSHOPPER

On surfaced road or unmade track the Grasshopper's aggressive self-cleaning tread grips, grips and keeps on gripping. For trials or normal travel it clips vital seconds off your time.



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Deep cut, diamond tread blocks grip hard on the slipperiest roads ; reinforced shoulders provide safer cornering and the rugged All-Service construction stands up to the hardest, roughest riding.

You can trust

GOODYEAR
MOTOR CYCLE TYRES

FOR UNFAILING GRIP AND OUTSTANDING PERFORMANCE

LAYTONS OF OXFORD

NEW ROAD, OXFORD

40 YEARS

SUPPLYING
ONLY THE BEST

USED

MACHINES
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BECAUSE WE HAVE ALWAYS OFFERED

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£5,000 SPARE PARTS
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• **FULL GUARANTEE**

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FOR IMMEDIATE SERVICE

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and have a

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PLEASE SEND FULL DETAILS OF
LAYTONS' EASIEST TERMS AND
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Name

Address

Id. Stamp only in unsealed envelope

IT IS GOOD TO KNOW THAT MR. JOSEPH KELLY IS ONE OF MANY HUNDREDS OF EXPERIENCED RIDERS WHO FEEL THAT THE NEAREST APPROACH TO THE PERFECT MOTORCYCLE AVAILABLE TODAY IS



Extract of a letter received from:—

J. KELLY,
49, BACK TEMPLEHILL, TROON, AYRSHIRE, SCOTLAND.

10th JULY, 1950

Dear Sir,

"I am writing to tell you how pleased I am with the Comet delivered to me in May this year. This is my first Vincent and I can assure you that it will not be the last of this "breed". The performance, as far as road holding, steering, and brakes are concerned is, in my opinion, beyond parallel, while freedom from oil leaks is very encouraging.

Thanking you and I am quite sure that as there is nothing perfect in this world, I have, nevertheless, discovered something very close to it in the Vincent".

Signed:— JOSEPH KELLY

MR. KELLY'S VERY KIND REPLY TO OUR REQUEST TO PUBLISH HIS LETTER WAS PARTICULARLY PLEASING TO ALL OUR STAFF WHO TRY SO HARD TO GIVE COMPLETE SATISFACTION.

49, BACK TEMPLEHILL,
TROON,
AYRSHIRE,
SCOTLAND.
19th JULY, 1950

Dear Sir,

Your letter of 18th July, 1950 received and contents noted.

As far as I am concerned, you are very welcome to use any extracts from my letters to your praise of the Vincent "Comet", as I sincerely mean every word of them.

I am no "beginner" in the motorcycle game and can recognize near perfection when I come across it, and can fully appreciate it and the amount of research and hard work that goes into producing it. Therefore, I like to let the manufacturer know when I am pleased with a machine, as I should if I were not.

We motorcycle "blokes" are apt to take a good machine for granted now, but you just can't take the Vincent for granted—your designers have thought of everything, and it gives the owner a sense of superiority to know that he owns a really high-class machine, and I am very proud to put my name and address to any recommendation of mine that you care to use.

I am,

Yours faithfully,
Joseph Kelly.

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Enthusiast-designed and built for YOU!

★ THIS IS A FACT, NOT A SLOGAN

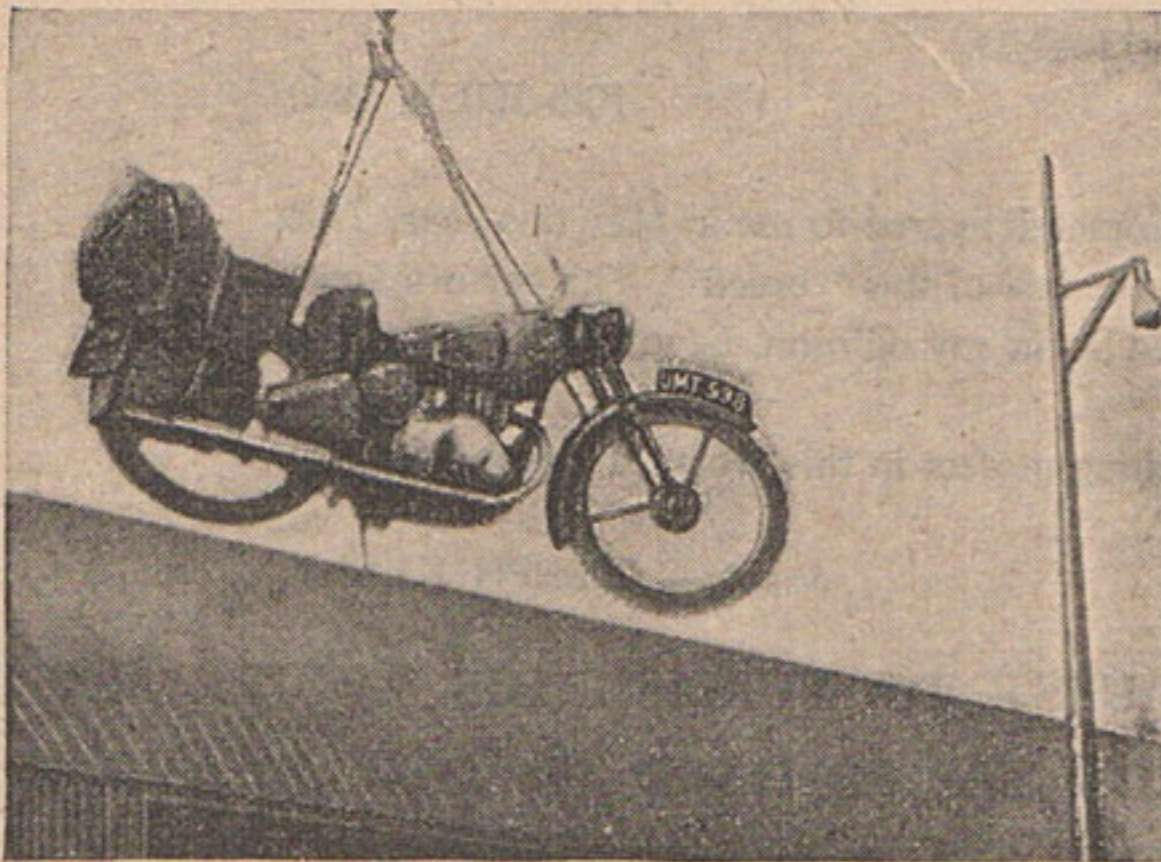
THE VINCENT H.R.D. COMPANY, LTD., STEVENAGE, HERTS, ENGLAND. TEL: STEVENAGE 670



"I am so thrilled with what the 250 c.c. has achieved that I want others to share my enthusiasm!"

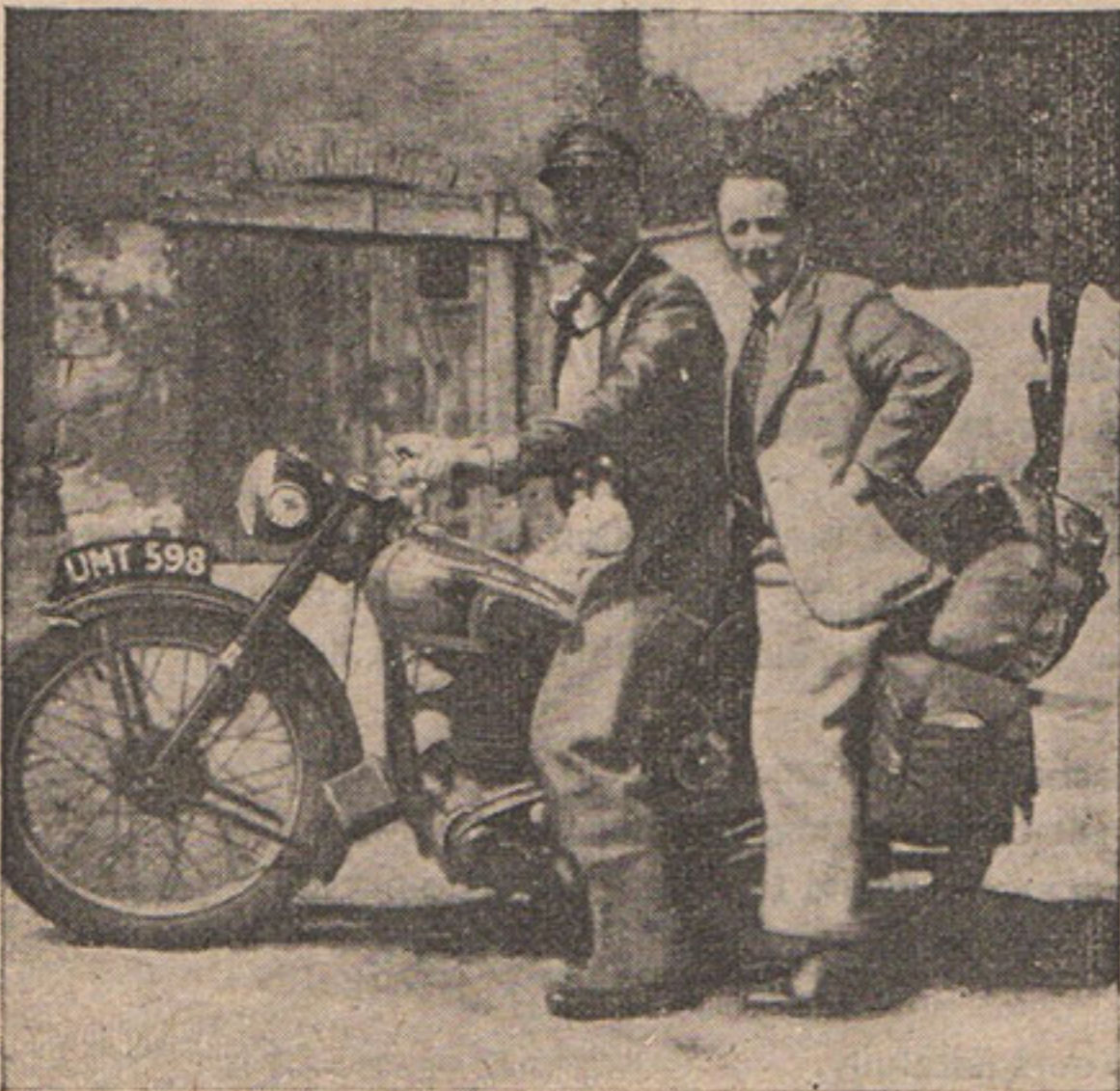
WRITES MR. R. WISEMAN, HOUNSLOW

THIS LETTER IS TYPICAL OF THE ENTHUSIASM OF *BSA* RIDERS



MR. WISEMAN BOUGHT THIS MODEL A YEAR AGO AND WRITES

"I have just completed a year of trouble-free motor cycling and enjoyed many hours of pleasant touring at a very low cost."



HE AND HIS FRIEND TOURED FRANCE AND SWITZERLAND

"During the last fortnight the bike has carried a friend and myself across France and into Switzerland. Besides a pillion rider, the bike was heavily laden with luggage. I thought, before the trip, that we were asking rather a lot of a 250 c.c. bike. We completed the 1,200 mile trip without a spot of trouble. The perfect performance of this B.S.A. machine enabled us to have such an enjoyable trip that we feel a big vote of thanks is due to B.S.A."



THE MOST POPULAR MOTOR CYCLE IN THE WORLD

THE MOTOR CYCLE

48th Year of Publication

Vol. 85. Nos. 2480

19 OCTOBER 1950

Editor **ARTHUR B. BOURNE**
Assistant Editor **H. W. LOUIS**

EDITORIAL OPINION

TROUBLOUS TIMES!

A Personal Note from the Editor

FEW will be unaware of the difficulties that beset the publication of London-printed journals—difficulties that unhappily continue at the time we go to press. Many readers, in letters and in conversation, have expressed their own sense of loss in being deprived of three numbers, those for September 7 and 14 and October 5. War, with all its bombing, failed to interrupt our week-by-week publication, but now there is the dispute among those who do our printing . . .

Whether the trouble will terminate speedily—perhaps be over before this number is published—or be long-drawn-out, it is impossible to forecast. The Staff of *The Motor Cycle* can do no more than hope. If it is humanly possible, we shall continue week-by-week publication.

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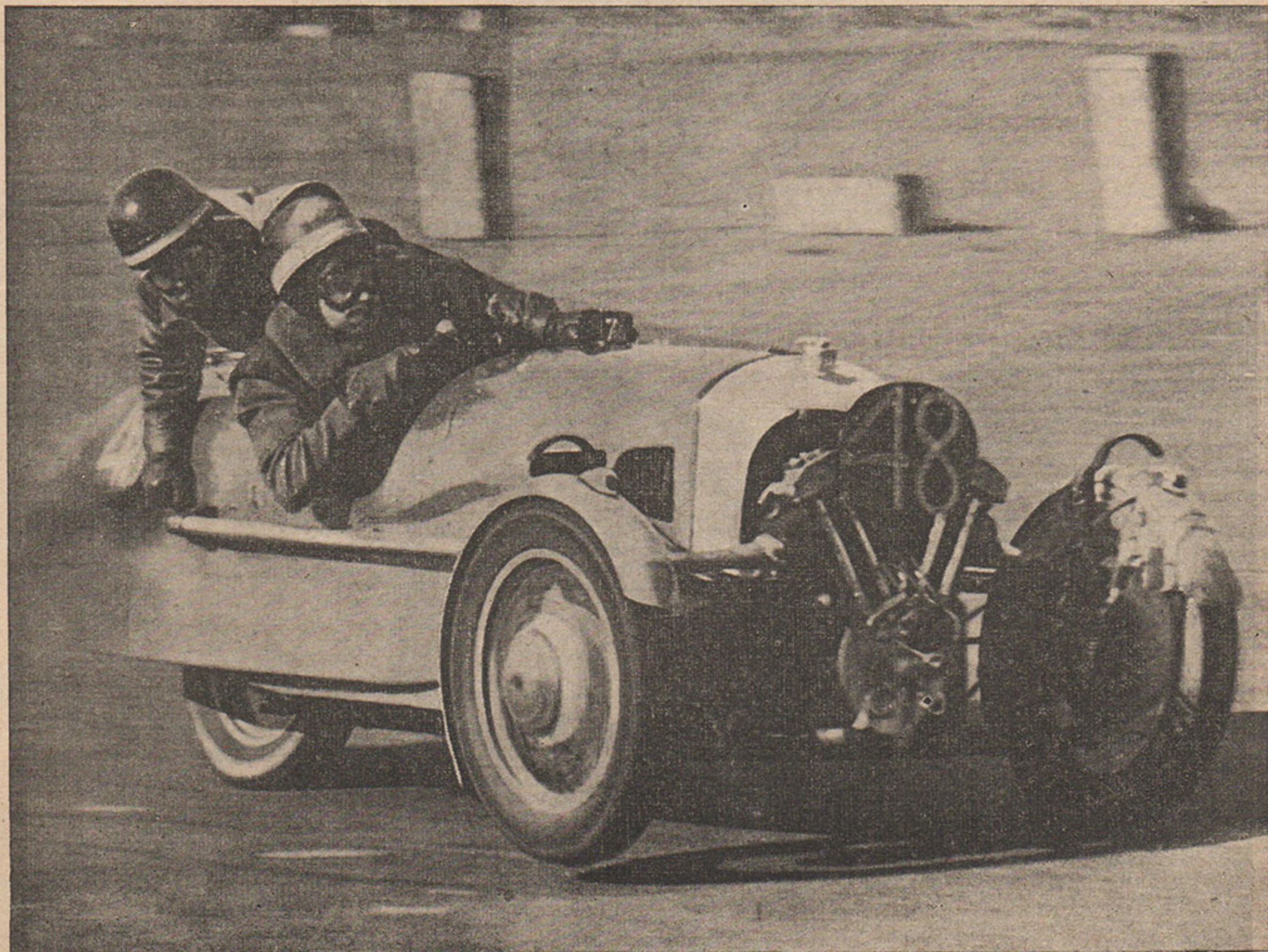
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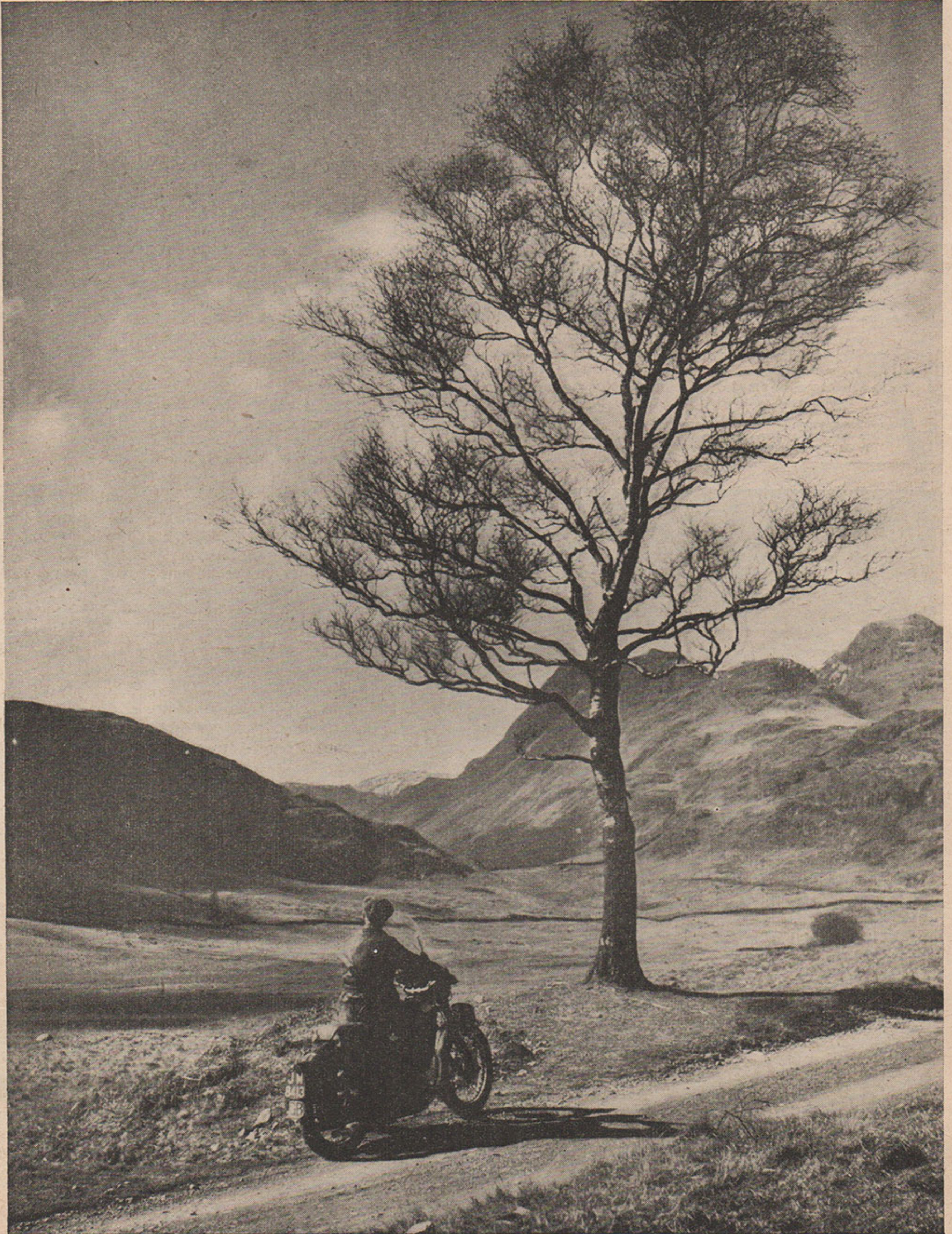
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Ho, ho, she lifts!—and driver E. N. Linscott (990 Morgan) purses his lips while the passenger shifts the c. of g. This effective action shot was taken at the Newcastle Club's Tranwell road races



Ocasional Comments

Chromium-plated Bores

I HAVE lately perpetrated one or two comments on the use of chromium plating inside an engine as a method of reducing cylinder wear and of postponing the dread day for a rebore. It is already clearly established that a chromium-plated piston ring in the top groove is extremely effective, and that the Hepolite people are competent at the job. Similarly, during the past few years the Laystall Engineering Company has built up quite a trade in chromium-plating the bores of engines, especially those fitted to buses and trucks. So far this enterprise specializes in plating steel cylinder liners, and customers report that 100,000 miles entails astoundingly little wear. (The liners are marketed under the trade name of Cromard.) Simultaneously, it is known that sundry motor cycle firms regard their experiments with chromium bores as abortive. This contrast is partially explained in my next paragraph.

Tests

A MAJORITY of the motor cycle tests of chromiumed bores, it seems, have been made with cast-iron cylinders. It is not impossible to deposit a thin film of chromium on cast-iron, but success largely depends on a uniform quality of this metal. Such uniformity is perhaps not easy to obtain. At any rate, it is far easier to deposit the chromium on steel liners. That the process is fundamentally sound has been proved on selected motor cycles. Readers may be surprised to hear that a number of racing machines (especially on the cinders and on grass) are using chromiumed bores, as are a few Speed Twin Triumphs. All this experimental work will doubtless lead to a definite choice between chromiumed rings and chromiumed cylinder bores; at present, preference in the motor cycle sphere seems to favour the top piston ring. Whatever the final issue, the promise is that we shall ultimately get these most vulnerable components of our engines endowed with a far longer life than previous experience has ever suggested. The innovations just mentioned are only four years old, i.e., they are post-war schemes; and they have both achieved a considerable success. We shall hear much more of both in the near future.

Forks for Clip-ons

I AM asked to ventilate the question of front-fork adequacy on motor-assisted bicycles, and that from two separate angles. The first is that of safety. Obviously, a very tiny "clip-on" adds nothing much to the weight or speed of a pedal cycle. A pedal-cycle fork

by Irvine.

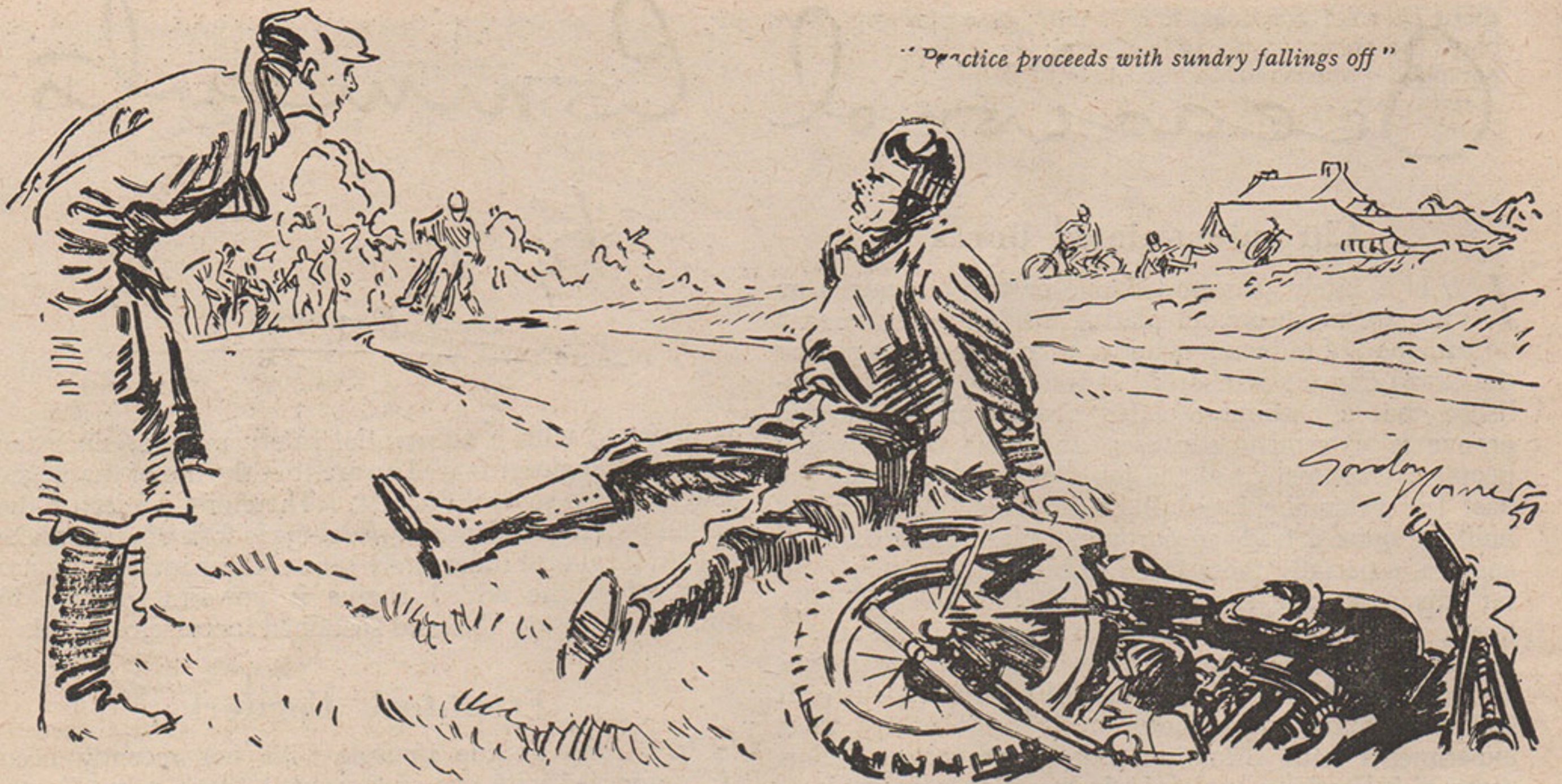
is designed with a substantial safety margin, since the designing engineer is well aware that the life of the frame may run into several decades. Therefore, subject to the stated proviso, a standard pedal-cycle fork of good make should be almost indefinitely safe. The proviso does not exist when the added engine is powerful enough to furnish a considerable and sustained increase of speed.

Front-fork Comfort

THE road outside Benzole Villa has recently been adorned with one of the new "black velvet" surfaces. On this even a 500 c.c. motor cycle would ride smoothly if equipped with a rigid fork, and here a motor-assisted bicycle certainly does not judder although its frame is devoid of any springing system. But taking Britain by and large, many of our main roads display poorish surfaces already, while the secondary and tertiary roads are often real bone-shakers. In some districts the local surface is grossly ill-suited to rigid forks, even at the comparatively low speed of a clip-on. (On the day I write this, the spectacle of a rider with a rigid fork juddering over a worn main road almost afflicted my teeth with a sympathetic chatter equal to the torture which he was undergoing.) So if safety acquits the rigid cycle fork, comfort must frequently condemn it; and increasingly so, as our roads betray the effects of progressive and continued neglect.

Special Forks?

THE reasoning of my last two paragraphs outlines a case in favour of applying a lightweight spring fork of additional strength to—at least—all the faster motor-assisted cycles. The cycle firms will probably take the line that it is none of their business, which, if callous, is true enough. I imagine that accessory firms may presently market substitute forks interchangeable with the standard rigid fork. A day may come when great cycle firms will suffer in reputation unless they themselves grasp the nettle, by offering those clients who add clip-ons a stouter and sprung fork interchangeable with the original article. Prompt coping with these possibilities will not only bring recruits to the midget brigade, but may even save valuable lives. In the early days of motor cycling many pioneers were injured by the failure of pedal-cycle forks subjected to little greater ordeals than an elderly pedal cycle faces today when its speed and loading are increased by adding an engine.



THERE is a grass-track meeting fixed for the Saturday, a hill-climb on the Sunday, and a scramble on the Bank Holiday. V.'s potato lorry is piled high with week-end bags, cans of methanol, toolboxes, camping kit, and the vast quantities of fruit and embryo alfresco meals which, well-smear'd with mud, oil and grease, motor cycle clubmen relish in the course of a week-end's back-breaking enjoyment.

"Thank heaven," we said, "the sun is shining." The storm coats are all piled on the wagon, which looks more like an old rags lorry than the respectable fruiterer's transport it is.

A hastily constructed "Special," of which the proud owner expects rather too much, drops out of line with the magneto seized; cool off and press on. A well-laden scrambler drops out with a rear tyre puncture. The longest job is taking off the luggage to get at the wheel. Ah, yes! —the fun has begun. Most of the high-compression engines are tending to oil up plugs, and we are already weary when the field is reached.

Boundless Enthusiasm

Willing hands prepare the machines, and a dozen dusty dicers crowd selfconsciously into a hedge to change into ancient, tatty leathers. Practice proceeds with sundry fallings off. One man can't get his machine running properly. Urgent consultation results in several diagnoses, none of which has any bearing on the truth. The ardent amateur mechanic who put on a dope carburettor without a float needle becomes somewhat crestfallen.

The local club folk, whose guests we are, prove charming. We race with mixed success and boundless enthusiasm. The same spirit is strong in the local boys, their rural accents harmonizing well with our Cockney in the cheering. When our "A" and "B" teams are left to fight out the team final, the vanquished locals cheer louder than ever.

We have booked at a local hotel. Mine host and his wife welcome our ladies enthusiastically and us grimy, booted and breeched types with somewhat waning courtesy. There is a struggle for the bathroom and nearly everyone is late for dinner. Luggage space is short, spare clothes are

Clubman's

Some Jottings from the Diary of a Sporting

sparse, and nearly everyone is in shirt sleeves. The other residents appear not to mind the shirt sleeves—but the shirts! It is amazing how the conversation never turns for a moment from motor cycle sport.

The local clubmen arrive and the fun is fast. Our pianist tries unsuccessfully to perform on the ancient spinet in the lounge. He has almost to be forcibly restrained from investigating the innards of the instrument, for not a phon emerges for all his Continental fingering. The other residents obviously regard a mouth organ as declassé and the performer desists.

A number of horsey types have arrived for a gymkhana on the Monday. Their sartorial peculiarities offset our own somewhat, and the residents resign themselves to the invasion of their rural retreat. There is a camaraderie between horsemen and motor cycle competitors by virtue of the similarity of terrain traversed in contest and the same amateur spirit of the sports. They fall in with us easily, and mine host and his lady fill the flowing bowl assiduously.

Nearly everyone has brought the domestic alarm clock, and between six-thirty and seven on the Sunday the inn rings with urgent summons to be up and doing, which good intention is effectively bottlenecked by the competition for the bathroom.

The stable yard is a hive of industry. Cylinder heads, inner tubes and spanners litter the floor, along with wooden buckets and curry combs. Urgent discussions are going on among little groups of casually clad worriers round the yard. Their talk is of lameness and temperatures; stuck valves and broken springs; cast shoes and choked oilways; footrests and stirrups. The local motor cyclists go by with their stakes, ropes and hammers, and the local horsemen go by with *their* stakes, ropes and hammers. All

shout cheerful greetings, and the old lady who apparently plays the spinet regularly is constrained to turn aside from her plant-watering to bid us all good day.

Breakfast is late and hasty, and the run over the heathery common to the hill-climb a pure joy. The air alone is worth a guinea a cylinder, though the troublesome magneto seeks to render it poisonous with the odour of burning shellac.

Our road runs over high heathland towards the sea, and we can see the banner over the finishing line long before we reach the course.

As we arrive, the local folk are already assembling on the heathery slopes—a natural grandstand if ever there was one. From the finish at the summit of a loose-surfaced one-in-two hill, the ladies' bright dresses are picked out in gleaming, irregular patterns on the purple carpet. The start is on the other wall of the valley, the course twisting down round a fir-tree thicket into an S-bend among the ferns in the valley floor at the foot of the climb. The hustle and bustle in the pits and the odd flash as the sun strikes the machines through their cover of trees makes me think vaguely of preparations for a battle—and such skirmishes must almost certainly have taken place many times on this ancient seaboard heath.

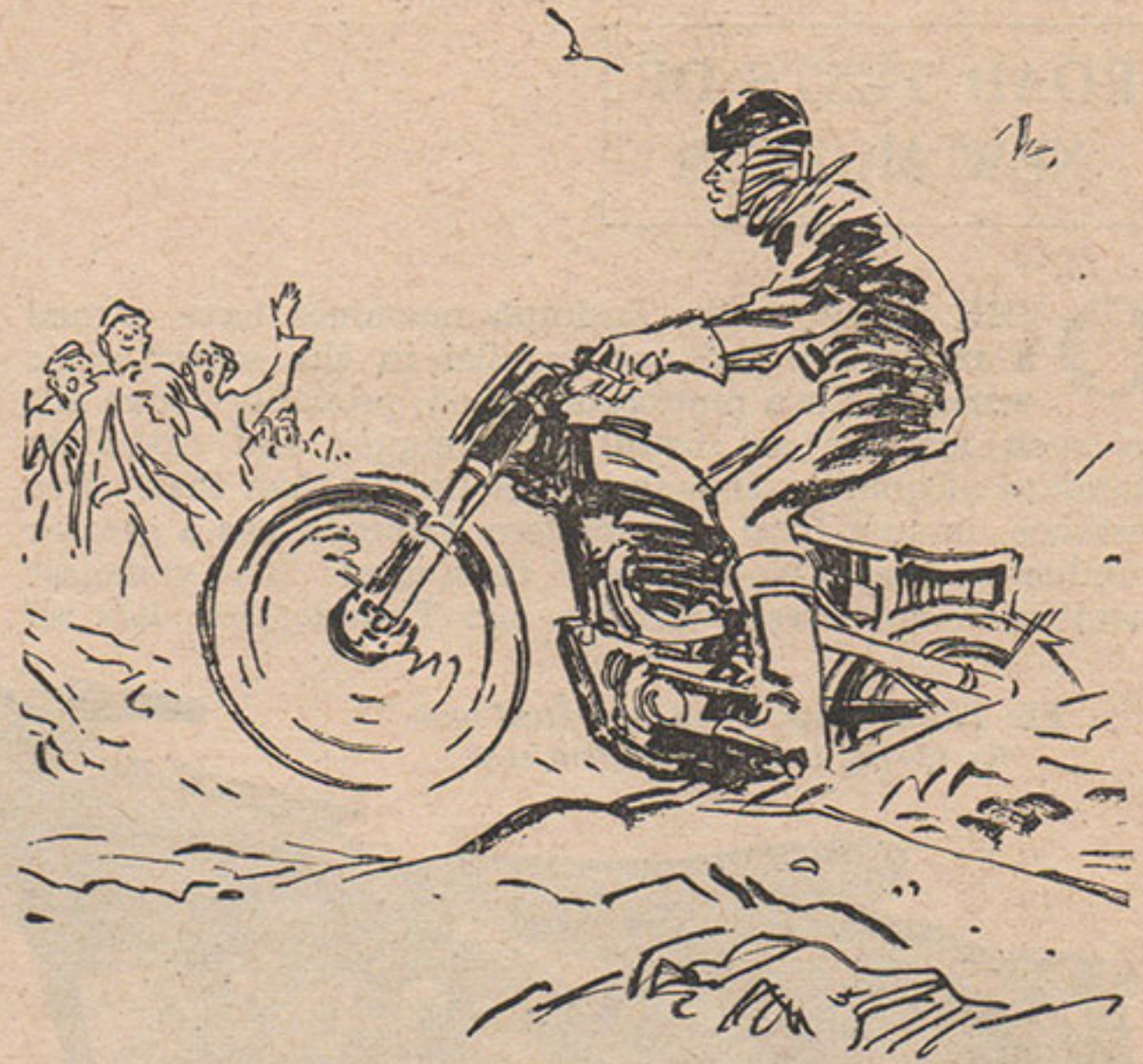
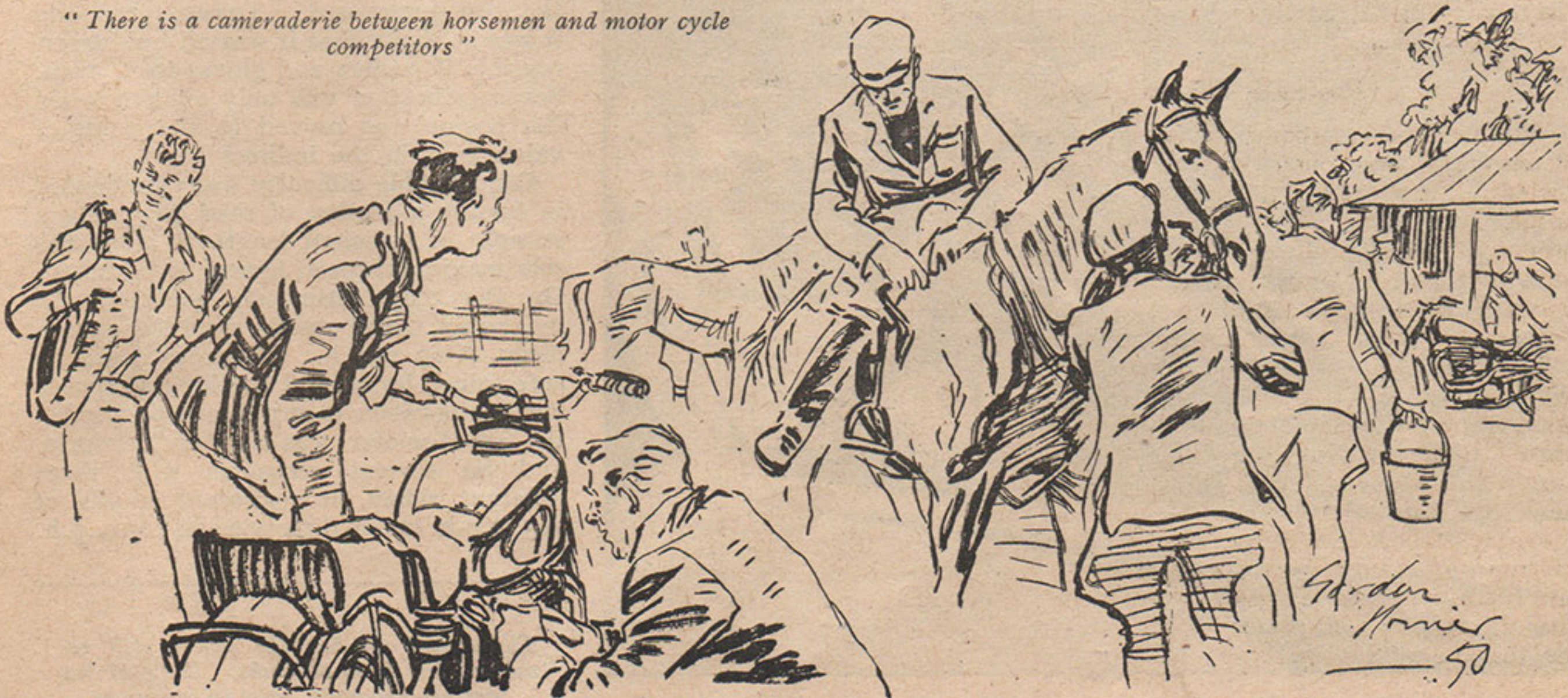
Battle there is when practice begins—a battle to get up the hill. Machine after machine digs in on the loose loam, and the shout that goes up when the local publican makes the first complete climb is like the rallying cry of the clans, though lacking the bloodthirsty ring. We all fall off in

Week-end

Clubman By ANTHONY NICHOLSON

practice and the local lads enjoy their revenge for the beating they took on the grass-track. A full climb is still rare enough to evoke a thrilling yell, which must warm the blood of the successful man. The events are run off in pairs, and the crowd watch keenly, not bothering to smoke—as they have been requested, because of the fire danger. I don't think they miss the narcotic; the game is the thing.

"There is a camaraderie between horsemen and motor cycle competitors"



"... the shout that goes up when the local publican makes the first complete climb is like the rallying cry of the clans"

How welcome we visitors are made. The pleasant folk we met at the grass track yesterday greet us like old friends, and the horsey folk come along to enjoy the mechanical offspring of their ancient pastime. And in the evening the afternoon is lived again as tales are told. . . .

Monday was much the same as the previous days, yet tedium was nowhere to be felt. We worked away and the chaff and chatter flew fresh as the first day.

Of course, it rained on the run home, and some of us were made uncomfortable by little bits of damage to the machines. But these misfortunes are not so bitter when one is with the club. That is how one gets the last ounce of enjoyment from motor cycling. Not all our members by a long chalk are competitors. There are others: the "steadies" on whom the boys are glad to rely when things are a bit sticky.

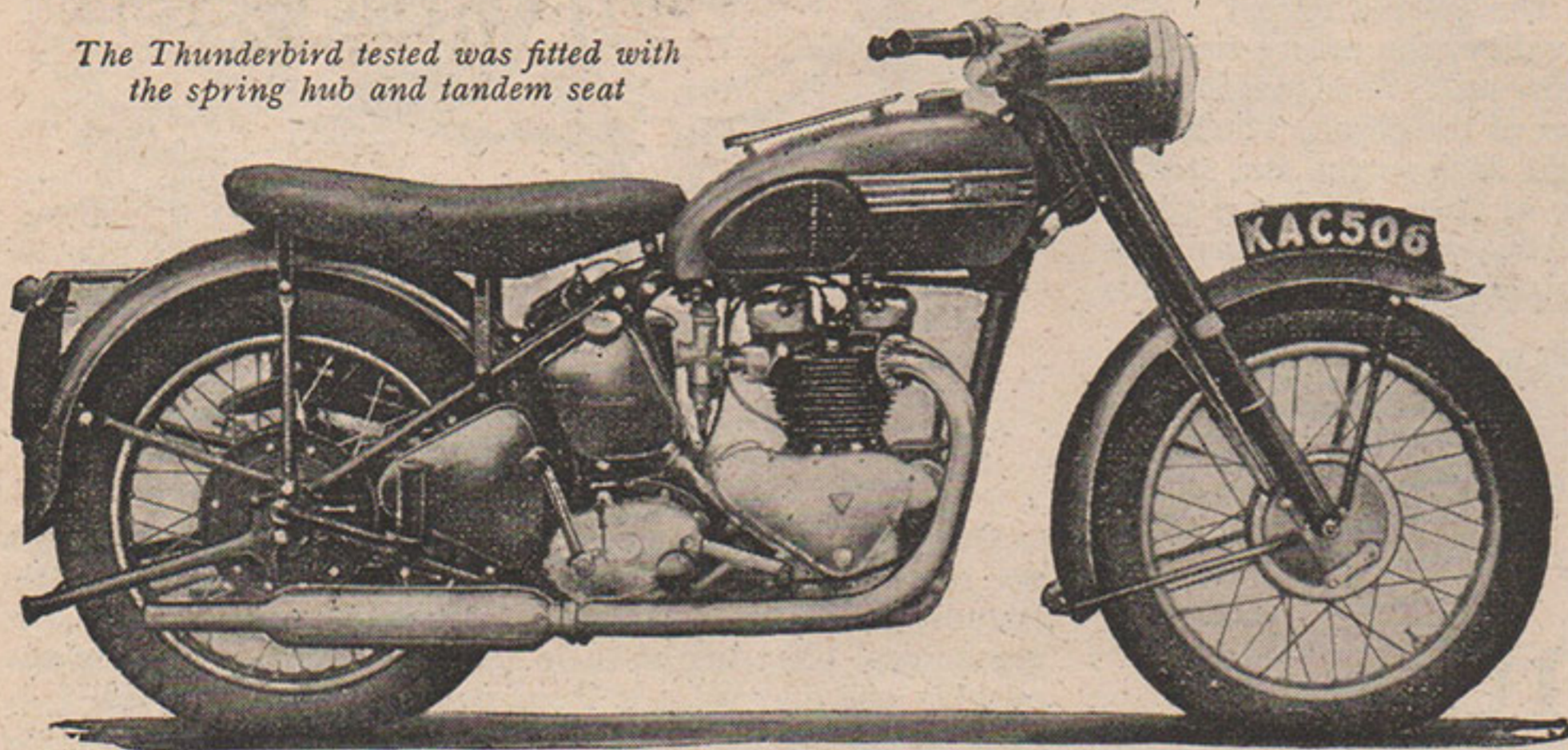
ROAD TESTS OF NEW MODELS

649 c.c. Triumph

Enthralling Vertical Twin Tested in

OVER many years, Triumph machines have earned a reputation without parallel in the motor cycle world. It is a reputation based, probably above all, on such features as zestful performance and first-class standard of quality, though it goes deeper than that. For instance, in sum total, the modern Triumph has a greater number of "desirable features" than most. The youngest member of the breed, the 650 c.c. Thunderbird, has all

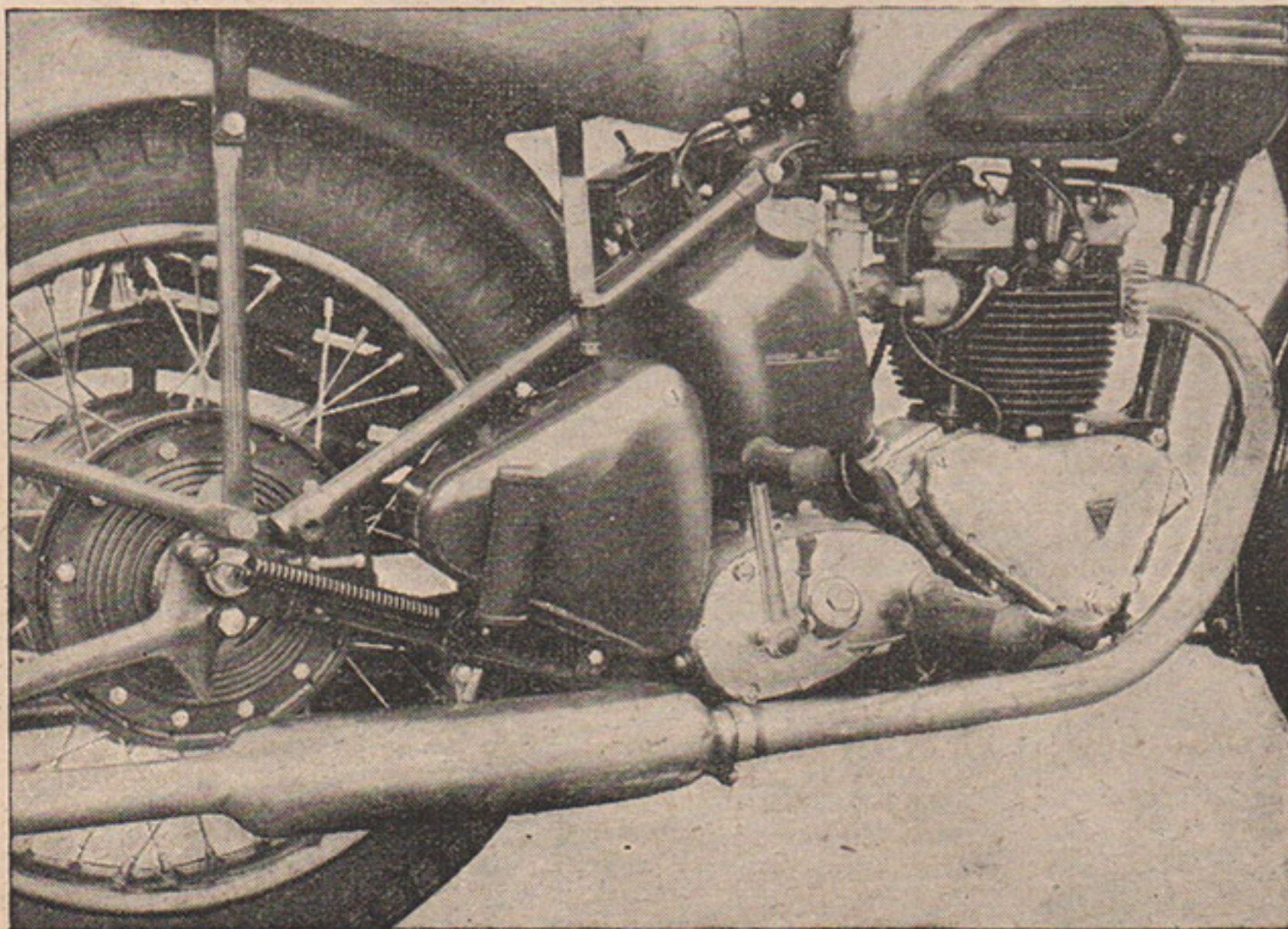
The Thunderbird tested was fitted with the spring hub and tandem seat



these in good measure; and, in addition, the obvious advantages accruing from increased engine capacity.

In general dimension and feel, when one straddles the machine, the Thunderbird is to all intents and purposes a 500 c.c. This is partly due to the compactness of the riding position (which proved equally comfortable for riders of tall or short stature).

Height from the ground of the new twinseat is 31½ in, and the width across the knee-grips, in spite of the fuel tank



having a capacity of rather more than four gallons, is no more than 11 in. The handlebar sweeps back from the steering head rather more than is usual on British machines, and brings the grips to within comfortable reach of the very comfortable seat. On first acquaintance, the impression is that the angle of the grips, in relation to the machine's transverse axis, is too great, but later, when the strangeness that accompanies any marked change in riding position

has been overcome, an angle that is more comfortable or gives a greater degree of control at high or low speeds is difficult to imagine.

Controllability of the first order is, of course, one of the primary essentials of a machine capable of cruising at speeds in the region of 90 m.p.h. So fast is the Thunderbird that during the test the maximum speed at which the machine could be cruised, without engine fatigue becoming apparent, was never determined. When road conditions permitted, speeds of 80, 85, 90 m.p.h. were often held for as long as the rider could withstand the

buffeting force of wind pressure. It is perfectly true to say that the cruising speed of the model was limited only by the physical strength of the rider.

However, at normal cruising speeds the Thunderbird rustles along in the most effortless manner imaginable. At 50 m.p.h. in top gear the engine is turning over at little more than a fast tickover. At 60 m.p.h. or at 70, the machine will cruise with a degree of quietness and smoothness that is quite exceptional. Above 70 m.p.h. there was

vibration; high-frequency vibration which became less and less noticeable as the test progressed. Towards the end it was so slight that it was all but imperceptible if waders and gloves were worn. Severe vibration was only evident when the engine was revved to the point of valve float in the indirect gears.

Considerable difficulty was experienced in finding a section of road providing a straight of sufficient length to allow the solo maximum-speed figures to be taken. On the road ultimately selected, the maximum timed speeds recorded gave a mean of 97 m.p.h. So far as could be ascertained by careful checking at speeds varying between 30 m.p.h. and 60 m.p.h., the speedometer was spot-on accurate, and on several occasions with three different riders, it registered speeds of 105 m.p.h. in one direction and 100 m.p.h.

Throughout the test the power unit remained free from oil leaks. The gear box was exceptionally quiet in operation

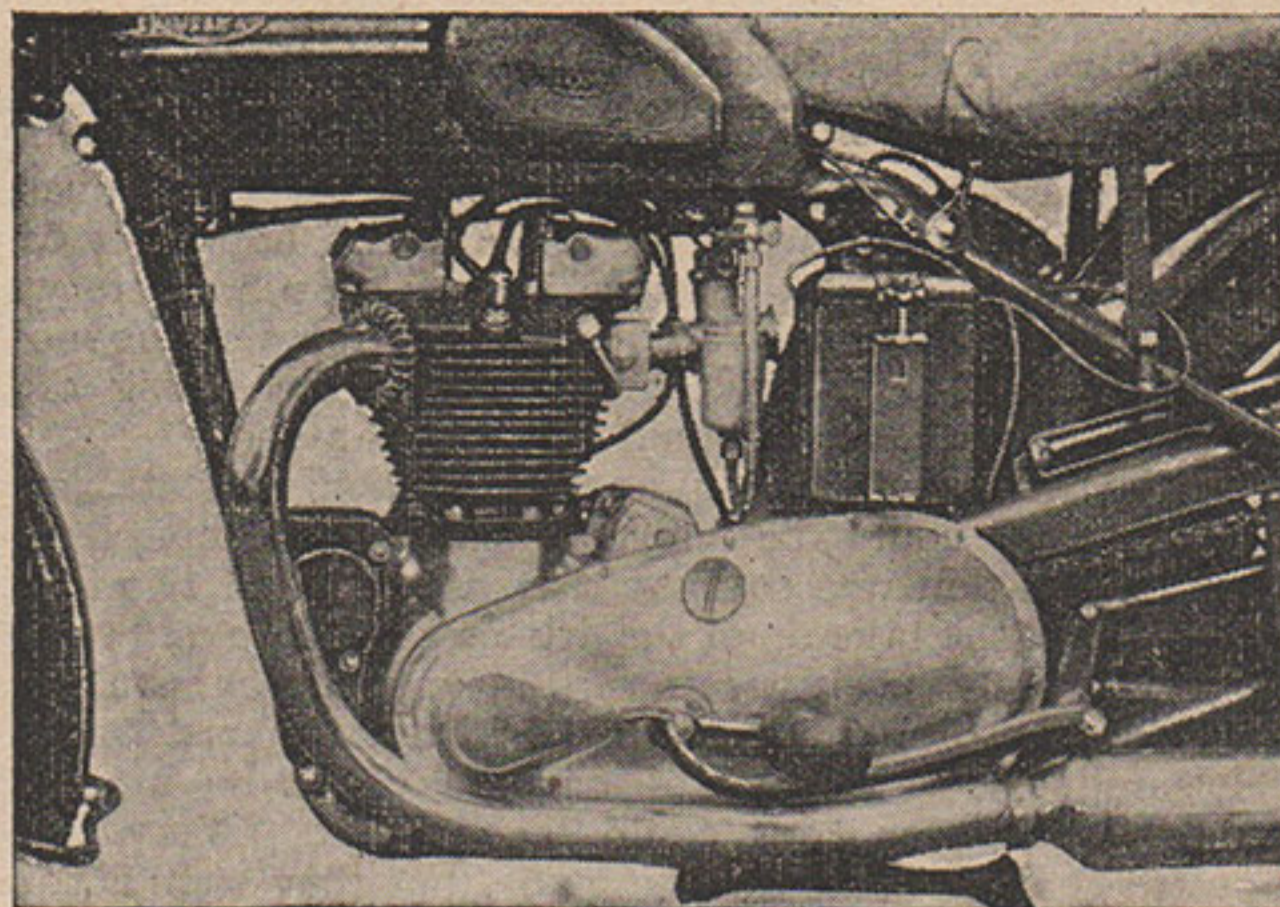
Thunderbird

Both Solo and Sidecar Forms

in the other which, of course, gives a mean speed of 102.5 m.p.h. However, these speeds were not recorded over the timed quarter-mile, and it is the timed figure which is quoted in the information panel. In any case, closely calculated maximum-speed figures of over, say, 90 to 95 m.p.h. are purely academical and have little practical value; the general trend today is to aim rather more at achieving a high, tireless cruising speed.

During the days when attempts were made to obtain the maximum-speed figures, the engine took such a flogging as is unlikely ever to come the way of a machine in the hands of even the hardest of everyday riders. Because different sections of road were tried and because, also, on one occasion, trouble was experienced with a magneto, the engine was on full-bore almost continuously for three or four hours at a stretch on four consecutive days. It gave no signs of abuse and, indeed, caused despair among hard-riding members of the Staff because of the difficulty experienced in even slightly discolouring the exhaust pipes! Not the faintest trace of oil appeared outside the engine or gear box.

Starting the 650 c.c. engine from cold was positive and generally accomplished on the second or third kick, assuming that the throttle was opened the merest fraction, and the carburettor flooded copiously. Throughout the test, the air lever was never used. Starting required rather more muscular effort than was desirable, and it was felt that the fitting of an exhaust-valve lifter or some other form of compression-release would be an advantage.



A high-output dynamo is fitted. The lever under the seat operates the carburettor air valve

Immediately it had fired, the engine could be driven off without warming up. It would idle as perfectly after a cold start as it would after reaching its working temperature. Once the engine had warmed up, it could generally be started with an easy half-swing on the kick-starter.

The carburettor air-intake is normally fitted to a Vokes air-filter, which completely eliminates suction hiss. Maximum speed with the filter in position and a 130 jet fitted was found to be only three or four miles per hour down on that obtained when the filter was removed and a 190 jet employed. The filter was removed when the maximum-speed figures were taken.

Engine idling was satisfactory, though the pick-up from pilot to needle jet not as clean as might be desired. There

Information Panel

SPECIFICATION

ENGINE : 649 c.c. (71 x 82 mm) o.h.v. vertical twin. Fully enclosed valve-gear operated by push-rods and twin camshafts. Plain big-ends (steel white-metal caps and light-alloy connecting rods) running directly on crankpins. Roller and ball-bearings supporting main-shafts. Dry-sump lubrication; tank capacity, 5 pints.

CARBURETTOR : Amal; Triumph twistgrip throttle control; air-slide operated by lever under seat.

IGNITION AND LIGHTING : B.T.H. or Lucas magneto with auto-advance. Separate 60w Lucas dynamo. 6in head lamp.

TRANSMISSION : Triumph four-speed gear box with positive foot control. Gear ratios: Bottom, 11.2 to 1. Second, 7.75 to 1. Third, 5.45 to 1. Top, 4.57 to 1. Sidecar: Bottom, 12.8 to 1. Second, 8.85 to 1. Third, 6.24 to 1. Top, 5.24 to 1. Five-plate clutch with cork inserts running in oil. Primary chain $\frac{1}{2}$ x 0.305in in cast aluminium oil-bath case. Secondary chain, $\frac{3}{8}$ x $\frac{3}{16}$ in, with guard over top and bottom runs. R.p.m. at 30 m.p.h. in top gear.—Solo, 1,742; sidecar, 2,046.

FUEL CAPACITY : 4 gallons.

TYRES : Dunlop. Front, 3.25 x 19in ribbed. Rear, 3.50 x 19in studded.

BRAKES : 7in front x 1 $\frac{1}{2}$ in wide. Rear (with spring hub), 8in diameter x 1 $\frac{1}{2}$ in wide.

SUSPENSION : Triumph telescopic fork front with hydraulic damping; and Triumph Spring Wheel with helical springs for compression and rebound. (Duplex springs for compression and single for rebound).

WHEELBASE : 55in. Ground clearance, 6in unladen.

SEAT : Triumph Twinseat. Unladen height, 31 $\frac{1}{2}$ in.

WEIGHT : 397 lb, fully equipped and with no fuel.

PRICE : £153; plus Purchase Tax (in Britain only), £41 6s 3d. Spring Hub extra £16; plus P.T., £4 6s. 5d. Twinseat, £1 15s; plus P.T., 9s 6d.

ROAD TAX : £5 a year; £1 7s 6d a quarter.

MAKERS : Triumph Engineering Co., Ltd., Meriden Works, Allesley, Coventry.

DESCRIPTION : *The Motor Cycle* dated 29 September, 1949.

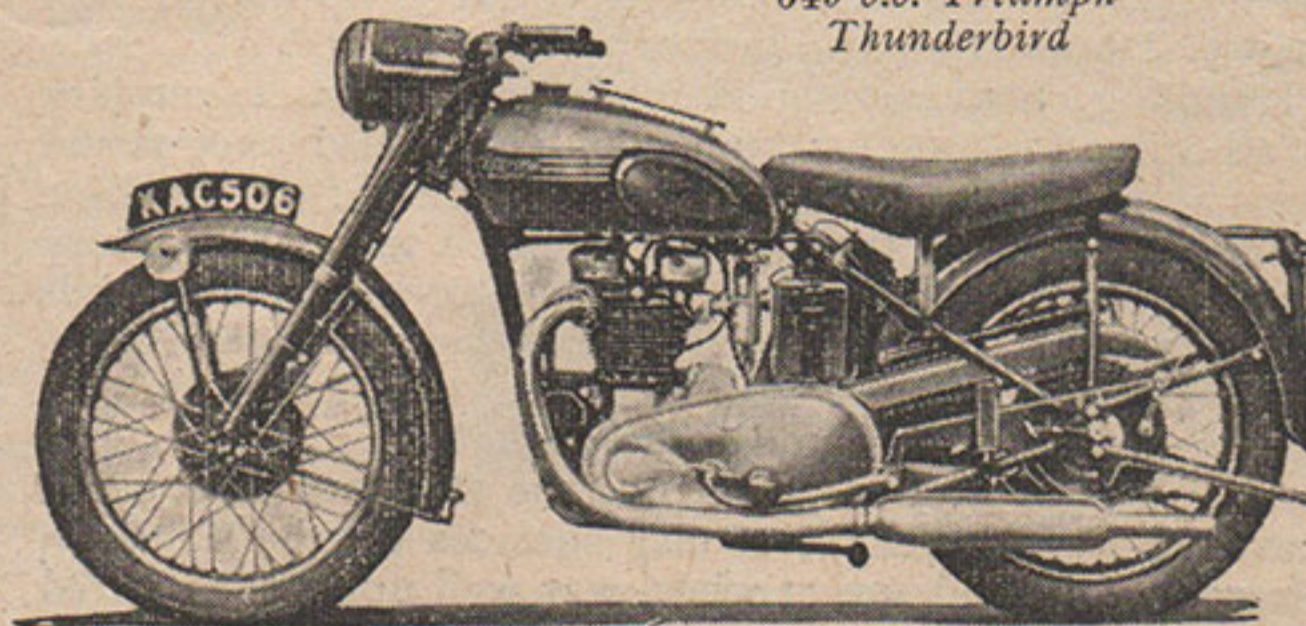
SIDECAR

MODEL : Watsonian Avon, single-seater sports.

CHASSIS : Watsonian VG 21, with quarter elliptic springs at rear, coil springs at front; Silentbloc wheel mounting.

BODY : Overall length, 84in width and depth of seat squab 21 $\frac{1}{2}$ x 23in. Cushion measures 20 x 20in. Height inside with hood raised, 33in. Locker dimensions (approx., since shape is irregular), 26in long x 22in wide x 15in high. Luggage grid on locker door. Black twill hood.

649 c.c. Triumph Thunderbird



PRICE : Body, £30; plus Purchase Tax, £8. Chassis, £20; plus £5 6s 8d Purchase Tax.

WEIGHT : 210 lb complete with chassis and wheel.

PERFORMANCE DATA (Sidecar figures in brackets)

MEAN MAXIMUM SPEED : Bottom : *45 (36) m.p.h.
Second : *61 (51) m.p.h.
Third : *90 (71) m.p.h.
Top : 97 (73) m.p.h.

* Valve float occurring.

	10-30 m.p.h.		20-40 m.p.h.		30-50 m.p.h.	
	secs	secs	secs	secs	secs	secs
Bottom	2.4 (3.4)	3 (-)	—	—
Second	4.2 (5.5)	3.2 (4.9)	3.4 (5.2)	—
Third	6.8 (9.7)	5.4 (7.4)	4.8 (7.5)	—
Top	—	(10.8)	6.4 (12.5)	—

Mean Speed at end of quarter-mile from rest : 85 (66) m.p.h.
Mean time to cover standing quarter-mile : 15.4 (20.7) secs.

PETROL CONSUMPTION : At 30 m.p.h., 88 (65) m.p.g. At 40 m.p.h., 72 (57) m.p.g. At 50 m.p.h., 64 (50) m.p.g. At 60 m.p.h., 57 (40) m.p.g.

BRAKING : From 30 m.p.h. to rest, 29 feet (52ft). (Surface, solo, dry tarmacadam; sidecar, wet tarmacadam).

TURNING CIRCLE : 14ft 6in (14ft 6in).

MINIMUM NON-SNATCH SPEED : 22 m.p.h. (19 m.p.h.).

WEIGHT PER C.C. : 0.61 lb (0.94 lb).

649 c.c. TRIUMPH THUNDERBIRD

was always the chance that the engine would stall unless the throttle were opened gently through its initial phase. As mentioned previously, the Triumph is happy at any speed above 50 m.p.h. Below, say, 40 m.p.h. there was roughness in power delivery which was more pronounced at lower speeds. It was thought that the fitting of a manual ignition control would be an advantage.

With the engine idling and the machine stationary, bottom gear could be engaged easily and noiselessly. Clutch operation was so light that it permitted two-finger control, and the take-up of the drive was smooth and sweet. Clean, entirely positive upward gear changes could be accomplished by moving the pedal with the merest trace of "leisureliness." Downward changes could be made as quickly as the controls could be operated. Very rapid upward changes could also be made, but they were accompanied by a suggestion of clashing of the pinions.

Exceptional quietness of running in the indirect gears was a feature of the Triumph gear box. Mechanical noise from the engine was not excessive and not apparent to the rider at speeds of above 35 m.p.h.

Acceleration of the Thunderbird is in a class by itself; because of the effectiveness of the exhaust silencing, full-bore acceleration could be used almost with impunity. The mean figure of 85 m.p.h. over a quarter-mile from a standing start speaks for itself.

Very Efficient Brakes

Front and rear brakes were outstanding in efficiency and proved entirely adequate for the machine's ultra-high performance. The rear brake was excellently positioned for operation with the minimum of movement of the left foot. Though the front-brake lever required rather more than an easy span of the fingers, it was not unduly heavy in operation. Fading was never experienced no matter how hard and how often the brakes were used.

Handling on average-good road surfaces was exemplary at all speeds. The Triumph could be heeled over round turns at 100 m.p.h. with the utmost facility; the machine clung accurately to the selected line in a most satisfactory manner. Straight-ahead steering and cornering at speeds of over 70 m.p.h. on irregular road surfaces was good without being exceptional, and a touch of friction on the steering damper was found to be desirable.

At speeds of around 30 m.p.h. the standard of comfort provided over the worst of city surfaces by the Triumph telescopic fork and spring wheel was well up to the desired standard. Handling at low speeds was excellent, and the machine could be ridden easily feet-up at the slowest, clutch-slipping and brake-biting crawl.

After the machine had been tested in solo form, it was returned to the works, where it was fitted with sidecar fork springs, the standard 24-tooth engine sprocket was replaced by a 21-tooth sprocket, and a Watsonian Avon sidecar fitted.

The result was a sidecar outfit with few equals in all-round performance. A 10½-stone passenger was

carried when the speed and petrol consumption figures were taken. Acceleration was such that wheelspin could readily be set up if the road surface was the merest shade damp. Head winds or gradients, or the weight carried in the sidecar, made little difference to the way in which the outfit gobbled up the miles. With the sidecar fitted, there was no critical vibration at any speed and, with the lower gearing, low-speed pulling was sweet in the extreme. Neither was the tendency to pinking so marked as to cause annoyance unless, of course, the throttle was brutally used at low speeds.

Best maximum cruising speed appeared to be in the region of 65 to 70 m.p.h., though the outfit could be driven flat-out for mile after mile without the engine's giving the slightest hint that it was being overworked. The riding position for sidecar work could not be better; the relationship between the seat and the footrests provided a comfortable knee angle, and the handlebars furnished just the desired leverage.

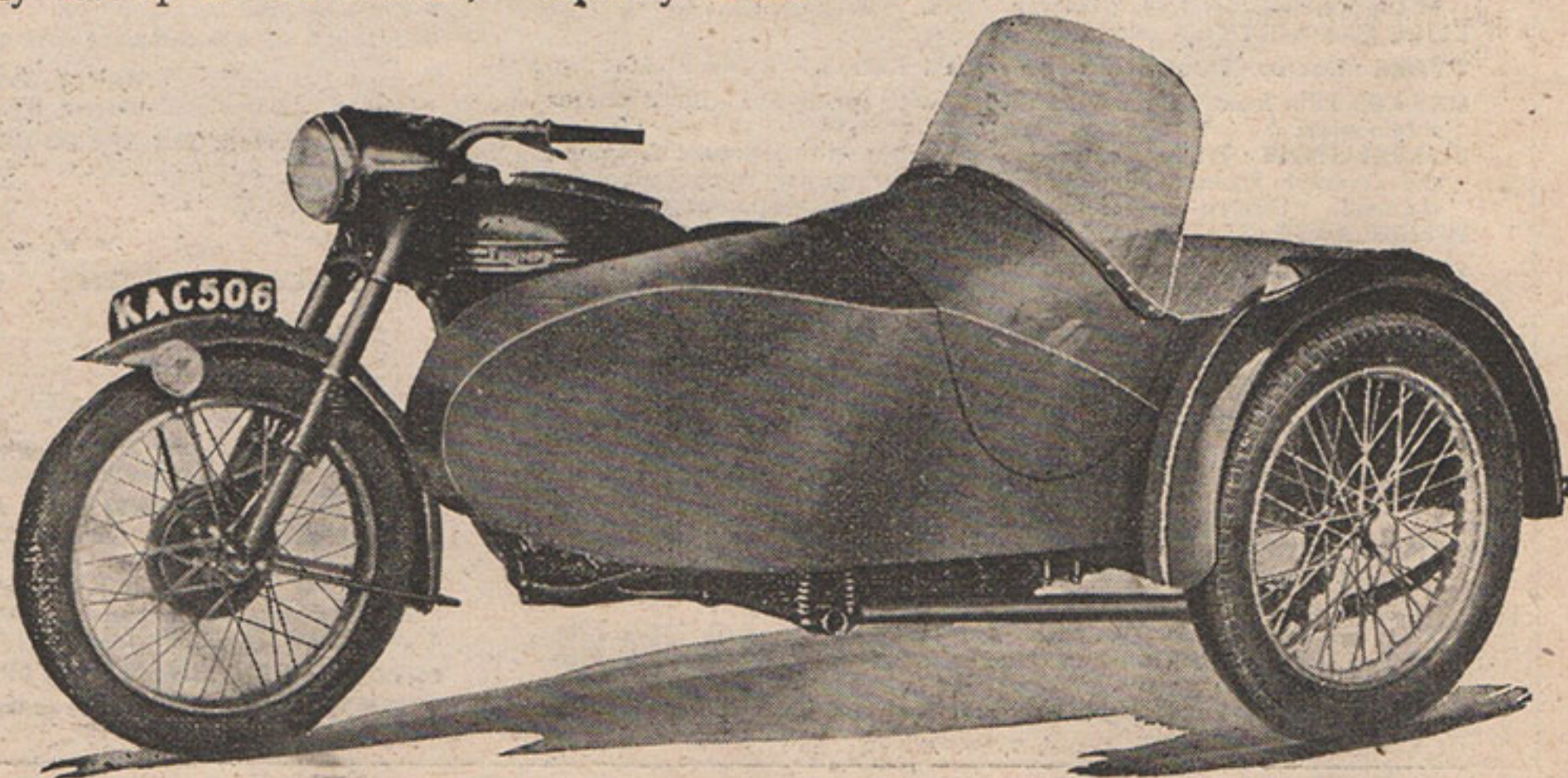
Sidecar Features

Adequate stopping power for the outfit was provided by the brakes; fierce pressure on the front brake at 55 m.p.h. was sufficient to cause the tyre to scream a protest. Lining-up of the outfit was such that there was a tendency for it to steer to the left. The tendency was slight, however, and in no way impaired zestful swinging on curves.

The sidecar itself was praiseworthy in nearly every respect. Seat and squab cushions are wider than average and provide a high standard of comfort. The windscreen fitted was wider than that employed on the previous road test Avon and afforded good protection for the passenger.

When the hood was raised, the interior was markedly free from draughts. The suspension was sufficiently good on all normally encountered road surfaces, though a toe-rest inside the body would have enhanced passenger comfort. A map-pocket is provided in the right-hand side of the body, and in the dash there is a roomy glove and small parcels rack. The locker and the luggage grid are sufficient to cope with reasonable luggage for two people for a fortnight's tour. A tonneau cover is provided. When lowered, the hood and its frame stow neatly out of sight behind the seat squab. The hood could be raised without hurry in 60 to 90 seconds.

The Thunderbird, then, is a high-speed touring solo-cum-sidecar machine *par excellence*, with all the outstanding quality of production and finish which have made Triumphs famous over the years. It is a worthy addition to such a famous range, and one which must inevitably establish a reputation as high as that of its smaller-capacity sisters.



A Watsonian Avon, single-seater body on the VG21 chassis was fitted for tests with a sidecar



Where Hungry Hill becomes interesting



No standing on the footrests on this part of Underbanks

New Ground for Scott Trial

High-altitude Touring in Swaledale and Arkengarthdale:
Richmond as Headquarters—By "WHARFEDALE"

YORKSHIRE is so rich and varied in its reserves of trials country that new venues always seem to be ready when old ones cease to be available, or when a refreshing change is required. For nearly 20 years that classic cross-country event, the Scott Trial, from which so much in the way of rough-stuff riding technique developed, was held in Upper Wharfedale. But when that district was penetrated by the outer fringe of Leeds-Bradford suburbia, the venue was moved to the Cleveland Hills of North Yorkshire. It was a much regretted break with "The Dales," although at the time it was recognized as inevitable.

There was much that was interesting about the Cleveland terrain, though unfortunately the lie of the land tended towards observed descents rather than to provide much in the way of steep climbs, while the mud and soft shale (instead of hard rock) also contributed to a marked change in the character of the event. Indeed, it rapidly ceased to be the Scott Trial in the tradition familiar to some of us older followers.

Now the Scott Trial is to move back on to the limestone of the Pennines—to genuine Dales country—though this time in the North Riding instead of returning to West Yorkshire. Organization is in the hands of the Darlington M.C., with Eddie Williamson, one-time Scott (and "Scottish") trialist himself, as Clerk of the Course. Eddie was and is a great enthusiast for exploring the tracks over the tops, and no one has a more intimate knowledge of the hills and moorlands in these parts.

Richmond will be the headquarters, and no doubt it will recall memories to anyone who has passed through Catterick Camp. The course will be a single circuit, out-and-home run of about 60 miles in Swaledale and Arkengarthdale. Reversion to a single circuit is one step back to the old-type Scott. No "main" roads will be traversed at all, and it is hoped to revive the spirit of completing the course,

come what may—a spirit that two-lap courses tend to destroy, since it is all too easy to pack up at the end of Lap 1 if things are not going too well.

Another feature of the Swaledale course is that there are no observed descents, while the ascents are genuine climbs—hard rocky tracks, some going all the way from the floor of the valley to a 1,600-ft skyline. There is one ascent that was allegedly paved with stone steps by the monks of nearby Marrick Priory. The stone flags average about 4in thick and are anything from 10 to 20in wide; being under trees, they are covered with a nice green mould that, wet or dry, appears to lubricate rubber beautifully! It is said that there are 365 steps, one for each day of the year, and it is probably true because monks did things like that. I didn't count them, being too busy keeping my feet on a surface that in Yorkshire is aptly described as "slape."

Then there is Hungry Hill, a straight track which was formerly the bed of a cable-way down which trucks came from a now disused quarry near the summit. The rails and most of the sleepers have gone, but an old Morris-Commercial engine which turned the cable drum is still there. The ascent rises about 800ft in half a mile and steepens to something like 1 in 4 near the top; the surface is rail-track ballast made interesting by cross-gullies left by torn-out sleepers!

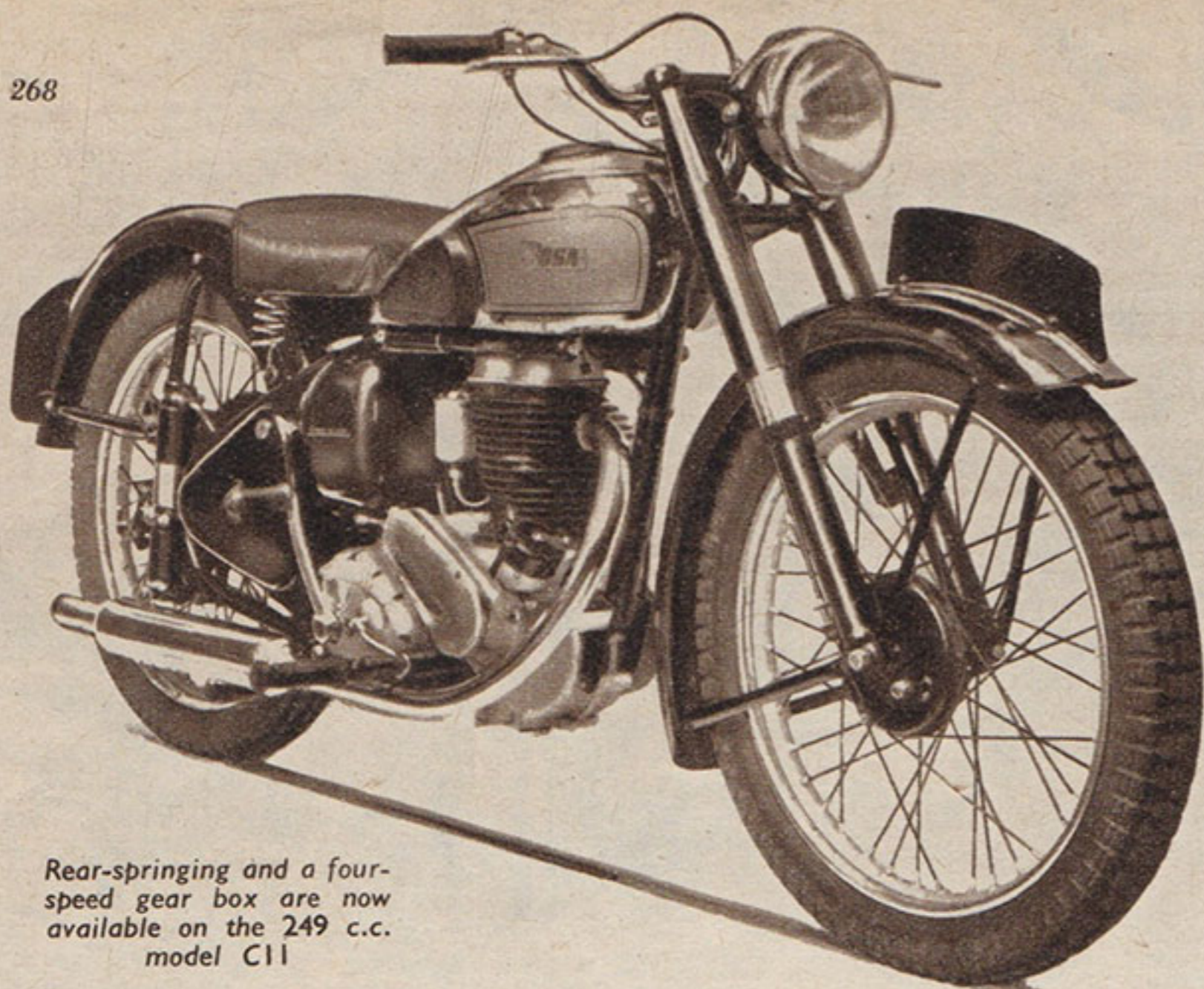
Near the start just outside Richmond there is some muddy going in dense woodland, but, by and large, the bulk of the circuit is on the open hill-sides, mostly above the tree-line and with the solid rock so near the surface that there is not the thickness of earth to make hub-deep mud. This year's Scott Trial on November 11 should therefore be more like it was in its hey-day, when the very name of the event was something to demand respect and in which to ride *and finish*—no matter how far down the list—was something to feel proud about.



Penance! The monks of Marrick Priory paved this hill with 365 steps



Fun and games on a stony lane at Washfold



Rear-springing and a four-speed gear box are now available on the 249 c.c. model C11

AN entirely new engine and gear box for the 495 c.c. A7 twin, new small-clearance, "flexible-skirt" pistons for all the twins, light-alloy cylinder heads for the M-group side-valve models, rear-springing for all M- and C-group singles—these are but a few of the features incorporated in the comprehensive B.S.A. range for 1951.

The new A7 engine resembles closely that of the A10—the 646 c.c. Golden Flash. The capacity remains at 495 c.c., but the bore and stroke have been altered to 66 x 72.6 mm (as opposed to 62 x 82 mm). Increased bore, of course, means a shallower combustion chamber. The narrow-angle valve geometry is identical with that in the A10 and is adopted also with a view to ensuring efficient combustion chamber design—and the use of high compression ratios with flat-top pistons. Standard compression ratio is 6.7 to 1, and pistons giving 7.2 to 1 ratio are available to order.

Crankcase and crankshaft are basically similar to those on the A10. Indeed, the majority of the parts are identical and about

95 per cent of them interchangeable. The crankshaft is an extremely rigid one-piece design with a bolted-on central flywheel. It is a high-grade steel forging comprising the two mainshafts, the two crank webs, the big-end journals, and the flywheel flange. Bob-weights for balancing purposes are incorporated in the flywheel and crank webs. As on the original A7, a ball journal supports the crankshafts on the drive side, and a plain bearing on the timing side. The journals of the plain bearings are induction-hardened, ground and polished.

H-section, light-alloy connecting rods with orthodox split big-ends are employed. The bearing shells are steel-backed, lead-bronze with indium flash—a material which has a very high load capacity and which develops an excellent bearing surface. The big-end track is 1.460 in wide. Small-ends are bushed and, as usual, the taper-bored gudgeon pins are fully floating, and retained by circlips.

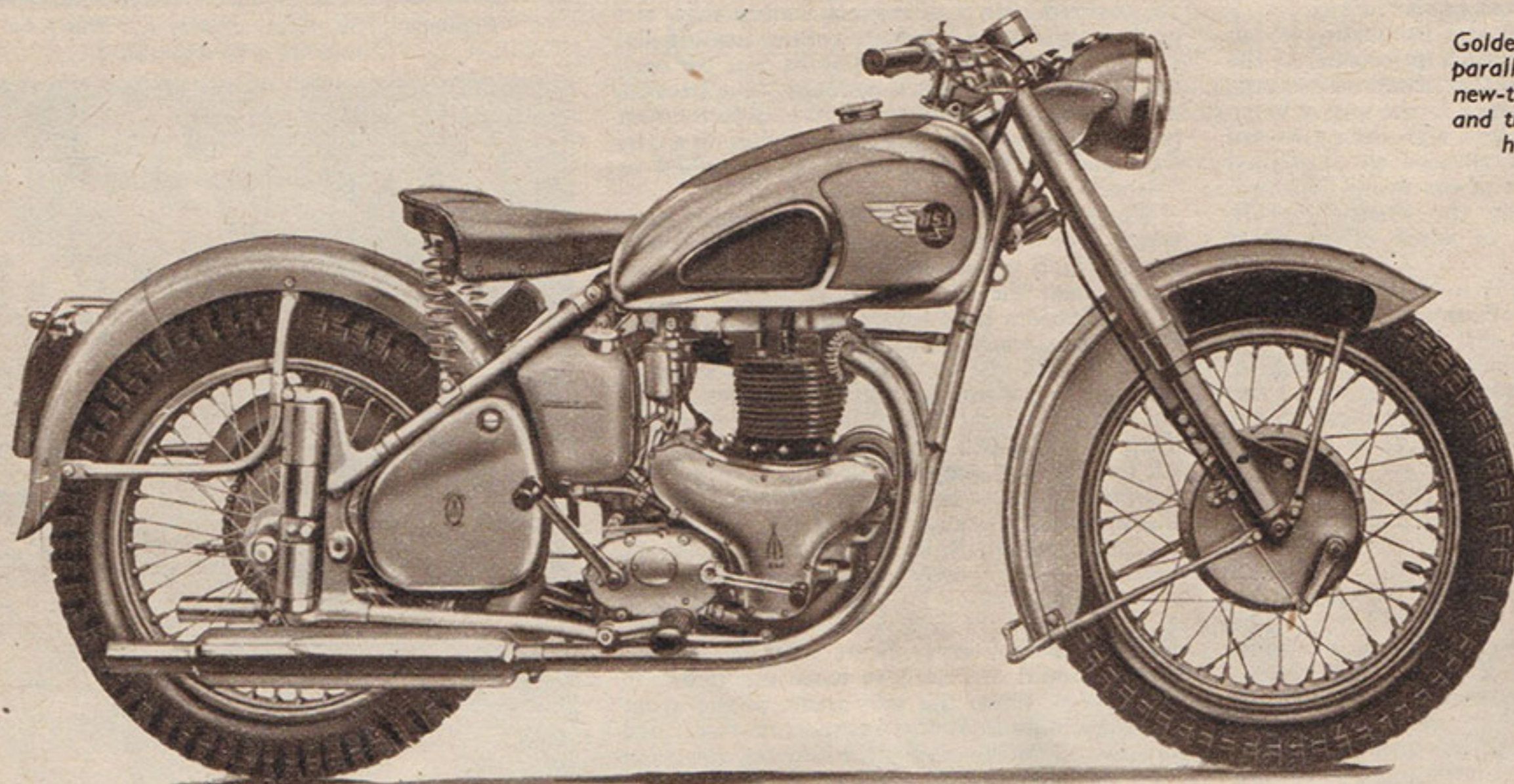
The new pistons are manufactured from silicon-alloy. They are of split-skirt

Many B.S.A. Improvements

New Engine for the A7 Incorporating an Unusual Lubrication System: Many Other Modifications for 1951

design, or, rather, of semi-split skirt design, for the "splits" extend upward only as far as the centre line through the gudgeon-pin bosses. An unusual feature is that, cut parallel to the internal webs which run from the base of the gudgeon-pin bosses up to the crown, there are four "heat gaps", $\frac{3}{16}$ in wide x $\frac{7}{8}$ in long slots, extending from the centre line through the gudgeon pin to just below the oil control ring. Each pair of these "heat gaps" is joined at the top ends by a $\frac{1}{16}$ in wide horizontal slot, across the piston thrust faces, parallel to the scraper ring. The object is to keep as much heat as possible away from the piston skirt and to allow the skirt also to have a certain amount of flexibility. It has been possible with the new pistons to reduce the clearances to one-half of those required previously—with the result that slap has been almost entirely eliminated.

The cylinder heads on the new A7 are identical with those of the A10 so far as fin contour and airflow are concerned. Austenitic steel (G2) is employed for both inlet and exhaust valves and the stems are stellite tipped—thus eliminating the need for separate, hardened-steel caps. The exhaust valve throat measures $1\frac{1}{8}$ in diameter; the inlet, $1\frac{1}{2}$ in. No fewer than nine studs secure the cylinder block to the crankcase.



Golden Flash 646 c.c. parallel-twin. For 1951, new-type pistons are fitted and the lubrication system has been modified

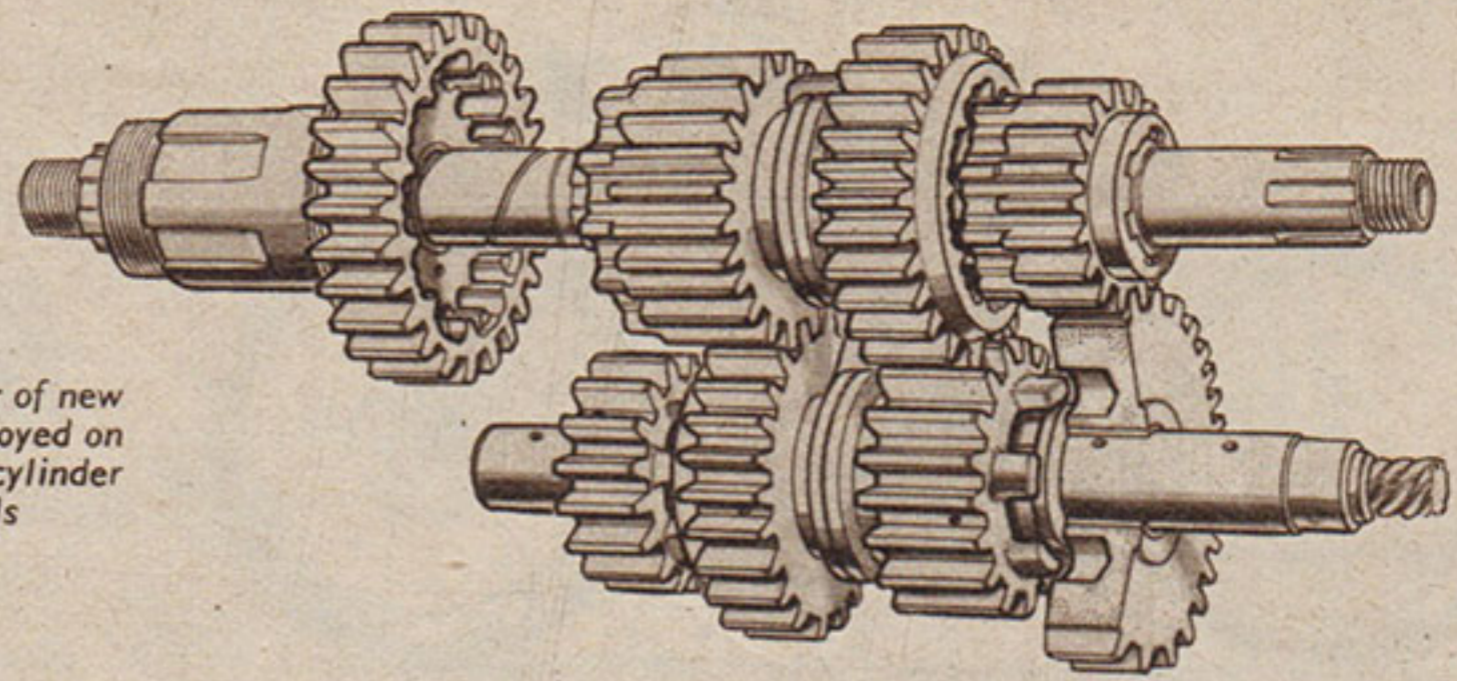
As in the previous A7 engine, the cylinder block incorporates an integral push-rod tunnel running from the rear of the base to mate with tunnels in the head, leading to the respective valve chambers. As usual on the B.S.A. twins, a single camshaft, situated at the rear of the crankcase, is employed. It is a one-piece shaft with integral lobe-type cams which provide a 0.3in valve lift. Drive to the camshaft is from the mainshaft through an idler spur pinion. Width of the timing pinions, incidentally, is $1\frac{3}{32}$ in. The camshaft, in turn, drives the magneto fibre pinion which incorporates the automatic advance-and-retard unit. Carried alongside the idler pinion, but in a separate housing, is the chain sprocket which drives the dynamo through an 8 mm single roller chain. Dynamo speed is 1.1 times engine speed. The object behind the isolating of the dynamo chain is, of course, to ensure against oil reaching the dynamo. The gear-type oil-pump is driven from a worm carried on an extension on the crankshaft. Pump capacity is a nominal 76 pints per hour at 3,000 r.p.m.

Lubrication

With orthodox lubrication systems, the pump capacity, of course, is much greater than required by the big-ends and there is a vast "waste" which drains back into the crankcase before returning to the tank. In the system used in the new A7 (and on future A10s) provision has been made for making use of what has, in the past, been surplus.

It is now passed, via a small relief valve in the timing chest, through a drilled oilway diagonally upward and rearward; thence into a horizontal passage, and then diagonally rearward until it meets a transverse passage running across the crankcase to the rear of, and slightly below, the centre line through the camshaft. From an orifice in the transverse oilway, the oil is fed forward and upward impinging directly on to the camshaft, and draining into a trough. From here it spills on to the big-ends, which fling it upward on to the cylinder bores. The trough under the camshaft is so placed that the camshaft is, in fact, running in an oil-bath.

To replace the surplus oil which was previously led into the timing chest, there is now a controlled oil feed to the idler and



Gear cluster of new design employed on all twin-cylinder models

mainshaft pinions. Owing to the improved oil distribution, it is stated that crankcase bias has been eliminated and the drive-side cylinder receives much more oil than it did previously.

As was the case with the original A7, and on the present A10, a bolted-up form of unit construction is used between the engine and gear box. Primary drive is again by an endless $\frac{3}{8}$ in pitch flat-backed duplex chain, tensioned by a case-hardened slipper fitted in the oil-bath case. Gear selection continues to be made by a cam-plate type mechanism, but the gear change is vastly improved. The new gear box came into production, in fact, with the A10 and will now be used on all the twins.

The dogging arrangement has been redesigned so that there is a two-stage tooth engagement on the mainshaft and a complete dog engagement on the layshaft. The two-stage engagement on the mainshaft has been achieved by removing, first of all, each alternate tooth on the fixed pinions and relieving the alternate "pillars" on the sliding dogs back by $\frac{1}{16}$ in. The same applies to the other pair of gears—the mainshaft sliding pinion and the clutch sleeve pinion.

The arrangement of the layshaft is quite new and altered completely from a tooth to a dog-type engagement. The layshaft fixed pinion now has a set of six external dogs meshing with widely relieved internal dogs on one of the sliding pinions; on the other sliding pinion there are external dogs, and the low-gear pinion with which it meshes has, of course, internal dogs. Dimensions of the pinions and shafts are unaltered. Gear ratios, solo, are 5.1, 6.2, 9, and 13.2 to 1.

A modification that will be especially appreciated by oversea enthusiasts is that both the A7 and A10 for 1951 will have

sidecar lugs on both sides of the machine.

Naturally there will also be a Star Twin, the specially-tuned version of the A7, for 1951. Detail features of both machines are similar except that the Star Twin has rear-springing as standard and a silver and chrome tank with its own motif. The 1951 edition will have only one Amal carburettor in place of the pair fitted previously.

The already renowned Golden Flash remains outwardly unchanged, and the sole differences will be that the 1951 engines will incorporate the new lubrication system, the new pistons, and, as previously mentioned,



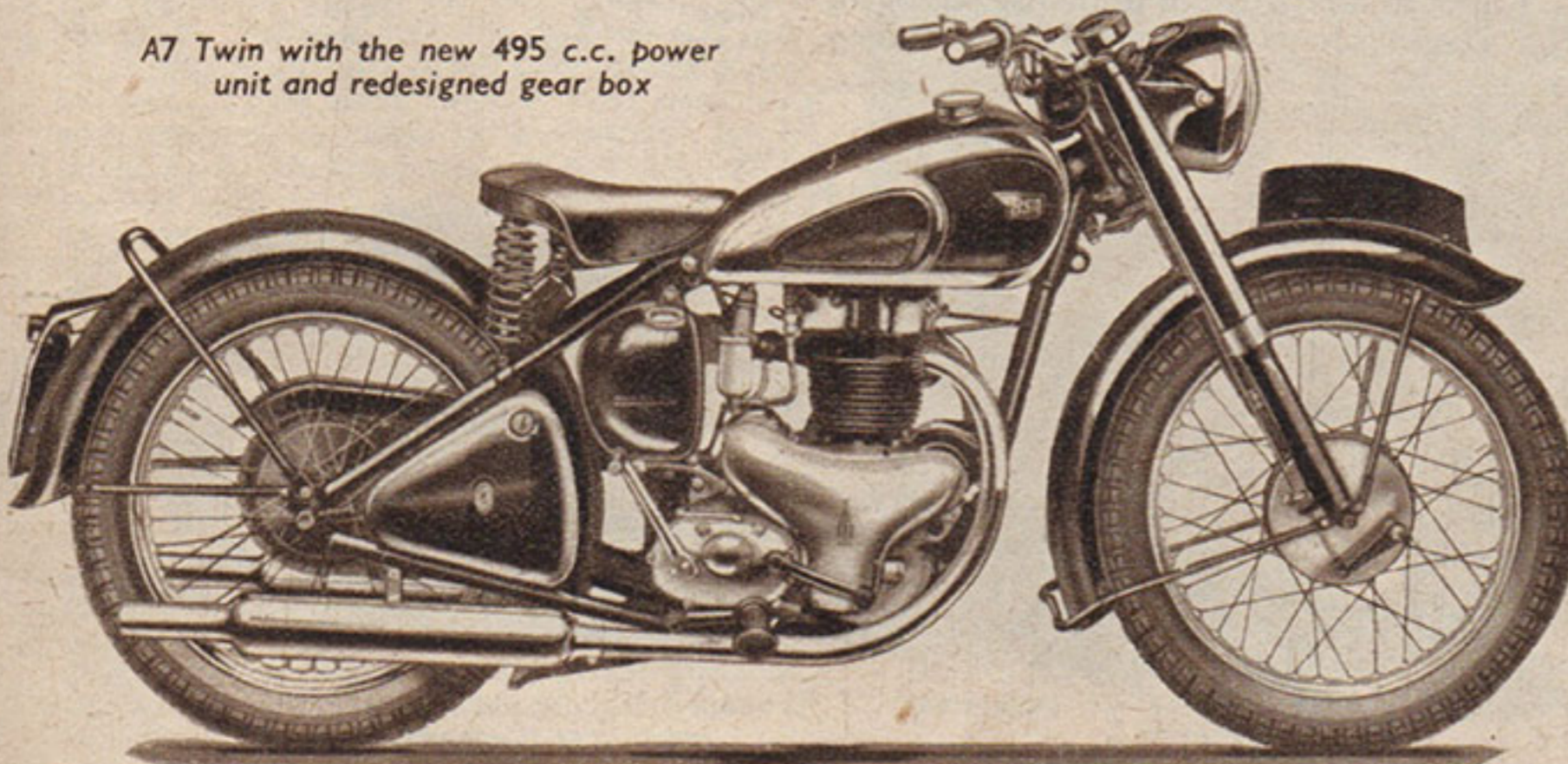
Special "flexible-skirt" piston employed with twin-cylinder engines. A10 engines have concave crown as shown; A7, flat crown

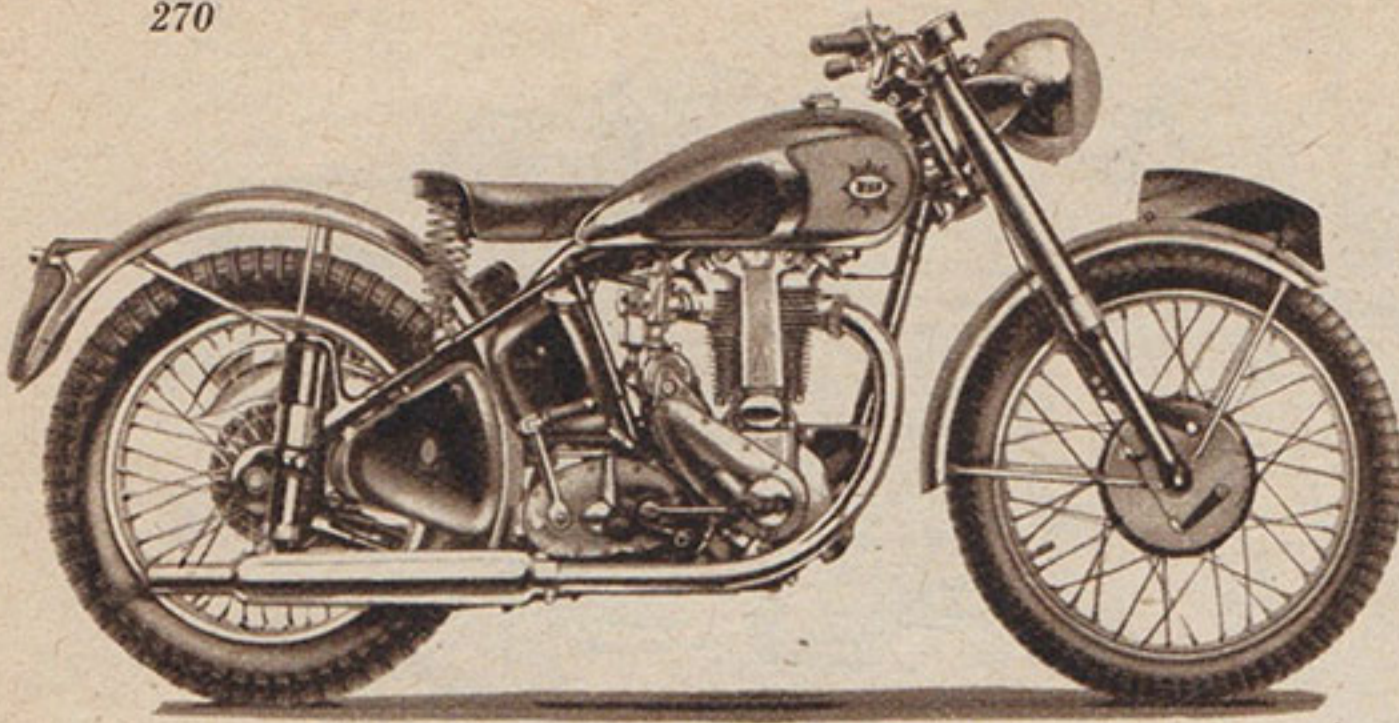
the additional sidecar lugs. No change of any description is being made to the light-alloy engined Gold Star singles, which have achieved world-wide successes in trials, scrambles and road-races. Nor is there any change in the remaining popular B-group singles which, of course, are the single-cylinder 348 and 499 c.c. o.h.v. models, with cast-iron heads and barrels.

Aluminium-alloy cylinder heads will be used on the 496 c.c. M20 and 591 c.c. M21 models. The new heads are more bold than the previous ones were as regards fin outline, and they enable the engines to run cooler and on a higher compression ratio should that be wanted. Fuel consumption is said to be better because of the improved burning. A phosphor-bronze insert is fitted in the sparking plug boss—a good feature ensuring against stripped threads—and, as with the original iron heads, a plug is provided for timing purposes. The 1951 M-group models will also be fitted with right- and left-hand sidecar lugs. In addition, all the M-group models will be available with the well-tried B.S.A. plunger-type rear-springing.

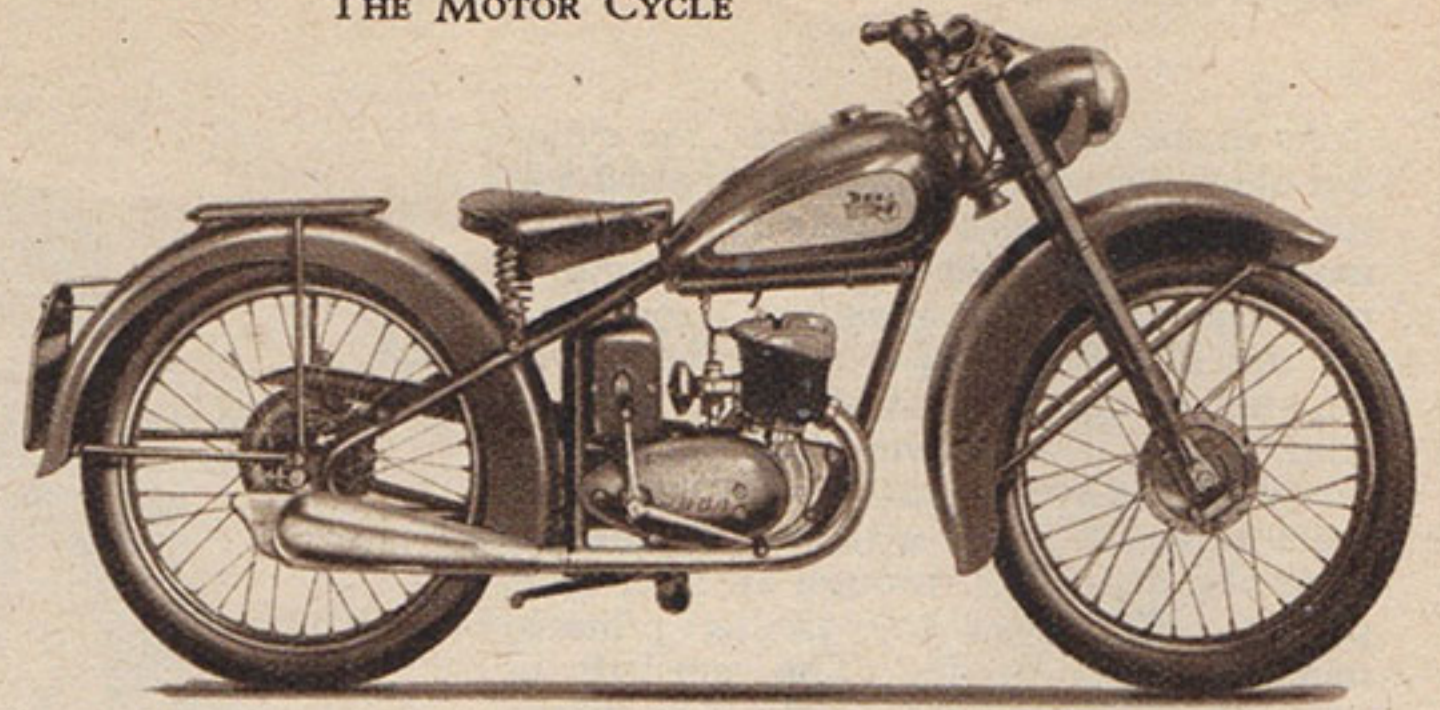
Rear-springing will also be available on the famous C10 249 c.c. side-valve and C11

A7 Twin with the new 495 c.c. power unit and redesigned gear box





Famous B32 Gold Star three-fifty



Popular two-stroke—the 123 c.c. Bantam

249 c.c. overhead-valve models. Another feature which goes a long way towards making these true luxury lightweights is that, if desired, they may be obtained with a four-speed gear box, which has a very clean exterior. Both models will still, of course, be available with rigid frame and three-speed gear box. Further cleaning up has gone into the already clean handlebar. It will have for 1951 an integral horn button incorporated in the front-brake clamp block. The "clean" bar will also be fitted to the famous Bantam lightweight, which otherwise will remain unchanged. Both B.S.A. sidecars, too, remain unchanged. Makers are B.S.A. Cycles, Ltd., Armoury Road, Small Heath, Birmingham 11.

	Basic Price			Total Price		
	£	s	d	£	s	d
D1, 123 c.c. Standard	63	3	6	80	4	8
D1, 123 c.c. Competition	68	3	6	86	11	8
Lucas lighting	6	0	0	7	12	5
Spring frame	5	0	0	6	7	0
Electric horn	18	6		1	3	6
C10, 249 c.c., s.v.	89	0	0	113	0	8
C11, 249 c.c., o.h.v.	94	0	0	119	7	8
C11, 249 c.c., o.h.v. de luxe	96	0	0	121	18	6
Four-speed gear box	4	0	0	5	1	7
Spring-frame	7	0	0	8	17	10
B31, 348 c.c., o.h.v.	116	0	0	147	6	6
B32, 348 c.c., o.h.v.	120	10	0	153	0	9
B33, 499 c.c., o.h.v.	126	0	0	160	0	6
B34, 499 c.c., o.h.v.	130	10	0	165	14	9
Spring-frame	12	10	0	15	17	6
Magdyno lighting, B32, B34	7	10	0	9	10	6
Light-alloy head and barrel, B32 and B34	10	0	0	12	14	0
B32, 348 c.c., Gold Star	170	10	0	216	10	9
B34, 499 c.c., Gold Star	180	10	0	229	4	9
M20, 496 c.c., s.v., Standard	118	0	0	149	17	4
M21, 591 c.c., Standard	121	0	0	153	13	6
M33, 499 c.c., o.h.v.	128	0	0	162	11	4

Matt silver and chrome finish,						
M20 and M21	2	10	0	3	3	0
Spring-frame M20, M21, M33	10	0	0	12	14	6
A7, 495 c.c. twin	144	0	0	182	17	8
A7, 495 c.c., Star Twin	164	0	0	208	5	8
A10, 646 c.c. twin	152	0	0	193	0	10
Spring-frame A7 and A10	10	0	0	12	14	0
SIDECARS						
Family model 23/51	67	10	0	85	10	0
de Luxe Tourer model 22/47	59	5	0	75	1	0
Chassis No. 22 only	22	10	0	28	10	0
OTHER EXTRAS						
Legshields: D models	2	0	0	2	10	10
C models	3	15	0	4	15	3
B and M models	2	10	0	3	3	6
Combined stop and tail lights (except D1)	10	0		12	9	
Pillion seat or carrier (except D1)	1	1	0	1	6	8
Pillion footrests (except D1)	10	0		12	9	
Alternative finishes:						
B31, green and chrome	1	0	0	1	5	5
B33, Devon red and chrome	1	0	0	1	5	5
A10, beige	3	0	0	3	16	3
Family sidecar, beige	4	15	0	6	0	0
de Luxe Tourer, beige	4	15	0	6	0	0
Prop-stands (except D1)	15	0		19	1	

Two Morgan Three-wheelers

Two-Seater and Four-seater Models With Water-cooled, Four-cylinder Engines for 1951

MORGANS, the extremely lively three-wheelers, famed for 40 years for their combination of snappy motor cycle performance with sports-car comfort, remain unchanged for 1951. The programme comprises two models, the "F" Super, a two-seater sports machine, and the "F4", which has a four-seater body.

and when it is realized that the total weight of the Morgans is in the 8-cwt region it is not difficult to see the "wherefore" behind the high performance! Good power-to-weight ratio pays dividends all along the line—especially so in terms of acceleration and economy. The two-seater is said to have a cruising speed of about 65 m.p.h.

Transmission is via a single-plate dry clutch with a flexible centre and a shaft to the gear box, and thence by worm wheel and a 3/4 in-pitch roller chain to the single rear wheel. The gear box has three forward speeds and reverse. In the case of each model the ratios are 4.58, 7.5, and 12.4 to 1, with 16.5 to 1 reverse.

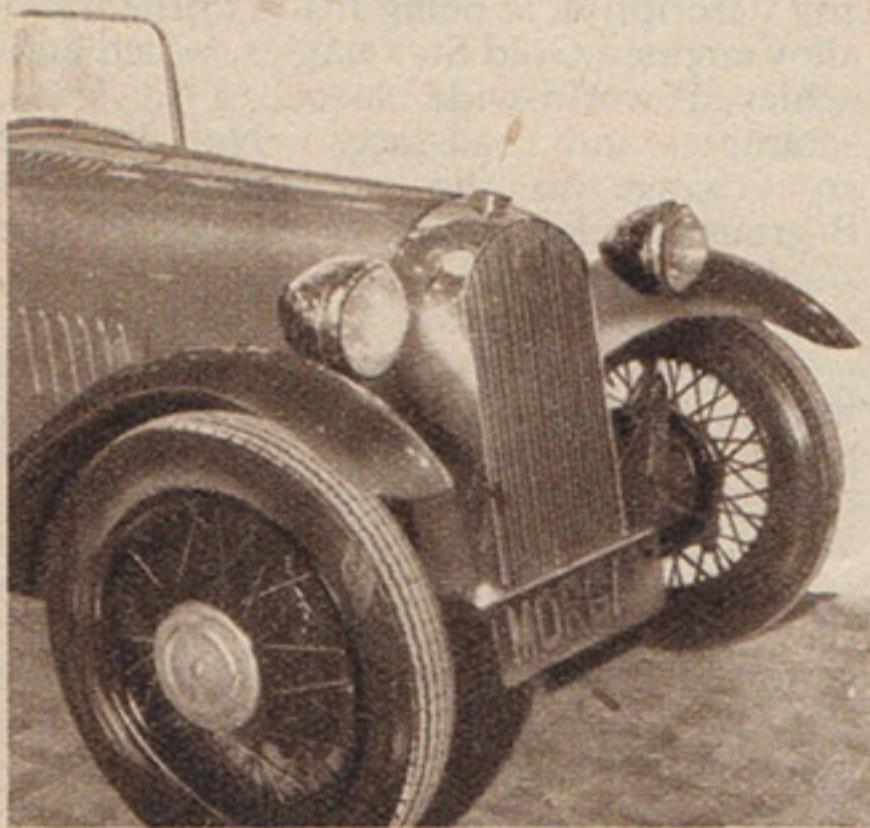
Light, and possessing immense strength, the chassis has side members of deep

Z-section steel and retains the all-important tubular member between the engine and gear box. Independent suspension of the front wheels is provided by means of coil springs. Suspension of the rear wheel is by quarter-elliptic leaf springs. Brakes are Girling's, the front pair being coupled to the pedal; the rear brake is connected to the hand lever and is intended for parking purposes only.

The body is coach-built from seasoned wood and sheet metal. It is entirely separate from the chassis and, indeed, is easily detachable. Standard finish of the four-seater is a saxe-blue body with black wheels and wings. The two-seater is available in black, red or British racing green. Deviations from the standard finishes are available at extra cost. Morgans, incidentally, come under the £5-a-year Road Tax ruling.

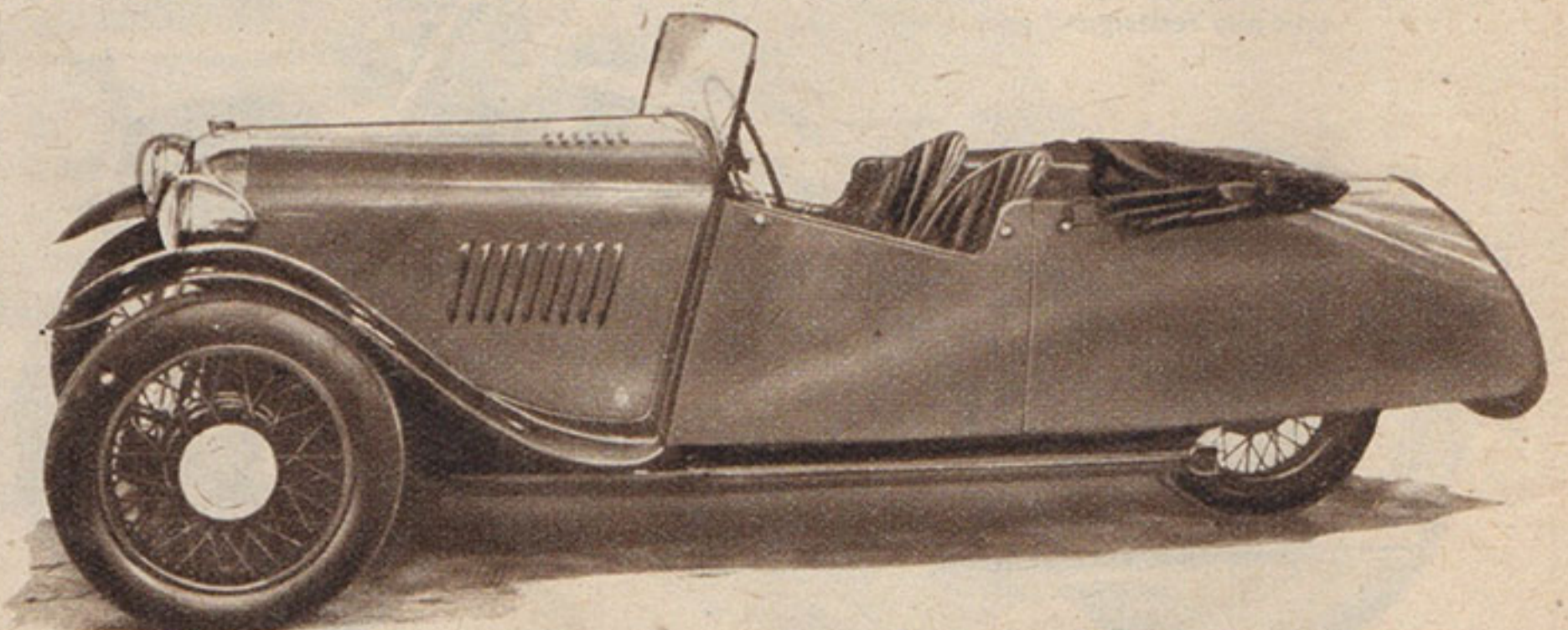
Makers are The Morgan Motor Co., Ltd., Malvern Link, Worcs. Prices are as follows:—

	Basic Price	Total Price
	£	£ s d
Model "F" 4	270	345 15 0
Model "F" Super	285	364 18 4



Independent suspension of the front wheels is provided by means of coil springs

In each case the power unit is a Ford Ten car engine, especially adapted for Morgans. The engine is a side-valve, water-cooled four in-line of 1,172 c.c., with a compression ratio of 6.2 to 1. Power output is claimed as being 32.5 b.h.p. at 3,500 r.p.m.,



Both Morgan models have a four-cylinder engine; this is the "F4" four-seater

A Super "Southern"

The South Provides a Magnificent Course Containing Almost Every Conceivable Type of Going: "The Motor Cycle" Trophies, Solo and Sidecar, Won Respectively by W. Nicholson and Harold Tozer on B.S.A.s

POSSIBLY there has been a better course for the annual Southern Trial than that provided by the Thames Valley Trials Combine this year, but it is extremely doubtful. Almost every conceivable type of going was included—sheer gradient, sand, rocks, tree roots in the form of steps, rutted mud, adverse cambers.

Add to the comments on the excellence of the course, the statement that there could not have been a more lovely autumn day and it will be realized that the trial was out of the ordinary.

In the 65 miles starting from the Hog's Back, Surrey, there were nearly 20 observed sections, the majority of them divided into two or more sub-sections. A total of 123 competitors had entered—108 solos and 15 sidecars. The most scintillating in each class and thus the winners of *The Motor Cycle Trophies*, were W. Nicholson (499 B.S.A.), who lost only 18 marks, and H. Tozer (499 B.S.A. sc), 21 marks.

A good feature of the starting point at the Doone Restaurant—forgetting, for the moment, the excellence of the meals—was the ease with which it could be found. There was an observed section within about a couple of miles, but this was on the homeward run. In the morning the first hill, some seven miles away, was Ironstones (for solos) and Telegraph (for sidecars). These lie on the south side of Hankley Common.

The former was literally a wash-out. Picture a defile running down a hillside—a hill which catches rain in plenty. The sand has been gouged out, leaving rocks and gullies and ledges. To increase the difficulty, the sun was streaming downhill.

First arrival was D. Tye (348 Douglas); he used his feet—a lot—but his was a good effort. Then J. E. Breffitt, also on a Douglas, arrived. Whether he intended to charge the bank and thus circumnavigate the last, very rough part, is doubtful. Members of the crowd were quite sure that his diversion was unpremeditated, but it was most effective.

D. J. Ratcliffe (347 Matchless) was feet-up for most of the way; then the right-hand bank inconveniently got in his way. At one point P. G. K. Baldwin had his Norton rear up. N. E. Vanhouse (497 Ariel) gave merely a dab or two. Then there was a very neat and apparently clean climb by a Farnham Royal member, F. Hickman (347 Matchless). P. J. Mellers (498 A.J.S.)—presumably still on his honeymoon—made an excellent showing, but the outstanding performance by an early number was the sedate, neat ride by L. A. Ratcliffe (347 Matchless).

After exploring Hankley Common, competitors rode west to Fowler's Way—a sunken track which was innocuous on the day of the trial—and two almost startlingly steep climbs named Kingsley Mount. The first of the Kingsleys was a straight climb up a sandy hillside. But what a hillside! Rough measurement showed that the angle was a full 30 degrees, and a protractor suggests that this is steeper than 1 in 2. There was some run at the gradient, but not the length of a cricket pitch and that did not afford outstandingly good wheelgrip.



Ironstones was rough! P.G.K. Baldwin (490 Norton) makes use of his feet. At one point his machine reared up on its back wheel

Just to cheer E. Usher, an onlooker said, "No one knows what is at the top, Ted." Some were to learn, for, suddenly after many failures—of whom L. A. Ratcliffe was the nearest to reaching the skyline—there was a series of brilliant climbs. First of these heroes (it required a suitable machine, guts and skill) was C. M. Ray (497 Ariel) who got right to the top, reared up and, apparently, just failed to get past the "section ends" card. Then A. J. Blackwell (Norton) got over the top with a single dab.

By now there was a fairly straight rut up the power-absorbing sand. R. B. Young (Norton) went up in one clean sweep—a wonderful show. Then Senior T.T. winner, Geoff Duke (Norton), charged up—another and even neater, clean climb.

Thirty yards on there was a second climb up the same hillside, but this was in woodland and was sinuous. It was said that no one had ever climbed the hill non-stop. Some did so on this occasion. Young managed it with feet. He steeplechased; he cut off one bend completely by shooting over the high bank.

At Holt Pound, near Farnham, there had been timber-hauling and the track was not merely slithery clay, but rutted—in places to



W. Nicholson (499 B.S.A.), the solo winner, completing his brilliant feet-up negotiation of Holt Pound

great depth—and with dips and rises of scenic-railway type. Probably few if any would have got through non-stop and feet up, had it not been that there was the opportunity of making a close inspection previous to tackling it.

"Ah! his photographic memory!" said some when Nicholson (499 B.S.A.) made a brilliant feet-up display. Soon, however, there was a stream of men passing through without loss of marks. They had found that they could by-pass the worst wallows by cleaving to the left; then a final dive to the right at the section-ends card—even if they fell off, the chances were that their front wheels were past the card and they were thus unpenalized! Some of the riders of small two-strokes were magnificent here, especially D. Rhymes (197 James), 16-year-old J. Jackson (123 B.S.A.) and J. G. Findlay (197 James).

Lastly, there was the long, slippery track known as Christmas Pie. The second section was slightly uphill with more gradient sideways than forward. The sidecars were expected to encounter trouble owing to lack of grip, but they swept through. A. G. Brown (490 Norton sc), came charging the section from afar—dashing, very! A. J. Humphries (490 Norton sc) was slower, but apparently found all the grip he needed. Harold Tozer (499 B.S.A. sc), toured up, albeit noisily. So to the finish of a really super "Southern."

RESULTS

"The Motor Cycle" Solo Trophy (for best solo performance).—W. Nicholson (499 B.S.A.), 18 marks lost.

"The Motor Cycle" Sidecar Trophy (for best sidecar performance).—H. Tozer (499 B.S.A.), 21 marks lost.

Sydenham Cup (best solo up to 150 c.c.).—G. Pickering (123 B.S.A.), 68. Carshalton Cup (best 151-250 c.c. solo).—L. T. Humphrey (249 Velocette), 37. Stratham Cup (best 251-350 c.c. solo).—P. F. Hammond (349 Triumph), 22. Sunbeam Cup (best 351-1,000 c.c. solo).—J. Blackwell (490 Norton), 19. Brighton and Hove Cup (runner-up sidecar).—R. G. Collier (497 Norton), 33. Norbury Cup (second best 251-350 c.c. solo).—J. Draper (348 B.S.A.), 25. West Kent Cup (second best 351-1,000 c.c. solo).—J. E. Duke (490 Norton), 21. G.M. Cup.—(best performance by a lady).—Mrs. E. Walker (122 James), 109.

Manufacturers' Team Award.—B.S.A. (W. Nicholson, F. M. Rist, J. Draper). Club Team Award.—Sunbeam B (G. E. Godber-Ford, W. Nicholson, F. M. Rist).

First-class Awards.—G. J. Andrews (497 Ariel sc), L. A. Ratcliffe (347 Matchless), J. Usher (347 Matchless), P. F. Richards (347 A.J.S.), J. Lilley (343 Triumph), R. B. Young (490 Norton), G. M. Berry (499 Royal Enfield), H. R. Kemp (346 Royal Enfield), G. L. Jackson (490 Norton), E. J. Bridges (347 Matchless), P. H. Alves (498 Triumph).

West of England Trial.—P. H. Alves (498 Triumph) is now announced as solo winner, with 14 marks lost against J. Draper's 15. A. F. Gaymer (498 Triumph) receives a first-class award.

With an LE in the Alps

Experiences of a Reader who,
with his Wife, Tours the
Continent for the First Time

By G. R. THOMSON

EVER since I started to read *The Motor Cycle* about fifteen years ago, I have read the articles on Continental travel with detached interest. Such adventures seemed a remote possibility to me, chiefly because I have never owned a new machine, which, in my opinion, is the best possible guarantee for reliability on such a trip. Then came the LE Velocette, with its irresistible appeal, and I had soon bought my first new machine!

A one-fifty side-valve may not be everyone's ideal for a two-up tour of Europe, but I felt that it could provide my wife and myself with an entirely new kind of holiday.

Having got the idea, I turned up all the articles on Continental touring, which had been carefully extracted from *The Motor Cycle* for years past; worried the local travel agents; wrote to London representatives of foreign countries; borrowed all the likely books from the local library; and was even lucky enough to secure the loan of Baedeker's "Switzerland." I then selected the places I should like to visit and received a route from the A.A. for the 1,500 miles involved.

One of the books said that almost any car could climb the Swiss



Unusual scene: "Huskies" in action on the Jungfrau



An impressive scene high up in the Alps—the Aletsch Glacier



The author's LE Velocette on the Simplon Pass, which climbs to 6,565 ft. and has a maximum gradient of 1 in 11

passes, and suggested that a trial on a local hill of about the same gradient would dispel any doubts. I thought this a good scheme and, selecting a hill of almost freakish nature, attempted to climb it from a standing start with two up. We almost made it. (This same hill was attempted in the same conditions after my return, with 2,000 more miles "on the clock", and climbed with ease!) This was disappointing, but underlined the necessity for the absolute minimum of weight both of machine and luggage. With this in mind, every part of the machine was examined and, if not considered essential, was removed or replaced by something lighter. The one exception was the pillion seat. The endurance of my wife was considered to be the limiting factor to the distance we should be able to cover, so a super, pre-war, sprung and padded pillion seat was reconditioned and fitted on the platform provided. This resulted in a rather high passenger position and must have given us an almost "Continental" look.

Dawned the Day

After rigorous pruning of the luggage to be carried, the two standard pannier bags, plus a light shopping bag on the tank for camera and food, were found to be ample. Long lists of essential spares to be carried have been published from time to time. Velocette claim a trouble-free 20,000 miles, so I fitted two new plugs, and carried one of the originals, "just in case". A new tube was fitted in the back tyre, and a spare tube placed behind the reflector in the headlamp. (N.B.—No spare chain links and chain extractor!) To the original tool-kit I added a favourite pair of pliers and a puncture outfit.

Then dawned the day. The trip to Dover was a most encouraging start. The 200 miles were covered dead on schedule, with the machine going well. I had to use considerable will-power to keep within a self-imposed maximum of 35 m.p.h. The ascent of the 1 in 6 hill out of Folkestone made the Alps seem a possibility after all.

We arrived on the pier in good time and parked with the other machines—which ranged from two superbly equipped 1,000 c.c. Vincents to our one-fifty. By talking with, and listening to, the "old hands" we now learnt a whole lot of useful things. We had chosen the night boat in order to save a night's lodgings and to

get a whole day's riding on the other side. We found an added advantage in that the Velocette could be embarked under its own power and not left to the mercy—tender or otherwise—of the stevedores.

We were free of all formalities by about 5 a.m., and all set for whatever lay in store for us. We got off to a bad start: first, because we relied on others to guide us and had gone about two miles down the wrong road before our suspicions were confirmed; and, secondly, because a lorry of huge dimensions completely demoralized us by charging at us down the wrong (?) side of the road. After this, my navigator became self-reliant and I learnt to respect the Continental rule of the road.

All day we steadily travelled south. First, on this early Sunday morning, we passed through the deserted streets of towns and villages; then, later, we went in company with villagers going to church; and, later still, with the owners of overloaded pedal-cycles, motor cycles and cars. All were intent on enjoying the fine weather. The two Vincents, which had disappeared into the early morning haze at Dunkirk, overtook us again, only to be left behind at their roadside lunch stop. They passed us again, but were later encountered at "the village blacksmith", where a minor repair was being carried out. They passed us, for the last time, in the evening about an hour before we stopped for the night at a town only 23 miles short of the Vincent owners' intended stopping-place.

Our planned stop was reached in the early afternoon, and we decided to press on, each mile being one less for the morrow. Our spirit was nearly broken, however, by our second encounter with the French detour system. This took us miles out of our way over narrow, poor roads. On this detour we came to a fork with two signposts each bearing the name of our destination, though one claimed the town was 10 kilometres nearer than the other. We were about to take the shorter route when a chorus from the villagers, with much hand-waving, convinced us that the longest way round would be the shortest way home.

By lunch-time on the following day we had achieved the first of our ambitions—to reach Switzerland. We had been led to expect an abrupt change for the better in the appearance of things on crossing the frontier. This is indeed true at Bâle, for you go from rural France straight into a smart suburb of the town.

The improvement that affected us most was the Swiss petrol pumps. The Velocette's tank has a capacity just greater than five



Another picture taken on the Simplon Pass



A wonderful view from the Susten Pass

With an LE in the Alps

Continued

litres. Almost every pump we encountered in France was of the type which automatically delivers this quantity as a minimum. This caused us some anxiety in trying to decide if we could reach the next pump (always an unknown and often considerable distance away) with enough room in the tank and without running dry. In Switzerland the pumps deliver just what you want, and as the price is registered at the same time, you pay for exactly what you have.

We arrived, in a storm, at Flüelen—that little town on Lake Lucerne so much frequented by British motor cyclists—for our second night's stop. The following day was spent leisurely examining the lake and the town of Lucerne by boat, electric train, and on foot. I think that of all the lakes we saw this one has left the most favourable impression. We are still not unanimous about the colour of the water!

Flüelen was left early the next day (it must take a lifetime of practice to be able to sleep here after 5 a.m. on a summer morning) for our first attempt at a real Swiss pass—the Susten. The approaches along the valley as far as Wassen offered a continuous stream of beautiful scenic glimpses. Then we were on the pass itself, with its steady climb culminating in a blood-chilling dash through the tunnel at the top and out into the reviving warmth of the sun in the snow-surrounded car park. We had conquered our first pass. We had chosen the right day, too, for the following night the pass was blocked by a hailstorm.

We went on to Interlaken, with a "pack lunch" stop at the remarkable Gorge of the Aare. We had learnt of the fare reduction on the early train up the Jungfrau, so we chose a quiet hotel, handy for the station, in the village of Wilderswil. We arrived the next morning in nice time. Then I discovered I had left all our money under the pillow in the hotel. We dashed back to the hotel for the money, and the LE, and just managed to catch the train at the next station up the valley. What a blessing it is that the railway officials can speak English! This climb by three different trains to over 11,000 ft. was *the* event of the holiday, bringing to ordinary folk sights which otherwise could only be seen by airmen or hardy mountaineers. The descent was made via Grindelwald, thus completing a never-to-be-forgotten day on the mighty Alps.

By noon next day we had overcome the Grimsel and Furka Passes and were sheltering in a barn eating our lunch and watching the rain bouncing off the road. Two short stretches near the summit of the Furka had given us trouble. The first was managed by heavy footing on my part, and the second in a more dignified fashion, with my wife walking. The Gotthard was surmounted and we were welcomed into Italian-speaking Switzerland by a drizzle which turned to a fierce thunderstorm.

All day we had been repeating the tortoise and hare act, this time with the riders of an Ariel Four and a B.S.A. twin. I think they must have given in to the weather, but we carried on. By the time

we reached Lugano we had run out of the storm and were quite dry again. The locals don't seem to notice the rain, for we saw girls on pedal-cycles and men on two-strokes riding through the worst of the storm in the very lightest of summer clothing.

Lugano was the half-way mark of our trip, and we spent two whole days walking in the locality and out to picturesque Gandria; we also had an afternoon's trip round the lake. Our hardest job was to keep cool. From Lugano we crossed Northern Italy on our way to the Simplon Pass. We had a brief experience of an *autostrada*, with its masses of advertisements. We arrived at Brig looking like millers, for as a protection from sunburn we had coated our faces with cream, and the white dust from the mountain roads had stuck to it.

We had wished to see the Matterhorn, but by this time we felt we had seen plenty of mountains and were anxious to conserve funds. So we travelled on to Montreux, where a quiet time was spent by the lake. We visited Lausanne, but soon forsook its sun-baked streets for the cool of a lake steamer. This was our last stop in Switzerland.

The return journey was just a matter of covering the miles to Paris, which we did with only one stop—at Montbard. The outstanding memory of this section of our tour is of the fish, hundreds of them, fighting for the bread thrown to them by visitors to the Palace of Fontainebleau.

Holiday of Memories

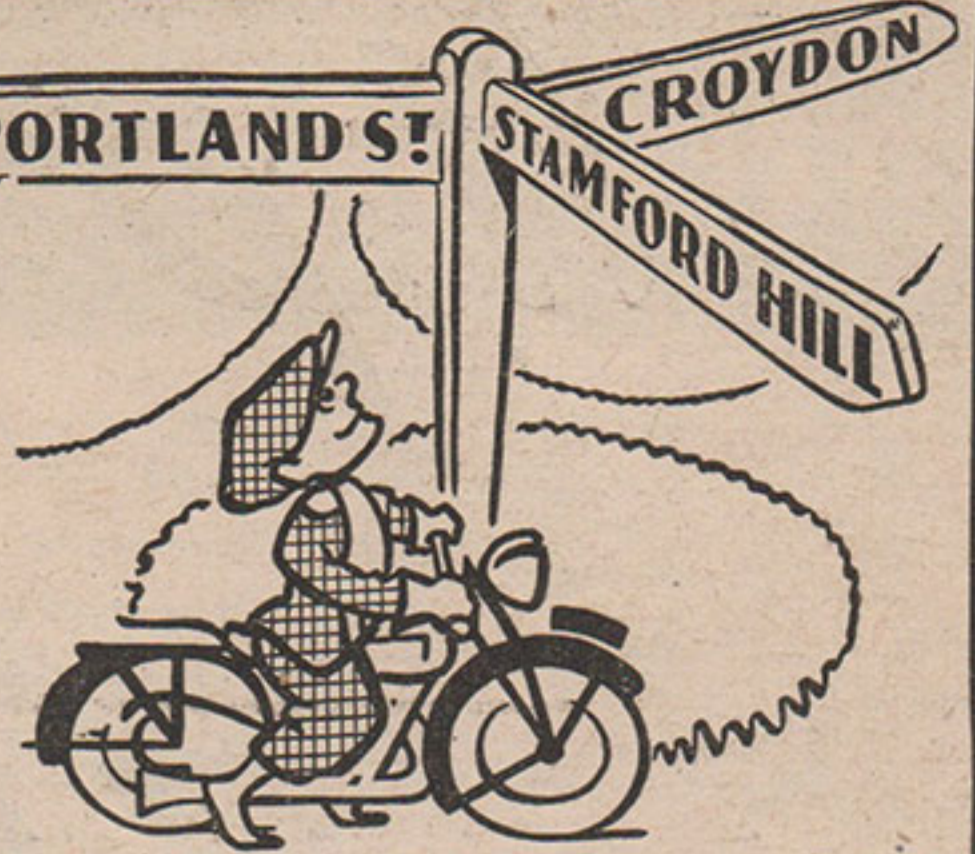
We decided to use the remaining hours of daylight to see some of the famous buildings of Paris. As we thought our limited knowledge of the language would not suffice on public transport, we got the Velocette out and edged it into the evening traffic. With my wife acting as navigator and rear observer, we survived. One of my weight-reducing measures was to substitute the smallest of bulb horns for the standard electric one. I normally use my horn very little, but there were times when I wished I had something really audible with which to respond to some of the senseless hooting of Continental drivers.

Our choice of Paris hotels was very bad, and rather than face a similar night we decided to make straight for Dunkirk and try to get on the boat a night early. Not the least interesting part of the holiday was the swopping of experiences by motor cyclists awaiting their turn to enter the boat. There was the Matchless pair who had been on the boat going over; the Triumph man who had *heard* us going up the Furka (we damaged the exhaust system at one point of our trip); and all the others well satisfied with their holiday. We went through British Customs and then had an English breakfast at a small café at a price which seemed really low after what we had experienced during the past fortnight.

So ended, in a typical English downpour, a holiday packed with memories. We had a better knowledge of our Continental neighbours, and we had travelled through wonderful scenery. We made a thankful return to our native land with an enhanced regard for a wonderful machine.

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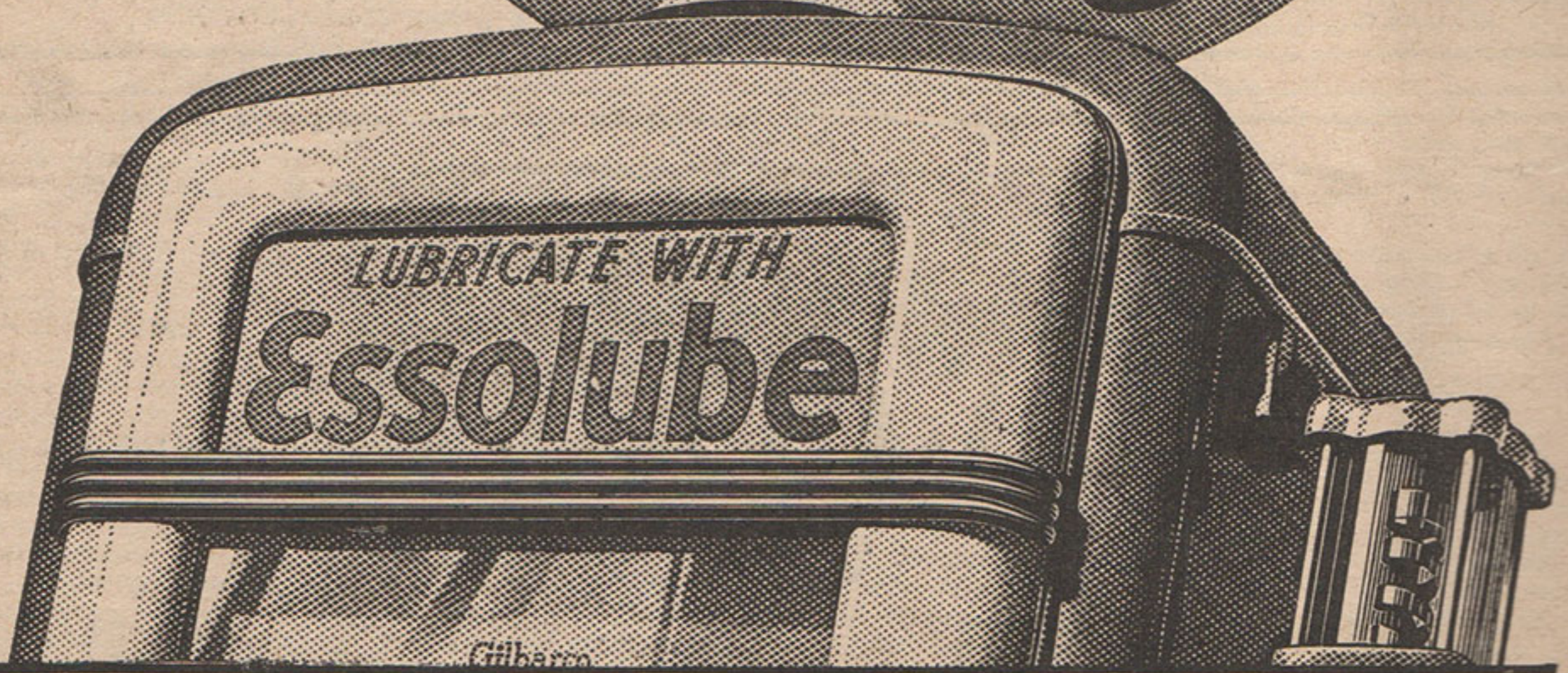
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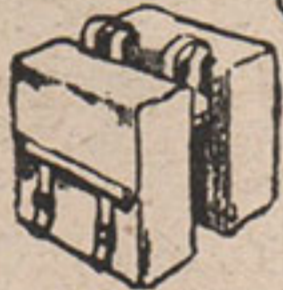
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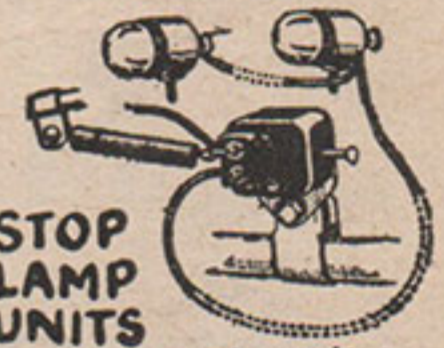
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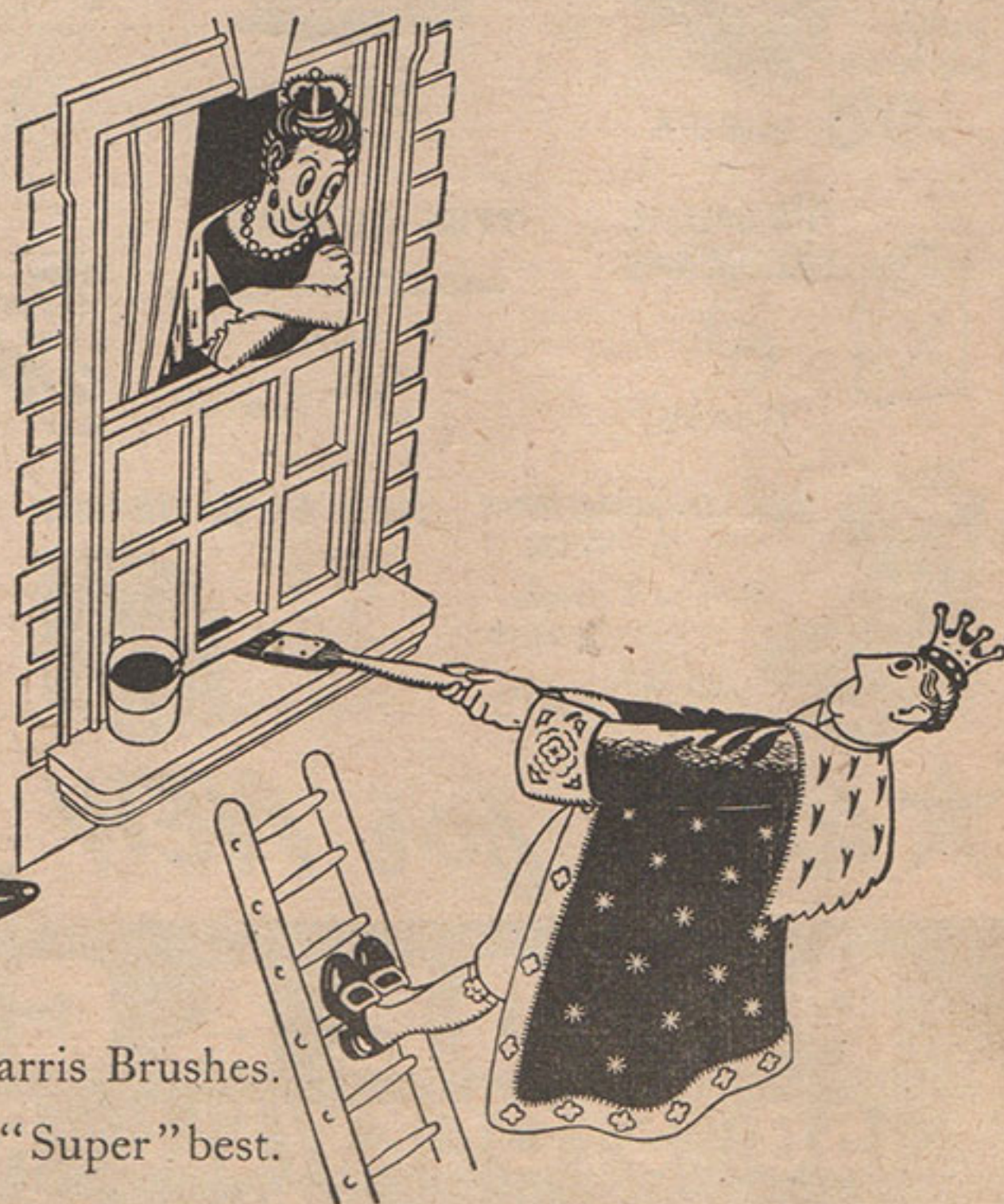
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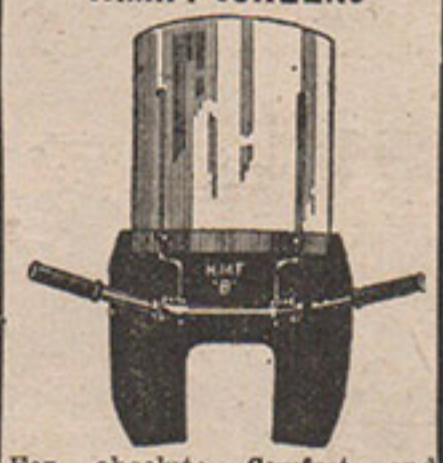
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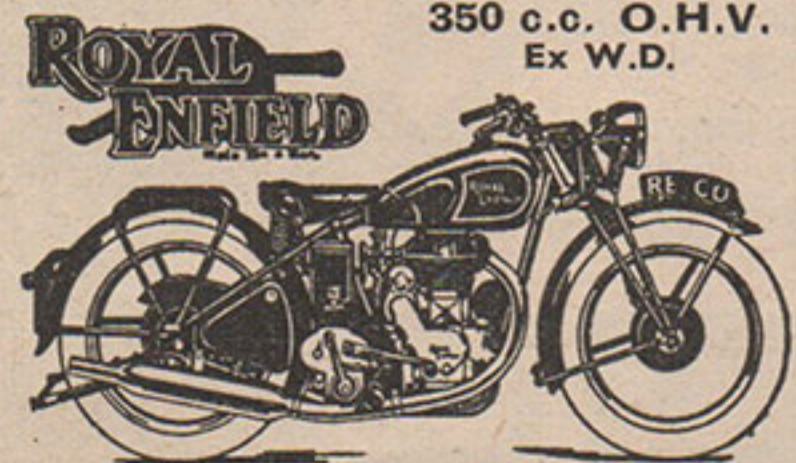
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GODFREY'S, Ltd., A.J.S. spares stockists; c.o.d.—228-234, London Rd., Croydon. Cro. 3641. [4692]

CLAUDE RYE, Ltd.—A.J.S. specialists, comprehensive range, immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. [9551]

PRIDE & CLARKE, Ltd., A.J.S. spares specialists, by return post service; cash or c.o.d.; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [7178]

SID FRANKLIN for all your A.J.S. and Matchless spares and repairs; c.o.d. by return.—118-120, Barking Rd., East Ham, E.6. Grangewood 0935. [5074]

JOE FRANCIS MOTOR, A.J.S. main spares stockists, comprehensive range held 1928-1949, c.o.d. service.—Write or 'phone, 340, Footscray Rd., New Eltham, S.E.9. Eit. 1373. [0171]

ARIEL WANTED

ROWLAND SMITH'S, the Ariel buyers.—Hampstead High St. (Hampstead Tube), N.W.3. Ham. 6041.
SMITH'S, 86, Chalk Farm Rd., N.W.1, want Ariels.—Gul. 2767. [0072]

ALL models urgently wanted for cash.—George Clarke (Motors), Ltd., 275, High St., Acton, W.3. Acorn 0556. [5583]

ALL types Ariels wanted, modern and old, solos and combs.—Dilley, 283, New North Rd., London, N.1. Canonbury 2968. [9851]

UNLIMITED capital available for any model Ariel.—Raymond Way, the Hire Purchase Specialists, Kilburn Bridge, Maida Vale 6044 (10 lines). [7844]

KINGSTON MOTOR CYCLES, Ltd., pay highest prices for modern Ariel machines.—26, London Rd., Kingston-on-Thames. Tel. Kingston 2243. [5060]

BLOOMFIELD'S are paying tip-top prices for Ariel or any other make of machine, free collection London area.—Write or 'phone Rodney 3021. 88-110, Camberwell Rd., S.E.5. [5620]

WHITBY'S OF ACTON, Ltd.—Top prices paid for good solos and combinations; hire purchase accounts settled; spot cash waiting.—273, Acton Vale, W.3. Tel. Shepherd's Bush 5355. [7097]

£££'s more for any 1946-50 Ariel, immediate cash, or highest quotation by return; h.p. a/c's settled; no sale, no charge; carriage paid.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [7167]

MARBLE ARCH are paying tip-top prices for Ariel or any other make of civilian or W.D. machine; free collection London area; H.P. accounts settled.—Marble Arch Motor Supplies, Ltd., 286-302, Camberwell Rd., London, S.E.5, and branches. Tel. Rodney 2181.

CLAUDE RYE, Ltd., are paying absolutely top prices for Ariels and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5153]

SPARE PARTS

CLAUDE RYE, Ltd., Ariel specialists.—Complete range, immediate c.o.d.

CR—Huge stocks new W.D. Ariel spares; list 6d; trade and export enquiries welcomed.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [1365]

KAYS OF EALING, Ltd., Ariel spares stockist.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2153]

GODFREY'S, Ltd., Ariel spares stockists, c.o.d.—228-234, London Rd., Croydon. Cro. 3641. [4691]

COPE'S OF BIRMINGHAM.—Genuine maker's spares, express c.o.d.—487, Hagley Rd., Birmingham, 17.

MOTOR SALES, of Birmingham.—Express c.o.d. or quotation; official stockists.—15-16, Aston St., Birmingham, 4. [2197]

PRIDE & CLARKE, Ltd., Ariel spares specialists, by return post service, cash or c.o.d.; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [7179]

PUTNEY AUTOS, Ltd., Ariel stockists.—Comprehensive stock of spares, including Burman parts, c.o.d. orders promptly executed.—263, Putney Bridge Rd., Putney, S.W.15. Tel. Putney 1186. [0081]

GLANFIELD LAWRENCE, known nationally for spares and service; comprehensive Ariel parts stocked at all depots; write, 'phone or call nearest branch; special attention postal customers.

LONDON.—407, High Rd., N.12. Tel. Finchley 0091.

CARDIFF.—2-10, City Rd. Tel. Cardiff 859.

BRISTOL.—47-53, Bath Rd. Tel. Bristol 78001.

PORTSMOUTH.—147-151, Fratton Rd. Tel. Portsmouth 74331. [6770]

AUTOCYCLES

SPARE PARTS

KAYS OF EALING, Ltd., Autocycles spares stockist.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2154]

B.M.W. WANTED

ROWLAND SMITH'S, the B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CLAUDE RYE, Ltd., are paying absolutely top prices for B.M.W.s and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area, tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5154]

BROUGH SUPERIOR WANTED

COMERFORDS, best cash buyers of Brough-Superiors, Portsmouth Rd., Thames Ditton, Surrey. [5569]

ROWLAND SMITH'S, the Brough buyers.—Hampstead High St. (Hampstead Tube), N.W.3. Ham. 6041.

CLAUDE RYE, Ltd., are paying absolutely top prices for Broughs and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area, tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5155]

B.S.A. WANTED

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube), N.W.3. Ham. 6041.

SMITH'S, 86, Chalk Farm Rd., N.W.1, want B.S.A.s.—Gul. 2767. [0068]

WANTED, 1936 350cc Blue Star B.S.A., pair crankcase.—, Talbot Rd., Stafford. [5923]

ALL models urgently wanted for cash.—George Clarke (Motors), Ltd., 275, High St., Acton, W.3. Acorn 0556. [5584]

1946—50 B.S.A. wanted.—17, Ravensdale Mansions, Harringay Park, Crouch End, N.8. [5800]

ALL types B.S.A. wanted, modern or old, solos and combs.—Dilley, 283, New North Rd., London, N.1. Canonbury 2968. [9852]

UNLIMITED capital available for any model B.S.A.—Raymond Way, the Hire Purchase Specialists, Kilburn Bridge, Maida Vale 6044 (10 lines). [7842]

KINGSTON MOTOR CYCLES, Ltd., pay highest prices for modern B.S.A. machines.—26, London Rd., Kingston-on-Thames. Tel. Kingston 2243. [5062]

OWEN BROS., urgently need modern B.S.A. motor cycles, highest cash prices paid; hire purchase settled.—19, Battersea Rise, Clapham Junction, S.W.11. Bat. tersea 5253. [1079]

BLOOMFIELD'S are paying tip-top prices for B.S.A. or any other make of machine, free collection London area.—Write or 'phone Rodney 3021. 88-110, Camberwell Rd., S.E.5. [5626]

WHITBY'S OF ACTON, Ltd.—Top prices paid for good solos and combinations; hire purchase account settled; spot cash waiting.—273, Acton Vale, W.3. Tel. Shepherd's Bush 5355. [7096]

£££'s more for any 1946-50 B.S.A., immediate cash or highest quotation by return, h.p. a/c's settled; no sale no charge, carriage paid.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [7168]

MARBLE ARCH are paying tip-top prices for B.S.A. or any other make of civilian or W.D. machine; free collection London area; H.P. accounts settled.—Marble Arch Motor Supplies, Ltd., 286-302, Camberwell Rd., London, S.E.5, and branches. Tel. Rodney 2181.

CLAUDE RYE, Ltd., are paying absolutely top prices for B.S.A.s and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area, tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5156]

SPARE PARTS

MERCURY offer:—

SPECIAL alloy square heads for B.S.A. Bantam at 3/6 each, 8.2-1 ratio for pool, 10.4-1 for alcohol; whether you use your Bantam for racing or touring fit one of the

MERCURY power heads and obtain higher all-round performance; no alteration needed, just bolt a new head straight on.

MERCURY MOTORS 383, Northolt Rd., South Harrow, Byron 2057. [1929]

GLANFIELD LAWRENCE.

THE official B.S.A. spares stockists with the most comprehensive range of genuine spares for all models in North London.

GLANFIELD LAWRENCE, 407, High Rd., North Finchley, N.12. 'Phone Fin. 0091. [4070]

ASTON AUTO-MOTORS, of B'ham, for B.S.A. spares.

YOUR requirements sent c.o.d. per return.

HUGE stock, nothing too large or small.

SEND your enquiry to the rider agents.

ASTON AUTO-MOTORS, 173-177, Aston Rd., B'ham. Tel. Aston Cross 3201-2. [8964]

KAYS OF EALING, Ltd., B.S.A. spares stockist.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2155]

GODFREY'S, Ltd., B.S.A. spares stockists; c.o.d.—228-234, London Rd., Croydon. Cro. 3641. [4693]

COPE'S OF BIRMINGHAM.—Genuine maker's spares—express c.o.d.—487, Hagley Rd., Birmingham, 17.

CLAUDE RYE, Ltd.—B.S.A. specialists, complete range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. [7594]

WRITERS, Ltd., Kennington, official B.S.A. spares stockists Kennington Cross, London, S.E.11, Reliance 1362. [0153]

LOVETTS, Ltd.—B.S.A. spares for most models, 1938-1949, c.o.d. service; open 9 a.m. to 7 p.m. every week-day.—418, Romford Rd., E.7. Gra. 1234-5. [0463]

MANCHESTER.—B.S.A. specialists since 1920, experience counts, huge stock spares.—Stretford Garage, 1073, Chester Rd., Stretford. Tel. Longford 1239. [0316]

B.S.A. specialists and on the spot! Daily messengers to factory; spares c.o.d. return of post.—County Cycle & Motor Co., 266, Broad St., Birmingham, 1, Mid. 2671. [5229]

OWEN Bros., official B.S.A. spares stockists; genuine spares only for 1930-1949 models; also Lucas, Amal, Ferodo, Hepolite and Wico-Pacy; instant c.o.d. service; trade supplied.

OWEN BROS. (Established 1887), 19, Battersea Rise, Clapham Junction, S.W.11. Batt. 1299. [8018]

WHITBY'S OF ACTON, Ltd., B.S.A. official spares stockists, lists free; we welcome enquiries over the counter or express c.o.d.—273, Acton Vale, London, W.3. She. 5355. [4952]

CORGI MOTOR CYCLE

SPARE PARTS

GLANFIELD LAWRENCE.—Corgi spares stockists.—407, High Rd., N. Finchley, N.12. Fin. 0091.

ASTON AUTO-MOTORS, of B'ham, Official Distributors for Corgi spares; all parts in stock; your requirements sent c.o.d. per return; deal with the experts.

ASTON AUTO-MOTORS, 173-177, Aston Rd., B'ham. Tel. Aston Cross 3201-2. [8965]

DOUGLAS WANTED

ROWLAND SMITH'S, the Douglas buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

£££s more for any 1946-50 Douglas, immediate cash or highest quotation by return; h.p. a/cs settled; no sale, no charge; carriage paid.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [7170]

CLAUDE RYE, Ltd., are paying absolutely top prices for Douglas and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5157]

SPARE PARTS

FOR spares for post-war Douglas machines try the North London spares stockists:—

MITCHELL ERSKINE, Ltd., 15, Green Lanes, Palmers Green, N.13. Bowes Park 5222. [5063]

KAYS OF EALING, Ltd., Douglas spares stockist.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2156]

PRIDE & CLARKE, Ltd., Douglas spares specialists, by return post service, cash or c.o.d.; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [7181]

ENFIELD WANTED

ROWLAND SMITH'S, the Enfield buyers.—Hampstead High St. (Hampstead Tube), N.W.3. Ham. 6041.

ALL models urgently wanted for cash.—George Clarke (Motors), Ltd., 275, High St., Acton, W.3. Acorn 0556. [5587]

E.S. MOTORS are in urgent need of late model Royal Enfield; being Enfield specialists we can pay you the highest possible price.—325, High Rd., Chiswick, W.4. Chiswick 2246. [6307A]

WHITBY'S OF ACTON, Ltd.—Top prices paid for good solos and combinations; hire purchase account settled, spot cash waiting.—273, Acton Vale, W.3. Tel. Shepherd's Bush 5355. [7098]

BLOOMFIELD'S are paying tip-top prices for Enfield or any other make of machine, free collection London area.—Write or 'phone Rodney 3021. 88-110, Camberwell Rd., S.E.5. [5627]

£££s more for any 1946-50 Enfield, immediate cash or highest quotation by return; h.p. a/cs settled; no sale, no charge; carriage paid.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [7171]

CLAUDE RYE, Ltd., are paying absolutely top prices for Enfields and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5158]

SPARE PARTS

KAYS OF EALING, Ltd., Enfield spares stockist.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2157]

COPE'S OF BIRMINGHAM.—Genuine maker's spares express c.o.d.—487, Hagley Rd., Birmingham, 17. [2198]

MOTOR SALES of Birmingham.—Express c.o.d. or quotation; official stockists.—15-16, Aston St., Birmingham, 4. [2198]

CLAUDE RYE, Ltd.—Enfield specialists, complete range, immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. [9554]

PRIDE & CLARKE, Ltd., Enfield spares specialists, by return post service, cash or c.o.d.; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [7180]

PUTNEY AUTOS, Ltd., can supply your Enfield spares, including Albion gearbox parts; c.o.d. orders promptly executed.—263, Putney Bridge Rd., S.W.15. Tel. Putney 1186. [0082]

MARBLE ARCH.—The largest Enfield spares stockists in the country; 24 hours' service, c.w.o. or c.o.d.; quotations free; don't waste time.—Write to Marble Arch Motor Supplies, Ltd., 286-302, Camberwell Rd., London, S.E.5. Tel. Rodney 2181. [3402]

YOUNG'S.—Enfield spares for 250, 350 and 500 sv. 125 2-stroke and 350 ohv from 1940; exchanges service on engines, gear boxes, bored cylinders, Magdynos, etc.; prompt postal service; lists free.—Young's, 32, Tooting Bec Rd., S.W.17. Balham 7791. [8664]

E.S. MOTORS, the Enfield specialists, genuine maker's spares for ex-W.D. and current models; spares sent c.o.d. or quotation per return; exchange service on sv engines, flywheel assemblies, gear boxes, frames, forks, magdynamos, bored cylinders, etc. [6307]

EXCELSIOR

SPARE PARTS

KAYS OF EALING, Ltd., Excelsior spares stockist.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2158]

FRANCIS-BARNETT WANTED

ROWLAND SMITH'S, the F.-Barnett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SPARE PARTS

GLANFIELD LAWRENCE.—F.-Barnett spares stockists.—407, High Rd., N. Finchley, N.12. Fin. 0091.

KAYS OF EALING, Ltd., Francis-Barnett spares stockist.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2159]

HARLEY-DAVIDSON WANTED

BLOOMFIELD'S are paying tip-top prices for Harley-Davidson or any other make of machine, free collection London area.—Write or 'phone Rodney 3021. 88-110, Camberwell Rd., S.E.5. [5623]

CLAUDE RYE, Ltd., are paying absolutely top prices for Harleys or any make of civvy or W.D. machines; spot cash or h.p. a/cs. settled, balance in cash; if London area, 'phone Renown 6174, our buyer will call; no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5157]

SPARE PARTS

CLAUDE RYE, Ltd., largest stock in the world, brand new Harley spares and accessories. New list available, 6d. Previous list cancelled. Trade and export enquiries welcomed.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [1367]



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Phone: 3381 Oxford Grams: Integrity, Oxford

MARBLE ARCH MOTOR SUPPLIES, Ltd.—Enormous quantity of Harley-Davidson spare parts.—286-302 Camberwell Rd., London, S.E.5. Tel. Rodney 2181. [5321]

FRED FEARNLEY, Ltd., largest stocks, keenest prices, speeding service, supply or quote per return (s.a. envelope); comprehensive printed lists offered per return.—692, Ashton Old Rd., Manchester, 11. Tel. East 2139 (spares). [5308]

INDIAN WANTED

BLOOMFIELD'S are paying tip-top prices for Indian or any other make of machines, free collector London area.—Write or 'phone Rodney 3021. 88-110 Camberwell Rd., S.E.5. [5624]

CLAUDE RYE, Ltd., are paying absolutely top prices for Indians or any make of civvy or W.D. machines spot cash or h.p. a/cs. settled, balance in cash; if London area, 'phone Renown 6174, our buyer will call no obligation, otherwise send details for return reply —895-921, Fulham Rd., London, S.W.6. [5157]

SPARE PARTS

YOUNG'S have most comprehensive stocks of new genuine Indian spares at reasonable prices; state requirements; trade and export enquiries welcomed.—20-32, Tooting Bec Rd., S.W.17. Balham 7791. [8666]

FRED FEARNLEY Ltd.—Largest and most comprehensive range of genuine Indian spares in Europe, new and second-hand; supply or quotation per return; s.a. envelope, please.—692, Ashton Old Rd., Manchester. [5308]

CLAUDE RYE, Ltd.—Huge stocks brand new genuine Indian spares and accessories at rock bottom prices. List available. Trade and export enquiries welcomed.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [1367]

MARBLE ARCH.—Officially appointed Indian distributors for Great Britain; huge stocks of spare parts, send for lists.—Marble Arch Motor Supplies, Ltd., 286, 302, Camberwell Rd., S.E.5. Tel. Rodney 2181 and 113; 115, Edgware Rd., W.2. [2627]

LEVIS

SPARE PARTS

G & S Valves, super quality DTD 49B genuine Ariel, B.S.A., Enfield, Excelsior, J.A.P., Levis, Matchless, New Imperial, Norton, O.K. Supreme, Panther Raleigh, Rudge, Sunbeam, Triumph, Velocette; also for B.S.A., Morgan and Raleigh three-wheelers.

ALSO pistons, liners, guides; springs, collets and end-caps; quick postal service, cash or c.o.d.; send for 1950 catalogue.

G & S MOTORS, Ltd., Precision Engineers, Portsmouth Rd., Milford, near Godalming, Surrey, Godalming 1489. [0446]

MATCHLESS WANTED

WHITBY'S.

WHITBY'S OF ACTON, Ltd., want modern Matchless, top price paid; hire purchase a/cs settled.—273, Acton Vale, W.3. Tel. Shepherd's Bush 5355-6. [7100]

ROWLAND SMITH'S, the Matchless buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ALL models urgently wanted for cash.—George Clarke (Motors), Ltd., 275, High St., Acton, W.3. Acorn 0556. [5588]

KINGSTON MOTOR CYCLES, Ltd., pay highest prices for modern Matchless machines.—26, London Rd., Kingston-on-Thames. Tel. Kingston 2243. [5059]

BLOOMFIELD'S are paying tip-top prices for Matchless or any other make of machine, free collection London area.—Write or 'phone Rodney 3021. 88-110, Camberwell Road, S.E.5. [5622]

UNLIMITED capital available for any model Matchless.—Raymond Way, the Hire Purchase Specialists, Kilburn Bridge, Maida Vale 6044 (10 lines). [7485]

£££s more for any 1946/50 Matchless, immediate cash or highest quotation by return, h.p. a/cs. settled; no sale, no charge; carriage paid.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [7166]

MARBLE ARCH are paying tip-top prices for Matchless or any other make of civilian or W.D. machine; free collection London area; H.P. accounts settled.—Marble Arch Motor Supplies, Ltd., 286-302, Camberwell Rd., London, S.E.5. and branches. Tel. Rodney 2181. [5157]

CLAUDE RYE, Ltd., are paying absolutely top prices for Matchless and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area, tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5159]

SPARE PARTS

KAYS OF EALING, Ltd., Matchless spares stockist.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2160]

GLANFIELD LAWRENCE.—Matchless spares stockists. 407, High Rd., N. Finchley, N.12. Fin. 0091.

GODFREY'S, Ltd., Matchless spares stockists, c.o.d.—228-234, London Rd., Croydon. Cro. 3641. [4694]

CLAUDE RYE, Ltd.—Matchless specialists; complete range, immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. [9555]

PRIDE & CLARKE, Ltd., Matchless spares specialists; by return post service, cash or c.o.d.; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [7182]

HANDEL DAVIES, Ltd., for spares and service, comprehensive range of Matchless spares now in stock, prompt attention to local and post orders.—Handel Davies, Ltd., 230, Oxford St., Swansea. Tel. 4329

NEW IMPERIAL

SPARE PARTS

KAYS OF EALING, Ltd., New Imperial spares stockist.—8-10, Bond St., Ealing, W.5. Ealing 2387. [2161]

CLAUDE RYE, Ltd.—New Imperial specialists; complete range, immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [9556]

NEW IMPERIAL spares obtainable from the manufacturers, rebored, c.o.d. service.—R. H. Collier & Co., Ltd., South Yardley, Birmingham, 25. Tel. Acocks Green 1681. Closed Saturdays 12 noon. [0613]

NORTON WANTED

ROWLAND SMITH'S, the Norton buyers.—Hampstead High St. (Hampstead Tube), N.W.3. Ham. 6041.
SMITH'S, 86 Chalk Farm Rd., N.W.1. want Nortons. Gul. 2767. [0069]
ALL models urgently wanted for cash.—George Clarke (Motors), Ltd., 275, High St., Acton, W.3. Acorn 0556. [5586]
REQUIRED urgently, six ex-W.D. Norton side valve box sidcar outfits; state price, condition and trade discounts.—Box 6535. [6301]
UNLIMITED capital available for any model Norton.—Raymond Way, the Hire Purchase Specialists, Kilburn Bridge, Maida Vale 6044 (10 lines). [7846]
BLOOMFIELD'S are paying tip-top prices for Norton or any other make of machine, free collection London area.—Write or 'phone Rodney 3021. 88-110, Camberwell Rd., S.E.5. [5621]
WHITBY'S OF ACTON, Ltd.—Top prices paid for good solos and combinations; hire purchase accounts settled; spot cash waiting.—273, Acton Vale, W.3. Tel. Shepherds Bush 5355. [8120]
£££'s more for any 1946/50 Norton, immediate cash or highest quotation by return, h.p. a/cs. settled; no sale, no charge; carriage paid.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [7174]
MARBLE ARCH are paying tip-top prices for Norton or any other make of civilian or W.D. machine; free collection London area; H.P. accounts settled.—Marble Arch Motor Supplies, Ltd., 286-302, Camberwell Rd., London, S.E.5. and branches. Tel. Rodney 2181.
CLAUDE RYE, Ltd., are paying absolutely top prices for Nortons and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5160]

SPARE PARTS

TAYLOR MATTERSON.
NORTONS spare part specialists; largest selection of new genuine Norton spares in the South of England; all available parts in stock, prompt c.o.d. service.—Call, write or 'phone, 83, Bedford Hill, Balham, S.W.12. Balham 4201-4202. [0331]
LOVETTS, Ltd., for Norton spares, c.o.d. service.—220, Barking Rd., E.6. Gra. 0933. [0464]
KAYS OF EALING, Ltd., Norton spares stockist.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2162]
CLANFIELD LAWRENCE.—Norton spares stockists.—407, High Rd. N. Finchley, N.12. Fin. 0091.
COPE'S OF BIRMINGHAM.—Genuine makers' spares—express c.o.d.—487, Hagley Rd., Birmingham, 17.
GODFREYS, Ltd., Norton spares stockists, c.o.d.—227-234, London Rd., Croydon, Cro. 3641. [4695]
CLAUDE RYE, Ltd., Norton specialists.—Complete range, immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. [0557]
H. L. DANIELL, the Norton expert; Norton sales, spares, service.—65, Dartmouth Rd., Forest Hill, S.E.23. For. 5895. [0202]
PUTNEY AUTOS, Ltd., for your Norton spares; prompt c.o.d. service.—263, Putney Bridge Rd., Putney, S.W.15. Putney 1186. [0083]
PRIDE & CLARKE, Ltd., Norton spares specialists, by return post service, cash or c.o.d.; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [7183]
NORTON spares, order yours from the agent nearest the works. Rapid c.o.d. or quotation.—Motor Sales, 15-16, Aston St., Birmingham, 4. [2199]
HANDEL DAVIES, Ltd.—The leading Welsh official Norton spares stockists; prompt attention to local and post orders.—Handel Davies, Ltd., 230, Oxford St., Swansea, Tel. 4329. [4234]

PANTHER WANTED

SLOCOMBES OF NEASDEN.
SLOCOMBES, the Panther people, urgently need all types.
EXISTING h.p. accounts settled with pleasure.—269-271 Neasden Lane, N.W.10. Gladstone 2088.
ROWLAND SMITH'S, the Panther buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.
ALL models urgently wanted for cash.—George Clarke (Motors), Ltd., 275, High St., Acton, W.3. Acorn 0556. [5590]
£££'s more for any 1946/50 Panther; immediate cash or highest quotation by return, h.p. a/cs. settled; no sale, no charge; carriage paid.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [7175]
CLAUDE RYE, Ltd., are paying absolutely top prices for Panthers and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5161]

SPARE PARTS

JOLLY & KNOTT, Panther spares and service.—128, Lewisham Way, New Cross, S.E.14. [5882]
CLAUDE RYE, Ltd.—Panther specialists; complete range, immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. [9558]
PANTHER spares in stock; Panther repair service by specialists.—George Clarke (Motors), Ltd., 73, New Park Rd., S.W.2. Tulse Hill 3211. [1997]

RACING MOTOR CYCLES WANTED

SPECIAL 125cc racing machine wanted —Graham Kirk, Heathside Rd., Norwich. [5750]
1939 250cc D.K.W. Rennsport, with phasing piston wanted for cash, must be in good condition.—Hogan, 12, Silverston Way, Stanmore, Middx. Grimsdyke 892. [6010]
SPARE PARTS
H. L. DANIELL, the Norton expert, for Manx Norton spares.—65, Dartmouth Rd., Forest Hill, S.E.23. For. 5895. [0205]

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£57 10	'50 Ser. C. Vincent Comet, 1, 800 mls.	£225 0
£45 0	'50 Norton ES2, 500 O.H.V. Springer	£179 0
£44 0	'48 Triumph T100, very fast	£175 0
£65 0	'49 Series B H.R.D., very low mileage	£259 0
£43 0	'50 Panther 600 Mod. 100, immac.	£172 10
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£36 10	'46 Triumph Speed Twin, choice of two from	£145 0
£34 0	'48 Matchless 350 O.H.V., as new	£135 0
£40 0	'48 B.S.A. O.H.V. 500 A7 twin, V. good	£159 0
£36 10	'48 Velocette 200 O.H.V. MSS, Dowty's	£145 0
£35 0	'49 Ariel 350 O.H.V., NG as new	£139 0
£41 10	'49 Panther 600 Mod. 100, choice of two from	£165 0
£29 0	'46 Triumph 350 Twin 3T, choice of several from	£115 0
£27 10	'47 Ariel 350 O.H.V., super condition, Teles.	£110 0
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Over 100 post-war solos and twenty combinations.

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SPARE PARTS

KAYS OF EALING, Ltd., Raynall spares stockist.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2163]

RUDGE WANTED

SPARE PARTS

KAYS OF EALING, Ltd., Rudge Spares stockists.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2164]
CLAUDE RYE, Ltd.—Rudge specialists, complete range, immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. [9559]
RUDGE Spares Service now controlled by Godfreys.—Order parts for all models from 208, Gt. Portland St., W.1. Eus. 4632. [4690]
SPECIALIZED Rudge Service, engine, gear box and general overhauls, and all spares.—Thomson's, 10, Cornmarket, Louth, Lincs. [0016]

SCOTT WANTED

ROWLAND SMITH'S, the Scott buyers.—Hampstead High St. (Hampstead Tube), N.W.3. Ham. 6041.
CLAUDE RYE, Ltd., are paying absolutely top prices for Scotts and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5126]

SPARE PARTS

LONDON Scott depot offers you largest selection of Scott spares in the country; for Scott sales or service, write, 'phone or call.—130, Seymour Place, W.1. Paddington 7780. [0141]

SUNBEAM WANTED

ROWLAND SMITH'S, the Sunbeam buyers.—Hampstead High St. (Hampstead Tube), N.W.3. Ham. 6041.
CLAUDE RYE, Ltd., are paying absolutely top prices for Sunbeams and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5163]

SPARE PARTS

KAYS OF EALING, Ltd., Sunbeam spares stockist.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2165]
B. G. ENGLAND for John Marston Sunbeam spares; largest stockists in the country; s.a.e. for requirements to London Rd., Dunstable, Beds. Dunstable 843-4.

TRIUMPH WANTED

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube), N.W.3. Ham. 6041.
SLOCOMBES OF NEASDEN.

SLOCOMBES, the Triumph people, urgently need all types.
EXISTING h.p. accounts settled with pleasure.—269-271 Neasden Lane, N.W.10. Gladstone 2088.
SMITH'S, 86, Chalk Farm Rd., N.W.1. want Triumphs.—Gul. 2767. [0070]

ALL models urgently wanted for cash.—George Clarke (Motors), Ltd., 275, High St., Acton, W.3. Acorn 0556. [5588]
1946—50 Triumph wanted.—17, Ravensdale Mansions, Harringay Park, Crouch End, N.8. [5799]

WANTED, post-war Triumphs.—Crocker Bros., 775, Harrow Rd., Willesden, N.W.10. Ladbroke 3912. [6344]

UNLIMITED capital available for any model Triumph.—Raymond Way, the Hire Purchase Specialists, Kilburn Bridge, Maida Vale 6044 (10 lines). [9277]
KINGSTON MOTOR CYCLES, Ltd., pay highest prices for modern Triumph machines.—26, London Rd., Kingston-on-Thames. Tel. Kingston 2243. [2812]

WANTED, modern Triumph for cash or in part exchange for any make of machine.—H. A. Saunders, Ltd., 616, Finchley Rd., Golders Green, N.W.11. Speedwell 4701. [5633]

WHITBY'S OF ACTON, Ltd.—Top prices paid for good solos and combinations; hire purchase accounts settled, spot cash waiting.—273, Acton Vale, W.3. Tel. Shepherds Bush 5355. [7099]

£££'s more for any 1946/50 Triumph, immediate cash or highest quotation by return, h.p. a/cs. settled; no sale, no charge; carriage paid.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [7172]

MARBLE ARCH are paying tip-top prices for Triumph or any other make of civilian or W.D. machine; free collection London area; H.P. accounts settled.—Marble Arch Motor Supplies, Ltd., 286-302, Camberwell Rd., London, S.E.5. and branches. Tel. Rodney 2181.

CLAUDE RYE, Ltd., are paying absolutely top prices for Triumphs and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5147]

SPARE PARTS

CLAUDE RYE, Ltd., Triumph specialists; complete range; immediate c.o.d.
CR.—Huge stocks new W.D. Triumph spares; new list, 6d; trade and export enquiries welcomed.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [1368]

KAYS OF EALING, Ltd., Triumph spares stockist.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2166]
GODFREY'S, Ltd., Triumph spares stockists; c.o.d.—218-234, London Rd., Croydon, Cro 3161. [3696]

CLANFIELD LAWRENCE.—Triumph spares stockists.—407, High Rd. N. Finchley N.12. Fin. 0091.
COPE'S OF BIRMINGHAM.—Genuine makers' spares, express c.o.d.—487, Hagley Rd., Birmingham, 17.

PULLIN'S MOTOR CYCLES.—Largest Triumph spares stockists; c.o.d. service.—84, Lordship Lane, S.E.22. For. 2314. [8849]
PRIDE & CLARKE, Ltd., Triumph spares specialists; by return post service; cash or c.o.d.; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [7184]
BRACKPOOLS.—Triumph spares from stock; prompt c.o.d. service from London's largest stockists.—Tel. For. 2585. Call or write 228, Stanstead Rd., Forest Hill, S.E.23. [0502]
PUTNEY AUTOS, Ltd., main Triumph stockists.—Full range always in stock; c.o.d. orders promptly executed.—263, Putney Bridge Rd., Putney, S.W.15. Tel. Putney 1186. [0084]

VELOCETTE WANTED

ROWLAND SMITH'S, the Velocette buyer.—Hampstead High St. (Hampstead Tube), Ham. 6041.
SMITH'S, 86, Chaik Farm Rd., N.W.1., want Velocettes.—Gul. 2767. [0071]
ALL models urgently wanted for cash.—George Clarke (Motors), Ltd., 275, High St., Acton, W.3. Acorn 0556. [5589]
BLOOMFIELD'S are paying tip-top prices for Velocette or any other make of machine, free collection London area.—Write or phone Rodney 3021. 88-110, Camberwell Rd., S.E.5. [5625]
WHITBY'S OF ACTON, Ltd.—Top prices paid for good solos and combinations; hire purchase accounts settled; spot cash waiting.—273, Acton Vale, W.3. Tel. Shepherd's Bush 5355. [7101]
£££'s more for any 1946/50 Velocette, immediate cash or highest quotation by return, h.p. a/c's settled; no sale, no charge; carriage paid.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [7173]
CLAUDE RYE, Ltd., are paying absolutely top prices for Triumphs and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5164]

SPARE PARTS

L. STEVENS, Ltd., 147-151, Goldhawk Rd., Shepherd's Bush, W.12.
OFFICIAL agents for over 20 years; our reputation guarantees your satisfaction; call, write or phone, prompt postal c.o.d. service.—She. 1154. [0211]
ARCHERS, the Velo Felo's, for spares and service.—Victoria Rd., Aldershot. Tel. 323. [0367]
LOVETT'S, Ltd., for Velocette spares, c.o.d. service.—220, Barking Rd., E.6. Gra. 0933. [0465]
PREMIER for Velocette spares; we have the largest stock in the country; 24-hour c.o.d. service.
PREMIER MOTOR, Aston, Birmingham. [2722]
KAYS OF EALING, Ltd., Velocette spares stockists.—8-10, Bond St., Ealing, W.5. Eal. 2387. [2167]
CODFREY'S, Ltd., Velocette spares stockists; c.o.d.—228-234, London Rd., Croydon. Cro. 3641. [4697]
GLANFIELD LAWRENCE, Velocette spares stockists, 407, High Rd., N. Finchley, N.12. Fin. 0091. [9303]
COPE'S OF BIRMINGHAM.—Genuine makers' spares express c.o.d.—487, Hagley Rd., Birmingham, 17. [8011]

VINCENT WANTED

ROWLAND SMITH'S, the H.R.D. buyers.—Hampstead High St. (Hampstead Tube), N.W.3. Ham. 6041.
SLOCUMBES OF NEASDEN.
SLOCUMBES.—We must have H.R.D.s and we are prepared at present to purchase good, clean, low mileage machines.
EXISTING H.P. accounts settled with pleasure.—269-271, Neasden Lane, N.W.10. Gladstone 2088. [2219]
CLAUDE RYE, Ltd., are paying absolutely top prices for H.R.D.s and all other makes of civvy or W.D. machines; spot cash or h.p. accounts settled, balance in cash; if London area tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [5148]

SPARE PARTS

HANDEL DAVIES, Ltd., the leading Welsh Vincent spares stockists, prompt attention to local and post orders.—Handel Davies, Ltd., 230, Oxford St., Swansea. Tel. 4329. [6202]
GLANFIELD LAWRENCE, known nationally for spares and service. Comprehensive Vincent parts now stocked at all depots; write, phone or call nearest branch; special attention to postal customers.
LONDON: 407, High Rd., North Finchley, N.12. Tel. Finchley 0091.
CARDIFF: 2-10, City Rd. Tel. Cardiff 859.
BRISTOL: 47-53, Bath Rd. Tel. Bristol 78001.
PORTSMOUTH: 147-151, Fratton Rd. Tel. Portsmouth 74331. [6342]

THREE-WHEELERS AND CARS WANTED

ROWLAND SMITH'S, the 3-wheeler buyers.—Hampstead High St. (Hampstead Tube), London, N.W.3. Open 9-7 week-days and Saturdays. Ham. 6041. [1284]
SLOCUMBES OF NEASDEN.
SLOCUMBES, the noted 3-wheeler specialists.—Do you wish to turn your Morgan into cash? If so, phone or write; we are immediate purchasers of good, clean Morgans.—269-271, Neasden Lane, N.W.10. Gladstone 2088. [5290]
MORGAN type F4, not earlier 1938, 10hp preferred; state lowest for cash deal.—Box 6380. [6051]
ENTHUSIAST requires well maintained Morgan S.S. 3-wheelers for cash.—Details, 58, Queens Rd Hastings. [5938]

ALL models 3-wheelers urgently wanted for cash.—George Clarke (Motors) Ltd., 275, High St., Acton, W.3. Acorn 0556. [6305]
SPARE PARTS
B/ENDS, mains, rebores, valves, etc., from stock.—C. F. Smith & Co., 85, St. John's Hill, Clapham Junction, S.W.11. [2132]
MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0045]

EXCHANGE AND WANTED

ROWLAND SMITH'S, the motor cycle buyers, want motor cycles, combinations, 3-wheelers, light cars. Send or bring. Open 9-7 week-days and Saturdays.—Hampstead High St. (Hampstead Tube), London, N.W.3. Hampstead 6041 (10 lines). [1285]

WHITBY'S

WHITBY'S OF ACTON, Ltd., advertisers in this journal for over 30 years and famous as buyers of high-grade modern motor cycles of all makes, h.p. a/c's settled; be sure to get our offer.—Write, phone or call, Whitbys, 273, Acton Vale, London, W.3. She. 5355. [4950]

HUMPHREYS.

HUMPHREYS urgently require all makes of good solos and combinations for spot cash.
HUMPHREYS will pay maximum prices for first-class used machines, spot cash.
HUMPHREYS.—Hire purchase accounts settled and balance paid you in cash; phone, write or better still, bring machine to Humphreys, Ltd., 122, Hampstead Rd., N.W.1 (continuation of Tottenham Court Rd.). Euston 3326. [4206]

OSGOOD & COATES.

BEST prices paid for modern machines, H.P. accounts settled balance paid in cash; write, phone or call.
OSGOOD & COATES, 781-5, Old Kent Rd., London, S.E.15. Tel. New Cross 0513. [5251]
AYLOR & ROOT, Ltd.

CASH for your motor cycle solo or combination; highest prices paid; H.P. accounts settled.
WRITE, tel. or call Clapham Junction, S.W.11. Batt. 5272. [5802]

K. RAE, 3, Great West Rd., Chiswick, W.4.
K. RAE pays cash on sight for all good modern motor cycles.
K. RAE will give the highest possible price.

K. RAE will settle your hire-purchase agreement and pay cash balance on the spot.
K. RAE has an unlimited demand for good second-hand machines, with clients waiting we can afford to pay you the highest price.

K. RAE, 3, Great West Rd., W.4. Tel. Chiswick 2431. [9974]

RAYMOND WAY.—Spot cash on sight for your car, 3-wheeler or motor cycle.
RAYMOND WAY, of Kilburn, Maida Vale 6044 (10 lines). [2531]

CONWAY MOTORS urgently require late motor cycles.—301, Goldhawk Rd., W.12. [3191]

ALL models urgently wanted for cash.—George Clarke (Motors), Ltd., 275, High St., Acton, W.3 Acorn 0556. [5582]

GILLBANKS pay highest cash prices for motor cycles, condition immaterial.—Gillbanks, 499, Kingsland Rd., London, E.8. [5395]

A. COLES, Ltd., will pay highest prices for late clean machines.—Bring or send to 364-368, High Rd., Leyton. [2053a]

J. ROSS, Ltd., will always pay a good price for modern well-kept solos, combinations and cars of reputable makes.—106, Lee High Rd., S.E.13. (Established for over half a century.) [0459]

£££'s more for any make, year or model, immediate cash or highest quotation by return, h.p. a/c's settled; no sale, no charge; carriage paid.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [7176]

PART exchange 1940 600cc Scott Squirrel, bronze head, teles, rear springing, panniers, fast, excel. cond., for 3T/5T/T100, or sell £130; could possibly arrange h.p.—11, Belmont Ave., Southall, Middx. [5972]

BEST cash price in London offered for 1938/50 motor cycles and m/c combinations. Immediate cash payment, hire purchase accounts settled.—Write, phone or call George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [4797]

EXCHANGE your motor cycle for one of our special car bargains; we require urgently large numbers of motor cycles and combinations; this is your opportunity.—Write, phone or call, Pride & Clarke, Ltd., 237, Brixton Hill, S.W.2. Tul. 3664. [6343]

MOTOR cycles urgently wanted for cash, any make, age or condition definitely the highest price paid for modern machines; h.p. settled and we pay you the balance in cash; smashed, incomplete and obsolete machines bought; send, bring or buyer will call London area.—Dilley, 283 New Nth. Rd., London, N.1. Can. 2968

CLAUDE RYE, Ltd.—We are paying absolutely top prices for all makes of civvy and W.D. machines; spot cash or hire purchase account settled and balance in cash; if London area tel. Renown 6174, our buyer will call, no obligation, otherwise send details for return reply.—895-921, Fulham Rd., London, S.W.6. [9629]

G. K. RAE.—If you wish to sell remember that we will definitely pay within 30/- of the full market value for all good modern motor cycles and combinations, 3-wheelers and light cars; h.p. accounts settled and balance paid in cash. If you really mean business and wish to realise the highest possible price for your machine quickly and without fuss, it will pay you to call, phone or write and get our offer. Established over 30 years and known for courtesy and honest dealing. Ask your Dad!
G. K. RAE, 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2431. (Beginning of Great West Rd.).

MARBLE ARCH.—It will pay you to get our price first; we are the largest buyers of all types of motor cycles and combinations in the country; spot cash on inspection; highest prices paid; h.p. accounts settled, free collection.—Marble Arch Motor Supplies, Ltd., 286-302, Camberwell Rd., London, S.E.5. Tel. Rodney 2181 and branches. [2625]

ROWLAND SMITH'S will quote an exchange price for your present motor cycle or 3-wheeler. References and enquiries not essential; hire purchase can be financed by ourselves; cash refunded on exchanges; particulars and list on request; week-days, Saturdays 9-7.—Hampstead High St. (Hampstead Tube), London, N.W.3. Ham. 6041 (10 lines). [7242]

G. K. RAE, Chiswick, will pay the highest price obtainable in London for all good modern machines offered. Why waste time and money trying to sell privately when you can get practically the same price from us, cash down and deal completed in five minutes. H.P. accounts settled on the spot and balance paid in cash, including rebate. Whether buying or selling, remember it will pay to "Call to-day on G. K. Rae." Established 30 years and known for courtesy and honest dealing.—3, Great West Rd., W.4. Tel. Chiswick 2431. (Beginning of Great West Rd.) [9972]

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RAYMOND WAY.
RAYMOND WAY, the hire purchase specialists, have wonderful selection of new sidecars in stock for immediate delivery.
SWALLOW, Cossack, Commando, Jet 80, Harvard and Commercial Box; delivery from stock.—Kilburn Bridge, N.W.6. Maida Vale 6044 (20 lines). [6366]
GT. WEST AUTOS.
IMMEDIATE delivery, Watsonian, Garrard, Volante, Blacknell, etc.; h.p. terms.—435-222, Gt. West Rd., Hounslow 7118. [7858]

SOUTHERN SIDECARS.
WE are producing a child/adult saloon body, roomy dimensions, cellulose finish lift-over cloth cover canopy, Latex foam seating, exterior luggage boot.
SOUTHERN SIDECARS.

BEING newly established, we can offer very early delivery; price £30, plus £8 purchase tax.
SOUTHERN SIDECARS.

WE suggest a visit to our Show Room, 150b, Putney Bridge Road, will convince you that this is the finest value obtainable to-day. [6345]
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GREAT Britain's largest selection of new and used sidecars in two large showrooms solely devoted to the display of over 100 models; leading agents for Watsonian, Swallow, B.S.A., Trinder, V.P., Sandum, Sunbeam, O.E.C., Blacknell, Garrard; 24 months to pay; exchanges; expert and immediate fitting free; spares, service, lists.—Stockwell Rd., S.W.9. Bri. 6251. [7177]

IMMEDIATE delivery Swallow Cossack Jet 80 and Harvard 2-seater saloon, Garrard Latimer 2-seater saloon, Blacknell launch 2-seater, fitting free; terms, exchanges.—25-27, 72-74, Shortmead St., Biggleswade, Tel. 3106. [2518]

WEST LONDON MOTOR AGENCIES, Ltd.
ORDER your new Garrard or Watsonian sidecar now for early delivery; your old sidecar taken in part exchange; fitting free; full range of spares and accessories always in stock.

436, Uxbridge Rd., W.12; and 125, Walmer Rd., W.10. She. 1121 and Bay. 4710. [7953]
SIDECAR chassis, Noxal, complete; £6; extra lugs if required, view any time.—Box 6511. [6299]
OBTAIN your Busmar Lancastria at the agent nearest the works; send for details.

WHITTAKERS MOTOR STORES, Ltd., 84, Topping St., Blackpool. Tel. 24828. [0335]
ADULT-CHILD saloon sidecar and chassis, condition as new; £40.—46, Poplar St., Romford. [5973]
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OWEN BROS.—Watsonian agents; full range of spares and fittings; 24-hr c.o.d. service; trade supplied.
OWEN BROS. (Established 1887), 19, Battersea Rise, Clapham Junction, S.W.11. Batt. 1299. [8016]
£45—Sports sidecar, spring wheel, hood, apron, lovely condition, black and silver.—Sunbury 2701. [6017]
SMITH & DOUBLE, Ltd. main agents for 1950 Swallow sidecars.—1-4, Mildmay Parade Cranbrook Rd., Ilford. [4708]
£11—Swallow 1939 chassis, unused 4in tyre, ex. cond., body cheap.—Potts, Fairshaw, Bellingham, Hexham. [5955]
LONDON SIDECARS.—The 100% sidecar specialists; new and used sidecars always in stock; exchanges and terms.
LONDON SIDECARS.—Swallow official agents; Jet 80 from stock; screens and springs for 101/102.
LONDON SIDECARS.—Watsonian official agents; fitting for A.J.S., Ariel, B.S.A., Enfield, Indian, Harley, Matchless, Norton, Panther, Rudge, Triumph, etc.
LONDON SIDECARS.—For wheels, guards, tyres, certain screens (no hoods), wheel bearings, lugs, fittings, etc.; experts on re-alignments, by appointment.—146 Brixton Hill, S.W.2. Tel. Tulse Hill 3631. [5064]
SMITH & DOUBLE (DAGENHAM), Ltd., for new S.V.P.; terms, exchanges; spares service.—Imperial House, New Rd., Dagenham, Rainham 3284.
SWALLOW Jet 80, Harvard Commando and commercial S box in stock; also Watsonian stockists.—Pillings, 158-164, The Rock, Bury Lancs. Tel. 1906. [3924]
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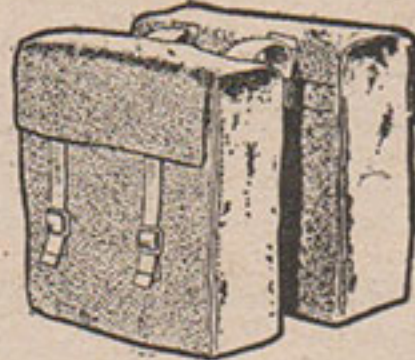
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OWEN BROS.—Agents for Wico-Pacy, for Bantam B.S.A., also Lucas, exchange dyno and magneto service.—19, Battersea Rise, Clapham Junction S.W.11. Batt. 1299. [8015]

EXIDE motor cycle batteries, Standard, 36/9; T Type, 44/10; postage 1/6; we also stock Lucas batteries and all dyno and magneto spares.—Wm. G. Stanley & Son, 108, Grenville St., Stockport. [6283]

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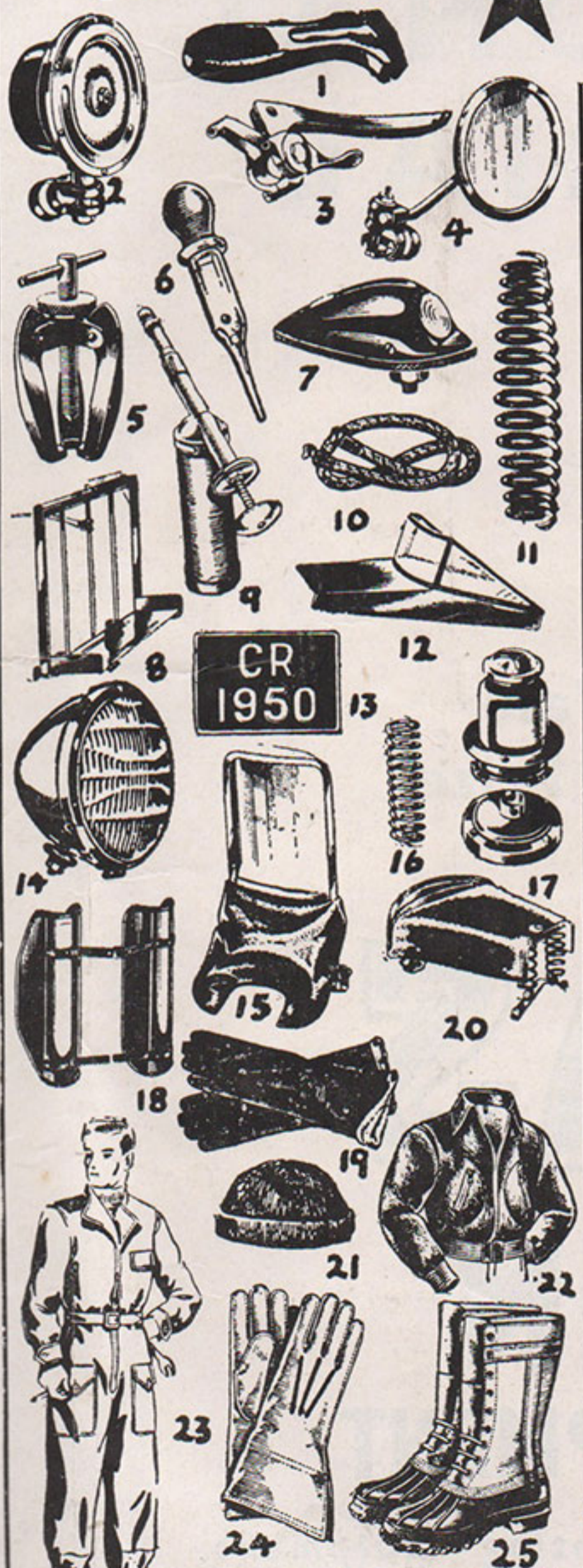
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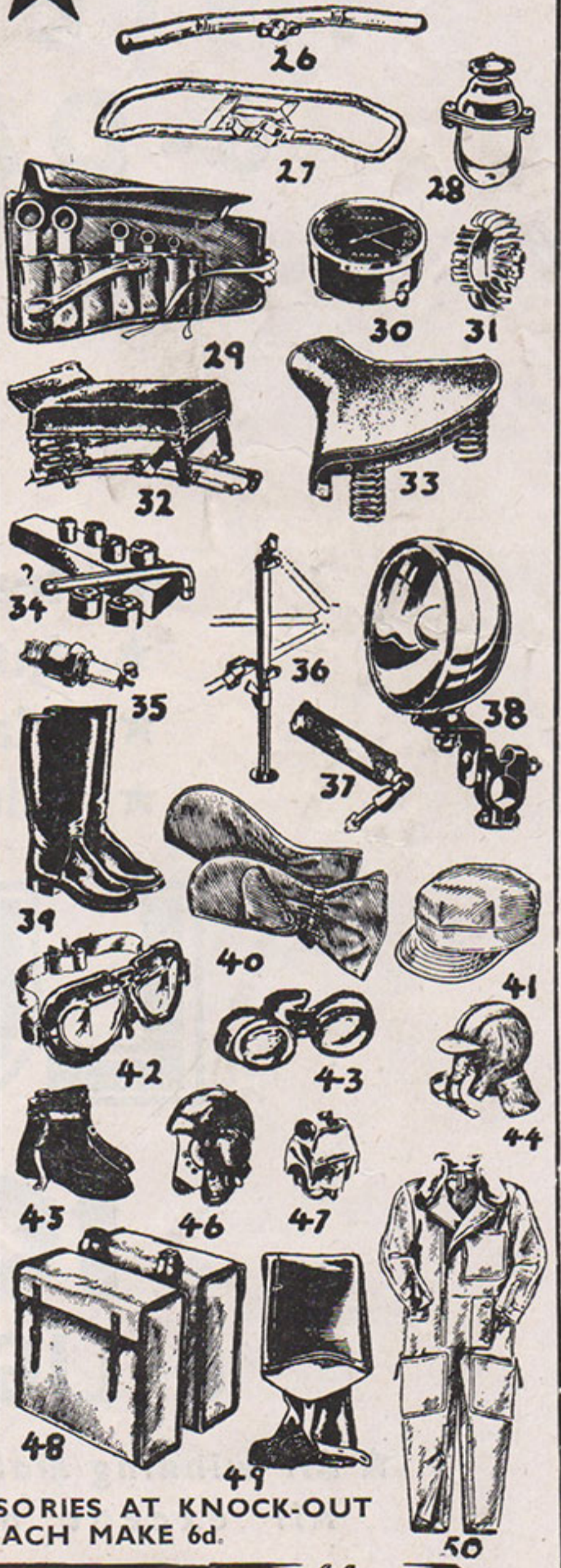
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